



**PATTULLO BRIDGE  
REPLACEMENT**



transportation  
investment  
corporation

# Monthly Status Report

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**Reporting Period: March 2025**

# 1. Introduction

## 1.1. Project Overview

The Pattullo Bridge is a key connection between the communities of Surrey and New Westminster.

The new toll-free four-lane bridge will provide important improvements for everyone using the bridge, including people who are driving, cycling, or walking, as well as communities on either side of the bridge. The new bridge will provide:

- A safer crossing for all bridge users with modern, wider lanes, separated by a centre median barrier.
- Dedicated walking and cycling lanes, separated from traffic by a barrier on both sides of the bridge.
- Better connections to, from and near the bridge.

The new bridge is scheduled to open in fall 2025. The existing bridge will remain in use until the new bridge is open to traffic. Once the new bridge is open, the existing bridge will be removed. Additional information and updates about the Project can be found on the Project's website

<https://www.pattullobridgereplacement.ca>.

## 1.2. Project Delivery

Transportation Investment Corporation (TI Corp), a provincial Crown corporation, is overseeing the delivery of the \$1.637 billion Project. The Project is being delivered under B.C.'s Community Benefits Agreement and the Project workforce is being provided by B.C. Infrastructure Benefits Inc.

The Fraser Crossing Project Corporation (Contractor) has been selected to design and build the new bridge. The Province will own and maintain the new bridge when it is complete.

The Project represents a significant investment in multi-modal transportation mobility improvements and supports provincial and regional strategies, environmental objectives, and the economic development of transportation services in the region.

## 1.3. Project Goals

Measure specific data to confirm the following Project goals and objectives are being met in accordance with the Project's Performance Measurement Plan:

- Provide a structurally sound bridge crossing to maintain a critical local and regional connection;
- Improve safety for all users with modern lane widths, road curvature, centre median barrier and separated pedestrian and cycling lanes; and
- Improve connectivity, reliability and modal choice while supporting environmental objectives.

The Project represents a significant investment in multi-modal transportation mobility improvements and supports provincial and regional strategies, environmental objectives, and the economic development of transportation services in the region.

## 2. Project Dashboard

|                  |          |  | Project Status | Comments  |
|------------------|----------|--|----------------|---|
| Objectives       |          |  |                |   |
| Project Delivery | Scope    | Project delivered within the approved scope  | ●              | <ul style="list-style-type: none"> <li>The Project includes a new four-lane bridge, improved connections to, from and near the bridge and dedicated walking and cycling lanes and is on track to be delivered within the approved scope.</li> </ul>   |
|                  | Schedule | Project delivered within the approved schedule.  | ●              | <ul style="list-style-type: none"> <li>Revised schedule announced May 24, 2024. The new bridge is scheduled to open in fall 2025.</li> <li>The Project is tracking within the approved schedule.</li> <li>Schedule management is a critical focus with monthly reviews and close collaboration with the contractor.</li> </ul>  |
|                  | Budget   | Project delivered within the approved budget of \$1.637 billion.   | ●              | <ul style="list-style-type: none"> <li>Project spending for the month of March 2025 was \$24.9 million.</li> <li>Total Project spending to date is \$1.081 billion.</li> <li>The original budget announced in 2018 was amended to \$1.637 billion by the Province in December 2024 to cover costs associated with the extended schedule.</li> </ul>   |
|                  | Safety   | Ensure that Project work is performed safely and in compliance with all applicable safety regulations, and in accordance with government policy. | ●              | <ul style="list-style-type: none"> <li>Monitored the implementation of the health and safety program and provided on-site monitoring.</li> <li>Observed an increase of incidents in the past few months.</li> <li>Project response includes implementation of enhanced safety protocols, training, and oversight.</li> <li>Additional meetings with stakeholders including the safety regulator and labour groups.</li> <li>There have been nine (9) lost time injuries on the Project to date.</li> <li>Lost Time Injury Frequency Rate (LTIFR) for the Project is 0.53, which is less than the WorkSafeBC 2023 rate of 2.4* for heavy construction and less than 1.7* for bridge, overpass, or viaduct construction or repair.</li> </ul> <p><i>* Injury rate data reflects Large Employer 100+ Person Years employer size.</i></p> |
|                  | Quality  | Implement an effective Quality Management System.  | ●              | <ul style="list-style-type: none"> <li>Continued monitoring the structural steel fabrication, including steel component testing.</li> <li>Continued to review quality record packages of fabricated and installed components.</li> </ul>  |

|                              |                                |  |   |  |
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|                              | <b>Environmental</b>           | Ensure our work is performed in an environmentally responsible manner.   | ● | <ul style="list-style-type: none"> <li>– Continued discussions between the contractor, Project, and environmental regulators on environmental performance, demolition environmental management plans and permitting.</li> <li>– Environmental compliance indicators for the year are trending positively.</li> <li>– Improved environmental performance over the last six - nine months has been observed by the Project team and noted by the regulators.</li> </ul>  |
|                              | <b>Archaeology</b>             | Ensure the work is performed in a manner that meets the standards of the Heritage Conservation Act.                                | ● | <ul style="list-style-type: none"> <li>– Continued to progress the archaeological field program in collaboration with First Nations.</li> </ul>  |
|                              | <b>Design and Construction</b> | Provide design and technical oversight, coordinate and manage activities on site and conduct compliance reviews.                   | ● | <ul style="list-style-type: none"> <li>– Completed the main span bridge design and working to finalize remaining design packages.</li> <li>– Completed the girder installation with CN track blocks and opened Front Street on March 14.</li> <li>– Continued girder erection, deck panel, and stay cable installation for the main bridge.</li> <li>– Continued deck panel installation and deck construction activities for south approach.</li> <li>– Continued girder erection, deck panel and deck construction activities for the north approach.</li> <li>– Continued phase 2 of the Old Yale Road Overpass construction.</li> <li>– Continued precast deck panel fabrication for end span and Highway 17 exit ramp.</li> <li>– Continued monitoring structural steel fabrication and shipments, including re-inspection activities.</li> <li>– Continued daily site monitoring and reporting.</li> </ul> |
|                              | <b>Labour Model</b>            | Work collaboratively with BC Infrastructure Benefits Inc. (BCIB) to successfully implement the Community Benefits Agreement (CBA). | ● | <ul style="list-style-type: none"> <li>– Ongoing coordination and collaboration with BCIB to implement the CBA.</li> <li>– Ongoing discussions regarding current and future Project workforce.</li> </ul>  |
| <b>Partners/Stakeholders</b> | <b>First Nations</b>           | Continue to build and maintain a positive collaborative working relationship.  | ● | <ul style="list-style-type: none"> <li>– Continued to engage with First Nations in relation to Project permitting, bridge demolition planning, environmental compliance, Indigenous cultural recognition, the planting plan, Project participation, and opportunities.</li> <li>– Continued consultation on mitigation measures, in accordance with permit conditions of the Environmental Assessment Certificate (EAC) and the Vancouver Fraser Port Authority's Project and Environmental Review (PER) Project permit.</li> </ul>  |

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|  | <b>Third Parties</b>                     | Continue to build and maintain positive relationships and secure agreements with Project partners and other third parties. | ● | <ul style="list-style-type: none"> <li>– Continued working closely with municipalities on traffic management, roadway conditions, construction activities and operations and maintenance agreements post construction of the new bridge.</li> <li>– Continued working closely with utilities and railway companies on design and construction activities and obtaining required permits and agreements.</li> </ul> |
|  | <b>Public and Stakeholder Engagement</b> | Continue to build and maintain positive relationships with the community and other stakeholders.                           | ● | <ul style="list-style-type: none"> <li>– Continued engagement with local businesses, stakeholders, residents, and the public.</li> <li>– Continued engagement with the community and stakeholders regarding the re-opening of Front Street.</li> </ul>   |

| Status | Description  |
|--------|--|
| ●      | Managing critical issues, negotiating resolution; action required immediately  |
| ●      | Managing some issues, negotiating resolution; action required in the near term |
| ●      | Managing day to day operations   |

### 3. Project Documents and Achievements to Date

|                           |                                  |  |
|---------------------------|----------------------------------|--|
| Project Delivery          | Project Planning and Development | <ul style="list-style-type: none"> <li>– Completion of three phases of public consultation (2013-2016)</li> <li>– Executed Design-Build-Finance Agreement (February 2020)</li> <li>– Project Overview Report (May 2020)</li> <li>– Project Report (July 2020)</li> </ul>   |
|                           | Environmental                    | <ul style="list-style-type: none"> <li>– Environmental Assessment Certificate (EAC) (April 2019)</li> <li>– Port and Environmental Review (PER) Permit (May 2019)</li> <li>– Canadian Navigable Waters Act Approval (November 2020)</li> <li>– Water Sustainability Act (WSA) Change Approval (November 2020)</li> <li>– Water Sustainability Act Short Term Use Approval (December 2020)</li> <li>– Fisheries Act Authorization (February 2021) and subsequent amendments (January 2022, November 2022, February 2024 and October 2024)</li> </ul>  |
|                           | Labour                           | <ul style="list-style-type: none"> <li>– Community Benefits Agreement (July 2018)</li> <li>– BCIB Health and Safety Program (May 2019)</li> <li>– BCIB-AIRCC Enabling Agreement Executed (July 2019)</li> <li>– Project Definition: Pattullo Bridge Replacement Project (July 2019) BCIB-Contractor Agreement Executed (February 2020)</li> <li>– BCIB-Subcontractor Agreement Executed (February 2020)</li> </ul>   |
| Partners/<br>Stakeholders | Owner / Other Works              | <ul style="list-style-type: none"> <li>– CN Master Agreement (May 2019)</li> <li>– City of Surrey Municipal Agreement (September 2019)</li> <li>– City of New Westminster Municipal Agreement (September 2019)</li> <li>– Metro Vancouver Accommodation Agreement (December 2019)</li> <li>– Construction and land licenses acquired from Vancouver Fraser Port Authority (VFPA); VFPA demolition license finalized (December 2019)</li> <li>– CP Grade Separation Construction Agreement (January 2020)</li> <li>– Shaw Telecommunications Facilities Relocation Agreement (March 2020)</li> <li>– Zayo Telecommunications Facilities Relocation Agreement (March 2020)</li> <li>– CP Overpass Crossing and Maintenance Agreement (December 2020)</li> <li>– TransLink Consent Agreement for in-river works (December 2020)</li> <li>– MOTI-FortisBC Energy Inc. Pipeline Removal Agreement (February 2023)</li> <li>– MOTI-TransLink Pattullo Bridge Decommissioning Agreement (May 2023)</li> </ul> |
|                           | Third Parties                    | <ul style="list-style-type: none"> <li>– CN Master Agreement (May 2019)</li> <li>– City of Surrey Municipal Agreement (September 2019)</li> <li>– City of New Westminster Municipal Agreement (September 2019)</li> <li>– Metro Vancouver Accommodation Agreement (December 2019)</li> <li>– Construction and land licenses acquired from Vancouver Fraser Port Authority (VFPA); VFPA demolition license finalized (December 2019)</li> <li>– CP Grade Separation Construction Agreement (January 2020)</li> <li>– Shaw Telecommunications Facilities Relocation Agreement (March 2020)</li> <li>– Zayo Telecommunications Facilities Relocation Agreement (March 2020)</li> <li>– CP Overpass Crossing and Maintenance Agreement (December 2020)</li> <li>– TransLink Consent Agreement for in-river works (December 2020)</li> </ul>  |

|  |  |  |
|--|--|--|
|  |  | <ul style="list-style-type: none"><li>– MOTI-FortisBC Energy Inc. Pipeline Removal Agreement (February 2023)</li><li>– MOTI-TransLink Pattullo Bridge Decommissioning Agreement (May 2023)</li><li>– CN Grade Separation Agreement (December 2024)</li></ul> |
|--|--|--|

## 4. Monthly Highlights and Three Month Lookahead

### 4.1. Safety

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| <b>Scope:</b>                 | <ul style="list-style-type: none"> <li>– Establish Occupational Health and Safety (OH&amp;S) Project delivery objectives and performance measures.</li> <li>– Manage Project OH&amp;S activities.</li> <li>– Monitor relevant OH&amp;S performance metrics.</li> <li>– Ensure the Project complies with relevant WorkSafeBC regulations and government requirements.</li> </ul>  |
| <b>Monthly Highlights:</b>    | <ul style="list-style-type: none"> <li>– Continued to receive health and safety updates and incident reports from BCIB and the contractor.</li> <li>– 28 incidents were documented in the health and safety log for the month.</li> <li>– Lost Time Injury Frequency Rate (LTIFR) for the Project is 0.53, which is less than the WorkSafeBC 2023 rate of 2.4* for heavy construction and less than 1.7* for bridge, overpass, or viaduct construction or repair.</li> <li>– Implemented enhanced safety protocols, training, and oversight in response to the increase of incidents over the past few months.</li> <li>– Additional meetings with stakeholders including the safety regulator and labour groups.</li> </ul> <p><i>* Injury rate data reflects Large Employer 100+ Person Years employer size.</i></p> |
| <b>Three Month Lookahead:</b> | <ul style="list-style-type: none"> <li>– Continue to actively engage stakeholders through meetings and enhanced communication to address concerns and provide updates on the Project safety program.</li> <li>– Engage a third-party safety consultant to enhance the Project safety program.</li> <li>– Increase oversight of Project safety program from the Project executive teams.</li> <li>– Plan safety stand-down in early May for workforce.</li> <li>– Oversee and conduct audits of safe work plans and safe job procedures.</li> <li>– Continue to deliver training on the Job Hazard Assessment and Risk Mitigation Plan.</li> </ul>  |

### 4.2. Quality

|                               |  |
|-------------------------------|--|
| <b>Scope:</b>                 | <ul style="list-style-type: none"> <li>– Establish quality management Project objectives and performance measures.</li> <li>– Manage Project quality management activities.</li> <li>– Monitor relevant quality management performance metrics.</li> </ul>   |
| <b>Monthly Highlights:</b>    | <ul style="list-style-type: none"> <li>– Continued review and discussion on quality records for the Project.</li> <li>– Continued review of structural steel fabrication activities, shipment status and quality records, including auditing, inspection and testing.</li> <li>– 17 Non-Conformity Reports (NCRs) were initiated in the month related to traffic control, concrete works, structural steel fabrication, and precast concrete spalls. To date, there have been a total of 629 NCRs (116 open, and 512 closed).</li> <li>– The established Project quality control programs continued to review testing results and identify any steel and structural component fabrication contractual non-compliances for remediation/resolution.</li> </ul> |
| <b>Three Month Lookahead:</b> | <ul style="list-style-type: none"> <li>– Continue steel fabrication quality monitoring, surveillance auditing, and initiate inspections and tests as required.</li> </ul>  |



- Continue review of the contractor’s inspection and test plans and associated records.
- Continue review of quality-related submittals.
- Continue conducting audits based on audit schedule.

### 4.3. Environmental

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| <b>Scope:</b>                 | <ul style="list-style-type: none"> <li>– Manage follow-up and compliance actions required under the Environmental Assessment Certificate (EAC) and the Port's Project and Environmental Review (PER) permit as well as other necessary environmental permits.</li> <li>– Liaise with regulators on matters related to EAC and PER permit conditions and commitments made through the environmental assessment process and management plans.</li> <li>– Oversee outstanding environmental permits, permit amendments and associated environmental studies, monitoring, and compliance processes for existing bridge demolition.</li> <li>– Supporting consultation on permit related matters.</li> </ul>  |
| <b>Monthly Highlights:</b>    | <ul style="list-style-type: none"> <li>– Continued planning regarding detailed design considerations for the qiqéyt offsetting site in Surrey and Cumberland Point offsetting site in New Westminster.</li> <li>– Continued to work towards a long-term access agreement with Metro Vancouver for offsetting on the Cumberland Point industrial site in New Westminster.</li> <li>– Site observations by the Province, the contractor and the Independent Environmental Monitor (IEM) continue to demonstrate a stable trend.</li> <li>– 75 environmental non-compliances were reported for the month of March by the IEM, over four (4) inspections were related to erosion and sediment control, non-hazardous waste management, spill prevention, hazardous materials management, and health &amp; safety. The majority of the non-compliances were minor, and all reported spills were cleaned up appropriately.</li> <li>– Ongoing conversations between the contractor, Province, IEM, and environmental regulators on the Project’s environmental compliance, permitting requirements, and management plans.</li> <li>– Continued meetings and consultation on management plans for the bridge demolition works.</li> <li>– Submitted the updated Construction Environmental Management Plan (CEMP) to the Environmental Assessment Office (EAO).</li> <li>– Submitted the Certified Project Area Amendment request to the EAO for bridge demolition and other minor scopes of work outside of the Certified Project Area.</li> <li>– Facilitated an EAO site inspection, whereby the EAO noted three (3) non-compliances. For one (1) of the non-compliances, the Project received a Warning Letter for hydrocarbon spills.</li> </ul> |
| <b>Three Month Lookahead:</b> | <ul style="list-style-type: none"> <li>– Continue to liaise with regulators on follow-up actions and commitments arising from the required Project permits and approvals.</li> <li>– Continue working with the contractor and environmental regulators to ensure the Project’s permitting requirements are met.</li> <li>– Continue to develop offsetting detailed design at qiqéyt and progress detailed design for the Cumberland Point site with Metro Vancouver.</li> <li>– Continue consulting on the Demolition Environmental Management Plan and submit to the EAO.</li> <li>– Working with the contractor to develop the demolition Fisheries Act Authorization permitting submission, and related technical documents.</li> <li>– Continue liaising with the EAO and the contractor on the revised EAC amendment request for lands required to facilitate bridge demolition.</li> </ul>   |

## 4.4. Archaeology

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| <b>Scope:</b>                 | <ul style="list-style-type: none"> <li>– Managing, directing, and undertaking all archaeological work, including Archaeology Impact Assessment (AIA), Systematic Data Recovery (SDR), and archaeological monitoring in consultation with First Nations.</li> </ul>  |
| <b>Monthly Highlights:</b>    | <ul style="list-style-type: none"> <li>– Scheduled archeological monitoring across Project sites in both New Westminster and Surrey as required.</li> <li>– Worked to complete regulatory AIA and investigation reports.</li> </ul>   |
| <b>Three Month Lookahead:</b> | <ul style="list-style-type: none"> <li>– Continue archaeological monitoring and archaeological investigations as required.</li> <li>– Continue to liaise with regulators on follow-up actions and commitments from required Project permits and approvals.</li> <li>– Finalize preparations for the existing bridge demolition AIA.</li> <li>– Plan archaeological support for habitat offsetting.</li> </ul> |

## 4.5. Design and Construction

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| <b>Scope:</b>                 | <ul style="list-style-type: none"> <li>– Travel demand forecasting, traffic operations modelling, traffic data collection, and other related engineering services in support of the Project.</li> <li>– Review the final bridge design including roadways, associated structures, drainage, and utilities.</li> <li>– Compliance reviews during construction.</li> <li>– Provide oversight of contractor on-site activities throughout the Project’s lifecycle.</li> <li>– Management of the Project’s schedule, scope, and progress.</li> </ul>  |
| <b>Monthly Highlights:</b>    | <ul style="list-style-type: none"> <li>– Continued progress on the remaining final design drawings and Issued For Construction (IFC) drawings.</li> <li>– Continued main bridge balanced cantilever construction, completing segment 10 on the main span, and back span.</li> <li>– Continued girder erection and deck panel installation activities for the north approach.</li> <li>– Completed girder installation with CN track blocks to open Front Street on March 14.</li> <li>– Continued construction of the E. Columbia Street off-ramp.</li> <li>– Continued south approach deck construction activities: installed deck panels, completed eighth deck pour, and continued preparing for ninth and tenth deck pours.</li> <li>– Continued construction for the King George Boulevard approach embankment.</li> <li>– Advanced construction of Phase 2 of the Old Yale Road Overpass by pouring the westbound overpass deck.</li> <li>– Continued fabrication of precast deck panels for the end span and Highway 17 exit ramp and continued to monitor fabrication activities on periodic pre-cast facility visits.</li> <li>– Advanced substructure works and started superstructure preparatory works for on-land multi-use path piers in Surrey and New Westminster.</li> <li>– Continued Highway 17 exit ramp girder erection activities in Surrey.</li> </ul> |
| <b>Three Month Lookahead:</b> | <ul style="list-style-type: none"> <li>– Complete monthly riverbed monitoring surveys.</li> <li>– Continue reviewing final design packages.</li> <li>– Continue site monitoring at piers and other locations in New Westminster and Surrey.</li> </ul>  |

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|  | <ul style="list-style-type: none"> <li>– Continue monitoring main bridge construction and structural steel erection.</li> <li>– Continue monitoring off-site precast panel fabrication activities for the end span and Highway 17 exit ramp, and fabrication of multi-use path structural steel.</li> <li>– Continued detailed landscaping plan for the Project.</li> </ul> |
|--|---|

## 4.6. First Nations

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|-------------------------------|--|
| <b>Scope:</b>                 | <ul style="list-style-type: none"> <li>– Consultation and engagement with First Nations as set out in the EAC and PER permit.</li> <li>– Engagement with First Nations on Project opportunities and benefits, including Project agreements and contracting opportunities.</li> </ul>                                   |
| <b>Monthly Highlights:</b>    | <ul style="list-style-type: none"> <li>– Facilitated both working group and some individual meetings with First Nations.</li> <li>– Facilitated a site visit with one First Nation.</li> <li>– Continued to progress the Indigenous Art and Cultural Recognition opportunities through a phased approach.</li> </ul>   |
| <b>Three Month Lookahead:</b> | <ul style="list-style-type: none"> <li>– Continue meetings with First Nations on archaeology, habitat offsetting, Indigenous cultural recognition, the planting plan, environmental compliance and bridge demolition planning.</li> <li>– Continue meetings with the Indigenous Marine Users Working Group.</li> </ul> |

## 4.7. Third Parties

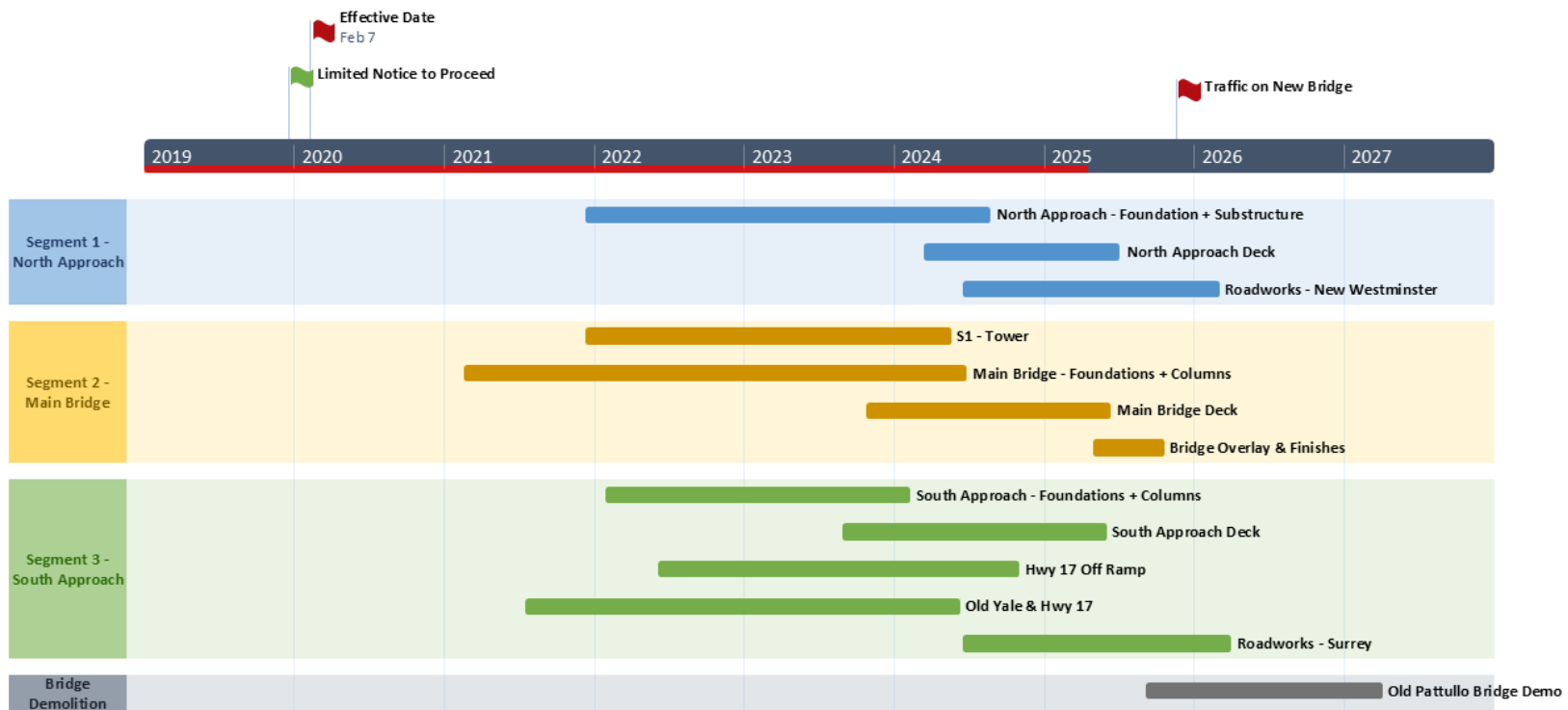
|                               |   |
|-------------------------------|---|
| <b>Scope:</b>                 | <ul style="list-style-type: none"> <li>– Engage with municipalities (cities of New Westminster and Surrey) for the Project implementation phase.</li> <li>– Municipal Agreements.</li> <li>– Railway Construction and Crossing Agreements.</li> <li>– Utility Agreements.</li> <li>– TransLink Agreement.</li> </ul>  |
| <b>Monthly Highlights:</b>    | <ul style="list-style-type: none"> <li>– Continued meeting biweekly with both the City of Surrey and the City of New Westminster and continued to work closely with both cities on design and construction coordination and traffic management activities.</li> <li>– Continued working closely with utilities and railway companies on design and construction activities.</li> <li>– Continued coordination with CN Rail and CPKC for pier N1 to pier N2 girder erection and for main bridge girder erection over CN Rail Bridge swing span, and with SRY Rail for Highway 17 south exit ramp girder erections.</li> <li>– Continued coordination with Southern Railway of British Columbia to execute permanent crossing agreements along the new Highway 17 south exit ramp, Highway 17, and Bridge Road corridor.</li> </ul> |
| <b>Three Month Lookahead:</b> | <ul style="list-style-type: none"> <li>– Continue to engage with municipalities on the Project's design and construction plans.</li> <li>– Continue to work with railways to finalize agreements.</li> </ul>  |

## 4.8. Public and Stakeholder Engagement

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|-------------------------------|---|
| <b>Scope:</b>                 | <ul style="list-style-type: none"><li>– Manage ongoing public and stakeholder communications and engagement.</li></ul>  |
| <b>Monthly Highlights:</b>    | <ul style="list-style-type: none"><li>– Continued to provide updates regarding Project work including notification distribution to residents, businesses, and stakeholders. Notifications were posted to the website, emailed to local residents and business associations, and sent to the email subscription list.</li><li>– In Surrey, the Project team communicated to stakeholders and the public about nighttime utility work and lane closures on King George Boulevard, a nighttime closure of Old Yale Road across Highway 17, and intermittent pile driving for a new maintenance building.</li><li>– In New Westminster, the Project team engaged with stakeholders on nighttime work for new guide sign foundations, finishing roadworks and utility work on Royal Avenue, and the Front Street re-opening. The Project team met with a residents' association in New Westminster as well as the Traffic Advisory Committee to provide a Project and construction update, which included information on upcoming construction activities and traffic pattern changes.</li></ul> |
| <b>Three Month Lookahead:</b> | <ul style="list-style-type: none"><li>– Continue ongoing engagement with the public, residents, businesses and stakeholders in New Westminster and Surrey regarding upcoming construction work and traffic pattern changes.</li><li>– Continue regular outreach with residents' groups, business associations, the Traffic Advisory Committee and active transportation groups.</li><li>– Distribute construction notifications and respond to public inquiries.</li></ul>  |

## 5. Schedule

The following schedule depicts the estimated timelines from the contract effective date to the opening of the new bridge and removal of the existing bridge and reflects the updated project schedule announced on May 24, 2024.



## 6. Project Photos



Figure 1: North Approach girder erection continues in New Westminster.



Figure 2: Main span is advancing with deck panel installation and preparations for steel girder connection of the back span to the end span.



Figure 3: Girder erection, deck panel, and stay cable installation for the main bridge continues. In this photo, 18 of 40 cables stays have been installed.



Figure 4: Aerial view of the main bridge shows progress to connect the back span to the end span in Surrey.