



# Marine Users Working Group

Presented By: Fraser Crossing Partners and  
Transportation Investment Corporation

March 27, 2025

# Welcome

- Review of February 27 Meeting Minutes
- Navigation Log
- Project Update
- River Monitoring Update
- 4 Week Look-Ahead Schedule
- Roundtable Discussion
- Next Steps

# Review of Meeting Minutes

## February 27, 2025

# Meeting Minutes – February 27, 2025

- FCP provided a Project update:
  - Precast panel installation continues in both New Westminster and Surrey
  - Cantilever construction and cable stay installation ongoing outward from S1
- FCP provided a river monitoring update:
  - Comparison surveys for September 23, 2024, November 18, 2024, and February 10, 2025 show variability in the areas of scour, particularly in and around the CN swing span bridge
  - Changes around the swing span as a result of the recent intervention works are evident
  - Changes are also noted on the Surrey shore due to the variability in river hydraulics which continue to be monitored
- FCP provided a 4-week look-ahead:
  - Segment SM-010 started on February 20 (extension of the pre-call from 60 minutes to 90 minutes has successfully mitigated conflicts between construction crews on the bridge and Marine Operations)
  - Segment SM-011 to start in March (2-3 weeks duration)
  - Segment SM-012 scheduled to start in March/April (2-3 weeks duration)
  - The project will then bridge across to the administrative safety zone, between the domestic channel and the main navigational channel, and there will be no interferences to navigation going forward.

# Navigation Log

## Marine Occurrences as a Result of the Project

*\*No updates to report*

# Project Update

## Works in Progress

# Project Update

## S1 Tower and Cantilever Construction



Photo 1: Pier S1, looking northwest



Photo 2: Pier S1, looking northeast

# Project Update

## South Approach Girder Installation



Photo 3: South Approach girder and deck installation



Photo 4: South Approach girder and deck installation

# Project Update

## N1 Tower and North Approach Girder Installation



Photo 5: Ongoing girder installation at N1 Tower



Photo 6: Ongoing girder installation for the North Approach

# Project Update

## Marine Access Dock Relocation

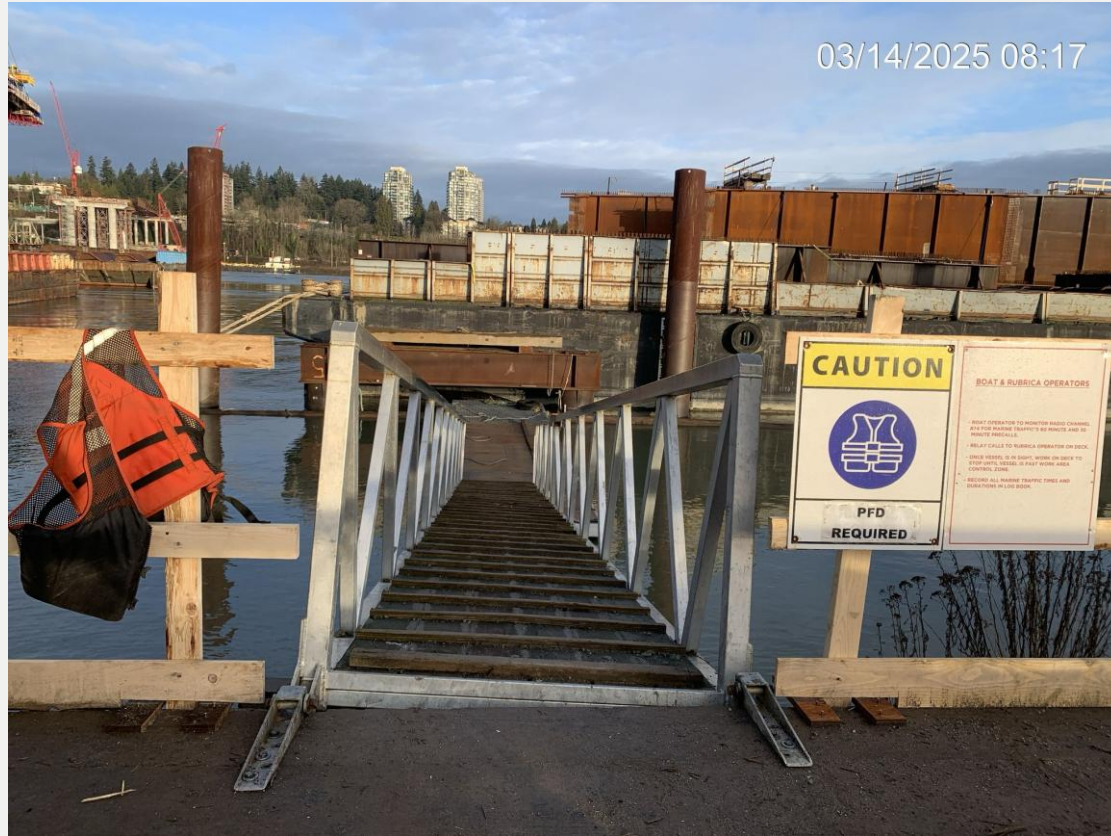


Photo 7: Marine Access Dock Relocation completed

# Demolition

## Demolition Planning Updates

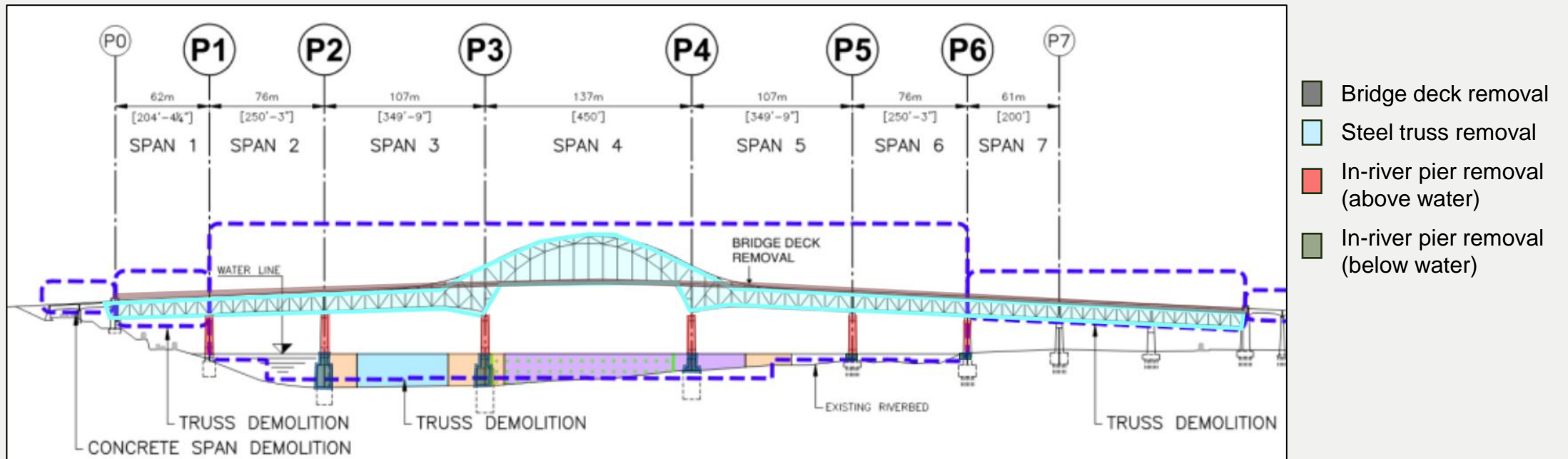
# Demolition Works

- Demolition consists of three main scopes of work, each having their own form of potential interference to navigation. These activities include:
  - 1) Bridge deck removal
  - 2) Steel truss removal
  - 3) In-river pier removal
- With progression of detailed design, FCCGP has been exploring methods to further limit interferences to navigation



# Demolition Planning – Updates

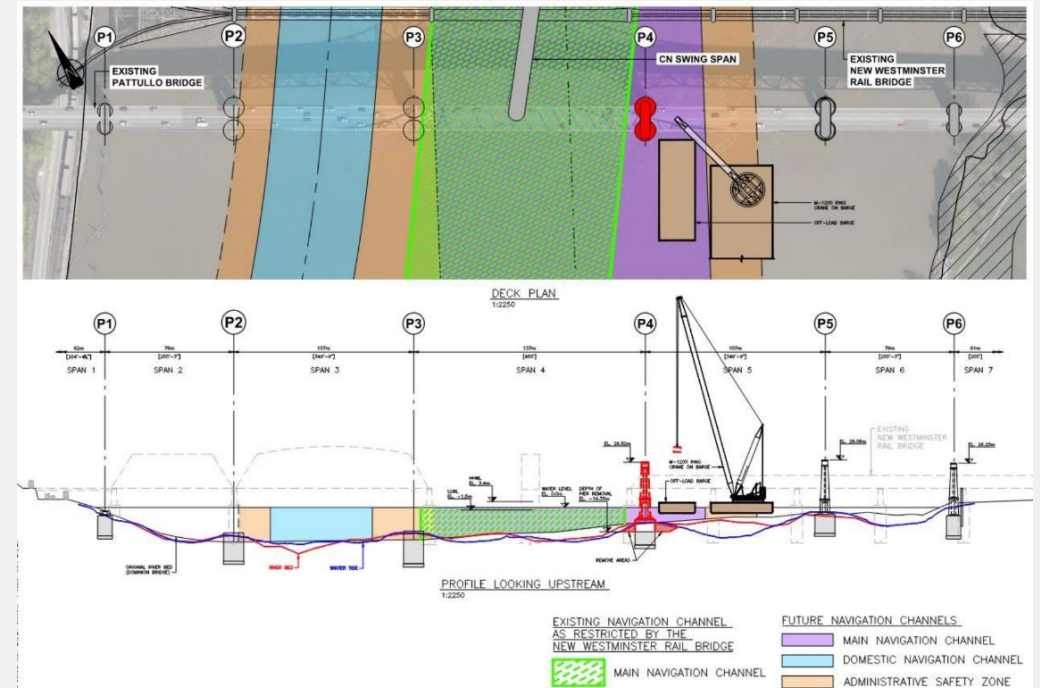
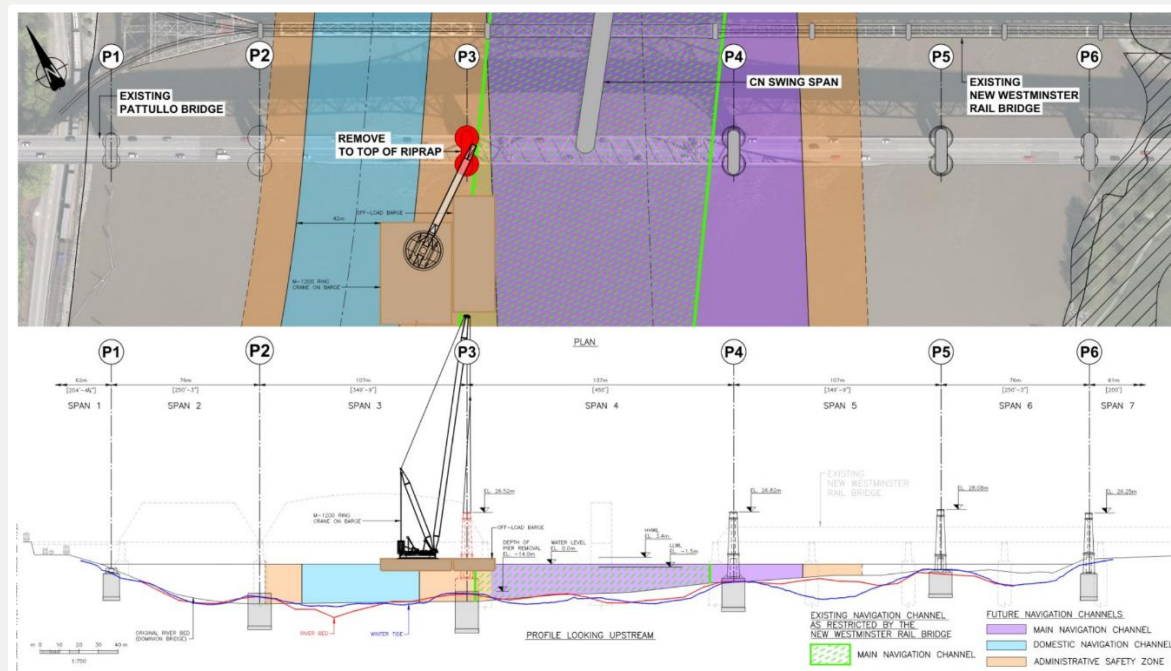
1. Bridge deck removal – methods remain the same (overhead removal)
2. Steel truss removal – alternative approach being considered to further limit interferences to navigation
3. In-river pier removal – *alternative approach for removal of the above water portion of the in-river piers to further limit interferences to navigation (shorter duration of works)*



# In-river pier removal (above water)

## Original Plan:

- Wire saw cutting of the pier column into segments/blocks and lifting via a barge mounted crane onto an off-load barge.
- Estimated duration of works: 3 wks/pier



# In-river pier removal (above water)

## Proposed Approach:

- Conventional demolition of the pier column involves use of boom-mounted hydraulically powered impact hammers, shears, and pulverizers to break apart the existing pier materials
- Equipment is positioned on flexi-float modular barge that surround the pier and contains the broken materials and debris
- Material barge is positioned alongside with excavator(s) for offloading material
- Estimated duration of works: 1-2 wks/pier

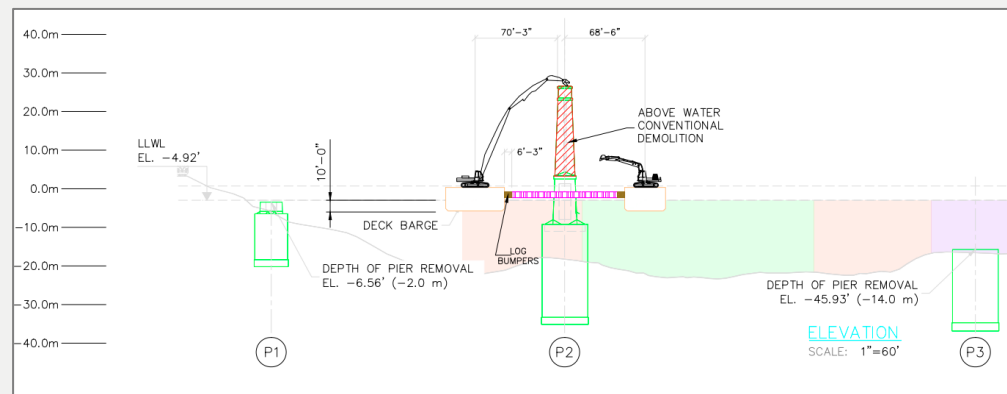
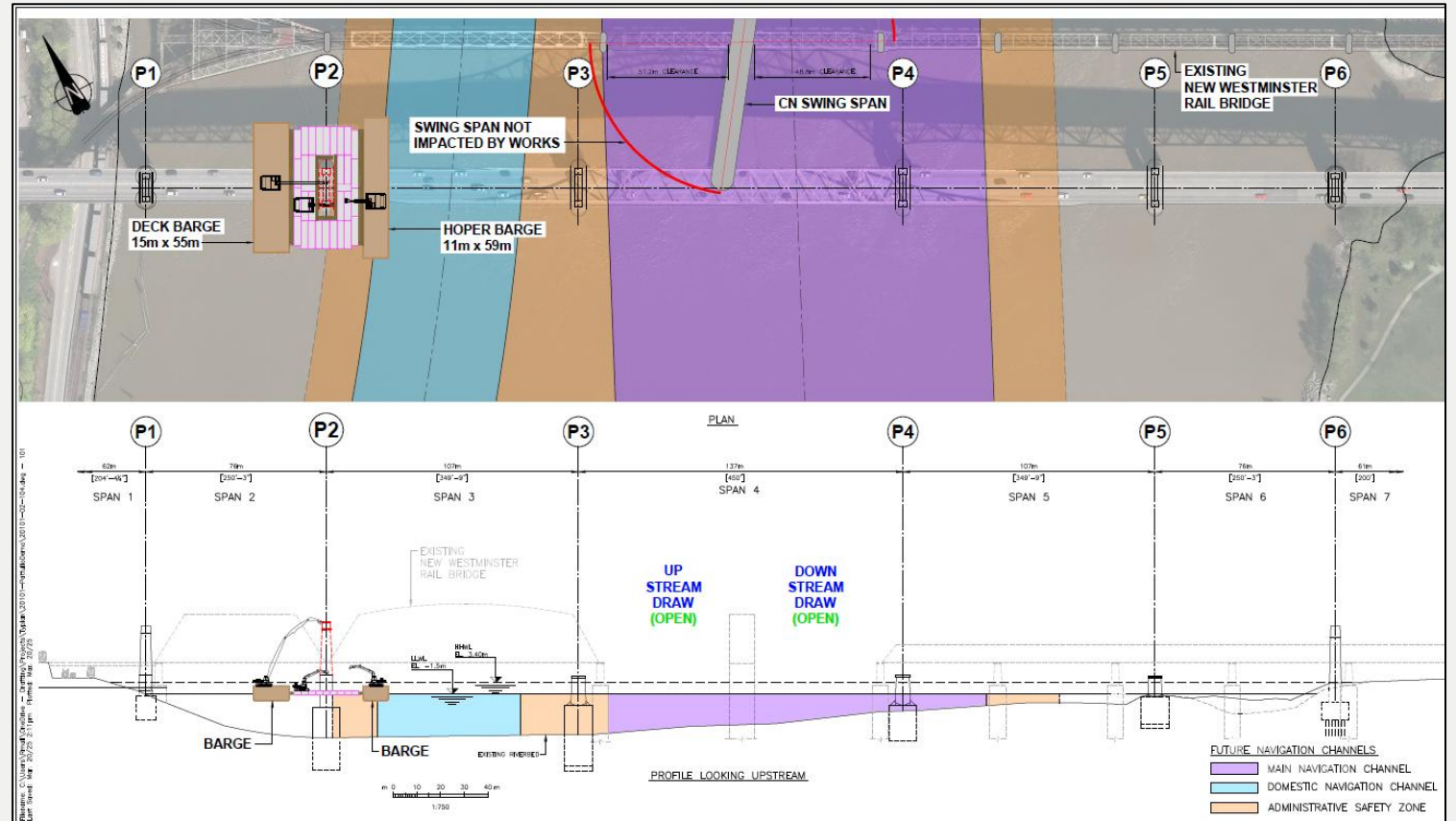


Photo 8: Example photo showing deconstruction of the original Champlain Bridge in Montreal, Quebec

# In-river pier removal (above water)

## Pier P2:

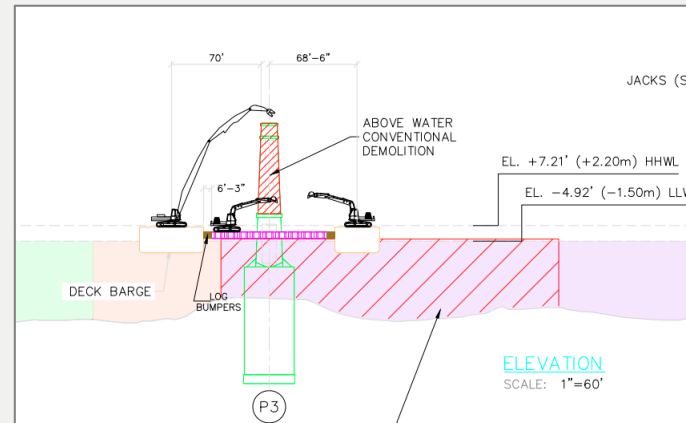
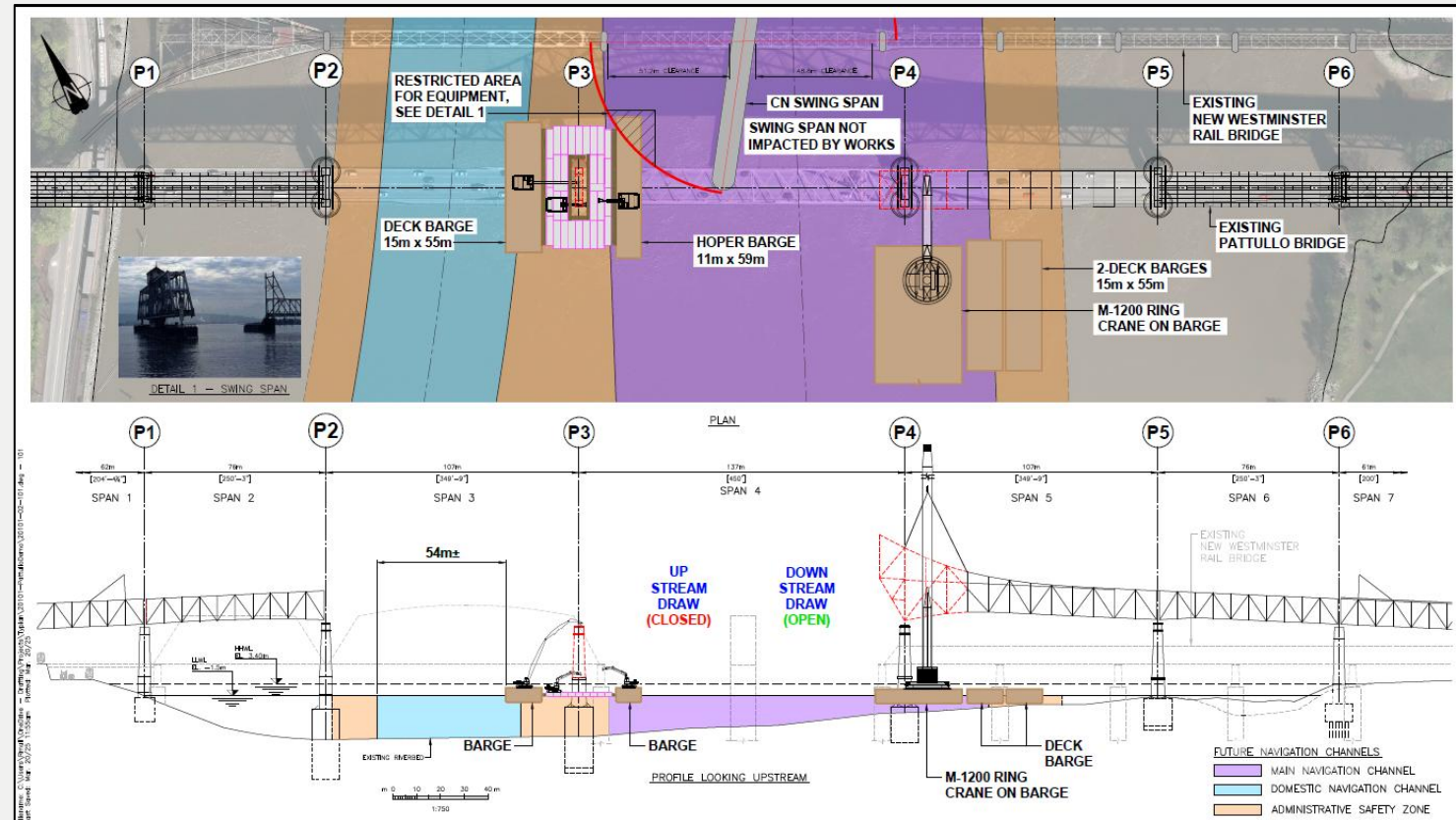
- Equipment sited partially within the domestic channel
- Estimated duration of works: 2 weeks



# In-river pier removal removal (above water)

## Pier P3:

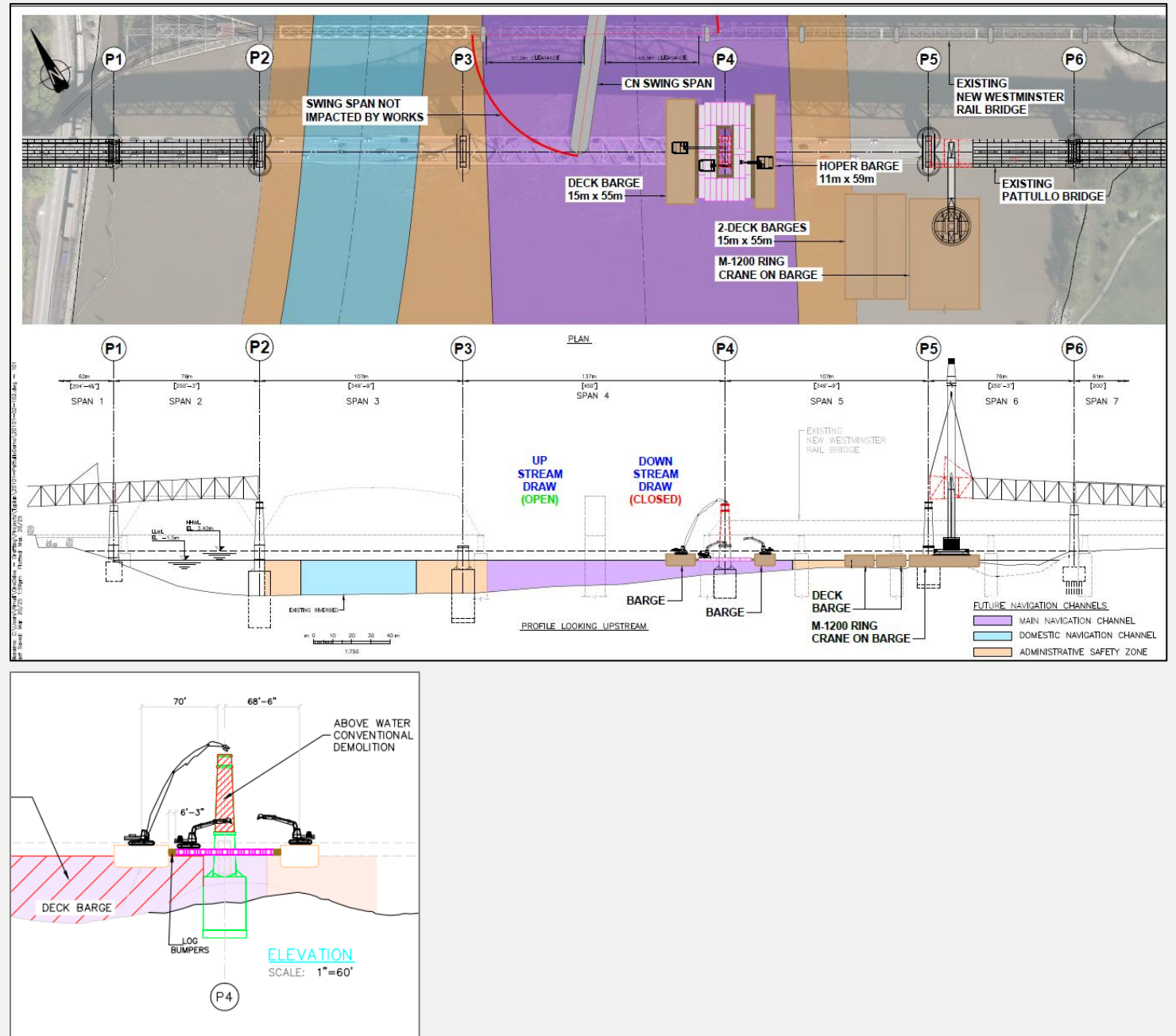
- Equipment sited within the downstream draw of the main navigation channel
- Estimated duration of works: 2 weeks



# In-river pier removal (above water)

## Pier P4:

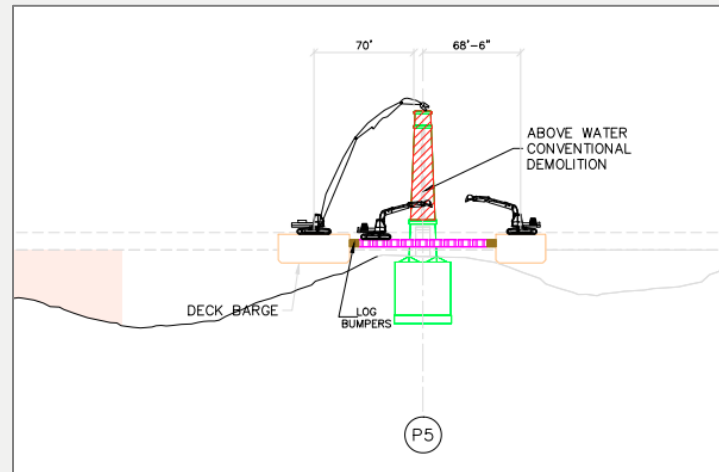
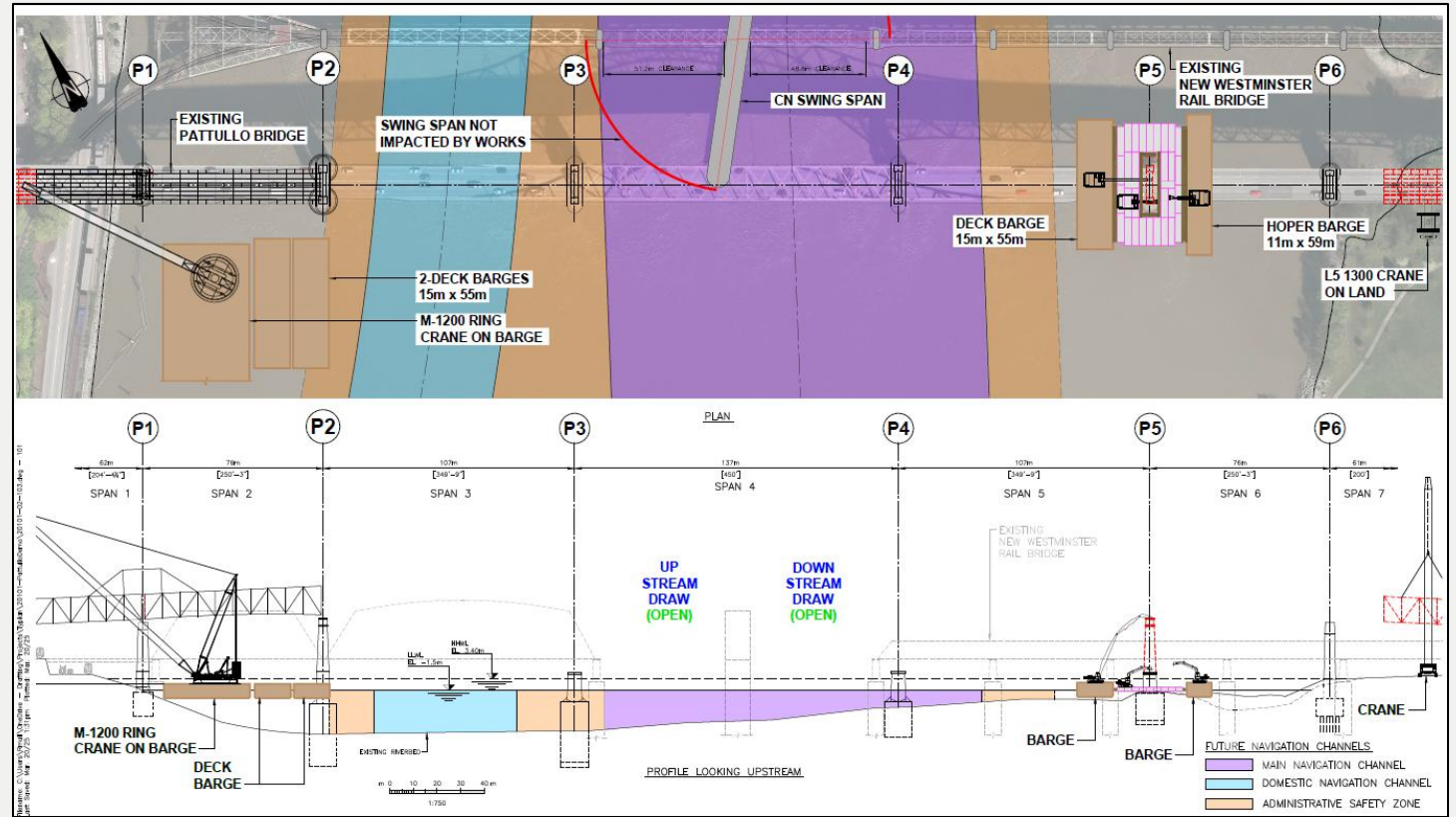
- Equipment sited outside of the main navigation channel; partially within the future channel
- Estimated duration of works: 2 weeks



# In-river pier removal (above water)

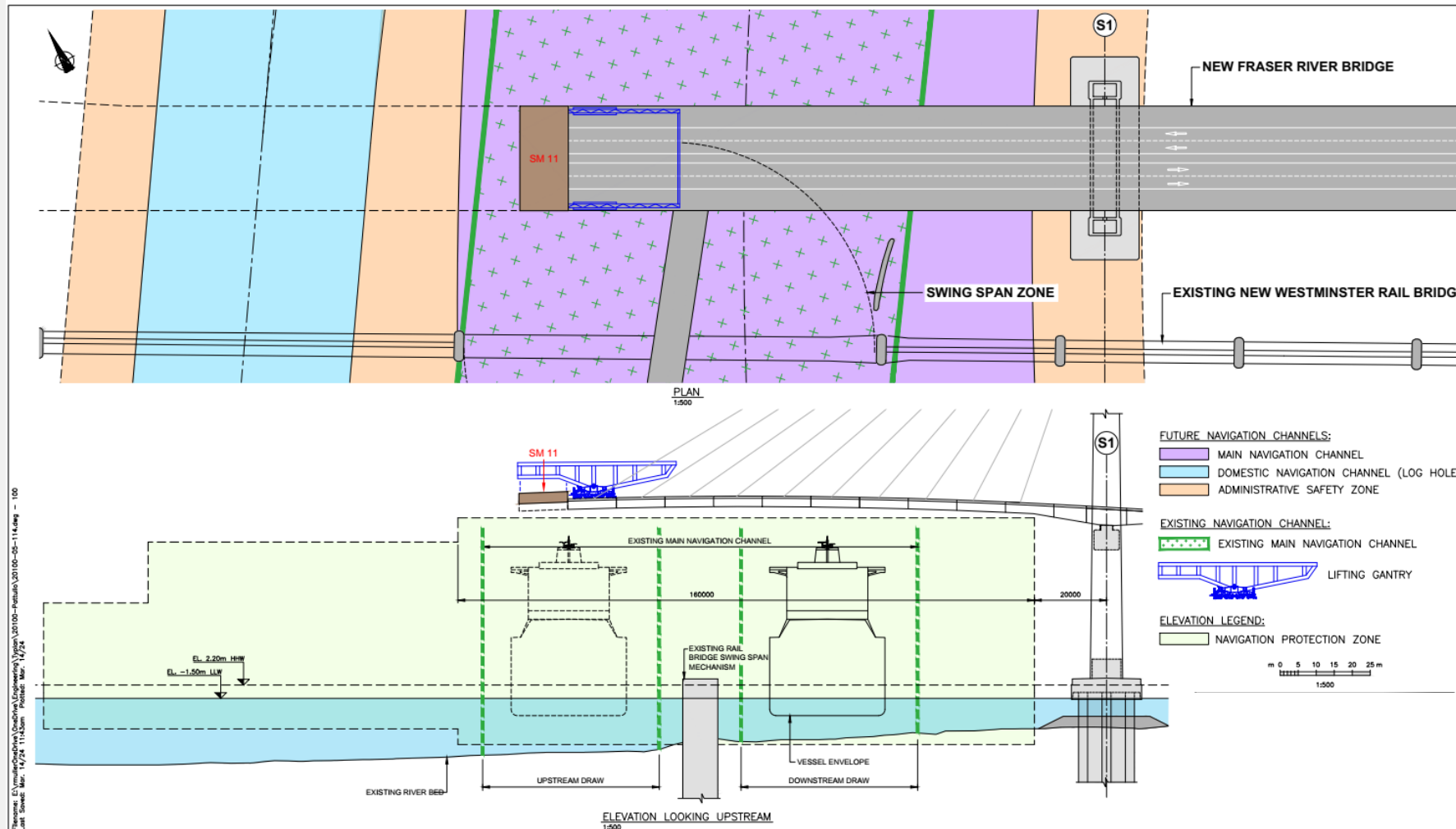
## Pier P5:

- Equipment sited outside of the main navigation channel; no restrictions to navigation
- Estimated duration of works: 1 week



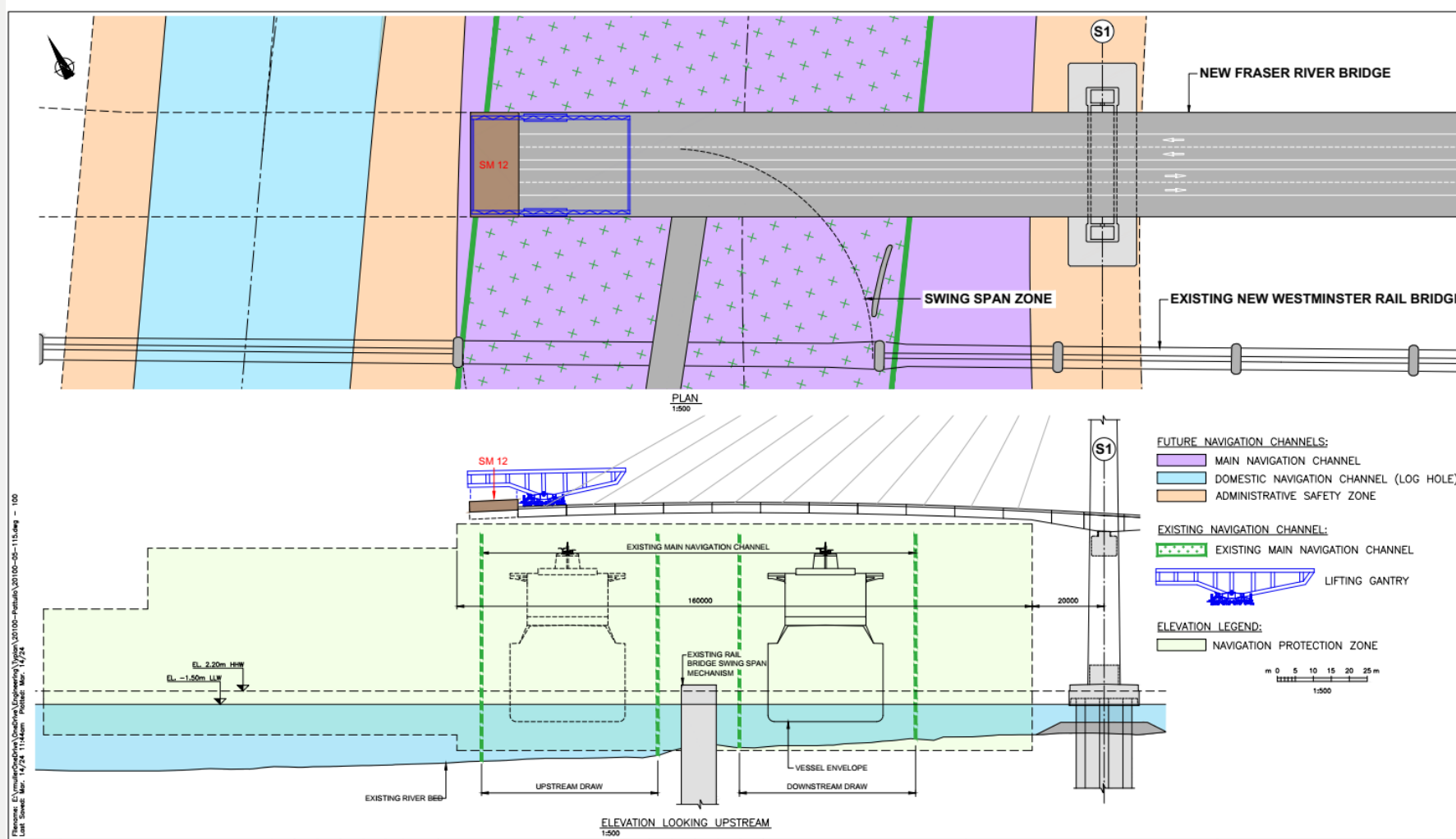
# 4-Week Look-Ahead / Construction Staging

# Construction Staging – Cantilever Construction Segment SM-011



- Starting April 10
- 2-3 week duration
- Restrictions in the downstream draw (approx. 11 hours, cumulative)

# Construction Staging – Cantilever Construction Segment SM-012



- Starting April 30
- 2-3 week duration
- Restrictions in the downstream draw (approx. 11 hours, cumulative)

# Next Steps

**Ongoing NAVWARNs to be provided**

**Next Marine Users Working Group:**

- April 24, 2025