

Ministry of Transportation and Infrastructure
Major Capital Project Plan: Highway 1 – Kicking Horse Canyon

Phase 4

Budget Transparency and Accountability Act Disclosure

Project Scope

The Kicking Horse Canyon Phase 4 Project, West Portal to Yoho Bridge is a four laning project identified in the Ministry of Transportation and Infrastructure's 10-year plan *BC on the Move*. The project is located east of the Town of Golden.

The project scope includes upgrading four kilometres of existing two lane undivided highway and an additional 0.8 km upgrade from existing three lane undivided highway to a 100 km/h four lane standard, mitigation of geotechnical hazards, construction of bridges and retaining walls, wildlife fencing, concrete median barrier and provision of 2.5 metre wide paved shoulder to accommodate cyclists.

Project Objectives and Benefits

The Kicking Horse Canyon Phase 4 Project objectives and benefits are:

- Improved safety, mobility and reliability of the Trans Canada Highway (Highway 1) corridor, which is a vital transportation link between British Columbia and the rest of Canada, supporting regional, provincial and national economic growth.
- Improved safety for local residents of the Town of Golden, First Nations Communities, industry, and the surrounding area with access improvements.
- Improved cyclist accommodation.
- Support for local and regional economy through access to business and creation of jobs during construction.
- Mitigate impacts of project improvements on First Nations interests including archaeological and cultural interests.

Project Schedule

The Phase 4 Project will complete four laning of the final 4.8 kilometres of the most challenging segment of the 26 kilometre Kicking Horse Canyon section of the Trans-Canada Highway.

The project will be delivered through Design-Build procurement. Procurement will start in Spring 2018 with the call for proposals and complete in winter 2023/24.

Project Cost

The estimated project cost is \$450.0 million. The project is cost shared with a federal contribution of \$215.2 million.

The estimated total project cost includes engineering, design-build procurement, land acquisition, archaeology, and project management.

Risks

The project is in design. The primary risks on the project are as follows:

- Archeological issues.
- Traffic management during construction.
- Changes related to geotechnical and environmental issues.
- Changes resulting from public engagement and stakeholder feedback.
- Cost changes due to escalation.

The project scope, schedule and budget have been developed with consideration for the above risks and the probability of occurrence.

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