PROVINCE OF BRITISH COLUMBIA

Minister of Highways

REPORT

FOR THE FISCAL YEAR

1962/63

Printed by A. SUTTON, Printer to the Queen's Most Excellent Majesty
in right of the Province of British Columbia.
1963

Trans-Canada Highway, Griffin Lake near Revelstoke.

To Major-General the Honourable GEORGE RANDOLPH PEARKES,
V.C., P.C., C.B., D.S.O., M.C.,
Lieutenant-Governor of the Province of British Columbia.

MAY IT PLEASE YOUR HONOUR:

Herewith I beg respectfully to submit the Annual Report of the Department of Highways for the fiscal year ended March 31, 1963, in compliance with the provisions of the *Department of Highways Act.*

P. A. GAGLARDI,
Minister of Highways.

Office of the Minister of Highways,
Parliament Buildings, November 4, 1963.

VICTORIA, B.C., October 31, 1963.

The Honourable P. A. Gaglardi,
Minister of Highways, Victoria, B.C.

Dear Mr. Gaglardi:

I have the honour to submit herewith the Annual Report for the Department of Highways for the fiscal year ended March 31, 1963.

A summary of capital works will be found in the Chief Engineer's report, and a summary of maintenance, administration, and day-labour projects will be found in the Assistant Deputy Minister's report.

I wish to record the efficient and cheerful co-operation of the Department's staff and crews both at headquarters and in the field.

Respectfully submitted.

H. T. MIARD,
Deputy Minister.

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DEPARTMENT OF HIGHWAYS PERSONNEL AS AT MARCH 31, 1963

Victoria

H. T. Miard, Deputy Minister (Chairman, Highway Board).
F. T. Brown, Chief Engineer (Member, Highway Board).
F. A. MacLean, Assistant Deputy Minister (Member, Highway Board).
E. B. Wilkins, Design and Planning Engineer (Member, Highway Board).
J. H. Harding, Senior Traffic Engineer.
C. O. Brawner, Senior Materials Engineer.
E. C. Webster, Director of Construction.
J. W. Kerr, Highway Paving Engineer.
J. A. Dennison, Senior Maintenance Engineer.
W. R. Workman, Records and Estimates Engineer.
E. W. Hall, Statistics Engineer.
N. R. Zapf, Director of Location.
J. W. Pomeroy, Assistant Location Engineer.
L. J. Moore, Chief Right-of-way Agent.
N. C. Tattrie, Assistant Chief Right-of-way Agent.
F. E. Dembiske, Special Projects Engineer.
J. Alton, Senior Bridge Engineer.
L. C. Johnson, Bridge Design Engineer.
W. A. Bowman, Bridge Construction Engineer.
, Services Engineer.
H. K. Gann, Superintendent of Ferries.
J. A. Lonsbury, Insurance and Safety Officer.
W. F. Conlan, Superintendent of Communications.
A. E. Rhodes, Comptroller of Expenditure.
H. C. Davies, Personnel Officer.
R. J. Baines, Administrative Assistant.
F. Howland, Chief Clerk.

Region No. 1

D. D. Godfrey, Regional Highway Engineer, 1690 Main Street, North Vancouver.
W. E. Mercer, Regional Maintenance Engineer, 1690 Main Street, North Vancouver.
E. J. Garrett, Regional Construction Engineer, 1690 Main Street, North Vancouver.
A. G. Tranfield, Regional Superintendent of Location, 1690 Main Street, North Vancouver.
A. J. Montador, Regional Materials Engineer, 1690 Main Street, North Vancouver.
V. A. Drew, H. R. Mackenzie, and E. F. Thompson, Regional Right-of-way Agents, North Vancouver.
W. F. Jeffs, Regional Mechanical Superintendent, Victoria.
J. P. Hague, District Engineer, 280 Burnside Road West, Victoria (Esquimalt, Saanich).
P. B. MacCarthy, District Engineer, Courtenay (Comox).
R. W. Gittins, District Engineer, New Westminster (Burnaby, Delta, Dewdney (West), New Westminster).
W. M. Underwood, District Superintendent, North Vancouver (North Vancouver, Mackenzie, Vancouver-Point Grey, Lillooet (South)).
J. W. Morris, District Superintendent, Nanaimo (Alberni, Nanaimo-Islands, Cowichan-Newcastle).
R. B. Gilmour, District Superintendent, Chilliwack (Chilliwack, Dewdney (East)).

Region No. 2

M. G. Elston, Regional Highway Engineer, Kamloops.
, Regional Maintenance Engineer, Kamloops.
J. W. Nelson, Regional Construction Engineer, Kamloops.
A. W. G. Smith, Divisional Engineer, Location Branch, Kamloops.
L. DeBoer, Regional Materials Engineer, Kamloops.
A. C. Brown, Regional Right-of-way Agent, Kamloops.
J. H. Smythe, Regional Mechanical Superintendent, Kamloops.
W. M. Sproul, District Engineer, Salmon Arm (Salmon Arm).
P. E. Bishop, District Engineer, Penticton (Similkameen).
I. J. Stewart, District Enginer, Revelstoke (Revelstoke).
A. L. Freebairn, District Engineer, Kelowna (South Okanagan).
C. S. Shaw, District Superintendent, Merritt (Yale).
H. F. Blunden, District Superintendent, Williams Lake (Cariboo (South)).
J. R. Krushnisky, District Superintendent, Kamloops (Kamloops).
J. E. Steven, District Superintendent, Lillooet (Lillooet (North)).
W. G. Helmsing, District Superintendent, Vernon (North Okanagan).

Region No. 3

D. F. Martin, Regional Highway Engineer, Nelson.
L. A. Broddy, Regional Maintenance Engineer, Nelson.
C. A. Scarborough, Regional Superintendent of Location, Nelson.
D. Long, Regional Materials Engineer, Nelson.
G. Fraser, Regional Right-of-way Agent, Nelson.
A. R. Irving, Regional Mechanical Superintendent, Nelson.
, District Engineer, Nelson (Nelson-Creston).
H. J. Kelsall, District Engineer, Grand Forks (Grand Forks-Greenwood).
H. F. Coupe, District Engineer, Cranbrook (Cranbrook).
D. C. Westaway, District Superintendent, New Denver (Kaslo-Slocan).
A. E. Staite, District Superintendent, Rossland (Rossland-Trail).
M. C. K. Struve, District Superintendent, Fernie (Fernie).
G. K. Austin, District Superintendent, Golden (Columbia).

Region No. 4

R. G. Harvey, Regional Highway Engineer, Prince George.
R. G. Mulcaster, Regional Maintenance Engineer, Prince George.
D. C. MacVicar, Regional Construction Engineer, Prince George.
E. A. Beaumont, Regional Location Engineer, Prince George.
E. A. Lund, Regional Materials Engineer, Prince George.
N. Allan, Regional Right-of-way Agent, Prince George.
H. O. George, Regional Mechanical Superintendent, Prince George.
A. W. Slater, District Engineer, Quesnel (Cariboo (North)).
H. A. Hamilton, District Engineer, Smithers (Skeena (East)).
P. J. Carr, District Engineer, Pouce Coupe (South Peace River).
P. A. Tondevold, District Superintendent, Fort St. John (North Peace River, Atlin (North)).
R. E. McKeown, District Superintendent, Prince Rupert (Prince Rupert, Atlin (South)).
J. P. O'Toole, District Superintendent, Terrace (Skeena (West)).
G. R. Kent, District Superintendent, Vanderhoof (Omineca (East)).
P. S. Dunn, District Superintendent, Burns Lake (Omineca (West)).
A. Park, District Superintendent, Prince George (Fort George).

HIGHWAYS REPORT

REPORT OF THE ASSISTANT DEPUTY MINISTER

VICTORIA, B.C., October 8, 1963.

Mr. H. T. Miard,
Deputy Minister of Highways,
Parliament Buildings, Victoria, B.C.

SIR,—I submit herewith district reports for the fiscal year 1962/63.

There are 23,513 miles of highway under the jurisdiction of this Department, comprised of 3,669 miles of trunk highways, 1,574 miles of main highways, and 18,270 miles of other roads. The mileage of classified highways (arterial and secondary) is 743.

The total mileage of roads constructed or reconstructed by day labour was 293. Improvements or minor betterments were made to 651 miles.

Fifty-two ferries operated under the supervision of the Department. The number of vehicles carried was 2,042,626, and the number of passengers, including drivers, 5,228,803.

The total expenditure on maintenance of roads, ferries, and bridges was $17,875,545. Snow-removal costs, included in the above, amounted to $1,812,179. There were 19,567 miles of road kept open during the winter.

The number of right-of-way settlements negotiated during the year was 537, at a cost of $1,114,310.

During the 1962 calendar year there were 2,796 subdivisions handled by the Department, and of these, 464 were adjacent to controlled-access highways. The number of permits issued for entrances on controlled-access highways was 369, and for entrances on non-controlled-access highways, 673. There were 2,044 permits issued for other works on Crown lands.

F. A. MACLEAN,
Assistant Deputy Minister.

REPORT OF THE CHIEF ENGINEER

VICTORIA, B.C., October 10, 1963.

Mr. H. T. Miard,
Deputy Minister of Highways,
Parliament Buildings, Victoria, B.C.

SIR,—Herewith are submitted reports from the Senior Bridge Engineer, Director of Construction, and Design and Planning Engineer for the fiscal year 1962/63.

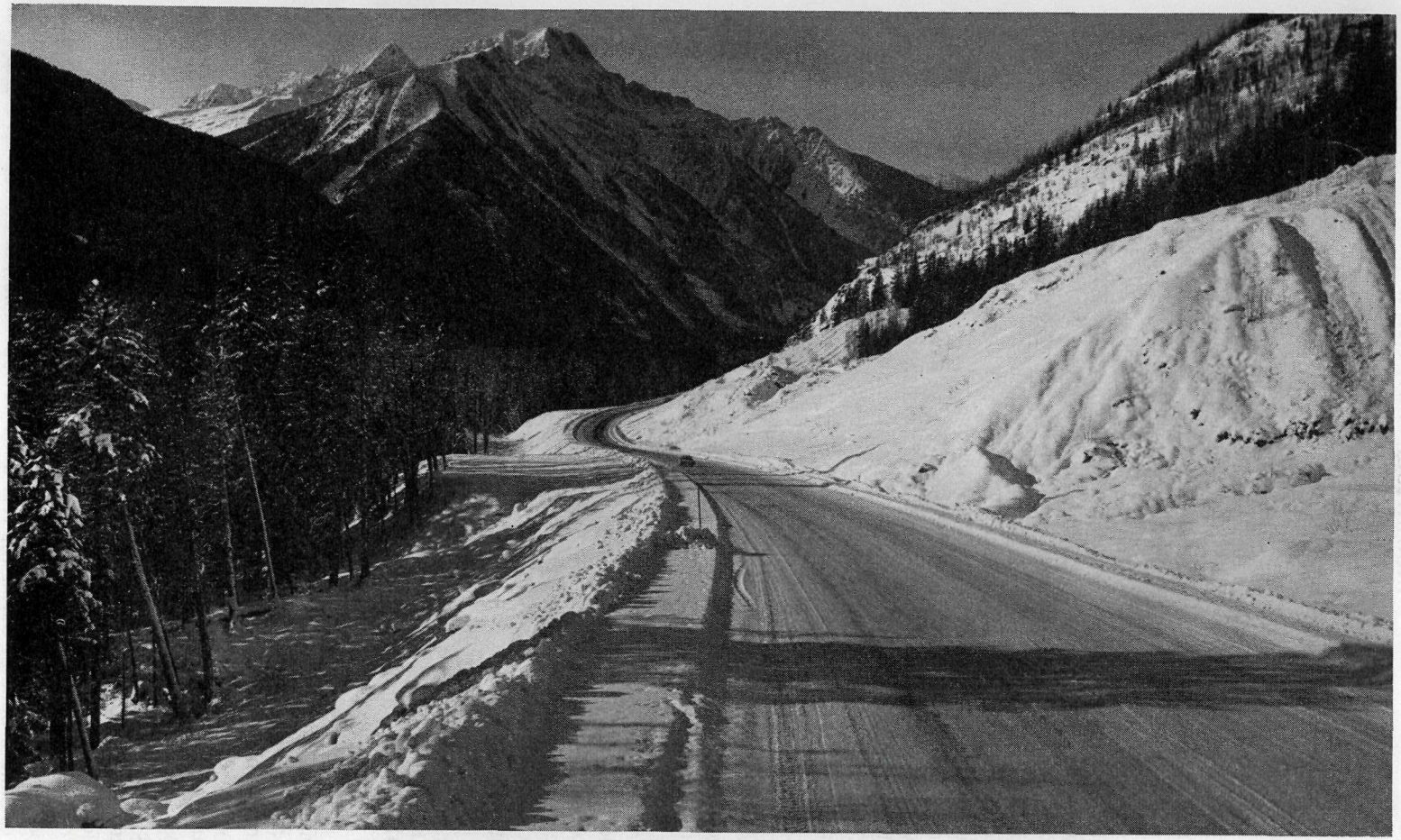
Briefly summarizing the activities of the various branches, the total length of roads constructed or reconstructed by contract was 116 miles, and of this, 18 miles were on the Trans-Canada Highway.

The paving programme exceeded that of the previous year, there being laid 232 miles of bituminous plant mix and 269 miles of road mix and pulvimix.

The number of bridges and other structures built remained high. At the end of the year, 43 structures were completed and construction was in progress on 33 others. Structures on the Trans-Canada Highway included in the above were 26 completed and 21 in progress.

The total length of final highway-location surveys completed amounted to 230 miles. The length of office design complete with estimates was 183 miles, included in which were 3.6 miles of urban street design.

D. D. GODFREY,
Chief Engineer.



Winter scene, Trans-Canada Highway, Rogers Pass section, looking west.

REPORT OF THE SENIOR BRIDGE ENGINEER

There was no relaxation in the Department's bridge-construction activity during the year, as is evidenced by a total gross expenditure thereon of approximately $19,-800,000, compared with $19,750,000 during the previous year. The record shows 43 new or reconstructed structures were completed during the period, while a further 33 structures were under construction at the conclusion of the year.

Of the new structures completed, 26 are located on the Trans-Canada Highway, as are 21 of those under construction at the end of the year. The completion of the latter will see the construction of the last of a total of 146 structures built on this 550-mile-long highway, except for the strengthening and widening of a few bridges built prior to the inception of the Trans-Canada Highway programme. In retrospect, the records show that some $70,000,000 will have been expended on new or reconstructed structures on this highway under the Trans-Canada Highway Agreement, to which might be added the $22,000,000 cost of the Second Narrows Bridge in Vancouver. This expenditure is a measure of the magnitude of the task involved in building the bridges between Victoria and the British Columbia-Alberta Boundary, in the course of which almost every conceivable kind of challenge was met and overcome by the bridge-builders.

Detailed information of the completed structures and of those under construction are appended, but worthy of special mention are six major river-crossing structures which were completed during the year under review. These are: (1) Alexandra Bridge, a monumental arch structure carrying the Trans-Canada Highway across the Fraser River in the Fraser Canyon near Spuzzum; (2) Columbia River Bridge on the Trans-Canada Highway near Donald; (3) Spences Bridge, carrying the Trans-Canada Highway over the North Thompson River at Spences Bridge; (4) Paulson Bridge, a vital link in the Christina Lake–Kinnaird section of the Southern Trans-Provincial Highway; (5) Kootenay River Bridge on the Southern Trans-Provincial Highway near Creston, which is noteworthy as the first example of the " Stabbogen " bridge in Western Canada; and (6) Sicamous Narrows Bridge on the Trans-Canada Highway near Salmon Arm.

The major crossing of the Fraser River near Prince George, destined to carry the relocated Cariboo Highway in this vicinity, showed steady progress toward early completion, while near the mouth of the same Fraser River the culminating phase in the completion of the notable Port Mann Bridge was entered, and the awe-inspiring proportions of this elegant structure began to become apparent.

Reflecting the Department's efforts to provide modern high-speed highway facilities in the populous Vancouver area, some 31 overpasses, underpasses, and river-crossing structures were completed or under construction this year on the Deas Tunnel Throughway, the Burnaby Freeway, and the relocated Trans-Canada Highway between Abbotsford and the Port Mann Bridge. An incidental effect of constructing these high-speed facilities is the need to provide pedestrian overpasses for cross foot traffic, and the Bridge Branch has developed a unique design of such an overpass in aluminum, examples of which are serving at several locations on the Deas Tunnel Throughway and on the Trans-Canada Highway just south of the Pattullo Bridge.

The challenge presented to the bridge-builders by British Columbia's varied topography can best be illustrated by brief descriptions of some of the special structures built or building during the year under review. Thus, in the remote North near Telegraph Creek, crossings over the Tuya and Tahlton Rivers required the design of

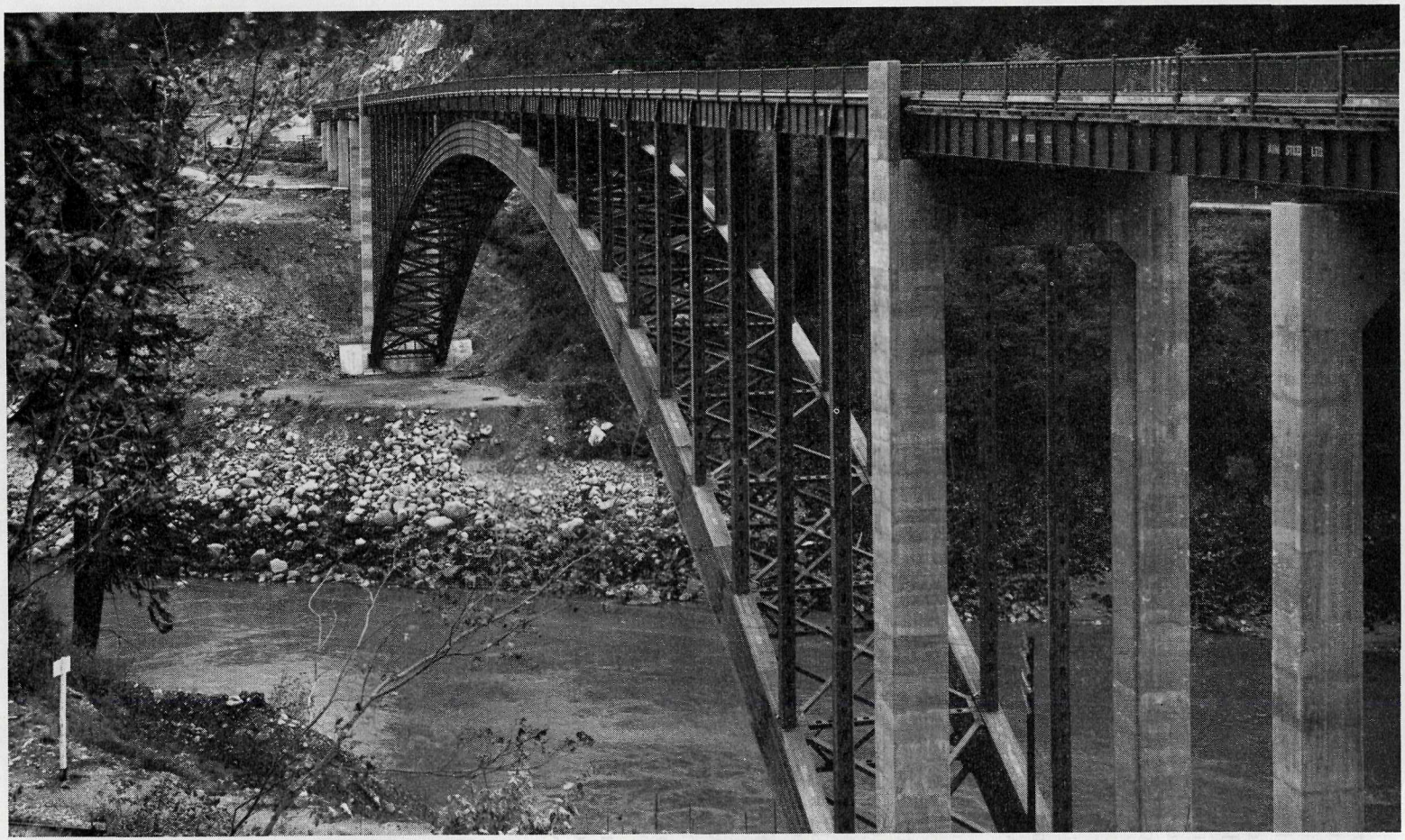
80-foot-long glue-laminated beams spliced in the middle so as to make it possible to transport them from Vancouver into this difficult terrain. Again, near Hells Gate, Fraser Canyon, the Trans-Canada Highway has to be supported across a notorious slide area, which was achieved by inventing a novel 236-foot reinforced-concrete tilted-barrel arch retaining structure springing from the solid rock on each side of the slide. Farther along the Trans-Canada Highway at Anderson River, near Boston Bar, and at Quartz Creek in the Rogers Pass section, the highway has to be carried in smooth high-speed curves over deep canyons, thus necessitating the design and construction of unique curved bridges at these locations.

The large volume of bridge design and construction work continued to call for the retention of private consulting engineers throughout the year to augment the Bridge Engineer's staff, and it may be noted that the employment of such consultants demands much attention from the Department's own expert personnel in supervision, advice, and processing of projects so handled.

Keen competition was exhibited by contractors bidding on bridge projects throughout the period under review, and construction materials were in plentiful supply. A description of the many new materials and techniques being developed in the bridge-construction field would demand too much space, but mention may be made of the new high-strength steels, the increased use of welding, the adoption of the orthotropic steel deck and the " Stabbogen " arch for bridges, the increasing use of prestressed concrete, the use of light-weight concrete, the remarkable development in the application of the epoxy resins, the structural use of aluminum, the production of better paints, and the development of glue-laminated timber construction.

Despite the large programme of new bridge construction there remain in use a great number of older timber bridges, and our district forces continue with their commendable efforts to keep these in service until the day arrives when they can be replaced with modern structures.

At the conclusion of the year the bridge-design programme was orientated toward bridge construction on the Northern Trans-Provincial Highway, the North Thompson Highway, the Kootenay–Columbia Highway, the Cassiar–Stewart Highway, and on certain important, if isolated, bridge projects throughout the Province.



Alexandra Bridge on the Trans-Canada Highway near Spuzzum. Length, 1,600 feet; width of roadway, 27 feet; two 5-foot sidewalks.

DETAILS OF PRINCIPAL BRIDGES AND FERRY-LANDINGS CONSTRUCTED OR RECONSTRUCTED DURING THE FISCAL YEAR 1962/63

Name	Location	Electoral District	Type, Description of Work, and Remarks
Boundary Loop Overpass	Trans-Canada Highway, Mile 71.82	Burnaby	A four-lane bridge consisting of two structures, one of which is 143 ft. long, comprised of one 57-ft. and two 43-ft. precast, pretensioned concrete-beam spans, and the other is 125 ft. long, comprised of one 57-ft. and two 34-ft. precast, pretensioned concrete-beam spans, supported on a reinforced-concrete substructure, the piers of which are founded on prestressed concrete piles; reinforced-concrete deck and asphalt wearing surface with two 35-ft. 8-in. roadways.
Brunette River Bridge	Trans-Canada Highway, Mile 77.88	Burnaby	A four-lane 329-ft. bridge consisting of two structures, each comprised of two 79-ft. and two 84-ft. prestressed post-tensioned concrete-beam spans, supported on a reinforced-concrete substructure, the abutments of which are founded on cast-in-place concrete piles; reinforced-concrete deck and asphalt wearing surface with two 34-ft. 8-in. roadways.
Cariboo St. Underpass	Trans-Canada Highway, Mile 77.76	Burnaby	184-ft. bridge consisting of two 56-ft., one 33-ft., and one 38-ft. precast, pretensioned concrete box-girder spans, supported on a reinforced-concrete substructure; asphalt wearing surface with a 36-ft. roadway and two 5-ft. sidewalks.
Douglas Road Underpass	Trans-Canada Highway, Mile 73.69	Burnaby	279-ft. bridge consisting of three 79-ft. precast, post-tensioned concrete box-girder spans and one 40-ft. precast, pretensioned concrete box-girder span, supported on a reinforced-concrete substructure; asphalt wearing surface with a 44-ft. roadway and two 5-ft. sidewalks.
G.N.R. Overpass No. 1	Trans-Canada Highway, Mile 78.00	Burnaby	A four-lane bridge consisting of two structures, one of which is 356 ft. long and is comprised of two 54-ft., one 56-ft., one 58-ft., and two 66-ft. precast, pretensioned concrete-beam spans, and the other is 371 ft. long and is comprised of two 54-ft., one 63-ft., and three 66-ft. precast, pretensioned concrete-beam spans, supported on a reinforced-concrete substructure, the piers of which are founded on reinforced-concrete caissons and the abutments on prestressed concrete piles; reinforced-concrete deck and an asphalt wearing surface with two 34-ft. 8-in. roadways.
Stormont Interchange Underpass	Trans-Canada Highway, Mile 77.51	Burnaby	255-ft. bridge consisting of one 40-ft. and one 50-ft. precast, pretensioned concrete box-girder spans and two 82-ft. precast, post-tensioned concrete box-girder spans, supported on a reinforced-concrete substructure, the piers of which are founded on reinforced-concrete caissons and the abutments on prestressed concrete piles; asphalt wearing surface with a 48-ft. roadway and two 5-ft. sidewalks.
Sumas Canal Bridge (south structure)	Trans-Canada Highway, Mile 122.23	Chilliwack	315-ft. bridge consisting of 21 15-ft. reinforced-concrete slab spans, supported on 20 bents and two abutments composed of precast concrete piles with reinforced-concrete caps; 28-ft. roadway.

DETAILS OF PRINCIPAL BRIDGES AND FERRY-LANDINGS CONSTRUCTED OR RECONSTRUCTED DURING THE FISCAL YEAR 1962/63—*Continued*

Name	Location	Electoral District	Type, Description of Work, and Remarks
Jones Creek Bridge	Trans-Canada Highway, Mile 153.6	Chilliwack	110-ft. bridge consisting of two 29-ft. and one 52-ft. prestressed concrete box-girder spans, supported on reinforced-concrete piers and abutments, with roadway which was widened from 24 ft. to 36 ft. 8 in.
Lorenzetti Creek Bridge	Trans-Canada Highway, Mile 154	Chilliwack	103-ft. bridge consisting of six 17-ft. spans supported on treated timber pile bents and reinforced-concrete abutments, with roadway which was widened to 36 ft. by adding precast concrete sections on each side of existing structure.
Columbia River Bridge at Donald	Trans-Canada Highway, Mile 652.31	Columbia	945-ft. bridge consisting of a three-span continuous plate girder with two 180-ft. and one 324-ft. spans, one 120-ft. plate-girder span, and four 36-ft. steel-beam spans, supported on reinforced-concrete substructure, three piers of which are founded on piles; reinforced-concrete deck with a 28-ft. roadway.
Quartz Creek Bridge	Trans-Canada Highway, Mile 642.13	Columbia	390-ft. bridge consisting of two 90-ft. continuous plate girders, each comprised of two 45-ft. spans, and a 210-ft. four-span continuous plate girder, comprised of two 45-ft. and two 60-ft. spans, and supported in the middle by two inclined steel A-frames, all supported on a reinforced-concrete substructure, both abutments of which are founded on steel H-piles; reinforced-concrete deck with a 30-ft. roadway.
White River Bridge	Island Highway	Comox	258-ft. bridge consisting of two 72-ft. and one 76-ft. steel-stringer spans and two 19-ft. treated timber spans, supported on concrete base and framed treated timber substructure; treated timber laminated deck with asphalt plank and 20-ft. 3-in. roadway.
B.C. Hydro and Power Authority Underpass near Langley	Trans-Canada Highway, Mile 96.33	Delta	A four-lane underpass consisting of two 105-ft. box-type reinforced-concrete underpasses with two 44-ft. roadways.
Liverpool Pedestrian Overpass	Deas Tunnel Throughway	Delta	106-ft. pedestrian overpass consisting of two 53-ft. aluminum Vierendeel truss spans and 306 ft. of approach ramp, supported on reinforced-concrete footings which are founded on treated-timber piles with a 6-ft.-wide walkway.
Matthews Road Pedestrian Overpass	Deas Tunnel Throughway	Delta	106-ft. pedestrian overpass consisting of two 53-ft. aluminum Vierendeel truss spans and 80 ft. of approach stairway, supported on reinforced-concrete footings with a 6-ft.-wide walkway.
Nicomekl River Bridge	Deas Tunnel Throughway	Delta	A four-lane bridge consisting of two parallel 450-ft. structures, each comprised of 15 30-ft. composite action laminated-timber and reinforced-concrete spans, supported on treated-timber pile piers, and reinforced-concrete abutments, two of which are founded on treated timber piles; reinforced-concrete deck with two 36-ft. roadways.
Oliver Road Pedestrian Overpass	Deas Tunnel Throughway	Delta	140-ft. pedestrian overpass consisting of two 53-ft. and one 34-ft. aluminum Vierendeel truss spans and 178 ft. of approach ramp, supported on reinforced-concrete footings.

North Bluff Road Underpass	Deas Tunnel Throughway	Delta	207-ft. bridge consisting of two 45-ft. and two 58-ft. prestressed concrete stringer spans, supported on a reinforced-concrete substructure, the piers of which are founded on treated timber piles; reinforced-concrete deck with a 28-ft. roadway and one 5-ft. sidewalk.
Oliver Road Underpass	Deas Tunnel Throughway	Delta	185-ft. bridge consisting of four 46-ft. prestressed concrete-stringer spans, supported on a reinforced-concrete substructure; reinforced-concrete deck with a 26-ft. roadway and one 5-ft. sidewalk.
Serpentine River Bridge	Deas Tunnel Throughway	Delta	A four-lane bridge consisting of two parallel 360-ft. structures, each comprised of 10 30-ft. precast, prestressed concrete deck units, supported on reinforced-concrete pier caps and abutments, all of which are founded on composite untreated timber and prestressed concrete piles; asphalt wearing surface with two 36-ft. roadways.
Sunnyside Road Underpass	Deas Tunnel Throughway	Delta	207-ft. bridge consisting of two 45-ft. and two 58-ft. prestressed concrete stringer spans, supported on a reinforced-concrete substructure; reinforced-concrete deck with a 28-ft. roadway and one 5-ft. sidewalk.
C.P.R. Overpass No. 1	Trans-Canada Highway, Mile 81.51	Dewdney (West)	A four-lane bridge consisting of two parallel structures, one of which is 199 ft. long and is comprised of two 72-ft. and one 54-ft. precast, prestressed concrete-beam spans, and the other is 234 ft. long and is comprised of one 89-ft., one 62-ft., and one 82-ft. precast, prestressed concrete-beam spans, supported on a reinforced-concrete substructure founded on prestressed concrete piles; reinforced-concrete deck and asphalt wearing surface with two 34-ft. 8-in. roadways.
C.P.R. Overpass No. 2	Access Road to Lougheed Highway	Dewdney (West)	260-ft. bridge consisting of four 54-ft. precast, prestressed concrete-beam spans and two 20-ft. reinforced-concrete approach slabs, reinforced-concrete substructure, founded on prestressed concrete piles; reinforced-concrete deck and asphalt wearing surface with a 33-ft. 4-in. roadway.
North Road Overpass	Trans-Canada Highway, Mile 78.68	Dewdney (West)	A four-lane 158-ft. bridge consisting of two parallel structures, each comprised of two 48-ft. and one 61-ft. precast, prestressed concrete-beam spans, supported on a reinforced-concrete substructure; reinforced-concrete deck and asphalt wearing surface with one 46-ft. 8-in. roadway and one 34-ft. 8-in. roadway.
Christina Creek Bridge	Southern Trans-Provincial Highway	Grand Forks–Greenwood	240-ft. bridge consisting of three 80-ft. plate girder spans, supported on concrete-filled pipe piers and two reinforced-concrete abutments founded on treated timber piles; reinforced-concrete deck with a 26-ft. roadway and one 5-ft. sidewalk.
Paulson Bridge	Southern Trans-Provincial Highway	Grand Forks–Greenwood	845-ft. bridge consisting of a 540-ft. steel-arch span and two 40-ft. and five 45-ft. steel-stringer approach spans with structural-steel approach bents, supported on a reinforced-concrete substructure; reinforced-concrete deck with a 34-ft. roadway.
Campbell Creek Underpass	Trans-Canada Highway, Mile 355.43	Kamloops	231-ft. single-track railroad bridge consisting of two 63-ft. and one 105-ft. plate girder spans, supported on a reinforced-concrete substructure, all piers and abutments of which are founded on treated timber piles; waterproofed concrete deck.

DETAILS OF PRINCIPAL BRIDGES AND FERRY-LANDINGS CONSTRUCTED OR RECONSTRUCTED DURING THE FISCAL YEAR 1962/63—*Continued*

Name	Location	Electoral District	Type, Description of Work, and Remarks
Kootenay River Bridge	Southern Trans-Provincial Highway	Nelson–Creston	704-ft. bridge consisting of two 350-ft. arch-supported plate-girder spans, supported on a reinforced-concrete substructure, all of which is founded on steel H-piles; reinforced light-weight concrete deck with a 28-ft. roadway and asphalt wearing surface.
Shoreacres Bridge	Southern Trans-Provincial Highway	Nelson–Creston	396-ft. bridge consisting of two 113-ft. steel plate girder side spans with 40-ft. cantilever arms and a 90-ft. steel plate girder suspended span, supported on a reinforced-concrete substructure, the piers of which are founded on untreated piles; reinforced light-weight concrete deck with a 28-ft. roadway.
Fort Nelson Bridge	Fort Nelson–Kotcho Lake Road	North Peace River	825-ft. bridge consisting of ten 60-ft. and one 40-ft. double single and one 180-ft. triple double, chord reinforced Bailey bridge spans, supported on untreated timber pile substructure; untreated timber deck with a 10-ft. 8-in. roadway.
Blueberry Creek Culverts	Southern Trans-Provincial Highway	Rossland–Trail	Two reinforced-concrete box culverts with reinforced-concrete wing walls and aprons, one of which is 195 ft. long by 20 ft. wide by 10 ft. high, and the other is 175 by 10 by 20 ft.
Sicamous Narrows Bridge	Trans-Canada Highway, Mile 431.15	Salmon Arm	796-ft. bridge consisting of four 92-ft., two 122-ft., and three 62-ft. plate-girder spans, supported on a reinforced-concrete substructure, all except one pier and both abutments of which are founded on piles; reinforced-concrete deck, with the deck on the two 122-ft. spans being of light-weight concrete, with a 26-ft. roadway.
Lougheed Highway Overpass	Trans-Canada Highway, Mile 71.45	Vancouver East	A four-lane bridge consisting of two structures, both 204 ft. long, with precast, pretensioned box-girder spans of 40, 50, 54, and 60 ft., supported on a reinforced-concrete substructure of three piers and two abutments, none of which are founded on piles; asphalt wearing surface with two 35-ft. 8-in. roadways.
Alexandra Bridge	Trans-Canada Highway, Mile 193.74	Yale	1,600-ft. bridge consisting of an 805-ft. two-hinged steel-rib deck arch span, three 100-ft., three 93-ft., and three 56-ft. three-span continuous plate girders, supported on a reinforced-concrete substructure; reinforced-concrete deck with asphalt wearing surface, with a 27-ft. roadway and two 5-ft. sidewalks.
Anderson River Bridge	Trans-Canada Highway, Mile 207.77	Yale	720-ft. bridge consisting of two 45-ft. reinforced-concrete deck-type abutments, one 240-ft. continuous plate girder, comprised of four 60-ft. spans, one 120-ft. continuous plate girder, comprised of two 60-ft. spans, and one 270-ft. continuous plate girder, comprised of two 60-ft. and one 150-ft. spans, with the 150-ft. span being supported by two steel A-frames, all supported on a reinforced-concrete substructure; reinforced-concrete deck with a 30-ft. roadway.
Drynoch East Overhead Crossing	Trans-Canada Highway, Mile 255.4	Yale	310-ft. bridge consisting of three 70-ft. steel-stringer spans with one 100-ft. deck-type abutment, supported on a reinforced-concrete substructure; reinforced-concrete deck with a 40-ft. roadway.

Drynoch West Overhead Crossing	Trans-Canada Highway, Mile 254.2	Yale	301-ft. bridge consisting of seven 43-ft. steel-stringer spans, supported on a reinforced-concrete substructure, all piers of which are founded on steel H-piles; reinforced-concrete deck with a 40-ft. roadway.
Haig Overhead Crossing	Trans-Canada Highway, Mile 167.38	Yale	284-ft. bridge consisting of four 71-ft. steel-stringer spans, supported on a reinforced-concrete substructure, two piers of which are founded on steel H-piles; reinforced-concrete deck with a 27-ft. roadway.
Spences Bridge	Trans-Canada Highway, Mile 261.15	Yale	1,084-ft. bridge consisting of one 715-ft. continuous plate girder comprised of two 208-ft. spans and one 299-ft. span, one 309-ft. continuous plate girder comprised of one 129-ft. span and one 180-ft. span, and one 54-ft. cast-in-place reinforced-concrete girder span, supported on a reinforced-concrete substructure, four piers of which are founded on steel H-piles and one abutment on treated timber piles; reinforced-concrete deck and asphalt wearing surface, with a 28-ft. roadway and one 5-ft. sidewalk.
Texas Creek Bridge	Trans-Canada Highway, Mile 174.3	Yale	77-ft. bridge consisting of one 45-ft. prestressed box-girder span supported on two U-shaped reinforced-concrete abutments, with roadway which was widened from 23-ft. 8-in. to 44 ft.
Jack MacDonald Snowshed Intake Structure	Trans-Canada Highway, Mile 504.16	Revelstoke	Reinforced-concrete extension to the existing pipe culvert inlet to afford entrance thereto at all levels of drainage from avalanches.
Ferry-landings			
Barnston Island Ferry-landing (Hjorth Road)	Ferry operating between Hjorth Road and Barnston Island	Delta	A ferry-landing consisting of 10 17-ft. bays of untreated timber trestle ramp, complete with shear boom and slipway fendering of untreated timber.

DETAILS OF PRINCIPAL BRIDGES AND FERRY-LANDINGS UNDER CONSTRUCTION BUT NOT COMPLETED DURING THE FISCAL YEAR 1962/63

Name	Location	Electoral District	Type, Description of Work, and Remarks
Tahlton Bridge	Telegraph Creek Road	Atlin	123-ft. bridge consisting of one 80-ft. spliced treated timber glue-laminated span and two 19-ft. untreated timber approach spans, supported on untreated timber crib piers and abutments; untreated timber deck with a 14-ft. 9-in. roadway.
Tuya Bridge	Telegraph Creek Road	Atlin	254-ft. bridge consisting of two 80-ft. spliced treated timber glue-laminated spans, three 19-ft. and two 15-ft. untreated timber spans, supported on three untreated timber crib piers and three untreated timber pile bents, with untreated timber deck and 14-ft. 9-in. roadway.
Boundary Road Overpass	Trans-Canada Highway, Mile 71.75	Burnaby	A four-lane 349-ft. bridge with a two lane 170-ft. access ramp, consisting of two parallel structures, each comprised of two 49-ft. precast, pretensioned concrete-beam spans, two 72-ft. and one 106-ft. precast, post-tensioned concrete-beam spans, supported on a reinforced-concrete substructure, the piers of which are founded on reinforced-concrete caissons, and the abutments on steel H-piles; reinforced-concrete deck asphalt wearing surface, with two 35-ft. 8-in. roadways and a 26-ft. 8-in. roadway on the access ramp.
Clydesdale St. Underpass	Trans-Canada Highway, Mile 72.00	Burnaby	305-ft. bridge consisting of three 44-ft. precast, pretensioned concrete box-girder spans, one 73-ft. and one 96-ft. precast, post-tensioned concrete box-girder spans, supported on a reinforced-concrete substructure; asphalt wearing surface with a 36-ft. roadway and two 5-ft. sidewalks.
Deer Lake Underpass	Trans-Canada Highway, Mile 74.86	Burnaby	677-ft. bridge and 100-ft. approach ramp consisting of seven 54-ft. precast, pretensioned concrete-beam spans, one 70-ft. pretensioned box-girder span, one 43-ft. pretensioned box-girder span, and two 93-ft. post-tensioned box girder spans, supported on reinforced-concrete substructure, all except one pier and one abutment of which are founded on prestressed concrete piles, with a 64-ft. roadway and two 5-ft. sidewalks.
Sprott St. Underpass	Trans-Canada Highway, Mile 74.38	Burnaby	514-ft. bridge consisting of two 60-ft. and two 80-ft. precast, pretensioned concrete box-girder spans and four 58-ft. precast, pretensioned concrete-beam spans, supported on reinforced-concrete substructure, all except one pier and one abutment of which are founded on prestressed concrete piles, with a 36-ft. roadway and two 5-ft. sidewalks.
Willingdon St. Underpass	Trans-Canada Highway, Mile 72.72	Burnaby	763-ft. bridge consisting of nine 50-ft. precast, pretensioned concrete-beam spans and four 77-ft. precast, post-tensioned concrete box-girder spans, supported on a reinforced-concrete substructure, the piers of which are founded on prestressed concrete piles, with a 64-ft. roadway and two 5-ft. sidewalks.

Yoho Bridge Revisions	Trans-Canada Highway, Mile 674.9	Columbia	Reconstruction on 12° curves of the ends of the existing 694-ft. seven-span steel truss and plate girder deck bridge, with a reinforced-concrete deck and a 26-ft. roadway.
Nimpkish River Bridge	Port McNeill–Beaver Cove Highway	Comox	624-ft. bridge consisting of one 200-ft. steel truss and six 70-ft. steel-beam spans, supported on reinforced-concrete substructure piers, which are founded on prestressed concrete piles; reinforced-concrete deck with a 24-ft. roadway.
Carvolth Road Underpass	Trans-Canada Highway, Mile 92.44	Delta	406-ft. bridge consisting of six 54-ft. and two 41-ft. prestressed concrete-stringer spans, supported on a reinforced-concrete substructure, the piers of which are founded on steel H-piles; reinforced-concrete deck and a 26-ft. roadway and one 5-ft. sidewalk.
Clover Valley Road Underpass	Trans-Canada Highway, Mile 89.19	Delta	324-ft. bridge consisting of six 54-ft. prestressed concrete-girder spans, supported on a reinforced-concrete substructure; reinforced-concrete deck with a 26-ft. roadway and one 5-ft. sidewalk.
Fly-over at Hjorth Road	Trans-Canada Highway, Mile 87.37	Delta	372-ft. bridge consisting of seven 53-ft. prestressed concrete-stringer spans and reinforced-concrete substructure; reinforced-concrete deck and a 30-ft. roadway.
Glover Road Underpass	Trans-Canada Highway, Mile 95.77	Delta	300-ft. bridge consisting of six 50-ft. prestressed concrete-stringer spans, supported on a reinforced-concrete substructure founded on treated and untreated timber composite piles; reinforced-concrete deck with a 26-ft. roadway and one 5-ft. sidewalk.
Johnston Road Underpass	Trans-Canada Highway, Mile 85.98	Delta	235-ft. bridge consisting of four 44-ft. and one 58-ft. prestressed concrete-stringer spans, supported on a reinforced-concrete substructure; reinforced-concrete deck, with a 40-ft. roadway and one 5-ft. sidewalk.
Latimer Road Underpass	Trans-Canada Highway, Mile 91.26	Delta	325-ft. bridge consisting of six 54-ft. prestressed concrete-stringer spans, supported on a reinforced-concrete substructure, the piers of which are founded on steel H-piles or treated timber piles; reinforced-concrete deck with a 26-ft. roadway and one 5-ft. sidewalk.
Livingstone Road Underpass	Trans-Canada Highway, Mile 96.82	Delta	436-ft. bridge consisting of six 58-ft. and two 44-ft. prestressed concrete-girder spans, supported on a reinforced-concrete substructure, the piers of which are founded on treated and untreated composite timber piles; reinforced-concrete deck with a 26-ft. roadway and one 5-ft. sidewalk.
Pike Road Underpass	Trans-Canada Highway, Mile 87.11	Delta	262-ft. bridge consisting of four 49-ft. and two 33-ft. prestressed concrete-stringer spans, supported on a reinforced-concrete substructure; reinforced-concrete deck with a 26-ft. roadway and one 5-ft. sidewalk.
Port Mann Bridge	Trans-Canada Highway, Mile 82.18	Delta and Dewdney	6,870-ft. bridge consisting of a 1,200-ft. steel stiffened tied arch span, two 360-ft. steel flanking spans, two 675-ft., four 525-ft., and four 375-ft. three-span continuous steel girders, supported on a reinforced-concrete pile-supported substructure; steel plate deck with asphalt wearing surface with a 54-ft. roadway and two 4-ft. sidewalks.
Hunter Creek Bridge	Trans-Canada Highway, Mile 157.40	Dewdney (East)	177-ft. bridge consisting of one 85-ft. prestressed concrete-girder span and two 46-ft. cast-in-place reinforced-concrete spans, supported on reinforced-concrete substructure; reinforced-concrete deck with a 30-ft. roadway and one 5-ft. sidewalk.

DETAILS OF PRINCIPAL BRIDGES AND FERRY-LANDINGS UNDER CONSTRUCTION BUT NOT COMPLETED DURING THE FISCAL YEAR 1962/63—*Continued*

Name	Location	Electoral District	Type, Description of Work, and Remarks
King Edward Ave. Overpass	Trans-Canada Highway, Mile 80.30	Dewdney (West)	A four-lane 93-ft. bridge consisting of two parallel structures, each comprised of one 45-ft. prestressed, post-tensioned reinforced-concrete slab and two 24-ft. reinforced-concrete approach slabs, supported on a reinforced-concrete substructure, founded on prestressed concrete piles; asphalt wearing surface with two 34-ft. 8-in. roadways.
Fraser River Bridge at Prince George	Cariboo Highway	Fort George	1,286-ft. bridge consisting of a continuous steel deck truss comprised of two 301-ft. side spans and one 417-ft. centre span and three 60-ft. and one 72-ft. steel-stringer approach spans, supported on a reinforced-concrete substructure; all piers and abutments of which are founded on steel H-piles; reinforced-concrete deck with a 28-ft. roadway and an asphalt wearing surface and two 4-ft. sidewalks.
Greenwood Underpass	Southern Trans-Provincial Highway	Grand Forks–Greenwood	124-ft. steel-and-concrete lined double-tunnel underpass with concrete headwalls, concrete lining, and curbs; two 13-ft. roadways and two 3-ft. sidewalks.
Cedar Creek Bridge	Balfour–Kaslo Highway	Kaslo–Slocan	46-ft. bridge consisting of one steel-stringer span, supported on reinforced-concrete abutments; reinforced-concrete deck with a 30-ft. roadway.
Bayonne Creek Culvert	Southern Trans-Provincial Highway	Nelson–Creston	200-ft. reinforced-concrete arch culvert with a 35-ft. span; reinforced-concrete end walls and wing walls.
Squamish Bridge " L "	Vancouver–Squamish Highway	North Vancouver	103-ft. bridge consisting of one 51-ft. glue-laminated and three 17-ft. treated timber-stringer spans, supported on reinforced-concrete substructure; laminated creosoted timber deck with asphalt wearing surface and 26-ft. roadway.
C.P.R. Underpass at Kinnaird	Southern Trans-Provincial Highway	Rossland–Trail	140-ft. single-track railway bridge consisting of two 43-ft. and one 52-ft. steel-stringer spans; reinforced-concrete substructure with a waterproofed concrete deck.
Haguelgate Bridge redecking	Hazelton High Level Road	Skeena (East)	Supply, erection, and field painting of an open-type steel deck for the 460-ft. main span of the existing suspension bridge; redecking of timber approach spans.
Hazelton Overhead Crossing	Northern Trans-Provincial Highway	Skeena (East)	230-ft. bridge consisting of five 46-ft. steel-stringer spans, supported on reinforced-concrete substructure, two piers of which are founded on treated timber piles; reinforced-concrete deck with a 28-ft. roadway.
Copper River Bridge	Northern Trans-Provincial Highway	Skeena (West)	396-ft. bridge consisting of a three-span continuous plate girder with three 113-ft. spans and two 28-ft. cast-in-place reinforced-concrete spans, supported on reinforced-concrete substructure founded on steel H-piles; 28-ft. roadway and two 3-ft. sidewalks.
First Ave. Overpass	Trans-Canada Highway, Mile 71.12	Vancouver East	A four-lane bridge consisting of two parallel structures, each 225 ft. long and comprised of one 38-ft., two 46-ft., and one 54-ft. precast, pretensioned concrete-beam spans and two 20-ft. reinforced-concrete settlement slabs, supported on a reinforced-concrete substructure, with the piers being founded on reinforced-concrete caissons and the abutments on prestressed concrete piles; reinforced-concrete deck with an asphalt wearing surface and two 35-ft. 8-in. roadways.

G.N.R. Overpass No. 2	Trans-Canada Highway, Mile 71.63	Vancouver East	A four-lane bridge with a two-lane egress ramp, consisting of two structures, one of which is 437 ft. long, comprised of four 47-ft., two 61-ft., and one 103-ft. precast, pretensioned concrete-beam spans and a 20-ft. cast-in-place reinforced-concrete slab, and the other is 391-ft. long, comprised of three 47-ft., two 61-ft., and one 103-ft. precast, pretensioned concrete-beam spans and a 20-ft. cast-in-place reinforced-concrete slab, supported on a reinforced-concrete substructure, all except two abutments and four piers of which are founded on piles; reinforced-concrete deck and asphalt wearing surface with two 35-ft. 8-in. roadways and a 26-ft. 8-in. roadway on the egress ramp.
Hells Gate structure	Trans-Canada Highway, Mile 201.0	Yale	A reinforced-concrete tilted barrel arch retaining structure with maximum span of approximately 230 ft.
Hope Overhead Crossing	Trans-Canada Highway, Mile 166.26	Yale	210-ft. bridge consisting of three 70-ft. steel-stringer spans, reinforced-concrete substructure, the piers of which are founded on steel H-piles; reinforced-concrete deck with 40-ft. roadway and one 5-ft. sidewalk.

J. ALTON,
Senior Bridge Engineer.

Sicamous Narrows Bridge on the Trans-Canada Highway at Sicamous. Length, 796 feet; width of roadway, 26 feet.

REPORT OF THE DIRECTOR OF CONSTRUCTION

ROAD CONSTRUCTION (CONTRACTS)

The mileage of highway completed by contract on all highways was 116, of which 9 miles were multi-lane (four lanes). The Trans-Canada Highway construction and reconstruction included in these mileages was 18 miles (6 miles being multi-lane).

Grading excavation in all contracts totalled 12,661,916 cubic yards of solid rock and other materials. The total for the Trans-Canada Highway included in this quantity was 4,508,146.

Three very important new routes were completed and opened this year—the Rogers Pass route of the Trans-Canada Highway, the Deas Tunnel Throughway to the United States Border, and the Christina Lake–Kinnaird section of the Southern Trans-Provincial Highway. Work has been in progress on all these routes for several years.

Construction is continuing on four other important new routes—Vancouver to Mount Lehman Interchange on the Trans-Canada Highway (multi-lane), the Salmo–Creston section of the Southern Trans-Provincial Highway, the Tabor Lake–Lamming Mills section of the Northern Trans-Provincial Highway between Prince George and McBride, the Stewart–Dease Lake section of the Stewart–Watson Lake Road, and the Rossland–Sheep Lake Cut-off.

By the end of the fiscal year the equivalent of 28 miles of a total of 35 miles were completed on the Trans-Canada Highway section, and 38 miles of the total 42 miles were completed on the Salmo–Creston section. Tabor Lake to Lamming Mills is 112 miles in total distance, and in this section 36 miles are under construction and an additional 26 miles cleared. The actual mileage completed is 24 miles, and the remaining gap not yet started is 50 miles. In the Rossland–Sheep Lake Cut-off, 5 miles of the total 17 miles have been completed.

Progress on the Stewart–Dease Lake section is as follows: Stewart to Mile 26 completed (partly by day labour); Mile 26 to Mile 58 (32 miles) in progress, the equivalent of 15 miles being completed; Mile 58 to Mile 147 (89 miles) not yet started; Mile 147 to Mile 187 (40 miles) in progress, the equivalent of 17 miles being completed. From Mile 187 to Mile 269 (that is, Eddontenajon Lake to the north end of Dease Lake, 82 miles) has been completed by contract. The present road from Dease Lake to the Alaska Highway is approximately 132 miles, making the total distance 401 miles from Stewart to the Alaska Highway near Watson Lake.

There are four main areas of reconstruction under way by contract in the Province of British Columbia. In the Fraser Canyon section of the Trans-Canada Highway, three contracts totalling 6.15 miles are in progress, including three tunnels. Four tunnels have previously been built in this section. On the Northern Trans-Provincial Highway, four contracts totalling 26.90 miles have been started between Terrace and Sheraton. On the Kootenay–Columbia Highway, four contracts totalling 44.05 miles have been started between Skookumchuck and Radium, which will bring all of Route No. 95 up to standard. On the Island Highway, the section from Menzies Bay to Sayward, totalling 30.62 miles, is approximately 35 per cent completed.

During the fiscal year, quantities in road-construction contracts were as follows:—

Solid rock	cu. yd.	2,074,840[1]
Other materials	cu. yd.	10,587,076[1]
Clearing and grubbing	ac.	2,496
Large culverts and cattle-passes (structural-steel plate)	lin. ft.	2,705
Other culverts (all types), 10 to 72 inches in diameter	lin. ft.	68,839
Concrete for retaining-walls and drainage structures	cu. yd.	3,463
Foundation excavation, all materials	cu. yd.	52,266
Riprap (loose and hand-laid)	cu. yd.	60,129
Fencing	rods	15,019
Gates		52
Guard-rail (steel and reinforced concrete)	lin. ft.	35,628
Steel-bin retaining-wall, frontal area	sq. ft.	*Nil*
Two-lane tunnel excavation (not included in above grading quantities)	lin. ft.	28
Gravel, base and surfacing—		
Pit-run and 3-inch	tons	1,709,986
Crushed (¾- to 2-inch)	tons	1,266,390

[1] Trans-Canada Highway quantities included were 551,648 and 3,956,498 cubic yards respectively.

PROGRESS OF HIGHWAY-CONSTRUCTION AND MISCELLANEOUS CONTRACTS DURING THE FISCAL YEAR 1962/63

Project No.	Highway and Section	Total Length (Miles)	Miles Completed Present Fiscal Year	Miles Completed to Date	Remarks	Per Cent Completed to Date
	TRANS-CANADA HIGHWAY					
	(a) Continuing Contracts Let before 1962/63					
760	Tank Hill–Spences Bridge	13.39	0.08	13.39	Project completed (Drynoch Slide revision)	100
885	Blue Mountain Road–Port Mann Bridge (Contract No. 2)	2.25*	0.34*	2.18*	Work continuing (for connections *see* Other Highways)	97
885	Burnaby Lake–Blue Mountain Road (Contract No. 3)	4.07*	0.94*	3.99*	Work continuing (for connections *see* Other Highways)	98
885	Carlton Ave.–Burnaby Lake (Contract No. 4)	3.22*	0.51*	2.83*	Work continuing (for connections *see* Other Highways)	88
885	Cassiar St.–Carlton Ave. (Contract No. 5)	1.60*	0.10*	1.49*	Work continuing (for connections *see* Other Highways)	92
958	Quartz Creek–Donald	12.63	0.88	12.63	Project completed	100
1036	Mount Lehman Road–Springbrook Road	10.32*	0.62*	10.01*	Work continuing (for connections *see* Other Highways)	91
1049	China Bar Bluffs	1.18	0.01	1.18	Project completed (included 2,000-ft. tunnel)	100
1104	Park Bridge–Yoho Park Boundary	7.21	0.15	7.21	Project completed	100
1123	Halls Prairie–Springbrook Road	6.97*	1.60*	4.39*	Work continuing (for connections *see* Other Highways)	63
1131	Yale–Bell Crossing	1.44	0.36	0.43	Work continuing (includes 900-ft. tunnel)	30
1186	Abbotsford–Vedder River	10.64	7.03	9.90	Work continuing (for connections *see* Other Highways); two lanes being added to existing two lanes	93
1187	Port Mann Bridge–Halls Prairie Road	5.13*	2.11*	2.31*	Work continuing (for connections *see* Other Highways)	45
1199	Sailor Bar slide section	0.54	0.33	0.54	Project completed	100
1206	George S. Pearson Bridge–Departure Bay	1.50	1.34	1.50	Project completed (included curb and gutter and plant-mix paving)	100
1210	Hedstrom Hill–Hope	1.40	0.80	1.11	Work continuing	79
	(b) Contracts Let, 1962/63					
1209	Lighting at the interchanges of the Chilliwack and Abbotsford By-passes	.....	.....	.....	Project completed	100
1258	Alexandra north	2.05	0.39	0.39	Work continuing (includes 750-ft. tunnel)	19
1260	China Bar–Hells Gate	2.66	0.56	0.56	Work continuing (includes 340-ft. tunnel)	21
1294	Yoho Bridge approaches	0.64	0.10	0.10	Work continuing	16
	Total miles, contracts let, Trans-Canada Highway, 1962/63	5.35	6.22*			
			12.03			
	Total miles built by contract, Trans-Canada Highway, 1962/63	.....	18.25			

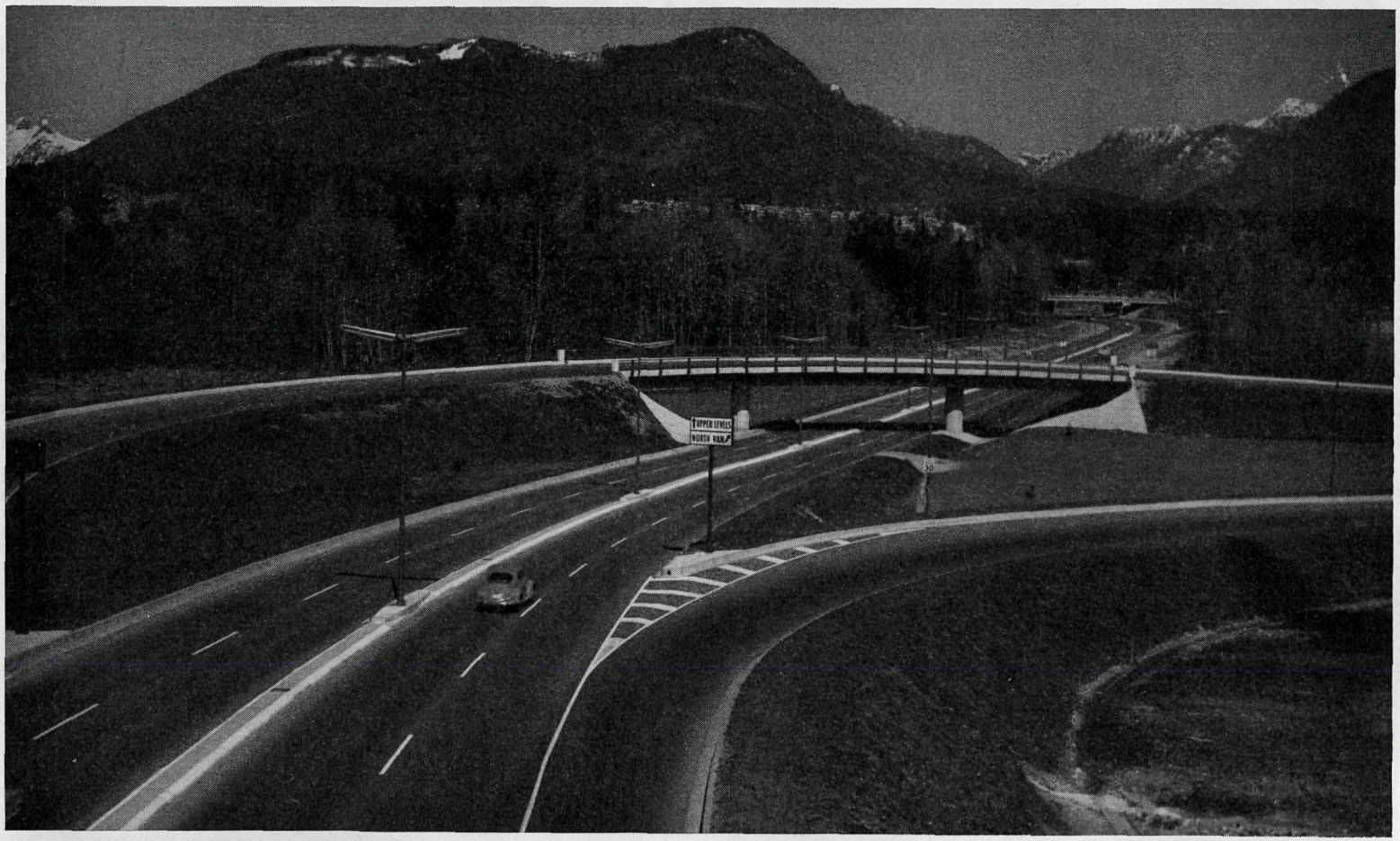
* Multi-lane (four lanes or more).

PROGRESS OF HIGHWAY-CONSTRUCTION AND MISCELLANEOUS CONTRACTS DURING THE FISCAL YEAR 1962/63—*Continued*

Project No.	Highway and Section	Total Length (Miles)	Miles Completed Present Fiscal Year	Miles Completed to Date	Remarks	Per Cent Completed to Date
	OTHER HIGHWAYS					
	(*a*) *Continuing Contracts Let before 1962/63*					
779	Lamming Mills–West Twin Creek extension, Northern Trans-Provincial Highway	0.46	0.43	0.43	Work continuing on extension to West Twin Creek	93
885	Interchanges and connections to Trans-Canada Highway and Lougheed Highway revision at Maillardville (Contract No. 2)	2.58	0.39	2.50	Work continuing (*see also* Trans-Canada Highway)	97
885	Interchanges and connections to Trans-Canada Highway (Contract No. 3)	4.31	0.99	4.22	Work continuing (*see also* Trans-Canada Highway)	98
885	Interchanges and connections to Trans-Canada Highway (Contract No. 4)	4.42	0.71	3.89	Work continuing (*see also* Trans-Canada Highway)	88
885	Interchanges and connections to Trans-Canada Highway (Contract No. 5)	2.70	0.16	2.51	Work continuing (*see also* Trans-Canada Highway)	92
966	Tanzilla River–Stikine River, Stewart–Cassiar Highway	26.60	0.80	26.60	Project completed	100
1023	Blazed Creek–Summit Creek, Southern Trans-Provincial Highway	7.45	0.15	7.45	Project completed	100
1031	Ladner Trunk Road–Mud Bay Road, Deas Island Throughway	4.80*	0.39*	4.80*	Project completed	100
1031	Interchanges and connetcions to the above	6.34	0.51	6.34	Project completed	100
1036	Interchanges and connections to Trans-Canada Highway	4.78	0.29	4.64	Work continuing (*see also* Trans-Canada Highway)	91
1037	Stikine River–Eddontenajon Lake, Stewart–Cassiar Highway	24.70	6.18	24.70	Project completed	100
1039	Bear Pass extension, Stewart–Cassiar Highway	3.13	1.48	2.69	Work continuing	97
1095	Summit Lake to junction with Highway No. 6, Section 2, Southern Trans-Provincial Highway	10.68	2.46	10.47	Work continuing	98
1099	Rossland–Sheep Lake, Ssction 1, Rossland–Sheep Lake Cut-off	5.05	0.40	5.05	Project completed	100
1100	Summit Lake–Blazed Creek, Southern Trans-Provincial Highway	12.87	3.47	10.42	Work continuing	81
1123	Interchanges and connections to Trans-Canada Highway	10.44	2.40	6.58	Work continuing (*see also* Trans-Canada Highway)	63
1138	Strohn Creek–Bell Irving River, Stewart–Cassiar Highway	31.87	10.52	14.66	Work continuing	46
1186	Connections to Trans-Canada Highway	14.64	9.67	13.62	Work continuing (*see also* Trans-Canada Highway)	93
1187	Interchanges and connections to Trans-Canada Highway	11.53	4.73	5.19	Work continuing (*see also* Trans-Canada Highway)	45
1197	Terrace–Lakelse, Kitimat Highway	11.93	5.74	10.87	Work continuing	91
1198	Clearing and grubbing, D.L. 8036–West Twin Creek, Northern Trans-Provincial Highway	------	------	------	Project completed (9.03-mile clearing and grubbing contract)	100
1201	Nicomekl River–Oliver Road, Deas Tunnel Throughway	1.47*	0.06*	1.47*	Project completed	100
1201	Interchanges and connections to the above	1.80	0.07	1.80	Project completed	100
1202	Oliver Road–U.S. Border, Deas Tunnel Throughway	3.68*	0.52*	3.68*	Project completed	100
1202	Interchanges and connections to the above	5.22	0.73	5.22	Project completed	100
1203	Mud Bay–G.N. Railway, Deas Tunnel Throughway	1.50*	0.41*	1.50*	Project completed	100
1204	G.N. Railway–Nicomekl River, Deas Tunnel Throughway	2.43*	0.51*	2.43*	Project completed	100

1204	Interchanges and connections to the above	2.89	0.61	2.89	Project completed	100
1207	Ardwell Road–Bazan Bay, Patricia Bay Highway	2.87	2.04	2.87	Project completed (included plant-mix paving)	100
1214	Eddontenajon Lake–Burrage River, Stewart–Cassiar Highway	40.12	14.45	16.45	Work continuing	41
1215	Menzies Bay–Roberts Lake, Island (Sayward) Highway	15.27	4.27	4.73	Work continuing	31
1216	Roberts Lake–Sayward, Island (Sayward) Highway	15.35	5.52	5.83	Work continuing	38
------	Construction of power-line near Cameron Lake (approximately 1.2 miles)	------	------	------	Project completed	100
1257	Clearing and grubbing, Rossland–Sheep Lake, Setcion 2A, Rossland–Sheep Lake Cut-off	------	------	------	Work continuing; two sections, No. 2A (6.31 miles) and No. 3A (6.09 miles)	78
	(b) Contracts Let, 1962/63					
908	Crowsnest–Summit Lake, Southern Trans-Provincial Highway	1.33	0.13	0.13	Work continuing	10
1269	G.N.R. Overpass approach embankments, Deas Tunnel Throughway	0.41*	0.39*	0.39*	Work continuing	95
1279	Little Fort–Black Pool, North Thompson Highway	10.83	2.71	2.71	Work continuing	25
1281	Lighting, Mathews Road to Campbell River Road, Deas Tunnel Throughway	------	------	------	Project completed	100
1283	Windermere–Dutch Creek, Kootenay–Columbia Highway	12.83	6.41	6.41	Work continuing	50
1285	Rossland–Sheep Lake, Setcion 2, Rossland–Sheep Lake Cut-off	6.31	------	------	Work continuing	----
1286	Tibbets Creek–Priestly Overhead, Northern Trans-Provincial Highway	6.21	2.67	2.67	Work continuing	43
1287	Canal Flate–Skookumchuck, Kootenay–Columbia Highway	15.44	0.62	0.62	Work continuing	4
1288	Lot 5181–Usk, Northern Trans-Provincial Highway	8.07	1.21	1.21	Work continuing	15
1289	Perow–Lot 1167, Northern Trans-Provincial Highway	9.46	0.85	0.85	Work continuing	9
1290	Crescent Spur–West Twin Creek, Northern Trans-Provincial Highway	12.39	0.12	0.12	Work continuing	1
1291	Copper (Zymoetz) River Bridge approaches, Northern Trans-Provincial Highway	3.16	1.14	1.14	Work continuing	36
1337	Dutch Creek–Canal Flats, Kootenay–Columbia Highway	12.50	0.25	0.25	Work continuing	2
1338	Sinclair Canyon–Radium–Lot 8208, Kootenay–Columbia Highway	3.28	------	------	Work continuing	----
	Radium Junction–Kootenay Park Gate, Radium–Mount Eisenhower Junction Highway	0.75	------	------	Work continuing	----
	Connections, etc., in Project No. 1338	0.50	------	------	Work continuing	----
1341	Rossland–Sheep Lake, Setcion 3, Rossland–Sheep Lake Highway	6.05	------	------	Work continuing	----
		0.41*				
		109.11				
	Total miles, contracts let, other highways, 1962/63	109.52				
			2.28*			
			95.28			
	Total miles built by contract, other highways, 1962/63	------	97.56			
		0.41*				
		114.46				
	Total miles, contracts let, all highways, 1962/63	114.87				
			8.50*			
			107.31			
	Total miles built by contract, all highways, 1962/63	------	115.81			

* Multi-lane (four lanes or more).



North approach, Second Narrows Bridge.

PAVING SECTION

(J. W. Kerr, Paving Engineer)

General

Because of an early start in the year and good fall weather, the volume of paving work completed in 1962 was maintained at a normal level, despite very poor summer weather. However, due to delays in grade construction resulting from adverse weather conditions, it was not possible to start work on all projects included in the proposed paving programme for 1962/63. Eleven carry-over projects were completed, and of 19 projects contracted in 1962, all but four were substantially completed.

In-service Training

The same general policy of in-service training has been carried out. However, in 1962 further steps were taken to integrate the training syllabus and examinations of construction grading and paving personnel in order to increase the flexibility of the employment of engineering aides within the Construction Branch.

Gravel-base Construction

As in previous years, crushed granular base strengthening was placed on existing pavements, as a result of Benkelman beam strength evaluations, before asphalt-concrete recap was applied to the road on six projects. On three projects crushed granular base, which had not been included in grading projects, was produced and constructed on the grade prior to construction of asphalt-concrete pavement.

Cement-treated Base Construction

A further 10.7 miles of cement-treated base was constructed from the Alberta Border toward Pouce Coupe. Satisfactory density, strength, and economy of construction were realized, but again difficulty was experienced in finishing off the surface of the base to the desired grade and shape considered necessary to obtain a satisfactory ride after the application of an economical thickness of asphalt-concrete wearing surface.

Hot-mix Asphalt Base and Surface Course Construction

On eight projects, use was made of hot plant-mixed asphalt concrete as base-course material to provide extra pavement strength where strength evaluations indicated strengthening was required. A total length of 227 miles of highway was paved with asphalt concrete by contract and 28.6 miles of asphalt-concrete shoulder paving was done on three Trans-Canada Highway projects between Glacier Park and Yoho Park. Some short test sections incorporating commercial mineral fillers were laid in the Lower Mainland.

At Prince Rupert the crushing of aggregate was carried on through the winter and spring.

Surface Treatments

Approximately 17 miles of chip sealing were completed on the Elko–Roosville Highway by Departmental forces, using aggregate crushed by contract in 1961.

No new contracts were awarded for surface treatment work, but assistance was given to Region No. 4 maintenance districts to enable them to apply a sand seal to 52 miles of weathered pulvimix surfacing on the Northern Trans-Provincial Highway between Prince George and Telkwa.

Departmental Pulvimixers

Because of the cool, wet summer weather, especially in Region No. 4, the length and quality of pulvimixed road surfacing fell below normal.

A total of approximately 90 miles was mixed and laid by the two Departmental pulvimix crews. In order to complete the road-mix surfacing programme, financial assistance was given to district forces to perform approximately 36 miles of road mixing which could not be done before the end of the season by the headquarters pulvimix crews.

Curb, Gutter, and Storm Drainage

Hastings Street East—Esmond Avenue to Gilmore Avenue and Gamma Avenue to Springer Avenue.—An additional 0.68 mile of Hastings Street in the Municipality of Burnaby was completed, with curb and gutter, drainage structures, and asphalt-concrete paving installed.

Penticton Arterial—Eckhart Avenue to Skaha Lake.—The Department has entered into an agreement with the City of Penticton to pay a portion of the cost (over a two-year period) of curb and gutter, storm drains, and paving the arterial highway between Eckhart Avenue and Skaha Lake. The first phase was completed in September.

Terrace Arterial.—The Department made an agreement to pay 50 per cent of the cost of curb and gutter, storm drainage, and paving of the arterial highway in Terrace, all of which was completed during the season.

Glover Road, Municipality of Langley.—The Department completed two blocks of curb and gutter, storm drainage, and paving on Glover Road from the intersection of the old Trans-Canada Highway northwards.

Ashcroft.—Forty-six hundred lineal feet of curb and gutter were installed on the arterial highway through Ashcroft, drainage being effected by construction of dry wells.

Asphalt-pavement Burner

With the increase in mileage and over-all age of our asphalt pavements, slick patches have appeared in some localities because asphalt has been drawn to pavement surfaces by weather and the action of traffic. As these slippery areas could prove hazardous to traffic under poor driving conditions, an attempt has been made to provide an economical remedy.

Early in 1962 the Services Engineer constructed a truck-mounted propane-fired high-intensity asphalt-pavement burner. This machine, which is generally similar to pavement-burners being successfully used in Oregon and Ontario, is to be used to burn off free asphalt which for various reasons may appear on road surfaces. The purpose of the burner is to provide intense surface heat for a very short period, which will flush off the free surface asphalt without overheating the mat, thus avoiding damage to the binder in the underlying asphalt pavement.

Two short pavement-burning programmes were completed in the spring and fall of 1962, using a foreman and driver from one of the pulvimix crews to carry out the work.

Results were generally as satisfactory as could be expected from the use of a new technique. As a result of experience gained, some modifications are being made to the burner, and improved results are expected from future burning work.

Materials Removed, Used, or Supplied by Contract

Excavation and base construction—		
Common excavation	cu. yd.	32,336
Trench excavation	cu. yd.	65
Blending-sand	tons	9,000
Pit-run gravel	tons	3,076
1¼-inch base gravel	tons	49,915
¾-inch base gravel	tons	429,530
Plant-mixed cement base	tons	55,485
Medium seal-coat aggregate	tons	4,920
Plant-mixed base processing	tons	24,466
¾-inch shoulder gravel	tons	178,694
Asphalt concrete—		
Levelling-course hot plant mix	tons	24,864
Hot plant mix, f.o.b. plant	tons	6,628
Hot plant mix, Type A	tons	105,382
Hot plant mix, Type B	tons	578,454
Hot plant mix, Type C	tons	868
Asphalt curb	lin. ft.	85,188
Concrete curb—Portland cement	bbl.	19,321
Asphaltic materials—		
A.C.	tons	43,120
R.C.	gal.	49,745
M.C.	gal.	2,958,669
S.C.	gal.	70,097
R.S.	gal.	137,560
Concrete work—		
Concrete curb and gutter	lin. ft.	732
Precast concrete light reflecting curb	lin. ft.	1,236
Precast concrete no-post guard-rail	lin. ft.	8,248
Drainage work—		
Highway drainage-basins installed		84
Standard catch-basins installed		17
Standard manholes installed		4
8-inch corrugated iron pipe installed	lin. ft.	4,510

PAVING PROGRAMME FOR THE FISCAL YEAR 1962/63

Plant-mix Paving Contracts

Project No.	Highway and Section	Total Length (Miles)	Miles Completed Present Fiscal Year	Miles Completed to Date	Remarks
	TRANS-CANADA HIGHWAY				
	(*a*) *Continuing Contracts Let before 1962/63*				
1206	Geo. S. Pearson Bridge–Departure Bay	1.50	1.50	1.50	Project completed (plant-mix paving and part curb and gutter included in road contract).
S-8160	Mount Lehman Road–Abbotsford	6.06*	0.30*	6.06*	Project completed.
S-8361	Revelstoke Park–Glacier Park	10.98	0.78	10.98	Project completed (included part bituminous base process).
	(*b*) *Contracts Let, 1962/63*				
S-8462	Springbrook Road–Mount Lehman Road	10.32*	7.93*	7.93*	Work continuing (for connections *see* Other Highways).
S-8762	Fraser Canyon sections—				
	Sailor Bar Slide	0.54	0.54	0.54	Section completed.
	Fraser River–Alexandra Lodge	2.50	2.50	2.50	Section completed.
	Hells Gate Tunnel	0.42	0.42	0.42	Section completed.
	China Bar Bluffs	1.18	1.18	1.18	Section completed.
	Anderson River Bridge approaches	0.31	0.15	0.15	To be completed in a new contract.
S-8862	Drynoch Slide and Spences Bridge By-pass sections—				
	Drynoch Slide	2.06	2.06	2.06	Project completed.
	Spences Bridge By-pass	1.79	1.79	1.79	Project completed.
S-8962	Rogers Creek–Quartz Creek	8.27	8.27	8.27	Project completed (three lifts); included granular base.
S-9062	Donald–Quartz Creek	12.63	12.63	12.63	Project completed (three lifts).
S-9162	Yoho Park Gate–Park Bridge	7.21	7.21	7.21	Project completed.
		10.32*			
		36.91			
	Total miles, plant-mix contracts let, Trans-Canada Highway, 1962/63	47.23			
			8.23*		
			39.03		
	Total miles, plant-mix paved by contract, Trans-Canada Highway, 1962/63	.....	47.26		
	OTHER HIGHWAYS				
	(*a*) *Continuing Contracts Let before 1962/63*				
1031	Interchanges and connections to Deas Tunnel Throughway, Ladner Trunk Road–Mud Bay	4.28	1.28	4.28	Project completed (plant-mix paving included in road contract) (for additional paving *see* Project No. S-0761).
1201	Deas Tunnel Throughway, Nicomekl Road–Oliver Road	.....	.....	.....	This road-construction contract included some plant-mixed Portland cement base stabilization (1.47 miles).
1207	Patricia Bay Highway, Ardwell Road–Bazan Bay	2.87	2.87	2.87	Project completed (plant-mix paving included in road-construction contract).
S-0661	Hastings St., Burnaby, Esmond Ave.–Gilmore Ave.	0.31	0.14	0.31	Project completed (mostly one side of street only, and including curb and gutter).
S-0761	Deas Tunnel Throughway, Ladner Trunk Road–Mud Bay	4.00*	3.10*	4.00*	Project completed.
S-0761	Interchanges and connections to the above	2.06	2.06	2.06	Project completed (for other connections *see* Project No. 1031).

* Multi-lane (four lanes or more).

PAVING PROGRAMME FOR THE FISCAL YEAR 1962/63—*Continued*

Plant-mix Paving Contracts—Continued

Project No.	Highway and Section	Total Length (Miles)	Miles Completed Present Fiscal Year	Miles Completed to Date	Remarks
	OTHER HIGHWAYS—*Continued*				
	(*a*) *Continuing Contracts Let before 1962/63*—Continued				
S-0861	Deas Tunnel Throughway, Mud Bay–Nicomekl River	5.00*	5.00*	5.00*	Project completed (included part granular base).
S-0861	Interchanges and connections to the above	2.89	2.89	2.89	Project completed.
S-1061	Deas Tunnel Throughway, Nicomekl River–U.S. Border	5.15*	3.55*	5.15*	Project completed (included part granular base).
S-1061	Interchanges and connections to the above	6.86	6.86	6.86	Project completed.
S-1061	North Bluff Road, Coast Meridian Road East	3.10	3.10	3.10	Section completed.
S-2261	Cariboo Highway and Williams Lake arterials—				All sections of project completed.
	Cariboo Highway from 150 Mile Junction to Williams Lake Access	9.92	9.92	9.92	Included part granular base.
	(308R) "Y" Junction to Third Ave. and Oliver St.	0.65	0.65	0.65	Included drainage work and granular base.
	(308R) Oliver St., Third Ave. to MacKenzie Ave.	0.20	0.20	0.20	Recap.
	(306R) MacKenzie Ave., Oliver St. north to 400 ft. beyond Comer Ave.	0.47	0.47	0.47	Included drainage work and granular base.
	(307R) MacKenzie Ave., Oliver St. south to Williams Creek Bridge	0.84	0.84	0.84	Included drainage work and granular base.
S-4161	Southern Trans-Provincial Highway, Mitchener Creek–Kinnaird Junction	24.69	8.49	24.69	Project completed (included part granular base).
S-6461	Dawson Creek–Alberta Boundary Highway No. 2, west from Alberta Boundary	10.70	10.70	10.70	Project completed (included plant-mixed Portland cement base stabilization, 10.70 miles, and part granular base).
	(*b*) *Contracts Let, 1962/63*				
S-4561	Southern Trans-Provincial Highway, McRae Creek–Mitchener Creek	5.54	5.54	5.54	Project completed (included granular base).
S-0162	Sunshine Coast Highway, southerly from south boundary of Powell River	6.29	6.29	6.29	Project completed (included granular base).
S-0262	Former Trans-Canada Highway, Mile 0.4 west of Cottonwood Corner to east boundary of City of Chilliwack—				Project completed.
	Arterial (8R)	1.80	1.80	1.80	24-ft.-wide recap.
	Arterial (130R)	1.70	1.70	1.70	42-ft.-wide recap.
S-2162	Southern Trans-Provincial Highway, Sumallo Lodge–Skaist Creek	13.01	13.01	13.01	Project completed (mostly recap, part widening to three lanes and granular base).
S-2362	Okanagan Highway, Kelowna–Peachland sections—				Work continuing.
	Westside Road to Westbank	6.30	1.30	1.30	Recap.
	Powers Creek to Peachland	5.82	2.91	2.91	Recap.
S-2362	Peachland Arterial (40R), former Okanagan Highway, Trepanier to South Peachland Junction, including access and frontage roads	3.78	.....	.....	Work continuing (recap).
S-2462	Okanagan Highway, Kelowna–Woods Lake sections—				Project completed.
	Mile 0.7 north of Glenmore Drive to Mill Creek	5.40	5.40	5.40	Recap.
	Mile 1.3 north of Ellison Overhead to North Okanagan District Boundary	8.20	8.20	8.20	Recap.
S-4162	Southern Trans-Provincial Highway, Gray Creek–Boswell	12.63	12.63	12.63	Project completed (recap).
S-4262	Southern Trans-Provincial Highway, Mile 1.2 to Mile 7.6 east of Fort Steele Junction	6.08	6.08	6.08	Project completed.
S-4262	Kootenay–Columbia Highway, north from C.M. & S. Overhead Trestle at Kimberley	9.70	9.70	9.70	Project completed.

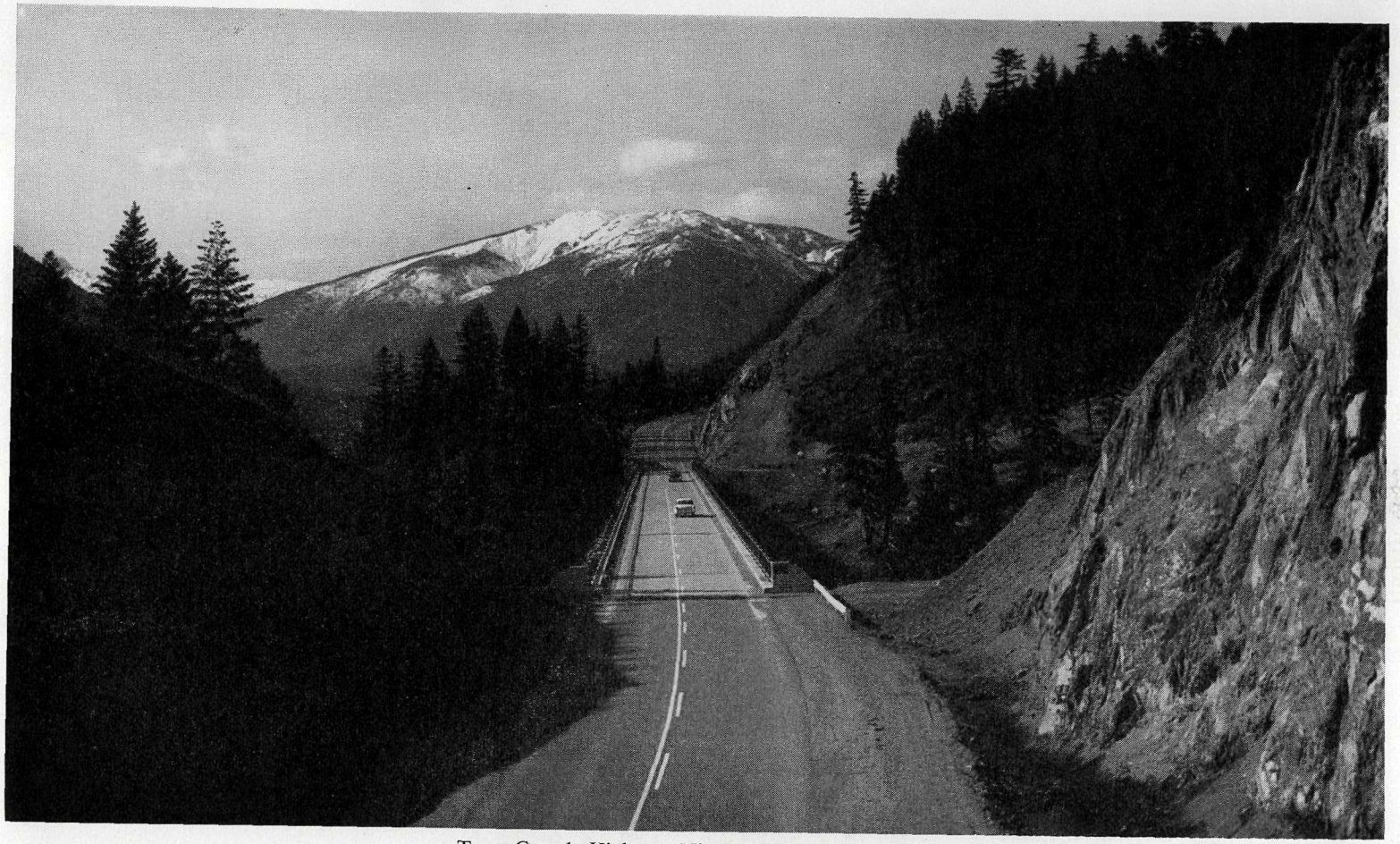
* Multi-lane (four lanes or more).

PAVING PROGRAMME FOR THE FISCAL YEAR 1962/63—*Continued*

Plant-mix Paving Contracts—Continued

Project No.	Highway and Section	Total Length (Miles)	Miles Completed Present Fiscal Year	Miles Completed to Date	Remarks
	OTHER HIGHWAYS—*Continued*				
	(*b*) *Contracts Let, 1962/63*—Continued				
S-6862	Fort St. John–Airport Road diversion east of Fort St. John	2.00	2.00	2.00	Project completed (included granular base).
S-6162	Cariboo Highway and Quesnel Access—				Project completed (included granular base).
	Dog Prairie–Quesnel	9.70	9.70	9.70	
	Quesnel Access to Carson St.	0.71	0.71	0.71	
	Carson St., Davies to Front St.	0.20	0.20	0.20	Recap.
S-6362	John Hart Highway, Parsnip River Bridge to P.G.E. Crossing	16.20	16.20	16.20	Project completed (included granular base).
S-6562	John Hart Highway, Chetwynd east and west	11.50	11.50	11.50	Project completed (regravelling and new pavement).
S-6662	Northern Trans-Provincial Highway—				Work continuing (includes part granular base).
	New ferry approach	0.17	.....	.....	
	Arterial (122R), Prince Rupert	2.61	.....	.....	
	East boundary to Port Edward Junction	5.80	.....	.....	
S-6662	Port Edward Highway from Highway No. 16	3.00	.....	.....	Work continuing (includes part granular base).
S-8462	Interchanges and connections to Trans-Canada Highway, Springbrook Road–Mount Lehman Road	4.78	2.77	2.77	Work continuing (*see also* Trans-Canada Highway).
	Total miles, plant-mix contracts let, other highways, 1962/63	142.92			
			11.65*		
			168.11		
	Total miles, plant-mix paved by contract, other highways, 1962/63	.....	179.76		
		10.32*			
		179.83			
	Total miles, plant-mix contracts let, all highways, 1962/63	190.15			
			19.88*		
			207.14		
	Total miles, plant-mix paved by contract, all highways, 1962/63	.....	227.02		Total Portland cement base stabilization in contracts, 12.17 miles.

* Multi-lane (four lanes or more).



Trans-Canada Highway, Nine Mile Canyon Bridge.

PAVING PROGRAMME FOR THE FISCAL YEAR 1962/63—*Continued*

Pulvimix (Base Process) by Crews of the Paving Engineer

Project No.	Highway	Section	Miles Completed Present Fiscal Year	Remarks
.....	Trans-Canada Highway	.....	*Nil*	
PP-1-62	Salmon River Road	From Trans-Canada Highway Junction	4.50	Included 1.60 miles of remix.
66-2-62	Anglemont Road	Mile 17.3 to Mile 19.7 and 1.8 miles remix in various sections west of this section	4.20	Mile 0.0=Squilax Siding.
PP-3-62	Armstrong Road	From Salmon River Road Junction	6.40	
PP-4-62	Vernon–Slocan Highway No. 6	Mile 0.0 to Mile 0.5 (0.5 mile), Mile 3.9 to Mile 6.0 (2.1 miles), Mile 7.8 to Mile 11.0 (3.2 miles), Mile 18.85 to Mile 21.15 (2.3 miles), Mile 30.3 to Mile 35.1 (4.8 miles)	12.90	Mile 0.0=7.4 miles east of Shuswap Ave., Lumby; Mile 35.1=east boundary of North Okanagan District.
PP-5-62	North Thompson Highway No. 5	South from Birch Island Access Road	6.20	
PP-5-62	Birch Island Access Road	From Highway No. 5 Junction	0.45	
PP-6-62	Vernon–Slocan Highway way No. 6	Mile 35.1 to Mile 36.1 (1.0 mile), Mile 39.7 to Mile 40.7 (1.0 mile), Mile 41.4 to Mile 55.6 (14.2 miles)	16.20	Mile 35.1=west boundary of Kaslo–Slocan District; Mile 55.6 is approximately 7 miles west of Needles.
PD-1-62	Blackwater Road	Mile 0.0 to Mile 16.86 south from Highway No. 16 Junction	16.86	
PD-3-62	Barkerville Road	Mile 8.7 to Mile 18.3 from Cariboo Highway Junction	7.30	
PD-4-62	Barkerville Road	Mile 5.0 to Mile 6.8 from Cariboo Highway Junction	1.80	
PD-7-62	Vanderhoof–Stuart Lake Road	Nechako River Bridge north	5.83	
PD-8-62	Vanderhoof–Stuart Lake Road	Nechako River Bridge south	1.50	
PD-5-62	Northern Trans-Provincial Highway	Fraser River Bridge east	1.00	
PD-5-62	Cariboo Highway	Mile 2.6 to Mile 3.8 (1.2 miles), Mile 4.6 to Mile 5.3 (0.7 mile)	1.90	Mile 0.0=Giscome Junction.
PD-6-62	Northern Trans-Provincial Highway	Giscome west	5.00	On present Route No. 16.
		Total miles pulvimixed, all highways, 1962/63	92.04	

PAVING PROGRAMME FOR THE FISCAL YEAR 1962/63—*Continued*

Summary of Paving Programme

Type of Work	Trans-Canada Highway	Other Highways	All Highways
	Miles	Miles	Miles
Bituminous plant-mix paving[1]—			
By contract	8.23*	11.65*	19.88*
	39.03	168.11	207.14
By district crews	.....	4.99	4.99
	8.23*	11.65*	19.88*
	39.03	173.10	212.13
Total plant-mix paving	.....	.....	232.01
Bituminous base process or paving (pulvimix or road mix)—[2]			
Included in road contracts	10.32*	3.68*	14.00*
	7.46	4.78	12.24
Included in paving contracts	(3)	(3)	(3)
By crews of the Paving Engineer	.....	92.04	92.04
By district crews	.....	150.63	150.63
	10.32*	3.68*	14.00*
	7.46	247.45	254.91
Total base process (or paving)	.....	.....	268.91
Bituminous seal-coat (maintenance), by district crews	.....	37.40	37.40[4]
Bituminous surface treatment,[5] by district crews	.....	91.42	91.42

* Multi-lane (four lanes or more).
[1] High-cost pavement.
[2] Generally base process (that is, preliminary asphalt paving later topped by plant mix).
[3] Not recorded.
[4] Including 17.1 miles of Elko–Roosville Highway (Project No. S-4261).
[5] Calcium chloride treatment not included.

E. C. WEBSTER,
Director of Construction.

REPORT OF THE DESIGN AND PLANNING ENGINEER

LOCATION BRANCH

(N. R. Zapf, Director of Location)

Highway-location surveys and design completed during the fiscal year are listed in the following report, totalling 284.57 miles of preliminary line, 230.23 miles of final location line, and 183.17 miles of office design and estimates, of which 3.62 miles were urban street (curb and gutter and storm sewer) design.

The total cost of surveys amounted to $1,073,888.35, which is detailed as follows:—

Trans-Canada Highway, surveys	$51,174.66
General highways—	
Surveys	806,857.82
Legal surveys	180,445.27
Mining-roads, surveys	35,410.80
Total	$1,073,888.35

SURVEY AND DESIGN SECTION

The projects surveyed and designed are listed below. An asterisk indicates that design drawings and estimates have been completed.

	Preliminary Lines	Location Lines	Office Design
Trans-Canada Highway	Miles	Miles	Miles
Abbotsford–Vedder Crossing	.....	.....	2.25*
Hunter Creek Bridge approaches	.....	.....	0.58*
Tank Hill	1.88	0.70	.....
Cache Creek Junction (curb and gutter)	.....	.....	0.70*
Salmon Arm By-pass	.....	.....	1.50
Kamloops By-pass	.....	.....	1.50
Yoho Bridge approaches	.....	.....	0.30*
Golden–Yoho Bridge	7.70	1.10	.....
Totals	9.58	1.80	6.83
Southern Trans-Provincial Highway			
Richter Pass	.....	.....	4.78*
Osoyoos (curb and gutter)	0.66	0.66	0.47*
Greenwood Underpass	.....	.....	0.91*
Crowsnest–Summit Lake	.....	.....	1.33*
Fernie–Hosmer	.....	.....	2.98
Highway No. 3A, Ymir–Euphrates, Barrett Creek section	6.22	.....	.....
Goat River Crossing–Goatfell	.....	0.30	.....
Brilliant Bluffs–Thrums Flats	3.77	7.38	.....
Columbia Crossing–Park Siding	4.20	3.98	.....
Columbia Crossing–Brilliant Bluffs	3.27	5.78	.....
Genelle–Trail	.....	2.05	.....
Totals	18.12	20.15	10.47

SURVEY AND DESIGN SECTION—*Continued*

	Preliminary Lines	Location Lines	Office Design
Northern Trans-Provincial Highway	Miles	Miles	Miles
McBride–Tête Jaune	33.62	20.30	--------
Copper River Bridge approaches	4.20	2.40	3.16*
Lamming Mills–Beaver River	5.00	6.81	--------
Mudflat Creek Overhead–Seaton	--------	3.09	1.50
West Twin Creek–Crescent Spur	--------	--------	9.39*
West Twin Creek–East Approach	--------	--------	0.46*
Tintagel–Priestly	--------	--------	2.00*
Perow–Lot 1167	--------	--------	9.46*
Houston East–Lot 1167	--------	0.35	3.50*
Smithers, Bulkley River revision	--------	2.02	--------
New Hazelton–Mudflat Creek Overhead	--------	--------	7.25*
Big Oliver–Lot 5181	--------	1.87	1.00
Lot 5181–Usk	--------	0.80	8.07*
Copper River–Usk	8.80	5.84	2.00
Terrace–Copper River approaches	4.17	0.50	--------
Fairview Bay, Prince Rupert	0.50	0.20	0.18*
Prince Rupert–Terrace bridge-sites	12.20	15.50	--------
Totals	68.49	60.68	47.97
Okanagan Highway			
Vaseux Lake–Osoyoos	26.03	0.30	--------
Sicamous Junction, No. 1 and No. 97A	2.14	0.57	0.20
Kelowna north (intersections)	--------	--------	1.46*
Totals	28.17	0.87	1.66
Cariboo Highway			
100 Mile Overhead	--------	--------	0.10*
Tabor Creek–Lot 1944	--------	4.75	--------
Lot 1944–Fraser River	--------	--------	4.30
Dog Prairie–Macalister	1.39	9.78	--------
Totals	1.39	14.53	4.40
North Thompson Highway			
Kamloops–Heffley Creek	14.16	7.37	--------
Blue River–Chappell Creek	--------	4.63	--------
Messiter–Blue River	--------	1.35	--------
McMurphy–Avola	7.08	9.79	--------
Vavenby–McMurphy	1.02	4.79	4.00*
Black Pool–Raft River	--------	1.13	--------
Little Fort–Black Pool	1.84	1.75	2.70*
Barriere revision	--------	1.55	--------
Totals	24.10	32.36	6.70
Kootenay–Columbia Highway			
Canal Flats–Skookumchuck	--------	--------	4.00*
Sinclair Canyon South–Radium–D.L. 8208	0.70	1.50	4.63*
Windermere–Dutch Creek	--------	--------	12.83*
Dutch Creek–Canal Flats	--------	--------	12.65*
McMurdo–Golden	5.90	--------	--------
Fort Steele–Fort Steele Junction	--------	--------	2.54*
Totals	6.60	1.50	36.65
Island Highways			
Lantzville Junctions	--------	--------	0.23*
Nanoose Overhead–Craig's Crossing	9.11	5.98	--------
Sayward–Brasseau Bay	10.00	--------	--------
Patricia Bay Highway, Swartz Bay to Ardwell Road	2.45	2.52	2.00
Alberni–Cumberland, Beaver Creek Road to Cumberland	16.00	5.60	--------
Port McNeill–Beaver Cove, Section 2	--------	--------	4.76
Canadian Highway, Alberni–Port Alberni Junction	--------	--------	0.71
Patricia Bay Highway, C.N.R.–Telegraph Road	--------	3.41	--------
Totals	37.56	17.51	7.70

SURVEY AND DESIGN SECTION—*Continued*

	Preliminary Lines	Location Lines	Office Design
Lower Mainland Highways	Miles	Miles	Miles
Marine Drive and Taylor Way	.....	.....	0.19*
South-west Marine Drive, Camousun St. to Chancellor Boulevard	4.50	2.41	.....
North Road, Lougheed Highway to Clark Road (curb and gutter)	.....	0.97	0.60
Hastings St., Springer Ave. to Cliff Ave. (curb and gutter)	0.76	.....	0.21
Sunshine Coast, Ash Ave., Marine Ave. to Poplar St. (curb and gutter)	0.11	.....	0.11*
Sunshine Coast, Langdale west and revision	0.49	2.05	.....
Britannia–Squamish	0.36	.....	.....
Pacific Highway, Brown Road to U.S. Border	4.70	.....	.....
Totals	10.92	5.43	1.11
Miscellaneous Highways			
Saltspring Island, Long Harbour–Scott Road Junction	4.54	4.40	.....
Pemberton–Squamish	12.02	13.44	20.17
Merritt (curb and gutter)	.....	.....	0.20
Princeton By-pass	.....	.....	1.27*
Robson–Renatta, High Arrow Dam revision	1.80	2.14	1.74*
Billings–Cascade	.....	.....	0.30
Rossland–Sheep Lake, Section 3	.....	.....	6.45*
Rossland–Sheep Lake, Section 2	.....	.....	5.11*
Salmo–South Fork	7.50	8.77	.....
Rossland–Trail	0.10	0.75	0.30
Kitimat–Minette Bay	4.81	.....	1.30
Terrace–Kitimat, Terrace to Lakelse	11.10	.....	1.40*
Chetwynd–Hudson Hope, Peace River Crossing to Chetwynd	33.00	38.41	.....
Chetwynd–Hudson Hope, Peace River Crossing to Hudson Hope, north side of Peace River	4.77	5.79	.....
John Hart Highway, Mile 163.7 to Mile 183.0	.....	.....	13.00
Pouce Coupe (curb and gutter)	.....	.....	0.44*
Totals	79.64	73.70	51.68
Stewart–Cassiar Highway			
Burrage River–Ningunsaw River	.....	.....	8.00
Bell Irving South–Bell Irving North	.....	1.70	.....
Totals	.....	1.70	8.00
Grand totals	284.57	230.23	183.17

PLANNING SECTION

In the last fiscal year the Planning Section procured 97 line miles of low-level aerial photography for route analysis and mapping. This photography was utilized to produce 48 miles of reconnaissance-type mapping and 7 miles of large-scale mapping. From the mapping procured this year and previous years, 219 miles of centre-line projections were analysed on the electronic computer, from which 47 miles of final location were determined.

Reports were prepared and submitted on the connection from Queensborough Bridge to 10th Avenue in New Westminster, the Mission By-pass (Lougheed Highway), the rerouting of Highway No. 11 between Abbotsford and Mission, and alternative crossings of the Pitt River (Lougheed Highway).

Preliminary intersection and interchange designs were complete on the following junctions: (1) Prince George Access at the new Fraser River Crossing, Cariboo Highway; (2) Northern Trans-Provincial Highway and Terrace–Kitimat Highway; (3) Cowichan Bay Road and Trans-Canada Highway south of Koksilah; (4) McDermott Interchange, McDermott and Trans-Canada Highway; (5) Ladner Interchange (exit-ramp improvement).

Planning studies on the following projects were completed in the past year: (1) Roebuck Interchange design, old Trans-Canada Highway; (2) Cape Horn–Pitt River (four-lane), Lougheed Highway; (3) Coquitlam–Pitt River (four-lane),

Lougheed Highway; (4) Penticton By-pass (four-lane), Okanagan Highway; (5) Golden–Park Bridge, Trans-Canada Highway; (6) McBride–Tête Jaune, Northern Trans-Provincial Highway; (7) Jordan River–Port Renfrew; (8) Bear Pass, Cassiar–Stewart Highway; (9) Terrace Slide, Terrace–Kitimat Highway; (10) Vaseux Lake–Osoyoos, Okanagan Highway; (11) Pulp-mill Access at Prince George.

Planning studies are currently in progress on the following projects: (1) Kamloops East (four-lane), Trans-Canada Highway; (2) Ardwell Road–Swartz Bay (four-lane design), Patricia Bay Highway; (3) Midway–Spencer Hill, Southern Trans-Provincial Highway; (4) Scott Road (four-lane), Surrey; (5) Columbia River flood plain (Mica Dam); (6) Osoyoos–U.S. Border, Okanagan Highway; (7) Cascade–Christina Lake, Highway No. 395; (8) Vernon By-pass, Okanagan Highway; (9) McCallum Road, Abbotsford; (10) Taylor Way–Horseshoe Bay (four-lane), Trans-Canada Highway; (11) Surrey Perimeter Highway, Surrey.

Computer Section

Computer operation expanded considerably during the fiscal year 1962/63. Nearly 700 hours of computer time were used, at a cost of $15,500; just under half this time was on the I.B.M. 650. The D.T.M. II programme was used for the analysis of eight preliminary earthwork projects, 250 miles of alternative lines being computed to obtain 52 miles of centre-line location. Fifteen final earthwork projects were run on the Earthwork IV programme, representing 75 miles of highway, mostly on the Northern Trans-Provincial Highway. One hundred and thirty-three traverses were processed, using the Surmap 02N programme.

Programmes are now being written for the I.B.M. 1620, a more modern computer which is due for delivery in September. This machine is considerably faster than the I.B.M. 650, and has three times its capacity, enabling more comprehensive programmes to be used.

Legal Survey Section

Total expenditure for the legal survey of highway rights-of-way was as follows:—

Legal survey vote	$180,445.27
Project votes	115,714.02
Total	$296,159.29

Trans-Canada Highway—

- Luck-a-kuck revision, old Trans-Canada Highway (Chilliwack) †
- Nine Mile Creek to Boothroyd Indian Reserve No. 5.†
- Bucktum Indian Reserve No. 4 to Sam Adams Indian Reserve No. 12.
- Oregon Jack Indian Reserve No. 5 to south boundary of Lot 14.
- Kamloops By-pass, right-of-way in District Lot 235.
- Valleyview to Dallas.
- Malakwa to Griffin Lake.
- East boundary of Section 17, Township 25, Range 28, to the west boundary of Glacier Park.
- East boundary of Glacier Park to Donald.
- Blaeberry Creek to Golden.

Northern Trans-Provincial Highway—

- East boundary of Lot 1578 to west boundary of Lot 1760.
- South boundary of Lot 6396 to south boundary of Lot 4141 (Priestly).
- Tintagel to south boundary of Lot 4169.

† Previous continuing survey now complete.

Southern Trans-Provincial Highway—
- Boundary Falls to Greenwood†
- Through Greenwood townsite.*
- Grand Forks to Christina Lake.
- Plan R 236 to north boundary of Lot 11912 (near Kinnaird).
- Taghum to Nelson City boundary.†
- Through Sub-lot 53 of Lot 4598 (near Trail).

Okanagan Highway—
- Peachland to north boundary of Lot 449.*
- South boundary of Lot 2390 to west boundary of Lot 3493.
- North boundary of Lot 123 to north boundary of Section 11, Township 23 (Glenmore and Ellison Overhead sections).
- South boundary of North-east Quarter of Section 22, Township 20, to Oyama.†
- Swan Lake to north boundary of North-east Quarter of Section 13, Township 17.
- North boundary of North-east Quarter of Section 13, Township 17, to Armstrong.†
- South boundary of Section 3, Township 12, Range 8, to Sicamous.

North Thompson Highway—
- Louis Creek to Barriere.
- South boundary of Lot 1658 to north boundary of Lot 1818.

Squamish Highway—
- Horseshoe Bay to municipal boundary in District Lot 2365.†
- North boundary of District Lot 2365 to south boundary of District Lot 1814.†

Lougheed Highway—
- Harrison River Bridge to Pumphouse Bridge.
- Pumphouse Bridge to Agassiz.†
- Sumas Indian Reserve No. 3 to Sumas Indian Reserve No. 8.
- Kanaka Creek revision in Lots 275 and 404, Group 1.
- Widening of right-of-way at Willingdon Avenue-Beta Avenue and Pipeline Road.

Sunshine Coast Highway—North boundary of District Lot 4758 to west boundary of District Lot 2739 (near Sechelt).

Kootenay–Columbia Highway—Athalmere–Windermere Creek section.

Miscellaneous highways and roads—
- Pouce Coupe Access.
- Willow River Access.
- Quesnel Access.
- John Hart Highway, widenings at Progress and Sundance Lakes.
- Mackenzie Highway, Hagensborg to Bella Coola Indian Reserve.*
- Telegraph Road, Kilmalu Road to Esquimalt District boundary.
- Shawnigan Lake Road, Trans-Canada Highway to West Road.†
- McTavish Road, Cresswell Road to Patricia Bay Highway.
- Ladner Marsh Road, River Road to Fraser River.
- Ludlow Road, Ladysmith.†

* Continuing survey.
† Previous continuing survey now complete.

Kilmalu Road.†
Kitimat–Lakelse.†
Terrace Airport Road through Kulspai Indian Reserve No. 6.
Public road within Campbell River Indian Reserve.*
West Coast Road, Canadian National Railway to Metchosin Road.*
West Coast Road, Otter Point Road to Grant Road.*
Department of Highways right-of-way for Iron Mountain transmitter-site, Merritt.
Thrush Road, Shawnigan Lake.

Legal Surveys under Project Votes

Trans-Canada Highway—
Project No. 760—Drynoch Slide.
Project No. 885—Vancouver to Fraser River.*
Project No. 1049—China Bar Bluffs.†
Project No. 1103—Hope Bridge to Haig.†
Project No. 1186—Abbotsford to Vedder Canal.*
Project No. 1187—Port Mann to Halls Prairie.*
Project No. 1199—Sailor Bar Slide.
Project No. 1206—George S. Pearson Bridge to Departure Bay.†
Project No. 1210—Hedstrom Hill to Hope.†
Northern Trans-Provincial Highway—
Project No. 1288—Lot 5181 to Usk.*
Project No. 1291—Copper River Bridge approaches.*
Southern Trans-Provincial Highway and alternates—
Project No. 908—Crowsnest Pass.*
Project No. 1099—Rossland to Sheep Lake, Section 1.*
Project No. 1095—Junction of Highway No. 6 to Summit Lake.*
Project No. 1100—Summit Lake to Blazed Creek.
Project No. 1285—Rossland to Sheep Lake, Section 2.*
Deas Tunnel Throughway—
Project No. 1031—Ladner Trunk to Mud Bay.†
Project No. 1201—Nicomekl River to Oliver Road.
Project No. 1202—Oliver Road to United States Border.*
Project No. 1203—Mud Bay to Great Northern Railway.
Project No. 1204—Great Northern Railway to Nicomekl River.*
Other highways—
Project No. 1187—Canal Flats to Skookumchuck.*
Project No. 1197—Terrace to Lakelse.*

TESTING BRANCH

(C. O. Brawner, Senior Materials Engineer)

The Testing Branch during the current year has continued to provide foundation information for structures and construction projects, testing services for materials, advice and research on problems encountered by all branches of the Department. The following is a summary of these activities during 1962/63.

Bridge Foundations

Drilling investigations have been carried out for 50 bridges. These include seven large structures—namely, the Pritchard Bridge across the South Thompson River, Copper River Bridge near Terrace, Fraser River Bridge at McBride, Kootenay

* Continuing survey.
† Previous continuing survey now complete.

River Bridge at Fort Steele, Peace River Bridge at Hudson Hope, Kootenay River Bridge at Wasa, and the Skeena River Bridge at Terrace. Twenty of the bridges are situated on the Northern Trans-Provincial Highway and nine are on the Trans-Canada Highway. Some 15,000 feet of drilling has been performed for these investigations, and about 3,000 soil samples were subjected to testing.

Soil Surveys

Soil surveys were carried out over 90 miles of new location. The majority of this is carried out with light portable power-augers, although a proportion of deeper holes require heavier truck-mounted auger rigs.

Gravel-pits were also investigated by drilling and by sinking test-pits. A report was written on each investigation, and sieve analyses carried out on the gravel.

Landslides

Two large landslides, involving about 20,000,000 cubic yards of earth, occurred on the Terrace–Kitimat Highway at Lakelse in May, 1962, within the space of two weeks. Both slides occurred in very soft, sensitive, marine clay, totally destroying the new grade for about 0.75 mile and 0.50 mile respectively. The movements occurred rapidly, the clay turning to a virtual liquid condition, which flowed down a rather gentle slope, and in the case of the second slide moved 2 miles into Lakelse Lake. An extensive drilling and testing investigation was carried out to determine the boundaries of the soft clay and to determine where and how the new road should be reconstructed. Eventually it was proved possible to rebuild the road over the soft mud of the slide area, using a combination of mud displacement and corduroy construction. This is now complete, and no further movements have been detected.

Several smaller slides have been investigated, and a close watch is being kept upon the stability of Drynoch Slide, several slide areas on the Alaska Highway, and at the Peace River Bridge at Taylor.

Pavement Design

Three hundred and sixty-three miles of new and reconstructed pavement were designed, using information obtained by the use of the Benkelman beam. One hundred and thirty-nine miles of control sections were tested to determine spring restriction allowances; 88 miles of base under construction and 389 miles of existing pavement were tested for strength and adequacy. The use of the Benkelman beam for measuring deflections under a wheel load combined with method of evaluating pavement conditions, using a team of experienced evaluators, is providing an increasing amount of accurate data for designing pavements.

Paint-testing

Road-marking paints, bridge paints, licence enamels and paints for use on the new Government ferries were tested to determine whether they met Government specifications. In addition, investigations were carried out to evaluate the effectiveness of different paint systems for the protection of steel bridges.

In order to ensure that the Department receives the paint specified, a new inspection system has been devised and is being tried out. At present this will apply only to paint for bridges. The Department's inspectors arrange to sample and affix a tag to each paint-container as it is filled at the manufacturers. These samples are

Deas Tunnel Throughway, Campbell River Road Interchange.

tested for compliance with specifications. The manufacturer also does his own control testing, the results of which are reported to the Department. If both tests agree, the paint is approved. Unsatisfactory tests are reported to the Bridge Branch for further action.

Materials-testing

The Vancouver laboratory has continued to inspect wooden piles; concrete, steel, and timber culverts; structural lumber; and precast products at the manufacturer's premises before delivery. As a result, materials which arrive at the job-site meet specifications, thus saving long delays caused when unsatisfactory articles must be replaced, often at sites remote from the supplier.

Concrete

Forty-two concrete-mix designs for various projects were prepared in the Victoria laboratory. The four regional laboratories handled the control testing of concrete pours, breaking cylinders, slump tests, air-content tests, and water-cement ratio control. In addition, 45 tests were made on concrete aggregates to determine their suitability for concrete.

Gravel Prospecting

Gravel-pits were investigated during the year to provide information for construction projects, location surveys, and District Engineers. In many cases the pits investigated were located from aerial photographs and proved by drilling.

Miscellaneous Investigations

Many unusual problems which require special investigation are received in the Testing Branch. Among those worked on during the year are skid resistance of road surfacings, measuring the amount of corrosion occurring on steel culverts in various situations, the suitability of aluminum culvert pipe, the measurement of moisture tensions in subgrades, measurement of the loads exerted on retaining-walls, development of an earth-pressure cell, evaluation of adhesion properties of thin asphalt surfacings to concrete, measurement of the adhesion of epoxy resins to concrete, the effect of fillers in asphaltic concrete, and investigations into the rheological properties of culvert asphalts.

Revisions to specifications were made where research showed a practical requirement.

TRAFFIC BRANCH

(J. H. Harding, Senior Traffic Engineer)

This year 40 additional locations were added to the list of points throughout the Province where short traffic counts are taken annually. This brings the total of these points to 698. Counts were also taken for special purposes in a number of areas. Six additional permanent count stations were installed, bringing to 13 the number of locations throughout the Province where continuous traffic-volume data are being recorded.

Traffic volumes in 1962 showed increases over 1961 volumes of approximately 11 per cent in the Northern Interior, 7 per cent in the Southern Interior, 5 per cent on Vancouver Island, and 3 per cent in the Fraser Valley. The Rogers Pass section of the Trans-Canada Highway, opened July 30, 1962, carried an average of 3,500 vehicles per day during the first month it was open. During the year a substantial increase was recorded in the number of requests from within the Department and from the public for traffic-volume data.

A considerable number of additional distance signs were installed during the year. There are now, with only a few exceptions, distance signs every 10 miles on all major highways south of Prince George and distance signs every 20 miles on highways north of Prince George. Freeway directional signing was installed on the Deas Tunnel Throughway between the International Border and the Ladner Trunk Road. Signs as large as 8 by 20 feet were employed on this section. To keep pace with changing conditions, a number of speed zones were studied and changes were made where necessary to keep speed-limits realistic.

Eighty-nine 400-watt mercury luminaires were installed on the Abbotsford and Chilliwack By-passes. A number of smaller lighting installations were also completed. Financial assistance was extended to municipalities to assist them in lighting arterial highways within their boundaries.

Numerous requests for traffic signals were investigated, and 13 signals and 9 flashing beacons were installed where warrants were found to be filled. Major revisions were also made to five signals. Many minor revisions were carried out to accommodate changing traffic patterns. There are now well over 100 traffic signals and 40 beacons on arterial highways in the Province. A number of intersection problems were investigated, and channelization, signing, pavement markings, etc., were installed or revised where necessary. In co-operation with the railways and with major financial assistance from the Board of Transport Commissioners, signals were installed on 20 level railway crossings. There are now some 220 signalized railway crossings on highways under the jurisdiction of the Department.

The Department continued its role of co-operation with other agencies. In the fields of traffic and planning, the Senior Traffic Engineer represented the Department on the British Columbia Safety Council, the Capital Region Planning Board, and the Canadian Good Roads Association Committee on Uniform Traffic Control Devices for Canada.

E. B. WILKINS,
Design and Planning Engineer.

Matthews Road Pedestrian Overpass on the Deas Tunnel Throughway 6 miles south of the Deas Island Tunnel. Length, 106 feet with two 40-foot approach stairways; width of walkway, 6 feet.

REPORT OF THE CHIEF RIGHT-OF-WAY AGENT

During the 1962/63 fiscal year a total of 537 settlements was negotiated and processed. Two claims were submitted to arbitration proceedings for adjudication.

The expenditure for right-of-way and other properties acquired by the Department totalled $1,114,310.03. This includes holdings purchased on behalf of the British Columbia Toll Highways and Bridges Authority.

There were 24 sales by public tender or public auction of lands surplus to highway requirements and of buildings to be cleared from rights-of-way, with a recovery of funds totalling $12,011.30. Gross revenue from rentals, including rentals prior to disposal of lands and buildings, was $69,842.32. The number of properties under short-term lease or rental totalled 134.

The legal surveys programme is sufficiently advanced to facilitate public sales of lands held surplus to right-of-way requirements. These surveys have also enabled owners of properties abutting the rights-of-way to proceed with subdivision work without undue delay.

L. J. MOORE,
Chief Right-of-way Agent.

REPORT OF THE SERVICES ENGINEER

EQUIPMENT

During the year a net total of $4,227,655.77 was expended to cover the cost of labour, repairs, fuel, and garage overhead required to operate equipment owned by the Government and operated by the Department of Highways.

The sum of $2,058,493.54 was expended on the purchase of new equipment, as follows: 24 graders, 10 crawler tractors, 1 street-sweeper, 2 asphalt-distributors, 15 vibrating rollers, 1 35-ton trailer, 3 compressors, 38 4-ton trucks, 3 5-ton tandem trucks, 10 ¾-ton pick-ups, 20 personnel carriers, 12 sundry vehicles, 17 tractor loaders, 28 tractor mowers, 2 screening plants, 3 self-propelled rollers, 15 trailer-type sweepers, 5 maintenance kettles, 1 hydro seeder, 14 ½-ton pick-ups, 1 Pacific snow truck, 2 tractor trucks, 12 station wagons, and sundry small equipment such as snow-ploughs, garage equipment, etc.

SIGN-SHOP

From the period April 1, 1962, to March 31, 1963, a total of 26,091 metal and plywood signs was produced. Metal signs range in size from 12 by 12 inches to 30 by 30 inches, and plywood signs range in size from 36 by 36 inches to 20 by 8 feet. In addition, a total of 8,729 delineators (3 by 8 inches) was produced.

A total of 58,425 square feet of Scotchlite was purchased and applied during the same period.

The net expenditure of $158,883.72 was incurred in the production of these signs.

GRAVEL-CRUSHING

Six Departmental crushers were operated in 41 different locations, to produce approximately 1,550,000 tons of gravel.

MIXING PLANTS

Two Departmental mixing plants operated in 39 different locations, producing 38,534 cubic yards of asphalt patching material.

FERRIES

(H. K. Gann, Superintendent of Ferries)

During the 1962/63 fiscal year, a total of 52 ferries of all types was operated under the jurisdiction of this Department. The fleet included 12 Government-owned major ferries, 14 Government-owned power-cable ferries, 15 Government-owned reaction ferries, 4 Government-owned miscellaneous ferries, and 7 privately owned subsidized ferries.

Traffic

The entire fleet carried a total of 2,042,626 vehicles and 5,228,803 passengers. This was an increase of 110,282 vehicles and 312,307 passengers over the preceding year. This increase was considerably above the normal annual increase. The Castlegar ferries continued to carry the largest volume of traffic moved at any ferry-site. This ferry carried 894,198 vehicles and 2,133,393 passengers.

Maintenance

All ferries were inspected during the year, and recommended repairs were carried out. Eleven major ferries were completely overhauled, and seven of these were dry-docked for steamship inspection. Relief ferries were arranged during the overhaul periods in order to avoid any disruption of service.

New Construction and Major Repairs

A new landing was built for the Barnston Island Ferry on the mainland side. The new 50-ton vehicle ferry was installed at Hudson Hope and proved very popular during the summer. A barge-type ferry crossing the Stikine River on the Stewart–Cassiar Road has been taken over by the Department and new machinery installed. The ferry at Twidwell Bend on the Pine River was replaced by a bridge. The former Kelowna ferry "Lloyd Jones" was transferred to the Toll Authority.

Ferry Revenue, Fiscal Year 1962/63

Albion		$78,358.30
Arrow Lakes		22,559.80
Barnston		3.00
Denman Island		11.418.80
Francois Lake		265.00
Gabriola Island		28,226.94
Kootenay Lake		305,248.80
North Bend		10,657.25
Quathiaski Cove		54,145.60
Thetis		7,212.00
Woodfibre		55,024.25
		$573,119.74
Less—		
Kelowna ferry refunds	$29.57	
Ladner ferry refunds	8.82	
		38.39
		$573,081.35

RECORD OF FERRY TRAFFIC, FISCAL YEAR 1962/63

Ferry	Type	Number of Round Trips	Automobiles	Passengers, Exclusive of Drivers	Trucks, All Types	Trailers and Semi-trailers	Motor-buses	Motor-cycles	Rigs	Tons of Freight	Live Stock	Miscellaneous Vehicles	Total Vehicles Carried
Albion	Power	15,218	159,144	130,322	10,134	1,553	49	115	.....	.....	.....	.....	170,995
Arrow Lakes (Upper)	Power	1,549	7,292	6,341	627	104	2	.....	3	20	2	60	8,025
Arrow Lakes	Power	105	73	247	18	1	1	.....	.....	953	.....	32	93
Arrow Park	Power-cable scow	23,424	25,710	131,593	21,136	434	1,208	.....	.....	.....	.....	.....	48,488
Barnston Island	Tug and scow	19,272	23,861	56,514	13,373	148	882	97	.....	.....	1,000	45	38,361
Big Bar	Pontoon (reaction)	968	28	1,462	369	.....	.....	18	.....	.....	15,738	2	415
Black Pool	Pontoon (reaction)	6,514	3,023	10,531	2,583	117	.....	.....	.....	.....	4	187	5,723
Brentwood	Power	4,459	36,999	48,299	1,281	146	70	45	.....	.....	.....	.....	38,541
Castlegar	Power-cable scow	60,428	685,374	1,239,195	186,949	13,298	8,094	483	.....	.....	792	.....	894,198
Cedarvale	Pontoon (reaction)	7,879	1,842	12,847	1,882	.....	.....	.....	.....	.....	.....	.....	3,724
Clayhurst	Tug and pontoon	11,340	14,949	34,973	14,228	462	9	2	.....	.....	851	336	29,650
Copper City	Pontoon (reaction)	1,744	190	3,373	69	.....	.....	.....	.....	.....	.....	.....	259
Creston	Power-cable scow	27,917	17,574	58,298	18,885	.....	387	.....	.....	.....	170	347	36,846
Denman Island	Power	4,315	23,751	34,255	1,569	292	.....	9	.....	.....	.....	15	25,621FR
Francois Lake	Power	3,811	23,344	53,539	6,486	.....	.....	.....	.....	.....	.....	.....	29,830
Gabriola	Power	3,470	18,940	61,495	1,029	115	7	9	21	.....	13	.....	20,100
Glade	Power-cable scow	13,706	13,526	78,110	10,933	.....	.....	.....	.....	.....	37	.....	24,459
Gravelle	Pontoon (reaction)	1,905	1,206	3,976	557	4	.....	.....	.....	.....	7	.....	1,767
Hansard	Pontoon (reaction)	4,125	5,724	5,207	553	8	.....	.....	.....	.....	10	.....	6,285
Harrop	Power-cable scow	24,841	52,946	127,669	15,099	941	844	517	100	.....	1,129	147	70,347
Hornby Island	Power	2,267	6,878	9,170	451	106	1	.....	.....	.....	.....	4	7,436
Hudson Hope	Tug and barge	4,862	5,614	21,008	4,377	464	.....	.....	.....	.....	6	44	10,455
Isle Pierre	Pontoon (reaction)	4,347	2,164	6,777	2,177	15	.....	.....	25	.....	3	2	4,356
Kitwanga	Pontoon (reaction)	5,167	4,187	2,986	448	144	16	.....	.....	.....	.....	.....	4,795
Kootenay	Power	5,540	144,592	289,001	24,601	14,198	2,334	94	.....	.....	.....	.....	185,819
Lasqueti	Power	527	.....	1,504	.....	.....	.....	.....	.....	1,061.36	.....	.....	.....
Little Fort	Pontoon (reaction)	6,556	1,117	15,038	1,062	.....	.....	.....	.....	.....	288	75	2,179
Lytton	Pontoon (reaction)	12,868	5,804	51,212	4,448	69	.....	.....	869	.....	2,623	.....	10,321
Macalister	Pontoon (reaction)	9,614	5,629	17,565	4,651	44	.....	.....	21	.....	567	55	10,324
McLure	Pontoon (reaction)	3,299	2,006	6,967	943	.....	.....	.....	.....	.....	1,241	.....	2,949
Monte Creek	Scow (reaction)	1,806	1,058	3,697	612	.....	.....	.....	.....	.....	55	.....	1,670
Needles	Power-cable scow	19,261	27,488	67,439	18,272	1,456	809	8	.....	.....	208	.....	48,033
Nicks Island	Power-cable scow	25,644	21,353	45,206	19,169	.....	.....	.....	.....	.....	.....	.....	40,522
North Bend	Aerial ferry	23,447	37,979	88,548	13,940	79	455	12	.....	.....	21	56	52,465
Pavilion	Rowboat and cable-car	202	.....	379	.....	.....	.....	.....	.....	.....	.....	.....	.....
Quathiaski Cove	Power	4,646	38,728	117,293	12,613	2,523	43	30	.....	.....	3	66	53,937
Renata	Power-cable scow	8,477	8,950	26,384	2,893	122	390	3	.....	.....	7	.....	12,358

Shuswap	Tug and barge	197	12	1,390	132	82	.....	2	.....	2,250.10	8	82	228
Soda Creek	Pontoon (reaction)	4,820	2,336	7,779	2,730	.....	.....	.....	.....	.....	247	371	5,066
Texada	Power	628	3,297	8,237	348	.....	.....	.....	.....	461.68	.....	.....	3,645
Thetis	Power	2,281	7,568	35,594	1,425	87	.....	4	.....	.....	.....	.....	9,084
Twelve Mile	Power-cable scow	23,712	26,207	68,383	19,940	1,119	732	2	.....	.....	.....	66	48,000
Twenty-four Mile	Power-cable scow	21,407	23,837	61,899	16,171	704	1,423	2	.....	.....	.....	205	42,137
Twidwell Bend Ferry	Pontoon (reaction)	8,810	4,384	16,139	5,798	107	.....	.....	.....	.....	131	118	10,289
Usk	Pontoon (reaction)	7,795	4,637	12,033	184	.....	.....	6	.....	.....	.....	.....	4,827
Woodfibre	Power	4,008	16,558	106,303	1,214	208	.....	24	.....	.....	.....	.....	18,004
Totals		449,178	1,517,879	3,186,177	466,359	39,150	17,756	1,482	1,039	3,782.87	25,161	2,315	2,042,626

COMMUNICATIONS

(W. F. Conlan, Superintendent of Communications)

All radio circuits operated normally during the year. The de-icing hammers developed for remote sites have proved successful, and no instance of circuit outage due to icing was encountered despite unusually heavy icing conditions.

The first full year of operation on the Rogers Pass radio system, designed to carry National parks and R.C.M.P. communications as well as our own, has proved adequate and satisfactory to all concerned.

Numerous radio surveys were undertaken, and installations on Vancouver Island, Fraser Valley and Lower Mainland, and the Sechelt-Powell River area were completed.

Base stations were added at Alexis Creek, Anahim Lake, Bella Coola, and McBride, and two base stations and four mobile units were added for construction on the Cassiar Road.

Some 122 mobile units were also added to the system.

Increasing use of the radio system is being made by headquarters branches, such as Construction, Location, Traffic, and Materials Branches, due to the greatly increased efficiency noted in both time and mileage effected with rapid communication.

Preliminary development work was undertaken on an automatic self-contained repeater with a six months' supply of fuel and no moving parts which may be placed on remote sites by helicopter as a complete working unit.

Co-operation continued with other departments and agencies, and sharing of radio-sites developed by this Department now includes the Royal Canadian Mounted Police, Forest Service, B.C. Telephone, Canadian National Railways, British Columbia Hydro and Power Commission, and West Kootenay Power and Light Company.

INSURANCE AND SAFETY

(J. A. Lonsbury, Insurance and Safety Officer)

The number and cost of traffic accidents involving Government vehicles were as follows:—

Total number of accidents		534[1]
Number of claims in which we recovered our repair costs	84=	$10,473.95
Recoveries pending	19=	6,105.41
Total		$16,579.36
Number of property damage claims in which we paid out	100=	$20,593.87
Number of bodily injury claims in which we paid out	6=	492.54
Various claims pending	17=	5,776.35
Total		$26,862.76

[1] In 1961/62 there were 539 accidents.

Motor-vehicles Involved in Accidents
(1961/62 figures in parentheses.)

Department	Number of Accidents	Number of Vehicles	Percentage of Vehicles	Percentage of Accidents
Agriculture	14 (6)	97 (94)	2.1 (2.2)	2.6 (1.1)
Attorney-General	24 (19)	148 (146)	3.3 (3.4)	4.5 (3.5)
Finance	8 (6)	74 (73)	1.6 (1.7)	1.5 (1.1)
Forest Service	94 (106)	958 (918)	21.1 (21.5)	17.5 (19.6)
Health Services and Hospital Insurance	43 (42)	203 (200)	4.5 (4.7)	8.0 (7.8)
Highways	267 (278)	2,280 (2,145)	50.3 (50.2)	49.7 (51.4)
Lands and Water Resources	4 (2)	120 (84)	2.6 (2.0)	0.8 (0.4)
Public Works	16 (6)	64 (60)	1.4 (1.4)	2.8 (1.1)
Recreation and Conservation	33 (36)	262 (257)	5.8 (6.0)	6.2 (6.6)
Social Welfare	12 (14)	109 (103)	2.4 (2.4)	2.3 (2.6)
All others	22 (26)	220 (193)	4.9 (4.5)	4.1 (4.8)
Totals	537[1] (541)	4,535 (4,273)	100.0 (100.0)	100.0 (100.0)

[1] Three accidents occurred involving vehicles of two departments.

Total assessments (158) recommended, $2,370.

Comparison by Years of Claims Paid by the Government

1959/60	$37,891.00	1961/62	$23,177.00[2]
1960/61	33,678.00[1]	1962/63	21,086.00[3]

[1] One claim pending. [2] Four claims pending. [3] Seventeen claims pending.

Damages Recovered by the Government

1959/60	$15,245.00	1961/62	$16,421.00[2]
1960/61	14,832.00[1]	1962/63	10,474.00[3]

[1] Two claims pending. [2] Five claims pending. [3] Nineteen claims pending.

Damage Cost

Estimated damage to Government vehicles	$77,232.00
Less damage recovered or pending	16,579.00
Net cost to repair Government damage	$60,653.00
Add third-party claims paid or pending	26,863.00
Estimated total damage cost resulting from accidents	$87,516.00
Estimated total damage cost resulting from accidents, 1961/62	86,740.00

Totals for all types of claims processed through this office: Recovered, $76,097; paid out, $56,055.

Premiums Paid for Insurance Placed during 1962/63

Department of Highways	$51,618.51
British Columbia Toll Highways and Bridges Authority	293,629.85
All other departments	49,565.19
Total	$394,813.55

Safety Promotion

More and more emphasis has been placed on safety throughout the Department. The Headquarters Safety Committee has held regular monthly meetings, as have the district committees. Close co-operation has existed between the Civil Service Commission (Co-ordinator of Accident Prevention) and the Department.

The type and wearing of hard hats have been standardized, and signal paddles substituted for flags. Also, red vests are now supplied for survey crews, patching crews, etc.

There were eight fatal accidents in the reporting year. Two of these were in an aircraft, one by drowning, one from over-exertion, three involved motor-vehicles, and one from a tree sprung from tension of telephone wires. Of the three which involved motor-vehicles, one employee was struck by a private automobile, one was caught between two Departmental trucks, and one was trapped by a scraper which overturned.

The Interdepartmental Safety Committee met in 16 meetings and examined reports of 534 accidents, making recommendations of assessments in 158 of these.

The Chairman expresses appreciation to the members for their assistance during the year.

F. A. MacLean,
Services Engineer.

REPORT OF THE PERSONNEL OFFICER

SAFETY

The executive of the Department organized an extensive safety campaign aimed at substantially reducing accident frequency. Results were immediate, and we look forward to continued and improved efficiency in this field.

The Headquarters Central Safety Committee is composed of the following: Chairman—Mr. F. A. MacLean, Assistant Deputy Minister; Secretary—Mr. J. A. Lonsbury, Insurance and Safety Officer; members—Mr. J. A. Dennison, Senior Maintenance Engineer, and Mr. H. C. Davies, Personnel Officer. Regional Safety Officers are as follows: Region No. 1—Mr. P. B. MacCarthy, District Engineer, Courtenay; Region No. 2—Mr. I. J. Stewart, District Engineer, Revelstoke; Region No. 3—Mr. A. R. Irving, Regional Mechanical Superintendent, Nelson; Region No. 4—Mr. A. R. Limacher, Regional Office Manager, Prince George.

APPOINTMENTS

Mr. F. A. MacLean was promoted from the position of Services Engineer to Assistant Deputy Minister on October 1, 1962.

EXAMINATIONS

In order to completely validate our engineering aide examination, a Departmental handbook is being prepared. All material for examinations will be derived from this source.

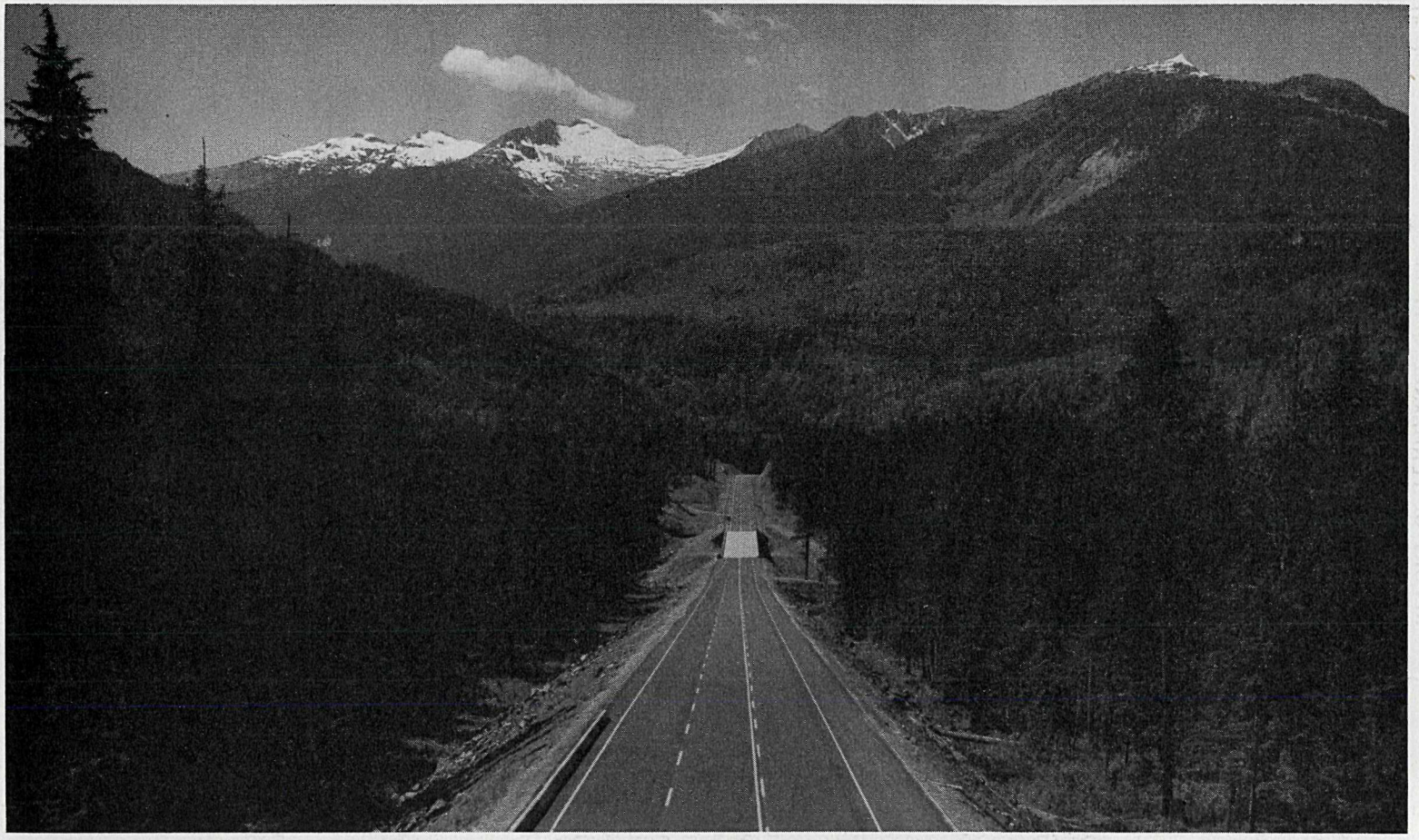
MAIL

Incoming recorded correspondence totalled 9,089; outgoing, 6,322.

APPLICATIONS

A total of 1,087 applications was received, processed, and acknowledged.

H. C. Davies,
Personnel Officer.



Trans-Canada Highway, Rogers Pass section.

TENDERS RECEIVED AND CONTRACTS AWARDED, FISCAL YEAR 1962/63

HIGHWAYS

Description of Work and Names of Tenderers	Amount of Tenders at Unit Rates Based on Estimated Quantities	Remarks
Project No. 908—Southern Trans-Provincial Highway, Reconstruction, Crowsnest–Summit Lake (1.33 Miles):		
Emil Anderson Construction Co. Ltd.	$383,793.00	Awarded.
W. C. Arnett & Co. Ltd.	423,073.00	
Square M Construction Ltd. and Coleman Collieries Ltd.	465,513.00	
General Construction Co. Ltd.	494,169.00	
P. F. Law Construction Ltd.	520,537.34	
View Construction Co. Ltd.	554,805.00	
Bedford Construction Co. Ltd.	596,313.00	
Mannix Co. Ltd.	597,239.00	
Dawson, Wade & Co. Ltd.	626,184.20	
Project No. 1258—Trans-Canada Highway, Reconstruction, Alexandra North (2.05 Miles):		
Bedford Construction Co., Ltd.	1,246,472.00	Awarded.
Emil Anderson Construction Co. Ltd. and Highway Construction Co. Ltd.	1,397,659.50	
General Construction Co. Ltd.	1,404,044.00	
McNamara Construction Western Ltd.	1,521,781.00	
Dawson, Wade & Co. Ltd.	1,696,620.30	
Peter Kiewit Sons Co. of Canada Ltd.	1,723,913.25	
Project No. 1260—Trans-Canada Highway, Reconstruction, China Bar–Hells Gate (2.66 Miles):		
Peter Kiewit Sons Co. of Canada Ltd.	2,136,027.00	Awarded.
General Construction Co. Ltd.	2,151,775.00	
McNamara Construction Western Ltd.	2,312,367.95	
Emil Anderson Construction Co. Ltd. and Highway Construction Co. Ltd.	2,317,034.00	
Bedford Construction Co. Ltd.	2,392,059.00	
Dawson, Wade & Co. Ltd.	2,493,770.36	
Project No. 1269—Deas Tunnel Throughway, Construction, G.N.R. Overpass Approach Embankments (0.41 Mile):		
Western Paving Ltd.	82,130.00	Awarded.
Dawson, Wade & Co. Ltd.	93,115.00	
B.C. Bridge & Dredging Co. Ltd. and United Contractors Ltd.	99,182.50	
McPhail's Construction Co. Ltd.	112,156.50	
Tide Bay Dredging Co. Ltd.	123,050.00	
Peter Kiewit Sons Co. of Canada Ltd.	127,210.00	
Breaks Bros. Construction Co. Ltd.	137,280.00	
Project No. 1279—North Thompson Highway, Reconstruction, Little Fort–Black Pool (10.83 Miles):		
New West Construction Co. Ltd.	1,076,848.00	Awarded.
W. C. Arnett & Co. Ltd.	1,189,840.25	
Ben Ginter Construction Co. Ltd.	1,321,333.50	
Square M Construction Ltd. and Coleman Collieries Ltd.	1,322,105.00	
Emil Anderson Construction Co. Ltd.	1,342,044.00	
General Construction Co. Ltd.	1,364,774.00	
Peter Kiewit Sons Co. of Canada Ltd.	1,377,365.00	
P. F. Law Construction Ltd.	1,381,260.60	
Premior Construction Co. (1962) Ltd.	1,403,175.90	
Dawson, Wade & Co. Ltd.	1,419,687.90	
Bedford Construction Co. Ltd.	1,461,079.00	
Piggott Construction Ltd.	1,597,438.00	
A. C. McEachern Ltd.	1,628,093.60	
Project No. 1283 — Kootenay–Columbia Highway, Reconstruction, Windermere–Dutch Creek (12.83 Miles):		
General Construction Co. Ltd.	766,100.00	Awarded.
Premier Construction Co. (1962) Ltd.	835,941.50	
P. F. Law Construction Ltd.	856,072.35	
New West Construction Co. Ltd. and George Ludwig Ltd.	859,250.50	
W. C. Arnett & Co. Ltd.	880,419.00	
Mid-West Construction Ltd.	883,160.00	
Peter Kiewit Sons Co. of Canada Ltd.	936,689.50	
Emil Anderson Construction Co. Ltd.	986,569.00	
Dawson, Wade & Co. Ltd.	1,074,258.05	
Mannix Co. Ltd.	1,170,073.00	
McNamara Construction Western Ltd.	1,258,048.00	

HIGHWAYS—*Continued*

Description of Work and Names of Tenderers	Amount of Tenders at Unit Rates Based on Estimated Quantities	Remarks
Project No. 1285—Rossland–Sheep Lake Highway, Construction, Rossland–Sheep Lake, Section 2 (6.31 Miles):		
Emil Anderson Construction Co. Ltd.	$519,686.00	Awarded.
P. F. Law Construction Ltd.	524,504.00	
View Construction Co. Ltd.	569,404.00	
Square M Construction Ltd. and Coleman Collieries Ltd.	619,283.58	
United Contractors Ltd.	630,727.00	
Bedford Construction Co. Ltd.	633,452.80	
W. C. Arnett & Co. Ltd.	662,092.00	
Mannix Co. Ltd.	664,466.00	
Dawson, Wade & Co. Ltd.	717,420.40	
Project No. 1286—Northern Trans-Provincial Highway, Reconstruction, Tibbets Creek–Priestly Overhead (6.21 Miles):		Clearing and grubbing not included.
Peter Kiewit Sons Co. of Canada Ltd.	503,589.60	Awarded.
Ben Ginter Construction Co. Ltd.	539,689.60	
Interior Constracting Co. Ltd.	568,175.00	
P. F. Law Construction Ltd.	609,151.00	
Project No. 1287—Kootenay–Columbia Highway, Reconstruction, Canal Flats–Skookumchuck (15.44 Miles):		Clearing and grubbing not included.
P. F. Law Construction Ltd.	770,505.80	Awarded.
Emil Anderson Construction Co. Ltd.	778,995.00	
View Construction Co. Ltd.	791,339.00	
Dawson, Wade & Co. Ltd.	807,323.40	
W. C. Arnett & Co. Ltd.	860,784.00	
Peter Kiewit Sons Co. of Canada Ltd.	865,483.00	
General Construction Co. Ltd.	911,792.00	
Mannix Co. Ltd.	999,564.00	
United Contractors Ltd.	1,111,211.00	
Tide Bay Dredging Co. Ltd.	1,208,393.50	
Project No. 1288—Northern Trans-Provincial Highway, Reconstruction, Lot 5181–Usk (8.07 Miles):		Clearing and grubbing not included.
Peter Kiewit Sons Co. of Canada Ltd.	911,534.00	Awarded.
W. C. Arnett & Co. Ltd.	947,619.00	
Ben Ginter Construction Co. Ltd.	949,033.50	
Dawson, Wade & Co. Ltd.	995,589.40	
Bedford Construction Co., Ltd.	1,063,405.00	
General Construction Co. Ltd.	1,098,309.00	
Square M Construction Ltd. and Coleman Collieries Ltd.	1,196,377.64	
Mannix Co. Ltd.	1,220,498.00	
Project No. 1289—Northern Trans-Provincial Highway, Reconstruction, Perow–Lot 1167 (9.46 Miles):		
McPhail's Construction Co. Ltd.	888,895.20	Awarded.
Ben Ginter Construction Co. Ltd.	923,622.00	
W. C. Arnett & Co. Ltd.	954,691.50	
Emil Anderson Construction Co. Ltd.	998,237.00	
Peter Kiewit Sons Co. of Canada Ltd.	1,028,975.00	
Square M Construction Ltd. and Coleman Collieries Ltd.	1,049,362.70	
Bedford Construction Co. Ltd.	1,196,284.80	
Dawson, Wade & Co. Ltd.	1,199,770.50	
McNamara Construction Western Ltd.	1,453,580.00	
Project No. 1290—Northern Trans-Provincial Highway, Construction, Crescent Spur–West Twin Creek (12.39 Miles):		
Square M Construction Ltd. and Coleman Collieries Ltd.	819,866.90	Awarded.
Bedford Construction Co. Ltd.	824,150.30	
Ben Ginter Construction Co. Ltd.	931,099.60	
Dawson, Wade & Co. Ltd.	1,078,878.10	
Peter Kiewit Sons Co. of Canada Ltd.	1,149,111.50	
W. C. Arnett & Co. Ltd.	1,162,550.80	
Project No. 1291—Northern Trans-Provincial Highway, Reconstruction, Copper (Zymoetz) River Bridge Approaches (3.16 Miles):		
Dawson, Wade & Co. Ltd.	597,825.80	Awarded.
Peter Kiewit Sons Co. of Canada Ltd.	363,421.00	
Ben Ginter Construction Co. Ltd.	644,199.00	
Square M Construction Ltd. and Coleman Collieries Ltd.	746,081.92	
Bedrock Granby Contractors Ltd.	781,198.00	

HIGHWAYS—*Continued*

Description of Work and Names of Tenderers	Amount of Tenders at Unit Rates Based on Estimated Quantities	Remarks
Project No. 1294—Trans-Canada Highway, Reconstruction, Yoho Bridge Approaches (0.64 Mile):		
W. C. Arnett & Co. Ltd.	$301,036.00	Awarded.
Dawson, Wade & Co. Ltd.	350,997.50	
Peter Kiewit Sons Co. of Canada Ltd.	393,335.50	
Bedford Construction Co. Ltd.	419,932.00	
Square M Construction Ltd. and Coleman Collieries Ltd.	489,135.00	
General Construction Co. Ltd.	511,585.00	
McNamara Construction Western Ltd.	547,354.00	
Mannix Co. Ltd.	549,587.00	
Project No. 1337—Kootenay-Columbia Highway, Reconstruction, Dutch Creek-Canal Flats (12.50 Miles):		
General Construction Co. Ltd.	911,236.00	Awarded.
United Contractors Ltd.	928,357.50	
Dawson, Wade & Co. Ltd.	1,017,959.78	
W. C. Arnett & Co. Ltd.	1,041,594.50	
View Construction Co. Ltd.	1,109,124.50	
Emil Anderson Construction Co. Ltd.	1,224,142.00	
P. F. Law Construction Ltd.	1,253,548.20	
Peter Kiewit Sons Co. of Canada Ltd.	1,299,772.00	
Project No. 1338—Kootenay-Columbia Highway, Reconstruction, Sinclair Canyon-Radium-Lot 8208 (3.28 Miles), and Radium-Banff Highway, Radium Junction-Kootenay Park Gate (0.75 Mile):		
United Contractors Ltd.	573,573.60	Awarded.
View Construction Co. Ltd.	594,092.20	
W. C. Arnett & Co. Ltd.	599,770.00	
New West Construction Co. Ltd.	649,175.00	
Peter Kiewit Sons Co. of Canada Ltd.	674,141.00	
General Construction Co. Ltd.	732,398.00	
McNamara Construction Western Ltd. and North American Road Ltd.	740,665.50	
Dawson, Wade & Co. Ltd.	742,519.10	
Emil Anderson Construction Co. Ltd.	759,899.00	
Square M Construction Ltd. and Coleman Collieries Ltd.	799,090.16	
Project No. 1341—Rossland-Sheep Lake Highway, Construction, Rossland-Sheep Lake, Section 3 (6.05 Miles):		
P. F. Law Construction Ltd.	819,957.70	Awarded.
View Construction Co. Ltd.	821,764.20	
Emil Anderson Construction Co. Ltd.	924,295.00	
Peter Kiewit Sons Co. of Canada Ltd.	948,609.00	
Square M Construction Ltd. and Coleman Collieries Ltd.	994,992.00	
Bedford Construction Co. Ltd.	966,999.40	
W. C. Arnett & Co. Ltd.	1,026,016.00	
McNamara Construction Western Ltd.	1,039,701.00	
Dawson Construction Ltd.	1,073,117.70	
General Construction Co. Ltd.	1,130,496.50	

PAVING

Description of Work and Names of Tenderers	Amount of Tenders at Unit Rates Based on Estimated Quantities	Remarks
Project No. S-4561—Southern Trans-Provincial Highway, McRae Creek–Mitchener Creek (5.5 Miles):		Bituminous plant-mix pavement.
Marwell Paving Co. Ltd.	$178,545.00	Awarded.
Dawson, Wade & Co. Ltd.	179,626.88	
Mannix Co. Ltd.	198,910.00	
Midvalley Construction Ltd.	205,693.00	
Peter Kiewit Sons Co. of Canada Ltd.	227,520.00	
Project No. S-0162—Sunshine Coast Highway, South Boundary of Powell River to Mile 6.4 South (6.4 Miles):		Bituminous plant-mix pavement.
General Construction Co. Ltd.	153,400.00	Awarded.
Dawson, Wade & Co. Ltd.	157,667.40	
Columbia Bitulithic Ltd.	158,698.00	
E. R. Taylor Construction Co. Ltd.	185,854.00	
Peter Kiewit Sons Co. of Canada Ltd.	209,050.00	
Project No. S-0262—Yale Road (Old Trans-Canada Highway), Cottonwood Corner–East Boundary of City of Chilliwack (3.1 Miles):		Bituminous plant-mix pavement.
Columbia Bitulithic Ltd.	36,660.00	Awarded.
R. & E. Crushing & Contracting Co. Ltd.	45,285.00	
Dawson, Wade & Co. Ltd.	45,795.00	
Midvalley Construction Ltd.	57,495.00	
Project No. S-2162—Southern Trans-Provincial Highway, Sumallo Lodge–Skaist Creek (13.01 Miles):		Bituminous plant-mix pavement.
Perini Pacific Ltd.	234,652.00	Awarded.
Columbia Bitulithic Ltd.	238,495.00	
General Construction Co. Ltd.	239,858.50	
Peter Kiewit Sons Co. of Canada Ltd.	263,497.50	
Dawson, Wade & Co. Ltd.	268,702.50	
City Construction Co. Ltd.	291,140.71	
Marwell Paving Co. Ltd.	313,990.00	
Project No. S-2362—Okanagan Highway, Kelowna–Peachland Sections (15.9 Miles):		Bituminous plant-mix pavement, including 3.8 miles on old Okanagan Highway and frontage roads.
General Construction Co. Ltd.	131,678.00	Awarded.
Columbia Bitulithic Ltd.	138,802.00	
Western Paving Ltd.	145,040.00	
Dawson, Wade & Co. Ltd.	145,774.60	
City Construction Co. Ltd.	154,746.17	
Perini Pacific Ltd.	158,111.00	
Poole Engineering (1958) Ltd.	162,100.00	
Peter Kiewit Sons Co. of Canada Ltd.	176,187.00	
Midvalley Construction Ltd.	188,147.00	
McNamara Construction Western Ltd.	208,624.00	
Project No. S-2462—Okanagan Highway, Kelowna–Woods Lake Sections (13.6 Miles):		Bituminous plant-mix pavement.
General Construction Co. Ltd.	118,870.00	Awarded.
Columbia Bitulithic Ltd.	119,996.00	
Dawson, Wade & Co. Ltd.	129,827.20	
Peter Kiewit Sons Co. of Canada Ltd.	137,395.00	
Poole Engineering (1958) Ltd.	138,328.00	
Perini Pacific Ltd.	147,347.00	
Western Paving Ltd.	148,020.00	
City Construction Co. Ltd.	150,763.97	
Midvalley Construction Ltd.	170,246.12	
McNamara Construction Western Ltd.	178,720.00	
Project No. S-4162—Southern Trans-Provincial Highway, Gray Creek–Boswell (12.6 Miles):		Bituminous plant-mix pavement.
City Construction Co. Ltd.	129,446.03	Awarded.
Mannix Co. Ltd.	145,614.00	
Marwell Paving Co. Ltd.	151,279.00	
Dawson, Wade & Co. Ltd.	155,366.00	
Peter Kiewit Sons Co. of Canada Ltd.	194,130.00	

PAVING—*Continued*

Description of Work and Names of Tenderers	Amount of Tenders at Unit Rates Based on Estimated Quantities	Remarks
Project No. S-4262—Cranbrook District Sections (16.4 Miles):		Bituminous plant-mix pavement: Mile 1.2 to Mile 7.6 (6.4 miles) east of Fort Steele Junction (S.T.P.H.); C.M. & S. Overhead Trestle at Kimberley to Mile 10.0 north (Kootenay–Columbia Highway).
Tollestrup Construction Co. Ltd.	$128,304.00	Awarded.
Marwell Paving Co. Ltd.	128,690.00	
Dawson, Wade & Co. Ltd.	135,644.00	
Peter Kiewit Sons Co. of Canada Ltd.	141,660.00	
City Construction Co. Ltd.	145,408.63	
Project No. S-6162—Cariboo Highway, Dog Prairie–Quesnel (10.2 Miles):		Bituminous plant-mix pavement.
General Construction Co. Ltd.	155,552.90	Awarded.
Columbia Bitulithic Ltd.	157,024.00	
City Construction Co. Ltd.	163,043.35	
Dawson, Wade & Co. Ltd.	165,036.10	
Western Paving Ltd.	170,091.00	
Poole Engineering (1958) Ltd.	172,007.00	
Peter Kiewit Sons Co. of Canada Ltd.	178,542.50	
Perini Pacific Ltd.	190,925.00	
Mannix Co. Ltd.	194,215.00	
Project No. S-6362—John Hart Highway, Parsnip River Bridge–P.G.E. Railway Crossing (16.6 Miles):		Bituminous plant-mix pavement, approximately Mile 99 to Mile 115.6 from Prince George.
Dawson, Wade & Co. Ltd.	191,953.80	Awarded.
General Construction Co. Ltd.	192,582.00	
Columbia Bitulithic Ltd.	209,029.00	
Poole Engineering (1958) Ltd.	235,300.00	
Gibbs Construction Co. Ltd.	239,871.00	
Peter Kiewit Sons Co. of Canada Ltd.	241,215.00	
Perini Pacific Ltd.	279,577.00	
Project No. S-6562—John Hart Highway, Chetwynd East and West (11.5 Miles):		Bituminous plant-mix pavement.
Dawson, Wade & Co. Ltd.	133,211.90	Awarded.
Columbia Bitulithic Ltd.	134,190.50	
General Construction Co. Ltd.	137,225.00	
Peter Kiewit Sons Co. of Canada Ltd.	144,541.00	
Poole Engineering (1958) Ltd.	145,680.50	
Gibbs Construction Co. Ltd.	148,342.00	
Chas. Shannon Co.	167,470.00	
Perini Pacific Ltd.	183,493.00	
Project No. S-6662—Prince Rupert to Port Edward (11.6 Miles):		Bituminous plant-mix pavement: Prince Rupert arterial and east to Port Edward Junction (8.6 miles) (N.T.P.H.); Port Edward Junction to Port Edward (3.0 miles).
Peter Kiewit Sons Co. of Canada Ltd.	216,975.00	Awarded.
Columbia Bitulithic Ltd.	284,643.30	
General Construction Co. Ltd.	292,226.52	
Dawson, Wade & Co. Ltd.	339,412.65	
City Construction Co. Ltd.	356,475.17	

PAVING—*Continued*

Description of Work and Names of Tenderers	Amount of Tenders at Unit Rates Based on Estimated Quantities	Remarks
Project No. S-8462 — Trans-Canada Highway, Springbrook Road–Mount Lehman Road (10.32 Miles):		Bituminous plant-mix pavement, four lanes.
Columbia Bitulithic Ltd.	$254,905.00	Awarded.
Dawson, Wade & Co. Ltd.	256,827.80	
General Construction Co. Ltd.	272,604.00	
Perini Pacific Ltd.	273,986.00	
Peter Kiewit Sons Co. of Canada Ltd.	316,400.00	
Marwell Paving Co. Ltd.	326,705.00	
Linvan Gravel & Supply Ltd.	330,692.00	
Mannix Co. Ltd.	378,443.00	
Project No. S-8762—Trans-Canada Highway, Fraser Canyon Sections (4.9 Miles):		Bituminous plant-mix pavement: Sailor Bar Slide (0.54 mile), Fraser River–Alexandra Lodge (2.50 miles), Hells Gate Tunnel (0.42 mile), China Bar Bluffs (1.13 miles), Anderson River Bridge approaches (0.31 mile).
Columbia Bitulithic Ltd.	58,970.00	Awarded.
Dawson, Wade & Co. Ltd.	68,815.00	
Midvalley Construction Ltd.	77,834.00	
General Construction Co. Ltd.	102,805.00	
Project No. 8862 — Trans-Canada Highway, Drynoch Slide and Spences Bridge By-pass Sections (3.85 Miles):		Bituminous plant-mix pavement: Drynoch Slide (2.05 miles), Spences Bridge By-pass (1.80 miles).
Midvalley Construction Ltd.	58,725.00	Awarded.
Columbia Bitulithic Ltd.	63,485.00	
Dawson, Wade & Co. Ltd.	64,543.90	
Perini Pacific Ltd.	82,775.00	
General Construction Co. Ltd.	89,725.00	
Project No. S-8962—Trans-Canada Highway, Rogers–Quartz Creek (8.27 Miles):		Bituminous plant-mix pavement.
McNamara Construction Western Ltd.	224,346.00	Awarded.
City Construction Co. Ltd.	241,658.45	
Dawson, Wade & Co. Ltd.	253,482.50	
Perini Pacific Ltd.	266,433.00	
Peter Kiewit Sons Co. of Canada Ltd.	289,910.00	
Poole Engineering (1958) Ltd.	294,885.00	
Marwell Paving Co. Ltd.	296,300.00	
Columbia Bitulithic Ltd.	317,140.00	
Project No. S-9062—Trans-Canada Highway, Donald–Quartz Creek (12.63 Miles):		Bituminous plant-mix pavement.
Dawson, Wade & Co. Ltd.	304,269.25	Awarded.
Columbia Bitulithic Ltd.	305,685.00	
Perini Pacific Ltd.	314,195.00	
Mannix Co. Ltd.	329,379.00	
City Construction Co. Ltd.	333,218.60	
Poole Engineering (1958) Ltd.	342,610.00	
Marwell Paving Co. Ltd.	358,612.50	
Peter Kiewit Sons Co. of Canada Ltd.	360,625.00	
New West Construction Co. Ltd.	366,191.00	
General Construction Co. Ltd.	370,362.25	
McNamara Construction Western Ltd.	386,383.00	
Project No. S-9162—Trans-Canada Highway, Yoho Park Gate–Park Bridge (7.21 Miles):		Bituminous plant-mix pavement.
Columbia Bitulithic Ltd.	132,015.00	Awarded.
Marwell Paving Co. Ltd.	149,580.00	
Mannix Co. Ltd.	158,492.00	
Dawson, Wade & Co. Ltd.	162,067.00	
Poole Engineering (1958) Ltd.	176,450.00	
Peter Kiewit Sons Co. of Canada Ltd.	195,040.00	
City Construction Co. Ltd.	198,558.42	
General Construction Co. Ltd.	212,927.00	

BRIDGES, FERRIES, AND FERRY-LANDINGS

Description of Work and Names of Tenderers	Amount of Tenders at Unit Rates Based on Estimated Quantities	Remarks
Bridge Project No. 22—Contract No. 13, Steel Fences for Divers Highway Bridges:		
Coast Steel Fabricators Ltd.	$35,501.66	Awarded.
Dominion Bridge Co. Ltd. (Vancouver Branch)	36,229.00	
Tryson & Son Iron Works Ltd.	36,843.00	
Brittain Steel Fabricators Ltd.	37,618.82	
Gilchrist Engineering & Sales Ltd.	38,570.00	
A.I.M. Steel Ltd.	40,674.02	
Royal City Welding & Iron Works Ltd.	40,813.20	
Surrey Ironworks Ltd.	42,630.00	
Bridge Project No. 183—Contract No. 3, Construction of Deck and Erection of Fence, Alexandra Bridge, Trans-Canada Highway, in Yale Electoral District:		
Narod Construction Ltd.	109,684.00	Awarded.
Vancouver Pile Driving & Contracting Co. Ltd.	128,640.00	
Smith Bros. & Wilson Ltd.	132,803.50	
Marpole Construction Co. Ltd.	186,480.00	
Interior Contracting Co. Ltd.	211,430.00	
Bridge Project No. 212—Contract No. 2, Fabrication and Erection of Steel Superstructure, Fraser River Bridge, Cariboo Highway, in Fort George Electoral District (near Prince George):		
Dominion Bridge Co. Ltd.	1,034,369.87	Awarded.
Western Bridge Division of Canada Iron Foundries Ltd.	1,047,688.70	
A.I.M. Steel Ltd.	1,147,382.78	
Bridge Project No. 325—Contract No. 3, Thompson River Crossing at Spences Bridge, Construction of Light-weight Concrete Deck, Yale Electoral District:		
C. E. Barker Ltd.	81,440.00	Awarded.
Astra Construction Co.	81,681.00	
Jarvis Construction Co. Ltd.	84,737.40	
Vancouver Pile Driving & Contracting Co. Ltd.	86,519.20	
Narod Construction Ltd.	88,485.88	
Bridge Project No. 329 — Contract No. 1, General, Trans-Canada Highway, Hope Overhead Crossing, Yale Electoral District:		
D. J. Manning Construction Ltd.	46,551.00	Awarded.
Narod Construction Ltd.	49,700.59	
Vancouver Pile Driving & Contracting Co. Ltd.	51,525.00	
Chapman-Long Construction Ltd.	53,162.00	
Marpole Construction Co. Ltd.	55,918.00	
Mainland Installations Ltd.	57,012.00	
Emil Anderson Construction Co. Ltd.	62,926.00	
Bridge Project No. 329—Contract No. 2, Fabrication and Erection of Structural Steelwork, Trans-Canada Highway, Hope Overhead Crossing, Yale Electoral District:		
Dominion Bridge Co. Ltd. (Vancouver Branch)	62,778.50	Awarded.
Western Bridge Division of Canada Iron Foundries Ltd.	66,047.50	
Brittain Steel Fabricators Ltd.	66,792.10	
A.I.M. Steel Ltd.	67,452.32	
Royal City Welding & Iron Works Ltd.	68,800.45	
Bridge Project No. 335—Contract No. 3, Jack McDonald Shed Intake Structure, Trans-Canada Highway Avalanche Sheds, Revelstoke Electoral District:		
Astra Construction Co. Ltd.	23,971.00	Awarded.
John Laing & Son (Canada) Ltd.	33,009.00	
Bridge Project No. 381—Contract No. 1, General, Hazelton Overhead Crossing, Northern Trans-Provincial Highway, Skeena (East) Electoral District:		
D. J. Manning Construction Ltd.	39,012.00	Awarded.
Poole Engineering (1958) Ltd.	40,411.30	
Bedford Construction Co. Ltd.	47,939.26	
Benray Bridge Co. Ltd.	54,832.50	
Bridge Project No. 381—Contract No. 2, Fabrication and Erection of Structural Steelwork, Hazelton Overhead Crossing, Northern Trans-Provincial Highway, Skeena (East) Electoral District:		
Brittain Steel Fabricators Ltd.	45,102.99	Awarded.
Western Bridge Division of Canada Iron Foundries Ltd.	45,810.90	
Dominion Bridge Co. Ltd.	49,672.00	
A.I.M. Steel Ltd.	49,807.07	

BRIDGES, FERRIES, AND FERRY-LANDINGS—*Continued*

Description of Work and Names of Tenderers	Amount of Tenders at Unit Rates Based on Estimated Quantities	Remarks
Bridge Project No. 401—Peace River Bridge, Removal of Debris of Old Bridge Piers, North Peace River Electoral District:		Lump-sum contract.
Square M Construction Ltd. and Coleman Collieries Ltd.	$20,500.00	Awarded.
North American Road Ltd.	74,000.00	
Vancouver Pile Driving & Contracting Co. Ltd.	77,744.00	
Bridge Project No. 402—Contract No. 1, General, Creston–Porthill No. 2 Bridge, Creston–Porthill Highway, Nelson-Creston Electoral District:		
Northern Construction Co. and J. W. Stewart Ltd.	21,847.00	Awarded.
Astra Construction Co. Ltd.	24,938.20	
Adams, Berg & Griffith Contractors Ltd.	26,468.20	
Benray Bridge Co. Ltd.	29,405.00	
Poole Construction Co. Ltd.	31,654.50	
Bridge Project No. 402—Contract No. 2, Fabrication of Structural Steelwork, Creston–Porthill No. 2 Bridge, Creston–Porthill Highway, Nelson-Creston Electoral District:		
Brittain Steel Fabricators Ltd.	13,995.20	Awarded.
Dominion Bridge Co. Ltd.	14,246.97	
A.I.M. Steel Ltd.	14,271.86	
Western Bridge Division of Canada Iron Foundries Ltd.	14,289.00	
Bridge Project No. 404—Contract No. 1, General, Christina Creek Bridge, Southern Trans-Provincial Highway, Grand Forks-Greenwood Electoral District:		
Kenyon & Co. Ltd.	51,570.92	Awarded.
Vancouver Pile Driving & Contracting Co. Ltd.	52,767.80	
G. E. Baynes Contractors Ltd.	60,484.50	
Con-Bridge Ltd.	60,998.50	
Interior Contracting Co. Ltd.	61,629.85	
Benray Bridge Co. Ltd.	64,493.60	
Northern Construction Co. and J. W. Stewart Ltd.	65,970.00	
Astra Construction Co. Ltd.	75,314.60	
Poole Construction Co. Ltd.	83,377.90	
Bridge Project No. 404—Contract No. 2, Fabrication and Erection of Structural Steelwork, Christina Creek Bridge, Southern Trans-Provincial Highway, Grand Forks-Greenwood Electoral District:		
A.I.M. Steel Ltd.	70,321.50	Awarded.
Dominion Bridge Co. Ltd. (Vancouver Branch)	72,081.00	
Western Bridge Division of Canada Iron Foundries Ltd.	72,854.60	
Bridge Project No. 405—Latimer Road, Carvolth Road, Glover Road, and Livingstone Road Underpasses, Trans-Canada Highway, Delta Electoral District:		
Grimwood Construction Co. Ltd.	184,326.92	Awarded.
Narod Construction Ltd.	192,232.24	
Vancouver Pile Driving & Contracting Co. Ltd.	198,823.70	
Biely Construction Co. Ltd.	199,353.11	
Hans Mordhorst Ltd.	218,060.69	
John Laing & Son (Canada) Ltd.	221,329.91	
Richmond Sand & Gravel Ltd.	224,580.50	
Bridge Project No. 406—Johnston Road, Pike Road, and Clover Valley Road Underpasses and Fly-over at Hjorth Road, Trans-Canada Highway, Delta Electoral District:		
Grimwood Construction Co. Ltd.	149,258.50	Awarded.
John Laing & Son (Canada) Ltd.	153,139.25	
Narod Construction Ltd.	153,752.40	
Biely Construction Co. Ltd.	155,623.83	
Richmond Sand & Gravel Ltd.	159,666.00	
G. E. Baynes Contractors Ltd.	171,443.00	
Bridge Project No. 409—Contract No. 1, General, Cedar Creek Bridge, Nelson–Kaslo Highway, Kaslo-Slocan Electoral District:		
P. F. Law Construction Ltd.	38,980.59	Awarded.
D. J. Manning Construction Ltd.	46,679.64	
Benray Bridge Co. Ltd.	47,033.72	
Kenyon & Co. Ltd.	49,194.58	
Marpole Construction Co. Ltd.	52,951.13	
Interior Contracting Co. Ltd.	61,684.62	

BRIDGES, FERRIES, AND FERRY-LANDINGS—*Continued*

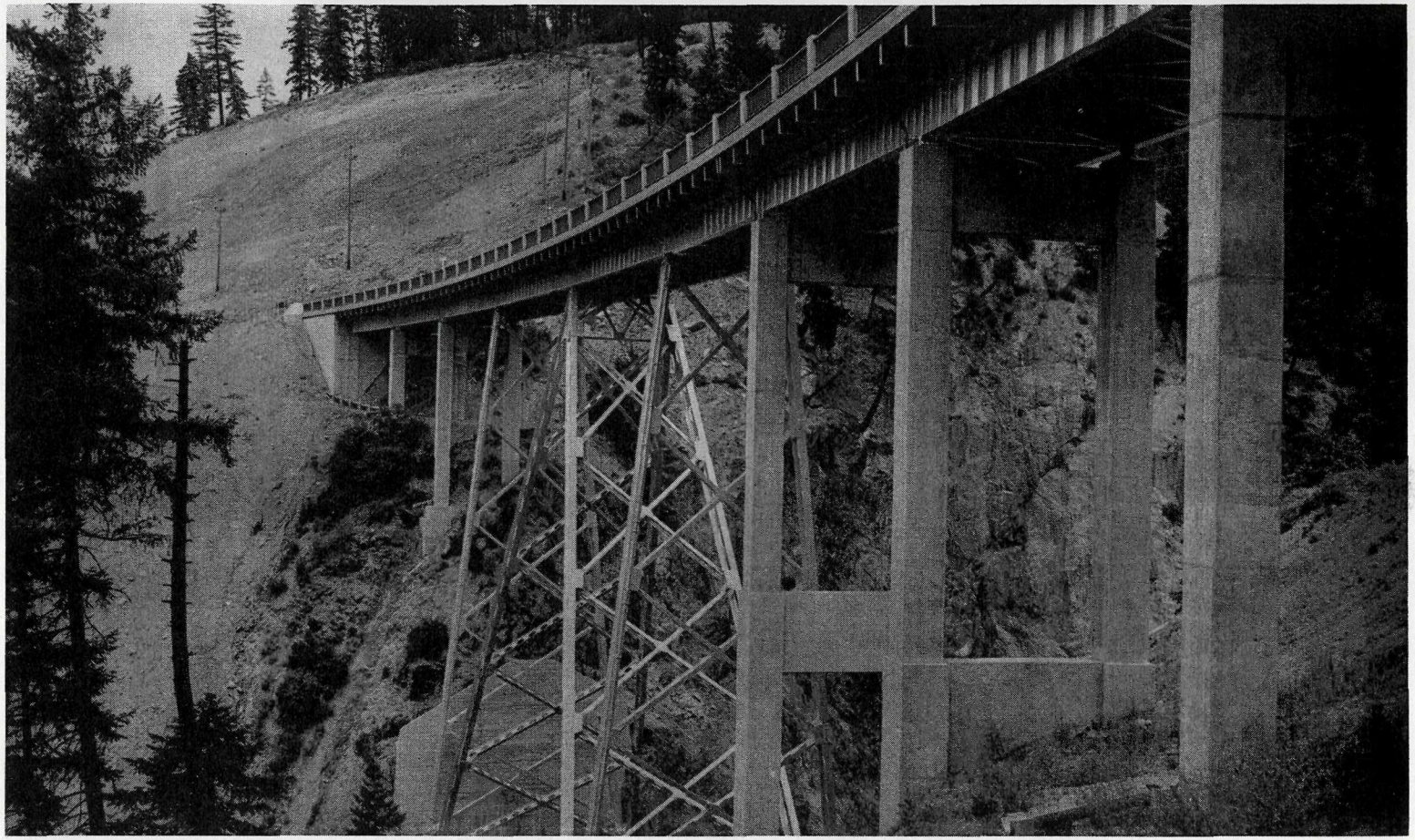
Description of Work and Names of Tenderers	Amount of Tenders at Unit Rates Based on Estimated Quantities	Remarks
Bridge Project No. 409—Contract No. 2, Fabrication of Structural Steelwork, Cedar Creek Bridge, Nelson-Kaslo Highway, Kaslo-Slocan Electoral District:		
A.I.M. Steel Ltd.	$7,412.44	Awarded.
Dominion Bridge Co. Ltd.	7,511.91	
Western Bridge Division of Canada Iron Foundries Ltd.	7,724.34	
Royal City Welding & Iron Works Ltd.	8,111.38	
Bridge Project No. 411—Contract No. 1, Substructure, Nimpkish River Bridge, Port McNeill-Beaver Cove Highway, Comox Electoral District:		
Vancouver Pile Driving & Contracting Co. Ltd.	139,488.00	Awarded.
Pacific Piledriving Co. Ltd.	115,640.00	Tender withdrawn.
Greenlees Piledriving Co. Ltd.	140,470.27	
Bedford Construction Co. Ltd.	187,707.00	
Bridge Project No. 415—Improvements to Jones Creek, Lorenzetti Creek, and Texas Creek Bridges and Demolition of Twin Bridge, Trans-Canada Highway, Chilliwack and Yale Electoral Districts:		
D. J. Manning Construction Ltd.	44,410.00	Awarded.
Northern Construction Co. and J. W. Stewart Ltd.	51,360.00	
Narod Construction Ltd.	68,905.52	
Bridge Project No. 418—Bayonne Creek Culvert, Southern Trans-Provincial Highway, Nelson-Creston Electoral District:		
Benray Bridge Co. Ltd.	120,575.92	Awarded.
P. F. Law Construction Ltd.	180,933.00	
Bridge Project No. 421—Yoho Bridge Revision, Trans-Canada Highway, Columbia Electoral District:		
Kenyon & Co. Ltd.	141,208.68	Awarded.
Poole Construction Co. Ltd.	156,681.00	
Dawson, Wade & Co. Ltd.	163,552.75	
Square M Construction Ltd. and Coleman Collieries Ltd.	202,487.30	
Bridge Project No. 422—Greenwood Underpass and Approaches, Southern Trans-Provincial Highway, Grand Forks-Greenwood Electoral District:		First call for tenders, not awarded.
Interior Contracting Co. Ltd.	118,524.50	
Kenyon & Co. Ltd.	122,843.36	
Benray Bridge Co. Ltd.	123,675.00	
D. J. Manning Construction Ltd.	133,096.00	
Kryski Bros. Contracting Co. Ltd.	146,122.70	
Bridge Project No. 423 — Contract No. 1, General, Copper River Bridge, Northern Trans-Provincial Highway, Skeena (West) Electoral District:		
Benray Bridge Co. Ltd.	198,559.50	Awarded.
D. J. Manning Construction Ltd.	211,507.00	
Northern Construction Co. and J. W. Stewart Ltd.	219,952.00	
Narod Construction Ltd.	220,856.45	
Peter Kiewit Sons Co. of Canada Ltd.	244,785.00	
Vancouver Pile Driving & Contracting Co. Ltd.	253,683.00	
Poole Construction Co. Ltd.	323,486.00	
Bridge Project No. 426—Willingdon Ave., Sprott St., and Deer Lake Interchange Underpasses, Vancouver-Fraser River Section, Trans-Canada Highway, Burnaby Electoral District:		
John Laing & Son (Canada) Ltd.	531,370.26	Awarded.
Grimwood Construction Co. Ltd.	536,212.30	
Narod Construction Ltd.	545,751.12	
Vancouver Pile Driving & Contracting Co. Ltd.	556,597.50	
Chapman-Long Construction Ltd.	616,080.00	
Bridge Project No. 432—Contract No. 1, General, Hunter Creek Bridge, Trans-Canada Highway, Dewdney (East) Electoral District:		
Narod Construction Ltd.	110,534.17	Awarded.
D. J. Manning Construction Ltd.	113,517.00	
Emil Anderson Construction Co. Ltd.	115,992.00	
Vancouver Pile Driving & Contracting Co. Ltd.	129,687.80	
Peter Kiewit Sons Co. of Canada Ltd.	152,459.50	
Tide Bay Dredging Co. Ltd.	160,372.00	

BRIDGES, FERRIES, AND FERRY-LANDINGS—*Continued*

Description of Work and Names of Tenderers	Amount of Tenders at Unit Rates Based on Estimated Quantities	Remarks
Bridge Project No. 432—Contract No. 2, Supply and Erection of Prestressed Concrete Girders, Hunter Creek Bridge, Trans-Canada Highway, Dewdney (East) Electoral District:		
Superior Concrete Products Ltd.	$20,700.00	Awarded.
Bridge Project No. 433—C.P.R. Underpass at Kinnaird, Mile 2.5, Rossland Subdivision, Southern Trans-Provincial Highway, Contract No. 1, Rossland-Trail Electoral District:		
Vancouver Pile Driving & Contracting Co. Ltd.	42,453.50	Awarded.
Gretchen Contracting Ltd.	38,490.05	Tender passed by Order in Council No. 364 (15/2/63).
D. J. Manning Construction Ltd.	46,153.25	
Narod Construction Ltd.	46,880.22	
Poole Construction Co. Ltd.	48,055.25	
Astra Construction Co. Ltd.	49,781.25	
Oglow Building Contractors Ltd.	49,413.95	
Fame Brick Construction Ltd.	50,530.15	
Kenyon & Co. Ltd.	50,674.97	
Interior Contracting Co. Ltd.	61,564.48	
Bridge Project No. 433—C.P.R. Underpass at Kinnaird, Mile 2.5, Rossland Subdivision, Southern Trans-Provincial Highway, Contract No. 2, Fabrication of Steel Superstructure, Rossland-Trail Electoral District:		
Dominion Bridge Co. Ltd. (Vancouver Branch)	30,996.00	Awarded.
Western Bridge Division of Canada Iron Foundries Ltd.	32,068.00	
Tryson & Son Iron Works Ltd.	32,372.00	
A.I.M. Steel Ltd.	33,301.92	
Bridge Project No. 440—Columbia River Bridge at Kinnaird, Southern Trans-Provincial Highway, Rossland-Trail Electoral District:		
Northern Construction Co. and J. W. Stewart Ltd.	2,021,000.00	Awarded.
Hans Nordhorst Ltd.	2,033,986.31	
Vancouver Pile Driving & Contracting Co. Ltd. and Peter Kiewit Sons Co. of Canada Ltd.	2,236,117.80	
John Laing & Son (Canada) Ltd.	2,539,383.75	
Poole Construction Co. Ltd. and McNamara Construction Western Ltd.	2,606,000.00	
Gilpin Construction Co. Ltd.	2,649,687.62	

MISCELLANEOUS

Description of Work and Names of Tenderers	Amount of Tenders at Unit Rates Based on Estimated Quantities	Remarks
Project No. 1209—Lighting at the Interchanges of the Chilliwack and Abbotsford By-passes, Trans-Canada Highway:		Lump-sum contract.
F. B. Stewart & Co. Ltd.	$36,000.00	Awarded.
Economy Electric Ltd.	37,500.00	
C. H. E. Williams Co. Ltd.	37,749.00	
Norburn Electric Ltd.	39,021.00	
S. & S. Electric Ltd.	44,700.00	
The J. H. McRae Co. Ltd.	45,950.00	
Mott Electric Ltd.	49,990.00	
Project No. 1281—Lighting Deas Tunnel Throughway, Mathews Road to Campbell River Road:		Lump-sum contract.
Economy Electric Ltd.	20,400.00	Awarded.
F. B. Stewart & Co. Ltd.	21,372.00	
Norburn Electric Ltd.	22,233.00	
Houle Electric Ltd.	25,215.00	
The Tide Company (B.C.) Ltd.	25,896.00	
C. H. E. Williams Co. Ltd.	26,100.00	
Caledonia Electric Ltd.	30,700.00	



Anderson River Bridge on the Trans-Canada Highway 2 miles south of Boston Bar. Length, 720 feet; width of roadway, 30 feet.

REPORT OF THE SENIOR MAINTENANCE ENGINEER

The total expenditure for all maintenance of highways amounted to $17,-875,545. This was an increase of $596,000 over the previous year's expenditure.

There has been an increase in scope of operations during the year due primarily to the additional mileage of new highways and freeways which are added to the highway system.

The increased funds, together with the knowledge gained by studying and revising maintenance procedures, have resulted in a continual increase in the standard of maintenance. An asphalt patching school was started in the summer of 1962, and immediate results could be seen throughout the Province. Foremen in charge of patching crews were sent to a working-school, where they were required to do the actual patching. This close touch with the work rather than teaching by lecturing resulted in outstanding results. The Department expects to carry out schools in other phases of maintenance work in order to raise the general standard of work, improve efficiency, and to derive a standard approach to procedures which in the past have varied considerably.

Another successful year of routine maintenance was carried out. The high-speed equipment which the Department has been buying and manufacturing has proven extremely effective. The Province keeps over 19,000 miles of road open in the winter, which makes winter maintenance a major operation. Besides obtaining and using the new high-speed equipment, we are increasing the use of chemicals, such as salt and calcium chloride, to further improve the whole operation and give better service to the travelling public. Last winter was the first time the Rogers Pass and Blueberry–Paulson roads were kept open to the public. Our facilities handled the operation very efficiently with only very minor traffic closures.

Radio communications continue to be an asset to the winter maintenance operations, as it is throughout the rest of the year on other maintenance work. Further expansions were made to take in areas not previously covered or improvements were made in areas in which the coverage was only fair.

The maintenance of bridges is satisfactorily carried out by bridge crews stationed in each district. They also undertake to replace wooden structures which need reconstruction. A continuing programme of bridge elimination with culverts and fills is carried out wherever it is possible to make the substitution.

In order to meet the demands of increasing traffic on minor roads, Departmental crews carry out minor betterments either with Departmental or with hired equipment. The cost of these improvements is not included in the above-noted maintenance expenditures and amounts to approximately $6,000,000 for the fiscal year.

Generally, I am extremely pleased with the work that has been carried out and the improvement in methods made in the last year.

J. A. DENNISON,
Senior Maintenance Engineer.

REGIONAL REPORTS

REGION No. 1

(D. D. Godfrey, Regional Highway Engineer, North Vancouver)

Alberni, Burnaby, Chilliwack, Comox, Cowichan-Newcastle, Delta, Dewdney, Esquimalt, Lillooet (South), Mackenzie, Nanaimo-Islands, New Westminster, North Vancouver, Saanich, and Vancouver-Point Grey Electoral Districts.

ALBERNI DISTRICT

A progressive programme of providing shoulders on established paved roads was carried out in the Alberni Valley.

A 20-mile section of the Ucluelet–Tofino Road was reconstructed in preparation for paving.

A mile section of Stirling Arm Drive was reconstructed and paved. This involved rather extensive rock work to remove sharp corners.

The snow and ice problem was extremely light in the area and was handled for the most part by use of chemicals.

BURNABY DISTRICT

Roads

Maintenance.—Roads were maintained in good condition throughout the District. All guard-rails and signposts were treated with soil sterilent.

Construction.—Widening to three lanes was carried out on Grandview Highway between Gilmore and Willingdon Avenues, a distance of 0.38 mile. The Burnaby yard was paved.

Bituminous Surface Treatment on Shoulders.—Shoulders on the Barnet Highway were treated for a distance of 1.72 miles from North Road east. The treatment consisted of one application each of special prime S.C. 6 asphalt and ½- to ⅜-inch rock-chip cover stone.

Snow Removal.—Snowfall was not excessive, the total accumulated amount being approximately 15 inches. Traffic flow was maintained at all times with minimum delay.

Night patrols were maintained throughout the winter to ensure that immediate action could be taken in the event of ice or snow conditions.

Approximately 240 tons of salt were used to combat the ice and snow.

Bridges

Normal maintenance and repairs were carried out on all bridges in the district.

CHILLIWACK DISTRICT

Roads

Maintenance.—All roads were well maintained. Extensive mowing of the Trans-Canada Highway was necessary. Considerable gravelling was done on Frost Road and on Columbia Valley Road. Weed-spraying was carried out on the main highways.

Calcium chloride and salt were used as a dust-layer, but not too successfully due to weather conditions.

Bituminous Surfacing.—Extensive patching was carried out on the Abbotsford–Mission Highway.

Hot-mix paving was laid on 1 mile of the Chilliwack Lake Road and 1 mile of the Columbia Valley Road.

A 1,000-foot detour at Jones Creek on the Trans-Canada Highway was paved.

Construction.—Construction was completed on 1.7 miles of the Chilliwack Lake Road and on 2.0 miles of the Columbia Valley Road and 0.5 mile on Martens Road.

Snow Removal.—Snowfall was light, and all roads were kept in good condition throughout the winter.

Bridges

A 90-foot Bailey bridge was erected on the detour over Jones Creek.

All bridges were maintained in good condition.

Chilliwack River Bridge No. 21 was widened 4 feet.

Comox District

Roads

Maintenance.—Regular maintenance was carried out on all roads.

Winter rainfall was normal, and snow-removal and salting costs were below average.

New Construction.—On the Port McNeill–Port Alice Road, 1.40 miles of road were constructed. This completed our share of the work, a distance of 3.50 miles, in constructing the road between Port McNeill and Port Alice. A log-stringer span was constructed across the Marble River.

On Quadra Island, 2 miles of Bold Point Road were constructed, for a total of 4 miles from the Granite Bay Road.

Reconstruction.—The Buttle Lake Road was reconstructed and paved from the Brewster Lake Road to Camp 8, a distance of 7.20 miles.

On Denman Island, 2 miles of Denman Road were reconstructed and paved, for a total of 3 miles from the ferry-landing.

On Quadra Island 2.66 miles of West Road were reconstructed and paved from the ferry-landing at Quathiaski Cove.

In addition to the above, 10 miles of minor roads were reconstructed and paved.

Bridge Elimination.—Minto Bridge, No. 107, on the Fraser Road was replaced with a culvert and fill.

Paving.—Twenty-one and one-half miles were road mixed, 1 mile was seal-coated, and 3 miles of minor roads were flush-coated.

Bridges

Reconstruction.—White River Bridge, No. 218, was completely renewed with a steel-beam span.

At Quatse River Bridge, No. 129, a 12-foot-diameter culvert pipe washed out by the Quatse River last December was replaced with a log-stringer bridge.

Headquarters No. 1 Bridge, No. 59, was renewed.

All other bridges throughout the district were maintained.

Ferries

Normal ferry service was maintained throughout the year between Campbell River and Quadra Island and between Buckley Bay and Denman Island.

Comox (South) District

The main programme was to provide road-mix asphalt and flush-coat asphalt surfaces to the feeder roads to the large residential areas in Comox (South). This programme is being continued with the heavy new settlement taking place in the area.

The south junction of the Lantzville Road and the Island Highway was revised and traffic islands provided.

A satisfactory winter maintenance programme was carried out, utilizing chemicals on the main routes.

Cowichan-Newcastle District

A programme of improving farm-to-market roads was carried out, completing Hill, Wilson, Akenhead, and a section of Koksilah Roads.

Road-mix asphalt pavement was applied to numerous roads, making a total of 7.80 miles of paving completed.

Widening and general clean-up of the Trans-Canada Highway right-of-way was carried out between Duncan and Ladysmith.

Shoulders were provided on numerous roads where right-of-way was available.

A very light winter operation was experienced, and the ice was controlled by the use of chemicals.

Delta District

Roads

Maintenance.—Roads were maintained in generally good condition throughout the district.

Approximately 16 miles of road were treated with liquid brush-killer, and all bridge abutments, guard-rails, and signposts were treated with soil sterilant.

Extensive ditch-cleaning was carried out on Ladner Trunk Road, New McLellan Road, and Pacific Highway.

Construction.—Complete reconstruction and installation of curb and gutter were carried out on a 0.25-mile section of Glover Road, between Trans-Canada Highway and Eastleigh Crescent.

Widening to increase the turning radius for large trucks was carried out at the intersection of Pacific Highway and Campbell River Road.

Shoulder-widening and relocation of concrete no-post guard-rail was started on the Tsawwassen causeway.

Bituminous Surface Treatment on Shoulders.—Shoulders were treated on the following roads: King George VI Highway, between Whitehouse Corner and British Columbia Hydro and Power Authority crossing in Newton, a distance of 3.58 miles; Beaubien Road, between Scott Road and King George VI Highway, a distance of 2.74 miles; Scott Road, between River Road and British Columbia Hydro and Power Authority crossing, a distance of 0.30 mile. The treatment consisted of one application each of special prime S.C. 6 asphalt, and ½- to ⅜-inch rock-chip cover stone, except on Scott Road, where an additional application of asphalt and chips were used.

Snow Removal.—Total accumulated snowfall throughout the winter was approximately 18 inches. Traffic flow was kept moving at all times with a minimum of delay or interruption. Patrols were maintained after normal working-hours to ensure that immediate action could be taken to combat ice and snow conditions. A total of 916 tons of salt was used throughout the winter.

Bridges and Ferry-landings

The bridge crew erected two Bailey bridges over the Deas Tunnel Throughway for use as temporary overpasses. These structures are each 300 feet in length. A Bailey pedestrian overpass was also erected over the Tsawwassen Highway at Ladner Trunk Road.

Outside of the district, the bridge crew erected a Bailey pedestrian overpass on the Trans-Canada Highway at Pemberton Street, North Vancouver, and two Bailey bridges for use as detours on the Trans-Canada Highway at Jones Creek in Chilliwack District and Lytton in the Fraser Canyon.

Widening to four lanes was started on Bear Creek Bridge, King George VI Highway.

A new ferry-landing was constructed on the mainland side at Barnston Island.

Alterations were made to guide-dolphins at Albion and Fort Langley ferry-landings to accommodate the ferry M.V. "Laguna," which was widened the previous year.

Normal maintenance and repairs were carried out on all other bridges and ferry-landings in the district.

Ferries

Normal service was maintained on the Barnston Island ferry.

The ferry barge and tug were dry-docked for steamship inspection; general repairs and repainting were carried out.

Dewdney (East) District

Roads

Maintenance.—All roads were maintained in generally good condition during the year. Considerable widening was done on various roads in the Hatzic Prairie area and rights-of-way cleared and grubbed. Some shoulder gravelling was done on Nicomen Island.

Calcium chloride and salt were used extensively in an effort to keep the dust controlled. Weed-spraying was carried out on all main roads.

Bituminous Surfacing.—A short section of Farms Road, 0.12 mile, was road-mixed; 0.7 mile on the Sylvester Road was surface-treated.

Construction.—A 0.8-mile section of the Lougheed Highway east of Agassiz was reconstructed, and a 0.14-mile section of Eagle Road was constructed.

Snow Removal.—Snowfall was very light during the winter, and roads were maintained in good condition.

Bridges

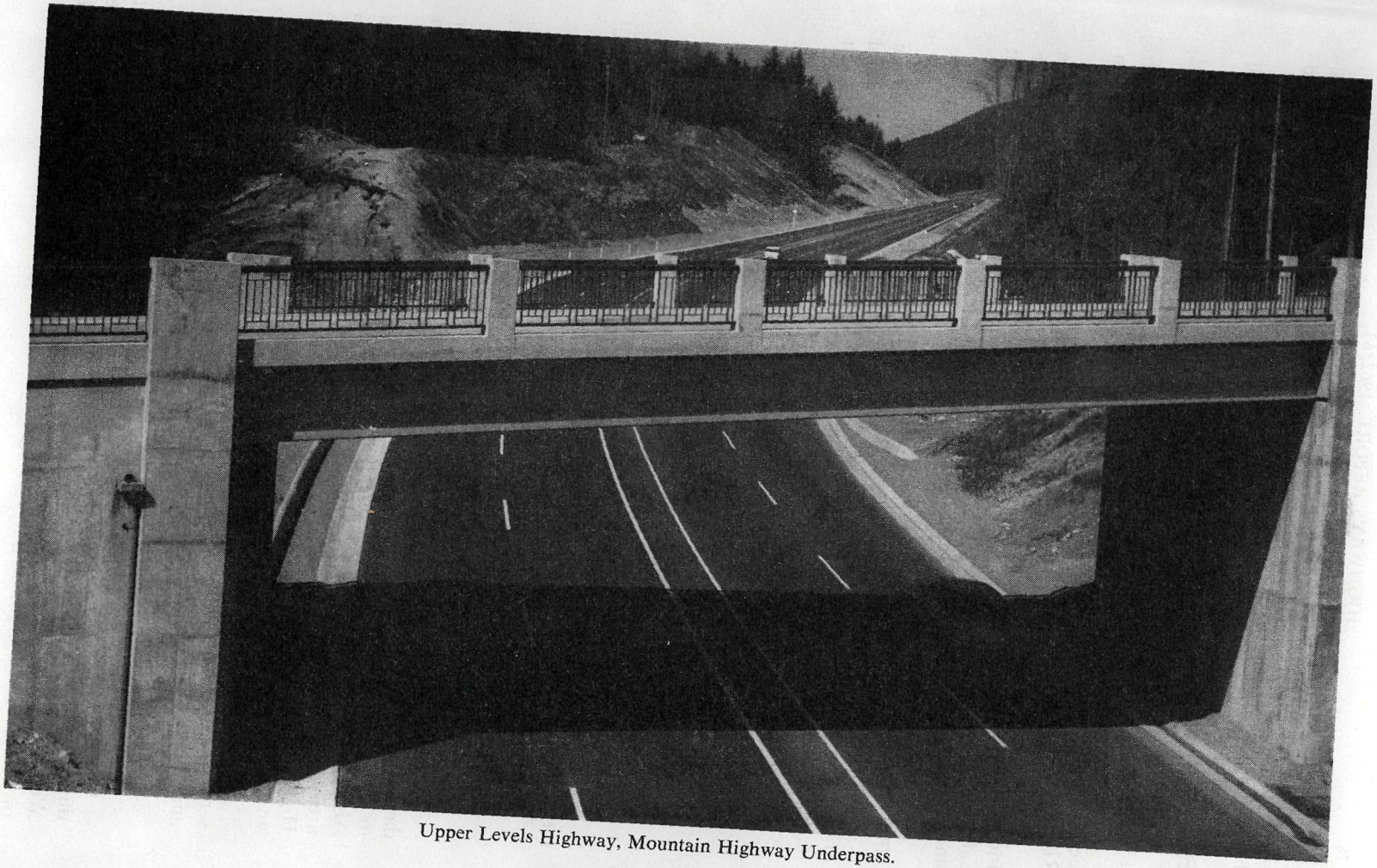
All bridges were maintained in good condition. Considerable damage was done to McConnel Bridge and Brooks Bridge was washed out during flooding conditions during November.

Dewdney (West) District

Roads

Maintenance.—Roads were maintained in generally good condition throughout the district. All side roads were kept well graded.

Shoulder improvements — for example, widening and (or) gravelling — were carried out on Lougheed Highway over a large part of its length. The most extensive work was done on the section between Albion and Stave River.



Upper Levels Highway, Mountain Highway Underpass.

A dust-layer, using a Bunker B oil, was applied in early summer to the Bedwell Bay–Belcarra Road (3.9 miles), East Road (1.5 miles), and Pitt Lake Road (1.0 mile).

Liquid brush-killer treatment was applied to about 36 miles of highway, and all bridge abutments, guard-rails, and signposts were treated with soil sterilent.

Construction.—There was 0.21 mile of new gravel-surfaced road constructed at Belcarra.

Channel realignment and construction of a gravel dyke, approximately 3,000 feet in length and 14 feet high, was carried out for flood control on the Coquitlam River.

Bituminous Surface Treatment on Shoulders.—On Lougheed Highway, between Pitt River Bridge and Harris Road (1.83 miles), the shoulders were treated on both sides. The treatment consisted of one application each of special prime S.C. 6 asphalt and ½- to ⅜-inch rock-chip cover stone.

Snow Removal.—Total accumulated snowfall throughout the winter was approximately 17 inches.

Roads were kept open at all times and traffic flow maintained with a minimum of delay. Patrols were kept on a 24-hour basis to ensure that immediate action could be taken to combat any ice or snow conditions. Approximately 180 tons of salt were used to combat the ice and snow.

Bridges

Normal maintenance and repairs were carried out on all bridges in the district.

Ferries

Normal service with the usual efficiency was maintained by the Albion ferry.

During the year the combined crews of the Albion ferry and Barnston Island ferry received a bronze certificate from the British Columbia Safety Council.

Esquimalt District

Roads

Routine maintenance was carried out on all roads within the district. Major day-labour work included the complete revision of Admirals-Craigflower intersection to a four-lane standard, complete with curb and gutter, storm drainage, and signals. Also, the reconstruction of Telegraph Road and Kilmalu Road in the Shawnigan area was completed. Major shoulder renewal was undertaken on the Trans-Canada Highway from Victoria to the north boundary of the district. As in previous years, an oiling programme was instituted to facilitate dust control in the district.

Snow Removal.—Snowfall in the area was almost negligible and produced no serious problems. Night patrols were instituted during the winter season, using salt and sand to alleviate icing conditions.

Bridges

Complete reconstruction of Morrow Bridge and Helmcken Bridge was carried out during the last fiscal year. Bear Creek Bridge and Small Creek Bridge, both on the West Coast Road, were eliminated with culvert and fill. Extensive repairs were done on Harris Cove Bridge, Helgeson Bridge, McVical Bridge, and the Thetis Lake Overpass.

LILLOOET (SOUTH) DISTRICT

Roads

Maintenance.—Roads were maintained adequately throughout the year.

Construction.—The road from the Squamish–Cheekye Highway to the Alice Lake camp-site was reconstructed.

Approximately 20 miles of the 30-mile section of the Pemberton Road from Squamish were completed, with the exception of gravelling, during the year under report.

Snow Removal.—All roads were kept open and in good condition.

Bridges

Necessary maintenance on all bridges in the area was carried out.

MACKENZIE DISTRICT

Roads

Maintenance.—Roads were maintained in fair to good condition throughout the year.

A number of side roads were widened and gravelled.

Construction.—In the Bella Coola area, work continued on the reconstruction of the Chilcotin–Bella Coola Highway between Hagensborg and Bella Coola.

In the Powell River area, widening of the Sunshine Coast Highway from Powell River southerly for a distance of 6 miles was completed.

In the Sechelt Peninsula area, further improvements were carried out on the Irvings Landing Road, Redroofs Road, and many of the side roads.

On Bowen Island, approximately 1 mile of the Bowen Bay Road was reconstructed.

Paving.—The Sunshine Coast Highway from Powell River southerly for a distance of 6 miles was paved by contract.

Snow Removal.—All roads were kept open and in good condition during the year under report.

Bridges

Normal bridge maintenance was performed during the year.

NANAIMO-ISLANDS DISTRICT

In the Greater Nanaimo area 5 miles of road-mix asphalt pavement were laid during the fiscal year, and this has assisted in reducing the continual grading on these streets. A programme of flush-coat paving was also carried out on a number of streets and roads in this area.

A reconstruction and paving programme was carried out on all the Gulf Islands, with paving on Saltspring, Galiano, Mayne, Pender, Saturna, Thetis, and Gabriola Islands. The programme followed was a progressive paving of the main routes on each island.

Snow conditions were extremely light. However, considerable ice was encountered, and this was handled successfully, utilizing bulk road salt on all main routes.

The ferries operated satisfactorily throughout the year, with minor maintenance to wharves undertaken as required.

New Westminster District

Roads

Maintenance.—Normal maintenance was carried out on all streets in District Lot 172.

Shoulders were widened and gravelled on Marine Drive between 23rd Street and Seventh Avenue.

Bituminous Surfacing.—The following streets were recapped: Eighth Avenue, 22nd to 23rd Streets (one block); Seventh Avenue, 20th Street to British Columbia Hydro and Power Authority crossing (600 feet); 22nd Street, Eighth Avenue to Edinburgh Street (one block).

Snow Removal.—Accumulated snowfall was approximately 15 inches.

The streets were kept salted and ploughed, and traffic flow was maintained with minimum of difficulties.

North Vancouver District

Roads

Maintenance.—Road maintenance was carried out on all roads.

Construction.—The intersection at Taylor Way and Marine Drive was reconstructed by day labour. An additional lane for ferry traffic at Horseshoe Bay was also constructed by day labour.

Paving.—The intersection at Taylor Way and Marine Drive was paved by contract, as was the Horseshoe Bay ferry lane.

Snow Removal.—All roads were kept open and in good condition.

Bridges

Normal maintenance was carried out on all bridges.

Saanich District

Roads

Normal maintenance was carried out during the year. Reconstruction and paving were completed on McTavish Road and on Lochside Drive. Extensive shoulder-renewal work was done on the Patricia Bay Highway and the Trans-Canada Highway. Other day-labour work included new construction of minor subdivision roads, installation of a truck lane on the Patricia Bay Highway, and some penetration treatments in the Sidney area.

Snow Removal.—Snowfall in district was very light. Areas prone to icing conditions were kept under watch by constant patrolling.

Bridges

The only bridge in this district is of a permanent nature, requiring surface maintenance only.

Ferries

Routine maintenance and repairs were carried out on the ferry-landing approaches during the year.

Vancouver-Point Grey District

Roads

Maintenance.—Roads were maintained in good condition throughout the year.

Snow Removal.—All roads were kept in good condition during the past winter.

Toll-bridge Superintendent

The 1962/63 year's work consisted of the usual general maintenance of toll and bridge structures, along with interconnecting highways, in addition to the following:—

First Narrows Bridge: Renovating offices and shop buildings, build electrician's work-shop, paint work-shop and administration buildings.

Second Narrows Bridge: Build shop for carpenters and paint buildings, clear bush at north end of bridge.

Oak Street Bridge: Build first-aid room and paint buildings, rebuild stockman's room, install intercommunication system, build electrician's shop, repair expansion joints on Middle Arm Bridge.

Deas Island Tunnel: Install one new toll-booth, repair overheight signal, paint work-shop and buildings.

Deas Throughway: Jack up and install new plates in C.N.R. Overpass, seeding grounds on throughway, repair control tower.

REGION No. 2

(M. G. Elston, Regional Highway Engineer, Kamloops)

Cariboo (South), Kamloops, Lillooet (North), North Okanagan, Revelstoke, Salmon Arm, Similkameen, South Okanagan, and Yale Electoral Districts

Cariboo (South) District

A wet summer with many thunder-storms hampered production and, entailing emergency repairs to soft sections and small washouts, interfered with planning of work until fall.

Reconstruction of Exeter Station Road, No. 554, was completed and a rebuilding of the road between 100 Mile House and Forest Grove was started.

Reconstruction of a 1.3-mile section of the Horsefly Road near China Cabin was continued. Thirty-three miles of the Chilcotin–Bella Coola Highway west of Anahim Lake and 25 miles of road in the Bridge Lake area were brushed to improve visibility and facilitate snow-ploughing.

Gravelling, ditching, and culvert installation were done on numerous short sections and general maintenance carried out on some 1,500 miles of road.

The old wooden suspension bridge across the Fraser River at Sheep Creek was demolished. New bridges were built at Jim Creek, Rat Creek, Sword Creek (Meldrum No. 1), Seymour Creek, and Newton Creek (No. 1).

The winter offered below-average snowfall in most areas and a light and early local run-off.

Kamloops District

Roads

Trunk and Main Highways.—General maintenance was carried out on all trunk and main highways. Due to the opening of the Rogers Pass section of the Trans-Canada Highway, the shoulder-restoration, weed-control, and sign-maintenance programme was pushed to completion. Special emphasis forced the completion of this work prior to the July 30th opening. The costing of the Trans-Canada Highway maintenance proved to be of some value and was continued. Sanding operations had to be carried out extensively, as we had a relatively mild year with a fair amount of light precipitation. This necessitated sanding operations to be carried out at an accelerated pace. Also, a great amount of chemical was used to bring about a bare pavement as soon as possible after a freeze.

Other Highways and Roads.—Routine maintenance was carried out on other roads, with special emphasis to try to get a coat of gravel over a number of busier roads to alleviate the dust problem. Snowfalls were light. However, there were icing conditions and a great demand for sanding in the hazardous areas.

Day-labour Construction.—On North Thompson Highway 2.1 miles were reconstructed to standard. Four and one-half miles were gravelled and prepared for pulvimixing. The pulvimixing was carried out by the headquarters crew and completed. Twenty miles of the North Thompson Highway in the area of Albreda were improved by widening corners and gravelling.

On Highland Valley Road 10 miles were reconstructed and the first lift of gravel was placed.

Sundry Roads.—Approximately 50 miles of surface gravelling was carried out. Forty miles of other roads had some improvements, such as widening, slashing, ditching, and some spot gravelling. All gravel roads in Valleyview, Powers Addition, Brocklehurst, Westsyde, and Barriere were oiled with Bunker B. Road mixing was carried out on 13 miles of other subdivisions and community access roads.

Bridges

The following bridges were redecked with new cross-ties: Barriere River, No. 13; Berwick, No. 119; Canyon Creek, No. 41; Criss Creek, No. 70; Lemieux Creek No. 3, No. 131; Deadman Creek No. 6, No. 82.

Two bridges, Barricade Creek, No. 240, and Whitewood Creek, No. 208, were reconstructed. A number of other bridges had considerable amount of maintenance, such as needle-beam replacement, guard-rails, sundry decking, etc. Another item which took considerable time was the landscaping and general approach work to Overlanders Bridge, No. 238. This work is approximately 60 per cent complete.

Ferries

All ferries were checked, painted where necessary, and other general maintenance was carried out. There were short operations interruptions during high water and due to icing conditions.

Lillooet (North) District

Roads

Maintenance.—Routine maintenance was carried out on all district roads. Heavy concentrations of slide material were removed over a 50-mile section of the Lillooet–Pioneer Highway. Extensive brush-control and weed-spraying programmes were completed on various roads.

Construction.—One-half mile of heavy construction was done on Highway No. 12, 17 miles south of Lillooet. This included removal of some 25,000 cubic yards of rock and placing of a 70,000-cubic-yard fill.

One and one-half miles of the Bralorne–Pemberton Highway were bulldozed through, some of this being slide rock and other difficult material.

Six and one-half miles of new road were built and taken over for the Lands Department.

One mile of frontage roads was constructed at Spences Bridge, this being necessitated by the new by-pass.

Reconstruction.—Some 20 miles of district roads were realigned and brought up to a higher standard. This included 2 miles of rock work 6 miles east of Lillooet on Highway No. 12 and 2 miles of rock work on Highway No. 40, 3 miles east of Lillooet.

Widening and raising of the grade on Highway No. 171 were carried out for 1.2 miles, north of Pemberton.

Paving.—Further paving of Spences Bridge and Cache Creek streets was carried out, as well as extensive patching on some of the minor roads.

Snow Removal.—Snowfall was generally lighter over the district, resulting in increased icing conditions. Twenty-four-hour ploughing and sanding patrols were maintained on the Trans-Canada and Cariboo Highways.

Bridges

A new bridge was constructed over the Arn River north of Pemberton. Extensive redecking was carried out on other bridges in the Pemberton area.

The suspension bridge over the Fraser River at Churn Creek was realigned through cable manipulation, and renewing of timbers and decking was carried out on the Lillooet Suspension Bridge.

Ferries

The new cage on the Big Bar ferry cable has proved satisfactory, and new checker marking was painted on the reaction ferry itself.

North Okanagan District

Roads

Maintenance.—Routine maintenance was carried on throughout the district and a much higher standard achieved. Extensive improvements in shouldering, brushing, patching, and improving sight distance has most certainly improved the main routes.

Construction and Surfacing.—No contract work in last year, but district forces improved 30.50 miles of road; of this, 16.75 miles were paved by pulvimix and 10.25 miles by road mix, by district forces.

Snow Removal.—With below normal snowfall and with more rain and frost, more hazardous conditions than usual were created. A good standard of maintenance and service was carried out at all times.

Bridges

One small timber bridge was completely renewed, and three were replaced by multi-plate pipe arch and culvert. Major repairs were made to an 87-foot timber bridge, and minor repairs and maintenance to several other bridges.

Revelstoke District

Roads

Maintenance crews concentrated on various projects on the Trans-Canada Highway east and west of Revelstoke. Snow removal was controlled on the Revelstoke–Arrowhead Road, therefore resulting in very few muddy sections.

Calcium chloride was used on the Big Bend Highway and the Revelstoke–Arrowhead Road for dust control.

Trans-Canada Highway, Rogers Pass section.

Trans-Canada Highway.—Clearing snowslides and slope slides and sanding and ploughing were worked out on a three-8-hour-shift system with maintenance, therefore resulting in very few closures and the Trans-Canada Highway kept in good condition at all times. Except for the Silver Creek Cut and the Lanark Slide, no exceptional maintenance on slides was required. The year was highlighted by the opening of the Trans-Canada Highway on July 30, 1962, by Premier W. A. C. Bennett and the Honourable P. A. Gaglardi, with various dignitaries attending the ceremonies, 7 miles east of Revelstoke.

Communications.—Communications in the Revelstoke District are very good, except for the Galena Pass area.

Day Labour.—Complete reconstruction of 4.62 miles of the Galena Pass commenced in May. Widening of various corners and shouldering were carried out on the Big Bend Highway from Mile 25 to Mile 90.

Bridges

Major construction was carried out on Cambie, No. 311, Eagle River, No. 26, Kay Falls, and Eagle River, No. 323, at Sicamous and Solsqua, No. 321, besides various works on other bridges.

Ferries

Yearly overhaul completed on M.V. " Lardeau." Icing conditions very bad at Twenty-four Mile ferry, involving detours, etc., for short periods of time. Twelve Mile ferry was fairly trouble-free of icy conditions.

Salmon Arm District

Roads

Maintenance.—General maintenance was carried out on all highways and side-roads throughout the district. Shoulder widening on the Kamloops–Vernon Highway was undertaken in several places. Extensive brush control was carried out on main highways and side-roads, and good results were obtained by the use of Simazine on weeds along our guard-rails. Calcium chloride was used extensively as a dust preventive in the built-up areas.

Reconstruction.—Holding Road, No. 451, Mile 2 to Mile 5, was reconstructed to a 28-foot subgrade and 6 inches of pit-run gravel applied.

Sorrento–Eagle Bay Road, No. 67, Mile 2 to Mile 4, was reconstructed to a thirty-foot subgrade and 6 inches of pit-run gravel applied.

Squilax–Anglemont Road, No. 446, Mile 20.1 to Mile 22.1, was realigned and rough bulldozer work completed.

Shuswap–Chase Creek Road, No. 202, Mile 1.8 to Mile 2.3, was reconstructed to a 30-foot subgrade, approximately 80 per cent completed.

On Old Spallumcheen Road, No. 4, Mile 1.5 to Mile 2.1, clearing of right-of-way on 0.6 mile, 80 per cent completed.

Snow Removal.—It was a normal year for snowfall, and all roads in the district were kept open. Chemicals were used to a greater degree than previous years. The use of straight salt and a blend of salt and calcium has worked well.

Bridges

Buysse Bridge, No. 133, was completely rebuilt. Extensive repairs were made to Chase Bridge, No. 59, and major repairs to 16 other bridges. Ross Creek Overflow, No. 50, was replaced by a culvert and fill.

Ferries

Shuswap Lake ferry service operated satisfactorily.

SIMILKAMEEN DISTRICT

Roads

Maintenance.—Routine maintenance was carried out on all roads in the district, with special emphasis placed on signing, shouldering, and dust control.

Paving.—Twelve miles of side-road were road-mixed, and 12.5 miles of the Hope–Princeton were recapped by contract.

Construction and Reconstruction.—Six miles of third lane were constructed by district forces on the Hope–Princeton Highway.

Three and one-half miles of curb and gutter were built on Highway No. 97 through Penticton by contractors as a joint undertaking by the Department and the City of Penticton.

Twelve miles of side-road were reconstructed for paving.

There were 2.3 miles of new road constructed in the South Okanagan Land Project.

Snow Removal.—Snowfall was generally lighter. However, the higher temperature and midwinter rains resulted in a greater use of chemicals and sand throughout the district.

Bridges

Maintenance of bridges, including cleaning, painting, and minor repairs, was carried out. Two bridges were constructed and six bridges reconstructed.

A highway deck and railing were placed on the old Great Northern Railway Bridge west of Keremeos in conjunction with the Forest Service's access road to the Ashnola River basin.

SOUTH OKANAGAN DISTRICT

Roads

Maintenance.—General maintenance was increased on side-roads, with emphasis on ditching, patching, and improved grading.

A weed-spray programme was commenced, using Simazine and 2-4-D. The success achieved warrants increased use of these chemicals for weed and brush control on the rights-of-way.

Reconstruction.—Four dangerous corners north of Kelowna on Highway No. 97 were eliminated.

Shoulders were widened to a 10-foot standard on 14 miles of Highway No. 97.

Preparatory to paving, 9.4 miles of side-roads were reconstructed.

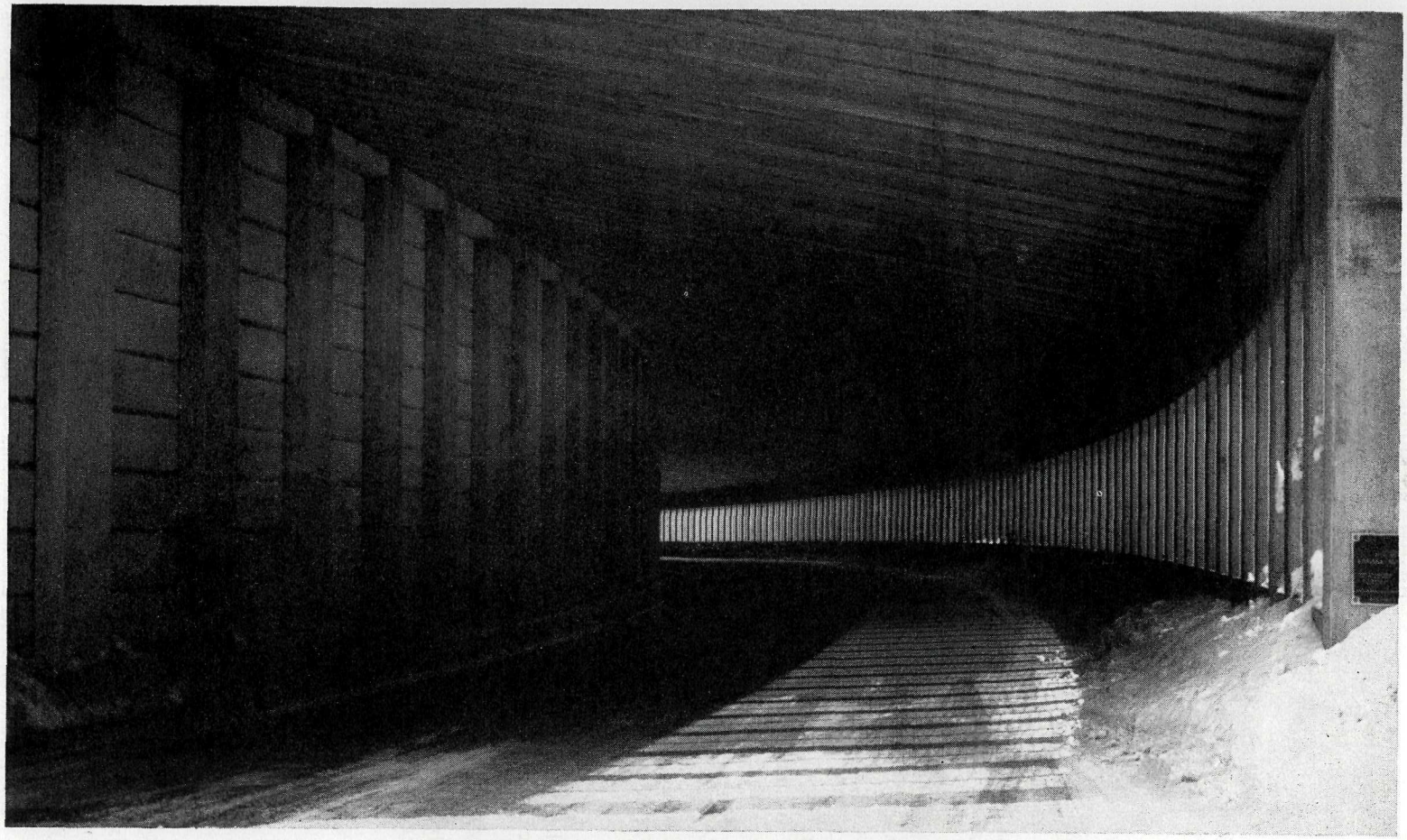
Paving.—A total of 2.34 miles was road-mixed by district forces and 7.5 miles of asphalt primer were applied, preparatory to final paving in 1963.

Snow Removal.—Although below average snowfall was recorded, extensive sanding was required for ice conditions.

All roads were kept open and in good condition.

Bridges

McDougall Creek Bridge on Highway No. 97 was widened.



Trans-Canada Highway, Rogers Pass section, Lanark Snowshed.

YALE DISTRICT

Roads

Maintenance.—General maintenance was carried out on all roads in the district. Weed and brush killers were applied to the main highways. A total of 9.3 miles of revision of grade and alignment and gravelling was completed on side-roads in the Merritt area.

On November 19, 1962, heavy rain and gale-force winds caused large washouts and flooding on the Trans-Canada Highway at Texas Creek, Mill Creek, and Gordon Creek, closing the highway for a 24-hour period. At the same time, washouts and bridge damage closed the Silver Skagit Road and isolated a family at Mile 25. A tote-road was immediately pushed through to rescue the family.

On February 3, 1963, heavy rainfall caused two major washouts on the Trans-Canada Highway at Tank Creek, closing the highway for five days. To restore traffic it was necessary to construct a detour road and erect a Bailey bridge.

The China Bar Tunnel was opened for traffic in the spring of the year.

Major Construction and Reconstruction.—On the Merritt–Spences Bridge Road between Mile 4.5 and Mile 5.5, several rock corners were widened. In addition, an extensive shouldering programme was completed throughout the length of this highway. A 0.25-mile diversion was completed on the Lindgren (Kawkawa Lake) Road near Hope, improving the grade and alignment. At Tulameen, 0.27 mile of road was constructed in a Department of Lands subdivision.

Two and one-half blocks of curb and gutter were installed at Merritt.

Paving.—Road-mix pavement was laid on 4.5 miles of the Aberdeen Road to the Craigmont mine and 1.8 miles of the Coalmont Road. One and one-half miles of the Princeton–Kamloops Highway were strengthened with an 18-inch gravel lift and repaved.

Bridges

On the Trans-Canada Highway, the new Alexandra Bridge, Spences Bridge, Anderson River Bridge, Haig Overhead, and two overhead bridges at Drynoch Slide were completed and opened to traffic.

Ferries

The North Bend aerial ferry and the Lytton ferry continued to operate satisfactorily. The towers of both of these ferries were painted in aircraft warning pattern and colours.

REGION No. 3

(D. F. Martin, Regional Highway Engineer, Nelson)

Columbia, Cranbrook, Fernie, Grand Forks-Greenwood, Kaslo-Slocan, Nelson-Creston, and Rossland-Trail Electoral Districts.

COLUMBIA DISTRICT

Roads

Maintenance.—Maintenance on the Big Bend Highway consisted principally of replacing old timber culverts, minor gravelling, laying calcium chloride, and grading. Flood-protection work at Sullivan River was carried out jointly with a logging company.

Maintenance on Trans-Canada Highway No. 1, (Kicking Horse Canyon Section) consisted of cleaning ditches and culverts, removal of rockslides, and repairing pavement and guard-rail.

A severe spring break-up made considerable extra maintenance and repair necessary on Kootenay–Columbia Highway, No. 95.

All other roads were maintained satisfactorily.

Construction.—Reconstruction of the Athalmer Junction–Windermere section of the Kootenay–Columbia Highway was completed.

Road-mix paving was laid on townsite streets in Athalmer, Windermere, and Canal Flats.

Reconstructing and paving was carried out on Waterway Drive, No. 337.

General improvements consisting of widening and gravelling were made on Toby Road, No. 4.

Snowfall was below normal, but increased sanding was required. No problems were encountered during winter on the Rogers Pass section of Trans-Canada Highway.

Flooding of rivers and creeks was normal.

Bridges

Le Sook Bridge, No. 204, was reconstructed. There was increased maintenance on bridges due to logging.

Cranbrook District

Roads

Maintenance.—General maintenance was carried out on all district roads, including pavement patching, grading, culvert installation, and minor ditching. Weed-spraying was done on the Southern Trans-Provincial Highway between Fort Steele Junction and Wardner. The necessity for dust-laying measures increased due to additional subdivisions being constructed in the district. Oil and calcium chloride were used as required to control the situation. Spring break-up conditions were mild and caused little trouble.

Construction.—Clearing and subgrade construction were nearly completed on the first 3 miles of the new alignment for Highway No. 93 between Fort Steele Junction and Fort Steele.

Approximately 1 mile of the Southern Trans-Provincial Highway east of Fort Steele Junction was reconstructed and a road-mix surface was applied.

The Green Bay Road between Highway No. 3 and Moyie Lake was reconstructed and is ready for paving.

Three miles of the Mission Road north-east of Cranbrook were reconstructed and are ready for paving.

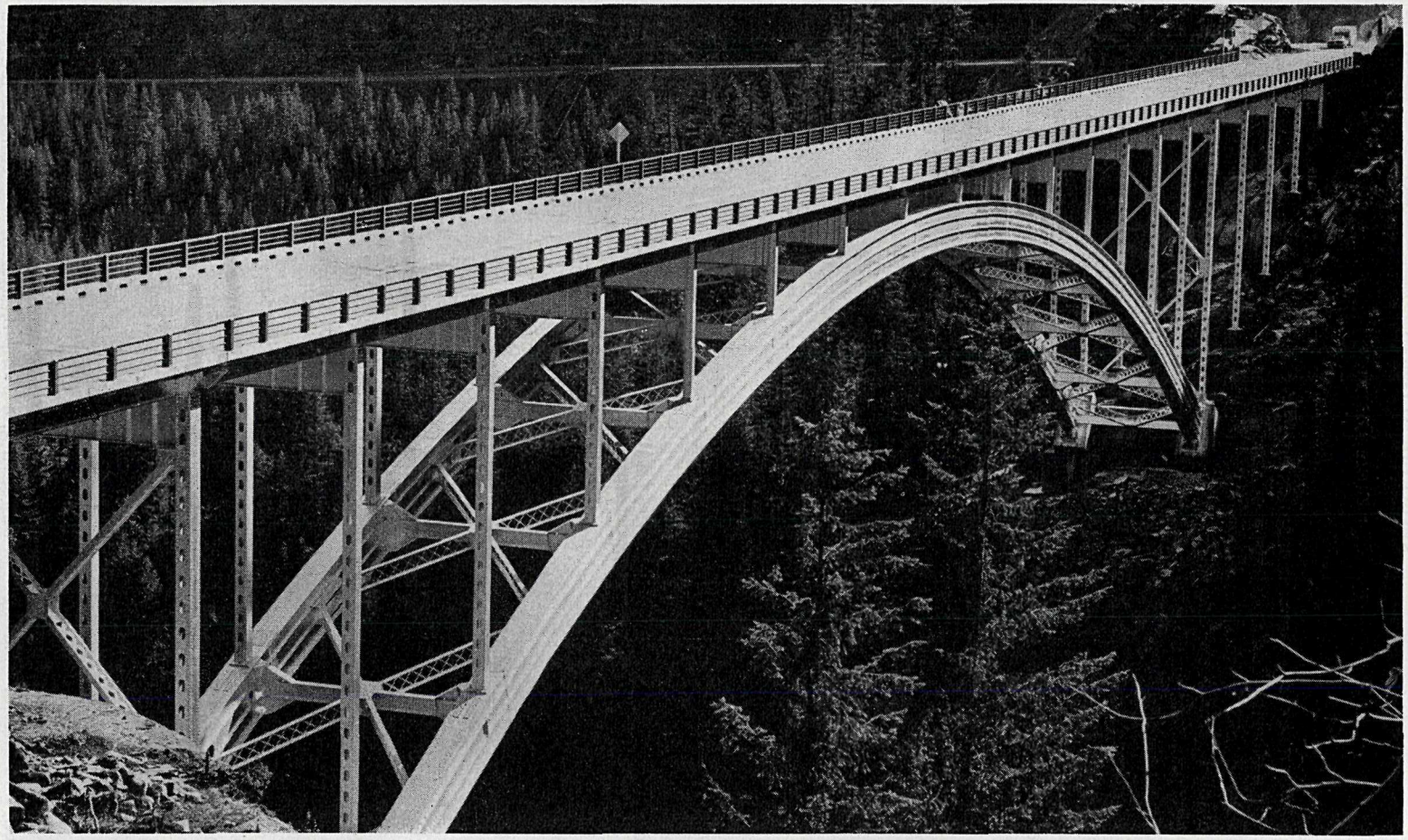
Snow Removal.—Snowfall was very light during the winter and temperatures were relatively mild. Winter maintenance costs were consequently noticeably lower than in previous years.

Bridges

All bridges were maintained as required.

Buildings

The three-bay Kimberley equipment-shed was completed, including a heating system and interior painting. A new well and pumping system was constructed and put into service at the Cranbrook garage.



Paulson Bridge on the Christina Lake–Kinnaird section of the Southern Trans-Provincial Highway, 15 miles north-east of Christina Lake. Length, 845 feet; width of roadway, 34 feet.

Fernie District

Roads

Maintenance.—General maintenance was carried out on all district roads, including clearing and installation of new culverts.

Weed and brush spraying were done on Southern Trans-Provincial Highway, Wardner to Crowsnest, and on Elko–Roosville section, No. 93.

Approximately 600 cubic yards of asphalt mulch were produced and used for pavement repairs.

Construction.—There were 4.4 miles of the Fort Steele–Wasa section of Roosville–Banff Highway, No. 93, reconstructed on new alignment, as were also 0.9 mile from Springbrook north and 2.6 miles of Wasa Camp-site Road, No. 73, and Lewis Creek Road, No. 31.

Paving.—A total of 9.2 miles of road-mix pavement was laid, 7.9 miles of which were on the above-mentioned reconstructed sections. The remaining 1.3 miles were on the Southern Trans-Provincial Highway, 1 mile being between Corbin Crossing and Alexander Bridge and 0.3 mile at Hosmer.

Seal-coat was laid on 25.9 miles of various roads.

Bridges

Major repairs were done to Wilson Creek, No. 21, and Wildman Creek, No. 31, and three approach bents of Bull River Falls, No. 33, eliminated. Material was purchased for repairs to Sheep Creek, No. 58. Concrete curbs were replaced on Loop, No. 13, and Alexander Creek, No. 14, Bridges. Thirty-three other bridges in the district received minor maintenance, such as painting steel fences, cleaning and washing substructures, etc.

Snow Removal.—General snow-clearing and sanding operations were carried out during the winter. Due to the mild winter, maintenance costs dropped almost 50 per cent. Wet snowslides occurred at Morrissey at New Year's, causing traffic delays of approximately six hours.

Grand Forks-Greenwood District

Roads

Maintenance.—Normal maintenance was carried out on all roads throughout the year. Shoulder widening and ditching was carried out on Southern Trans-Provincial Highway, No. 3, between Kettle Valley and Rock Creek Canyon.

A 2-mile narrow section on Rock Creek–McCulloch, No. 44, between Westbridge and Beaverdell, was widened and gravelled.

Improvements were carried out on 2 miles of roads in the Grand Forks and Christina Lake areas, and on Boundary Creek road at Greenwood.

Construction.—On the Southern Trans-Provincial Highway, 3.21 miles between Grand Forks and Greenwood were reconstructed ready for paving, with an additional 1.6 miles 60 per cent complete.

A total of 8 miles of Kettle River Main Road, No. 43, was widened and gravelled, including the removal of a narrow rock section at Buffalo Hump.

Four and one-half miles of road-mix paving was completed on Grand Forks–Franklin Road, No. 30.

One mile of new penetration seal paving was completed and 2.3 miles of old paving sealed in the Christina Lake area.

A 0.3-mile by-pass was constructed and paved at Christina Creek Bridge to accommodate Highway No. 395.

The new Christina–Kinnaird section of the Southern Trans-Provincial Highway was opened to traffic on March 15, 1962, and considerable widening and gravelling were carried out on a 3.95-mile detour at Paulson Bridge. Use of the detour was discontinued on October 5th with the opening of Paulson Bridge.

Some 6,985 feet of asphalt guard-rail were installed by district forces on the Christina–Kinnaird section of the Southern Trans-Provincial Highway.

Snow Removal.—Snowfall was considerably less than normal throughout the district, and snow-ploughing and sanding were reduced on many roads. No difficulty was experienced in keeping the new Christina–Kinnaird section of the Southern Trans-Provincial Highway open, but extensive sanding was required on the steep grades.

Bridges

All bridges were maintained. A new 33-foot log-stringer bridge was constructed over McRae Creek at Lafferty to provide access to a sand-pit.

On September 8th the 460-foot Cascade Lower Bridge, consisting of two Howe trusses and approach spans, was destroyed by fire of undetermined origin, closing Highway No. 395 from Christina to the United States Border at Laurier. Cascade Upper Bridge, which had been closed for some years, was repaired and opened to provide a by-pass route for Highway No. 395.

Kaslo-Slocan District

Roads

Road-mix pavement was laid on a total of 42 miles of main roads.

Work was started on the rock bluffs south of Ainsworth and just north of Coffee Creek.

Concentration of all district forces and equipment on projects together with the new loader units, trucks, and a low-bed trailer made possible a great amount of progress.

The amount of snowfall was lighter than average. Intermittent thawing and freezing required more than usual sanding operations.

Bridges

The major item under bridges was the destruction and replacement by fill of the old "A" Avenue trestle on the arterial highway in Kaslo.

Several bridges in the Lardeau Valley had their foundation piles renewed.

The Ferrett Bridge in the Inonoaklin Valley was a major replacement by trestle.

Three other bridges—the Leet on the back road to Kaslo, the Zwicky on the Kokanee Glacier access road up South Fork, the Payne up in the Galena Bay area—were replaced by log-stringer spans.

A foot-bridge replaced the condemned Colegrave Bridge just outside Edgewood.

Ferries

Maintaining full-time service was difficult due to motor repairs, and the rental of tugs was a problem to move both Arrow Park and Needles ferries.

More cable replacements than normal may be the result of increased traffic or a difference in quality of recent cables supplied. A different specification is being given for the next cables.

A gravel-filled ramp between rock-filled cribs was built at Fauquier at an estimated saving of $10,000 over the usual trestle-type landing approach.

Tie-down piles were driven to hold the Needles ramp in place.

Nelson-Creston District

Roads

Work continued on the Nelson–Castlegar section on Highway No. 3, with the Bear Creek section west for 0.3 mile being road-mixed, and continuation of construction of Beasley–Bonnington section for 2 miles. Realignment of approaches to Shoreacres Bridge was completed.

On Goatfell–Creston section of Highway No. 3, construction continued for 1.5 miles. This section was also road-mixed.

Kootenay Bay–Creston section at Boswell was gravelled in preparation for paving.

In the Nelson area, Knox Road between Golf Links and Granite Road was constructed for approximately 0.25 mile. Blewett Road was widened, ditched, gravelled, and road-mixed from Highway No. 3 for 2 miles. Pass Creek Road was gravelled.

In the Creston area, approaches to Kootenay River Bridge were completed, approximately 0.6 mile, and West Creston Road was gravelled. Creston Orchard Road was road-mixed for approximately 3.5 miles.

Harrop–Procter Road was gravelled and road-mixed for 0.3 mile.

In addition, normal maintenance was carried out on all district roads, with shouldering being carried out on Nelson–Castlegar and Nelson–Balfour Highway No. 3.

Bridges

All bridges were maintained as required.

Ferries

The Kootenay Lake ferries continued their operation, carrying on an increased volume of traffic. During months of July and August a 50-minute schedule was maintained. Restrooms were constructed at Balfour.

Nicks Island ferry was replaced with opening of Kootenay River Bridge.

Rossland-Trail District

Roads

Major reconstruction was carried out and road-mix paving laid on the arterial highway in Fruitvale between the railway crossing and Beaver Creek.

Considerable widening and ditch improvements were done between Blueberry and Castlegar on Highway No. 3A.

A total of 12.35 miles of road-mix paving was laid in all large subdivisions. Two extensive washouts were repaired and multi-plate culverts installed at Sullivan and Ryan Creeks.

Christina–Kinnaird section of the Southern Trans-Provincial Highway was officially opened.

Bridges

Major repairs were made to the old Trail Bridge; a complete new deck system and sidewalk were constructed. The superstructure was painted by our Vancouver bridge crew. This bridge was then officially turned over to the City of Trail.

Ferries

The Castlegar ferries continued to carry an increased volume of traffic; both ferries were employed throughout the summer months.

Buildings

A start was made on an equipment building at Castlegar. This project will continue through 1963/64.

REGION No. 4

(R. G. Harvey, Regional Highway Engineer, Prince George)

Atlin, Cariboo (North), Fort George, North Peace River, Omineca, Prince Rupert, Skeena, and South Peace River Electoral Districts

Atlin (North) District

Roads

Spring break-up was normal. The usual break-up repairs were promptly done. Small revisions were made on the Watson Lake–Cassiar Road during the summer. Normal maintenance was performed.

The Atlin Highway, Watson Lake–Cassiar Road, and streets in Telegraph Creek, Atlin, and Lower Post were kept open during the winter. The Telegraph Creek and Stewart Highway had snow removed in December and again in March. Snowfall in the district was heavier than normal.

The Allen Lake Camp-site was cleared in November.

Bridges

The Tahltan and Tuya Bridges were reconstructed during the winter months.

Atlin (South) District

Roads in the Stewart and Alice Arm areas required extensive repairs due to flood damage. The Bear River Canyon section of the Stewart–Cassiar Road was restored only to tote-road standard at present, and a 2-mile section at Glacier Creek was completely rebuilt, eliminating a crossing of Glacier Creek.

Cariboo (North) District

Roads

Maintenance.—Routine maintenance was carried out throughout the year on all roads, with particular emphasis on the Cariboo Highway. This highway work included corrections to several fill failures, repairs to cracks in 20 miles of soil-cement base, patching of pavement between Alexandria and Quesnel, and repairs to shoulders, which included the installation of asphalt flumes where ordinary drains were inadequate.

Major improvements were carried out on the Barkerville Road, on which 11.2 miles between Mile 13 and Mile 44 were widened. Calcium chloride was applied to 41 miles as a dust palliative.

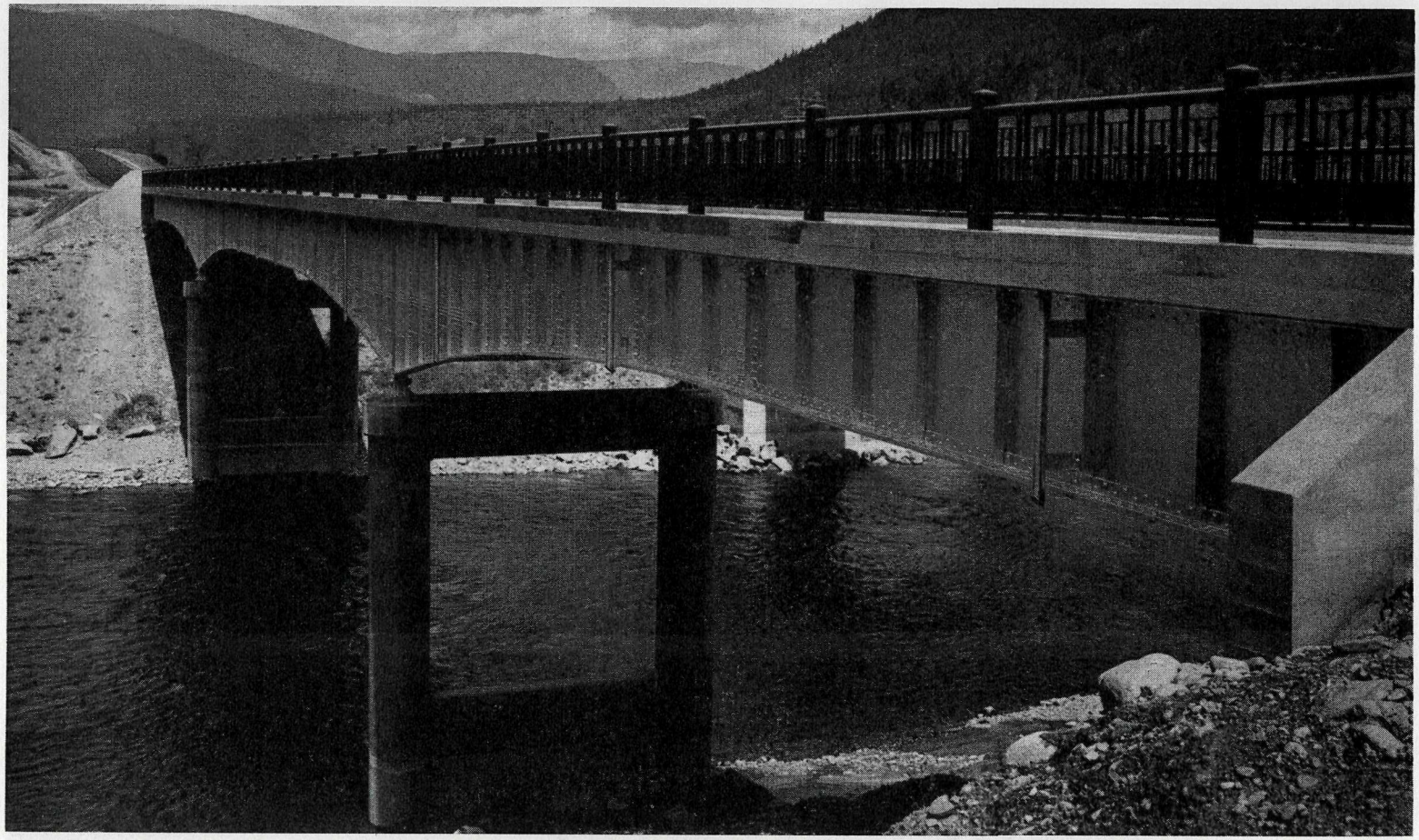
Major improvements on other roads consisted of approximately 22 miles of widening and 67 miles of gravelling.

Construction.—On the Barkerville Road 2.2 miles were reconstructed, including base-processing, and another 7.0 miles were gravelled. On the Fraser Road 0.3 mile of the Narcosli Hill was reconstructed.

Paving.—Storm drainage was installed in Quesnel on Carson Avenue between Kinchant Street and Front Street prior to the construction of curb and gutter and paving by contract.

A total of 9.2 miles of pulvimix was laid on the Barkerville Road.

Snow Removal.—Icing conditions required the use of a considerable amount of sand and of chemicals.



Shoreacres Bridge on the Southern Trans-Provincial Highway at Shoreacres. Length, 396 feet; width of roadway, 28 feet.

Bridges

Regular maintenance was carried out on all bridges.

Beavermouth Bridge, No. 71, which was washed out during high water, was rebuilt completely.

Ferries

The approach roads, ramps, towers, and a ferryman's house were completed on the new site for the Soda Creek ferry. The ferry boat itself was also rebuilt.

The Macalister ferry, which was damaged by ice-flow the previous winter, was also rebuilt.

FORT GEORGE DISTRICT

Roads

Roads within the district remained in reasonable condition throughout the summer, although a cool and wet season allowed little progress to be made and seriously hampered some projects. A winter road was provided from McBride to Crescent Spur. Due to weather conditions, usable season was short.

Construction.—Day-labour projects were again on a large scale, with concentration on the John Hart Highway. A 28-mile section from the Parsnip Bridge north to the district boundary was reditched and gravel reinforced in preparation for paving.

Between Prince George and Giscome a 1-mile section was reconstructed, while additional gravelling was carried out over an 8-mile section for pulvimixing.

Other smaller projects of improvements on the Hoffercamp Road and Highway No. 16 east of McBride were carried out.

Snow Removal.—Increasing demands and ice conditions left little slack time in this operation.

Bridges

Bridge work consisted mostly of maintenance, with renewal of several small log spans. A 100-foot Howe truss in the Fraser River Bridge at McBride was removed by blasting and replaced with Bailey bridging.

Ferries

Isle Pierre ferry ran the full year, with traffic much the same as previous years.

Hansard ferry had a long summer season, with very heavy traffic. It was necessary to provide additional help to manage the week-end traffic.

NORTH PEACE RIVER DISTRICT

Roads

Spring break-up was not severe. Restrictions were placed on all roads except the Alaska Highway and Hudson Hope Road.

The summer season was dry to start with, but late summer and fall were wet.

Clearing was completed on a 4-mile section of proposed road to the new look-out-site at Portage Mountain dam-site.

Winter snowfall was very heavy. Much drifting occurred due to high winds. Chinooks around the Christmas season created severe icing conditions and caused the blocking of practically all culverts by freezing.

Bridges

Fort Nelson River Bridge was retracted before spring run-off. During run-off, driftwood and ice damaged the piers. Repairs were made and the bridge replaced for summer use.

OMINECA (EAST) DISTRICT

Roads

Maintenance.—Normal maintenance was carried out on all district roads throughout the year. Considerable mileage of side-road was up-graded by minor reconstruction, ditching, and gravelling. Shale surfacing was applied to 5.5 miles of the Vanderhoof–Stuart Lake Road, and 2 miles were oiled, as dust control.

Construction.—The first 6 miles of the Vanderhoof–Stuart Lake Road and 2 miles of the Loop Road were prepared for pulvimix by the application of pit-run and crushed gravel. Six miles of the Fort St. James–Germansen Landing Road were brushed, ditched, and regravelled.

Snow Removal.—Snowfall was below average and temperatures generally mild, with thaws occurring in January and February. Requirement for sanding was heavy.

Bridges

Normal maintenance was carried out on all district bridges. Reconstruction of the Nation River Bridge was completed. Work commenced on a new bridge over the Necoslie River at Fort St. James and was in progress at year-end. Major repairs were required on three King truss bridges on the Fort St. James–Germansen Landing Road.

OMINECA (WEST) DISTRICT

Roads

Maintenance.—A good spring break-up was experienced generally throughout the district. Normal maintenance was carried out on all roads. Forty miles of chemical brush control along the Northern Trans-Provincial Highway, No. 16, proved successful. Patching, minor realignment, and sign maintenance were undertaken on a routine basis.

Reconstruction.—Two sections of the Northern Trans-Provincial Highway, No. 16, Tintagel to Tibbett Creek and Houston east, totalling 7.4 miles, were reconstructed and readied for crushed gravel. One mile of the Timothy Hill section of Woodmere Road, No. 130, was reconstructed, and further extensive repairs were carried out on Colleymount Road, No. 21.

Snow Removal.—An average snowfall was experienced throughout the district, but the mild winter increased the demand for sanding operations. Snow-ploughing was hampered on most side-roads due to a lack of frost along the ditch-lines.

Bridges

Flood.—As a result of heavy rainfall during the period June 25 to 28, 1962, severe flash flooding occurred in the Burns Lake, Colleymount, and Houston areas of the district. Five minor bridges were washed out and another badly damaged. Eleven major culverts were also washed out. An extensive rebulding programme was undertaken by district forces, and all devastation was cleaned up by this spring.

Day Lake Bridge, No. 20, and Mortimer Bridge, No. 472, were reconstructed. Buck River No. 2, No. 513, and Nourse, No. 476, and Taltapin, No. 75, Bridges had to be reconstructed as a result of the flood on June 28, 1962. Goat Creek, No. 5, and Houston, No. 35, Bridges received minor repairs. Necessary minor maintenance was carried out to all bridges in the district.

Ferries

M.V. " Jacob Henkel " on Francois Lake was able to operate all winter due to mild weather. Service was suspended for repairs 2½ weeks in the spring for engine overhaul and general refit. General repairs were carried out to the docks. The Southbank approach trestle was eliminated and replaced with a rock-and-gravel core causeway.

Buildings

The Burns Lake garage, equipment-shed, dry-shed, and oil-shed all received exterior painting. The three ferry homes and affiliated buildings at Southbank were all repainted. Extensive repairs were carried out to the roof of the Houston garage. A new iron shed was completed in the Burns Lake yard.

Prince Rupert District

Roads

Maintenance.—With the exception of 10 miles of old pavement, no difficulty was experienced in maintaining the roads in the Prince Rupert and Queen Charlotte areas. Outlying settlements all received attention as required. On the Queen Charlotte City–Masset Road, 4 miles were widened and regravelled and an additional 5.5 miles were regravelled only.

Construction.—On Project No. 1254, Watun River, on the Queen Charlotte City–Masset Road, 1 mile of the south approach to the Watun River Crossing was completed, grades being reduced in places from 18 per cent to 7 per cent. Clearing and laying of corduroy was completed in the previous year.

On Project No. 1254, riprap, Skeena River, Northern Trans-Provincial Highway, repairs to the road shoulder between Mile 24 and Mile 28 were effected by the placing of riprap.

Snow Removal.—Due to a mild winter and a light snowfall, no difficulties were experienced in snow-removal operations. Icing conditions were kept under control by the use of chemicals and of sand.

Bridges

Routine maintenance was carried out on all bridges. Two bridges were rebuilt. Some channel work and bridge protection with riprap was undertaken.

Buildings and Yards

The road foreman's residence at Port Clements was completed.

In Prince Rupert, aluminum roofing was placed on the warehouse and on the mechanical foreman's residence. All buildings in the yard received new exterior paint.

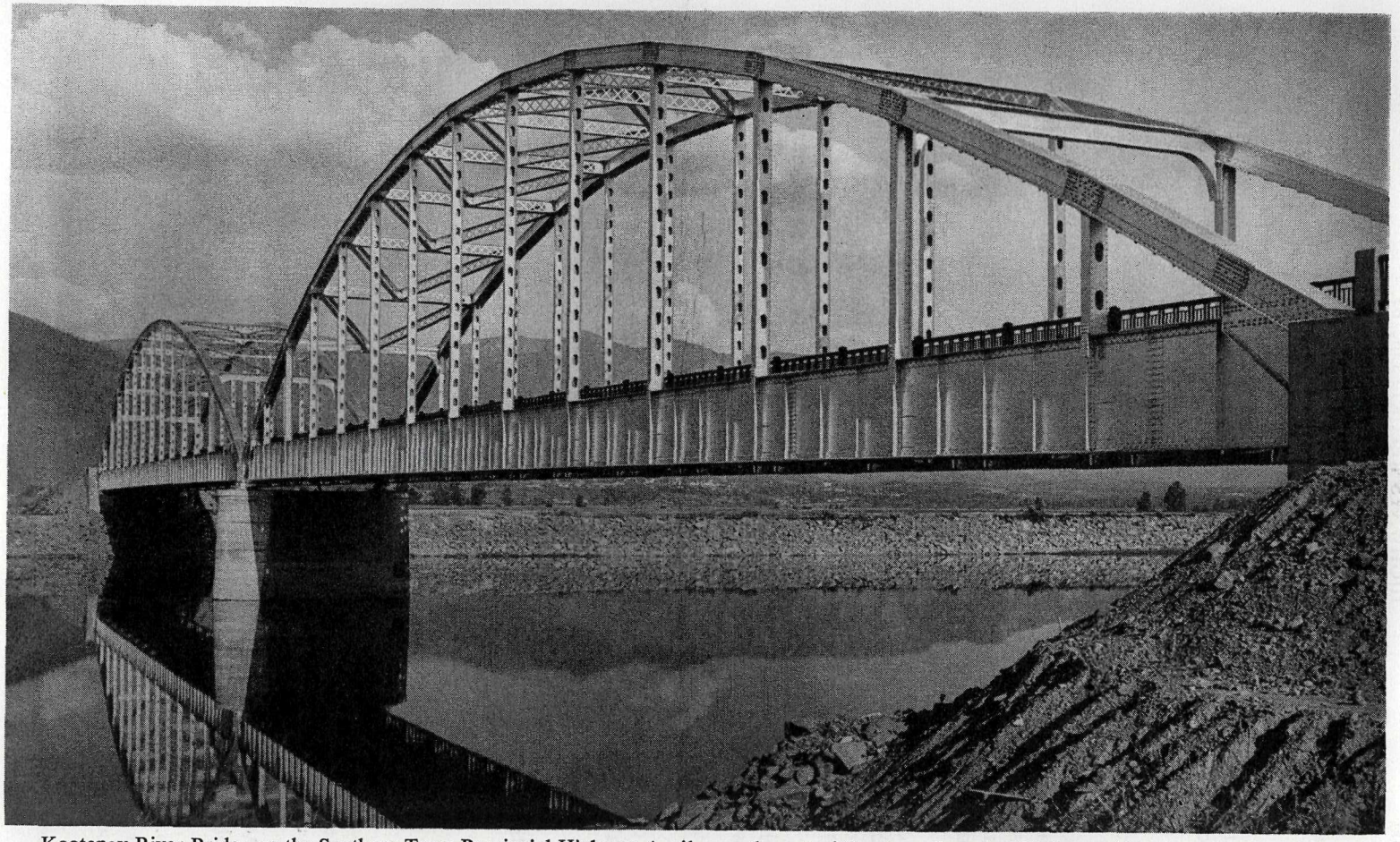
The yard-sites were rearranged and a clean-up programme undertaken.

Skeena (East) District

General maintenance, including grading of gravel roads, culvert installation, and minor ditching was carried out on the district roads.

A major day-labour project was undertaken on the Northern Trans-Provincial Highway over a distance of 7 miles easterly from New Hazelton, which eliminated the very dangerous Mud Creek Hill on the old road. This was completed, except for final crushed-gravel surfacing.

Clearing of right-of-way, improvements to line and grade, ditching, and gravelling were carried out on the Kispiox Road. On the Babine Lake Road two bridges were replaced by large culverts and fills.



Kootenay River Bridge on the Southern Trans-Provincial Highway 4 miles north-west of Creston. Length, 704 feet; width of roadway, 28 feet.

Four miles of new road were constructed and 4 miles reconstructed to connect Kitwanga to Woodcock and four bridges were built on this route.

A new storage shed was constructed at Smithers.

It was an average winter snowfall, with no special problems in snow-ploughing. Icing conditions were severe at times. However, the improvement in ice-control services was maintained.

Skeena (West) District

Roads

Maintenance.—District roads were maintained in good condition all year. A late severe winter resulted in a late spring break-up. Restrictions were applied March 16, 1962, and rescinded May 6, 1962. Extensive repairs to erosion, wash-outs, and frost boils were necessary. The summer was relatively dry and all gravel roads received extensive gravel maintenance and improvement.

Two massive landslides occurred on the Terrace–Kitimat Highway in May and June. District forces were hard put to assist in the provision and maintenance of necessary detours. A number of smaller day-labour projects were undertaken by district forces on the Beam Station Road, Dutch Valley Road, and Terrace Arterial Highway.

Construction.—A large day-labour project on the Northern Trans-Provincial Highway was undertaken by district forces. Eight miles of heavily timbered right-of-way were cleared and grubbed.

Bridges

Two of the major Howe truss type of bridges were redecked. Several bridges were repainted. Brushing and clearing occurred underneath and at the approaches of all bridges.

Ferries

Ferries provided satisfactory service all year, with the exception of the months of January and February due to bad ice conditions.

South Peace River District

Roads

Maintenance.—Routine maintenance was carried out on all district roads. A total of 28.5 miles of side-roads was cleared and graded, and culverts installed. An extensive programme of weed and brush control was carried out on trunk highways in particular.

Construction.—A 10-mile section of the John Hart Highway from Mile 128 to Mile 138 was reconstructed, including widening, drainage improvements, and the application of base gravel in preparation for paving.

Reconstruction of a 15.5-mile section of the John Hart Highway from Mile 186.5 to Mile 202.0 was completed, including widening, drainage improvements, and the application of base gravel. The section from Mile 190.5 to Mile 202.0 has since been paved under work carried out by the Paving Branch.

The right-of-way was cleared on a 10-mile section of the access road to One Island Lake.

A total of 20 miles of farm and settlement roads and school-bus routes was gravelled.

Snow Removal.—The major part of the district experienced the heaviest snowfall since 1917. Chinooks during the months settled the snow, which helped prevent serious drifting conditions in the flat farming areas. However, alternate freezing and thawing temperatures resulted in literally hundreds of blocked culverts. As a result, during spring run-off there were many washouts and extensive damage resulted to roads.

Bridges

Routine maintenance was carried out on most bridges in the district. Major repairs were made to the floor systems on Landry Bridge, No. 53, and Wabi Bridge, No. 11. Damaged portal bracing and sway bracing were replaced on the West Pine Bridge, No. 12.

Riley Bridge, No. 84, formerly a King truss, was replaced by a glulam stringer span.

A new triple-single Bailey bridge was constructed over the Pine River immediately down-stream from the confluence of the Sukunka and Pine Rivers.

Ferries

Other than short suspensions in service for repairs, the operation of the Clayhurst ferry was normal.

The Twidwell Bend ferry was in operation for the season but has since been replaced by a bridge.

STATEMENT AS TO MAJOR HIGHWAY WORK COMPLETED OR IN PROGRESS (BY DAY LABOUR) DURING FISCAL YEAR 1962/63

Electoral District	Project No.	Name of Road	Extent of Work (Location of Work or Initial and Terminal Points)	Mileage of Work	Description of Work (New Construction, Reconstruction, Widening, etc.)	Date Commenced	Work Completed at Mar. 31, 1963
							Per Cent
Alberni	1217	Central Lake		2.00	Widening	Aug., 1962	100
	.....	Stirling Arm		1.50	Reconstruction	May, 1962	100
	.....	Ucluelet–Tofino		20.00	Reconstruction	Apr., 1962	100
	.....	Alberni–Tofino		10.00	Gravelling	May, 1962	100
Atlin (North)	1255	McDame Creek		.....	General improvements, grades eased, culverts replaced	June, 1962	100
Atlin (South)	.....	Bear River, No. 63 (Stewart–Cassiar)	Mile 0 to Mile 14	14.00	General flood-damage repair, including 2 miles of reconstruction at Glacier Creek	Apr., 1962	100
	.....	Kitsault River, No. 84	Mile 0 to Mile 17	17.00	General flood-damage repair	Apr., 1962	100
Burnaby	.....	Grandview Highway, No. 135R	Willingdon Ave. to Gilmore Ave.	0.38	New construction, widening	.....	100
	1218	Barnet Highway, No. 293R	West of North Road to slide area	1.72	Flush-coating shoulders	Sept., 1962	100
Cariboo (North)	.....	Barkerville, No. 38	Mile 3.6 to Mile 5.8	2.20	Relocation and pulvimix base	May, 1962	100
			Mile 5.8 to Mile 13.0	7.20	Base gravel and pulvimix base	May, 1962	100
			Mile 13 to Mile 45	11.20	Reconstruction, widening, and gravelling	May, 1962	.....
	.....	Fraser, No. 32	Mile 13.2 to Mile 13.5	0.30	Reconstruction and widening	Aug., 1962	100
	.....	Blackwater, No. 58	Mile 20 to Mile 26	2.00	Reconstruction and widening	June, 1962	.....
	.....	French, No. 170	Mile 0.2 to Mile 2.5	2.30	Widening and gravelling	Sept., 1962	.....
	.....	Barkerville–Bear Lake, No. 29	Mile 1.1 to Mile 4.2 and Mile 14.6 to Mile 16.5	4.00	Widening miscellaneous sections	May, 1962	.....
	.....	Beavermouth, No. 70	Mile 9 to Mile 18	9.00	Widening and clearing	.....	.....
	.....	McRae, No. 208	Mile 0.0 to Mile 0.2	0.20	Reconstruction	June, 1962	.....
	.....	Quesnel Canyon, No. 44	Mile 0.1 to Mile 0.5	0.40	Reconstruction	.....	.....
	.....	Hilborn, No. 48	Mile 0.0 to Mile 0.5	0.50	Widening and gravelling	Oct., 1962	.....
	.....	Longbar, No. 161	Mile 1.5 to Mile 2.0	0.50	Widening and gravelling	Sept., 1962	.....
	.....	Land's, No. 173	Mile 0.0 to Mile 3.8	3.80	Widening and gravelling	.....	.....
	.....	Ridge, No. 130	Mile 0 to Mile 6	2.00	Drainage and gravelling	.....	.....
Cariboo (South)	.....	Chilcotin–Bella Coola, No. 20	Mile 197.5 to Mile 198.8	1.30	Reconstruction and widening	June, 1962	100
	.....	Mile 93–Bridge Lake–Little Fort, No. 370	Mile 24.2 to Mile 24.9	0.70	Reconstruction, grade revision, and widening	Sept., 1962	100
	.....	Exeter Station, No. 554	Mile 0.0 to Mile 2.1	1.25	Reconstruction, realignment, and widening	June, 1962	100
	.....	Canim Lake, No. 318	Mile 9.9 to Mile 12.9 and Mile 13.7 to Mile 14.0	3.30	Reconstruction, realignment, and widening	June, 1962	100
	.....	Eagle Creek, No. 332	Mile 0.0 to Mile 0.2	0.20	Reconstruction, grade revision, and widening	July, 1962	100
	.....	Chilcotin–Meldrum, No. 321	Mile 0.0 to Mile 1.2	1.20	Reconstruction, new diversion	Oct., 1962	100
	.....	Horsefly, No. 419	Mile 24.9 to Mile 25.2 and Mile 27.75 to Mile 28.75	1.30	Reconstruction, new diversion, realignment, and widening	Apr., 1962	.....

							Per Cent
	.....	Deka Lake–Canim Lake, No. 319	Mile 0.00 to Mile 1.25	1.25	Reconstruction, realignment, and widening	Sept., 1962	100
	.....	Mile 100–Roe Lake, No. 371	Mile 6.5 to Mile 8.4 and Mile 19.8 to Mile 20.1	0.75	Reconstruction, realignment, and widening	Apr., 1962	100
	.....	Upper Horsefly, No. 425	Mile 0.0 to Mile 18.2	5.50	Reconstruction and major gravelling	Apr., 1962	100
	.....	Canim Lake–Mahood Lake, No. 443	Mile 0.9 to Mile 1.9	1.00	Reconstruction, realignment, and widening	July, 1962	100
Chilliwack	1219	Chilliwack Lake	Mile 1.55 to Mile 2.65	1.10	Reconstruction, widening, and realignment	Apr., 1962	100
	1219	Chilliwack Lake	Mile 2.65 to Mile 4.39	1.74	New construction	Apr., 1962	50
	910	Martens	Matsqui Municipality	0.50	New construction, 1,100 feet; reconstruction (widening), 1,500 feet	June, 1962	100
	1219	Columbia Valley	Columbia Valley	2.00	Reconstruction, widening, and realignment	Apr., 1962	100
Columbia	1239	Big Bend Highway, No. 1A	Donald to Boat Encampment	78.32	Gravelling and applying calcium chloride	May, 1962	100
	.....	Trans-Canada Highway, No. 1 (Kicking Horse section)	Mile 0 to Mile 11	11.00	Cleaning slides, ditches, and culverts	Apr., 1962	100
	.....	Kootenay–Columbia Highway, No. 93/95 (Canal Flats)	Mile 107.60 to Mile 118.78	11.18	Clearing and grubbing	May, 1962	100
	1239	Kootenay–Columbia Highway, No. 93/95 (Athalmer Junction–Windermere section)	Mile 75.60 to Mile 80.12	4.52	Gravelling and pulvimixing base	Apr., 1962	.....
	.....	Athalmer streets, No. 230	.....	0.90	Gravelling and paving	July, 1962	100
	.....	Windermere streets, No. 220	.....	0.35	Paving	June, 1962	100
	.....	Canal Flats streets, No. 210	.....	1.66	Gravelling and paving	June, 1962	100
	.....	Waterway Drive, No. 337	.....	0.51	Gravelling and paving	July, 1962	100
	.....	Toby Road, No. 4	.....	26.00	Widening	Apr., 1962	100
Comox	1220	Buttle Lake	Brewster Lake Road to Camp 8	7.20	Reconstruction and paving	May, 1962	100
	1220	Anderton	Ryan Road to Waveland	1.63	Reconstruction	Feb., 1962	15
	1220	Arden	Cumberland Road to Lake Trail Road	0.64	Reconstruction and paving	May, 1962	100
	1220	Barlow Road	Island Highway to Mile 0.13	0.13	Reconstruction	Mar., 1962	100
	1220	Birch St.	First St. to Evergreen	0.05	Reconstruction	July, 1962	100
	1220	Bold Point	Gravel-pit	1.00	New construction	May, 1962	50
	1220	Cedar St.	Fourth St. to Second St.	0.24	Paving	July, 1962	100
	1220	Church St.	Wembly Road to Alberni Highway	1.98	Paving	June, 1962	100
	1220	Claudet and Marine Way	Northwest Bay Road to Reef Road	0.51	Reconstruction	Oct., 1962	100
	1220	Dahl	Island Highway to Mile 0.17	0.17	Reconstruction and paving	May, 1962	100
	1220	Denman	Pickles Road to Swan Road	1.79	Reconstruction and paving	May, 1962	100
	1220	Dove Creek	School to Dove Creek Bridge	1.61	Reconstruction	May, 1962	100
	1220	Dove Creek	Wellenbrink's Farm	0.15	Flood control	Nov., 1962	100
	1220	Erickson	Island Highway to Mile 0.68	0.68	Reconstruction and paving	May, 1962	100
	1220	Petersen	Evergreen Road to Kathleen Road	0.72	Reconstruction and paving	June, 1962	100
	1220	Pym	Island Highway to Temple Road	1.41	Paving	June, 1962	100
	1220	Temple	Village Boundary to Pym Road	0.62	Paving	June, 1962	100
	1220	Quatsino	Random lengths	2.30	Reconstruction	Sept., 1962	100
	1220	Twillingate	Island Highway to end	0.50	Reconstruction and paving	May, 1962	100
	1220	Wembley	Island Highway to Church	0.27	Paving	June, 1962	100
	1220	Whitaker	Left Road to Beach	0.80	Paving	May, 1962	100
	1220	Winchester	Alberni Highway to Grafton Ave.	1.05	Reconstruction	May, 1962	80

STATEMENT AS TO MAJOR HIGHWAY WORK COMPLETED OR IN PROGRESS—*Continued*

Electoral District	Project No.	Name of Road	Extent of Work (Location of Work or Initial and Terminal Points)	Mileage of Work	Description of Work (New Construction, Reconstruction, Widening, etc.)	Date Commenced	Work Completed at Mar. 31, 1963
							Per Cent
Comox	1220	Budington	Fraser Road to end	0.13	Flush-coat	July, 1962	100
	1220	Comox Lake	Cumberland to end	1.75	Flush-coat	July, 1962	100
	1220	Kenmuir	Island Highway to Leon Road	0.66	Flush-coat	July, 1962	100
	1220	Evergreen	McPhedran to Petersen	0.58	Reconstruction and paving	July, 1962	100
	1220	Gainsberg	Island Highway to Wharf	1.45	Reconstruction	May, 1962	100
	1220	Gartley Beach Road and Gartley Point Road	Island Highway to Beach	0.31	Reconstruction	Jan., 1962	100
	1220	Grafton Ave.	Winchester Road to Coombs Station Road	1.44	Reconstruction	Jan., 1962	14
	1220	Heriot Bay	Anderson Road to West Road	0.17	Paving	Oct., 1962	100
	1220	Pidcock	Ferry Road to Anderson	0.07	Paving	Oct., 1962	100
	1220	Ferry	Ferry-landing to Pidcock Road	0.10	Paving	Oct., 1962	100
	1220	Anderson	Pidcock Road to Heriot Bay Road	0.47	Paving	Oct., 1962	100
	1220	West	Heriot Bay Road to Mile 1.85	1.85	Reconstruction and paving	Oct., 1962	100
	1220	Island Highway	Random lengths	.....	Clearing	June, 1962	100
	1220	Island Highway	Courtenay City limits	0.20	Flood control	May, 1962	100
	1220	Marsden	Cumberland Road to Mile 0.25	0.25	Clearing and grubbing	Jan., 1962	10
	1220	Minto	Cumberland Road to Fraser Road	1.20	Paving	May, 1962	100
	1220	Fraser	.....	.....	Culvert and fill	Mar., 1962	100
	1220	Port McNeill–Port Alice	*Connecting links*	1.40	New construction	June, 1962	100
Comox (South)	1226	Rutherford	.....	1.50	Road-mix paving	Apr., 1962	100
	.....	Dumont	.....	0.50	Road-mix paving	May, 1962	100
	.....	Long Lake area	.....	0.75	Road-mix paving	May, 1962	100
	.....	Ross	.....	0.50	Road-mix paving	July, 1962	100
	.....	Dickenson	.....	0.75	Road-mix paving	June, 1962	100
	.....	Turner	.....	0.25	Road-mix paving	May, 1962	100
	.....	Departure Bay	.....	1.00	Flush-coat paving	July, 1962	100
	.....	Island Highway	.....	4.00	Widening shoulders	Aug., 1962	100
Cowichan-Newcastle	1221	Hill	.....	1.00	Reconstruction	May, 1962	100
	.....	Scotchtown	.....	0.75	Road-mix paving	July, 1962	100
	.....	Akenhead	.....	1.00	Reconstruction and paving	Aug., 1962	100
	.....	Koksilah	.....	1.00	Reconstruction and paving	May, 1962	100
	.....	Holden–Corso	.....	1.25	Reconstruction and paving	Sept., 1962	100
	.....	Wilson	.....	0.50	Reconstruction	June, 1962	100
	.....	Trans-Canada Highway	.....	2.00	Widening shoulders	Apr., 1962	100
	.....	Raines	.....	1.00	Major gravelling	Oct., 1962	100
Cranbrook	1240	Southern Trans-Provincial Highway, No. 3	Mile 510.8 to Mile 512.0	1.20	Reconstruction, grade revision, and widening, with road mix from Mile 510.80 to Mile 511.35 (0.55 mile) and hot mix from Mile 511.35 to Mile 512.00	May, 1962	100

							Per Cent
	1240	Monroe Lake, No. 81	Mile 0.00 to Mile 0.45	0.45	Reconstruction, widening, grade raised, and gravelling	July, 1962	100
	1240	Green Bay, No. 80	Mile 0.0 to Mile 0.8	0.80	Reconstruction, widening, grade raised, and gravelling	July, 1962	100
	1240	Cranbrook–Smith Lake, No. 7	Mile 1.6 to Mile 2.9	1.30	Reconstruction, widening, grade raised, and gravelling; road mix from Mile 1.60 to Mile 2.20	July, 1962	100
	1240	Mission, No. 8	Mile 0.0 to Mile 2.5	2.50	Reconstruction, widening, grade raised, and gravelling	Aug., 1962	80
	1240	Cranbrook Arterial, No. 354R	Mile 0.0 to Mile 0.6	0.60	Reinforced, drainage improved, and road mix	July, 1962	100
	1240	Little Van Horne St., No. 301, and Cobham St., No. 303		1.60	Improved and surfaced with road mix	July, 1962	100
	1240	Eager Hill, No. 31, to Fort Steele	Station 455 to Station 576	2.37	New construction, with some gravelling	Oct., 1962	60
Delta	1222	Beaubien Highway, No. 269R	King George VI Highway, No. 15R, to Scott Road	2.74	Seal-coating shoulders	Sept., 1962	100
	1222	King George VI Highway, No. 15R	Trans-Canada Highway, No. 2R, to Newton	3.58	Seal-coating shoulders	Sept., 1962	100
	1222	Scott, No. 352R	River Road to B.C. Hydro Railway Crossing	0.30	Seal-coating shoulders	Sept., 1962	100
	.....	Glover, No. 264R	Trans-Canada Highway, No. 263R, to Eastleigh Road	0.25	Reconstruction, curb and gutter, and paving	Aug., 1962	100
	.....	Tsawwassen Highway	Causeway	1.36	Widening shoulders, relocation of guard-rail	Jan., 1962	100
Dewdney (East)	907	Lougheed Highway, No. 330R	Seabird Bluffs	0.76	Reconstruction, widening, and realignment	Oct., 1962	100
	1223	Eagle	Hatzic area	0.17	New construction	July, 1962	100
	1223	Deroche area roads	Deroche area	1.15	Reconstruction, widening, and realignment	June, 1962	100
	1223	Hatzic area roads	Hatzic area	1.80	Reconstruction, widening, and realignment	June, 1962	100
	1223	Sylvester	Hatzic area	1.00	Reconstruction, widening, and realignment	June, 1962	100
	1223	Lougheed Highway, No. 11-7	Nicomen Island sections	2.00	Shouldering	Aug., 1962	100
	1223	Lougheed Highway, No. 23R	Mission Municipality	0.50	Shouldering	Aug., 1962	100
	1223	Lougheed Highway, No. 330R	Kent Municipality	1.00	Shouldering	Aug., 1962	100
	1223	Rockwell Drive, No. 290R	Harrison Hot Springs	0.60	Reconstruction and widening	Sept., 1962	100
	1223	Nicomen Island area roads	Nicomen Island	0.50	Reconstruction and gravelling	Sept., 1962	100
Dewdney (West)	1223	Lougheed Highway, No. 21R	Pitt River Bridge (11-41) to Harris Road	1.83	Flush-coating shoulders and reconstruction	Sept., 1962	100
	.....	Belcarra Loop, No. 11-107	Bedwell Bay Road to end of loop	0.21	New construction and gravelling	Oct., 1962	100
	.....	Lougheed Highway, No. 22R	East of Albion to Stave River	1.10	Reconstruction, widening, and gravelling of shoulders	Aug., 1962	100
Esquimalt	.....	Craigflower–Admirals	Intersection	0.25	Total reconstruction, widening, paving, curbing, storm drainage, signals	Apr., 1962	100
	.....	Kilmalu	Trans-Canada Highway easterly	1.00	Reconstruction and gravelling	July, 1962	100
	.....	Telegraph	La Fortune to Fisher Road	2.40	Reconstruction and gravelling	June, 1962	100
	.....	Shawnigan Lake	Esquimalt and Nanaimo Railway Underpass	0.50	Realignment and widening	Apr., 1962	50
	.....	Kangaroo	Rocky Point Road to Sooke Road	3.50	Reconstruction and gravelling	July, 1962	35

STATEMENT AS TO MAJOR HIGHWAY WORK COMPLETED OR IN PROGRESS—*Continued*

Electoral District	Project No.	Name of Road	Extent of Work (Location of Work or Initial and Terminal Points)	Mileage of Work	Description of Work (New Construction, Reconstruction, Widening, etc.)	Date Commenced	Work Completed at Mar. 31, 1963
							Per Cent
Fernie	.....	Roosville–Banff Highway, No. 93 (Fort Steele–Wasa section)	Fort Steele north	4.40	Construction on new alignment	Apr., 1962	100
	.....	Roosville–Banff Highway and Kootenay–Columbia Highway, No. 93 and No. 95	Springbrook north	0.90	Construction on new alignment	Apr., 1962	100
	.....	Wasa Camp-site Road and Lewis Creek Road, No. 73 and No. 31	From No. 93 north-east	2.60	Construction on new alignment	Apr., 1962	100
Fort George	1247	John Hart Highway, No. 2N	Mile 100 to Mile 128	28.00	Reconstruction, reditching, and gravel reinforcing for paving	May, 1962	95
	1247	Cariboo Highway, No. 2S	Mile 0 to Mile 12	4.00	Reconstruction on intermittent sections and gravel reinforcing for pulvimixing	July, 1962	100
	1247	Northern Trans-Provincial Highway, Prince George east, No. 16E	Mile 17 to Mile 25	8.00	Reconstruction and gravelling for pulvimix	June, 1962	75
	1247	Northern Trans-Provincial Highway, McBride east, No. 16Y	Mile 0 to Mile 45	8.00	Reconstruction—minor improvements	May, 1962	100
	1247	Hoffercamp Road and Fraser Flat Road, No. 202 and No. 211	Mile 0 to Mile 3	3.00	Reconstruction, ditching, widening, and gravelling	July, 1962	60
Grand Forks-Greenwood	1242	Southern Trans-Provincial Highway, No. 3 (Grand Forks–Greenwood section)	Mile 13.78 to Mile 14.29	0.51	Reconstruction, ready to pave	July, 1962	100
			Mile 14.88 to Mile 15.68	0.80	Reconstruction, ready to pave	July, 1962	100
			Mile 16.6 to Mile 18.5	1.90	Reconstruction, ready to pave, includes new railway crossing at Mile 17.9	Sept., 1962	100
			Mile 18.5 to Mile 20.1	1.60	Reconstruction, drilling, and grading	Dec., 1962	60
	1242	Kettle River Main, No. 43	Mulligan Creek, Mile 8.2	0.30	Reconstruction—diversion, 30 ft. standard	Apr., 1962	100
			Ouelette Creek, Mile 10.5	0.30	Reconstruction and realignment	Apr., 1962	100
			Crouse Creek to Canyon Creek, Mile 13.6 to Mile 20.1	7.40	Reconstruction, realignment, and widening, including Buffalo Hump; Crouse Creek Bridge replaced by 6′ by 4′ arch culvert 40 ft. long	Apr., 1962	100
	1242	Grand Forks–Franklin, No. 30	Mile 2.75 to Mile 6.80	4.05	Reconstruction and road-mix paving	Aug., 1962	100
	1242	Christina Lake roads, No. 16	Christina Lake	1.00	Reconstruction and penetration seal paving	July, 1962	100
	.....	Christina–Cascade, No. 395	Christina Lake	0.30	Reconstruction—by-pass Christina Creek Bridge, 30 ft. standard, road-mix paving	July, 1962	100
	.....	Paulson Detour	Detour for Paulson Bridge, Southern Trans-Provincial Highway, No. 3	3.95	Widening and gravelling, 0.45 mile of paving	Apr., 1962	100

							Per Cent
Kamloops		North Thompson, No. 71	Mile 79.3 to Mile 81.4 and Mile 83.4 to Mile 83.9	2.10	Reconstruction, realignment, and grade revision (pit-run gravel)		100
		Highland Valley, No. 57	Mile 12 to Mile 25	13.00	Reconstruction, realignment, and grade revision		100
		Rothery, No. 149	Mile 18 to Mile 19	1.00	Widening and gravelling		100
		Agate Bay, No. 2	Mile 14.0 to Mile 15.5	1.50	Widening of rock sections		100
		Barriere Main, No. 10	Mile 7.5 to Mile 8.5	1.00	Widening and gravelling		100
		Barriere Main, No. 10	Mile 10.6 to Mile 11.2	0.60	Realignment		100
		Barriere East, No. 36	Mile 0 to Mile 1	1.00	Widening and gravelling		100
		Birch Island–Lost Creek, No. 15	Mile 2.3 to Mile 4.3	2.00	Widening and gravelling		100
		Boulder Mountain, No. 19	Mile 1.5 to Mile 3.5	2.00	Widening and gravelling		100
		Campbell Range, No. 25	Mile 0 to Mile 3	3.00	Widening and gravelling		100
		Deadman–Vidette, No. 42	Mile 6 to Mile 7	1.00	Widening and gravelling		100
		Deadman–Vidette, No. 42	Mile 11 to Mile 16	5.00	Widening and gravelling		100
		Dunn Lake, No. 45	Mile 0.0 to Mile 2.5	2.50	Widening and gravelling		100
		Dunn Lake, No. 45	Mile 27.5 to Mile 37.5	8.00	Widening and gravelling		100
		Dixon Creek, No. 44	Mile 0.5 to Mile 2.5	2.00	Widening and gravelling		100
		Heffley–Louis Creek, No. 54	Mile 2 to Mile 3	1.00	Widening and gravelling		100
		Heffley–Louis Creek, No. 54	Mile 5.0 to Mile 6.5	1.50	Widening and gravelling		100
		McLure Ferry, No. 87	Mile 0.5 to Mile 1.3	0.80	Widening and gravelling		100
		Lac le Jeune, No. 74	Mile 0 to Mile 3	3.00	Reconstruction, realignment, grade revision, widening, and gravelling		100
		McGillivary, No. 91	Mile 0.0 to Mile 0.8	0.80	Widening and gravelling		100
		Shuswap, No. 68	Mile 10.3 to Mile 17.2	6.90	Widening and gravelling		100
		Clearwater Valley, No. 32	Mile 2 to Mile 11	9.00	Widening and gravelling		100
		Westsyde, No. 123	Mile 16.2 to Mile 16.7	0.50	Widening and gravelling		100
		Westsyde, No. 123	Mile 15.2 to Mile 15.4	0.20	Rock blasting, widening and gravelling		100
Kaslo-Slocan	1243	Slocan–Vernon, No. 246	Slocan City to Twelve Mile, Mile 22.35 to Mile 27.25	4.90	Minor reconstruction and road mix 20–24-ft. portions, including reconstruction to standard 36-ft. top	Aug., 1962	100
			Enterprise Creek to Eleven Mile, Mile 28.85 to Mile 30.70	1.85	Completed reconstruction to 36-ft. top and road mix 24 ft. wide	Aug., 1962	100
			Rosebery to south end of Summit Lake, Mile 46.90 to Mile 60.15	13.25	Minor reconstruction, widening, ditching, culverts, and road mix 24 ft. wide	July, 1962	100
			North end of Summit Lake to Box Lake pavement, Mile 62.85 to Mile 66.20	3.35	Reconstruction, 1.60 miles to 36-ft. top and road mix 3.35 miles 24 ft. wide	July, 1962	100
		Revelstoke–Balfour, No. 204	Coffee Creek Bluffs, Mile 0.9 to Mile 1.5	0.20	Major reconstruction in rock, 30-ft. top	Jan., 1962	100
			Mile Hill to Ainsworth, Mile 1.9 to Mile 2.9	1.00	Major reconstruction in rock and other material	Dec., 1962	100
			North end of Fletcher Bluffs to Mirror Lake, Mile 12.25 to Mile 13.25	1.00	Reconstruction in rock and other material, 36-ft. top, and road mix 24 ft. wide	Oct., 1962	100
			Mirror Lake to Kaslo, Mile 14.4 to Mile 16.0	1.60	Realign and reconstruct to 36-ft. top and road mix 24 ft. wide	Oct., 1962	100
			0.5 mile south of Davis Creek, Mile 32.6 to Mile 32.7	0.10	Reconstruction in heavy rock	Dec., 1962	100

STATEMENT AS TO MAJOR HIGHWAY WORK COMPLETED OR IN PROGRESS—*Continued*

Electoral District	Project No.	Name of Road	Extent of Work (Location of Work or Initial and Terminal Points)	Mileage of Work	Description of Work (New Construction, Reconstruction, Widening, etc.)	Date Commenced	Work Completed at Mar. 31, 1963
							Per Cent
Kaslo-Slocan	.....	Kaslo–Shutty Bench Road	Top of "A" Ave. trestle to Kaslo Village limits	0.85	Reconstruction in rock and other material to 30-ft. top	Dec., 1962	100
	.....	Kaslo Arterial, No. 78R	Kaslo Village limits to Kaslo Creek Bridge	0.55	Widen and ditch in other material to 30-ft. top and road mix 24 ft. wide	Sept., 1962	100
Lillooet (North)	132	Lytton–Lillooet, No. 12	Mile 25.0 to Mile 25.5	0.50	New construction, 0.1 mile, including 70,000 cu. yd. of fill; reconstruction, 0.4 mile cuts, including 25,000 cu. yd. of rock	Apr., 1962	90
Lillooet (South)	1228	Alice Lake	Squamish Valley Road to Squamish–Alta Lake Road	1.26	New construction	May, 1962	100
	1282	Squamish–Pemberton	Alice Lake Road northwards	30.00	New construction	Apr., 1962	60
Mackenzie	1225	Blubber Bay	Mile 0.7 to Mile 1.5	0.80	Reconstruction, widening, and gravelling	June, 1962	35
	1225	Bowen Bay	Mile 0.76 to Mile 0.93	0.17	Reconstruction and rock work	Jan., 1963	80
	1225	Francis Peninsula	Mile 0.5 to Mile 3.8	3.30	Reconstruction, widening, and gravelling	Apr., 1962	100
	1225	Gillies Bay	Mile 2.40 to Mile 4.75	2.35	Reconstruction, widening, and gravelling	May, 1962	75
	1225	Irvines Landing	Mile 0.0 to Mile 1.6	1.60	Reconstruction, widening, and gravelling	May, 1962	100
	1225	Redroofs	Mile 0 to Mile 7	7.00	Rock work and widening	Apr., 1962	65
	1225	Roberts Creek	Mile 1.3 to Mile 2.3	1.00	Reconstruction, widening, and gravelling	Apr., 1962	50
	1225	Sunshine Coast Highway	Powell River southwards	6.40	Reconstruction, widening, and gravelling	Apr., 1962	80
	1225	Lund Highway	Mile 81.40 to Mile 84.55	3.15	Reconstruction, widening, and gravelling	Oct., 1962	100
	1271	Sechelt Arterial Highway, No. 320R	Wharf Road to Inlet Ave.	0.19	Curb and gutter	Sept., 1962	100
	373	Sliammon Bridge	Lund Highway at Mile 74.6	.....	Construct bridge and approaches (diversion)	Apr., 1962	100
Nanaimo-Islands	1226	Seventh St.	.....	0.50	Road-mix paving	July, 1962	100
	.....	East Wellington	.....	1.00	Reconstruction	Aug., 1962	100
	.....	Bruce Ave.	.....	0.50	Road-mix paving	Oct., 1962	100
	.....	Saltspring Island	.....	3.00	Asphalt flush-coat	July, 1962	100
	.....	Fourth St.	.....	1.00	Road-mix paving	July, 1962	100
	.....	Taylor Bay	.....	0.75	Reconstruction	Sept., 1962	100
	.....	Saturna Island	.....	0.75	Road-mix paving	Aug., 1962	100
	.....	Bedwell Harbour	.....	1.00	Road-mix paving	Aug., 1962	100
	.....	Fernhill	.....	0.50	Reconstruction	Sept., 1962	100
	.....	Montague	.....	0.50	Road-mix paving	Aug., 1962	100
	.....	Thetis Island	.....	0.50	Road-mix paving	Aug., 1962	100
	.....	Scott	.....	1.00	Reconstruction	Oct., 1962	100
	.....	Bay St.	.....	0.25	Reconstruction	Sept., 1962	100
	.....	Westwood	.....	0.25	Road-mix paving	Sept., 1962	100
	.....	Lynburn	.....	1.25	Asphalt flush-coat	Oct., 1962	100
	.....	Trans-Canada Highway	.....	4.00	Shouldering	July, 1962	100

							Per Cent
Nelson-Creston	1244	Southern Trans-Provincial Highway, No. 3 (Creston–Goatfell sections)	West from district boundary	1.50	Reconstruction and paving		100
	1244	Southern Trans-Provincial Highway, No. 3 (Nelson–Castlegar section)	Shoreacres Bridge approaches	0.80	Diversion, not paved		100
	384	Southern Trans-Provincial Highway, No. 3 (Nelson–Castlegar section)	Mile 8 to Mile 10	2.00	New construction		80
	1244	Knox Road connetcion	From Knox Road to Golf Links Road	0.25	New construction		90
	1244	Harrop–Procter, No. 139	Mile 2 to Mile 5	3.00	Gravelling and road-mix paving		100
	1244	Kootenay Bay–Creston, No. 3	Boswell section	6.00	Ditching, widening, levelling, and gravelling		100
	1244	Pass Creek, No. 259	Mile 3.0 to Mile 9.5	6.50	Gravelling		100
	1244	Blewett	Southern Trans-Provincial Highway to Mile 2	2.00	Gravelling and road-mix paving		100
	1244	Orchard roads	Creston district	3.50	Gravelling and road-mix paving		100
New Westminster		Dyer (22-18)	Marine Drive to Dyer's Plant	0.07	New construction		100
North Okanagan	1233	Armstrong–Salmon River, No. 302R	Mile 2.60 to Mile 7.35	3.75	Major improvements and prepare road-mix base	May, 1962	100
		Carrs Landing, No. 23	Mile 2.90 to Mile 4.05	1.15	Road-mix paving	Aug., 1962	100
	D.V.	Commonage, No. 30	Mile 3.30 to Mile 3.35	0.05	Major improvements and rock work	Aug., 1962	100
	D.V.	Commonage, No. 30	Mile 14.55 to Mile 17.45	2.90	Road-mix paving	Aug., 1962	100
	1233	Dure Meadow, No. 33	Mile 0.00 to Mile 0.95	0.95	Major improvements	Apr., 1962	100
	1263	Enderby–Mabel Lake, No. 74	Mile 5.5 to Mile 5.7	0.20	Reconstruction and gravelling	Nov., 1962	100
	1233	Enderby–Mabel Lake, No. 74	Mile 9.8 to Mile 9.9	0.10	Major improvements and rock work	June, 1962	100
	1233	Enderby–Mabel Lake, No. 74	Mile 12.3 to Mile 13.8	1.50	Major improvements and rock work	June, 1962	100
	1233	Enderby–Mabel Lake, No. 74	Mile 16.3 to Mile 16.5	0.20	Major improvements	June, 1962	100
	1233	Enderby–Mabel Lake, No. 74	Mile 19.1 to Mile 19.3	0.20	Major improvements	June, 1962	100
		Enderby–Mabel Lake, No. 74	Mile 20.30 to Mile 20.35	0.05	Major improvements and rock work	June, 1962	100
	1233	Enderby–Grindrod	Mile 0.00 to Mile 1.55	1.55	Road-mix paving	Aug., 1962	100
		Mallory, No. 76	Mile 1.65 to Mile 1.85	0.20	Major improvements and gravelling	Aug., 1962	100
		Okanagan Highway (No. 97A), No. 102	Mile 18.5 to Mile 18.6	0.05	Major improvements and rock work	Nov., 1962	100
	1233	Vernon–Slocan Highway (No. 6), No. 88	Mile 23.5 to Mile 23.8	0.50	Gravelling and prepare road-mix base	June, 1962	100
	1233	Vernon–Slocan Highway (No. 6)	Mile 27.55 to Mile 29.55	2.00	Gravelling and prepare road-mix base	June, 1962	100
	1233	Vernon–Slocan Highway (No. 6)	Mile 31.35 to Mile 34.6	3.25	Gravelling and prepare road-mix base	June, 1962	100
	1233	Vernon–Slocan Highway (No. 6)	Mile 42 to Mile 44	2.00	Gravelling and prepare road-mix base	June, 1962	100
	1233	Vernon–Slocan Highway (No. 6)	Mile 52.15 to Mile 57.40	5.15	Gravelling and prepare road-mix base	June, 1962	100
		Lumby–Mabel Lake, No. 75	Mile 10.2 to Mile 10.4	0.20	Major improvements	May, 1962	100
		Pine St., No. 144	Mile 0.0 to Mile 0.4	0.40	Gravelling and road-mix paving	July, 1962	100
	1233	Westside, No. 138	Mile 4.0 to Mile 7.3	3.30	Road-mix paving	July, 1962	100
		Stickle, No. 159	Mile 0.00 to Mile 0.75	0.75	Road-mix paving	Oct., 1962	100
		Meadow, No. 192	Mile 0.0 to Mile 0.2	0.20	Road-mix paving	Oct., 1962	100
		Okanagan Landing, No. 97	Mile 5.0 to Mile 5.2	0.20	Reconstruction and gravelling	Apr., 1962	100
		De Rose, No. 264	Mile 0.00 to Mile 0.08	0.08	New construction and gravelling	Nov., 1962	100

STATEMENT AS TO MAJOR HIGHWAY WORK COMPLETED OR IN PROGRESS—*Continued*

Electoral District	Project No.	Name of Road	Extent of Work (Location of Work or Initial and Terminal Points)	Mileage of Work	Description of Work (New Construction, Reconstruction, Widening, etc.)	Date Commenced	Work Completed at Mar. 31, 1963
							Per Cent
North Peace River	1205	North approach road to Hudson Hope ferry	From ferry-landing ½ mile to top of hill	0.50	Reconstruction, grade revision, and widening	May, 1962	30
	1205	Hudson Hope		5.00	General gravelling		100
	1249	Hudson Hope	Top of Halfway Hill (Mile 19.2)	0.25	New construction—diversion at top of hill	Nov., 1962	100
			Ardill's Coulee (Mile 29.2)	0.25	Reconstruction—new diversion and widening	Nov., 1962	100
	1249	Lookout Road, Hudson Hope area	From Hudson Hope Road (Mile 56.6) to new lookout-site	4.00	New construction, new route, surveyed, and cleared	Mar., 1962	100
	1249	Sundry roads	Miscellaneous roads, Fort St. John area	20.00	General gravelling	July, 1962	100
	1249	Sundry roads	Fort Nelson streets and service roads along Alaska Highway	20.00	General gravelling	Aug., 1962	100
Omineca (East)	1250	Vanderhoof–Stuart Lake	Mile 0.0 to Mile 6.0	6.00	Reconstruction, widening, and grade revision	June, 1961	100
	1250	Loop	Mile 0.0 to Mile 2.1	2.10	Reconstruction, some realignment, pit-run and crushed gravelling	May, 1962	100
	1250	Fort St. James–Germansen Landing	Mile 10 to Mile 16	6.00	Brushing, ditching, and pit-run gravelling	Oct., 1962	100
Omineca (West)	1251	Northern Trans-Provincial Highway, No. 16	Tintagel east	2.20	Complete base course	May, 1962	100
	1251	Woodmere, No. 130	Timothy Hill section	1.00	Reconstruction and grading	Aug., 1962	75
	1251	Colleymount, No. 21	Colleymount to Nadina	16.00	Culvert installation, gravelling, and rock work	Sept., 1962	100
	1266	Northern Trans-Provincial Highway, No. 16	Houston east	2.70	Reconstruction and applying base course	May, 1962	100
	1278	Northern Trans-Provincial Highway, No. 16	Tintagel to Tibbett Creek	2.50	Reconstruction and applying base course	May, 1962	100
Prince Rupert	1254	Northern Trans-Provincial Highway, No. 16	Between Mile 24 and Mile 28	0.50	Strengthening weak spots in riprap along Skeena River	Sept., 1962	100
	1254	Queen Charlotte City–Masset, No. 31	South approach to Watun River Hill	1.00	Reconstruction, complete new diversion commenced in previous year	Aug., 1962	100
Revelstoke	1235	Big Bend, No. 3	Mile 5 to Mile 90	13.50	Gravelling, spot patching, calcium chloride, widening, culverts, etc.	July, 1962	100
	1235	Solsqua–Sicamous, No. 270	Mile 1.9 to Mile 3.1	1.20	Gravelling	July, 1962	100
	.....	Swansea, No. 151	Mile 0.0 to Mile 0.4	0.40	Reconstruction and gravelling	Sept., 1962	100
	.....	Riverside East, No. 715	Mile 0.25 to Mile 0.35	0.10	Reconstruction and gravelling	Aug., 1962	100
	.....	White Pine, No. 702	Mile 0.05 to Mile 0.30	0.25	Reconstruction and gravelling	June, 1962	100
	.....	Various side roads	Sicamous area	4.28	Regravelling, widening, and shouldering	May, 1962	100
	.....	Various side roads	Sicamous area	3.00	Calcium chloride dust control	June, 1962	100

							Per Cent
	1235	Revelstoke–Arrowhead, No. 5	Mile 10 to Mile 24	14.00	Gravelling and ditching	Apr., 1962	100
	1235	Galena Pass, No. 810	Mile 0.0 to Mile 2.6	2.60	Clearing and grubbing	May, 1962	90
	1235	Galena Pass, No. 810	Mile 0.0 to Mile 2.6	2.60	Reconstruction	June, 1962	60
	.....	Galena Pass, No. 810	Mile 0.0 to Mile 2.6	2.60	Finished grade	June, 1962	50
	1235	Beaton–Gerrard, No. 8	Mile 3 to Mile 10	0.50	Widening	July, 1962	100
Rossland-Trail	1245A	Rossland Subdivision roads—					
		Casino Road	Mile 3 to Mile 4.5	1.50	Reconstruction, widening, and gravelling	.....	100
				1.00	Road-mix paving		
		Rivervale	Trail–Castlegar Highway, No. 3A, Riverdale Subdivision	0.50	Reconstruction, widening, gravelling, and road-mix paving	.....	100
		Blueberry Townsite	Trail–Castlegar Highway, No. 3A	1.30	Reconstruction, widening, and gravelling	.....	100
			Blueberry Townsite	9.45	Road-mix paving		
		Lower China Creek Road	Trail–Castlegar Highway, No. 3A, and past railway crossing	1.00	Reconstruction, widening, gravelling, and road-mix paving	.....	100
		Genelle	Trail–Castlegar Highway, No. 3A, Genelle Townsite	0.10	Reconstruction, widening, gravelling, and road-mix paving	.....	100
		Robson Townsite	Robson–Syringa Creek Road, Robson Townsite	0.40	Reconstruction, widening, gravelling, and road-mix paving	.....	100
	1245B	Castlegar Arterial, No. 112R	South municipal boundary to north municipal boundary	0.30	Reconstruction, shouldering, and drainage correction	.....	100
	1245C	Kinnaird Arterial, No. 181R	South municipal boundary to north municipal boundary	2.50	Reconstruction, shouldering, and drainage construction	.....	80
	1245D	Oasis–Kinnaird, No. 3A	Kinnaird south municipal boundary to Blueberry Creek	2.00	Reconstruction, shouldering, drainage correction, and guard-rail	.....	85
			Genelle, No. 3A	0.30	Reconstruction, shouldering, and drainage correction	.....	90
	1245E	Fruitvale Arterial	Railway crossing, Main St. to Beaver Creek Bridge	0.18	Reconstruction, realignment, grade revision, widening, curb and gutter, and drainage correction	.....	100
				0.47	Road-mix paving and asphalt curbs	.....	100
Saanich	.....	Lochside Drive	Section 7, North Saanich	0.30	Reconstruction, widening, and paving	Apr., 1960	100
	.....	McTavish	West Saanich to Patricia Bay	2.00	Reconstruction, widening, and paving	June, 1961	100
	.....	Patricia Bay Highway	Rey Hill area	1.00	Construction of a third lane	Apr., 1962	100
Salmon Arm	1236	Holding, No. 451	Mile 2 to Mile 5	3.00	Reconstruction to 28-ft. subgrade and application of 6 in. of pit-run gravel	June, 1962	100
	1236	Sorrento–Eagle Bay, No. 67	Mile 2 to Mile 4	2.00	Reconstruction to 30-ft. subgrade and application of 6 in. of pit-run gravel	June, 1962	100
	1236	Shuswap–Chase Creek, No. 202	Mile 1.8 to Mile 2.3	0.50	Reconstruction to 30-ft. subgrade and application of 6 in. of pit-run gravel	June, 1962	80
	1236	Squilax–Anglemont, No. 446	Mile 20.1 to Mile 22.1	2.00	Rough work with dozer completed	Feb., 1963	40
	1236	Old Spallumcheen, No. 4	Mile 1.5 to Mile 2.1	0.60	Clearing to 66-ft. width for reconstruction	June, 1962	80
Similkameen	1237	Southern Okanagan Lands Project, No. 94	Construct to grade Roads Nos. 94–49, 50, 51, 52, and 53	2.29	New construction	Oct., 1962	100
	1237	Skaha Lake East, No. 31	At McLean Creek	0.10	Install a 42-in.-diameter corrugated-metal pipe	Mar., 1963	100
	1237	Keremeos streets, No. 57	Road No. 57, Mile 0.00 to Mile 1.57	1.57	Reconstruction, gravelling, and paving 0.6 mile	July, 1962	100

STATEMENT AS TO MAJOR HIGHWAY WORK COMPLETED OR IN PROGRESS—*Continued*

Electoral District	Project No.	Name of Road	Extent of Work (Location of Work or Initial and Terminal Points)	Mileage of Work	Description of Work (New Construction, Reconstruction, Widening, etc.)	Date Commenced	Work Completed at Mar. 31, 1963
							Per Cent
Similkameen	1237	McLean Creek, No. 66	Mile 0.5 to Mile 1.9	1.40	Realignment, gravelling, and paving	May, 1962	100
	1237	Okanagan Falls streets, No. 70	At Okanagan Falls	0.20	Reconstruction, gravelling, and paving	July, 1962	100
	1237	Princeton–Coalmont, No. 83	Mile 1.00 to Mile 1.89	0.89	Widening, gravelling, and paving	June, 1962	100
	1237	South Similkameen, No. 95	Mile 15 to U.S. Border	3.10	Reconstruction, gravelling, and paving	July, 1962	100
	1237	Naramata roads, No. 250	Naramata	0.55	Reconstruction, gravelling, and paving	June, 1962	100
	1237	Orchard Roads Nos. 21, 74, and 94	Cawston, Oliver, and Osoyoos	5.40	Reconstruction, gravelling, and paving	June, 1962	100
Skeena (East)	1276	Northern Trans-Provincial Highway	Mud Creek to New Hazelton	7.10	New construction	Apr., 1962	95
	1252	Kispiox	South from 17 Mile Bridge	1.50	New construction	July, 1962	100
	.....	Woodcock–Kitwanga	Kitwanga to Woodcock	7.00	New construction	Oct., 1962	75
	.....	Cedar Creek	7 miles from Old Hazelton	0.50	New construction (grading only)	Oct., 1962	100
	362	Babine	Mile 23 to Mile 25 (from Smithers)	2.00	New construction	June, 1962	100
Skeena (West)	1253	Northern Trans-Provincial Highway West, No. 16	Mile 37.7	0.20	Riprap along Skeena River	Apr., 1962	.....
	1253	Terrace Arterial, No. 294R	Eby St.	0.15	Grading and widening	Oct., 1962	100
	1253	Beam Station		0.50	New construction	June, 1962	100
	1253	Dutch Valley	Dutch Valley	0.66	Major gravelling	Aug., 1962	100
	1275	Northern Trans-Provincial Highway East, No. 16	Usk to District Lot 5181	8.00	Reconstruction, clearing, and grubbing	May, 1962	100
	1275	Northern Trans-Provincial Highway West, No. 16	Mile 40 to Mile 45	5.00	Riprap along Skeena River, repairing more seriously eroded sections	Oct., 1962	.....
	.....	Merkley, Beaton, and Remo Roads	Merkley Road, Mile 0.0 to Mile 0.8; Beaton Road, Mile 0.0 to Mile 0.5; Remo Road, Mile 0.85 to Mile 4.00	4.45	Partial reconstruction, partial new construction, gravelling, and clearing	Mar., 1963	.....
South Okanagan	1234	Shanks, No. 10		1.50	Reconstruction and paving 1.1 miles	June, 1962	100
	.....	Barlee, No. 328		0.21	Paving	June, 1962	100
	.....	Ambrosi, No. 327		0.23	Paving	June, 1962	100
	.....	Gellatly, No. 201		0.80	Reconstruction and paving	June, 1962	100
	.....	Gibson, No. 60		1.40	Reconstruction and paving	May, 1962	100
	.....	Maddock, No. 313		0.50	Reconstruction and paving	May, 1962	100
	.....	Hare, No. 3		0.70	Reconstruction and paving	June, 1962	100
	.....	Okanagan Centre, No. 1		0.70	Reconstruction and paving	June, 1962	100
	.....	Goldie, No. 24		1.10	Reconstruction and paving	June, 1962	100
	.....	Okanagan Highway, No. 97		1.00	Shouldering	Oct., 1962	100
	.....	McCulloch, No. 103		0.25	Widening and gravelling	Oct., 1962	100
	.....	Valley, No. 427		1.00	Reconstruction	Aug., 1962	100
	.....	Longhill, No. 428		1.70	Reconstruction	June, 1962	100
	.....	V.L.A. roads		.....	Reconstruction and paving intersection	June, 1962	100

							Per Cent
South Peace River	1248	John Hart Highway, No. 97	Mile 128 to Mile 138	10.00	Reconstruction, widening, improving drainage, and applying base course	Apr., 1962	90
	1248	John Hart Highway, No. 97	Mile 190.5 to Mile 202.0	11.50	Reconstruction, widening, improving drainage, and applying base course	May, 1962	100
	1248	John Hart Highway, No. 97	Mile 186.5 to Mile 190.5	4.00	Reconstruction, widening, and improving drainage	May, 1962	80
	1248	One Island Lake	From Road No. 18 to Kiskatinaw River	10.00	Clearing right-of-way	Mar., 1963	100
	1248	Sundry roads—					
		Tate Creek No. 17	From south junction with Highway No. 2 for 3.5 miles west	3.50	Regravelling		100
		Farm and Settlement, No. 197A	From Road No. 13 for 2 miles west	2.00	Clearing grade and installing culverts		100
		Farm and Settlement, No. 200A	From Highway No. 2 to 2.5 miles east	2.50	Regrading, installing culverts, and gravelling		100
		Farm and Settlement, No. 204	From Highway No. 2 for 0.5 mile east	0.50	Regrading and installing culverts		100
		Farm and Settlement, No. 206A	From Road No. 221 to 4 miles west	4.00	Regrading, installing culverts, and gravelling		100
		Farm and Settlement, No. 208	From Road No. 225 for 2.5 miles east	2.50	Regrading, installing culverts, and gravelling		100
		Farm and Settlement, No. 208	From Road No. 269 to Road No. 271	1.00	Widening right-of-way, regrading, and installing culverts		100
		Farm and Settlement, No. 208A	From Road No. 267 to Road No. 269	1.00	Widening right-of-way, regrading, and installing culverts		100
		Farm and Settlement, No. 209	From Road No. 216 for 1.5 miles south	1.50	Regrading and installing culverts		100
		Subdivision roads, Rolla	Subdivision roads within the hamlet of Rolla	1.00	Regrading, installing culverts, and gravelling		100
		Farm and Settlement, No. 210	Rrom Road No. 217 to Road No. 219	1.00	Regrading, installing culverts, and gravelling		100
		Farm and Settlement, No. 219	From Road No. 6 to 2.5 miles north	2.50	Regrading and installing culverts		100
		Farm and Settlement, No. 219	From Road No. 212 south 1 mile	1.00	Regravelling		100
		Farm and Settlement, No. 225	From Road No. 214 to Road No. 218	4.00	Widening right-of-way, regrading, installing culverts, and gravelling		100
		Farm and Settlement, No. 253	From Road No. 216 to Road No. 218	2.00	Regrading and installing culverts		100
		Farm and Settlement, No. 269	From John Hart Highway for 2 miles south	2.00	Regrading and installing culverts		100
		Farm and Settlement, No. 271	From Road No. 208 to 1 mile north	1.00	Regrading and installing culvert		100
Yale	1238	Aberdeen, No. 3	Mile 0.0 to Mile 4.5	4.50	Road-mix paving	June, 1962	100
	1238	Coalmont, No. 14	Mile 7.7 to Mile 9.5	1.80	Road-mix paving	July, 1962	100
	.....	Kamloops, No. 35	Mile 3.00 to Mile 3.75	0.75	Strengthening of base with 18 in. of gravel and paving	Aug., 1962	100
	.....	Princeton, No. 70	Mile 0.00 to Mile 0.75	0.75	Strengthening of base with 18 in. of gravel and paving	Aug., 1962	100
	.....	Merritt–Spences Bridge, No. 44	Mile 4.5 to Mile 5.5	1.00	Reconstruction, widening, and improving rock corners	Jan., 1963	25

STATEMENT AS TO MAJOR HIGHWAY WORK COMPLETED OR IN PROGRESS—*Continued*

Electoral District	Project No.	Name of Road	Extent of Work (Location of Work or Initial and Terminal Points)	Mileage of Work	Description of Work (New Construction, Reconstruction, Widening, etc.)	Date Commenced	Work Completed at Mar. 31, 1963
							Per Cent
Yale	.....	Merritt-Spences Bridge, No. 44	Between Mile 7.00 and Mile 3.92	.....	Shouldering	Oct., 1962	100
	1238	Lindgren Road, No. 102	Mile 0.0 to Mile 0.3	0.25	Reconstruction, new diversion to improve grade and alignment, gravelling	Mar., 1962	100
	.....	Tulameen Subdvision, Department of Lands, No. 158	Tulameen	0.27	New construction—construction and gravelling of road near Tulameen, Department of Lands subdivision	Aug., 1962	100
	1238	Coldwater, No. 17	Between Mile 5 and Mile 14	4.00	Revision of grade and alignment, gravelling	June, 1962	100
	1238	Mamit Lake, No. 46	Mile 4 to Mile 6	2.00	Revision of grade and alignment, gravelling	Apr., 1962	100
	1238	Douglas Lake, No. 25	Mile 5 to Mile 6	1.00	Revision of grade and alignment, gravelling	Apr., 1962	100
	.....	Marshall, No. 50	Mile 0.2 to Mile 0.5	0.30	Revision of grade and alignment, gravelling	June, 1962	100
	.....	Mathews, No. 51	Mile 6.3 to Mile 8.3	2.00	Gravelling	July, 1962	100
	1238, 1273	Merritt-Spences Bridge Arterial, No. 73R; Merritt-Kamloops Arterial, No. 101R; Merritt-Princeton Arterial, No. 102R	Village of Merritt	.....	Construction—installation of 2½ blocks of curb and gutter and shoulder to village boundaries	July, 1962	100

SUMMARY BY ELECTORAL DISTRICTS OF CONTRACT PROJECTS COMPLETED OR IN PROGRESS DURING FISCAL YEAR 1962/63

For details of road and paving projects *see* Report of the Director of Construction (pp. 29 and 36), and of bridge and ferry-landing projects *see* Report of the Bridge Engineer (p. 17).

Electoral District	Project
Atlin (North)	Roads:
	966, Tanzilla River–Stikine River, Stewart–Cassiar Highway.
	1037, Stikine River–Eddontenajon Lake, Stewart–Cassiar Highway.
	1214, Eddontenajon Lake–Burrage River, Stewart–Cassiar Highway.
Atlin (South)	Roads:
	1039, Bear Pass section, Stewart–Cassiar Highway.
	1138, Strohm Creek–Bell Irving River, Stewart–Cassiar Highway.
Burnaby	Roads:
	885, Vancouver–Fraser River (Contract 3), Trans-Canada Highway.
	885, Vancouver–Fraser River (Contract 4), Trans-Canada Highway.
	885, Vancouver–Fraser River (Contract 5), Trans-Canada Highway.
	Paving:
	S-0661, Hastings St.
	Bridges:
	348, Brunette River Bridge, Trans-Canada Highway.
	348, Cariboo St. Underpass, Trans-Canada Highway.
	348, Douglas Road Underpass, Trans-Canada Highway.
	348, G.N.R. Overpass No. 1, Trans-Canada Highway.
	348, Stormont Interchange Underpass, Trans-Canada Highway.
	349, Boundary Loop Overpass, Trans-Canada Highway.
	349, Boundary Road Overpass, Trans-Canada Highway.
	349, Clydesdale St. Underpass, Trans-Canada Highway.
	426, Deer Lake Underpass, Trans-Canada Highway.
	426, Sprott St. Underpass, Trans-Canada Highway.
	426, Willingdon St. Underpass, Trans-Canada Highway.
Cariboo (North)	Paving:
	S-6162, Dog Prairie–Quesnel, Cariboo Highway.
Cariboo (South)	Paving:
	S-2261, 150 Mile Junction–Williams Lake, Cariboo Highway and Williams Lake arterials.
Chilliwack	Roads:
	1036, Mount Lehman Road–Abbotsford, Trans-Canada Highway.
	1186, Abbotsford–Vedder Canal, Trans-Canada Highway.
	1209, lighting at interchanges of the Chilliwack and Abbotsford By-passes, Trans-Canada Highway.
	Paving:
	S-8160, Mount Lehman Road–Abbotsford, Trans-Canada Highway.
	S-0262, Cottonwood Corner to east boundary of City of Chilliwack, former Trans-Canada Highway.
	S-8462, Springbrook–Mount Lehman Road, Trans-Canada Highway.
	Bridges:
	385, Sumas Canal Bridge (south structure), Trans-Canada Highway.
	415, Jones Creek Bridge, Trans-Canada Highway.
	415, Lorenzetti Creek Bridge, Trans-Canada Highway.
Columbia	Roads:
	958, Quartz Creek–Donald, Trans-Canada Highway.
	1104, Park Bridge–Yoho Park Boundary, Trans-Canada Highway.
	1283, Windermere–Dutch Creek, Kootenay–Columbia Highway.
	1287, Canal Flats–Skookumchuck, Kootenay–Columbia Highway.
	1294, Yoho Bridge approaches, Trans-Canada Highway.
	1337, Dutch Creek–Canal Flats, Kootenay–Columbia Highway.
	1338, Sinclair Canyon–Radium–Lot 8208, Kootenay–Columbia Highway.
	Paving:
	S-8962, Rogers–Quartz Creek, Trans-Canada Highway.
	S-9062, Donald–Quartz Creek, Trans-Canada Highway.
	S-9162, Yoho Park Gate–Park Bridge, Trans-Canada Highway.
	Bridges:
	295, Columbia River Bridge at Donald, Trans-Canada Highway.
	339, Quartz Creek Bridge, Trans-Canada Highway.
	421, Yoho Bridge revisions, Trans-Canada Highway.
Comox	Roads:
	1215, Menzies Bay–Roberts Lake, Island (Sayward) Highway.
	1216, Roberts Lake–Sayward, Island (Sayward) Highway.
	Bridge:
	411, Nimpkish River Bridge, Port McNeill–Beaver Cove Road.

SUMMARY BY ELECTORAL DISTRICTS OF CONTRACT PROJECTS COMPLETED OR IN PROGRESS—*Continued*

Electoral District	Project
Cranbrook	Paving:
	S-4262, Cranbrook District sections.
Delta	Roads:
	1031, Ladner Trunk Road–Mud Bay, Deas Tunnnel Throughway.
	1036, Mount Lehman Road–Springbrook Road, Trans-Canada Highway.
	1123, Halls Prairie Road–Springbrook Road, Trans-Canada Highway.
	1187, Port Mann–Halls Prairie Road, Trans-Canada Highway.
	1201, Nicomekl River–Oliver Road, Deas Tunnel Throughway.
	1202, Oliver Road–U.S. Border, Deas Tunnel Throughway.
	1203, Mud Bay–G.N. Railway, Deas Tunnel Throughway.
	1204, G.N. Railway–Nicomekl River, Deas Tunnel Throughway.
	1269, G.N.R. Overpass approach embankments, Deas Tunnel Throughway.
	1281, lighting, Matthews Road to Campbell River Road, Deas Tunnel Throughway.
	Paving:
	S-0761, Ladner Trunk Road–Mud Bay, Deas Tunnel Throughway.
	S-0861, Mud Bay–Nicomekl River, Deas Tunnel Throughway.
	S-1061, Nicomekl River–U.S. Border, Deas Tunnel Throughway.
	S-8462, Springbrook–Mount Lehman Road, Trans-Canada Highway.
	Bridges:
	267, Port Mann Bridge, Trans-Canada Highway.
	353, B.C. Hydro and Power Authority Underpass near Langley, Trans-Canada Highway.
	393, Oliver Road Underpass, Deas Tunnel Throughway.
	394, Serpentine River Bridge, Deas Tunnel Throughway.
	396, Nicomekl River Bridge, Deas Tunnel Throughway.
	397, North Bluff Road Underpass, Deas Tunnel Throughway.
	397, Sunnyside Road Underpass, Deas Tunnel Throughway.
	405, Carvolth Road Underpass, Trans-Canada Highway.
	405, Glover Road Underpass, Trans-Canada Highway.
	405, Latimer Road Underpass, Trans-Canada Highway.
	405, Livingstone Road Underpass, Trans-Canada Highway.
	406, Clover Valley Road Underpass, Trans-Canada Highway.
	406, Fly-over at Hjorth Road, Trans-Canada Highway.
	406, Johnston Road Underpass, Trans-Canada Highway.
	406, Pike Road Underpass, Trans-Canada Highway.
	425, Liverpool Pedestrian Overpass, Deas Tunnel Throughway.
	425, Matthews Road Pedestrian Overpass, Deas Tunnel Throughway.
	425, Oliver Road Pedestrian Overpass, Deas Tunnel Throughway.
Dewdney (East)	Bridge:
	423, Hunter Creek Bridge, Trans-Canada Highway.
Dewdney (West)	Roads:
	885, Vancouver–Fraser River (Contract 2), Trans-Canada Highway.
	885, Vancouver–Fraser River (Contract 3), Trans-Canada Highway.
	Bridges:
	267, Port Mann Bridge, Trans-Canada Highway.
	347, C.P.R. Overpass No. 1, Trans-Canada Highway.
	347, C.P.R. Overpass No. 2, Trans-Canada Highway.
	347, North Road Overpass, Trans-Canada Highway.
	347, King Edward Ave. Overpass, Trans-Canada Highway.
Fernie	Roads:
	908, Crows Nest–Summit Lake, Southern Trans-Provincial Highway.
	1287, Canal Flats–Skookumchuck, Kootenay–Columbia Highway.
Fort George	Roads:
	779, Lamming Mills west extension, Northern Trans-Provincial Highway.
	1198, D.L. 8036–West Twin Creek, clearing and grubbing, Northern Trans-Provincial Highway.
	1290, West Twin Creek–Crescent Spur, Northern Trans-Provincial Highway.
	Paving:
	S-6362, Parsnip River–P.G.E. Crossing, John Hart Highway.
	Bridge:
	212, Fraser River Bridge at Prince George, Cariboo Highway.
Grand Forks-Greenwood	Paving:
	S-4561, McRae Creek–Mitchener Creek, Southern Trans-Provincial Highway.
	Bridges:
	377, Paulson Bridge, Southern Trans-Provincial Highway.
	404, Christina Creek Bridge, Southern Trans-Provincial Highway.
	422, Greenwood Underpass, Southern Trans-Provincial Highway.
Kamloops	Road:
	1279, Little Fort–Black Pool, North Thompson Highway.
	Bridge:
	328, Campbell Creek Underpass, Trans-Canada Highway.

SUMMARY BY ELECTORAL DISTRICTS OF CONTRACT PROJECTS COMPLETED OR IN PROGRESS—*Continued*

Electoral District	Project
Kaslo-Slocan	Bridge:
	409, Cedar Creek Bridge, Balfour–Kaslo Highway.
Mackenzie	Paving:
	S-0162, southerly from south boundary of Powell River, Sunshine Coast Highway.
Nanaimo-Islands	Road:
	1206, George S. Pearson Bridge–Departure Bay, Trans-Canada Highway.
Nelson-Creston	Roads:
	1023, Blazed Creek–Summit Creek, Southern Trans-Provincial Highway.
	1095, Summit Lake to junction with Highway No. 6 (section 2), Southern Trans-Provincial Highway.
	1100, Summit Lake–Glazed Creek, Southern Trans-Provincial Highway.
	Paving:
	S-4162, Gray Creek–Boswell, Southern Trans-Provincial Highway.
	Bridges:
	253, Kootenay River Bridge, Southern Trans-Provincial Highway.
	384, Shoreacres Bridge, Southern Trans-Provincial Highway.
	418, Bayonne Creek Culvert, Southern Trans-Provincial Highway.
Omenica (West)	Roads:
	1286, Tibbets Creek–Priestly Overhead, Northern Trans-Provincial Highway.
	1289, Perow–Lot 1167, Northern Trans-Provincial Highway.
Prince Rupert	Paving:
	S-6662, Prince Rupert–Port Edward, Northern Trans-Provincial Highway.
Revelstoke	Paving:
	S-8361, Revelstoke Park–Glacier Park, Trans-Canada Highway.
	Bridge:
	335, Jack MacDonald Snowshed, intake structure, Trans-Canada Highway.
Rossland-Trail	Roads:
	1099, Rossland–Sheep Lake (section 1), Rossland–Sheep Lake Highway.
	1257, Rossland–Sheep Lake (section 2A), clearing and grubbing, Rossland–Sheep Lake Highway.
	1285, Rossland–Sheep Lake (section 2), Rossland–Sheep Lake Highway.
	1341, Rossland–Sheep Lake (section 3), Rossland–Sheep Lake Highway.
	Paving:
	S-4161, Mitchener Creek–Kinnaird, Southern Trans-Provincial Highway.
	Bridges:
	388, Blueberry Creek Culverts, Southern Trans-Provincial Highway.
	433, C.P.R. Underpass at Kinnaird, Southern Trans-Provincial Highway.
Saanich	Road:
	1207, Ardwell Road–Bazan Bay, Patricia Bay Highway.
Salmon Arm	Bridge:
	338, Sicamous Narrows Bridge, Trans-Canada Highway.
Skeena (East)	Bridges:
	381, Hazelton Overhead Crossing, Northern Trans-Provincial Highway.
	424, Haguelgate Bridge redecking, Hazelton High Level Road.
Skeena (West)	Roads:
	1197, Terrace–Lakelse, Kitimat Highway.
	1288, Lot 5181–Usk, Northern Trans-Provincial Highway.
	1291, Copper River Bridge approaches, Northern Trans-Provincial Highway.
	Bridge:
	423, Copper River Bridge, Northern Trans-Provincial Highway.
South Okanagan	Paving:
	S-2362, Kelowna–Peachland sections, Okanagan Highway.
	S-2462, Kelowna–Woods Lake sections, Okanagan Highway.
South Peace River	Paving:
	S-6461, southerly 10.7 miles, Dawson Creek–Alberta Boundary Highway
	S-6562, Chetwynd east and west, John Hart Highway.
Vancouver East	Road:
	885, Vancouver–Fraser River, Contract 5, Trans-Canada Highway.
	Bridges:
	349, Lougheed Highway Overpass, Trans-Canada Highway.
	349, First Ave. Overpass, Trans-Canada Highway.
	349, G.N.R. Overpass No. 2, Trans-Canada Highway.

SUMMARY BY ELECTORAL DISTRICTS OF CONTRACT PROJECTS COMPLETED OR IN PROGRESS—*Continued*

Electoral District	Project
Yale	Roads: 760, Tank Hill–Spences Bridge, Trans-Canada Highway. 1049, China Bar Bluffs, Trans-Canada Highway. 1131, Yale–Bell Crossing, Trans-Canada Highway. 1191, Sailor Bar Slide section, Trans-Canada Highway. 1210, Hedstrom Hill–Hope, Trans-Canada Highway. 1258, Alexandra North, Trans-Canada Highway. 1260, China Bar–Hells Gate, Trans-Canada Highway. Paving: S-2162, Sumallo Lodge–Skaist Creek, Southern Trans-Provincial Highway. S-8762, Fraser Canyon sections, Trans-Canada Highway. S-8862, Drynoch Slide and Spences Bridge By-pass, Trans-Canada Highway. Bridges: 183, Alexandra Bridge, Trans-Canada Highway. 325, Spences Bridge, Trans-Canada Highway. 329, Hope Overhead Crossing, Trans-Canada Highway. 330, Haig Overhead Crossing, Trans-Canada Highway. 337, Anderson River Bridge, Trans-Canada Highway. 361, Drynoch East Overhead Crossing, Trans-Canada Highway. 361, Drynoch West Overhead Crossing, Trans-Canada Highway. 391, Hells Gate Structure, Trans-Canada Highway. 415, Texas Creek Bridge, Trans-Canada Highway.

SUMMARY BY ELECTORAL DISTRICTS OF PULVIMIX (BASE PROCESS) PROJECTS COMPLETED BY DAY LABOUR BY PAVING ENGINEER.

For details *see* Report of Director of Construction (p. 40).

Electoral District	Project
Cariboo (North)	Barkerville Road, 9.10 miles.
Fort George	Northern Trans-Provincial Highway, 6.00 miles; Cariboo Highway, 1.90 miles; Blackwater Road, 16.86 miles.
Kamloops	North Thompson Highway, 6.20 miles; Birch Island Access Road, 0.45 mile.
Kaslo-Slocan	Vernon–Slocan Highway, 16.20 miles.
North Okanagan	Vernon–Slocan Highway, 12.90 miles.
Omineca (East)	Vanderhoof–Stuart Lake Road, 7.33 miles.
Salmon Arm	Salmon River Road, 4.50 miles; Anglemont Road, 4.20 miles; Armstrong Road, 6.40 miles.

MILEAGE AND TYPE OF SURFACE OF HIGHWAYS

STATEMENT AS AT MARCH 31, 1963, SHOWING MILEAGE OF PROVINCIAL HIGHWAYS AND MILEAGE OF HIGHWAYS CLASSIFIED UNDER PART III OF THE HIGHWAY ACT.

(Figures for classified highways shown in bold type.)

Electoral District	Provincial or Classified	Surface Type							Total (Miles)
		A Portland Cement Concrete	A Bituminous Plant Mix	B Bituminous Road Mix and Soil Cement	C Gravelled	D Not Gravelled	E Right-of-way Cleared	F Right-of-way Established	
Alberni	Provincial		37.85	15.68	141.99	3.13	0.80		199.45
	Classified		**6.65**	**2.73**	**1.00**				**10.38**
Atlin (North)	Provincial				184.90	201,60			386.50
	Classified								
Atlin (South)	Provincial				55.50	14.50	2.10		72.10
	Classified				**1.78**				**1.78**
Burnaby	Provincial								
	Classified	**4.20**	**23.93**						**28.13**
Cariboo (North)	Provincial		102.17	26.31	507.50	370.51	22.74	0.30	1,029.53
	Classified		**3.26**	**1.10**					**4.36**
Cariboo (South)	Provincial		92.15	3.50	937.94	874.47	125.30	3.45	2,036.81
	Classified		**2.32**	**0.60**					**2.92**
Chilliwack	Provincial	0.40	55.62	0.65	45.85	5.96	11.69	0.69	120.86
	Classified	**5.43**	**47.51**		**0.13**				**53.07**
Columbia	Provincial		130.69	55.26	277.46	80.34	49.19		592.94
	Classified		**2.80**	**1.75**					**4.55**
Comox	Provincial		123.92	100.69	477.43	17.60	9.45	108.75	837.84
	Classified		**16.59**	**0.63**					**17.22**
Comox (South)	Provincial		17.20	17.75	36.30			5.40	76.65
	Classified								
Cowichan-Newcastle	Provincial		62.71	102.59	165.30	1.45	35.00	0.25	367.30
	Classified			**40.44**					**40.44**
Cranbrook	Provincial		115.89	11.55	133.69	148.02	121.80		530.95
	Classified		**4.25**	**1.75**					**6.00**
Delta	Provincial		11.86		7.28		1.20		20.34
	Classified	**8.20**	**116.67**	**19.27**					**144.14**
Dewdney (East)	Provincial		30.50	14.47	68.53	24.48	7.94	2.75	148.67
	Classified	**0.76**	**29.10**	**20.83**	**10.06**		**3.08**		**63.83**
Dewdney (West)	Provincial		0.45	3.94	18.01	1.45			23.85
	Classified		**47.85**	**12.80**				**3.70**	**64.35**
Esquimalt	Provincial	3.05	50.58	105.44	287.66	21.02	1.69	35.73	505.17
	Classified		**1.54**						**1.54**
Fernie	Provincial		65.30	77.80	156.70	100.20			400.00
	Classified		**0.60**						**0.60**
Fort George	Provincial		166.29	39.15	431.61	261.56	127.85	107.79	1,134.25
	Classified		**8.20**						**8.20**
Grand Forks-Greenwood	Provincial		94.83	65.47	315.44	165.07	17.09	1.36	659.26
	Classified		**2.20**	**1.95**					**4.15**
Kamloops	Provincial		127.25	104.28	846.43	214.79	69.03	6.49	1,368.27
	Classified		**4.12**	**3.32**	**0.17**				**7.61**
Kaslo-Slocan	Provincial		16.62	67.83	301.99	137.40			523.84
	Classified		**3.11**	**0.99**	**0.20**				**4.30**
Lillooet (North)	Provincial		86.94	30.91	505.20	312.72	91.72		1,027.49
	Classified			**1.29**					**1.29**
Lillooet (South)	Provincial		6.02	21.61	24.59	26.00	0.10		78.32
	Classified		**2.27**	**1.50**					**3.77**
Mackenzie	Provincial		77.64	19.72	184.60	115.22	5.89		403.07
	Classified		**11.83**	**3.00**					**14.83**
Nanaimo-Islands	Provincial		9.04	40.27	241.09		19.00	48.36	357.76
	Classified		**6.10**						**6.10**
Nelson-Creston	Provincial	0.30	175.95	49.67	211.87	46.90			484.69
	Classified	**0.20**	**5.75**	**0.25**					**6.20**
New Westminster	Provincial		1.32	4.81	0.70				6.83
	Classified								
North Okanagan	Provincial		103.47	64.13	314.28	202.75	12.44	0.85	697.92
	Classified		**33.65**	**8.62**					**42.27**
North Peace River	Provincial		21.01		395.35	761.80	12.60		1,190.76
	Classified		**2.69**		**1.95**				**4.64**
North Vancouver	Provincial		2.28	14.60	0.40				17.28
	Classified		**35.40**						**35.40**
Oak Bay	Provincial								
	Classified		**0.50**	**1.60**					**2.10**
Omineca (East)	Provincial		35.68	66.39	445.90	116.30	32.80	67.20	764.27
	Classified		**2.18**	**0.90**	**0.80**				**3.88**

STATEMENT AS AT MARCH 31, 1963, SHOWING MILEAGE OF HIGHWAYS—*Continued*

Electoral District	Provincial or Classified	Surface Type							Total (Miles)
		A Portland Cement Concrete	A Bituminous Plant Mix	B Bituminous Road Mix and Soil Cement	C Gravelled	D Not Gravelled	E Right-of-way Cleared	F Right-of-way Established	
Omineca (West)	Provincial	.....	34.50	42.20	392.60	123.90	57.30	.....	650.50
	Classified	.....	**3.21**	.....	**1.13**	.....	.....	.....	**4.34**
Prince Rupert	Provincial	.....	29.09	0.21	118.76	7.58	3.73	28.47	187.84
	Classified	.....	**2.61**	.....	**3.50**	.....	.....	.....	**6.11**
Revelstoke	Provincial	.....	87.50	21.85	239.80	35.69	31.93	4.93	421.70
	Classified	.....	**0.52**	**0.25**	**0.58**	.....	.....	.....	**1.35**
Rossland-Trail	Provincial	.....	69.99	19.46	122.19	31.73	.....	.....	243.37
	Classified	**0.83**	**14.46**	**1.27**	.....	.....	.....	.....	**16.56**
Saanich	Provincial	1.95	14.15	38.52	17.65	0.99	0.61	27.88	101.75
	Classified	**1.00**	**15.61**	**7.39**	.....	.....	.....	**13.14**	**37.14**
Salmon Arm	Provincial	.....	120.38	21.20	270.00	200.90	28.30	6.20	646.98
	Classified	.....	**13.51**	**6.20**	**4.63**	.....	.....	.....	**24.34**
Similkameen	Provincial	.....	201.07	146.33	415.50	80.96	.....	41.77	885.63
	Classified	.....	**15.17**	**0.50**	.....	.....	.....	.....	**15.67**
Skeena (East)	Provincial	.....	45.30	22.00	346.50	58.50	.....	.....	472.30
	Classified	.....	**1.95**	.....	**0.85**	.....	.....	.....	**2.80**
Skeena (West)	Provincial	.....	87.60	.....	114.55	4.67	5.96	22.57	235.35
	Classified	.....	**8.45**	.....	**2.25**	.....	.....	.....	**10.70**
South Okanagan	Provincial	.....	84.94	84.74	200.51	180.69	.....	157.99	708.87
	Classified	.....	**17.01**	**4.70**	.....	.....	.....	.....	**21.71**
South Peace River	Provincial	.....	127.00	5.20	337.80	410.90	169.30	989.20	2,039.40
	Classified	.....	**4.36**	**0.64**	**0.50**	.....	.....	.....	**5.50**
Vancouver-Point Grey	Provincial	.....	9.44	2.44	.....	.....	.....	.....	11.88
	Classified	.....	.....	.....	.....	.....	.....	.....	.....
Yale	Provincial	.....	168.88	93.17	210.83	371.98	.....	.....	844.86
	Classified	.....	**6.60**	**1.95**	.....	.....	.....	.....	**8.55**
Totals (miles)	Provincial	5.70	2,901.07	1,621.79	10,508.18	5,733.73	1,074.55	1,668.38	23,513.40
	Classified	**20.62**	**524.53**	**148.22**	**29.53**	.....	**3.08**	**16.84**	**742.82**
Grand totals (miles), Provincial and Classified		26.32	3,425.60	1,770.01	10,537.71	5,733.73	1,077.63	1,685.22	24,256.22

NOTE.—The Road Registers were completely checked and adjusted during the year to ensure the data corresponded to actual conditions in the field.

CLASSIFICATION OF HIGHWAYS

Under Part III of the Highway Act

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31, 1963

Name of Municipality	Ref. No.	Name of Highway	How Classified	Approximate Mileage	
				Arterial	Secondary
City Municipalities					
Alberni	33R	Canadian Highway	Arterial	1.80	.....
	152R	River Road	Arterial	1.60	.....
	316R	Gertrude St.	Arterial	0.30	.....
	39B	Beaver Creek Road	Secondary	.....	0.43
Armstrong	270R	Okanagan Highway	Arterial	0.52	.....
	33B	Armstrong–Salmon Arm	Secondary	.....	0.90
	152B	Pleasant Valley Road	Secondary	.....	1.50
Chilliwack	175B	Yale Road	Secondary	.....	1.65

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31, 1963—*Continued*

Name of Municipality	Ref. No.	Name of Highway	How Classified	Approximate Mileage	
				Arterial	Secondary
City Municipalities—Continued					
Courtenay	32R	Island Highway	Arterial	1.35	.....
	153R	Comox Road	Arterial	1.06	.....
	3B	Cumberland Road, England Ave., and Fifth St.	Secondary	.....	1.10
Cranbrook	354R	Southern Trans-Provincial Highway	Arterial	1.76	.....
Dawson Creek	257R	John Hart Highway	Arterial	0.38	.....
	258R	Eighth St.	Arterial	0.50	.....
	274R	Alaska Highway, Alaska Ave., and Manse Road	Arterial	2.46	.....
	145B	108th Ave., 17th St., 102nd Ave., and 12th St.	Secondary	.....	1.73
Duncan	281R	Trans-Canada Highway	Arterial	0.75	.....
	282R	Trunk Road and Government St.	Arterial	1.25	.....
	119B	Tzouhalem Road	Secondary	.....	0.68
Enderby	36R	Vernon–Salmon Arm	Arterial	1.11	.....
	125B	Cliff St.	Secondary	.....	0.16
Fernie	221R	Southern Trans-Provincial Highway	Arterial	0.60	.....
Grand Forks	341R	Southern Trans-Provincial Highway	Arterial	2.40	.....
Greenwood	43R	Southern Trans-Provincial Highway	Arterial	1.75	.....
Kamloops	216R	Victoria St.	Arterial	0.70	.....
	239R	Eighth Ave., Lorne St., and Bridge St.	Arterial	0.75	.....
	299R	Trans-Canada Highway	Arterial	2.25	.....
	122B	Third Ave. and Victoria St.	Secondary	.....	0.80
	141B	Part First Ave. and part Lorne St.	Secondary	.....	0.68
	165B	Grandview Terrace	Secondary	.....	0.17
Kelowna	317R	Abbott St., Bernard Ave., and Glenmore Drive	Arterial	3.21	.....
	318R	Okanagan Highway (Harvey Ave. and Pridham Cut-off)	Arterial	1.51	.....
	319R	Vernon Road	Arterial	0.18	.....
Kimberley	126R	Warren Ave., Wallinger Ave., Ross St., and Banff–Windermere Highway	Arterial	1.90	.....
Langley	263R	Trans-Canada Highway	Arterial	3.00	.....
	264R	Glover Road	Arterial	1.00	.....
	265R	New McLellan Road	Arterial	1.10	.....
Nanaimo	224R	Island Highway	Arterial	2.00	.....
	242R	Nicol St., Terminal Ave., and Fraser St.	Arterial	2.00	.....
	340R	Stewart Ave. and Brechin Road	Arterial	1.45	.....
	355R	Brechin Road	Arterial	0.65	.....
North Vancouver	333R	Trans-Canada Highway	Arterial	2.47	.....
Nelson	275R	Nelson Bridge approach, Nelson Ave., Anderson St., Front St., Ward St., Silica St., Stanley St., and Hall Mines Road	Arterial	2.67	.....
	185R	Government Road, Railway St., and Vernon St.	Arterial	0.70	.....
Penticton	135B	Penticton–Naramata Road	Secondary	.....	5.50
	167B	Okanagan Highway	Secondary	.....	3.98
Port Alberni	240R	Redford St. and Port Alberni Highway	Arterial	1.25	.....
	315R	Alberni Arterial Highway	Arterial	1.70	.....
Port Coquitlam	75R	Central Arterial	Arterial	3.70	.....
	165R	Lougheed Highway	Arterial	3.80	.....
Port Moody	57R	Ioco–Port Moody	Arterial	2.59	.....
	200R	Barnet Highway	Arterial	3.93	.....
	116B	Clarke Road	Secondary	.....	0.80
Prince George	276R	Northern Trans-Provincial Highway, 20th Ave., Victoria St., First Ave., and Cameron St.	Arterial	5.45	.....
	133B	Patricia Ave., and Queen St.	Secondary	.....	1.20
	157B	Fifth Ave. and Carney St.	Secondary	.....	0.91
Prince Rupert	122R	Shawatlans Road, Fredericks St., 11th Ave., Prince Rupert Boulevard, and McBride St.	Arterial	2.61	.....
Revelstoke	163B	Victoria Road, McArthur Ave., First St., Railway Ave., and Fourth St.	Secondary	.....	1.35
Rossland	144R	Rossland–Paterson Highway, Columbia Ave., St. Paul St., Le Roi Ave., and Schofield Highway	Arterial	2.65	.....

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31, 1963—*Continued*

Name of Municipality	Ref. No.	Name of Highway	How Classified	Approximate Mileage	
				Arterial	Secondary
City Municipalities—Continued					
Trail	267R	Trail–Salmo–Nelson Highway	Arterial	3.61	.....
	360R	Victoria St., Bailey St., Second Ave., and McBeth St.	Arterial	0.53	.....
Vernon	127R	32nd St., 43rd Ave., and 27th St.	Arterial	2.30	.....
	114B	30th Ave., 30th St., and Coldstream Road	Secondary	.....	0.78
White Rock	149B	Marine Drive, Washington Ave., and Campbell River Road	Secondary	.....	3.12
				81.25	27.44
District Municipalities					
Burnaby	1R	Trans-Canada Highway (Kingsway)	Arterial	4.22	.....
	17R	Central Arterial (Lougheed Highway)	Arterial	6.15	.....
	135R	Grandview–Douglas Highway	Arterial	5.43	.....
	272R	10th Ave.	Arterial	1.25	.....
	293R	Barnet Highway	Arterial	6.38	.....
	14B	North Road (west half)	Secondary	.....	1.40
	22B	Riverway (Marine Drive)	Secondary	.....	3.30
Central Saanich	170R	West Saanich Road	Arterial	4.55	.....
	171R	Scott Road and portion of Mount Newton Crossroad	Arterial	1.60	.....
	172R	Verdier Ave.	Arterial	0.77	.....
	213R	Patricia Bay Highway	Arterial	4.30	.....
	121B	Keating Crossroad	Secondary	.....	2.00
Chilliwhack	8R	Trans-Canada Highway (Yale Road)	Arterial	15.27	.....
	260R	Mount Baker Trail	Arterial	1.00	.....
	62B	Sardis Road	Secondary	.....	3.65
	106B	Cultus Lake Road	Secondary	.....	0.88
Coldstream	103R	Monashee Road (White Valley)	Arterial	9.00	.....
Coquitlam	167R	Brunette St.	Arterial	0.40	.....
	201R	Barnet Highway	Arterial	1.55	.....
	280R	Lougheed Highway	Arterial	6.06	.....
	14B	North Road (east half)	Secondary	.....	1.40
	115B	Clarke Road	Secondary	.....	1.05
Delta	133R	Road to ferry	Arterial	1.00	.....
	349R	Tsawwassen Highway	Arterial	6.43	.....
	350R	Point Roberts Highway	Arterial	2.84	.....
	351R	Ladner Trunk Road	Arterial	9.30	.....
	352R	Scott Road	Arterial	4.92	.....
	353R	Deas Tunnel Throughway	Arterial	9.09	.....
Esquimalt	204R	Craigflower Road	Arterial	1.00	.....
	126B	Tillicum Road	Secondary	.....	0.54
Fraser Mills	76R	Central Arterial (Lougheed Highway)	Arterial	0.78	.....
Kent	160R	Harrison Hot Springs Road	Arterial	2.37	.....
	290R	Rockwell Drive	Arterial	4.00	.....
	330R	Lougheed Highway	Arterial	20.61	.....
	331R	Agassiz–Rosedale Highway	Arterial	2.85	.....
	158B	Morrow Road	Secondary	.....	1.60
Kitimat	277R	Terrace–Kitimat Highway	Arterial	4.25	.....
Langley	77R	Aldergrove–Bellingham	Arterial	4.04	.....
	259R	Glover Road	Arterial	6.00	.....
	262R	Trans-Canada Highway	Arterial	11.00	.....
Maple Ridge	22R	Lougheed Highway	Arterial	12.46	.....
	73B	River Road and Dewdney Trunk Road	Secondary	.....	10.80
	164B	Fern Crescent Road	Secondary	.....	1.80
Matsqui	4R	Trans-Canada Highway (Yale Road)	Arterial	7.88	.....
	12R	Abbotsford–Mission	Arterial	5.27	.....
	337R	McCallum Road	Arterial	1.19	.....
Mission	23R	Lougheed Highway	Arterial	9.10	.....
	77B	Dewdney Trunk Road	Secondary	.....	15.50
	96B	Cedar Valley Road	Secondary	.....	2.00
North Cowichan	168R	Trans-Canada Highway	Arterial	12.10	.....
	247R	Somenos Road and Herd Road	Arterial	2.50	.....
	248R	Mount Sicker Road, Chemainus Road, Crofton Road and Chaplin Road	Arterial	4.20	.....
	249R	Cowichan Lake Road	Arterial	3.30	.....
	36B	Quamichan Lake Road	Secondary	.....	4.25
	169B	Chemainus Road	Secondary	.....	4.90

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31, 1963—*Continued*

Name of Municipality	Ref. No.	Name of Highway	How Classified	Approximate Mileage	
				Arterial	Secondary
District Municipalities—Continued					
North Vancouver	157R	Main St., Dollarton Highway, and Deep Cove Road	Arterial	6.00	------
	328R	Trans-Canada Highway	Arterial	2.92	------
Oak Bay	162B	Cadboro Bay Road	Secondary	------	2.10
Peachland	40R	Peachland–Kelowna	Arterial	7.16	------
Pitt Meadows	21R	Lougheed Highway (Dewdney Trunk Road)	Arterial	3.23	------
	74B	Harris Road	Secondary	------	1.70
	75B	Hammond Road	Secondary	------	0.90
	78B	Harris Road	Secondary	------	1.90
	79B	McNeil Road	Secondary	------	2.00
	92B	Old Dewdney Trunk Road	Secondary	------	3.50
Powell River	245R	Marine Ave., Ocean View Ave., Second St., Poplar Ave., First St., and Lund Highway	Arterial	9.50	------
	143B	Fourth St.	Secondary	------	1.70
Richmond	66R	No. 5 Road	Arterial	2.54	------
	295R	Sea Island Highway	Arterial	1.20	------
	301R	Deas Tunnel Throughway	Arterial	6.23	------
	343R	Westminster Highway	Arterial	6.45	------
Saanich	174R	West Saanich Road	Arterial	5.60	------
	212R	Patricia Bay Highway	Arterial	7.20	------
	228R	Trans-Canada Highway	Arterial	2.40	------
	154B	Gorge Road	Secondary	------	1.70
	148B	Tillicum Road	Secondary	------	0.09
	156B	Quadra St.	Secondary	------	3.20
Salmon Arm	304R	Salmon Arm–Grand Prairie Road	Arterial	6.20	------
	325R	Trans-Canada Highway	Arterial	8.75	------
	326R	Okanagan Highway (No. 97B)	Arterial	3.42	------
	24B	Salmon Arm–Enderby	Secondary	------	4.20
Spallumcheen	271R	Okanagan Highway	Arterial	13.50	------
	153B	Pleasant Valley Highway	Secondary	------	2.25
	171B	Armstrong–Salmon River Highway	Secondary	------	7.35
Sumas	6R	Trans-Canada Highway	Arterial	11.68	------
	111R	"C" St., Abbotsford–Huntingdon Road	Arterial	2.05	------
	150R	Abbotsford By-pass	Arterial	0.50	------
	342R	McCallum Road	Arterial	0.99	------
Summerland	238R	Okanagan Highway	Arterial	7.00	------
	142B	Peach Orchard Road	Secondary	------	2.65
Surrey	2R	Trans-Canada Highway (Yale Road)	Arterial	12.91	------
	13R	Pacific Highway	Arterial	9.55	------
	15R	King George VI Highway	Arterial	14.11	------
	114R	Campbell River Road	Arterial	1.00	------
	125R	New McLellan Road	Arterial	6.75	------
	139R	Scott Road	Arterial	7.04	------
	269R	Beaubien Road	Arterial	2.77	------
	300R	Port Mann Highway	Arterial	2.75	------
	314R	Old Yale Road and Bridge Road	Arterial	0.75	------
	150B	Campbell River Road	Secondary	------	1.50
	151B	Marine Drive, Stevenson Road, and Crescent Road	Secondary	------	5.75
Taylor	161B	Taylor–Peaceview Road	Secondary	------	0.95
Terrace	294R	Northern Trans-Provincial Highway	Arterial	2.68	------
	155B	Kalum Lake Road	Secondary	------	2.25
	168B	Lakelse Ave.	Secondary	------	1.52
West Vancouver	89R	Marine Drive addition	Arterial	0.10	------
	132R	Marine Drive, Keith Road	Arterial	10.45	------
	250R	Taylor Way	Arterial	0.70	------
	289R	Horseshoe Bay–Squamish Highway	Arterial	3.30	------
	329R	Trans-Canada Highway	Arterial	9.46	------
				415.25	102.28
Town Municipalities					
Fort St. John	142R	Centre Ave.	Arterial	1.00	------
	279R	MacKenzie St.	Arterial	2.13	------
Mission City	24R	Abbotsford–Mission Road (Horne Ave. and Harbour St.)	Arterial	0.56	------
	25R	Lougheed Highway (Dewdney Trunk Road)	Arterial	1.40	------
	93B	Seventh St. and Grant Ave.	Secondary	------	0.70
	97B	Cedar Valley Road (east half)	Secondary	------	0.50

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31, 1963—*Continued*

Name of Municipality	Ref. No.	Name of Highway	How Classified	Approximate Mileage	
				Arterial	Secondary
Town Municipalities—Continued					
North Kamloops	283R	Tranquille Highway	Arterial	0.47	———
	284R	Eighth St.	Arterial	0.79	———
Quesnel	278R	Johnston St.	Arterial	0.66	———
	285R	Cariboo Highway	Arterial	1.78	———
	286R	Fraser West Road	Arterial	0.94	———
	287R	Blackwater Road	Arterial	0.98	———
				10.71	1.20
Village Municipalities					
Aennofield	346R	Alaska Highway	Arterial	0.56	———
Abbotsford	5R	Trans-Provincial Highway (Yale Road) (via Essendene Ave. and West Railway St.)	Arterial	0.50	———
	11R	Abbotsford–Mission	Arterial	0.33	———
	336R	McCallum Road	Arterial	0.23	———
Ashcroft	198R	Brink St., Fourth St., and Railway Ave.	Arterial	1.00	———
Burns Lake	296R	Northern Trans-Provincial Highway	Arterial	0.90	———
	297R	Burns Lake–Francois Lake Road	Arterial	0.31	———
	298R	Burns Lake–Babine Road	Arterial	0.53	———
Campbell River	327R	Island Highway, Discovery Crescent, and Brewster Lake Road	Arterial	2.83	———
Castlegar	112R	Southern Trans-Provincial Highway	Arterial	1.45	———
Chapman Camp	105B	Fifth Ave., Third Ave., and portion of Main Road	Secondary	———	0.42
	107B	Mill Road	Secondary	———	0.47
Comox	234R	Comox Ave. and Anderton Road	Arterial	1.14	———
	166B	Comox Ave., Stewart St., Balmoral Ave., and Port Augusta St.	Secondary	———	1.40
Creston	324R	Canyon St. and Southern Trans-Provincial Highway	Arterial	1.40	———
Cumberland	34B	Dunsmuir Ave.	Secondary	———	0.36
	35B	Courtenay–Cumberland Road (Fourth St.)	Secondary	———	0.21
Fort St. James	254R	Vanderhoof–Stuart Lake Road and Fort St. James Road	Arterial	1.70	———
Fruitvale	202R	Trail–Salmo–Nelson Highway	Arterial	1.85	———
	129B	Columbia Gardens Road	Secondary	———	0.80
Gibsons Landing	164R	Gibsons Landing–Pender Harbour Highway	Arterial	1.12	———
	120B	Gower Point Road	Secondary	———	0.88
Golden	322R	Trans-Canada Highway	Arterial	1.28	———
	323R	Kootenay–Columbia Highway	Arterial	1.52	———
Harrison Hot Springs	161R	Harrison Hot Springs Road and Lillooet Ave.	Arterial	2.64	———
Hope	179R	Hope–Princeton Highway	Arterial	1.65	———
	180R	Trans-Canada Highway	Arterial	1.05	———
	159B	Kawkawa Lake Road	Secondary	———	0.32
	160B	Sixth Ave.	Secondary	———	0.13
Houston	266R	Northern Trans-Provincial Highway	Arterial	0.80	———
Invermere	189R	Waterway Drive, Third St., and Bruce Ave.	Arterial	1.75	———
Kaslo	78R	Nelson–Kaslo	Arterial	0.73	———
	113R	"A" Ave., Eighth Ave., and "C" Ave.	Arterial	0.85	———
Kinnaird	181R	Southern Trans-Provincial Highway	Arterial	2.86	———
Ladysmith	335R	Trans-Canada Highway	Arterial	3.05	———
	176B	Chemainus Road	Secondary	———	0.90
Lake Cowichan	98R	Cowichan Lake Road and North Shore Road	Arterial	1.44	———
	99R	South Shore Road	Arterial	1.12	———
Lumby	261R	Vernon St. (Slocan Highway)	Arterial	1.65	———
	147B	Shuswap Ave.	Secondary	———	1.25
Lytton	106R	Trans-Canada Highway	Arterial	0.30	———
	107R	Main St.	Arterial	0.60	———
	108R	Sixth and Fraser Sts.	Arterial	0.28	———
Lillooet	116R	Main St. and Main St. South	Arterial	1.29	———
Marysville	236R	Kootenay–Columbia Highway	Arterial	1.45	———
Masset	338R	Harrison Ave., Collison Ave., and Queen Charlotte City–Masset Road	Arterial	2.50	———
	339R	Wilson St., Burgess Ave., and road to Tow Hill	Arterial	1.00	———

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31, 1963—*Continued*

Name of Municipality	No. Ref.	Name of Highway	How Classified	Approximate Mileage	
				Arterial	Secondary
Village Municipalities—Continued					
Merritt	73R	Merritt–Spences Bridge	Arterial	1.00	------
	101R	Merritt–Kamloops	Arterial	1.51	------
	102R	Merritt–Princeton	Arterial	1.21	------
	130B	Voght St.	Secondary	------	0.50
McBride	220R	First Ave. and Main St.	Arterial	0.64	------
Montrose	264R	Trail–Salmo–Nelson Highway	Arterial	1.00	------
New Denver	88R	Slocan Valley–Nakusp Highway	Arterial	0.91	------
	291R	Sixth Ave. and Victoria St.	Arterial	0.44	------
Oliver	115R	Okanagan St.	Arterial	0.84	------
	118B	Fairview Road	Secondary	------	0.66
Osoyoos	145R	Main St., First Ave., and Lakeshore Drive	Arterial	1.22	------
	137B	Fourth Ave.	Secondary	------	0.75
Parksville	176R	Island Highway	Arterial	2.15	------
	177R	Canadian Highway	Arterial	0.76	------
Pouce Coupe	83R	Arterial Highway, Pouce Coupe	Arterial	0.43	------
Princeton	194R	Bridge St. and Merritt (One Mile–Princeton) Road	Arterial	0.64	------
	199R	Southern Trans-Provincial (Hope–Princeton) Highway	Arterial	1.30	------
	127B	Vermilion Ave.	Secondary	------	0.28
	128B	Tulameen Road	Secondary	------	0.50
Qualicum Beach	94R	Island Highway	Arterial	3.26	------
	154R	Jones St., Second Ave., Main St., and Station Road	Arterial	1.60	------
Salmo	230R	Salmo–Fruitvale Road	Arterial	0.78	------
	231R	Nelson–Nelway Road	Arterial	0.65	------
Salmon Arm	197R	Trans-Canada Highway	Arterial	0.87	------
	23B	Salmon Arm–Enderby	Secondary	------	0.69
	80B	Salmon Arm–Enderby	Secondary	------	0.21
Sechelt	244R	Porpoise Bay Road	Arterial	0.65	------
	320R	Sunshine Coast Highway	Arterial	0.98	------
Sidney	268R	Fifth St., Queens Ave., and Resthaven Drive	Arterial	1.33	------
	292R	Ocean Avenue	Arterial	0.18	------
	347R	Patricia Bay Highway	Arterial	0.97	------
	348R	Lochside Drive	Arterial	0.25	------
	146B	Beacon Ave.	Secondary	------	1.00
Silverton	90R	Slocan Valley–Nakusp Highway	Arterial	0.45	------
Slocan	87R	Slocan Valley–Nakusp Highway	Arterial	0.92	------
Smithers	50R	Prince Rupert Highway	Arterial	1.45	------
	58B	Hudson Bay Mountain Road	Secondary	------	1.35
Squamish	222R	Galbraith Ave., Vancouver St., and Cleveland Ave.	Arterial	2.27	------
	313R	Squamish Highway	Arterial	1.50	------
Stewart	72R	Stewart–Bear River Highway	Arterial	1.78	------
Telkwa	215R	Northern Trans-Provincial Highway	Arterial	0.80	------
	136B	Telkwa Coal Road	Secondary	------	1.00
Tofino	86R	Tofino–Ucluelet Road	Arterial	1.17	------
Ucluelet	192R	Tofino–Ucluelet Road	Arterial	1.13	------
Vanderhoof	232R	Northern Trans-Provincial Highway	Arterial	1.23	------
	233R	Fort St. James Highway	Arterial	0.95	------
Warfield	205R	Southern Trans-Provincial Highway	Arterial	0.68	------
	206R	Trail–Salmo–Nelson Highway	Arterial	1.13	------
Williams Lake	306R	Mackenzie Ave. North	Arterial	1.00	------
	307R	Mackenzie Ave. South	Arterial	0.80	------
	308R	Oliver St.	Arterial	1.12	------
Zeballos	196R	Zeballos Road	Arterial	1.00	------
				90.61	14.08

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31, 1963—*Continued*

Summary

	Approximate Mileage Arterial	Approximate Mileage Secondary
City municipalities	81.25	27.44
District municipalities	415.25	102.28
Town municipalities	10.71	1.20
Village municipalities	90.61	14.08
Total classified highways	597.82	145.00
Deduct for duplicate mileage—		
Scott Road in Delta and Surrey District Municipalities	4.95	.....
Lougheed Highway in City of Port Coquitlam and Coquitlam District Municipality	0.60	.....
North Road in Burnaby and Coquitlam District Municipalities	1.40	.....
Cedar Valley Road in Mission District Municipality and Mission City Town Municipality	0.50	.....
McCallum Road in Matsqui and Sumas District Municipalities and Village of Abbotsford	1.19	.....
Totals	589.18	145.00

SNOW REMOVAL, FISCAL YEAR 1962/63

STATEMENT OF MILES KEPT OPEN AND TOTAL COSTS

Electoral District	Miles Kept Open by Plough (or Attempted)	Total Cost
Alberni	146.00	$3,924.42
Atlin (North)	320.00	37,237.52
Atlin (South)	67.38	8,976.00
Burnaby	23.43	10,756.13
Cariboo (North)	1,000.50	67,773.58
Cariboo (South)	1,443.00	96,465.19
Chilliwack	131.86	10,483.77
Columbia	516.82	62,700.78
Comox	837.84	22,233.20
Comox (South)	24.95	904.98
Cowichan-Newcastle	245.00	16,545.39
Cranbrook	410.85	40,439.69
Delta	132.31	33,109.17
Dewdney (East)	154.18	8,819.04
Dewdney (West)	58.52	8,730.42
Esquimalt	479.94	14,183.64
Fernie	338.00	20,004.11
Fort George	893.34	115,993.58
Grand Forks-Greenwood	487.40	44,721.89
Kamloops	1,197.48	117,671.49
Kaslo-Slocan	522.94	73,879.04
Lillooet (North)	937.06	64,013.90
Lillooet (South)	52.53	4,772.95
Mackenzie	266.45	15,241.15
Nanaimo-Islands	333.19	13,333.09
Nelson-Creston	528.39	91,375.60
New Westminster	5.57	400.15
North Okanagan	667.06	69,436.56
North Peace River	1,100.00	86,996.34
North Vancouver	69.85	11,802.00
Omineca (East)	592.20	27,372.91
Omineca (West)	547.34	50,806.41
Prince Rupert	125.50	6,293.58
Revelstoke	282.25	115,480.34
Rossland-Trail	228.69	64,222.23
Saanich	103.90	5,401.77
Salmon Arm	666.85	40,931.43
Similkameen	803.21	62,562.62
Skeena (East)	467.85	44,968.01
Skeena (West)	202.38	31,746.26
South Okanagan	404.28	15,628.19
South Peace River	885.79	87,944.38
Vancouver-Point Grey	11.20	1,998.34
Yale	853.41	83,898.22
Totals	19,566.69	$1,812,179.46

REPORT OF THE COMPTROLLER OF EXPENDITURE

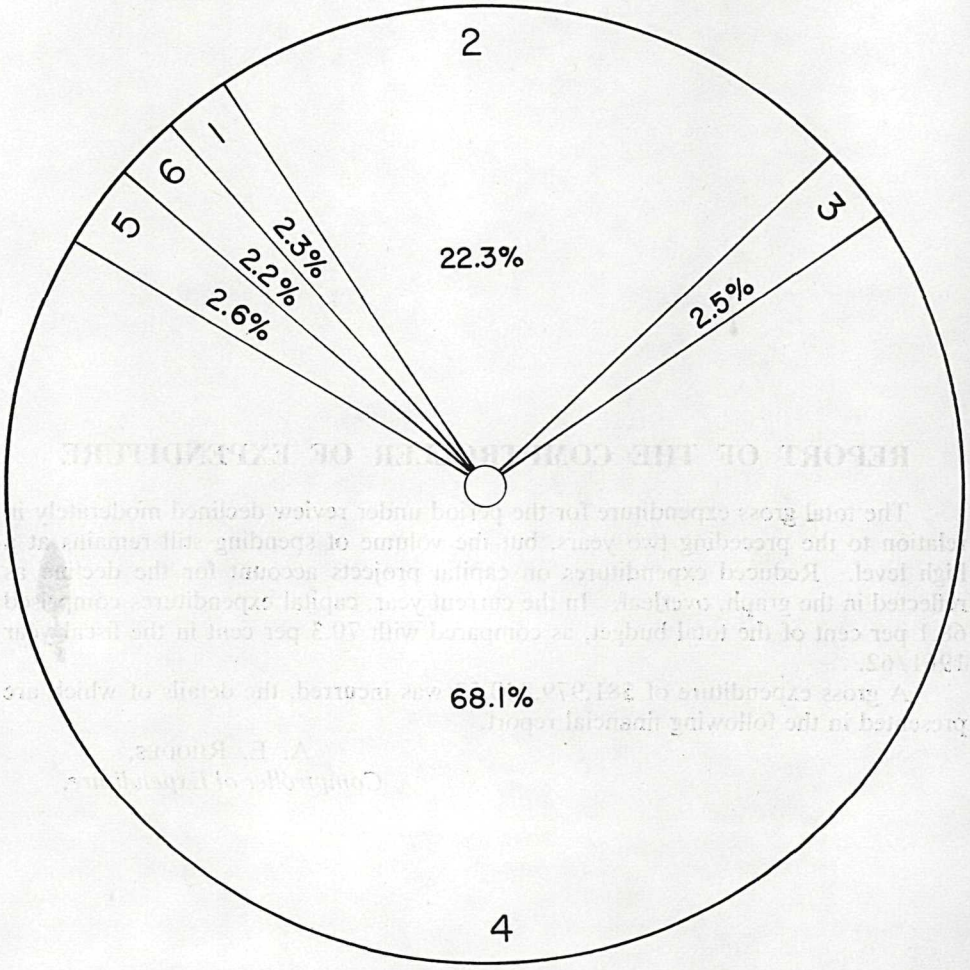
The total gross expenditure for the period under review declined moderately in relation to the preceding two years, but the volume of spending still remains at a high level. Reduced expenditures on capital projects account for the decline as reflected in the graph, overleaf. In the current year, capital expenditures comprised 68.1 per cent of the total budget, as compared with 70.3 per cent in the fiscal year 1961/62.

A gross expenditure of $81,979,840.52 was incurred, the details of which are presented in the following financial report.

A. E. RHODES,
Comptroller of Expenditure.

HOW THE HIGHWAY DOLLAR IS SPENT

(Does not include Toll Authority expenditures)



1. Administration and engineering.
2. Maintenance and operation.
3. Purchase of new equipment.
4. Capital construction—general and Trans-Canada Highway.
5. Mining-roads.
6. Capital miscellaneous (surveys, materials testing, etc.).

STATEMENT OF EXPENDITURES, FISCAL YEAR 1962/63

SUMMARY

MAINTENANCE			
Vote 170–			
Roads	$7,895,361.18		
Bridges	1,070,442.08		
Ferries	1,638,300.41		
Snow removal	1,812,179.46		
Machinery Account (repairs, fuel, etc.)	4,203,152.52		
		$16,619,435.65	
Vote 173—Maintenance of Toll Facilities		673,253.41	
Vote 174—Highways within Municipal Limits		582,856.63	
CAPITAL			
Vote 171—Trans-Canada Highway—			
Roads	$8,897,643.45		
Bridges	15,272,309.33		
Surveys	51,174.46		
Rights-of-way	511,670.12		
Paving	1,578,718.55		
		26,311,515.91	
Vote 172(*a*)—General Highways—			
Roads	$16,890,426.22		
Surveys	987,303.09		
Rights-of-way	575,347.61		
Bridge elimination	24,700.00		
Radio-telephone installation	83,736.01		
Machinery rental and fuel (day-labour projects)	1,400,000.00		
Crushed gravel (day-labour projects)	183,000.00		
Materials testing	646,814.23		
		20,791,327.16	
Vote 172 (*b*)—			
Bridges	$5,220,420.08		
Ferries	49,742.02		
Ferry-landings	34,860.30		
		5,305,022.40	
Vote 172 (*c*)—Hard surfacing		5,147,568.34	
Vote 244—Construction of Mining-roads—			
Roads	$2,141,302.41		
Surveys	35,410.80		
		2,176,713.21*	
Gross total, maintenance and capital			$77,607,692.71
MISCELLANEOUS VOTES			
Vote 168—Minister's Office (*see* Public Accounts for details)		$35,470.57	
Vote 169—General Administration (*see* Public Accounts for details		1,837,151.91	
Vote 170—*See under* Maintenance, above.			
Vote 171 and 172—*See under* Capital, above.			
Vote 173 and 174—*See under* Maintenance, above.			
Vote 175—Vehicle Damage Claims		32,384.84	
Vote 176—Highway Signs, Signals, Traffic Control, etc.		396,015.43	
Vote 177—Grants and Subsidies		12,631.52	
Vote 178—Purchase of New Equipment		2,058,493.54	
Total, miscellaneous votes			4,372,147.81
Gross expenditure, Department of Highways			$81,979,840.52
Less—			
Ferry revenue			573,081.35
Miscellaneous revenue items (Votes 170, 172 (*a*), 172 (*c*))			44,505.09
Government of Canada—			
Trans-Canada Highway			10,122,880.69
Mining-road (Cassiar–Stewart)			1,113,702.58
Board of Transport Commissioners			214,420.06
Net expenditure, Department of Highways			$69,911,250.75

* Vote 244, Mining-roads, is included under Department of Mines and Petroleum Resources in Public Accounts.

SUMMARY—*Continued*

SUMMARY OF MAINTENANCE AND CAPITAL EXPENDITURES FOR ROADS, BRIDGES, FERRIES, SURVEYS, RIGHTS-OF-WAY, SURFACING, ETC.

Electoral District	Total
Alberni	$261,173.72
Atlin (North)	2,455,787.75
Atlin (South)	89,152.88
Burnaby	3,758,971.33
Cariboo (North)	924,746.64
Cariboo (South)	886,169.68
Chilliwack	2,355,042.60
Columbia	3,344,916.34
Comox	2,133,534.70
Cowichan-Newcastle	271,159.37
Cranbrook	512,737.61
Delta	15,777,409.18
Dewdney	1,541,997.99
Esquimalt	373,582.38
Fernie	719,512.35
Fort George	2,309,691.76
Grand Forks-Greenwood	1,694,988.37
Kamloops	1,745,541.84
Kaslo-Slocan	738,963.06
Lillooet	1,619,958.34
Mackenzie	814,732.47
Nanaimo-Islands	688,361.82
Nelson-Creston	5,174,583.18
New Westminster	11,161.23
North Okanagan	452,583.60
North Peace River	606,275.62
North Vancouver	684,575.78
Oak Bay	3,000.00
Omineca (East)	419,232.38
Omineca (West)	1,193,438.08
Prince Rupert	169,518.68
Revelstoke	650,477.50
Rossland-Trail	1,469,180.88
Saanich	249,878.11
Salmon Arm	905,816.53
Similkameen	538,980.43
Skeena (East)	1,007,303.03
Skeena (West)	2,210,705.30
South Okanagan	646,325.45
South Peace River	1,874,401.52
Vancouver-Point Grey	369,019.02
Yale	5,477,864.85
Headquarters	8,475,239.36
Gross expenditure	$77,607,692.71

HEADQUARTERS

Roads generally (includes items for centre-line marking, mixing plants, leases, and other miscellaneous expenditures)		$897,864.88
Ferries generally (miscellaneous expenditures)		34,962.94
Machinery Account (repairs and fuel costs, etc.)		4,203,152.52
Arterial highways (in cities with population in excess of 15,000)		436,079.24
Maintenance of toll facilities (miscellaneous)	(Credit)	*1,176.00*
Surveys—General surveys and supplies		218,541.12
Rights-of-way—		
Revenue from sale of buildings on Trans-Canada rights-of-way	(Credit)	*2,395.80*
Revenue from sale of buildings on general rights-of-way	(Credit)	*3,962.00*
Bridges—		
Bridge design, consulting engineers' fees, etc., Project No. 283, Trans-Canada Highway	(Credit)	*7,874.23*
Bridge design, consulting engineers' fees, etc., Project No. 281, General Bridges		330,648.61
Steel and precast concrete stringer units, test piles, etc., Project No. 22	(Credit)	*81,517.99*

HEADQUARTERS—*Continued*

Roads (general capital items)—		
Materials testing		$646,814.23
Crushed gravel for day-labour projects		183,000.00
Radio-telephone installations		83,736.01
Machinery rental and fuel (day-labour projects)		1,400,000.00
Clearing Bowron River East, Project No. 1339 (Fort George)		42,988.71
Ferry-landings—Moving loading-ramp from Steveston to Kelsey Bay		10,000.00
Surfacing—		
Paving generally (wages, general expenses, supplies, etc.)		64,628.99
Laboratory supplies, miscellaneous expenses		4,410.48
Pulvimixing generally		8,614.59
Asphalt-burning		6,723.06
Total, Headquarters		$8,475,239.36

ALBERNI DISTRICT

Day labour—roads (Project No. 1217)—		
Central Lake, widen and ditch 3 miles	$3,004.82	
Stirling Arm Drive, reconstruct and pave 2 miles	11,940.82	
Tofino–Ucluelet, reconstruct 20 miles	42,000.00	
Alberni–Tofino, gravel and ditch 10 miles	5,000.00	
		$61,945.64
Maintenance of roads		137,391.53
Maintenance of bridges		5,389.13
Maintenance and operation of ferries		10,300.00
Snow removal		3,924.42
Local highways within municipal limits—		
Village of Tofino	$4,000.00	
Village of Zeballos	243.00	
		4,243.00
Surveys (general)—Alberni Access, Johnston Road, Canadian Highway to Helen Street (Project No. 1264)		31.50
Rights-of-way (general)—Alberni Highway revision, including Alberni–Port Alberni Highway Junction (Project No. 1266)		2,948.50
Construction, surfacing (general) — Alberni–Tofino Highway, miscellaneous paving		35,000.00
Total, Alberni District		$261,173.72

ATLIN (NORTH) DISTRICT

Day labour—		
Roads (Project No. 1255)—General improvements, McDame Creek Road		$15,000.00
Bridges (Project No. 427)—rebuild Tahltan and Tuya River Bridges		94,238.82
Maintenance of roads		123,802.50
Maintenance of bridges		3,600.00
Snow removal		37,237.52
Surveys (mining-roads)—Cassiar–Stewart Road (Project No. 775)		35,410.80
Construction—		
Ferries—Stikine River ferry, propulsion machinery (Project No. 441)		5,195.70
Roads (mining-roads)—Cassiar–Stewart Road—		
Tanzilla River–Stikine River section (Project No. 966)	$1,003.00	
Stikine River–Eddontenajon Lake section (Project No. 1037)	451,778.64	
Bear Pass section (Project No. 1039)	305,556.04	
Strohn Creek–Bell Irving River section (Project No. 1138)	759,225.73	
Eddontenajon Lake–Burrage River section (Project No. 1214)	623,739.00	
		2,141,302.41
Total, Atlin (North) District		$2,455,787.75

ATLIN (SOUTH) DISTRICT

Maintenance of roads		$76,976.88
Maintenance of bridges		3,200.00
Snow removal		8,976.00
Total, Atlin (South) District		$89,152.88

BURNABY DISTRICT

Day labour—roads (Project No. 1218)—		
Grandview-Douglas (135R), minor improvements	$1,927.93	
Grandview-Douglas (135R), widening to three lanes between Willingdon and Gilmore Avenues, 0.38 mile	12,653.77	
Barnet Highway (293R), seal-coating shoulders, 1.72 miles	8,418.30	
		$23,000.00
Maintenance of roads		77,902.54
Snow removal		10,756.13
Surveys (general)—North Road, Brunette Creek to Lougheed Highway (Project No. 1264)		294.46
Legal surveys—		
Lougheed Highway, widening at Underhill Avenue (Project No. 1265)	$263.71	
Survey of subdivision of Lot 34, part of Block 2 of Lot 216, Group 1, New Westminster District (Project No. 1265)	76.25	
		339.96
Rights-of-way (Trans-Canada Highway) — Vancouver–Fraser River section, Section 3 (part), Section 4, Section 5 (*see also* Dewdney and Vancouver-Point Grey) (Project No. 1262)		66,702.76
Rights-of-way (general)—		
Lougheed Highway, widening (Project No. 1266)	$3,020.00	
Grandview Highway, widening (Project No. 1266)	1,325.00	
		4,345.00
Construction—		
Bridges (Trans-Canada Highway)—		
Vancouver–Fraser River section, supply of precast, post-tensioned box girders and I-beams for 6 structures (Project No. 336)	$33,099.50	
Vancouver–Fraser River section, supply of precast, post-tensioned box girders for 11 structures (Project No. 341)	126,044.98	
Vancouver–Fraser River section, supply of precast pretensioned I-beams for 7 structures (Project No. 346)	49,356.25	
Vancouver–Fraser River section, middle sector bridges (Project No. 348)	395,370.89	
Vancouver–Fraser River section, western sector bridges (Project No. 349)	589,477.43	
Vancouver–Fraser River section, supply of precast post-tensioned box girders and I-beams for 9 structures (Project No. 350)	296,876.61	
Vancouver–Fraser River section, Willingdon Avenue, Sprott Street, and Deer Lake Interchange Underpasses (Project No. 426)	179,347.20	
		1,669,572.86
Roads (Trans-Canada Highway)—		
Vancouver–Fraser River section, design fees (Project No. 885) (Credit)	*$11,073.14*	
Vancouver–Fraser River section, Contract No. 3 (*see also* Dewdney) (Project No. 885)	537,776.74	
Vancouver–Fraser River section, Contract No. 4 (Project No. 885)	1,103,294.03	
Vancouver–Fraser River section, Contract No. 5 (*see also* Vancouver-Point Grey) (Project No. 885)	227,090.44	
		1,857,088.07
Surfacing (general)—		
Esmond Avenue to previously widened section east of Gilmore Avenue (Project No. S-0661)	$41,330.62	
Gamma Avenue to Springer Avenue (Project No. S-0661)	7,638.93	
		48,969.55
Total, Burnaby District		$3,758,971.33

CARIBOO (NORTH) DISTRICT

Day labour—roads (Project No. 1246)—		
Barkerville, relocate, construct, and pulvimix, Mile 3.6 to Mile 5.8	$99,432.85	
Barkerville, pulvimix, Mile 5.8 to Mile 13.0	18,183.68	
Barkerville, improvements and reconstruction, Mile 18 to Mile 49	57,383.47	
Fraser, reconstruct Narcosli Hill	10,000.00	
Williams Lake Cut-off, replace culvert, Whiskey Creek	6,000.00	
Sundry roads, gravelling	19,000.00	
		$210,000.00
Maintenance of roads		209,116.41
Maintenance of bridges		24,619.74
Maintenance and operation of ferries		45,463.00
Snow removal		67,773.58
Surveys (general)—		
Barkerville Road (Project No. 1264)	$1.25	
Macalister–Dog Prairie (Project No. 1264)	17,781.32	
		17,782.57
Legal surveys—Quesnel Access Road (Project No. 1265)		1,721.00
Rights-of-way (general)—Cariboo Highway, Dog Prairie–Dragon Lake section (Project No. 1266)		489.02
Construction, roads (general)—Cariboo Highway, Cottonwood River–Strathnaver section (Project No. 754)		10,000.00
Surfacing (general)—		
Cariboo Highway, No. 2, Cottonwood River to Moes Meadow Underpass (Project No. S-6161)	$3,611.80	
Cariboo Highway, No. 2, Moes Meadow Underpass to Ahbau (Project No. S-6161)	4,125.13	
Cariboo Highway, No. 2, Ahbau to Hixon P.G.E. Underpass (Project No. S-6161)	8,588.08	
Cariboo Highway, Dog Prairie to Quesnel section (Project No. S-6162)	277,915.56	
Barkerville, Mile 9 to Mile 18, base processing	31,455.32	
Barkerville, Mile 4 to Mile 9, base processing	12,085.43	
		337,781.32
Total, Cariboo (North) District		$924,746.64

CARIBOO (SOUTH) DISTRICT

Day labour—roads (Project No. 1230)—		
Black Creek, major gravelling, Mile 0 to Mile 18.2	$20,156.75	
Canim Lake, reconstruction (3.3 miles), Mile 9.9 to Mile 14.0	39,866.69	
Exeter Station, reconstruction (1.25 miles), Mile 0.0 to Mile 2.1	9,191.87	
Horsefly, reconstruction (1.3 miles), Mile 24.9 to Mile 28.75	22,768.18	
Timothy Lake, clearing right-of-way, Mile 1.8 to Mile 8.8	1,000.00	
		$92,983.49
Maintenance of roads		268,644.71
Maintenance of bridges		22,446.59
Snow removal		96,465.19
Local highways within municipal limits—Village of Williams Lake, sundry roads		6,000.00
Surveys (general)—		
100 Mile Crossing (Project No. 1264)	$48.84	
Williams Lake to Chilcotin Bridge (Project No. 1264)	795.02	
		843.86
Construction, surfacing (general)—		
Cariboo Highway from 150 Mile Junction to approximately 0.9 mile north of Williams Lake "Y" Junction (Project No. S-2261)	$270,608.53	
No. 308, Williams Lake Arterial from "Y" Junction to Oliver Street (Project No. S-2261)	53,265.75	
No. 308, Oliver Street from Third Avenue to Mackenzie Avenue, recap (Project No. S-2261)	3,689.67	
No. 306R, Mackenzie Avenue from Oliver Street to 400 feet beyond Comer Avenue (Project No. S-2261)	21,621.74	

CARIBOO (SOUTH) DISTRICT—*Continued*

Construction, surfacing (general)—*Continued*		
No. 307R, Mackenzie Avenue from Oliver Street to Chilcotin Bridge (Project No. S-2261)	$43,600.15	
No. 554, Exeter Station, base processing	6,000.00	
		$398,785.84
Total, Cariboo (South) District		$886,169.68

CHILLIWACK DISTRICT

Day labour—roads (Project No. 1219)—		
No. 4, Chilliwack Lake Road, reconstruction, widening, and realignment, 1.1 miles, 100 per cent completed; new construction, 1.74 miles, 50 per cent completed	$33,006.68	
Chilliwack Lake area roads, minor improvements	129.71	
Columbia Valley Road, reconstruction and realignment, 2 miles	4,927.80	
Cultus Lake area roads, minor improvements	71.10	
Frost Road, minor improvements	137.97	
No. 13, Trans-Canada Highway, minor improvements	435.78	
Yale Road (8R), minor improvements	290.96	
		$39,000.00
Maintenance of roads		119,917.16
Maintenance of bridges		7,378.10
Maintenance and operation of ferries		2,517.69
Snow removal		10,483.77
Local highways within municipal limits—		
District of Sumas, sundry roads	$8,000.00	
District of Matsqui, sundry roads	8,000.00	
Township of Chilliwhack, Ryder Lake Road	1,000.00	
		17,000.00
Maintenance of toll facilities—Agassiz–Rosedale Bridge*		19,340.14
Surveys (Trans-Canada Highway)—		
Abbotsford–Vedder Canal (Project No. 1261)	$2,304.00	
Jones Creek and Hunter Creek, site surveys (Project No. 1261)	1,239.08	
		3,543.08
Surveys (general)—		
Agassiz By-pass (Project No. 1264)	$7.80	
McCallum Road, from McCallum Road Interchange to Old Trans-Canada Highway (Project No. 1264)	1,271.88	
Abbotsford–Mission (Project No. 1264)	613.20	
		1,892.88
Legal surveys—		
Plan of subdivision for South-east Quarter of Section 8, Township 26, New Westminster District (gravel-pit site) (Project No. 1265)	$809.73	
Luckakuck revision, District Lots 77, 78, and 265, Group 2, New Westminster District (Project No. 1265)	229.61	
		1,039.34
Rights-of-way (Trans-Canada Highway)—		
Abbotsford–Vedder, Section 2 (Project No. 1262)	$227,214.96	
Chilliwack By-pass, Vedder–Chilliwack (Project No. 1262)	47.64	
Hunter Creek section (Project No. 1262)	242.00	
Mount Lehman Road–Springbrook Road section (*see also* Delta) (Project No. 1262)	100.84	
		227,605.44
Rights-of-way (general)—		
Widening and relocating Chilliwack Road (Project No. 1266)	$2,212.00	
King Road–Beck Road extension (Project No. 1266)	540.00	
McCallum Road widening (Project No. 1266)	16,652.30	
		19,404.30

* The Agassiz–Rosedale Bridge is in Chilliwack and Dewdney Districts, but for report purposes is shown under this one district.

CHILLIWACK DISTRICT—*Continued*

Construction—		
Bridges (Trans-Canada Highway)—		
Sumas Canal Bridge, south structure (Project No. 385)	$98,766.00	
Riverside Road and Huntingdon Overpasses (Project No. 326)	6,799.42	
Otter Road, County Line Road, Mount Lehman Road, and Peardonville Road Underpasses and Bradner Road Overpass (Project No. 345)	3,132.33	
Marshall Creek Bridge (Project No. 383)	1,242.27	
Improvements to Jones Creek, Lorenzetti Creek, and Texas Creek Bridges and demolition of Twin Bridges (Project No. 415)	128,373.59	
		$238,313.61
Roads (Trans-Canada Highway)—		
Mount Lehman to Delair, Fraser River–Abbotsford (Project No. 910)	$38,858.17	
Mount Lehman Road–Springbrook Road section (*see also* Delta) (Project No. 1036)	428,353.18	
Construction, Abbotsford–Vedder Crossing section (Project No. 1186)	871,972.35	
Lighting at the interchanges on the Chilliwack and Abbotsford By-passes (Project No. 1209)	47,340.43	
		1,386,524.13
Surfacing (Trans-Canada Highway)—		
Mount Lehman–Abbotsford section (Project No. S-8160)	$29,664.85	
Springbrook Road–Mount Lehman Road section (Project No. S-8462)	160,063.26	
		189,728.11
Surfacing (general)—		
No. 8R, Cottonwood Corner to west boundary of City of Chilliwack, recap, 1.4 miles, 24 feet wide (Project No. S-0262)	$22,399.20	
No. 130R, west boundary of City of Chilliwack to east boundary of City of Chilliwack, recap, 1.7 miles, 42 feet wide (Project No. S-0262)	25,089.02	
Hedstrom Hill–Hope section, Trans-Canada Highway (Project No. S-0262)	23,866.63	
		71,354.85
Total, Chilliwack District		$2,355,042.60

COLUMBIA DISTRICT

Day labour—roads (Project No. 1239)—		
Trans-Canada Highway, Kicking Horse Canyon, general improvements, 9 miles	$9,108.12	
Trans-Canada Highway, Big Bend section, general improvements, 78 miles	4,894.91	
Kootenay–Columbia Highway, Canal Flats south, clearing and grubbing, 11.8 miles	105,162.32	
Waterway Drive, general improvements and paving, 0.51 mile	5,334.65	
Windermere streets, gravelling and paving, 0.35 mile	2,500.00	
Canal Flats streets, gravelling and paving, 1.66 miles	2,500.00	
Athalmer streets, gravelling and paving, 0.90 mile	2,500.00	
		$132,000.00
Maintenance of roads		157,438.00
Maintenance of bridges		31,500.00
Snow removal		62,700.78
Surveys (Trans-Canada Highway)—Golden–Yoho Park Boundary section (Project No. 1261)		27,624.37
Surveys (general)—		
Sinclair Canyon–Dry Gulch (Project No. 1264)	$8,957.70	
Windermere–Dutch Creek (Project No. 1264)	137.60	
Dutch Creek–Canal Flats (Project No. 1264)	45.00	
Canal Flats–Skookumchuk (Project No. 1264)	16.80	
Golden–McMurdo (Project No. 1264)	9,148.84	
		18,305.94

COLUMBIA DISTRICT—*Continued*

Legal surveys—		
Athalmer Junction–Windermere Creek (Project No. 1265)	$6,509.73	
Golden–Donald (Project No. 1265)	5,090.40	
Glacier National Park–Donald (Project No. 1265)	3,927.15	
		$15,527.28
Rights-of-way (Trans-Canada Highway)—Yoho Park Boundary–Yoho Bridge section (Project No. 1262)		435.10
Rights-of-way (general)—		
Kootenay–Columbia Highway, Canal Flats–Skookumchuck section (Project No. 1266)	$4,008.20	
Kootenay–Columbia Highway, Dutch Creek–Canal Flats, Section 1 (Project No. 1266)	5,535.13	
Kootenay–Columbia Highway, Radium Junction (Project No. 1266)	1,594.55	
Kootenay–Columbia Highway, Windermere Creek–Dutch Creek section (Project No. 1266)	25,641.81	
		36,779.69
Construction—		
Bridges (Trans-Canada Highway)—		
Columbia River Bridge at Donald (Project No. 295)	$98,424.09	
Quartz Creek Bridge (Project No. 339)	335,985.35	
Yoho Bridge revision (Project No. 421)	30,456.57	
		464,866.01
Roads (Trans-Canada Highway)—		
Glacier Park–Donald, Section 2, Rogers–Quartz Creek (Project No. 958)	$564,798.03	
Glacier Park–Donald, Section 1 (Project No. 961)	55,227.51	
Yoho Park Boundary–Park Bridge section (Project No. 1104)	66,901.75	
Yoho Bridge aproaches, reconstruction (Project No. 1294)	86,397.20	
		773,324.49
Roads (general)—		
Kootenay–Columbia Highway, Windermere–Dutch Creek section (Project No. 1283)	$613,519.77	
Kootenay–Columbia Highway, reconstruction, Canal Flats–Skookumchuck, section (*see* Fernie) (Project No. 1287)	36,500.52	
Kootenay–Columbia Highway, Dutch Creek–Canal Flats section (Project No. 1337)	20,567.75	
		670,588.04
Construction—		
Surfacing (Trans-Canada Highway)—		
Rogers–Quartz Creek section (Project No. S-8962)	$306,908.48	
Donald–Quartz Creek section (Project No. S-9062)	435,143.65	
Yoho Park Gate–Park Bridge section (Project No. S-9162)	200,745.42	
		942,797.55
Surfacing (general)—Windermere Creek section, base processing		11,029.09
Total, Columbia District		$3,344,916.34

COMOX DISTRICT

Day labour—roads (Project No. 1220)—	
Alberni Highway, clearing random lengths	$614.02
Anderton Road, reconstruct 1.63 miles	3,548.06
Arden Road, reconstruct and pave 0.64 mile	4,457.07
Barlow Road, reconstruct 0.13 mile	182.72
Birch Street, reconstruct 0.05 mile	545.54
Bold Point Road, new construction, 1 mile	4,236.08
Budington Road, flush-coat 0.13 mile	142.07
Buttle Lake Road, reconstruct and pave 7.2 miles	88,089.16
Cedar Street, pave 0.24 mile	2,116.12
Church Road, pave 1.98 miles	5,325.87
Claudet Road and Marina Way, reconstruct 1.51 miles	12,886.90
Comox Lake Road, flush-coat 1.75 miles	199.66
Dahl Road, reconstruct and pave 0.17 mile	2,146.44
Denman Road, reconstruct and pave 1.79 miles	17,637.41
Dove Creek Road, reconstruct 1.61 miles	15,257.52

COMOX DISTRICT—*Continued*

Day labour—roads (Project No. 1220)—*Continued*		
Dove Creek Road, flood control, 0.15 mile	$4,062.83	
Erickson Road, reconstruct and pave 0.68 mile	7,922.18	
Evergreen Road, reconstruct and pave 0.58 mile	2,050.85	
Fraser Road, culvert and fill	1,416.61	
Gainsberg Road, reconstruct 1.45 miles	12,389.27	
Gartley Beach and Gartley Point roads, reconstruct 0.31 mile	4,813.23	
Grafton Avenue, reconstruct 1.44 miles	2,851.17	
Island Highway, clearing random lengths	15,187.09	
Island Highway, flood control, 0.20 mile	17,022.60	
Kenmuir Road, flush-coat 0.66 mile	836.17	
Lake Trail and Northwest Bay roads, seal-coat random lengths	207.68	
Larwood Road, clearing 0.10 mile	226.11	
Marsden Road, clearing and grubbing 0.25 mile	913.56	
Minto Road, pave 1.20 miles	7,800.24	
Petersen Road, reconstruct and pave 0.72 mile	3,073.36	
Port McNeill–Port Alice, new construction, 1.40 miles	46,173.64	
Pym Road, pave 1.41 miles	1,969.06	
Quadra Island roads, reconstruct and pave 2.66 miles	21,855.23	
Quatsino Road, reconstruct 2.30 miles	4,578.38	
Temple Road, pave 0.62 mile	1,665.75	
Twillingate Road, reconstruct and pave 0.50 mile	4,669.34	
Vallejo Road, reconstruct 0.10 mile	44.33	
Wembley Road, pave 0.27 mile	848.82	
Whitaker Road, pave 0.80 mile	3,280.16	
Wilkinson Road, flush-coat	375.78	
Winchester Road, reconstruct 1.05 miles	12,381.92	
		$336,000.00
Day labour—bridges—White River Bridge (Project No. 430)		72,302.44
Maintenance of roads		264,978.14
Maintenance of bridges		47,822.31
Maintenance and operation of ferries		147,874.74
Snow removal		22,233.20
Local highways within municipal limits—		
Village of Alert Bay	$5,000.00	
Village of Comox	6,000.00	
Village of Parksville	7,000.00	
		18,000.00
Surveys (general)—		
Campbell River–Port Hardy (Project No. 1264)	$4.12	
Port McNeill–Beaver Cove (Project No. 1264)	409.79	
Island Highway, Nanoose Overhead north (Project No. 1264)	19,482.12	
Sayward–Brasseau Bay (Project No. 1264)	2,959.14	
		22,855.17
Legal surveys—		
Lots 1 to 4, Block 16, Plan 2005, and Lot B, Plan 1802, District Lot 57, Newcastle District, Qualicum Village (Project No. 1265)	$384.90	
Re-establishing lot within Plan 378R, Oyster River revision, Fractional South-west Quarter of Section 19, Township 5, and subdivision of Plan 1502R (Project No. 1265)	100.00	
Survey through Campbell River Indian Reserve No. 11 (Project No. 1265)	516.00	
		$1,000.90
Rights-of-way (general)—		
Island Highway and Lantzville Road Junction (Project No. 1266)	$2,625.00	
Island Highway widening in Union Bay area (Project No. 1266)	800.00	
Island Highway, Menzies Bay–Sayward section (Project No. 1266)	6,380.00	
Relocation of part of Erickson Road (Project No. 1266)	211.00	
Oyster River road revision (Project No. 1266)	6,009.10	
Campbell River Spit road (Project No. 1266)	7,560.00	
Widening Dumont Road, Wellington District (Project No. 1266)	3.00	
Island Highway, Roberts Lake–Sayward (Project No. 1266)	498.30	

COMOX DISTRICT—*Continued*

Rights-of-way (general)—*Continued*		
Relocation of Ryan Road, Courtenay to Comox Airport (Project No. 1266)	$2,697.00	
Widening Minto Road (Project No. 1266)	591.00	
Diversion of Kye Bay Road at Comox Airport (Project No. 1266)	1.00	
Relocation of section on Vanderneuk Road (Project No. 1266)	601.40	
		$27,976.80
Construction—		
Bridges (general)—Nimpkish River Bridge, approach fills (Project No. 411)		168,378.65
Roads (general)—		
Reconstruction, Menzies Bay–Roberts Lake section (Project No. 1215)	$399,839.54	
Island Highway, Roberts Lake–Sayward section (Project No. 1216)	547,195.00	
		947,034.54

COMOX SOUTH*

Day labour—roads (Project No. 1226)—		
Rutherford Road, road-mix 1 mile	$5,000.00	
Dumont Road, reconstruct and pave 0.75 mile	7,015.76	
Long Lake area, pave 1 mile	2,000.00	
Bay Street, open	2,000.00	
Ross Road, pave 0.5 mile	3,000.00	
Dickenson Road, pave 0.75 mile	3,018.29	
Turner Road, pave 0.75 mile	3,000.00	
Departure Bay area, flush-coat 1.5 miles	1,000.00	
Island Highway, shouldering	5,000.00	
		31,034.05
Maintenance of roads		25,138.78
Snow removal		904.98
Total, Comox District		$2,133,534.70

COWICHAN-NEWCASTLE DISTRICT

Day labour—roads (Project No. 1221)—		
Hill Road, reconstruct and pave 1 mile	$10,000.00	
Scotchtown Road, pave 1 mile	5,000.00	
Akenhead Road, reconstruct and pave 1 mile	7,000.00	
Koksilah Road, reconstruct and pave 1 mile	8,000.00	
Holden–Corso Road, pave 1.5 miles	9,000.00	
Wilson Road, reconstruct 1 mile	7,000.00	
Trans-Canada Highway, shouldering	10,000.00	
Raines Rock, riprap and gravel	3,862.33	
		$59,862.33
Maintenance of roads		150,977.02
Maintenance of bridges		40,563.43
Snow removal		16,545.39
Legal surveys—		
Ludlow Road through Lot 24, Oyster District, Ladysmith (Project No. 1265)	$657.50	
Trans-Canada Highway, Sections 15 and 16, Range 7, Quamichan District (Project No. 1265)	161.90	
		819.40
Rights-of-way (Trans-Canada Highway)—Cowichan–Koksilah (Project No. 1262)	(Credit)	*155.00*
Rights-of-way (general)—		
Relocation of road to boat basin at Ladysmith (Project No. 1266)	$1,891.00	
Widening Hill Road, Oyster District (Project No. 1266)	615.80	
Widening Holden–Corso Road (Project No. 1266)	40.00	
		2,546.80
Total, Cowichan-Newcastle District		$271,159.37

* Comox South area is administered by Nanaimo District office, but for report purposes expenditures are shown under Comox.

CRANBROOK DISTRICT

Day labour—roads (Project No. 1240)—		
Southern Trans-Provincial Highway, Fort Steele Junction east, reconstruction, Mile 514.8 to Mile 515.8	$18,000.00	
Southern Trans-Provincial Highway, No. 123R, Cranbrook arterial, Van Horne Street, road-mix paving	2,692.54	
Kootenay–Columbia Highway, Wycliffe Bridge approaches, reconstruction	4,000.00	
Monroe Lake Road, reconstruction, 1 mile	5,000.00	
Smith Lake Road, gravel and road-mix, 1 mile	8,000.00	
Mission Road, reconstruction, Mile 0 to Mile 3	13,000.00	
Miscellaneous — Little Van Horne, Cobham, Chapman, Fourth Avenue South, and Gold Creek Road	21,000.00	
Eager Hill–Fort Steele, construction, Mile 0 to Mile 3	60,925.15	
		$132,617.69
Maintenance of roads		143,031.06
Maintenance of bridges		19,449.81
Snow removal		40,439.69
Construction, surfacing (general)—		
Southern Trans-Provincial Highway, from 1.2 miles east of Fort Steele Junction easterly for 6.4 miles (Project No. S-4262)	$62,558.24	
Kootenay–Columbia Highway, from C.M. & S. Overhead Trestle in East Kimberley northerly for 10 miles (Project No. S-4262)	114,641.12	
		177,199.36
Total, Cranbrook District		$512,737.61

DELTA DISTRICT

Day labour—roads (Project No. 1222)—		
Aldergrove–Bellingham Highway (77R), minor improvements	$400.62	
Beaubien Road (269R), seal-coating shoulders, 2.74 miles	7,834.36	
Campbell River Road (114R), minor improvements	270.71	
Deas Throughway (353R), minor improvements	731.42	
Glover Road (259R), ditching, minor improvements	994.65	
King George VI Highway (15R), seal-coating shoulders, 3.58 miles	9,257.10	
Ladner Trunk Road (351R), ditching, 7 miles	7,119.25	
New McLellan Road (125R), ditching, 2.6 miles	3,933.34	
Pacific Highway (13R), paving, Nicomekl Bridge and approaches	3,734.77	
Port Mann Road (300R), minor improvements	131.23	
Point Roberts Road (350R), ditching, 1 mile	1,382.04	
Scott Road (139R), seal-coating shoulders, 0.3 mile	1,592.25	
Trans-Canada Highway (2R), ditching	1,137.69	
Trans-Canada Highway (262R), ditching and shouldering	3,931.18	
Trans-Canada Highway (263R), minor improvements	549.39	
		$43,000.00
Day labour—roads (Project No. 1280)—Glover Road (259R), reconstruction, curb and gutter, 0.25 mile		15,000.00
Day labour—bridges—		
Townline Road Bridge, Serpentine River, District of Surrey (Project No. 416)	$7,500.00	
Bear Creek Bridge, King George VI Highway, widening to four lanes (Project No. 442)	25,000.00	
		32,500.00
Day labour—ferry-landings (Project No. 399)—Barnston Island ferry (Hjorth Road landing)		8,000.00
Maintenance of roads		155,866.33
Maintenance of bridges		*123,786.39
Maintenance and operation of ferries		40,696.42
Snow removal		33,109.17
Local highways within municipal limits—		
City of Langley, sundry projects	$6,000.00	
Township of Langley, sundry roads	8,000.00	
Township of Richmond, Westminster Highway	7,600.00	
District of Surrey, sundry roads	8,000.00	
		29,600.00

* Includes $64,023.86 for Pattullo Bridge, the north end of which is in the City of New Westminster.

DELTA DISTRICT—*Continued*

Maintenance of toll facilities—		
Deas Throughway (administered by New Westminster)	$10,000.00	
Tsawwassen Highway (administered by New Westminster)	20,100.00	
Deas Throughway (administered by North Vancouver)	28,400.00	
Oak Street Bridge system* (administered by North Vancouver)	137,030.00	
Deas Island Tunnel (administered by North Vancouver)	93,931.00	
		$289,461.00
Surveys (general)—		
Pattullo Bridge–Whitehouse Corner (Project No. 1264)	$280.89	
Surrey perimeter highway (Project No. 1264)	77.56	
Glover Road, Topham Road–Mavis Street (Project No. 1264)	77.51	
Pacific Highway extension, Clover Valley Road from Trans-Canada Highway (freeway) to Fry's Corner (Project No. 1264)	168.00	
		603.96
Legal surveys—Ladner Ferry Road (Project No. 1265)		715.82
Rights-of-way (Trans-Canada Highway)—		
Mount Lehman Road–Springbrook Road section (*see also* Chilliwack (Project No. 1262)	$151.27	
Port Mann Bridge–Halls Prairie section (Project No. 1262)	110,854.03	
Halls Prairie–Springbrook section (Project No. 1262)	7,304.00	
		118,309.30
Rights-of-way (general)—		
Beaubien Road, Highway No. 10 (Project No. 1266)	$500.00	
Deas Tunnel Throughway, Mud Bay–Great Northern Railway section (Project No. 1266)	1.26	
Deas Tunnel Throughway, Nicomekl River–U.S. Border section (Project No. 1266)	18,619.19	
Deas Tunnel Throughway, Tasker Road–Smith Road section (Project No. 1266)	23,137.50	
Harbidge Road extension (Project No. 1266)	3,438.51	
Deas Tunnel Throughway, Ladner Road–Oliver Road section (Project No. 1266)	15.00	
Ladner Trunk Diamond (Project No. 1266)	19,190.00	
Ladner–Tsawwassen Highway (Project No. 1266)	2,578.51	
Rawlison–Livingstone revision (Project No. 1266)	255.00	
Roebuck Interchange (Project No. 1266)	19,142.50	
		$86,877.47
Construction—		
Bridges (Trans-Canada Highway)—		
Fraser River Crossing at Port Mann (Project No. 267)†	$8,414,634.27	
B.C. Electric Underpass north of Langley (Project No. 353)	250,057.17	
Latimer Road, Carvolth Road, Livingstone Road, and Glover Road Underpasses (Project No. 405)	381,629.36	
Johnston Road, Pike Road, and Clover Valley Road Underpasses and fly-over at Hjorth Road (Project No. 406)	238,691.23	
		9,285,012.03
Bridges (general)—		
Matthews Road and Oliver Road Underpasses, Deas Tunnel Throughway (Project No. 393)	$23,051.29	
Serpentine River Bridge, Deas Tunnel Throughway (Project No. 394)	81,958.82	
Nicomekl River Bridge, Deas Tunnel Throughway (Project No. 396)	150,796.92	
Johnston Road, Sunnyside Road, and North Bluff Road Underpasses, Deas Tunnel Throughway (Project No. 397)	37,291.15	
Campbell River Road Underpasses 1 and 2, Deas Tunnel Throughway (Project No. 398)	12,918.11	
Great Northern Railway Crossing, Deas Tunnel Throughway (Project No. 395)	21,884.88	
Pedestrian overpasses, Liverpool Road, Matthews Road, and Oliver Road (Project No. 425)	112,901.58	
		440,802.75

* North end of Oak Street Bridge is in the City of Vancouver.

† For report purposes all Port Mann Bridge is shown under Delta, but actually 50 per cent is in Dewdney District.

DELTA DISTRICT—*Continued*

Roads (Trans-Canada Highway)—		
Mount Lehman Road–Springbrook Road section (*see also* Chilliwack) (Project No. 1036)	$642,529.78	
Halls Prairie–Springbrook section (Project No. 1123)	507,992.88	
Port Mann–Halls Prairie Road section (Project No. 1187)	475,488.50	
Lighting, Abbotsford–Vedder River section and Springbrook Road–Mount Lehman Road section (Project No. 1340)	264.25	
		$1,626,275.41
Roads (general)—		
Ladner Trunk–Oliver Road (Project No. 1031)	$245,044.63	
Nicomekl River–Oliver Road section, Deas Tunnel Throughway (Project No. 1201)	106,401.31	
Oliver Road–U.S. Border section, Deas Tunnel Throughway (Project No. 1202)	1,020,077.32	
Mud Bay–Great Northern Railway section, Deas Tunnel Throughway (Project No. 1203)	175,499.50	
Great Northern Railway–Nicomekl River section, Deas Tunnel Throughway (Project No. 1204)	611,076.17	
Great Northern Railway Overpass approach embankments, Deas Tunnel Throughway (Project No. 1269)	159,603.57	
Lighting, Matthews Road–Campbell River Road, Deas Tunnel Throughway (Project No. 1281)	39,712.69	
		2,357,415.19
Surfacing (Trans-Canada Highway)—Springbrook Road–Mount Lehman Road section (Project No. S-8462)		240,094.90
Surfacing (general)—		
Ladner Trunk Road–Mud Bay section, Deas Tunnel Throughway (Project No. S-0761)	$200,204.19	
Oliver Road Underpass–Nicomekl River section, Deas Tunnel Throughway (Project No. S-0861)	324,753.36	
Nicomekl River–Oliver Road section (Project No. S-1061)	68,867.05	
Oliver Road–U.S. Border section (Project No. S-1061)	242,431.08	
Nicomekl Interchange, miscellaneous paving	14,027.36	
		850,283.04
Total, Delta District		$15,777,409.18

DEWDNEY DISTRICT

Day labour—roads (Project No. 1223)—	
Barnet Highway (200R), repairs to seal-coat on shoulders, ditching	$1,659.56
Barnet Highway (201R), ditching and boulevard improvements	465.08
Belcarra Park, new construction, gravelling, 0.21 mile	6,387.27
Bedwell Bay, minor improvements	359.37
Ioco area roads, minor improvements	864.94
Ioco gravel-pit, developing pit	1,917.32
Lougheed Highway (21R), seal-coating shoulders, 1.83 miles	8,198.37
Lougheed Highway (22R), Edge Bridge, seal-coating	290.20
Lougheed Highway (22R), shoulder improvements, 2.5 miles	8,753.74
Lougheed Highway (165R), shoulder improvements, 2 miles	2,252.35
Lougheed Highway (280R), shoulder widening, 0.5 mile	4,851.80
Deroche area roads, reconstruction, widening, and realignment, 1.15 miles	2,390.48
Dewdney area roads, minor improvements	107.73
Eagle Road extension, new construction, 0.17 mile	1,681.02
No. 11 Farms Road, paving, 0.12 mile	857.75
Harrison Hot Springs Road (160R), minor improvements	507.50
Harrison Lake area roads, minor improvements	79.88
Hatzic area roads, reconstruction, widening, and realignment, 1.80 miles	12,701.22
Lougheed Highway (unorganized section), shouldering, 2 miles	3,174.07
Lougheed Highway (23R), shouldering, 0.50 mile	4,445.03

DEWDNEY DISTRICT—*Continued*

Day labour—roads (Project No. 1223)—*Continued*		
Lougheed Highway (330R), shouldering, 1 mile	$760.86	
Nicomen Island roads, minor improvements	220.46	
Rockwell Drive (290R), reconstruction and widening, 0.6 mile	2,046.58	
No. 38 Sylvester Road, reconstruction, widening, and re-alignment, 1 mile	1,027.42	
		$66,000.00
Maintenance of roads		240,623.22
Maintenance of bridges		45,510.17
Maintenance and operation of ferries		101,698.11
Snow removal		17,549.46
Local highways within municipal limits—		
District of Maple Ridge, 17th Avenue, C.P.R. Crossing to Albion ferry	$4,000.00	
City of Port Moody, sundry roads	1,000.00	
		5,000.00
Surveys (general)—		
Dewdney–Deroche (Project No. 1264)	$441.00	
Lougheed Highway, North Road to Mission, four lanes (Project No. 1264)	1,250.72	
North Road, Brunette Creek–Lougheed Highway (Project No. 1264)	294.46	
		1,986.18
Legal surveys—		
Agassiz–Pumphouse section, west boundary of District Lot 37 to south of Section 28, Township 3 (Project No. 1265)	$3,724.64	
Lougheed Highway, Harrison River Bridge to Pumphouse Bridge (Project No. 1265)	3,430.75	
Lougheed Highway, Sumas Indian Reserve No. 8 to Harrison Indian Reserve No. 3 (Project No. 1265)	1,700.94	
Harrison Indian Reserve No. 3 to Harrison River (Project No. 1265)	1,485.90	
Lougheed Highway and Pipeline Road, portion of Lot 1 south and west of Plan 10030, District Lot 380, Group 1, New Westminster District, Plan 6234 (Project No. 1265)	97.00	
Lougheed Highway, Kanaka Creek revision (Project No. 1265)	1,119.30	
		11,558.53
Rights-of-way (Trans-Canada Highway) — Vancouver–Fraser River section, Section 2 and Section 3 (part) (*see also* Burnaby and Vancouver-Point Grey) (Project No. 1262)		4,093.51
Rights-of-way (general)—		
Lougheed Highway, widening (Project No. 1266)	$39,809.01	
Reconstruction of Deroche Bridge (Project No. 1266)	18.00	
Albion ferry approach (Project No. 1266)	1,700.00	
		41,527.01
Construction—		
Bridges (Trans-Canada Highway)—		
Vancouver–Fraser River section, structures in eastern sector (Project No. 347)	$426,231.28	
Hunter Creek Bridge (Project No. 432)	21,394.53	
		447,625.81
Ferries—		
M.V. "T'Lagunna," Albion ferry (Project No. 400)		*19,832.80
Roads (Trans-Canada Highway)—		
Vancouver–Fraser River section, Contract No. 2 (*see also* Burnaby and Vancouver-Point Grey) (Project No. 885)	$338,080.13	
Vancouver–Fraser River section, Contract No. 3 (*see also* Burnaby and Vancouver-Point Grey) (Project No. 885)	179,258.91	
		517,339.04
Roads (general) — Agassiz–Haig (Lougheed) Highway, Seabird Bluffs–Ruby Creek section (Project No. 907)		21,654.15
Total, Dewdney District		$1,541,997.99

* For report purposes this expenditure is shown in Dewdney, but actually 50 per cent is in Delta District.

ESQUIMALT DISTRICT

Day labour—roads, Project No. 1224)—		
Kangaroo Road, progressive reconstruction over 2 miles	$10,000.00	
Kilmalu Road, completed reconstruction, 1 mile	7,000.00	
Shawnigan Lake Road, realign and widen E. & N. Overpass	19,000.00	
Sundry roads, 13.8 miles of minor reconstruction projects	71,000.00	
Sundry trunk highways, right-of-way clean-up, Trans-Canada Highway	5,000.00	
Telegraph Road, completed reconstruction, 2.4 miles	8,000.00	
		$120,000.00
Day labour—bridges—Helmcken Bridge (Project No. 380)		20,000.00
Maintenance of roads		162,754.03
Maintenance of bridges		42,200.00
Snow removal		14,183.64
Surveys (Trans-Canada Highway)—Tolmie Avenue to Thetis Lake Overhead (Project No. 1261)		142.66
Surveys (general)—Finlayson Bridge site plan (Project No. 1264)		67.20
Legal surveys—		
Telegraph Road–Kilmalu–Hatch Point (Project No. 1265)	$4,398.84	
Right-of-way of part of Kilmalu Road in Ranges 9 and 10 (Project No. 1265)	284.67	
Shawnigan Lake Road (Project No. 1265)	2,490.14	
Thrush Road, Shawnigan (Project No. 1265)	261.40	
Right-of-way of Admirals Road at Craigflower (Project No. 1265)	169.62	
Sooke Highway, C.N.R. Crossing to Metchosin Road (Project No. 1265)	2,217.48	
Establishing Sooke and Phillips Roads (Project No. 1265)	473.19	
West Coast Road, Otter Point to Grant Road, Project No. 1265)	1,738.51	
		12,033.85
Rights-of-way (general)—		
Widening Pendray Road (Project No. 1266)	$136.00	
Widening section of Admirals Road (Project No. 1266)	200.00	
Widening Shawnigan Lake Road (Project No. 1266)	1,059.00	
Widening of Kangaroo Road in Metchosin area (Project No. 1266)	806.00	
		2,201.00
Total, Esquimalt District		$373,582.38

FERNIE DISTRICT

Day labour—roads (Project No. 1241)—		
Southern Trans-Provincial Highway, concrete guard-rail	$10,000.00	
Kootenay–Columbia Highway, Springbrook north, reconstruction, Mile 43.7 to Mile 44.7	56,000.00	
Highway No. 93, Fort Steele north, construction, Mile 7.4 to Mile 15.7	86,000.00	
Access road to Wasa Lake, reconstruction and paving, 1.1 miles	10,800.00	
		$162,800.00
Maintenance of roads		116,600.31
Maintenance of bridges		10,800.00
Snow removal		20,004.11
Surveys (general)—Southern Trans-Provincial Highway, Fernie to Alberta Border (Project No. 1264)		4,335.55
Rights-of-way (general)—		
Kootenay–Columbia Highway, Bummers Flats–Wasa section (Project No. 1266)	$6,680.00	
Highway No. 95, Fort Steele to Fort Steele Junction, Station 423 (Project No. 1266)	4,918.00	
		11,598.00

FERNIE DISTRICT—*Continued*

Construction—		
Bridges (general)—Elk River Bridge (Project No. 292)		250,301.54
Roads (general)—		
Southern Trans-Provincial Highway, Crowsnest section (Project No. 908)	$76,212.19	
Kootenay–Columbia Highway, reconstruction, Canal Flats–Skookumchuk section (*see* Columbia) (Project No. 1287)	15,643.08	
		91,855.27
Surfacing (general)—		
Forestry pit and McDonald pit, Elko–Roosville Highway (Propect No. S-4261)	$44,044.75	
Highway No. 93, Fort Steele north, base processing	7,172.82	
		51,217.57
Total, Fernie District		$719,512.35

FORT GEORGE DISTRICT

Day labour—roads (Project No. 1247)—		
Cariboo Highway, gravel reinforcing for pavement, 3 miles	$41,314.52	
Hoffercamp and Fraser Flats Road, ditching and gravel, 4 miles	8,418.91	
John Hart Highway, ditching and gravel base, prepare to pave, Mile 100.4 to Mile 130.1	440,266.34	
Northern Trans-Provincial Highway, Prince George east, stabilized base, 15 miles	118,625.65	
Northern Trans-Provincial Highway, McBride east, base and crushed gravel, 4 miles	47,374.58	
		$656,000.00
Maintenance of roads		293,217.08
Maintenance of bridges		43,824.35
Maintenance and operation of ferries		18,177.30
Snow removal		115,993.58
Local highways within municipal limits—Paving, Prince George		10.000.00
Surveys (general)—		
Albreda–Alberta Boundary (Project No. 1264)	$14,672.78	
Prince George–McBride (Project No. 1264)	4,084.61	
Prince George–Tabor Lake (Project No. 1264)	396.63	
McBride–Tête Jaune (Project No. 1264)	39,191.81	
Pulp-mill Access Road–John Hart Highway at west boundary to P.G.E. (Project No. 1264)	630.00	
		58,975.83
Legal surveys—		
Northern Trans-Provincial Highway, District Lot 1898 to District Lot 1760, Cariboo District (Project No. 1265)	$7,593.25	
Northern Trans-Provincial Highway, Willow River Access Road (Project No. 1265)	1,772.97	
		9,366.22
Rights-of-way (general)—		
Prince George By-pass (Project No. 1266)	$150.00	
Cariboo Highway, Tabor Creek–Fraser River section (Project No. 1266)	42.00	
Widening of John Hart Highway (Project No. 1266)	977.25	
		1,169.25
Construction—		
Bridges (general)—Fraser River Bridge at Prince George (Project No. 212)		412,228.42
Roads (general)—		
Cariboo Highway, Canyon Creek to Cale Creek (Project No. 755)	$2,906.54	
Northern Trans-Provincial Highway, Laming Mills west (Project No. 779)	449,940.00	
Fraser River–John Hart Highway section, including Nechako River Bridge approaches (Project No. 1029)	4,352.64	

FORT GEORGE DISTRICT—*Continued*

Construction—*Continued*		
Roads (general)—*Continued*		
Northern Trans-Provincial Highway, Tabor Lake–Willow River, section 2 (Project No. 1126)	$9,711.62	
Northern Trans-Provincial Highway, West Twin Creek section, clearing and grubbing (Project No. 1198)	65,521.16	
Northern Trans-Provincial Highway, Crescent Spur–West Twin Creek, section (Project No. 1290)	25,317.38	
		$557,749.34
Surfacing (general)—		
Blackwater, Radar Base to junction with Northern Trans-Provincial Highway, base processing	$77,948.50	
Cariboo Highway, Mile 4.7 to Mile 9.6, base processing	15,654.53	
Giscombe west to Willow River, Northern Trans-Provincial Highway east, base processing	21,474.41	
Northern Trans-Provincial Highway, sand sealing, miscellaneous paving	17,912.95	
		132,990.39
Total, Fort George District		$2,309,691.76

GRAND FORKS-GREENWOOD DISTRICT

Day labour—roads (Project No. 1242)—		
Southern Trans-Provincial Highway, Grand Forks–Greenwood section, reconstruction between Mile 4 and Mile 8 east of Greenwood (4.8 miles)	$81,407.56	
Kettle River Main, No. 43, reconstruction at Buffalo Hump, 8 miles	15,000.00	
Grand Forks–Franklin, No. 30, ditching and road-mix paving, 4.05 miles	18,518.92	
Christina Lake roads, penetration and seal coat, 3.3 miles	5,000.00	
		$119,926.48
Maintenance of roads		151,938.15
Maintenance of bridges		23,651.08
Snow removal		44,721.89
Surveys (general)—		
Christina Lake–Sheep Lake revision (Project No. 1264)	$61.60	
C.P.R. Underpass, Grand Forks (Project No. 1264)	2,979.25	
		3,040.85
Legal surveys—		
Boundary Falls–Greenwood (Project No. 1265)	$639.55	
Southern Trans-Provincial Highway through Greenwood (Project No. 1265)	3,821.31	
Southern Trans-Provincial Highway, Christina Creek to Grand Forks (Project No. 1265)	6,417.80	
		10,878.66
Rights-of-way (general)—		
Southern Trans-Provincial Highway, Grand Forks–Greenwood section (Project No. 1266)	$1,224.55	
Southern Trans-Provincial Highway, Greenwood Underpass (Project No. 1266)	29,276.00	
Southern Trans-Provincial Highway, Christina Lake to Lot 2827 (S.) (Project No. 1266)	1,306.90	
		31,807.45
Construction—		
Bridges (general)—		
Paulson Bridge (Project No. 377)	$891,677.73	
Christina Creek Bridge (Project No. 404)	182,820.76	
		1,074,498.49
Roads (general)—Christina Creek–Sheep Lake, Section 4 (*see also* Rossland-Trail) (Project No. 1047)		43,058.47
Surfacing (general)—Southern Trans-Provincial Highway, McRae Creek–Mitchener Creek section (*see also* Rossland-Trail) (Project No. S-4561)		191,466.85
Total, Grand Forks-Greenwood District		$1,694,988.37

KAMLOOPS DISTRICT

Day labour—roads—		
Project No. 1274—curb and gutter, Village of Ashcorft (198R), Mile 0 to Mile 1		$14,944.40
Project No. 1231—		
North Thompson (Yellowhead Route), reconstruction, Mile 86 to Mile 87, Mile 91 to Mile 92	$415,470.00	
North Thompson (Yellowhead Route), gravelling, Mile 82 to Mile 85	72,400.00	
North Thompson (Yellowhead Route), pipe-line crossings, Mile 82 to Mile 90	14,000.00	
North Thompson (Yellowhead Route), Albreda to Clemina, Mile 190 to Mile 193	15,000.00	
Shuswap, general improvements, Mile 16 to Mile 17	5,500.00	
Lac le Jeune, general improvements, Mile 0 to Mile 5	3,000.00	
Dunn Lake, general improvements, Mile 2 to Mile 6	12,500.00	
Birch Island–Clearwater Access Road, paving, Mile 0 to Mile 1	3,500.00	
Brocklehurst Subdivision, paving	6,000.00	
Highland Valley, reconstruction, Mile 3 to Mile 24	122,243.43	
Valleyview Subdivision, paving	8,000.00	
Westsyde, general improvements, Mile 16 to Mile 17	5,000.00	
		682,613.43
Maintenance of roads		243,315.89
Maintenance of bridges		35,871.15
Maintenance and operation of ferries		23,011.64
Snow removal		117,671.49
Surveys (Trans-Canada Highway)—Kamloops By-pass (Project No. 1261)		7,955.21
Surveys (general)—		
Little Fort–Albreda (Project No. 1264)	$56,552.59	
North Thompson River Bridge approaches at Barriere (Project No. 1264)	1,110.24	
North Thompson Highway, Heffley Creek (Project No. 1264)	20,311.89	
		77,974.72
Legal surveys—		
Kamloops east, Valleyview–Dallas section (Project No. 1265)	$2,503.65	
Kamloops By-pass in District Lot 235 (Project No. 1265)	455.50	
North Thompson Highway through District Lot 1818 and past District Lot 1658 (Project No. 1265)	1,173.00	
Louis Creek–Barriere (Project No. 1265)	9,662.39	
		13,794.54
Rights-of-way (Trans-Canada Highway)—Kamloops By-pass (Project No. 1262)		52,556.90
Rights-of-way (general)—		
North Thompson Highway, Black Pool to Clearwater (Project No. 1266)	$994.05	
North Thompson Highway, Clearwater to Vavenby (Project No. 1266)	40.00	
North Thompson Highway, Louis Creek–Barriere section (Project No. 1266)	100.00	
McLure Ferry Road (Project No. 1266)	1,500.00	
North Thompson Highway, Little Fort to Black Pool (Project No. 1266)	1,177.30	
North Kamloops By-pass (Project No. 1266)	97.00	
		3,908.35
Construction—		
Bridges (Trans-Canada Highway)—Campbell Creek Underpass (Project No. 328)		112,069.99
Roads (general)—		
North Kamloops By-pass (Project No. 1132)	$148.04	
North Thompson Highway, Little Fort–Black Pool section (Project No. 1279)	331,087.24	
		331,235.28
Surfacing (general)—Northern Trans-Provincial Highway, Clearwater to Birch Island, base processing		28,618.85
Total, Kamloops District		$1,745,541.84

KASLO-SLOCAN DISTRICT

Day labour—roads (Project No. 1264)—		
Kaslo–Balfour Highway, reconstruction and paving, Mirror Lake area, 2.6 miles	$47,500.00	
Vernon–Slocan Highway, reconstruction and paving, New Denver to Nakusp, 14.85 miles	30.000.00	
Vernon–Slocan Highway, Monashee, preparation for road mixing, 16 miles	25,000.00	
Vernon–Slocan Highway, Slocan to New Denver, reconstruction and paving, 6.75 miles	20,000.00	
Kaslo–Lardeau, No. 173, reconstruction	25,000.00	
		$147,500.00
Day labour—ferry-landings—Needles–Fauquier landings (Project No. 437)		6,500.00
Maintenance of roads		209,988.57
Maintenance of bridges		40,699.29
Maintenance and operation of ferries		60,563.00
Snow removal		73,879.04
Surveys (general)—Slocan Highway, No. 6, Cape Horn Bluffs (Project No. 1264)		1,262.00
Rights-of-way (general)—		
Balfour–Kaslo Highway, Ainsworth section, improvement (Project No. 1266)	$500.00	
Kaslo–Denver Highway, "A" Avenue Trestle, elimination (Project No. 1266)	225.00	
Kaslo–Mirror Lake Highway (Project No. 1266)	830.00	
		1,555.00
Construction—		
Bridges (general) — Cedar Creek Bridge, Nelson–Kaslo Highway (Project No. 409)		49,681.72
Surfacing (general)—		
Vernon–Slocan Highway, base processing	$58,018.50	
Kaslo–Balfour section, base processing	8,164.05	
New Denver–Slocan, base processing	7,069.88	
New Denver–Nakusp, base processing	74,082.01	
		147,334.44
Total, Kaslo-Slocan District		$738,963.06

LILLOOET DISTRICT

Day labour—roads (Project No. 1232)—		
Lytton–Lillooet, No. 12A, reconstruction, 0.5 mile	$37,743.31	
Lillooet–Cache Creek, No. 12B, reconstruction, 2 miles	7,124.87	
Lillooet–Pioneer, No. 40, reconstruction, 4 miles	13,056.73	
Loon Lake, No. 128, reconstruction, 1 mile	1,888.26	
Pemberton Meadows, No. 171, reconstruction, 2.2 miles	11,613.67	
Pemberton Portage, No. 172, reconstruction, 2 miles	573.16	
		$72,000.00
Maintenance of roads		193,295.17
Maintenance of bridges		21,800.00
Maintenance and operation of ferries		18,036.00
Snow removal		64,013.90
Surveys (Trans-Canada Highway)—Cache Creek Junction (Project No. 1261)		1,254.00
Surveys (general)—		
Cheekeye–Pemberton (Project No. 1264)	$40,857.61	
Squamish–Cheekeye (Project No. 1264)	1,086.37	
		41,943.98
Legal surveys—Oregon Jack Indian Reserve No. 5 to north boundary of Section 25, Township 19, Range 25 (Project No. 1265)		4,468.35

LILLOOET SOUTH*

Day labour—roads—		
Squamish Valley Road to Squamish–Alta Lake Road, construction, 1.26 miles (Project No. 1228)	$28,000.00	
Access road to Alta Lake, construction, 30 miles (Project No. 1282)	1,074,981.35	
		1,102,981.35

* Lillooet South area is administered by North Vancouver District office, but for report purposes expenditures are shown under Lillooet.

LILLOOET SOUTH—*Continued*

Maintenance of roads		$78,975.00
Maintenance of bridges		2,500.00
Snow removal		4,772.95
Local highways within municipal limits—Village of Squamish		6,000.00
Surveys (general)—Britannia–Squamish (Project No. 1264)		1,417.64
Rights-of-way (general)—Squamish–Alta Lake Road (Project No. 1266)		6,500.00
Total, Lillooet District		$1,619,958.34

MACKENZIE DISTRICT

Day labour—roads (Project No. 1225)—		
Chilcotin–Bella Coola Highway, reconstruction, 12.7 miles	$17,129.20	
Blubber Bay Road, reconstruction, widening, and gravelling, 0.8 mile	903.41	
Bowen Bay Road, reconstruction, 0.17 mile	9,807.62	
Francis Peninsula Road, reconstruction, widening, and gravelling, 3.3 miles	6,109.99	
Gillies Bay Road, reconstruction, widening and gravelling, 2.35 miles	18,656.42	
Gower Point Road, minor improvements	414.13	
Irvings Landing Road, reconstruction, widening and gravelling, 1.6 miles	10,220.29	
Lund Highway, reconstruction, widening, and gravelling, 3.15 miles	10,245.23	
Redroofs Road, rock work and widening, 7 miles	19,348.48	
Roberts Creek Road, reconstruction, widening and gravelling, 1 mile	1,618.37	
Sunshine Coast Highway, reconstruction, widening, and gravelling, 6.4 miles	43,546.86	
		$138,000.00
Sechelt Arterial Highway, curb and gutter work, 0.19 mile (Project No. 1271)		27,056.31
Day labour—bridges elimination—Cline Bridge and culvert replacement (Project No. 1263)		8,700.00
Day labour—bridges—Sliammon Bridge (Project No. 373)		50,000.00
Maintenance of roads		214,839.21
Maintenance of bridges		28,000.00
Maintenance and operation of ferries		110,895.05
Snow removal		15,241.15
Local highways within municipal limits—District of Powell River		6,000.00
Surveys (general)—		
Egmont–Doriston (Project No. 1264)	$108.13	
Powell River Bridge site and approaches (Project No. 1264)	982.99	
Langdale–Gibsons Landing (Project No. 1264)	9,440.19	
		10,531.31
Legal surveys—		
Sunshine Coast Highway, north boundary of District Lot 4758 to west boundary of District Lot 2739 (Project No. 1265)	$4,728.91	
Chilcotin–Bella Coola Road, Hagensborg–Bella Coola section (Project No. 1265)	267.42	
		4,996.33
Rights-of-way (general)—		
Bella Coola–Hagensborg (Project No. 1266)	$868.00	
Bowen Island–Woods Bridge (Project No. 1266)	900.00	
		1,768.00
Construction—		
Ferry-landings—		
Texada Island, ferry-landings at Blubber Bay (Project No. 369)	$2,331.20	
Woodfibre ferry-landing (Project No. 356)*	8,029.10	
		10,360.30
Surfacing (general)—Sunshine Coast Highway (Project No. S-0162)		188,344.81
Total, Mackenzie District		$814,732.47

* This project is partly in Lillooet, but for report purposes all expenditure is shown under Mackenzie.

NANAIMO-ISLANDS DISTRICT

Day labour—roads (Project No. 1226)—		
Seventh Street, gravel and pave, 0.5 mile	$6,000.00	
East Wellington, revision, 1 mile	7,063.65	
Bruce Avenue, gravel and pave, 0.25 mile	4,000.00	
Saltspring Island roads, reconstruction and flush-coat, 4 miles	12,000.00	
Fourth Avenue, road mix, 0.1 mile	5,000.00	
Taylor Bay, reconstruction and pave, 0.75 mile	8,000.00	
Saturna Island roads, road mix, 1 mile	6,000.00	
Bedwell Harbour, road mix, 1 mile	6,034.49	
Fernhill, road mix, 1 mile	5,000.00	
Montague, road mix, 1 mile	4,039.29	
Thetis Island, paving 0.5 mile	4,000.00	
Scott Road, reconstruction, 1 mile	7,004.70	
Westwood Road, pave	3,000.00	
Lynburn area, flush-coat	3,810.90	
		$80,953.03
Maintenance of roads		157,616.36
Maintenance of bridges		2,691.02
Maintenance and operation of ferries		93,477.57
Snow removal		13,333.09
Surveys (general)—Saltspring Island, Long Harbour to Vesuvius Road Junction (Project No. 1264)		11,977.25
Legal surveys—Part of Parcel 2, Lot A, Amended Plan 1383, Section 1, Nanaimo District (Project No. 1265)		247.02
Rights-of-way (Trans-Canada Highway)—George S. Pearson Bridge–Departure Bay section (Project No. 1262)		3,516.80
Rights-of-way (general)—		
Widening of East Wellington Road and reconstruction (Project No. 1266)	$1,275.00	
Mitchell Lake Access Road–Ganges, Saltspring Island (Project No. 1266)	100.00	
Extension of Sixth Avenue in Harewood (Project No. 1266)	650.00	
Gravel-pit, Gabriola Island (Project No. 1266)	3,000.00	
Extension of Battersea Road right-of-way, Departure Bay (Project No. 1266)	25.00	
Frontage road, Departure Bay ferry parking area (Project No. 1266)	1.00	
		5,051.00
Construction—roads (Trans-Canada Highway)—George S. Pearson Bridge–Departure Bay section (Project No. 1206)		319,498.68
Total, Nanaimo-Islands District		$688,361.82

NELSON-CRESTON DISTRICT

Day labour—roads—		
Project No. 1185—curb and gutter, Creston Arterial, 0.2 mile	$21,650.00	
Project No. 1244—		
Southern Trans-Provincial Highway, Beasley–Bonnington section, continuation of construction on new location, 2 miles	78,700.00	
Southern Trans-Provincial Highway, Creston–Goatfell section, reconstruction and gravelling, 1.5 miles	55,000.00	
Southern Trans-Provincial Highway, Kootenay Bay–Creston, Boswell section, ditching,widening, gravelling, and levelling for paving, 6 miles	15,000.00	
Harrop–Procter Road, No. 139, gravelling and road mix, 2 miles	13,000.00	
Creston orchard roads, road mix, 3.5 miles	18,000.00	
Blewitt Road, No. 30, road mix, 2 miles	10,000.00	
Pass Creek Road, No. 259, gravelling and minor improvements, 6.5 miles	5,000.00	
Knox Road, No. 178, new construction, 2.5 miles	7,000.00	
		$223,350.00
Day labour—bridges—		
Project No. 371—Canyon Bridge over Goat River, retaining-wall on the railway underpass	$1,000.00	
Project No. 384—Shoreacres Bridge over Slocan River, Southern Trans-Provincial Highway	57,000.00	
		58,000.00

NELSON-CRESTON DISTRICT—*Continued*

Maintenance of roads		$311,180.66
Maintenance of bridges		36,481.94
Maintenance and operation of ferries		368,535.42
Snow removal		91,375.60
Maintenance of toll facilities, Nelson Bridge		9,413.39
Surveys (general)—		
Nelson Arterial Government Road to Hall Mines Road (Project No. 1264)	$2,175.80	
Salmo to Salmo–Creston Junction (Project No. 1264)	22,956.54	
Brilliant Bluffs to Thrums Flat (Project No. 1264)	23,890.14	
Salmo to Euphrates (Project No. 1264)	11,291.17	
Goat River Crossing to Goatfell (Project No. 1264)	3,600.52	
		63,914.17
Legal surveys—Southern Trans-Provincial Highway from the west boundary of Lot 5665 to City of Nelson (Project No. 1265)		5,292.23
Rights-of-way (general)—		
Southern Trans-Provincial Highway, Kinnaird–Champion Lakes section (Project No. 1266)	$1,968.70	
Arrow Creek Bridge approaches (Project No. 1266)	1,700.00	
Southern Trans-Provincial Highway, Goatfell–Hazel Creek section (Project No. 1266)	302.00	
		3,970.70
Construction—		
Bridges (general)—		
Kootenay River Bridge (Project No. 253)	$1,048,235.02	
Summit Creek Bridge, Southern Trans-Provincial Highway (Project No. 254)	4,783.46	
South Slocan Overhead Crossing, Southern Trans-Provincial Highway (Project No. 343)	18,412.56	
Shoreacres Bridge over Slocan River (Project No. 384)	296,535.36	
Creston–Porthill Bridge (Project No. 402)	77,327.09	
Bayonne Creek Culvert, Southern Trans-Provincial Highway (Project No. 418)	70,238.06	
		1,515,531.55
Ferries—Harrop ferry (Project No. 386)		3,493.69
Roads (general)—		
Southern Trans-Provincial Highway, Creston–Summit Lake, Section 2 (Project No. 1023)	$223,647.85	
Southern Trans-Provincial Highway, Creston–Salmo–Summit Lake Junction with Highway No. 6, Section 2 (Project No. 1095)	842,152.58	
Southern Trans-Provincial Highway, Summit Lake–Blazed Creek section (Project No. 1100)	1,211,294.01	
		2,277,094.44
Surfacing (general)—Southern Trans-Provincial Highway, Gray Creek–Boswell section (Project No. S-4162)		206,949.39
Total, Nelson-Creston District		$5,174,583.18

NEW WESTMINSTER DISTRICT

Maintenance of roads		$6,505.85
Snow removal		400.15
Maintenance of toll facilities—Holding Account	(Credit)	*1,769.30*
Surveys (general)—North Road, four lanes, Lougheed Highway to Clark Road (Project No. 1264)		5,885.03
Legal surveys—Consolidation plan of Lot B, Plan 19926, of Block 1 of District Lots 264 and 265, Group 2, and Parcel B, Reference Plan 10400, of District Lots 78 and 265, Group 2 (Project No. 1265)		139.50
Total, New Westminster District		$11,161.23

NORTH OKANAGAN DISTRICT

Day labour—roads (Project No. 1233)—		
Armstrong–Salmon River, reconstruction and prepare road-mix base, 3.75 miles	$3,924.80	
Carrs Landing, gravelling, and road-mix, 1.15 miles	13,673.71	
Enderby–Grindrod, road-mix, 1.55 miles	4,419.18	
Enderby–Mabel Lake, reconstruction, gravelling, and rock work, 2.25 miles	9,960.09	
Vernon–Slocan Highway, gravelling, and prepare road-mix base, 12.9 miles	15,532.45	
Westside, road-mix, 3.3 miles	9,987.62	
Whitevale, gravelling, 1.5 miles	1,502.15	
		$59,000.00
Day labour—bridge elimination (Project No. 1263)—		
Ashton Creek Bridge, replace with pipe arch and fill	$5,000.00	
Cook Creek Bridge, replace with pipe arch and fill	7,000.00	
		12,000.00
Maintenance of roads		192,214.09
Maintenance of bridges		14,400.00
Snow removal		69,436.56
Local highways within municipal limits—		
District of Coldstream	$6,000.00	
Township of Spallumcheen	5,000.00	
City of Vernon	6,000.00	
		17,000.00
Surveys (general)—		
Nahun–O'Keefe, includes Nahun–Morden Creek and Morden Creek-O'Keefe (Project No. 1264) (Credit)	*$24.00*	
Vernon By-pass (Project No. 1264)	1,747.03	
Enderby Hill, Highway No. 97B (Project No. 1264)	1,773.00	
		3,496.03
Legal surveys—		
North Okanagan, north boundary of N.E. ¼ of Section 13, Township 7, to Plan H 3, Armstrong (Project No. 1265)	$1,734.33	
Swan Lake–Larkin section (Project No. 1265)	5,400.66	
South boundary of N.E. ¼ of Section 22, Township 20, to Oyama (Project No. 1265)	5,503.42	
		12,638.41
Construction—surfacing (general)—		
Haywood Corner–Armstrong, base processing	$17,264.81	
Vernon–Slocan Highway, No. 6, base processing, 12.2 miles	55,133.70	
		72,398.51
Total, North Okanagan District		$452,583.60

NORTH PEACE RIVER DISTRICT

Day labour—roads—		
North approach road, Hudson Hope ferry (Project No. 1205)	$5,000.00	
General improvements, Hudson Hope Road (Project No. 1205)	15,000.00	
Lookout road, survey and cut line (Project No. 1249)	4,000.00	
Hudson Hope Road, gravelling (Project No. 1249)	5,000.00	
Fort Nelson area, gravelling sundry roads (Project No. 1249)	15,000.00	
Fort St. John area, gravelling sundry roads (Project No. 1249)	45,000.40	
		$89,000.40
Day labour—bridges—Cameron River Bridge, reconstruction (Project No. 436)		20,000.00
Maintenance of roads		204,269.96
Maintenance of bridges		7,435.00
Maintenance and operation of ferries		33,164.15
Snow removal		86,996.34
Rights-of-way (general)—		
Reconstruction of Road No. 121 (Project No. 1266)	$402.80	
Hudson Hope to 12 miles west of Hudson Hope Road (Project No. 1266)	1,500.00	
Hudson Hope–Peace River Crossing Road (Project No. 1266)	1,175.00	
		3,077.80

NORTH PEACE RIVER DISTRICT—*Continued*

Construction—		
Bridges (general)—		
Fort Nelson River Bridge (Project No. 376)	$78,416.44	
Removal of debris of old bridge piers, Peace River Bridge (Project No. 401)	15,040.28	
		$93,456.72
Ferries—Hudson Hope ferry, construction of new steel barge (Project No. 392)		14,219.83
Surfacing (general)—Fort St. John, Airport diversion (Project No. S-6862)		54,655.42
Total, North Peace River Distirct		$606,275.62

NORTH VANCOUVER DISTRICT

Day labour—roads—Chancellor Boulevard widening of pavement, 0.19 mile (Project No. 1227)		$6,000.00
Day labour—bridges—Bridge "L," Squamish Highway (Project No. 434)		29,131.77
Maintenance of roads		146,054.90
Maintenance of bridges		11,400.00
Snow removal		11,802.00
Maintenance of toll facilities—*		
First Narrows Bridge	$79,701.40	
Second Narrows Bridge	57,139.72	
Patrol	184,454.12	
Holding Account (Credit)	*194.89*	
		321,100.35
Surveys (Trans-Canada Highway)—		
Horseshoe Bay–Second Narrows (Project No. 1261)	$17.00	
Horseshoe Bay–Taylor Way, four lanes (Project No. 1261)	2,766.99	
		2,783.99
Surveys (general)—Lions Gate Bridge–Upper Levels Highway (Project No. 1264)		6,752.35
Legal surveys—		
Squamish Highway, north boundary of District Lot 771 to District Lot 2365 (Project No. 1265)	$9,582.37	
Squamish Highway, north boundary of District Lot 2153 to south boundary of District Lot 1814 (Project No. 1265)	2,009.77	
Frontage road, Taylor Way, Lots 41 and B, District Lot 1039 (Project No. 1265)	137.50	
Lions Gate–Upper Levels, Lot 3, District Lot 763, to Parcel A, District Lot 764 (Project No. 1265)	252.00	
Taylor Way–Second Narrows, reposting plan, Block 4 of Block 229, District Lot 545 (Project No. 1265)	65.00	
		12,046.64
Rights-of-way (Trans-Canada Highway)—		
Horseshoe Bay Overpass (Project No. 1262)	$1.00	
Upper Levels, Taylor Way–Second Narrows Bridge (Project No. 1262)	3,871.80	
		3,872.80
Rights-of-way (general)—		
Squamish Highway (Project No. 1266)	$605.51	
Reconstruction of Marine Drive and Taylor Way (Project No. 1266)	10,793.00	
Horseshoe Bay–Keith Road, widening access to ferry (Project No. 1266)	5,072.90	
Lions Gate–Upper Levels (Project No. 1266)	41,415.00	
		57,886.41
Construction—		
Bridges (Trans-Canada Highway)—Pedestrian overpass (Project No. 379)		6,163.40
Roads (Trans-Canada Highway)—Taylor Way–Second Narrows section (Project No. 968)		69,581.17
Total, North Vancouver District		$684,575.78

OAK BAY DISTRICT

Local highways within municipal limits—Oak Bay Municipality, sundry roads	$3,000.00

* South ends of First and Second Narrows Bridges are in the City of Vancouver.

OMINECA (EAST) DISTRICT

Day labour—roads—		
Vanderhoof–Stuart Lake Road, widening and applying gravel, 6 miles (Project No. 1250)	$81,874.39	
Loop Road, widening and applying gravel, 2 miles (Project No. 1250)	48,532.41	
Fort St. James–Germansen Landing Road, brushing, ditching, widening, and gravelling, 6 miles (Project No. 1250)	24,593.20	
		$155,000.00
Day labour—bridges—Necoslie Bridge (Project No. 431)		30,000.00
Maintenance of roads		141,962.17
Maintenance of bridges		24,250.14
Snow removal		27,372.91
Surveys (general)—		
Sheraton–Endako, includes Endako Overhead Bridge site and Endako Overhead west (Project No. 1264)	$403.00	
Northern Trans-Provincial Highway, Stellako Bridge and Endako Overhead (Project No. 1264)	218.92	
Northern Trans-Provincial Highway, Endako Underpass and Endako River Crossing (Project No. 1264)	738.93	
		1,360.85
Legal surveys—Northern Trans-Provincial Highway, Endako–Priestly (Project No. 1265)		5,043.17
Rights-of-way (general)—		
Northern Trans-Provincial Highway, Fort Fraser–Fraser Lake section (Project No. 1266), and Meyer Gravel-pit Road	$600.00	
Northern Trans-Provincial Highway, Fraser Lake–Endako section (Project No. 1266)	1,320.00	
		1,920.00
Construction—surfacing (general)—		
Vanderhoof–Stewart Lake, from Nechako Bridge, base processing	$18,906.34	
Loop Road, Nechako Bridge to Park Brothers Sawmill, base processing	13,416.80	
		32,323.14
Total, Omineca (East) District		$419,232.38

OMINECA (WEST) DISTRICT

Day labour—roads—		
Project No. 1251—		
Northern Trans-Provincial Highway, Tintagel east section, gravelling 2.2 miles	$40,000.00	
Northern Trans-Provincial Highway, Round Lake east, reconstruction and grading, 1 mile	15,000.00	
North Francois Road, Colleymount, riprap	15,000.00	
Project No. 1277 — Northern Trans-Provincial Highway, Houston east, reconstruction and applying base course, 2.7 miles	200,000.00	
Project No. 1278 — Northern Trans-Provincial Highway, Tintagel–Tibbett Creek, reconstruction and applying base course, 2.5 miles	210,000.00	
		$480,000.00
Maintenance of roads		174,304.00
Maintenance of bridges		16,960.18
Maintenance and operation of ferries		67,416.15
Snow removal		50,806.41
Surveys (general)—		
Topley–Houston, includes Houston Bridge site (Project No. 1264)	$2,992.92	
Burns Lake–Sheraton, includes Tintagel–Sheraton revision and Burns Lake By-pass (Project No. 1264)	300.00	
		3,292.92
Legal surveys—Northern Trans-Provincial Highway, Tintagel–Burns Lake (Project No. 1265)		1,681.06

OMINECA (WEST) DISTRICT—*Continued*

Rights-of-way (general)—		
Northern Trans-Provincial Highway, Burns Lake section (Project No. 1266)	$78.00	
Northern Trans-Provincial Highway, Perow–Lot 1167 section (Project No. 1266)	8,746.36	
Northern Trans-Provincial Highway, Tintagel–Priestly section (Project No. 1266)	599.40	
Northern Trans-Provincial Highway, Topley–Houston section, Plan 3 of Lot 3 (Project No. 1266)	1,857.34	
		$11,281.10
Roads (general)—		
Northern Trans-Provincial Highway, Tibbets Creek–Priestly Overhead section (Project No. 1286)	$249,323.23	
Northern Trans-Provincial Highway, Perow–Lot 1167 section (Project No. 1289)	138,373.03	
		387,696.26
Total, Omineca (West) District		$1,193,438.08

PRINCE RUPERT DISTRICT

Day labour—roads (Project No. 1254)—		
Northern Trans-Provincial Highway, riprap on Skeena River, Mile 20 to Mile 24	$5,000.00	
Complete Watun River Hill, Queen Charlotte City–Masset, reconstruction, Mile 59 to Mile 60	10,000.00	
Gravelling generally, Queen Charlotte City–Masset (Road No. 31)	5,000.00	
		$20,000.00
Bridge elimination (Project No. 1263)—Elimination of Wolf Creek Bridge, No. 93, Port Edward Road		4,000.00
Maintenance of roads		94,606.86
Maintenance of bridges		14,450.00
Snow removal		6,293.58
Surveys (general) — Prince Rupert to Fairview ferry terminal (Project No. 1264)		647.63
Construction—surfacing (general)—		
Prince Rupert city limits to Galloway Rapids (part of Highway No. 16) (Project No. S-6662)	$26,809.84	
Galloway Rapids–Port Edwards (Project No. S-6662)	1,460.87	
Arterial (122R), Second Avenue at McBride to city limits (Project No. S-6662)	1,249.90	
		29,520.61
Total, Prince Rupert District		$169,518.68

REVELSTOKE DISTRICT

Day labour—roads (Project No. 1235)—		
Galena Pass, No. 810, complete reconstruction, Mile 11 to Mile 6	$58,989.00	
Subdivisions and side-roads, Sicamous and Mara Lake, gravelling, ditching, and paving	10,000.00	
Big Bend Highway, No. 3, Revelstoke–Boat Encampment, gravelling, spot patching, calcium chloride, culverts, etc.	4,011.00	
		$73,000.00
Maintenance of roads		145,374.10
Maintenance of bridges		36,036.11
Maintenance and operation of ferries		139,652.24
Snow removal		115,480.34
Surveys (Trans-Canada Highway)—Kay Falls Bridge elimination (Project No. 1261)		960.32
Surveys (general)—Sicamous Junction, revision of Highway No. 97A (Project No. 1264)		1,801.23
Legal surveys—		
Griffin Lake–Taft–Malakwa (Project No. 1265)	$5,564.75	
Albert Canyon–Glacier National Park (Project No. 1265)	1,711.85	
Plan of subdivision of 0.56-acre portion, Plan D.D. 11781, Section 34, Township 23, Range 2, Revelstoke (Project No. 1265)	114.60	
Okanagan Highway, Sicamous to south boundary of Section 3, Township 21, Range 8 (Project No. 1265)	10,696.76	
		18,087.96

REVELSTOKE DISTRICT—*Continued*

Rights-of-way (Trans-Canada Highway) — Sicamous–Malakwa (Project No. 1262)		$218.04
Construction—		
Bridges (Trans-Canada Highway)—		
Avalanche sheds (Project No. 335)	$50,599.75	
Columbia River Bridge at Revelstoke (Project No. 185)	2,084.63	
Albert Canyon bridges (Project No. 304)	1,596.82	
		54,281.20
Roads (Trans-Canada Highway)—Revelstoke Park–Glacier Park, Section 2 (Project No. 969)		39,701.73
Surfacing (Trans-Canada Highway)—Revelstoke Park–Glacier Park (Project No. S-8361)		25,884.23
Total, Revelstoke District		$650,477.50

ROSSLAND-TRAIL DISTRICT

Day labour—roads (Project No. 1245)—		
Rossland Subdivision roads, rebuild, surface gravel, and oil	$24,996.00	
Castlegar Arterial (112R), ditch and shoulder improvements	12,954.68	
Kinnaird Arterial (181R), ditch and shoulder improvements	13,427.63	
Oasis–Kinnaird, ditch and shoulder improvements	19,000.00	
Southern Trans-Provincial Highway, Fruitvale Arterial (202R), drainage	20,000.00	
		$90,378.31
Maintenance of roads		148,406.89
Maintenance of bridges		47,425.46
Maintenance and operation of ferries		141,116.80
Snow removal		64,222.23
Surveys (general)—		
Kinnaird–Trail (Project No. 1264)	$2,794.73	
Rossland–Sheep Lake, includes weigh-scale station (Project No. 1264)	175.00	
Kinnaird–Park Siding (Project No. 1264)	23,811.18	
Waneta Bridge–U.S. Border (Project No. 1264)	4,395.90	
Highway revision at High Arrow dam-site (Project No. 1264)	4,294.74	
		35,471.55
Legal surveys—		
Right-of-way through Sub-lot 53, Lot 4598, Plan X 34, Trail (Project No. 1265)	$1,402.22	
Southern Trans-Provincial Highway, north boundary of Lot 11912 to Plan R 236, V.C.L. (Project No. 1265)	7,560.35	
		8,962.57
Rights-of-way (general)—		
Castlegar–Trail Highway, Blueberry section (Project No. 1266)	$4,826.10	
Kinnaird Interchange (Project No. 1266)	10,397.00	
Trail–Merry's Flats (Project No. 1266)	27,020.00	
Rossland–Nelson Highway, No. 3A, easterly approach to new Trail Bridge (Project No. 1266)	33,075.50	
		75,318.60
Construction—		
Bridges (general)—		
Blueberry Creek culverts, Southern Trans-Provincial Highway (Project No. 388)	$58,424.01	
Trail Bridge (Project No. 275)	55,018.25	
Kinnaird Underpass (Project No. 433)	3,416.38	
Columbia River Bridge at Kinnaird (Project No. 440)	83,560.00	
		200,418.64
Roads (general)—		
Christina Creek–Sheep Lake, Section 4 (*see also* Grand Forks-Greenwood) (Project No. 1047)	$10,764.62	
Rossland–Sheep Lake, Section 1 (Project No. 1099)	123,417.86	
Rossland–Sheep Lake, Section 2A, clearing and grubbing (Project No. 1257)	157,157.50	
Rossland–Sheep Lake, Section 2 (Project No. 1285)	11,966.04	
Esplanade wall reconstruction, City of Trail (Project No. 1293)	84,750.95	
Rossland–Sheep Lake, Section 3 (Project No. 1341)	242.85	
		388,299.82

ROSSLAND-TRAIL DISTRICT—*Continued*

Surfacing (general)—		
Southern Trans-Provincial Highway, Kinnaird Junction–Mitchener Creek (Project No. S-4161)	$221,293.30	
Southern Trans-Provincial Highway, McRae Creek–Mitchener Creek section (*see also* Grand Forks-Greenwood) (Project No. S-4561)	47,866.71	
		$269,160.01
Total, Rossland-Trail District		$1,469,180.88

SAANICH DISTRICT

Day labour—roads (Project No. 1229)—		
Lochside Drive, completed reconstruction, 0.5 mile	$2,000.00	
McTavish Road, completed reconstruction, 1.8 miles	4,000.00	
Mount Newton Crossroad, shoulder widening and reconstruction	5,000.00	
Sundry trunk highways, rights-of-way clean-up, Patricia Bay Highway	3,000.00	
Sundry roads, 5.53 miles of minor reconstruction projects	27,997.85	
		$41,997.85
Maintenance of roads		109,951.28
Classified highways—		
Keating Crossroad (121B)	$2,360.00	
Gorge Road (154B)	387.59	
Quadra Street (156B)	366.41	
		3,114.00
Maintenance of toll facilities—Swartz Bay terminal*		783.14
Maintenance and operation of ferries		33,355.93
Snow removal		5,401.77
Local highways within municipal limits—District of Central Saanich, roads		3,791.59
Surveys (Trans-Canada Highway)—Tolmie Avenue to Thetis Lake Overhead (*see also* Esquimalt) (Project No. 1261)		570.64
Surveys (general)—		
Patricia Bay Highway, Trans-Canada Highway to Keating Crossroad (Project No. 1264)	$15,654.19	
Ardwell Road to Swartz Bay (Project No. 1264)	6,294.68	
		21,948.87
Legal surveys—McTavish Road–Creswell Road to Patricia Bay Highway (Project No. 1265)		1,257.36
Rights-of-way (Trans-Canada Highway)—		
Proposed widening of Trans-Canada Highway and interchange at Burnside and Interurban Road (Project No. 1262)	$21,000.00	
Victoria outlet (Project No. 1262)	1.00	
		21,001.00
Rights-of-way (general)—		
Rental of house, 800 Portage Road, Victoria (Project No. 1266)	$29.26	
Patricia Bay Highway diversion, Ardwell Road to Bazan Bay (Project No. 1266) (Credit)	*15,328.51*	
Widening Sayward Road (Project No. 1266)	3,532.39	
Saanich District roads (Project No. 1266)	1,896.00	
Swartz Bay ferry terminal (Project No. 1266)	6,050.00	
	(Credit)	*3,820.86*
Construction—roads (general)—Victoria–Swartz Bay Highway, Ardwell Road to Bazan Bay (Project No. 1207)	$328,037.52	
Less credits received from Department of Transport† (Credit)	*317,511.98*	
		10,525.54
Total, Saanich District		$249,878.11

* Administered by North Vancouver District office.
† Balance of payment will appear in fiscal year 1963/64.

SALMON ARM DISTRICT

Day labour (Project No. 1236)—		
Old Spallumcheen (No. 4)	$1,268.85	
Sorrento–Eagle Bay (No. 67)	31,553.09	
Shuswap–Chase Creek (No. 202)	5,272.73	
Squilax–Anglemont (No. 446)	2,075.39	
Holding (No. 451)	10,829.94	
		$51,000.00
Maintenance of roads		162,703.63
Maintenance of bridges		22,500.00
Maintenance and operation of ferries		14,000.00
Snow removal		40,931.43
Surveys (Trans-Canada Highway)—Salmon Arm By-pass (Project No. 1261)		2,404.81
Legal surveys—		
Sorrento–Eagle Bay Road, Trans-Canada Highway–Dunne Road section (Project No. 1265)	$1,229.45	
Squilax Bridge right-of-way (Project No. 1265)	10.00	
		1,239.45
Rights-of-way (Trans-Canada Highway)—Chase–Sorrento (Project No. 1262)		47.06
Construction—		
Bridges (Trans-Canada Highway) — Sicamous Narrows Bridge (Project No. 338		580,060.58
Surfacing (general)—		
Salmon River Road, base processing	$15,446.33	
Squilax–Anglemont, base processing	15,483.24	
		30,929.57
Total, Salmon Arm District		$905,816.53

SOUTH OKANAGAN DISTRICT

Day labour—roads (Project No. 1234)—		
Sundry roads, road mix pavement, Valley	$7,706.00	
Gibson	4,333.04	
Maddock	356.87	
Hare	852.79	
Gellatly	10,478.36	
Okanagan Centre	252.08	
Shanks	3,799.08	
Goldie	1,041.00	
Longhill	717.00	
Ambrosi	992.23	
Barlee	721.83	
McCulloch	2,957.94	
Camp	280.61	
Paret	557.88	
Conroy	351.04	
Haynes	86.12	
Raymer	205.06	
Lakeshore	164.31	
Munson	519.69	
V.L.A. roads	302.46	
Naramata roads	4,970.37	
Okanagan Highway	11,354.24	
		$53,000.00
Maintenance of roads		139,962.92
Maintenance of bridges		6,711.70
Maintenance and operation of ferries		500.00
Maintenance of toll facilities		36,100.69
Snow removal		15,628.19
Local highways within municipal limits—Princeton Avenue, Peachland		3,500.00
Surveys (general)—Highway No. 97, Rutland Junction to Reed's Corner (Project No. 1264)		5,976.17
Legal surveys—		
Okanagan Highway, Ellison Overhead section (Project No. 1265)	$4,824.35	
Okanagan Highway, Peachland to north boundary of District Lot 449 (Project No. 1265)	1,217.03	
District Lot 2690 to Peachland (Project No. 1265)	3,274.84	
		9,316.22

SOUTH OKANAGAN DISTRICT—*Continued*

Rights-of-way (general)—		
Bench Road connection to Highway No. 97 at Trepanier (Project No. 1266)	$100.00	
Peachland–Powers Creek section (Project No. 1266)	1,097.00	
Reid's Corner to Rutland Junction (Project No. 1266)	52,057.00	
		$53,254.00
Construction—		
Bridges (general)—Trepanier Creek Bridge, Okanagan Highway (Project No. 389)		6,916.19
Roads (general)—Okanagan Highway, Peachland–Powers Creek section (Project No. 1129)		10,589.68
Surfacing (general)—		
Okanagan Highway, west junction of Kelowna Bridge approaches south to Westbank (Project No. S-2362)	$19,786.60	
Okanagan Highway, Powers Creek to Peachland (Project No. S-2362)	49,851.39	
Arterial highway, Trepanier to South Peachland Junction, including view point at Peachland South Junction access and frontage roads (Project No. S-2362)	1,379.74	
Okanagan Highway, 0.7 mile east of Harvey Avenue and Glenmore Station Junction (Mill Creek 0+00) to 0.4 mile south of Ellison Overhead (Project No. S-2462)	124,122.23	
Okanagan Highway, 1.3 miles north of Ellison Overhead to Woods Lake district boundary (Project No. S-2462)	109,729.73	
		304,869.69
Total, South Okanagan District		$646,325.45

SOUTH PEACE RIVER DISTRICT

Day labour—roads—		
Project No. 1248—		
John Hart Highway, Mile 128 to Mile 138, reconstruction—widening, improve drainage, and apply base gravel, 10 miles	$97,793.99	
John Hart Highway, Mile 186.5 to Mile 202, reconstruction—widening, improve drainage, and apply base gravel, 15.5 miles	182,206.01	
Sundry farm and settlement roads, gravelling, 20 miles	39,580.00	
One Island Lake Road, clearing right-of-way, 10 miles	5,201.62	
		$324,781.62
Project No. 428—Pine River Bridge, construct Bailey bridge, Twidwell Bend, south of Chetwynd		20,294.03
Maintenance of roads		236,062.59
Maintenance of bridges		43,695.24
Maintenance and operation of ferries		41,561.86
Snow removal		87,944.38
Local highways within municipal limits—City of Dawson Creek, Grandview area		8,000.00
Surveys (general)—		
John Hart Highway, Mile 163.4 to Mile 183.4 (Project No. 1264)	$800.00	
Chetwynd–Hudson Hope (Project No. 1264)	54,733.08	
		55,533.08
Legal surveys—		
Pouce Coupe Access Road (Project No. 1265)	$2,963.32	
John Hart Highway, widening (Project No. 1265)	2,491.68	
		5,455.00
Construction—surfacing (general)—		
Dawson Creek–Alberta Boundary section (Project No. S-6461)	$580,325.99	
John Hart Highway, Parsnip River and including bridge to P.G.E. Railway Crossing (Project No. S-6362)	274,807.95	
John Hart Highway, Chetwynd easterly and westerly sections, Wildmare Creek (Project No. S-6562)	189,630.07	
John Hart Highway, surveys and investigations of gravel-sites, miscellaneous paving	6,309.71	
		1,051,073.72
Total, South Peace River District		$1,874,401.52

SIMILKAMEEN DISTRICT

Day labour—roads (Project No. 1237)—		
Richter Pass, sundry improvements	$5,411.44	
South Similkameen, road-mix pavement, 3.1 miles	15,151.13	
Orchard roads, general improvements and road-mix pavement, 6.6 miles	20,584.41	
East Side Road, Skaha Lake, install 42-inch C.I.P.	3,266.39	
Merritt–Princeton, sundry improvements	3,033.20	
Southern Okanagan Lands Project subdivision roads, reconstruction and road mix, 1.6 miles; new construction, 2.3 miles	14,553.43	
		$62,000.00
Maintenance of roads		237,066.92
Maintenance of bridges		16,200.00
Snow removal		62,562.62
Local highways within municipal limits—		
Village of Keremeos	$2,350.00	
Village of Princeton	6,000.00	
		8,350.00
Surveys (general)—		
Penticton By-pass (Project No. 1264)	$86.54	
Princeton By-pass (Project No. 1264)	109.66	
Richter Pass–Osoyoos (Project No. 1264)	44.80	
Southern Trans-Provincial Highway, curb and gutter, Osoyoos (Project No. 1264)	2,990.64	
Vaseux Lake–Osoyoos (Project No. 1264)	12,341.75	
		15,573.39
Rights-of-way (general)—		
Hope–Princeton Highway (Project No. 1266)	$670.50	
Princeton By-pass (Project No. 1266)	66,557.00	
		67,227.50
Construction—roads (general)—Curb and gutter, City of Penticton (Project No. 1270)		70,000.00
Total, Similkameen District		$538,980.43

SKEENA (EAST) DISTRICT

Day labour—roads (Project No. 1276)—		
Northern Trans-Provincial Highway, Hazelton east 7 miles (Mud Creek section), reconstruction, base and pit-run gravel (Project No. 1252)	$606,000.00	
Woodcock–Kitwanga, reconstruction and gravel	25,000.00	
Kispiox Road, reconstruction and gravel	25,000.00	
		$656,000.00
Day labour—bridges (Project No. 381)—Hazelton Overhead Crossing, right-of-way negotiations and construction of approaches		2,837.59
Maintenance of roads		136,580.00
Maintenance of bridges		45,100.00
Maintenance of ferries		13,300.00
Snow removal		44,968.01
Surveys (general)—		
Telkwa–Seaton, includes Smithers–Telkwa and Kathlyn Lake–Smithers and J. Brown and Glacier Creek site plans and Moricetown Overhead (Project No. 1264)	$2,231.51	
Woodcock–Pacific (Project No. 1264)	971.50	
Northern Trans-Provincial Highway, Seaton–Porphyry Creek section (Project No. 1264)	6,929.58	
Northern Trans-Provincial Highway, Trout Creek revision and bridge-site (Project No. 1264)	400.00	
		10,532.59
Rights-of-way (general)—		
Widening Hazelton High Level Highway, No. 62 (Project No. 1266)	$55.37	
Hazelton High Level Highway, No. 62, east approach to Haguelgate Bridge (Project No. 1266)	1,100.00	
Northern Trans-Provincial Highway, New Hazelton–Seaton section (Project No. 1266)	9,695.70	
Hotkins Road (Project No. 1266)	1,227.25	
		12,078.32

SKEENA (EAST) DISTRICT—*Continued*

Construction—bridges (general)—		
Hazelton Overhead Crossing, Northern Trans-Provincial Highway (Project No. 381)	$84,790.71	
Haguelgate Bridge, redecking (Project No. 424)	1,115.81	
		$85,906.52
Total, Skeena (East) District		$1,007,303.03

SKEENA (WEST) DISTRICT

Day labour—roads—		
Project No. 1253—		
Riprap, Skeena River, Northern Trans-Provincial Highway, Terrace west, Mile 37.7	$20,000.00	
Arterial highway (294R), Terrace, drainage	9,491.09	
Beam Station Road (90), fence and complete reconstruction	5,027.62	
Dutch Valley roads (101), improve 1 mile	481.29	
		$35,000.00
Project No. 1275—		
Usk to Station 250, clear and grub approximately 8 miles, Northern Trans-Provincial Highway	$186,409.61	
Riprap, Skeena River, Northern Trans-Provincial Highway, Terrace west, Mile 40 to Mile 45	23,369.23	
Gravelling generally, sundry roads	4,221.16	
		214,000.00
Maintenance of roads		120,142.69
Maintenance of bridges		69,493.75
Maintenance and operation of ferries		16,351.75
Snow removal		31,746.26
Surveys (general)—		
Prince Rupert–Terrace bridge sites (Project No. 1264)	$23,581.60	
Northern Trans-Provincial Highway, Terrace–Usk (Project No. 1264)	35,533.47	
Kitimat–Minette Bay (Project No. 1264)	11,203.65	
		70,318.72
Legal surveys—		
Right-of-way through Kulspai Indian Reserve No. 6 (Project No. 1265)	$210.00	
Terrace–Kitimat Highway (Project No. 1265)	8,000.00	
		8,210.00
Rights-of-way (general)—		
Northern Trans-Provincial Highway, Usk–Pacific section (Project No. 1266)	$6,090.44	
Kalum Lake Road (Project No. 1266)	242.15	
Northern Trans-Provincial Highway, Copper River section (Zymoetz) (Project No. 1266)	2,330.81	
		8,663.40
Construction—		
Bridges (general)—Copper River Bridge, Northern Trans-Provincial Highway (Project No. 423)		243,863.62
Roads (general)—		
Terrace–Kitimat Highway, Terrace–Lakelse section (Project No. 1197)	$799,595.16	
Curb and gutter and drainage, District of Terrace (Project No. 1272)	76,400.00	
Northern Trans-Provincial Highway, Lot 5181–Usk section (Project No. 1288)	274,622.86	
Northern Trans-Provincial Highway, reconstruction, Copper River Bridge approaches (Project No. 1291)	242,297.09	
		1,392,915.11
Total, Skeena (West) District		$2,210,705.30

VANCOUVER-POINT GREY DISTRICT

Maintenance of roads		$20,466.75
Snow removal		1,998.34
Surveys (general)—South-west Marine Drive from Camouson Street to Chancellor Boulevard (Project No. 1264)		6,053.16
Rights-of-way (Trans-Canada Highway) — Vancouver–Fraser River Section, Section 6 (*see also* Burnaby and Dewdney) (Project No. 1262)		560.00
Construction—roads (Trans-Canada Highway)—		
Vancouver–Fraser River section, Contract No. 5 (*see also* Burnaby and Dewdney) (Project No. 885)	$340,635.65	
Vancouver–Fraser River section, Contract No. 6 (*see also* Burnaby and Dewdney) (Project No. 885) (Credit)	*694.88*	
		339,940.77
Total, Vancouver-Point Grey District		$369,019.02

YALE DISTRICT

Day labour—roads—		
Project No. 1238—		
Aberdeen Road, road mixing, 4.5 miles	$17,829.00	
Coalmont Road, road mixing, 1.8 miles	5,317.10	
Coldwater Road, revision of grade and alignment, 4 miles	2,257.79	
Douglas Lake Road, revision of grade and alignment, 1 mile	3,481.81	
Lindgren Road, reconstruction of new diversion to improve grade and alignment, 0.25 mile	14,737.63	
Mamit Lake Road, revision of grade and alignment, 2 miles	2,168.47	
Spences Bridge Road, widening, improving rock corners, and shouldering, Mile 4.5 to Mile 5.5	2,617.05	
Merritt–Kamloops Arterial, installing curb and gutter, one block; shouldering to village boundary	591.15	
		$49,000.00
Project No. 1273—Curb and gutter and shouldering, Village of Merritt		15,000.00
Day labour—bridges (Project No. 337)—Anderson River Bridge, completing north approach		19,996.79
Day labour — ferries (Project No. 435) — Purchase of locked coil cable for North Bend aerial ferry		7,000.00
Maintenance of roads		292,221.99
Maintenance of bridges		30,600.00
Maintenance and operation of ferries		61,672.65
Snow removal		83,898.22
Local highways within municipal limits—Village of Merritt		1,292.80
Surveys (Trans-Canada Highway)—		
Hedstrom Hill–Hope (Project No. 1261)	$900.00	
Hells Gate-China Bar (Project No. 1261)	419.25	
Yale–Bell Crossing (Project No. 1261)	430.00	
Tank Hill washouts (Project No. 1261)	2,186.13	
		3,935.38
Surveys (general)—		
Spences Bridge–Gordon Creek (Project No. 1264)	$2,205.00	
Lytton approaches (Project No. 1264)	1,431.11	
		3,636.11
Legal surveys—		
Iron Mountain–Merritt (Project No. 1265)	$406.00	
Trans-Canada Highway, right-of-way between Bucktum Indian Reserve No. 4 and Sam Adams Indian Reserve No. 12 (Project No. 1265)	436.73	
Nine Mile–Boothroyd (Project No. 1265)	1,725.77	
		2,568.50
Rights-of-way (Trans-Canada Highway)—		
Boston Bar–China Bar (Project No. 1262)	$243.00	
Haig Overhead (Project No. 1262)	736.56	
Hedstrom Hill–Hope section (Project No. 1262)	10,082.65	
Hells Gate Tunnel section (Project No. 1262) (Credit)	*204.85*	
Tank Hill–Spences Bridge section, Drynoch Slide (Project No. 1262)	4,444.85	
		15,302.21

YALE DISTRICT—*Continued*

Construction—		
Bridges (Trans-Canada Highway)—		
Alexandra Bridge (Project No. 183)	$508,995.01	
Thompson River Crossing at Spences Bridge (Project No. 325)	617,846.09	
Haig Overhead Crossing (Project No. 330)	110,097.97	
Anderson River Bridge (Project No. 337)	483,648.15	
Drynoch West and East Overhead Crossings (Project No. 361)	291,163.02	
Hells Gate structure (Project No. 391)	345,706.56	
Hope Overhead Crossing (Project No. 329)	44,764.48	
		$2,402,221.28
Roads (Trans-Canada Highway)—		
Tank Hill–Spences Bridge (Project No. 760)	$83,817.33	
China Bar Bluffs section (Project No. 1049)	242,069.94	
Spences Bridge By-pass section (Project No. 1052)	*15,207.28	
Hope–Haig, C.P.R. Overhead section (Project No. 1103)	1,470.01	
Yale–Bell Crossing, Section 1 (Project No. 1131)	410,144.62	
Reconstruction, Sailor Bar Slide section (Project No. 1199)	166,385.74	
Reconstruction, Hedstrom Hill–Hope section (Project No. 1210)	263,239.56	
Reconstruction, Alexandra North section (Project No. 1258)	291,779.62	
Reconstruction, China Bar–Hells Gate section (Project No. 1260)	494,255.86	
		1,968,369.96
Surfacing (Trans-Canada Highway)—		
Sailor Bar Slide (Project No. S-8762)	$11,517.27	
Fraser River Crossing–Alexandra Lodge (Project No. S-8762)	47,981.98	
Hells Gate Tunnel (Project No. S-8762)	4,744.90	
China Bar (Project No. S-8762)	18,111.93	
Anderson River Bridge approaches (Project No. S-8762)	2,539.03	
Drynoch Slide section (Project No. S-8862)	48,559.89	
Spences Bridge By-pass (Project No. S-8862)	44,437.26	
Spences Bridge Arterial (Project No. S-8862)	1,752.88	
Shaw Springs recap (Project No. S-8862)	568.62	
		180,213.76
Surfacing (general)—		
Southern Trans-Provincial Highway, Hope–Sumallo Lodge (Project No. S-2161)	$23,080.65	
Southern Trans-Provincial Highway, Sumallo Lodge–Skaist Creek section (Project No. S-2162)	317,854.55	
		340,935.20
Total, Yale District		$5,477,864.85

* This project is partly in Lillooet District, but for report purposes expenditure is shown in Yale.

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