

## Did You Know?

### Phase 2 Delivered as a Public-Private-Partnership (P3)

- First provincial highway construction project completed as a DBFO in British Columbia
- Trans-Park Highway Group (TPHG) was selected in a competitive process to design, build, finance, operate (DBFO)
- TPHG made up of: Bilfinger Berger BOT, Flatiron Construction, Parsons Overseas, HMC Services is the concessionaire (builder / operator).
- The Province of British Columbia remains the owner.

### Added Value

- Contractor completed construction 21 months ahead of schedule saving costs and traffic delays
- 2 km of additional road grade (beyond the contract) was constructed for future widening
- The new Kicking Horse rest area has formal river access for commercial river rafting operators
- 3 km section of abandoned highway was reborn as recreation trail leading to new viewpoint on Kicking Horse River
- Nearly 8000 m<sup>2</sup> of riparian habitat and 2000 m<sup>2</sup> of in-stream habitat was created on the project
- 6000 new trees and shrubs have been planted
- Girders were manufactured at both ends of the country (B.C. and Quebec)
- Girder launching method saved months of construction time. Park Bridge is the first incrementally launched curved girder bridge in North America.
- Approximately \$18 million in savings over all

### Phase 2 by the Numbers

- Total material moved: 2.8 million m<sup>3</sup> --- this amount of earth would fill a bumper-to-bumper line-up of articulating off-road dump trucks stretching from Regina to Vancouver
- Granular materials: 250 million kg
- Asphalt: 50 million kg --- would fill 500 railway cars
- Concrete: 12,000 m<sup>3</sup> --- enough to provide basements and steps for 350 houses
- Rock bolts: 4,500 m --- placed end to end, long enough to run through the Cathedral Mountain spiral train tunnel 5 times
- Tecco mesh: 11,000 m<sup>3</sup>
- Drape mesh: 20,000 m<sup>3</sup>
- Workers on site: 175 --- mostly local, with an outstanding safety record

### Park Bridge by the Numbers

- Bridge length: 405 m
- Bridge height: 90 m --- highest piers of any steel girder bridge in the province
- Bridge span: 80 m
- Structural steel: 2.5 million kg --- enough to manufacture 1900+ cars
- Rebar (footings/piers): 1.5 million kg
- Rock cut at east abutment 90 m high --- highest for a bridge approach in the province
- Lowest site temperature -20.5° Celsius during assembly of steel bridge girders

### Traffic

- This section of the Trans-Canada Highway carries 10,000 vehicles per day during the summer
- 24% is heavy truck traffic --- 5 times the provincial average
- The new bridge and highway approaches opened to traffic August 30, 2007



Park Bridge east of Golden, British Columbia