

FACT SHEET

Kicking Horse Canyon Project – Overview

- The Kicking Horse Canyon project is one of the Province's top transportation priorities
- The 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
- Over 21 kilometres of improvements have been completed at a cost of \$327 million
- Upgrading this 26-kilometre corridor supports growing Asia-Pacific trade through the Pacific Gateway and increasing tourist travel, contributing significantly to the economy on regional, provincial and national levels
- The improvements also mean reduced vehicle emissions, fuel consumption and enhanced cycling
- The route carries over 10,000 vehicles per day during the summer
- The total estimated investment of \$767-\$977 million represents 6,000+ direct and indirect jobs
- The improvements will result in reduced vehicle emissions, fuel consumption and enhanced cycling
- More information is posted on the project website at www.kickinghorsecanyon.ca



Pacific Gateway

Improvements Open to Traffic – 21 km

Phase 1

Cost: \$64 million (BC \$43 million / Canada \$21 million)

Yoho (5 Mile) Bridge – 3.2 km

- New Yoho Bridge, rock debris protection wall and 4-laning completed in fall 2006

Phase 2

Cost: \$143 million (BC \$80.5 million / Canada \$62.5 million)

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



Park Bridge

Phase 3

Cost: \$119.8 million (BC \$67.7 million / Canada \$51.5 million / Town of Golden \$0.57 million)

Phase 3 East: Brake Check to Yoho National Park – 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

Phase 3 West: Golden Hill to West Portal – 3.8 km

- Various works from 2009—2014 including 4-laning, median barrier, improved drainage, wildlife fencing and crossing, revegetation, retaining walls, grade reduction, access consolidation, an overpass at Golden Donald Upper Road, cyclist/pedestrian pathway and Intelligent Transportation System signs

Future Work – Over 4 km

- The remaining section is the “West Portal” to Yoho Bridge canyon section. Four lane widening, alignment improvements and reduction of rock fall hazards can be achieved with a combination of bridges, retaining walls, rock catchment ditches and other measures. Phase 4 is estimated to cost \$440-\$650 million and requires a cost-sharing arrangement with the federal government to proceed to construction



West Portal to Yoho Bridge