

Highway 3A – Thrums and Tarry's Access Management Plan

Terms of Reference

Background

The communities of Thrums and Tarry's are located adjacent to Highway 3A between Castlegar and South Slocan. Highway 3A is primarily a 2-lane rural/suburban highway, which passes through mountainous terrain. In the study area the highway is on relatively flat land beside the Kootenay River. The CPR tracks are located beside the highway, between the highway and the river.

Highway 3A through Thrums and Tarry's is a commuter route, with traffic traveling between Trail (Highway 22), Castlegar, Nelson and the Slocan Valley (Highway 6). The City of Castlegar, with a population of approximately 7,000, is home to the main campus of Selkirk College, and has two major employers, the Celgar pulp mill and the Pope and Talbot lumber mill. Castlegar airport is the main airport for the West Kootenays, and is adjacent to Highway 3A. Construction work on the upgrading of Brilliant Dam, which is 3 km west of Thrums, also adjacent to Highway 3A, is scheduled to begin in 2003.

The City of Nelson, with a population of approximately 9,500, has its origins in the mining industry of the late 1800's and early 1900's. This later gave way to the forest industry. The lumber mill in Nelson closed permanently in 1981. A branch of Selkirk College is based in Nelson, including Kootenay School of the Arts, but it is smaller than the Castlegar campus. Until recently, one of the main employers in Nelson was the provincial government, but reductions to the work force in 2002 and 2003 has reduced this considerably. Tourism is playing an increasingly important role. Emphasis is on the City's heritage theme, combined with the beautiful lakes and mountains, and recreation. Both Nelson and Castlegar have a hospital. Nelson also has one of the largest shopping malls in the area, which contains a Wal-Mart. The CP rail line continues to serve the area.

The City of Trail, located 26 km from Castlegar and connected by Highway 22, also has an important economic influence in the West Kootenays, and an impact on traffic flows in the area. The primary employer is the Cominco smelting operation and fertilizer plant. The population of Trail has declined from over 10,000 in the 1970's to approximately 7,700 in 2000. Trail also has a regional hospital.

Highway 3A services many residences and small businesses including Kalesnikoff Lumber, a major employer, which has a mill beside the highway at Tarry's, immediately east of Thrums.

Highway 6, which connects Highway 3A at South Slocan to Nakusp, Revelstoke and Vernon, has also become an important commuter route. Many people live in the Slocan Valley, because of its peaceful, rural, lifestyle, and commute to work or school. They also travel for shopping or medical consultations etc. to Nelson, Castlegar and Trail. Slocan Forest Products is an important employer at Slocan City, 46 km north of Highway 3A. Forest products are shipped to the pulp mill in Castlegar or to the reload centre in Nelson.

There was an economic recession in the West Kootenays in the 1980's and early 1990's as traditional economic activities adjusted to late 20th century realities i.e. less reliance on resource industries and more reliance on service industries. However, since the mid-1990's the economy has taken an upturn.

Summer traffic volumes east of Brilliant Interchange (counter 32-020) were 5,500 vehicles per day in 1990. By 2000, this had increased to approximately 6,600, an increase of 19%, almost 2% per year. Summer traffic volumes through Thrums and Tarry's range between about 6,500 and 7,500 vehicles per day, and being a commuter route, winter volumes would be similar. The speed limit through Thrums and Tarry's is 80 km/h, and through the school zone at Tarry's is 50 km/h.

Between Nelson and Castlegar several power lines parallel and cross the highway at several locations. They are all restrictions to upgrading the highway. In 2004 Aquila Networks Canada will be removing some of these power lines, particularly in the area of Tarry's, and will replace them in a different location. Property from the power line right of way may become available for the realignment and upgrading of the highway, particularly at Glade Ferry Road intersection, which is considered an accident-prone location.

Need

There are many direct residential and commercial accesses to Highway 3A through Thrums and Tarry's. There are also many accesses from the side road network in the area. With the proposed removal of the power lines along the corridor there is an opportunity to rationalize or change, the number of direct accesses to the highway. This would improve the traffic flow and increase safety. A study of the highway accesses along the corridor, and a means to improve the transportation network is required.

Scope

Through a consultative approach between the Ministry of Transportation, the Regional District of Central Kootenay, and representatives of the communities of Thrums and Tarry's, the consultant will be required to develop an Access Management Plan, which will act as a guide in the development approval process.

The work will include the following:

- Evaluate the performance of Highway 3A from west of Thrums (Brilliant Rest Area), LKI Segment 1356, km 6.0 to Shoreacres Bridge at km 17.13, a distance of approximately 11.2 kilometres. This includes reviewing traffic volumes, classification, Levels of Service, mobility, intersection movements, and accident-prone locations;
- Liaise with Ministry officials. Consult also with other officials, after discussion with the Project Manager, including, but not limited to, Regional District of Central Kootenay, representatives of the communities of Thrums and Tarry's, local business people and residents;
- Generate options for access management along the Highway 3A corridor, and links to the local street networks. The options should include, but not be limited to, evaluation of intersection locations, elimination of driveways, shared driveways, service road extensions, and the construction of service/frontage roads. There should also be consideration of background work from the "Highway 3A/6, Nelson to Castlegar Passing Lane Study", March 2002;
- Options should be evaluated using a multiple account evaluation framework proposed by the consultant and must include microbencost analysis to define Ministry benefits for each option;
- Determine priorities for improvement with staging and improvement triggers over the short (< 5 years), medium (5 to 15 years) and long term (20 to 25 years and beyond 25 years);
- Present the options in suitable graphical format;
- Make recommendations on service/frontage roads e.g. how are the present service roads performing, should they be revised or extended, should new service roads or frontage roads be constructed etc.?
- Make recommendations on speed limits through the community;
- Review and present the options to a meeting (or meetings) with local officials;
- Include cost estimates with the options developed using the 'Kneeshaw' or 'Wolski' method, or a similar approved method;

- Produce a Final Report containing the findings of the study, including the different options reviewed. Cost estimates for the options must be included. Cost estimates are to be carried out using the 'Wolski' or 'Kneeshaw' method, or a method approved by the Project Manager. Care must be taken not to raise the expectations for major capital expenditure in the near term.

Schedule and Funding

All work is to be completed by xxxxxxxxxx. Intermediate milestone dates are negotiable with the consultant and include:

Problem Definition –
Multiple Account Evaluation Criteria –
Option Definition and Evaluation –
Draft Final Report –
Final Report –

These milestones need to be linked to Ministry and stakeholder (and/or community) reviews of work.

The budget for this assignment will not exceed \$.

Deliverables

1. A conceptual Access Management Plan, and a recommended improvement strategy.
2. Design criteria standards.

Email Message

From: MacDonald, Jennifer TRAN:EX [SMTP:Jennifer.MacDonald@gov.bc.ca]
To: XT:MtCon, YRB Kootenay Office TRAN:IN [SMTP:kootenay@yrb.ca], Van Der Holt, John TRAN:EX [SMTP:John.VanDerHolt@gov.bc.ca], Eberle, Hugh TRAN:EX [SMTP:Hugh.Eberle@gov.bc.ca]
Cc:
Sent: 2012-10-11 at 12:39 PM
Received: 2012-10-11 at 12:39 PM
Subject: s.22 Lookout Road Thrums - s.22 Complaint - Oct 10, 2012

Attachments: Communication Record .doc

Ⓐ

File: Tran-23500-30

Date: October 11, 2012

Time: 11:30 am

Name of Caller: s.22

Phone: s.22

Description of Property Affected: s.22 Lookout Road - Thrums

Description of Request or Complaint: During the spring flood, a YRB representative promised that they would be back to fix up and stabilize a bank that had sloughed onto a portion of their road. She would like it fixed. Please call her back, if calling today call after 3:30 pm.

Action to be Taken:

Date:

Signed:

Report on Action Taken / Remarks:

Date:

Signed:

The personal information collected on this form is required for Ministry Maintenance Programs. The information collected will be used to process requests and complaints from the public regarding maintenance work done by or for the Ministry. If you have any questions about the collection, use and disclosure of this information, contact the local District Highways Manager.

Sent to: J. Vanderholt

YRB

H. Eberle



REPORT OF FATAL COLLISION

The information collected on this form is directly related to, is necessary for, and will be used to assess safety problems and evaluate the need for safety improvement action plans. If you have any questions about the collection, use and disclosure of this information, contact the Senior Highway Safety Engineer (250) 356-5292 BC Ministry of Transportation, PO Box 9850 Stn Prov Govt, Victoria BC V8W 9T5

To: **Senior Traffic Operations Engineer**

Nini Nytepchuk

From: **District Manager, Transportation**

Hugh Eberle

 Accident Case Number from **Top Left Corner** of Police MVA Form:

s.15

Accident Date/Time:

2020

05

14

17

15

Year

Month

Day

Hour

Minute

24 Hr Format

Location of Collision: Highway 3A Between intersections with Thrums West and Lookout Road

LKI	3A	1984	~7.98	N/A	GPS Coordinates	4	9	.	3	4	6	4	2	7	-	1	1	7	.	5	8	7	7	8	4
	Hwy	Seg.	Km	<input checked="" type="checkbox"/>		Latitude										Longitude									

- ☐ Signalized Intersection ☐ Unsignalized Intersection ☐ Driveway ☐ Railway Crossing
☒ Highway Section ☐ Ramp ☐ Bridge
☐ Other

☐ Tangent Radius of Curve m 0 -1% Grade

 Weather: ☒ Clear ☐ Cloudy ☐ Raining ☐ Snowing/Sleet ☐ Hail ☐ Fog ☐ Smog/Smoke ☐ Strong Wind

 Road Surface Conditions: ☒ Dry ☐ Wet ☐ Muddy ☐ Snow ☐ Slush ☐ Ice

Posted Speed: 80 km/h Advisory Speed: 80 km/h

A Vehicle Type Sedan (Honda Civic)

 Direction: ☐ N ☐ S ☒ E ☐ W

B Vehicle Type Truck (Dodge Ram)

 Direction: ☐ N ☐ S ☒ E ☐ W

 Any highway maintenance/construction activity in immediate collision vicinity? ☐ YES ☒ NO

(If yes, please include record plan of work site showing all signs and other control(s))

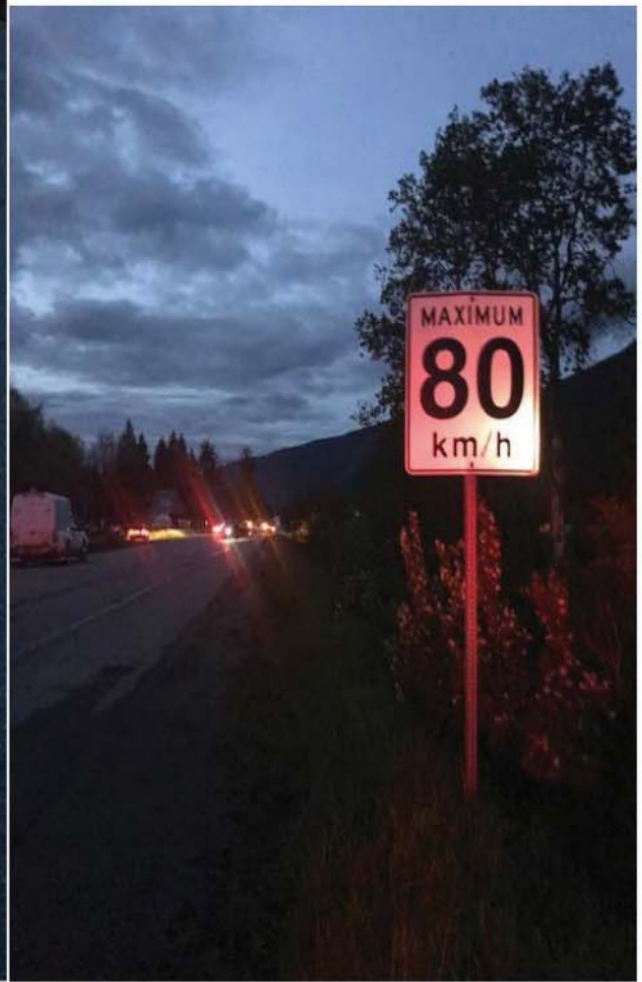
 Has location been inspected by MoT since the collision? ☒ YES ☐ NO

Brief description of the vehicle(s) movement(s) just before and during the collision:

Small sedan was rear ended by a large pick-up truck along a straight stretch (beginning of a passing area). It is undetermined if the small sedan had slowed down to turn off onto an adjacent side road.

Form completed by: Kevin Lewis Nelson Area Manager - Roads

(print name and position)
Other Comments:
 Speed signs were checked and in good condition (Alignment and reflectivity)
 Lines are visible



Sketch of Collision:



Optional attachments: Newspaper clips, maintenance report and photos

~ CONFIDENTIAL ~