

Fact Sheet

Kicking Horse Canyon Project – Overview

- The Kicking Horse Canyon project is one of the Province's top transportation priorities, currently in the third of four construction phases
- Upgrading this 26-kilometre corridor will support growing Asia-Pacific trade through the Pacific Gateway and increasing tourist travel, contributing significantly to the economy on regional, provincial and national levels
- The total estimated investment of \$958.57 million represents more than 6,000 direct and indirect jobs
- The improvements will result in reduced vehicle emissions, fuel consumption and enhanced cycling
- This project is widening and straightening the Trans-Canada Highway to 4 lanes with a design speed of 100 km/hr, replacing bridges, and implementing other design innovations to reduce hazards
- The route carries over 10,000 vehicles per day during the summer
- More information is on the project website at www.kickinghorsecanyon.ca



Pacific Gateway

Construction Underway – 3.2 km

- The final piece of work underway until November 2012 is an upgrade to 1.2 kilometres at the canyon entrance, and involves 4-laning, concrete median barrier, improved drainage, wildlife fencing, revegetation and construction of a 125-metre-long, 9-metre-high retaining wall
- Completed work on the Golden Hill to West Portal section includes grade reduction, access consolidation, an overpass at Golden Donald Upper Road, wildlife fencing and crossing, cyclist/pedestrian pathway, median barrier, and Intelligent Transportation System signs



Local Day Labour Crew

Future Work – 5 km

- The two remaining sections are Highway 95 intersection and West Portal to Yoho Bridge
- Improvements at Highway 95 will include access consolidation and better cycling/pedestrian access
- West Portal to Yoho Bridge will tackle the most challenging section of canyon. Design is proceeding on a route with side-by-side 340-metre and 210-metre tunnels, approximately 6 hazard protection sheds and up to 12 bridges, that can be built and made operational in stages
- Phase 4 is estimated to cost \$630.5 million and still requires a cost-sharing arrangement with the federal government to proceed to construction



Canyon Section

Completed Work – 17.8 km

Yoho (5 Mile) Bridge – 3.2 km

- New Yoho Bridge, rock debris protection wall and 4-laning completed in fall 2006
- Phase 1 total cost: \$64.18 million (\$43 million from the provincial government; \$21 million from the federal government)

Park (10 Mile) Bridge – 5.8 km

- New Park Bridge, rest area and 4-laning to the commercial vehicle brake check opened August 2007
- Trans-Park Highway Group was selected in a competitive process to design, build, and finance this phase, and operate and maintain improvements to the entire 26 kilometre project length
- Phase 2 total cost: \$143 million (\$80.5 million from the provincial government and \$62.5 from the federal government)

Brake Check to Yoho – 8.8 km

- Construction took place 2008-2011 and included 4-laning with concrete median barrier, a new crossing of Mt. Hunter Creek, an overpass arrangement at Wapta/Beaverfoot Rd, widened shoulders to accommodate cyclists, 3 wildlife crossings and fencing



Park Bridge