



Marine Users Working Group

Presented By: Fraser Crossing Partners and
Transportation Investment Corporation

August 20, 2026

Welcome

- Review of July 23 Meeting Minutes
- Navigation Log
- Project Update
- River Monitoring Update
- Demolition Planning
- 4 Week Look-Ahead Schedule
- Next Steps

Review of Meeting Minutes

July 23, 2026

Meeting Minutes – July 23, 2026

- Navigation log
 - No updates to report during this cycle.
- FCP provided a Project update:
 - staləwasəm Bridge finishing work continues, including safety fence and artwork installation. S1 tower crane has been dismantled and removed.
 - Demolition on the Pattullo Bridge deck includes installation of the Pier P3 jacking box beams and frames, as well as on-going concrete panel removal and preparation for lowering.
- FCP provided a River Monitoring Update:
 - Comparative review of bathymetry surveys (June 23, 2026, June 9, 2025, and June 3, 2024) shows general consistency over time. Waterbed elevation changes remain within the established threshold for intervention.
- FCP provided a 4-Week Lookahead/Marine Staging:
 - Span 4 deck removal is complete; work is progressing to Span 3, with jacking beam and column installation underway at Pier P4.
 - Removal of the Pier S1 temporary work platform began in late July involving removal of temporary trestles to accommodate soil densification work.
 - Following Span 3 deck removal, work is expected to shift to Span 5 in mid-August.
 - Updated safe work practices for the slab grab attachment remain in place, including spotters and material containment.
 - Temporary navigation restrictions will apply during overhead work; regular NAVWARNs will continue to be issued for scheduled activities.

Navigation Log

Marine Occurrences as a Result of the Project

No updates to report

Project Update

Works in Progress

Project Update

staʔwəsəm Bridge Construction



Photo 1: Bridge finishing works ongoing including installation of safety fence and artwork installations



Photo 2: Pier S1 Temporary Work Platform (TWP) removal in process

Project Update

Pattullo Bridge Demolition – Main Span



Photo 3: Installation of the Pier P3 jacking box beams and frame



Photo 4: Vertical props and columns to support Span 4 (arch) lowering installed along Span 4

Project Update

Pattullo Bridge Demolition – Main Span

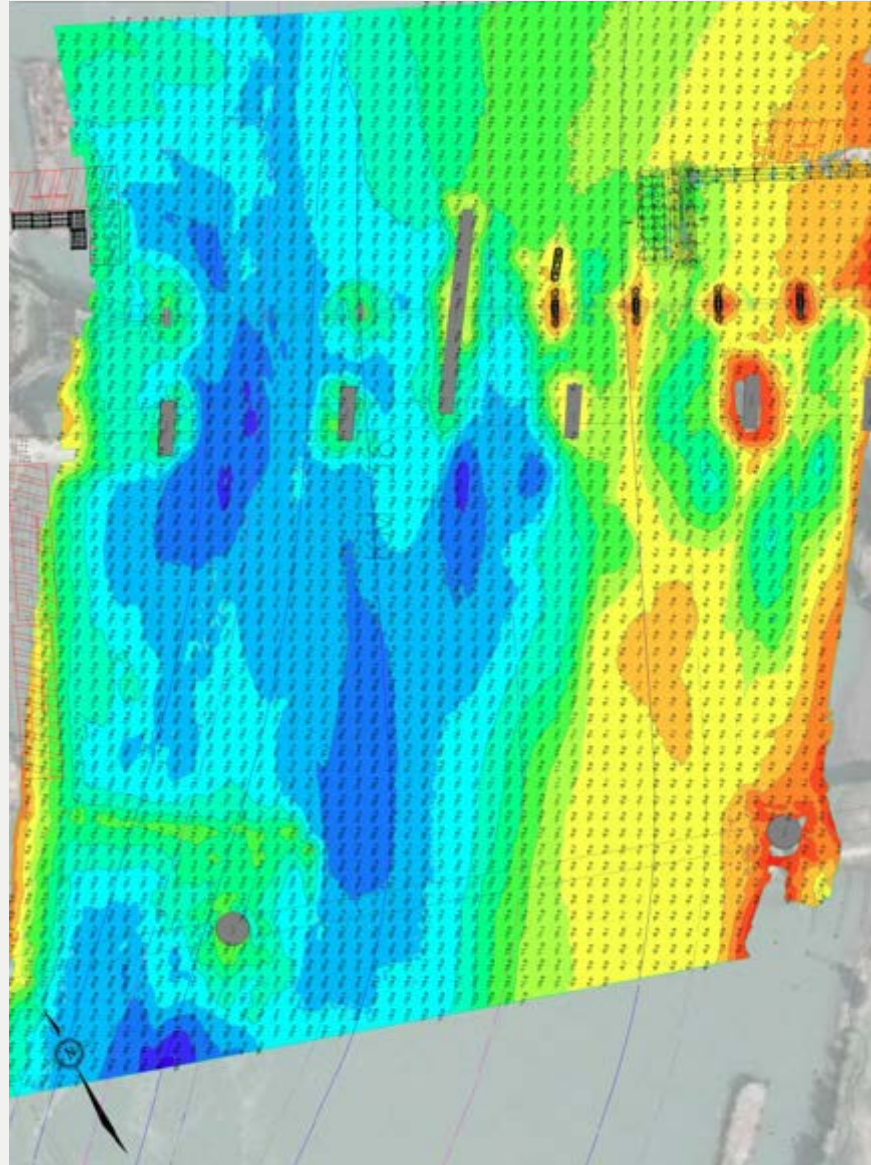


Photo 5: Span 4 bridge deck removal complete

River Monitoring Update

Monitoring Results

Bathymetry Monitoring Survey Results – **July 20, 2026**

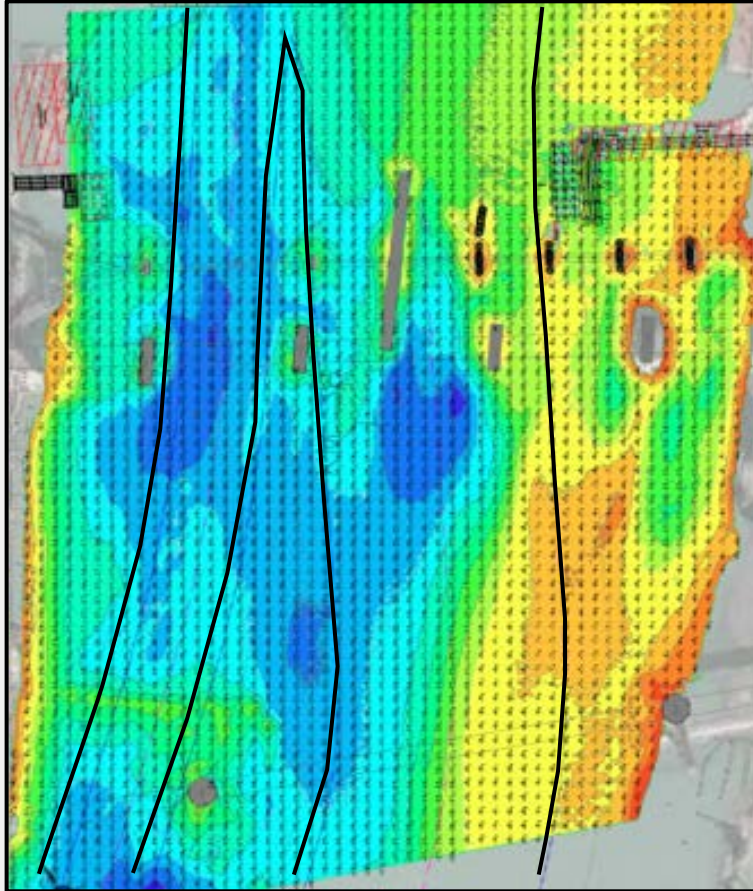


Elevations Table			
Number	Maximum Elevation	Minimum Elevation	Color
14	0.00	-2.00	Red
13	-2.00	-4.00	Orange
12	-4.00	-6.00	Yellow
11	-6.00	-8.00	Light Green
10	-8.00	-10.00	Green
9	-10.00	-12.00	Light Blue
8	-12.00	-14.00	Blue
7	-14.00	-16.00	Dark Blue
6	-16.00	-18.00	Very Dark Blue
5	-18.00	-20.00	Black
4	-20.00	-22.00	Dark Grey
3	-22.00	-24.00	Medium Grey
2	-24.00	-26.00	Light Grey
1	-26.00	-28.00	White

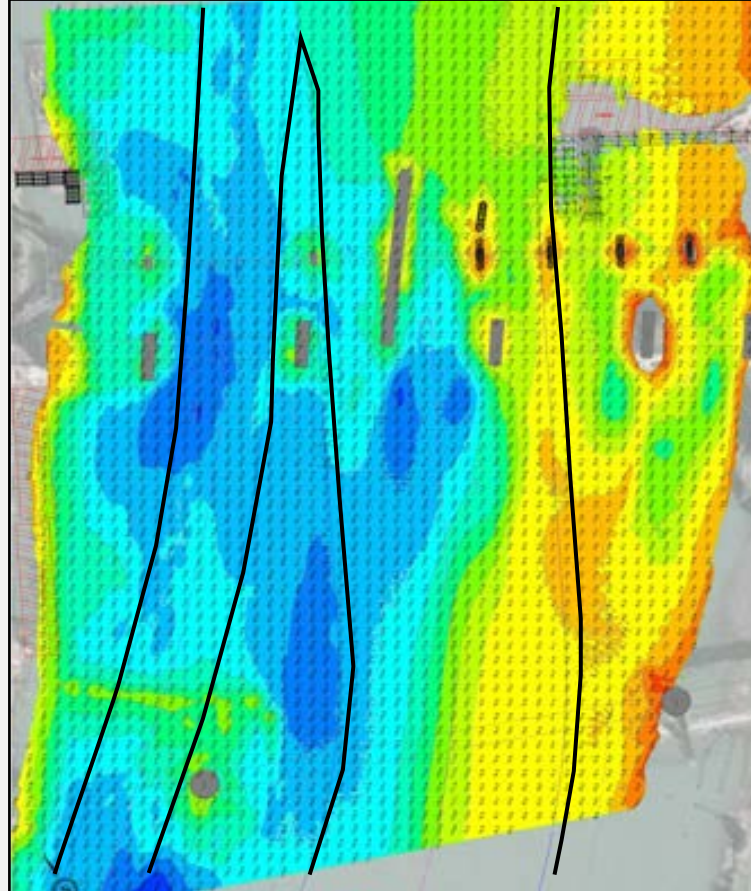
Bathymetry Results:

Comparison of Survey Results – 2024 to 2026

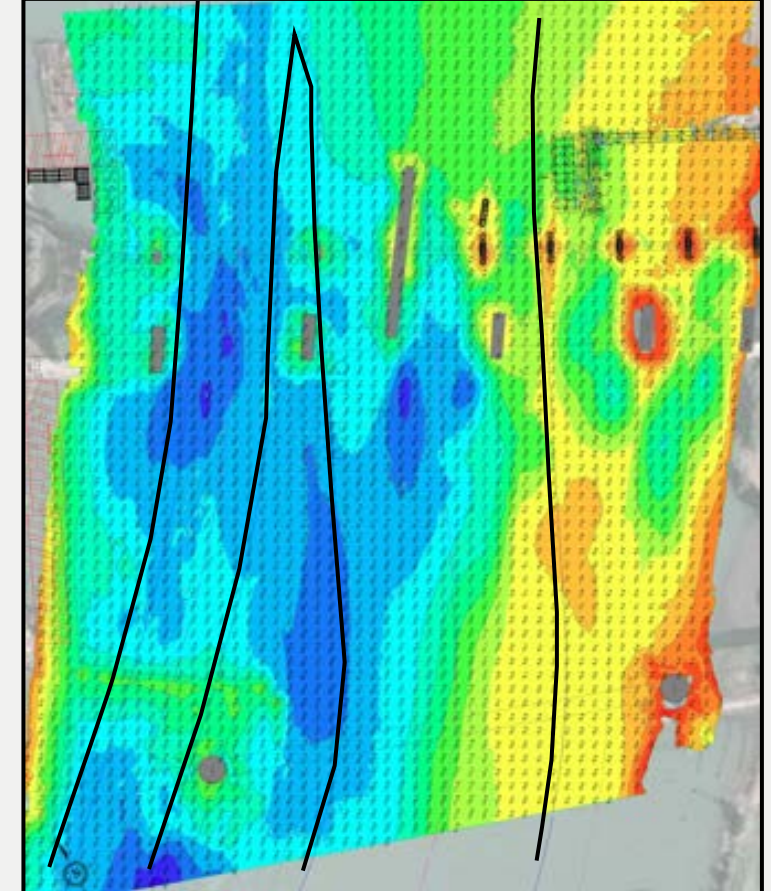
Corrections Table			
Line	Minimum Correction	Maximum Correction	Color
1a	0.00	-0.00	Red
1b	-0.00	-0.00	Orange
2a	-0.00	-0.00	Yellow
2b	-0.00	-0.00	Green
3a	-0.00	-0.00	Light Green
3b	-0.00	-0.00	Light Blue
4a	-0.00	-0.00	Blue
4b	-0.00	-0.00	Dark Blue
5a	-0.00	-0.00	Dark Blue
5b	-0.00	-0.00	Dark Blue
6a	-0.00	-0.00	Dark Blue
6b	-0.00	-0.00	Dark Blue
7a	-0.00	-0.00	Dark Blue
7b	-0.00	-0.00	Dark Blue
8a	-0.00	-0.00	Dark Blue
8b	-0.00	-0.00	Dark Blue
9a	-0.00	-0.00	Dark Blue
9b	-0.00	-0.00	Dark Blue
10a	-0.00	-0.00	Dark Blue
10b	-0.00	-0.00	Dark Blue



July 2, 2024



July 7, 2025

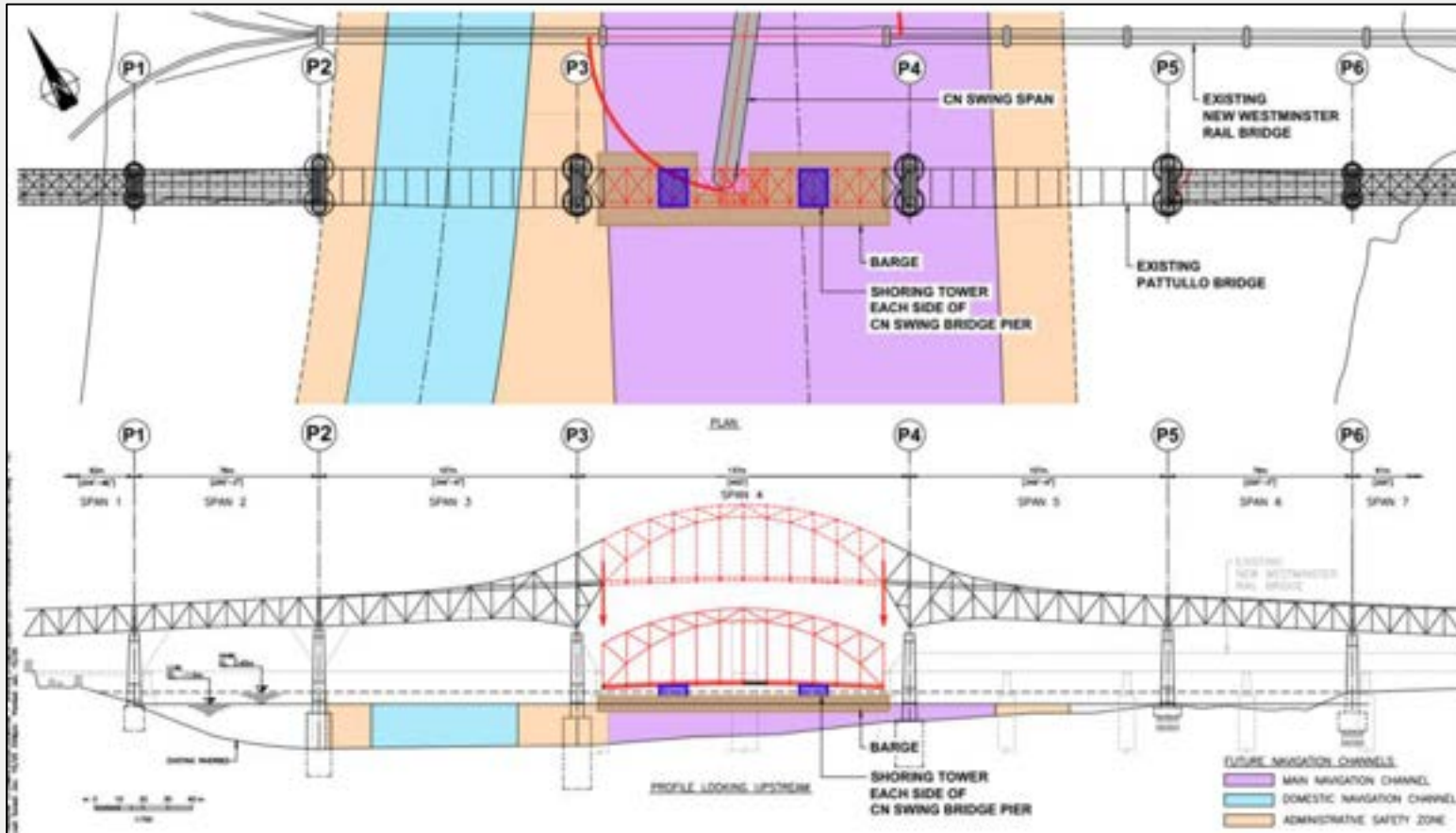


July 20, 2026

Demolition Planning

Demolition Staging

Span 4 Truss Lowering

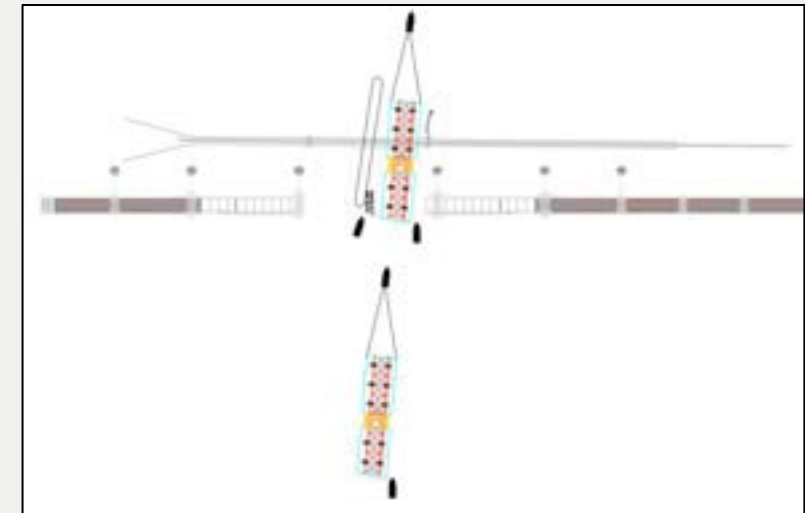
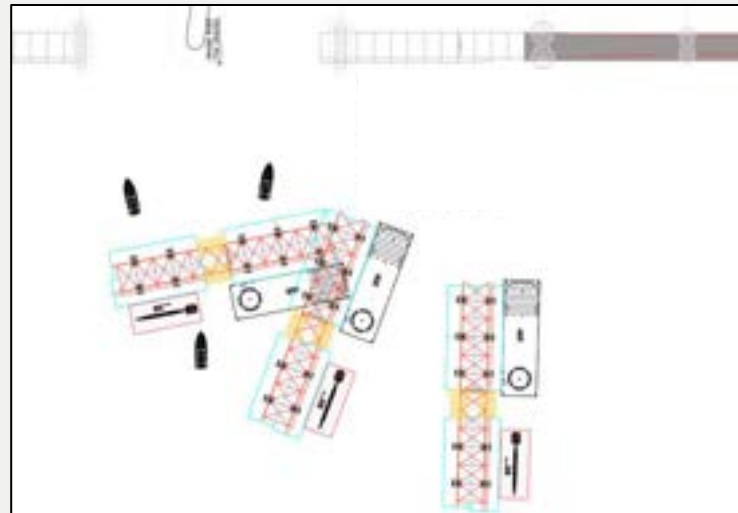
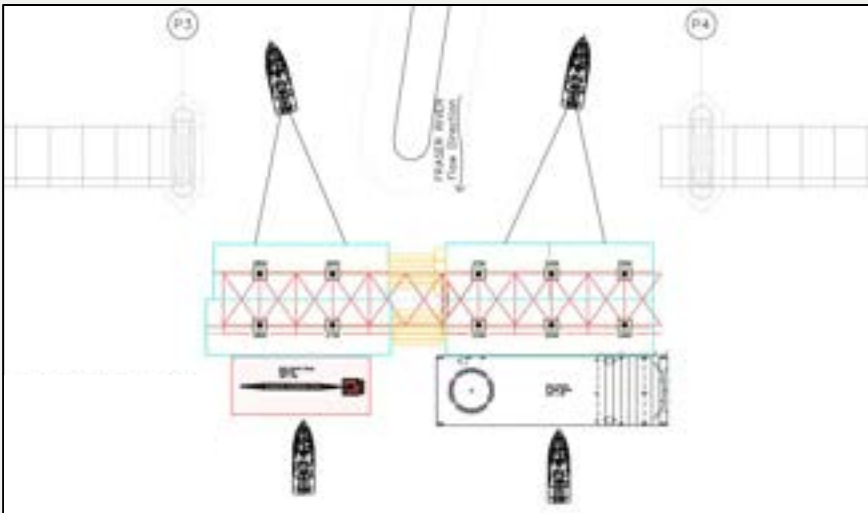
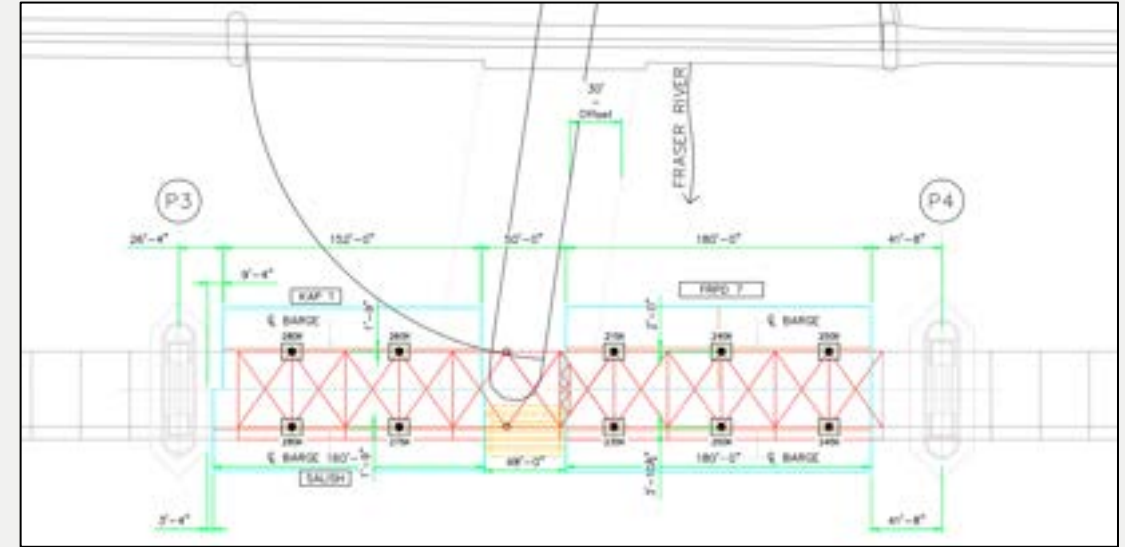


- Installation of strand jacks and temporary supports complete.
- For lowering operations, landing barges will be positioned directly beneath the span.
- Final cuts will be made of the truss segments and lowering will begin at controlled rate (10-18 hrs)
- Implications to Navigation:
 - Short term full closure of the main navigational channel during barge positioning and lowering; domestic navigation channel available for navigation
 - Weekend closure up to 60 hours; proposing Friday evening (7pm) to Sunday evening (7pm), with additional time for contingency
 - Works planned for end of September
 - NAVWARN will be issued in advance of works followed by daily construction notices
 - Onsite tug assist will be available, as well as patrol vessels upstream / downstream of works

Demolition Staging

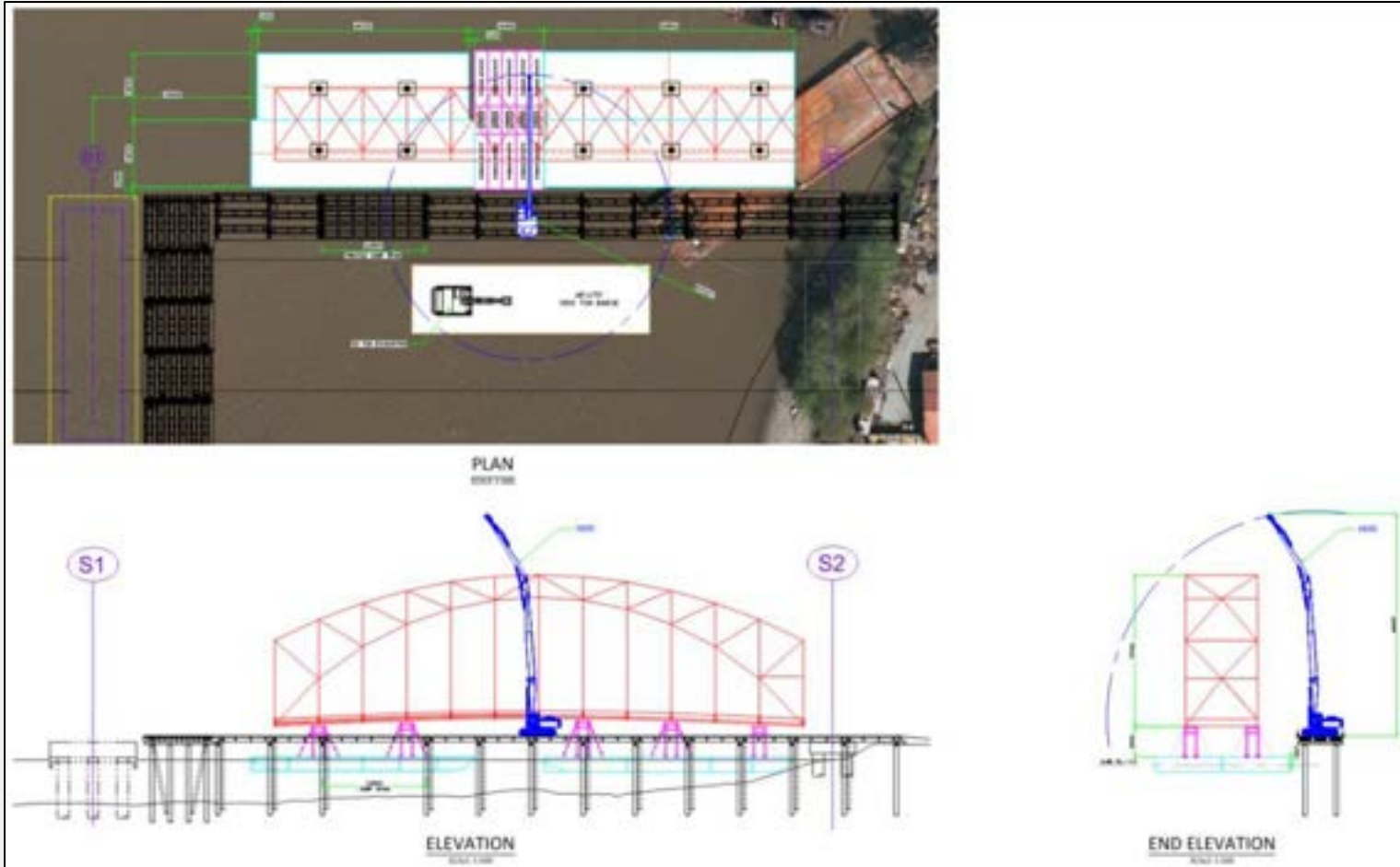
Span 4 Truss Transit

- Once Span 4 is on landing barges, the barges will pivot and go upstream for temporary mooring adjacent to the east side of Pier S1 temporary work platform (TWP) for dismantling prior to sending for recycling.
- Barge movement will be supported by tug assist and support vessels.



Demolition Staging

Span 4 Truss Dismantling

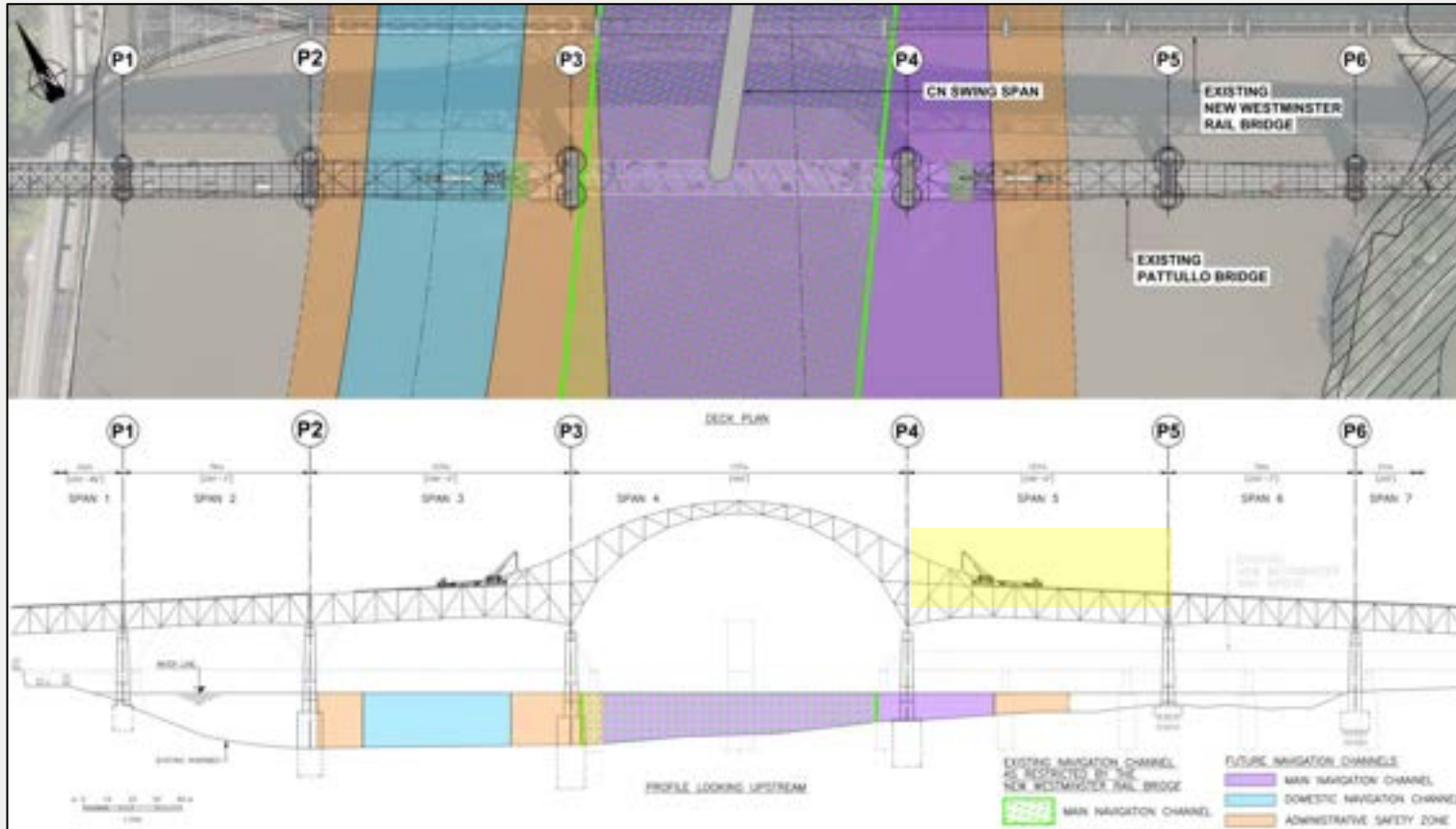


- Dismantling will be adjacent to the east side of Pier S1 TWP
- A high-reach excavator will cut and remove steel sections from the span structure and place pieces onto a material barge.
- Material barge will be equipped with a 50-ton excavator to further process steel down to preferred salvage sizing.
- Once Span 4 has been fully dismantled, material will be transported to a recycling facility.
- Implications to Navigation:
 - Dismantling will be conducted outside of the main navigational channel; no interferences to navigation.

4-Week Look-Ahead / Marine Staging

Demolition Staging

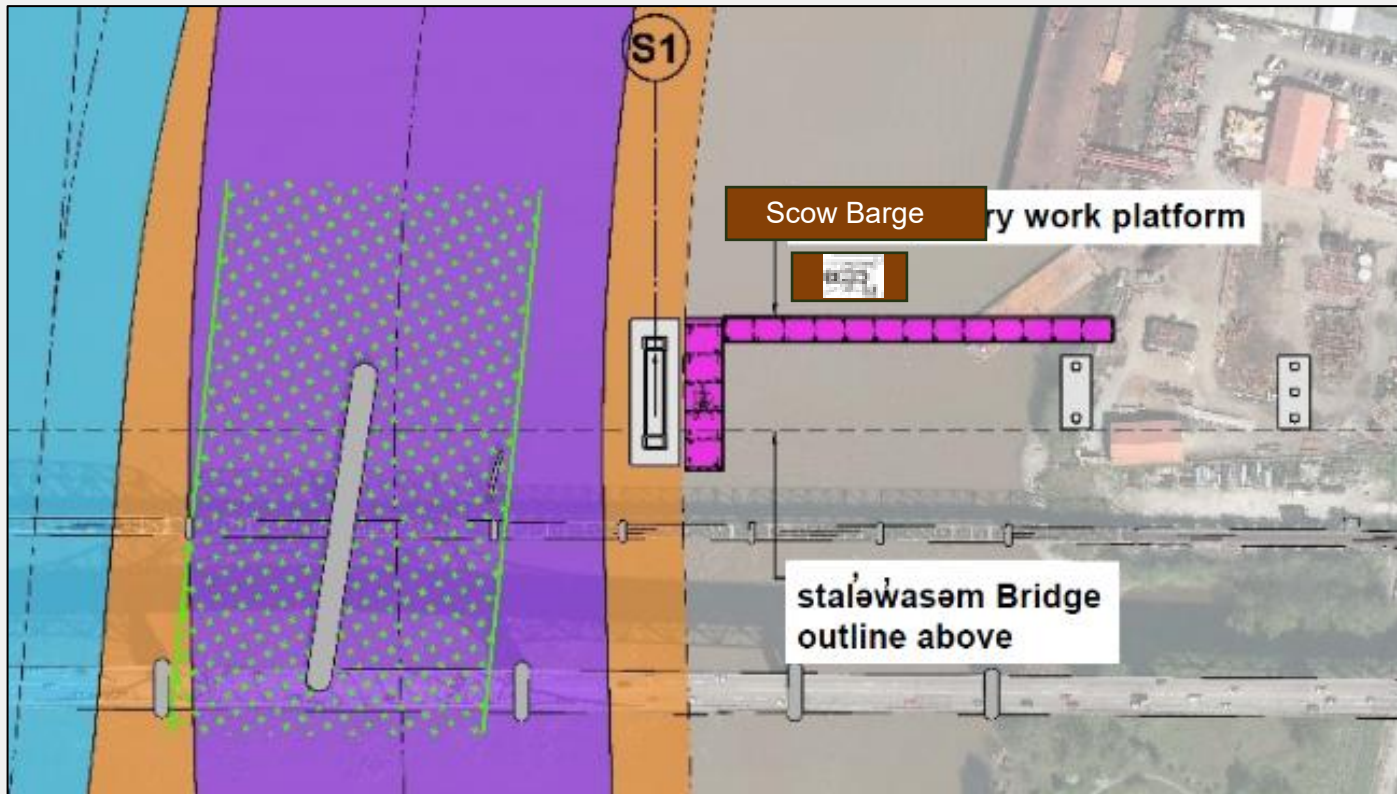
Span 5 Bridge Deck Removal (Panels 12S-1S)



- Starting mid August; 3-4 week duration
- Involves saw cutting concrete bridge deck into panels and lifting onto trucks for transporting to an offsite recycling facility
- Mitigation Measures:
 - Updated Safe Work Practice, use of slab grab for inside panels, and anchoring method for outside panels
 - Management and containment of materials on bridge roadway (e.g., vacuum/hydrovac removal of slurry) and use of netting underneath the bridge deck to capture potential spalling
 - Spotters watching for marine vessels upstream/downstream during active deck removal
- Implications to Navigation:
 - Overhead works are outside of navigation channel; no restrictions to navigation

Construction Staging

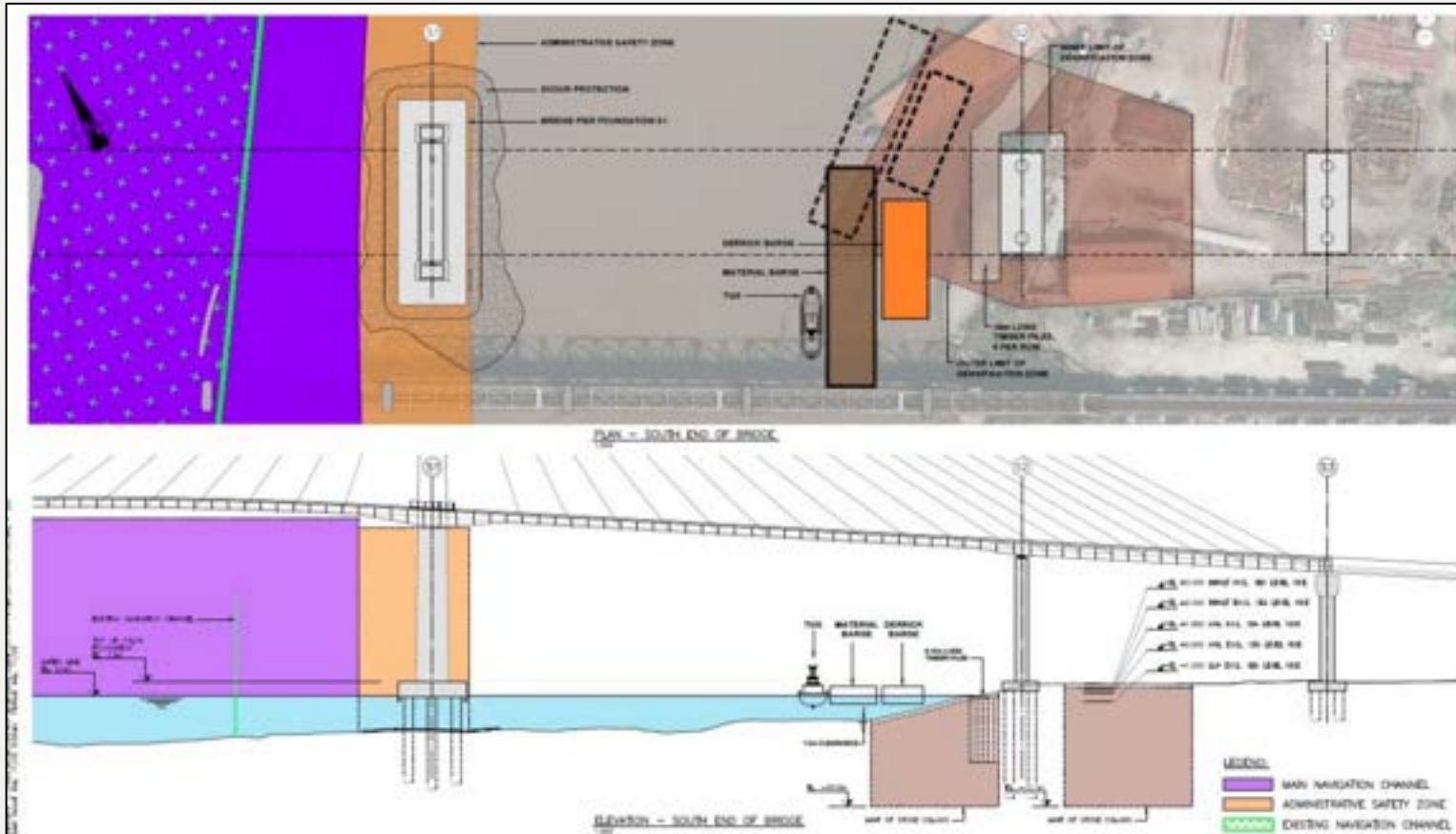
Removal of the Pier S1 Temporary Work Platform (S1 TWP)



- Starting Aug 7; 3-4 week duration
- Involves removal of trestle superstructure and substructure
- Works will start in the middle of the trestle and work towards shoreline
- Implications to Navigation:
 - Works are located outside of the main navigation channel
 - Equipment placement will not create an obstruction to navigation

Construction Staging

Pier S2 In-River Soil Densification



- Starting Aug 17; 8 week duration
- Involves installation of stone columns using vibro-replacement methods, in which dense aggregate columns are created using a down-hole vibrator suspended from a crane.
- A barge will be used to support the vibrator and stone to be supplied by a second barge.
- Riprap and fill placed for Pier S2 construction will be temporarily removed to allow these works, then reinstated once the work is complete.
- Implications to Navigation:
 - Works are located outside of the main navigation channel
 - Equipment placement will not create an obstruction to navigation

Next Steps

Ongoing NAVWARNs to be provided

Next Marine Users Working Group:

- Next Marine Users Working Group meeting:
September 17, 2026