

Kicking Horse Canyon – Phase 2



“Highway 1 is our province’s gateway to Canada and must be safe for all travelers. Replacement of the Yoho and Park Bridges, and the extensive alignment and widening work are key elements in fulfilling our commitment to improving the Trans-Canada highway.”

– Kevin Falcon, former Minister of Transportation

Project Overview

The area known as the Kicking Horse Canyon – Highway 1 between Golden and Yoho National Park – is among the most breathtaking, scenic stretches on the Trans-Canada Highway. While this mountain route is the major east-west connection between B.C. and Alberta, it has seen little improvement over the past few decades.

Revitalizing this portion of the national highway system is critical to strengthening the province as Canada’s gateway to the world. Commercial carriers make up a large proportion of traffic along this section of the Trans-Canada Highway, and it is also the favoured route for tourists. A significant transportation corridor historically, this part of Highway 1 is also a critical link to ports and southern routes.

Project Objectives

The Ministry of Transportation’s overall goal is to improve safety and operating efficiency for the travelling public along the corridor. The corridor is a strategic link connecting communities, and serves as a major trade corridor providing access to Canadian gateways – ports and terminals. In the longer term, it is anticipated that highway improvements will serve multiple needs: population growth, economic development in the surrounding region, and the increased

demand for goods movement, tourism traffic and access for residents.

The project involved upgrading approximately 26 kilometres of the Trans-Canada Highway from the junction of Highway 95 in Golden to the western boundary of Yoho National Park to a modern four-lane standard, including bridge replacements.

Phase 2 of the Kicking Horse Canyon project – open three months early in August 2007 – involved the design and construction of the replacement of Park Bridge and approaches and the operation, maintenance and rehabilitation of the entire 26 kilometre section of the Trans-Canada Highway between Golden and Yoho National Park. The federal government committed to contributing \$62.5 million toward this phase of the project under the Canadian Strategic Infrastructure Program.

Partnership Highlights

The Trans-Park Highway Group, led by Bilfinger BOT Inc., developed an integrated team to deliver the improvements to Phase 2 of the Kicking Horse Canyon. The 25-year contract with Trans-Park offers the following benefits:

- Improvements delivered almost 22 months earlier when

- compared with a traditional public sector option;
- Improved safety in design of the Park Bridge;
- Use of excess fill to construct an additional two kilometres of highway embankment that can be used for future highway widening of Phase 3;
- A temporary overhead bridge to haul excess material, minimizing traffic disruption and improving safety during construction;
- Additional shoulder and centre-line rumble strips where most effective throughout the corridor; and
- An additional eastbound rest area and truck stop.

Expected Benefits

- The final partnership contract between the Province and Trans-Park Highway group is expected to result in \$18.1 million in savings over traditional delivery across the life of the contract.
- As a fixed-price contract, risk for cost overruns were held by Trans-Park rather than B.C. taxpayers;
- As a performance-based contract, incentives are in place for the operator to meet or exceed long-term safety, reliability and capacity objectives set by the Province; and
- Further incentives were included to minimize road delays and closures, improve predictability and complete the bridge on time.

Public Sector Partner

- Ministry of Transportation and Infrastructure

Private Sector Partners

- Trans-Park Highway Group
- Bilfinger Berger BOT Inc.
 - Flatiron Constructors Canada
 - Parsons Overseas Company of Canada
 - HMC Services Inc.

Partnerships BC’s Role

Partnerships BC acted as the business adviser and procurement manager for this project.