

Highway 14 Corridor Improvements Information Session

Connie Road to Glinz Lake Road Four Laning and Realignment
Otter Point Road to Woodhaven Road Resurfacing and Shoulder Widening

Purpose of Open House

- › To provide an update to the public on the Highway 14 upgrades that were announced in April 2019
- › To present the design to the public and solicit feedback



DECEMBER 2019 CURRENT DESIGN

Background

Project Location

On June 19, 2018 a public open house was held by the MoTI to solicit public feedback on future improvement priorities along Highway 14.

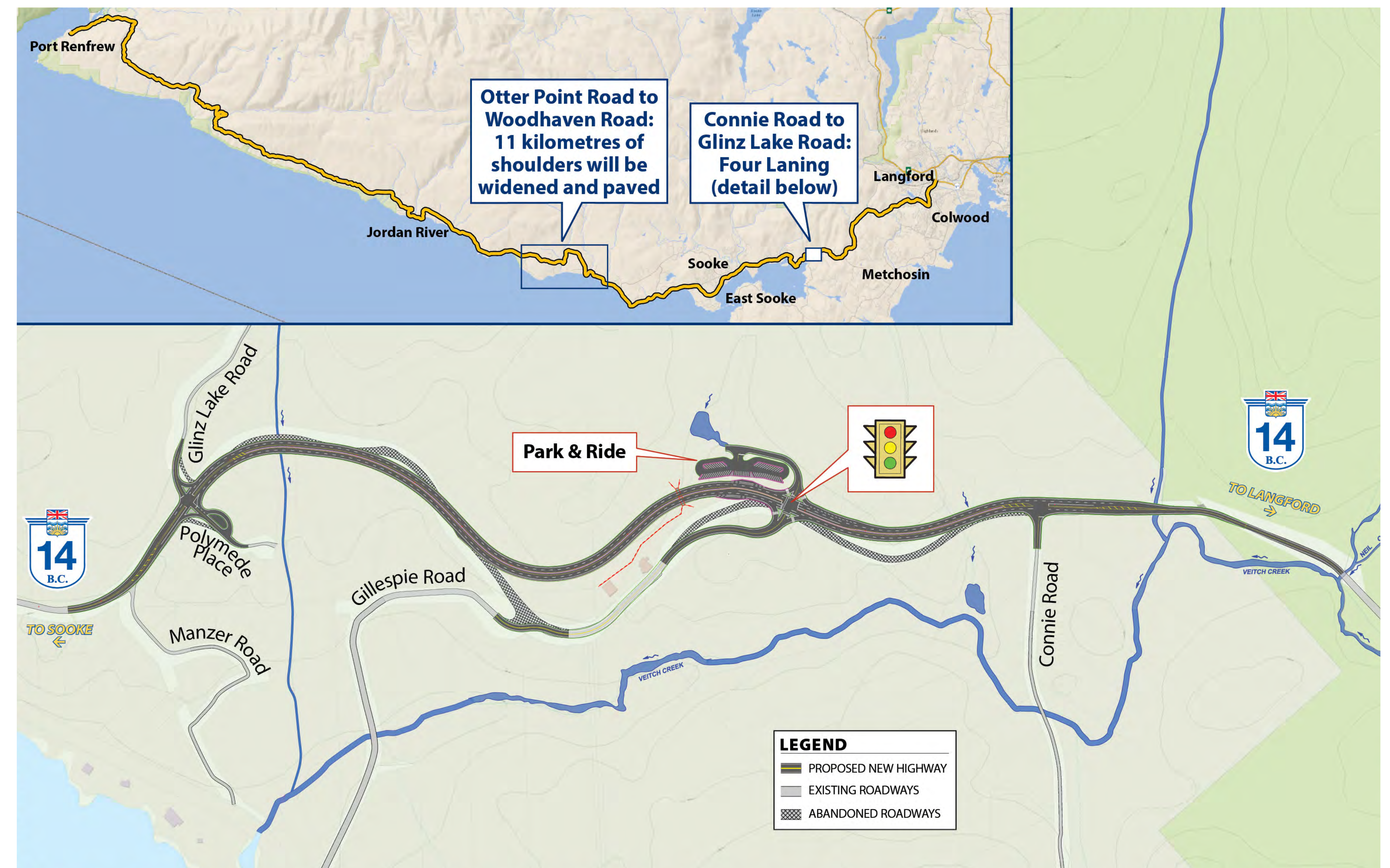
OVER 700 FEEDBACK SUBMISSIONS WERE RECEIVED

- › 82% of respondents indicated “Improved Intersections” as either a high or medium priority
- › 73% of respondents indicated “Additional Passing Opportunities” as either a high or medium priority
- › 67% of respondents indicated “Highway Realignment” as either a high or medium priority
- › 59% of respondents indicated “More or Expanded Park and Rides” as either a high or medium priority

PROJECT ANNOUNCEMENT

On April 23, 2019 the Province of BC and the Government of Canada announced two projects in response to the feedback received

- › Highway 14 realignment and four laning between Glinz Lake Road and Connie Road including a new Park and Ride facility at Gillespie Road
- › Highway 14 shoulder widening between Otter Point Road and Woodhaven Road



APRIL 2019 ANNOUNCEMENT CONCEPT DRAWING

- › These projects will enhance the safety of the corridor while also improving corridor reliability and mobility.
- › The estimated Total Project Cost for both projects is \$85.7M.
- › The Province of BC will be contributing \$55.5M to the project and the Government of Canada will be contributing \$30.2M.

Background

Existing Conditions



Collision Rate Assessment

- Above Critical Collision Rate (>10% above)
- Within Range of Critical Collision (+/- 10%)
- Below Critical Collision Rate (>10% below)
- No Collisions Recorded

- › The Highway 14 Corridor is approximately 100 km long connecting the communities of Port Renfrew and Sooke to greater Victoria and is a vital link in the transportation of people, goods and services on southern Vancouver Island
- › The highway segment at and around the Gillespie Road Intersection has a greater prevalence of crashes compared to the rest of the corridor
- › Highway 14 between Sooke and Langford is closed on average 6 times a year with the average closures lasting less than 2 hours
- › BC Transit provides services between Sooke and Victoria along Highway 14. Approximately 1,700 passengers per day use BC Transit which is about 10% of the commuters to and from Greater Victoria to the Sooke area
- › Highway 14 between Sooke and Langford is winding and lacks passing opportunities, and averages over 16,000 vehicles per day
- › Highway 14 west of Sooke is a winding rural two-lane highway that lacks paved shoulders, and averages over 1,400 vehicles per day

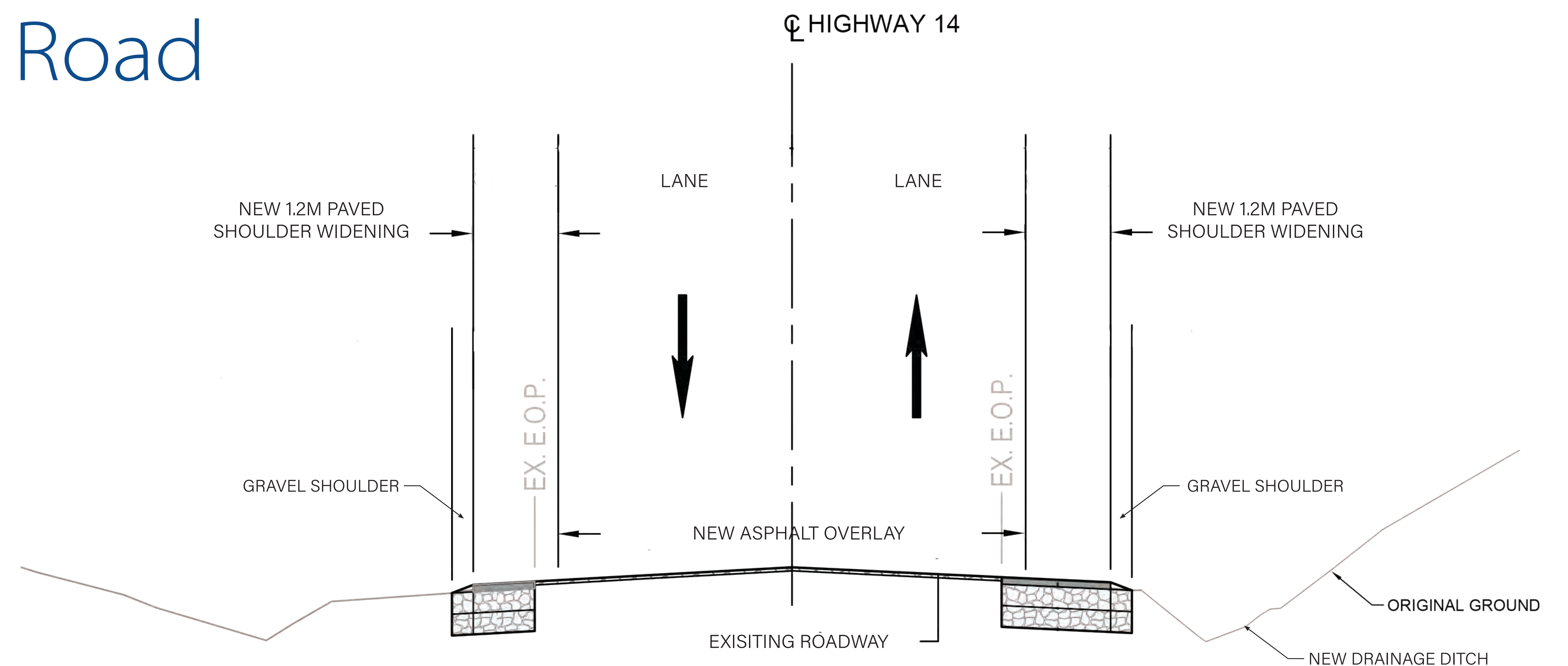
Background

Otter Point Road to Woodhaven Road

Shoulder Widening, Road Resurfacing, Grade Repairs and Drainage Improvements.

HIGHWAY 14 SHOULDER WIDENING

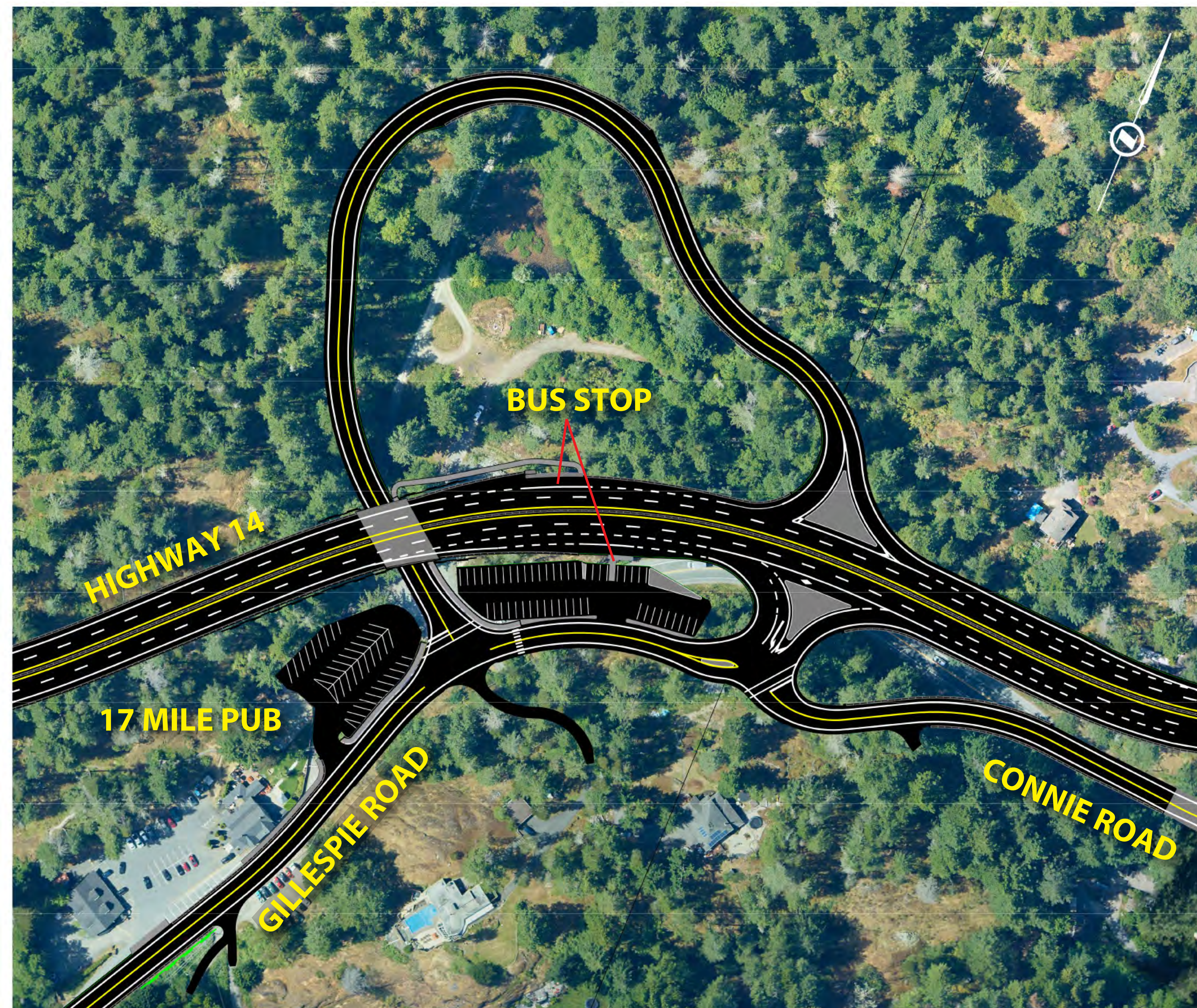
- 11km asphalt resurfacing
- 1.2m paved shoulders
- Combining Hydro and Telus pole alignments
- Over 250 utility poles relocated or removed
- 6 Geotech repair sites
- 2 slow moving vehicle pullouts



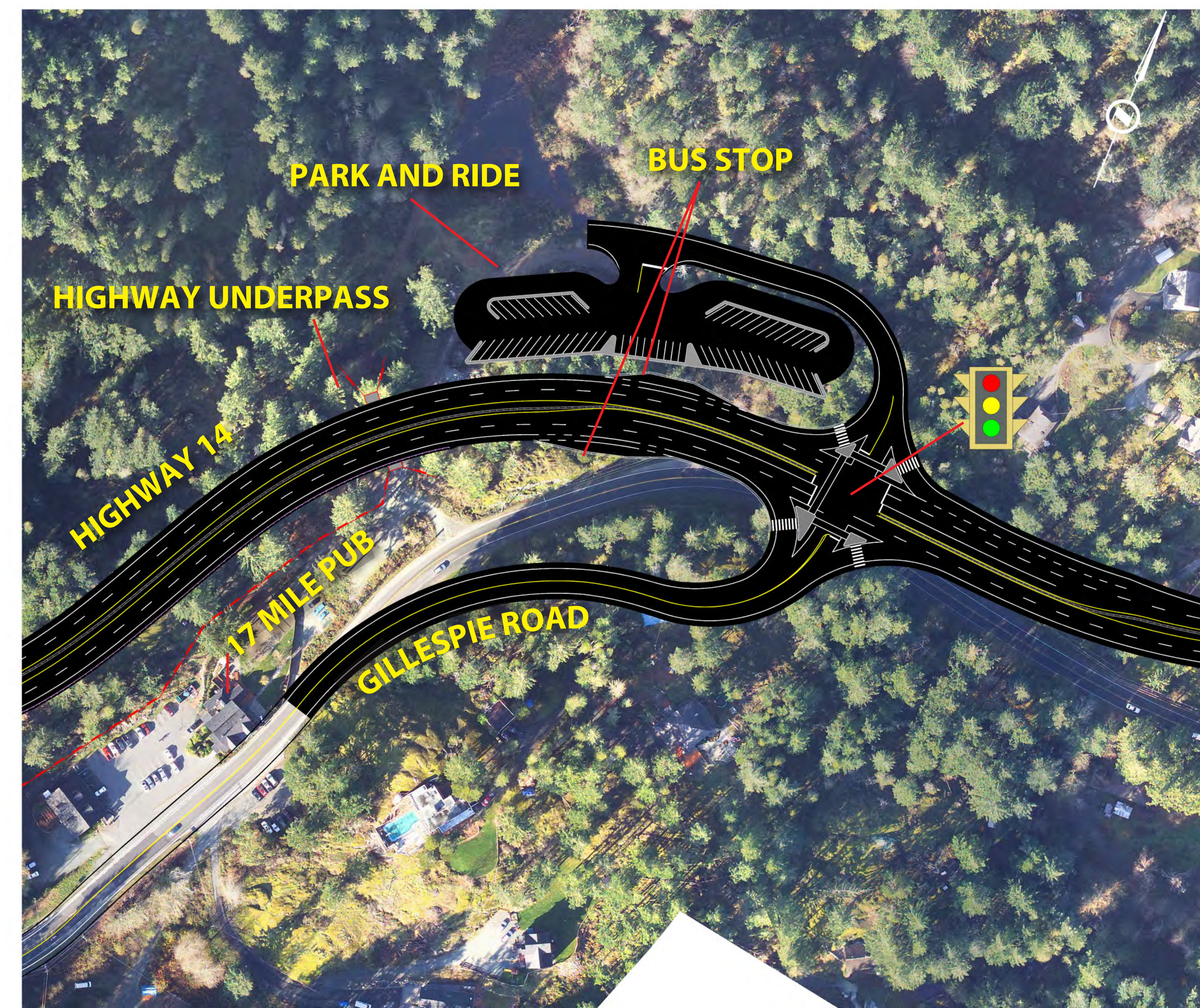
Strategies for Improvement

IDENTIFIED PROBLEM	PROPOSED SOLUTION
Cross Over Collisions	<ul style="list-style-type: none"> • Installation of approximately two kilometers of median barrier
Intersection Collisions	<ul style="list-style-type: none"> • Converting Gillespie Road to a grade separated intersection • Providing left turn bays at the Glinz Lake Road / Polymede Place Intersection • Converting 14 accesses and Manzer Road to right-in / right-out only
Lack of Paved Highway Shoulders	<ul style="list-style-type: none"> • Increase paved shoulder widths to 2.0 m between Manzer Road and Connie Road • Increase paved shoulder widths to 1.2 m between Otter Point Road and Woodhaven Road
High Access Density along Corridor	<ul style="list-style-type: none"> • Consolidation and reduction of 35 intersections / accesses down to 13 • Connie Road to be closed and connected to Gillespie Road
Lack of Passing Opportunities	<ul style="list-style-type: none"> • Four-laning will provide passing opportunities in both directions • Eastbound and westbound slow moving vehicle pullouts provided between Otter Point Road and Woodhaven Road
Highway Closures along Corridor	<ul style="list-style-type: none"> • Maintaining a 60 km/h posted speed and providing median barrier to reduce collision severity and closure times • Wider shoulders and four-laning will provide more opportunity to bypass a collision or stalled vehicle
Lack of Park and Ride Facilities	<ul style="list-style-type: none"> • New Park and Ride Facility at Gillespie Road • Pedestrians sidewalks and pathways to be provided

Intersection Options Considered



Gillespie Road Grade Separated Intersection (December 2019 Design)



Gillespie Road At-Grade Signalized Intersection (April 2019 Concept)

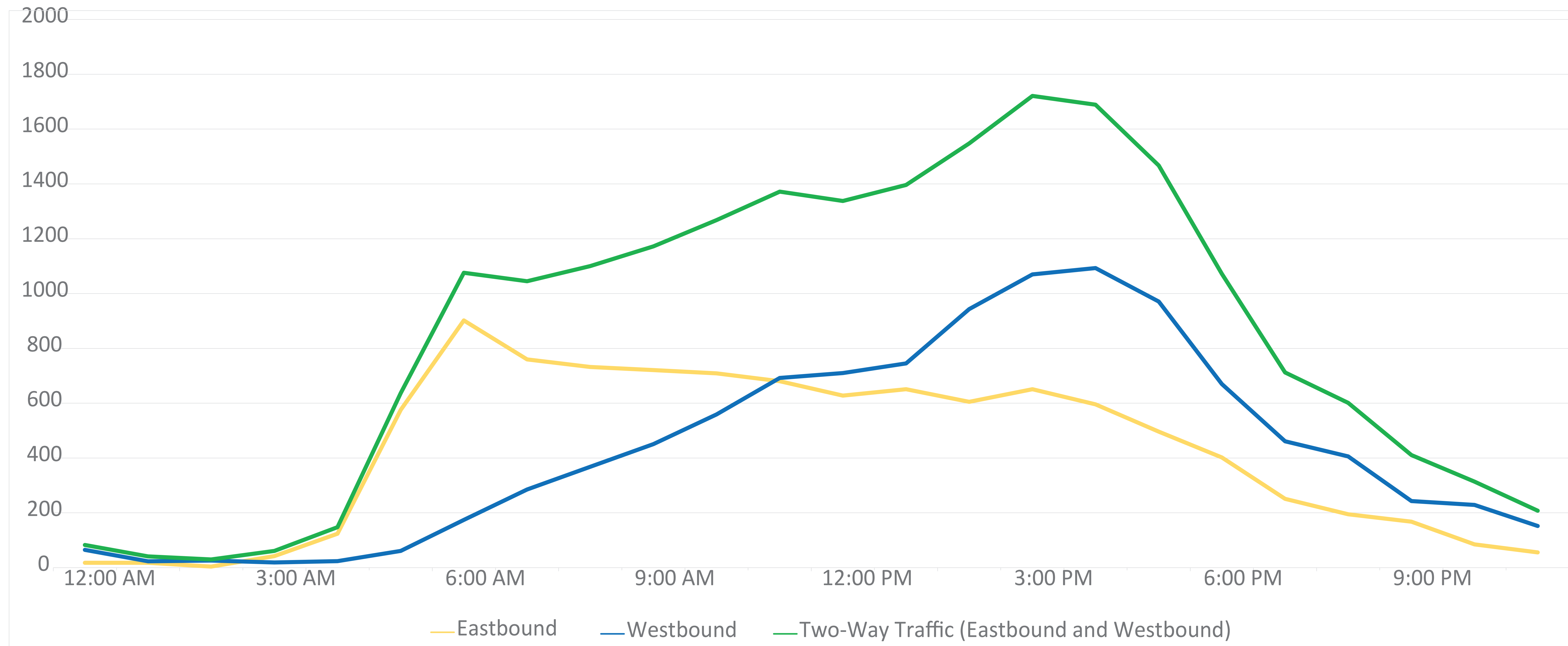
BENEFITS OF GRADE SEPARATED INTERSECTION

- › Improves mobility on Highway 14 since traffic will not be required to stop at a traffic signal
- › Improves safety due to the elimination of higher risk left turn movement collision conflicts
- › Highway overpass provides safe pedestrian connectivity to the proposed bus stops on the north and south side of the highway
- › Provides U-turn opportunity for both westbound and eastbound traffic

- › Allows the old highway alignment to be used as a local sideroad
- › Provides the ability to eliminate direct accesses onto Highway 14 including closing the Connie Road Intersection
- › Allows highway grade to be increased from 4% to 6% resulting in a decrease in rock excavation
- › Achieved within available budget

Traffic Management During Construction

2019 SUMMER HOURLY TRAFFIC VOLUMES¹



¹ MoTI Permanent Count Station, Route 14, 0.8km west of Humpback Road, P-11-3EW

INFORMATION

Connie Road to Glinz Lake Road Project

- › The majority of the project alignment is offline from the existing highway which will minimize traffic disruptions during construction
- › There will be single lane alternating traffic scenarios required during some phases of construction
- › Short duration full closures for rock blasting will be required with up to 20 min delays to be expected

- › Additional details on traffic management impacts will be provided prior to construction
- › No closures and stoppages during peak travel times

Otter Point Road to Woodhaven Road Project

- › Single Lane Alternating Traffic with up to 20 minutes delays
- › Site specific night time closures at Muir and Kirby Creek locations required in summer 2021 and will be advertised well in advance
- › Anticipated night time closures at Muir and Kirby sites between midnight to 0500 hrs for approximately 2 to 3 weeks per location
- › Traffic Control Plans will ensure ability for passage of emergency response vehicles

Glinz Lake Road, Polymede Place and Manzer Road Intersections

GLINZ LAKE ROAD / POLYMEDE PLACE INTERSECTION IMPROVEMENTS

- › Upgraded four-legged unsignalized intersection with eastbound and westbound left turn lanes
- › Lighting to be provided at intersection
- › Turnaround facility at Polymede Place

MANZER ROAD INTERSECTION Movement Conflicts

- › Highway 14 westbound merge conflicting with left-out movement
- › Insufficient distance between Glinz Lake Road and Manzer Road to provide a median left turn lane at Manzer Road

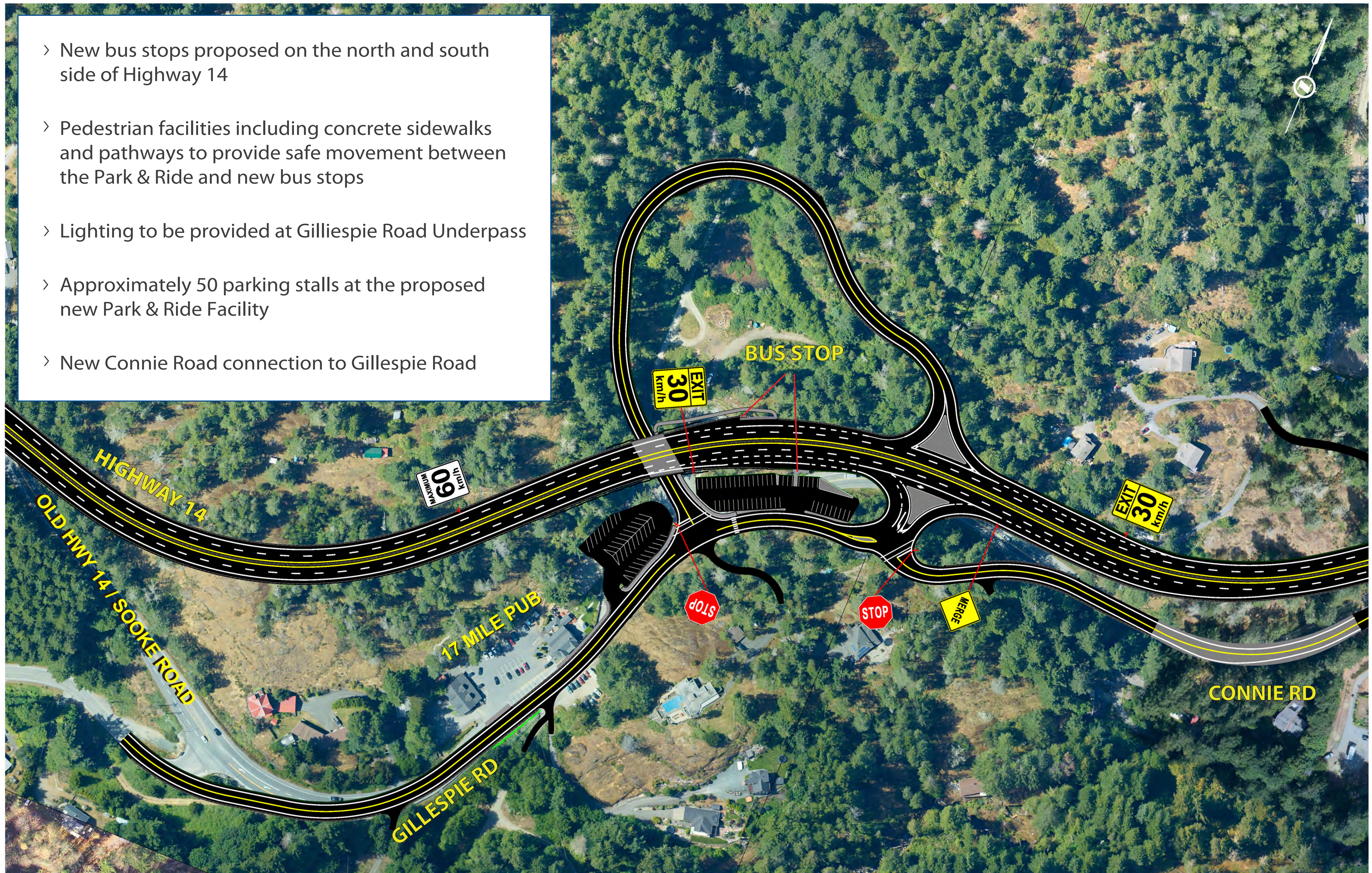
Solution

- › Convert Manzer Road to a right-in / right-out configuration
- › U-Turns provided at Polymede Place and potentially at Coopers Cove
- › Lighting to be provided at intersections

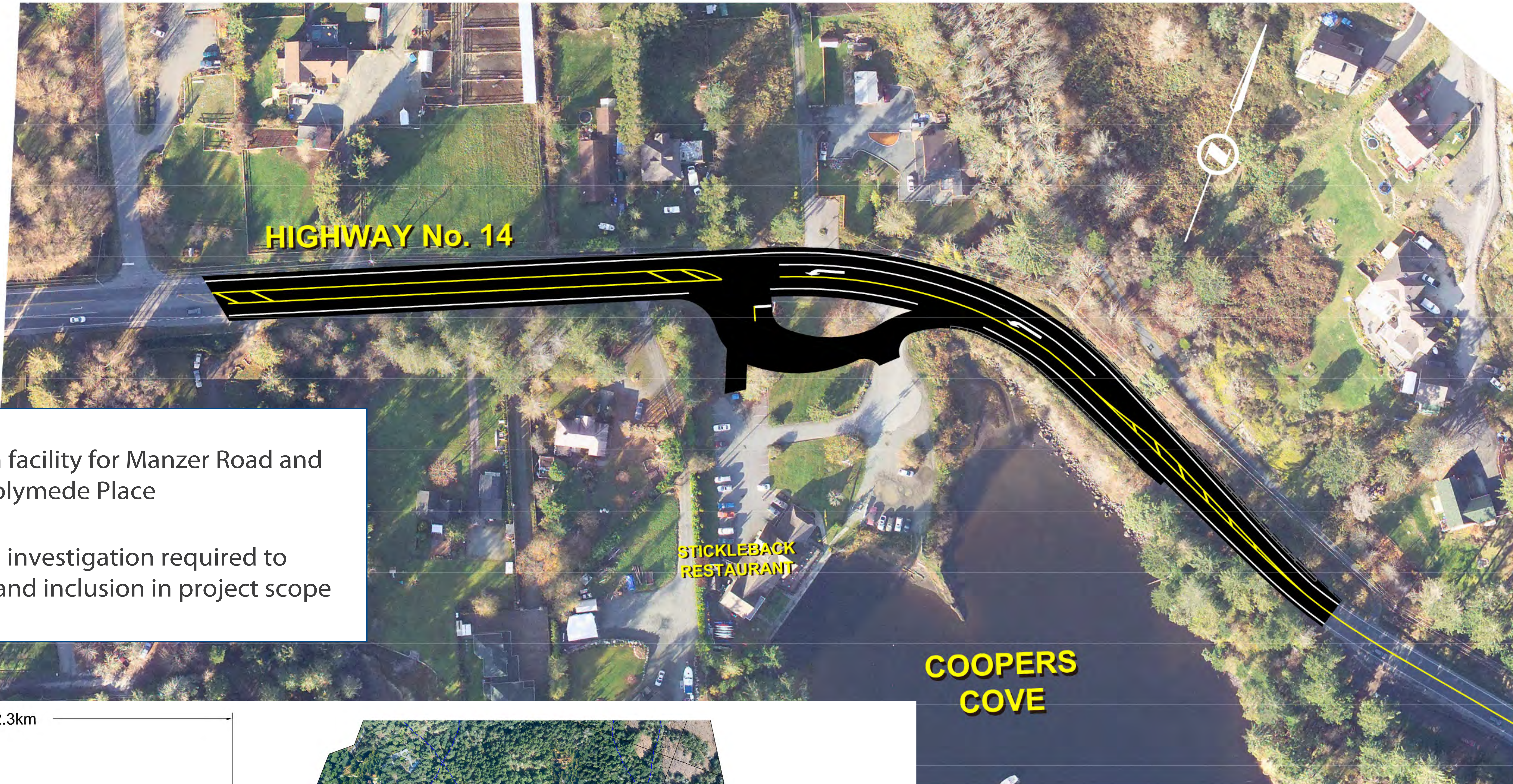


Gillespie Road Grade Separated Intersection and Park & Ride Facility

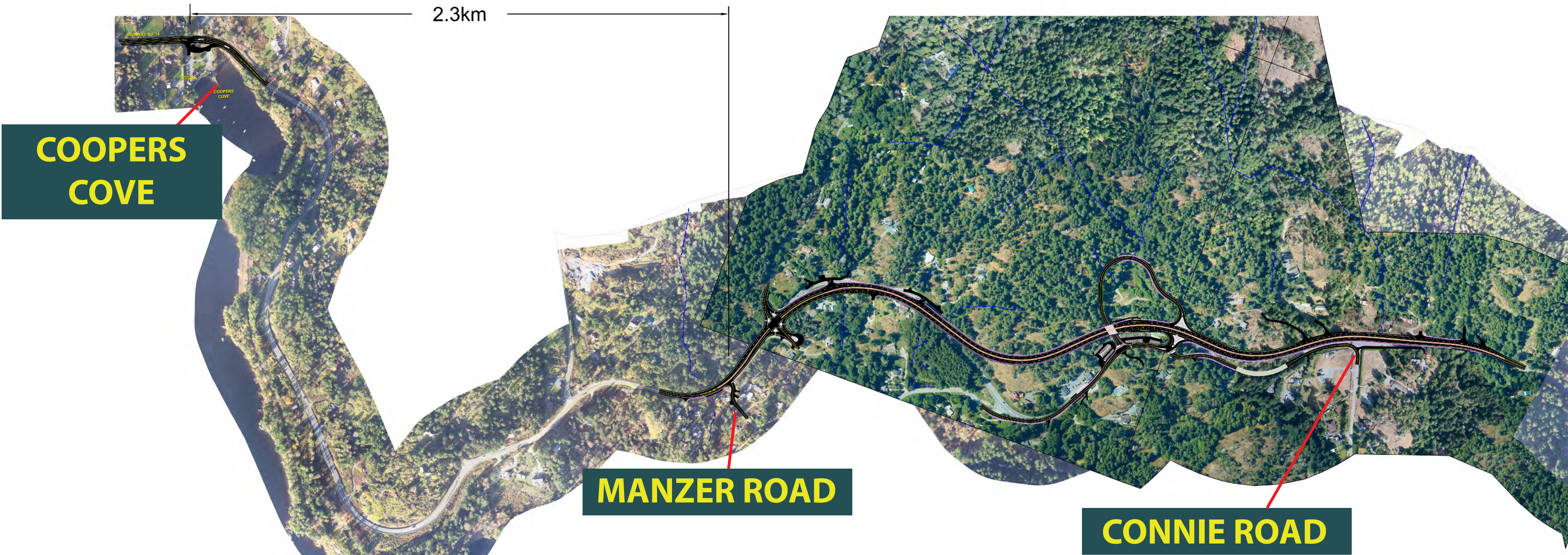
- › New bus stops proposed on the north and south side of Highway 14
- › Pedestrian facilities including concrete sidewalks and pathways to provide safe movement between the Park & Ride and new bus stops
- › Lighting to be provided at Gillespie Road Underpass
- › Approximately 50 parking stalls at the proposed new Park & Ride Facility
- › New Connie Road connection to Gillespie Road



Potential Coopers Cove Turnaround Facility



- › Westbound U-Turn facility for Manzer Road and accesses west of Polymede Place
- › Further design and investigation required to confirm feasibility and inclusion in project scope



Kangaroo Road Turnaround Facility



MANZER ROAD

CONNIE ROAD

1.9km

> Eastbound U-Turn facility for accesses east of Gillespie Road grade separated intersection

KANGAROO ROAD

HIGHWAY No. 14

BUS STOP

KANGAROO ROAD

New Gillespie Road Grade Separated Intersection - Looking Towards Langford



**NEW CONNIE ROAD
CONNECTION**

**NEW GILLESPIE ROAD
CONNECTION**

17 MILE PUB

New Gillespie Road Grade Separated Intersection - Looking Towards Sooke



17 MILE PUB

NEW GILLESPIE ROAD
CONNECTION

NEW CONNIE ROAD
CONNECTION

New Highway Overpass at Gillespie Road - Looking North



Glinz Lake Road/Polymede Place Intersection - Looking Towards Langford



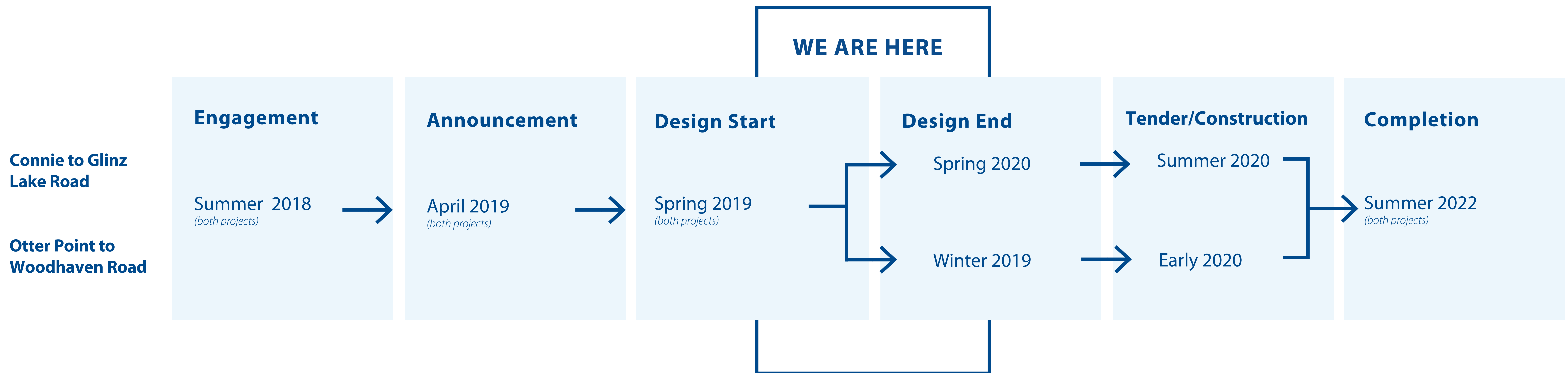
Glinz Lake Road/Polymede Place Intersection - Looking Towards Sooke



Otter Point to Woodhaven - Typical Section



Next Steps and Project Schedule



We want to hear your feedback on the improvements proposed for the Highway 14 Connie Road to Glinz Lake Road Four Laning and Realignment and the Otter Point Road to Woodhaven Road Resurfacing and Shoulder Widening Projects.

Please provide us with your feedback by **January 15, 2020**. There are several ways for you to learn more and provide your feedback:

- › Reading the engagement materials and submitting a feedback form online at gov.bc.ca/highway14
- › Emailing your comments to highway14@gov.bc.ca
- › Completing a feedback form and leaving it with a member of our team
- › Mailing a feedback form or other comments to:
Ministry of Transportation and Infrastructure
3rd Floor - 2100 Labieux Rd. Nanaimo, BC V9T 6E9