PROVINCE OF BRITISH COLUMBIA

Minister of Highways

REPORT

FOR THE FISCAL YEAR

1966/67

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in right of the Province of British Columbia.
1967

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

MAY IT PLEASE YOUR HONOUR:

Herewith I respectfully beg to submit the Annual Report of the Department of Highways for the fiscal year ended March 31, 1967, 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, August 25, 1967.

VICTORIA, B.C., August 15, 1967.

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

SIR,—I have the honour to submit the Annual Report for the Department of Highways for the fiscal year ended March 31, 1967.

The Department has carried an unusually heavy work load for the past two years. In addition to our normal work programme, the planning, design, and construction of roads affected by B.C. Hydro's Columbia River development project have been carried out to meet a rigid time-table.

I wish to record that all members of the Department, both at headquarters and in the field, discharged their duties with dependability, efficiency, and loyalty.

Respectfully,

H. T. MIARD,
Deputy Minister.

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DEPARTMENT OF HIGHWAYS PERSONNEL AS AT MARCH 31, 1967

Victoria

H. T. Miard, Deputy Minister and Chairman, Highway Board.

F. A. MacLean, Assistant Deputy Minister and Member, Highway Board.

D. D. Godfrey, Chief Engineer and Member, Highway Board

E. C. Webster, Director of Construction.
F. E. Dambiska, Special Projects Engineer.
J. W. G. Kerr, Senior Paving Engineer.
J. Alton, Senior Bridge Engineer.
L. C. Johnson, Bridge Design Engineer.
W. A. Bowman, Bridge Construction Engineer.

E. B. Wilkins, Design and Planning Engineer and Member, Highway Board.

N. R. Zapf, Director of Location.
J. W. Pomeroy, Assistant Location Engineer.
J. H. Harding, Senior Traffic Engineer.
E. E. Readshaw, Senior Materials Engineer.
W. R. Workman, Records and Estimates Engineer.
E. W. Hall, Statistics Engineer.

J. A. Dennison, Senior Maintenance Engineer

P. B. MacCarthy, Bridge Inspection Engineer.
N. M. F. Pope, Landscape Supervisor.

Administration:

A. E. Rhodes, Comptroller of Expenditure.
L. J. Moore, Chief Right-of-way Agent.
N. C. Tattrie, Assistant Chief Right-of-way Agent.
H. C. Davies, Personnel Officer.
R. J. Baines, Administrative Officer.
A. R. Limacher, Administrative Officer.
F. Howland, Chief Records Clerk.

Services:

J. H. Smythe, Superintendent of Equipment.
S. E. Blanchard, Superintendent of Ferries.
J. A. Lonsbury, Insurance and Safety Officer.
W. F. Conlan, Director of Electronics.

Region No. 1

M. G. Elston, Regional Highway Engineer, North Vancouver.
W. E. Mercer, Regional Maintenance Engineer, North Vancouver.
E. J. Garrett, Regional Construction Engineer, North Vancouver.
, Regional Paving Superintendent, North Vancouver.
A. G. Tranfield, Regional Superintendent of Location, North Vancouver.
A. J. Montador, Regional Materials Engineer, North Vancouver.
V. A. Drew, Regional Right-of-way Agent, North Vancouver.
R. D. Page, Regional Traffic Superintendent, North Vancouver.
W. R. Jeffs, Regional Mechanical Superintendent, Victoria.
S. J. Dixey, Regional Office Manager, North Vancouver.
R. B. Gilmour, Bridge District Superintendent, North Vancouver.
R. G. Mulcaster, District Engineer (Comox), Courtenay.
R. W. Gittins, District Engineer (Burnaby, Delta, Dewdney (West), New Westminster), New Westminster.
A. Park, District Superintendent (Esquimalt, Saanich), Victoria.
W. M. Underwood, District Superintendent (North Vancouver, Mackenzie, Lillooet (South), Vancouver-Point Grey), North Vancouver.
J. W. Morris, District Superintendent (Alberni, Nanaimo-Islands, Cowichan-Newcastle), Nanaimo.
N. W. Wells, District Superintendent (Chilliwack, Dewdney (East)), Chilliwack.

Region No. 2

J. W. Nelson, Regional Highway Engineer, Kamloops.
J. R. Krushnisky, Acting Regional Maintenance Superintendent, Kamloops.
A. G. Jones, Regional Construction Superintendent, Kamloops.
, Regional Paving Superintendent, Kamloops.
A. W. G. Smith, Division Engineer, Location Branch, Kamloops.
L. DeBoer, Regional Materials Engineer, Kamloops.
A. C. Brown, Regional Right-of-way Agent, Kamloops.
A. H. Dibben, Regional Mechanical Superintendent, Kamloops.
B. W. Wolf, Regional Office Manager, Kamloops.
H. F. Coupe, District Engineer (Salmon Arm), Salmon Arm.
P. E. Bishop, District Engineer (Similkameen), Penticton.
H. J. Kelsall, District Engineer (Revelstoke), Revelstoke.
A. L. Freebairn, District Engineer (South Okanagan), Kelowna.
J. H. Pankiw, District Engineer (Lillooet (North)), Lillooet.
W. G. Helmsing, District Superintendent (Yale), Merritt.
H. F. Blunden, District Superintendent (Cariboo (South)), Williams Lake.
, District Superintendent (Kamloops), Kamloops.
P. S. Dunn, District Superintendent (North Okanagan), Vernon.

Region No. 3

D. F. Martin, Regional Highway Engineer, Nelson.
W. M. Sproul, Regional Maintenance Engineer, Nelson.
L. A. Broddy, Regional Construction Engineer, Nelson.
, Regional Paving Superintendent, Nelson.
R. G. White, Regional Location Engineer, Nelson.
, Regional Materials Engineer, Nelson.
H. Mackenzie, Regional Right-of-way Agent, Nelson.
H. O. George, Regional Mechanical Superintendent, Nelson.
W. I. N. Higgins, Regional Office Manager, Nelson.
M. Merlo, District Engineer (Nelson-Creston), Nelson.
A. E. Staite, District Superintendent (Fernie), Fernie.
R. M. McMillan, District Superintendent (Grand Forks-Greenwood), Grand Forks.
G. Austin, District Superintendent (Cranbrook), Cranbrook.
D. C. Westaway, District Superintendent (Kaslo-Slocan), New Denver.
R. E. McKeown, District Superintendent (Rossland-Trail), Rossland.
C. S. Shaw, District Superintendent (Columbia), Golden.

Region No. 4

, Regional Highway Engineer, Prince George.
P. J. Carr, Regional Maintenance Engineer, Prince George.
D. C. MacVicar, Regional Construction Engineer, Prince George.
, Regional Paving Superintendent, Prince George.
E. A. Beaumont, Regional Location Engineer, Prince George.
D. A. Lindberg, Regional Materials Engineer, Prince George.
V. Scanlon, Regional Right-of-way Agent, Prince George.
T. R. Yearsley, Regional Mechanical Superintendent, Prince George.
S. Price, Regional Office Manager, Prince George.
R. M. Boss, District Engineer (Fort George), Prince George.
E. A. Lund, District Engineer (Atlin (South), Prince Rupert), Prince Rupert.
G. R. Kent, District Superintendent (Omineca (East)), Vanderhoof.
R. W. Veitch, District Superintendent (Omineca (West)), Burns Lake.
S. J. Sviatko, District Superintendent (Skeena (East)), Smithers.
J. P. O'Toole, District Superintendent (Skeena (West)), Terrace.
G. W. Harper, District Superintendent (Cariboo (North)), Quesnel.
P. A. Tondevold, District Superintendent (Atlin (North), North Peace River), Fort St. John.
J. E. Steven, District Superintendent (South Peace River), Pouce Coupe.

HIGHWAYS REPORT

REPORT OF THE ASSISTANT DEPUTY MINISTER

VICTORIA, B.C., August 10, 1967.

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

SIR,—Submitted herewith are district reports for the fiscal year 1966/67.

The total mileage of Provincial highways is 26,104, and this is comprised of 3,849 miles of trunk highways, 1,746 miles of main highways, and 20,509 miles of other highways.

The expenditure on maintenance of roads, bridges, and ferries amounted to $26,849,213. The cost of snow removal, which is included in the above, was $3,432,173, there being 20,095 miles of road kept open.

The total mileage of roads constructed or reconstructed by day labour was 379. Improvements or minor betterments were made to 546 miles.

On the 51 ferries operating under the supervision of the Department, there were carried 2,252,054 vehicles and 5,519,534 passengers including drivers.

The number of right-of-way settlements totalled 595, and the cost was $4,329,445.

There were 5,326 subdivisions handled during the calendar year 1966, and of these, 1,438 were adjacent to controlled-access highways. The number of permits issued during the same period was 1,057 for entrances on controlled-access highways, 1,001 for entrances on non-controlled-access highways, and 2,209 for other works on Crown lands.

Electoral districts indicated in the Engineering Section of this Report are as they existed prior to the 1966 redistribution of electoral districts. Those indicated in the Expenditure Section are subsequent to the 1966 redistribution.

F. A. MACLEAN,
Assistant Deputy Minister.

REPORT OF THE CHIEF ENGINEER

VICTORIA, B.C., August 10, 1967.

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

SIR,—Submitted herewith are reports from the Senior Bridge Engineer, the Design and Planning Engineer, the Director of Construction, and the Senior Paving Engineer.

The total length of roads constructed or reconstructed by contract amounted to 180.55 miles. As in the previous year, over half of this mileage was on the Northern Trans-Provincial Highway and the North Thompson, which is an indication of the great effort being made to complete these two important routes.

There were laid 242 miles of bituminous plant-mix pavement, 273 miles of pulvimix and road-mix pavement, and 0.92 mile of portland cement concrete pavement.

The number of bridges on which construction was completed during the year is 29. There are also 31 bridges under construction but not completed.

A total length of 229 miles of final highway-location surveys was completed, as was also a total length of 240 miles of office design, including estimates of cost.

Soil surveys were conducted on 52 projects, covering a total distance of 474 miles and including over 16,000 feet of drilling.

Investigations for bridge foundations were completed on 44 sites.

Landslides and embankment failures created problems, most of which were solved by the installation of horizontal drains. It is common practice now to install horizontal drains during construction at locations where there are excessive amounts of underground water, thus forestalling possible slides.

Research is continuing on methods of preventing deterioration of portland cement concrete due to the use of chemicals on ice control.

D. D. GODFREY,
Chief Engineer.

REPORT OF THE SENIOR BRIDGE ENGINEER

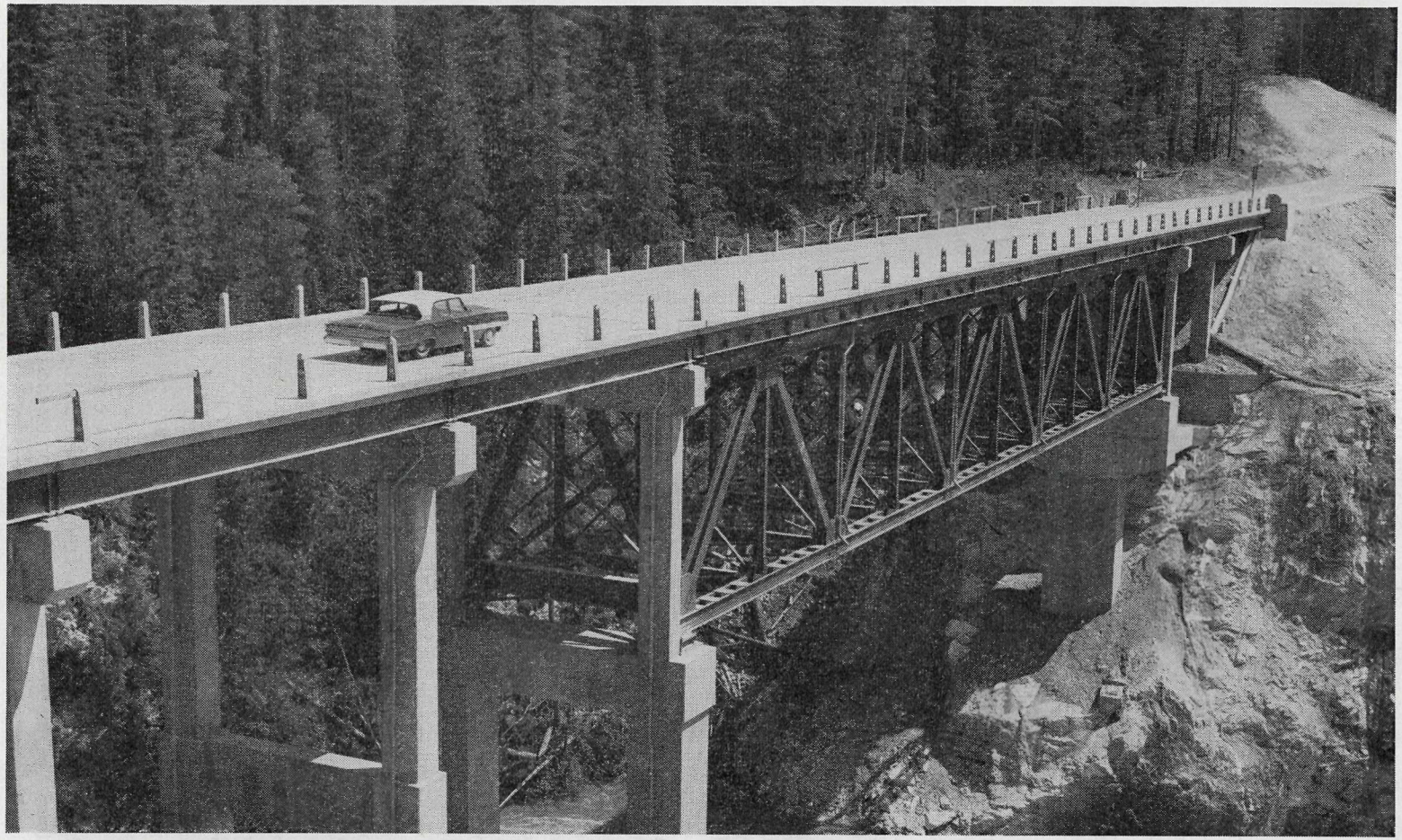
The year under review saw the completion of construction of 29 bridges, while at the close of the period another 31 bridges were under construction but not completed. The total gross expenditure on these structures was $7,865,010.14. As will be seen from a perusal of the tabulations appended to this report, priority was given to construction of bridges on the Revelstoke–Mica Creek Highway, the North Thompson Highway, and the Northern Trans-Provincial Highway, but many structures in other isolated areas of the Province were completely or partially constructed during the year.

Although actual construction was not initiated thereon, much advance planning and design work were carried out on the many structures required as a result of highway construction necessitated by the construction of the High Arrow and Libby Dams. Similar advance planning was in hand for the proposed crossings of the Fraser River at Mission, near Fraser Avenue in Vancouver, and at Quesnel and for the proposed second crossing of the First Narrows in Vancouver. Planning also progressed of structures for the reconstruction of the Trans-Canada Highway in North Vancouver and on the proposed Kamloops By-pass.

One of the challenging problems faced this year was that of carrying the Northern Trans-Provincial Highway across the Fraser River in the vicinity of McBride, where the river-bed is composed of apparently bottomless silty clay in such loose state as to be incapable of supporting any conventional-type bridge. This problem was overcome by using 36-inch-diameter hollow prestressed concrete piles of 160-foot length to form the bridge piers, which, on account of their large contact area and great depth, develop sufficient friction to carry the load of the bridge. The use of such large concrete piles was a truly pioneer enterprise, and the success of the installation is all the more gratifying on that account. Another challenge was faced when a scow being towed under the bridge on Fraser Avenue between Lulu and Mitchell Islands at high tide collided with the span and caused its complete destruction. While a Bailey bridge was rapidly erected to restore traffic on this busy crossing, this single-lane structure had to be replaced expeditiously with a permanent-type two-lane span, and the latter had to be erected in the identical position occupied by the Bailey with a minimum interruption to traffic while the one span was being removed and the other substituted. A well-planned programme saw the new span completely built on a scow and floated into position immediately following the floating out of the Bailey bridge on another scow and traffic restored within 26 hours, just in time for the Easter rush.

The widening and strengthening of the six bridges at the Princeton end of the Hope–Princeton section of the Southern Trans-Canada Highway was completed this year, thus concluding the up-grading of this important link in the highway system, while the completion of the bridge over the Cheakamus River brought the completion of the Garibaldi Highway a stage nearer. On the Stewart–Cassiar Highway, bridge planning and construction are organized to keep abreast of the highway construction.

Phenomenal flood and ice conditions combined to demolish the important bridge carrying the Northern Trans-Provincial Highway over the Bulkley River at Smithers early in the year. Efficient action by the Department's local forces resulted in a Bailey bridge being erected to restore traffic with a minimum delay, and plans are in hand to construct a new modern bridge on a revised highway route to replace



Goldstream River Bridge, Revelstoke–Mica Creek Highway. Over-all length, 447 feet; 28-foot roadway.

the veteran timber span which was lost to the river. This is typical of the frequent occasions when the Department's stock of Bailey bridging material proves so useful in emergencies.

While no construction of new ferry-landings for the Department was initiated this year, surveys and design work were put in hand for landings for the proposed services between Quadra and Cortes Islands, between Port McNeill, Alert Bay, and Sointula, and between Shelter Bay and Galena, the latter being necessitated by the impending rise in lake-level resulting from the construction of the High Arrow Dam.

As in most fields of technology, new materials of construction and new techniques are constantly being developed in the art of bridge-building, and the Department's policy of adopting such as prove advantageous is continuing. In this regard the increasing use of "orthotropic" construction may be mentioned, a revolutionary development demanding intensive technical application for successful use but resulting in considerable economies and enhancement of the æsthetics of bridges. In addition to its interest in "orthotropic" construction, the Department is participating in a nation-wide research programme of the problem of predetermining the extent of scour of river-beds at bridge piers, the fruits of which research are expected to lead to large economies in bridge construction. These programmes are greatly facilitated by the increasing use of the computer.

An unfortunate recent development has been the increasing deterioration of many concrete bridge decks, associated with the increasing use of salts in keeping bridges free of snow and ice. A programme of repair is in hand, and more stringent control of the initial construction of concrete decks is being applied in an effort to eliminate this trouble. This problem is common throughout the northern part of North America and is the subject of widespread research.

Materials for bridge construction were in good supply this year, and the competitiveness of contractors in bidding on bridge projects tended to increase during the year.

The practice of retaining the services of consulting engineers for the design and supervision of some of our larger bridge projects was continued, but the bulk of the actual bridge-construction programme this year was designed and supervised by the Bridge Engineer's staff. Tribute must again be paid to the Department's district forces for their efficient and prompt services in maintaining and, when necessary, rebuilding the great many structures needed to keep the Province's highways open to traffic at all times.

Although not a record-breaking year for bridge-building, 1966/67 can be recorded as a year of steady progress as regards bridge construction.

DETAILS OF PRINCIPAL BRIDGES AND FERRY-LANDINGS CONSTRUCTED OR RECONSTRUCTED DURING THE FISCAL YEAR 1966/67

Name	Location	Electoral District	Type, Description of Work, and Remarks
Hanceville Bridge	Hanceville–Canal Creek Road	Cariboo	A 332-ft. bridge consisting of three 50-ft. glulam-stringer spans and four 15-ft. treated-timber trestle spans; treated timber pile substructure; laminated timber deck with asphalt plank wearing surface and a 14-ft. roadway.
Findlay Creek Bridge	Jeffery Road	Columbia	A 70-ft. bridge consisting of one 70-ft. steel-stringer span, supported on treated timber mud sills; timber plank deck with an 8-ft. 8-in. roadway.
Francis Creek Bridge	Westside Road	Columbia	A 93-ft. bridge consisting of one 60-ft. glulam-stringer span, one 12-ft. and one 20-ft. treated timber span, supported on two concrete piers; laminated treated timber deck with asphalt plank wearing surface and a 20-ft. roadway.
Oyster River Bridge	Island Highway	Comox	A 225-ft. bridge consisting of two 112-ft. plate-girder spans, supported on a reinforced-concrete substructure, all elements of which are founded on steel H-piles; reinforced-concrete deck with a 28-ft. roadway and one 5-ft. sidewalk.
Fort Steele Bridge	Fort Steele–Wasa Highway	Fernie	A 623-ft. bridge consisting of five 93-ft. and two 79-ft. steel plate-girder spans supported on reinforced-concrete substructure, the piers of which are founded on treated and untreated timber piles; reinforced-concrete deck with 28-ft. roadway and one 5-ft. sidewalk.
Fraser Avenue Bridge	No. 5 Road	Delta	Replacement of timber Howe truss with a 150-ft. through steel truss, supported on the existing concrete piers; laminated timber deck, asphalt plank wearing surface, with a 20-ft. roadway and one 5-ft. sidewalk.
McVicar Bridge	West Coast Road	Esquimalt	A 181-ft. bridge consisting of one 65-ft. steel plate-girder span and six 19-ft. treated timber trestle spans; reinforced-concrete abutments and framed timber bents on concrete footings; laminated timber deck with asphalt plank wearing surface and a 24-ft. roadway.
Uglow Bridge	West Coast Road	Esquimalt	A 210-ft. bridge consisting of one 75-ft. steel plate-girder span and seven 19-ft. treated timber trestle spans; reinforced-concrete abutments and framed timber bents on concrete footings; laminated timber deck with asphalt plank wearing surface and a 24-ft. roadway.
Angusmac Bridge No. 10	John Hart–Peace River Highway	Fort George	A 90-ft. bridge consisting of three 30-ft. precast prestressed concrete box-girder spans; treated timber pile substructure; 28-ft. roadway with an asphalt wearing surface.
Angusmac Bridge No. 11	John Hart–Peace River Highway	Fort George	A 90-ft. bridge consisting of three 30-ft. precast prestressed concrete box-girder spans; treated timber pile substructure; 28-ft. roadway with an asphalt wearing surface.
Angusmac Bridge No. 13	John Hart–Peace River Highway	Fort George	A 90-ft. bridge consisting of three 30-ft. precast prestressed concrete box-girder spans; treated timber pile substructure; 28-ft. roadway with an asphalt wearing surface.

Wright Creek Bridge	John Hart–Peace River Highway	Fort George	A 60-ft. bridge consisting of two 30-ft. precast prestressed concrete box-girder spans; treated timber pile substructure; 28-ft. roadway with an asphalt wearing surface.
North Thompson River Bridge at Barriere	North Thompson Highway	Kamloops	A 746-ft. steel plate-girder bridge consisting of one 264-ft. span, two 176-ft. anchor spans, one 77-ft. and one 44-ft. flanking span, supported on reinforced-concrete substructure, the piers of which are founded on steel H-piles; reinforced light-weight concrete deck with a 28-ft. roadway and one 5-ft. sidewalk; deck overlay of normal concrete.
Kaslo Bridge	Nelson–Kaslo Highway	Kaslo-Slocan	A 158-ft. bridge consisting of two 50-ft. glulam-stringer spans and three 19-ft. treated timber spans, supported on treated timber pile substructure; laminated treated timber deck with asphalt plank wearing surface with a 28-ft. roadway and one 4-ft. sidewalk.
Kuskanax Bridge	Nakusp–Arrowhead Highway	Kaslo-Slocan	A 63-ft. bridge consisting of one glulam-stringer span, supported on concrete abutments; laminated treated timber deck with asphalt plank wearing surface and a 24-ft. roadway.
Cheakamus River Bridge	Garibaldi Highway	Lillooet	A 235-ft. bridge consisting of one 150-ft. steel-deck truss and one 58-ft. and one 25-ft. steel-stringer span, supported on a reinforced-concrete substructure; reinforced-concrete deck with a 36-ft. roadway.
Gibbs Overhead Crossing	Lillooet–Cache Creek Highway	Lillooet	A 166-ft. bridge consisting of one 40-ft. treated timber glulam-stringer span, six 17-ft. and two 12-ft. treated timber stringer spans, supported on two pile abutments and eight framed timber bents on concrete footings; laminated treated timber deck with asphalt wearing surface and a 24-ft. roadway.
Powell River Bridge	Sunshine Coast Highway	Mackenzie	A 285-ft. bridge consisting of one 135-ft. steel tied-arch span and two 75-ft. steel-beam spans, supported on two reinforced-concrete abutments and two concrete-filled steel-pipe column piers; reinforced-concrete deck with a 24-ft. roadway and a 3-ft. timber sidewalk.
Carnes Creek Bridge	Revelstoke–Mica Creek Highway	Revelstoke	A 586-ft. bridge consisting of one 200-ft. steel-deck truss, two 100-ft. steel plate-girder spans, one 70-ft., one 55-ft., and two 30-ft. steel-stringer spans, supported on a reinforced-concrete substructure and two structural-steel towers and one structural-steel bent; reinforced-concrete deck with a 28-ft. roadway.
Goldstream River Bridge	Revelstoke–Mica Creek Highway	Revelstoke	A 447-ft. bridge consisting of one 200-ft. steel-deck truss and six 40-ft. steel-stringer spans, supported on a reinforced-concrete substructure; reinforced-concrete deck with a 28-ft. roadway.
Silver Tip Falls Bridge	Revelstoke–Mica Creek Highway	Revelstoke	A 624-ft. bridge consisting of continuous plate girders with five 94-ft. and two 77-ft. spans, supported on a reinforced-concrete substructure, all elements of which are founded on steel H-piles; reinforced-concrete deck with a 28-ft. roadway.
Cedar Creek Bridge	Southern Trans-Canada Highway	Similkameen	The widening and strengthening of a 70-ft. bridge consisting of one 70-ft. steel-stringer span, supported on a reinforced-concrete substructure, with a roadway which was widened from 24 to 32 ft. and resurfaced with a concrete overlay wearing surface.

DETAILS OF PRINCIPAL BRIDGES AND FERRY-LANDINGS CONSTRUCTED OR RECONSTRUCTED DURING THE FISCAL YEAR 1966/67—*Continued*

Name	Location	Electoral District	Type, Description of Work, and Remarks
Upper Cambie Creek Bridge	Southern Trans-Canada Highway	Similkameen	The widening and strengthening of a 103-ft. bridge consisting of one 50-ft. steel-stringer span and two 26-ft. precast concrete-stringer spans, supported on a reinforced-concrete substructure, with a roadway which was widened from 24 to 42 ft. and resurfaced with a concrete overlay wearing surface.
Upper Skagit River Bridge	Southern Trans-Canada Highway	Similkameen	The widening and strengthening of a 112-ft. bridge consisting of one 50-ft., one 32-ft., and one 30-ft. steel-beam spans, supported on a reinforced-concrete substructure, with a roadway which was widened from 24 to 42 ft. and resurfaced with a concrete overlay wearing surface.
Kleanza (Gold) Creek Bridge	Northern Trans-Provincial Highway	Skeena	A 264-ft. bridge consisting of steel-deck truss spans of 126 ft., 74 ft., and 60 ft., supported on a reinforced-concrete substructure; reinforced-concrete deck with a 28-ft. roadway.
Bissett Creek Bridge	John Hart–Peace River Highway	South Peace River	A 70-ft. bridge consisting of one 30-ft. and two 20-ft. precast prestressed concrete box-girder spans, treated timber pile substructure, with a 32-ft. roadway.
Crassier Bridge	John Hart–Peace River Highway	South Peace River	A 40-ft. bridge consisting of two 20-ft. precast prestressed concrete box-girder spans, treated timber pile substructure; a 32-ft. roadway with an asphalt wearing surface.
Fished Creek Bridge	John Hart–Peace River Highway	South Peace River	A 60-ft. bridge consisting of two 30-ft. precast prestressed concrete box-girder spans, treated timber pile substructure; a 32-ft. roadway with an asphalt wearing surface.
Wildmare Creek Bridge	John Hart–Peace River Highway	South Peace River	A 70-ft. bridge consisting of one 30-ft. and two 20-ft. precast prestressed concrete box-girder spans, treated timber pile substructure, with a 32-ft. roadway.

DETAILS OF PRINCIPAL BRIDGES AND FERRY-LANDINGS UNDER CONSTRUCTION BUT NOT COMPLETED DURING THE FISCAL YEAR 1966/67

Name	Location	Electoral District	Type, Description of Work, and Remarks
Bell-Irving Bridge No. 1	Stewart–Cassiar Highway	Atlin	A 364-ft. bridge consisting of one 288-ft. steel stiffened tied-arch span and two 36-ft. steel-stringer spans, supported on a reinforced-concrete substructure; reinforced-concrete deck with a 28-ft. roadway.
Stewart–Hyder Trestle	Stewart–Hyder Road	Atlin	A 375-ft. reinforced-concrete bridge consisting of four 60-ft. prestressed box-girder spans and 162 ft. of approach structure composed of a cast-in-place concrete slab and precast reinforced-concrete elements, all supported on a reinforced-concrete substructure; 24-ft. roadway with a concrete overlay wearing surface.
Yoho Bridge Revision	Trans-Canada Highway, Mile 674.9	Columbia	Reconstruction on 12-degree 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.
Rees Bridge	Dove Creek Road	Comox	A 92-ft. bridge consisting of two 46-ft. glulam-stringer spans supported on a treated timber pile substructure; laminated treated timber deck with an asphalt wearing surface, 22-ft. roadway and one 4-ft. sidewalk.
Hatzic Pump Bridge	Lougheed Highway	Dewdney	A 70-ft. bridge consisting of two 35-ft. glulam-stringer spans; treated timber pile substructure; laminated timber deck with asphalt wearing surface, 28-ft. roadway and one 4-ft. sidewalk.
Shook Bridge	Shook Road	Dewdney	A 45-ft. bridge consisting of one 45-ft. steel-stringer span, supported on a treated timber pile substructure; laminated timber deck with asphalt wearing surface, 18-ft. roadway and one 4-ft. sidewalk.
Sooke River Bridge	West Coast Road	Esquimalt	A 443-ft. bridge consisting of one 200-ft. steel stiffened tied-arch span and three 80-ft. welded wide-flanged stringer spans, supported on a reinforced-concrete substructure, the piers and one abutment of which are founded on steel H-piles; reinforced-concrete deck with a 28-ft. roadway and two 5-ft. sidewalks.
Bear Creek Bridge	John Hart–Peace River Highway	Fort George	A 90-ft. bridge consisting of three 30-ft. precast prestressed concrete box-girder spans, treated timber pile substructure; asphalt wearing surface with a 28-ft. roadway.
Goat River Bridge	Northern Trans-Provincial Highway	Fort George	A 363-ft. bridge consisting of one 300-ft. plate-girder continuous over two 150-ft. spans, and one 60-ft. steel-stringer span, supported on a reinforced-concrete substructure, one abutment of which is founded on steel H-piles; reinforced-concrete deck with a 28-ft. roadway.
Lower Mud River Bridge	Lower Mud River Road	Fort George	A 120-ft. bridge consisting of one 40-ft. steel-stringer span and four 20-ft. treated timber-stringer spans, treated timber pile substructure, cross-ties and longitudinal planking with a 22-ft. roadway.
McBride Bridge	Northern Trans-Provincial Highway	Fort George	A 600-ft. bridge consisting of six 100-ft. steel-girder spans, supported on a reinforced-concrete substructure, the piers of which consist of 3-ft.-diameter prestressed concrete pipe piles; reinforced-concrete deck with a 32-ft. roadway and one 5-ft. sidewalk.

DETAILS OF PRINCIPAL BRIDGES AND FERRY-LANDINGS UNDER CONSTRUCTION BUT NOT COMPLETED DURING THE FISCAL YEAR 1966/67—*Continued*

Name	Location	Electoral District	Type, Description of Work, and Remarks
West Twin Bridge	Northern Trans-Provincial Highway	Fort George	A 600-ft. bridge consisting of seven 60-ft. and six 30-ft. steel-stringer spans, supported on a reinforced-concrete substructure and six 4-legged steel towers; reinforced-concrete deck with a 30-ft. roadway.
Barriere Forks Bridge	North Thompson Highway	Kamloops	A 120-ft. bridge consisting of one 60-ft. and two 30-ft. glulam-stringer spans, treated timber pile substructure; laminated timber deck with an asphalt plank wearing surface and a 24-ft. roadway.
Blue River Bridge	North Thompson Highway	Kamloops	A 182-ft. bridge consisting of one 70-ft. and two 56-ft. steel-stringer spans, supported on a reinforced-concrete substructure, the piers of which are founded on untreated timber piles; reinforced-concrete deck with a 36-ft. roadway and one 5-ft. sidewalk.
Kamloops East Bridge	North Thompson Highway	Kamloops	A 588-ft. steel plate-girder bridge consisting of one 252-ft. span and two 168-ft. anchor spans, supported on a reinforced-concrete substructure, the piers of which are founded on concrete-filled, steel pipe piles; reinforced-concrete deck with a 56-ft. roadway and one 5-ft. sidewalk.
Miledge Creek Bridge	North Thompson Highway	Kamloops	A 70-ft. bridge consisting of one steel-beam span, supported on reinforced-concrete abutments; reinforced-concrete deck with a 36-ft. roadway.
Thunder Creek Bridge	North Thompson Highway	Kamloops	A 70-ft. bridge consisting of one steel-beam span, supported on reinforced-concrete abutments; reinforced-concrete deck with a 36-ft. roadway.
Whitewater Creek Bridge	North Thompson Highway	Kamloops	A 122-ft. bridge consisting of one 70-ft. steel-stringer span and two 26-ft. reinforced-concrete cast-in-place abutment decks, supported on two reinforced-concrete abutments; reinforced-concrete deck with a 36-ft. roadway.
Brilliant Bridge	Southern Trans-Canada (Kinnaird–Nelson Highway)	Nelson-Creston	A 992-ft. bridge consisting of one 420-ft. steel-arch span, one 158-ft. continuous wide-flange section comprised of two 79-ft. spans and one 395-ft. continuous wide-flange section comprised of five 79 ft. spans, supported on reinforced-concrete substructure; reinforced-concrete deck with a 28-ft. roadway and two 3-ft. sidewalks.
Ootischenia Fly-over	Southern Trans-Canada Highway	Nelson-Creston	A 165-ft. bridge consisting of three 55-ft. prestressed concrete-stringer spans, supported on a reinforced-concrete substructure; reinforced concrete deck with 28-ft. roadway and one 5-ft. sidewalk.
Farrell Creek Bridge	Hudson Hope Highway	North Peace River	A 160-ft. bridge consisting of two 50-ft. and two 30-ft. steel-stringer spans, supported on a reinforced-concrete substructure, the piers of which are founded on steel H-piles; reinforced-concrete deck with a 28-ft. roadway.
Lynx Creek Bridge	Hudson Hope Highway	North Peace River	A 160-ft. bridge consisting of two 50-ft. and two 30-ft. steel-stringer spans, supported on a reinforced-concrete substructure, the piers of which are founded on steel H-piles; reinforced-concrete deck with a 28-ft. roadway.

Galloway Rapids Bridge	Northern Trans-Provincial Highway	Prince Rupert	A 400-ft. bridge consisting of a continuous plate girder with two 100-ft. and one 200-ft. spans, supported on a reinforced-concrete substructure; reinforced-concrete deck with a 28-ft. roadway and one 5-ft. sidewalk.
Bigmouth Creek Bridge	Revelstoke–Mica Creek Highway	Revelstoke	A 244-ft. bridge consisting of one 104-ft. steel-deck truss and four 35-ft. steel-stringer spans, supported on a reinforced-concrete substructure, the piers of which are founded on steel H-piles; reinforced-concrete deck with a 28-ft. roadway.
Downie Creek Bridge	Revelstoke–Mica Creek Highway	Revelstoke	A 640-ft. bridge consisting of one 120-ft. and two 80-ft. plate-girder spans and six 60-ft. steel-stringer spans, supported on a reinforced-concrete substructure, all piers of which are founded on timber piles; reinforced-concrete deck with a 28-ft. roadway.
Holdich Creek Bridge	Revelstoke–Mica Creek Highway	Revelstoke	A 573-ft. bridge consisting of one 200-ft. steel-deck truss, two 100-ft. steel plate-girder spans, and two 55-ft. and two 30-ft. steel-stringer spans, supported on a reinforced-concrete substructure and two structural-steel towers and two structural-steel bents; reinforced-concrete deck with a 28-ft. roadway.
La Forme Creek Culvert	Revelstoke–Mica Creek Highway	Revelstoke	A 305-ft.-long reinforced-concrete arch culvert with a 23-ft. span and an 18-ft. rise; reinforced-concrete wing walls and discharge apron.
Mars Creek Bridge	Revelstoke–Mica Creek Highway	Revelstoke	A 461-ft. bridge consisting of one 200-ft. steel-deck truss and five 51-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 28-ft. roadway.
Kinnaird Overpass	Southern Trans-Canada Highway	Rossland-Trail	A 195-ft. bridge consisting of continuous steel beams with one 90-ft., one 60-ft., and one 45-ft. span, supported on a reinforced-concrete substructure; reinforced-concrete deck with a 42-ft. roadway.
Moricetown Overhead	Northern Trans-Provincial Highway	Skeena	A 199-ft. bridge consisting of three 66-ft. prestressed concrete-stringer spans, supported on a reinforced-concrete substructure; reinforced-concrete deck with a 28-ft. roadway and one 4-ft. sidewalk.
Trout Creek Bridge	Northern Trans-Provincial Highway	Skeena	A 105-ft. bridge consisting of one 45-ft. and two 30-ft. prestressed concrete box-girder spans, supported on two prestressed concrete pile bents and two reinforced-concrete abutments founded on H-piles; 40-ft. roadway with a concrete overlay wearing surface.

J. ALTON,
Senior Bridge Engineer.

REPORT OF THE DIRECTOR OF CONSTRUCTION

ROAD CONSTRUCTION CONTRACTS

The mileage of highway contracts completed on all highways was 180.55 miles, of which 1.95 miles were multi-laned. This mileage was exceeded in only two previous years, 1956/57 and 1957/58.

The highlight of the programme was a continuation of the contracts on the Yellowhead Route from McMurphy to the Yellowhead Pass on Highways No. 5 and No. 16 (152 miles), where progress is ahead of schedule. The section is expected to be generally in fair condition for travel by the end of 1967, although not fully completed until 1968. The highway was black-topped as far as Avola by the end of the year.

Reconstruction has progressed satisfactorily on the Big Bend Highway between Revelstoke and Mica Dam site (85 miles). Traffic should experience no further delays, and trailer restrictions are being removed next year.

The three contracts on the Chetwynd–Hudson Hope Highway (41 miles) are virtually completed, and bituminous base process (black-top) should be finished in 1967.

The Northern Trans-Provincial Highway west of Prince George is now bituminous surfaced with the exception of 30 miles in the Pacific–Kitwanga area east of Terrace. Two construction projects, No. 1616 and No. 1617, have been awarded to cover this section, and clearing and grubbing have previously been completed by contract. Project No. 1574 (3.68 miles) is in progress in Prince Rupert.

Construction is being continued on the Northern Trans-Provincial Highway east of Prince George toward McBride. The unopened gap, from Willow River to Crescent Spur (77 miles), is now entirely under construction. Projects No. 1732 (9.59 miles) and No. 1733 (10.02 miles) were awarded this year, and then Projects Nos. 1476 and 1732 were extended a total of 13.61 miles to cover the last section of the gap. Eventually the substandard section between Lamming Mills and Tête Jaune will be reconstructed to standard.

Castlegar By-pass on Route No. 3A was completed via the Kinnaird Bridge (Columbia River) and the Brilliant Bridge (Kootenay River), from Kinnaird to Thrums. This eliminated the Castlegar Ferry from the main route. A connection from the by-pass to Robson was also completed.

Other major work started this year is as follows: Project No. 1548, McMurdo to Golden, on Route No. 95 (14.76 miles); Project No. 1621, Britannia Beach to Squamish, on the Garibaldi Highway (6.60 miles); and Project No. 1615, Taghum to Nelson, on Route No. 3A (4.36 miles).

Project No. 1391, Burrage River to Ningunsaw River (29.08 miles), on the Stewart–Watson Lake Highway was 15 per cent completed, being part of the 91-mile gap still remaining on this route. The route is completed standard from Stewart to the Bell-Irving River (58 miles) and from Burrage River to the north end of Dease Lake (122 miles). The completed route will be approximately 399 miles.

Construction of restriction-free highways has been our goal during the past several years. This has necessitated the utilization of greater quantities of granular materials in order to obtain the desired pavement strength. The amount of granular material applied in highway contracts has far exceeded any previous year. Also, although the past construction season has been one of the wettest experienced in

Chetwynd–Hudson Hope Highway.

several years, progress was maintained at or near normal, and the total quantity of grading excavation moved in highway contracts was 26,681,470 cubic yards, also the greatest amount on record.

The turnover of junior technicians has been above normal owing to the monetary advantages offered in other construction, pulp and paper mills, power dams, etc. However, we have managed to maintain a nucleus of loyal experienced technicians who have carried the load.

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

Grading excavation[1]—		
Solid rock	cu. yd.	2,920,300
Other materials	cu. yd.	23,761,170
Total		26,681,470
Clearing and grubbing	ac.	2,330
Foundation excavation—		
Solid rock	cu. yd.	2,304
Other materials	cu. yd.	59,339
Total		61,643
Culvert pipe (all types)—		
10- to 30-inch diameter	lin. ft.	82,336
36-inch and over	lin. ft.	25,256
Large culverts and cattle-passes (steel plate)	lin. ft.	3,664
Concrete-in-place (retaining-walls, drainage structures, etc.)	cu. yd.	2,931
Riprap (loose and hand-laid)	cu. yd.	71,951
Fencing	rods	3,925
Gates		43
Steel bin retaining-wall (frontal area)	sq. ft.	10,276
Granular material—		
Pit-run or 3-inch minus	tons	6,007,992
Crushed (¾- to 2-inch)	tons	1,797,299
Total granular material		7,805,291
Guard-rail—		
Steel		*Nil*
Precast reinforced concrete	lin. ft.	36,812

[1] Trans-Canada Highway quantities included were solid rock, *nil*, and other materials, 223,062 cubic yards

PROGRESS OF HIGHWAY-CONSTRUCTION AND MISCELLANEOUS CONTRACTS DURING THE FISCAL YEAR 1966/67

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 1966/67					
	Nil	----	----	----	----	----
	(b) Contracts Let, 1966/67					
1678 (Part)	Lickman Interchange	0.79*	0.60*	0.60*	Work continuing (includes plant-mix paving) (*see also* Other Highways)	76
E-3265 (Part)	Miscellaneous lighting and sign illumination, highways Nos. 401 and 499	----	----	----	Project completed (*see also* Other Highways)	100
	Total miles, contracts let, Trans-Canada Highway, 1966/67	0.79*				
	Total miles built by contract, Trans-Canada Highway, 1966/67	----	0.60*			
	OTHER HIGHWAYS					
	(a) Continuing Contracts Let before 1966/67					
B-475	Contract No. 1—Powell River Bridge and approaches, Sunshine Coast Highway	0.33	0.02	0.33	Project completed (bridge contract included road approaches)	100
1360	Copper River to Usk, Northern Trans-Provincial Highway	5.74	0.75	5.74	Project completed	100
1368	Sword Creek section, Chilcotin–Bella Coola Highway	4.88	1.66	4.88	Project completed	100
1379	Mudflat Creek Overhead to Seaton, Northern Trans-Provincial Highway	7.77	0.31	7.77	Project completed	100
1382	Dome Creek to Crescent Spur, Section 1, Northern Trans-Provincial Highway	10.04	2.11	9.64	Work continuing	96
1391	Burrage River to Ningunsaw River, Stewart–Cassiar Highway	29.08	4.36	4.36	Work continuing	15
1458	McMurphy to Six Mile Crossing, North Thompson Highway	29.61	8.00	19.25	Work continuing	65
1459	Terrace Bridge to Copper River, Northern Trans-Provincial Highway	3.13	0.35	3.13	Section completed	100
1459	East connection to Kitimat Highway	0.11	0.01	0.11	Section completed	100
1459	Frontage roads, etc.	4,59	0.51	4.59	Section completed	100
1460	Kinnaird Interchange—					
	Southern Trans-Canada Highway	0.88	0.29	0.88	Section completed	100
	Interchange connections	1.29	0.43	1.29	Section completed	100
	Extension, West Kootenay College Access	1.11	0.37	1.11	Section completed	100
1475	Six Mile Crossing to Chappell Creek, North Thompson Highway	27.49	10.45	25.29	Work continuing	86
1475	Connections, etc.	0.97	0.37	0.89	Work continuing	86
1476	Willow River to Hungary Creek, Northern Trans-Provincial Highway	34.10	16.71	34.10	Work continuing (project 86 per cent completed, including extension 1966/67)	----
1477	Clearing and grubbing, Hungary Creek to Dome Creek, Northern Trans-Provincial Highway	----	----	----	Project completed (23.22 miles)	100

PROGRESS OF HIGHWAY-CONSTRUCTION AND MISCELLANEOUS CONTRACTS DURING THE FISCAL YEAR 1966/67—*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—*Continued*					
	(*a*) *Continuing Contracts Let before 1966/67*—Continued					
1485	Cedarside to District Lot 5666—					
	Cedarside to Tête Jaune, North Thompson Highway	14.78	7.84	13.75	Work continuing	83
	Tête Jaune to D.L. 5666, Northern Trans-Provincial Highway	17.15	9.09	15.95	Work continuing	83
	Valemount Access	0.97	0.51	0.90	Work continuing	83
	Connections, etc.	2.32	1.23	2.16	Work continuing	83
1486	District Lot 5666 to Alberta Boundary, Northern Trans-Provincial Highway	31.06	14.59	28.88	Work continuing	93
1488	Chappell Creek to Cedarside, North Thompson Highway	32.02	22.74	26.90	Work continuing	84
1489	Willow Flats to Coyote Creek, John Hart-Peace River Highway	8.53	3.33	8.53	Project completed	100
1490	Hudson Hope to Chetwynd, Section 2, Hudson Hope–Chetwynd Highway	15.21	6.38	14.14	Work continuing	93
1491	Hudson Hope to Chetwynd, Section 3, Hudson Hope–Chetwynd Highway	12.26	4.53	11.89	Work continuing	97
1491	Weigh-scale connections	0.22	0.08	0.21	Work continuing	97
1544	Columbia River to Thrums—					
	Columbia River–Ootischenia Interchange, Southern Trans-Canada Highway No. 3	1.39	0.19	1.39	Section completed	100
	Columbia River to Thrums, Kinnaird–Nelson Highway No. 3A	4.56	0.64	4.56	Section completed	100
	Robson Access	1.47	0.16	1.47	Section completed	100
	Connections, etc.	1.95	0.51	1.95	Section completed	100
1590	Swartz Bay to Ardwell Road, Patricia Bay Highway	2.33*	1.35*	2.33*	Section completed (includes plant-mix paving)	100
1590	Frontage roads, etc.	0.98	0.57	0.98	Section completed (includes plant-mix paving)	100
1596	Northwood Pulp Mill Access—					
	Pulp Mill Access Highway	4.29	1.80	4.29	Section completed	100
	North approach to John Hart-Peace River Highway	0.90	0.38	0.90	Section completed	100
	John Hart-Peace River Highway section	0.18	0.08	0.18	Section completed	100
1604	Revelstoke to Mica Dam, Section 1, Big Bend Highway	14.09	9.72	14.09	Work continuing (project 94 per cent completed, including extension 1966/67)	----
1609	Contract No. 1—Hudson Hope streets	----	----	----	This is a paving project (drainage)	----
1611	Revelstoke to Mica Dam, Section 2, Big Bend Highway	11.09	8.76	9.87	Work continuing	89
1611	Logging-road	0.27	0.21	0.24	Work continuing	89
1612	Revelstoke to Mica Dam, Section 3, Big Bend Highway	11.23	10.22	11.23	Project completed	100
1629	Rossland Ave. and Victoria St., Arterial 267R, Trail, Trail–Salmo Highway	0.62	0.48	0.62	Project completed (includes plant-mix paving, curb and gutter)	100

* Multi-lane (four lanes or more).

	(b) Contracts Let, 1966/67					
1476 (Ext.)	Hungary Creek to Ptarmigan Creek (West Half of Section 1)	6.80	1.07	1.07	Work continuing	-----
1548	McMurdo to Golden, Kootenay–Columbia Highway	14.76	3.25	3.25	Work continuing	22
1548	Connections, etc.	0.43	0.09	0.09	Work continuing	22
1574	Prince Rupert arterial, Northern Trans-Provincial Highway	3.68	1.29	1.29	Work continuing	35
1574	Connections, etc.	0.23	0.08	0.08	Work continuing	35
1580	Van Horne St., Arterial 354R, Cranbrook, Southern Trans-Canada Highway	0.63	0.63	0.63	Project completed (includes plant-mix paving, curb and gutter)	100
1582	Seeding roadside areas, North Thompson and Northern Trans-Provincial Highways	-----	-----	-----	Project completed	100
1599	Columbia Ave., Arterial 112R, Castlegar, from Juniper St. north	1.05	0.76	0.76	Work continuing (includes plant-mix paving, curb and gutter)	72
1604 (Ext.)	Revelstoke to Mica Dam, Section 1, Big Bend Highway	11.36	9.83	9.83	Work continuing	-----
1607	Front St., Arterial 361R, Quesnel, from Carson Ave. north, Cariboo Highway	0.96	0.96	0.96	Project completed (includes plant-mix paving, curb and gutter)	100
1609	Contract No. 2—Hudson Hope streets, etc.	-----	-----	-----	This is a paving project	-----
1615	Taghum to Nelson, Kinnaird–Nelson Highway No. 3A	4.36	1.53	1.53	Work continuing	35
1616	Boulder Creek West to Hells Bells Creek, Northern Trans-Provincial Highway	16.20	-----	-----	Work continuing	-----
1617	Hells Bells Creek to Lot 5181, Northern Trans-Provincial Highway	14.93	-----	-----	Work continuing	-----
1621	Britannia Beach to Squamish, Garibaldi Highway	6.60	1.19	1.19	Work continuing	18
1621	Hospital Access	0.18	0.03	0.03	Work continuing	18
1622	Annable to West Trail, Section 2, Rossland–Trail Highway	1.00	0.09	0.09	Work continuing (includes plant-mix paving)	9
1678 (Part)	Lickman Interchange, connections and frontage roads	2.12	1.61	1.61	Work continuing (includes plant-mix paving) (*see also* Trans-Canada Highway)	76
1711	Kinnaird Interchange, Highway No. 3, lighting	-----	-----	-----	Project completed	100
1712	Fraser River Interchange, Highway No. 97 at Prince George, lighting	-----	-----	-----	Project completed	100
1717	Rock bolting and associated work, Porteau Bluff Slide, Garibaldi Highway	-----	-----	-----	Project completed	100
1729	Galloway Rapids Bridge approaches, Northern Trans-Provincial Highway	1.93	0.25	0.25	Work continuing	13
1729	Port Edward Road	0.44	0.06	0.06	Work continuing	13
1732	Hungary Creek to Ptarmigan Creek, Section 2, Northern Trans-Provincial Highway	9.59	2.46	2.46	Work continuing (project 15 per cent completed, including extension 1966/67)	-----
1732 (Ext.)	Hungary Creek to Ptarmigan Creek (east half of Section 1)	6.81	-----	-----	Work continuing	-----
1733	Hungary Creek to Ptarmigan Creek, Section 3, Northern Trans-Provincial Highway	10.02	2.60	2.60	Work continuing	26
1733	Access Road	0.30	0.08	0.08	Work continuing	26
E-0565	Swing-span control and lighting revisions, Pitt River Bridge, Lougheed Highway	-----	-----	-----	Project completed	100
E-0965	Miscellaneous intersection lighting, Langley By-pass Section, Highway No. 10	-----	-----	-----	Project completed	100
E-3265 (Part)	Miscellaneous lighting and sign illumination, Highways Nos. 401 and 499	-----	-----	-----	Project completed (*see also* Trans-Canada Highway)	100

PROGRESS OF HIGHWAY-CONSTRUCTION AND MISCELLANEOUS CONTRACTS DURING THE FISCAL YEAR 1966/67—*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—*Continued*					
	(b) Contracts Let, 1966/67—Continued					
E-3465	Intersection lighting, Swartz Bay to Ardwell Road, Patricia Bay Highway	.....	.....	.....	Project completed	100
	Total miles, contracts let, other highways, 1966/67	114.38				
			1.35*			
			178.60			
	Total miles built by contract, other highways, 1966/67	.....	179.95			
		0.79*				
		114.38				
	Total miles, contracts let, all highways, 1966/67	115.17	.....	.....	Includes Trans-Canada Highway.	
		.....	1.95*			
			178.60			
	Total miles built by contract, all highways, 1966/67	.....	180.55	.....	Includes Trans-Canada Highway.	

* Multi-lane (four lanes or more).

E. C. WEBSTER,
Director of Construction.

North Thompson River Bridge at Barriere, North Thompson Highway. Over-all length, 746 feet; 28-foot roadway.

REPORT OF THE SENIOR PAVING ENGINEER

GENERAL

A large mileage of roadway was paved in 1966. For a total expenditure of approximately $8,000,000, asphalt-concrete hot-mix paving was completed on 227 miles of highway (of which 4.73 miles were multi-lane), 70.7 miles of highway were road-mixed by Paving Branch crews, and 64 miles sand or chip sealed.

CONTRACT CRUSHING, BASE CONSTRUCTION, DRAINAGE, AND PAVING

Fourteen paving projects, including three combining grading and paving work, which were carried over from 1965, were completed. Eighteen new contracts were called and awarded. Two of these contracts were combined grading and paving projects, and two were carried out for the Parks Branch of the Department of Recreation and Conservation. Fifteen of these projects have been completed and two more substantially completed for a carry-over of four contracts into 1967.

A contract (S-8566) was let this year for approximately 45 miles of open-graded carpet seal, and it is anticipated that more of this surfacing work will be undertaken in future years.

On another contract an experimental section of asphalt concrete using short-fibre asbestos filler was constructed for observation of performance under traffic.

Contract unit prices continued to show an upward trend, as must be expected with increasing labour and equipment costs.

PULVIMIXING AND SURFACE TREATMENTS

The process of re-equipping Paving Branch direct labour surfacing crews continued. A 1½-yard Departmental front-end loader was made available to the crew engaged on surface treatment work, resulting in more efficient loading of cover aggregate into trucks.

One pulvimix crew was re-equipped with a Pettibone Wood 48/5 stabilizer and two new Adams 660 graders. In addition, the asphalt-distributors of both crews were replaced with four new distributors, and the old tractors for the tankers were replaced with two new diesel single-axle tractors.

Despite being dogged by unfavourable weather, the two Paving Branch crews road-mixed 70.7 miles of roadway, chip-sealed 28.1 miles, and sand-sealed a further 36 miles.

The purchase of the Pettibone Wood mixer, which replaced three pulvimixers and tractors, increased the potential work capacity and flexibility of employment of the crew equipped with this machine. However, its use also necessitates a change in road-mixing methods. Mixing was attempted not only with the traditional M.C. 1 and M.C. 2 cutback asphalts, but also with R.C. 1 cutback asphalt and S.S. 1 asphalt emulsion. The possibility of developing a special-purpose asphalt binder for use with this machine is being investigated in order to reduce weather risk during mixing.

In addition to the work performed by Paving Branch crews, 42.2 miles of asphalt base processing were performed under grading contracts and 160 miles of road mixing were completed by district crews.

PORTLAND CEMENT CONCRETE PAVEMENT

A contract was let for 1.84 miles of portland cement concrete pavement on South-west Marine Drive, Vancouver. Of this, approximately 0.9 mile has been completed to date.

FIELD SUPERVISION

Annual proficiency examinations were held in March, 1966, following short training courses in regional centres. In addition, an engineer was sent to the annual conference of the Association of Asphalt Paving Technologists in February, 1966, and nine engineers and technicians attended the annual conference of the Canadian Technical Asphalt Association in Vancouver.

During the year, one senior, very experienced resident technician resigned in order to move into private industry and one acting resident resigned to attend university.

MATERIALS REMOVED, USED, OR SUPPLIED ON PAVING CONTRACTS, APRIL 1, 1966, TO MARCH 31, 1967

Excavation and base construction—		
Common excavation	cu. yd.	69,123
Trench excavation	cu. yd.	20,247
Pit-run gravel	tons	148,461
¾-inch crushed granular surfacing	tons	594,254
¾-inch crushed shoulder gravel	tons	181,229
¾-inch crushed aggregate in stockpile	tons	41,503
Asphalt concrete—		
Levelling course	tons	36,403
F.O.B. plant	tons	7,938
Class A	tons	250,650
Class B	tons	352,428
Curb	lin. ft.	52,044
Bituminous materials used—		
Asphalt cement	tons	36,004
S.S. emulsion asphalt	gal.	174,516
M.C. cutback asphalt	gal.	3,403,300
R.C. cutback asphalt	gal.	193,922
Emulsified asphalt	gal.	192,219
Concrete work—		
Curb and gutter	lin. ft.	31,478
Precast reflecting curb	lin. ft.	6,683
Drainage—		
Highway drainage basins installed		23
Standard catch basins installed		11
Concrete manholes installed		34
Concrete catch basins installed		68
Concrete combined catch basins and manholes installed		24
Lay and joint concrete pipe, 8- to 66-inch diameter	lin. ft.	10,299
8-inch corrugated pipe installed	lin. ft.	4,138

PAVING PROGRAMME FOR THE FISCAL YEAR 1966/67

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 1966/67				
B-470 (Part)	Contract No. 2—				
	Westholme Overhead Bridge approaches	.....	.....	.....	Section completed 1965/66.
	Diamond Overhead approches	0.92	0.46	0.92	Section completed (bridge contract included construction of road approaches and plant-mix paving) (*see also* Other Highways).
	(b) Contracts Let, 1966/67				
1678 (Part)	Lickman Interchange	0.79*	.....	.....	Work continuing (road contract includes plant-mix paving) (*see also* Other Highways).
S-2666 (Part)	Boston Flats section at junction of east access road to Ashcroft	0.45	0.45	0.45	Section completed (recap) (*see also* Other Highways).
S-8566	Mile 0.49 west of Sicamous Bridge east to Clachnacudainn Creek	56.43	.....	.....	Work continuing (open-graded plant-mix carpet course); crushing only this year.
		0.79*			
	Total miles, bituminous plant-mix paving contracts let, Trans-Canada Highway, 1966/67	56.88			
		57.67			
			0.91		
	Total miles completed, 1966/67	.....	0.91		
	OTHER HIGHWAYS				
	(a) Continuing Contracts Let before 1966/67				
B-470 (Part)	Contract No. 2—Frontage roads, Diamond Overhead approaches	0.20	0.20	0.20	Section completed (*see also* Trans-Canada Highway).
1208	Trail–Salmo Highway—				
	West Trail to Glenmerry	1.34	0.67	1.34	Section completed (road contract included plant-mix paving, curb and gutter).
	Columbia Ave. connection	0.50	0.50	0.50	Section completed (contract included plant-mix paving).
1590	Patricia Bay Highway—				
	Swartz Bay to Ardwell Road	2.33*	2.33*	2.33*	Section completed with 6-ft.-wide median (road contract included plant-mix paving).
	Frontage roads	0.98	0.98	0.98	Section completed.
1609	Contract No. 1—Storm Drainage, Hudson Hope streets	.....	.....	.....	Project completed (road contract preparatory to paving).
1629	Trail–Salmo Highway — Rossland Ave. and Victoria St., Arterial 267R, from Columbia River Bridge west	0.81	0.81	0.81	Project completed (road contract included plant-mix paving, curb and gutter).
S-2364	Contract No. 2—Cariboo Highway, Mile 95.60 to Mile 111.83 from Cache Creek	16.23	15.43	16.23	Project completed (contract included drainage excavation, part select granular base and part ¾-in. crushed granular surfacing).
S-6764	Sections (*b*) and (*c*)—	.....	.....	.....	Completed 1965/66.
	John Hart-Peace River Highway, Arras to Dawson Creek	11.20	6.00	11.20	Section completed (included ¾-in. crushed granular surfacing).
	Dawson Creek–Alberta Boundary Highway from junction with John Hart-Peace River Highway to Circle to 196th Ave.	1.60	1.60	1.60	Section completed, recap. (48 ft. wide, 1.2 miles; 56 ft. wide, 0.4 mile.
S-0565	Garibaldi Highway, Alice Lake Road to Alta Lake (Mons Overpass)	31.60	31.60	31.60	Project completed (included ¾-in. crushed granular surfacing).

* Multi-lane (four lanes or more).

PAVING PROGRAMME FOR THE FISCAL YEAR 1966/67—*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 1966/67—Continued				
S-0965	Contract No. 1—				
	Highway No. 10—				
	Langley By-pass, from New McLellan Road to Glover Road	2.40*	2.40*	2.40*	Section completed (plus left-turn lane).
	Truck lane on Highway No. 10 west from above	0.45	0.45	0.45	Section completed (one lane, 0.85 mile).
	Glover Road to Livingstone Interchange at Trans-Canada Highway	1.70	1.70	1.70	Section completed.
	Frontage roads	1.12	1.12	1.12	Section completed.
	Carvolth Road from Langley By-pass to Fraser Highway No. 1	0.57	0.29	0.57	Section completed.
S-1165	Port Alice–Jeune Landing Road from Chevron Station to Upper Levels Road	4.45	4.45	4.45	Project completed (included ¾-in. crushed granular surfacing).
S-2265	Section (*a*)	.....	.....	.....	Completed 1965/66.
	Okanagan Highway, 15th Ave. (Vernon) south	6.67	6.67	6.67	Section completed (included part ¾-in. crushed granular surfacing).
S-4165	Fort Steele–Wasa Highway, Fort Steele Junction to Wasa	18.90	6.20	18.90	Section completed.
S-4165	Southern Trans-Canada Highway, Rampart to Wardner (C.P.R. Hill section)	3.01	3.01	3.01	Section completed (with third lane on left throughout).
S-6365	Northern Trans-Provincial Highway—				
	Mile 3.5 west of Endako Hotel westerly	4.06	4.06	4.06	Section completed (included ¾-in. crushed granular surfacing).
	Continuing westerly to Priestly	8.55	8.55	8.55	Section completed (included part ¾-in. crushed granular surfacing).
S-6665	Section (*a*)	.....	.....	.....	Completed 1965/66.
	Northern Trans-Provincial Highway, Mile 1.65 west of Kitsequecla Bridge westerly to Boulder Creek (West) Bridge	14.37	14.37	14.37	Section completed (included part ¾-in. crushed granular surfacing).
	(b) Contracts Let, 1966/67				
1580	Southern Trans-Canada Highway, Van Horne St., Arterial 354R, Cranbrook, Third St. to Baker St.	0.66	0.66	0.66	Project completed (road contract included plant-mix paving, curb and gutter).
1599	Trail–Nelson Highway No. 3A, Columbia Ave., Arterial 112R, Castlegar, from Juniper St. northerly	1.05	.....	.....	Work continuing (road contract included plant-mix paving, curb and gutter).
1607	Cariboo Highway, Front St., Arterial 361R, from Carson Ave. northerly	0.97	0.97	0.97	Project completed (road contract included plant-mix paving, curb and gutter).
1609	Contract No. 2—				
	B.C. Hydro Hudson Hope housing and trailer development	0.55	0.50	0.50	Work continuing (included 3-in. crushed granular base and ¾-in. crushed granular surfacing).
	Hudson Hope streets	1.16	1.16	1.16	Section completed (included curb and gutter with 3-in. crushed granular base and ¾-in. crushed granular surfacing).
	Contract extension (Hudson Hope streets	0.41	0.41	0.41	Section completed (included 3-in. crushed granular base and ¾-in. crushed granular surfacing).
	Hudson Hope–Charlie Lake Road No. 29, from Canyon Drive at Hudson Hope easterly to Rodeo Grounds	7.10	7.10	7.10	Section completed (two lifts plant-mix paving and part ¾-in. crushed granular surfacing).
1622	Annable to West Trail, Section 2, Rossland–Trail Highway	1.00	.....	.....	Work continuing (road contract includes plant-mix paving).
1678 (Part)	Lickman Interchange, connections and frontage roads	2.12	.....	.....	Work continuing (road contract includes plant-mix paving) (*see also* Trans-Canada Highway).

* Multi-lane (four lanes or more).

PAVING PROGRAMME FOR THE FISCAL YEAR 1966/67—*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, 1966/67*—Continued				
S-0165	Sooke Road and West Coast Road—				
	Coopers Cove to Tugwell Creek Bridge	11.11	11.11	11.11	Section completed (included part ¾-in. crushed granular surfacing and storm-drainage job (*b*) Charter St. to Maple Ave., Sooke (Mile 2.9 to Mile 4.1).
	Otter Point Road, West Coast Road to Pasco Road	1.80	1.80	1.80	Section completed.
S-6465	Northern Trans-Provincial Highway—				
	Telkwa to Babine Lake Road	9.41	9.41	9.41	Section completed (included ¾-in. crushed granular surfacing).
	Telkwa High Road No. 119, junction with Highway No. 16 to Provincial camp-site at McLure Lake	0.50	0.50	0.50	Section completed, one lift (included ¾-in. crushed granular surfacing).
	Telkwa Coal Road (136B), from junction with Highway No. 16	1.00	1.00	1.00	Section completed, one lift (included ¾-in. crushed granular surfacing).
S-0266	Garibaldi Highway—				
	700 ft. south of Red Bridge to Mamquam River Bridge (Squamish section)	2.21	2.21	2.21	Section completed (Mile 0.00 to Mile 0.36, one lift; Mile 0.36 to Mile 2.21, two lifts).
	New Squamish Access Road and Cleveland Ave. from Garibaldi Highway	0.33	0.33	0.33	Section completed (one lift 48 to 60 ft. wide).
	Squamish Valley Access Road from New Squamish Access Road to Government Road	0.16	0.16	0.16	Section completed (one lift).
	Connections, etc.	0.06	0.06	0.06	Section completed.
S-0366	Alouette Lake Road in Garibaldi Provincial Park, Mile 4.56 to Mile 6.85	2.14	2.14	2.14	Project completed (included ¾-in. crushed granular surfacing).
S-0466	Mount Seymour Park Road, Mile 0.2 to Mile 2.1	1.90	1.90	1.90	Project completed (mile 0.0 at Park Gate).
S-2266	Kamloops–Vernon Highway No. 97, Westwold section, Pinaus Lake Road to west end of Westwold	5.36	5.36	5.36	Project completed (included ¾-in. crushed granular surfacing) (*see also* Trans-Canada Highway).
S-2666 (Part)	Ashcroft Access Roads—				
	Junction with Trans-Canada Highway at Ashcroft Manor to Ashcroft Bridge (Sta. 0+00 to Sta. 159+00)	3.01	3.01	3.01	Section completed (included select granular base and ¾-in. crushed granular surfacing).
	Ashcroft Bridge to junction with Trans-Canada Highway at Boston Flats (Sta. 159+00 to Sta. 364+00)	3.88	3.88	3.88	Section completed (included select granular base and ¾-in. crushed granular surfacing).
	Ashcroft Bridge to junction with Barnes and First Sts.	0.18	0.18	0.18	Section completed (one lift on district road mix).
	Railway Ave., First St. to C.P.R. Crossing	0.75	0.75	0.75	Section completed (one lift on district road mix).
S-4166	Southern Trans-Canada Highway, Curzon Bridge (Moyie River to Kid Creek Bridge	8.68	8.68	8.68	Project completed.
S-4266	Southern Trans-Canada Highway—				
	Hosmer Bridge to Michel Creek Bridge	12.62	12.62	12.62	Section completed.
	Alberta Boundary west	1.33	1.33	1.33	Section completed.
S-6366	Vanderhoof–Stuart Lake Road, Nechako River Bridge north	19.30	18.30	18.30	Work continuing (includes part ¾-in. crushed granular surfacing).

PAVING PROGRAMME FOR THE FISCAL YEAR 1966/67—*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, 1966/67*—Continued				
S-6666	Northern Trans-Provincial Highway—				
	Carnaby to Skeena Crossing	6.06	6.06	6.06	Section completed (included part select granular base and part ¾-in. crushed granular surfacing).
	Hazelton High Level Road No. 62 from Hagwilget Bridge to Old Hazelton Museum (Mile 1.2 to Mile 5.2)	4.00	4.00	4.00	Section completed.
S-6866	Alliford Bay Road, Queen Charlotte Islands—				
	Sandspit Wharf to Alliford Bay Wharf	9.20	9.20	9.20	Section completed (included ¾-in. crushed granular surfacing). Hans Creek Bridge is at Mile 2.7.
	Tacan Road No. 36 (D.O.T.)	0.40	0.40	0.40	Section completed (included ¾-in. crushed granular surfacing).
	Copper Bay Road	2.30	2.30	2.30	Section completed (included ¾-in. crushed granular surfacing).
S-6966	Queen Charlotte City, Masset Highway, Queen Charlotte Islands—				
	Skidegate to Port Clements, Mile 7.9 to Mile 44.6 (via Port Clements By-pass)	36.70	.....	.....	Work continuing (includes application of ¾-in. crushed granular surfacing).
	Miscellaneous streets in Port Clements	1.50	.....	.....	Work continuing (includes application of ¾-in. crushed granular surfacing).
S-7166 (Part)	John Hart-Peace River Highway from Mile 1.2 north of Bear Lake Gas Station northerly to Mile 0.3 north of Red Rocky Creek	10.00	.....	.....	Work continuing (includes ¾-in. crushed granular surfacing, which was completed) (*see also* stockpiling medium cover aggregate for seal-coat in this contract).
	Total miles, bituminous plant-mix paving contracts let, other highways, 1966/67	170.91 170.91			
	Total miles completed, other highways, 1966/67	.....	4.73* 226.15 230.88		
	Total miles, bituminous plant-mix paving contracts let, all highways, 1966/67	0.79* 227.79 228.58	.....	.....	Includes Trans-Canada Highway.
	Total miles completed, all highways, 1966/67	.....	4.73* 227.06 231.79	.....	Includes Trans-Canada Highway.

* Multi-lane (four lanes or more).

PAVING PROGRAMME FOR THE FISCAL YEAR 1966/67—*Continued*

PORTLAND CEMENT CONCRETE PAVING CONTRACTS

Project No.	Highway and Section	Total Length (Miles)	Miles Completed Present Fiscal Year	Miles Completed to Date	Remarks
	OTHER HIGHWAYS				
	Contracts Let, 1966/67				
S-0566	South-west Marine Drive, 41st Ave. to Imperial Road	1.84*	0.92*	0.92*	Work continuing, contract includes 6-in. concrete slab and inner curb of each side of four-lane divided highway.
	Total miles, portland cement concrete paving contracts let, other highways, 1966/67	1.84*			
		1.84			
			0.92*		
	Total miles completed other highways, 1966/67		0.92		

* Multi-lane (four lanes or more)

PAVING PROGRAMME FOR THE FISCAL YEAR 1966/67—*Continued*

BITUMINOUS SEAL-COAT BY CREWS OF THE PAVING ENGINEER

Project No.	Highway and Section	Miles Completed Present Fiscal Year	Remarks
	OTHER HIGHWAYS		
PS-7-66	Highland Valley Road, Ashcroft (C.P.R. Crossing) to Bethlehem Mine Road	23.90	Sand-seal only this year; Contract S-3166 (awarded 1966/67), medium cover aggregate in stockpile from Eight Mile Pit, was completed for future seal-coat.
PS-7-66	Bethlehem Mine Road from Highland Valley Road	2.80	Sand-seal (as above).
S-7166 (Part)	John Hart-Peace River Highway	.....	Work continuing; aggregate by part Contract S-7166 (awarded 1966/67), medium cover aggregate in stockpile from Mile 38, Mile 65, and Crooked River Pits (*see also* plant-mix paving in this contract).
PS-6-66	Vernon–Slocan Highway from Jones Creek Bridge, Lumby, easterly	28.10	Chip-seal from 1965 work westerly 10.1 miles, then Mile 13.4 to Mile 31.4 (18.0 miles) to Jones Creek Bridge, Lumby; aggregate by Contract S-3264 (1964/65 and 1965/66).
PS-6-66	Whitevale Road (Lumby), C.N.R. Crossing to Dure Meadow Road	3.60	Sand-seal.
PS-6-66	Tronson Road, from Tri-Way Café	3.50	Sand-seal.
PS-6-66	Head of Okanagan Lake Road, Coldstream Creek Bridge to Okanagan Landing Road	1.30	Sand-seal.
PS-6-66	Okanagan Landing Road, Coldstream Bridge to head of Lake Road	0.90	Sand-seal.
		36.00	Sand-seal.
		28.10	Chip-seal.
	Total miles, bituminous seal-coat, other highways, 1966/67	64.10	
		36.00	Includes Trans-Canada Highway.
		28.10	
	Total miles, bituminous seal-coat, all highways, 1966/67	64.10	

PAVING PROGRAMME FOR THE FISCAL YEAR 1966/67—*Continued*

PULVIMIX (BITUMINOUS BASE PROCESS) BY CREWS OF THE PAVING ENGINEER

Project No.	Highway and Section	Miles Completed Present Fiscal Year	Remarks
	OTHER HIGHWAYS		
.....	Island Highway, Kelsey Bay Ferry Terminal south	1.55	Mile 0.2 to Mile 1.75 north of Salmon River Hotel (included parking-lot, Mile 1.5 to Mile 1.7).
.....	Island Highway—		
	Oyster River Bridge revision	0.85	New bridge at Mile 0.19 going south.
	Side connections	0.26	
1489	John Hart-Peace River Highway, Mile 24.3 to Mile 32.95 south of Chetwynd Post Office	8.65	Crassier Creek Bridge is at Mile 1.5 of this project.
1490	Chetwynd–Hudson Hope Highway, Mile 20.6 to Mile 28.4 north of Chetwynd Junction	7.80	
1484	Fraser River west approach, interchange connections at Prince George	0.50	
PP-1-66	Rock Creek–Kelowna Highway, Mile 22.85 to Mile 29.85 and Mile 30.85 to Mile 36.90 from Rock Creek	13.05	Pulvimix, 26 ft. wide.
PP-6-66	Canim Lake Road No. 318, from junction with Cariboo Highway No. 97 toward Forest Grove	8.95	
PS-1-66	Frontage road, south side of Trans-Canada Highway 1 mile east of Salmon Arm	0.10	
PS-2-66	Balmoral–Notch Hill Road (Old Trans-Canada Highway) from junction with Notch Hill–Tappen Road to C.P.R. Freight Sheds at Notch Hill	1.85	Commences 2 miles from junction with Trans-Canada Highway.
PS-3-66	Miscellaneous Chase streets	2.34	Map on file.
PS-4-66	Squilax–Anglemont Road No. 446, Mile 21.0 to Mile 22.6 from Squilax	1.60	
PS-5-66	Lillooet–Cache Creek Highway No. 12, Mile 5.5 to Mile 10.0 west of junction of Cariboo Highway at Carquile	4.50	
PS-8-66	Heffley Creek Road, from junction with North Thompson Highway No. 5 to Knouff Lake Road	4.60	
PS-11-66	Likely–Horsefly Road from Cariboo Highway No. 97	2.80	Junction with Likely Road is at Mile 2.7.
PS-11-66	South Lakeside Road, Mile 1.5 to Mile 2.3 from Chilcotin Road	0.80	
PS-11-66	Dog Creek Road, from Chilcotin Road	2.10	
PS-11-66	Chilcotin Road, Mile 0.1 east to Mile 1.9 west of Dog-Creek Road	2.00	
PS-10-66	Lac Le Jeune Road, from junction with Trans-Canada Highway	3.60	From end of existing pulvimix.
PS-9-66	Westsyde Road	2.30	
PS-12-66	Kamloops–Vernon Highway No. 97, Mile 1.0 to Mile 1.5 west of Monte Lake Store	0.50	
	Total miles, bituminous base process (pulvimix), other highways, 1966/67	70.70	

PAVING PROGRAMME FOR THE FISCAL YEAR 1966/67—*Continued*

SUMMARY OF PAVING PROGRAMME

Type of Work	Trans-Canada Highway	Other Highways (General)	Total, All Highways
Plant-mix (Hot-mix) Asphalt	Miles	Miles	Miles
By contract	.....	4.73*	4.73*
	0.91	226.15	227.06
	0.91	230.88	231.79
By districts	.....	10.07	10.07
Totals	0.91	240.95	241.86
Portland Cement Concrete Pavement			
By contract	.....	0.92*	0.92*
Pulvimix or Road-mix Asphalt Base Processing[1]			
By crews of the Paving Engineer	.....	70.70	70.70
District crews	.....	160.06	160.06
Included in road contracts	.....	42.20	42.20
Totals	.....	272.96	272.96
Bituminous Seal-coat[2]			
By crews of the Paving Engineer	.....	64.10	64.10
By district crews	.....	55.42	55.42
Totals	.....	119.52	119.52
Bituminous Surface Treatment			
By district crews	.....	185.07	185.07

[1] Base process in ordinary paving contracts is not recorded.
[2] Sand-seal and chip-seal considered separately.
* Multi-lane (four lanes or more).

J. W. KERR,
Senior Paving Engineer.

REPORT OF THE DESIGN AND PLANNING ENGINEER

HIGHWAY INVENTORY

In order to co-ordinate the Highways Department's planning activities, a highway inventory covering 4,100 miles of the major highway system was completed and published. Primary information concerning pavement performance, width, age, type, and condition was recorded for short contiguous sections, together with the mileage. Data on bridges and other structures were correlated. Additional information included speed zones, traffic volumes, administrative regions, etc. Data-processing equipment was used to store and retrieve the information and provide requested listings.

A new tool, particularly helpful to headquarters personnel, was developed in the Department—a photographic record of all the main highways in the Province to supplement the inventory. A single 16-mm. colour exposure is taken on motion-picture film every sixteen one-thousandths of a mile (about 85 feet) along the road, with the camera pointed through the windshield of the vehicle to record the driver's view. Some instrumentation is included in the frame, and this can be used to identify the location and measure distances, etc. About 4,300 miles of road, corresponding to the recorded inventory, were photographed during the summer of 1966.

In the headquarters offices, any section of road under discussion can be projected and viewed, within a few minutes' notice. An analyst projection system provides from stop motion to very high speed (up to an effective speed of 1,400 miles per hour) viewing, so that a single location can be studied or a general appreciation of a long stretch of road quickly obtained. The volume of film used is modest.

The instrumentation gives approximate measurements of some of the roadway features, but the major advantage of the photographs is that they present the viewer with sufficient scope and accuracy to often substitute for a visit to the site. There are many occasions when Department personnel can save time and have a better understanding of problems described in correspondence, including, for example, examination of accident sites, traffic-control features, alignments, and general conditions. As far as we know, British Columbia is the only place where the complete main highway system has been recorded on film. It promises to be a very worthwhile development and will provide effective economic historical records. Improvement of equipment and extension of the film inventory to cover additional mileage is planned for this year.

LOCATION BRANCH

N. R. Zapf, Director of Location

Highway-location surveys and designs completed during the fiscal year are listed in the following report, totalling 319.94 miles of preliminary line, 228.74 miles of location line, and 240.0 miles of office designs and estimates.

Completed designs represent a total value of work of approximately $60,000,000.

The total expenditures amounted to $1,565,056.40, which is detailed as follows:—

Trans-Canada Highway, surveys and designs	$124,529.71
General highways, surveys and designs	1,224,788.23
Legal surveys	213,429.52
Mining-roads, surveys and designs	2,308.94
Total	$1,565,056.40

Not included in these figures is the cost of survey and design of roads flooded by the Arrow Dam for the account of British Columbia Hydro and Power Authority in the amount of $148,083.56.

Survey and Design Section

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

	Preliminary Line	Location Line	Office Design
Trans-Canada Highway	Miles	Miles	Miles
Victoria to Nanaimo, truck lanes	4.28	3.42	10.00
South intersection of Shawnigan Lake Road	0.80	.....	0.20
George S. Pearson Bridge approaches, curb and gutter	.....	.....	0.10*
Horseshoe Bay to Taylor Way	.....	.....	4.12*
Upper Levels, 14th St. to Ridgeway	0.43	.....	.....
Mosquito Creek to Taylor Way	.....	.....	0.60
Interchanges, Sumas to Rosedale Junction	10.75	.....	.....
Cannor–Lickman frontage	2.70	.....	.....
Lickman Interchange	.....	.....	2.11*
Prest Interchange	.....	.....	1.00
Hells Gate (control line)	1.12	.....	.....
Three Mile Corner	.....	1.41	.....
Cache Creek to Savona, truck lanes	1.64	4.62	.....
Savona Hill, truck lanes (control line)	7.10	.....	.....
Mile 304.8 to Mile 305.5	1.06	0.75	.....
Kamloops By-pass	1.60	1.30	4.83
Kamloops to Glacier, truck lanes	.....	.....	12.00
Downie Slide (control line)	0.38	.....	.....
Totals	31.86	11.50	34.96
Southern Trans-Canada Highway			
Hope to Princeton, slide	.....	.....	1.00
Hedley to Stirling Creek	5.20	4.90	.....
Keremeos east entrance	3.37	0.58	.....
Blueberry Creek to Genelle	.....	.....	3.40*
Genelle to Trail	.....	.....	2.76
Taghum to Nelson	4.14	.....	2.07*
Nelson arterial	.....	.....	0.50
Ootischenia to Champion Creek	.....	.....	2.00
Creston By-pass	.....	.....	0.90
Arrow Creek to Goat River, revision	1.31	.....	.....
Erie Lake Overhead	1.29	1.12	.....
Meadows to Erie Lake Overhead	.....	0.40	.....
Castlegar, curb and gutter	1.30	.....	.....
Totals	16.61	7.00	12.63
Vancouver Island Highways			
Thetis Lake Road to Colwood Corner	2.41	.....	.....
Lower Chemainus Bridge approaches	1.30	.....	.....
Nanaimo to Wellington	.....	7.26	.....
Cowichan Road, Trans-Canada Highway to Summit Sawmills	16.10	9.00	6.00
Gold River to Muchalat Arm	.....	2.60	13.50*
River Road, Alberni, curb and gutter	.....	.....	0.90*
Kitsuksis Creek channel, Alberni	.....	.....	0.86*
Saltair Institute Access	2.40	2.08	2.00
Mud Bay to Puntledge River	1.70	6.60	.....
Puntledge River to Oyster River	16.10	0.70	.....
Oyster River to Duncan Bay	28.90	20.10	.....
Herd Road to Summit Sawmills	.....	3.50	.....
Beaver Creek Road to Kennedy River	18.40	9.00	.....
Port McNeill Access	.....	1.60	1.65*
Nimpkish River to Port McNeill	.....	.....	6.11*
Port McNeill to Port Hardy Airport	.....	.....	5.72
Western Mines Access	.....	.....	2.50
Port Hardy ferry approaches	1.34	.....	.....
Totals	88.65	62.44	39.24

SURVEY AND DESIGN SECTION—*Continued*

	Preliminary Line	Location Line	Office Design
Lower Mainland Roads	Miles	Miles	Miles
North Road, Burquitlam, curb and gutter	----------	----------	0.81
Hastings St., Burnaby, curb and gutter	----------	0.36	0.32
South-west Marine Drive	----------	----------	3.32
16th Ave. Extension, University of British Columbia	----------	----------	1.64*
Simon Fraser University Ring Road	----------	0.61	2.04*
Keith Road, realignment	----------	----------	1.51*
Ladner Interchange to Tsawwassen	10.47	----------	----------
Surrey Perimeter	2.07	----------	----------
Squamish to Brackendale	----------	0.51	----------
Matsqui, curb and gutter	1.24	----------	----------
Cheakamus Canyon, revision	2.90	1.53	----------
Lois River Bridge approaches	2.80	1.30	----------
Fraser St. Crossing to North Arm	4.82	----------	----------
South-west Marine Drive	0.50	0.30	----------
North Road	1.13	----------	----------
Cypress Bowl Access	----------	6.04	----------
Whitehouse Corner to Highway No. 499	13.41	----------	----------
Hodgins to Hocking Ave., Chilliwack, curb and gutter	2.09	----------	----------
County Line Interchange to U.S. Border	0.60	----------	----------
Ruby Creek to Haig	2.90	5.42	----------
Totals	44.93	16.07	9.64
Cariboo Highway	Miles	Miles	Miles
North Bonaparte to Clinton	13.22	10.98	----------
Clinton, curb and gutter	----------	----------	0.20*
Williams Lake to Deep Creek	8.00	----------	----------
Prince George frontage roads	----------	----------	1.90*
Totals	21.22	10.98	2.10
Northern Trans-Provincial Highway			
Prince Rupert arterial	0.85	0.85	----------
Galloway Rapids to Prudhomme Lake	----------	----------	3.00
Galloway Rapids Bridge approaches	----------	----------	2.43*
Tyee to Prudhome, revision	----------	1.10	----------
Terrace By-pass (control line)	8.90	----------	----------
Terrace to Shames	26.40	4.40	----------
Exchamsiks River Bridge approaches	----------	----------	0.72*
Kathlyn Lake to Smithers	----------	----------	1.50
Smithers to Telkwa, Section I	----------	----------	2.31
Smithers to Telkwa, Section II	5.20	3.50	----------
Smithers arterial	----------	2.15	----------
Endako River and C.N.R. Overhead approaches	----------	----------	1.40*
Houston Overhead approaches	----------	----------	1.40*
Khyex River Bridge approaches	----------	----------	0.47*
Hazelton East Overhead approaches	----------	----------	0.84*
Boulder Creek to Hells Bells Creek	----------	----------	5.00*
Hells Bells Creek to Lot 5181	----------	----------	2.00*
Hungary Creek to Ptarmigan Creek	----------	----------	3.32*
Mount Robson, revision	0.50	2.18	2.16*
Lamming Mills to Holmes River	----------	----------	6.50
Kitsequecla Bridge approaches	----------	----------	1.50
Totals	41.85	14.18	34.55
North Thompson Highway			
Kamloops to Paul Creek	----------	1.18	2.13*
Blackpool to Raft River	----------	0.50	2.00
Whitewater, revision	----------	----------	0.75*
Totals	----------	1.68	4.88
Kootenay–Columbia Highway			
Dry Gulch to Athalmer	----------	----------	1.25
Vernon–Nelway Highway (No. 6)			
South Slocan to Passmore	----------	3.01	----------
Ymir to Salmo	----------	1.47	----------
Barrett Creek to Euphrates	3.27	3.94	----------
South Fork to Sheep Creek, revision	----------	2.10	----------
Monashee to Needles	----------	----------	2.50

SURVEY AND DESIGN SECTION—*Continued*

	Preliminary Line	Location Line	Office Design
Vernon–Nelway Highway (No. 6)—Continued	Miles	Miles	Miles
Fauquier to Carrolls Landing	.....	.....	19.86
Fauquier, revisions	.....	2.20	.....
Carrolls Landing	1.00	4.10	26.20
Totals	4.27	16.82	48.56
Stewart–Cassiar Highway			
Bell-Irving River South to Bell-Irving River North	.....	.....	17.00
Bell-Irving River North to Ningunsaw River	.....	.....	5.00
Surprise Creek Bridge approaches	.....	.....	0.50
Totals	.....	.....	22.50
Okanagan Highway			
Vernon arterial, curb and gutter	2.43	4.76	0.65
Monte Creek to Falkland	3.17	28.21	.....
Woodsdale Junction, revision	0.96	0.30	.....
Totals	6.56	33.27	0.65
Miscellaneous Highways			
Lytton approaches and main street, curb and gutter	.....	.....	0.75
Prince George, curb and gutter	.....	.....	0.51
Fort Nelson, curb and gutter	.....	.....	0.48
Vanderhoof, curb and gutter	.....	.....	0.28*
Cranberry Lake to Shelter Bay	.....	.....	10.80
Fort St. John By-pass	.....	.....	1.26
Annable to Trail, Section 2	.....	.....	1.41*
Joe Rich Road	0.25	2.40	4.20*
Queen Charlotte City to Skidegate Mission	1.18	1.38	3.40
Bull River north	.....	.....	1.08*
Halfway River Bridge approaches (Highway No. 29)	1.30	1.23	1.15*
Twelve Mile Ferry to Cranberry Lake	6.84	5.45	2.70
Kelowna to McKinley Landing	1.92	4.00	.....
Thompson River crossing at Lytton	.....	0.20	.....
Revelstoke to Cranberry, revision	0.87	.....	.....
Revelstoke to Twelve Mile Ferry	5.69	5.83	.....
Shelter Bay, revision	2.60	2.00	.....
Summit Creek to Porthill	1.37	1.25	.....
Nakusp, revision	.....	1.00	.....
Cape Horn Creek	1.00	1.40	1.02
Galena Bay to Galena Pass	1.92	2.87	.....
Galena Bay ferry approach	6.14	0.50	.....
Halcyon Hot Springs	1.00	.....	.....
Fort Steele to Bull River	8.79	1.06	.....
Vanderhoof to Fort St. James	8.10	9.96	.....
Endako Mines Access	.....	0.60	.....
Mitchell Bridge, relocation	3.68	2.37	.....
Barkerville Road, Mile 24 to Mile 27	3.91	3.76	.....
Barkerville Road, Mile 15 to Mile 17	2.23	2.34	.....
Smithers to Babine Lake	.....	3.00	.....
Bulkley River Bridge to Babine Road	5.20	2.20	.....
Totals	63.99	54.80	29.04
Grand totals	319.94	228.74	240.00

PLANNING SECTION

During the past fiscal year the Planning Section obtained sufficient low-level aerial photography to produce high-order mapping on the Trans-Canada Highway on the Savona Hill, and on Lulu Island for studying a new crossing of the North Arm of the Fraser River. Low-level photography was also obtained for study purposes on the Victoria West Highway and at Revelstoke Junction.

Previously flown low-level photography was used to produce mapping for interchanges on Highway No. 401 at Sardis Road, McDermott–Atkinson Road, River Road, Prest Road, and the junction of Highway No. 9; for location of a frontage

road on Highway No. 401 between Annis Road and the junction of Highway No. 9; and for slide investigation at Quesnel. High-level photography was utilized to obtain low-order mapping through Telkwa Pass between Terrace and Telkwa, through Hurley Pass north of Pemberton, from Fauquier to Octopus Summit on the possible route between Fauquier and Passmore, for Mitchell Bridge revision on the Barkerville Road, for route investigation between Ruby Creek and Katz Flats on the Lougheed Highway extension, and for Galena Pass between Upper Arrow and Trout Lakes.

Route projections were prepared on aerial photos for the following: (1) North Thompson River crossing, North Kamloops; (2) Fauquier to Castlegar; (3) Nanaimo By-pass; (4) Duncan Dam to Stoney Creek on Highway No. 1; (5) Hope to Merritt via the Coquihalla; (6) Terrace By-pass; (7) Akamena Pass; (8) Fort Nelson to Alberta Boundary; and (9) Cranbrook to Kimberley Airport.

Route projections and layouts were prepared on aerial mapping for the following: (1) Fort St. John truck by-pass; (2) Kiskatinaw River crossing; (3) Oyster River to Duncan Bay; (4) Mitchell Bridge revision; (5) Richter Pass to Oliver; (6) Revelstoke Junction; (7) Garden City Way and Sea Island Way Junction; (8) Campbellton Interchange; (9) Prest Interchange; and (10) junction of Highways Nos. 9 and 401 Interchange.

In addition the Planning Section completed design, plan preparation, and estimates on the following: (1) South-west Marine Drive between 41st Avenue and University of British Columbia; (2) 16th Avenue extension from Blanca Street to University of British Columbia; (3) Carrolls Landing to Nakusp along Upper Arrow Lake; (4) Khyex River Bridge on the Northern Trans-Provincial Highway; (5) Simon Fraser University Ring Road on Burnaby Mountain; (6) Fort St. John truck by-pass on the Alaska Highway; and (7) Lickman Interchange on the Trans-Canada Highway.

Design is currently in hand on the following: (1) Prest Interchange, Trans-Canada Highway; (2) junction with Highway No. 9 Interchange, Trans-Canada Highway; (3) Kamloops By-pass, Trans-Canada Highway; (4) Dore Overhead approaches, Northern Trans-Provincial Highway; (5) Lamming Mills to Holmes River, Northern Trans-Provincial Highway; (6) Smithers to Telkwa, Section 1, Northern Trans-Provincial Highway; (7) Kathlyn Lake to Smithers, Northern Trans-Provincial Highway; and (8) Cranberry Lake to Shelter Bay on the Revelstoke–Shelter Bay Highway.

Computer Section

All regions are now using the highway computer programmes, and interest has also been shown by a number of other departments and outside organizations.

During the year the earthwork design programmes were used to process 44 projects with a combined length of 260 miles; the D.T.M. preliminary design programme was used on three projects, and five projects were run on the new pavement elevation programme.

A plotting-machine has just been acquired. This machine will be connected directly to the computer, and will plot cross-sections or graphs on the basis of data fed into or calculated by the computer. This should speed up design and survey work in the Department, as plotting by hand is necessarily a tedious and slow-moving task.

Legal Surveys Section

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

Legal Survey Vote	$213,429.52
Construction project votes	117,239.10
British Columbia Ferry Authority	3,240.57
Total	$333,909.19

Surveys under Legal Survey Vote

Highway No. 1 and alternatives:

Horseshoe Bay to Taylor Way, defining right-of-way in Lots 6 and 7, District Lot 1069, Group 1, Plan 10205; Lots 2 and 3 of Lot 2, Parcel A of Block A, District Lot 815; Lots 11, 12, 13, and 14, Block B, District Lot 815, Plan 9624; Lots 10, 11, and 12 in District Lots 886 and 887, Plan 10004; and additional rights-of-way in Lot 4 in part North Half of Section 39 and Block H in South Half of Section 39, Town of Hastings (Boundary Road); in Section 16, Block 5 north, Range 1 west (Johnston Road); and in Sections 35 and 36, Block 5 north, Range 2 west.

South boundary of Section 24, Township 14, Range 27, to south boundary of Klakamich Indian Reserve No. 17.*

Right-of-way through part Legal Subdivision 3, Section 18, Township 27, Range 21, west of the 5th meridian (Golden).

Highway No. 3 and alternatives:

South boundary of District Lot 244 to north boundary of Lot 52, Plan 5269 (south of Cawston).

North boundary of District Lot 561 to south boundary of District Lot 632 (S.) (south of Cawston).

South boundary of Lot 2075 to south boundary of Lot 327 (S.) (Eholt).

East boundary of Lot 10108P to north boundary of Lot 10484 (Bridal Lake section).

Through District Lot 303, Kootenay District (South Slocan).

South boundary of Lot 7360 to north boundary of Lot 10272 (Beasley).

Hosmer to Olson Overhead.

Highway No. 5:

South boundary of Lot 1589 to north boundary of Joeyaska Indian Reserve No. 2 (Merritt).

South boundary of Lot 4691 to south boundary of Lot 4360 (Nicola Lake).

Through part of Kamloops Indian Reserve No. 1.*

South boundary of District Lot 36 to north boundary of District Lot 39 (McLure).

West boundary of District Lot 1714 to south boundary of District Lot 2625 (Clearwater to Birch Island).

West boundary of District Lot 2837 to east boundary of District Lot 3868 (Birch Island to Vavenby).

Highway No. 6: South Slocan to north boundary of Lot 8054.†

Highway No. 7: Widening in North-east Quarter of Section 24 and South-east Quarter of Section 33, Township 20 (Nicomen Island).

* Continuing surveys.
† Continuing surveys, now complete.

Highway No. 9: Widening in Section 6, Township 3, Plans 1985 and 11755, New Westminster District (Rosedale).

Highway No. 12: North boundary of District Lot 4940 to north boundary of McCartney Flat Indian Reserve No. 4.*

Highway No. 14: Defining right-of-way through Lot 2, Plan 17066, Section 15, Sooke District (Sooke Bridge).

Highway No. 16:

Khyex River crossing.

North boundary of Lot 2962 to west boundary of Lot 1230 (Mudflat to Seaton Overhead).

Through part of District Lot 632 (Houston).

West boundary of Lot 1167 to east boundary of Lot 3552 (Perow).

West boundary of Lot 4159 to south boundary of Lot 4141 (Tintagel to Priestly).

Through Stel-la-quo Indian Reserve No. 5.

Highway No. 17: Widening in Lots 26 and 41, Group 2 (Ladner Interchange).

Highway No. 19:

Through Section 19, Township 5, and District Lot 231 (Oyster River).

Section 31, Township 3, to Kelsey Bay Wharf.

Highway No. 21: Through parts of Lots 4592 and 812, Kootenay District (Erickson).

Highway No. 22/22A: East boundary of Lot 538 to Plan R 44 (Warfield).

Highway No. 25: South boundary of Lot 4469 to north boundary of Lot 6624 (Lakelse Slide).

Highway No. 29: Hudson Hope to Lynx Creek.

Highway No. 95/95A:

East boundary of Lot 6256 to Canadian Pacific Railway in Lot 2968, Kootenay District (Wycliffe).

East boundary of Lot 2580 to north boundary of Lot 486, Kootenay District (Radium).

Highway No. 97:

Glenmore Road to Penno Road (Ellison Overhead).

Widenings in South-west Quarter of Section 14, Township 19, Plan B 1318, and Lots 1 and 2, Plan 1937, and Lot 5, Plan 3327, District Lot 526 (near Grindrod).

West boundary of District Lot 964 to North-east Quarter of District Lot 4175 (100 Mile House).

Widenings in District Lots 3951 and 3951A (Dragon Lake).

Widening in District Lot 3200 (Strathnaver).

Through District Lot 631 (near Prince George Airport).

Alaska Highway through Legal Subdivision 3, Section 19, Township 82, Range 17 (near Peace River Bridge).

Highway No. 99:

Defining right-of-way in part District Lot 764, Group 1 (at Keith Road).

Lot 4261 to east boundary of North-east Quarter of Section 3, Township 50 (Squamish).

South boundary of District Lot 1758 to east boundary of District Lot 3363 (Green Lake).

West boundary of Timber Licence 43716 to north boundary of Lot 4753.†

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* Continuing surveys.

† Continuing surveys, now complete.

Highway No. 101: Through 5-acre portion of District Lot 687, Group 1 (Soames Creek).

Miscellaneous Highways and Roads:

Region 1:

Millstream Road, Trans-Canada Highway to Section 2, Range 3 West, Highland District.

Somenos Road through Section 1, Range 4, Somenos District.

Evening Cove Road through Sections 1 and 2 and Chemainus Indian Reserve No. 13.

Tzouhalem Road, widening in Cowichan Indian Reserve No. 1.

Takala and Cameron Roads through Lots 11, 12, and 14 and Section 4, Bright District.

Shawnigan Lake–Mill Bay Road, Trans-Canada Highway to Shawnigan Lake Road.*

Shawnigan Lake Road, Esquimalt and Nanaimo Railway to Shawnigan–Mill Bay Road.*

Subdivision of part Lot 6 of Section 11, Range 4, Quamichan District (McLay Road Gravel Pit).

Subdivision of Lot 2, Plan 13442, Section 7, Range 9, Shawnigan District (Telegraph Gravel Pit).

South Shore Road No. 27 through Section 32, Renfrew District (Robertson River).

Georgia Avenue, Section 21, Range 7, Nanaimo District.

Cedar Road, defining public road in part of Nanaimo Indian Reserve No. 2.

Faber Road in part of District Lot 120, Alberni District.

Georgina Point Road in North-east Quarter of Section 12, Mayne Island.

Fernhill Road, Whalen Road to south boundary of Parcel G, Plan 17303, Section 9, Mayne Island.

Subdivision in North-east Quarter of Section 36, Saturna Island (yard site and gravel pit).

Fulford–Ganges and Blackburn Roads in North-west Quarter, South Saltspring Island.

Green Road extension through Lot 134 and Cape Mudge Indian Reserve No. 10.*

Subdivision of portion of District Lot 5024, Lillooet District (Devine Gravel Pit).

Subdivision of West Half of Legal Subdivision 4, Section 15, Township 22, New Westminster District (Columbia Valley Road Gravel Pit).

Defining right-of-way, MacCallum Road, Abbotsford.

Defining right-of-way, Brunette Street, Coquitlam.

Defining right-of-way, Willingdon Avenue, Burnaby.

Defining right-of-way, Pemberton Meadows Road, Pemberton Village to west boundary of Lot 183.*

Restoration of monuments, Hastings Street at Sperling Avenue, Burnaby.

Referencing monuments, South-west Marine Drive.

Region 2:

Westsyde Road, south boundary of North-west Quarter of Section 4 to north boundary of Section 22, Township 22, Range 17.

* Continuing surveys.

Miscellaneous Highways and Roads—*Continued*

Region 2—*Continued*

Princeton–Summerland Road No. 4 through District Lot 1193, near Princeton.

Balmoral Road No. 66, Trans-Canada Highway to Blind Bay.

Barriere Town Road No. 113–118 through District Lot 1483.

Boulder Mountain Road No. 125 and Schilling Gravel Pit in District Lots 1696 and 3312.

Canim Lake Road No. 318, 100 Mile House to north boundary of District Lot 4176.†

Mercer Gravel Pit in District Lot 2144, Lillooet District (Horse Lake).

Region 3:

Robson Access, Highway No. 3A to north boundary of Sub-lot 28 of District Lot 4598.

Kaslo arterial highway through Lots 208, 209, and 437, Kootenay District.*

Region 4:

Road No. 103 through South-east Quarter of Section 26, Township 84, Range 17 (Cecil Lake).

Road No. 107, from west boundary of Section 19 to south boundary of Section 23, Township 83, Range 17 (Baldonnel).

Road No. 145, Alaska Highway to north boundary of Section 12, Township 84, Range 19 (Fort St. John).

Willow Road No. 153 through District Lot 1942 (Prince George).

Douglas Lodge, Fort St. James, and Germansen Landing roads through District Lots 3180, 3182, and 3185, Range 5, Coast District.

Kitimat–Minette Bay Road, Kitimat to Alcan power-line.

Paradise Road and gravel-pit extension in District Lot 8635, Cariboo District (near Quesnel).

Subdivision plan, gravel-pit site in District Lot 310, Range 5, Coast District (Minette Bay).

Legal Surveys, Project Votes

Highway No. 1:

Project No. 1390—Mill Bay revision.†

Bridge Project No. 470—Diamond Overhead Crossing.†

Project No. 1367—Duncan curb and gutter.

Highway No. 3 and Alternatives:

Project No. 1208—West Trail to Glenmerry.*

Project No.1460—Kinnaird Interchange.†

Project No. 1544—Columbia River to Thrums.†

Highway No. 5:

Project No. 1458—McMurphy to Six Mile Crossing.*

Bridge Project No. 501—North Thompson crossing at Barriere.†

Project No. 1475—Six Mile Crossing to Chappell Creek.*

Highway No. 10: Project No. 1442—Langley By-pass.†

Highway No. 16:

Project No. 1288—Lot 5181 to Usk.†

Project No. 1291—Copper River to Usk.†

Project No. 1459—Terrace to Copper River.†

Project No. 1493—McBride Bridge approaches.

* Continuing surveys.

† Continuing surveys, now complete.

Highway No. 17: Project No. 1590—Swartz Bay to Ardwell Road.
Highway No. 29:
Project No. 1377—Hudson Hope to Chetwynd, Section 1.†
Project No. 1490—Hudson Hope to Chetwynd, Section 2.*
Highway No. 97:
Project No. 1358—Mile 164 to Mile 183, John Hart-Peace River Highway.
Project S. 2364-2—Cariboo Highway, Mile 95.6 to Mile 111.8.*
Other Highways: Project No. 1596—Northwood Pulp Mill Access.*
British Columbia Ferry Authority:
Kelsey Bay foreshore lot and water-line easement.
Otter Bay foreshore lot.
Swartz Bay foreshore lot extension.
Swartz Bay terminal consolidation survey.
Swartz Bay water-line easement.

* Continuing surveys.
† Continuing surveys, now complete.

MATERIALS TESTING BRANCH

E. E. Readshaw, Senior Materials Engineer

Soil Surveys

Soil surveys on 474 miles of new route locations and reconstruction of existing routes have continued this past year and work on 140 miles is continuing. Four regional power auger rigs, seven headquarters diamond drills, and several contractors' drills were used on the 1966 projects.

One of the contract drills, called a Becker drill, was used extensively for quick results. This machine drives a casing down into the soil with a pile-driving hammer and recovers the soil with compressed air. It is 10 times as fast as the usual water-operated diamond drill, but, being a heavier machine, it is more expensive to run. Where detailed measurements of soil characteristics are not needed, this type of drill is being used increasingly. Near Prince Rupert, where muskeg deposits are extensive, the small motor-operated drill carried by two men is the best means of obtaining much of the soils information. In one case near Agassiz a helicopter was used to transport a diamond-drill rig to an otherwise inaccessible slope where soils information was required.

Seismic methods of exploration are being used to determine depths to bedrock, and the Department has purchased a portable 12-channel instrument for this purpose. A crew is training in the use of the instrument, and Branch personnel are gaining experience in interpreting field records. Consultants have also used seismic surveys for predicting the amount of explosive which can safely be used near buildings, tunnels, and existing bridge abutments. This is done by monitoring with the seismograph the blast waves from several small explosions and then measuring the strength of the shock waves generated.

Bridge Foundations

Bridge foundations continue to make up a large part of the Branch's work. This past year 44 sites were investigated. Test-holes totalling about 11,000 feet were put down and soil samples recovered for testing in the laboratory. Twelve sites were on the new North Thompson route now being constructed. At Moose Lake on Highway No. 16, the approach fills to a railway overpass extend out into

the lake. The lake-bed consists of very soft glacial silt under depths of water up to 40 feet. An intensive investigation was carried out to determine the most feasible method of constructing the fill in the lake. It was found that the fill could be constructed to an initial height just above water by end dumping. Later, after settlement had taken place, the remaining fill could then be placed. So far the first 12 feet of height has been constructed, and instruments placed on the lake-bed have shown no major failure, although some minor up-thrusts of the lake-bed have occurred. It is expected that the whole fill will be completed by the end of 1967.

At McBride the new Fraser River Bridge has been started, and the 3-foot-diameter prestressed concrete piles, 164 feet long, have been successfully driven into soft clay, relying for their support upon the frictional resistance of the clay. This is believed to be the first time that such large piles have been used this way. The piles were load-tested, and strain gauges and piezometers were cast into the precast piles before they were driven. The piezometers registered considerable pore pressure immediately after the piles were driven, which dissipated after a period of about one month, showing that the soft clay does consolidate around the pile relatively rapidly. Load tests after two weeks showed the bearing capacity to be in excess of that calculated from theory. Unfortunately the strain gauges were damaged during driving, and no meaningful results were obtained about the distribution of stress under load.

Slides and Stability Problem

Problems with rock slopes continue to arise, and the Branch has recently completed the stabilization work at Hells Gate Bluffs in the Fraser Canyon and at Porteau Bluffs on the Squamish Highway. Both jobs have involved the placement of rock bolts under difficult working conditions. A further rock problem is under study at Agassiz, where a new cut will come to within 30 feet of an existing railway tunnel. To gain knowledge of the stress conditions which will be set up during the excavation, a study is being made of methods of measuring such stresses both on models in the laboratory and in the field with optical strain gauges. A further 200-foot-high cut at Gold River is also being investigated. As the scale of excavations in rock increases, more data will be needed on the relatively new science of rock mechanics.

Several landslides and fill failures occurred, which were investigated and remedial measures recommended. The most serious was at Quesnel, where the river bank adjacent to the highway began to move. The area was extensively developed. Test-holes showed the soil to consist of loose gravel and silt overlying hard clay and lignite. A large amount of water lying in the gravel and trapped by the underlying clay was gradually softening the clay, and the bank began to subside. The water was found to be coming from fractured water mains and drainage lines. These were repaired and horizontal drains installed, from which a relatively large flow was obtained. Movement has now ceased, but observations are continuing.

The majority of slides in British Columbia are caused by excessive amounts of underground water, and the solution is very often to be found in the proper provision of drainage. Horizontal drains are continually being installed to solve such problems, but a better solution is to install such drainage during construction. Photo 1 shows such an installation at Nicholls Creek on the Mica Access Road. In this case, high artesian pressures under the fill were intercepted by perforated pipes laid in a carefully zoned fill. The resultant flow of water indicates their success (*see* photo 2).

Portland Cement Concrete

The repair of concrete bridge decks deteriorated by the action of frost and de-icing salts has proceeded this past year and the previous year. In 1966 about 10,000 square yards of deck have been resurfaced with a thin lift of new dense concrete, which has considerably improved the riding quality of these bridges. So far the bond of the new concrete to the old has proved adequate in resisting traffic and frost action. It is hoped that the repair programme can be accelerated next year by mobilizing an additional crew. Experiments are under way on several new formulations for repairing bridge decks with even thinner surfacing materials.

Research

Tests have been carried out on the capability of waterproof membranes to adhere to concrete under the action of freeze-thaw conditions and vapour pressure. The purpose of these membranes is to prevent de-icing salts which may leak through an asphalt surface from penetrating the concrete underneath. There have been many cases where this action has rotted the concrete. So far no membrane appears able to bond properly under the laboratory-simulated conditions.

Pavement Design

Two sections of highway were built with a cement-treated base this year—one near Dawson Creek and the other at South-west Marine Drive, Vancouver. The Branch prepared designs for the base thickness required and the cement content of the base material. At South-west Marine Drive the naturally dense sandy clay was used as aggregate and no gravel imported. A 6-inch concrete surface was placed over the soil cement sub-base. At Dawson Creek, gravel from the Pouce Coupe River was used as aggregate, and this was first spread on the existing road surface and then mixed with cement in place. Without the cement at least twice the amount of gravel would have been needed, and this area is extremely short of it.

In the course of investigations to determine pavement thickness design, the load-bearing capacities of existing highways and change of strength of highways during the spring thaw are measured by testing pavement deflections with the Benkleman beam. In addition, data on conditions of the pavement surface are obtained, as well as an evaluation of the pavement performance rating. The analysis of this data is time-consuming, and steps are therefore being taken to have this done by the computer, which will print out summaries, comparisons, and correlations in a very short time. The results then become permanent records and can be used conveniently at any time.

This spring, for the third successive year, Benkleman beam studies and a pavement condition survey have been carried out on the Trans-Canada Highway near Golden. This highway has shown signs of distress during the spring break-up, which are unexpected in view of the original construction specification used. It appears that the problem is not caused by underdesign of the thickness of base used, but by the unexpected behaviour of the base materials used. The materials are very dense, well compacted, and impermeable, which introduces a drainage problem in the spring when the small amount of additional water caused by the thaw cannot escape quickly enough from the area affected by wheel loads. This causes distortion and cracking of the base and pavement, which increases in magnitude each spring. The proposed solution is to recap with cement-treated gravel and repave. Trial sections of this solution have performed well.

Inspection of Materials

As in other years, inspection tests on road materials such as culverts, piles, concrete products, paint, steel, grinding-wheels, fencing, and lumber were carried out by regional staff. A total of 1,000 inspections was made. In addition, new specifications for culvert and precast concrete products have been prepared.

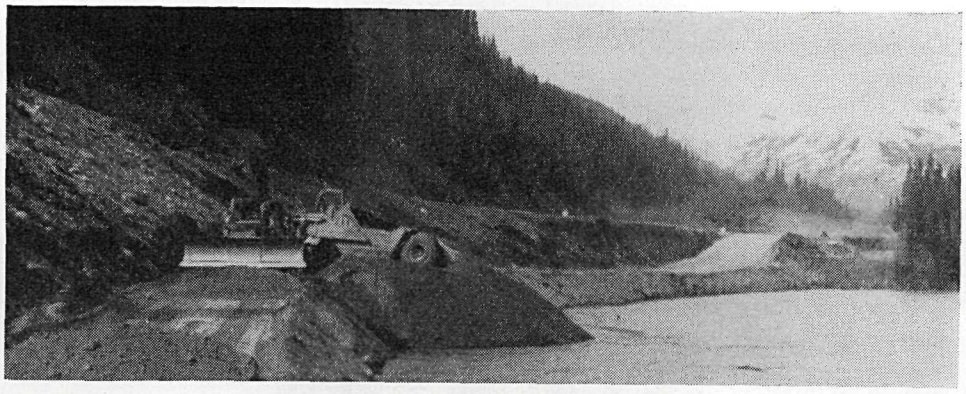
Training

The training course for drillers was held in January. Twenty-eight drillers attended.

Branch examinations were set this year for the first time and were written by the engineering aides in all regions. These will be continued on a regular basis.

Summary of Work Done

	Region					Total
	Vancouver	Kamloops	Nelson	Prince George	Head-quarters, Victoria	
Soil surveys (number of projects)	18	9	10	10	5	52
Miles	154.44	91.83	77.59	103.20	47.34	474.40
Number of test-holes drilled	888	59	88	398	90	1,523
Total feet of holes drilled	5,568	1,297	1,800	3,925	3,538	16,128
Number of gravel pits investigated	11	11	31	63	5	121
Number of test-holes and test-pits	197	52	417	889	15	1,555
Total feet of drilling	1,368	550	6,073	6,476	929	15,396
Number of stability investigations and landslides	1	6	3	11	30	51
Number of test-holes	62	.....	44	103	179	388
Total feet drilled	913	.....	760	956	11,784	14,413
Number of bridge foundations	2	.....	.....	2	40	44
Number of test-holes	17	.....	.....	8	113	138
Total feet of drilling	348	.....	.....	217	10,129	10,694
Concrete inspection projects	24	9	14	16	5	68
Number of cylinders tested	2,082	169	706	330	978	4,265
Number of site inspections	291	22	40	16	123	482
Feet of piles inspected	199,868	.....	.....	.....	.....	199,868
Feet of culvert inspected—C.M.P., asbestos cement, and concrete	349,626	.....	2,382	12,358	.....	364,366
Feet of lumber inspected	.....	.....	29,904	185,937	.....	215,841
Research projects and other miscellaneous investigations—						
Buildings, water wells, etc.	4	1	.....	6	15	26
Number of test-holes	42	.....	.....	.....	43	85
Feet of drilling	705	.....	.....	.....	2,062	2,767
Paint (number of inspections)	13	.....	.....	.....	208	221
Other materials—epoxy, asphalt plank, nails, chain link fence, neoprene, steel (number of inspections)	40	.....	6	.....	43	89
Benkleman beam studies—						
Research projects	.....	.....	.....	.....	2	2
Miles of pavement design studies	61.7	43	42	63	.....	209.7
Miles of construction testing	.....	46	.....	42	.....	88
Number of sections tested for spring restrictions, approximately 12 times per year	26	37	34	47	.....	144
Seismic surveys (number of projects)	.....	.....	.....	.....	5	5
Bridge-deck resurfacing programme (number of bridges treated)	.....	.....	.....	.....	7	7
Soil tests performed	3,163	1,456	4,953	3,033	5,463	18,068



Fill being placed along the edge of the Yellowhead Lake over the very soft clay lake-bed.

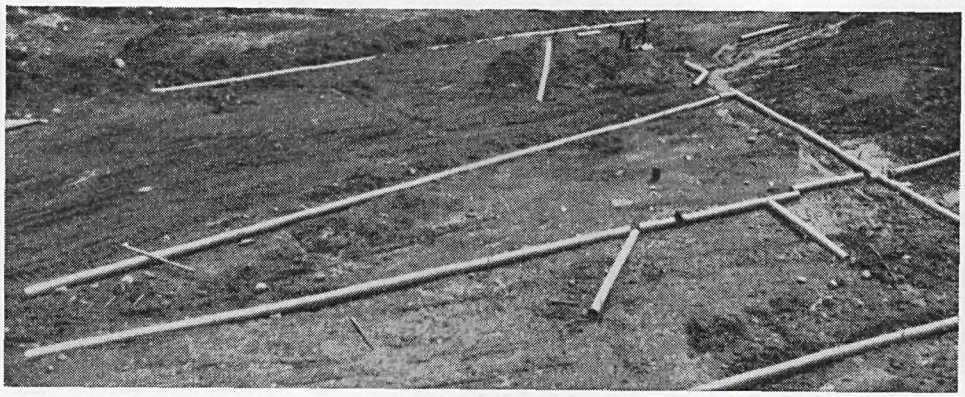
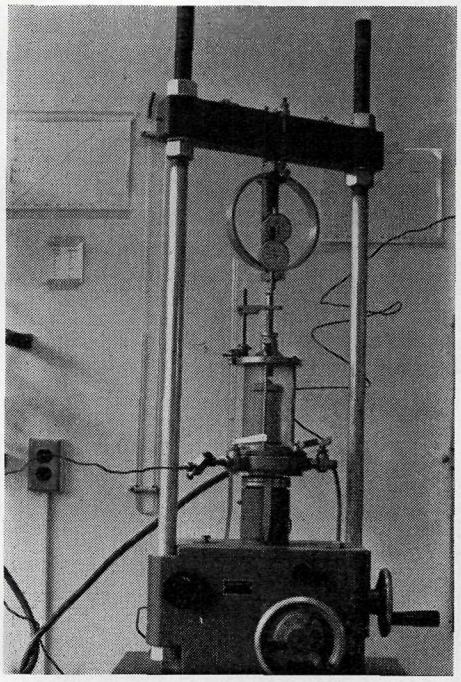


Photo 1. Network of perforated pipes being laid at Nicholls Creek fill on Mica Access Road. Drains will prevent underground water rising into the fill.

Photo 2. Copious flow of underground water flowing from drains under Nicholls Creek fill.



Sample of undisturbed soil being tested in the triaxial machine in the Victoria laboratory. Strength and pore-water pressure are being measured.

TRAFFIC BRANCH

J. H. Harding, Senior Traffic Engineer

During the past fiscal year the Traffic Branch continued to co-operate with individuals and organizations in the allied fields of traffic safety, community planning, standardization of traffic-control devices, and traffic operations. The Senior Traffic Engineer represents the Department on the British Columbia Safety Council, the St. John Ambulance Highway First Aid Committee, the Capital Regional Planning Board, the Canadian Good Roads Association Committee on Uniform Traffic Control Devices for Canada, and the Canadian Good Roads Association Committee on Traffic Operations.

Short traffic counts were taken with automatic equipment at over 800 locations where traffic is counted annually in the summer. A number of special counts were taken for various reasons, including all the machine-made traffic counts necessary for two city traffic studies made by consulting engineering firms. Count data from our permanent count stations showed total traffic increased over 1965 totals by about 9 per cent in the Northern Interior, 10 per cent in the Southern Interior, 12 per cent in the Fraser Valley, and 6 per cent on Vancouver Island.

Traffic signals were installed at 29 intersections, and flashing beacons were installed at three locations. Two hundred street-lighting luminaires were installed at intersections and interchanges, and 125 freeway directional signs were lighted. Design and installation of this number of electrical traffic-control devices taxed the relatively small staff to the limit. Fifteen railway grade crossings were signalized in co-operation with the Federal Board of Transport Commissioners and the railways.

During the year numerous intersection problems were investigated, and, where necessary, improvements such as widening, channelization, signing, and signal revisions were carried out. Designs for many new Departmental construction projects were checked for operational adequacy.

Changing conditions necessitated the review of many speed limits. The opinion of the responsible police forces was obtained in most cases, and, where necessary, actual travel speeds were checked by means of a radar speed meter.

Further study was instigated in connection with the Metropolitan Victoria traffic report prepared for the Capital Region Planning Board by a firm of consulting engineers. The Senior Traffic Engineer participated in a study of proposals for a new Burrard Inlet crossing.

Division 23 of the Regulations Pursuant to the Motor-vehicle Act was approved by Cabinet. This regulation requires all British Columbia municipalities to conform by a specific date with specified standards regarding traffic signals and certain traffic signs.

The second edition of the manual " Uniform Traffic Control Devices for Canada," prepared by the Council on Uniform Traffic Control Devices for Canada, was received and distributed to regional and district officials. Work was continued on the preparation of the Department's own manual.

Reports of fatal accidents which occurred in the 1966 calendar year were reviewed in detail and significant characteristics tabulated.

E. B. WILKINS,
Design and Planning Engineer.

REPORT OF THE CHIEF RIGHT-OF-WAY AGENT

During the 1966/67 fiscal year a total of 595 settlements was completed by the Right-of-way Branch. One claim was submitted to arbitration proceedings. The expenditure for right-of-way and other properties acquired by the Department totalled $4,329,444.81. This included holdings purchased on behalf of the British Columbia Ferry Authority. Of this amount, $2,094,722.16 was expended for right-of-way on the Trans-Canada Highway.

There were 21 sales by public tender and 18 sales by public auction of lands surplus to highway requirements and of buildings to be cleared from rights-of-way. These sales resulted in a recovery of $64,082.88. Gross revenue from rentals amounted to $75,595.92. During the fiscal year a total of 161 buildings and parcels of land was under short-term lease or rental agreement. The largest number of these is on the Upper Levels Highway, where advance right-of-way acquisition has accounted for the purchase of 44 improved properties currently under rental.

The opening of an office last year in Smithers has facilitated operations in the Prince George Regional Office. A similar arrangement, which had been temporarily deferred, will be carried out by the establishment of a branch in Cranbrook as a subsidiary of the Nelson Regional Office.

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

REPORT OF THE SUPERINTENDENT OF EQUIPMENT

During the year a net total of $6,499,349.73 was expended to cover the cost of labour, repairs, fuel, and garage overhead required to operate and maintain equipment owned by the Government and operated by the Department of Highways.

The sum of $2,666,418.88 was expended on the purchase of new equipment, as follows: 19 graders; 11 crawler tractors; 19 rubber-tired loaders; 1 truck-mounted loader; 5 steam generating plants; 4 rotary snow-ploughs; 31 reversible blades and one-way snow-ploughs; 2 concrete screeds; 1 screening plant; 4 light plants; 5 miscellaneous trailers, 1 aerial ladder; 1 derrick-digger; 1 speed mixer; 4 four-door sedans; 2 vans; 61 ½-ton pick-ups; 25 ½-ton panels; 4 ¾-ton pick-ups; 6 1-ton panels; 7 1-ton trucks; 5 3-ton trucks; 40 4-ton trucks; 2 motor-cycles; 1 compactor, cutter, and crusher; 1 vibrating roller; 1 pull-type roller; and sundry small equipment such as rock drills, saws, garage equipment, etc.

MIXING PLANTS

Two Departmental mixing plants operated in 44 different locations and produced 50,613 cubic yards of asphalt patching material.

SIGN-SHOP

From the period April 1, 1966, to March 31, 1967, a total of 31,317 metal and plywood signs was produced at a net expenditure of $235,093.98.

J. H. SMYTHE,
Superintendent of Equipment.

REPORT OF THE SUPERINTENDENT OF FERRIES

Fifty-one ferries were operated under the jurisdiction of the Department of Highways during the 1966/67 fiscal year. Of these, 14 were Government-owned major ferries, 12 were Government-owned cable ferries, 13 Government-owned reaction ferries, and 7 were privately owned subsidized ferries. There were also 5 Government-owned miscellaneous ferries.

TRAFFIC

The traffic for the year totalled 2,252,054 vehicles and 5,519,534 passengers. This is a slight decrease from the preceding year and was brought about by the opening of the Kinnaird bridge, relieving the heavy traffic flow on the Castlegar ferries.

MAINTENANCE

All ferries were inspected during the year, and all repair work was accomplished with a minimum of inconvenience to the public. Relief ferries were provided wherever it was possible to do so.

NEW CONSTRUCTION AND ALTERATIONS

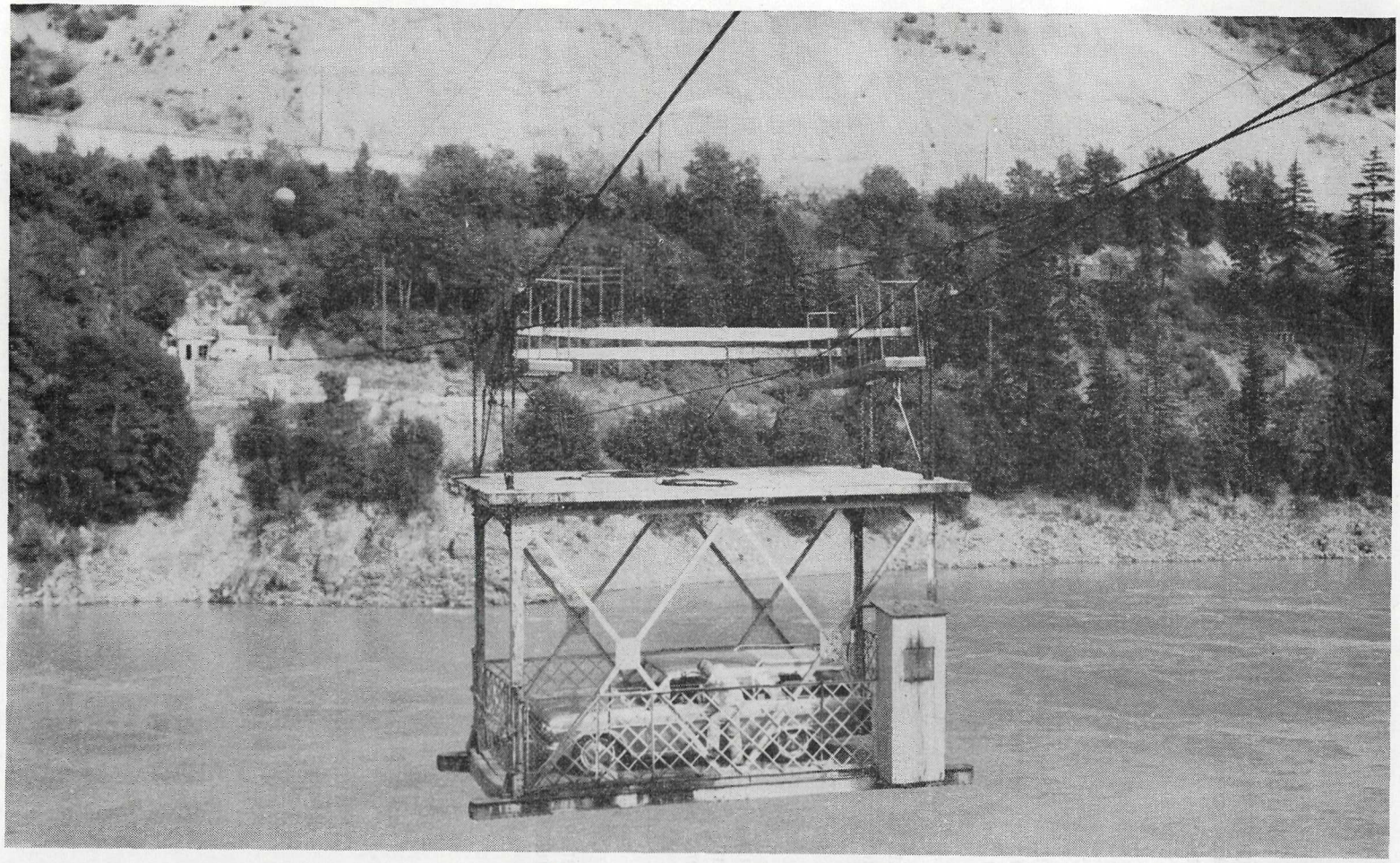
Comox District.—The passenger vessel M.V. " Uchuk II " was purchased and put into operation between Sointula, Alert Bay, and Port MacNeill. The vessel, renamed " Sointula Queen," is basically used as a school bus, although other passenger usage is increasing constantly.

GENERAL

A great deal of research and engineering design have been done in connection with the proposed new ferries and landings such as those for the new Arrow Lake sites.

FERRY REVENUE

Albion	$81,830.20
Arrow Lakes (Upper)	21,949.75
Barnston Island	69.00
Comox–Powell River	289,768.00
Denman Island	15,380.70
Francois Lake	350.00
Gabriola Island	46,018.80
North Bend	11,779.80
Quathiaski Cove	60,013.40
Sointula	5,142.75
Thetis Island	9,967.80
Woodfibre	69,742.00
Total	$612,012.20



North Bend Aerial Ferry, Fraser Canyon.

RECORD OF FERRY TRAFFIC, FISCAL YEAR 1966/67

Ferry	Round Trips	Automobiles	Passengers, Exclusive of Driver	Trucks	Trailers and Semi-trailers	Motorbuses	Motorcycles	Rigs	Live Stock	Miscellaneous Vehicles	Total Vehicles Carried
Albion	15,869	172,401	122,952	8,815	1,955	75	603	.....	.....	.....	183,849
Arrow Lake (Upper)	3,769	16,437	16,151	689	418	14	10	.....	.....	30	17,598
Arrow Park (East)	22,441	24,091	104,359	24,127	1,213	2,566	.....	.....	.....	.....	51,997
Barnston Island	21,946	23,319	53,659	15,711	89	758	.....	.....	881	58	39,935
Big Bar	1,012	41	1,843	529	.....	.....	.....	.....	372	9	579
Blackpool	4,316	2,573	6,201	1,680	43	3	102	.....	179	49	4,450
Brentwood	4,430	48,231	59,610	1,604	332	62	97	1	.....	.....	50,327
Castlegar	57,044	776,655	1,141,383	215,876	13,137	7,563	2,789	.....	141	.....	1,016,020
Cedarvale	9,475	4,172	19,905	2,359	.....	.....	.....	.....	.....	.....	6,531
Clayhurst	9,220	9,951	24,501	9,111	216	16	20	.....	1,131	311	19,625
Comox–Powell River	1,167	21,899	80,194	4,166	1,299	30	116	.....	.....	.....	27,510
Copper City	1,616	277	3,051	84	.....	.....	.....	.....	26	.....	361
Creston (West)	17,435	8,373	21,590	12,961	.....	.....	.....	.....	146	202	21,536
Denman Island	4,846	31,810	50,742	2,002	545	194	.....	.....	.....	9	34,560
Dodge Cove	310	.....	3,263	.....	.....	.....	.....	.....	.....	.....	.....
Francois Lake	3,920	30,881	68,421	6,270	515	.....	.....	.....	.....	.....	37,666
Gabriola Island	3,874	43,877	90,950	2,234	790	10	39	12	4	.....	46,962
Glade	15,711	18,910	73,979	9,604	.....	.....	12	4	14	.....	28,530
Gravelle	2,723	586	4,295	1,505	.....	.....	.....	.....	255	99	2,190
Hansard	6,150	9,388	11,324	1,191	10	31	26	.....	.....	12	10,658
Harrop	28,754	73,700	154,305	18,699	1,615	905	1,416	.....	3,782	99	96,434
Hornby Island	2,749	11,301	21,763	668	331	.....	21	.....	4	3	12,324
Isle Pierre	2,808	654	4,479	1,322	6	.....	.....	.....	.....	2	1,984
Kootenay Lake	3,979	85,043	163,132	18,080	5,549	157	403	.....	174	3	109,235
Lasqueti Island	638	.....	3,019	.....	.....	.....	.....	.....	.....	.....	.....
Little Fort	6,337	1,514	13,746	1,254	.....	.....	.....	.....	686	101	2,869
Lytton	14,658	6,272	65,924	5,414	99	1,338	.....	889	2,619	.....	14,012
Marguerite	7,807	3,799	13,966	4,077	61	25	3	220	659	19	8,204
McLure	6,008	4,167	12,387	1,435	.....	.....	.....	.....	1,356	.....	5,602
Needles	22,116	48,096	102,865	29,500	2,575	832	37	.....	483	.....	81,040
North Bend	46,313	38,938	108,448	18,170	78	245	490	.....	30	121	58,042
Quathiaski Cove	4,853	50,842	139,062	14,989	1,476	60	160	.....	.....	55	67,582
Renata	4,451	5,884	14,426	1,902	146	.....	72	.....	.....	.....	8,004
Shuswap Lake	148	22	749	113	19	1	.....	.....	2	72	227
Soda Creek	4,931	1,832	9,985	2,826	10	.....	29	7	136	9	4,713
Sointula	491	.....	16,947	.....	.....	.....	.....	.....	.....	.....	.....
Stikine	1,048	1,103	1,838	426	106	7	2	.....	.....	20	1,664
Texada Island	1,731	9,435	44,904	490	46	.....	42	.....	.....	.....	10,013
Thetis Island	2,384	8,826	49,147	1,225	161	1	.....	.....	.....	.....	10,213
Twelve Mile	26,929	36,956	110,379	32,111	1,705	2,002	.....	.....	.....	178	72,952
Twenty-four Mile	20,874	28,731	61,596	19,666	1,097	1,066	.....	.....	.....	108	50,668
Usk	8,615	5,517	13,186	231	.....	.....	.....	.....	.....	.....	5,748
Woodfibre	4,498	26,650	182,854	2,222	639	.....	129	.....	.....	.....	29,640
Totals	430,394	1,693,154	3,267,480	495,338	36,281	17,961	6,618	1,133	13,080	1,569	2,252,054

S. E. BLANCHARD,
Superintendent of Ferries.

REPORT OF THE DIRECTOR OF ELECTRONICS

A fully solid-state repeater concept was designed and developed by the Department. After thorough environmental testing, units were installed at four locations, giving very excellent results and reliability.

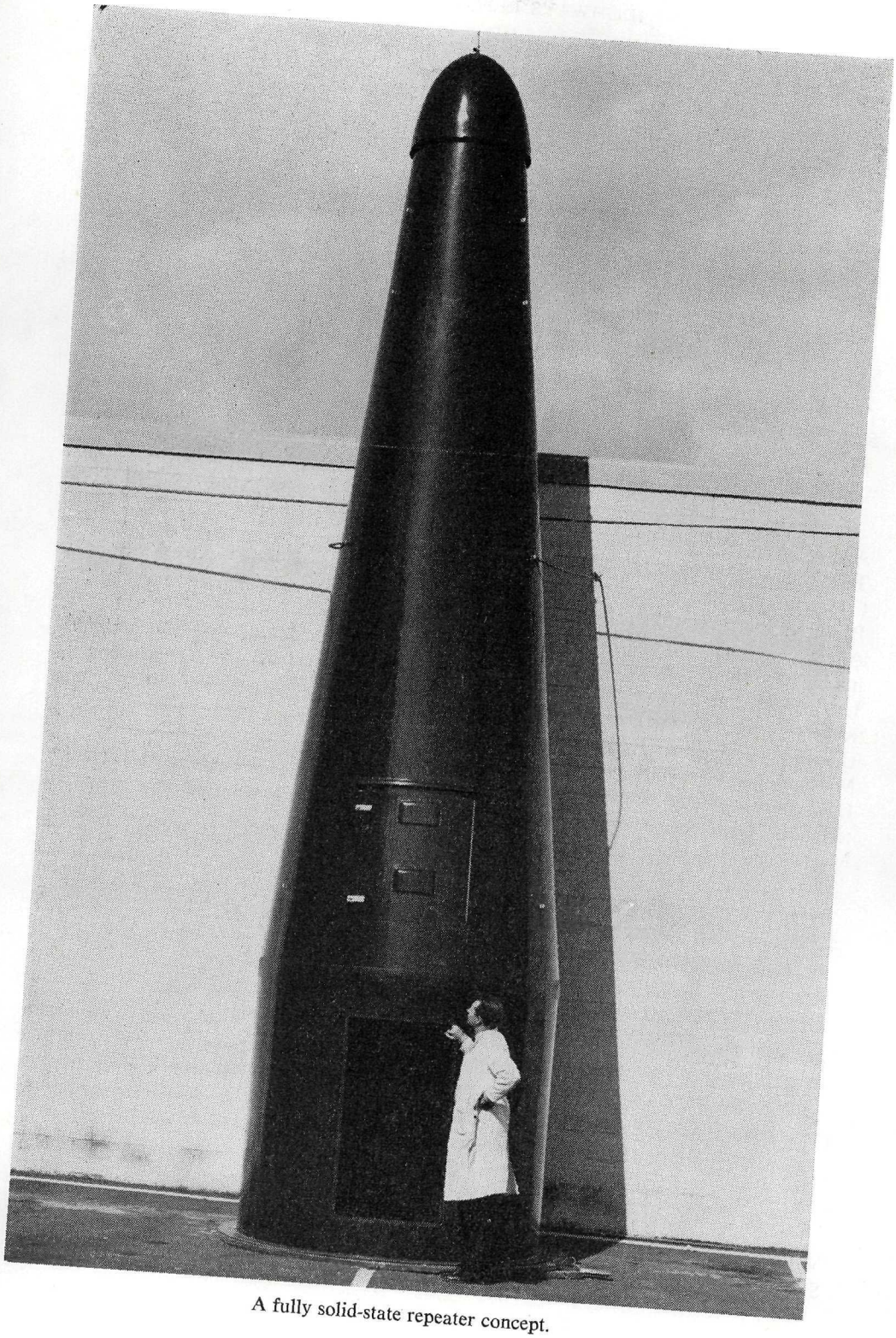
Fibreglass buildings are being constructed which will present a complete communications package containing power supply, communications equipment, heating unit, and antenna systems within the structure, thus eliminating the very real icing and structural problems at mountain sites. Units are light enough to be placed on site by ordinary helicopters, and the aim is for at least a two-year period without further service or attention. Such a concept will have far-reaching application in the development of our communication network, especially in the more remote areas.

Base stations were added at Tête Jaune Cache and Red Pass and at all construction camps on the Yellowhead–Prince George route.

Some 75 mobile units were added to the system.

Continuing communications surveys were carried out on the Stewart–Cassiar route, Prince Rupert-Queen Charlotte Islands, Yellowhead, and Big Bend areas for future development.

W. F. CONLAN,
Director of Electronics.



A fully solid-state repeater concept.

REPORT OF THE PERSONNEL OFFICER

APPLICATIONS FOR EMPLOYMENT

A total of 1,575 applications was received and processed.

POSITION POSTINGS

One hundred and forty-one positions were posted for Province-wide competition, 61 being issued from this office, 80 by the Civil Service Commission.

CORRESPONDENCE

A total of 9,826 letters and allied documents was received and processed, and 5,667 letters were issued.

25-YEAR CERTIFICATES

Twenty employees received certificates. They are: N. Allan, Right-of-way Agent, Victoria; H. Brown, Road Maintenance Foreman, Nanaimo; R. Lomas, Technician 1, Bridge Branch, Victoria; M. K. Nicholson, Mechanic Foreman 3, Courtenay; A. E. Rhodes, Comptroller of Expenditure, Victoria; W. H. Sluggett, Power-grader Operator, Burnside; N. C. Tattrie, Assistant Chief Right-of-way Agent, Victoria; G. Wilkinson, Sign Maintenance Man, Burnside; D. A. Carmichael, Road Maintenance Foreman, Nelson; W. S. Charter, Mechanic 3, Kelowna; L. F. Cote, Power-shovel Operator, Nelson; J. H. Davy, Power-grader Operator, Kelowna; R. H. Dill, Technician 2, Nelson; Mrs. H. M. Haylmore, Senior Clerk, Lillooet; T. Nutter, Road Maintenance Foreman, Nelson; D. C. Pollock, Road Maintenance Foreman, North Vancouver; J. W. Richardson, Truck-driver, Merritt; D. O. Young, Road Maintenance Foreman, Cranbrook; G. Grummett, Road Maintenance Foreman, Grand Forks; and M. Ovington, Road Maintenance Foreman, Merritt.

EXAMINATIONS

Standards common to all engineering branches have now been established by means of examinations for our engineering aides. It has provided a sound basis for uniform classification throughout the Department.

IN-SERVICE TRAINING

Practically every area of classification is now exposed to some form of pertinent training or, if not, training programmes are in the planning state. A few examples are Executive Development, Basic Public Administration, Human Relations and Communications, Apprentice Mechanics, Driver Training, Real Estate and Appraisal, Computer, Drilling.

SAFETY

Safety Officers for the year were A. Caldwell, Engineering Assistant, North Vancouver; H. D. Francis, Right-of-way Agent, Kamloops; G. K. Austin, District Superintendent, Cranbrook; and J. E. Steven, District Superintendent, Pouce Coupe.

CLASSIFICATION REVIEWS

This office undertook 20 classification reviews.

POSTGRADUATE STUDY

With partial assistance from the Government, D. Parkes and G. Clarke attended the first year of a two-year course to obtain their Master of Science degree in transportation planning.

GENERAL

The Department was saddened by the death of one of its most popular and competent officials, C. A. (Tony) Scarborough, Regional Location Superintendent, Nelson, who passed away November 23, 1966.

H. C. DAVIES,
Personnel Officer.

REPORT OF THE INSURANCE AND SAFETY OFFICER

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

Total number of accidents		747[1]
Number of claims in which we recovered our repair costs	114=	$21,493.77
Recoveries pending	63=	23,707.97
Total		$45,201.74
Number of property damage claims in which we paid out	109=	$21,248.33
Number of bodily injury claims in which we paid out	2=	607.55
Various claims pending	32=	10,713.98
Costs		50.00
Total		$32,619.86

[1] In 105 accidents the Government vehicles were parked. In 1965/66 there were 843 accidents.

Motor-vehicles Involved in Accidents

(1965/66 figures in parentheses.)

Department	Number of Accidents	Number of Vehicles	Percentage of Vehicles	Percentage of Accidents
Agriculture	6 (5)	82 (77)	1.5 (1.5)	0.8 (0.6)
Attorney-General	40 (44)	246 (231)	4.4 (4.5)	5.3 (5.2)
Education	8 (6)	128 (108)	2.3 (2.1)	1.0 (0.7)
Finance	10 (6)	84 (82)	1.5 (1.6)	1.3 (0.7)
Forest Service	146 (150)	1,148 (1,010)	20.7 (19.6)	19.4 (17.8)
Health Services and Hospital Insurance	39 (36)	297 (224)	5.4 (4.4)	5.2 (4.3)
Highways	389 (477)	2,670 (2,578)	48.2 (50.1)	51.9 (56.5)
Lands Service	3 (7)	68 (125)	1.2 (2.4)	0.4 (0.8)
Mental Health	10 (1)	58 (1)	1.0 (1)	1.3 (1)
Provincial Secretary	4 (4)	78 (76)	1.4 (1.5)	0.5 (0.5)
Public Works	14 (14)	102 (94)	1.9 (1.8)	1.9 (1.7)
Recreation and Conservation	33 (30)	276 (269)	5.0 (5.2)	4.4 (3.5)
Water Resources	9 (2)	61 (2)	1.1 (2)	1.2 (2)
Social Welfare	20 (33)	134 (126)	2.4 (2.5)	2.7 (3.9)
All others	19 (32)	112 (141)	2.0 (2.8)	2.7 (3.8)
Totals	750[3] (844)	5,544 (5,142)	100.0 (100.0)	100.0 (100.0)

[1] Included with all others in previous years.
[2] Included with Lands Service in previous years.
[3] Three accidents involved vehicles of two departments.

One hundred and sixty-one assessments totalling $2,115 were recommended by the Interdepartmental Safety Committee. A number of drivers were convicted in Magistrate's Court and others were reprimanded, suspended, or dismissed.

Comparison by Years of Claims Paid by the Government

1963/64	$31,949.00[1]	1965/66	$60,389.00[3]
1964/65	92,776.00[2]	1966/67	21,905.88[4]

[1] One claim pending. [2] Three claims pending. [3] Twelve claims pending. [4] Thirty-two claims pending.

Damages Recovered by the Government

1963/64	$32,137.00[1]	1965/66	$40,723.00[3]
1964/65	39,447.00[2]	1966/67	21,494.00[4]

[1] Two claims pending. [2] One claim pending. [3] Sixteen claims pending. [4] Sixty-three claims pending.

Damage Cost

Estimated damage to Government vehicles	$140,882.00
Less damage recovered or pending	45,202.00
Net cost to repair Government damage	$95,680.00
Add third-party claims paid or pending	27,903.00
Estimated total damage cost resulting from accidents	$123,583.00
Estimated total damage cost resulting from accidents, 1965/66	141,525.00

Totals for all types of claims processed through this office: Recovered, $143,-638.83; paid out, $119,087.48.

Premiums Paid for Insurance Placed during 1966/67

Department of Highways	$183,218.23
British Columbia Ferry Authority	211,666.76
All other departments	31,145.65
Total	$426,030.64

CLAIMS AND SAFETY PROMOTION

Claims, other than those arising out of motor-vehicle accidents, consisted of recovery of repair costs to 64 damaged lamp standards, 61 bridges, 225 guard-rails, 47 signs and flashers, and 39 miscellaneous claims.

In the area of litigation, 16 cases were heard in the Courts, with judgment given us in 10 cases. Twenty-eight cases are pending in one stage or another of litigation. Of these, we are the defendant in 21 cases.

There were 17 meetings held of the Interdepartmental Safety Committee, and eight meetings of the Headquarters Safety Committee.

British Columbia Safety Council awards were won by various districts and crews. These consisted of 54 bronze, 25 silver, 10 gold, and 2 bronze-on-gold.

As a result of the continuing efforts of the Headquarters Safety Committee, Regional Safety Officers, and supervisory personnel, the accident and cost frequency reflects a satisfactory picture, and it is clearly evident that, in the main, there is an awareness and emphasis on individual and collective safety throughout the Department.

J. A. LONSBURY,
Insurance and Safety Officer.

TENDERS RECEIVED AND CONTRACTS AWARDED, FISCAL YEAR 1966/67

HIGHWAYS

Description of Work and Names of Tenderers	Amount of Tenders at Unit Rates Based on Estimated Quantities	Remarks
Project No. 1548—Kootenay–Columbia Highway, Reconstruction, McMurdo to Golden (14.76) Miles:		
Dawson Construction Ltd.	$4,170,948.80	Awarded.
Standard-General Construction (International) Ltd.	4,171,628.40	
Square M Construction and Coleman Collieries Ltd.	4,193,859.00	
James G. Construction Ltd.	4,401,772.80	
United Contractors Ltd.	4,839,446.20	
Peter Kiewit Sons Co. of Canada Ltd.	4,871,063.50	
Project No. 1574—Northern Trans-Provincial Highway, Reconstruction, Prince Rupert Arterial Section (3.68 Miles):		
McPhail's Construction Co. Ltd.	1,585,125.00	Awarded.
The Cattermole-Trethewey Contractors Ltd.	1,850,322.00	
Ben Ginter Construction Co. Ltd.	1,872,629.00	
Standard-General Construction (International) Ltd. and Granby Construction & Equipment Ltd.	2,094,989.00	
Peter Kiewit Sons Co. of Canada Ltd.	2,276,848.00	
Project No. 1580—Southern Trans-Canada Highway, Reconstruction, Van Horne St. Arterial (354R), Cranbrook, Third St. to Baker St. (0.63 Mile):		Includes plant-mix paving, curb and gutter.
Dawson Construction Ltd.	147,946.00	Awarded.
H.B. Contracting Ltd.	166,649.85	
Columbia Bitulithic Ltd.	180,909.89	
Peter Kiewit Sons Co. of Canada Ltd.	189,171.50	
Project No. 1599—Trail–Nelson Highway No. 3A, Reconstruction, Columbia Ave. Arterial (112R), Castlegar, Juniper St. North (1.05 Miles):		Includes plant-mix paving, curb and gutter.
H.B. Contracting Ltd.	159,488.01	Awarded.
G. R. Dawson Holdings Ltd.	226,855.96	
Midvalley Construction Co. Ltd.	278,370.44	
Project No. 1607—Cariboo Highway, Reconstruction, Front St. Arterial (361R), Carson Ave. North (0.96 Mile):		Includes plant-mix paving, curb and gutter.
H.B. Contracting Ltd.	204,570.20	Awarded.
Narod Construction Ltd.	218,801.09	
Mid West Construction Ltd.	222,622.70	
Columbia Bitulithic Ltd.	251,439.94	
Peter Kiewit Sons Co. of Canada Ltd.	264,557.35	
Midvalley Construction Co. Ltd.	286,599.75	
Project No. 1609—Contract No. 2, Hudson Hope Streets, Hudson Hope Housing and Trailer Development, and Hudson Hope–Charlie Lake Road:		Plant-mix paving, and part curb and gutter.
Columbia Bitulithic Ltd.	399,872.00	Awarded.
H.B. Contracting Ltd.	450,848.00	
Project No. 1615—Kinnaird–Nelson Highway No. 3A, Reconstruction, Taghum to Nelson (4.36 Miles):		
P. F. Law Construction Ltd.	1,000,319.00	Awarded.
The Cattermole-Trethewey Contractors Ltd.	1,149,489.00	
Standard-General Construction (International) Ltd.	1,290,271.00	
New West Construction Co. Ltd.	1,346,303.00	
A. C. McEachern Ltd.	1,394,992.00	
Emil Anderson Construction Co. Ltd.	1,438,515.00	
Peter Kiewit Sons Co. of Canada Ltd.	1,577,525.00	
View Construction Co. Ltd.	1,639.303.00	

HIGHWAYS—*Continued*

Description of Work and Names of Tenderers	Amount of Tenders at Unit Rates Based on Estimated Quantities	Remarks
Project No. 1616—Northern Trans-Provincial Highway, Reconstruction, Boulder Creek West to Hells Bells Creek (16.20 Miles):		
The Cattermole-Trethewey Contractors Ltd.	$2,872,636.00	Awarded.
Argus Construction Ltd.	2,994,497.20	
Standard-General Construction (International) Ltd.	3,215,403.00	
Edco Construction Ltd. and Alpine Clearing Contractors Ltd.	3,226,947.80	
Peter Kiewit Sons Co. of Canada Ltd.	3,232,244.00	
Goodfellow Bros. (Canada) Ltd.	3,327,643.20	
New West Construction Co. Ltd.	3,381,584.20	
Emil Anderson Construction Co. Ltd.	3,381,631.00	
P. F. Law Construction Ltd.	3,815,780.00	
Mannix Co. Ltd.	6,685,908.20	
Project No. 1617—Northern Trans-Provincial Highway, Reconstruction, Hells Bells Creek to Lot 5181 (14.93 Miles):		
Argus Construction Ltd.	1,998,181.80	Awarded.
United Contractors Ltd.	2,158,182.15	
The Cattermole-Trethewey Contractors Ltd.	2,216,891.50	
Emil Anderson Construction Co. Ltd.	2,274,221.40	
Reg Pearon Ltd.	2,275,210.20	
McPhail's Construction Co. Ltd.	2,297,303.70	
Standard-General Construction (International) Ltd.	2,310,596.00	
Peter Kiewit Sons Co. of Canada Ltd.	2,473,488.00	
A. C. McEachern Ltd.	2,514,175.20	
Edco Construction Ltd. and Alpine Clearing Contractors Ltd.	2,546,503.90	
P. F. Law Construction Ltd.	2,559,116.00	
New West Construction Co. Ltd.	2,580,306.00	
Project No. 1621—Garibaldi Highway, Reconstruction, Britannia Beach to Squamish (6.60 Miles):		
Emil Anderson Construction Co. Ltd.	2,479,695.00	Awarded.
Peter Kiewit Sons Co. of Canada Ltd.	2,898,436.00	
Standard-General Construction (International) Ltd.	3,500,770.00	
A. C. McEachern Ltd.	3,727,101.20	
Project No. 1622—Rossland–Trail Highway, Reconstruction, Annable to West Trail, Section 2 (1.00 Mile):		Includes plant-mix paving.
Edco Construction Ltd. and Comet Construction Ltd.	584,887.80	Awarded.
Interior Contracting Co. Ltd.	615,876.86	
P. F. Law Construction Ltd.	724,251.00	
The Cattermole-Trethewey Contractors Ltd.	800,637.00	
Tide Bay Dredging Co. Ltd.	865,737.91	
McPhail's Construction Co. Ltd.	884,007.00	
Peter Kiewit Sons Co. of Canada Ltd.	902,332.00	
Project No. 1678—Trans-Canada Highway, Reconstruction, Lickman Interchange, Mile 128.49 to Mile 129.08 (0.79 Mile):		Includes plant-mix paving.
McPhail's Construction Co. Ltd.	342,995.97	Awarded.
Johnson's Trucking Ltd.	278,732.40	Tender form omitted.
Jim Robb Contracting Ltd.	355,166.95	
W & W Construction Ltd.	383,670.70	
Diamond Construction Ltd.	384,485.40	
A. C. McEachern Ltd.	403,417.50	
Knight Gravel Ltd.	412,397.84	
H.B. Contracting Ltd.	416,248.65	
Standard-General Construction (International) Ltd.	417,739.10	
United Contractors Ltd.	423,404.52	
Fownes Construction Co. Ltd.	487,946.95	
Emil Anderson Construction Co. Ltd.	596,119.90	

HIGHWAYS—*Continued*

Description of Work and Names of Tenderers	Amount of Tenders at Unit Rates Based on Estimated Quantities	Remarks
Project No. 1690—Cowichan Lake Road, Clearing and Grubbing, Somenos Road at Herd Road to Summit Sawmills (10.97 Miles):		Contract not awarded.
Island Excavating Ltd.	$58,305.00	
Prevost Enterprises	69,480.97	
Danmyra Construction Co. Ltd. and Foucher Logging Co. Ltd.	73,174.00	
L & H Logging	77,064.00	
The Cattermole-Trethewey Contractors Ltd.	83,655.00	
Alpine Clearing Contractors Ltd.	93,457.00	
Nanaimo Bulldozing Co. Ltd.	99,372.00	
Glacier Forest Products Ltd.	105,625.00	
Johnson's Trucking Ltd.	108,836.00	
McPhail's Construction Co. Ltd.	109,850.00	
Alberta Utilities Builders Ltd.	112,723.00	
A. C. McEachern Ltd.	119,990.00	
Kie Mine Co. Ltd. (N.P.L.)	119,990.00	
Zanata-Dobbs Clearing & Bulldozing Ltd.	121,680.00	
Jim Robb Contracting Co. Ltd.	129,285.00	
H.B. Contracting Ltd.	185,900.00	
Project No. 1701—McCallum Road, Reconstruction, Busby Road to Old Trans-Canada Highway (0.44 Mile):		Includes plant-mix paving, curb and gutter. Contract not awarded.
Fownes Construction Co. Ltd.	97,344.81	
F. W. Monssen Construction Ltd.	117,360.79	
H.B. Contracting Ltd.	126,425.60	
Progressive Cartage & Contracting Co. Ltd.	196,007.30	
Project No. 1707—North Thompson Highway, Reconstruction, Kamloops to Paul Creek (2.39 Miles):		Partly four-lane undivided highway. Contract not awarded.
North River Construction Ltd.	427,735.00	
Knight Gravel Ltd.	442,940.70	
James G Construction Ltd.	468,261.60	
United Contractors Ltd.	487,767.48	
B & B Trucking Ltd. and Tavender Construction Ltd.	498,692.50	
Interior Contracting Co. Ltd.	499,792.60	
Pooley Bros. Ltd.	499,991.50	
P. F. Law Construction Ltd.	565,796.00	
Johnson's Trucking Ltd.	575,294.70	
The Cattermole-Trethewey Contractors Ltd.	579,146.00	
W. C. Arnett & Co. Ltd.	595,900.00	
Fownes Construction Co. Ltd.	608,503.20	
Reg Pearen Ltd.	624,863.00	
H.B. Contracting Ltd.	690,015.15	
Peter Kiewit Sons Co. of Canada Ltd.	698,584.00	
Project No. 1729—Northern Trans-Provincial Highway, Reconstruction, Galloway Rapids Bridge Approaches (2.37 Miles):		
The Cattermole-Trethewey Contractors Ltd.	945,220.00	Awarded.
Granby Construction & Equipment Ltd.	976,614.00	
Peter Kiewit Sons Co. of Canada Ltd.	1,233,049.60	
Lodon Contracting & Development Co. Ltd. and MacArthur Construction Co. Ltd.	1,288,982.00	
James G Construction Ltd.	1,395,056.40	
Project No. 1732—Northern Trans-Provincial Highway, Construction, Hungary Creek to Ptarmigan Creek, Section 2 (9.59 Miles):		
Standard-General Construction (International) Ltd.	3,667,594.00	Awarded.
James G Construction Ltd.	3,898,852.80	
The Cattermole-Trethewey Contractors Ltd.	4,455,211.00	
Project No. 1733—Northern Trans-Provincial Highway, Construction, Hungary Creek to Pharmigan Creek, Section 3 (10.02 Miles):		
James G Construction Ltd.	2,336,138.60	Awarded.
Standard-General Construction (International) Ltd.	2,443,955.00	
The Cattermole-Trethewey Contractors Ltd.	2,957,564.00	

PAVING

Description of Work and Names of Tenderers	Amount of Tenders at Unit Rates Based on Estimated Quantities	Remarks
Project No. S-0165—Sooke Road and West Coast Road, Cooper Cove to Tugwell Creek Bridge (11.0 Miles):		Bituminous plant-mix paving with crushed granular base and storm drainage, Sooke section.
Dawson Construction Ltd.	$249,852.08	Awarded.
E. R. Taylor Construction (1965) Ltd.	265,646.34	
Western Paving Ltd.	278,832.00	
Columbia Bitulithic Ltd.	311,167.00	
Standard-General Construction (International) Ltd.	367,472.50	
Project No. S-2565—Cariboo Highway, Mile 31.60 to Mile 49.36 from Cache Creek (17.76 Miles):		Bituminous plant-mix paving, and includes reconstruction and granular base. Contract not awarded this year.
Midvalley Construction Ltd.	775,289.80	
City Construction Co. Ltd.	829,183.55	
Standard-General Construction (International) Ltd.	862,703.10	
Columbia Bitulithic Ltd.	893,028.65	
Dawson Construction Ltd.	949,129.75	
Project No. S-6465—Northern Trans-Provincial Highway, Telkwa to Babine Lake Road Section (9.4 Miles) and Telkwa High Road No. 119, Junction with Northern Trans-Provincial Highway to McLure Lake Camp-site (0.5 Mile):		Bituminous plant-mix paving and crushed granular base.
City Construction Co. Ltd.	289,708.05	Awarded.
Columbia Bitulithic Ltd.	303,910.00	
Dawson Construction Ltd.	308,273.00	
Peter Kiewit Sons Co. of Canada Ltd.	345,640.00	
Mid West Construction Ltd.	382,691.00	
Project No. S-0166—Island Highway, Kelsey Bay Ferry Terminal and Approach Road (1.56 Miles):		Bituminous plant-mix paving. Contract not awarded.
West Coast Paving Co. Ltd.	98,551.00	
Project No. S-0266—Garibaldi Highway, Squamish Access Road, Etc. (Squamish Sections):		Bituminous plant-mix paving.
Columbia Bitulithic Ltd.	61,615.00	Awarded.
E. R. Taylor Construction (1965) Ltd.	80,379.00	
Project No. S-0366—Alouette Lake Road in Garibaldi Provincial Park, Mile 4.56 to Mile 6.85 (2.29 Miles):		Bituminous plant-mix paving and crushed granular base.
Jack Cewe Ltd.	40,667.40	Awarded.
H. Williamson Blacktop & Landscaping Ltd.	37,990.00	Incomplete tender.
Columbia Bitulithic Ltd.	47,875.00	
Project No. S-0466—Mount Seymour Park Road, Mile 0.1 to Mile 2.1 from Park Gate (2.0 Miles):		Bituminous plant-mix paving.
E. R. Taylor Construction (1965) Ltd.	41,982.00	Awarded.
R. F. Binnie Construction Ltd.	44,250.00	
Jack Cewe Ltd.	45,587.00	
Project No. S-0566—South-west Marine Drive, 41st Ave. to Imperial Road (1.84 Miles):		Portland cement concrete paving and inside curbs of four-lane divided highway.
Winvan Gravel & Supply Ltd.	183,291.00	Awarded.
Beaver Construction Co. Ltd.	194,125.00	
Columbia Bitulithic Ltd.	207,647.00	
Dawson Construction Ltd.	227,445.00	
Standard-General Construction (International) Ltd.	254,875.00	
Project No. S-2266—Kamloops-Vernon Highway, Westwold Section, Pinaus Lake Road to West Boundary of Westwold:		Bituminous plant-mix paving and crushed granular base.
Midvalley Construction Ltd.	187,191.00	Awarded.
E. R. Taylor Construction (1965) Ltd.	203,652.00	
Dawson Construction Ltd.	228,932.80	
Columbia Bitulithic Ltd.	234,390.00	
Western Paving Ltd.	235,505.00	
Project No. 2666—Ashcroft Access Roads from Trans-Canada Highway to Ashcroft and Railway Ave., Etc., in Ashcroft (7.1 Miles):		Bituminous plant-mix paving and crushed granular base.
E. R. Taylor Construction (1965) Ltd.	154,197.00	Awarded.
Western Paving Ltd.	169,790.00	
Dawson Construction Ltd.	180,240.50	
Midvalley Construction Ltd.	187,350.00	
Columbia Bitulithic Ltd.	193,900.00	
Standard-General Construction (International) Ltd.	215,450.00	

PAVING—*Continued*

Description of Work and Names of Tenderers	Amount of Tenders at Unit Rates Based on Estimated Quantities	Remarks
Project No. S-3166—Highland Valley Road, Medium Cover Aggregate in Stockpile from Eight Mile Pit:		For bituminous seal-coat.
Columbia Bitulithic Ltd.	$62,980.00	Awarded.
Dawson Construction Ltd.	78,100.00	
Project No. S-4166—Southern Trans-Canada Highway, Curzon Bridge (Moyie River) to Kid Creek Bridge (8.8 Miles):		Bituminous plant-mix paving.
Columbia Bitulithic Ltd.	159,968.00	Awarded.
Dawson Construction Ltd.	169,683.00	
Western Paving Ltd.	173,460.00	
Standard-General Construction (International) Ltd.	199,865.00	
Project No. S-4266—Southern Trans-Canada Highway, Hosmer to Natal and Crowsnest Sections (14.1 Miles):		Bituminous plant-mix paving.
Columbia Bitulithic Ltd.	208,564.00	Awarded.
Western Paving Ltd.	224,810.00	
Standard-General Construction (International) Ltd.	258,286.80	
G. R. Dawson Holdings Ltd.	290,211.00	
Midvalley Construction Ltd.	313,996.00	
Peter Kiewit Sons Co. of Canada Ltd.	341,150.00	
Project No. S-6366—Vanderhoof–Stuart Lake Road, Mile 0.0 to Mile 18.5 (18.5 Miles):		Bituminous plant-mix and part crushed granular base.
Western Paving Ltd.	335,550.00	Awarded.
Dawson Construction Ltd.	367,412.00	
Columbia Bitulithic Ltd.	381,330.00	
Standard-General Construction (International) Ltd.	388,831.00	
James G Construction Ltd.	428,820.00	
Project No. S-6666—Northern Trans-Provincial Highway from Carnaby to Skeena Crossing, and Hazelton High Level Road No. 62, from Hagwilget Bridge to Old Hazelton (11.1 Miles):		Bituminous plant-mix paving and part crushed granular base.
Dawson Construction Ltd.	241,579.00	Awarded.
Columbia Bitulithic Ltd.	253,662.20	
Western Paving Ltd.	264,720.00	
Project No. S-6866—Alliford Bay Road (Queen Charlotte Islands), Airport Gate at Sandspit to Kwuna Point Wharf at Alliford Bay (9.2 Miles):		Bituminous plant-mix paving and crushed granular base.
Western Paving Ltd.	298,430.00	Awarded.
Dawson Construction Ltd.	310,216.40	
Standard-General Construction (International) Ltd.	321,640.00	
Columbia Bitulithic Ltd.	341,160.00	
Project No. S-6966—Queen Charlotte City–Masset Highway (Queen Charlotte Islands), Skidegate to Port Clements (38.2 Miles):		Bituminous plant-mix paving and crushed granular base.
Dawson Construction Ltd.	989,169.60	Awarded.
Western Paving Ltd.	997,928.00	
Columbia Bitulithic Ltd.	1,020,971.00	
Standard-General Construction (International) Ltd.	1,054,858.00	
Project No. S-7166—John Hart-Peace River Highway, Bituminous Plant-mix Paving, Bear Lake to Red Rocky Creek (10.0 Miles), and Medium Cover (Seal-coat) Aggregate in Stockpile from Mile 38, Mile 65, and Crooked River Pits:		
James G Construction Ltd.	321,280.00	Awarded.
Columbia Bitulithic Ltd.	346,920.00	
Western Paving Ltd.	350,720.00	
Dawson Construction Ltd.	354,633.00	
Project No. S-8566—Trans-Canada Highway, Sicamous to Revelstoke Section, Mile 431.19 to Mile 475.88 (44.69 Miles):		Bituminous plant-mix carpet and seal-coat.
Dawson Construction Ltd.	397,590.00	Awarded.
Columbia Bitulithic Ltd.	428,120.00	
Western Paving Ltd.	428,700.00	
Standard-General Construction (International) Ltd.	480,110.00	

BRIDGES, FERRIES, AND FERRY-LANDINGS

Description of Work and Names of Tenderers	Amount of Tenders at Unit Rates Based on Estimated Quantities	Remarks
Project No. 22—Steel Fences for Divers Highway Bridges, Contract No. 19:		
Surrey Iron Works	$28,443.75	Awarded.
Dominion Bridge Co. Ltd.	31,001.23	
Columbia Steel Fabricating & Engineering Ltd.	31,708.60	
A.I.M. Steel Ltd.	37,920.70	
Yarrows Ltd.	39,599.40	
Pacific Welding & Metal Works Ltd.	39,972.95	
Project No. 22—Aluminum Pipe Railings for Divers Highway Bridges, Contract No. 20:		
Pole-Lite Ltd.	65,647.24	Awarded.
Dominion Aluminum Fabricating Ltd.	72,253.57	
Arvee Metal Products	80,115.16	
Jackson Scaffolding Ltd.	81,166.35	
Dominion Bridge Co. Ltd.	82,339.02	
Brittain Steel Ltd.	84,061.70	
Project No. 315—Contract No. 2, Stuart River Bridge, Vanderhoof–Stuart Lake Road, Omineca (East) Electoral District:		Superstructure. Second call for tenders. Contract not awarded.
Greenlees Piledriving Co. Ltd.	544,476.00	
Vancouver Pile Driving & Contracting Co. Ltd.	548,150.00	
Fraser River Pile Driving Co. Ltd.	551,500.00	
Project No. 489—Contract No. 3, Brilliant Bridge, Kinnaird Overpass and Ootischenia Fly-over, Southern Trans-Canada Highway, Rossland-Trail and Nelson-Creston Electoral Districts:		Deck.
H.B. Contracting Ltd.	166,150.78	Awarded.
Manning Construction Ltd.	168,102.64	
Narod Construction Ltd.	227,986.04	
Project No. 499—Contract No. 3, Oyster River Bridge, Island Highway, Comox Electoral District:		Deck.
Vancouver Pile Driving & Contracting Co. Ltd.	27,530.50	Awarded.
Manning Construction Ltd.	30,403.00	
Moncrieff Construction Co. Ltd.	34,384.00	
Brockbank & Hemingway Ltd.	35,755.00	
Burns & Dutton Construction (1962) Ltd.	39,260.00	
Project No. 515—Contract No. 2, Bell-Irving Bridge No. 1, Stewart–Cassiar Highway, Atlin (North) Electoral District:		Fabrication and erection of structural steelwork. Second call for tenders.
Canada Iron Foundries Ltd., Western Bridge Division	384,696.40	Awarded.
A.I.M. Steel Ltd.	393,597.60	
Gilchrist Steel Ltd.	396,440.00	
Dominion Bridge Co. Ltd.	399,058.00	
Project No. 525—Contract No. 3, Cheakamus River Bridge, Garibaldi Highway, Lillooet (South) Electoral District:		Deck.
Vancouver Pile Driving & Contracting Co. Ltd.	32,600.55	Awarded.
Manning Construction Ltd.	33,948.46	
Project No. 527 — Contract No. 3, Kleanza (Gold) Creek Bridge, Northern Trans-Provincial Highway, Skeena (West) Electoral District:		Deck.
Manning Construction Ltd.	38,320.80	Awarded.
Blakeburn Engineering Ltd.	46,436.20	
Project No. 529—Contract No. 2, Moricetown Overhead and Trout Creek Bridges, Northern Trans-Provincial Highway, Skeena (East) Electoral District:		Superstructures.
Manning Construction Ltd.	69,123.65	Awarded.
Project No. 531—Contract No. 2, Blue River, Whitewater Creek, Thunder Creek, and Miledge Creek Bridges, North Thompson Highway, Kamloops Electoral District:		Fabrication and erection of steel superstructures.
Dominion Bridge Co. Ltd.	78,328.14	Awarded.
A.I.M. Steel Ltd.	79,287.68	
Canada Iron Foundries Ltd., Western Bridge Division	85,472.35	
Pacific Welding & Metal Works Ltd.	93,997.42	
Tryson & Sons Iron Works Ltd.	111,095.12	

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

Description of Work and Names of Tenderers	Amount of Tenders at Unit Rates Based on Estimated Quantities	Remarks
Project No. 531—Contract No. 3, Blue River, Whitewater Creek, Thunder Creek, and Miledge Creek Bridges, North Thompson Highway, Kamloops Electoral District:		Decks.
Manning Construction Ltd.	$87,217.00	Awarded.
H.B. Contracting Ltd.	96,239.50	
Marpole Construction Co. Ltd.	113,432.00	
Project No. 532—Stewart–Hyder Bridge No. 2, Stewart–Hyder Road, Atlin (South) Electoral District:		
Benray Bridge Co. Ltd.	373,961.03	Awarded.
Dominion Bridge Co. Ltd.	397,741.82	
Project No. 535—Contract No. 3, Silver Tip Falls, Carnes Creek, and Holdich Creek Bridges, Revelstoke–Mica Creek Highway, Revelstoke Electoral District:		Deck for Silver Tip Falls Bridge.
H.B. Contracting Co. Ltd.	76,267.50	Awarded.
Manning Construction Ltd.	78,707.00	
Project No. 535—Contract No. 4, Silver Tip Falls, Carnes Creek, and Holdich Creek Bridges, Revelstoke–Mica Creek Highway, Revelstoke Electoral District:		Decks for Carnes Creek and Holdich Creek Bridges.
H.B. Contracting Co. Ltd.	131,803.50	Awarded.
Manning Construction Ltd.	154,176.00	
Project No. 536—Contract No. 3, Goldstream River and Bigmouth Creek Bridges, Revelstoke–Mica Creek Highway, Revelstoke Electoral District:		Decks for Goldstream River Bridge and Bigmouth Creek Bridge.
Manning Construction Ltd.	98,330.00	Awarded.
H.B. Contracting Ltd.	88,620.85	Tender withdrawn.
Project No. 537—Contract No. 3, Ootischenia Fly-over, Southern Trans-Canada Highway, Nelson-Creston Electoral District:		Manufacture and erection of prestressed concrete stringers.
Superior Concrete Products Ltd.	22,842.90	Awarded.
Project No. 545—Contract No. 1, Kamloops East Bridge, Kamloops Electoral District:		Substructure.
Manning Construction Ltd.	307,625.00	Awarded.
Narod Construction Ltd.	330,599.59	
Vancouver Pile Driving & Contracting Co. Ltd.	334,976.50	
Northern Construction Co. and J. W. Stewart Ltd.	338,352.00	
Marpole Construction Ltd.	339,623.00	
H.B. Contracting Ltd.	420,152.80	
Project No. 548—Contract No. 1, Sooke River Bridge, West Coast Road, Esquimalt Electoral District:		Substructure.
Manning Construction Ltd.	94,079.00	Awarded.
Victoria Pile Driving Co. Ltd.	66,007.00	Tender withdrawn.
Farmer Construction Ltd.	113,232.00	
Vancouver Pile Driving & Contracting Co. Ltd.	114,581.00	
H.B. Contracting Ltd.	144,861.45	
Nanaimo Bulldozing Co. Ltd.	161,611.60	
Project No. 553—Contract No. 2, Galloway Rapids Bridge, Northern Trans-Provincial Highway, Prince Rupert Electoral District:		Supply and fabrication of structural steelwork.
A.I.M. Steel Ltd.	277,604.00	Awarded.
Dominion Bridge Co. Ltd.	286,421.60	
Canada Iron Foundries Ltd., Western Bridge Division	305,824.00	
Project No. 564—Contract No. 1, Bigmouth Creek Bridge, Revelstoke–Mica Creek Highway, Revelstoke Electoral District:		Substructure. Contract not awarded.
Grimwood Construction Co. Ltd.	108,165.00	
Project No. 564—Contract No. 2, Bigmouth Creek Bridge, Revelstoke–Mica Creek Highway, Revelstoke Electoral District:		Fabrication and erection of structural steelwork.
Columbia Steel Fabricating & Engineering Ltd.	47,639.28	Awarded.
Dominion Bridge Co. Ltd.	48,733.50	
Pacific Welding & Metalworks Ltd.	51,195.50	
Canada Iron Foundries Ltd., Western Bridge Division	53,418.33	
Brittain Steel Ltd.	59,929.52	
A.I.M. Steel Ltd.	60,910.40	

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

Description of Work and Names of Tenderers	Amount of Tenders at Unit Rates Based on Estimated Quantities	Remarks
Project No. 568—Smithers Bridge, Northern Trans-Provincial Highway, Skeena (East) Electoral District:		Contract not awarded.
Narod Construction Ltd.	$530,986.47	
Vancouver Pile Driving & Contracting Co. Ltd.	575,293.00	
Manning Construction Ltd.	593,556.00	
Project No. 569—Contract No. 1, McBride Bridge, Northern Trans-Provincial Highway, Fort George Electoral District:		Substructure.
Northern Construction Co. and J. W. Stewart Ltd.	510,746.00	Awarded.
Vancouver Pile Driving & Contracting Co. Ltd.	538,320.00	
Project No. 577—Cleaning and Painting of Okanagan Lake and Nine Mile Canyon Bridges, South Okanagan and Yale Electoral Districts:		Contract not awarded.
Kootenay Decorators Ltd.	29,150.00	
Project No. 578—Contract No. 1, West Twin Creek Bridge, Northern Trans-Provincial Highway, Fort George Electoral District:		Substructure.
Benray Bridge Co. Ltd.	282,084.00	Awarded.
Manning Construction Ltd.	300,572.00	
Project No. 586—Fraser Ave. Bridge, South Structure, No. 5 Road, Richmond Electoral District:		
Pacific Welding & Metal Works Ltd.	90,402.60	Awarded.
Lake City Steel Construction Co. Ltd.	79,569.64	Unit prices not indicated.
Surrey Ironworks Ltd.	94,690.10	
Dominion Bridge Co. Ltd.	97,713.20	
Canada Iron Foundries Ltd., Western Bridge Division	100,538.35	
A.I.M. Steel Ltd.	104,147.80	

MISCELLANEOUS

Description of Work and Names of Tenderers	Amount of Tenders at Unit Rates Based on Estimated Quantities	Remarks
Project No. 1582—North Thompson and Northern Trans-Provincial Highways, Seeding Roadside Areas:		
Spra-Mac Landscaping Ltd.	$116,070.00	Awarded.
Sprayturf Ltd.	123,325.00	
Haddock's Landscape & Tree Service Ltd.	133,940.00	
A. C. McEachern Ltd.	232,850.00	
Project No. 1711—Kinnaird Interchange Lighting, Highway No. 3:		Lump-sum contract.
Paragon Electric Ltd.	15,458.00	Awarded.
F. B. Stewart & Co. Ltd.	16,100.00	
J. Johnson & Co. Ltd.	17,951.11	
Betts Electric Ltd.	19,900.00	
Project No. 1712—Fraser River Interchange Lighting, Highway No. 97, Prince George:		Lump-sum contract.
Northway Electric Ltd.	9,468.00	Awarded.
Acme Electric Ltd.	11,229.00	
F. B. Stewart & Co. Ltd.	13,000.00	
Electric Power Equipment Ltd.	15,000.00	
Houle Electric Ltd.	17,250.00	
Project No. 1717—Rock Bolting and Associated Work, Porteau Bluffs Slide, Garibaldi Highway:		
Jim Robb Contracting Co. Ltd.	22,237.50	Awarded.
Project No. E-0565—Swing-span Control and Lighting Revisions, Pitt River Bridge, Lougheed Highway:		First call for tenders. Lump-sum contract, no bids received.

MISCELLANEOUS—*Continued*

Description of Work and Names of Tenderers	Amount of Tenders at Unit Rates Based on Estimated Quantities	Remarks
Project No. E-0565—Swing-span Control and Lighting Revisions, Pitt River Bridge, Lougheed Highway:		Second call for tenders. Lump-sum contract.
C. H. E. Williams Co. Ltd.	$7,290.00	Awarded.
F. B. Stewart & Co. Ltd.	8,000.00	
Tide Bay Construction Ltd.	11,939.00	
Project No. E-0965 — Miscellaneous Intersection Lighting, Langley By-pass, Highway No. 10:		First call for tenders. Lump-sum contract, not awarded.
F. B. Stewart & Co. Ltd.	21,400.00	
Paragon Electric Co. Ltd.	27,685.00	
Project No. E-0965 — Miscellaneous Intersection Lighting, Langley By-pass, Highway No. 10:		Second call for tenders. Lump-sum contract.
C. H. E. Williams Co. Ltd.	12,275.00	Awarded.
F. B. Stewart & Co. Ltd.	13,500.00	
Paragon Electric Co. Ltd.	15,255.00	
Shamrock Electric Ltd.	23,292.00	
Project No. E-3265—Miscellaneous Lighting and Sign Illumination, Highways Nos. 401 and 499:		Lump-sum contract.
F. B. Stewart & Co. Ltd.	37,500.00	Awarded.
C. H. E. Williams Co. Ltd.	38,622.00	
R. B. McCullough Electric Co. Ltd.	46,755.00	
Project No. E-3465—Intersection Lighting, Swartz Bay to Ardwell Road Section, Highway No. 17:		Lump-sum contract.
Robert D. Pearce, Pearce Electric	4,887.00	Awarded.
Shamrock Electric Ltd.	9,006.00	
Paragon Electric Co. Ltd.	11,382.00	
R. A. Hall Ltd.	14,737.00	
Project No. 1582—Contract No. 2, North Thompson Highway, Seeding Roadside Areas:		Contract not awarded this year.
Jansen's Landscaping Co. Ltd.	112,837.25	
Sprayturf Ltd.	125,187.50	
Spra-Mac Landscaping Ltd.	139,785.00	
Project No. 1582—Contract No. 3, Northern Trans-Provincial Highway, Seeding Roadside Areas:		Contract not awarded this year.
Jansen's Landscaping Co. Ltd.	90,132.25	
Sprayturf Ltd.	97,105.00	
Spra-Mac Landscaping Ltd.	114,180.00	
Haddock's Landscape & Tree Service Ltd.	116,958.75	

REPORT OF THE SENIOR MAINTENANCE ENGINEER

The standard of highway maintenance throughout the Province continues to show improvement, with increased emphasis being placed on improving the over-all appearance of the roadsides as well as maintaining the travelled portion of the highway.

The total expenditure for maintenance of highways, bridges, and ferries amounted to $26,849,213, which is an increase of 16 per cent over last year's expenditure.

The winter was somewhat milder than previous years, and while the snowfall was, in many areas, below normal at the lower elevations, it was generally above normal at the higher elevations. Snowstorms tended to be less intensive but more frequent, with temperature ranges such as to produce severe icing conditions. Through the efforts of our crews and an increased use of sand and chemicals, safe travelling conditions were maintained, with bare pavement conditions prevailing on many of our highways through much of the winter. An effective use of shift systems was made in most areas to provide efficient service with a reduction in overtime costs. A total of 20,095 miles of road was maintained and kept open during the winter.

Despite the higher total snowfall on most of the major pass routes—Rogers Pass, Blueberry–Paulson, Salmo–Creston, Hope–Princeton, and John Hart-Peace River Highways—the snowslide problem was less than normal, and only minor closures were encountered. Benches constructed last year on the Salmo–Creston proved beneficial in reducing the number and size of slides.

Our programme for maintaining and improving the appearance of our highways continues to expand. An increased and more effective use of weed- and bush-control chemicals and soil sterilants is being made in most districts. The slope seeding programme was continued on newly constructed roads and on older sections of highway, with excellent results. A programme of landscaping roadside areas and widening substandard shoulders, being carried out in a number of districts, is not only improving the appearance, but also increasing the safety of the highways.

The demand for improvements to side roads continues to grow with the continued expansion and development of rural areas. This demand is being met as rapidly as possible by improvements and paving carried out under our day-labour programme, and through increased maintenance and expanded use of dust-laying oils and chemicals.

The ever-growing use being made of our radio system created some problems due to interference from overlapping repeater stations, but changes made to the system during the winter and early spring reduced and, in some areas, eliminated the problem.

In addition to regular bridge maintenance, some 63 bridges throughout the Province were rebuilt by district forces. A number of smaller bridges were destroyed by floods or heavy loads, and were either replaced by new structures or temporary Bailey bridges. On April 8th an ice jam in the Bulkley River destroyed a major bridge at Smithers. Traffic was temporarily detoured over a by-pass route, and after the ice jam was successfully removed by dynamiting, a 290-foot Bailey bridge was installed and highway traffic restored. On June 23rd a fixed span of the Fraser Avenue Bridge over the south channel of the Fraser River in Richmond was destroyed when struck by a steel barge at high tide. A single-lane Bailey bridge was immediately erected to maintain traffic.

Arrangements were made to establish regional bridge-painting crews in Regions 1, 2, and 3. These should be in full operation during the coming year, and it is hoped that we will begin to catch up with the large amount of bridge painting required. The programme of resurfacing deteriorated concrete bridge decks with a 2-inch concrete overlay has been very successful, and is being continued.

A number of new equipment-sheds and oil-houses were constructed, and some existing ones expanded. Extensive maintenance and improvement to existing facilities throughout the Province in the way of painting, fencing, improved lighting, and heating were carried out. The expanding use of chemicals in winter maintenance has brought a growing need for increased storage facilities, and a number of salt-storage bins were constructed this year.

I am pleased, therefore, to report that the standard of our maintenance continues to improve. A continuation of training programmes for foremen and operators is planned, and further improvement can be anticipated.

J. A. DENNISON,
Senior Maintenance Engineer.

REGIONAL REPORTS

REGION No. 1

(M. G. Elston, Regional Highway Engineer, North Vancouver, B.C.)

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

Alberni District

A 22-mile section of the Alberni–Tofino Highway was reconstructed, providing a good alignment and reduced grades. A truck lane was constructed on a section of the Alberni–Parksville Highway leading out of Port Alberni. A section of Beaver Creek Road was recapped with hot-mix asphalt.

Many minor improvements were made to the streets in the unorganized area surrounding Alberni, with special attention being given to drainage.

The winter snowfall was very minor and was handled with ease.

Burnaby District

Roads

Maintenance.—The roads were maintained to the high standard expected for heavy traffic volumes. Soil sterilant was applied around most guard-rails and sign-posts. Grass-cutting on Highway No. 401 was again a major maintenance item.

The experimental planting programme was continued at Stormont Interchange. Four more test-plots were prepared on the slopes of the approaches to the underpass. Plants of various varieties were planted after a spray sterilant was applied to kill the existing vegetation.

Construction.—The landscaping and chain link fencing on the Simon Fraser University Access Road was completed. The right-of-way was cleared for the south ring road in the campus area.

Landscaping was completed on various sections of the Trans-Canada Highway.

A curb and gutter project for Willingdon Avenue from Highway No. 401 to Grandview Highway was started.

Traffic signals were installed at the intersection of Curtis Avenue and Gaglardi Way.

Snow Removal.—The snowfall was relatively light this year, and our crews had no problem in keeping the roads open at all times and in good winter condition.

Bridges

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

Safety

The Burnaby Maintenance Crew received a silver safety award.

Chilliwack District

Roads

Maintenance.—All roads were well maintained throughout the year. Mowers operated continuously during the growing season, and particular attention was paid to Highway No. 401. Weeds on shoulders and gravel medians were controlled by

the application of a soil sterilant. On all main roads, brush was controlled by chemical spraying. Chemicals were used also for the purpose of laying dust on gravel roads.

Construction.—Widening was carried out on 0.68 mile of Canyon Road.

Chain-link fencing was installed on both sides of the highway at Hunter Creek weigh-scales.

Snow Removal.—The total snowfall was light. All roads were ploughed and sanded as required and kept in good condition.

Bituminous Surfacing.—On the Chilliwack Lake Road, 1.60 miles were recapped and 2.40 miles were paved with a road mix. Plant-mix pavement was laid on 1.00 mile of Columbia Valley Road, 0.45 mile of Bunker Road, and 0.60 mile at Huntingdon townsite.

Shoulders were paved on 2,500 feet of Yale Road West and 500 feet of the Abbotsford–Mission Highway.

At the Sardis Interchange the pavement on the on-off ramps was widened 6 feet in a total length of 4,000 feet.

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

Bridges

All bridges were maintained in good condition.

Buildings

Chain link fencing was installed around the maintenance yards at Rosedale and Abbotsford. The buildings in both yards were painted.

Salt- and sand-storage bins were constructed at the County Line Interchange and at the Evans and Bulger Gravel Pits.

Comox District

Roads

Maintenance.—Normal maintenance was carried out on all roads. A lighter snowfall than normal was experienced during the winter. This enabled crews to do considerable side-road improvements.

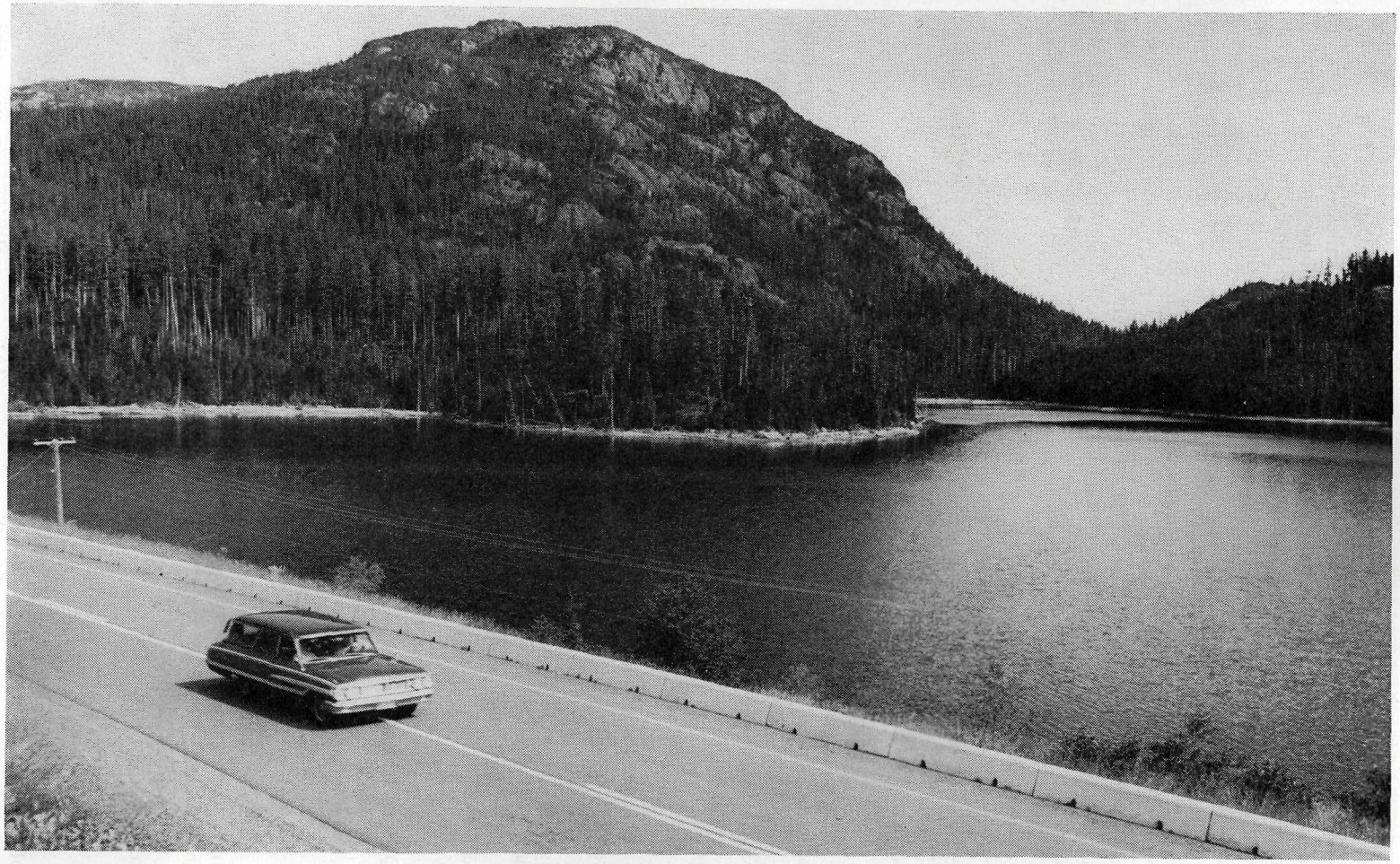
Heavy rain caused minor flooding and some inconvenience to home-owners located on low ground.

Day Labour.—On the Port Hardy–Port McNeill–Beaver Cove Road, between Nimpkish River and Port McNeill, 6.5 miles of new road were constructed; between Port McNeill and Port Hardy an additional 3 miles of logging-road were upgraded to 36-foot top (this now gives 12.5 miles of completed road between Port McNeill and Port Hardy). Construction of the Port Hardy Airport By-pass, 4.5 miles in length, was 50 per cent completed.

In the Courtenay area, the new Oyster River Bridge was opened to traffic; the approach road was completed and paved. On the Forbidden Plateau Road, 0.75 mile of new road was constructed and traffic was able to drive to the bottom of ski lifts during the winter.

On the Island Highway approximately 2 miles of highway immediately north of Courtenay were widened with gravel shoulders.

Miscellaneous Roads: Marsden, Wilkinson, Muir, Lake Trail, Howard, Kentwood, Tsolum River, Endall, and McCauley Roads were up-graded. This involved approximately 16 miles of road, of which 2.5 miles were paved.



Roberts Lake, Kelsey Bay Highway.

In the Parksville area, Steward Road, Marina Way, and Wall Beach Road were up-graded and paved; this consisted of approximately 5 miles of road. On the Island Highway a truck lane was started on the Nanoose Hill for south-bound traffic. Approximately 10 miles of highway were up-graded by widening the gravel shoulders. Our highway through Parksville was improved by a ditch-clearing and shouldering programme.

In the Campbell River area, the road to Western mine was completed by contractors and maintenance on 6.7 miles of road was started by Department crews. The access road to Gold River was taken over from the Forest Service, and maintenance of 27.3 miles of road was started by Department crews. Construction was started on the access road between Gold River and the pulp-mill site on Muchalat Inlet; this is being done by day labour.

Bridges

Glenlyon Bridge in Port Hardy was renewed; Rees Bridge (No. 138), in Courtenay area, was 70 per cent completed during the period; and Oyster River Bridge (No. 115) was opened to the public. Minor repairs were made to all bridges as needed.

Ferries

A new ferry system was started when the " Sointula Queen " went into operation between Sointula, Alert Bay, and Port McNeill. This is a passenger ferry only.

Normal service was maintained between Comox and Powell River, Campbell River and Quadra Island, Buckley Bay and Denman Island.

Metal tanks were installed on the Denman Island landing to replace wooden floats.

Buildings

In the Parksville yard, a two-bay salt-shed was constructed and yard lights were put into service.

The Courtenay yard was enclosed with a good-grade mesh wire fencing. Street-lights were installed in the yard. Construction started on a 54- by 58-foot combination stockroom and assembly-room building.

In the Campbell River yard a mesh wire fence was installed on the perimeter of the yard, and street-lighting was installed for yard lighting. A one-bay salt-shed was constructed.

One-bay equipment-sheds were built on Hornby Island, Denman Island, and Quadra Island.

The Port Hardy yard was fenced with page wire, and a metal storage building was purchased but not erected.

Comox (South) District

Improvements were carried out on roadway shoulders to create walkways in areas where pedestrian traffic is heavy. Major improvements were made also to the shoulders of the Island Highway.

Winter conditions were extremely mild, and no difficulties were experienced in keeping the roads open to traffic.

Cowichan-Newcastle District

Shoulder improvements were carried out on the Trans-Canada Highway north of Duncan. Main feeder routes to the Cowichan Valley farms were reconstructed and, in some cases, paved. Levelling-course asphalt was applied to various sections

of the Lake Cowichan Road. Improvements were made to corners on the Crofton Road.

A light winter snowfall was handled successfully.

Delta District

Roads

Maintenance.—Roads were maintained to the usual high standard throughout the district.

Most guard-rails, sign-posts, and the gravel shoulders on Trans-Canada Highway No. 401 and Deas Tunnel Throughway No. 499 were treated with soil sterilant.

Grass-cutting on Trans-Canada Highway No. 401 and Deas Tunnel Throughway No. 499 was a major maintenance problem.

Construction.—A third lane was constructed on the Glover Highway south of Rawlinson Crescent.

A median barrier was installed from Bolivar Road to Sandell Road on the King George VI Highway and was renewed from Sandell Road to Pattullo Bridge. Included in this project was a left-turn slot at Bolivar Road and a recap of the asphalt surface throughout the area from Bolivar to Pattullo Bridge.

Recap paving on 56th Street and a 1-mile section of Scott Road was completed. A 1-mile section of a 12-inch gravel lift was paved on the Aldergrove–Bellingham Highway south of Fraser Highway. Two areas of the Cloverdale yard were paved.

Traffic signals were installed at No. 5 Road and Bridgeport Road, Tsawwassen Highway and 56th Street, and No. 10 Highway and Fraser Highway.

Snow Removal.—The snowfall was light and the crews were able to maintain good winter road conditions.

Bridges

The district bridge crew installed and assisted in removing the temporary Bailey bridge and installing the new steel span for Twigg Island Bridge.

Widening of the Serpentine Bridge on the No. 10 Highway was started.

The six-bay equipment-shed for the Services Branch was completed by our bridge crew.

All bridges and ferry-landings received normal maintenance. Fraser Avenue Bridge's swing-span mechanism was renewed.

Ferries

The Barnston Island ferry service was maintained on schedule throughout the year.

Safety

The following safety awards were received during the year: Road maintenance, gold; bridge-tenders, bronze; office and engineering, silver; bridge crew, bronze; and ferry crews, silver-on-gold.

Dewdney (East) District

Roads

Maintenance.—All roads were well maintained. Considerable mowing was done on main highways and side roads. Soil sterilant was applied and brush-kill spraying was carried out on main roads and side roads. Chemicals and bunker oil were used as a dust-layer on gravel roads.

Construction.—A grade revision 0.50 mile in length was constructed on the Nicomen Island section of the Lougheed Highway. On the same highway a 0.30-mile section between Ruby Creek and Haig was completed.

Widening was carried out on 0.80 mile of Hodgkins Road and 0.70 mile of Malcolm Road.

Construction was completed on the approaches to the Shook Bridge.

Bituminous Surfacing.—Asphalt pavement was laid on 0.92 mile of Sward Road, the above-mentioned 0.50-mile grade revision on Nicomen Island, 0.10 mile of the Shook Bridge approaches, and 0.10 mile of the Hatzic Pumps Bridge approaches.

Patching was carried out on all roads.

Snow Removal.—Snowfall was light in all areas. All roads were kept open and in good condition.

Bridges

All bridges were maintained in good condition.

Bridges reconstructed were Hatzic Pumps Bridge, consisting of a 71-foot glulam-beam span, and Shook Bridge, consisting of a 45-foot steel-stringer span.

Buildings

The Mission and the Agassiz yards were enclosed with chain link fencing, and all the buildings were painted. Salt and sand bins were constructed in both yards.

At Mission a two-bay extension was added to the garage.

Dewdney (West) District

Roads

Maintenance.—The roads were maintained to the usual high standard throughout the year. All gravel side roads were kept well graded. Bunker B oil dust-layer was applied in early summer to all the gravel side roads.

Soil sterilant was applied around most guard-rails and sign-posts in the district.

Construction.—Road-mix was completed on the Bedwell Bay and Belcarra Roads, while paving was completed at the Ioco townsite, East and Sunnyside Roads, and at a subdivision off Sunnyside Road. This work resulted in the majority of the unincorporated area roads of Ioco having a paved surface.

A major part of a curb-and-gutter project for Brunette Street was completed; this included a renewal of the traffic light at Lougheed Highway.

Traffic lights were installed at Lougheed Highway and Colony Farm Road, and at Barnet Highway and St. John's, Port Moody.

Snow Removal.—A small amount of snow fell this year, and the maintenance crews kept the roads in a good winter condition.

Bridges

Noon Creek Bridge on the Ioco Highway was replaced by a creosoted timber bridge.

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

Ferries

Ferry service was maintained on schedule throughout the year.

Safety

A bronze safety award was presented to the road maintenance crew.

Esquimalt District

Roads

Maintenance. — General maintenance was carried out on all district roads. A brushing programme has been continued on the Sooke Road, West Coast Road, and Trans-Canada Highway.

The patching crew has been busy maintaining a high standard of patching in all areas.

A very wet winter kept all crews busy at the problem of drainage in the unorganized areas.

Construction.—Day-labour work was carried out at the following locations: Sooke River Bridge approaches, Happy Valley Road, Kilmalu Road (paving), access road to the new marine radio station near Sooke, Dewdney Flats on the Sooke Road (reconstruction), and other small projects.

Snow Removal.—Generally light snowfall in this area produced no problems.

Bridges

Normal maintenance was carried out on all bridges.

All district bridges were inspected and reports compiled for the new bridge maintenance and inspection register.

Lillooet (South) District

Roads

Maintenance.—Roads were adequately maintained throughout the year.

Construction.—Squamish By-pass was completed. The construction of the access road to the west side of Alta Lake was started and is approximately 50 per cent complete.

Snow Removal.—Despite the severe winter, main roads and side roads were kept open at all times, and little difficulty was experienced by the travelling public.

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, and a number of side roads were widened and gravelled.

Construction.—Many minor roads were constructed in preparation for paving.

Paving.—Two miles of the Gillies Bay Road, Texada Island, and 2 miles of the Egmont Road were paved with road-mix asphalt.

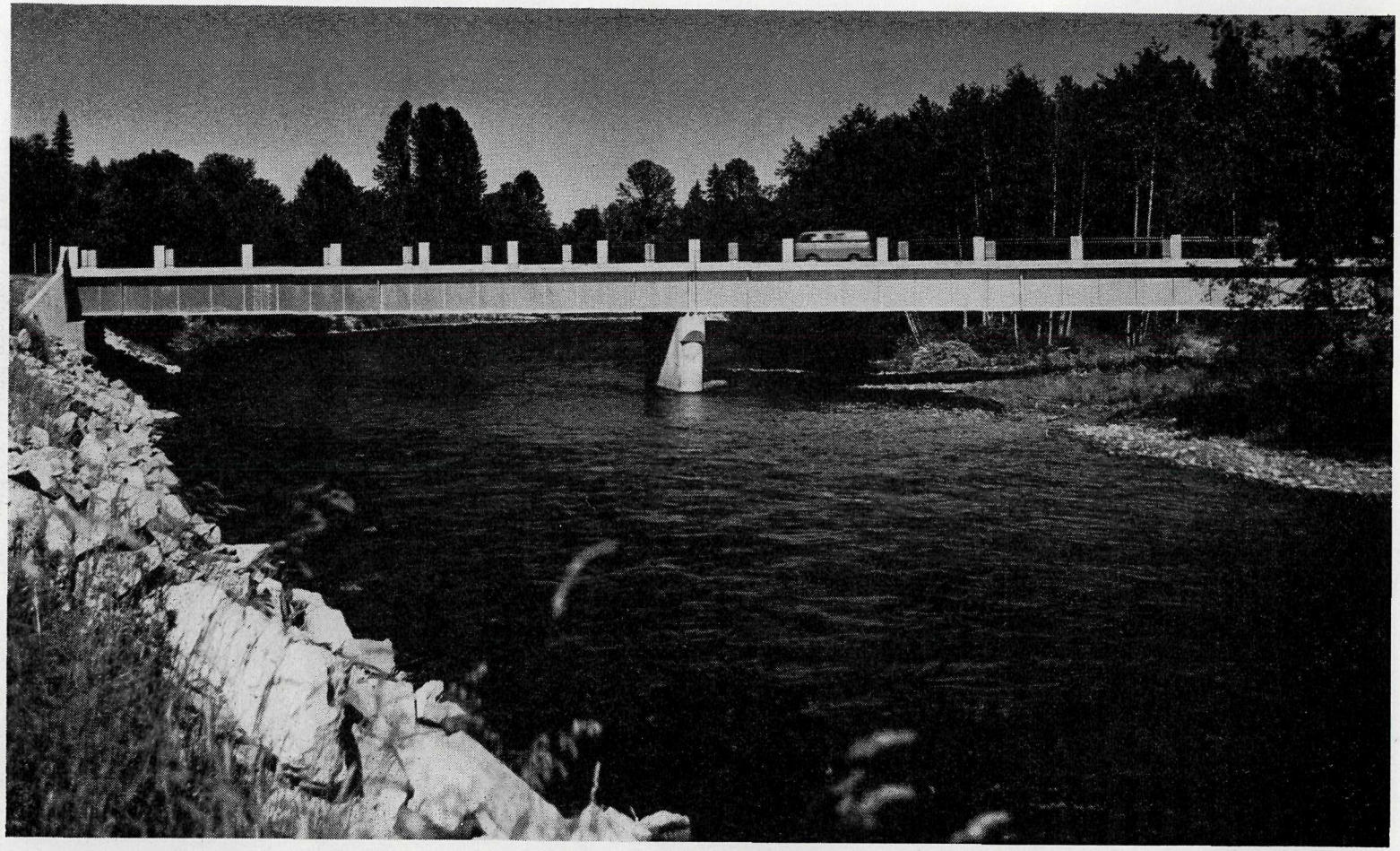
Snow Removal.—Despite the severe winter, main roads and most side roads were kept open at all times. Little difficulty was experienced by the travelling public.

Bridges

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

Miscellaneous

A three-bay equipment-shed was constructed at Madeira Park, a one-bay equipment-shed on Bowen Island, and an oil and gas shed at Powell River.



Oyster River Bridge, Island Highway. Over-all length, 225 feet; 28-foot roadway.

Nanaimo-Islands District

A programme of street improvement was carried out in the area surrounding the City of Nanaimo.

Flush-coat paving was carried out on roads on each of the Gulf Islands. Improvements were made to the main routes on these islands, with special attention being given to alignment.

Winter conditions were moderate, and snow removal was handled successfully.

North Vancouver District

Roads

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

Snow Removal.—Despite the severe winter, main roads and most side roads were kept open at all times. Little difficulty was experienced by the travelling public.

Saanich District

Roads

Maintenance.—Normal maintenance was carried out during the year. Day-labour reconstruction work was done on Verdier Avenue and the West Saanich Road.

Snow Removal.—Snow removal was practically *nil,* although frost conditions were prevalent and salting required. A 24-hour patrol was maintained and all roads kept in good condition during the winter.

Ferries

Normal maintenance was carried out on the ferry-landings.

Vancouver-Point Grey District

Roads

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

Construction.—The 1.84-mile section of South-west Marine Drive was constructed to a four-lane standard by district forces and is 90 per cent complete.

Paving.—Two lanes of the 1.84-mile section of South-west Marine Drive were paved with portland cement concrete.

Snow Removal.—Despite the severe winter, main roads and most side roads were kept open at all times. Little difficulty was experienced by the travelling public.

Bridge District Superintendent

Maintenance

All bridges and roads were well maintained. The shoulders on Deas Throughway and Sea Island Highway were given a lift of crushed gravel. Maintenance work was also carried out for the British Columbia Ferry Authority on docks and wharves. The grounds around the major facilities were well maintained.

Construction

One emergency bay was constructed north of Pattullo Bridge. The roadway was widened at the north end of Second Narrows Bridge to provide better off-ramp movement to Main Street. Intersection and access road was constructed from Garden City Way, Richmond, to Sea Island Highway.

Bridge-painting

Cleaning and painting of the Agassiz–Rosedale Bridge was 85 per cent completed and of the Pattullo Bridge was 90 per cent completed. A small crew was employed continuously painting the Lions Gate Bridge.

Snow Removal

Snowfall was very light and icing conditions were normal. All bridges and highways were kept open and in good condition.

REGION No. 2

(J. W. Nelson, Regional Highway Engineer, Kamloops, B.C.)

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

Cariboo (South) District

Roads

On April 1st the district took over the administration of the Bella Coola area, adding some 75 miles of road and several major bridges, and extending the boundary of the district to the coast. To augment the engineering staff as a result of this take-over, W. D. Cooper was transferred from Revelstoke to 100 Mile House on August 1st and established a sub-office there.

Maintenance.—Spring run-off was light and presented only minor problems. Due to an early warm spell, break-up was short and restrictions were being lifted as early as May 1st. Improvements were made on numerous minor roads, and general maintenance was carried out on some 1,600 miles of road.

Construction.—The regional scraper crew rebuilt 1.2 miles of the Canim Lake Road adjacent to the Provincial Government camp-site and reconstructed 3.5 miles of the Chilcotin Highway. In addition, the reconstruction of 1.7 miles of the Chilcotin Road and 2.3 miles of the Dog Creek Road, both on the outskirts of Williams Lake, were completed by district forces, and both these sections were paved. Paving on the South Lakeside Road was extended for a further 0.7 mile. Three miles of the Likely Road were paved, and paving of the 100 Mile House–Forest Grove Road (9.0 miles) was completed.

Bridges

A major Bailey bridge, 180 feet of double/double, was installed across the Bella Coola River at Hagensborg. Two other small Bailey bridges were erected and 11 other bridges rebuilt. Major repairs were carried out on 12 further structures, including redecking 350 feet of a pedestrian board walk at Bella Bella.

Kamloops District

Trunk and Main Highways

General maintenance was carried out on all trunk and main highways. Widening and up-grading of shoulders on main roads show great improvement.

Patching, maintenance of signs, clearing, brushing, and weed control were on a continuing basis.

There was comparatively light snowfall last winter, but extensive and continuous icing conditions. Through use of chemicals and sanding, roads were kept open and relatively bare.

Spring road restrictions were necessary for a short time only on side roads. The Trans-Canada Highway was not restricted.

Other Highways and Roads

Routine maintenance was carried out on all roads. Improvements to country roads, especially school bus routes, were as follows: Agate Bay (No. 101), Heffley–Louis Creek (No. 169), Lac Le Jeune (No. 187), Mission Flats (No. 198-1), Hudson's Bay Trail (No. 198-6), Rose Hill (No. 225), Savona Access (No. 228-1), Vavenby Access (No. 249-1), Barriere (No. 110), Dunn Lake (No. 155), Fadear Creek (No. 157), and Murtle Lake (No. 288).

Bridges

All bridges were inspected, and extensive repairs were effected.

The complete decking, sidewalks, and guard-rail on the North Thompson crossing at Barriere were installed by the Kamloops District bridge crew. This was a major undertaking by a district crew and required most of our resources for over three months.

The following bridges were completely reconstructed: Bear Creek (No. 194), 30-foot log stringer; Nehaliston (No. 157), 25-foot log stringer; Eakin Creek (No. 89), 30-foot log stringer; and Cold Creek (No. 245), 24-foot log stringer.

Overlanders Bridge (No. 208) guard-rail and sidewalk repairs are being done. Considerable repairs and refinishing are still required. We are in the process of landscaping and seeding the lawn on the south end of Overlanders Bridge in the area where the warehouses were razed in 1965.

Ferries

All necessary repairs and painting were done during the year.

Day-labour Construction

North Thompson (No. 5) section at Raft River was 90 per cent completed with ¾-inch crushed gravel on the southern end.

LILLOOET (NORTH) DISTRICT

Roads

Maintenance.—Regular maintenance was carried out on all roads in the district. Several rock falls occurred on the Bridge River and Lytton Roads, causing some traffic delays.

Construction and Surfacing.—Four and one-half miles of the Lillooet–Cache Creek Highway (No. 12B) were pulvimixed, and 1.5 miles of the Lytton–Lillooet Road (No. 12A) were blade-mixed.

Considerable rock work was done on the Bridge River roads, and some 6.5 miles of road west of the Fraser River to Lytton were bulldozed out.

Considerable work on mining-roads was also handled by district forces.

Reconstruction.—Four miles of the Lillooet–Cache Creek Highway were reconstructed by the Regional S. 12 crew.

Three miles of the Meadow Lake–Springhouse Road were rebuilt to new grades. Some 26 miles of major improvements were completed within the district.

Snow Removal.—Snowfall was average, with a somewhat unusual temperature range, necessitating considerable use of chemicals during the latter part of the winter.

Bridges

The Gibbs Overhead Crossing of the Pacific Great Eastern Railway was completed, and a new bridge, the Boule, was built over the Bonaparte River. Considerable maintenance work was done on both the suspension bridges in the district, these bridges dating back to 1911.

Ferries

The Big Bar reaction ferry continued in operation, with extra trips being necessitated by mining activity in the area.

North Okanagan District

Roads

Maintenance.—Routine maintenance was carried out on all roads throughout the district. Trunk and main highways received special emphasis toward patching, sign maintenance, and shouldering. Fall rains again triggered the Heckman Creek slide on Highway No. 6 east of Cherryville. Efforts are being made to stabilize the slip. On March 18, 1967, a minor slide on the Shuswap Hill on this same highway has necessitated a further widening in a rock section to provide sufficient highway width.

The no-post guard-rail plant operated by the district produced 8,060 feet of guard-rail to supply the needs of nine districts in Region No. 2.

Construction and Paving.—The 4.5-mile section of the Eastside Road along the Okanagan Lake to Ellison Provincial Park, a 1-mile section of the Commonage Road just south of Vernon, and the short section of improved alignment on the Salmon Arm Hill on Highway No. 97B were successfully paved by district forces.

A 5-mile section of the Enderby–Mabel Lake Road from Hupel east was reconstructed on a day-labour basis. The 4-mile section of the Lumby–Mabel Lake Road (Lumby–Shuswap Falls section) was ditched and regravelled in preparation for repaving. A 2.9-mile section of the Westside Road was also reconstructed, and a 1.7-mile section at the northern end of the Lumby–Mabel Lake Road was cleared full width.

Snow Removal.—The district experienced a generally moderate winter. This increased the demand for sanding and salting operations. Snow-ploughing in the Monashee Pass and Silver Star Park was handled with little difficulty.

Bridges

Normal maintenance was carried out on all district bridges. The Cherry Creek Bridge (No. 20), a King truss span on the Sugar Lake Road, failed under a heavy load on July 7, 1966. A new glulam span is being designed for replacement on an improved alignment.

Buildings

A spectacular fire on the night of March 16th destroyed the stockroom section and one-half of the roof section of the Vernon garage. Prompt action by the City of Vernon Fire Department and our own district personnel prevented what could have been a complete destruction of the garage and its contents. The estimated value of the contents, including electrical-shop equipment, shop tools and equipment, and road equipment, was $150,000. A new four-bay shed was constructed at the No. 3 yard in Vernon to accommodate a carpentry crew, bridge crew, and dry storage.

Revelstoke District

Roads

Maintenance.—Normal maintenance was carried out on all roads throughout the year. Extensive spot treatment with calcium chloride was required on the Revelstoke–Arrowhead Road for dust control. All major streets in the Big Eddy area were paved with penetration-type pavement, though heavy traffic associated with dyke construction has caused extensive damage to the surface. Slope seeding was continued on the Trans-Canada Highway and some 20 miles was completed.

Snowfall in most of the district was average. Milder than normal temperatures tended to create icing conditions, requiring above average use of sand and salt. There were minor slides at Summit Lake and Silver Creek, but no extensive road closures resulted. During the past winter all snow removal on the 103 miles from Revelstoke to Boat Encampment, serving Mica Dam site, was carried out by the district. Despite a record snowfall of approximately 500 inches at Mica, no problems were encountered keeping the road open.

Day Labour.—Work was continued on Sicamous–Solsqua Road (No. 270), and 1.75 miles are now nearly ready for paving.

Clearing and grubbing of 3 miles on Galena Pass (No. 810) was completed and 0.6 mile of new grade constructed.

Various frontage roads and side roads in the Revelstoke and Sicamous areas were improved and gravelled.

Bridges

All necessary repairs to bridges were carried out, but routine maintenance has fallen somewhat behind due to the bridge crew being extensively employed on ferry repairs and projects.

Abutments and piers for the new Bigmouth Bridge on Mica Access Road were constructed by the district bridge crew under Project No. 564.

The old Columbia River Bridge at Revelstoke was completely redecked under Project No. 549.

District forces were also employed on the resurfacing of Three Valley and Clan William Bridges, and on major repairs to the west wing wall on Lanark Snowshed.

Ferries

The M.V. " Lardeau " was dry-docked early in the year and extensive repairs carried out, including the installation of new engine controls.

Both Twelve Mile and Twenty-four Mile Ferries were hard pressed to keep up with the heavy traffic resulting from increased tourist traffic and clearing projects in the area. This resulted in the need for more than usual maintenance to ferries and docks.

The upper six bays of the east dock at Twenty-four Mile Ferry were rebuilt after being destroyed by a combination of high water and log bundles.

The Twelve Mile Ferry was out of service for short intervals a number of times due to the barge leaking, and to a fire on October 8th that destroyed the deck house and damaged the running-gear.

Salmon Arm District

Roads

Maintenance.—General maintenance was carried out on all highways and side roads in the district. The programme of chemical weed control was continued along the Trans-Canada Highway right-of-way, and our grass- and weed-mowing activities

Silver Tip Falls Bridge, Revelstoke–Mica Creek Highway. Over-all length, 624 feet; 28-foot roadway.

were increased over previous years. Dust control was again carried out by road oiling in the more built-up areas.

Construction.—Reconstruction was carried out on 2.0 miles of Notch Hill Road (No. 410), on 1.3 miles of Sorrento–Eagle Bay Road (No. 67), on 2.0 miles of Yankee Flats Road (No. 363), and on 2.3 miles of Chase streets (No. 195).

Major improvements, which included a considerable amount of rock work, were made to a total length of 1.2 miles on Kamloops–Shuswap Road (No. 223).

Extensive rock work, along with realignment and grade revisions, at various locations over a total length of 2.0 miles made a noticeable improvement on the Sunnybrae–Canoe Point Road (No. 28).

Shoulders on the Westwold section of the Kamloops–Vernon Highway (No. 97) were widened to 10 feet prior to repaving.

Improvements consisting of realignment, grade revisions, widening, ditching, and gravelling were made to a total of 11.5 miles of sundry roads.

Snow Removal.—Although the snowfall was less on the lower levels than usual, the back roads in the higher country required the usual amount of snow removal. A two-shift system was used effectively, and the amount of chemicals used on the hard-surfaced roads increased. All highways and side roads were kept in good driving condition.

Bridges

Calhoun (No. 6), Freeman (No. 40), and Holding (No. 57) Bridges were entirely reconstructed. Piling on the end bents were replaced and new caps and deck were installed on new Bullman Bridge (No. 35). The entire structure was raised 1 foot in order that the elevation of the deck would conform to that of the new pavement on the approaches.

Asphalt planks were replaced on the north end of Adams River Bridge (No. 39). Stringers were repaired and a new deck laid on Chase Bridge (No. 59).

A second Bailey bridge span was installed at Pritchard Bridge (No. 65). Repairs were made to the deck.

Steelwork on Tappen Overhead Bridge (No. 131) was sand-blasted and painted.

Sundry repair work was carried out on 26 other bridges. Thirty-seven bridges were cleaned and inspected.

Ferries

The Shuswap Lake Ferry operated normally.

Similkameen District

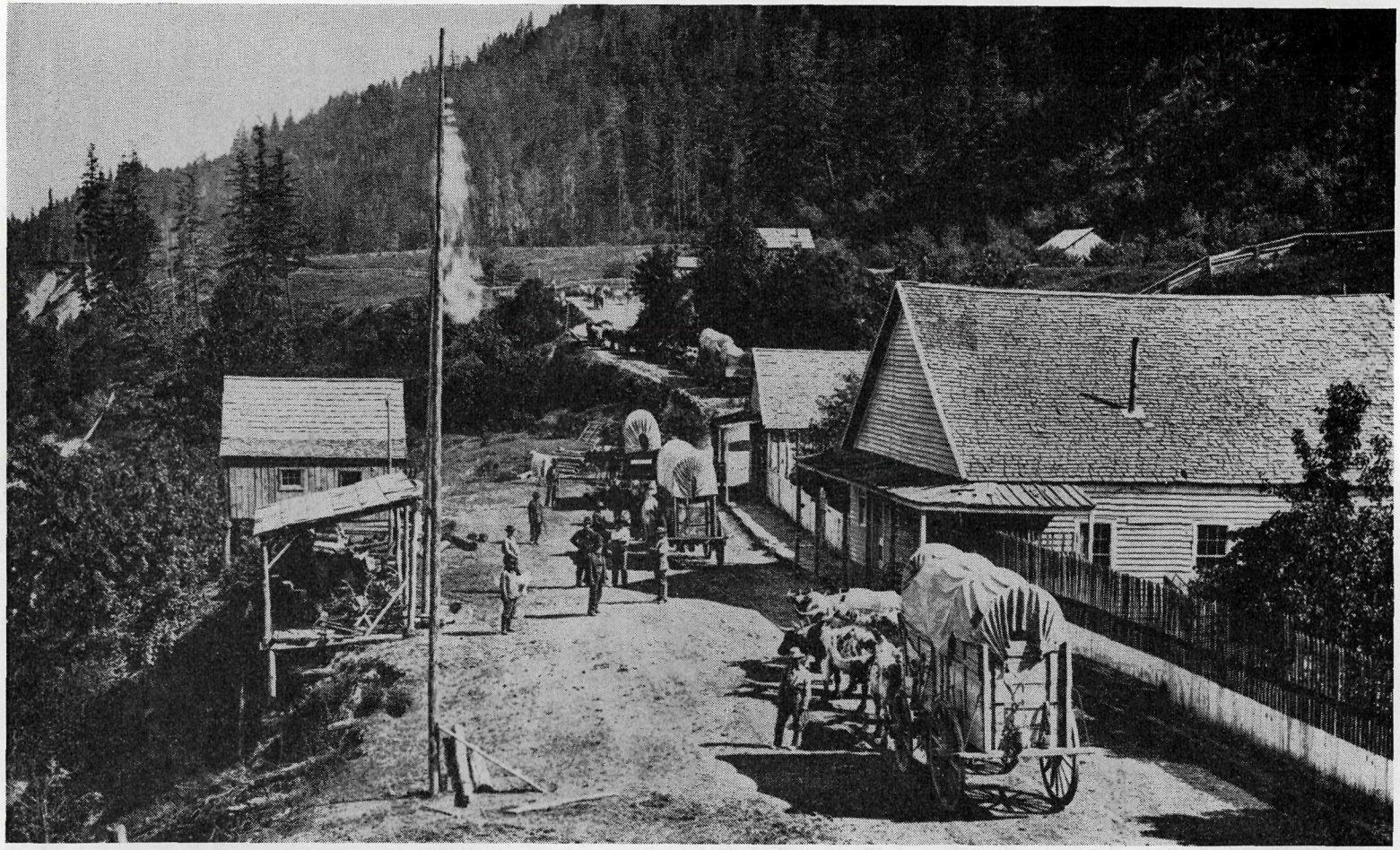
Roads

Maintenance.—Routine maintenance was carried out on all roads in the district. The programme of widening and renewing shoulders was continued. Weed and brush control, sign maintenance, and the further placing of delineator posts on curves all contributed to enhancing the appearance and safety qualities of the highway system.

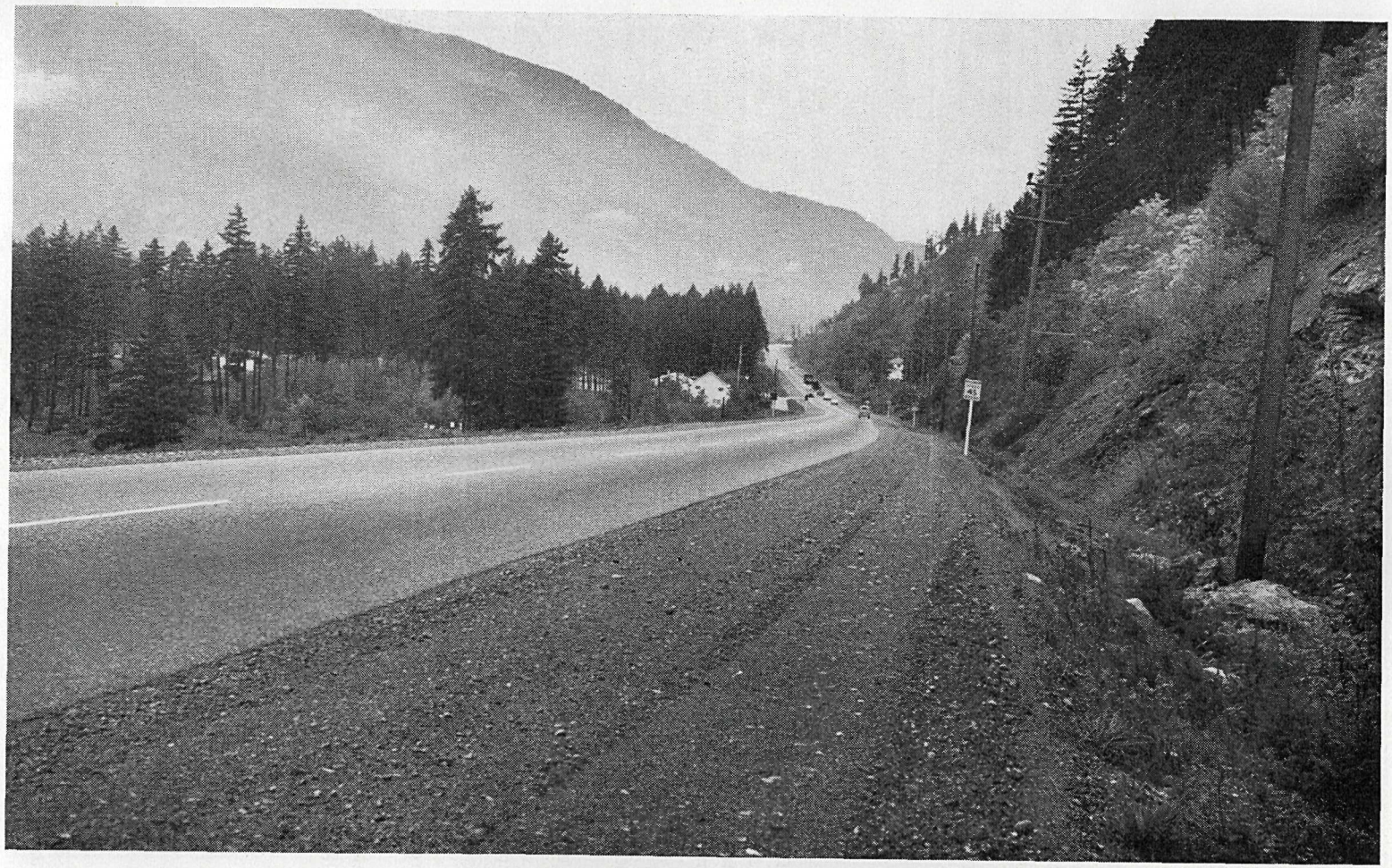
A total of 47.5 miles of orchard roads was treated with a dust-layer.

The installation of channelization at dangerous intersections was continued.

Paving.—A total of 15.6 miles of road-mix pavement was laid throughout the district to renew old pavement or to extend the existing hard-surface system. New paving included 7.5 miles on the Apex Ski Resort Access Road, and 4.8 miles of old pavement were rehabilitated by sand sealing.



Boston Bar, 100 years ago. Trans-Provincial Highway will pass through this historic place, 25 miles from Yale.



Present Trans-Canada Highway near Boston Bar.

Construction and Reconstruction.—Two miles of truck lane were constructed on the east end of the Hope–Princeton Highway.

Six miles of Black Sage Road (No. 120) were reconstructed to serve the vineyard development south of Oliver.

Snow Removal.—Snowfall was below normal in the eastern half of the district, but slightly above normal over the Hope–Princeton Highway. A combination of heavy traffic and snow-storms caused some short tie-ups on holiday week-ends.

Sanding and salting were carried out as conditions dictated.

Bridges

Minor repairs and painting of sundry bridges was done throughout the area.

An overlay was placed on the deck of Stirling Creek Bridge to improve its riding quality.

Widening and strengthening of bridges on the Hope–Princeton Highway was completed.

Four timber bridges on side roads were reconstructed.

South Okanagan District

Roads

Maintenance.—The trend of expansion continues, requiring increased maintenance on all roads. During 1966 there were 390 new homes built in the South Okanagan unorganized area, with resulting increased population of 900 persons. This has demanded more attention to local roads to meet the traffic requirements. This maintenance involved improving driving conditions and elimination of hazards on previously substandard roads.

General maintenance was carried out on all other roads to retain appearance and satisfactory driving conditions.

Reconstruction.—The Joe Rich Road (Kelowna to Rock Creek) was reconstructed to standard for 7.2 miles from Rutland easterly.

Boucherie Road was improved for commuter traffic a distance of 2.0 miles, ready for paving.

An additional 14.4 miles of local roads were improved and gravelled.

Paving.—A total of 2.95 miles of road-mix pavement was completed by district forces.

Snow Removal.—A below normal snowfall was recorded on the lower levels, particularly after January 1, 1967. No inconvenience was experienced by the travelling public.

Bridges

There were no renewals or major reconstruction of bridges. All bridges were maintained, with stress on safety and painting.

Yale District

Roads

Maintenance.—Routine maintenance was carried out on all roads in the district. Repairs and painting of all steel guard-rail in the Fraser Canyon section of the Trans-Canada Highway were carried out. An additional 32,000 feet of no-post concrete guard-rail were also installed in the Fraser Canyon, and preparation work on the shoulders for this project was carried out by district forces. Lighting was installed

on two chain-up spots, one on Trans-Canada Highway and one on Southern Trans-Canada Highway. Snowfall was lighter than in the previous year; more frequent storms and milder conditions created more severe driving conditions, but crews maintained a good standard all winter.

Construction.—Reconstruction, base strengthening, and road mixing were carried out on 1.5 miles of the Merritt–Kamloops section of Highway No. 5, 0.5 mile of Merritt–Spences Bridge Highway (No. 8), and 1.25 miles of Douglas Lake Road (No. 25).

Reconstruction, improving alignment, ditching, and gravelling for 0.5 mile on Othello Road in the Hope area, was 75 per cent completed.

Bridges

One major log-stringer bridge was reconstructed. New deck systems were constructed on six timber structures; major repairs were carried out on 10 structures; and cleaning, inspection, and minor repairs were carried out on 18 structures. All bridges were inspected twice during the fiscal year.

Ferries

Lytton Ferry was completely rebuilt, with exception of the pontoons, and repainted. North Bend Ferry buildings and landings were repaired and repainted.

The haul-back cable on the North Bend Ferry was replaced in March. An additional 40 feet of running-deck were added to the west side slip of Lytton Ferry landing.

REGION No. 3

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

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

COLUMBIA DISTRICT

Roads

An extensive weed-spraying programme was continued on the Trans-Canada and Kootenay–Columbia Highways with excellent results.

Numerous small rockslides were cleared on the Kicking Horse Canyon section of the Trans-Canada Highway.

On the Kootenay–Columbia Highway 1,000 lineal feet of galvanized-steel guard-rail were installed, and a total of 5.5 miles of steel guard-rail on main highways was repainted.

All damaged or defaced signs were replaced, and all sign-posts were painted.

The approach road to a Federal boat ramp on Columbia Lake at Canal Flats was improved and gravelled.

Roadside parking areas were constructed at several historic sites.

Snow removal was carried out on a two-shift eight-hour basis. Over 37,000 tons of sand and 309 tons of chemicals were used on ice control.

Reconstruction consisted of widening and gravelling of 9.3 miles of the Big Bend Highway between Donald and Bush River and 22.5 miles of various side roads. A total of 3.6 miles of streets in Athalmer, Windermere, Edgewater, and Wilmer was improved and road-mix pavement laid thereon.

Bridges

Marl Creek Bridge and Summit Creek Bridge were reconstructed, and extensive deck repairs were made to Bush River Bridge. King trusses at Findlay Creek and Francis Creek were replaced respectively by a 70-foot steel-beam span and a 60-foot glulam structure.

Culverts and a piezometer were installed at the west abutment of the Columbia River Bridge at Donald.

Steelwork on the Kicking Horse River Bridge at Golden was scraped and repainted.

A shear boom was constructed upstream from Toby Creek Bridge to control the flow of driftwood.

Miscellaneous

Gravel-screening plants were constructed in pits at Blaeberry and Canal Flats.

Another salt-storage bin was constructed at Golden.

Cranbrook District

Roads

Maintenance.—Roads were maintained in good condition throughout the year. Weed and brush spraying was carried out on the Southern Trans-Canada Highway between Rampart and Wardner and on the Kootenay–Columbia Highway from Cherry Creek north to the district boundary.

Construction.—One mile of Highway No. 93 from Fort Steele north was reconstructed, and gravelling was completed on the approaches to the new Fort Steele Bridge.

On the Southern Trans-Canada Highway, construction was completed on a truck lane 2.6 miles in length on the C.P.R. Hill section north of Wardner.

Shoulders were widened to 10 feet on 1.6 miles of the Southern Trans-Canada Highway, Mile 20.4 to Mile 22.0, and on 2.5 miles of the Kingsgate–Curzon section of Highway No. 95.

On the Wardner–Fort Steele Road, reconstruction consisting of widening, grade revision, and gravelling was carried out on 2.5 miles between Wardner and Bull River. On the Yahk–Meadow Creek Road 1.44 miles were reconstructed on new alignment.

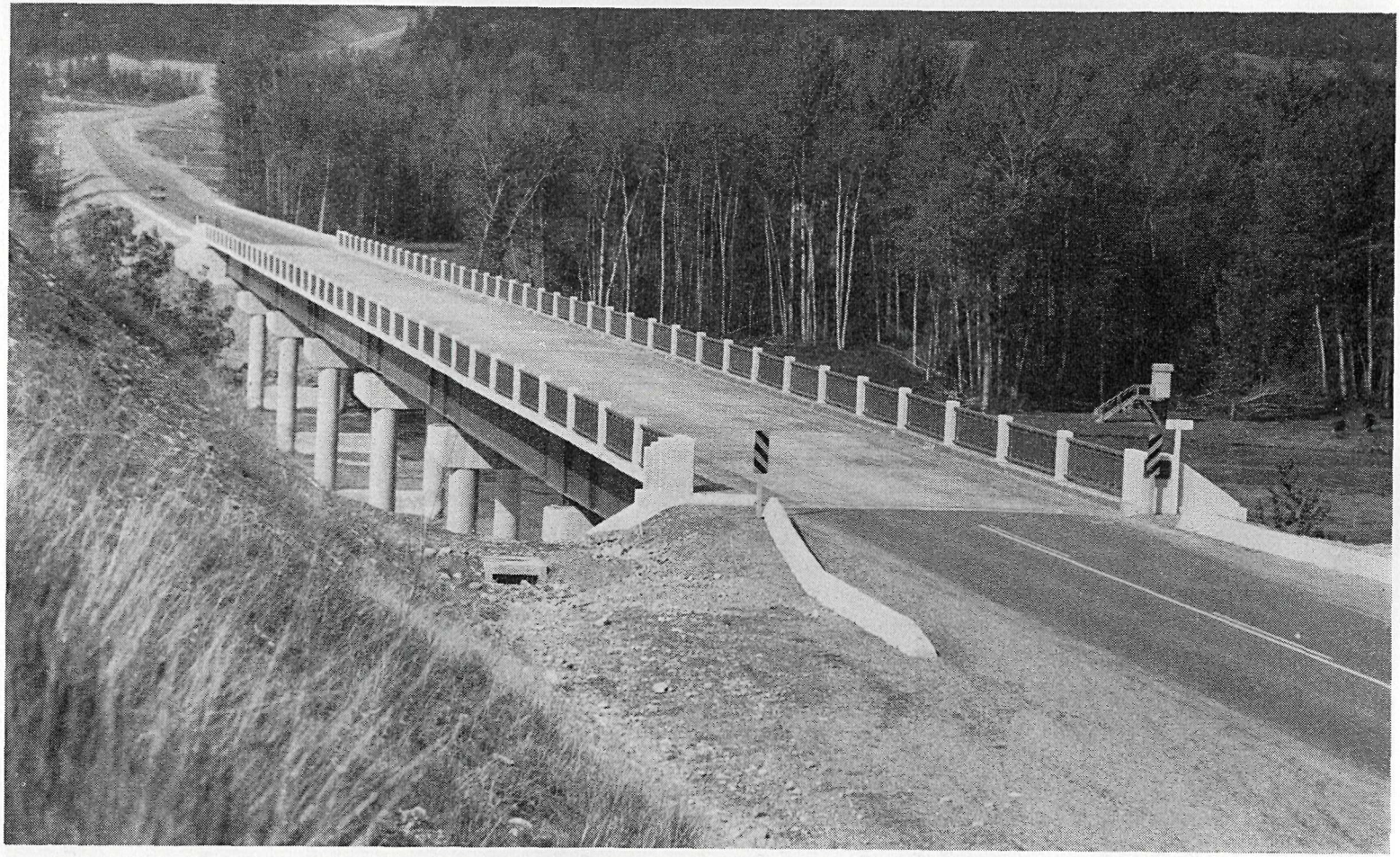
Reconstruction and widening were completed on 2.08 miles of streets in the Cranbrook area. Flush-coat pavement was laid on 3.96 miles of roads and streets in this same area. In the Kimberley area 1.10 miles of the Thompson Road was reconstructed and a double flush-coat pavement laid. The same type of pavement was laid also on 2.29 miles of road in subdivisions adjacent to Kimberley.

Improvements were made to and a flush-coat pavement laid on a total of 2.0 miles of streets in Moyie and Wardner.

Snow Removal.—A below average snowfall was encountered this past winter. Higher than usual temperatures created icing conditions which required an above normal amount of sand and chemicals to control. All main roads were ploughed and sanded as necessary with very little delay and were made bare within hours.

Bridges

All bridges were maintained as required. Materials were purchased for widening of Mark Creek Bridge (No. 185) at Kimberley. Railings were repainted on a number of timber structures. Redecking of a few timber structures was completed.



Fort Steele Bridge, Fort Steele–Wasa Highway, near Cranbrook. Over-all length, 623 feet; 28-foot roadway.

The asphalt deck on Moyie River Bridge (No. 12) at Wards was removed, and a new hot-mix asphalt deck was laid. Treated materials were purchased for repairs to substructure of St. Mary River Bridge (No. 17) at Wycliffe.

Buildings

In the Cranbrook garage a new floor was laid and tiled in the shop foreman's office, a new fan was installed in the welding bay, and the upstairs storeroom was painted. A new sewer-line was installed and connected to the city sewer main.

At Kimberley a new oil-house was constructed, and fuel pumps were installed. The storage-room in the garage was painted.

Fernie District

Roads

Snow Removal.—A heavier than normal snowfall required full-shift operation until April. Traffic was kept moving normally all winter. A slight increase in the use of chemicals for ice removal was considered normal.

Maintenance.—A normal spring run-off reduced flood damage repairs to a minor degree.

Summer maintenance included continuation of asphalt flush-coat treatment on various roads in the Jaffray and Elk Valley areas, and a minor weed- and brush-control programme using Brush Kill and Simazine on the Southern Trans-Canada Highway east of Fernie 1 mile and west of Fernie to Elko.

Day Labour.—District and regional crews completed relocation and construction of 95 per cent of the first 3-mile section between Fernie and Hosmer.

Bridges

Betania (No. 43) and Ferguson (No. 47) Bridges were reconstructed, using native timber. Regular seasonal clean-up of all bridges and minor repairs on several were carried out.

Buildings

One salt-shed was completed at Fernie.

Grand Forks-Greenwood District

Roads

Maintenance.—General maintenance was carried out on all roads throughout the year. Shoulder-widening was continued on the Southern Trans-Canada Highway in the Anarchist Mountain and Kettle Valley areas, and Greenwood and Grand Forks. Extensive gravelling was carried out on the side roads west of Grand Forks in the Land Settlement Board areas.

A traffic island was constructed at the intersection of the Southern Trans-Canada Highway and the Rock Creek–Kelowna Highway.

Brush and weed spray was applied on the Southern Trans-Canada Highway east of Grand Forks.

All signs were repaired and painted.

Widening and improvements were carried out on Boundary Creek Road and on side roads on the west side of Christina Lake.

Construction.—Reconstruction of the Rock Creek–Kelowna Highway was continued during the year, and 4.54 miles were completed. At this time there are approximately 16 miles ready for pulvimixing between Carmi and Kallis Creek.

Widening and grade revision were carried out on the Kettle River Main Road. Last year's work of 3.25 miles was completed, and another 2.85 miles were 50 per cent completed by the end of the year. Total length under construction is 6.10 miles.

Paving.—On the Rock Creek–Kelowna Highway 14.05 miles were pulvimixed by the Paving Branch; 8.52 miles of seal-coating were completed in the Christina Lake area and Valley Roads South (No. 72); and 3.89 miles of penetration seal-coating were completed in the Kettle Valley South and Valley Roads South areas.

Snow Removal.—All roads were kept open and well sanded. Snowfall was normal at lower levels but was much greater at higher levels. The snowfall on the Christina Lake–Kinnaird summit was approximately 7 feet greater than last year.

Snow-storms were quite frequent, and constant ploughing and sanding were necessary to keep the roads in good winter condition. Although the snowfall was greater at the higher levels, we were not troubled with snowslides. This was perhaps due to the fact that the frost did not have much opportunity to penetrate, and also that our snowfalls, although frequent, were not heavy at any one time.

Bridges

General maintenance was performed on all bridges throughout the district.

Kallis Creek Bridge (No. 1) was replaced with a 72-inch-diameter corrugated metal pipe culvert after it had been damaged beyond repair by a logging-truck. Roylance Bridge (No. 11) was reconstructed.

Major repairs were carried out on Granby (No. 88), First Street (No. 81), Midway (No. 140), and White Cabin (No. 127) Bridges. Less extensive repairs were carried out on other bridges.

Buildings

Wiring was completed in the equipment-shed at Beaverdell and a temporary lighting plant set up until power could be supplied by the utility company. New lights were installed in the garage at Grand Forks.

Interior painting was completed at the Grand Forks garage and oil-house, and the equipment-shed at Greenwood.

KASLO-SLOCAN DISTRICT

Roads

The main task this year was salvaging road-mix surfacing. The assistance of the Paving Branch and regional crews was needed to sand-seal and remix 25 miles of pavement on the Balfour–Gerrard Road.

The regional Gradall unit was within one day of completing a heavy ditching programme from Winlaw to Nakusp on Highway No. 6 and from Lardeau to Coffee Creek when it was destroyed by arson just south of Ainsworth.

Considerable liaison was necessary with the British Columbia Hydro and Power Authority as the redevelopment of the Arrow Lakes area and new power-line to the Duncan Dam progressed. New townsites at Fauquier, Edgewood, and Burton were started.

The Fisheries Branch of the Department of Recreation and Conservation was active in the Kootenay Lake and Lardeau Valley area, and our crews co-operated with it in its various endeavours.

Projects were under way improving the Nakusp–Galena Bay Road, by-passing the Fletcher Creek Bluffs on the Balfour–Kaslo Road, and improving the Inonoaklin

Valley Road, together with a rebuild from the Slocan Lake Lookout to Eight Mile Bridge. Only the latter was completed.

The survey crew provided daily testing facilities for the crusher production and concrete guard-rail construction in addition to a heavy programme of construction surveys.

The snow came in November, rain in December, and a heavy fall was experienced in January. A Sno-Blast unit was very useful on the Monashee and New Denver–Nakusp sections of Highway No. 6. There were no major snowslides.

On the section of the New Denver–Kaslo Road east of Retallack, a short relocation constructed by the maintenance crews eliminated a section plagued by snow sluffs.

Bridges

Complete new bridges were built for the Traves and Jordan Bridges in the Inonoaklin Valley. Here the Cemetery Bridge was demolished by an overloaded logging-truck. A new bridge was built at Cascade Creek, and many bridges repaired and painted.

Ferries

There were the usual short interruptions of service for major motor repairs on both Arrow Park and Needles Ferries.

The 24-hour service on the Arrow Park Ferry was reduced by five hours in November, in keeping with similar ferry schedules for comparative areas.

Buildings

The oil-shed at Kaslo was rebuilt on the new yard-site. Property at Denver Siding was purchased for a new yard-site to serve New Denver. The existing shop at New Denver was painted and new lighting installed.

Nelson-Creston District

Roads

Maintenance.—Minor improvements were carried out on the Radio Beam Road and the Mountain Station area roads. Because of severe pot-holing, a considerable amount of patching was required on all main highways. A washout caused by a broken beaver dam on Highway No. 6 near the Black Bluffs was repaired. A landslide near Brilliant which threatened the highway structure was stabilized. A continuing programme of soil sterilization, weed-spraying, and slope-seeding has been followed. All highway signs have been maintained as required. Many side roads were gravelled and graded as required.

Construction.—The reconstruction of the Boswell–Kuskanook section of Highway No. 3A has been completed. Minor reconstruction and road-mix paving were performed on the following roads: Creston–Wynndel, Upper Longbeach, Pass Creek, Knox, Creston–Summit Creek, and Castlegar Golf Course Road.

The roads in the South Salmo area were gravelled and primed. The Heddle Road has been reconstructed. The fill across Dead Horse Creek has been extended. A new equipment-shed has been completed at the Erie yard-site.

Snow Removal.—Screening of winter sand was carried out during the summer months. The Kootenay Pass camp on the Salmo–Creston Highway was opened on October 25, 1966. A constant heavy snowfall was experienced on the Salmo–Creston section of Highway No. 3. The snowfall caused several slides, which closed the highway; however, the slides were cleared quite quickly. The benches which were constructed last year proved once again to be very beneficial in reducing the size and number of slides.

Bridges

The Ymir Bridge on Highway No. 6 was opened to traffic. The Laird Creek Bridge was reconstructed. General maintenance and repair was carried out on all bridges in the district.

Ferries

A major overhaul was performed on the M.V. "Balfour" and the M.V. "Anscomb." The Kootenay Lake ferries were operated on an hourly schedule during the summer months. The Glade Ferry was removed during high water, and passenger service was provided by a river boat run by the Department. The Glade Ferry schedule has been revised and extended.

ROSSLAND-TRAIL DISTRICT

Roads

Generally all roads were maintained satisfactorily with no major disruption to traffic. A heavy snowfall on the upper levels and a mild winter on the lower levels, with resulting frequent freeze-thaw cycles, combined to provide a challenge to both men and equipment and required a heavy expenditure for chemicals and abrasives. Main roads with only pulvimix surfaces suffered severely during the winter; consequently maintenance was difficult and costly. Again the frequent freeze-thaw cycle brought down excessive rock in a few solid-rock sections of the Southern Trans-Canada Highway, with blasting and scaling costs reaching a substantial figure.

Considerable effort went into the grading and road mixing of 7.72 miles of side roads within built-up areas; also 2.5 miles of pulvimix was redone by Departmental forces on the Rossland–Sheep Lake Highway (No. 3B). Champion Lake Road (6.5 miles) was regraded and crushed gravel applied in preparation for road mixing, with funds provided by the Department of Recreation and Conservation. Over 1,000,000 cubic yards of material were moved during the year in completing our major day-labour programme.

Bridges

Only routine maintenance was undertaken, no bridges were constructed or reconstructed. Soundings were again taken at the Trail and Columbia River Bridges. A new scale-house was constructed in Rossland for the Department of Commercial Transport, and a new scale-house at Kinnaird was started.

Ferries

As more traffic utilized the Columbia River Bridge at Kinnaird and the old Brilliant Bridge over the Kootenay River, traffic on the Castlegar Ferries decreased steadily throughout the year, and service was reduced accordingly.

The Renata Ferry was taken out of service on February 3rd and was towed to and anchored at Castlegar.

REGION No. 4

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

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

ATLIN (NORTH) DISTRICT

The spring break-up was better than average, few washouts occurred, and little extraordinary maintenance was necessary.

No new bridges were constructed. However, all structures on the Watson Lake–Stewart Highway were strengthened to facilitate moving construction equipment into the construction project on the southern portion of this highway.

The Stikine Ferry operated steadily, with increased traffic to mining and construction camps.

Again this year, further work was done to complete the new shops at the maintenance establishments at Good Hope Lake and Dease Lake on the Watson Lake–Stewart Highway. A power-house and foreman's office were built at Dease Lake, and the crew moved out of Telegraph Creek to occupy the new establishment.

Atlin (South) District

Roads

Maintenance.—Mining activity continued at high pace in the Stewart area, necessitating a higher standard of summer maintenance. The maintenance in the Alice Arm area was increased due to a logging company using the main road.

A severe rain-storm on September 3 and 4, 1966, washed out portions of the Stewart–Watson Lake Highway and necessitated rebuilding 0.3 mile of road-bed in the Bear River Pass.

Construction.—A 0.5-mile portion of the Stewart–Hyder Road was widened to a 30-foot subgrade. Minor widening and reconstruction on a 1-mile portion of the Upper Kitsault River Road was undertaken and also involved rechannelling of the river in two locations.

Snow Removal.—Snowfall was higher than normal, with 452 inches at Premier, 245 inches at Stewart, and 160 inches at Alice Arm. Despite the heavy snowfalls recorded, there was little disruption to traffic.

The Stewart–Watson Lake Highway was closed for the winter on October 29, 1966. A portion of the Salmon River Road which passes through Alaska was kept open by Department forces, to allow access to the Premier area.

Bridges

The Cullen Creek Bridge on the Stewart–Watson Lake Highway was repaired after being buried in the September 3, 1966, rain-storm and subsequent run-off.

The Barnachee Creek Bridge, destroyed by a flood in 1961, was rebuilt with log stringers to allow access to the old Stewart Cemetery and a logging operation.

The 266-foot pile trestle Stewart–Hyder Bridge (No. 3) was eliminated with a gravel fill early in 1967.

Materials were bought and stockpiled for two bridges on the Big Missouri Mine Road and for the Bear Lake Creek Bridge on the Stewart–Watson Lake Highway.

Cariboo (North) District

Roads

Maintenance.—General maintenance was carried out on all roads in the district. The Kersley section of the Cariboo Highway was severely damaged by frost, and again required extensive repairs.

An experimental heating-cable was installed in the pavement at the west approach to the Fraser River Bridge at Quesnel and proved to be very satisfactory, aiding considerably in maintaining a small flow of traffic.

A maintenance depot was established at Hixon, consisting of four men and a foreman, which has enabled a higher degree of service and snow removal to this area.

Construction.—Reconstruction and base strengthening were carried out on 8.1 miles of district roads, of which 6.9 miles were pulvimixed. Reconstruction was carried out on the following: Barkerville Road, 2.7 miles; Blackwater Road, 4.4 miles; Hydraulic Road, 1.0 mile. Pulvimix was done on the following: Blackwater Road, 4.4 miles; Red Bluff Road, 1.5 miles; Hydraulic Road, 1.0 mile.

Snow Removal.—Snowfall was above average in the district. The Wells area had a total for the winter of 25 feet. Very high winter temperatures created numerous icy conditions throughout the winter, resulting in the highest snow-removal costs incurred for winter snow removal.

Bridges

Five small bridges were completely rebuilt, and the old Soda Creek King truss was replaced by an 80-foot Bailey bridge. The traffic lights on the Fraser River Bridge were replaced with a completely new system, using loop detectors in place of the pad detectors.

Routine maintenance was carried out on several other bridges in the district.

Buildings

An oil-house was constructed and propane heating installed at the Hixon garage, and the establishment put into operation in the fall of 1966.

Heating of the Quesnel garage and assembly rooms was converted from coal to natural gas.

Ferries

All three ferries in the district operated throughout the summer and fall without any problems or interruptions. Aerial cages were put into operation for pedestrians for the winter months.

The Marguerite Ferry was reconstructed on a new set of pontoons for the 1967 operation.

Fort George District

Roads

Maintenance.—Normal maintenance was carried out on all district roads, including additional gravel in many areas. Many roads in the heavy populated areas were oiled to prevent dust.

Day Labour.—Eight miles of the Giscome Road were strengthened and surfaced with crushed gravel. The Nechako and Fraser Interchanges were completed as far as was possible and are now ready for pavement.

Snow Removal.—Heavy and frequent snowfalls were experienced this year. Snow-ploughing was kept at maximum by the use of a double shift. Pavement within a radius of 30 miles was kept bare all winter by frequent and well-timed ploughing and the use of chemicals. The northern part of the John Hart-Peace River Highway was also kept in a bare condition for a good part of the winter.

Bridges

Normal maintenance was carried out on bridges. Angusmac Bridges on the John Hart-Peace River Highway were completed, and the Bear Creek Bridge mostly completed except for the approaches.

Ferries

Isle Pierre Ferry operated all year with light volume of traffic.

Hansard Ferry operated during the summer months on a 24-hour basis carrying a very heavy volume of traffic.

North Peace River

Reconstruction and (or) gravelling was undertaken on 62 miles of local roads in the Charlie Lake, Upper Cache Creek, Cecil Lake, and Montney areas, many of which were recent school-bus route extensions serving these rapidly expanding farming areas.

Seven miles of streets were regravelled at Fort Nelson. Eight miles of road were constructed and gravelled, and a single-span log bridge was erected at Hudson Hope for British Columbia Hydro and Power Authority to provide access to resettlement land at Portage Mountain Dam.

The Hudson Hope Airstrip was again sprayed with asphalt, also for British Columbia Hydro and Power Authority.

The bridge crew constructed concrete abutments and piers and erected steel I-beams on two permanent bridges on the Hudson Hope Road at Lynx and Farrell Creeks, in readiness for the reinforced-concrete decks. A new replacement bridge over Fort St. John Creek (Neilson Bridge) and a new structure over Indian Creek, both in the Rose Prairie area, were completed. Lee Bridge at Montney was reconstructed on the same location.

The spring break-up, being reasonably mild, did not cause many problems, and no bridges were washed out.

Omineca (East) District

Roads

Maintenance. — Normal maintenance was carried out on district roads. Weather was wet and cool much of the year. Improvement work by ditching and gravelling was carried out to several side roads during the fall.

Construction.—Work continued on reconstruction of the Vanderhoof–Stuart Lake Road, and 19 miles were paved by contract. The road to Endako Mines was pulvimixed by district forces. Minor day-labour work was carried out on district secondary roads. Forty miles of mining-road was up-graded for the Department of Mines and Petroleum Resources.

Snow Removal.—Snowfall was one of the highest on record, with water content being high. Weather was mild throughout the winter, with considerable heaving being experienced in some paved sections. Winter maintenance was carried out in a normal manner.

Omineca (West) District

Roads

Maintenance.—The spring break-up was normal, with few washouts and only two major pavement failures.

A major ditch-clearing programme was carried out on Highway No. 16.

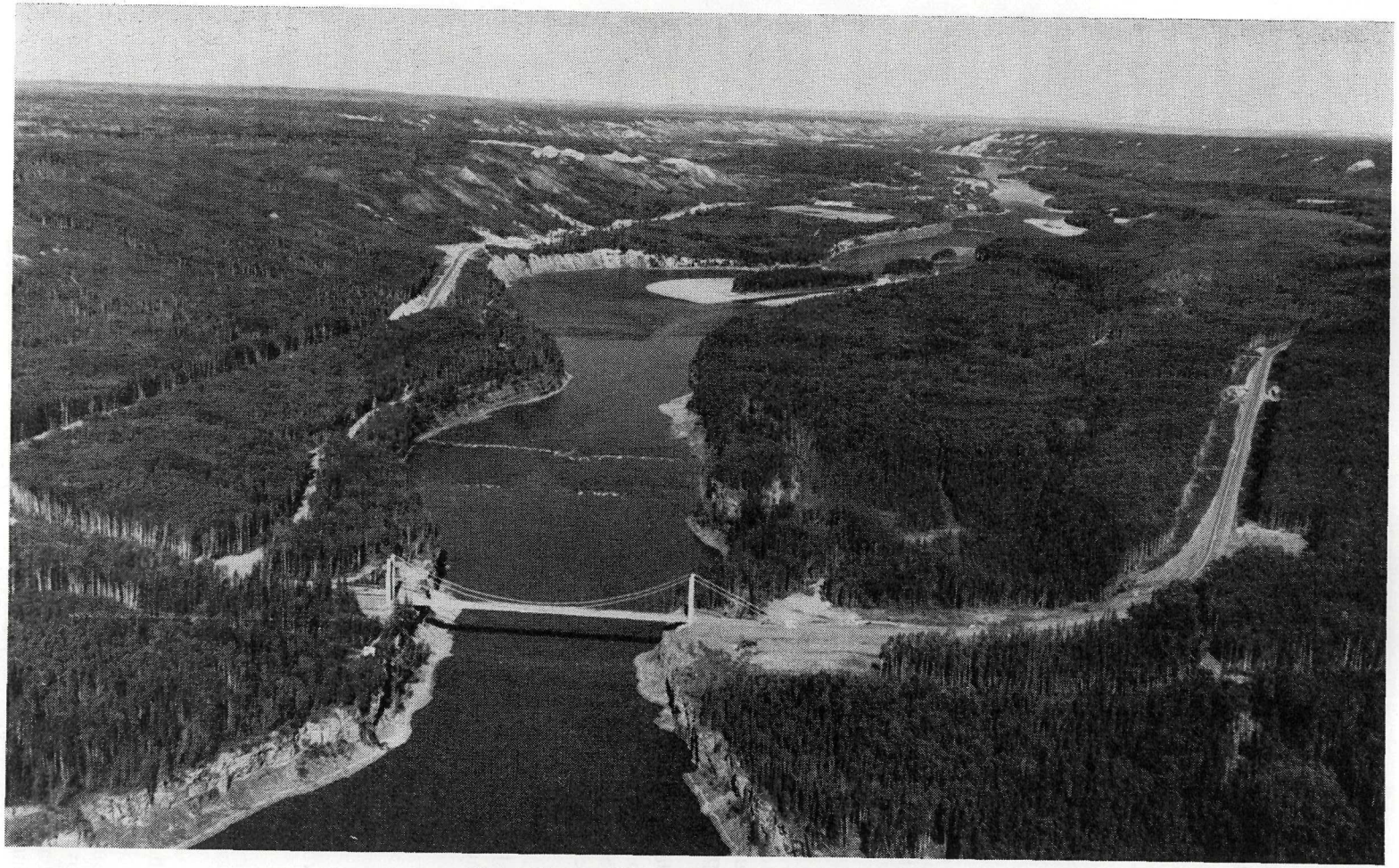
The district pull grader was used to reditch several major side roads.

Several miles of the Colleymount Road were gravelled.

Construction.—Four miles of Francois Lake Road (No. 35) were reconstructed and finished to a ¾-inch crushed-gravel base. Another 2 miles were cleared in preparation for future work.

Construction work on the Houston Bridge approaches was 90 per cent completed on the east side of the Bulkley River and 60 per cent completed on the west side.

Snow Removal.—Snowfall was above average with a prevalent freeze-thaw condition. A night shift of four men was utilized to good advantage. Chemical requirements were quite high because of the fluctuating temperatures.



Peace River Bridge, looking east to Hudson Hope.

Bridges

The new 16-bay pile trestle over the Fulton River was completed.

Goat Creek Bridge (No. 137) was washed out by an October cloudburst. The district bridge crew replaced it with a 50-foot log-stringer span supported by rock-filled cribs.

Minor repairs were carried out on other bridges where necessary.

Ferries

The Francois Lake Ferry M.V. " Jacob Henkel " was able to operate all winter.

Further studies were made to obtain an estimate for installing an air-bubbling system across Francois Lake.

Buildings

A concrete floor was poured in the Southbank garage, and a new oil-house was constructed at Southbank.

A new concrete floor was poured in the Burns Lake mechanical shop.

Burns Lake, Southbank, and Houston shops were repainted throughout the interior.

Prince Rupert District

Roads

Maintenance.—Necessary maintenance continued at a steady pace throughout the year. An increased surface area on the Queen Charlotte City–Masset Highway due to recent day-labour work necessitated the hiring of an extra machine to keep up with the work load.

Construction.—Reconstruction of the Sandspit–Alliford Bay Road was completed. The Queen Charlotte City–Masset Highway was reconstructed from Tlell to Port Clements and in addition included most of the Port Clements streets, a by-pass of Port Clements and a ¾-mile diversion of the highway away from an eroding beach at Tlell.

Snow Removal.—Snowfall was lighter than the past few years due to an unusually warm winter. A new salt-shed and spreading unit were required on Moresby Island to effectively control ice conditions on the new pavement surfacing. One of the heaviest snowfalls occurred on the Easter week-end.

Bridges

Minor repairs were carried out on most bridges.

Material was purchased for renewal of the Salk Lake floats.

Ten pile-trestle bridges were replaced with a total of 652 lineal feet of creosote-treated timber trestles on the Queen Charlotte Islands.

Skeena (East) District

Roads

Maintenance.—Routine maintenance was carried out on all roads throughout the district.

A large ice jam in early April took out two 140-foot Howe truss sections of the Smithers Bridge, located over the Bulkley River at Smithers. Traffic was detoured over the Telkwa High Road, a 25-mile route by-passing Smithers. The spans were replaced with 290 feet of continuous triple-single Bailey bridge, supported on two intermediate piers. Traffic signals were installed at each end of the bridge to facilitate movement over the narrow structure.

Heavy rains in late October produced severe flood conditions throughout the district, washing out the Hells Bells Bridge and Trout Creek Bridge on Highway No. 16 and two structures on minor side roads.

A crushed-gravel running surface was placed over 32 miles of the Northern Trans-Provincial Highway in the vicinity of Cedarvale.

Construction.—Summer day-labour work consisted of the reconstruction of a 2-mile section of the Babine Lake Road, the completion of the approaches to the new Moricetown Overhead (1.02 miles), the installation of two 15-foot-diameter multi-plate culverts at John Brown Creek (0.60 mile), and minor gravelling and widening projects on miscellaneous side roads. Construction was also started on the Smithers By-pass (3.31 miles). This work is in conjunction with the proposed crossing of the Bulkley River.

Snow Removal.—All roads were kept in good winter condition. Total snowfall was slightly less than last year; however, numerous freeze-thaw conditions required constant ploughing and sanding. Crews were maintained on a revolving-shift basis, providing coverage 16 hours per day seven days per week.

Bridges

Normal maintenance was carried out on all bridges. New bridges were constructed at Smokey Creek and Fulton River on the Babine Road and at Tea Creek on the Kitwanga Road; also an 80-foot triple-single Bailey bridge was installed on the Northern Trans-Provincial Highway at Hells Bells Creek.

Buildings

Additional construction was undertaken on the Cedarvale garage and ferryman's residence at Cedarvale.

The interior of the main shop at Smithers was painted.

Ferries

The reaction ferry at Cedarvale provided normal service throughout the summer months. An aerial basket handled passenger service during the winter.

Skeena (West) District

Roads

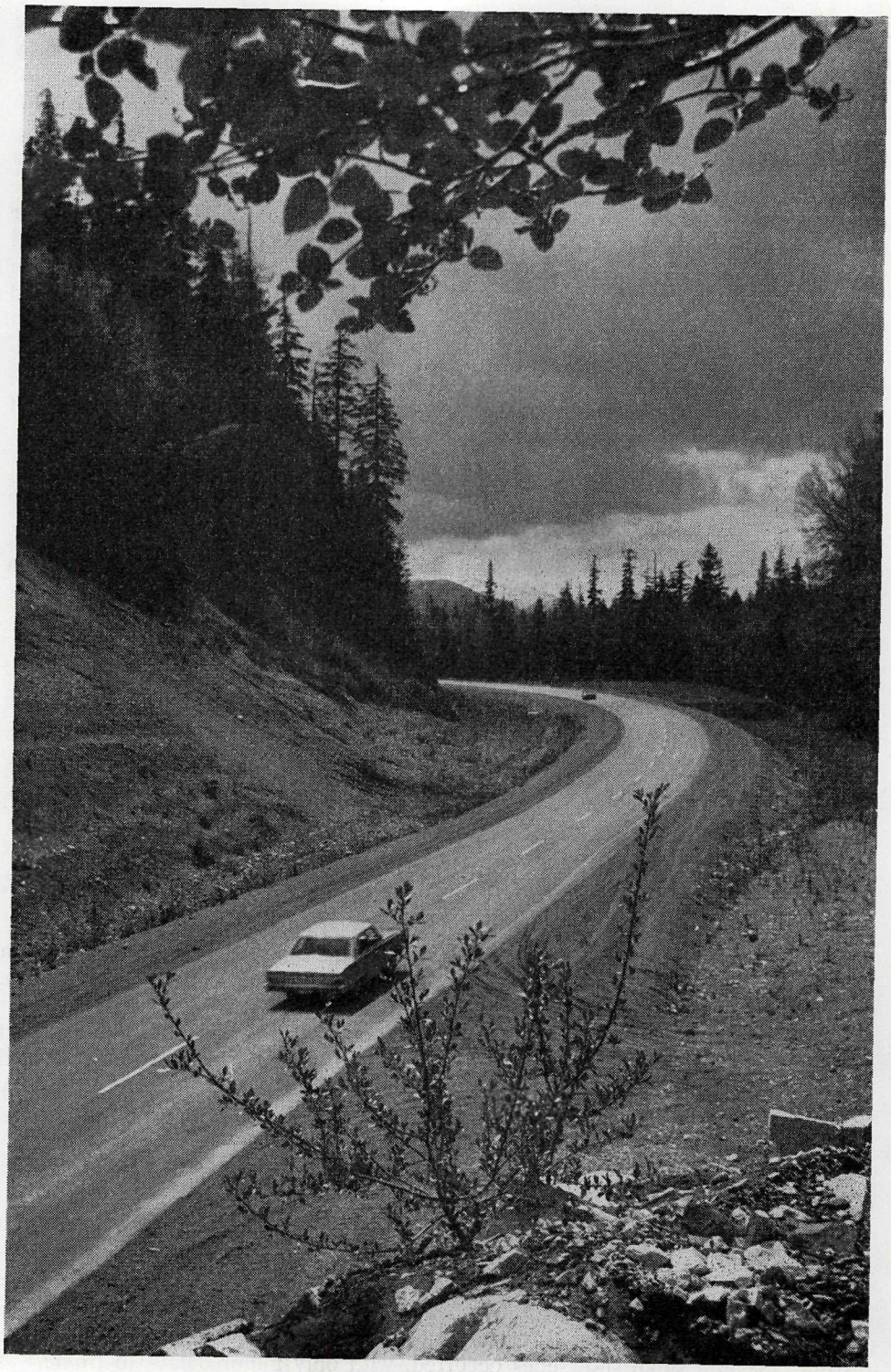
Maintenance.—Road restrictions were applied on April 4th and rescinded on April 25th. The break-up period was short, with little damage to the roads. The general weather pattern during the summer was wet, and as a result the pavement patching fell behind. Extensive regravelling on the Northern Trans-Provincial Highway and subdivision roads in the Thornhill and Lakelse Lake areas was carried out. Riprap was placed at Mile 39.5 on the Northern Trans-Provincial Highway west to prevent further erosion by the Skeena River at that point.

Fifteen miles of right-of-way seeding was carried out east of Terrace.

Flooding due to heavy rains occurred on October 22nd, causing considerable damage to the Kitimat Highway.

Day Labour.—Day-labour work was light, consisting mainly of relocating a portion of Highway No. 16 west at Kwinitsa to accommodate a C.N.R. siding extension, construction of subdivision roads, reconstruction of a half-mile section on the Remo Road, and gravelling the Kitimat Indian Village Road.

Snow Removal.—About average snowfall was encountered throughout the district. Several small snowslides occurred, with only minor delays to traffic. A C.N.R. derailment 40 miles west of Terrace due to a snowslide February 5th blocked the highway for three days.



Highway No. 16 near Terrace.

Bridges

Several bridges were redecked during the summer, including the Skeena River Bridge at Terrace. One bridge was constructed on a subdivision road at Lakelse Lake after high water washed the road out at that point. The new bridge over Gold Creek was opened to traffic and the Bailey bridge removed.

The bridge crew also assisted in the erection of Bailey bridges at Smithers and Hells Bells Creek.

Ferries

Usk Ferry was taken out of service December 2nd, and a rowboat used until a cable car went into service February 1st.

Copper Ferry was taken out of service November 9th and put back on May 10, 1967.

South Peace River District

Roads

Maintenance.—Although the previous winter had recorded exceptionally heavy snowfalls throughout the district, the spring run-off was gradual, lacking in severe washouts and flooding. The district enjoyed a good maintenance season for road repairing, reconstruction, and gravelling of farm settlement and minor roads. Pavement patching was routine, except for a 5-mile stretch of road west of Progress where many failures occurred on the John Hart-Peace River Highway.

The crack-filling programme was again intensified as 40 tons of crack-filler was used.

Construction.—A major gravel-cement stabilization project was completed on 5.1 miles of the Dawson Creek–Clayhurst Road. A 3.35-mile portion of pulvimix was completed on Project No. 1377 on the Chetwynd–Hudson Hope Road.

A 21-mile road serving One Island Lake was greatly improved, 9 miles being newly constructed. Eleven miles of forest access road serving the Lone Prairie area was taken over, requiring extensive reconstruction.

Snow Removal.—Snowfall records were broken again this year, with totals of 120 inches at Pouce Coupe and 245 inches at Mount Le Moray, this latter amount being double the average annual snowfall.

Buildings

The equipment-shed at Rolla burned down on December 19th, and replacement was commenced in January.

Ferries

The Clayhurst Ferry operated on normal routine.

STATEMENT AS TO MAJOR HIGHWAY WORK COMPLETED OR IN PROGRESS (BY DAY LABOUR) DURING FISCAL YEAR 1966/67

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, 1967
							Per Cent
Alberni	1603	Alberni–Tofino	Kennedy Lake easterly	22.00	Reconstruction	Apr., 1966	(1)
	1635	Cherry Creek		0.50	Reconstruction	July, 1966	100
	1635	Burde		0.25	Reconstruction and paving	Sept., 1966	100
	1635	Kitsuksis		0.25	Reconstruction	June, 1966	100
	1635	Bell		0.50	Reconstruction	May, 1966	100
	1635	Clayoquot		0.50	Reconstruction	June, 1966	100
	1635	Bamfield		0.25	Reconstruction	Aug., 1966	100
	1728	Port Albion Indian Reserve		0.50	Reconstruction	Sept., 1966	100
Atlin (North)	1673	Atlin Highway			Improvements		100
	1673	Cassiar			Spot gravel		100
	1673	Stewart–Watson Lake			Improvements		100
	1673	Dease Lake			Improvements		100
Atlin (South)		Upper Kitsault River	1,500 ft. to Wolf Creek Claim	0.28	Removal of 25,000 cu. yd. rock to construct 20-ft. road-bed on a 10-per-cent road grade	June, 1966	100
	1692	Stewart Arterial 442R	Government Wharf to Hyder	0.40	Widen and gravel	Jan., 1967	50
	1674	Kitsault River	Short sections between Mile 0.0 and Mile 8.0	0.30	Widened in rock and regravelled and rechanelling river	June 1966	100
Burnaby		Willingdon Ave.	Grandview Highway to Willingdon Ave. Interchange	0.50	Reconstruction, widening, with curb and gutter	Feb., 1967	30
Cariboo (North)	1523	Barkerville, No. 26	Mile 13.2 to Mile 15.4	1.20	Relocation and reconstruction	July, 1966	100
			Mile 17.0 to Mile 18.5	1.50	Relocation and reconstruction	July, 1966	100
	1554	Quesnel–Blackwater, No. 58	Mile 1.4 to Mile 4.9	3.50	Reconstruction and prepare for pulvimix and resurfacing	June, 1966	100
			Mile 4.9 to Mile 5.7	0.80	Reconstruction	June, 1966	100
	1664	Quesnel–Nazko, No. 59	Mile 0.0 to Mile 0.1	0.10	Reconstruction	June, 1966	100
Cariboo (South)		Chilcotin–Bella Coola, No. 20	Mile 0.85 to Mile 3.5	1.70	Reconstruction—realignment	Oct., 1965	66
			Mile 30.5 to Mile 32.4	1.90	Reconstruction—realignment	June, 1966	100
			Mile 66.35 to Mile 66.95	0.60	Reconstruction—bridge approach	Sept., 1966	100
			Mile 71.6 to Mile 73.4	1.80	Reconstruction—realignment	July, 1966	100
			Mile 174.3 to Mile 195.8	4.50	Widen, ditch, and gravel	June, 1966	100
		Williams Lake–Dog Creek, No. 137	Mile 0.6 to Mile 2.9	2.30	Reconstruction—realignment	July, 1966	100
		Bullock Lake, No. 297	Mile 0.0 to Mile 4.0	4.00	Brushing, widen, and gravel 2 miles	July, 1966	100
		Big Creek, No. 299	Mile 4.7 to Mile 12.2	7.50	Brushing, widen, and gravel	Aug., 1966	100
		Archie Meadow, No. 300	Mile 0.0 to Mile 1.5	1.50	Reconstruction—gravel	July, 1966	100

1 Continuing.

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, 1967
							Per Cent
Cariboo (South)	.....	Bridge Lake North, No. 314	Mile 1.3 to Mile 3.3	1.50	Reconstruction—realignment	Sept., 1965	100
	1716	Canim Lake, No. 318	Mile 25.65 to Mile 26.85	1.20	Reconstruction—realignment	July, 1966	100
	.....	Exeter McKinley, No. 336	Mile 9.0 to Mile 12.0	3.00	Widen and gravel	Aug., 1966	100
	.....	Hanceville–Canoe Creek, No. 342	Mile 2.1 to Mile 2.2 and Mile 2.3 to Mile 2.4	0.20	Reconstruction—bridge approach	Apr., 1966	100
	.....	Lac la Hache Station, No. 351	Mile 0.0 to Mile 1.0	1.00	Widen, ditch, and gravel	Aug., 1966	100
	.....	Timothy Lake, No. 353	Mile 0.0 to Mile 0.7	0.70	Reconstruction—realignment	June, 1966	100
	.....	Caverly, No. 416	Mile 0.0 to Mile 1.5	1.50	Reconstruction—widen and gravel	July, 1966	100
	.....	Big Lake, No. 448	Mile 0.0 to Mile 2.0	2.00	Reconstruction—widen and gravel	Sept., 1966	100
	.....	Anahim Lake streets, No. 619	Mile 0.0 to Mile 0.3	0.30	Reconstruction—gravel	Aug., 1966	100
	.....	Birch Lane, No. 747	Mile 0.0 to Mile 0.45	0.45	Reconstruction—widen and gravel	Aug., 1966	100
Chilliwack	1637	Chilliwack Lake	Edwards Road to D.L. 501, Gp. 2	1.70	Recap	Apr., 1966	100
	.....	Chilliwack Lake	D.L. 501, Gp. 2	2.40	Road-mix paving	May, 1966	100
	.....	Columbia Valley	Frost Creek Bridge to one-half mile past Janovick Road	1.00	Plant-mix paving	May, 1966	100
	.....	Bridal Falls	Old Trans-Canada Highway at Bridal Falls	0.10	Plant-mix recap	June, 1966	100
	.....	Bunker	Yale Road to Agassiz–Rosedale Highway	0.45	Plant-mix paving	May, 1966	100
	.....	Canyon	Canyon School Trail	0.68	Widening	June, 1966	100
Columbia	1598	Big Bend Highway, No. 1A	Between Mile 0.0 and Mile 28.0	9.30	Reconstruction—widening, realignment, and gravelling	Apr., 1966	100
	1657	Anderson, No. 40	Total length	0.60	Reconstruction—widening, realignment, and gravelling	Sept., 1966	100
	1657	Blaeberry School, No. 37	Mile 0.0 to Mile 0.5	0.50	Reconstruction—widening, realignment, and gravelling	Sept., 1966	100
	1657	Canyon Creek, No. 13	Mile 0.2 to Mile 0.6	0.40	Reconstruction—widening, realignment, and gravelling	May, 1966	100
	1657	Findlay Creek, No. 8	Various sections	0.60	Reconstruction—widening, realignment, and gravelling	June, 1966	100
	1657	Forster's Landing, No. 10	Various sections	0.80	Reconstruction—widening, realignment, and gravelling	July, 1966	100
	1657	Golden Donald Upper, No. 42	Mile 0.0 to Mile 0.5	0.50	Reconstruction—widening, realignment, and gravelling	Sept., 1966	100
	1657	Grainger, No. 61	Mile 0.9 to Mile 2.1	1.20	Reconstruction—widening, realignment, and gravelling	Nov., 1966	100
	1657	Habert, No. 378	Mile 0.0 to Mile 0.5	0.50	Reconstruction—widening, realignment, and gravelling	May, 1966	100

							Per Cent
	1657	Hartley, No. 39	Mile 0.0 to Mile 0.5	0.50	Reconstruction—widening, realignment, and gravelling	Sept., 1966	100
	1657	Hawke, No. 84	Various sections	2.80	Reconstruction—widening, realignment, and gravelling	June, 1966	100
	1657	Hewitt, No. 277	Various sections	1.40	Reconstruction—widening, realignment, and gravelling	Aug., 1966	100
	1657	Highway Drive, No. 311	Total length	0.50	Reconstruction—widening, realignment, and gravelling	Aug., 1966	100
	1657	Houlgrave, No. 55	Mile 1.2 to Mile 2.2	1.00	Reconstruction—widening, realignment, and gravelling	May, 1966	100
	1657	J-2 Ranch, No. 109	Mile 0.0 to Mile 4.1	4.10	Reconstruction—widening, realignment, and gravelling	May, 1966	100
	1657	Johnson, No. 29	Mile 0.0 to Mile 1.0	1.00	Reconstruction—widening, realignment, and gravelling	Sept., 1966	100
	1657	Lake Drive, No. 310	Total length	0.90	Reconstruction—widening, realignment, and gravelling	Aug., 1966	100
	1657	McBeath, No. 70	Mile 0.0 to Mile 0.8	0.80	Reconstruction—widening, realignment, and gravelling	May, 1966	100
	1657	Moberly Bridge, No. 38	Mile 0.0 to Mile 0.5	0.50	Reconstruction—widening, realignment, and gravelling	Aug., 1966	100
	1657	Moberly School, No. 56	Mile 0.0 to Mile 0.5	0.50	Reconstruction—widening, realignment, and gravelling	Aug., 1966	100
	1657	Nelles Crescent, No. 44	Total length	0.60	Reconstruction—widening, realignment, and gravelling	July, 1966	100
	1657	Ottoson, No. 68	Various sections	1.00	Reconstruction—widening, realignment, and gravelling	Sept., 1966	100
	1657	Toby Creek, No. 4	Various sections	1.20	Reconstruction—widening, realignment, and gravelling	July, 1966	100
	1657	Wills, No. 99	Mile 0.0 to Mile 0.5	0.50	Reconstruction—widening, realignment, and gravelling	Aug., 1966	100
	1657	Streets in Athalmer, Edgewater, Wilmer, and Windermere		3.60	Reconstruction—widening, realignment, and gravelling	June, 1966	100
	1657	Frontage road		0.10	Reconstruction—widening, realignment, and gravelling	Aug., 1966	100
Comox	1583	Port McNeill	Beaver Cove to Port Hardy	11.77	New construction	Apr., 1966	80
	1630	Kelsey Bay Ferry Terminal area	Kelsey Bay	1.56	New construction and paving	Apr., 1966	100
	1638	Anton	Island Highway to end	0.04	Paving	Aug., 1966	100
	1638	Cleviot	Peterson to Mile 0.14	0.14	Reconstruction and paving	Aug., 1966	100
	1638	Claudet	Marina Way to Mile 0.93	0.93	Reconstruction	Aug., 1966	100
	1638	Condensory	Cessford to Piercy	0.50	Reconstruction	Oct., 1966	100
	1638	East Road, Denman Island	End of pavement to ferry-landing	1.87	Reconstruction	Oct., 1966	10
	1638	Endall	Island Highway to Mile 1.87	1.87	Gravelling	Feb., 1966	100
	1638	Grafton Ave.	Winchester to Pratt	0.97	Reconstruction	Aug., 1966	15
	1638	Green Road, Quadra Island	Mile 0.30 to end	1.74	Paving	May, 1966	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, 1967
							Per Cent
Comox	1638	Hardy	Mile 0.99 to Mile 2.54	1.55	Reconstruction	Oct., 1966	40
	1638	Heriot Bay	Hill	0.17	Paving	Aug., 1966	100
	1638	Hilliers	Mile 2.49 to end	1.10	Recapping	Aug., 1966	100
	1638	Howard	Island Highway to Merville	1.81	Reconstruction—widening	June, 1966	100
	1638	Island Highway shouldering	Random lengths	6.07	Reconstruction—shoulder widening	May, 1966	80
	1638	Island Highway	Craigs Crossing	0.19	Parallel access	Dec., 1966	100
	1638	Kentwood	Royston Road to end	0.84	Reconstruction	May, 1966	100
	1638	Lake Trail	Marsden to Miromar	0.67	Reconstruction and paving	May, 1966	100
	1638	Macauley	Island Highway to end	6.53	Reconstruction and minor improvements	June, 1966	100
	1638	Marina Way	Reef Road to end	1.20	Reconstruction and paving	May, 1966	100
	1638	Marine Drive	Royston Road to end	0.61	Recap and new pavement	Aug., 1966	100
	1638	Marsden	Cumberland Road to Mile 0.58	0.58	Reconstruction and paving	May, 1966	100
	1638	Muir	Island Highway to Mile 0.35	0.35	Reconstruction	Dec., 1966	20
	1638	Maple St.	Homewood to village boundary	0.27	Paving	Oct., 1966	100
	1638	Noel Ave.	Pritchard Road to Torrence Road	0.42	Reconstruction—widening	July, 1966	80
	1638	Rebecca Spit	Heriot Bay to Park	0.50	New construction	June, 1966	90
	1638	Stewart	Northwest Bay to Dolphin Drive	1.13	Reconstruction and paving	May, 1966	100
	1638	Swayne	Errington to Coombs	1.72	Reconstruction	Feb., 1966	50
	1638	Tsolum River	Headquarters to Fitzgerald	3.09	Reconstruction	Aug., 1966	35
	1638	Wall Beach	Northwest Bay to Seahaven	0.20	Paving	June, 1966	100
	1638	Wilkinson	Little River to Ellenor	0.59	Reconstruction and paving	May, 1966	100
	1638	Sundry roads	Random lengths	----	Slashing	Nov., 1966	100
	1745	Forbidden Plateau	End to parking-lot	0.75	New construction	Sept., 1966	90
	1745	Ryan	Island Highway to back road	0.54	New construction	Sept., 1966	100
	1788	Gold River Access	Townsite to Arm	----	New construction	----	----
	1638	Seahaven	Wall Beach to Mile 0.17	0.17	Paving	June, 1966	100
	1638	15th Ave., Campbell River	Village to Mile 0.11	0.11	Paving	June, 1966	100
	1638	Kenmuir	Island Highway to Mile 0.13	0.13	Paving	June, 1966	100
	1638	Pidcock	Heriot Bay Road to Mile 0.26	0.26	Paving	June, 1966	100
	1638	Hamm	Island Highway to Mile 0.09	0.09	Paving	June, 1966	100
	1638	Island Highway	Oyster River area	1.15	Paving	June, 1966	100
	1638	Sundry roads		2.08	Recapping	June, 1966	100
	------	Buttle Lake	End of pavement to lake	17.00	Gravelling	Nov., 1966	100
	------	Cessford	Condensory to Mile 0.25	0.25	Reconstruction	Aug., 1966	80
	------	Headquarters	Kingwall to Dove Creek	0.89	Ditching	Sept., 1966	90
	------	Sundry roads	Random	23.12	Dust-layer	May, 1966	100
Comox (South)	1713	Departure Bay		1.00	Reconstruction and paving	Jan., 1966	100
	------	Thomas St.		0.25	Reconstruction and paving	May, 1966	100

							Per Cent
	.....	Rock City		0.50	Reconstruction	June, 1966	100
	.....	Loat St.		0.50	Reconstruction and paving	June, 1966	100
	.....	Newton St.		0.50	Reconstruction	July, 1966	100
	.....	James St.		0.25	Reconstruction and paving	Aug., 1966	100
Cowichan-Newcastle	1639	Extension		1.25	Reconstruction and paving	Aug., 1966	100
	.....	Minetown		0.75	Reconstruction and paving	June, 1966	100
	.....	Cowichan Lake		0.50	Recapping	July, 1966	100
	.....	Telegraph		0.75	Reconstruction and paving	June, 1966	100
	.....	Tzouhalem		1.00	Reconstruction	May, 1966	100
Cranbrook	1658A	Highway No. 93	Eager Junction to Fort Steele, Station 355+00 to Station 300+00	1.00	Place concrete guard-rail, raise and super-elevate curve	May, 1966	100
	1658B	Southern Trans-Canada Highway	C.P.R. Hill section	2.60	Place gravel culverts, concrete guard-rail	Apr., 1966	100
	1658C	Cranbrook area streets	Baker Mountain, 13th St. South, Kootenay Orchards	2.08	Reconstruction — widening, gravelling, culverts	June, 1966	100
	1658D	Cranbrook area streets	17th St. South, McKenzie Drive	3.96	Double and triple flush-coat	Aug., 1966	100
	1658E	Kimberley area streets	Thompson Road No. 311, Nos. 9, 348, 95-4-5, 233-1-S	2.29	Reconstruction—widening, gravelling on Thompson Road, double flush-coat	July, 1966	100
	1658F	Kingsgate–Curzon	Kingsgate to Curzon Junction	7.05	Shoulder widening to 10 ft.	June, 1966	36
	1658G	Moyie streets	Nos. 214, 350, 218, 217, 219, 352	0.99	Ditching, gravelling, double flush-coat	Aug., 1966	100
	1658H	Wardner streets	Nos. 192, 193, 195, 371	1.01	Ditching, gravelling, culverts, road-mix 0.2 mile of Laurier St., double flush-coat balance	Aug., 1966	100
	1658I	Yahk streets	Open road allowance	0.06	Clear culverts, gravelling	Sept., 1966	100
	1658J	Southern Trans-Canada Highway	Mile 20.4 to Mile 22.0	1.60	Ditching, shoulder widening to 10 ft.	Aug., 1966	100
	1658K	Wardner–Fort Steele	Wardner Junction to Bull River, Mile 0.5 to Mile 5.1	4.60	Reconstruction—widening, grade revision, gravelling	Feb., 1967	55
	1658L	Kootenay–Columbia Highway	Cranbrook to Wasa Junction	30.00	Apply Simozine on shoulders	Oct., 1966	100
	1658M	Yahk–Meadow Creek	Mile 2.14 to Mile 4.54	2.40	New construction on new line	Apr., 1966	60
Delta	.....	New McLellan	At Latimer	0.51	Reconstructed third lane	1965	100
	.....	Service Building	Cloverdale	.....	New construction	1965	100
	.....	King George VI Highway	Bolivar Road to Sandell	1.23	Reconstruction—paving median barrier	1966	100
	.....	Aldergrove–Bellingham Highway	Fraser South	1.00	Paving	.....	100
	.....	Scott	Kennedy to Victoria	1.00	Paving	.....	100
	.....	Point Roberts	12th Ave. to U.S. Border	1.70	Paving	.....	100
	.....	Cloverdale Yard	.....	.....	Paving	.....	100
	.....	Glover	Rawlinson Crescent to Telegraph Trail	0.50	Reconstruction—third lane	.....	100
	.....	Serpentine Bridge	.....	.....	Widening	.....	35
	1738	Sea Island Highway	Garden City Way	.....	New construction—new access to Sea Island Highway from Garden City Way	Jan., 1967	98
Dewdney (East)	1487	Lougheed	Katz Flats	0.30	New construction	Apr., 1966	100
	1714	Lougheed	Nicomen Island section	0.50	Grade revision	Oct., 1966	100
	.....	Sward	.....	0.92	Paving	June, 1966	100
	.....	Shook	Shook Bridge	0.10	Construct approaches and paving	July, 1966	100
	.....	Lougheed	Hatzic Pumps Bridge	0.10	Construct approaches and paving	Aug., 1966	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, 1967
							Per Cent
Dewdney (East)	.....	Hodgkins	Malcolm Road to Erroch Lake	0.80	Widening	Apr., 1966	100
	.....	Malcolm	Hodgkins Road to end of road	0.70	Widening	Sept., 1966	100
Dewdney (West)	.....	Nicholls	Pitt Polder roads	0.81	New construction, gravelling	.....	100
	167R	Brunette St.	Brunette Interchange to Lougheed	0.26	Reconstruction—widening, curb and gutter	.....	90
	20-18	Bedwell Bay	Thermal Plant Road to Woodhaven	2.55	Paving	.....	100
	20-18	Belcarra Park	.....	0.25	Paving	.....	100
	20-18	Knowles	From Sunnyside Road	1.50	Paving	.....	100
	20-18	Ioco Townsite roads	.....	1.00	Paving	.....	100
Esquimalt	1642	Happy Valley	Total length	4.33	Reconstruction—grade and alignment revisions	May, 1966	75
	1720	Sooke	Sooke River Bridge approaches	0.50	Complete reconstruction on new bridge approaches	Aug., 1966	40
	1720	Metchosin	Sooke Road to Duke Road	2.00	Ditching and shouldering	May, 1966	100
	1720	Kimalu	Total length	1.25	Road-mix pavement	Aug., 1966	100
	1720	Goldstream Ave.	Trans-Canada Highway east	0.50	Improve shoulders and ditches	Aug., 1966	100
	1720	Sooke	Dewdney Flats	0.40	Raising grade and repaving	Sept., 1966	100
	1720	Sundry roads	Various locations	10.21	Widening and reconstruction	.....	100
Fernie	1359	Southern Trans-Canada Highway	Station 0+00, Fairy Creek Bridge, to Station 150+00	2.81	Reconstruction—realignment	.....	95
Fort George	1484	Fraser Bridge Interchange	Fraser crossing on Cariboo Highway	2.60	New construction	.....	90
	1619	Nechako Interchange	Mile 0, John Hart-Peace River Highway	1.80	New construction	.....	80
	1557	Giscome 16E	7 miles east of Prince George	8.10	Reconstruction—continuous projects	.....	95
	1665	Chief Lake	Chief Lake and 3 miles west	3.00	Reconstruction	.....	100
	1557	Eaglet Lake, 16E	North shore of Eaglet Lake	1.00	Reconstruction—continuous projects	.....	50
	1665	Mountain View	Mile 3.0 to Mile 6.5	3.50	Reconstruction	.....	100
	1665	Raush Valley–Dunster	McBride east	2.00	.....	.....	100
	1665	Sutley and Chilcotin Roads	3 miles south of Prince George	2.00	New construction	.....	40
	1557	Bear Creek Bridge	Mile 90, John Hart-Peace River Highway	0.30	New construction	.....	50
Grand Forks-Greenwood	1660	Rock Creek–Kelowna, No. 44	Beaverdell south, Mile 23.99 to Mile 26.84	2.85	Reconstruction — realignment and grade revision to 30-ft. width	Apr., 1966	100
			Kallis Creek south, Mile 44.54 to Mile 46.24	1.70	Reconstruction — realignment and grade revision to 30-ft. width	June, 1966	100
			Beaverdell south, Mile 23.09 to Mile 30.74	7.65	Gravelling (pulvimixed by Paving Branch), Mile 30.74 to Mile 31.74 completed 1965	May, 1966	100

							Per Cent
			Beaverdell north, Mile 31.74 to Mile 38.14	6.40	Gravelling (pulvimixed by Paving Branch)	May, 1966	100
			Beaverdell north, Mile 38.14 to Mile 53.94	15.80	Gravelling	May, 1966	50
	1660	Kettle River Main, No. 43	Westbridge north, Mile 0.00 to Mile 3.25	3.25	Reconstruction — realignment and grade revision to 30-ft. width	Aug., 1966	100
			Mile 3.25 to Mile 5.00	1.75	Reconstruction—grade revision	Aug., 1966	50
			Mile 5.30 to Mile 6.40	1.10	Reconstruction—grade revision	Aug., 1966	50
	1660	Alpine Inn–Texas Point, No. 49	Mile 0.71 to Mile 1.16	0.45	Penetration seal paving (new)	Sept., 1966	100
			Mile 1.16 to Mile 2.93	1.77	Bituminous seal-coat	Sept., 1966	100
	.....	Christina–Laurier, No. 395	Mile 0.00 to Mile 0.35	0.35	Bituminous seal-coat	Sept., 1966	100
	.....	Christina Creek–Rossland, No. 54	Mile 0.00 to Mile 0.92	0.92	Penetration seal paving (new)	Sept., 1966	100
	.....	Roads Nos. 86, 17A, 127D, 132, 115	Christina Lake area	2.05	Bituminous seal-coat	Sept., 1966	100
	1660	Valley Roads Nos. 72, 73, 131	Grand Forks area	3.28	Bituminous seal-coat	Sept., 1966	100
	.....	Kettle Valley South, No. 112	Mile 0.30 to Mile 1.85	1.55	Penetration seal paving (new)	Sept., 1966	100
			Mile 2.40 to Mile 3.47	1.07	Bituminous seal-coat	Sept., 1966	100
Kamloops	.....	North Thompson Highway, No. 5	Mile 80.85 to Mile 81.65, west approach to new Raft River Bridge	0.80	Reconstruction — realignment and grade revision	.....	100
	.....	Agate Bay, No. 101	Mile 5.0 to Mile 5.5	0.50	Reconstruction — realignment and grade revision	.....	100
	.....	Agate Bay, No. 101	Mile 6.5 to Mile 7.0	0.50	Reconstruction — realignment and grade revision	.....	100
	.....	Heffley–Louis Creek, No. 169	Mile 5.5 to Mile 9.5	4.00	Reconstruction — realignment and grade revision	.....	100
	.....	Lac Le Jeune, No. 187	Mile 0.0 to Mile 5.6	5.60	Reconstruction — realignment and grade revision	.....	100
	.....	Mission Flats, No. 198-1	Mile 0.0 to Mile 1.4	0.40	Reconstruction — realignment and grade revision	.....	100
	.....	Hudson's Bay Trail, No. 198-6	Mile 0.00 to Mile 0.37	0.37	Reconstruction — realignment and grade revision	.....	100
	.....	Rose Hill, No. 225	Mile 11.25 to Mile 12.45	1.20	Reconstruction — realignment and grade revision	.....	100
	.....	Savona Access, No. 228-1	Mile 1.70 to Mile 1.95	0.25	Reconstruction — realignment and grade revision	.....	100
	.....	Vavenby Bridge, No. 249-1	Mile 0.60 to Mile 0.75	0.15	Reconstruction — realignment and grade revision	.....	100
	.....	McCorrie, No. 204	Mile 0.0 to Mile 0.15	0.15	Reconstruction — realignment and grade revision	.....	100
	.....	Barriere Main, No. 110	Mile 2 to Mile 3	1.00	Widening	.....	100
	.....	Birch Island–Lost Creek, No. 116	Mile 10.0 to Mile 10.5	0.50	Widening	.....	100
	.....	Clearwater Village, No. 140-13	Mile 0.0 to Mile 0.5	0.50	Widening for truck lane	.....	100
	.....	Clearwater Valley, No. 139	Mile 12 to Mile 14	2.00	Widening	.....	100
	.....	Dunn Lake, No. 155	Mile 36.0 to Mile 36.5	0.50	Widening	.....	100
	.....	Fadear Creek, No. 157	Mile 5 to Mile 7	1.00	Widening	.....	100
	.....	Murtle Lake, No. 288	Between Mile 0 and Mile 12	10.00	Widening	.....	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, 1967
							Per Cent
Kaslo-Slocan	1661	Slocan–Vernon Highway, No. 6	Ten Mile Bridge to Silverton Lookout	4.28	Reconstruction — widening, realignment, grade revision to subgrade, 36-ft. top	Dec., 1966	15
			Rosebery–Hills section	5.00	Reconstruction to 30-ft. top and road mix	Mar., 1965	75
	1661	Slocan Arterial, No. 437R	Through Village of Slocan	0.78	New construction and road mix to 30-ft. top	Apr., 1966	100
	.....	Balfour–Revelstoke, No. 204	Coffee Creek Bluffs, Mile 0.3 to Mile 0.9 and Mile 1.4 to Mile 1.5	0.70	Reconstruction in heavy rock	Feb., 1965	97
	1605	.....	Fletcher Creek Bluffs, Mile 10.35 to Mile 12.53	2.18	Reconstruction — new diversion to 36-ft. top	Feb., 1966	55
	1553	Nakusp–Galena Bay, No. 199	Mile 0.00 to Mile 15.05	15.05	Clearing and grubbing, reconstruction to 30-ft. top (widening, diversions, grade revisions)	Nov., 1964	30
	1661	Inonoaklin Valley, No. 151	Mile 6.20 to Mile 12.05	5.85	Reconstruction to 30-ft top, widening (acquisition of right-of-way, fencing, and rock work)	June, 1966	30
Lillooet (North)	1650	Lillooet–Cache Creek, No. 12B	Mile 44 to Mile 49	4.00	Reconstruction—realignment	Aug., 1965	100
	1650	Lytton–Lillooet, No. 12A	Mile 12 to Mile 13.5	1.50	Road-mix paving	Aug., 1966	100
Lillooet (South)	.....	Squamish Valley	Mile 0 to Mile 12	12.00	Improvements	.....	100
	.....	Mamquam	Mile 0.0 to Mile 1.5	1.50	Reconstruction	.....	*Nil*
	1282	Garibaldi Highway, No. 99	Cheekeye to Pemberton	.....	Guard-rail	.....	85
	.....	Alta Lake Access	Mile 0.00 to Mile 0.49	0.49	Construction	.....	45
	1582	Garibaldi Highway, No. 99	Mamquam Red Bridge	2.05	.....	.....	100
Mackenzie	.....	Lang Bay	Mile 0.0 to Mile 0.6	0.60	Reconstruction	June, 1966	100
	.....	Palm Beach	Mile 0.00 to Mile 0.25	0.25	Reconstruction	June, 1966	100
	.....	McNair	Mile 0.00 to Mile 0.12	0.12	Reconstruction	June, 1966	100
	.....	Gillies Bay	Mile 0.0 to Mile 2.2	2.20	Base preparation and pulvimix paving	May, 1965	100
	.....	Egmont	Mile 0 to Mile 4	4.00	Base preparation and pulvimix paving	May, 1965	100
	.....	Gonzales	Mile 0.0 to Mile 1.7	1.70	Reconstruction	Oct., 1966	95
	.....	Lagoon	Mile 0.0 to Mile 0.8	0.80	Reconstruction	Oct., 1966	95
	.....	Sechelt Inlet	Mile 0 to Mile 1	1.00	Reconstruction	June, 1966	75
	.....	Keats	Mile 0 to Mile 1	1.00	Construction	May, 1966	80
	.....	Gambier Island	Mile 0 to Mile 1	1.00	Clearing	.....	*Nil*
	.....	Sunshine Coast Highway	.....	.....	Replace Soames Creek Bridge with fill	Feb., 1967	90
Nanaimo-Islands	1645	Departure Bay	.....	1.00	Reconstruction and paving	Sept., 1966	100
	.....	Howard Ave.	.....	0.50	Reconstruction and paving	Aug., 1966	100
	.....	Beaver Point	.....	1.00	Reconstruction	May, 1966	100
	.....	Lyall Harbour	.....	1.00	Reconstruction and paving	June, 1966	100

							Per Cent
	.....	Horton Bay	.....	0.50	Reconstruction and paving	June, 1966	100
	.....	Porlier Pass Drive	.....	1.00	Reconstruction and paving	July, 1966	100
	.....	Bedwell Harbour	.....	1.00	Reconstruction and paving	June, 1966	100
	.....	North End, Gabriola Island	.....	1.00	Reconstruction and paving	May, 1966	100
	.....	Pilkey Point	.....	0.50	Reconstruction and paving	Aug., 1966	100
	.....	Park Ave.	.....	0.50	Reconstruction and paving	Sept., 1966	100
Nelson-Creston	1662	Pass Creek, No. 251	Mile 7.6 to Mile 11.4	3.80	Reconstruction—alignment and grading	.....	100
	.....	Aaron, No. 80	Mile 0.0 to Mile 0.6	0.60	Reconstruction—alignment and grading	.....	100
	.....	Longbeach, No. 199	Mile 0.0 to Mile 1.8	1.80	Reconstruction—widening and grading	.....	100
	.....	Heddle, No. 143	Mile 0.0 to Mile 0.6	0.60	Reconstruction—diversion and alignment	.....	100
	.....	Mountain, No. 214	Mile 0.0 to Mile 0.3	0.30	Reconstruction—diversion, alignment, and grading	.....	100
	.....	South Sheppard, No. 294	Mile 0.0 to Mile 0.2	0.20	Widening	.....	100
	.....	Knox, No. 178	Mile 0.30 to Mile 1.05	0.75	Reconstruction—alignment and grading	.....	100
	.....	Krestova, No. 75	Mile 0.8 to Mile 1.0	0.20	Widening	.....	100
	.....	Creston–Wynndel, No. 76	Mile 0.0 to Mile 4.3	4.30	Reconstruct for paving	.....	100
	.....	Carney Mill, No. 52	Mile 0.40 to Mile 0.75	0.35	Reconstruction—alignment and widening	.....	100
	.....	Larson, No. 239	Mile 0.00 to Mile 0.13	0.13	Widening	.....	100
	.....	Glendale, No. 157	Mile 0.00 to Mile 0.35	0.35	Widening	.....	100
	.....	Cady, No. 106	Mile 0.0 to Mile 0.3	0.30	Widening	.....	100
North Okanagan	1651	Lumby–Mabel Lake, No. 75	Mile 3.55 to Mile 4.70	1.15	Reconstruction	Sept., 1966	90
	1651	Lumby–Mabel Lake, No. 75	Mile 5.45 to Mile 6.90	1.35	Reconstruction	Sept., 1966	90
	1651	Enderby–Mabel Lake, No. 74	Mile 17.20 to Mile 21.45	4.25	Reconstruction	May, 1966	100
	1651	Dolly Varden, No. 188	Mile 0.0 to Mile 0.8	0.80	Reconstruction	May, 1966	100
	.....	Westside, No. 138	Mile 8.7 to Mile 11.8	2.90	Reconstruction	May, 1966	70
	.....	Butters, No. 200	Mile 0.0 to Mile 0.2	0.20	Reconstruction	Oct., 1966	100
	.....	Trinity Valley, No. 130	Mile 23.6 to Mile 24.3	0.70	Reconstruction	Oct., 1966	100
	.....	Dixon Dam, No. 128	Mile 0.0 to Mile 0.3	0.30	Reconstruction	Aug., 1966	100
	.....	Okanagan Highway, No. 97B	Mile 1.15 to Mile 1.30	0.15	Reconstruction	Aug., 1966	100
	1651	Lumby–Mabel Lake, No. 75	Mile 20.55 to Mile 22.25	1.70	Major improvements	Sept., 1966	75
	1651	Vernon–Slocan, No. 6	Mile 34.85 to Mile 38.05	3.20	Major improvements	Sept., 1966	75
	.....	Aumond, No. 157	Mile 0.0 to Mile 1.8	1.80	Major improvements	Sept., 1966	100
	1651	Eastside, No. 265	Mile 0.35 to Mile 4.25	3.95	Road-mix paving	July, 1966	100
	1651	Okanagan Landing, No. 102	Mile 4.45 to Mile 4.60	0.15	Road-mix paving	July, 1966	100
	1651	Commonage, No. 30	Mile 0.00 to Mile 1.05	1.05	Road-mix paving	Aug., 1966	100
	.....	15th St., No. 189	Mile 0.00 to Mile 0.36	0.36	Road-mix paving	Sept., 1966	100
	.....	Okanagan Highway, No. 97B	Mile 1.15 to Mile 1.30	0.15	Road-mix paving	Aug., 1966	100
	.....	Peters, No. 14	Mile 0.0 to Mile 0.3	0.30	Road-mix paving	Aug., 1966	100
North Peace River	1666	Two Rivers, No. 107	.....	1.50	Up-grading	.....	100
	1666	Upper Cache Creek, No. 116	.....	6.30	Up-grading and gravelling	.....	100
	1666	Fort Nelson sundry roads	.....	7.00	Gravelling	.....	100
	1666	Farm and Settlement, No. 272	.....	2.00	Improvements	.....	100
	1666	Fort St. John North	.....	10.50	Reconstruction and gravelling	.....	100
	1666	Tea Creek, No. 119	.....	2.50	Improvement and gravelling	.....	100
	1666	Buick Creek South, No. 139	.....	3.00	Reconstruction	.....	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, 1967
							Per Cent
North Peace River	1666	Siphon Creek, No. 184		9.00	Reconstruction and gravelling		100
	1666	Farm and Settlement, No. 252		2.00	Reconstruction and gravelling		100
	1666	Grand Haven, No. 269		2.00	Improvements and gravelling		100
	1666	Farm and Settlement, No. 256		1.00	Improvements		100
Omineca (East)	1558	Vanderhoof–Stuart Lake, No. 27	Mile 14.9 to Mile 19.3, Mile 31.8 to Mile 36.5	9.10	6.2 miles reconstruction—road diversion; 2.9 miles reconstruction—widening and grade revision on existing road	May, 1966	85
	1668	Stuart Lake–Douglas Lodge, No. 184	Mile 0.0 to Mile 0.4	0.40	Reconstruction—new diversion	May, 1966	100
	1668	Mapes, No. 116	Mile 1.0 to Mile 4.6	3.60	Reconstruction	May, 1966	100
	1668	Fort Fraser–Stella, No. 37	Mile 0 to Mile 1	1.00	Reconstruction	May, 1966	100
	1668	Access to Tache Indian Reserve	Mile 20.0 to Mile 30.5	10.50	Clearing and grubbing only	Nov., 1966	75
Omineca (West)		North Francois, No. 35	Mile 0.0 to Mile 3.5	3.50	Reconstruction	July, 1966	
	1550	Northern Trans-Provincial Highway	Mile 34.8 to Mile 35.3 (Houston Bridge approaches	0.50	New diversion	July, 1966	
		Woodmere, No. 130	Mile 0.0 to Mile 1.2	1.20	Reconstruction and gravelling	July, 1966	
Prince Rupert	1568	Alliford Bay, No. 61	Sandspit Wharf to Sacs Creek	1.10	Clearing, minor realignment and grade revision, widening to 30-ft. subgrade and apply gravel	July, 1965	100
		Port Clements streets	All opened streets	1.89	Reconstruction and gravelling	Jan., 1967	100
	1574	Prince Rupert Arterial	Frederick St. to Conrad St.	0.24	Widening north side of road	Sept., 1966	100
	1568	Queen Charlotte City–Masset	Tlell to Kumdis River Road, No. 2	12.70	Reconstruction and gravelling	Mar., 1966	100
	1672B	Queen Charlotte City streets	2½ blocks at end of road opened	0.23	New construction and gravelling	Jan., 1967	100
	1568	Queen Charlotte City–Masset	Lot 2363 and Lot 1349	0.60	Road from beach at Tlell	Oct., 1966	90
	1568	Queen Charlotte City–Masset	Port Clements By-pass	0.50	Gravelling	Sept., 1966	100
Revelstoke	1653	Solsqua–Sicamous, No. 270	Mile 0.0 to Mile 0.8	0.80	Reconstruction — realignment and grade revision		90
		Sicamous South, No. 701	Mile 0.55 to Mile 0.65	0.10	Construction—extension		100
		Lerche Frontage, No. 286-10	Mile 0.0 to Mile 0.2	0.20	Construction and gravelling		100
		Willow St. No. 936	Mile 0.00 to Mile 0.08	0.08	Construction and gravelling		100
		Edward St., No. 941	Mile 0.00 to Mile 0.15	0.15	Construction—extension		100
		Praill, No. 500	Mile 0.20 to Mile 0.31	0.11	Construction—extension		100
		Begbie Dump, No. 216	Mile 0.00 to Mile 0.08	0.08	Construction and gravelling		100
		Cambie–Solsqua, No. 250	Mile 0.0 to Mile 1.5	1.50	Regravelling		100
		Green, No. 708	Mile 0.00 to Mile 0.25	0.25	Gravelling and ditching		100
		Mix Frontage, No. 286-13	Mile 0.00 to Mile 0.13	0.13	Gravelling		100
		Prosh Frontage, No. 286-8	Mile 0.28 to Mile 0.78	0.50	Gravelling		100
		Enchanted Forest, No. 286-11	Mile 0.10 to Mile 0.46	0.36	Gravelling		100

							Per Cent
	.....	Nichol, No. 20	Mile 0.8 to Mile 1.1	0.30	Gravelling and ditching	.....	100
	.....	Trans-Canada Highway West, No. 1	Mile 16.5 to Mile 36.5	20.00	Slope seeding	.....	100
	.....	Galena Pass, No. 810	Mile 2.2 to Mile 5.2	3.00	Clearing and grubbing completed (40 per cent this year); reconstruction, 0.6 mile	.....	20
	.....	Allen Frontage, No. 286-19	Mile 0.00 to Mile 0.21	0.21	Construction and gravelling	.....	100
Rossland-Trail	1722	Trail–Castlegar section of Southern Trans-Canada Highway	Murphy Creek to Sullivan Creek, Station 8+00 to Station 120+00	2.12	Reconstruction — widening, realignment, grade revision to crushed-gravel standard	Oct., 1966	95
	1722	Trail–Castlegar section of Southern Trans-Canada Highway	Genelle to Blueberry Railway Crossing, Station 65+00 to Station 214+00	2.82	Reconstruction — widening, realignment, grade revision, 1.46 miles paved by pulvimix	May, 1966	97
	1663	Columbia Gardens, No. 108	Railway Crosing north for 1 mile	1.00	Reconstruction — widening, realignment, grade revision to crushed-gravel standard	Oct., 1966	100
	1663	Rossland Arterial, No. 144R	Columbia Ave.	0.20	Metal bin wall extension and frontage-road reconstruction, widening and grade revision, paving by blade mix	May, 1966	100
	1663	Blueberry Settlement (Bruce Subdivision)	All roads	1.50	Reconstruction—widening, gravelling, and paving by road mix	June, 1966	100
	1663	Rivervale Settlement	All roads	1.00	Reconstruction—widening, gravelling, and paving by road mix	June, 1966	100
	1663	Genelle Townsite, No. 48	From Southern Trans-Canada Highway to C.P.R. Crossing	0.50	Reconstruction—widening, gravelling, and paving by road mix	July, 1966	100
	1663	Old Salmo, No. 81 (Fruitvale)	Southern Trans-Canada Highway to Mill Road	1.50	Reconstruction—widening, gravelling, and paving by road mix	July, 1966	100
	1663	Columbia Ave., Charleston Ave., Robertson St., Francis St., Hazelwood St., Donald St., Blake St., and Hedley St.	Robson Settlement	1.00	Reconstruction—widening and gravelling	July, 1966	100
	1663	Casino, No. 65	Mile 4.65 to Mile 5.65	1.00	Reconstruction—widening, gravelling, and paving by road mix	Aug., 1966	100
	1663	Caughlin, No. 101	From Hepburn Road in Fruitvale	0.55	Reconstruction—widening, gravelling, and paving by road mix	Aug., 1966	100
	1663	Hepburn, No. 100	From Nelson Road to Caughlin Road	0.20	Reconstruction—widening, gravelling, and paving by road mix	Aug., 1966	100
	1663	Columbia Gardens Cut-off, No. 77	From Columbia Gardens Road, No. 77, to Beaver Creek Bridge	0.25	Reconstruction—widening, gravelling, and paving by road mix	Aug., 1966	100
	1663	Lower China Creek, No. 49 (Genelle)	C.P.R. Crosing to terminal point	0.62	Final flush inverted prime	July, 1966	100
Saanich	1646	West Saanich	Stellys Cross Road to Mount Newton Cross Road	1.53	Shouldering and ditching	Aug., 1966	10
	1646	Verdier Ave.	Total length	0.77	Shouldering and ditching	Aug., 1966	100
Salmon Arm	1654	Notch Hill, No. 410	Mile 4 to Mile 6	2.00	Reconstructing to 33-ft. subgrade, fenced, 6 in. of pit-run gravel applied	June, 1966	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, 1967
							Per Cent
Salmon Arm	1654	Sorrento–Eagle Bay, No. 67	Mile 6.5 to Mile 7.8	1.30	Reconstructing to 33-ft. subgrade, extensive rock work, 6 in. of pit-run gravel applied	June, 1966	100
	1654	Chase streets, No. 195		2.30	Reconstructing to 30-ft. subgrade, 6 in. of pit-run and 6 in. of crushed gravel applied	June, 1966	100
	1654	Yankee Flats, No. 363	Mile 6.7 to Mile 8.7	2.00	Reconstructing to a 24- to 30-ft. surface, 6 in. of pit-run gravel applied	June, 1966	100
	1654	Kamloops–Shuswap, No. 223		1.20	Major improvements, including rock work, over a combined distance of 1.2 miles	June, 1966	100
	1654	Sunnybrae–Canoe Point, No. 28		2.00	Extensive rock work at various locations *improved to an 18-ft. width minimum*	June, 1966	100
	2226	Kamloops–Vernon Highway, No. 97	Westwold section	5.00	Constructing 10-ft. shoulders, applying 6 in. of pit-run gravel in preparation for surfacing	June, 1966	100
	.....	Sundry roads (13 in all)	Total mileage of improvements	11.50	Realignment, grade changes, widening, ditching, and gravelling	June, 1966	100
Similkameen	1655	Southern Trans-Canada Highway	Hope–Princeton section truck lane, Mile 68.9 to Mile 70.8	0.40	New construction to grade	May, 1966	100
			Truck lane, Mile 79.8 to Mile 82.4	2.60	New construction to grade	Sept., 1966	100
	1655	Secrest Hill, No. 37	Mile 0.9 to Mile 1.9	1.00	Reconstruction	May, 1966	100
	1655	Fairview, No. 76	Mile 0.0 to Mile 1.1	1.10	Reconstruction—preparation for paving	Aug., 1966	100
	1655	East Princeton, No. 114	Allison Towniste	1.00	Reconstruction of townsite roads	July, 1966	100
	1655	Black Sage, No. 120	Mile 0.0 to Mile 3.68 and Mile 5.1 to Mile 5.5	4.00	Reconstruction	Sept., 1966	100
Skeena (East)	1577	Northern Trans-Provincial Highway, No. 16	Smithers By-pass	3.31	New construction — clearing completed and earthwork started	July, 1966	20
	1670	Babine Lake	Mile 27 to Mile 28 and minor miscellaneous sections	2.00	Reconstruction and gravelling	June, 1966	100
	1592	Northern Trans-Provincial Highway, No. 16	Moricetown	1.02	Approach fills to Railroad Overhead	July, 1966	95
	1441	Northern Trans-Provincial Highway, No. 16	John Brown Creek	0.60	Installation of multi-plate culverts and fills	June, 1966	90
	1572	Northern Trans-Provincial Highway, No. 16	Trout Creek Bridge	0.50	Approach fill and road diversion	.....	10
	1670	Kispiox	Miscellaneous sections	.....	Minor ditching and gravelling, some clearing	July, 1966	100
	S-666	New Hazelton High Level	Northern Trans-Provincial Highway to Hagwilget Bridge	1.10	Reconstruction	Aug., 1966	80

							Per Cent
Skeena (West)	1734	Northern Trans-Provincial Highway, No. 16	Relocate 0.5 mile at Kwinitsa	0.50	Reconstruction — widening to accommodate C.N.R. spur	Aug., 1966	80
	1671	Old Remo Road, No. 7		0.50	Reconstruction—regrading and gravelling	July, 1966	100
	1671	Subdivision road, Lakelse Lake		0.90	New construction—clearing, grading, and gravelling	Apr., 1966	100
South Okanagan	1374	Joe Rich, No. 67		7.00	Construction	July, 1966	80
	1652	Hartman, No. 52		0.40	Reconstruction	Aug., 1966	100
	1652	Buckland, No. 58		0.50	Reconstruction	Aug., 1966	100
	1652	Cross, No. 432		0.40	Reconstruction	July, 1966	100
	1652	Union, No. 431		0.40	Reconstruction and paving	July, 1966	100
	1652	Scenic, No. 420		0.80	Reconstruction and paving	July, 1966	100
	1652	Saucier, No. 110		1.00	Reconstruction and paving	July, 1966	100
	1652	June Springs, No. 99		0.30	Reconstruction and paving	July, 1966	100
	1652	Bond, No. 4		1.60	Reconstruction and paving	July, 1966	100
	1652	Gellatly, No. 201		0.40	Reconstruction and paving	Aug., 1966	100
	1652	Boucherie, No. 185		2.00	Reconstruction and paving	July, 1966	100
	1652	Holland, No. 288		0.10	Paving	Aug., 1966	100
	1652	Campbell, No. 182		0.20	Paving	Aug., 1966	100
	1652	Ogden, No. 369		0.30	Paving	July, 1966	100
	1652	Douglas, No. 368		0.50	Paving	July, 1966	100
	1652	Stuart, No. 367		0.50	Paving	Aug., 1966	100
South Peace River	1667	Pouce Coupe – Alberta Boundary, No. 1	Mile 1.7 to Mile 3.0	1.30	Regrading and regravelling		100
	1667	Pouce Coupe – Alberta Boundary, No. 1	Mile 6.0 to Mile 7.3	1.30	Regrading and regravelling		100
	1667	Pouce Coupe – Alberta Boundary, No. 1	Mile 9.6 to Mile 13.1	3.50	Regrading and regravelling		100
	1726	Clayhurst, No. 3	Mile 0.2 to Mile 1.1	0.90	Regravelling		100
	1726	Clayhurst, No. 3	Mile 1.1 to Mile 3.1	2.00	Soil cement, strengthening base, and installing culverts		100
	1667	Briar Ridge, No. 4	Mile 2.8 to Mile 5.9	3.10	Regravelling		100
	1667	Sweetwater–Alberta Boundary, No. 6	Mile 11.3 to Mile 12.3	1.00	Gravelling		100
	1667	Bessborough–Farmington, No. 7	Mile 6.1 to Mile 6.6	0.50	Regravelling		100
	1667	Bessborough–Farmington, No. 7	Mile 7.3 to Mile 7.8	0.50	Regravelling		100
	1667	Bessborough–Farmington, No. 7	Miel 8.8 to Mile 10.7	1.90	Regravelling		100
	.....	North Rolla, No. 8	Mile 5.2 to Mile 6.2	1.00	Regrading		100
	.....	North Rolla, No. 8	Mile 6.2 to Mile 8.2	2.00	Regrading and regravelling		100
	.....	North Rolla, No. 8	Mile 9.6 to Mile 10.3	0.70	Gravelling		100
	1667	Sunset Prairie, No. 9	Mile 7 to Mile 8	1.00	Regravelling		100
	1667	Sunset Prairie, No. 9	Mile 10 to Mile 11	1.00	Regravelling		100
	.....	Kelly Lake, No. 11	Mile 0.0 to Mile 1.4	1.40	Grading and culverts		100
	.....	Chetwynd–Taylor, No. 12	Mile 7 to Mile 11	4.00	Gravelling		100
	1667	Chetwynd–Taylor, No. 12	Mile 15.5 to Mile 16.0	0.50	Regrading and gravelling		100
	.....	Chetwynd–Taylor, No. 12	Mile 16.0 to Mile 18.2	2.20	New grade and gravelling		100
	1667	Upper Cutbank, No. 13	Mile 0 to Mile 1	1.00	Regravelling		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, 1967
							Per Cent
South Peace River	1667	Upper Cutbank, No. 13	Mile 13.7 to Mile 16.0	2.30	Regrading and gravelling		100
	1667	Upper Cutbank, No. 13	Mile 16 to Mile 18	2.00	Regrading		100
	1667	Dawson Creek–Spirit River, No. 15	Mile 2.1 to Mile 2.6	0.50	Regravelling		100
	1667	Dawson Creek–Spirit River, No. 15	Mile 7.6 to Mile 10.0	2.40	Regravelling		100
	1726	Manse, No. 16	Mile 0.64 to Mile 3.20	2.56	Soil cement		100
	.....	Tate Creek,No. 17	Mile 0.5 to Mile 1.9	1.40	Regravelling		100
	.....	One Island Lake, No. 18	Mile 0.3 to Mile 4.0	3.70	Regrading and regravelling		100
	.....	One Island Lake, No. 18	Mile 4 to Mile 7	3.00	Regrading and gravelling		100
	.....	One Island Lake, No. 18	Mile 7 to Mile 21	14.00	Grading		100
	.....	One Island Lake, No. 18	Mile 8.1 to Mile 8.4	0.30	Gravelling		100
	.....	Fugal, No. 21	Mile 0.0 to Mile 0.6	0.60	Grading		100
	1739	Cowie Creek, No. 27	Mile 0 to Mile 2	2.00	Grading and gravelling		100
	1739	Lone Prairie, No. 28	Mile 6 to Mile 17.1	11.10	Grading		100
	1739	Lone Prairie, No. 28	Mile 12.1 to Mile 14.5	2.40	Gravelling		100
	1739	Lone Prairie, No. 28	Mile 15.5 to Mile 16.3	0.80	Gravelling		100
	1377	Chetwynd–Hudson, No. 29	Mile 27.47 to Mile 30.82	3.35	Pulvimix		100
	1667	East to West, No. 188	Mile 0 to Mile 1	1.00	Reconstruction and gravelling		100
	1667	East to West, No. 193A	Mile 0 to Mile 1	1.00	Reconstruction and gravelling		100
	1667	East to West, No. 194	Mile 0.0 to Mile 0.3	0.30	Constructing and gravelling		100
	1667	East to West, No. 196A	Mile 0.0 to Mile 0.5	0.50	Constructing and gravelling		100
	1667	East to West, No. 197B	Mile 0.0 to Mile 1.3	1.30	Grading		100
	1667	East to West, No. 197B	Mile 1.3 to Mile 2.3	1.00	Clearing		100
	1667	East to West, No. 200	Mile 4.6 to Mile 6.1	6.10	Gravelling		100
	1667	East to West, No. 204	Mile 24.1 to Mile 24.6	0.50	Gravelling		100
	1667	East to West, No. 204D	Mile 0.0 to Mile 0.6	0.60	Constructing and gravelling		100
	1667	East to West, No. 206A	Mile 0 to Mile 1	1.00	Regrading and regravelling		100
	1667	East to West, No. 208	Mile 14.1 to Mile 14.6	0.50	Regrading and regravelling		100
	1667	East to West, No. 208	Mile 20.3 to Mile 20.6	0.30	Gravelling		100
	1667	East to West, No. 208	Mile 25.6 to Mile 27.6	2.00	Gravelling		100
	1667	East to West, No. 210	Mile 20.6 to Mile 21.6	1.00	Gravelling		100
	1667	East to West, No. 210A	Mile 9.5 to Mile 10.0	0.50	Constructing and gravelling		100
	1667	East to West, No. 212	Mile 0.6 to Mile 1.6	1.00	Reconstructing		100
	1667	East to West, No. 212	Mile 10.7 to Mile 12.5	1.80	Constructing and gravelling		100
	1667	East to West, No. 212	Mile 21.6 to Mile 22.8	1.20	Gravelling		100
	1667	East to West, No. 214	Mile 1.3 to Mile 2.2	0.90	Constructing		100
	1667	East to West, No. 214	Mile 20.2 to Mile 21.2	1.00	Regravelling		100
	1667	East to West, No. 214	Mile 23.2 to Mile 24.2	1.00	Reconstructing and gravelling		100
	1667	East to West, No. 214	Mile 37.2 to Mile 37.7	0.50	Constructing and gravelling		100
	1667	East to West, No. 216	Mile 23.2 to Mile 27.2	4.00	Gravelling		100

						Per Cent
1667	East to West, No. 222	Mile 3.2 to Mile 3.6	0.40	Reconstructing		100
1667	East to West, No. 222	Mile 3.6 to Mile 4.2	0.60	Gravelling		100
1667	East to West, No. 222	Mile 5.2 to Mile 5.7	0.50	Regrading and gravelling		100
1667	East to West, No. 222	Mile 8.7 to Mile 10.2	1.50	Reconstructing		100
1667	East to West, No. 224	Mile 2.2 to Mile 3.2	1.00	Reconstructing		100
1667	East to West, No. 224A	Mile 3.2 to Mile 4.2	1.00	Gravelling		100
1667	East to West, No. 226	Mile 4.5 to Mile 5.2	0.70	Reconstructing and gravelling		100
1667	East to West, No. 228	Mile 24.2 to Mile 24.7	0.50	Constructing		100
1667	East to West, No. 228A	Mile 1.2 to Mile 2.2	1.00	Gravelling		100
1667	East to West, No. 230	Mile 0.6 to Mile 1.2	0.60	Regrading and gravelling		100
1667	South from Block Line, No. 201	Mile 12.5 to Mile 12.8	0.30	Grading and gravelling		100
1667	South from Block Line, No. 203	Mile 0.0 to Mile 0.5	0.50	Regrading and gravelling		100
1667	South from Block Line, No. 203	Mile 0.5 to Mile 1.0	0.50	Grading and gravelling		100
1667	South from Block Line, No. 205	0.7 mile south from Road No. 188	0.70	Grading and gravelling		100
1667	South from Block Line, No. 209	1 mile south from Road No. 18	1.00	Grading and gravelling		100
1667	North from Block Line, No. 201	Mile 8.5 to Mile 10.0	1.50	Gravelling		100
1667	North from Block Line, No. 201	Mile 23.8 to Mile 25.0	1.20	Gravelling		100
1667	North from Block Line, No. 207	Mile 21 to Mile 22	1.00	Reconstructing		100
1667	North from Block Line, No. 209	Mile 16.8 to Mile 17.3	0.50	Grading		100
1667	North from Block Line, No. 209	Mile 20 to Mile 22	2.00	Regrading and gravelling		100
1667	North from Block Line, No. 209	Mile 24 to Mile 25	1.00	Regravelling		100
1667	North from Block Line, No. 211	Mile 24 to Mile 25	1.00	Constructing		100
1667	North from Block Line, No. 213	Mile 18.0 to Mile 18.5	0.50	Regravelling		100
1667	North from Block Line, No. 215	Mile 18 to Mile 19	1.00	Regrading		100
1667	North from Block Line, No. 215	Mile 19.5 to Mile 20.0	0.50	Regrading		100
1667	North from Block Line, No. 217	Mile 6.5 to Mile 7.0	0.50	Regravelling		100
1667	North from Block Line, No. 217	Mile 18.0 to Mile 20.2	2.20	Regrading		100
1667	North from Block Line, No. 221	Mile 19.1 to Mile 20.5	1.40	Grading		100
1667	North from Block Line, No. 223	Mile 13.2 to Mile 14.0	0.80	Constructing		100
1667	North from Block Line, No. 223	Mile 18 to Mile 19	1.00	New grade and gravelling		100
1667	North from Block Line, No. 237	Mile 8.8 to Mile 10.4	1.60	Regravelling		100
1667	North from Block Line, No. 237	Mile 12 to Mile 14	2.00	Constructing and gravelling		100
1667	North from Block Line, No. 239	Mile 6.8 to Mile 7.6	0.80	Constructing and gravelling		100
1667	North from Block Line, No. 239	Mile 7.6 to Mile 8.0	0.40	Reconstructing and gravelling		100
1667	North from Block Line, No. 239	Mile 8.3 to Mile 9.0	0.70	Constructing and gravelling		100
1667	North from Block Line, No. 241	Mile 8 to Mile 10	2.00	Gravelling		100
1667	North from Block Line, No. 243	Mile 3 to Mile 6	3.00	Reconstructing and gravelling		100
1667	North from Block Line, No. 243	Mile 11.2 to Mile 12.0	0.80	Gravelling		100
1667	North from Block Line, No. 243	Mile 14.5 to Mile 16.0	1.50	Gravelling		100
1667	North from Block Line, No. 245	Mile 11 to Mile 11.5	0.50	Constructing and gravelling		100
1667	North from Block Line, No. 245	Mile 11.5 to Mile 12.0	0.50	Gravelling		100
1667	North from Block Line, No. 245	Mile 13 to Mile 15	2.00	Gravelling		100
1667	North from Block Line, No. 247	Mile 4.5 to Mile 5.2	0.70	Gravelling		100
1667	North from Block Line, No. 247	Mile 12.9 to Mile 14.0	1.10	Gravelling		100
1667	North from Block Line, No. 247A	Mile 0.0 to Mile 0.7	0.70	Constructing and gravelling		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, 1967
							Per Cent
South Peace River	1667	North from Block Line, No. 249	Mile 3.5 to Mile 4.0	0.50	Gravelling		100
	1667	North from Block Line, No. 249	Mile 14 to Mile 16	2.00	Gravelling and reconstructing		100
	1667	North from Block Line, No. 251	Mile 2.5 to Mile 2.9	0.40	Constructing and gravelling		100
	1667	North from Block Line, No. 251	Mile 2.9 to Mile 6.0	3.10	Reconstructing and gravelling		100
	1667	North from Block Line, No. 253	Mile 16 to Mile 17	1.00	Gravelling		100
	1667	North from Block Line, No. 255	Mile 7.5 to Mile 8.0	0.50	Regravelling		100
	1667	North from Block Line, No. 257A	Mile 0.0 to Mile 1.1	1.10	Gravelling		100
	1667	North from Block Line, No. 259	Mile 16 to Mile 17	1.00	Gravelling		100
	1667	North from Block Line, No. 261	Mile 13 to Mile 14	1.00	Gravelling		100
	1667	North from Block Line, No. 275	Mile 14 to Mile 15	1.00	Gravelling		100
	1667	North from Block Line, No. 275	Mile 10.0 to Mile 11.5	1.50	Gravelling		100
	1667	North from Block Line, No. 281	Mile 0.5 to Mile 1.5	1.00	Constructing		100
Vancouver-Point Grey	1730	South-west Marine Drive	Camosun to Imperial	1.80	Grading, cement base process		96
Yale	1656	Princeton–Kamloops, No. 5	Between Mile 62.5 and Mile 71.0 (Nicola–Quilchena section)	1.50	Reconstruction—base strengthening, gravelling, road-mix paving, grading, and gravelling shoulders	Apr., 1966	100
	1656	Merritt–Spences, No. 8	Between Mile 3.2 and Mile 8.9	0.50	Reconstruction—road-mix paving, gravelling base and shoulders	Jan., 1966	100
	1656	Merritt–Spences, No. 8	Mile 2.9 to Mile 3.2	0.30	Reconstruction — widening rock corner and gravelling	Apr., 1966	100
	1656	Douglas Lake, No. 25	Mile 0.0 to Mile 1.25	1.25	Reconstruction—road-mix paving, gravelling base and shoulders	May, 1966	100
	1656	Othello, No. 98	Mile 3.1 to Mile 3.6	0.50	Reconstruction—improving alignment, ditching, and gravelling	May, 1966	75

SUMMARY BY ELECTORAL DISTRICTS OF CONTRACT PROJECTS COMPLETED OR IN PROGRESS

For details *see* Reports of Director of Construction, Senior Paving Engineer, and Senior Bridge Engineer.

Electoral District	Project
Atlin	Road:
	1391, Burrage River to Ningunsaw River, Stewart–Cassiar Highway.
	Bridges:
	515, Bell-Irving River Bridge No. 1, Stewart–Cassiar Highway.
	532, Stewart–Hyder Bridge No. 2, Stewart–Hyder Road.
Burnaby	Miscellaneous:
	E-3265, miscellaneous lighting and sign illumination on Trans-Canada Highway No. 401.
Cariboo	Roads:
	1368, Sword Creek section, Chilcotin Highway.
	1607, curb and gutter, Front St., Quesnel, Cariboo Highway.
	Paving:
	S-2364, Contract No. 2, Mile 95.60 to Mile 111.80, Cariboo Highway.
Chilliwack	Road:
	1678, Lickman Interchange, Mile 128.49 to Mile 129.28, Trans-Canada Highway.
Columbia	Road:
	1548, Golden–McMurdo section, Kootenay–Columbia Highway.
	Bridge:
	421, Yoho Bridge revisions, Trans-Canada Highway.
Comox	Paving:
	S-1165, Port Alice–Jeune Landing Road.
	Bridge:
	499, Oyster River Bridge, Island Highway.
Cranbrook	Road:
	1580, curb and gutter, Van Horne St., Cranbrook, Southern Trans-Canada Highway.
	Paving:
	S-4165, Rampart to Wardner, Southern Trans-Canada Highway.
	S-4166, Curzon Junction to Kid Creek, Southern Trans-Canada Highway.
	Bridge:
	504, Fort Steele Bridge, Highway No. 93.
Delta	Paving:
	S-0965, Contract No. 1, Langley By-pass section, Highway No. 10.
	Bridge:
	586, Fraser Ave. Bridge, south structure, No. 5 Road.
	Miscellaneous:
	E-0965, miscellaneous intersection lighting on Langley By-pass section, Highway No. 10.
	E-3265, miscellaneous lighting and sign illumination on Trans-Canada Highway No. 401, and Deas Tunnel Throughway No. 499.
Dewdney	Paving:
	S-0366, Alouette Road in Garibaldi Park.
	Miscellaneous:
	E-0565, swing-span control and lighting revisions, Pitt River Bridge, Lougheed Highway.
Esquimalt	Paving:
	S-0165, Cooper Cove–Otter Point Road section of Sooke Road and Otter Point–Tugwell Creek Bridge section of West Coast Road.
	Bridge:
	548, Sooke River Bridge, West Coast Road.
Fernie	Paving:
	S-4165, Fort Steele Junction to Wasa, Highway No. 93.
	S-4266, Hosmer–Natal and Crowsnest sections, Southern Trans-Canada Highway.
	Bridge:
	504, Fort Steele Bridge, Highway No. 93.
Fort George	Roads:
	1382, Dome Creek to Crescent Spur, Northern Trans-Provincial Highway.
	1476, Willow River to Hungary Creek, Northern Trans-Provincial Highway.
	1477, clearing and grubbing, Hungary Creek to Dome Creek, Northern Trans-Provincial Highway.
	1485, Cedarside to D.L. 5666, North Thompson Highway and Northern Trans-Provincial Highway.
	1486, D.L. 5666 to Alberta Boundary, Northern Trans-Provincial Highway.
	1596, Northwood Pulp Mill Access Road.
	1732, Hungary Creek to Ptarmigan Creek, Section 2, Northern Trans-Provincial Highway.
	1733, Hungary Creek to Ptarmigan Creek, Section 3, Northern Trans-Provincial Highway.

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

Electoral District	Project
Fort George	Paving:
	S-7166, Summit Lake–Parsnip River over-all section, John Hart-Peace River Highway.
	Bridges:
	519, Goat River Bridge, Northern Trans-Provincial Highway.
	569, McBride Bridge, Northern Trans-Provincial Highway.
	578, West Twin Creek Bridge, Northern Trans-Provincial Highway.
	Miscellaneous:
	1582, seeding roadside areas, North Thompson and Northern Trans-Provincial Highways.
	1712, lighting of Fraser River Interchange, Highway No. 97, at Prince George.
Kamloops	Roads:
	1458, McMurphy to Six Mile Crossing, North Thompson Highway.
	1475, Six Mile Crossing to Chappell Creek, North Thompson Highway.
	1488, Chappell Creek to Cedarside, North Thompson Highway.
	Paving:
	S-2666, Ashcroft access roads.
	S-3166, medium cover aggregate in stockpile at Eight Mile Pit, Highland Valley Road.
	Bridges:
	501, North Thompson River Bridge at Barriere, North Thompson Highway.
	531, Blue River, Whitewater Creek, Thunder Creek, and Miledge Creek Bridges, North Thompson Highway.
	545, Kamloops East Bridge, North Thompson Highway.
	Miscellaneous:
	1582, seeding roadside areas, North Thompson Highway.
Lillooet	Road:
	1621, Britannia Beach–Squamish section, Garibaldi Highway.
	Paving:
	S-0565, Alice Lake Road to Alta Lake, Garibaldi Highway.
	S-0266, Squamish sections, Garibaldi Highway.
	S-2666, Ashcroft access roads.
	Bridge:
	525, Cheakamus River Bridge, Garibaldi Highway.
	Miscellaneous:
	1717, rock bolting and associated work, Porteau Bluffs Slide, Garibaldi Highway.
Mackenzie	Bridge:
	475, Powell River Bridge, Sunshine Coast Highway.
Nelson-Creston	Roads:
	1544, Columbia River–Thrums section, Southern Trans-Canada and Kinnaird–Nelson Highways.
	1615, Taghum–Nelson section, Kinnaird–Nelson Highway.
	Paving:
	S-4166, Curzon Junction-Kid Creek section, Southern Trans-Canada Highway.
	Bridges:
	489, Brilliant Bridge, Kinnaird–Nelson Highway.
	537, Ootischenia Fly-over, Southern Trans-Canada Highway.
North Okanagan	Paving:
	S-2265, Vernon South sections, Okanagan Highway.
North Peace River	Roads:
	1609, Contract No. 1, storm drainage, Hudson Hope Streets.
	Paving:
	1609, Contract No. 2, Hudson Hope streets, Hudson Hope housing and trailer development, and Hudson Hope–Charlie Lake Road.
North Vancouver	Paving:
	S-0466, Mount Seymour Park Road.
Omineca	Paving:
	S-6365, Endako to Priestly Hill, Northern Trans-Provincial Highway.
	S-6465, Telkwa–Babine Lake Road section, Northern Trans-Provincial Highway.
	S-6366, Mile 0.0 to Mile 18.5, Vanderhoof–Stuart Lake Road.
Prince Rupert	Roads:
	1574, Prince Rupert Arterial section, Northern Trans-Provincial Highway.
	1729, Galloway Rapids Bridge approaches, Northern Trans-Provincial Highway and Port Edward Road.
	Paving:
	S-6866, airport gate at Sandspit to Kwuna Point Wharf at Alliford Bay section, Alliford Bay Road.
	S-6966, Skidegate–Port Clements section, Queen Charlotte City–Masset Highway.
	Bridge:
	553, Galloway Rapids Bridge, Northern Trans-Provincial Highway.

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

Electoral District	Project
Revelstoke	Roads:
	1604, Revelstoke to Mica Dam, Section 1, Big Bend Highway.
	1611, Revelstoke to Mica Dam, Section 2, Big Bend Highway.
	1612, Revelstoke to Mica Dam, Section 3, Big Bend Highway.
	Paving:
	S-8566, bituminous seal-coat, Sicamous–Revelstoke section, Trans-Canada Highway.
	Bridges:
	535, Silver Tip Falls, Carnes Creek, and Holdich Creek Bridges, Big Bend Highway.
	536, Goldstream River and Bigmouth Creek Bridges (decks) and Downie Creek and Mars Creek Bridges, Big Bend Highway.
	564, superstructure, Bigmouth Creek Bridge, Big Bend Highway.
Rossland-Trail	Roads:
	1460, Kinnaird Interchange, Southern Trans-Canada Highway.
	1599, curb and gutter, Castlegar Arterial.
	1622, Annable to West Trail, Section 2, Rossland–Trail Highway.
	1629, Rossland Ave. and Victoria St., Trail, Trail–Salmo Highway.
	Bridge:
	537, Kinnaird Interchange Overhead, Southern Trans-Canada Highway.
	Miscellaneous:
	1711, Kinnaird Interchange lighting, Southern Trans-Canada Highway.
Saanich	Road:
	1590, Swartz Bay to Ardwell Road, Patricia Bay Highway.
	Miscellaneous:
	E-3465, intersection lighting, Swartz Bay to Ardwell Road, Patricia Bay Highway.
Salmon Arm	Paving:
	S-2266, Westwold section, Kamloops–Vernon Highway.
	S-8566, bituminous seal-coat, Sicamous–Revelstoke section, Trans-Canada Highway.
Skeena	Roads:
	1360, Copper River to Usk, Northern Trans-Provincial Highway.
	1379, Mudflat Creek Overhead to Seaton, Northern Trans-Provincial Highway.
	1459, Terrace Bridge to Copper River, Northern Trans-Provincial Highway.
	1616, Boulder Creek West to Hells Bells Creek, Northern Trans-Provincial Highway.
	1617, Hells Bells Creek to Lot 5181, Northern Trans-Provincial Highway.
	Paving:
	S-6465, Telkwa to Babine Lake Road, Northern Trans-Provincial Highway.
	S-6665, Usk to Lot 5181, Northern Trans-Provincial Highway.
	S-6666, Carnaby to Skeena Crossing and New Hazelton to Hazelton, Northern Trans-Provincial Highway and Hazelton High Level Road.
	Bridges:
	527, Kleanza (Gold) Creek Bridge, Northern Trans-Provincial Highway.
	529, Moricetown Overhead and Trout Creek Bridges, Northern Trans-Provincial Highway.
South Peace River	Roads:
	1489, Willow Flats to Coyote Creek, John Hart-Peace River Highway.
	1490, Hudson Hope to Chetwynd, Section 2, Hudson Hope–Chetwynd Highway.
	1491, Hudson Hope to Chetwynd, Section 3, Hudson Hope–Chetwynd Highway.
	Paving:
	S-6764, South Peace River sections, John Hart-Peace River Highway and Dawson Creek–Alberta Boundary Highway.
Vancouver-Point Grey	Paving:
	S-0566, 41st Ave. to Imperial Road, South-west Marine Drive.

MILEAGE AND TYPE OF SURFACE OF HIGHWAYS

STATEMENT AS AT MARCH 31, 1967, SHOWING MILEAGE OF PROVINCIAL HIGHWAYS AND MILEAGE OF HIGHWAYS CLASSIFIED UNDER PART III OF THE HIGHWAY ACT.

(Figures for classified highways 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 Only	
Alberni	Provincial		93.35	23.20	88.77	3.13	0.80	155.33	364.58
	Classified		**6.65**	**2.73**	**1.00**				**10.38**
Atlin (North)	Provincial				324.20	179.00			503.20
	Classified								
Atlin (South)	Provincial				97.30	13.82	2.10		113.22
	Classified				**3.68**				**3.68**
Burnaby	Provincial								
	Classified	**5.15**	**39.39**						**44.54**
Cariboo (North)	Provincial		101.14	38.53	558.86	317.73	34.73	1.19	1,052.18
	Classified		**3.77**	**0.60**					**4.37**
Cariboo (South)	Provincial		108.38	31.18	1,086.77	996.05	75.25	10.77	2,308.40
	Classified		**3.14**	**0.60**	**0.35**				**4.09**
Chilliwack	Provincial		38.47	5.83	45.91	5.82	7.06	0.88	103.97
	Classified	**5.43**	**78.61**						**84.04**
Columbia	Provincial		166.86	61.98	279.19	77.08	37.74	12.32	635.17
	Classified		**3.84**	**1.75**					**5.59**
Comox	Provincial		146.56	135.43	449.52	17.11	12.20	109.72	870.54
	Classified		**27.75**	**5.74**	**1.68**				**35.17**
Comox (South)	Provincial		12.04	44.46	27.90	3.33	1.02	9.10	97.85
	Classified								
Cowichan-Newcastle	Provincial		57.02	179.03	94.22	5.47	4.84	18.75	359.33
	Classified		**40.44**						**40.44**
Cranbrook	Provincial		117.65	22.27	156.59	140.80	115.62	29.57	582.50
	Classified		**6.72**	**0.09**					**6.81**
Delta	Provincial		14.12		9.01		0.07		23.20
	Classified	**4.00**	**171.53**	**19.74**					**195.27**
Dewdney (East)	Provincial		33.11	20.45	64.51	24.48	7.99	3.24	153.78
	Classified		**31.78**	**19.97**	**9.00**		**3.08**		**63.83**
Dewdney (West)	Provincial		0.45	3.94	18.99	1.45			24.83
	Classified		**55.10**	**13.04**				**3.70**	**71.84**
Esquimalt	Provincial		85.70	110.15	254.37	19.73	9.21	49.96	529.12
	Classified		**1.54**						**1.54**
Fernie	Provincial		92.10	49.20	169.21	85.90			396.41
	Classified		**0.60**	**1.99**					**2.59**
Fort George	Provincial		198.19	43.63	541.93	225.07	126.16	256.50	1,391.48
	Classified		**11.24**	**0.57**	**14.06**				**25.87**
Grand Forks-Greenwood	Provincial		108.90	96.88	277.41	163.25	17.69	6.99	671.12
	Classified		**3.95**	**0.20**					**4.15**
Kamloops	Provincial		139.22	186.01	815.33	210.95	70.36	16.32	1,438.19
	Classified		**6.31**	**3.32**					**9.63**
Kaslo-Slocan	Provincial		28.52	97.57	279.08	143.42			548.59
	Classified		**1.05**	**5.59**	**0.20**				**6.84**
Lillooet (North)	Provincial		86.94	43.80	485.55	271.82	91.72		979.83
	Classified		**1.28**	**1.63**					**2.91**
Lillooet (South)	Provincial		31.69	1.10	77.72	29.16			139.67
	Classified		**16.41**	**5.60**	**5.41**				**27.42**
Mackenzie	Provincial		78.85	55.12	177.54	70.99	5.24	33.92	421.66
	Classified		**10.09**	**4.40**	**0.16**	**0.27**			**14.92**
Nanaimo-Islands	Provincial		17.22	139.64	222.40	13.29	4.29	15.93	412.77
	Classified		**6.10**						**6.10**
Nelson-Creston	Provincial	0.50	221.03	81.70	218.91	94.72	1.86	15.82	634.54
	Classified		**7.02**						**7.02**
North Okanagan	Provincial		98.57	110.10	316.61	109.51		31.12	665.91
	Classified		**34.92**	**7.35**					**42.27**
North Peace River	Provincial		51.60		527.40	608.30	13.00	944.20	2,144.50
	Classified		**34.40**		**4.15**				**38.55**
North Vancouver	Provincial	1.40	22.31		0.12				23.83
	Classified		**25.89**	**1.31**	**0.02**			**1.05**	**28.27**
Oak Bay	Provincial								
	Classified		**2.83**	**0.90**					**3.73**
Omineca (East)	Provincial		58.03	57.84	476.40	119.00	108.10	111.68	931.05
	Classified		**3.72**	**0.90**	**1.17**				**5.79**
Omineca (West)	Provincial		88.50	12.20	487.30	60.40	52.80	0.40	701.60
	Classified		**4.54**		**0.43**				**4.97**

STATEMENT AS AT MARCH 31, 1967, SHOWING MILEAGE OF HIGHWAYS—*Continued*

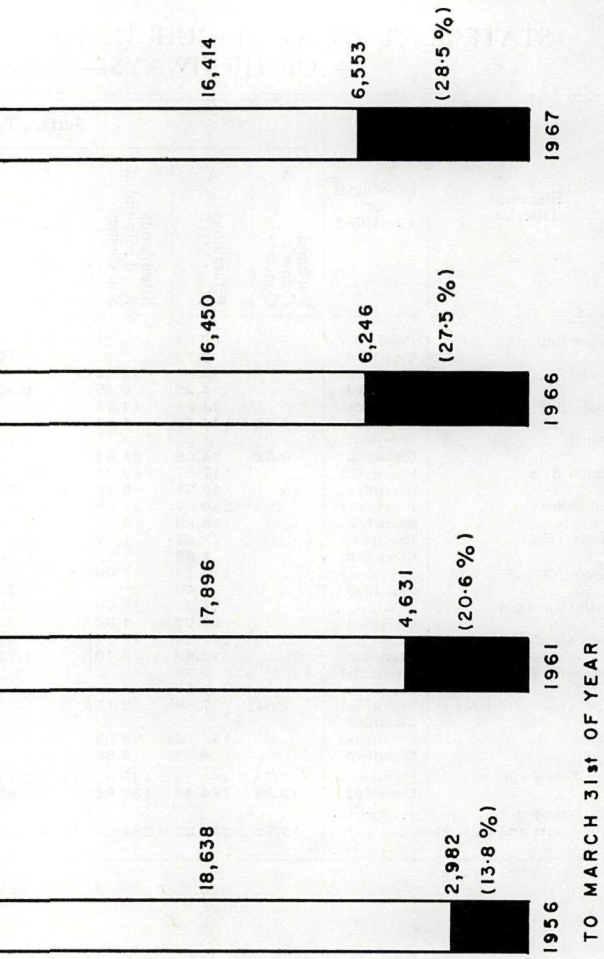
Electoral District	Provincial or Classified	Surface Type							Total (Miles)
		A Portland Cement Concrete	A Bituminous Plant Mix	B Bituminous Road Mix and Soil Cement	C Gravelled	D Not Gravelled	E Right-of-way Cleared	F Right-of-way Established Only	
Prince Rupert	Provincial	.....	36.31	0.21	107.95	3.85	7.43	27.37	183.12
	Classified	.....	**9.73**	.....	**3.70**	.....	.....	.....	**13.43**
Revelstoke	Provincial	.....	83.51	23.61	255.84	37.31	32.35	5.81	438.43
	Classified	.....	**4.22**	**0.25**	**0.58**	.....	.....	.....	**5.05**
Rossland-Trail	Provincial	.....	74.90	44.73	108.90	31.78	4.99	10.95	276.25
	Classified	**0.88**	**14.43**	**1.81**	.....	.....	.....	.....	**17.12**
Saanich	Provincial	.....	1.35	5.11	2.70	.....	0.03	0.82	10.01
	Classified	**0.52**	**34.09**	**21.53**	.....	.....	**0.65**	**0.68**	**57.47**
Salmon Arm	Provincial	.....	117.67	49.01	307.59	148.80	28.30	5.30	656.67
	Classified	.....	**13.51**	**6.20**	**4.63**	.....	.....	.....	**24.34**
Similkameen	Provincial	.....	230.37	131.80	423.81	87.45	.....	43.22	916.65
	Classified	.....	**18.39**	**0.50**	.....	.....	.....	.....	**18.89**
Skeena (East)	Provincial	.....	78.67	1.80	359.67	33.05	4.87	98.29	576.35
	Classified	.....	**1.95**	.....	**0.85**	.....	.....	.....	**2.80**
Skeena (West)	Provincial	.....	110.18	5.00	112.20	7.07	5.71	20.53	260.69
	Classified	.....	**8.45**	.....	**2.25**	.....	.....	.....	**10.70**
South Okanagan	Provincial	.....	78.45	112.70	204.20	128.75	.....	75.70	599.80
	Classified	.....	**21.07**	**1.80**	.....	.....	.....	.....	**22.87**
South Peace River	Provincial	.....	172.80	19.24	499.69	280.90	152.50	970.52	2,095.65
	Classified	.....	**12.43**	**4.79**	**1.33**	.....	.....	.....	**18.55**
Vancouver East	Provincial	.....	0.54	.....	.....	.....	.....	.....	0.54
	Classified	.....	**0.97**	.....	.....	.....	.....	.....	**0.97**
Vancouver-Point Grey	Provincial	1.84	7.89	2.45	.....	.....	.....	.....	12.18
	Classified	.....	.....	.....	.....	.....	.....	.....	.....
Yale	Provincial	.....	175.72	98.62	242.14	335.24	.....	2.87	854.59
	Classified	.....	**4.59**	**3.96**	.....	.....	.....	.....	**8.55**
Totals (miles)	Provincial	3.74	3,464.88	2,145.52	11,253.71	5,104.98	1,036.03	3,095.09	26,103.95
	Classified	**15.98**	**784.44**	**138.86**	**54.65**	**0.27**	**3.73**	**5.43**	**1,003.36**
Grand totals (miles), Provincial and classified		19.72	4,249.32	2,284.38	11,308.36	5,105.25	1,039.76	3,100.52	27,107.31

CHART

SHOWING

PAVED AND TOTAL MILEAGE

Black — Mileage of Pavement, All Types
White — Mileage of Other Open Highways



CLASSIFICATION OF HIGHWAYS

Under Part III of the " Highway Act "

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31, 1967

Name of Municipality	Ref. No.	Name of Highway	How Classified	Approximate Mileage	
				Arterial	Secondary
City Municipalities					
Alberni	33R	Port Alberni 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
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-Canada Highway	Arterial	1.76	.....
Dawson Creek	257R	John Hart-Peace River Highway	Arterial	0.38	.....
	363R	Alaska Highway, Alaska Ave., and Manse Road	Arterial	3.22	.....
	364R	Eighth St.	Arterial	1.43	.....
	196B	Eighth St.	Secondary	.....	1.07
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-Canada Highway	Arterial	0.60	.....
Grand Forks	341R	Southern Trans-Canada Highway	Arterial	2.40	.....
Greenwood	43R	Southern Trans–Canada Highway	Arterial	1.75	.....
Kamloops	299R	Trans-Canada Highway	Arterial	2.25	.....
	413R	South approach, Overlanders Bridge	Arterial	0.31	.....
	430R	Sixth Ave., Lansdowne St., and Victoria St. West	Arterial	1.57	.....
	431R	Tenth Ave., Lorne St., and Bridge St.	Arterial	0.83	.....
	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	.....
	195B	Pandosy St.	Secondary	.....	1.32
Kimberley	370R	Kootenay–Columbia Highway	Arterial	2.38	.....
Langley	264R	Glover Road	Arterial	1.00	.....
	265R	New McLellan Road	Arterial	1.10	.....
	363R	Fraser Highway	Arterial	3.00	.....
	444R	Carvolth Road	Arterial	0.35	.....
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 and interchanges	Arterial	2.66	.....
Nelson	373R	Nelson Bridge approach, Nelson Ave., Anderson St., Front St., Ward St., Silica St., Stanley St., and Hall Mines Road	Arterial	3.02	.....
	383R	Government Road, Railway St., and Vernon St.	Arterial	0.89	.....
Penticton	359R	Okanagan Highway	Arterial	4.79	.....
	135B	Penticton–Naramata Road	Secondary	.....	5.50
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

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31, 1967—*Continued*

Name of Municipality	Ref. No.	Name of Highway	How Classified	Approximate Mileage	
				Arterial	Secondary
City Municipalities—Continued					
Prince George	276R	Northern Trans-Provincial Highway, 20th Ave., and Victoria St.	Arterial	3.00	.....
	365R	15th Ave. and Patricia Ave.	Arterial	1.13	.....
	386R	Cariboo Highway	Arterial	2.78	.....
	157B	Fifth Ave. and Carney St.	Secondary	.....	0.91
	178B	First Ave. and Cameron St.	Secondary	.....	2.45
	179B	Queensway St.	Secondary	.....	0.90
Prince Rupert	122R	Shawatlans Road, Fredericks St., 11th Ave., Prince Rupert Blvd., and McBride St.	Arterial	2.61	.....
	360R	Second Ave., Park Ave., part of Cemetery Road and Co-op Road	Arterial	2.12	.....
	429R	Northern Trans-Provincial Highway	Arterial	5.00	.....
Revelstoke	400R	Trans-Canada Highway	Arterial	1.00	.....
	401R	Big Bend Highway	Arterial	2.70	.....
	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., Schofield Highway	Arterial	2.65	.....
	418R	Rossland–Sheep Lake Highway	Arterial	1.05	.....
Trail	417R	Rossland Ave., Victoria St., Columbia River Bridge, Bailey St., and Southern Trans-Canada Highway	Arterial	3.65	.....
Vancouver	375R	Trans-Canada Highway	Arterial	0.97	.....
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
				104.36	25.47
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	Tenth Ave.	Arterial	1.25	.....
	293R	Barnet Highway	Arterial	6.38	.....
	376R	Trans-Canada Highway No. 401 and interchanges	Arterial	14.23	.....
	414R	Simon Fraser University Access Highway	Arterial	2.12	.....
	415R	Simon Fraser University Curtis Extension Road	Arterial	0.06	.....
	14B	North Road (west half)	Secondary	.....	1.40
	22B	Riverway (Marine Drive)	Secondary	.....	3.30
Campbell River	393R	Island Highway and Discovery Crescent	Arterial	10.85	.....
	394R	Brewster Lake Road	Arterial	2.64	.....
	395R	Buttle Lake Road	Arterial	3.55	.....
	188B	Brewster Lake Road	Secondary	.....	1.90
Central Saanich	170R	West Saanich Road	Arterial	4.55	.....
	171R	Scott Road and portion of Mount Newton Cross Road	Arterial	1.60	.....
	172R	Verdier Ave.	Arterial	0.77	.....
	213R	Patricia Bay Highway	Arterial	4.30	.....
	121B	Keating Cross Road	Secondary	.....	2.00
Chilliwhack	8R	Trans-Canada Highway (Yale Road)	Arterial	13.84	.....
	260R	Mount Baker Trail	Arterial	1.00	.....
	344R	Trans-Canada Highway	Arterial	15.32	.....
	345R	Sardis Road and Yale Road	Arterial	1.82	.....
	62B	Sardis Road	Secondary	.....	3.26
	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	.....
	378R	Trans-Canada Highway No. 401 and interchanges	Arterial	6.47	.....
	14B	North Road (east half)	Secondary	.....	1.40
	115B	Clarke Road	Secondary	.....	1.05

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31, 1967—*Continued*

Name of Municipality	Ref. No.	Name of Highway	How Classified	Approximate Mileage	
				Arterial	Secondary
District Municipalities—Continued					
Delta	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	.....
	377R	Trans-Canada Highway, No. 401	Arterial	0.78	.....
Hudson's Hope	423R	Hudson Hope–Gold Bar Road No. 102	Arterial	22.00	.....
	424R	Chetwynd–Hudson Hope Road	Arterial	13.80	.....
	425R	Lookout Road	Arterial	4.00	.....
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	Fraser Highway	Arterial	11.00	.....
	368R	County Line Road	Arterial	2.70	.....
	380R	Trans-Canada Highway No. 401 and interchanges	Arterial	20.42	.....
	445R	Carvolth Road	Arterial	3.12	.....
Mackenzie	436R	Parsnip River Road	Arterial	12.70	.....
Maple Ridge	22R	Lougheed Highway	Arterial	12.46	.....
	407R	River Road and 17th Ave.	Arterial	0.24	.....
	73B	River Road and Dewdney Trunk Road	Secondary	.....	10.80
	164B	Fern Crescent Road	Secondary	.....	1.80
Matsqui	12R	Abbotsford–Mission	Arterial	5.27	.....
	337R	McCallum Road	Arterial	1.19	.....
	356R	Trans-Canada Highway	Arterial	8.59	.....
	422R	Fraser Highway	Arterial	3.60	.....
	186B	South Fraser Way	Secondary	.....	2.65
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
North Saanich	410R	Patricia Bay Highway	Arterial	4.27	.....
	411R	West Saanich Road	Arterial	5.60	.....
	412R	Wain Road	Arterial	1.50	.....
	416R	Lochside Drive	Arterial	0.44	.....
	449R	Canora Road, Telsen Ave., and East Saanich Road	Arterial	0.74	.....
	193B	McTavish Road	Secondary	.....	2.20
North Vancouver	157R	Main St., Dollarton Highway, and Deep Cove Road	Arterial	5.71	.....
	328R	Trans-Canada Highway and interchanges	Arterial	3.81	.....
	199B	Willingdon Ave. and Keith Road	Secondary	.....	2.38
Oak Bay	162B	Cadboro Bay Road	Secondary	.....	2.10
	197B	Cedar Hill Cross Road and Gordon Head Road	Secondary	.....	1.63
Peachland	367R	Okanagan Highway	Arterial	7.00	.....
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

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31, 1967—*Continued*

Name of Municipality	Ref. No.	Name of Highway	How Classified	Approximate Mileage	
				Arterial	Secondary
District Municipalities—Continued					
Powell River	245R	Marine Ave., Ocean View Ave., Second St., Poplar Ave., First St., and Lund Highway	Arterial	9.50	------
	397R	Wharf St.	Arterial	0.09	------
	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	------
	148B	Tillicum Road	Secondary	------	0.09
	154B	Gorge Road	Secondary	------	1.70
	156B	Quadra St.	Secondary	------	3.20
	198B	Gordon Head Road and Ruby Road	Secondary	------	1.25
	205B	McKenzie Ave.	Secondary	------	2.85
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
Squamish	399R	Darrell Bay Road	Arterial	0.20	------
	406R	Alice Lake Road	Arterial	0.36	------
	426R	Garibaldi Highway	Arterial	19.95	------
	191B	Squamish Valley Road	Secondary	------	2.51
	192B	Mamquam (Garibaldi Park) Road	Secondary	------	2.96
Sumas	342R	McCallum Road	Arterial	0.99	------
	381R	Trans-Canada Highway No. 401 and interchanges	Arterial	16.85	------
	402R	Barrowtown Road	Arterial	1.25	------
	403R	Abbotsford–Huntingdon Highway	Arterial	2.92	------
	202B	No. 3 Road	Secondary	------	1.90
Summerland	238R	Okanagan Highway	Arterial	7.00	------
	142B	Peach Orchard Road	Secondary	------	2.65
Surrey	13R	Pacific Highway	Arterial	9.55	------
	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	------
	314R	Old Yale Road and Bridge Road	Arterial	0.75	------
	371R	Deas Tunnel Throughway and interchanges	Arterial	14.25	------
	379R	Trans-Canada Highway No. 401 and interchanges	Arterial	14.02	------
	384R	King George VI Highway	Arterial	16.79	------
	385R	Fraser Highway	Arterial	8.75	------
	150B	Campbell River Road	Secondary	------	1.50
	151B	Marine Drive, Stevenson Road	Secondary	------	5.75
	182B	152nd St. (Johnston Road)	Secondary	------	1.50
Terrace	362R	Northern Trans-Provincial Highway	Arterial	4.20	------
	155B	Kalum Lake Road	Secondary	------	2.25
West Vancouver	89R	Marine Drive addition	Arterial	0.10	------
	250R	Taylor Way	Arterial	0.70	------
	289R	Horseshoe Bay–Squamish Highway	Arterial	3.30	------
	329R	Trans-Canada Highway	Arterial	9.46	------
	372R	Marine Drive	Arterial	0.15	------
				609.59	123.15
Town Municipalities					
Castlegar	112R	Kinnaird–Nelson Highway (No. 3A)	Arterial	1.45	------
Creston	369R	Southern Trans-Canada Highway	Arterial	1.68	------
Fort St. John	279R	MacKenzie St.	Arterial	2.13	------
	361R	Alaska Highway	Arterial	1.02	------
	396R	Centre Ave.	Arterial	1.50	------

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31, 1967—*Continued*

Name of Municipality	Ref. No.	Name of Highway	How Classified	Approximate Mileage	
				Arterial	Secondary
Town Municipalities—Continued					
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
Ladysmith	335R	Trans-Canada Highway	Arterial	3.05	.....
	176B	Chemainus Road	Secondary	.....	0.90
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
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
North Kamloops	283R	Tranquille Highway	Arterial	0.47	.....
	284R	Eighth St.	Arterial	0.79	.....
	321R	Fortune Drive	Arterial	1.56	.....
Quesnel	286R	Fraser West Road	Arterial	0.94	.....
	287R	Blackwater Road	Arterial	0.98	.....
	361R	Cariboo Highway	Arterial	2.45	.....
Sidney	292R	Ocean Ave.	Arterial	0.18	.....
	388R	Patricia Bay Highway	Arterial	1.88	.....
	389R	Lochside Drive and Fifth St.	Arterial	1.04	.....
	390R	Beacon Ave.	Arterial	0.33	.....
	194B	Fifth St., Malaview Ave., and Resthaven Drive	Secondary	.....	1.78
Smithers	50R	Prince Rupert Highway	Arterial	1.45	.....
	58B	Hudson Bay Mountain Road	Secondary	.....	1.35
Wililams Lake	306R	Mackenzie Ave. North	Arterial	1.00	.....
	307R	Mackenzie Ave. South	Arterial	0.80	.....
	308R	Oliver St.	Arterial	1.12	.....
				34.20	6.18
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	.....
Chapman Camp	105B	Fifth Ave., Third Ave., and portion of Main Road	Secondary	.....	0.42
	107B	Mill Road	Secondary	.....	0.47
	187B	Black Bear Road	Secondary	.....	0.33
Clinton	387R	Cariboo Highway	Arterial	1.28	.....
	391R	Pavilion–Clinton Road	Arterial	0.34	.....
Comox	234R	Comox Ave. and Anderton Road	Arterial	1.14	.....
	166B	Comox Ave., Stewart St., Balmoral Ave., and Port Augusta St.	Secondary	.....	1.40
Cumberland	35B	Courtenay–Cumberland Road (Fourth St.)	Secondary	.....	0.21
	189B	Dunsmuir Ave.	Secondary	.....	0.61
Fort St. James	254R	Vanderhoof–Stuart Lake Road and Fort St. James Road	Arterial	1.70	.....
Fraser Lake	446R	Northern Trans-Provincial Highway	Arterial	1.54	.....
Fruitvale	202R	Trail–Salmo–Nelson Highway	Arterial	1.85	.....
	129B	Columbia Gardens Road	Secondary	.....	0.80
Gibsons Landing	164R	Gibson 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	.....
	185B	Big Bend Highway (10th Ave. North-east)	Secondary	.....	1.04

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31, 1967—*Continued*

Name of Municipality	Ref. No.	Name of Highway	How Classified	Approximate Mileage	
				Arterial	Secondary
Village Municipalities—Continued					
Harrison Hot Springs	161R	Harrison Hot Springs Road and Lillooet Ave.	Arterial	2.64	
Houston	266R	Northern Trans-Provincial Highway	Arterial	0.80	
Invermere	189R	Waterway Drive, Third St., and Bruce Ave.	Arterial	1.75	
Kaslo	450R	Balfour–Revelstoke Highway, Fourth St., "A" Ave., Washington St., and Kaslo–New Denver Highway	Arterial	1.86	
Chetwynd	427R	John Hart-Peace River Highway	Arterial	2.15	
	428R	Chetwynd–Hudson Hope Highway	Arterial	0.87	
Keremeos	438R	Southern Trans-Canada Highway No. 3	Arterial	1.24	
	439R	Southern Trans-Canada Highway No. 3A	Arterial	0.51	
Kinnaird	181R	Southern Trans-Canada Highway	Arterial	2.86	
Lake Cowichan	98R	Cowichan Lake Road and North Shore Road	Arterial	1.44	
	99R	South Shore Road	Arterial	1.12	
Lillooet	116R	Main St. and Main St. South	Arterial	1.29	
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	
Marysville	236R	Kootenay–Columbia Highway	Arterial	1.45	
Masset	339R	Wilson St., Burgess Ave., and road to Tow Hill	Arterial	1.00	
	409R	Harrison Ave., Collison Ave., Delkatla St., Hodges Ave., Delkatla Causeway, Shore Road and Queen Charlotte City–Masset Road	Arterial	2.70	
McBride	220R	First Ave. and Main St.	Arterial	0.64	
Montrose	264R	Trail–Salmo–Nelson Highway	Arterial	1.00	
Nakusp	404R	Vernon–Slocan Highway and Nelson Ave.	Arterial	1.09	
	405R	Broadway St., Lake Ave., and Nakusp–Arrowhead Highway	Arterial	1.17	
Natal	382R	Southern Trans-Canada Highway (Northern Ave.)	Arterial	1.60	
New Denver	88R	Slocan Valley–Nakusp Highway	Arterial	0.91	
	291R	Sixth Ave. and Victoria St.	Arterial	0.44	
100 Mile House	408R	Cariboo Highway	Arterial	0.82	
	190B	Mile 100–Roe Lake Road	Secondary		0.35
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	Port Alberni Highway	Arterial	0.76	
Pemberton	419R	Garibaldi Highway	Arterial	0.38	
	420R	Pemberton Portage Road	Arterial	0.83	
	421R	Pemberton Meadows Road	Arterial	0.23	
Pouce Coupe	83R	Arterial Highway, Pouce Coupe	Arterial	0.43	
Princeton	433R	Southern Trans-Canada Highway	Arterial	1.41	
	434R	Princeton–Merritt Highway	Arterial	0.61	
	203B	Bridge St.	Secondary		0.40
	204B	Tulameen Road	Secondary		0.96
Qualicum Beach	94R	Island Highway	Arterial	3.26	
	154R	Jones St., Second Ave., Main St., and Station Road	Arterial	1.60	
	435R	Island Highway (Qualicum Beach Div.)	Arterial	1.59	
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	
Silverton	443R	Lake Ave.	Arterial	0.59	
Slocan	437R	Vernon–Slocan Highway	Arterial	0.78	
Sparwood	392R	Southern Trans-Canada Highway	Arterial	0.39	
Stewart	442R	Stewart–Watson Lake Highway	Arterial	3.68	
Taylor	334R	Alaska Highway	Arterial	1.59	
	161B	Taylor–Peaceview Road	Secondary		0.95

STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31, 1967—*Continued*

Name of Municipality	Ref. No.	Name of Highway	How Classified	Approximate Mileage	
				Arterial	Secondary
Village Municipalities—Continued					
Telkwa	440R	Northern Trans-Provincial Highway	Arterial	1.43	-------
	136B	Telkwa Coal Road	Secondary	-------	1.00
Tofino	86R	Tofino–Ucluelet Road	Arterial	1.17	-------
Ucluelet	192R	Tofino–Ucluelet Road	Arterial	1.13	-------
Valemount	332R	North Thompson Highway	Arterial	1.36	-------
Vanderhoof	232R	Northern Trans-Provincial Highway	Arterial	1.23	-------
	233R	Fort St. James Highway	Arterial	0.95	-------
	180B	Nechako Ave.	Secondary	-------	0.37
Warfield	205R	Southern Trans-Canada Highway	Arterial	0.68	-------
	206R	Trail–Salmo–Nelson Highway	Arterial	1.13	-------
Zeballos	196R	Zeballos Road	Arterial	1.00	-------
				86.66	13.75

Summary

	Approximate Mileage	
	Arterial	Secondary
City municipalities	104.36	25.47
District municipalities	609.59	123.15
Town municipalities	34.20	6.18
Village municipalities	86.66	13.75
Totals	834.81	168.55
Deduct for duplicate mileage—		
Scott Road in Delta and Surrey District Municipalities	4.92	-------
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	828.10	166.65

SNOW REMOVAL, FISCAL YEAR 1966/67

STATEMENT OF MILES KEPT OPEN AND TOTAL COSTS

Electoral District	Miles Kept Open by Plough (or Attempted)	Total Cost
Alberni	280.00	$17,932.13
Atlin (North)	349.40	67,657.00
Atlin (South)	38.48	14,513.63
Burnaby	39.83	31,619.41
Cariboo (North)	1,012.00	136,181.41
Cariboo (South)	1,605.00	149,081.74
Chilliwack	152.73	50,797.49
Columbia	508.80	127,870.04
Comox	905.71	34,231.50
Comox (South)	33.00	829.29
Cowichan-Newcastle	263.00	23,252.51
Cranbrook	447.40	71,391.04
Delta	182,61	69,503.63
Dewdney (East)	151.51	22,741.95
Dewdney (West)	51.91	12,215.44
Esquimalt	470.95	23,245.91
Fernie	385.60	49,857.52
Fort George	1,010.48	274,255.85
Grand Forks-Greenwood	510.47	83,266.25
Kamloops	1,197.48	145,822.03
Kaslo-Slocan	548.59	90,931.75
Lillooet (North)	863.96	94,857.34
Lillooet (South)	220.84	49,640.12
Mackenzie	180.28	17,104.49
Nanaimo-Islands	229,50	9,969.24
Nelson-Creston	568.98	175,412.21
North Okanagan	667.06	62,773.00
North Peace River	457.95	175,533.99
North Vancouver	42.10	30,307.93
Omineca (East)	724.50	65,621.72
Omineca (West)	636.10	118,912.88
Prince Rupert	149.03	16,746.51
Revelstoke	372.24	288,505.78
Rossland-Trail	308.00	91,044.46
Saanich	51.62	10,643.55
Salmon Arm	697.90	71,795.56
Similkameen	736.00	127,476.48
Skeena (East)	460.85	79,593.04
Skeena (West)	233.70	91,106.99
South Okanagan	535.25	53,664.07
South Peace River	958.44	193,792.87
Vancouver-Point Grey	13.02	508.32
Yale	842.62	109,965.02
Totals	20,094.89	$3,432,173.09

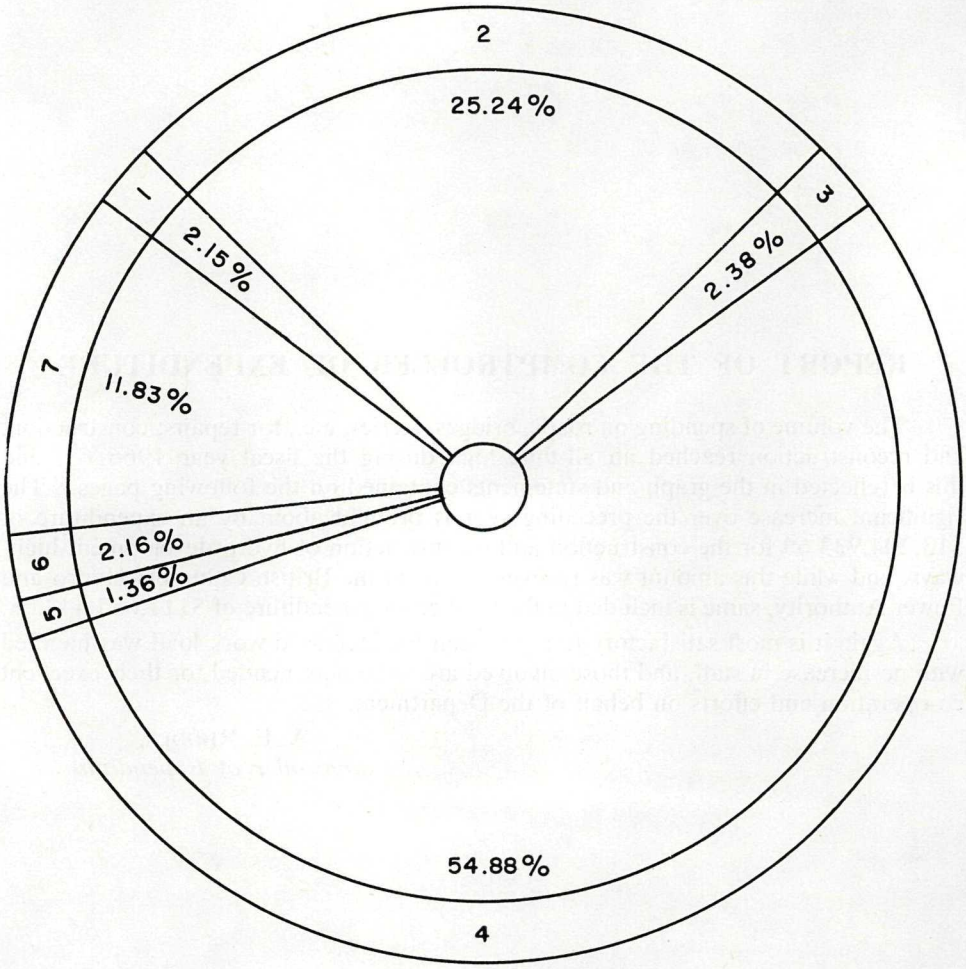
REPORT OF THE COMPTROLLER OF EXPENDITURE

The volume of spending on roads, bridges, ferries, etc., for repairs, construction, and reconstruction reached an all-time high during the fiscal year 1966/67, and this is reflected in the graph and statements contained on the following pages. The significant increase over the preceding year is brought about by an expenditure of $13,204,933.69 for the construction and reconstruction of hydro-development highways, and while this amount was recoverable from the British Columbia Hydro and Power Authority, same is included in the total gross expenditure of $111,657,448.08.

Again it is most satisfactory to report that the increased work load was handled with no increase in staff, and those involved are to be commended for their excellent co-operation and efforts on behalf of the Department.

A. E. RHODES,
Comptroller of Expenditure.

HOW THE HIGHWAY DOLLAR IS SPENT



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, testing, etc.).
7. Hydro Development Highways.

STATEMENT OF EXPENDITURES, FISCAL YEAR 1966/67

SUMMARY

MAINTENANCE

Vote 155—			
Roads	$11,822,607.12		
Bridges	2,450,725.06		
Ferries	2,247,026.12		
Snow removal	3,303,349.88		
Machinery Account (repairs, fuel, etc.)	6,499,349.73		
Gravel-crushing	526,155.26		
		$26,849,213.17	
Vote 159—Highways within Municipal Limits—			
Local highways	$128,630.46		
Arterial highways in cities with population in excess of 15,000	469,133.01		
		597,763.47	

CAPITAL

Vote 156—Trans-Canada Highway—			
Roads	$421,373.82		
Bridges	371,178.88		
Surveys	124,529.71		
Rights-of-way	2,094,722.16		
Paving	76,809.57		
		3,088,614.14	
Vote 157 (*a*)—General Highways—			
Roads	$41,933,784.04		
Surveys	1,224,788.23		
Legal surveys	213,429.52		
Rights-of-way	1,396,997.95		
Materials testing	659,882.26		
Radio-telephone installation	194,391.12		
Bridge elimination	35,000.00		
Machinery rental and fuel (day-labour projects)	2,000,000.00		
Slope seeding	233,300.00		
Secondary highways	388,185.11		
		48,279,758.23	
Vote 157 (*b*)—			
Bridges (general)	$5,069,898.22		
Bridges (secondary)	34,673.24		
Ferries	34,957.26		
Ferry-landings	15,480.45		
		5,155,009.17	
Vote 157 (*c*)—Hard Surfacing		7,040,751.91	
Vote 158—Hydro-development Highways—			
Roads	$10,165,647.51		
Bridges	2,532,834.64		
Ferry-landings	11,426.62		
Materials testing	346,941.36		
Surveys	148,083.56		
		13,204,933.69*	
Vote 236—Construction of Mining-roads—†			
Roads	$871,904.29		
Bridges	654,603.41		
Surveys	2,308.94		
		1,528,816.64	
Gross total, maintenance and capital			$105,744,860.42

MISCELLANEOUS VOTES

Vote 153—Minister's Office	$41,575.95
Vote 154—General Administration	2,361,579.95
Vote 155—*See under* Maintenance, above.	
Votes 156, 157 and 158—*See under* Capital, above.	
Vote 159—*See under* Maintenance, above.	
Vote 160—Vehicle Damage Claims	107,072.69

* This expenditure was fully recovered from the British Columbia Hydro and Power Authority.
† The Public Accounts includes this vote under the Department of Mines and Petroleum Resources.

SUMMARY—*Continued*

MISCELLANEOUS VOTES—*Continued*

Vote 161—Highway Signs, Signals, Traffic Control, Etc.	$608,790.69	
Vote 162—Grants and Subsidies	10,210.92	
Vote 163—Purchase of New Equipment	2,666,418.88	
Total, miscellaneous votes		$5,795,649.08
Special Warrant No. 25—Gold River to Muchalat Arm Access Road		116,938.58
Gross expenditure, Department of Highways		$111,657,448.08
Less credits—British Columbia Hydro and Power Authority		13,204,933.69
Net expenditure, Department of Highways		$98,452,514.39

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

Electoral District	Total
Alberni	$1,523,779.08
Atlin	1,940,980.12
Boundary-Similkameen	884,202.27
Burnaby-Edmonds	218,968.89
Burnaby North	222,409.98
Burnaby-Willingdon	207,653.83
Cariboo	3,046,745.07
Chilliwack	630,281.37
Columbia River	1,734,274.82
Comox	4,942,380.28
Coquitlam	282,619.82
Cowichan-Malahat	595,853.45
Delta	223,462.79
Dewdney	717,473.60
Esquimalt	1,055,062.33
Fort George	16,464,451.31
Kamloops	7,941,385.10
Kootenay	1,698,194.15
Langley	602,606.64
Mackenzie	702,701.02
Nanaimo	611,875.03
Nelson-Creston	2,193,925.96
New Westminster	1,480.04
North Okanagan	504,835.40
North Peace River	1,387,675.96
North Vancouver-Capilano	144,588.58
North Vancouver-Seymour	738,623.09
Oak Bay	*Nil*
Omineca	2,978,667.50
Prince Rupert	3,256,918.83
Revelstoke-Slocan	14,270,036.52
Richmond	608,976.72
Rossland-Trail	3,339,977.72
Saanich and the Islands	1,067,676.26
Shuswap	1,177,721.65
Skeena	2,841,582.33
South Okanagan	897,478.54
South Peace River	4,104,381.84
Surrey	499,884.32
Vancouver Centre	72.13
Vancouver East	24,656.92
Vancouver-Point Grey	614,272.09
West Vancouver-Howe Sound	3,634,171.26
Yale-Lillooet	1,925,029.31
Headquarters	13,401,805.08
Gross expenditures	$105,861,799.00*

* Includes Special Warrant No. 25, Gold River to Muchalat Arm Access Road.

HEADQUARTERS

Roads generally (includes items for centre-line marking, leases, and other miscellaneous expenditures)	$1,350,187.71
Bridges generally (miscellaneous expenditures)	236,771.37
Ferries generally (miscellaneous expenditures)	34,172.19
Machinery Account (repairs and fuel costs, etc.)	6,499,349.73
Arterial highways in cities with population in excess of 15,000	469,133.01
Surveys (general surveys and supplies)	296,450.67
Bridges—	
Bridge design, consulting engineers' fees, etc., Trans-Canada Highway Bridges (Project No. 283)	197,457.80
Bridge design, consulting engineers' fees, etc., General Bridges (Project No. 281)	416,228.56
Steel and precast stringer units, test-piles, etc. (Project No. 22)	139,242.22
Roads (general capital items)—	
Materials testing (general)	659,882.26
Materials testing (hydro-development projects)*	346,941.36
Radio-telephone installations	194,391.12
Slope seeding (various areas)	233,300.00
Machinery rental and fuel (day-labour projects)	2,000,000.00
Surfacing—	
Paving generally (wages, general expenses, supplies, etc.)	130,458.26
Laboratory supplies	3,682.51
Survey investigations	156,609.84
Pulvimixing generally	37,546.47
Total, Headquarters	$13,401,805.08

* Credits received from British Columbia Hydro and Power Authority to cover this expenditure.

ALBERNI DISTRICT

Day labour—roads (Project No. 1635)—			
Cherry Creek, reconstruct, 0.5 mile	$19,000.00		
Burde, pave, 0.25 mile	5,000.00		
Kitsuksus, reconstruct, 0.2 mile	4,000.00		
Bell, reconstruct, 0.6 mile	3,000.00		
Clayoquot, reconstruct, 0.5 mile	3,000.00		
Bamfield, reconstruct, 0.25 mile	4,000.00		
		$38,000.00	
Port Albion Indian Reserve Road, reconstruct, 0.5 mile (Project No. 1728)		35,000.00	
Alberni–Tofino, Kennedy Lake easterly, reconstruct, 22 miles (Project No. 1603)		1,000,000.00	
Day labour—roads (Project No. 1638)—			
Grafton Avenue, reconstruct, 0.97 mile	$1,805.50		
Hilliers Road, recap, 1.1 miles	1,897.42		
Island Highway, shoulder widening, random lengths	2,039.39		
Arterial Highway 176R, shoulder widening, 1 mile	3,322.91		
Swayne Road, reconstruct, 1.72 miles	144.90		
Sundry roads, slashing	387.46		
		9,597.58	
			$1,082,597.58
Maintenance of roads			238,603.29
Maintenance of bridges			19,124.36
Maintenance and operation of ferries			45,600.00
Snow removal			22,109.52
Highways within municipal limits (local highways)—			
Village of Qualicum Beach		$4,000.00	
Village of Tofino		5,000.00	
Village of Ucluelet		5,000.00	
			14,000.00

ALBERNI DISTRICT—*Continued*

Surveys (general)—			
Alberni–Cumberland (*see also* Comox) (Project No. 1693)		$1,210.50	
Alberni–Tofino (Project No. 1693)		56,349.50	
Gold River Access (Project No. 1693)		40,796.37	
River Road, Alberni, Kitsuksus Creek to Somass River (Project No. 1693)		2,714.67	
			$101,071.04
Legal surveys—			
Right-of-way through part of Lot 1, District Lot 1, Plan 15070, Alberni District, Gertrude Street (Project No. 1694)		$130.32	
Faber Road through part of District Lot 120, Alberni District (Project No. 1694)		542.97	
			673.29
Total, Alberni District			$1,523,779.08

ATLIN DISTRICT

Day labour—roads (Project No. 1673)—			
Atlin Highway (No. 2), improvements	$1,473.54		
Cassiar Mine Road (No. 10), spot gravelling	1,200.47		
Telegraph Creek Road (No. 51), improvements	2,094.79		
Stewart–Watson Lake Highway (No. 31), reconstruct	15,231.20		
		$20,000.00	
Day labour — roads — Kitsault River Road, widen and regravel 1 mile plus rechannelization in two locations of the river (Project No. 1674)		5,000.00	
			$25,000.00
Day labour—bridge elimination—Stewart–Hyder No. 3 Bridge, eliminated with a gravel fill, 0.5 mile of Stewart–Hyder Road reconstructed as approaches to fill (Project No. 1692)			35,000.00
Maintenance of roads			172,482.23
Maintenance of bridges			23,499.75
Maintenance and operation of ferries			9,000.00
Snow removal			82,171.54
Surveys (mining-roads)—Cassiar–Stewart Highway (Project No. 775)			2,308.94
Roads (mining-roads)—			
Cassiar–Stewart Highway, Strohn Creek—Bell-Irving River section (Project No. 1138)		$44,049.33	
Cassiar–Stewart Highway, Eddontenajon Lake–Burrage River section (Project No. 1214)		469.00	
Cassiar–Stewart Highway, Burrage River–Ningunsaw River section (Project No. 1391)		827,385.96	
			871,904.29
Bridges (general)—Stewart–Hyder Bridge No. 2, Stewart–Hyder Road (Project No. 532)			65,009.96
Bridges (mining-roads)—			
Bell-Irving River Bridge No. 1 (Project No. 515)		$298,974.24	
Bell-Irving River Bridge No. 2 (Project No. 590)		355,629.17	
			654,603.41
Total, Atlin District			$1,940,980.12

BOUNDARY-SIMILKAMEEN DISTRICT

Day labour—roads (Project No. 1655)—			
Black Sage Road, reconstruct, 4 miles	$16,000.00		
Sundry roads, sand seal, 4.8 miles	4,000.00		
Ashnola Road, regravel, 7 miles	5,000.00		
Orchard roads, road-mix paving, 15.6 miles	11,000.00		
Fairview Road, reconstruct, prepare for paving, 1.1 miles	4,000.00		
Green Mountain Road, paving, 7.6 miles	25,000.00		
		$65,000.00	
Day labour—roads (Project No. 1660)—			
Rock Creek–Kelowna (No. 44), reconstruct, 4.55 miles	$74,000.00		
Alpine Inn–Texas Point (No. 49), Valley Roads South (No. 72), Cascade High Road (No. 86), Christina Lake (Nos. 17 and 17A), penetration seal paving and bituminous seal-coat, 5.84 miles	4,000.00		
Kettle Valley South (No. 112), Valley Roads South (No. 72), penetration seal paving and bituminous seal-coat, 6.57 miles	8,000.00		
Kettle River Main (No. 43), reconstruct, 6.10 miles	19,000.00		
		105,000.00	
			$170,000.00
Maintenance of roads			402,257.11
Maintenance of bridges			59,142.59
Snow removal			119,469.29
Highways within municipal limits (local highways)—Village of Keremeos			4,000.00
Surveys (general)—			
Hedley–Stirling Creek Bridge (Project No. 1693)		$16,819.89	
Keremeos East Entrance (Project No. 1693)		7,402.95	
			24,222.84
Legal surveys—			
North boundary of South-west quarter of Section 3, Township 52, to south boundary of Lot 244 (Project No. 1694)		$1,237.79	
Okanagan Highway, Waterman Hill to Okanagan Falls (Project No. 1694)		48.51	
Okanagan flood control *re* survey of Block A in District Lot 219 (S.), S.D.Y.D. (Project No. 1694)		190.82	
Princeton By-pass and C.P.R. right-of-way (Project No. 1694)		159.78	
Princeton–Summerland Road, No. 40, through District Lot 1193 (Project No. 1694)		1,090.22	
South boundary of Lot 2075 to south boundary of Lot 327 (S.) (Project No. 1694)		4,547.87	
Southern Trans-Canada Highway, north boundary of Lot 561 to south boundary of Lot 632 (S.) (Project No. 1694)		3,863.09	
			11,138.08
Rights-of-way (general)—			
Highway No. 97, construction (Project No. 1695)		$2,500.00	
Osoyoos–Richter Pass connection (Project No. 1695) (Credit)		*1,150.00*	
			1,350.00
Surfacing (general)—			
Green Mountain Road, base processing		$15,322.65	
Rock Creek–Kelowna Road, base processing		77,299.71	
			92,622.36
Total, Boundary-Similkameen District			$884,202.27

BURNABY-EDMONDS DISTRICT

Day labour—roads (Project No. 1636)—		
Kingsway (No. 1R), minor improvements	$181.60	
Lougheed Highway (No. 17R), minor improvements	482.30	
Grandview-Douglas (No. 135R), minor improvements	761.05	
Trans-Canada Highway (No. 376R), minor improvements	751.59	
		$2,176.54
Maintenance of roads		49,428.52
Maintenance of bridges		1,075.67
Snow removal		13,777.77
Surveys (general)—North Road, Brunette Creek to Lougheed Highway (Project No. 1693)		2,234.21
Rights-of-way (general)—		
Cariboo Road, Burnaby (Project No. 1695)	$125.00	
Simon Fraser University project (Stormont Interchange system) (Project No. 1695)	145,986.06	
		146,111.06
Construction—roads (general)—Miscellaneous lighting and sign illumination, Highways Nos. 401 and 499 (*see also* Burnaby-Willingdon, Chilliwack, Coquitlam, Delta, Langley Richmond, Surrey, and Vancouver East) (Project E 3265)		4,165.12
Total, Burnaby-Edmonds District		$218,968.89

BURNABY NORTH DISTRICT

Day labour—roads (Project No. 1636)—		
Lougheed Highway (No. 17R), minor improvements	$1,446.88	
Barnet Highway (No. 293R), minor improvements	1,335.25	
Trans-Canada Highway (No. 375R), minor improvements	884.07	
Curtis extension (No. 415R), minor improvements	248.43	
	$3,914.63	
Simon Fraser University Access (Curtis Street), construction of access roads (Project No. 1462)	132,834.19	
		$136,748.82
Maintenance of roads		50,660.46
Maintenance of bridges		388.98
Snow removal		11,983.02
Surveys (general)—		
North Road (four lanes), Lougheed Highway to Clark Road Project No. 1693)	$2,888.00	
Simon Fraser University access roads (Project No. 1693)	3,016.14	
Simon Fraser University building area (Project No. 1693)	9.20	
		5,913.34
Legal surveys—Hastings Street East, replacing monument (Project No. 1694)		205.20
Rights-of-way (general)—		
Barnet Highway, widening (Project No. 1695)	$1,400.00	
Hastings to Barnet Highway (Project No. 1695)	258.25	
		1,658.25
Construction—		
Bridges (general)—Lake City Overhead, Simon Fraser University (Project No. 544)		689.15
Surfacing (general)—Simon Fraser University Access Road, Contract No. 2 (Project S-0865-2)		14,162.76
Total, Burnaby North District		$222,409.98

BURNABY-WILLINGDON DISTRICT

Day labour—roads (Project No. 1620)—		
Brunette Street (No. 167R), curb and gutter	$93,931.95	
Willingdon Avenue, curb and gutter	16,239.42	
	$110,171.37	
Kingsway (No. 1R), minor improvements (Project No. 1636)	286.44	
Grandview-Douglas (No. 135R), minor improvements (Project No. 1636)	1,643.67	
Trans-Canada Highway (No. 376R), minor improvements	4,478.72	$116,580.20
Maintenance of roads		25,924.98
Maintenance of bridges		535.35
Snow removal		5,858.62
Legal surveys—Willingdon Avenue posting, Grandview to No. 401 (Project No. 1694)		374.25
Rights-of-way (Trans-Canada Highway)—Vancouver to Fraser River, Burnaby-Willingdon (Project No. 1705)		54.90
Rights-of-way (general)—Willingdon Avenue widening (Project No. 1695)		39,251.00
Construction—		
Roads (Trans-Canada Highway)—Vancouver–Fraser River section (Contract No. 5) (*see also* Vancouver East) (Project No. 885-5)		14,909.41
Roads (general)—Miscellaneous lighting and sign illumination, Highways Nos. 401 and 499 (*see also* Burnaby-Edmonds, Chilliwack, Coquitlam, Delta, Langley, Richmond, Surrey, and Vancouver East (Project No. E-3265)		4,165.12
Total, Burnaby-Willingdon District		$207,653.83

CARIBOO DISTRICT

Day labour—roads (Project No. 1648)—			
Likely roads (No.15), gravel and road mix, 3 miles	$10,000.00		
Chilcotin–Bella Coola Road (No. 20), gravel and road mix, 3 miles	40,050.00		
Dog Creek Road (No. 37), gravel and road mix, 2 miles	1,650.00		
Canim Lake Road (No. 318), gravel and road mix, 9 miles	58,000.00		
Horsefly Road (No. 419), construct diversion, Mile 24 to Mile 27.5	5,300.00		
	$115,000.00		
Canim Lake Road (No. 318), reconstruction and realignment, Mile 25.65 to Mile 26.85 (Project No. 1716)	70,000.00	$185,000.00	
Barkerville, reconstruction, Mile 13.5 to Mile 15.9, Mile 16.5 to Mile 18.9 (Project No. 1523)	$177,000.00		
Cariboo Highway, Strathnaver Slide (Project No. 1626)	14,000.00		
Quesnel–Blackwater, reconstruct to pave, Mile 6 to Mile 7.5, Mile 2 to Mile 5.4 (Project No. 1664)	89,000.00		
Fill failures (Project No. 1664)	24,000.00		
		304,000.00	
			$489,000.00
Maintenance of roads			651,838.65
Maintenance of bridges			108,799.02
Maintenance and operation of ferries			29,871.00
Snow removal			278,256.54
Highways within municipal limits (local highways)—			
Town of Quesnel		$8,000.00	
Town of Williams Lake		4,000.00	
Village of 100 Mile House		4,000.00	
			16,000.00

CARIBOO DISTRICT—*Continued*

Surveys (general)—		
Airport Hill at Quesnel (Project No. 1693)	$5,169.65	
Barkerville Road (Project No. 1693)	85.00	
Cariboo Highway, North Bonaparte to Clinton (Project No. 1693)	27,362.93	
Clinton, curb and gutter (Project No. 1693)	5.00	
Fraser River Bridge at Quesnel (Project No. 1693)	134.00	
Mitchell Bridge relocation, No. 2 (Project No. 1693)	7,045.84	
Quesnel–Barkerville Road (Project No. 1693)	16,973.58	
Quesnel and West Quesnel, curb and gutter (Project No. 1693)	10.50	
Williams Lake to Deep Creek (Project No. 1693)	5,393.28	
		$62,179.78
Legal surveys—		
Canim Lake Road (No. 318), 100 Mile House to north boundary of District Lot 4176 (Project No. 1694)	$939.63	
Cariboo Highway, widening, Lot 964 to Lot 4175 (Project No. 1694)	9,533.37	
Cariboo Highway, widening in District Lot 3200 (Project No. 1694)	190.20	
Cariboo Highway, widening in District Lots 3951 and 3951A (Project No. 1694)	276.00	
Mercer Gravel Pit to District Lot 2144, Lillooet District (Project No. 1694)	588.25	
Plan of subdivision of gravel-pit site and Paradise Road in Lot 8635 (Project No. 1694)	1,059.00	
		12,586.45
Rights-of-way (Trans-Canada Highway) — Cache Creek Interchange (Project No. 1705)		26,259.50
Rights-of-way (general)—		
Canim Lake Road (Project No. 1695)	$3,860.15	
Cariboo Highway at Alexandria (Project No. 1695)	5,000.00	
Cariboo Highway, Clinton, curb and gutter (Project No. 1695)	1,752.35	
Chilcotin-Cariboo Highway Intersection (Project No. 1695)	4,140.00	
East Quesnel Bridge approach (Project No. 1695)	196,456.77	
Quesnel, curb and gutter (Project No. 1695)	25,698.50	
		236,907.77
Roads (general)—		
Chilcotin Highway, Sword Creek section, reconstruction (Project No. 1368)	$232,483.22	
Quesnel, curb, gutter, and storm drainage (Project No. 1607)	321,792.95	
		554,276.17
Surfacing (general)—		
Cariboo Highway (No. 97), Lac la Hache camping-grounds northerly (Mile 95.6 to Mile 111.8), Contract No. 2 (Project No. S-2364-2)	$426,941.90	
Cariboo Highway, Clinton, Clinton Overhead to Cariboo District boundary (Project No. S-2565)	51,288.41	
Cariboo Highway, Clinton, curb and gutter and storm drainage (preparatory work) (Project No. 2766)	1,758.57	
Canim Lake Road to 100 Mile House, base processing	44,068.25	
Horsefly–Likely, South Lakeside, Chilcotin Road, Dog Creek Road, base processing	28,579.03	
Hydraulic Road, Quesnel, base processing	2,756.07	
Lillooet–Cache Creek, base processing	21,301.16	
Red Bluff Road, base processing	4,076.80	
		580,770.19
Total, Cariboo District		$3,046,745.07

CHILLIWACK DISTRICT

Day labour—roads (Project No. 1637)—		
Chilliwack Lake Road (No. 4), road-mix pavement, 2.4 miles, and recap, 1.6 miles	$17,191.41	
Columbia Valley Road (No. 6), pave, 1 mile	3,808.59	
		$21,000.00
Maintenance of roads		130,294.25
Maintenance of bridges		15,772.17
Snow removal		28,978.45
Highways within municipal limits (local highways)—		
Township of Chilliwhack, sundry roads	$5,000.00	
District of Sumas, sundry roads	6,000.00	
District of Matsqui, sundry roads	6,000.00	
		17,000.00
Surveys (Trans-Canada Highway)—		
Frontage road (Project No. 1704) and Evans Road Overpass	$1,375.40	
Lickman Road Interchange (Project No. 1704)	2,083.61	
Prest Road Overpass to No. 9 Interchange (Project No. 1704)	14,982.28	
Interchanges, McDermott to Atkinson (Project No. 1704)	1,714.53	
Overpass at Ford Road (Project No. 1704)	490.00	
		20,645.82
Surveys (general)—		
Abbotsford–Mission (Project No. 1693)	$11,711.33	
Chilliwack, curb and gutter (Project No. 1693)	5,605.07	
Frontage road (Project No. 1693)	44.35	
Matsqui, curb and gutter (Project No. 1693)	6,131.55	
		23,492.30
Legal surveys—		
Agassiz–Rosedale Highway, widening in Section 6, Township 3, Plan 1985 (Project No. 1694)	$214.72	
Highway No. 9, widening in South-west Quarter of Section 6, Township 3, Range 28, west of the 6th meridian, Plan 11755 (Project No. 1694)	131.90	
McCallum Road right-of-way, Abbotsford, defining encroachment for acquisition (Project No. 1694)	413.50	
Plan of subdivision, part of West Half of Legal Subdivision 4, Section 15, Township 22, N.W.D., gravel-pit site (Project No. 1694)	544.45	
		1,304.57
Rights-of-way (Trans-Canada Highway)—		
Abbotsford to Vedder (Project No. 1705)	$463.96	
Chilliwack By-pass (Project No. 1705)	29.34	
Intersection of Clearbrook Road and Trans-Canada Highway (Project No. 1705)	16,000.00	
Lickman Road Interchange (Project No. 1705)	98,772.45	
		115,265.75
Rights-of-way (general)—McCallum Road widening (Project No. 1695)		1,147.00
Construction—		
Roads (Trans-Canada Highway)—		
Lickman Interchange (Project No. 1678)	$237,305.99	
Installation of cat's eyes between " C " Street and Bridal Falls (Project No. 1703)	15,992.51	
		253,298.50
Roads (general)—Miscellaneous lighting and sign illumination, Highways Nos. 401 and 499 (*see also* Burnaby-Edmonds, Burnaby-Willingdon, Coquitlam, Delta, Langley, Richmond, Surrey, and Vancouver East) (Project No. E-3265)		2,082.56
Total, Chilliwack District		$630,281.37

COLUMBIA RIVER DISTRICT

Day labour—roads (Project No. 1657)—		
Approach roads from Trans-Canada Highway to Golden–Donald Upper, general improvements and road mixing	$5,900.00	
Approach to side roads from Trans-Canada Highway to Golden – Donald Upper, general improvements and road mixing	8,300.00	
Approach roads to Windermere Subdivision, gravel and road-mix pave	8,300.00	
Brisco Road, improve and gravel	1,300.00	
Canyon Creek Road, widen, ditch, and gravel	1,500.00	
Edgewater streets, gravel and road-mix pave	2,100.00	
Forester's Landing Road, gravel and road-mix pave	5,600.00	
Galena School Road, improve and gravel	1,700.00	
Green East Road (J2 Ranch Road), general improvements and gravel	4,200.00	
Habart Subdivision roads, improve and gravel	2,400.00	
Kootenay–Columbia Highway, major patching	4,000.00	
Kootenay–Columbia Highway, weed and brush control	4,400.00	
Toby Creek Road, widen and general improvements	12,700.00	
Trans-Canada Highway, paint guard-rail	2,800.00	
Trans-Canada Highway, weed and brush control	4,600.00	
Trans-Canada Highway (Kicking Horse section), general improvements, 9 miles	7,000.00	
Westside Road (south of Invermere), widen and general improvements	4,430.50	
Windermere streets, gravel and road-mix pave	10,600.00	
Third Avenue, Athalmer, improve and road-mix pave	1,600.00	
	$93,430.50	
Big Bend Highway (Donald–Bush River section), gravel, ditch, and widen, install culverts (Project No. 1598)	141,037.31	
		$234,467.81
Maintenance of roads		184,511.74
Maintenance of bridges		43,450.89
Snow removal		127,870.04
Highways within municipal limits (local highways)—Village of Invermere		4,000.00
Legal surveys—		
East boundary of Lot 2580 to north boundary of Lot 486 and to Kootenay Park Gate (Project No. 1694)	$8,033.30	
Trans-Canada Highway right-of-way through part of Legal Subdivision 3, Section 18, Township 27, Range 21, west of 5th meridian (Project No. 1694)	456.60	
		8,489.90
Rights-of-way (general)—		
Construction of Golden Access (Project No. 1695)	$709.35	
Kootenay–Columbia Highway, reconstruction, McMurdo–Golden section (Project No. 1695)	17,586.12	
		18,295.47
Construction—		
Roads (general)—Golden–McMurdo section (Project No. 1548)		1,072,627.84
Bridges (Trans-Canada Highway)—Yoho Bridge revision (Project No. 421)		38,803.25
Bridges (general)—Kootenay–Columbia Highway, Canal Flats Bridge (Project No. 476)		1,757.88
Total, Columbia River District		$1,734,274.82

COMOX DISTRICT

Day labour—roads (Project No. 1638)—	
Anton Road, pave, 0.04 mile	$288.71
Cheviot Road, reconstruct, 0.14 mile	183.75
Condensery Road, reconstruct, 0.50 mile	1,472.94
East Road, reconstruct, 1.87 miles	1,678.58
Endall Road, gravel, 1.87 miles	661.24
Green Road, construct and pave, 1.74 miles	21,975.83
Hardy Road, reconstruct, 1.55 miles	1,092.81

COMOX DISTRICT—*Continued*

Day labour—roads (Project No. 1638)—*Continued*		
Heriot Bay Road, pave, 0.17 mile	$2,224.94	
Howard Road, reconstruct, 1.81 miles	1,094.87	
Island Highway, shoulder widening, random lengths	19,476.29	
Kentwood Road, reconstruct, 0.84 mile	5,189.08	
Lake Trail Road, reconstruct and pave, 0.67 mile	4,921.98	
Macaulay Road, minor improvements	77.26	
Marine Drive, recap and pave, 0.61 mile	3,275.93	
Marsden Road, reconstruct and pave, 0.58 mile	4,039.74	
Muir Road, reconstruct, 0.35 mile	422.27	
Noel Avenue, reconstruct, 0.42 mile	879.60	
Pidcock Road, pave, 0.26 mile	2,196.86	
Rebecca Spit Road, construct, 0.50 mile	8,978.39	
Tsolum River Road, reconstruct, 3.09 miles	4,436.53	
Wilkinson Road, reconstruct and pave, 0.59 mile	4,719.81	
Sundry roads, slashing	4,360.42	
	$93,647.83	
Forbidden Plateau Access Road, construct, 0.75 mile (Project No. 1745)	11,812.07	
Ryan Road, construct, 0.54 mile (Project No. 1745)	13,187.93	
Beaver Cove–Port Hardy Highway, construct, 11.77 miles (Project No. 1583)	598,314.00	
Kelsey Bay Ferry Terminal Approach, construct and pave, 1.56 miles (Project No. 1630)	99,919.73	
		$816,881.56
Day labour—secondary highways—Secondary Highway No. 166B, curb and gutter, reconstruct and pave (Project No. 1804)		4,395.91
Day labour—bridges—Rees Bridge, construct (Project No. 575)		34,969.70
Day labour—Special Warrant No. 25—Gold River–Muchalat Arm Access Road, construct, 7.44 miles (Project No. 1788)		116,938.58
Maintenance of roads		470,163.73
Maintenance of bridges		50,671.62
Maintenance and operation of ferries		481,060.00
Snow removal		27,229.98
Highways within municipal limits (local highways)—		
Village of Alert Bay	$4,000.00	
Village of Comox	4,000.00	
		8,000.00
Surveys (general)—		
Alberni to Cumberland (*see also* Alberni) (Project No. 1693)	$1,815.74	
Campbell River By-pass (Project No. 1693)	61,286.38	
Island Highway, Mud Bay to Black Creek (Project No. 1693)	35,612.23	
Port McNeill Access (Project No. 1693)	2,025.55	
Port McNeill By-pass (Project No. 1693)	2,295.76	
Saltair Prison Access (Project No. 1693)	12,113.00	
		115,148.66
Legal surveys—		
Defining existing right-of-way through Parcel E, Section 16, Comox District, Cooper's Corner (Project No. 1694)	$141.00	
Green Road through District Lot 134 and Cape Mudge Indian Reserve No. 10 (Project No. 1694)	1,522.58	
Island Highway, Kelsey Bay Ferry Approach (Project No. 1694)	4,180.26	
Oyster River revision (Project No. 1694)	2,448.70	
		8,292.54
Rights-of-way (general)—		
Headquarters Road (Project No. 1695)	$113.36	
Island Highway, Oyster River Bridge relocation (Project No. 1695)	200.00	
		313.36
Construction—		
Roads (general)—		
Menzies Bay to Roberts Lake (Project No. 1215)	$335.46	
Roberts Lake to Sayward (Project No. 1216)	365.90	
Buttle Lake Access Road, Section 1 (Project No. 1586)	374,202.09	
Buttle Lake Access Road, Section 2 (Project No. 1587)	2,113,431.31	
		2,488,334.76

COMOX DISTRICT—*Continued*

Construction—*Continued*		
Bridges (general)—Oyster River Bridge, Island Highway (Project No. 499)		$45,512.72
Ferries—purchase price of the vessel " Uchuk II " together with the modifications required (Project No. 579)		34,957.26
Surfacing (general)—		
Island Highway, Menzies Bay to Sayward (Project No. S-0265)	$1,490.94	
Port Alice–Jeune Landing Road (Project No. S-1165)	209,983.09	
Kelsey Bay Approach Road, ferry terminal and parking-lot, base processing	22,391.29	
Oyster River Bridge approaches, base processing	5,644.58	
		239,509.90
Total, Comox District		$4,942,380.28

COQUITLAM DISTRICT

Day labour—roads (Project No. 1641)—		
Ioco area roads, gravel-crushing	$3,409.01	
Ioco area roads, hot-mix paving	34,714.09	
Trans-Canada Highway (No. 378R), minor improvements	2,406.88	
		$40,529.98
Maintenance of roads		100,560.59
Maintenance of bridges		39,099.03
Snow removal		12,692.81
Highways within municipal limits (local highways)—City of Port Moody		4,000.00
Surveys (general)—Lougheed Highway, North Road to Mission (four lanes) (*see also* Dewdney) (Project No. 1693)		373.26
Legal surveys—Brunette Street widening, defining Right-of-way for acquisition (Project No. 1694)		619.41
Rights-of-way (Trans-Canada Highway)—		
Coquitlam, Vancouver to Fraser River (Project No. 1705)	$392.91	
Port Mann Bridge crossing (Project No. 1705)	7,890.00	
		8,282.91
Rights-of-way (general)—		
Brunette, curb and gutter (Project No. 1695)	$10,174.50	
Lougheed Highway (Project No. 1695)	28.28	
		10,202.78
Construction—		
Roads (Trans-Canada Highway)—Vancouver–Fraser River section (Contract No. 1) (Project No. 885-1)		5,950.00
Roads (general)—Miscellaneous lighting and sign illumination, Highways Nos. 401 and 499 (*see also* Burnaby-Edmonds, Burnaby-Willingdon, Chilliwack, Delta, Langley, Richmond, Surrey, and Vancouver East) (Project No. E-3265)		4,165.12
Bridges (general)—Pitt River Bridge (electrical control and power system) (Project No. E-0565)		17,940.45
Bridges (Trans-Canada Highway)—Port Mann Bridge (Project No. 267)		38,203.48
Total, Coquitlam District		$282,619.82

COWICHAN-MALAHAT DISTRICT

Day labour—roads (Project No. 1639)—		
Cowichan Lake Road, pave, 0.5 mile	$6,000.00	
Telegraph, reconstruct and pave, 0.75 mile	5,000.00	
Tzouhalem, reconstruct, 1 mile	5,000.00	
	$16,000.00	
Pilkey Point, reconstruct and pave, 0.5 mile (Project No. 1645)	5,000.00	
Kilmalu Road, road-mix pave, 1.25 miles (Project No. 1642)	8,000.00	
		$29,000.00
Maintenance of roads		246,942.50
Maintenance of bridges		32,230.75
Maintenance and operation of ferries		53,054.37

COWICHAN-MALAHAT DISTRICT—*Continued*

Snow removal		$13,263.28
Surveys (Trans-Canada Highway)—Truck lanes (*see also* Esquimalt and Nanaimo) (Project No. 1704)		17,653.96
Surveys (general)—		
Cowichan Lake Road alternate (Project No. 1693)	$42,897.47	
Chemainus River Bridge approaches (Project No. 1693)	1,171.50	
Crofton Access (Project No. 1693)	784.48	
Nanaimo River Bridge approaches at Cedar (Project No. 1693)	747.00	
		45,600.45
Legal surveys—		
Defining public roads within Nanaimo Indian Reserve No. 2 (Project No. 1694)	$255.70	
Evening Cove Road through Sections 1 and 2, Oyster District, and Chemainus Indian Reserve No. 13 (Project No. 1694)	3,282.50	
Shawnigan Lake Road, E. & N. Railway–Mill Bay Road section (Project No. 1694)	4,115.23	
Somenos Road through Section 1, Range 4, Somenos District (Project No. 1694)	452.00	
South Shore Road Right-of-way through part of Section 32, Renfrew District (Project No. 1694)	389.45	
Subdivision plan, gravel-pit site "Telegraph Pit," in part of Lot 2, Plan 13342, Section 7, Range 9, Shawnigan District (Project No. 1694)	155.00	
Subdivision part of Lot 6, Plan 5021, Section 11, Range 4, Quamichan, McClay Road Gravel Pit (Project No. 1694)	349.50	
Takala and Cameron Roads through Lots 11, 12, and 16 and Section 4, Bright District (Project No. 1694)	1,446.67	
Tzouhalem Road, widening in Cowichan Indian Reserve No. 1, Lots 26 and 27 (Project No. 1694)	264.00	
		10,710.05
Rights-of-way (Trans-Canada Highway)—Diamond Overhead (Project No. 1705)		50.16
Rights-of-way (general)—		
Gravel pit off Telegraph Bay Road north of Mill Bay (Project No. 1695)	$15,000.00	
Relocation of Cowichan Lake Road (Project No. 1695)	24,359.00	
		39,359.00
Construction—		
Roads (Trans-Canada Highway)—		
City of Duncan, curb and gutter (Project No. 1367)	$4,340.69	
Mill Bay section (Project No. 1390)	1,427.85	
		5,768.54
Bridges (Trans-Canada Highway)—Improvements to Westholme Overhead Crossing and Diamond Overhead Crossing (Project No. 470)		96,714.35
Bridges (general)—Haslam Creek Bridge Sidewalk, Island Highway (Project No. 587)		5,506.04
Total, Cowichan-Malahat District		$595,853.45

DELTA DISTRICT

Day labour—secondary highways—		
City of White Rock (No. 149B), Marine Drive, Washington and Campbell River Road, secondary highway, widening and recapping (Project No. 1573)	$10,000.00	
District of Surrey (No. 182B), Johnston Road, widening secondary highway and recapping (Project No. 1803)	20,400.00	
District of Surrey (No. 151B), Marine Drive, Steveson and Crescent Road, secondary highway, recapping (Project No. 1803)	4,600.00	
		$35,000.00
Maintenance of roads		104,355.23
Maintenance of bridges		24,758.07
Snow removal		8,992.97

DELTA DISTRICT—*Continued*

Surveys (general)—		
Interchange, Ladner and Tsawwassen Junction (Project No. 1693)	$5,055.74	
King George VI Highway (*see also* Surrey) (Project No. 1693)	14,279.89	
		$19,335.63
Legal surveys—Additional right-of-way on Highway No. 17 in District Lots 26 and 141, Group 2, New Westminster District (Project No. 1694)		188.50
Rights-of-way (Trans-Canada Highway)—Springbrook to Halls Prairie (Project No. 1705)		85.26
Rights-of-way (general)—		
Deas Slough–Tasker Road section (Project No. 1695)	$13.20	
Deas Throughway, Nicomekl to U.S. Border (Project No. 1695)	980.61	
Ladner–Tsawwassen Highway (Project No. 1695)	12.80	
Vancouver–Blaine Highway (Project No. 1695)	4,000.00	
		5,006.61
Construction—		
Roads (general)—Miscelaneous lighting and sign illumination, Highways Nos. 401 and 499 (*see also* Burnaby-Edmonds, Burnaby-Willingdon, Chilliwack, Coquitlam, Langley, Richmond, Surrey, and Vancouver East) (Project No. E-3265)		6,247.68
Bridges (general)—G.N.R. Underpass, Vancouver–Blaine Highway (Project No. 395)		19,492.84
Total, Delta District		$223,462.79

DEWDNEY DISTRICT

Day labour—roads (Project No. 1714)—		
Lougheed Highway (No. 7), raise grade, paving on Nicomen Island along dyke, 0.5 mile	$27,974.89	
Hatzic area roads, widening, paving	1,380.83	
Malcolm Road (No. 22), widening, 0.7 mile	908.29	
Dewdney area roads, paving	409.00	
Stave Lake Road (No. 41), widening, minor grade revisions	1,086.91	
Nicomen Island area roads, widening, gravelling	1,784.35	
Hodgkins Road (No. 85), widening, 0.8 mile	3,540.49	
Sward Road (No. 87), paving, 0.92 mile	915.24	
	$38,000.00	
Agassiz to Haig, construction, 0.3 mile (Project No. 1487)	10,000.00	
Pitt Polder roads, minor improvements (Project No. 1641)	2,470.02	
		$50,470.02
Day labour—secondary highways—		
Corporation of Maple Ridge (No. 73B), Dewdney Trunk Road, secondary highway, reconstruction and hard surfacing (Project No. 1801)	$8,134.93	
Corporation of Maple Ridge (No. 73B), Dewdney Trunk Road, secondary highway, widening and paving (Project No. 1802)	11,841.31	
Corporation of the District of Mission, Dewdney Trunk Road (No. 77B) (Project No. 1794)	8,880.34	
		28,856.58
Day labour—bridges—Cleaning and painting Agassiz–Rosedale Bridge (Project No. 572)		17,204.84
Maintenance of roads		284,551.22
Maintenance of bridges		84,200.97
Maintenance and operation of ferries		141,395.00
Snow removal		22,365.32
Highways within municipal limits (local highways)—District of Pitt Meadows		5,000.00
Surveys (general)—		
Lougheed Highway, North Road to Mission (four lanes) (*see also* Coquitlam) (Project No. 1693)	$870.95	
Ruby Creek to Haig (Project No. 1693)	33,445.51	
		34,316.46

DEWDNEY DISTRICT—*Continued*

Legal surveys—Lougheed Highway right-of-way through Sections 28 and 33, Township 20, New Westminster District, Nicomen Island (Project No. 1694)		$509.70
Rights-of-way (general)—		
Deroche–Agassiz section (Project No. 1695)	$70.00	
Lougheed Highway, Agassiz section (Project No. 1695)	1,096.86	
Lougheed Highway, Katz Flats section (Project No. 1695)	7,616.75	
Mission Bridge project (Project No. 1695)	2,700.00	
		11,483.61
Construction—		
Bridges (general)—Mission Bridge (Project No. 528)		36,986.32
Surfacing (general)—Lougheed Highway, Mission–Deroche section, miscellaneous paving		133.56
Total, Dewdney District		$717,473.60

ESQUIMALT DISTRICT

Day labour—roads (Project No. 1642)—		
Arden Road, clearing and grubbing, 0.4 mile	$4,000.00	
Atkins Road, reconstruct, 0.4 mile	3,000.00	
Happy Valley Road, reconstruct, 2.5 miles	35,000.00	
Island Highway (No. 1A), ditching and shouldering	5,000.00	
Leigh Road, guard-rail and shouldering	3,000.00	
Metchosin Road, ditching and shouldering	8,000.00	
Sooke Road, ditching and shouldering	4,000.00	
Sooke Road, Dewdney Flats, reconstruct and pave, 0.4 mile	15,968.19	
	$77,968.19	
Sooke River Bridge approaches, reconstruct, 0.5 mile (Project No. 1720)	80,000.00	
		$157,968.19
Maintenance of roads		248,852.79
Maintenance of bridges		28,153.76
Snow removal		22,170.87
Surveys (Trans-Canada Highway)—Truck lanes (*see also* Cowichan-Malahat and Nanaimo) (Project No. 1704)		2,206.75
Surveys (general)—		
Shawnigan Lake Road, south junction (Project No. 1693)	$3,251.25	
Thetis Overhead (Project No. 1693)	8,713.54	
		11,964.79
Legal surveys—		
Millstream Road right-of-way, Trans-Canada Highway to Section 2, Range 3 west, Highland District (Project No. 1694)	$2,042.54	
West Coast Road, Sooke By-pass through Lot 2, Plan 17066, Section 15, Sooke (Project No. 1694)	126.75	
		2,169.29
Rights-of-way (general)—		
Happy Valley Road, widening (Project No. 1695)	$155.00	
Sooke River Bridge project (Project No. 1695)	46,991.00	
		47,146.00
Construction—bridges (general)—		
Replacing various bridges on the West Coast Road between Jordan River and Port Renfrew—Uglow, McVicar, Rosamund, and Boulder (Project No. 521)	$10,132.33	
Sooke River Bridge (Project No. 548)	131,120.45	
Gorge Bridge replacement (secondary) (Project No. 443)	34,673.24	
		175,926.02
Surfacing (general)—Sooke Road, Coopers Cove to Otter Point Road section, and West Coast Road, Otter Point Road to Tugwell Creek Bridge section (Project No. S-0165)		358,503.87
Total, Esquimalt District		$1,055,062.33

FORT GEORGE DISTRICT

Day labour—roads (Project No. 1665)—		
Northern Trans-Provincial Highway (No. 16E), clearing and grubbing on new location, Painter Corner section	$10,000.00	
North Nechako Road (McLarty) (No. 201), ditching and dust control	19,990.00	
Foreman Road (No. 161), minor improvements	10,000.00	
Mountain View Road (No. 544), ditch, gravel, and culverts, 3.5 miles	18,180.50	
Dunster–Raush Valley Road (No. 535), ditch and gravel, 2 miles	10,685.54	
Sundry subdivision roads, construct and gravel	46,143.96	
	$115,000.00	
Fraser River Bridge Interchange at Prince George, interchange (Project No. 1484)	99,049.02	
Northern Trans-Provincial Highway (No. 16E), reconstruct, 8.1 miles (Project No. 1557)	240,000.00	
New Nechako Bridge–Old Nechako Bridge section, interchange (Project No. 1619)	248,252.72	
		$702,301.74
Day labour—secondary highways (Project No. 1787)—		
First Avenue (No. 178B), reconstruction, curbing, and paving, Victoria Street to Carney Street	$64,058.75	
Fifth Avenue (No. 157B), widening, and Carney Street, paving	10,658.16	
		74,716.91
Day labour—bridges—		
Fraser River Bridge (No. 31), replanking south lane (Project No. 538)	$12,300.00	
John Hart-Peace River Highway bridges, reconstruct (Project No. 541)	29,831.87	
		42,131.87
Maintenance of roads		328,960.44
Maintenance of bridges		92,131.26
Maintenance and operation of ferries		24,489.65
Snow removal		270,174.80
Gravel-crushing		212,388.52
Highways within municipal limits (local highways) — Village of Valemount, sundry roads		4,000.00
Surveys (general)—		
Albreda to Alberta Boundary (Project No. 1693)	$3,344.66	
Arterial Highway No. 276R, Prince George (Project No. 1693)	175.91	
Fraser Bridge Interchange (Project No. 1693)	62.00	
McBride to Tête Jaune (Project No. 1693)	731.05	
		4,313.62
Legal surveys—		
Cariboo Highway, right-of-way through District Lot 631, Cariboo District (Project No. 1694)	$375.00	
Willow Road No. 153, right-of-way through District Lot 1942 (Project No. 1694)	448.50	
		823.50
Rights-of-way (general)—		
Cedarside to District Lot 5666 (Project No. 1695)	$2,151.75	
Cariboo Highway, north approach, Fraser River Bridge (Project No. 1695)	302.29	
Northwood Pulp Mill Access, north approach (Project No. 1695)	22,568.28	
Prince George Pulp Mill Road, New Nechako Bridge Interchange (Project No. 1695)	41,991.26	
		67,013.58
Construction—		
Roads (general)—		
Northern Trans-Provincial Highway, Crescent Spur to West Twin Creek (Project No. 1290)	$3,306.87	
Northern Trans-Provincial Highway, Crescent Spur to Dome Creek, Section 1 (development of gravel pits) (Project No. 1382)	682,333.64	

FORT GEORGE DISTRICT—*Continued*

Construction—*Continued*		
Roads (general)—*Continued*		
Northern Trans-Provincial Highway, Willow River–Hungary Creek section (Project No. 1476)	$4,306,149.39	
Northern Trans-Provincial Highway, clearing and grubbing, Hungary Creek–Dome Creek section (Project No. 1477)	175,260.39	
North Thompson Highway and Northern Trans-Provincial Highway, Cedarside to District Lot 5666 (Project No. 1485)	3,114,428.41	
District Lot 5666 to Alberta Boundary (Project No. 1486)	2,024,774.30	
North Thompson Highway, reconstruction, Chappell Creek–Cedarside section (*see also* Kamloops) (Project No. 1488)	1,144,055.19	
Northern Trans-Provincial Highway, Fraser River Bridge approaches at McBride (Project No. 1493)	4,244.23	
Northwood Pulp Mill Access (Project No. 1596)	842,672.18	
Hungary Creek to Ptarmigan Creek, Section 2 (Project No. 1732)	950,956.76	
Hungary Creek to Ptarmigan Creek, Section 3 (Project No. 1733)	710,373.80	
Fraser River Interchange lighting, Highway No. 97, Prince George (Project No. 1712)	16,184.47	
		$13,974,739.63
Bridges (general)—		
Goat River Bridge (Project No. 519)	$180,085.26	
Northern Trans-Provincial Highway, West Twin Creek Bridge (Project No. 578)	20,952.88	
Northern Trans-Provincial Highway, McBride Bridge (Project No. 569)	371,770.07	
Hansard Bridge, redecking (installation of protection signals) (Project No. 478)	15,606.85	
		588,415.06
Surfacing (general)—		
Northern Trans-Provincial Highway (No. 16E), Giscome Highway and Cariboo Highway section (Project No. S-6165) (Credit)	*$157.43*	
John Hart-Peace River Highway, Summit Lake to Parsnip River Bridge, over-all section (Project No. S-7166)	78,008.16	
		77,850.73
Total, Fort George District		$16,464,451.31

KAMLOOPS DISTRICT

Day labour—roads (Project No. 1649)—	
Agate Bay (No. 101), Mile 5 to Mile 7	$2,500.00
Barriere Main (No. 110), Mile 2 to Mile 4	10,000.00
Barnes Lake (No. 107)	1,000.00
Brocklehurst Subdivision (No. 128)	8,000.00
Blue River streets (No. 121)	4,500.00
Clearwater Valley (No. 139), Mile 0 to Mile 5	5,500.00
Clearwater Valley (No. 139), Mile 6 to Mile 10	24,500.00
Dallas Subdivision (No. 146)	2,000.00
Deadman–Vidette (No. 150)	2,500.00
Heffley–Louis Creek (No. 169), Mile 1 to Mile 6	12,000.00
Heffley–Louis Creek (No. 169), Mile 6 to Mile 15	30,000.00
Lac Le Jeune (No. 187), Mile 0 to Mile 5	30,000.00
Murtle Lake (No. 288)	10,000.00
Mission Flats (No. 198)	10,000.00
North Thompson (No. 5) (Yellowhead Route)	10,560.00

KAMLOOPS DISTRICT—*Continued*

Day labour—roads (Project No. 1649)—*Continued*		
Powers Addition (No. 219)	$3,000.00	
Pumping Station Road (No. 289)	2,000.00	
Rayleigh (No. 222)	4,500.00	
Savona Subdivision (No. 228)	3,000.00	
Valleyview Subdivision (No. 248)	8,000.00	
Westsyde (No. 256)	8,000.00	
	$191,560.00	
North Thompson (No. 5N) (Yellowhead Route), Raft River Bridge approaches (Project No. 1610)	50,000.00	
		$241,560.00
Day labour—secondary highways—City of Kamloops, construction of No. 141B (part of First Avenue and part of Lorne Street) (Project No. 1805)		17,135.66
Day labour—bridges—No. 14, Barriere Forks Bridge (Project No. 574)		30,000.00
Maintenance of roads		522,684.06
Maintenance of bridges		91,715.98
Maintenance and operation of ferries		27,797.00
Snow removal		145,882.03
Gravel-crushing		112,664.61
Surveys (Trans-Canada Highway)—		
Pumping Station to Campbell Creek Underpass, including Kamloops By-pass (Project No. 1704)	$26,779.15	
Truck lanes (*see also* Shuswap and Revelstoke–Slocan) (Project No. 1704)	20,341.90	
		47,121.05
Surveys (general)—		
Heffley Creek to North Thompson Highway (Project No. 1693)	$5,865.89	
Little Fort to Albreda (Project No. 1693)	1,701.56	
Monte Creek to Falkland (*see also* Shuswap) (Project No. 1693)	1,989.34	
		9,556.79
Legal surveys—		
Schilling Gravel Pit and Boulder Mountain Road (Project No. 1694)	$635.50	
South boundary of District Lot 40 to north boundary of District Lot 1395 (Project No. 1694)	923.35	
North Thompson Highway and relocating pipe-line in District Lot 1834 (Project No. 1694)	527.70	
North Thompson Highway, plan of subdivision of South Half of South-east Quarter of District Lot 3277, K.D.Y.D. (Project No. 1694)	224.50	
North Thompson Highway, Birch Island to Clearwater, west boundary of District Lot 1714 to east boundary of District Lot 2625 (Project No. 1694)	3,828.61	
North Thompson Highway, Birch Island–Vavenby section, west boundary of District Lot 2837 to east boundary of District Lot 3868 (Project No. 1694)	8,702.34	
North Thompson Highway, Heffley Creek to Vinsulla (Project No. 1694)	125.71	
North Thompson Highway, through part of Kamloops Indian Reserve No. 1 (Project No. 1694)	4,068.88	
North Thompson Highway, south boundary of Lot 36 to north boundary of Lot 39, McLure section (Project No. 1694)	2,248.38	
Westsyde Road, south boundary of North Half of North-west Quarter of Section 4 to north boundary of Section 22, Township 22, Range 17 (Project No. 1694)	8,111.46	
		29,396.43
Rights-of-way (Trans-Canada Highway)—Kamloops By-pass (Project No. 1705)		157,066.06
Rights-of-way (general)—		
Access road to Paul Lake Camp-site, Kamloops Indian Reserve No. 1 (Project No. 1695)	$294.00	
Frontage road, Blue River (Project No. 1695)	110.00	
Kamloops By-pass and North Thompson River Crossing at Kamloops (Project No. 1695)	75,314.48	

KAMLOOPS DISTRICT—*Continued*

Rights-of-way (general)—*Continued*		
North Thompson Highway, Chappell Creek to Cedarside (Project No. 1695)	$514.45	
North Thompson Highway, Heffley Creek to Vinsulla (Project No. 1695)	325.00	
North Thompson Highway, Kamloops to Paul Creek (Project No. 1695)	48,783.35	
North Thompson Highway, McMurphy to Avola (Project No. 1695)	1.00	
North Thompson Highway, McMurphy to Blue River (Project No. 1695)	31,201.65	
North Thompson Highway, River Street connection (Project No. 1695)	20,354.08	
North Thompson Highway, Six Mile to Chappell Creek (Project No. 1695)	8,090.00	
North Thompson Highway, Vavenby to McMurphy (Project No. 1695)	20.00	
Overlanders Bridge, extra right-of-way (Project No. 1695)	37,531.16	
		$222,539.17
Construction—		
Roads (general)—		
Yellowhead Highway, Vavenby to McMurphy (Project No. 1361)	$7,708.40	
North Thompson Highway, reconstruction, McMurphy to Six Mile Crossing (Project No. 1458)	1,442,084.62	
North Thompson Highway, reconstruction, Six Mile Crossing to Chappell Creek (Project No. 1475)	2,110,262.72	
North Thompson Highway, reconstruction, Chappell Creek to Cedarside (*see also* Fort George) (Project No. 1448)	1,646,323.32	
		5,206,379.06
Bridges (general)—		
Thompson River Bridge at Barriere (Project No. 501)	$178,340.32	
Blue River, Whitewater Creek, Thunder Creek, and Miledge Creek Bridges (Project No. 531)	244,715.46	
Kamloops East Bridge (Project No. 545)	486,125.10	
		909,180.88
Surfacing (general)—		
Ashcroft Access Road (*see also* Yale-Lillooet) (Project No. S-2666)	$39,814.59	
Highland Valley Road (Project No. S-3166)	97,335.17	
Heffley Creek, base processing	15,080.54	
Lac Le Jeune, base processing	10,953.85	
Westsyde Road, base processing	7,522.17	
		170,706.32
Total, Kamloops District		$7,941,385.10

KOOTENAY DISTRICT

Day labour—roads (Project No. 1658)—	
Eager Junction North (No. 93), gravelling, place concrete no-post guard-rail and double flush-coat shoulders, superelevate curve, weed-spray right-of-way, seeding, 1 mile	$8,000.00
Southern Trans-Canada Highway (No. 3), C.P.R. Hill section, reconstruction and widen shoulders, 2.6 miles	9,000.00
Cranbrook area streets, open road allowance, 2.08 miles	6,000.00
Cranbrook area streets, double flush-coat, 4.39 miles	6,000.00
Kimberley area roads, reconstruction and double flush-coat, 2.29 miles	5,000.00
Kingsgate Highway (No. 95 South), Curzon Junction section, shoulder widening, 2.5 miles	9,350.11
Moyie streets, gravel, ditch, culvert, and double flush-coat, 0.99 mile	4,000.00
Wardner streets, widen, gravel, ditch, culverts, road mix and double flush-coat, 1.01 miles	4,000.00

KOOTENAY DISTRICT—*Continued*

Day labour—roads (Project No. 1658)—*Continued*		
Yahk streets, open and construct Vancouver Street, 0.06 mile	$1,105.18	
Southern Trans-Canada Highway (No. 3), Bateman section, widen shoulders and ditching, 1.6 miles	10,500.96	
Wardner–Fort Steele Road (No. 65), reconstruct and widen	33,038.00	
Kootenay–Columbia Highway (No. 95), simozine application to shoulders, 30 miles	7,500.00	
Yahk–Meadow Creek Road (No. 37), construct new road on new alignment, and gravel, 1.44 miles	14,585.65	
	$118,079.90	
Southern Trans-Canada Highway (No. 3), Fernie–Hosmer section, relocation and new construction, 2.48 miles (Project No. 1359)	120,000.00	
Southern Trans-Canada Highway (No. 3), Fernie–Hosmer section, relocation and new construction, 0.5 mile (Project No. 1659)	50,000.00	
		$288,079.90
Day labour—bridges—Widening of Mark Creek Bridge (No. 185), Kimberley (Project No. 580)		15,265.26
Maintenance of roads		316,431.40
Maintenance of bridges		26,359.48
Snow removal		121,248.56
Surveys (general)—		
Curzon Junction (Project No. 1693)	$5.91	
Fort Steele to Bull River (Project No. 1693)	9,004.19	
Southern Trans-Canada Highway, Fernie to Alberta Border (Project No. 1693)	81.25	
		9,091.35
Legal surveys—		
Highway No. 95 right-of-way, east boundary of Lot 6256 to C.P.R., Wycliffe (Project No. 1694)	$2,436.00	
Hosmer to Olson (Project No. 1694)	3,389.61	
		5,825.61
Rights-of-way (general)—Southern Trans-Canada Highway, Curzon Junction (Project No. 1695)		50.00
Construction—		
Roads—Cranbrook, curb, gutter, and storm drainage (Project No. 1580)		240,560.07
Bridges (general)—Fort Steele Bridge (Project No. 504)		111,783.76
Surfacing (general)—		
Fort Steele Junction–Wasa and Rampart–Wardner sections (Fort Steele Junction to Wasa Highway and Southern Trans-Canada Highway) (Project No. S-4165)	$210,517.29	
Southern Trans-Canada Highway, Curzon Junction–Kidd Creek section (*see also* Nelson-Creston) (Project No. S-4166)	84,466.12	
Southern Trans-Canada Highway, Hosmer–Natal and Crowsnest sections (Project No. S-4266)	268,515.35	
		563,498.76
Total, Kootenay District		$1,698,194.15

LANGLEY DISTRICT

Day labour—roads (Project No. 1640)—		
New McLellan Highway (No. 125R), construction of third lane, Latimer Hill	$2,867.45	
Glover Road (No. 259R), grade improvements, third lane	14,529.46	
Trans-Canada Highway (No. 379R), minor improvements	124.13	
Trans-Canada Highway (No. 380R), minor improvements	260.86	
		$17,781.90
Day labour — bridges — Kinch, Berry, and Johnston–Townline Road Bridges (Project No. 583)		9,450.00
Maintenance of roads		214,935.93
Maintenance of bridges		15,542.00
Maintenance and operation of ferries		50,495.00

LANGLEY DISTRICT—*Continued*

Snow removal		$31,126.57
Highways within municipal limits (local highways)—Township of Langley		6,000.00
Surveys (general)—Aldergrove–Bellingham Highway, County Line–Interchange to Blaine (Project No. 1693)		1,687.77
Rights-of-way (Trans-Canada Highway)—		
Carvolth to Springbrook (Project No. 1705)	$42.88	
Mount Lehman to Springbrook (Project No. 1705)	50.56	
		93.44
Rights-of-way (general)—Langley, Delta to Langley By-pass (Project No. 1695)		67.90
Construction—roads (general)—		
Langley By-pass and Glover Road to Livingstone Road Interchange (Project No. 1442)	$34,131.13	
Intersection lighting, Highway No. 10, Langley By-pass section (Project No. E-0965)	22,942.07	
Miscellaneous lighting and sign illumination, Highways Nos. 401 and 499 (*see also* Burnaby-Edmonds, Burnaby-Willingdon, Chilliwack, Coquitlam, Delta, Richmond, Surrey, and Vancouver East) (Project No. E-3265)	4,165.12	
		61,238.32
Surfacing (general)—Langley By-pass and Glover Road to Livingstone Road Interchange, Contract No. 1 (Project No. S-0965)		194,187.81
Total, Langley District		$602,606.64

MACKENZIE DISTRICT

Day labour—roads (Project No. 1644)—		
Egmont Road, base preparation, 4 miles	$20,833.60	
Gambier Island roads, clearing, 1 mile	215.75	
Gillies Bay Road, base preparation, 2.2 miles	11,161.65	
Gonzales Road, reconstruction, 1.7 miles	1,768.55	
Keats Island Road, new construction, 1 mile	4,086.72	
Lagoon Road, reconstruction, 0.8 mile	10,652.40	
Lang Bay Road, reconstruction, 0.6 mile	5,384.07	
Loubert Road, base preparation, 0.8 mile	3,878.70	
Palm Beach Road, reconstruction, 0.25 mile	5,921.58	
Redroofs Road, reconstruction, 1.7 miles	15,192.52	
Sechelt Inlet Road, reconstruction, 1 mile	32,272.92	
	$111,368.46	
Soames Creek Bridge elimination and Gibsons retaining-wall (Project No. 1554)	13,040.04	
		$124,408.50
Day labour—bridges—Hagensborg Bridge, construction of new 262-foot bridge (including 180 feet of Bailey span) (Project No. 585)		60,000.00
Maintenance of roads		304,547.28
Maintenance of bridges		18,961.18
Maintenance and operation of ferries		70,119.47
Snow removal		29,466.83
Highways within municipal limits (local highways)—District of Powell River		4,000.00
Surveys (general)—Lois River Bridge site (Project No. 1693)		2,252.14
Legal surveys—		
Explanatory plan of drainage easement in Lot A, Block J, District Lot 686, Group 1, N.W.D., Plan 6401 (Project No. 1694)	$50.00	
Highway No. 101 right-of-way through part of District Lot 687, Group 1, N.W.D. (Project No. 1694)	513.82	
		563.82
Construction—		
Bridges (general) — Powell River Bridge and approaches (Project No. 475)	$72,901.35	
Ferry-landing—Repairs to Powell River Wharf (Project No. 581)	15,480.45	
		88,381.80
Total, Mackenzie District		$702,701.02

NANAIMO DISTRICT

Day labour—roads (Project No. 1645)—			
Departure Bay Road, reconstruct, 1 mile	$10,000.00		
Howard, reconstruct and pave, 0.5 mile	8,000.00		
North End, reconstruct and pave, 1 mile	10,000.00		
Park, reconstruct and pave, 0.5 mile	4,000.00		
		$32,000.00	
Day labour—roads (Project No. 1638)—			
Beaver Creek Road, right-of-way purchase	$1,500.00		
Claudet Road, reconstruct and pave, 0.93 mile	2,612.45		
Island Highway, parallel access, 0.19 mile	4,667.55		
Island Highway, shoulder widening, random lengths	3,675.77		
Marina Way, reconstruct and pave, 1.2 miles	8,514.38		
Stewart Road, reconstruct and pave, 1.13 miles	5,322.22		
Wall Beach Road, pave, 0.2 mile	1,597.67		
Sundry roads, slashing	864.55		
		28,754.59	
Day labour—roads (Project No. 1713)—			
Intersection of Island Highway, Brechin Road, and Departure Bay Road, reconstruct and pave, 1 mile	$30,000.00		
Thomas, reconstruct and pave, 0.25 mile	4,000.00		
Rock City, reconstruct, 0.5 mile	8,000.00		
Loat, reconstruct and pave, 0.5 mile	3,000.00		
Newton, reconstruct, 0.5 mile	10,000.00		
James, reconstruct and pave, 0.25 mile	5,000.00		
		60.000.00	
Day labour—roads (Project No. 1639)—			
Extension, reconstruct and pave, 1.25 miles	$20,000.00		
Minetown, reconstruct and pave, 0.75 mile	6,000.00		
		26,000.00	
			$146,754.59
Maintenance of roads			313,349.49
Maintenance of bridges			10,741.34
Maintenance and operation of ferries			89,445.63
Snow removal			24,162.45
Surveys (Trans-Canada Highway)—Truck lanes (*see also* Cowichan-Malahat and Esquimalt) (Project No. 1704)			2,206.75
Surveys (general)—Nanaimo to Wellington, four lanes (Project No. 1693)			24,676.40
Legal surveys—Additional right-of-way, Georgia Avenue, Section 21, Range 7, Plan 630, Section 1 (Project No. 1694)			134.80
Rights-of-way (general)—Sale of gravel pit (Project No. 1695)			30.22
Construction—Bridges (general)—Cedar Bridge over Nanaimo River (Project No. 546)			373.36
Total, Nanaimo District			$611,875.03

NELSON-CRESTON DISTRICT

Day labour—roads (Project No. 1662)—	
Southern Trans-Canada Highway (No. 3A), Boswell–Kuskanook section, completion of major reconstruction, gravelling, road-mix pavement, 5 miles	$44,248.06
Longbeach Road (No. 199), reconstruction, widen, gravel, road-mix pavement, 2.35 miles	12,546.57
Creston–Wynndel Road (No. 76), reconstruction, gravel, road-mix pavement, 4.3 miles	28,578.78
Knox Road (No. 178), reconstruction, alignment, and grade, 0.75 mile, and road-mix pavement, 0.3 mile	11,574.77
Creston orchard roads, minor improvements	107.45
Creston–Summit Creek Road (No. 72), road-mix pavement, 4.6 miles	22,768.10
Blewett Road (No. 30), minor improvements, surveying	1,998.16
Heddle Road (No. 143), reconstruction, gravel	5,549.13
Area "E" roads, widening, gravel, road-mix pavement, prime seal, 0.8 mile	7,726.82
Creston–Porthill Road (No. 50), reconstruction, grade revision, gravel, 0.25 mile	9,987.50

NELSON-CRESTON DISTRICT—*Continued*

Day labour—roads (Project No. 1662)—*Continued*		
South Salmo roads, reconstruction, widening, gravel, prime coats, 1.48 miles	$4,117.77	
Ymir streets, minor improvements	84.47	
		$149,287.58
Day labour—bridges—Nelson–Nelway Bridge (No. 110) (Project No. 514)		4,500.00
Maintenance of roads		406,618.09
Maintenance of bridges		42,104.73
Maintenance and operation of ferries		373,791.25
Snow removal		175,412.21
Gravel-crushing		140,673.80
Survey (general)—		
Creston By-pass (revisions) (Project No. 1693)	$6,631.24	
Nelson Arterial Government Road to Hall Mines Road (Project No. 1693)	9,475.37	
Salmo to Meadow Siding (Project No. 1693)	5,970.80	
Salmo to Nelson (Project No. 1693)	20,085.35	
Salmo to Salmo–Creston Junction (Project No. 1693)	3,052.26	
Summit Creek Road to Porthill Road (Project No. 1693)	4,005.70	
Thrums to South Slocan (Project No. 1693)	11,857.24	
		61,077.96
Legal surveys—		
Southern Trans-Canada Highway, Bridal Lake section (Project No. 1694)	$1,145.58	
Creston–Porthill Road right-of-way through Lots 4592 and 812, Kootenay District (Project No. 1694)	3,357.29	
Southern Trans-Canada Highway, Beasley–Corra Linn section, south boundary of Lot 7360 to north boundary of Lot 10272 (Project No. 1694)	4,611.83	
Highways Nos. 3A and 6, South Slocan to north boundary of Lot 8054 (Project No. 1694)	5,061.30	
		14,176.00
Rights-of-way (general)—		
Nelson Arterial Highway, Cottonwood Creek section (Project No. 1695)	$16,507.64	
Pass Creek Road improvements (Project No. 1695)	2.77	
Southern Trans-Canada Highway, Creston Underpass (Project No. 1695)	2,738.00	
Southern Trans-Canada Highway, South Slocan section (Project No. 1695)	12.70	
Southern Trans-Canada Highway, Taghum to Nelson (Project No. 1695)	102,310.20	
		121,571.31
Construction—roads (general)—		
Southern Trans-Canada Highway, Summit Lake to Blazed Creek (Project No. 1100)	$5,000.00	
Columbia River to Thrums, construction (*see also* Rossland-Trail) (Project No. 1544)	128,001.83	
Taghum–Nelson section (Project No. 1615)	392,637.28	
		525,639.11
Surfacing (general)—		
Paving aggregate in stockpile, Emory and Balfour Pits (Project No. S-4764-1)	$76.50	
Southern Trans-Canada Highway, Curzon Junction–Kidd Creek section (*see also* Kootenay) (Project No. S-4166)	156,865.65	
Kuskanook North, base processing	13,487.29	
Nelson Apex, base processing	8,644.48	
		179,073.92
Total, Nelson-Creston District		$2,193,925.96

NEW WESTMINSTER DISTRICT

Surveys (general)—South-west Marine Drive from Camouson Street to Chancellor Boulevard (Project No. 1693)	$1,280.04
Rights-of-way (general)—New Westminster approach to Queensborough (Project No. 1695)	200.00
Total, New Westminster District	$1,480.04

NORTH OKANAGAN DISTRICT

Day labour—roads (Project No. 1651)—		
Vernon–Slocan Highway, widening, ditching, and gravelling, 3.3 miles	$12,500.00	
Commonage Road, gravelling and road-mix pave, 1 mile	5,000.00	
Lumby–Mabel Lake Road, ditching and gravelling, 5 miles	25,000.00	
Eastside Road, gravelling and road-mix pave, 4.5 miles	15,000.00	
	$57,500.00	
Side roads (Project No. 1652)	5,548.27	
		$63,048.27
Day labour—secondary highways—No. 147B, Shuswap Avenue, paving (Project No. 1800)		6,000.00
Maintenance of roads		217,346.83
Maintenance of bridges		25,642.48
Snow removal		53,231.64
Highways within municipal limits (local highways)—District of Coldstream		4,000.00
Surveys (general)—		
Okanagan Highway, Woodsdale Junction revision (Project No. 1693)	$107.85	
Vernon Arterial (Project No. 1693)	36,817.99	
Vernon By-pass (Project No. 1693)	6,150.90	
		43,076.74
Legal surveys—Closing portion of Okanagan Highway through the North-west Quarter of Section 27, Township 9, O.D. (Vernon) (Project No. 1694)		32.00
Surfacing (general)—		
Vernon–Slocan, Lumby to 6 miles west of Needles (Monashee) (*see also* Revelstoke-Slocan) (Project No. S-3264)	$34,333.08	
Vernon–Sicamous and Vernon South Highways, Armstrong–Grindrod and Vernon South sections (*see also* Shuswap) (Project No. S-2265)	42,126.70	
15th Street extension, miscellaneous paving	2,534.18	
Eastside Road, Vernon, base processing	12,169.29	
Okanagan Landing, sand seal, base processing	454.25	
Whitevale Road, sand sealing, base processing	839.94	
		92,457.44
Total, North Okanagan District		$504,835.40

NORTH PEACE RIVER DISTRICT

Day labour—roads (Project No. 1666)—		
Two Rivers (No. 107), prepare for reconstruction	$177.65	
Upper Cache Creek (No. 116), reconstruction	42,447.33	
Fort Nelson area, sundry gravelling	8,210.17	
Two miles west of Fort St. John (No. 272), reconstruction	2,650.60	
Fort St. John North (No. 101), reconstruct and gravel	16,245.78	
Tea Creek (No. 119), reconstruction	3,393.16	
Indian Reserve (No. 139), reconstruction	1,000.00	
Nurnberger Road (No. 252), improvements	11,982.56	
Montney East (No. 256), improvements	257.72	
Grande Haven Road (No. 269), sundry gravelling	1,307.09	
Area No. 1, Fort St. John, improvements	449.75	
Area No. 3, Cecil Lake, improvements	36,843.41	
Siphon Creek Road (No. 184), spot gravelling	34.78	
		$125,000.00
Day labour—bridges—Construction of Lynx and Farrell Creek Bridges (Project No. 559)		85,000.00
Maintenance of roads		213,065.80
Maintenance of bridges		43,700.00
Snow removal		179,739.93
Surveys (general)—		
Fort Nelson Frontage Road (Project No. 1693)	$3,784.63	
Fort St. John Truck By-pass (Project No. 1693)	460.00	
		4,244.63
Legal surveys—		
Extra right-of-way, Legal Subdivision 3, Section 19, Township 82, Range 17, Alaska Highway (Project No. 1694)	$547.89	
Highway No. 29, Hudson Hope to Lynn Creek (Project No. 1694)	3,292.20	

NORTH PEACE RIVER DISTRICT—*Continued*

Legal surveys—*Continued*		
Cecil Lake (No. 103), through the South-east Quarter of Section 26, Township 84, Range 17, west of 6th meridian (Project No. 1694)	$504.29	
Two Rivers Road (No. 107), west boundary of Section 19 to south boundary of Section 23, Township 83, Range 17 (Project No. 1694)	1,793.34	
Alaska Highway (No. 145), to north boundary of Section 12, Township 84, Range 18, west of 6th meridian (Project No. 1694)	1,660.35	
		$7,798.07
Construction—		
Roads (general)—Hudson Hope–Chetwynd Highway, construction, Hudson Hope to Chetwynd, Section 1 (*see also* South Peace River) (Project No. 1377)		14,718.32
Roads (curb and gutter)—		
Hudson Hope streets, curb and gutter, storm drains, and paving (Contract No. 1) (Project No. 1609-1)	$143,376.16	
Hudson Hope streets, curb and gutter, Hudson Hope housing and trailer development (Contract No. 2) (Project No. 1609-2)	625,157.83	
		768,533.99
Roads (hydro development)—Various work *re* hydro development (airport access, snow removal, guard-rail, Portage Mountain, Cust and Dunlevy Creeks)		96,010.91
Surfacing (general)—Hudson Hope sections (Project No. S-6865)	Credit	*150,135.69*
Total, North Peace River District		$1,387,675.96

NORTH VANCOUVER-CAPILANO DISTRICT

Day labour—bridges—Cleaning and painting First Narrows Bridge (Project No. 572)	$34,168.37
Maintenance of roads	4,264.95
Maintenance of bridges	95,342.94
Snow removal	10,420.69
Surveys (general)—Upper Levels control line (Project No. 1693)	4.63
Legal surveys — North Vancouver–Capilano survey to define right-of-way through District Lot 764, Group 1, N.W.D. (Project No. 1694)	387.00
Total, North Vancouver-Capilano District	$144,588.58

NORTH VANCOUVER-SEYMOUR DISTRICT

Day labour—secondary highways—Keith Road, District of North Vancouver (Project No. 1795)	$129,354.09
Maintenance of roads	147,649.82
Maintenance of roads (patrol)	274,336.66
Maintenance of bridges	113,397.22
Gravel-crushing	60,428.33
Snow removal	11,941.48
Surveys (general)—Keith Road, Fern Street Overhead to Seymour Park Road (Project No. 1693)	1,515.49
Total, North Vancouver-Seymour District	$738,623.09

OMINECA DISTRICT

Day labour—roads (Project No. 1669)—			
Woodmere Road, Mile 0 to Mile 1.2, reconstruct and gravel	$20,000.00		
Sundry roads, subdivision roads, 3 miles, gravel, ditching, and culverts	10,000.00		
Northern Trans-Provincial Highway, improve right-of-way, shouldering, ditching	15,000.00		
Access roads, ditching and culvert installation	5,000.00		
Palling Road (No. 88), gravel and ditching	10,000.00		
		$60,000.00	
Day labour—roads (Project No. 1668)—			
Fort Fraser–Stella Road (No. 37), widen and gravel, 1 mile	$16,413.48		
Mapes Road (No. 116), widen and grade revision, 3.6 miles	33,970.36		
Stuart Lake–Douglas Lodge Road (No. 184), partial reconstruction, 0.4 mile	9,616.16		
Road to Tache Indian Reserve, clearing and grubbing only, 10.5 miles	30,000.00		
		90,000.00	
No. 35, Francois Lake Road, Mile 0 to Mile 3.5 and Mile 11.5 to Mile 14.3, gravel, reconstruct, clearing (Project No. 1627)		210,000.00	
Northern Trans-Provincial Highway, Houston Bridge approaches, Mile 34.8 to Mile 35.3, new diversion, hauling gravel, fill, construction (Project No. 1550)		200,000.00	
Vanderhoof–Fort St. James, reconstruction, road diversion, 6.2 miles, widen and grade revision on existing road, 2.9 miles (Project No. 1558)		300,000.00	
			$860,000.00
Day labour—bridges—Fulton River Bridge, purchase material and complete construction of bridge (Project No. 557)			36,000.00
Maintenance of roads			388,008.21
Maintenance of bridges			65,000.00
Maintenance and operation of ferries			82,820.00
Snow removal			184,534.59
Surveys (general)—			
Babine Lake to Fulton Lake, reconnaissance (Project No. 1693)		$304.50	
Northern Trans-Provincial Highway, Endako Underpass and Endako River Crossing (Project No. 1693)		3,912.33	
Northern Trans-Provincial Highway, Terrace to Telkwa (*see also* Skeena) (Project No. 1693)		1,270.70	
Topley to Babine Lake (Project No. 1693)		4,708.35	
Vanderhoof to Fort St. James (Project No. 1693)		16,099.95	
Vanderhoof–Fort St. James Road (Project No. 1693)		198.27	
			26,494.10
Legal surveys—			
Douglas Lodge Road and Fort St. James–Germansen Landing Road through District Lots 3180, 3182, 3185, Range 5, Coast District (Project No. 1694)		$673.00	
East boundary of Lot 3552 to west boundary of Lot 1167 (Project No. 1694)		5,976.01	
Northern Trans-Provincial Highway through part of District Lot 622, Houston (Project No. 1694)		446.29	
Northern Trans-Provincial Highway through Stellaquo Indian Reserve No. 5 (Project No. 1694)		3,032.63	
South boundary of Lot 4141 to west boundary of Lot 4159 (Project No. 1694)		6,873.29	
			17,001.22
Rights-of-way (general)—			
Francois Lake Road No. 35 (Project No. 1695)		$8,122.75	
Houston Overhead Bridge approaches (Project No. 1695)		8,175.00	
Northern Trans-Provincial Highway, Tintagel to Priestly (Project No. 1695)		221.00	
			16,518.75

OMINECA DISTRICT—*Continued*

Construction—			
Roads (general)—			
Northern Trans-Provincial Highway, Tibbets Creek to Priestly (Project No. 1286)		$1,051.52	
Northern Trans-Provincial Highway, Perow to Lot 1167 (Project No. 1289)		1,885.73	
			$2,937.25
Bridges (general)—Stuart River Bridge (Vanderhoof–Stuart Lake Road) (Project No. 315)			37,770.87
Surfacing (general)—			
Northern Trans-Provincial Highway, Endako–Priestly section (Project No. S-6365)		$362,319.02	
Northern Trans-Provincial Highway, Telkwa–Babine Lake Road (Project No. S-6465)		482,570.16	
Vanderhoof–Stuart Lake Road (Project No. S-6366)		416,693.33	
			1,261,582.51
Total, Omineca District			$2,978,667.50

PRINCE RUPERT DISTRICT

Day labour—roads (Project No. 1672)—			
Port Edward–Cassiar Cannery Road (No. 4), strip, drill, and blast 12,000 cubic yards of rock in Port Edward No. 2 quarry, brush and burn 2 miles of right-of-way	$16,008.21		
Queen Charlotte City streets (No. 35), cleared, constructed, and gravelled, 0.23 mile	9,128.19		
		$25,136.40	
Day labour—roads (Project No. 1568)—			
Queen Charlotte City to Masset (No. 33), reconstruct and gravel to a 30-foot subgrade 13.6 miles between Tlell and Kumdis River Bridge No. 2; reconstruct and gravel to a 30-foot subgrade 1.89 miles of streets within Port Clements; construct and gravel a ¾-mile diversion away from an eroding beach at Tlell; construct and gravel a ½-mile by-pass of Port Clements	$793,445.83		
Sandspit–Alliford Bay Road (No. 61), reconstruct 1.1 miles to a 30-foot gravel subgrade	31,719.27		
Material purchases, creosoted bridge timbers and piling for Kumdis River No. 1, Kumdis River No. 2, Giekle No. 1, Giekle No. 2, Giekle No. 3, Gold, Woodpile, Skidegate Mission, Rennie, and Slarkedus Creek Bridges	19,698.50		
		844,863.60	
			$870,000.00
Day labour—bridges—Reconstruction of the following bridges on the Queen Charlotte Islands: Hanns Creek, Piper Creek, Ski Jump Creek, Sacs Creek, Woodpile, Gold, Giekle No. 1, and Giekle No. 3 Creek, Kumdis River No. 1 and Kumdis River No. 2 (Project No. 533)			37,000.00
Maintenance of roads			153,212.71
Maintenance of bridges			20,000.00
Maintenance and operation of ferries			2,539.00
Snow removal			16,747.00
Surveys (general)—			
Galloway Rapids to Port Edwards (Project No. 1693)		$1,020.00	
Galloway Rapids to Tyee (Project No. 1693)		15,665.02	
Prince Rupert to Fairview Ferry Terminal (Project No. 1693)		3,636.31	
Prince Rupert Arterial (Project No. 1693)		427.75	
Queen Charlotte City to Skidegate Mission (Project No. 1693)		7,715.60	
			28,464.68

PRINCE RUPERT DISTRICT—*Continued*

Rights-of-way (general)—Prince Rupert Arterial (Project No. 1695)			$59,963.85
Construction—			
Roads (general)—			
Northern Trans-Provincial Highway, reconstruction, Prince Rupert Arterial section (Project No. 1574)		$681,520.72	
Galloway Rapids Bridge approaches (Project No. 1729)		171,007.01	
			852,527.73
Bridges (general) — Northern Trans-Provincial Highway, Galloway Rapids Bridges (Project No. 553)			645,647.26
Surfacing (general)—			
Alliford Bay Road, Airport Gates at Sandspit to Kwuna Point Wharf at Alliford Bay Section (Project No. S-6866)		$493,535.67	
Queen Charlotte City–Masset Highway (Project No. S-6966)		44,753.93	
Fairview and ferry approach road, Prince Rupert, miscellaneous paving		32,527.00	
			570,816.60
Total, Prince Rupert District			$3,256,918.83

REVELSTOKE-SLOCAN DISTRICT

Day labour—roads (Project No. 1653)—			
Galena Pass (No. 810), clearing, grubbing, and reconstruction, 3 miles	$40,000.00		
Frontage roads, construction and gravelling, 1.4 miles	4,500.00		
Side roads and subdivision, construction, gravelling, and ditching, 0.97 mile	4,349.00		
Revelstoke–Arrowhead Road (No. 5), gravelling, ditching, and grading	2,500.00		
		$51,349.00	
Day labour—roads (Project No. 1661)—			
Slocan–Vernon Highway, Rosebery North, reconstruction	$30,000.00		
Inonoaklin Valley Road, reconstruction	25,000.00		
Slocan Arterial, construction	10,000.00		
Slocan–Vernon Highway, Enterprise to Lookout, reconstruction	49,989.59		
		114,989.59	
Nakusp–Galena Bay Road, reconstruction (Project No. 1553)		100,000.00	
Balfour–Gerrard Highway, Fletcher Creek diversion (Project No. 1605)		60,000.00	
*Mica Creek Access Road, reconstruction (Project No. 1597)		2,909,568.80	
			$3,235,907.39
Day labour—secondary highway—No. 163B, City of Revelstoke (Project No. 1796)			2,357.00
Day labour—bridges—			
Kaslo Bridge and approach, construction (Project No. 547)		$7,500.00	
Redecking Old Columbia River Bridge (Project No. 549)		27,562.98	
*Bigmouth Creek Bridge, Mica Creek Access Road (Project No. 564)		57,455.37	
			92,518.35
Maintenance of roads			413,099.80
Maintenance of bridges			91,821.75
Maintenance and operation of ferries			235,324.64
Snow removal			260,819.66
Surveys (Trans-Canada Highway)—			
Downie Slide, control line (Project No. 1704)		$1,693.08	
Truck lanes (*see also* Kamloops and Shuswap) (Project No. 1704)		5,085.48	
			6,778.56
Surveys (general)—			
Fauquier to Passmore via Octopus (Project No. 1693)		$484.00	
Slocan Highway No. 6, Cape Horn Bluffs (Project No. 1693)		1,000.00	
South Slocan to Passmore (Project No. 1693)		6,706.62	
			8,190.62

* All these projects pertain to hydro development, and credits were received from British Columbia Hydro and Power Authority to cover the expenditures.

REVELSTOKE-SLOCAN DISTRICT—*Continued*

Legal surveys—Kaslo Arterial Highway through Lots 208, 209, and 437, K.D. (Project No. 1694)		$1,564.96
Surveys (hydro development)—		
*Needles to Monashee (Project No. 1793)	$5,712.64	
*Fauquier to Nakusp–Galena Bay (Project No. 1793)	94,341.81	
*Revelstoke to Shelter Bay (Project No. 1793)	48,029.11	
		148,083.56
Rights-of-way (general)—Mica Creek (Project No. 1695)		7,644.43
Roads (hydro development)—		
*Reconstruction, Revelstoke to Mica Creek, Section 1 (Project No. 1604)	$2,690,797.95	
*Reconstruction, Revelstoke to Mica Creek, Section 2 (Project No. 1611)	2,440,865.82	
*Reconstruction, Revelstoke to Mica Creek, Section 3 (Project No. 1612)	1,568,371.34	
*Reconstruction, Revelstoke to Mica Creek, Section 4 (Project No. 1625)	30,997.54	
		6,731,032.65
Bridges (hydro development)—		
*Silver Tip, Carnes Creek, and Holdich Creek Bridges (Project No. 535)	$1,181,584.20	
*Mars Creek, Downie Creek, and Goldstream River Bridges (Project No. 536)	1,002,491.85	
*Bigmouth Creek Bridge (Contract No. 2) (Project No. 564)	30,218.65	
*Needles Bridge, preliminary design and engineering (Project No. 588)	261,084.57	
		2,475,379.27
*Ferry crossing (hydro development)—Proposed ferry crossing Arrow Lake area, preliminary design and engineering (Project No. 588A)		11,426.62
Paving (Trans-Canada Highway)—Sicamous–Revelstoke section (*see also* Shuswap) (Project No. S-8566)		11,521.44
Surfacing (general)—		
Vernon–Slocan Highway, Lumby to 6 miles west of Needles (Monashee) (*see also* North Okanagan) (Project No. S-3264)	$51,499.63	
Kaslo–Lardeau Highway, remix, miscellaneous paving	51,166.51	
Balfour–Kaslo Highway, Kaslo Hill section, base processing	4,864.53	
		107,530.67
Sub-total		$13,841,001.37

NAKUSP

*Day labour—roads (Project No. 1792)—Nakusp–Fauquier Road, reconstruction	429,035.15
Total, Revelstoke-Slocan District	$14,270,036.52

* All these projects pertain to hydro development, and credits were received from British Columbia Hydro and Power Authority to cover the expenditures.

RICHMOND DISTRICT

Day labour—roads—Garden City Intersection, Richmond Municipality (Project No. 1738)	$45,000.00
Maintenance of roads	75,204.58
Maintenance of bridges	321,505.05
Snow removal	21,108.64
Surveys (general)—No. 5 Road, Interchange to Marine Drive (Project No. 1693)	11,777.32
Construction—	
Roads (general)—Miscellaneous lighting and sign illumination, Highways Nos. 401 and 499 (*see also* Burnaby-Edmonds, Burnaby-Willingdon, Chilliwack, Coquitlam, Delta, Langley, Surrey, and Vancouver East) (Project No. E-3265)	6,247.68
Bridges (general)—Fraser River Bridge (south structure), No. 5 Road, Richmond (Project No. 586)	128,133.45
Total, Richmond District	$608,976.72

ROSSLAND-TRAIL DISTRICT

Day labour—roads (Project No. 1663)—		
Southern Trans-Canada Highway (No. 3), Kinnaird–Castlegar and Warfield–Rossland (No. 22), minor improvements	$4,097.72	
Rossland Arterial Highway (No. 144R), bin-wall extension, frontage-road reconstruction, blade-mix pavement, 0.20 mile	10,000.00	
Caughlin Road (No. 101), reconstruction, widening, gravelling, and road-mix paving, 0.55 mile	4,616.55	
Lower China Creek Road (No. 49), minor improvements	228.74	
Old Salmo Road (No. 81), reconstruction, widening, gravelling, and road-mix paving, 1.5 miles	10,883.77	
Casino Road (No. 65), reconstruction, widening, gravelling, and road-mix paving, 1 mile	8,616.23	
Robson Townsite, reconstruction, widening and gravelling, 1 mile	8,000.00	
Riverdale Townsite, reconstruction, widening, gravelling, and road-mix paving, 1 mile	8,020.34	
Genelle Townsite, reconstruction, widening, gravelling, and road-mix paving, 0.5 mile	1,403.20	
Blueberry Townsite, reconstruction, widening, gravelling, and road-mix paving, 1.5 miles	13,133.45	
Columbia Gardens Road (No. 108), reconstruction, widening, realignment, 1 mile; Columbia Gardens Cut-off Road (No. 77), reconstruction, widening, gravelling, and road-mix paving, 0.25 mile	19,001.01	
Main highways—slashing, weed and bush control	17,000.00	
	$105,001.01	
Pass Creek Road (No. 251), reconstruction, gravelling, road-mix paving, 3.8 miles (Project No. 1662)	25,000.00	
Southern Trans-Canada Highway (No. 3), Murphy Creek to Sullivan Creek, Genelle to Blueberry Railway Crossing, reconstruction, widening, realignment, grade revision, 4.94 miles; pulvimix, 1.46 miles (Project No. 1772)	550,000.00	
		$680,001.01
Maintenance of roads		230,054.87
Maintenance of bridges		17,010.83
Maintenance and operation of ferries		131,316.66
Snow removal		91,092.24
Surveys (general)—		
Annable to West Trail (Project No. 1693)	$1,725.14	
Kinnaird to Park Siding (Project No. 1693)	3,604.00	
Merrys Flat to Waneta Junction (Project No. 1693)	2,023.00	
South End Castlegar curb and gutter to Kinnaird Interchange (Project No. 1693)	6,280.07	
West Trail to Merrys Flat (Project No. 1693)	18.29	
		13,650.50
Legal surveys—Schofield Highway, east boundary of Lot 538 to north boundary of Lot 639, Kootenay (Project No. 1694)		3,308.52
Rights-of-way (general)—		
Annable to West Trail (Project No. 1695)	$52,121.99	
Trail Arterial Highway, Annable to West Trail, Section 2 (Project No. 1695)	28,431.74	
Columbia River Highway, Thrums to Brilliant Bluff (Project No. 1695)	70.00	
Trail–Castlegar Highway, Genelle–China Bluffs section (Project No. 1695)	1,460.95	
Highway encroachment on railway right-of-way at Fruitvale (Project No. 1695)	1,690.00	
Kinnaird Interchange (Project No. 1695)	1,244.88	
Kinnaird–Nelson Highway, Robson Access section (Project No. 1695)	1,200.00	
Rossland Arterial Highway section of the Southern Trans-Canada Highway (Project No. 1695)	7,978.21	
Trail Arterial Highway, West Trail–Glenmerry section (Project No. 1695)	15,605.80	
		109,803.57

ROSSLAND-TRAIL DISTRICT—*Continued*

Construction—		
Roads (general)—		
Southern Trans-Canada Highway, Trail to Salmo, construction, West Trail–Glenmerry section (Trail to Merrys Flat) (Project No. 1208)	$67,969.53	
Southern Trans-Canada Highway, Kinnaird Interchange section (Project No. 1460)	242,363.15	
Columbia River to Thrums, construction (*see also* Nelson-Creston) (Project No. 1544)	512,007.33	
Trail–Nelson Highway No. 3A, curb, gutter, storm drainage, and paving (Project No. 1599)	172,432.35	
Annable to West Trail, Section 2 (Project No. 1622)	92,893.81	
Rossland Avenue and Victoria Street, Trail–Salmo Highway at Trail, curb, gutter, storm drainage, and paving (Project No. 1629)	271,372.53	
Kinnaird Interchange lighting, Highway No. 3 (Project No. 1711)	24,194.00	
		$1,383,232.70
Bridges (general)—		
Brilliant Bridge (Project No. 489)	$575,633.45	
Kinnaird Bridge (Columbia River Bridge) (Project No. 440)	15,520.30	
Southern Trans-Canada Highway, Kinnaird Overpass and Ootischenia Fly-over (Project No. 537)	88,174.41	
		679,328.16
Surfacing (general)—Road No. 46, Robson–Deer Park and Castlegar–Robson sections (Project No. S-4365)		1,178.66
Total, Rossland-Trail District		$3,339,977.72

SAANICH AND THE ISLANDS DISTRICT

Day labour—roads (Project No. 1645)—		
Beaver Point, reconstruct and pave, 1 mile	$17,000.00	
Lyall Harbour, reconstruct and pave, 1 mile	4,000.00	
Horton Bay, reconstruct and pave, 0.5 mile	12,000.00	
Porlier Pass, reconstruct and pave, 1 mile	7,000.00	
Bedwell Harbour, reconstruct and pave, 1 mile	12,000.00	
	$52,000.00	
West Saanich Road, shouldering and ditching (Project No. 1646)	19,000.00	
		$71,000.00
Day labour—secondary highways—		
Gorge Road (No. 154B) (Project No. 1797)	$66,891.89	
Resthaven Drive, 1948 (Project No. 1798)	15,000.00	
Ruby Road–Sinclair Road Link (Project No. 1812)	4,677.07	
		86,568.96
Maintenance of roads		239,560.20
Maintenance of bridges		568.18
Maintenance and operation of ferries		39,998.04
Snow removal		13,248.69
Highways within municipal limits (local highways)—District of North Saanich		5,000.00
Surveys (general)—		
Ardwell Road South (Project No. 1693)	$176.00	
Patricia Bay Highway, Trans-Canada Highway to Keating Cross Road (Project No. 1693)	141.75	
		317.75
Legal surveys—		
Blackburn and Ganges–Fulford Roads through Section 14, Ranges 4 and 5, and Sections 14, 15, 16, and 86, North and South Saltspring Island (Project No. 1694)	$1,529.80	
Fernhill Road right-of-way, Whalen Road to south boundary of Parcel G, Plan 17303, Section 9, Mayne Island (Project No. 1694)	1,194.48	

SAANICH AND THE ISLANDS DISTRICT—*Continued*

Legal surveys—*Continued*			
Georgina Point Road through the North-east Quarter of Section 12, Mayne Island (Project No. 1694)		$372.90	
Plan of subdivision part of North-east Quarter of Section 8, Saturna Island yard-site and gravel pit (Project No. 1694)		392.05	
			$3,489.23
Rights-of-way (Trans-Canada Highway)—Victoria Outlet (Project No. 1705)			7,198.98
Rights-of-way (general)—			
Patricia Bay Highway, Ardwell Road–Bazan Bay section (Project No. 1695)		$42.10	
Relocation of Patricia Bay Highway (Project No. 1695)		29,261.24	
Relocation of Patricia Bay Highway, off Cordova Bay Road near Elk Lake (Project No. 1695)		53,016.78	
Relocation of Patricia Bay Highway, Tolmie Avenue to McKenzie Avenue (Project No. 1695)		2,164.60	
Patricia Bay Highway, Swartz Bay–Ardwell Road section (additional right-of-way) (Project No. 1695)		550.00	
			85,034.72
Construction—			
Roads (general)—Patricia Bay Highway, reconstruction, Swartz Bay–Ardwell Road section (Project No. 1590)		$501,466.77	
Intersection lighting, Highway No. 17, Swartz Bay–Ardwell Road section (Project No. E-3465)		14,224.74	
			515,691.51
Total, Saanich and the Islands District			$1,067,676.26

SHUSWAP DISTRICT

Day labour—roads (Project No. 1654)—			
Sunnybrae–Canoe Point Road (No. 28), reconstruction, 1.2 miles	$3,155.36		
Sorrento–Eagle Bay Road (No. 67), reconstruction, Mile 6.5 to Mile 7.8	16,000.00		
Aylmer Road (No. 191), reconstruction, 0.5 mile	2,000.00		
Chase streets (No. 195), reconstruction, 2.3 miles	5,000.00		
Kamloops–Shuswap Road (No. 223), reconstruction, 1.2 miles	4,844.64		
Yankee Flats Road (No. 363), reconstruction, Mile 6.7 to Mile 8.7	10,000.00		
Notch Hill Road (No. 410), reconstruction, Mile 4 to Mile 6	12,000.00		
Squilax–Anglemont Road (No. 446), reconstruction, Mile 21.1 to Mile 22.6	12,000.00		
		$65,000.00	
Day labour—roads (Project No. 1653)—			
Solsqua to Sicamous (No. 270), reconstruction, 0.8 mile	$5,000.00		
Trans-Canada Highway, slope seeding, 20 miles	2,255.70		
Cambie to Solsqua (No. 250), reconstruction, 1.5 miles	5,651.00		
		12,906.70	
Enderby–Mabel Lake Road, widening and reconstruction, 5 miles (Project No. 1651)		12,500.00	
			$90,406.70
Day labour—secondary highways—Cliff Street (No. 33B), paving (Project No. 1799)			3,800.00
Maintenance of roads			311,657.57
Maintenance of bridges			61,516.36
Maintenance and operation of ferries			18,000.00
Snow removal			108,435.12
Highways within municipal limits (local highways)—			
City of Enderby		$4,000.00	
Township of Spallumcheen		4,000.00	
			8,000.00

SHUSWAP DISTRICT—*Continued*

Surveys (Trans-Canada Highway)—Truck lanes (*see also* Kamloops and Revelstoke-Slocan) (Project No. 1704)		$25,427.37
Surveys (general)—Monte Creek to Falkland (*see also* Kamloops) (Project No. 1693)		37,797.39
Legal surveys—		
Balmoral Road (No. 66), Balmoral to Blind Bay (Project No. 1694)	$2,543.50	
Deep Creek Road (No. 34) through West Half of the North-west Quarter of Section 21 and East Half of the North-east Quarter of Section 20, Township 19, Range 9 (Project No. 1694)	200.00	
Okanagan Highway right-of-way through part of South-west Quarter of Section 14, Plans 19, B 1318, and Lots 1 and 2, Plan 1937, and Lot 5, Plan 3327, District Lot 526 (Project No. 1694)	960.00	
		3,703.50
Rights-of-way (Trans-Canada Highway)—		
Balmoral to Sorrento–Shuswap (Project No. 1705)	$28.26	
Salmon Arm By-pass (Project No. 1705)	11,140.00	
		11,168.26
Paving (Trans-Canada Highway)—Sicamous–Revelstoke section (*see also* Revelstoke-Slocan) (Project No. S-8566)		65,288.13
Surfacing (general)—		
Vernon–Sicamous and Vernon South Highways, Armstrong–Grindrod and Vernon South sections (*see also* North Okanagan) (Project No. S-2265)	$98,295.62	
Kamloops–Vernon Highway, Westwold sections, preparatory work (Project No. S-2266)	302,510.88	
Balmoral to Notch Hill, base processing	7,269.14	
Chase streets, base processing	7,159.08	
Monte Lake, base processing	4,824.42	
Salmon Arm Frontage Road, base processing	5,499.13	
Squilax to Anglemont, base processing	6,962.98	
		432,521.25
Total, Shuswap District		$1,177,721.65

SKEENA DISTRICT

Day labour—roads—		
Northern Trans-Provincial Highway, Smithers By-pass (Project No. 1577)	$156,226.40	
Northern Trans-Provincial Highway, Moricetown Overhead approaches (Project No. 1592)	98,147.31	
Northern Trans-Provincial Highway, Trout Creek Bridge approaches (Project No. 1572)	6,707.70	
Northern Trans-Provincial Highway, John Brown Creek, culvert and fill (Project No. 1441)	53,055.80	
Kispiox Road, general improvements (Project No. 1670)	15,000.00	
Babine Road, general improvements (Project No. 1670)	30,000.00	
Roads in the Lakelse Lake area (No. 1004), clear and construct 1 mile of subdivision road at Lakelse Lake (Project No. 1671)	25,220.06	
Roads in Remo South area (No. 1005), clear, grub, and reconstruct one-half mile of the Remo Road (No. 7) (Project No. 1671)	9,779.94	
Northern Trans-Provincial Highway West (No. 16w), Kwinitsa Siding extension, reconstruct one-half mile of road at Kwinitsa to accommodate the C.N.R. siding extension (Project No. 1734)	15,000.00	
		$409,137.21
Day labour—bridges—Smithers Bridge (Bulkley River, temporary spans) (Project No. 571)		91,000.00
Maintenance of roads		435,923.46
Maintenance of bridges		83,813.78
Maintenance and operation of ferries		34,114.40
Snow removal		170,700.04

SKEENA DISTRICT—*Continued*

Surveys (general)—		
Horn Lake Road (Project No. 1693)	$18,165.81	
Kitseguecla West (Project No. 1693)	798.04	
Northern Trans-Provincial Highway, Terrace to Telkwa (*see also* Omineca) (Project No. 1693)	11,436.32	
Prince Rupert–Terrace Bridge section (Project No. 1693)	1,919.40	
Smithers to Babine Lake (Project No. 1693)	10,601.98	
Telkwa to Seaton (Project No. 1693)	7,332.74	
Terrace By-pass (Project No. 1693)	1,852.57	
Terrace to Shames (Project No. 1693)	53,374.47	
		$105,481.33
Legal surveys—		
Kitimat–Minette Bay Road, Kitimat to Alcan Power-line right-of-way (Project No. 1694)	$8,218.14	
Northern Trans-Provincial Highway, north boundary of District Lot 2962 to west boundary of District Lot 1230, Cassiar District (Project No. 1694)	5,711.52	
Terrace–Kitimat Highway, Lakelse Slide section (Project No. 1694)	3,427.84	
		17,357.50
Rights-of-way (general)—		
Hazelton East Overhead approaches (Project No. 1695)	$4,415.00	
Northern Trans-Provincial Highway, Copper River–Usk section (Project No. 1695)	8.25	
Northern Trans-Provincial Highway, Hells Bells Creek–Boulder Creek section (Project No. 1695)	1,153.25	
Northern Trans-Provincial Highway, John Brown Creek Bridge elimination (Project No. 1695)	5,251.75	
Northern Trans-Provincial Highway, Lot 5181–Usk section (Project No. 1695)	3,600.00	
Northern Trans-Provincial Highway, Moricetown Overhead (Project No. 1695)	11,781.00	
Northern Trans-Provincial Highway, Smithers to Telkwa (Project No. 1695)	18,697.46	
Northern Trans-Provincial Highway, Terrace Bridge to Copper River (Project No. 1695)	4,500.85	
Terrace–Kitimat Highway, Lakelse landslides (Project No. 1695)	4,500.00	
		53,907.56
Construction—		
Roads (general)—		
Northern Trans-Provincial Highway, Lot 5181–Usk section (Project No. 1288)	$1,950.36	
Northern Trans-Provincial Highway, reconstruction, Copper River–Usk section (Project No. 1360)	126,758.19	
Northern Trans-Provincial Highway, Mudflat Creek to Seaton Overhead, Seaton section (Project No. 1379)	220,729.84	
Northern Trans-Provincial Highway, Terrace Bridge to Copper River (Project No. 1459)	103,643.02	
Northern Trans-Provincial Highway, clearing and grubbing, Hells Bells Creek–Lot 5181 section (Project 1545)	20,901.48	
Boulder Creek West to Hells Bells Creek, grubbing (Project No. 1546)	13,243.96	
Northern Trans-Provincial Highway, Boulder Creek West–Hells Bells Creek section, reconstruction (Project No. 1616)	17,054.96	
Hells Bells Creek to Lot 5181 (Project No. 1617)	28,506.41	
		532,788.22
Bridges (general)—		
Mudflat Creek Overhead Crossing (Project No. 452)	$2,073.85	
Moricetown Overhead and Trout Creek Bridges (Project No. 529)	120,902.22	
Williams and Hatchery Creek Bridges, Terrace–Kitimat Highway (Project No. 460)	9,501.51	
Kleanza (Gold) Creek Bridge (Project No. 527)	66,198.05	
Chimdemash Creek Bridge (Project No. 498)	197.60	
		198,873.23

SKEENA DISTRICT—*Continued*

Surfacing (general)—		
Lot 5181–Usk and Kitseguecla–West Boulder Creek sections (Project No. S-6665)	$335,268.84	
Northern Trans-Provincial Highway, Carnaby–Skeena Crossing and New Hazelton sections (Project No. S-6666)	373,216.76	
		$708,485.60
Total, Skeena District		$2,841,582.33

SOUTH OKANAGAN DISTRICT

Day labour—roads—		
Joe Rich Road (Project No. 1374)	$408,000.00	
Side roads (Project No. 1652)	46,451.73	
		$454,451.73
Maintenance of roads		207,534.06
Maintenance of bridges		80,846.89
Snow removal		48,308.21
Highways within municipal limits (local highways)—Princeton Avenue, Peachland		4,000.00
Surveys (general)—		
Kelowna to McCulloch (Project No. 1693)	$12,194.50	
Kelowna to McKinley Landing (Project No. 1693)	12,003.07	
		24,197.57
Legal surveys—Okanagan Highway, Glenmore Road to Penno Road (Kelowna to Ellison Overhead) (Project No. 1694)		12,437.90
Rights-of-way (general)—		
Joe Rich Road (Project No. 1695)	$56,495.20	
Highway No. 97, Kelowna, widening (Project No. 1695)	2,045.00	
Okanagan Highway, Peachland to Powers Creek (Project No. 1695)	61.98	
Slough Creek Bridge (Project No. 1695)	5,100.00	
		63,702.18
Surfacing (general) — Glenmore Street and Bernard Avenue, miscellaneous paving		2,000.00
Total, South Okanagan District		$897,478.54

SOUTH PEACE RIVER DISTRICT

Day labour—roads—		
Sundry—56.05 miles of farm and settlement regraded, 16 miles newly constructed, 79.8 miles newly gravelled, and 32.6 miles regravelled (Project No. 1667)	$125,000.00	
Dawson Creek–Clayhurst, 5.2 miles of soil cement (Project No. 1726)	449,800.63	
Lone Prairie Road, 13.1 miles regraded and 5.2 miles gravelled (Project No. 1739)	70,000.00	
		$644,800.63
Day labour—bridges (Project No. 541)—		
Dawson Creek–Alberta Boundary Highway, finish construction of Bisette Creek Bridge (No. 31)	$11,268.93	
John Hart-Peace River Highway, complete construction of Fish Creek Bridge (No. 21)	7,946.42	
John Hart-Peace River Highway, complete construction of Crassier Creek Bridge (No. 23)	4,607.30	
John Hart-Peace River Highway, complete construction of Wildmare Bridge (No. 132)	9,623.41	
	$33,446.06	
Alaska Highway, redeck the Kiskatinaw River Bridge (Project No. 539)	16,542.73	
		49,988.79
Maintenance of roads		273,701.38
Maintenance of bridges		28,000.00
Maintenance and operation of ferries		37,307.07
Snow removal		193,793.00

SOUTH PEACE RIVER DISTRICT—*Continued*

Highways within municipal limits (local highways)—		
City of Dawson Creek	$6,000.00	
Village of Chetwynd	4,997.68	
		$10,997.68
Rights-of-way (general)—Pouce Coupe–Alberta Boundary Highway (Project No. 1695)		35.00
Construction—roads (general)—		
John Hart-Peace River Highway, reconstruction (Project No. 1358)	$191,056.82	
Hudson Hope–Chetwynd Highway, construction, Hudson Hope to Chetwynd, Section 1 (*see also* North Peace River) (Project No. 1377)	27,334.01	
John Hart-Peace River Highway, Willow Flats to Coyote Flats (Project No. 1489)	756,030.31	
Hudson Hope–Chetwynd Highway, construction, Hudson Hope to Chetwynd, Section 2 (Project No. 1490)	997,631.82	
Hudson Hope–Chetwynd Highway, reconstruction, Hudson Hope to Chetwynd, Section 3 (Project No. 1491)	710,276.22	
		2,682,329.18
Surfacing (general)—South Peace River section (includes Arras to Dawson Creek to Pouce Coupe) (Project No. S-6764)		183,429.11
Total, South Peace River District		$4,104,381.84

SURREY DISTRICT

Day labour—roads—Trans-Canada Highway (No. 379R), minor improvements (Project No. 1640)		$2,218.10
Day labour—bridges—		
Serpentine Bridge (No. 32), widening (Project No. 582)	$18,740.76	
Cleaning and painting Pattullo Bridge (Project No. 572)	98,626.79	
		117,367.55
Maintenance of roads		125,151.10
Maintenance of bridges		178,533.54
Snow removal		18,734.54
Surveys (general)—		
King George VI Highway (*see also* Delta) (Project No. 1693)	$14,279.89	
Surrey Perimeter Highway (Project No. 1693)	3,222.71	
		17,502.60
Legal surveys—		
Fraser Highway, additional right-of-way, Sections 35 and 36, Block 5 north, Range 2 west (Project No. 1694)	$75.00	
Trans-Canada Highway, widening Johnston Road (Project No. 1694)	283.82	
		358.82
Rights-of-way (Trans-Canada Highway)—		
Port Mann to Halls Prairie (Project No. 1705)	$99.56	
North Surrey to Port Mann (Project No. 1705)	88.27	
		187.83
Rights-of-way (general)—Surrey Perimeter (Project No. 1695)		11,500.00
Construction—roads (general)—Miscellaneous lighting and sign illumination, Highways Nos. 401 and 499 (*see also* Burnaby-Edmonds, Burnaby-Willingdon, Chilliwack, Coquitlam, Delta, Langley, Richmond, and Vancouver East) (Project No. E-3265)		8,330.24
Surfacing (general)—King George VI Highway, Sandell Road to Scott Road, miscellaneous paving		20,000.00
Total, Surrey District		$499,884.32

VANCOUVER EAST DISTRICT

Legal surveys—Trans-Canada Highway, additional right-of-way in part of Lot 4, Plan 9891, North Half of Section 39, Town of Hastings (Project No. 1694)	$171.84
Rights-of-way (Trans-Canada Highway)—South approach to Second Narrows Bridge (Project No. 1705)	38.40
Roads (Trans-Canada Highway)—Vancouver–Fraser River section (Contract No. 5) (*see also* Burnaby-Willingdon) (Project No. 885-5)	22,364.12
Construction—roads (general)—Miscellaneous lighting and sign illumination, Highways Nos. 401 and 499 (*see also* Burnaby-Edmonds, Burnaby-Willingdon, Chilliwack, Coquitlam, Delta, Langley, Richmond, and Surrey) (Project No. E-3265)	2,082.56
Total, Vancouver East District	$24,656.92

VANCOUVER CENTRE DISTRICT

Surveys (general)—Stanley Park Pedestrian Overpass (Project No. 1693)	$72.13
Total, Vancouver Centre District	$72.13

VANCOUVER-POINT GREY DISTRICT

Day labour—roads—South-west Marine Drive, reconstruct 1.8 miles (grading, cement process base) (Project No. 1730)	$450,221.39
Maintenance of roads	22,822.43
Snow removal	508.32
Surveys (general)—16th Avenue extension (Project No. 1693)	300.00
Legal surveys—South-west Marine Drive, referencing monument (Project No. 1694)	96.50
Construction—roads (general)—16th Avenue to Marine Drive, city of Vancouver (Project No. 1575)	8,594.36
Surfacing (general)—South-west Marine Drive, concrete pavement (Project No. S-0566)	131,729.09
Total, Vancouver-Point Grey District	$614,272.09

WEST VANCOUVER-HOWE SOUND DISTRICT

Day labour—roads (Project No. 1643)—		
Upper Squamish Road, reconstruction, 4.38 miles	$16,844.80	
Pemberton Portage Road, gravelling, 12 miles	5,655.20	
	$22,500.00	
Day labour—roads—		
Garibaldi Highway, Squamish-Pemberton section, Suicide Hill (Project No. 1282)	38,012.28	
Squamish–Brackendale Road, Mamquam–Red Bridge section, Squamish By-pass, 2.05 miles (Project No. 1542)	20,000.00	
Access to west side of Alta Lake, 0.49 mile (Project No. 1725)	9,623.91	
		$90,136.19
Maintenance of roads		170,118.79
Maintenance of bridges		9,580.03
Maintenance and operation of ferries		147,685.11
Snow removal		57,797.16
Highways within municipal limits (local highways)—		
District of Squamish	$4,000.00	
Village of Pemberton	2,632.78	
		6,632.78
Surveys (general)—		
Cheekeye to Pemberton (Project No. 1693)	$15,290.64	
Cypress Bowl Access (Project No. 1693)	27,072.02	
Squamish to Cheekeye (Project No. 1693)	1,619.98	
		43,982.64

WEST VANCOUVER-HOWE SOUND DISTRICT—*Continued*

Legal surveys—		
Horseshoe Bay–Pemberton Highway, Red Bridge–Mamquam River section (Project No. 1694)	$9,426.17	
Horseshoe Bay–Pemberton Highway, south boundary of District Lot 1758 to east boundary of District Lot 3363 (Project No. 1694)	9,298.41	
Horseshoe Bay–Pemberton Highway, west boundary of Timber Licence 43716 to north boundary of District Lot 4753 (Project No. 1694)	3,142.64	
Pemberton Meadows Road, Pemberton Village to north boundary of Lot 186 (Project No. 1694)	3,753.25	
Plan of subdivision part of District Lot 5024, Group 1, N.W.D., Devine Gravel Pit (Project No. 1694)	1,100.90	
Trans-Canada Highway, Taylor Way to Horseshoe Bay, subdivision plan, Lots 11 to 14, Block B, District Lot 815, Group 1, N.W.D., Plan 9624 (Project No. 1694)	252.50	
Trans-Canada Highway, Upper Levels right-of-way through Lots 6 and 7, District Lot 1069, Group 1, N.W.D. (Project No. 1694)	147.80	
		$27,121.67
Rights-of-way (Trans-Canada Highway)—		
Horseshoe Bay to Taylor Way (Project No. 1705)	$881,538.67	
Upper Levels section, North Vancouver (Project No. 1705)	869,462.14	
		1,751,000.81
Rights-of-way (general)—		
Britannia–Squamish Highway (Project No. 1695)	$2,606.10	
Garibaldi Highway, Red Bridge–Mamquam section to P.G.E. Railway (Project No. 1695) (Credit)	*3,100.00*	
Garibaldi Highway, Squamish to Cheekeye (Project No. 1695)	1.00	
Horseshoe Bay–Pemberton Highway, Britannia–Squamish section (Project No. 1695)	13,335.70	
Horseshoe Bay to Pemberton (Project No. 1695)	261.00	
Garibaldi Highway, Red Bridge–Mamquam section (Project No. 1695)	30.00	
		13,133.80
Construction—		
Roads (general)—		
Horseshoe Bay–Pemberton Highway, reconstruction, Britannia Beach–Squamish section (Project No. 1621)	$566,709.63	
Porteau Slide (Project No. 1717)	35,085.38	
		601,795.01
Bridges (general)—		
Garibaldi Highway, Daisy Lake Bridge (Project No. 506)	$1,791.65	
Mamquam Blind Channel Bridge (Project No. 486)	9,677.31	
Cheakamus River Bridge (Project No. 525)	51,161.14	
		62,630.10
Surfacing (general)—		
Garibaldi Highway, Alice Lake Road–Alta Lake section, crushing of gravel (Project No. S-0565)	$581,255.45	
Squamish sections, paving (Project No. S-0266)	71,301.72	
		652,557.17
Total, West Vancouver-Howe Sound District		$3,634,171.26

YALE-LILLOOET DISTRICT

Day labour—roads (Project No. 1656)—	
Princeton–Kamloops Highway, reconstruction, base strengthening, gravelling, road-mix paving, grading and gravelling shoulders, between Mile 62.5 and Mile 71.0 (Nicola–Quilchena section)	$40,000.00
Merritt–Spences Bridge Highway, reconstruction, road-mix paving, gravelling base and shoulders, between Mile 3.2 and Mile 8.9; widening rock corner and gravelling, Mile 2.9 to Mile 3.2	17,500.00

YALE-LILLOOET DISTRICT—*Continued*

Day labour—roads (Project No. 1656)—*Continued*			
Douglas Lake Road, reconstruction, road-mix paving, gravelling base and shoulders, Mile 0.00 to Mile 1.25	$7,500.00		
Othello Road, reconstruction, improving alignment, ditching, and gravelling, Mile 3.1 to Mile 3.6	10,000.00		
		$75,000.00	
Day labour—roads (Project No. 1650)—			
Lillooet–Cache Creek (No. 12B), reconstruction, Mile 43 to Mile 49 (4 miles)	$50,000.00		
Lytton–Lillooet (No. 12A), paving to Big Slide (blade mix), 1.8 miles	6,000.00		
Lillooet–Cache Creek (No. 12B), reconstruction, Mile 40 to Mile 41 (1 mile)	18,083.26		
Lillooet–Pioneer (No. 40), reconstruction, Mile 0.0 to Mile 2.0 and Mile 2.3 to Mile 2.6; blade mix, 2.3 miles	10,916.74		
		85,000.00	
Day labour—roads (Project No. 1655)—			
Southern Trans-Canada Highway, widen for third lane, 3 miles	$20,000.00		
East Princeton Townsite, reconstruction, 1 mile	4,000.00		
Fencing Crown land	1,000.00		
		25,000.00	
Trans-Canada Highway, prepare shoulders in various sections between Mile 178.13 and Mile 215.20 for installation of concrete no-post guard rail (Project No. 1837)		24,932.43	
			$209,932.43
Maintenance of roads			800,752.21
Maintenance of bridges			106,820.47
Maintenance and operation of ferries			87,630.64
Snow removal			309,920.68
Highways within municipal limits (local highways)—Village of Princeton			4,000.00
Surveys (Trans-Canada Highway)—			
Tank Hill washouts (Project No. 1704)		$550.00	
Flood to Haig (via Hope) (Project No. 1704)		295.00	
Relocation, Three Mile Corner, Lytton–Tank Hill section (Project No. 1704)		1,644.45	
			2,489.45
Surveys (general)—			
Hope–Princeton Slide (Project No. 1693)		$365.93	
Lillooet, curb and gutter (Project No. 1693)		286.00	
Lytton approaches (Project No. 1693)		826.68	
			1,478.61
Legal surveys—			
South boundary of Section 24, Township 14, Range 27, to south boundary of Klackamitch Indian Reservation No. 17 (Project No. 1694)		$1,534.15	
Lytton–Lillooet Highway, north boundary of District Lot 4940 to north boundary of McCartney Flat Indian Reservation No. 4 (Project No. 1694)		2,564.59	
South boundary of Lot 1589 to north boundary of Joeyaska Indian Reservation No. 2, south boundary of Lot 4691 to east boundary of Lot 202, north boundary of Lot 194 to east boundary of Lot 4550, K.D.Y.D. (Project No. 1694)		6,320.66	
			10,419.40
Rights-of-way (Trans-Canada Highway)—			
Boston Bar to China Bar (Project No. 1705)		$660.00	
Boston Bar to Salkeld Flats (Project No. 1705)		472.50	
Bridal Falls–Cheam section (Project No. 1705)		7,016.90	
Haig Overhead (Project No. 1705)		1,068.00	
Hedstrom Hill to Hope (Project No. 1705)		1,500.00	
Siska to Kanaka Bar (Project No. 1705)		96.00	
Vicinity of Jones Hill (Project No. 1705)		7,000.00	
Widening for truck lane (Project No. 1705)		156.50	
			17,969.90
Rights-of-way (general)—Princeton By-pass (Project No. 1695)			6,050.00

YALE-LILLOOET DISTRICT—*Continued*

Construction—		
Roads (Trans-Canada Highway)—		
Alexandra North (Project No. 1258)	$937.00	
China Bar–Hells Gate section (Project No. 1260)	5,916.78	
Hope–Oregon Jack section, guard-rail, (Project No. 1387)	87,297.04	
		$94,150.82
Bridges (general)—Hope–Princeton bridges, eastern sector, (Project No. 500)		46,132.46
Surfacing (general)—		
Ashcroft Access Road (*see also* Kamloops) (Project No. S-2666)	$225,616.03	
Summers Creek Bridge approaches, base processing	1,666.21	
		227,282.24
Total, Yale-Lillooet District		$1,925,029.31

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