PROVINCE OF BRITISH COLUMBIA

# Minister of Highways

## REPORT

FOR THE FISCAL YEAR

1971/72

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1972

COVER PHOTO
Trans-Canada Highway,
Fraser Canyon section

*To Colonel the Honourable* JOHN R. NICHOLSON, P.C., O.B.E., Q.C., LL.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, 1972, in compliance with the provisions of the *Department of Highways Act*.

W. D. BLACK
*Minister of Highways*

*Office of the Minister of Highways,*
*Parliament Buildings, August 20, 1972.*

VICTORIA, B.C., August 1, 1972.

*The Honourable W. D. Black,*
*Minister of Highways,*
*Victoria, British Columbia.*

SIR: Respectfully submitted herewith is the Annual Report of the Department of Highways for the fiscal year ending March 31, 1972.

An exceptionally severe winter, with some of the heaviest snowfalls on record, created many problems for the winter maintenance crews, who should be commended for their tremendous efforts in fighting the snow conditions.

The enlarging of the Motor Vessels *Queen of Saanich* and *Queen of Vancouver* helped to ease the ever-growing demand on the British Columbia Ferry Service.

Once again there was a considerable number of valuable employees who retired with impressively long service records: E. C. Webster, formerly Director of Construction, had 37 years' service; W. R. Workman, formerly Contract Documents Engineer, had 36 years' service. Two Road Foremen, namely, S. F. Deans, of New Westminster, and W. K. Trail, of Kamloops, also saw 36 years of service. W. R. Jeffs, Regional Mechanical Superintendent, North Vancouver, had 40 years' service.

Traffic volumes on the highways increased from between 5 to 10 per cent, whereas on the ferries the increase was more substantial at 14 per cent. By comparison, highway construction increased by 21 per cent, bridge by 60 per cent, and the *Howe Sound Queen* was added to the ferry fleet.

H. T. MIARD
*Deputy Minister*

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# DEPARTMENT OF HIGHWAYS PERSONNEL AS AT MARCH 31, 1972

Hon. W. D. Black, Minister of Highways.

*Victoria*

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

R. G. Harvey, Assistant Deputy Minister and Member, Highway Board.

P. M. MacCarthy, Senior Maintenance Engineer.
N. M. F. Pope, Landscape Supervisor.
A. E. Rhodes, Comptroller of Expenditure.
G. A. Cavin, Insurance and Claims Officer.
N. C. Tattrie, Chief Property Negotiator.
A. R. Limacher, Senior Personnel Officer.
A. F. Park, Senior Training and Safety Officer.
S. F. Howard, Departmental Solicitor.
R. J. Baines, Senior Public Information Officer.
R. C. Cooper, Chief Records Clerk.
T. R. Johnson, Services Engineer.
J. H. Smythe, Superintendent of Equipment.
S. E. Blanchard, Superintendent of Ferries.
C. G. Shearing, Director of Communications.

J. A. Dennison, Chief Highway Engineer and Member, Highway Board.

E. E. Readshaw, Director of Location.
W. A. Bowman, Senior Bridge Engineer.
L. C. Johnson, Bridge Construction Engineer.
G. S. Kirkbride, Bridge Design Engineer.
T. A. Tasaka, Dock Design Engineer.
N. R. Zapf, Director of Construction.
D. F. Martin, Senior Paving Engineer.
J. H. Harding, Senior Traffic Engineer.
R. A. Fisher, Contract Documents Officer.

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

M. G. Elston, Senior Planning Engineer.
A. Stewart, Municipal Programmes Engineer.
J. W. G. Kerr, Senior Geotechnical and Materials Engineer.

M. F. Aldous, General Manager, British Columbia Ferries Division.

W. B. Weston, Operations Manager.
Capt. P. J. Reakes, Marine Superintendent.
G. Baldwin, Superintendent Engineer.
Capt. E. P. de Cunha, Catering Superintendent.
R. J. Innes, Traffic Manager.
G. T. Mainer, Personnel Officer.
A. S. Lukinuk, Office Manager.
F. W. Ramsay, Supervisor of Terminals.

*Region 1*

D. D. Godfrey, Regional Highway Engineer.
W. E. Mercer, Regional Maintenance Engineer.
R. W. Gittens, Regional Construction Engineer.
A. G. Tranfield, Regional Superintendent of Location.
A. J. Montador, Regional Geotechnical and Materials Engineer.
J. Hynds, Regional Paving Superintendent.
H. R. MacKenzie, Regional Property Negotiator.
R. D. Page, Regional Traffic Superintendent.
T. R. Yearsley, Regional Mechanical Superintendent.
G. R. Rowand, Regional Office Manager.
E. A. Lund, District Engineer, Saanich.
J. W. Morris, District Superintendent, Nanaimo.
R. G. Mulcaster, District Engineer, Courtenay.
B. L'Hirondelle, District Engineer, North Vancouver.
A. Walisser, District Engineer, New Westminster.
N. W. Wells, District Superintendent, Chilliwack.
D. W. Randell, District Engineer, Vancouver District.

*Region 2*

R. G. White, Regional Highway Engineer.
D. C. MacVicar, Regional Maintenance Engineer.
A. G. Jones, Regional Construction Superintendent.
A. W. G. Smith, Regional Superintendent of Location.
R. Pratt, Regional Geotechnical and Materials Engineer.
P. J. Bonser, Regional Paving Engineer.
A. C. Brown, Regional Property Negotiator.
J. T. Evans, Regional Mechanical Superintendent.
J. D. Sutherland, Regional Office Manager.
H. F. Blunden, District Superintendent, Kamloops.
S. J. Sviatko, District Superintendent, Salmon Arm.
M. J. O'Connor, District Engineer, McBride.
P. S. Dunn, District Superintendent, Vernon.
A. L. Freebairn, District Engineer, Kelowna.
W. M. Underwood, District Superintendent, Penticton.
W. G. Helmsing, District Superintendent, Merritt.
J. P. O'Toole, District Superintendent, Lillooet.
J. E. Steven, District Superintendent, Williams Lake.

*Region 3*

J. W. Nelson, Regional Highway Engineer.
H. J. Kelsall, Regional Maintenance Engineer.
W. M. Sproul, Regional Construction Engineer.
Position vacant, Regional Location Engineer.
P. Barnes, Regional Geotechnical and Materials Engineer.
G. J. Sutherland, Regional Paving Engineer.
J. Mintak, Regional Property Negotiator.
H. O. George, Regional Mechanical Superintendent.
S. J. Dixey, Regional Office Manager.
G. R. Kent, District Superintendent, Nelson.
R. E. McKeown, District Superintendent, Rossland.
D. C. Westaway, District Superintendent, Grand Forks.
R. M. McMillan, District Superintendent, New Denver.
G. K. Austin, District Superintendent, Cranbrook.
W. A. Budden, District Superintendent, Fernie.
C. S. Shaw, District Superintendent, Golden.
S. N. A. McLeod, District Superintendent, Revelstoke.

*Region 4*

L. A. Broddy, Regional Highway Engineer.
P. J. Carr, Regional Maintenance Engineer.
Position vacant, Regional Construction Engineer.
E. A. Beaumont, Regional Location Engineer.
A. H. Vanderkooi, Regional Geotechnical and Materials Engineer.
H. A. Waring, Regional Paving Superintendent.
D. A. Bishop, Regional Property Negotiator.
R. E. Johnson, Regional Mechanical Superintendent.
W. J. Doddridge, Regional Office Manager.
D. G. Johnson, District Engineer, Quesnel.
R. W. Veitch, District Superintendent, Prince George.
A. H. Dibben, District Superintendent, Pouce Coupe.
H. L. Good, District Superintendent, Fort St. John.
G. W. Harper, District Superintendent, Vanderhoof.
N. Hope, District Engineer, Burns Lake.
F. J. R. Martin, District Superintendent, Smithers.
W. J. McDonald, District Superintendent, Terrace.
W. R. Ball, District Superintendent, Prince Rupert.

# HIGHWAYS REPORT

## REPORT OF THE ASSISTANT DEPUTY MINISTER

VICTORIA, B.C., July 31, 1972.

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

SIR: The fiscal year reports submitted by all branches of the Department of Highways are hereby compiled into the Annual Report.

The snowfall for the year was exceptionally high, being the highest on record in some instances, and the cost of snow removal rose correspondingly to $6,837,000. Snowslides, together with some rock and mud slides, caused road closures, but these were kept to a minimum by the resolute maintenance crews and all main roads were kept open. The cost of general maintenance on roads, bridges, and ferries amounts to $42,252,000.

The Motor Vessels *Queen of Vancouver* and *Queen of Saanich,* both of the British Columbia Ferries Division, were lengthened and with the purchase of the *Howe Sound Queen* helped to offset the 14-per-cent traffic growth on all routes over the previous year. The traffic growth on the ferries under the jurisdiction of the Superintendent of Ferries amounted to 10.6 per cent over the previous year on all routes.

The Property Negotiations Branch completed 753 settlements for a total of $5,515,190.74 expended on the acquisition of highway rights-of-way and other properties required by the Department. A further $300,000 was expended on legal surveys.

There are 27,194 miles of Provincial highways and, of these, 3,384 are classified as trunk highways and 1,852 as main highways. The total length of highways within municipalities classified as arterial and secondary is 1,150 miles and, of these, 565 miles are trunk highways and 289 miles are main highways. The total mileage of paved highways, both Provincial and classified, is 8,243 miles.

R. G. HARVEY
*Assistant Deputy Minister*

# REPORT OF THE CHIEF PROPERTY NEGOTIATOR

In the 1971/72 fiscal year, 753 settlements were completed and a further 547 claims were in the process of negotiation. Five cases were settled by arbitration and steps were taken to refer a further 10 claims for settlement by arbitration.

A total of $5,515,190.74 was expended on acquisition of highway rights-of-way and other properties required by the Department.

Land assembly on behalf of the British Columbia Harbours Board for the port area and the adjacent corridor required an expenditure of $2,066,710.

Land acquisition for the Libby Reservoir project carried out by this Branch required an expenditure of $652,102.

Eight sales by public auction and 25 sales by public tender were held covering surplus land and buildings to be cleared from rights-of-way. Recovery from these sales amounted to $45,099.02.

During the fiscal year, 93 buildings and parcels of land were under short-term lease or rental agreement. Gross revenue received from rentals was $67,642.20.

N. C. TATTRIE
*Chief Property Negotiator*

# REPORT OF THE SENIOR PERSONNEL OFFICER

## APPLICATIONS FOR EMPLOYMENT

A total of 1,161 applications was received and processed.

## POSITION POSTINGS

Of the 230 Departmental positions posted for Province-wide competition, 95 were issued by this office and 135 by the Civil Service Commission.

## CORRESPONDENCE

Letters and related documents received and processed totalled 10,499; 3,892 letters were issued.

## APPOINTMENTS, PROMOTIONS, AND TRANSFERS

B. L'Hirondelle transferred from New Westminster as District Engineer to North Vancouver as District Engineer.

A. Walisser, District Engineer, Vancouver, transferred to New Westminster as District Engineer.

D. W. Randell, District Engineer, Prince George, transferred to North Vancouver as District Engineer.

R. W. Veitch, District Superintendent, Burns Lake, transferred to Prince George as District Superintendent.

N. Hope, formerly Project Supervisor, New Westminster, transferred to Burns Lake as District Engineer.

W. A. Budden, formerly District Technician, Creston, appointed as District Superintendent, Fernie.

R. W. Gittins, formerly District Engineer, North Vancouver, appointed as Regional Construction Engineer, North Vancouver.

T. R. Yearsley transferred from Prince George as Regional Mechanical Superintendent to North Vancouver as Regional Mechanical Superintendent.

R. G. Harvey, formerly Senior Design Engineer, appointed as Assistant Deputy Minister.

W. A. Bowman appointed as Senior Bridge Engineer, Bridge Branch.

E. E. Readshaw, formerly Senior Paving Engineer, appointed as Director of Location.

D. F. Martin, formerly Senior Maintenance Engineer, appointed as Senior Paving Engineer.

N. R. Zapf, formerly Director of Location, appointed as Director of Construction.

T. R. Johnson, formerly Electrical Engineer, Traffic Branch, appointed as Services Engineer.

R. A. Fisher, formerly Technician 1, Planning Branch, appointed as Contract Documents Officer.

A. R. Limacher, formerly Administrative Officer, appointed as Senior Personnel Officer.

A. M. Brand, formerly Personnel Officer 2, Civil Service Commission, appointed as Personnel Officer 3.

## RETIREMENTS

Several long-term employees retired during the fiscal year:

E. D. Allen, Road Foreman, Fernie, after 26 years of service.
H. V. Bailey, Road Foreman 4, Grand Forks, after 23 years of service.
E. J. Barrett, Regional Construction Engineer, North Vancouver, after 15 years of service.
W. M. Brenton, Stockman 4, Contract Documents, after 23 years of service.
A. Campbell, Ferry Captain 2, New Westminster, after 32 years of service.
W. S. Charter, Mechanic Foreman 2, Kelowna, after 30 years of service.
A. Connolly, Mechanic Foreman, Nanaimo, after 25 years of service.
R. Cortiana, Labourer, New Denver, after 20 years of service.
F. R. Covey, Deckhand, Revelstoke, after 16 years of service.
S. F. Deans, Road Foreman 4, New Westminster, after 36 years of service.
S. Dobinson, Technician, Bridge Branch, after 14 years of service.
F. S. Emmerson, Road Foreman 4, Penticton, after 26 years of service.
C. W. Ferguson, Ferry Mate 1, New Westminster, after 14 years of service.
R. S. Fisher, Mate, Nelson, after 16 years of service.
P. Gelin, Engineer 3, Bridge Branch, after 12 years of service.
M. Higano, Clerk 2, Revelstoke, after 14 years of service.
A. C. Hoglund, Machine Operator, Golden, after 20 years of service.
Miss M. Hymers, Secretary to the Deputy Minister, Victoria, after 25 years of service.
W. R. Jeffs, Regional Mechanical Superintendent, North Vancouver, after 40 years of service.
W. T. Jessop, Labourer, North Vancouver, after 19 years of service.
A. R. Johnson, Yardman, Penticton, after 15 years of service.
G. H. King, Purser, Courtenay, after 11 years of service.
J. Korenko, Assistant Mechanic Foreman, Revelstoke, after 28 years of service.
A. Lenny, Mechanic Foreman, Revelstoke, after 29 years of service.
Miss M. Littleproud, Clerk 2, Contract Documents, Victoria, after 15 years of service.
C. Miller, Yardman, Nanaimo, after 22 years of service.
M. J. Olsen, Deckhand, Rossland, after 10 years of service.
F. W. Olsen, Ferry Mate, North Vancouver, after 7 years of service.
K. Patze, Engineering Aide, Location Branch, Victoria, after 7 years of service.
G. E. Perry, Control Tower Operator, North Vancouver, after 11 years of service.
A. T. Pringle, Machine Operator, Penticton, after 25 years of service.
G. A. Rauch, Machine Operator, Golden, after 23 years of service.
T. P. Reed, Road Foreman, New Denver, after 25 years of service.
J. Shaw, Road Foreman 1, Saanich, after 26 years of service.
D. A. Sherling, Stockman, Cranbrook, after 15 years of service.
G. M. Staars, Machine Operator, Merritt, after 20 years of service.
W. K. Trail, Road Foreman, Kamloops, after 36 years of service.
A. J. Webster, Labourer, Rossland, after 24 years of service.
E. C. Webster, Director of Construction, Victoria, after 37 years of service.

C. V. Vincent, Road Foreman 2, Nelson, after 35 years of service.
J. W. Wesslen, Road Foreman, North Vancouver, after 19 years of service.
W. R. Workman, Engineer 4, Contract Documents, Victoria, after 36 years of service.

## DEATHS IN SERVICE

Fifteen employees died while in service:

P. E. Bishop, Regional Construction Engineer, Prince George, died May 7, 1971.
D. W. Fehr, Ferry Mate, Burns Lake, died June 17, 1971.
Mrs. M. C. Galbraith, Clerk 5, Prince Rupert, died January 20, 1972.
J. H. Goldie, Machine Operator 4, Merritt, died November 20, 1971.
R. P. Hatherway, Stockman 4, North Vancouver, died October 23, 1971.
M. Heddle, Road Foreman 1, Nelson, died July 25, 1971.
E. B. Ikjaer, Ferry Engineer 1, New Westminster, died May 6, 1971.
A. H. Mackie, Machine Operator 4, Duncan, died November 22, 1971.
A. H. Pearse, Machine Operator, Courtenay, died February 27, 1972.
A. Rickson, Draughtsman 2, Victoria, died August 8, 1971.
W. L. Savage, Bridge Tender, New Westminster, died October 12, 1971.
R. H. Tabata, Labourer, North Vancouver, died February 4, 1972.
J. W. Taylor, Machine Operator 6, Nakusp, died March 15, 1972.
P. Wall, Mechanic 1, Pouce Coupe, died February 22, 1972.
H. Waterfield, Road Foreman 1, Courtenay, died January 8, 1972.

## 25-YEAR CONTINUOUS SERVICE CERTIFICATES

Forty-three employees received certificates:

Lionel Andrews, Road Foreman 2, Prince Rupert.
William L. Bates, Road Foreman 3, Nanaimo.
Gustave Bauder, Machine Operator 9, Penticton.
Robert R. Bayne, Engineering Assistant, Victoria.
Roscoe A. Bowlby, Road Foreman, Terrace.
Samuel W. Boyd, Bridgeman 3, Nelson.
Russell A. Broughton, Mechanic Foreman 2, Rossland.
James A. Cambrey, Engineering Technician 4, Victoria.
George R. Coward, Road Foreman 3, Victoria.
Laurence E. Croft, Mechanic Foreman 4, Victoria.
James A. F. Dennison, Chief Engineer, Victoria.
Arthur C. Dimock, Engineer 3, Victoria.
Bernard Dunnigan, Machine Operator 5, Merritt.
Gordon B. Dunsmore, Engineering Assistant, Nanaimo.
David Edwards, Assistant Mechanical Foreman 1, Vernon.
Pietro Fuoco, District Office Manager, Penticton.
Josek Gach, Bridge Labourer, Rossland.
Russell M. Galloway, Technician 1, Nanaimo.
Robert M. Glover, Machine Operator 7, Rossland.
Robert A. Jackman, Technician 2, Nelson.
Leonard E. C. Johnson, Engineer 6, Victoria.
Charles E. Kennett, Foreman 3, New Denver.
Robert W. Kidd, Head Ferryman, Merritt.

Earl E. Kline, Mechanic Foreman 2, Nelson.
John Leslie, Grader Operator, Grand Forks.
Andrew J. W. Lougheed, Machine Operator, Burns Lake.
Hector R. MacKenzie, Property Negotiator 4, Nelson.
William Marken, Machine Operator 10, Nelson.
Steve Melnick, Head Ferryman, Rossland.
John Mucha, Power-grader Operator, Revelstoke.
Laurence G. Murray, Road Foreman 4, Penticton.
David E. Nicol, Machine Operator 9, Salmon Arm.
Andrew A. Peloso, Bridgeman 2, Nelson.
Frederick C. Poland, Bridge Foreman 2, Golden.
Andrew Pringle, Machine Operator 4, Penticton.
Edward N. Rear, Truck-driver, Revelstoke.
Edward Richardson, Machine Operator 4, Merritt.
Jack Shaw, Road Foreman 1, Victoria.
George A. Swanson, Road Foreman 2, New Denver.
George R. Sweeten, Road Foreman 2, Salmon Arm.
Fred L. Vetter, Stockman 4, Kelowna.
Donald E. Watkinson, Stockman 4, Vernon.

## 40-YEAR GOLD WATCH AWARDS

Three employees received gold watches:

Miss E. McLaughlin, Clerk 4, New Westminster.
Ernest W. Pritchard, Clerk 5, Victoria.
William R. Jeffs, Regional Mechanical Superintendent, North Vancouver.

## TEMPORARY SAFETY OFFICER APPOINTMENTS

The following Safety Officers received temporary appointments:

S. G. Palaposki, Kamloops, Region 2.
A. J. Bodnarchuk, Nelson, Region 3.
A. H. Dibben, Pouce Coupe, Region 4.
F. Martin, Smithers, Region 4.

## EXECUTIVE DEVELOPMENT TRAINING PLAN

Class XIII graduates were E. A. Lund, L. DeBoer, and P. J. Bonser.

## IN-SERVICE TRAINING

The Defensive Driving Course was made available to new employees.

Foreman Training Programme: Two groups were conducted at Allison Pass, with a total of 45 employees participating.

Other training programmes being carried on within the Department:

*Business Administration*—C. I. Smaaslet, Prince George.

*Changing Role of the Manager*—A. F. Park, Victoria.

*Communications and Human Relations*—B. Robertson, Saanich; Ray Reekie and G. Stevenson, Region 1; E. A. Locke, Victoria; H. Dennies, North Vancouver; Pat Dunn, Vernon; W. Zaporozen, Prince George; Wayne Randall, Vancouver.

*Industrial Relations*—H. D. Francis and J. D. Sutherland, Kamloops; A. L. Freebairn, Kelowna; J. Alveberg, Vernon.

*Industrial Techniques for Supervisors*—G. R. Kent, Nelson; R. M. McMillan, New Denver.

*Industrial Safety Workshop*—W. Friesen, Camosun College; H. Seige, Cobble Hill College.

*Instructional Techniques*—J. Fredrickson, Victoria.

*Intext Instructor Training Programme*—A. F. Park and J. Fredrickson, Victoria.

*Method Study Course*—A. F. Park, Victoria (BCIT).

*Principles of Supervision*—D. Butler, Edgewood; G. Kazakoff, New Denver; LeRoi Cote, Nelson; W. Friesen and E. E. Smith, Burnside; A. F. Park, Victoria; A. G. Desimone, Vernon; E. F. Maurice, A. G. Garlinge, W. D. Hunt, and C. J. Ramsay, Location; A. Allermersch, J. E. Kirkpatrick, and R. B. Diamond, Paving; D. A. Kirkland, L. S. Davidson, D. N. Moore, W. Coxon, F. A. Grelson, J. Bolleman, J. N. Ryan, J. Howie, R. Fru, and J. Bynuck, Construction; E. A. Winton, F. Schonwald, H. MacKenzie, and T. West, North Vancouver; J. Brown, A. Walisser, L. Lindsay, and W. R. Kimble, New Westminster; L. Q. Fong, Centreline; L. Lorette, J. Hayes, F. Rideout, and L. Slater, Vancouver; J. E. Harves, Dock District; G. Butterfield, Nanaimo; D. G. Johnson, Quesnel; H. P. Erickson, F. Martens, J. E. Brenner, and F. Peck, Prince George; W. A. Patten and G. W. Harper, Vanderhoof; N. Hope, Burns Lake; S. Gladysz and F. Chambers, Fort St. John; L. Donovan and G. Bartsch, Pouce Coupe; W. Ball, W. Horsnell, and S. C. Christensen, Prince Rupert; O. T. King, H. D. Francis, and S. Palaposki, Kamloops.

*Principles of Supervision (Advanced)*—R. A. Jackman, Rossland; O. Pedersen, Nelson; W. A. Cooper, New Denver; W. A. Budden, Fernie; P. S. Dunn, Vernon; F. Evans, Kelowna; H. F. Blunden, D. C. McVicar, and J. Callaghan, Kamloops; J. Avender and R. Pearson, Vernon; B. Diamond and A. Allamiers, Paving; J. Blythe and W. Randell, Vancouver; A. G. Tranfield, Location; D. H. Hutton, Terrace.

*Statistics as an Engineering Tool*—E. A. Beaumont (UBC).

*St. John First Aid*—G. Cook, C. A. Monette, J. Richards, P. D. Wade, and F. Browes, Burnside; P. Townsend, B.C. Ferries; K. Stevens, Pender Island; K. Law, Victoria; J. Stepaniuk, Saltspring Island; J. Rupert, Burnaby; L. J. Burrell and O. R. Tisot, Paving Branch.

*Work Study Course*—E. E. Smith, Burnside; W. A. Richards, Materials Testing; H. Popoff, 100 Mile House; H. C. McLeod, Nanaimo; P. O'Toole, Lillooet.

*Communications and Human Relations*—R. W. Ellis, Port Alberni; R. Blumenauer, Maple Ridge.

*Continuing Education, Critical Path Methods*—L. DeBoer, Victoria.

*Introduction to Applications Programming (C)*—J .J. McKay, B. Pearce, Victoria.

*Instructional Techniques*—R. Sturney, Prince George.

*Techniques of Work Study*—I. Fallowfield, Vancouver District.

A. R. LIMACHER
*Senior Personnel Officer*

## REPORT OF THE INSURANCE AND CLAIMS OFFICER

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

| | | $ |
|---|---|---|
| Total number of accidents | 1,162[1] | |
| Number of claims in which we recovered our repair costs | 163 | 48,855.15 |
| Recoveries pending | 49 | 18,931.11 |
| Total | | 67,786.26 |
| Number of property damage claims in which we paid out | 146 | 44,130.91 |
| Number of bodily injury claims in which we paid out | *Nil* | |
| Various claims pending | 58 | 36,526.40 |
| Total | | 80,657.31 |

[1] In 138 accidents the Government vehicles were parked. In 1970/71 there were 845 accidents.

*Motor-vehicles Involved in Accidents*

(1970/71 figures in parentheses)

| Department | Number of Accidents | | Number of Vehicles | | Percentage of Vehicles | | Percentage of Accidents | |
|---|---|---|---|---|---|---|---|---|
| Agriculture | 33 | (22) | 105 | (92) | 1.5 | (1.4) | 2.8 | (2.6) |
| Attorney-General | 72 | (53) | 376 | (275) | 5.4 | (4.3) | 6.2 | (6.2) |
| Education | 11 | (6) | 135 | (139) | 2.0 | (2.2) | 0.9 | (.7) |
| Finance | 12 | (10) | 89 | (91) | 1.3 | (1.4) | 1.0 | (1.2) |
| Forest Service | 204 | (137) | 1,291 | (1,220) | 18.7 | (18.9) | 17.5 | (16.2) |
| Health Service and Hospital Insurance | 53 | (61) | 277 | (255) | 4.0 | (3.9) | 4.5 | (7.2) |
| Highways | 568 | (400) | 3,487 | (3,279) | 50.5 | (50.9) | 48.6 | (47.1) |
| Lands Service | 9 | (8) | 80 | (74) | 1.2 | (1.2) | 0.8 | (.9) |
| Mental Health | 13 | (19) | 88 | (84) | 1.3 | (1.3) | 1.1 | (2.2) |
| Provincial Secretary | 8 | (10) | 78 | (76) | 1.2 | (1.2) | 0.7 | (1.2) |
| Public Works | 32 | (33) | 188 | (181) | 2.7 | (2.8) | 2.7 | (3.9) |
| Recreation and Conservation | 76 | (27) | 333 | (338) | 4.8 | (5.2) | 6.5 | (3.2) |
| Rehabilitation and Social Improvement | 40 | (32) | 155 | (150) | 2.3 | (2.3) | 3.4 | (3.8) |
| Water Resources | 10 | (10) | 103 | (88) | 1.5 | (1.4) | 0.9 | (1.2) |
| All others | 28 | (20) | 114 | (106) | 1.6 | (1.6) | 2.4 | (2.4) |
| Totals | 1,169[1] | (848) | 6,899 | (6,448) | 100.0 | (100.0) | 100.0 | (100.0) |

[1] Seven accidents involved vehicles of two departments.

The Interdepartmental Safety Committee held 12 meetings and recommended 173 assessments, totalling $2,420. Effective January 1, 1971, the Committee no longer reviews reports of accidents involving Highways Department vehicles, as this is done by the four Regional Review Boards.

*Comparison by Years of Claims Paid by the Government*

| | $ | | $ |
|---|---|---|---|
| 1968/69 | 80,475.90[1] | 1970/71 | 58,564.09[3] |
| 1969/70 | 100,433.58[2] | 1971/72 | 44,130.91[4] |

[1] Three claims pending [2] Two claims pending. [3] Six claims pending. [4] Forty-nine claims pending.

*Comparison by Years of Damages Recovered by the Government*

| | $ | | $ |
|---|---|---|---|
| 1968/69 | 47,264.35[1] | 1970/71 | 56,255.86[3] |
| 1969/70 | 49,464.74[2] | 1971/72 | 48,855.15[4] |

[1] Two claims pending. [2] Seven claims pending. [3] Four claims pending. [4] Forty-nine claims pending.

*Property Damage Costs*

| | $ |
|---|---|
| Estimated damage to Government vehicles | 230,545.49 |
| *Less* damage recovered or pending | 67,786.26 |
| Net cost to repair Government damage | 162,759.23 |
| *Add* third-party property damage claims paid or pending | 62,448.10 |
| Estimated total property damage cost resulting from accidents | 225,207.33 |
| Estimated total property damage cost resulting from accidents (1970/71) | 152,852.81 |

Totals for all types of claims processed through this office: Recovered, $208,377.69; paid out, $132,568.82.

*Premiums Paid for Insurance Placed During 1971/72*

| | $ |
|---|---|
| Department of Highways | 46,959.00 |
| British Columbia Ferries | 94,759.52 |
| All other departments | 56,668.21 |
| Total | 198,386.73 |

Claims, other than those arising out of accidents involving Government motor-vehicles, consisted of recovery of repair costs to 67 damaged lamp standards; 45 bridges; 61 guard-rails; 52 signs, flashers, and signals; and 56 miscellaneous claims. A total of $37,139.51 was paid out for 188 miscellaneous claims.

With respect to British Columbia Ferries, 60 claims were paid out, the majority of these for minor damage to vehicles being transported.

Twenty cases which had gone to litigation were concluded as follows: Five were decided in favour of the Government and three against the Government; 11 cases were settled out of Court and the actions withdrawn; one case was abandoned by the Government.

There are 39 cases in various stages of litigation. In 13 of these the Government is the plaintiff.

G. A. CAVIN
*Insurance and Claims Officer*

# REPORT OF THE SUPERINTENDENT OF EQUIPMENT

During the year a net total of $10,042,324.09 was expended to cover the cost of maintenance and operation of Government equipment operated by the Department of Highways.

The sum of $3,439,111.87 was expended on the purchase of new equipment as follows: 28 power graders; 6 crawler tractors; 16 rubber-tired loaders; 10 rubber-tired tractors, loaders, and mowers; 175 one-half- to one-ton trucks; 6 one and one-half-ton trucks; 105 four- to five-ton trucks; 1 tandem tractor truck; 10 station-wagons; 1 office trailer; 1 mixing plant; 3 screening plants; 2 mobile cranes; 1 hydro-seeder; 21 truck-mounted ploughs; 4 self-propelled rollers; 1 snow blast; 2 sweepers; 3 brush chippers; 14 compressors; 6 garbage packers, and sundry small equipment such as power-saws, pumps, tampers, garage equipment, etc.

Several specialized units were purchased this year which will assist in maintaining a neat, clean roadside. These units included a new hydroseeder for spraying grass seed and mulch on the roadside, two new mobile sweepers for cleanup of bridges and pavement, two side-arm-mounted flail mowers for mowing on steep slopes and inaccessible areas (*see* photograph), and six garbage trucks (*see* photograph). The garbage trucks are a specialized type which were designed so that the top section of the garbage packer can be lifted off and the truck converted into a salt- or sand-spreading unit for winter use.

A new tractor trailer unit (*see* photographs) was added to the fleet to assist in transportation of Department equipment to obtain maximum efficiency from available equipment.

## SIGN SHOP

A net expenditure of $150,022.63 was incurred by the Departmental Sign Shop in the production of all road signs during the fiscal year.

J. H. SMYTHE
*Superintendent of Equipment*

Cloverdale Yard, showing new equipment waiting distribution.

Willock folding gooseneck low-bed trailer.

International trucks with Century Haul-all garbage packers installed.

International tractors equipped with Bomford flails.

# REPORT OF THE DIRECTOR OF COMMUNICATIONS

New trunk control consoles for the Department's radio system were installed at Kamloops, Nelson, and Prince George. Consoles in all regions are now standardized. In addition, the Kamloops console now has the capability of activating any station in the Interior of the Province.

Full trunk communication was extended to the Yellowhead Highway, Bella Coola, and Bridge River areas.

The conversion to solid-state, battery-powered, mountain-top trunk repeaters is almost complete, with 88 sites in operation involving 164 solid-state units. Only three of the original Hydro-powered sites are operating. Four others are powered from a combination of Hydro and battery sources.

The new repeater stations have a very high reliability, each unit failing electronically only once every five years on the average. The special batteries used have a single-charge lifetime of over five years. We are still experiencing some station failures as a result of lightning strikes or extremely high winds. The fibreglass buildings are being strengthened, and the building foundations are being redesigned to withstand average winds of 120 miles per hour, with gusts of 240 miles per hour. The methods of protecting the buildings and equipment from the effects of lightning strikes are being improved.

Surveys were completed for the extension of the system from Terrace up the Stewart–Cassiar Highway to Good Hope Lake. This extension, involving six new stations, is scheduled for completion in August of this year.

C. G. SHEARING
*Director of Communications*

# REPORT OF THE CHIEF HIGHWAY ENGINEER

Submitted herewith are the reports of the Senior Bridge Engineer, Director of Construction, Senior Paving Engineer, and the Senior Traffic Engineer.

The total length of final location surveys completed during the year was 173.5 miles and the total length of office design, together with estimates, was 212 miles.

Design assignments handled by the Bridge Design Branch numbered 193.

The total amount of construction or reconstruction by contract amounted to 115 miles, of which 12 miles were four-lane construction. Reconstruction of local roads in the Waldo–Newgate area, due to the reservoir created by the construction of the Libby Dam on the Kootenai River in Idaho, U.S.A., is nearing completion.

The construction of 33 bridges was completed during the year and another 46 bridges are under construction. On the Upper Levels section of British Columbia Highway 1, work has started on the spectacular Cypress Creek and Nelson Creek structures. Work on the Mission Bridge and the Knight Street Bridge is continuing, the latter being unique in that it is the first of its kind on the North American continent.

The total length of highways paved with plantmix asphalt was 346.75 miles, which, together with roadmixed asphalt of 316.13 miles, makes a total of 662.88 miles of pavement laid in the fiscal year. Sealcoat surface treatment was also applied to 144.33 miles of road surface.

J. A. DENNISON
*Chief Highway Engineer*

## LOCATION BRANCH

E. E. READSHAW, DIRECTOR OF LOCATION

Highway location surveys and designs completed during the fiscal year are listed in the following report, totalling 386 miles of preliminary line, 173.5 miles of location line, and 212 miles of office designs and estimates.

The total expenditures amounted to $2,465,036.86, which is detailed as follows:

| | $ |
|---|---|
| British Columbia Highway 1 surveys and designs | 126,059.51 |
| General highways, surveys and designs | 2,172,372.49 |
| Legal surveys | 165,758.98 |
| Mining-roads, surveys and designs | 845.88 |
| Total | 2,465,036.86 |

### PLANNING SECTION

The following has been undertaken by this section of the Branch between April 1, 1971, and March 31, 1972:

In the last fiscal year, sufficient low-level photography was obtained to produce high-order mapping on the Lougheed Highway between North Road and Cape Horn, between Essondale and the Barnet Highway, between Coquitlam and the Pitt

River, and from Haney to Silverdale Creek; on the Barnet Highway between Ioco Overhead and Coquitlam and a section of Port Moody; on the following Lower Mainland roads: Scott Road between Pattullo Bridge and New McLellan Road and on Clarke Road between North Road and Port Moody; on the King George VI Highway between Whitehouse Corner and the United States Border; on the Okanagan Highway between Kaleden Junction and Kelowna, Oyama and Vernon, Vernon and Swan Lake Junction, and between Grindrod and Sicamous; and some miscellaneous photography between Tadanac and Trail.

Low-level photography was used to produce high-order mapping on British Columbia Highway 1 between Cedar Junction and Nanaimo; on the Lougheed Highway between Essondale and the Barnet Highway, between Coquitlam and Pitt River, between Haney and Mission, and on the Haney business district bypass; on Highway 11 for updating mapping between Abbotsford and Mission; on the Yellowhead Highway for Terrace Bypass; on Highway 17 in the vicinity of Ladner Interchange; on the Okanagan Highway between Trout Creek and the Okanagan Lake Bridge, between Reid's Corner and the Vernon Army Camp, between Vernon and Swan Lake Junction, and between Grindrod and Sicamous; also miscellaneous mapping was undertaken on Clarke Road between North Road and Port Moody and between Tadanac and Trail for an interchange.

Higher-level photography was utilized to produce reconnaissance-type mapping to investigate a crossing of the Skeena River at Kitwanga; also mapping was obtained for studies at Sears Island, Sicamous, and at Skookumchuck in the Kootenays.

Route projections or layouts were made on aerial photos or mapping for the following: Dutchman Creek to Monashee Pass Creek, Reiswig to Ferry Creek, Abbotsford to Mission, Ellison Lake to Woods Lake, Sicamous alternates, Skeena crossing at Kitwanga, Moran Dam area roads study, Vanderhoof (CN crossing), Essondale to Barnet Highway, Valleyview to Campbell Creek, junction Highway 9 to Laidlaw, Hunter Creek to Hope, Hope to Merritt, Sechelt to Madeira Park, Terrace Bridge approaches, Trout Creek to Summerland, St. Mary's River crossing at Wycliffe, and between Fort Nelson and the Petitot River.

## Survey and Design Section

An asterisk indicates that design drawings and estimates have been completed.

| | Preliminary Line | Location Line | Office Design |
|---|---|---|---|
| 1. *British Columbia Highway 1* | Miles | Miles | Miles |
| Widening at Cobble Hill Road intersection | ..... | ..... | 0.57* |
| Cedar Junction to Nanaimo | 3.00 | 0.11 | ..... |
| Nanaimo—Terminal Avenue (redesign) | ..... | ..... | 0.10 |
| Lynn Valley drainage (Keith Creek interceptor) | 0.25 | ..... | 0.21 |
| Horseshoe Bay to Taylor Way | ..... | ..... | 1.00* |
| Deer Lake and Sprott Street, mapping | 1.13 | ..... | ..... |
| Mount Lehman Interchange | 0.32 | ..... | ..... |
| Lickman Road to River Road, frontage road | ..... | ..... | 1.34* |
| Bridal Falls to Wahleach | ..... | 0.72 | 2.00 |
| Flood to Hope | ..... | 5.88 | ..... |
| Valleyview to Campbell Creek | ..... | 10.43 | ..... |
| Cache Creek, curb and gutter | ..... | 0.76 | ..... |
| Balmoral Slide (revision) | ..... | 1.08 | ..... |
| Revelstoke to Clachnacudainn, truck lanes | ..... | ..... | 2.20* |
| Totals | 4.70 | 18.98 | 7.42 |

## SURVEY AND DESIGN SECTION—*Continued*

| | Preliminary Line | Location Line | Office Design |
|---|---|---|---|
| 2. *British Columbia Highway 3* | Miles | Miles | Miles |
| Hope–Princeton Slide | 1.07 | 1.02 | 1.20 |
| Nine Mile Creek to Kettle River | 1.55 | 4.21 | ..... |
| Johnstone Creek to Government camp-site | 6.61 | ..... | ..... |
| Tadanac to Trail | 4.16 | ..... | ..... |
| District Lot 3229 to Spencer Hill | 1.40 | ..... | 4.95* |
| Castlegar, curb and gutter | 1.40 | ..... | ..... |
| Blueberry Creek to Kinnaird | 0.50 | 2.50 | 5.00* |
| Meadow Siding to Erie Lake | 4.36 | 4.51 | ..... |
| South Forks to Salmo | 2.00 | ..... | 8.80 |
| Rock Creek Switchback to Rock Creek Junction | 2.71 | ..... | ..... |
| Nelson Arterial | ..... | ..... | 0.50* |
| Arrow Creek to Goat River | ..... | ..... | 1.80* |
| Cranbrook, curb and gutter (Van Horne Street) | ..... | ..... | 0.05 |
| Sparwood (revision) | ..... | ..... | 0.17* |
| Totals | 25.76 | 12.24 | 22.47 |
| 3. *Vancouver Island Highways* | | | |
| Highway 1A— | | | |
| Craigflower to Tillicum Intersection | ..... | ..... | 0.70 |
| Thetis Lake Interchange to Wilfert Road | ..... | ..... | 0.85 |
| Colwood Corner (redesign) | ..... | ..... | 0.91 |
| Jordan River to Black Creek | 1.59 | 1.37 | ..... |
| Highway 14—Black Creek approaches | ..... | ..... | 0.70* |
| Highway 17—Haliburton Road to Island View Road | ..... | ..... | 0.50* |
| Highway 18—Summit Sawmill to Cowichan Lake | ..... | ..... | 1.30* |
| Highway 19— | | | |
| Tsable River Bridge approaches | 1.00 | 0.80 | ..... |
| Sayward to Eve River Summit | 10.55 | 6.87 | ..... |
| Eve River Summit to Woss Camp | 4.62 | 4.73 | ..... |
| Woss Camp to south end Nimpkish Lake | 4.63 | 4.74 | 3.00 |
| Nimpkish Lake section | ..... | ..... | 14.67* |
| North end Nimpkish Lake to Nimpkish Junction | 1.00 | 1.53 | ..... |
| Brechin Road to Bowen Road | ..... | ..... | 1.20* |
| Courtenay, curb and gutter | 1.00 | ..... | ..... |
| Campbell River, curb and gutter (redesign) | ..... | ..... | 0.77 |
| Totals | 24.39 | 20.04 | 24.60 |
| 4. *Lower Mainland Roads* | | | |
| Highway 7A—Port Moody—Johns Street, curb and gutter | 2.60 | ..... | ..... |
| Highway 7— | | | |
| Coquitlam to Pitt River | 2.80 | ..... | ..... |
| Essondale to Barnet Highway | 1.60 | 2.28 | 0.60 |
| Haney to Silverdale Creek | 14.10 | ..... | ..... |
| Haney business bypass | 3.10 | ..... | ..... |
| Harrison Lake Road to Agassiz | 0.40 | 0.71 | ..... |
| Agassiz to Ruby Creek | ..... | ..... | 6.55* |
| Highway 11—Mission Bridge to Abbotsford | 4.90 | 1.34 | ..... |
| Highway 15—Cloverdale Bypass | ..... | 0.57 | 0.57 |
| Highway 17—Boundary Bay Road to Highway 499 | 3.60 | ..... | 3.50 |
| Highway 99— | | | |
| Alice Lake Junction to Brohm Lake | ..... | 3.70 | 2.87 |
| Cheakamus Canyon (revision 2) | 0.40 | 1.43 | ..... |
| Highway 101— | | | |
| Langdale west | ..... | ..... | 5.50 |
| Sechelt to Madeira Park | 19.46 | 6.79 | 7.35* |
| Powell River, curb and gutter | 4.40 | 3.85 | ..... |
| Miscellaneous— | | | |
| Broadway Interchange, Burnaby | ..... | ..... | 0.80 |
| Fourth Avenue connection—Chancellor to Drummond | ..... | ..... | 0.42* |
| Knight Street extension | ..... | ..... | 2.50 |
| Kilgard Road—Marshall Creek approaches | ..... | ..... | 0.11* |
| Mount Seymour Park Road | ..... | ..... | 3.95* |
| Cypress Bowl access | 12.50 | 9.52 | 7.60 |
| Delta—56th Street, curb and gutter | 2.00 | ..... | 0.67 |
| Westminster Highway | 1.03 | ..... | ..... |
| Hocking Avenue to Sardis Interchange | 1.70 | 0.11 | ..... |
| Chilliwack, curb and gutter | 1.00 | ..... | ..... |
| Totals | 75.59 | 30.30 | 42.99 |

## SURVEY AND DESIGN SECTION—*Continued*

| | Preliminary Line | Location Line | Office Design |
|---|---|---|---|
| 5. *Okanagan Highway 97* | Miles | Miles | Miles |
| Penticton to Summerland | 33.30 | 2.03 | ..... |
| Summerland to Deep Creek | 10.90 | ..... | ..... |
| Deep Creek to Kelowna | 41.72 | ..... | ..... |
| Kelowna to Reid's Corner | 7.20 | ..... | ..... |
| Reid's Corner to Oyama | 17.10 | 6.90 | 5.08* |
| Oyama to Vernon | 15.01 | ..... | ..... |
| Vernon to junction Highway 97A | 7.52 | ..... | ..... |
| Sicamous to Grindrod | 42.14 | 26.26 | ..... |
| Totals | 174.89 | 35.19 | 5.08 |
| 6. *Cariboo Highway 97* | | | |
| Bonaparte River to Clinton | ..... | ..... | 3.00* |
| Mile 142 to Mile 150, truck lanes | ..... | ..... | 1.52* |
| Macalister Underpass approaches | ..... | ..... | 1.50 |
| Australian to Alexandria Indian Reserve | ..... | ..... | 7.32* |
| British Columbia Railway Overpass at Kersley | ..... | ..... | 0.10* |
| North Star Interchange at Quesnel | 1.46 | 0.87 | 0.30 |
| Totals | 1.46 | 0.87 | 13.74 |
| 7. *Yellowhead Highway 16* | | | |
| Prince Rupert—McBride Street, curb and gutter | ..... | ..... | 0.20 |
| Terrace Bypass | 3.31 | 1.62 | ..... |
| McNeil River to Tyee | ..... | ..... | 2.10* |
| Kitsumkalum to Shames | ..... | ..... | 11.00 |
| Kitsumkalum River Bridge approaches | ..... | ..... | 2.68* |
| Houston Arterial—Tweedie Avenue to Butler Street | ..... | ..... | 0.32 |
| Prince George—20th Avenue intersection | ..... | ..... | 0.24 |
| District Lot 7203 to District Lot 7155 | ..... | ..... | 12.06* |
| District Lot 7155 to Tête Jaune | ..... | ..... | 2.00 |
| Totals | 3.31 | 1.62 | 30.60 |
| 8. *Miscellaneous Highways* | | | |
| Highway 5— | | | |
| Blackpool to Clearwater | ..... | ..... | 1.00* |
| Paul Creek to Heffley Creek (revision) | ..... | 2.87 | ..... |
| Highway 6— | | | |
| Carpenter Creek Bridge approaches at New Denver | ..... | ..... | 0.60* |
| Wilson Creek Bridge approaches at Roseberry | ..... | ..... | 0.70* |
| Hill's Siding to Summit Lake | 7.74 | 4.10 | ..... |
| Cape Horn to Corey Creek | 3.00 | ..... | ..... |
| Slocan Bluffs to Cape Horn Bluffs | 9.62 | 4.55 | ..... |
| Halfway River to Galena Pass | ..... | ..... | 15.33* |
| Highway 20— | | | |
| Chilcotin Bridge to Williams Lake | ..... | ..... | 13.20* |
| Towdystan to Young Creek | 0.81 | 0.98 | ..... |
| Young Creek to Bella Coola | ..... | 6.61 | ..... |
| Highway 95A— | | | |
| Halpin Corners, Kimberley | ..... | ..... | 0.27 |
| Blarchmont Hill, Kimberley | ..... | ..... | 0.10 |
| Highway 97— | | | |
| Progress to Arras | ..... | ..... | 4.59 |
| Nechako River north | 7.00 | 1.82 | ..... |
| Nechako Hill, left-turn slot | 0.82 | ..... | ..... |
| Miscellaneous— | Miles | Miles | Miles |
| Meziadin Lake to Nass River | ..... | ..... | 4.30 |
| Kitwanga Bridge site | 1.70 | 1.47 | ..... |
| Pack River Bridge site | 2.52 | 1.56 | ..... |
| Four Corners to District Lot 777 | 5.71 | ..... | ..... |
| Four Corners to Highland Valley | 0.50 | 9.28 | 9.25 |
| Rock Creek to Kelowna (West Kettle to West Bridge) | 3.10 | ..... | ..... |
| Logan Lake to Stake Lake | 26.28 | 18.15 | ..... |
| Elk River Road—Boivin Creek to Round Prairie | ..... | 1.05 | ..... |
| Crawford Bay to Rose Pass | 1.00 | 0.89 | ..... |
| Kaslo to New Denver (Three Forks section) | 1.98 | 0.93 | ..... |
| Gerrard Bridge site | 0.66 | ..... | ..... |
| Fort Steele to District Lot 311 | ..... | ..... | 2.74* |
| Babine Lake Road—Strimbold Creek to Tachek Creek | ..... | ..... | 6.28* |
| Pouce Coupe River to Alberta boundary | ..... | ..... | 4.87* |
| McLeod Lake Indian Reserve to John Hart Highway | ..... | ..... | 1.70* |
| Bernard Avenue Overhead approaches at Kelowna | 0.40 | ..... | 0.17* |
| Penticton to Naramata | 3.06 | ..... | ..... |
| Totals | 75.90 | 54.26 | 65.10 |
| Grand totals | 386.00 | 173.50 | 212.00 |

## Legal Surveys Section

| The expenditures for legal surveys were as follows: | $ |
|---|---|
| Legal Survey Vote | 165,758.98 |
| Construction Project Votes | 132,868.19 |
| British Columbia Ferries Division | 1,290.70 |
| | 299,917.87 |

*Highway 1:*
Subdivision of Lot 1 of Lot 131 in Lot 34, Oyster District (Ladysmith).
Plan through District Lots 612 and 613, Group 1, NWD (Lynn Creek).
Oregon Jack to Ashcroft Manor.
Balmoral Slide (revision).
Widening in Switsemalph Indian Reserve 3.

*Highway 3:* Princeton to Sterling Creek, widenings.*

*Highway 5:* Frontage roads and weigh-scale site in Kamloops Indian Reserve 1.

*Highway 6:* Fauquier to Nakusp.†

*Highway 7:* Through District Lot 37, Group 1, NWD (Agassiz).

*Highway 11:* Through Sublot 9 of Lot 1, Group 3, NWD (Mission Bridge).

*Highway 14:*
Widening in Section 26, Township 5 (near Quick).
Through District Lot 1351, Range 5, Coast District (near Hazelton).
District Lot 5181 to north boundary of Igshenigwolk Indian Reserve 3.*

*Highway 17:*
Rogers Avenue to Cherry Tree Bend.*
Hamsterly Road to Martindale Road.
Martindale Road to Island View Road.*

*Highway 18:*
Through Lots 1 and 2, Plan 5571, Lot 3, Plan 12607.
Lot 23, Plan 5580, Section 6, Renfrew District.

*Highway 23:* Shelter Bay to north boundary of District Lot 811, Kootenay District.

*Highway 28:* Ahaminaquus Indian Reserve 12 to east boundary of District Lot 217, Nootka District.

*Highway 33:* West boundary of Section 15, Township 27, to east boundary of District Lot 3742, KDYD.

*Highway 35:* North boundary of District Lot 2460 to south boundary of northwest quarter of District Lot 5693, Range 5, Coast District.

*Highway 95:* South boundary of Section 10 to north boundary of Legal Subdivision 16, northeast quarter of Section 17, Township 25, Range 20, W5M.

*Highway 97 and Alternates:*
Grindrod Hill to Vernon District boundary.
Through Lot 2, Plan 12175, Section 13, Township 7, ODYD.
Widenings in parts of District Lots 124 and 125, Sections 34 and 20, Township 26, ODYD (near Kelowna).
Redefining Benvoulin Road and Highway 97.

* Continuing surveys.
† Continuing surveys, now complete.

*Highway 99:* Through Lots 12 and 13, Plan 7016, Group 1, NWD (near Lion's Bay).

*Highway 101:* Lois River Bridge approaches.

*Miscellaneous Roads:*

*Region 1:*

Coleman Road through part of Lot 11, Plan 2597, Section 7, Range 4, Shawnigan District.

East Sooke Road through Becher Bay Indian Reserve 1.

Cobble Hill to Shawnigan Lake Road through part of Section 10, Range 5, Shawnigan District.

Beaver Point Road: East boundary of west half of Section 14 to east boundary of Section 71, South Saltspring Island.

Easement right-of-way through parts of Sections 3, 7, and 8, Mayne Island.

Reposting Lyall Harbour Road by Plan 14515.

Cobble Hill Road through Section 9, Range 6, Shawnigan District.

Giant Powder Works Road through District Lot 76, Nanoose District.

MacMillan Road through Nanaimo Indian Reserve 4.

Condensory Road through Pentledge Indian Reserve 2.

Gowlland Harbour Road through part of District Lot 212, Quadra Island.

Plan of Lot D of northwest quarter of Section 11, Hornby Island (Department yard-site).

Sylvester Road through part of Section 12, Township 18, NWD.

Maple Road: District Lot 6256 to District Lot 4761, NWD (near Egmont).*

Reposting Oldershaw Road in Lot 30, District Lot 1625, Group 1, NWD (near Sechelt).

Knight Street Bridge: Bridgeport Road to Southwest Marine Drive.*

Frontage road: Lickman Road to River Road in District Lots 73, 74, and 271, Group 2, NWD.

Air-space parcel, Hjorth Road, Sections 20 and 29, Block 5 north, NWD.

Ferry foreshore lots, Sointula, Alert Bay.

*Region 2:*

Canim Lake Road 318 through Canim Lake Indian Reserve 1.

Horsefly Road 419: East boundary of Lot 12191 to east boundary of northwest quarter of District Lot 9050, Cariboo District.

Bella Coola Airport access road.

Walker Park access road (Bella Coola).

Bedford Road through Lots 230, 231, 233, and 234, Plan 1247, and part of Section 32, Township 29, ODYD (Kelowna).

Pavilion Lake gravel pit in District Lot 5073, Lillooet District.

*Region 3:*

Posting plan of Gilpin Road in part of District Lot 2028, SDYD.

Subdivision plan part of District Lot 534, SDYD (Grand Forks yard-site).

Mission Road 8 through Block 2, Plan 1090, District Lot 2594, Kootenay District (near Cranbrook).

Keenleyside Dam to Celgar plant.

*Region 4:*

Lower Mud River Road 310 in District Lots 1897 and 1570, Cariboo District.

North Nechako Road through District Lots 3050 and 4376, Cariboo District.

Mackenzie Arterial Highway: Highway 97 to Mackenzie District Municipality boundary.

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* Continuing surveys.

Hudson Hope–Portage Mountain Road through District Lots 1092 and 1092A, PRD.
Queen Charlotte City–Masset Highway Queen Charlotte City to Skidegate Indian Reserve.*
Babine Lake Road to Bulkley River to north boundary of District Lot 1198, Range 5, Coast District.
Woodmere Road through District Lots 1221 and 1222, Range 5, Coast District.

*Surveys Completed by Legal Surveys Division of Surveys and Mapping Branch*

*Highway 5:*

Messiter to Six Mile Crossing (Blue River).
Clemina to Albreda.

*Highway 16:* Crescent Spur to Ptarmigan Creek.

*Legal Surveys Under Project Votes*

Project 1708—River Road, Alberni.
Project 1715—Horseshoe Bay to Taylor Way.*
Project 1840—Merritt Junction to Valleyview.*
Project 1864—Ruby Creek to Katz Flat to Haig.*
Project 1914—Kid Creek to Goat River.
Project 1947—Prest Road Interchange.
Project 1949—Prudhomme Lake to Galloway Rapids.*
Project 1950—Queen Charlotte City to Skidegate.†
Project 1976—Williams Lake to Mountain House.
Project 1991—Dog Prairie to Australian.
Project 2043—Ardwell Road to Island View Road.*
Project 2063—Rogers Avenue to Cherry Tree Bend.*
Project 2092—Nelson Arterial.*
Project 2094—Blueberry to Kinnaird.*
Project 2122—Great Central Lake to Taylor Arm Section.*
Project 2134—Chilcotin Bridge to Williams Lake.*
Project 2237—Summit Sawmills to Cowichan Lake Village.*
Project 2238—Pitt River to Haney.*
Project 2239—Jones Creek to Hunter Creek.*
Project 2308—Australian to Alexandria.*
Project S2171—Clinton to North Bonaparte River.*

## CONSTRUCTION BRANCH

### N. R. ZAPF, DIRECTOR OF CONSTRUCTION

Progress continues on all grading projects under contract, and 115.56 miles have been completed in the current fiscal year.

On British Columbia Highway 1, Merritt Junction to Valleyview has been completed; approximately half of the Jones Creek to Hunter Creek contract west of Hope is complete.

On British Columbia Highway 401, work is continuing on the four-lane freeway between Horseshoe Bay to Taylor Way on the 3.2-mile section; whereas work on the 5.75-mile section, which was awarded this year, has only 1.32 miles complete. The Prest Road Interchange is now complete.

* Continuing surveys.
† Continuing surveys, now complete.

On British Columbia Highway 3, work has started on the Blueberry Creek to Kinnaird 3.12-mile section. The Eager Hill project is 50 per cent complete. On the Nelson–Nelway Highway 6, the Ymir to Euphrates 9.3-mile section is nearing completion; whereas work on the Nelson to Taghum project is only approximately one-third complete.

On the Yellowhead Highway, though the Prudhomme Lake to Galloway Rapids contract is complete, the McNeil River to Prudhomme Lake contract is only 95 per cent complete. Of the 10.8-mile section from the Fraser River to District Lot 7203 south of McBride, 8.1 miles are complete.

On the Chilcotin Highway 20, approximately one-third of the 15.1-mile section west of Williams Lake has been completed.

On the Cariboo Highway 97, the Williams Lake to Mountain House section has been completed and 3.1 miles of the Australian to Alexandria Indian Reserve remain to be completed.

Approximately two-thirds of the 11.5-mile section of the Stewart–Watson Lake Highway between Beaverpond Creek and Bob Quinn Lake is complete; whereas the North Bell-Irving River to Beaverpond section, some 16 miles, is at present half complete.

Reconstruction of some 25 miles of local roads in the Waldo to Newgate area due to the reservoir created by the construction of the Libby Dam on the Kootenai River in Idaho, U.S.A., is nearing completion.

Construction of the Agassiz to Haig section of the Lougheed Highway is proceeding according to schedule. The widening of the 6-mile section to four lanes between Pitt River and Haney is nearing completion.

The approaches to the Roberts Bank Railway overpass on the Pacific Highway at Cloverdale and on the King George VI Highway are nearing completion.

Also nearing completion is the Billings to Cascade section of Highway 395. However, the Halfway River to Galena Bay Pass section of Highway 23 was only recently awarded and work has not yet started.

Work on the Cypress Bowl access road, recently awarded, has only just started, and the Mount Seymour Park Road is almost 50 per cent complete.

On Vancouver Island, the widening of the Patricia Bay Highway to four lanes is almost complete. There remains 4 miles of reconstruction on the Cowichan Lake Highway. The 13.6-mile section from Great Central Lake Road to Taylor Arm on Highway 4 west of Port Alberni was awarded, and 7 miles have been completed.

The programme to connect the Port Hardy area to the Island Highway system continued with the completion of the 5-mile section between Nimpkish Lake to Nimpkish Junction. The 13-mile section from the south to north end of Nimpkish Lake was awarded, and 2.9 miles have been completed this fiscal year.

Quantities in grading contracts were as follows:

| | | |
|---|---|---|
| Grading excavation— | | |
| Solid rock | cu. yds. | 5,469,628 |
| Other materials | cu. yds. | 19,473,100 |
| Total | cu. yds. | 24,942,728 |

| | | |
|---|---|---|
| Clearing and grubbing | ac. | 3,126 |
| Foundation excavation— | | |
| Solid rock | cu. yds. | 5,756 |
| Other materials | cu. yds. | 66,869 |
| Total | cu. yds. | 72,625 |
| Culvert pipe (all types)— | | |
| 10- to 30-inch diameter | lin. ft. | 66,725 |
| 36-inch diameter and over | lin. ft. | 14,556 |
| Large culverts and cattle passes (steel plate) | lin. ft. | 3,044 |
| Concrete-in-place (retaining-walls, drainage structures, etc.) | cu. yds. | 5,486 |
| Riprap (loose and hand laid) | cu. yds. | 19,305 |
| Fencing | rod | 11,679 |
| Gates | each | 71 |
| Steel bin retaining-wall (frontal area) | sq. ft. | 14,762 |
| Granular material— | | |
| Pit run or 3-inch minus | tons | 886,027 |
| Crushed (¾- to 3-inch) | tons | 1,390,537 |
| Total | tons | 2,276,564 |
| Guard-rail, reinforced concrete | lin. ft. | 2,820 |

## GRADING CONTRACTS

| Project No. | Highway and Section | Total Length (Miles) | Miles Completed, Present Fiscal Year | Miles Completed to Date | Remarks |
|---|---|---|---|---|---|
| | BRITISH COLUMBIA HIGHWAY 1 | | | | |
| | *(a) Continuing Contracts Let Before 1971/72* | | | | |
| 1715 (Part) | Horseshoe Bay to Taylor Way, Garibaldi Highway section | 3.10* | 1.80* | 1.86* | Work continuing, contract includes widening one overpass and construction of six new overpasses or underpasses (*see also* Highways General). |
| 1840 (Part) | Merritt Junction to Valleyview | 4.73* | 0.57* | 4.73* | Project completed (*see also* Highways General). |
| 1864 (Part) | Haig Connection to Lougheed Highway | 0.25 | 0.04 | 0.21 | Work continuing (*see also* Highways General). |
| 1947 (Part) | Prest Road Interchange | 0.79* | 0.19* | 0.79* | Project completed (*see also* Highways General). |
| 2239 | Jones Creek to Hunter Creek | 4.97* | 2.42* | 2.42* | Work continuing (*see also* Highways General). |
| | *(b) Contracts Let, 1971/72* | | | | |
| 2127 | Horseshoe Bay to Taylor Way | 5.30* | 1.21* | 1.21* | Work continuing. |
| | | 5.30* | | | |
| | Total miles contracts let, British Columbia Highway 1, 1971/72 | 5.30 | | | |
| | | | 6.19* | | |
| | | | 0.04 | | |
| | Total miles built by contract, British Columbia Highway 1, 1971/72 | ..... | 6.23 | | |

* Multilane (four or more lanes).

## GRADING CONTRACTS—*Continued*

| Project No. | Highway and Section | Total Length (Miles) | Miles Completed, Present Fiscal Year | Miles Completed to Date | Remarks |
|---|---|---|---|---|---|
| | HIGHWAYS GENERAL | | | | |
| | *(a) Continuing Contracts Let Before 1971/72* | | | | |
| 1715 (Part) | Horseshoe Bay to Taylor Way, Garibaldi Highway section | 0.42 | 0.25 | 0.25 | Work continuing (*see also* British Columbia Highway 1). |
| | Connections, etc. | 3.20 | 1.86 | 1.92 | |
| 1840 (Part) | Merritt Junction to Valleyview, connections | 4.58 | 0.55 | 4.58 | Project completed. |
| 1864 (Part) | Ruby Creek to Haig, Lougheed Highway | 4.08 | 0.69 | 3.46 | Work continuing (*see also* British Columbia Highway 1). |
| | Logging-road | 0.35 | 0.06 | 0.29 | |
| 1947 (Part) | Prest Road Interchange | 2.01 | 0.49 | 2.01 | Project completed (*see also* British Columbia Highway 1). |
| 1949 | Prudhomme Lake to Galloway Rapids, Yellowhead Highway | 6.35 | 0.20 | 6.35 | Project completed. |
| 1970 | McNeil River to Prudhomme Lake, Yellowhead Highway | 6.02 | 1.14 | 5.71 | Work continuing. |
| 1976 | Williams Lake to Mountain House Road, Cariboo Highway | 15.06 | 1.21 | 15.06 | Project completed. |
| 2043 | Ardwell Road to Island View Road, Patricia Bay Highway 17 | 6.50* | 0.26* | 6.50* | Project completed. |
| | Frontage roads | 8.00 | 0.32 | 8.00 | |
| 2063 | Rogers Avenue to Cherry Bend, Patricia Bay Highway 17 | 2.95* | 0.75* | 2.93* | Work continuing. |
| | Frontage roads | 4.25 | 1.07 | 4.21 | |
| 2093 | Ymir to Euphrates, Nelson–Nelway Highway | 9.30 | 3.06 | 8.92 | Work continuing. |
| 2209 | Roberts Bank Railway Overpass approaches, Pacific Highway | 0.65 | 0.36 | 0.52 | Work continuing. |
| 2210 | Roberts Bank Railway Overpass approaches King George VI Highway | 0.89 | 0.84 | 0.84 | Work continuing. |
| | Connections | 0.75 | 0.71 | 0.71 | |
| 2223 | District Lot 9251 to District Lot 11513 section, Wardner–Newgate Road | 3.24 | 0.52 | 3.24 | Project completed. |
| 2228 | Gold Creek section, Wardner–Newgate Road | 7.58 | 5.53 | 6.06 | Work continuing. |
| 2229 | Sand Creek to Baynes Lake, Jaffray–Waldo Road | 8.27 | 6.70 | 8.27 | Project completed. |
| 2230 | Kootenay River crossing at Kikomun Creek, Elko–Newgate Road | 5.83 | 4.84 | 5.01 | Work continuing. |
| 2234 | Beaver Pond Creek to Bob Quinn Lake, Stewart–Cassiar Highway | 11.48 | 8.26 | 8.26 | Work continuing. |
| 2236 | North end of Nimpkish Lake to Nimpkish Junction, Island Highway | 5.02 | 5.02 | 5.02 | Project completed. |
| 2237 | Summit Sawmills to Cowichan Lake, Cowichan Lake Highway | 7.21 | 3.10 | 3.10 | Work continuing. |
| | Connections | 1.05 | 0.45 | 0.45 | |
| 2238 | Pitt River to Haney, Lougheed Highway | 5.96* | 4.94* | 4.94* | Work continuing. |
| | Connections | 0.62 | 0.51 | 0.51 | |
| 2239 | Jones Creek to Hunter Creek, connections | 1.38 | 0.67 | 0.67 | Work continuing (*see also* British Columbia Highway 1). |
| | *(b) Contracts Let, 1971/72* | | | | |
| 1989 | Eager Hill, British Columbia Highway 3 | 4.26 | 2.51 | 2.51 | Work continuing. |
| | Kootenay-Columbia | 0.85 | 0.50 | 0.50 | |
| 2092 | Nelson to Taghum (arterial) | 1.01 | 0.36 | 0.36 | Work continuing. |
| | Nelson to Nelway (Cottonwood) | 0.52 | 0.18 | 0.18 | |
| | Connections | 0.93 | 0.33 | 0.33 | |
| 2094 | Blueberry Creek to Kinnaird | 3.12 | 1.27 | 1.27 | Work continuing. |
| | Connections | 0.54 | 0.22 | 0.22 | |
| 2116 | Fraser River to District Lot 7203 | 10.80 | 8.10 | 8.10 | Work continuing. |
| | Connections | 0.52 | 0.39 | 0.39 | |
| 2122 | Great Central Lake Road to Taylor Arm | 13.59 | 7.06 | 7.06 | Work continuing. |
| | Connections | 2.30 | 1.19 | 1.19 | |
| 2127 | Horseshoe Bay to Taylor Way, Section 2, connections | 5.75 | 1.32 | 1.32 | Work continuing. |
| 2134 | Chilcotin Bridge to Williams Lake | 15.15 | 4.69 | 4.69 | Work continuing. |
| | Connections | 1.93 | 0.59 | 0.59 | |

* Multilane (four or more lanes).

## GRADING CONTRACTS—*Continued*

| Project No. | Highway and Section | Total Length (Miles) | Miles Completed, Present Fiscal Year | Miles Completed to Date | Remarks |
|---|---|---|---|---|---|
| | HIGHWAYS GENERAL—*Continued* | | | | |
| | (*b*) *Contracts Let, 1971/72*—Continued | | | | |
| 2233 | North Bell-Irving River to Beaverpond Creek | 16.33 | 8.63 | 8.63 | Work continuing. |
| 2235 | Agassiz to Ruby Creek | 11.28 | 3.72 | 3.72 | Work continuing. |
| | Connections | 2.32 | 0.76 | 0.76 | |
| 2240 | Billings to Cascade | 0.90 | 0.71 | 0.71 | Work continuing. |
| | Connections | 0.17 | 0.13 | 0.13 | |
| 2308 | Australian to Alexandria Indian Reserve | 10.17 | 7.11 | 7.11 | Work continuing. |
| 2311 | Halfway River to Galena Bay Pass | 15.33 | ..... | ..... | Work to commence. |
| | Connections | 1.72 | | | |
| 2312 | Mount Seymour Park Road | 3.95 | 1.95 | 1.95 | Work continuing. |
| 2313 | South end to North end, Nimpkish Lake | 13.19 | 2.90 | 2.90 | Work continuing. |
| | Connections | 0.31 | 0.06 | 0.06 | |
| 2353 | Cypress Bowl access | 5.45 | 0.10 | 0.10 | Work continuing. |
| | | 15.41* | | | |
| | | 142.39 | | | |
| | Total miles contracts let, highways general, 1971/72 | 157.80 | | | |
| | | | 5.95* | | |
| | | | 103.19 | | |
| | Total miles built by contract, highways general, 1971/72 | ..... | 109.14 | | |
| | | 20.71* | | | |
| | | 142.39 | | | |
| | Total miles contract let, all highways, 1971/72 | 163.10 | ..... | ..... | Includes British Columbia Highway 1. |
| | | | 12.14* | | |
| | | | 103.23 | | |
| | Total miles built by contract, all highways, 1971/72 | ..... | 115.37 | ..... | Includes British Columbia Highway 1. |

* Multilane (four or more lanes).

## PAVING BRANCH

D. F. MARTIN, SENIOR PAVING ENGINEER

Authorizations issued in 1971/72 totalled $20,031,000, which was $5,420,000 more than the previous year.

Expenditures amounted to $15,731,221, which was $2,195,302 more than last year.

A total of 320 miles of highway was paved, which was 4.5 miles less than the previous year. In addition, Paving Branch crews roadmixed approximately 87 miles, surface-treated 119.6 miles, and shoulder-treated 45.3 miles.

Weather conditions were generally favourable throughout the paving season, and the performance of contractors and suppliers was up to the usual standard.

### CONTRACT CRUSHING, BASE CONSTRUCTION, DRAINAGE, AND PAVING

Eight projects were carried over from 1970/71, all of which involved substantial field work and expenditure. Thirty-nine projects were called and awarded up to the end of 1971. A considerable amount of projects for paving in Provincial parks was carried out for the Department of Recreation and Conservation at a cost of approximately $797,000, also the paving of service areas and parking-lots for various Provincial departments and agencies was included in our paving contracts.

Nineteen projects were completed during the year and twenty-eight involving field work will be continued into 1972.

The use of softer cut-back asphalts in the colder areas of the Province was continued again in 1971 and further studies will be made on its effect in reducing maintenance costs.

## Pulvimix and Surface Treatments

Three day-labour crews under the over-all control and direction of a Senior Technician were again employed in 1971. MC-2 cut-back asphalt was used on all roadmix work as it appears to give the best results under the variable weather conditions encountered during construction. A total of 206.6 miles was surface-treated or roadmixed, and 45.3 miles of shoulder treatment were completed by the Paving Branch crews.

A test section of 8 miles of highway shoulders was primed, then treated with a viscous type of emulsion and covered with ¾-inch gravel. There is every indication that this test was successful and further studies will be made.

## Research and Development

The concern in recent years with the problem of cold-weather performance of asphalts has resulted in a change of specifications introduced early in 1971. Last year the use of soft asphalts, such as SC-5, was introduced into areas of very cold weather and some difficulty was experienced where the SC-5 showed a low affinity to some gravels, but on the whole, no serious construction problems occurred. However, a more fundamental approach to the problem showed that it is possible to minimize cold-weather cracking problems by ensuring that the stiffness of the bitumen never rises above a certain minimum, no matter what temperature is reached. (The stiffness of asphalt increases as the temperature decreases.) It is possible to do this by either using softer asphalts in colder areas or by using an asphalt which stays flexible at low temperatures. Such an asphalt has a low-temperature susceptibility. The new specifications limit this degree of temperature susceptibility for a given degree of hardness and a given level of service temperature. Two types of asphalt—"A" for areas of low temperature and "B" for areas of moderate temperature—are so defined.

The modified Marshall method of mix design using vibratory compaction of test briquettes has been generally adopted for the design of soft asphalt mixes and also for cut-back asphalt mixes.

Following trials of nuclear methods of measuring asphalt pavement density, the Department has recently acquired a portable nuclear densometer. This will be used for the exploration of compaction work and is still in the experimental stage.

During the preparation of the gravel base for a paved roadway, tests were run by mixing 10 per cent of emulsified asphalt with the water which is usually used to aid compaction and as a palliative. In fine weather this was found to be most effective, but if rain fell before the emulsion had "broken," the results were not good.

In 1970, an experimental section of open-textured carpet was laid on Highway 401, near Langley, to assess the effect of increasing skid resistance. The success was questionable. This year a second test section with slightly different mix design properties was laid down for further observations.

## Programming

The practice of rating surface conditions of the highway system has continued with the profilometer this year in conjunction with the recently developed method of measuring the roughness of the surface with a roughness meter in a vehicle. The two ratings combined and compared with the traffic volume for any section of high-

way make it possible to assign resurfacing priorities objectively and in conjunction with the numerous other planning factors to draw up a resurfacing programme.

## Personnel and Training Developments

The Senior Paving Engineer attended the Annual Conference of the Canadian Asphalt Association at Montreal in 1971.

The Senior Paving Engineer transferred to the position of Director of Location and the Senior Maintenance Engineer assumed the position of the Senior Paving Engineer.

One Engineering Assistant passed the British Columbia Association of Professional Engineers' examinations and is now an Engineer-in-training. Two Project Supervisors left the Government service. Most university students who had been employed by the Branch previously were re-employed during the summer construction season.

## Safety

Branch personnel had 22 medical aid and three lost-time accidents since April 1, 1971. Since the last accident, 574,366 man-hours have been worked.

## Materials Removed, Used, or Supplied on Paving Contracts April 1, 1971, to March 31, 1972

| | | |
|---|---|---|
| Excavation and base construction— | | |
| Common excavation | cu. yd. | 54,566 |
| Trench excavation | cu. yd. | 6,255 |
| Select granular base | tons | 91,010 |
| Sealcoat aggregate in stockpile | tons | 2,710 |
| Crushed granular surfacing | tons | 513,659 |
| Crushed granular base | tons | 22,680 |
| Crushed shoulder gravel | tons | 212,979 |
| Crushed gravel in stockpile | tons | 86,387 |
| Reject aggregate in stockpile | tons | 10,500 |
| Asphalt concrete— | | |
| Hotmix asphalt concrete | tons | 763,038 |
| Asphalt curb | tons | 29,681 |
| Asphalt mix in stockpile | tons | 1,088 |
| Shoulder treatment | sq. yds. | 73,714 |
| Portland cement concrete— | | |
| Concrete sidewalk | lin. ft. | 216 |
| Precast white curb | lin. ft. | 17,484 |
| Curb and gutter | lin. ft. | 55,069 |
| Drainage structures installed— | | |
| Precast-concrete catch basins | | 46 |
| Precast-concrete manholes | | 44 |
| Cast-iron catch basins | | 49 |
| Asphalt-concrete drainage outlets | | 41 |
| Concrete pipe | lin. ft. | 4,761 |
| Corrugated-metal pipe | lin. ft. | 4,807 |
| Bituminous-fibre perforated pipe | lin. ft. | 756 |
| Water services | lin. ft. | 3,153 |
| Sanitary sewers and services | lin. ft. | 3,091 |

Bituminous materials used on contracts—

| | | |
|---|---|---|
| Asphalt-cement | tons | 42,500 |
| Cut-back asphalts | gals. | 3,048,884 |
| Emulsions | gals. | 248,272 |

Bituminous materials used by Paving Branch crews—

| | | |
|---|---|---|
| Cut-back asphalts | gals. | 1,858,000 |
| Emulsified asphalts | gals. | 365,000 |

## Paving Contracts

### *Asphalt Concrete Pavement*

| Project No. | Highway and Section | Total Length (Miles) | Miles Completed, Present Fiscal Year | Miles Completed to Date | Remarks |
|---|---|---|---|---|---|
| | British Columbia Highway 1 | | | | |
| | *(a) Continuing Contracts Let Before 1971/72* | | | | |
| S-8269 | Campbell Creek to Pritchard | 11.8 | 11.8 | 11.8 | Completed 1970/71 (*see also* Highways General). |
| S-8170 | Miscellaneous sections, Bridal Falls to Hope | 7.7 | 7.3 | 7.7 | Project completed. |
| | *(b) Contracts Let, 1971/72* | | | | |
| S-8270 | Paving intermittent sections, Donald to Glacier National Park and Golden to Yoho National Park | 9.8 | 9.8 | 9.8 | Project completed. Paved shoulders. |
| S-8471 | Sailor Bar Tunnel to Alexandra Bridge sections | 5.2 | ..... | ..... | Work continuing. Paved shoulders. |
| S-0171 | Island Highway, Brechin Road, Hammond Bay Road, Glenayr Drive, Fourth Street, Wakesiah Avenue, Nanaimo River Bridge approaches, British Columbia Highway (Nicol Street and Terminal Avenue, Grace Street to Commercial Avenue) | 11.1 | 0.2 | ..... | Work continuing (*see also* Highways General).* |
| | Total miles asphalt-concrete pavement contracts let, British Columbia Highway, 1971/72 | 15.2 | | | |
| | Total miles paved in 1971/72 | ..... | 17.4 | | |
| | Highways General | | | | |
| | *(a) Continuing Contracts Let Before 1971/72* | | | | |
| S-2169 | North Thompson Highway. Raft River to Avola and Clearwater Roads | 38.2 | 12.0 | 38.2 | Project completed. Paved shoulders. |
| S-6869 | Highway 27, Vanderhoof, Stuart Lake, Fort St. James | 23.2 | 23.2 | 23.2 | Project completed. |
| S-6270 | Barkerville Highway | 43.7 | 30.3 | 30.3 | Work continuing. |
| S-6370 | Cale Creek, Prince George Bypass section | 4.7 | 4.7 | 4.7 | Completed. Paved shoulders, also crushing for sealcoat. |
| S-6570 | Yellowhead Highway, Kitseguecla Bridge approaches, Carnaby to New Hazelton section | 13.3 | ..... | ..... | Work continuing. |
| S-6970 | Queen Charlotte Islands, miscellaneous sections | 47.2 | ..... | ..... | Work continuing. |
| | *(b) Contracts Let, 1971/72* | | | | |
| S-0271 | Campbell River area | 15.8 | 2.3 | 2.3 | Work continuing. |
| S-0371 | Highway 15, Scott Road; Highway 10, Roberts Road; Highway 499, Westminster Overpass and Mathews Road | 16.1 | 0.8 | 0.8 | Work continuing. |
| S-0471 | Fraser Highway from No. 15 Pacific Highway to Frost Road and Carvolth Road | 7.4 | 3.3 | 3.3 | Work continuing. |
| S-0571 | 157-R Dollarton Highway and Mount Seymour Park Road | 11.1 | 0.4 | 0.4 | Work continuing.* |

* Multilanes (four or more lanes).

## PAVING CONTRACTS—*Continued*

### *Asphalt Concrete Pavement*—Continued

| Project No. | Highway and Section | Total Length (Miles) | Miles Completed, Present Fiscal Year | Miles Completed to Date | Remarks |
|---|---|---|---|---|---|
| | HIGHWAYS GENERAL—*Continued* | | | | |
| | (*b*) *Contracts Let, 1971/72*—Continued | | | | |
| S-0771 | Pat Bay Highway—Ardwell Road to Island View Road | 6.5 | 6.5 | 6.5 | Project completed. |
| S-0871 | Sooke Road, other miscellaneous roads | 7.3 | 7.3 | 7.3 | Project completed. |
| S-0971 | Port Alice, Coal Harbour, and Utah Mines | 29.0 | ..... | ..... | Work continuing. |
| S-1071 | City of Duncan and Duncan area roads | 20.4 | 20.4 | 20.4 | Project completed. |
| S-1171 | District of Matsqui—Harris Road and Riverside sections, Abbotsford to Matsqui | 5.3 | 5.3 | 5.3 | Project completed. |
| S-1271 | City of Port Alberni—miscellaneous Port Alberni streets | 9.0 | 0.5 | 0.5 | Work continuing. |
| S-1471 | Comox District—Ryan Road | 3.0 | 3.0 | 3.0 | Project completed. |
| S-1671 | Service road—Alice Lake Camp-site | 5.2 | 5.2 | 5.2 | Project completed. |
| 2135 | Cape Horn Interchange to Port Coquitlam | 2.0 | 2.0 | 2.0 | Project completed. |
| 2232 | Pat Bay Highway—Haliburton Road to Island View Road | 10.5 | 6.0 | 10.5 | Work continuing. |
| S-2370 | Cariboo Highway—Mile 142 to 150 Mile House | 6.7 | 2.0 | 2.0 | Work continuing. |
| S-2171 | Cariboo Highway—Cache Creek to North Bonaparte, Clinton sections | 17.7 | ..... | ..... | Work continuing. Treated shoulders. |
| S-2571 | Southern Trans-Pacific Highway—miscellaneous sections, Hope to Princeton | 29.8 | 20.7 | 20.7 | Work continuing. |
| S-2671 | Kelowna District—Rutland Road, Glenmore Road to Lakeshore Road to K.L.O. Road | 15.6 | 12.8 | 12.8 | Work continuing. |
| S-2871 | Squilax–Anglemount Road—Scotch Creek to Magna Bay sections | 18.1 | 12.0 | 12.0 | Work continuing. |
| S-2971 | Kelowna—miscellaneous roads | 24.4 | 5.4 | 5.4 | Work continuing. |
| S-4270 | Rossland–Sheep Lake Highway, British Columbia Highway 3 and Rossland arterial | 20.0 | 5.7 | 5.7 | Work continuing. |
| S-4271 | City of Grand Forks | 1.0 | ..... | ..... | Work continuing. |
| S-4371 | Miscellaneous sections—Nelson to 16 miles west of Nelson and Kokanee Creek Camp-site | 9.7 | 9.7 | 9.7 | Project completed. Some paved shoulders. |
| S-4471 | City of Cranbrook—Van Horne Street | 0.6 | ..... | ..... | Work continuing. |
| S-6371 | Galloway Rapids–Port Edward Highway—miscellaneous streets, Port Edward | 22.0 | 6.0 | 6.0 | Work continuing. |
| S-6471 | Stewart arterial and miscellaneous streets | 9.2 | ..... | ..... | Work continuing. |
| S-6671 | Miscellaneous highways, roads, and street paving, Quesnel area | 12.9 | 12.9 | 12.9 | Project completed. |
| | | | 238.6 | | |
| | Total miles asphalt-concrete pavement contracts let, 1971/72 | 33.71 | | | |
| | Total miles paved, highways general, 1971/72 | ..... | 2.8* | | |
| | | | 238.6 | | |
| | Grand total miles asphalt concrete pavement let, 1971/72 | 363.3 | | | Includes British Columbia Highway 1. |
| | Grand total miles paved | ..... | 258.7 | | Includes British Columbia Highway 1. |

* Multilane (four or more lanes).

## PAVING CONTRACTS—*Continued*

### *Bituminous Sealcoat by Contract or by Crews of the Paving Engineer*

| Project No. | Highway and Section | Surface Treatment (Miles) | Shoulder Treatment (Miles) |
|---|---|---|---|
| S-0471 | Colwood roads | 10.7 | ------ |
| PP.9.71 | Kinnaird to Nancy Greene Lake | ------ | 15.8 |
| PP.9.71 | Kinnaird to Trail | ------ | 5.7 |
| PP.9.71 | Kinnaird to Nelson | ------ | 4.3 |
| PP.6.71 | Horse Lake Road to 100 Mile House | 2.1 | ------ |
| PG.7.71 | Kamloops—British Columbia Highway 1E | ------ | 8.1 |
| PG.2.71 | Lillooet Highway 12 east | ------ | 7.8 |
| PG.3.71 | Watson Lake–Stewart Highway | 3.3 | ------ |
| S-3269 | Vernon District roads | 38.1 | ------ |
| OS.1.71 | British Columbia Highway 1, Kamloops | ------ | 8.7 |
| OS.2.71 | Golden–McMurdo Highway 95 | 14.7 | ------ |
| OS.3.71 | Highway 3A—Castlegar to Nelson | ------ | 4.7 |
| OS.3.71 | Highway 3—Castlegar to Grand Forks | ------ | 16.8 |
| OS.3.71 | Highway 3—Castlegar to Trail | 1.8 | ------ |
| PG.8.71 | No. 16 Bowron River | 4.1 | ------ |
| | Totals | 74.8 | 71.9 |

### *Pulvimix (Bituminous Base Process) by Crews of the Paving Engineer*

| Project No. | Highway and Section | Miles Completed in Fiscal Year | Remarks |
|---|---|---|---|
| PP.2.71 | Highway 6—Nakusp North | 4.4 | |
| PP.3.71 | Off Highway 6—Brouse Loop section | 2.5 | |
| PP.3.71 | Off Highway 6—Glenbank section | 2.9 | |
| PP.1.71 | Highway 6—Nakusp to Needles section | ------ | Remix 7.15 miles. |
| PP.5.71 | Elk Valley Road from Ellsford toward Highway 3 | 9.9 | |
| PP.4.71 | Westside Road from junction of Highways 93 and 95 | 9.2 | |
| PP.6.71 | Canim Lake Road, 26 miles from Highway 97 (Cariboo) | 6.2 | |
| PP.6.71 | Horse Lake Road at junction of Highway 97 (Cariboo) | 0.2 | |
| PG.1.71 | Weigh scales, British Columbia Highway 1, 3.5 miles west from Kamloops | .05 | |
| PG.1.71 | Lac Le Jeune Road, 5.7 miles from junction of British Columbia Highway 1 | 2.9 | |
| PG.2.71 | Lillooet Highway 12 East | 4.0 | |
| PG.3.71 | Watson Lake–Stewart Highway | 30.2 | |
| PG.4.71 | Fort St. John truck bypass | 2.3 | |
| PG.4.71 | Cecil Lake Road, Peace River | 1.5 | |
| PG.4.71 | Cecil Lake Road, Peace River | ------ | Remix 1.6 miles. |
| PG.4.71 | Alaska Highway—17th Street to junction Mile 0 north | 4.7 | |
| PG.4.71 | Alaska Highway—Eighth Street to junction Mile 0 north | 0.5 | |
| PG.5.71 | Upper Fraser Road—15.5 miles from junction of Highways 16 and 97 | 2.5 | |
| PP.7.71 | Horsefly Road—Mile 9 to 15.9 | 6.9 | |
| PP.7.71 | Horsefly | 2.0 | |
| PP.8.71 | Monk Park Road—1.8 miles from Highway 5 | 3.4 | |
| | Total miles | 97.5 | |

## PAVING CONTRACTS—*Continued*

### *Summary of Paving (Miles) All Highways*

| Type of Work | British Columbia Highway | Highways General (Other) | Total (All Highways) |
|---|---|---|---|
| *Plantmix (Hotmix) Asphalt* | | | |
| By paving contract | 17.40 | 241.40 | 258.80 |
| By grading contract | *Nil* | 6.00 | 6.00 |
| By districts | *Nil* | 43.35 | 43.35 |
| Totals | 17.40 | 290.75 | 308.15 |
| *Plantmix Asphaltic Base* | | | |
| By grading contract | *Nil* | 38.60 | 38.60 |
| *Pulvimix or Roadmix Asphalt Base Processing* | | | |
| By crews of the Paving Engineer | ..... | 97.50 | 97.50 |
| By districts | ..... | 213.13 | 213.13 |
| Included in road contracts | ..... | 5.50 | 5.50 |
| Totals | ..... | 316.13 | 316.13 |
| *Bituminous Sealcoat* | | | |
| By crews of Paving Engineer | ..... | 74.80 | 74.80 |
| By districts | ..... | 69.53 | 69.53 |
| Totals | ..... | 144.33 | 144.33 |
| *Bituminous Surface Treatment* | | | |
| By districts | ..... | 339.40 | 339.40 |

## TRAFFIC BRANCH

J. H. HARDING, SENIOR TRAFFIC ENGINEER

During the past year, activity again increased in the Province and the number of vehicles using British Columbia highways was significantly higher than in the previous year. The Traffic Branch continued to co-operate with individuals and organizations in the associated fields of traffic safety, traffic planning, standardization of traffic-control devices, and traffic operations.

The Senior Traffic Engineer again represented the Department on the British Columbia Safety Council, the St. John Ambulance Highway First Aid Committee, the Roads and Transportation Association Council on Uniform Traffic Control Devices for Canada, and the Roads and Transportation Association Committee on Traffic Operations.

Short-duration annual traffic counts were taken with automatic equipment at approximately 800 locations throughout the Province. Traffic volumes are recorded continuously throughout the year at 21 additional locations, and six of these recorders count traffic separately for each direction of travel. Further counts were taken as required for special purposes such as railway-crossing, intersection, and planning studies.

Punched-tape traffic counters are used as much as possible so that calculation of traffic-count information can be done with data processing equipment. A translator machine located in the Traffic Branch office is used to transfer information from punched tapes to computer cards.

Summer daily traffic volumes for 1971 show approximately 41,000 vehicles on the Port Mann Bridge, 59,000 vehicles on the Pattullo Bridge, 60,000 vehicles on the First Narrows Bridge, 72,000 vehicles on Oak Street Bridge, 43,000 vehicles in the George Massey Tunnel, and 15,000 vehicles on the Okanagan Lake Bridge. Data from the permanent count stations showed traffic increases in 1971 over 1970 of approximately 10 per cent in the northern and southern Interior, 5½ per cent in the Fraser Valley, and 7 per cent on Vancouver Island.

Considerable assistance was given to the Planning Branch in obtaining data through the use of Traffic Branch counting equipment and personnel. Similar assistance was provided to some municipalities and the University of British Columbia.

Many intersection problems were investigated during the year. This work included the taking of counts of manual vehicle-turning movements and the preparation of designs for the improvement of approximately 60 intersections. These improvements included widening, channelization, signing, and signal revisions to give greater capacity, eliminate hazards, and generally improve the flow of traffic.

Numerous highway design plans were reviewed to ensure that intersections and interchanges would function well under actual traffic conditions.

Traffic signals were designed and installed at 15 intersections throughout the Province. Flashing beacons were installed at nine intersections. Approximately 400 street-lighting luminaires were installed at intersections, highway interchanges, and ferry landings. Electrical design work was done in connection with the construction of new ferry terminals and reconstruction of existing ones. Three electrical technicians were fully employed with the preparation and maintenance of signal equipment and traffic counters in the Victoria electrical shop and with installation and maintenance of electrical traffic information and control installations throughout the Province.

Eight railway grade-crossings were signalized in co-operation with the Federal Railway Transport Committee and the railways under the committee's jurisdiction.

Two signal installations were completed at highway crossings on the British Columbia Railway and at three locations on the B.C. Hydro Railway.

Many speed limits were reviewed due to changing traffic conditions and, in consultation with the police authorities, changes were made where they appeared to be warranted. In some cases actual travel speeds were checked by means of a radar speed meter.

Fatal accidents occurring on British Columbia roads and highways during the year were again reviewed in detail and significant characteristics tabulated.

Portions of numbered highways and major unnumbered roads which were altered in any way were checked with a ball bank indicator and advisory speed signing was revised as necessary to conform with the uniformity of application of this type of signing.

## MAINTENANCE

### P. B. MacCarthy, Senior Maintenance Engineer

One of the severest winters on record was experienced in nearly all areas of the Province and maximum snowfalls caused considerable problems in maintaining our highway system, particularly over major routes such as Rogers Pass and Fraser Canyon sections of British Columbia Highway 1 and Terrace to Prince Rupert section of Yellowhead Highway 16. Numerous snowslides caused frequent and lengthy closures on all of these routes, particularly during the months of December, January, and February.

On British Columbia Highway 1 the Fraser Canyon section was closed eight times for a total period of 10 days and Rogers Pass section was closed 10 times for a total period of 11 days. The Hope to Princeton section of British Columbia Highway 3 was closed twice for a total period of two days and the Terrace to Prince Rupert section of Yellowhead Highway 16 was closed 14 times for a total period of 22 days.

Despite the prolonged and heavy snowfalls, our crews are to be highly commended for working long and arduous hours under the most difficult conditions in keeping all roads open and in good condition. To cope with the abnormal amount of winter maintenance, many additional units of private equipment had to be hired, bringing about abnormally high expenditures well above budgeted votes.

Because of the well-above-average snow-pack existing in all areas of the Province, a major flood potential existed by the 1st of April.

A major day-labour programme was successfully completed and the additional regional crushed-gravel requirements to support the programme were met by calling many crushed-gravel contracts.

### Roadside Development

During 1971 the roadside development programme continued with the two hydroseeding crews successfully completing the seeding of 2,079 acres of roadside and the refertilizing of 746 acres. Late in the year a new 1,500-gallon hydroseeder was purchased so that three hydroseeding crews will be available to undertake seeding and refertilizing in all parts of the Province.

Two hydroseeding contracts were let this year, totalling 897 acres, at a cost of $108,097.

The development of roadside rest areas progressed, with 42 sites being completed and 19 sites which are either in the planning or early construction stages.

In the field of vegetation management, the chemical control of weeds and brush continued and treatment was completed on 5,271 acres. The Department worked

co-operatively with other departments in the Knapweed control programme, covering some 145 acres in the Kamloops and Kootenay areas.

Shoulder sterilization was carried out on approximately 1,500 acres throughout the Province.

A 20-minute, 35-mm. slide presentation with taped commentary entitled "Vegetation Control" was completed. This is to be used in various training programmes for foremen and weed-spray applicators.

Training sessions for the licensing of weed-spray applicators were held in all four regions.

In the Vernon District the production of concrete roadside tables and prefabricated concrete toilets for use in rest areas continued in a very satisfactory manner. A total of 150 tables and 45 toilets was manufactured and shipped to locations in all four regions.

# REPORT OF THE SENIOR BRIDGE ENGINEER

In 1971, bridge design and construction as well as ferry terminal design, construction, and maintenance were brought under one jurisdiction. This consolidation of structural operations of the Department enables a co-ordination of like operations as well as advantageous employment of staff.

W. A. BOWMAN
*Bridge Engineer*

## BRIDGE CONSTRUCTION

L. C. JOHNSON, BRIDGE CONSTRUCTION ENGINEER

Thirty-three new bridges were completed or reconstructed in the 1971/72 fiscal year. On March 31, 1972, 41 bridges were under construction and work had not commenced on five others all under contract—most being included in extensive highway construction projects. Particulars are given in the accompanying listing.

Bridge construction started early and quickly with the return of construction weather in the spring and maintained a fast tempo throughout the year.

By the year's end the crossing of the Fraser River at Mission was rapidly taking shape—all substructure and major approach fills had been completed; approach steelwork had been erected and fabrication of the main-span steelwork was well under way; light-weight post-tensioned concrete beams, manufactured at the site, had been erected and one span of approach deck had been cast. A start had been made on the construction of Commercial Avenue Overhead on the approaches to the main crossing.

The pace of construction at Knight Street Bridge increased during the last half of the year and by March 31 the shape of the span crossing the North Branch of the North Arm of the Fraser River was becoming evident. At that time the substructure construction was nearing an end with the river piers being about 95 per cent complete; about 25 per cent of the prestressed girders for the approaches had been manufactured on the site and erected.

Excellent progress was made on Peterson Creek Bridge on British Columbia Highway 1 near Kamloops. In a period of 10 months from contract award to close-down in the fall, the structure was constructed to a point where it awaits the casting of the deck to complete it.

Two spectacular structures are taking shape on the Upper Levels section of British Columbia Highway 1, namely, Cypress Creek and Nelson Creek Bridges. Stool-like piers are being constructed and later the gaps will be filled in with prestressed beams topped with a concrete deck.

A good construction season in the east Kootenays saw the bridge across the Kootenay River at Wardner and the adjacent railway overpass virtually completed. Downstream, the piers for the Kikomun Bridge were completed as planned a year ahead of the rising water behind the Libby Dam; completion of the structure is to be carried out after the construction of the approach fills.

Progress at Quadra Street Underpass on the Patricia Bay Highway near Victoria was slow but steady due to the need to employ unconventional construction methods necessitated by the presence of an extremely soft marine clay underlying the site. One operation involved the pushing of 16-inch-diameter steel-pipe piles through

about 90 feet of fill and ground to bear on the underlying rock. By the year's end all problems had been solved and the structure awaited the erection of steelwork.

Falaise Underpass, which is similar in style to and located adjacent to Quadra Street Underpass, was the first multiple trapezoidal welded box-girder bridge constructed by the Department. The structure was ready for traffic at the end of the fiscal year.

Four pedestrian overcrossings, three on the Patricia Bay Highway and one on the British Columbia Highway 1 at Cassiar Street in Vancouver, were completed. A pedestrian-equestrian overcrossing in Stanley Park over the road to the North Shore was erected but not completed by the year's end.

During the year there was considerable bridge activity on the Stewart–Cassiar Highway on structures ranging from small steel spans supported by timber cribs and Bailey bridges similarly supported, to the construction of concrete piers and abutments for the 608-foot two-span crossing of the Bell-Irving River. At Devil Creek the contractor employed a unique steelwork erection scheme which involved the filling of the 75-foot-deep gorge with compacted snow and erecting the steelwork on top of the snow.

Twenty-eight bridge decks were constructed during the year, this being approximately double the normal due to the carry-over from the previous year. As a result there was considerable activity in this sector with 6,500 feet of two-lane deck being constructed.

As site construction slowed in the fall, the fabrication of steelwork increased, resulting in the greatest activity ever in this field.

## BRIDGE DESIGN

G. S. KIRKBRIDE, BRIDGE DESIGN ENGINEER

Further to the continuing extensive programme for the replacement of understrength bridges, new river crossings, and grade-separation structures, work was started on structures for the extension of the Island Highway on the northern part of Vancouver Island.

In addition to the design programme for new structures, designs for the modification or repair of existing bridges were also prepared. This included the modification to raise the overhead bracing on numerous through-truss bridges, thereby improving the vertical clearance on several main highways.

The magnitude of this programme is indicated by the following tables of designs in various stages of completion:

## FERRY TERMINAL DESIGN, CONSTRUCTION, AND MAINTENANCE

T. A. TASAKA, DOCK ENGINEER

### *Design*

The following design works have been completed, or are in progress:

*T.F. 122—Saltery Bay ferry terminal*—Reconstruction of terminal, including new berth, holding compound, waiting-room and administration office, and public parking. Completed.

*T.F. 109—Horseshoe Bay ferry terminal*—Designs for terminal reconstruction, including new berths to accommodate the proposed 300-car ferries, extension to second storey of holding compound, administration building, waiting-rooms, and multilevel public parking.

*T.F. 136—Hyde Creek ferry terminal*—New terminal to replace existing facilities at Beaver Cove.

*T.F. 142—Langdale ferry terminal*—Plans for terminal expansion, including larger holding compound and parking-lots, new waiting-room, administrative offices, and foot-passenger walkways.

*T.F. 146—Tsawwassen ferry terminal* — Expansion of parking-lot area to accommodate 1,100 cars in the pay parking, 240 staff cars, and 70 cars in the pick-up and drop-off area.

*T.F. 156—Earl Cove ferry terminal*—Expansion of terminal, including new berth for proposed ferry, holding compound, and waiting-room.

*T.F. 171—Sturdies Bay ferry terminal*—Widening and strengthening of approach trestle and provision of waiting-room and washroom facilities.

*Departure Bay ferry terminal*—Preliminary designs for terminal reconstruction, including new berths to accommodate the proposed 300-car ferries, provision of second-level holding compound, administration building, waiting-rooms, and extension to public parking-lot.

Bridge Project 771—Buckley Bay and Denman Island West ferry landings—Reconstruction of landings to provide new berths, holding area, waiting-rooms, and washroom facilities.

Bridge Project 772—Denman Island East and Hornby Island ferry landings—Reconstruction of landings to provide new berths, holding areas, waiting-rooms, and washroom facilities.

Bridge Project 783—Nanaimo and Gabriola Island ferry landings—Revisions to landings to accommodate the new 22-car ferry.

Bridge Project 784—Chemainus, Thetis Island, and Kuper Island ferry landings—Revisions to the ferry landings to accommodate the new ferry and to provide a holding compound, waiting-room, and washroom facilities at Chemainus ferry landing.

*Construction Completed*

*T.F. 126—Tsawwassen ferry terminal*—

Contract 3: Construction of loading towers, ramps, walkways, and escalator building for the direct loading of foot passengers onto the ship's promenade deck.

Contract 4: Modification and expansion of electrical installation, including high-level lighting of compound and parking areas.

Contract 5: Expansion of waiting-room, washrooms, and offices, including the addition of a foot-passenger assembly area and enclosed walkways.

Contract 6: Construction of 120-foot-long steel span to carry foot passengers over the vehicular traffic lanes.

Contract 7: Construction of reservation office and control tower buildings.

*T.F. 140*—Relocation of the south breakwater and additional dolphins to accommodate the jumbo ferries.

*T.F. 124—Fulford Harbour ferry terminal*—Construction of a new ferry berth, holding compound, waiting-room, and toll booth, and repairs to the existing landing to serve as an emergency tie-up berth.

*T.F. 147—Saturna Island ferry terminal*—Construction of a new ferry berth and approach road, to allow end-loading of the ferry.

*T.F. 149—Sointula ferry terminal*—Construction of end-loading ramp, approach trestle, and dolphin adjacent to the existing Federal wharf.

*T.F. 150—Alert Bay ferry terminal*—Construction of end-loading ramp, approach trestle, fill area, and dolphin adjacent to the existing Federal wharf.

*Project M-27—Long Harbour ferry terminal*—Construction of additional dolphin to facilitate the use of the berth by the MV *Queen of Sidney*.

*Bridge Project 729—Westview ferry terminal*—Demolition of the condemned portion of the old Federal wharf and construction of new dolphins for tie up of the second ferry on this route.

## MAINTENANCE

In addition to the above operations, normal maintenance to all British Columbia Ferries' ferry terminals, Department of Highways' ferry terminals, under this jurisdiction, was carried out. Bridge soundings were also done on all major bridges in the Province.

| Name of Structure | Preliminary Study | Design in Progress | Design Completed | Tenders Called in 1971/72 |
|---|---|---|---|---|
| *British Columbia Highway 1* | | | | |
| Argyle Avenue Overpass | ..... | × | ..... | ..... |
| Horseshoe Bay Underpass | ..... | ..... | × | × |
| Horseshoe Bay Overhead | ..... | ..... | × | × |
| Squamish Highway Underpass | ..... | × | ..... | ..... |
| Eagleridge Drive Underpass | ..... | × | ..... | ..... |
| Westport Road Overpass | ..... | × | ..... | ..... |
| Caulfeild Drive Underpass | ..... | × | ..... | ..... |
| Almondel Road Overpass | ..... | × | ..... | × |
| Westmount Road Underpass | ..... | × | ..... | × |
| 21st Street Overpass | ..... | × | ..... | × |
| 15th Street Overpass | ..... | × | ..... | × |
| Taylor Way Overpass | ..... | × | ..... | × |
| Westview Underpass | × | ..... | ..... | ..... |
| Longdale Underpass | × | ..... | ..... | ..... |
| Main Street Overpass widening | ..... | × | ..... | ..... |
| Prest Underpass | ..... | ..... | × | × |
| Bridal Veil Underpass | × | ..... | ..... | ..... |
| Tank Creek Structures | × | ..... | ..... | ..... |
| Sagebrush Overpass | ..... | ..... | × | ..... |
| Springhill Overpass | ..... | ..... | × | × |
| North Thompson Flyover | ..... | ..... | × | ..... |
| Valley View Overpass | ..... | ..... | × | × |
| Salmon Creek | ..... | ..... | × | ..... |
| Golden East structure | ..... | ..... | × | ..... |
| Tumbleweed Underpass | ..... | ..... | × | × |
| Pedestrian Street Overcrossing at Cassiar Street | ..... | ..... | × | × |
| Wahleach Creek Bridge | ..... | ..... | × | × |
| Hunter Creek Bridge (on 401) | ..... | ..... | × | × |
| 26th Street Pedestrian Overpass | × | ..... | ..... | ..... |
| *Yellowhead Highway* | | | | |
| Diana Creek | ..... | ..... | × | × |
| McNeil River | ..... | ..... | × | × |
| Tyce Overhead | × | ..... | ..... | ..... |
| Khyex River | ..... | ..... | × | ..... |
| Kasiks Bridge | ..... | ..... | × | ..... |
| Kasiks Overhead | ..... | × | × | ..... |
| Exchamsiks River | ..... | ..... | × | × |
| Exstew River | × | ..... | ..... | ..... |
| Shames River | ..... | ..... | × | ..... |
| Delta | ..... | × | ..... | ..... |
| Zimacord | ..... | × | ..... | ..... |
| Kitsumkalum River | ..... | ..... | × | ..... |
| Terrace Overhead | ..... | ..... | × | ..... |
| Terrace Bridge | ..... | ..... | × | ..... |
| Terrace South Bridge | ..... | × | ..... | ..... |
| Hazelton East Overhead | ..... | ..... | × | × |
| Houston Overhead | ..... | ..... | × | × |

| Name of Structure | Preliminary Study | Design in Progress | Design Completed | Tenders Called in 1971/72 |
|---|---|---|---|---|
| *Yellowhead Highway*—Continued | | | | |
| Houston Bridge | ..... | ..... | × | × |
| Endako River | ..... | ..... | × | ..... |
| Endako Overhead | ..... | ..... | × | ..... |
| Stellako Overhead | ..... | × | ..... | ..... |
| Stellako River | ..... | ..... | × | ..... |
| Nechako River | ..... | ..... | × | ..... |
| Dore Overhead | ..... | × | ..... | ..... |
| Dore River | ..... | × | ..... | ..... |
| Holmes (Beaver) Creek | ..... | × | ..... | ..... |
| Moose Lake Overhead | ..... | ..... | × | × |
| *British Columbia Highway 3 and Alternates* | | | | |
| Grand Forks Underpass | ..... | ..... | × | ..... |
| Fort Steele Underpass | ..... | × | ..... | ..... |
| Olson Overhead | ..... | × | ..... | ..... |
| Taghum | ..... | × | ..... | ..... |
| Nicolum River | × | ..... | ..... | ..... |
| Erie | × | ..... | ..... | ..... |
| Woodchuck | × | ..... | ..... | ..... |
| *Yellowhead South Highway* | | | | |
| Clearwater River | ..... | × | ..... | ..... |
| Raft River | ..... | ..... | × | × |
| Tête Jaune Underpass | ..... | ..... | × | ..... |
| Brookfield Creek | ..... | ..... | × | (1) |
| *Okanagan Highway* | | | | |
| Holmes Bridge (97) | ..... | ..... | × | ..... |
| New Bulman Bridge (97) | × | ..... | ..... | ..... |
| Fortune Creek (97A) | ..... | ..... | × | ..... |
| Sicamous Creek (97B) | ..... | ..... | × | ..... |
| Ellison Overhead widening | ..... | × | ..... | ..... |
| *Cariboo Highway* | | | | |
| Knife Creek | ..... | × | ..... | ..... |
| PGE Underpass, Quesnel | ..... | ..... | × | ..... |
| McAllister Underpass | ..... | ..... | × | ..... |
| *Revelstoke–Nakusp Highway* | | | | |
| Big Eddy Underpass | ..... | ..... | × | ..... |
| St. Leon Creek | ..... | × | ..... | ..... |
| Halfway River | ..... | ..... | × | × |
| *Garibaldi Highway* | | | | |
| Callaghan Creek | ..... | ..... | × | × |
| Mons Overhead | ..... | ..... | × | × |
| Soo River | ..... | ..... | × | × |
| Rutherford | ..... | ..... | × | × |
| Strachan Mountain Creek 2 | ..... | ..... | × | ..... |
| *Kootenay-Columbia Highway* | | | | |
| Golden Overhead | ..... | ..... | × | × |
| Golden Overhead south | ..... | ..... | × | × |
| Wasa | ..... | ..... | × | ..... |
| *Lougheed Highway* | | | | |
| Stoney Creek Overhead | ..... | × | ..... | ..... |
| Pallot Creek | ..... | ..... | × | × |
| Agassiz Overhead | ..... | × | ..... | ..... |
| Maria Slough | ..... | ..... | × | × |
| *Nelson Arterial Highway* | | | | |
| Observatory Street Bridge | ..... | ..... | × | ..... |
| Cottonwood Creek flume | ..... | ..... | × | × |
| Cottonwood Creek separation | ..... | ..... | × | ..... |
| Cottonwood Creek roof | ..... | ..... | × | × |
| *Nelson–Nelway Highway* | | | | |
| Barrett Creek Bridge | ..... | ..... | × | × |
| Hall Creek Bridge | ..... | ..... | × | × |

1 Day labour.

| Name of Structure | Preliminary Study | Design in Progress | Design Completed | Tenders Called in 1971/72 |
|---|---|---|---|---|
| *Patricia Bay Highway* | | | | |
| Falaise Underpass | | | × | × |
| Quadra Street Underpass | | | × | × |
| *Stewart–Cassiar Road* | | | | |
| Surprise Creek | | | × | |
| Bell-Irving 2 | | | × | × |
| Devil Creek | | | × | × |
| Stikine River | | | × | × |
| Alger, Liz, Snowbank, and Beaver Pond | | | × | × |
| *Vernon–Slocan Highway* | | | | |
| Rosebery Bridge | | | × | |
| New Denver Bridge | | | × | |
| *West Coast Road* | | | | |
| Jordan River | | | × | |
| San Juan River Bridge | | × | | |
| Parsons Bridge widening | | | × | |
| *Libby Pondage* | | | | |
| Gold | | | × | (1) |
| *Roberts Bank Railway* | | | | |
| Colebrook Road Overhead | | | × | |
| Cloverdale Overhead | | | × | |
| *Island Highway* | | | | |
| Noomas Creek | | × | | |
| Stoney Creek | × | | | |
| Kinman Creek | × | | | |
| Nimpkish Spur Underpass | × | | | |
| Salmon River | × | | | |
| Adam River | | × | | |
| Eve River | | × | | |
| Lower Elk Creek | × | | | |
| Elk Creek Canyon | × | | | |
| Upper Elk Creek | × | | | |
| Ann Creek CFP Underpass | × | | | |
| Mile 48, CFP Underpass | × | | | |
| Keta Lake Underpass | × | | | |
| Rooney Lake Underpass | × | | | |
| Gold Creek CFP Underpass | × | | | |
| Steele Creek Bridge | × | | | |
| Gold Creek Bridge | × | | | |
| Reload CFP Underpass | × | | | |
| Trout Creek | | × | | |
| *Region 1 Miscellaneous* | | | | |
| Knight Street Bridge | | | × | × |
| Marine Drive Overpass | | | × | |
| Bridgeport Road Underpass | | | × | |
| Mission Bridge | | | × | × |
| Commercial Avenue Overhead | | | × | × |
| West Mission Flyover | × | | | |
| Mission West Overhead | × | | | |
| Mission Flyover | | × | | |
| Mission Underpass | | × | | |
| Horne Avenue Overpass | × | | | |
| Mission East Overhead | × | | | |
| Matsqui Overhead | | × | | |
| Riverside Road Overpass | | × | | |
| Cameron River east | | | × | |
| Cameron River west | | | × | |
| Serpentine River (wide) | | × | | |
| Upper Seymour Creek | | | × | |
| Brunette River, Stormont Avenue | | × | | |
| CNR Overpass, Stormont Avenue | | × | | |
| Stanley Park Pedestrian Overpass | | | × | × |
| Nicomekl River | | × | | |
| Chemainus River (Old Island) | × | | | |
| Coquitlam Underpass | × | | | |
| Atchelitz Creek (frontage) | | | × | (1) |

1 Day labour.

| Name of Structure | Preliminary Study | Design in Progress | Design Completed | Tenders Called in 1971/72 |
|---|---|---|---|---|
| *Region 1 Miscellaneous*—Continued | | | | |
| Quinsam Bridge | × | | | |
| Canoe Pass (Westham Island) | | | × | × |
| Murray Avenue Overpass | | | × | |
| Gold River | | | × | |
| Friesen Creek | | | × | |
| Clutesi Creek | | | × | |
| Millstream | | | × | |
| Lonzo Creek | | | × | |
| McTavish Road Underpass | × | | | |
| Westminster Highway Underpass | × | | | |
| Harris Cove | | | × | (1) |
| Ladner Pedestrian Overcrossing | | × | | |
| Parimiter | × | | | |
| *Region 2 Miscellaneous* | | | | |
| Lytton Bridge approaches | | × | | |
| Pritchard | | × | | |
| Barriere Town | | | × | |
| Middlesboro (Merritt) | | | × | × |
| Cherry Creek (Sugar Lake) | | | × | (1) |
| CNR Pedestrian Overcrossing (Lytton) | | | × | |
| Mission Creek (Highway 16) | | × | | |
| Lillooet Suspension Bridge | | × | | |
| Swift Creek Bridge (Valemount) | × | | | |
| Seton Portage structure | × | | | |
| Clearwater Station Bridge | | × | | |
| *Region 3 Miscellaneous* | | | | |
| Upper Cascade | | | × | × |
| Crawford (Crawford Bay) | × | | | |
| Revelstoke East Overhead | | × | | |
| Crescent Valley | | × | | |
| Blueberry Creek CPR Overpass | | × | | |
| *Region 4 Miscellaneous* | | | | |
| Halfway to Hudson Hope | | × | | |
| T'lell | | | × | |
| Pouce Coupe Bridge | | | × | (1) |
| Arras (Kiskatinaw) | | | × | × |
| Cottonwood River (Barkerville) | | × | | |
| Antler Creek (Barkerville) | × | | | |
| Hays Bridge | | × | | |
| Haguelgate modification | | × | | |
| Kitwanga Bridge | × | | | |

1 Day labour.

In total, there were 41 structures under preliminary study, 54 structures under design, 98 structures on which design was completed, and 49 structures on which tenders were called during the fiscal year 1971/72.

Photo 1. Tsawwassen ferry terminal, view showing new Berth 2 at left centre of photo with foot-passenger walkways leading back to the waiting-room and administration building in the centre foreground. A portion of the expanded holding compound is at the right foreground.

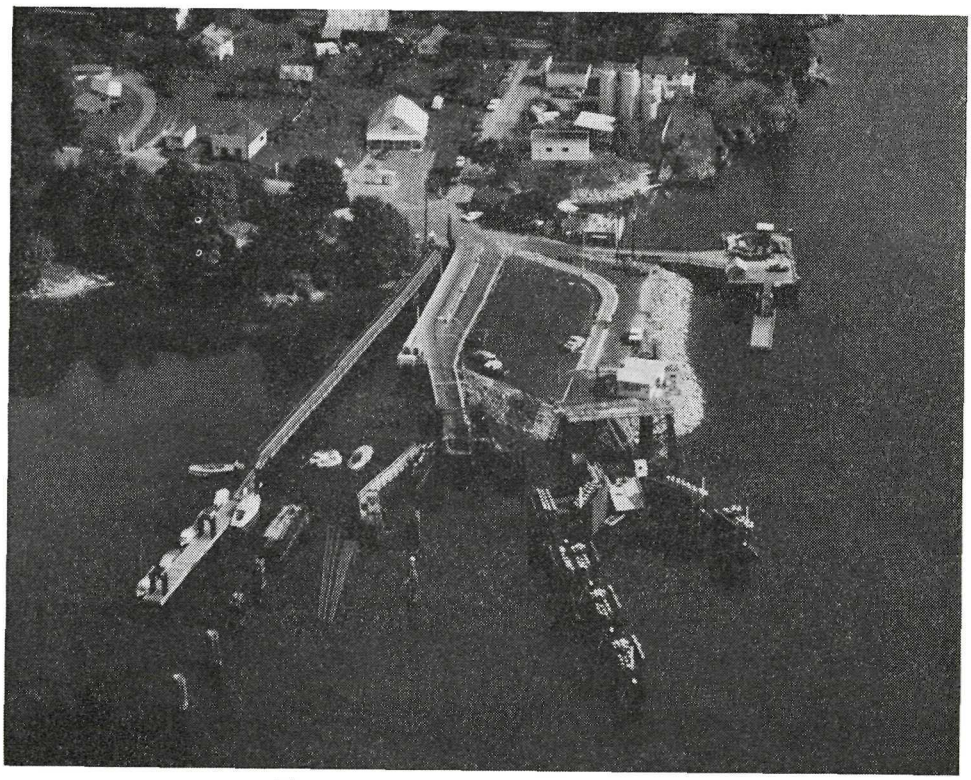

Photo 2. Fulford Harbour ferry terminal.

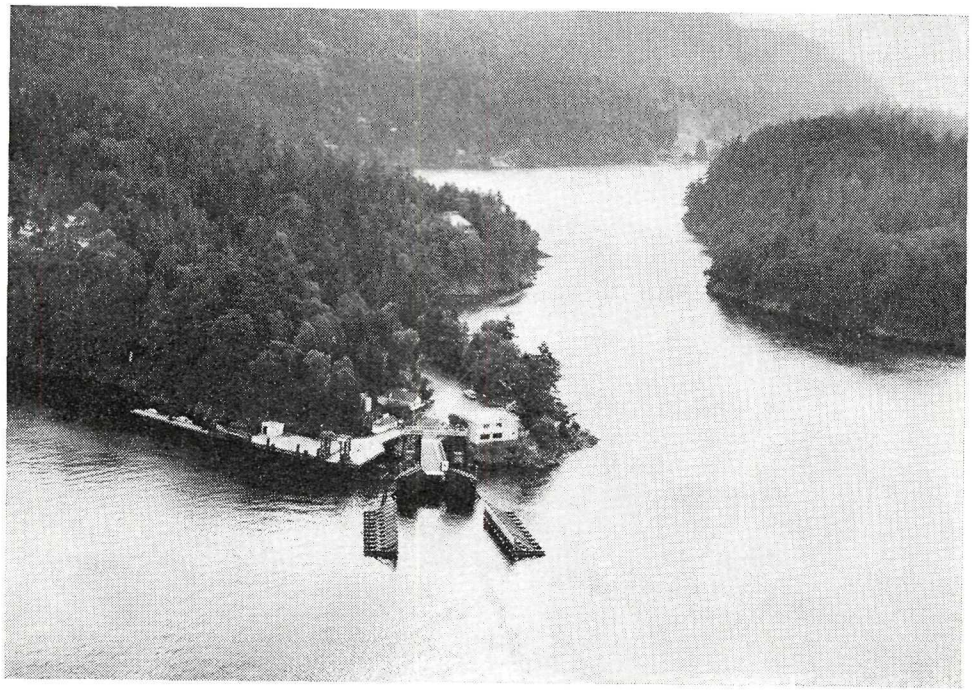

Photo 3. Saturna Island ferry terminal.

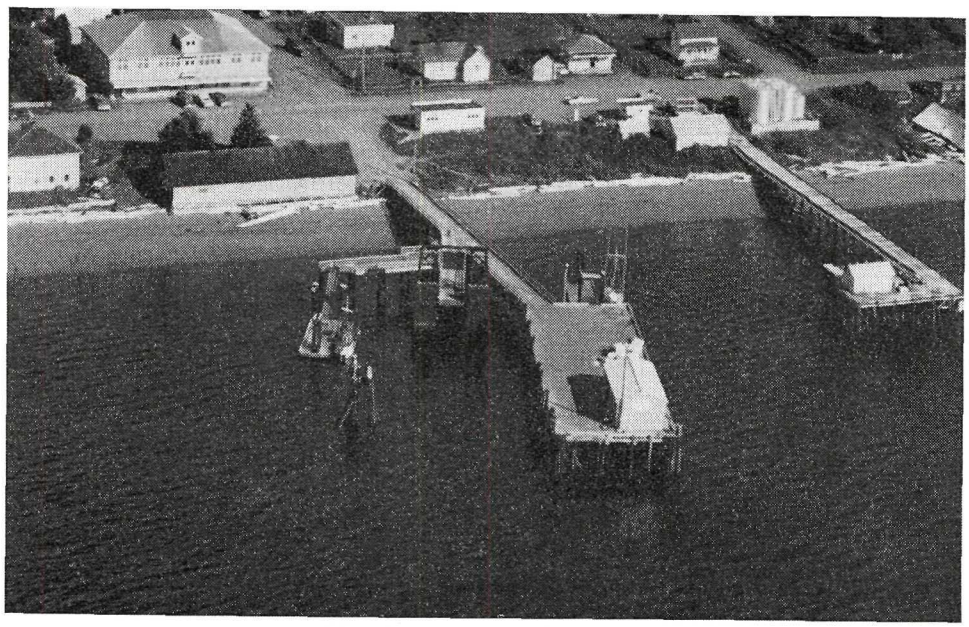

Photo 4. Sointula ferry terminal.

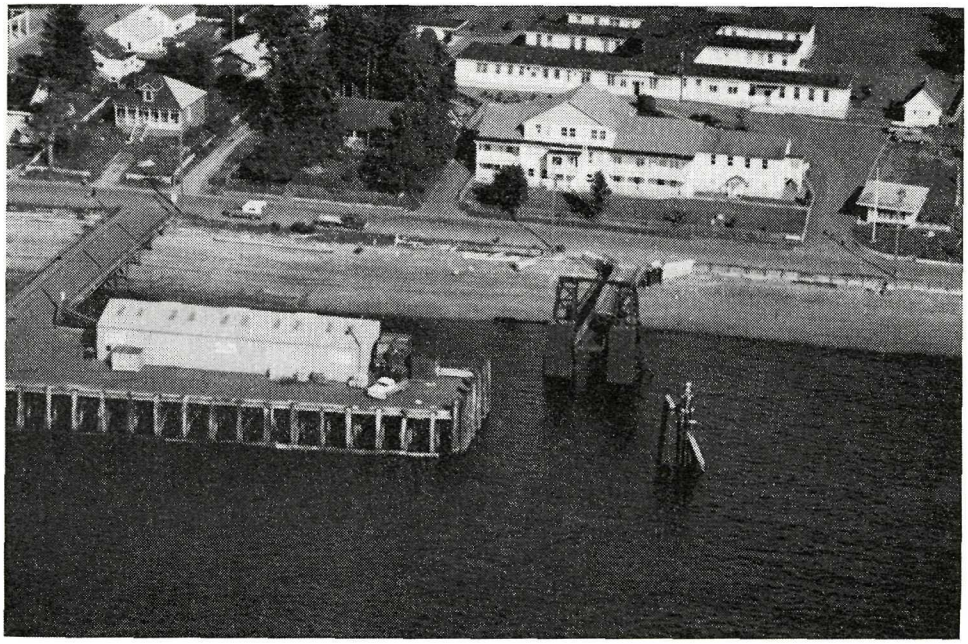

Photo 5. Alert Bay ferry terminal.

## *Details of Principal Bridges Constructed or Reconstructed*

| No. | Name | Location | Electoral District | Type, Description of Work, and Remarks |
|---|---|---|---|---|
| 2154 | Bell-Irving 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; temporary timber deck. |
| 2473 | Atchelitz Creek frontage road | Lickman–Evans Road | Chilliwack | A 120-ft. bridge consisting of four 30-ft. precast-concrete box-stringer spans founded on treated-timber pile substructure; asphalt-surfaced deck with a 30-ft. roadway. |
| 2252 | Golden Overhead | Kootenay–Columbia Highway | Columbia | A 316-ft. bridge consisting of five continuous steel stringer spans supported on a reinforced-concrete substructure; reinforced-concrete deck with a 36-ft. roadway and one 5-ft. sidewalk. |
| 1038 | Canyon Creek | Canyon Creek Road, 4 miles south of Golden | Columbia River | A 310-ft. bridge consisting of one 80-ft. treated-timber laminated-beam span with standard trestle approaches; a 24-ft. roadway and a 4-ft. sidewalk. |
| 1518 | Ruby Creek | Lougheed Highway | Dewdney | A 120-ft. bridge consisting of two continuous steel stringer spans on reinforced-concrete substructure founded on steel H-piles; reinforced-concrete deck with a 36-ft. roadway and one 5-ft. sidewalk. |
| 2165 | Slim Creek | Yellowhead Highway | Fort George | A 409-ft. bridge consisting of welded wide-flange steel stringer spans, one 111-ft. span, two 83-ft. spans, and two 62-ft. spans supported on reinforced-concrete substructure, the piers of which are founded on steel H-piles; reinforced-concrete deck with a 32-ft. roadway. |
| 2259 | Dome Creek | Yellowhead Highway | Fort George | A 153-ft. bridge consisting of a 90-ft. steel girder span, one 34-ft. and one 29-ft. reinforced-concrete cast-in-place abutment deck with voids, each founded on steel H-piles; reinforced-concrete deck with a 36-ft. roadway. |
| 2255 | Ptarmigan Creek | Yellowhead Highway | Fort George | A 150-ft. bridge consisting of three 50-ft. steel stringer spans supported on a reinforced-concrete substructure; reinforced-concrete deck with a 36-ft. roadway. |
| 2275 | Swift Current Creek | Yellowhead Highway | Fort George | A 207-ft. bridge consisting of three 69-ft. steel stringer spans supported on a reinforced-concrete substructure, piers on composite steel pipe and timber piles; reinforced-concrete deck with a 36-ft. roadway. |
| 2276 | Robson River | Yellowhead Highway | Fort George | A 235-ft. bridge consisting of three steel stringer spans supported on reinforced-concrete substructure the piers of which are founded on untreated-timber piles; reinforced-concrete deck with a 36-ft. roadway. |
| 1405 | Moose River | Yellowhead Highway | Fort George | A 192-ft. bridge consisting of one 120-ft. main girder span and two 36-ft. stringer approach spans supported on a reinforced-concrete substructure; reinforced-concrete deck with a 36-ft. roadway. |
| 1406 | Grant Brook | Yellowhead Highway | Fort George | A 72-ft. bridge consisting of one 72-ft. steel stringer span, supported on reinforced-concrete substructure founded on untreated-timber piles; reinforced-concrete deck with a 36-ft. roadway. |
| 1407 | Fraser River west | Yellowhead Highway | Fort George | A 240-ft. bridge consisting of one 90-ft. and two 75-ft. continuous steel stringer spans supported on a reinforced-concrete substructure of which the two piers are founded on steel H-piles; reinforced-concrete deck with a 32-ft. roadway. |
| 1408 | Fraser River east | Yellowhead Highway | Fort George | A 240-ft. bridge consisting of one 90-ft. and two 75-ft. continuous steel stringer spans supported on a reinforced-concrete substructure of which the two piers are founded on steel pipe-piles; reinforced-concrete deck with a 32-ft. roadway. |

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| 1444 | Ghita Creek | Yellowhead Highway | Fort George | A 41-ft. bridge consisting of one prestressed-concrete box-stringer span supported on reinforced-concrete abutments; a concrete-surfaced deck with a 44-ft. roadway. |
| 2274 | Rockingham Creek | Yellowhead Highway | Fort George | A 72-ft. bridge with one 69-ft. steel stringer span supported on reinforced-concrete abutments; reinforced-concrete deck with 36-ft. roadway. |
| 2298 | Clemina Overhead | Yellowhead South Highway | Kamloops | A 350-ft. bridge consisting of seven 50-ft. steel stringer spans supported on a reinforced-concrete substructure, the piers of which are founded on treated-timber piles; reinforced-concrete deck with a 36-ft. roadway. |
| 2294 | Gosnell | Yellowhead South Highway | Kamloops | A 320-ft. bridge consisting of one steel-stiffened tied-arch span supported on a reinforced-concrete substructure which is founded on steel H-piles; reinforced-concrete deck with a 32-ft. roadway. |
| 2471 | Tumbleweed Underpass | British Columbia Highway 1 | Kamloops | A 189-ft. bridge consisting of a 68-ft. and two 60-ft. prestressed-concrete stringer spans founded on a reinforced-concrete substructure; reinforced-concrete deck with a 30-ft. roadway. |
| 1442 | Brookfield | Yellowhead South Highway | Kamloops | A 96-ft. bridge consisting of a 40-ft. and two 28-ft. precast-concrete box-stringer spans; treated-timber piers with simple grade beams supporting the flanking spans; asphalt-surfaced deck with a 38-ft. roadway. |
| 865 | Lois River | Sunshine Coast Highway | Mackenzie | A 415-ft. bridge consisting of two 104-ft. and two 78-ft. continuous steel girder spans and two reinforced-concrete abutment spans; a reinforced-concrete substructure and deck; a 32-ft. roadway and one 4-ft. sidewalk. |
| 116 | Cedar (over Nanaimo River) | Cedar Road | Nanaimo | A 261-ft. bridge consisting of one 225-ft. steel-stiffened tied-arch span and one 36-ft. steel stringer approach span, supported on a reinforced-concrete substructure; reinforced-concrete deck with a 28-ft. roadway and one 5-ft. sidewalk. |
| 1028 | Barrett Creek | Nelson–Nelway Highway | Nelson-Creston | A 50-ft. bridge consisting of one prestressed box-stringer span supported on two reinforced-concrete abutments; a concrete surfaced deck with a 38-ft. roadway. |
| 1240 | Hall Creek | Nelson–Nelway Highway | Nelson-Creston | A 60-ft. bridge consisting of one prestressed box-girder span supported on two reinforced-concrete abutments; a concrete overlayed deck with a 38-ft. roadway. |
| 2375 | Cherry Creek | Sugar Lake Road | North Okanagan | A 147-ft. bridge consisting of a main 67-ft. and two 40-ft. approach steel stringer spans supported on reinforced-concrete abutments founded on treated-timber piles and two treated-timber pile piers; reinforced-concrete deck with a 24-ft. roadway. |
| 2433 | Port Edward pipe-line | Galloway Rapids–Port Edward Highway | Prince Rupert | A 92-ft. bridge consisting of one steel girder span on reinforced-concrete abutments; a reinforced-concrete deck with a 43-ft. roadway. |
| 2380 | Blanket Creek | Shelter Bay–Revelstoke Highway | Revelstoke-Slocan | A 260-ft. bridge consisting of a three-span continuous framed girder supported on two inclined steel columns founded on inclined reinforced-concrete pedestals and reinforced-concrete abutments; reinforced-concrete deck with a 32-ft. roadway. |
| 2458 | Rogers Avenue Pedestrian Overcrossing | Patricia Bay Highway | Saanich and the Islands | A pedestrian overcrossing consisting of a steel box-girder, 80-ft. centre span, with helicoidal ramps supported on a reinforced-concrete substructure. |
| 2454 | Amity Drive Pedestrian Overcrossing | Patricia Bay Highway | Saanich and the Islands | A pedestrian overcrossing consisting of a steel box-girder, 135-ft. centre span, 30-ft. and 100-ft. ramps supported on a reinforced-concrete substructure. |

## *Details of Principal Bridges Constructed or Reconstructed*—Continued

| No. | Name | Location | Electoral District | Type, Description of Work, and Remarks |
|---|---|---|---|---|
| 2453 | Weiler Avenue Pedestrian Overcrossing | Patricia Bay Highway | Saanich and the Islands | A pedestrian overcrossing consisting of a steel box-girder, 84-ft. centre span, 114-ft. and 122-ft. ramps supported on a reinforced-concrete substructure. |
| 2434 | Falaise Underpass | Patricia Bay Highway | Saanich and the Islands | A 242-ft. bridge consisting of two 62-ft. and one 118-ft. continuous trapezoidal box-girder span on two steel bents and reinforced-concrete substructure; reinforced-concrete deck with a 48-ft. roadway and two 8-ft. sidewalks. |
| 2175 | Hazelton East Overhead | Yellowhead Highway | Skeena | A 174-ft. bridge consisting of three 58-ft. prestressed-concrete stringer spans on a reinforced-concrete substructure; reinforced-concrete deck with a 28-ft. roadway and two 6-ft. sidewalks. |
| 2508 | Cassiar Street Pedestrian Overcrossing | British Columbia Highway 401 | Vancouver East | A pedestrian overcrossing consisting of a steel box-girder 80-ft. centre span with helicoidal ramps supported on a reinforced-concrete substructure. |
| 523 | Middlesboro | Midday Valley Road | Yale-Lillooet | A 192-ft. bridge consisting of two prestressed-concrete stringer spans founded on a reinforced-concrete substructure, the pier being supported on steel H-piles; a reinforced-concrete deck with a 28-ft. roadway and one 5-ft. sidewalk. |

## *Details of Bridges Under Construction but Not Completed*

| No. | Name | Location | Electoral District | Type, Description of Work, and Remarks |
|---|---|---|---|---|
| 2513 | Alger Creek | Stewart–Cassiar Highway | Atlin | A 120-ft. bridge consisting of a TSR Bailey superstructure on rock-filled log-crib abutments; timber deck with an 11-ft. roadway. |
| 2511 | Beaverpond Creek | Stewart–Cassiar Highway | Atlin | A 121-ft. bridge consisting of two steel stringer spans supported on one pier and two abutments of rock-filled log cribbing; timber deck with a 12-ft. roadway. |
| 2195 | Bell-Irving 2 | Stewart–Cassiar Highway | Atlin | A 608-ft. bridge consisting of a two-span Callender-Hamilton superstructure supported on two reinforced-concrete abutments and one pier, all founded on steel-pipe piles; timber deck with an 11-ft. roadway. |
| 2326 | Devil Creek | Stewart–Cassiar Highway | Atlin | A 233-ft. bridge consisting of a 150-ft. Callender-Hamilton span and two steel stringer approach spans, supported on a reinforced-concrete substructure; timber deck with a 12-ft. roadway. |
| 2537 | French Creek | Stewart–Watson Lake Highway | Atlin | A 171-ft. bridge consisting of timber trestles with sawn-timber stringers, timber deck, and an 18-ft. roadway. |
| 2510 | Snowbank Creek | Stewart–Cassiar Highway | Atlin | A 92-ft. bridge consisting of a TS Bailey span supported on rock-filled log-crib abutments; timber deck with an 11-ft. roadway. |
| 2367 | Prest Road Underpass | British Columbia Highway 401 | Chilliwack | A 224-ft. bridge consisting of one 118-ft. and two 53-ft. welded stringer spans, supported on a reinforced-concrete substructure, the piers being founded on composite timber piles: reinforced-concrete deck with a 42-ft. roadway and one 5-ft. sidewalk. |
| 2273 | Golden Overhead south | Kootenay-Columbia Highway | Columbia River | A 462-ft. bridge consisting of six 77-ft. steel stringer spans supported on a reinforced-concrete substructure, the piers of which are founded on treated-timber piles; reinforced-concrete deck with a 32-ft. roadway and one 5-ft. sidewalk. |
| 53 | Canoe Pass | Westham Road | Delta | Replacement of timber Howe Truss with a 160-ft. Callender-Hamilton span supported on existing timber piers; timber tie and plank deck with a 13-ft. roadway. |
| 6020 | Maria Slough | Lougheed Highway | Dewdney | 120-ft. bridge consisting of four 30-ft. prestressed-concrete box-stringer spans founded on two reinforced-concrete abutments and three concrete-capped prestressed-concrete pile bents; concrete-surfaced deck with a 38-ft. roadway. |
| 2317 | Mission | Mission–Huntingdon Highway | Dewdney | A 3,695-ft. bridge with 54-ft. roadway and two 6-ft. sidewalks consisting of (*a*) two 290-ft. and one 440-ft. steel box-girder main spans with orthotropic deck with protective coating and wearing surface; (*b*) six 200-ft. steel-plate girder approach spans with reinforced-concrete deck and concrete wearing surface; (*c*) eleven 134-ft. precast, prestressed-concrete approach spans with reinforced-concrete deck and concrete wearing surface. All substructure to be reinforced concrete, two abutments, 10 piers on land with timber piles, and nine piers in or near water with steel H-piles. |
| 1308 | Pallot | Lougheed Highway | Dewdney | A 54-ft. bridge consisting of a prestressed-concrete box-stringer span replacement for a steel stringer span and the extension of abutments with reinforced-concrete supported on steel H-piles; concrete surfaced deck with a 60-ft. roadway. |

## *Details of Bridges Under Construction but Not Completed*—Continued

| No. | Name | Location | Electoral District | Type, Description of Work, and Remarks |
|---|---|---|---|---|
| 831 | Harris Cove | West Coast Road | Esquimalt | A 620-ft. bridge consisting of eight 50-ft. log stringer spans and one 100-ft. DSR Bailey span supported on treated-timber piles; timber deck with a 10-ft. roadway and one 4-ft. sidewalk. |
| 1132 | Fraser River at Tête Jaune | Yellowhead South Highway | Fort George | A 515-ft. bridge consisting of one 100-ft. and five 83-ft. prestressed-concrete stringer spans supported on a reinforced-concrete substructure, the piers of which are founded on steel H-piles; reinforced-concrete deck with a 36-ft. roadway and one 5-ft. sidewalk. |
| 2278 | Moose Lake Overhead | Yellowhead Highway | Fort George | A 486-ft. bridge consisting of three 70-ft., two 78-ft., and two 60-ft. welded-steel stringer spans supported on six reinforced-concrete piers of which three are founded on steel H-piles, and two reinforced-concrete abutments of which one is founded on steel H-piles; reinforced-concrete deck with a 36-ft. roadway. |
| 1442 | Brookfield Creek | Yellowhead | Kamloops | A 96-ft. three-span concrete box-stringer bridge consisting of one 40-ft. and two 28-ft. spans founded on two H-pile bents with reinforced-concrete caps and reinforced-concrete abutments; asphalt wearing surface with a 36-ft. roadway. |
| 2319 | Peterson Creek | British Columbia Highway 1 | Kamloops | A 625-ft. bridge consisting of three continuous variable-depth steel box-girder spans supported on a reinforced-concrete substructure; reinforced-concrete deck with a 66-ft. roadway. |
| 1080 | Raft River | Yellowhead South Highway | Kamloops | A 210-ft. bridge consisting of one 122-ft. plate-girder span and two 44-ft. steel stringer spans supported on two reinforced-concrete piers founded on steel-pipe piles and two reinforced-concrete abutments; reinforced-concrete deck with a 32-ft. roadway and one 4-ft. sidewalk. |
| 2220 | Springhill Drive | British Columbia Highway 1 | Kamloops | A 230-ft. bridge consisting of one 110-ft. and two 60-ft. prestressed-concrete stringer spans supported on a reinforced-concrete substructure, the piers being founded on steel H-piles; reinforced-concrete deck with a 70-ft. roadway. |
| 2386 | Valleyview Drive | British Columbia Highway 1 | Kamloops | A 208-ft. bridge consisting of three reinforced-concrete voided slab spans on a reinforced-concrete substructure, the piers being founded on treated-timber piles; an 86-ft. roadway. |
| 2491 | Gold Creek | Wardner–Newgate Road | Kootenay | A 180-ft. bridge consisting of six 30-ft. prestressed-concrete box-stringer spans supported on treated-timber abutments and bents; a concrete-surfaced deck with a 24-ft. roadway. |
| 2480 | Kikomun | Elko–Newgate Road | Kootenay | A 657-ft. bridge consisting of three 167-ft. and one 156-ft. DDR Bailey spans supported on three reinforced-concrete piers founded on steel H-piles and two reinforced-concrete abutments; timber deck with a 12-ft. 6-in. roadway. |
| 672 | Wardner | British Columbia Highway 3 | Kootenay | A 740-ft. bridge consisting of five 125-ft. prestressed-concrete suspended spans supported on two reinforced-concrete abutments and four reinforced-concrete hollow-girder pier-cap sections, 31 ft. long, piers are founded on steel H-piles; reinforced-concrete deck with a 28-ft. roadway. |

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| 2463 | CPR Overhead at Wardner | British Columbia Highway 3 | Kootenay | A 146-ft. bridge consisting of one 93-ft. and one 53-ft. prestressed-concrete stringer spans supported on a reinforced-concrete substructure; a reinforced-concrete deck with a 28-ft. roadway. |
| | Fort Nelson River Bridge | British Columbia Railway Bridge | North Peace River | 727 feet of timber decking placed by the Department of Highways providing a 12-ft. roadway on the existing structure which consists of three steel trusses on concrete piers and abutments. |
| 1596 | Houston | Yellowhead Highway | Omineca | A 404-ft. bridge consisting of six 49-ft. steel stringer spans and one 110-ft. steel girder span supported on two reinforced-concrete piers founded on treated-timber piles, four steel bents on reinforced-concrete pedestals and two abutments; a reinforced-concrete deck with a 36-ft. roadway and one 5-ft. sidewalk. |
| 2285 | Houston Overhead | Yellowhead Highway | Omineca | A 184-ft. bridge consisting of one 68-ft. and two 58-ft. steel stringer spans supported on two reinforced-concrete piers founded on treated-timber piles, and two abutments; reinforced-concrete deck with a 36-ft. roadway and one 5-ft. sidewalk. |
| 2324 | Diana Creek | Yellowhead Highway | Prince Rupert | A 120-ft. bridge consisting of four 30-ft. prestressed-concrete box-stringer spans supported on three concrete-capped prestressed-concrete pile bents and two reinforced-concrete abutments; concrete-surfaced deck with a 32-ft. roadway. |
| 1121 | McNeil River | Yellowhead Highway | Prince Rupert | A 180-ft. bridge consisting of three 60-ft. prestressed-concrete box-stringer spans supported on two concrete-capped prestressed-concrete pile bents and two reinforced-concrete abutments; concrete-surfaced deck with a 39-ft. roadway. |
| 2302 | Halfway River | Nakusp–Galena Bay Highway | Revelstoke-Slocan | A 200-ft. bridge consisting of one 120-ft. and two 40-ft. continuous steel stringer spans supported on two reinforced-concrete piers founded on steep-pipe piles and reinforced-concrete abutments; reinforced-concrete deck with a 36-ft. roadway. |
| 2435 | Quadra Street Underpass | Patricia Bay Highway | Saanich and the Islands | A 285-ft. bridge consisting of one 63-ft., one 102-ft. and one 120-ft. continuous steel trapezoidal box-girder spans supported on two steel bents on reinforced-concrete pedestals founded on concrete-filled pipe piles; reinforced-concrete abutments; reinforced-concrete deck with a 48-ft. roadway and two 5-ft. sidewalks. |
| 1117 | Exchamsiks River | Yellowhead Highway | Skeena | A 393-ft. bridge consisting of a 303-ft. stiffened tied-arch span and two 45-ft. prestressed-concrete box-stringer abutment approach spans supported on two reinforced-concrete abutments founded on steel H-piles; reinforced concrete deck with a 32-ft. roadway. |
| 1124 | Khyex River | Yellowhead Highway | Skeena | A 277-ft. bridge consisting of one 244-ft. stiffened tied-arch span and one 33-ft. steel stringer span supported on reinforced-concrete abutments and pier which are founded on steel H-piles; reinforced-concrete deck with a 28-ft. roadway. |
| 2423 | Arras | John Hart Highway | South Peace River | A 400-ft. bridge consisting of two 200-ft. continuous steel girder spans supported on a reinforced-concrete substructure; reinforced-concrete deck with a 32-ft. roadway. |

## *Details of Bridges Under Construction but Not Completed*—Continued

| No. | Name | Location | Electoral District | Type, Description of Work, and Remarks |
|---|---|---|---|---|
| 2304 | Stanley Park Pedestrian/Equestrian Overcrossing | Stanley Park Lake Trail | Vancouver Centre | A 257-ft. structure consisting of eight steel box spans and seven structural steel columns with two helicoidal ramps at one end for pedestrian and equestrian traffic. |
| 2403 | Knight Street | Knight Street, Vancouver to Richmond | Vancouver South and Richmond | (*a*) A 3,931-ft. south branch structure consisting of two 170-ft. and one 360-ft. main spans of cast-in-place prestressed-concrete box-girder construction; 27 precast, prestressed-concrete stringer approach spans with reinforced-concrete deck; all supported on reinforced-concrete substructure with four marine piers on steel-pipe piles, 25 land piers on treated-timber piles, and two abutments on spread footings; two 30-ft. roadways and two 4-ft. sidewalks.<br>(*b*) A 786-ft. north branch structure consisting of two 135-ft. and one 260-ft. main spans of cast-in-place prestressed-concrete box-girder construction; two 128-ft. precast, prestressed-concrete stringer approach spans with reinforced-concrete deck supported on reinforced-concrete substructure on spread footings; two 42-ft. roadways and two 4-ft. sidewalks.<br>(*c*) A 100-ft., more or less, Marine Drive overpass structure of cast-in-place prestressed-concrete slab construction supported on abutments and two inclined bents on spread footings; two 42-ft. roadways and two 4-ft. sidewalks.<br>(*d*) A 100-ft., more or less, Bridgeport Road underpass structure of cast-in-place prestressed-concrete slab construction supported on two inclined bents on treated-timber piles and two abutments on spread footings; 48-ft. roadway and one 5-ft. sidewalk. |
| 2519 | Callaghan Creek | Garibaldi Highway | West Vancouver-Howe Sound | An 80-ft. bridge consisting of one steel stringer span supported on reinforced-concrete abutments; reinforced-concrete deck with a 32-ft. roadway. |
| 1420 | Cypress Creek | British Columbia Highway 1 | West Vancouver-Howe Sound | A 129-ft. bridge consisting of three 93-ft. prestressed-concrete suspended spans supported on two reinforced-concrete abutments and two reinforced-concrete hollow-girder sections 75-ft. long which are pier parts; a reinforced-concrete deck with a 74-ft. roadway. |
| 1619 | Horseshoe Bay Overhead | British Columbia Highway 1 | West Vancouver-Howe Sound | Reconstruction of the existing 378-ft. six-span structural steel railway overhead by revisions to the substructure and superstructure to increase the live load and widen the reinforced concrete roadway from 36 ft. to 60 ft. |
| 2339 | Horsheshoe Bay Underpass | British Columbia Highway 1 | West Vancouver-Howe Sound | A 344-ft. bridge consisting of four structural steel spans with three integral steel beams supported on reinforced-concrete pedestals and abutments; reinforced-concrete deck with a 36-ft. roadway and one 5-ft. sidewalk. |
| 2301 | Mons Overhead | Garibaldi Highway | West Vancouver-Howe Sound | A 150-ft. bridge consisting of three 50-ft. steel stringer spans supported on two reinforced-concrete abutments and piers, the piers are founded on treated-timber piles; reinforced-concrete deck with a 36-ft. roadway. |

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| 1428 | Nelson Creek | British Columbia Highway 1 | West Vancouver-Howe Sound | A 703-ft. bridge consisting of four 112-ft. prestressed-concrete suspended spans supported on two reinforced-concrete abutments and three reinforced-concrete hollow-girder sections 84-ft. long which are pier parts; a reinforced-concrete deck with a 74-ft. roadway. |
| 2244 | Rutherford Creek | Garibaldi Highway | West Vancouver-Howe Sound | An 82-ft. bridge consisting of one steel stringer span supported on reinforced-concrete abutments; reinforced-concrete deck with a 32-ft. roadway. |
| 2243 | Soo River | Garibaldi Highway | West Vancouver-Howe Sound | A 125-ft. bridge consisting of a steel girder span supported on reinforced-concrete abutments founded on untreated-timber piles; reinforced-concrete deck with a 32-ft. roadway. |
| 2516 | Hunter Creek | British Columbia Highway 401 | Yale-Lillooet | Two parallel 242-ft. bridges, each consisting of one 108-ft. and two 67-ft. continuous prestressed-concrete stringer spans supported on two reinforced-concrete piers and abutments founded on concrete-filled pipe piles; reinforced-concrete deck with a 38-ft. roadway. |
| 2496 | Wahleach Creek | British Columbia Highway 401 | Yale-Lillooet | Two parallel 138-ft. bridges, each consisting of one 66-ft. and two 36-ft. continuous prestressed-concrete stringer spans supported on two reinforced-concrete piers and abutments founded on concrete-filled pipe piles; reinforced-concrete deck with a 38-ft. roadway. |

## SUMMARY BY ELECTORAL DISTRICTS OF GRADING, PAVING, BRIDGE, FERRY-LANDING, FERRY, AND MISCELLANEOUS CONTRACT PROJECTS COMPLETED OR IN PROGRESS.

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

| Electoral District | Project |
|---|---|
| Alberni | Grading:<br>2122, Great Central Lake Road to Taylor Arm.<br>Paving:<br>S-1271, City of Port Alberni, Highway 4, and miscellaneous roads. |
| Atlin | Grading:<br>2233, North Bell-Irving Road to Beaverpond Creek.<br>2234, Beaverpond Creek to Bob Quinn Lake, Stewart–Watson Lake Highway.<br>Bridge:<br>763, Stikine River bridge.<br>Miscellaneous:<br>2111, Crushed granular surfacing in stockpile at Deep Creek, Dry Creek, and Dease pits.<br>2356, Crushed granular surfacing in stockpile. |
| Boundary-Similkameen | Grading:<br>2240, Billings to Cascade.<br>Paving:<br>S-4271, City of Grand Forks.<br>Bridge:<br>658, Upper Cascade. |
| Cariboo | Grading:<br>1976, Williams Lake to Mountain House Road, Cariboo Highway.<br>2134, Chilcotin Bridge to Williams Lake.<br>2308, Australian to Alexandria Indian Reserve.<br>Paving:<br>S-2370, 142 Mile House to 150 Mile House, Cariboo Highway.<br>S-6270, Barkerville Highway.<br>S-2171, Cache Creek to Clinton and PGE Underpass.<br>S-6671, Miscellaneous roads and streets, Quesnel.<br>Miscellaneous:<br>E-7047, Fraser River Bridge approaches, Quesnel.<br>E-1716, Crushed granular surfacing in stockpile. |
| Chilliwack | Grading:<br>1947, Prest Road Interchange, British Columbia Highway 1.<br>Paving:<br>S-8170, Miscellaneous sections, Bridal Falls to Hope, British Columbia Highway 1 and Morrow Road to MacDonald Road, Agassiz–Rosedale Highway.<br>S-1171, Abbotsford to Village of Matsqui and District of Matsqui to Mission Bridge, Abbotsford–Mission Highway.<br>Bridge:<br>720, Prest Road Underpass. |
| Columbia River | Paving:<br>S-8270, Intermittent sections, Donald to Glacier National Park and Golden to Yoho National Park, British Columbia Highway 1.<br>Bridges:<br>639, Golden Overhead, Contract 3, Deck.<br>714, Golden Overhead south, Kootenay-Columbia Highway. |
| Comox | Grading:<br>2236, North end Nimpkish Lake to Nimpkish Junction, Island Highway.<br>2313, south end to north end Nimpkish Lake, Island Highway.<br>Paving:<br>S-0271, Campbell River area.<br>S-0971, Port Alice Road to Coal Harbour Road.<br>S-1471, Ryan Road, Courtenay. |
| Cowichan-Malahat | Grading:<br>2237, Summit Sawmills, Cowichan Lake section, Cowichan Lake Highway.<br>Paving:<br>S-1071, Duncan area roads. |
| Delta | Grading:<br>2210, Roberts Bank Railway Overpass approaches, King George VI Highway.<br>Paving:<br>S-0371, Intermittent sections, Highways 15, 10, and 499.<br>Bridge:<br>697, Canoe Pass Bridge on Westham Road.<br>Ferry Terminal:<br>T.F. 126, Tsawwassen ferry terminal reconstruction.<br>T.F. 140, Tsawwassen ferry terminal reconstruction. |

## SUMMARY BY ELECTORAL DISTRICTS OF GRADING, PAVING, BRIDGE, FERRY-LANDING, FERRY, AND MISCELLANEOUS CONTRACT PROJECTS COMPLETED OR IN PROGRESS—*Continued*

| Electoral District | Project |
|---|---|
| Dewdney | Grading:<br>1864, Ruby Creek to Katz Flat and Katz Flat to Haig, Lougheed Highway.<br>2235, Agassiz to Ruby Creek, Lougheed Highway.<br>2238, Pitt River to Haney, Lougheed Highway.<br>Bridges:<br>528, Mission Bridge.<br>742, Maria Slough Bridge.<br>759, Pallot Bridge 1.<br>Miscellaneous:<br>E-7105, Lighting and signals, Pitt River to Haney, Lougheed Highway. |
| Esquimalt | Paving:<br>S-0871, Miscellaneous sections, Saanich District. |
| Fort George | Grading:<br>2116, Fraser River to District Lot 7203, Yellowhead Highway.<br>Bridges:<br>589, Fraser River Bridge at Tête Jaune, Yellowhead Highway.<br>650, Moose Lake Overhead, Yellowhead Highway.<br>Miscellaneous:<br>1826, Plant-mixed asphaltic base supplied, Prince George area. |
| Kamloops | Grading:<br>1840, Merritt Junction to Valleyview, British Columbia Highway 1.<br>Paving:<br>S-2169, Raft River to Avola, Yellowhead South Highway and Clearwater roads.<br>Bridges:<br>576, Raft River Bridge, Yellowhead South Highway.<br>698, Tumbleweed Underpass, British Columbia Highway 1.<br>704, Peterson Creek Bridge, British Columbia Highway 1.<br>710, Springhill Drive Overpass, British Columbia Highway 1.<br>752, Valleyview Drive Overpass, British Columbia Highway 1.<br>770, Kamloops West Bridge.<br>Miscellaneous:<br>2330, Crushed granular surfacing in stockpile, Noble pit.<br>2355, Crushed granular surfacing in stockpile, Logan Lake pit. |
| Kootenay | Grading:<br>1989, Eager Hill, British Columbia Highway 3.<br>2223, District Lot 9251 to District Lot 11513, Wardner–Newgate Road.<br>2228, Gold Creek section, Wardner–Newgate Road.<br>2229, Sand Creek to Baynes Lake, Jaffray–Waldo Road.<br>2230, Kootenay River crossing at Kikomun Creek, Elko–Newgate Road.<br>Paving:<br>S-4471, Van Horne Street, City of Cranbrook.<br>Bridges:<br>681, Wardner Bridge and CPR Overpass at Wardner, British Columbia Highway 3.<br>705, Kikomun Bridge, Elko–Newgate Road.<br>756, Old Town Michel Bridge, British Columbia Highway 3.<br>Miscellaneous:<br>2322, Crushed granular surfacing in stockpile, Tie Lake pit. |
| Langley | Grading:<br>2209, Roberts Bank Railway Overpass approaches, Pacific Highway.<br>Paving:<br>S-0371, Intermittent sections, Highways 10, 15, and 499.<br>S-0471, Pacific Highway to Frost Road and Carvolth Road to Highway 401 on the Fraser Highway. |
| Nanaimo | Paving:<br>S-0171, British Columbia Highway 1 and miscellaneous roads, Nanaimo District.<br>Miscellaneous:<br>2326, Crushed granular surfacing in stockpile, Gabriola Island. |
| Nelson-Creston | Grading:<br>2092, Nelson to Taghum (arterial); Nelson–Nelway (Cottonwood) Highway.<br>2093, Ymir to Euphrates, Nelson–Nelway Highway.<br>Paving:<br>S-4371, Miscellaneous sections, Nelson–Nelway Highway.<br>Bridge:<br>736, Hall and Barrett Creek Bridges, Nelson–Nelway Highway.<br>Ferry:<br>699, Modifications to MV *Anscomb*.<br>Miscellaneous:<br>2159, Crushed granular surfacing in stockpile, Highway 3A. |

## SUMMARY BY ELECTORAL DISTRICTS OF GRADING, PAVING, BRIDGE, FERRY-LANDING, FERRY, AND MISCELLANEOUS CONTRACT PROJECTS COMPLETED OR IN PROGRESS—*Continued*

| Electoral District | Project |
|---|---|
| North Peace River | Miscellaneous:<br>2305, Crushed granular surfacing in stockpile, Callison, Clarke, and Imperial pits.<br>2366, Crushed granular surfacing in stockpile, Fort St. John. |
| North Vancouver-Seymour | Grading:<br>2312, Mount Seymour Park Road.<br>Paving:<br>S-0571, Seymour River Bridge to Deep Cove, Dollarton Highway. |
| Omineca | Paving:<br>S-6869, Vanderhoof–Stuart Lake Highway, Vanderhoof–Stuart Lake–Fort St. James Arterial Highway 254R and Germansen Landing Road.<br>Bridge:<br>679, Houston Overhead and Houston Bridge, Yellowhead Highway. |
| Prince Rupert | Grading:<br>1949, Prudhomme Lake to Galloway Rapids, Yellowhead Highway.<br>1970, McNeil River to Prudhomme Lake, Yellowhead Highway.<br>Paving:<br>S-6970, Miscellaneous sections, Queen Charlotte Islands.<br>S-6371, Galloway Rapids to McNeil River, Yellowhead Highway.<br>S-6471, Stewart arterial and miscellaneous streets.<br>Bridge:<br>737, Diana Creek and McNeil River Bridges, Yellowhead Highway. |
| Revelstoke-Slocan | Grading:<br>2311, Nakusp to Galena Bay.<br>Paving:<br>S-5171, Crushed granular surfacing in stockpile, Nakusp.<br>Bridges:<br>617, Blanket Creek Bridge, Shelter Bay–Revelstoke Highway.<br>671, Halfway River Bridge, Nakusp–Galena Bay Highway.<br>Miscellaneous:<br>2211-1, Seeding roadside areas, Revelstoke to Shelter Bay.<br>2325, Crushed granular surfacing in stockpile, Boom Dock pit. |
| Richmond | Paving:<br>S-0371, Intermittent sections, Highways 10, 15, and 499.<br>Bridge:<br>627, Knight Street Bridge. |
| Rossland-Trail | Grading:<br>2094, Blueberry Creek to Kinnaird, British Columbia Highway 3.<br>Paving:<br>S-4270, Rossland to Sheep Lake. |
| Saanich and the Islands | Grading:<br>2043, Ardwell Road to Island View Road, Patricia Bay Highway.<br>2063, Rogers Avenue to Cherry Tree Road, Patricia Bay Highway.<br>Paving:<br>S-0771, Ardwell Road to Island View Road, Patricia Bay Highway.<br>Bridges:<br>713, Falaise Underpass, Patricia Bay Highway.<br>730, Quadra Street Underpass, Patricia Bay Highway.<br>Miscellaneous:<br>E-7041, Lighting, Patricia Bay Highway.<br>E-7104, Haliburton Road to Island View Road, Patricia Bay Highway.<br>2232, Crushed granular surfacing in stockpile, Patricia Bay Highway.<br>2257, Crushed granular surfacing in stockpile, Saltspring Island.<br>2266, Crushed granular surfacing in stockpile, Galiano Island. |
| Shuswap | Paving:<br>S-2771, Swan Lake to Westwold, intermittent, Highway 97.<br>S-2871, Scotch Creek to Magna Bay, Squilax–Anglemont Highway. |
| Skeena | Paving:<br>S-6570, Carnaby to Hazelton and Kitseguecla Bridge approaches, Yellowhead Highway.<br>S-6771, Miscellaneous sections, Kitimat area.<br>Bridges:<br>661, Khyex River Bridge, Yellowhead Highway.<br>673, Exchamsiks River Bridge, Yellowhead Highway.<br>674, Hazelton East Overhead, Yellowhead Highway.<br>Miscellaneous:<br>2211-2, Seeding areas, Yellowhead Highway. |

## SUMMARY BY ELECTORAL DISTRICTS OF GRADING, PAVING, BRIDGE, FERRY-LANDING, FERRY, AND MISCELLANEOUS CONTRACT PROJECTS COMPLETED OR IN PROGRESS—*Continued*

| Electoral District | Project |
|---|---|
| South Okanagan | Paving: |
| | S-2671, Kelowna District roads. |
| | S-2971, Kelowna District roads. |
| | Miscellaneous: |
| | E-7119, Lighting, Kelowna. |
| South Peace River | Bridge: |
| | 727, Arras Bridge, John Hart Highway. |
| | Miscellaneous: |
| | 1838, Crushed granular surfacing in stockpile, Dawson Creek area. |
| Surrey | Paving: |
| | S-0371, Intermittent sections, Highways 10, 15, and 499. |
| | Miscellaneous: |
| | E-7124, Lighting, Port Mann Bridge to Johnston Road, Highway 401. |
| Vancouver Central | Bridge: |
| | 629, Pedestrian and equestrian overpass, Stanley Park. |
| Vancouver East | Bridge: |
| | 740, Pedestrian overpass, Cassiar Street, Highway 401. |
| Vancouver South | Bridge: |
| | 627, Knight Street Bridge. |
| West Vancouver-Howe Sound | Grading: |
| | 2127, Horseshoe Bay to Taylor Way, Section 2, Highway 1. |
| | 2353, Cypress Bowl access road. |
| | Paving: |
| | S-1671, Alice Lake Camp-site Road. |
| | Bridges: |
| | 530, Mons Overhead, Soo River, Rutherford Creek and Callaghan Creek Bridges, Highway 99. |
| | 766, Horseshoe Bay Underpass and Overhead, Highway 1. |
| | Miscellaneous: |
| | E-7101, Electrical ducting and temporary lighting, Upper Levels, Highway 1. |
| | 2331, Crusher granular, Bowen Island. |
| | 2346, Crusher granular, Pemberton area. |
| Yale-Lillooet | Paving: |
| | S-2571, Miscellaneous sections, Hope–Princeton Highway 3. |
| | S-8471, Sailor Bar Tunnel to Alexandra Bridge, Highway 1. |
| | Bridges: |
| | 723, Wahleach Creek Bridge, Highway 1. |
| | 724, Hunter Creek Bridge, Highway 1. |
| | 725, Middlesboro Bridge, Midday Valley Road. |
| | 755, Cleaning and painting, Nine Mile Canyon Bridge, Highway 1. |
| | Miscellaneous: |
| | 2139, Crushed granular, Nicola. |
| | 2359, Crushed granular, Hope. |

# TENDERS RECEIVED AND CONTRACTS AWARDED

## HIGHWAYS

| Description of Work and Names of Tenderers | Amount of Tenders at Unit Rates Based on Estimated Quantities | Remarks |
|---|---|---|
| *Project 1989*—British Columbia Highway 3 reconstruction: Eager Hill section (4.26 miles): | $ | |
| Emil Anderson Construction (B.C.) Ltd. | 1,079,106.00 | Awarded. |
| Ledingham Construction Ltd. | 1,136,799.88 | |
| Columbia Excavating Co. Ltd. | 1,181,934.00 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 1,271,056.00 | |
| Dawson Construction Ltd. | 1,279,735.20 | |
| Miller Cartage & Contracting Ltd. | 1,319,305.00 | |
| Gallelli & Sons Co. Ltd. | 1,392,046.00 | |
| A. C. McEachern Ltd. | 1,516,107.00 | |
| Catre Construction (a division of Catre Industries Ltd.) | 1,555,174.00 | |
| *Project 2092*—Nelson Arterial Highway construction: Cottonwood Creek section and Taghum to Nelson section (1.53 miles): | | |
| A. C. McEachern Ltd. | 2,464,703.55 | Awarded. |
| Edco Construction Ltd. | 2,471,606.88 | |
| Emil Anderson Construction (B.C.) Ltd. | 2,569,234.00 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 2,613,911.20 | |
| H.B. Contracting Ltd. | 2,656,163.50 | |
| Dawson Construction Ltd. | 2,678,592.50 | |
| Gallelli & Sons Co. Ltd. | 2,767,947.65 | |
| Catre Construction (a division of Catre Industries Ltd.) | 2,897,515.70 | |
| *Project 2094*—British Columbia Highway 3 reconstruction: Blueberry Creek to Kinnaird section: | | |
| Peter Kiewit Sons Co. of Canada Ltd. | 730,332.00 | Awarded. |
| Cranbrook Construction Ltd. | 741,258.00 | |
| Pooley Construction Co. Ltd. | 768,301.00 | |
| Miller Cartage & Contracting Ltd. | 776,450.32 | |
| Emil Anderson Construction (B.C.) Ltd. | 793,314.00 | |
| Gordean Contractors Ltd. | 895,248.50 | |
| Liard Construction Co. Ltd. | 898,886.00 | |
| J.E.T. Equipment Ltd. | 925,684.00 | |
| Dawson Construction Ltd. | 932,909.00 | |
| W. C. Arnott & Co. Ltd. | 936,075.00 | |
| Catre Construction (a division of Catre Industries Ltd.) | 937,979.00 | |
| New West Construction Co. Ltd. | 966,297.20 | |
| Edco Construction Ltd. | 1,060,910.00 | |
| Standard-General Construction Ltd. | 1,088,588.00 | |
| *Project 2116*—Yellowhead Highway reconstruction: Fraser River to District Lot 7203 section (10.8 miles): | | |
| Argus Construction Ltd. | 1,630,063.00 | Awarded. |
| Gordean Contractors Ltd. | 1,675,906.40 | |
| Standard-General Construction Ltd. | 1,691,094.00 | |
| New West Construction Co. Ltd. | 1,716,456.00 | |
| Dawson Construction Ltd. | 1,776,592.80 | |
| Emil Anderson Construction (B.C.) Ltd. | 1,919,196.00 | |
| United Contractors Ltd. | 1,931,946.40 | |
| Edgeworth Construction & Rentals Ltd. | 1,982,381.12 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 1,994,866.00 | |
| J.E.T. Equipment Ltd. | 2,005,327.50 | |
| Catre Construction (a division of Catre Industries Ltd.) | 2,508,439.00 | |
| *Project 2122*—Alberni–Tofino Highway reconstruction: Great Central Lake Road to Taylor Arm section (13.59 miles): | | |
| Edco Construction Ltd. | 2,612,603.00 | Awarded. |
| Emil Anderson Construction (B.C.) Ltd. | 2,669,961.00 | |
| The Cattermole-Trethewey Contractors Ltd. | 2,881,146.50 | |
| Dawson Construction Ltd. | 2,969,624.50 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 3,088,968.00 | |
| A. C. McEachern Ltd. | 3,108,443.20 | |
| H.B. Contracting Ltd. | 3,137,523.50 | |
| Chilco Construction Ltd. | 3,243,524.60 | |
| Gordean Contractors Ltd. | 3,466,718.30 | |
| Standard-General Construction (International) Ltd. | 3,509,998.00 | |

## HIGHWAYS—*Continued*

| Description of Work and Names of Tenderers | Amount of Tenders at Unit Rates Based on Estimated Quantities | Remarks |
|---|---|---|
| *Project 2127*—British Columbia Highway 1 reconstruction: Horseshoe Bay to Taylor Way, Section 2, Mile 57.2 to Mile 62.5: | | |
| | $ | |
| United Contractors Ltd. | 5,505,959.00 | Awarded. |
| Northern Construction Co. (a division of Morrison-Knudsen Co. Inc.) | 6,079,736.00 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 6,131,346.00 | |
| The Foundation Co. of Canada Ltd. | 6,664,010.40 | |
| Standard-General Construction Ltd. | 6,734,166.00 | |
| Dawson Construction Ltd. | 6,875,119.75 | |
| Catre Construction (a division of Catre Industries Ltd.) | 7,161,564.50 | |
| Emil Anderson Construction (B.C.) Ltd. | 7,256,918.00 | |
| Dillingham Corporation Canada Ltd. | 7,958,121.00 | |
| *Project 2134*—Chilcotin–Bella Coola Highway reconstruction: Chilcotin Bridge to Williams Lake section (15.15 miles): | | |
| Standard-General Construction Ltd. | 2,576,672.00 | Awarded. |
| Gordean Contractors Ltd. | 2,677,644.75 | |
| J.E.T. Equipment Ltd. | 2,771,859.00 | |
| Dawson Construction Ltd. | 2,852,469.30 | |
| Liard Construction Co. Ltd. | 2,870,298.50 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 2,957,405.30 | |
| Argus Construction Ltd. | 2,999,100.50 | |
| Granby Construction & Equipment Ltd. | 3,026,279.70 | |
| Miller Cartage & Contracting Ltd. | 3,099,185.10 | |
| Catre Construction (a division of Catre Industries Ltd.) | 3,284,572.00 | |
| New West Construction Co. Ltd. | 3,397,564.20 | |
| Emil Anderson Construction (B.C.) Ltd. | 3,479,711.00 | |
| *Project 2233*—Stewart–Cassiar Highway construction: North Bell-Irving River crossing to Beaverpond Creek (16.33 miles): | | |
| Peter Kiewit Sons Co. of Canada Ltd. | 2,932,305.00 | Awarded. |
| Argus Construction Ltd. | 3,169,568.80 | |
| Catre Construction (a division of Catre Industries Ltd.) | 3,413,492.00 | |
| Keen Industries Ltd. | 3,451,863.00 | |
| *Project 2235*—Lougheed Highway reconstruction: Agassiz to Ruby Creek section (12.04 miles): | | |
| Catre Construction (a division of Catre Industries Ltd.) | 2,307,812.00 | Awarded. |
| H.B. Contracting Ltd. | 2,356,062.32 | |
| Emil Anderson Construction (B.C.) Ltd. | 2,437,591.00 | |
| Edco Construction Ltd. | 2,481,887.50 | |
| Standard-General Construction Ltd. | 2,511,234.00 | |
| Dawson Construction Ltd. | 2,545,213.65 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 2,596,439.50 | |
| Chilco Construction Ltd. | 4,732,815.50 | |
| *Project 2240*—Christina Lake–Laurier Highway reconstruction: Billings to Cascade section (0.9 mile): | | |
| Interior Contracting Co. Ltd. | 208,133.50 | Awarded. |
| Tri-Way Construction Co. Ltd. | 243,663.00 | |
| G & G Equipment Co. Ltd. | 256,348.90 | |
| H.B. Contracting Ltd. | 256,544.15 | |
| A. C. McEachern Ltd. | 325,656.00 | |
| *Project 2308*—Cariboo Highway reconstruction: Australian to Alexandria Indian Reserve section (10.17 miles): | | |
| Liard Construction Co. Ltd. | 939,963.20 | Awarded. |
| Dawson Construction Ltd. | 1,086,695.60 | |
| Gordean Contractors Ltd. | 1,113,922.50 | |
| Standard-General Construction Ltd. | 1,120,502.00 | |
| Argus Construction Ltd. | 1,122,097.00 | |
| New West Construction Co. Ltd. | 1,194,399.00 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 1,217,627.00 | |
| Pooley Construction Co. Ltd. | 1,232,790.00 | |
| Edgeworth Construction & Rentals Ltd. | 1,317,271.78 | |
| Catre Construction (a division of Catre Industries Ltd.) | 1,343,741.00 | |
| J.E.T. Equipment Ltd. | 1,379,650.00 | |
| Miller Cartage & Contracting Ltd. | 1,492,751.24 | |

## HIGHWAYS—*Continued*

| Description of Work and Names of Tenderers | Amount of Tenders at Unit Rates Based on Estimated Quantities | Remarks |
|---|---|---|
| *Project 2311*—Nakusp to Galena Bay and Balfour–Kaslo–Galena Bay Highway reconstruction: Halfway River to Galena Bay and Galena Bay to Galena Pass sections (15.33 miles): | $ | |
| Norm Keglovic Contracting Ltd. | 2,864,169.00 | Awarded. |
| Pooley Construction Co. Ltd. | 2,882,435.00 | |
| J.E.T. Equipment Ltd. | 3,046,215.00 | |
| H.B. Contracting Ltd. | 3,198,865.70 | |
| Gallelli & Sons Co. Ltd. | 3,496,957.00 | |
| Catre Construction (a division of Catre Industries Ltd.) | 3,577,342.00 | |
| Emil Anderson Construction (B.C.) Ltd. | 3,567,100.00 | |
| Dawson Construction Ltd. | 3,710,762.12 | |
| New West Construction Co. Ltd. | 3,772,505.00 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 3,817,574.60 | |
| Argus Construction Ltd. | 3,987,329.50 | |
| Standard-General Construction Ltd. | 4,163,037.00 | |
| Mannix Co. Ltd. | 7,246,703.00 | |
| *Project 2312*—Mount Seymour Park Road reconstruction: Mile 2.75 to Mile 6.70: | | |
| G & G Equipment Co. Ltd. | 582,075.00 | Awarded. |
| Chilco Construction Ltd. | 690,771.20 | |
| Edco Construction Ltd. | 731,205.00 | |
| H.B. Contracting Ltd. | 737,974.40 | |
| A. C. McEachern Ltd. | 766,858.00 | |
| Emil Anderson Construction (B.C.) Ltd. | 794,365.00 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 830,231.00 | |
| Dawson Construction Ltd. | 884,239.50 | |
| *Project 2313*—Vancouver Island Highway construction: south end Nimpkish Lake to north end Nimpkish Lake (13.19 miles): | | |
| Emil Anderson Construction (B.C.) Ltd. | 4,583,363.00 | Awarded. |
| Catre Construction (a division of Catre Industries Ltd.) | 4,680,959.00 | |
| Standard-General Construction Ltd. | 4,928,077.00 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 5,704,536.00 | |
| Northern Construction Co. (a division of Morrison-Knudsen Co. Inc.) | 6,992,356.00 | |
| *Project 2353*—Cypress Bowl access construction: 28th Street to Mile 5.55, clearing and grubbing, Mile 5.55 to Mile 9.38: | | |
| Dawson Construction Ltd. | 1,777,533.00 | Awarded. |
| Emil Anderson Construction (B.C.) Ltd. | 1,951,945.00 | |
| Miller Cartage & Contracting Ltd. | 1,972,080.20 | |
| Catre Construction (a division of Catre Industries Ltd.) | 1,980,698.00 | |
| Standard-General Construction Ltd. | 2,154,878.00 | |
| Gallelli & Sons Co. Ltd. | 2,184,533.42 | |
| Liard Construction Co. Ltd. | 2,342,087.50 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 2,342,101.00 | |
| Edco Construction Ltd. | 2,525,849.00 | |
| United Contractors Ltd. | 3,140,879.00 | |

## PAVING

| Description of Work and Names of Tenderers | Amount of Tenders at Unit Rates Based on Estimated Quantities | Remarks |
|---|---|---|
| *Project S-2370*—Cariboo Highway, 142 Mile to 150 Mile House, Mile 40.31 to Mile 47.05: | | Contract includes ¾-in. crushed granular surfacing and asphalt-concrete pavement. |
| | $ | |
| Dawson Construction Ltd. | 272,093.50 | Awarded. |
| Midas Aggregates Ltd. | 275,487.00 | |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 284,829.00 | |
| Midvalley Construction Ltd. | 289,067.50 | |
| *Project S-4270*—British Columbia Highway 3, Rossland–Sheep Lake Highway 3B, and Rossland Arterial (20.04 miles): | | Asphalt-concrete pavement. |
| Standard-General Construction Ltd. | 444,620.00 | Awarded. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 466,221.00 | |
| Dawson Construction Ltd. | 469,666.90 | |
| Gallelli & Sons Co. Ltd. | 486,031.00 | |
| Midvalley Construction Ltd. | 526,390.10 | |
| *Project S-6270*—Barkerville Highway, Mile 00.0 to Mile 38.5 and Mile 48.3 to Mile 53.5 (43.7 miles): | | Contract includes ¾-in. crushed granular surfacing and asphalt-concrete pavement. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 883,765.00 | Awarded. |
| Standard-General Construction (International) Ltd. | 1,046,810.00 | |
| Dawson Construction Ltd. | 1,092,049.00 | |
| Midvalley Construction Ltd. | 1,098,074.50 | |
| Poole Engineering Co. Ltd. | 1,186,376.00 | |
| Gordean Contractors Ltd. | 1,300,469.75 | |
| United Contractors Ltd. | 1,375,093.50 | |
| *Project S-6570*—Yellowhead Highway, Kitseguecla Bridge approaches and Carnaby to New Hazelton (13.3 miles): | | Contract includes ¾-in. crushed granular base, ¾-in. crushed granular surfacing, and asphalt-concrete pavement. |
| Peter Kiewit Sons Co. of Canada Ltd. | 692,570.00 | Awarded. |
| Midvalley Construction Ltd. | 709,865.00 | |
| City Construction Co. Ltd. | 733,716.04 | |
| Standard-General Construction (International) Ltd. | 743,265.00 | |
| Dawson Construction Ltd. | 795,299.00 | |
| *Project S-6970*—Miscellaneous sections, Queen Charlotte Islands (47.23 miles): | | Contract includes ¾-in. crushed granular surfacing and asphalt-concrete pavement. |
| Dawson Construction Ltd. | 1,382,538.00 | Awarded. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 1,398,156.00 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 1,493,804.00 | |
| *Project S-8270*—British Columbia Highway 1, intermittent sections, Donald to Glacier National Park and Golden to Yoho National Park (9.8 miles): | | Asphalt-concrete pavement. |
| Gallelli & Sons Co. Ltd. | 231,770.00 | Awarded. |
| Dawson Construction Ltd. | 282,592.00 | |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 296,940.00 | |
| *Project S-0171*—Miscellaneous roads and British Columbia Highway 1, Nanaimo District: | | |
| Hub City Paving & Construction Ltd. | 258,874.80 | Awarded. |
| Dawson Construction Ltd. | 281,420.00 | |
| Jack Cewe Ltd. | 315,701.50 | |
| Midvalley Construction Ltd. | 378,798.50 | |
| *Project S-0271*—Campbell River area (18.5 miles): | | Contract includes ¾-in. crushed granular surfacing and asphalt-concrete pavement. |
| E. R. Taylor Construction Co. (1965) Ltd. | 282,241.10 | Awarded. |
| Midvalley Construction Ltd. | 316,946.00 | |
| Dawson Construction Ltd. | 337,022.00 | |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 372,485.00 | |
| *Project S-0371*—Miscellaneous sections of Highways 15, 10, and 499, Scott Road and Roberts Bank Road (16.11 miles): | | Contract includes ¾-in. crushed granular surfacing and asphalt-concrete pavement. |
| Jack Cewe Ltd. | 650,005.04 | Awarded. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 697,577.00 | |
| Standard-General Construction Ltd. | 759,346.55 | |
| Winvan Gravel & Supply Ltd. | 836,450.60 | |
| Dawson Construction Ltd. | 879,430.48 | |
| Midvalley Construction Ltd. | 1,098,679.95 | |

## PAVING—*Continued*

| Description of Work and Names of Tenderers | Amount of Tenders at Unit Rates Based on Estimated Quantities | Remarks |
|---|---|---|
| *Project S-0471*—Fraser Highway from 15 Pacific Highway to Frost Road (3.9 miles), Carvolth Road from Fraser Highway to Highway 401 (3.5 miles): | $ | Contract includes ¾-in. crushed granular surfacing and asphalt-concrete pavement. |
| Jack Cewe Ltd. | 365,199.70 | Awarded. |
| Dawson Construction Ltd. | 366,435.18 | |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 372,280.00 | |
| Standard-General Construction Ltd. | 376,858.80 | |
| Winvan Gravel & Supply Ltd. | 380,162.00 | |
| *Project S-0571*—Dollarton Highway, Seymour River Bridge to Wharf at Deep Cove (5.8 miles) plus parking-lots (total, 11.1 miles): | | Asphalt-concrete pavement. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 287,405.00 | Awarded. |
| B.A. Blacktop Ltd. | 310,105.50 | |
| Standard-General Construction Ltd. | 314,002.50 | |
| Winvan Gravel & Supply Ltd. | 402,622.50 | |
| Jack Cewe Ltd. | 422,225.00 | |
| *Project S-0771*—Patricia Bay Highway, Ardwell Road to Island View Road section (6.5 miles): | | Asphalt-concrete pavement. |
| Dawson Construction Ltd. | 365,863.00 | Awarded. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 389,424.00 | |
| O.K. Paving Co. Ltd. | 493,325.50 | |
| *Project S-0871*—Sooke Road and other miscellaneous roads and Goldstream Park (7.3 miles): | | Asphalt-concrete pavement. |
| Victoria Paving Co. Ltd. | 214,125.60 | Awarded. |
| O.K. Paving Co. Ltd. | 240,710.00 | |
| Dawson Construction Ltd. | 259,477.20 | |
| *Project S-0971*—Port Alice Road, Coal Harbour Road, and Utah Mines Road (29 miles): | | Contract includes ¾-in. crushed granular base, ¾-in. crushed granular surfacing, and asphalt-concrete pavement. |
| Granby Construction & Equipment Ltd. | 1,712,648.00 | Awarded. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 1,789,470.00 | |
| Midvalley Construction Ltd. | 1,795,755.00 | |
| Dawson Construction Ltd. | 1,922,335.00 | |
| Jack Cewe Ltd. | 2,255,900.00 | |
| *Project S-1071*—Highway 18, Duncan west, intermittent sections, British Columbia Highway 1, Duncan north and south, Crofton Road, and part of Somenos Road (20.4 miles): | | Contract includes part curb and gutter and asphalt-concrete pavement. |
| Midvalley Construction Ltd. | 346,563.95 | Awarded. |
| Dawson Construction Ltd. | 350,012.40 | |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 370,309.85 | |
| *Project S-1171*—Abbotsford–Mission Highway, Harris Road and Riverside Road and District of Matsqui to Mission Bridge (4.8 miles): | | Contract includes part curb and gutter, ¾-in. crushed granular surfacing and asphalt-concrete pavement. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 472,949.95 | Awarded. |
| Fownes Construction (Yukon) Ltd. | 495,667.83 | |
| Jack Cewe Ltd. | 585,582.55 | |
| *Project S-1271*—Third Avenue, City of Port Alberni, Port Alberni Loop Highway, and miscellaneous Port Alberni roads (9 miles): | | Contract includes part curb and gutter, water and sewer mains and services, select granular sub-base, ¾-in. crushed granular surfacing, and asphalt-concrete pavement. |
| G & G Equipment Co. Ltd. | 547,268.55 | Awarded. |
| H.B. Contracting Ltd. | 552,073.80 | |
| Dawson Construction Ltd. | 576,769.25 | |
| *Project S-1471*—Ryan Road, Mile 0.15 to Mile 3.15 (3 miles): | | Asphalt-concrete pavement. |
| E. R. Taylor Construction Co. (1965) Ltd. | 59,900.00 | Awarded. |
| *Project S-1671*—Service road, Alice Lake Camp-site: | | Asphalt-concrete pavement. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 44,780.00 | Awarded. |
| Winvan Gravel & Supply Ltd. | 46,000.00 | |
| B.A. Blacktop Ltd. | 46,210.00 | |
| Standard-General Construction Ltd. | 47,000.00 | |
| Jack Cewe Ltd. | 66,490.00 | |

## PAVING—*Continued*

| Description of Work and Names of Tenderers | Amount of Tenders at Unit Rates Based on Estimated Quantities | Remarks |
|---|---|---|
| *Project S-2171*—Cariboo Highway, Cache Creek to North Bonaparte to Clinton sections: | | Contract includes ¾-in. crushed granular surfacing and asphalt-concrete pavement. |
| | $ | |
| Dawson Construction Ltd. | 550,339.00 | Awarded. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 577,468.00 | |
| Allen Contracting Ltd. | 647,873.00 | |
| Midvalley Construction Ltd. | 649,520.00 | |
| Standard-General Construction Ltd. | 685,084.00 | |
| Jack Cewe Ltd. | 686,720.00 | |
| *Project S-2571*—British Columbia Highway 3, miscellaneous sections, Hope to Princeton (29.27 miles): | | Asphalt-concrete pavement. |
| Dawson Construction Ltd. | 534,906.05 | Awarded. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 538,276.00 | |
| Midvalley Construction Ltd. | 683,912.50 | |
| *Project S-2671*—Kelowna District roads (15.59 miles): | | Asphalt-concrete pavement. |
| Midvalley Construction Ltd. | 228,987.05 | Awarded. |
| LeDuc Paving Ltd. | 248,419.73 | |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 283,544.04 | |
| *Project S-2771*—Highway 97, Falkland area, intermittent recap, Swan Lake Junction to Westwold (4.75 miles): | | Asphalt-concrete pavement. |
| LeDuc Paving Ltd. | 82,330.00 | Awarded. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 147,720.00 | |
| *Project S-2871*—Squilax–Anglemont Road, Scotch Creek to Magna Bay section, Mile 10.61 to Mile 22.20 and Shuswap Lake Park (18.09 miles): | | Asphalt-concrete pavement. |
| LeDuc Paving Ltd. | 182,039.40 | Awarded. |
| Midvalley Construction Ltd. | 228,883.00 | |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 247,734.00 | |
| *Project S-2971*—Kelowna District, miscellaneous roads (24.43 miles): | | Asphalt-concrete pavement. |
| Midvalley Construction Ltd. | 154,955.00 | Awarded. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 164,850.00 | |
| LeDuc Paving Ltd. | 185,545.00 | |
| *Project S-4271*—City of Grand Forks, Central Avenue (0.97 mile): | | Contract includes storm, sewer, curb and gutter, and asphalt-concrete pavement. |
| H.B. Contracting Ltd. | 233,682.13 | Awarded. |
| LeDuc Paving Ltd. | 249,393.96 | |
| Ledingham Construction Ltd. | 263,967.34 | |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 358,541.55 | |
| *Project S-4371*—British Columbia Highway 3A, miscellaneous sections, Nelson westerly and Kokanee Creek Camp-site (9.7 miles) | | |
| Gallelli & Sons Co. Ltd. | 231,948.00 | Awarded. |
| Dawson Construction Ltd. | 242,821.00 | |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 248,206.00 | |
| Standard-General Construction Ltd. | 254,511.00 | |
| Midvalley Construction Ltd. | 270,962.50 | |
| *Project S-4471*—City of Cranbrook, Van Horne Street (0.56 mile): | | Contract includes storm, sewer, curb and gutter, and asphalt-concrete pavement. |
| Midvalley Construction Ltd. | 219,095.60 | Awarded. |
| Ledingham Construction Ltd. | 222,193.80 | |
| B.A. Blacktop Ltd. | 248,009.64 | |
| LeDuc Paving Ltd. | 267,692.00 | |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 475,833.75 | |
| *Project S-5171*—Highway 6, Nakusp to junction of Highway 6 and Edgewood Road: | | Medium cover aggregate and crushed granular surfacing in stockpiles. |
| River Valley Contractors Ltd. | 196,565.00 | Awarded. |
| Argus Aggregates Ltd. | 209,885.00 | |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 227,195.00 | |
| Dawson Construction Ltd. | 260,282.00 | |
| *Project S-6371*—Yellowhead Highway, Galloway Rapids to McNeil River; Port Edward Highway, Galloway Rapids to Port Edward; and miscellaneous streets, Port Edward (22 miles): | | Contract includes ¾-in. crushed gravel surfacing and asphalt-concrete pavement. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 884,150.00 | Awarded. |
| Dawson Construction Ltd. | 1,322,343.50 | |

## PAVING—*Continued*

| Description of Work and Names of Tenderers | Amount of Tenders at Unit Rates Based on Estimated Quantities | Remarks |
|---|---|---|
| *Project S-6471*—Stewart arterial and miscellaneous streets (9.2 miles): | | Contract includes ¾-in. crushed granular surfacing and asphalt-concrete pavement. First call for tenders. |
| | $ | |
| Peter Kiewit Sons Co. of Canada Ltd. | 647,884.00 | Not awarded. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 678,465.00 | |
| Dawson Construction Ltd. | 703,727.00 | |
| *Project S-6471*—Stewart arterial and miscellaneous streets (9.2 miles): | | Contract includes ¾-in. crushed granular surfacing and asphalt-concrete pavement. Second call for tenders. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 474,662.00 | Awarded. |
| Dawson Construction Ltd. | 512,391.00 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 547,975.00 | |
| *Project S-6671*—Miscellaneous highways, roads, and streets, Quesnel area (12.9 miles): | | Contract includes select granular sub-base, ¾-in. crushed granular surfacing, and asphalt-concrete pavement. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 295,615.00 | Awarded. |
| Midvalley Construction Ltd. | 298,771.00 | |
| Dawson Construction Ltd. | 344,273.00 | |
| *Project S-6771*—Miscellaneous sections, Kitimat area (10.8 miles): | | Asphalt-concrete pavement. |
| L. G. Scott & Sons Construction Ltd. | 182,642.00 | Awarded. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 229,583.00 | |
| Midvalley Construction Ltd. | 283,183.00 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 287,482.50 | |
| *Project S-8471*—British Columbia Highway 1, Sailor Bar Tunnel to Alexandra Bridge section (6.06 miles): | | Contract includes ¾-in. crushed granular surfacing, and asphalt-concrete pavement. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 188,804.00 | Awarded. |
| LeDuc Paving Ltd. | 236,799.00 | |

# BRIDGES

| Description of Work and Names of Tenderers | Amount of Tenders at Unit Rates Based on Estimated Quantities | Remarks |
|---|---|---|
| *Project 528*—Contract 2—Mission Bridge: | | Fabrication and erection of structural steelwork for the main superstructure. |
| | $ | |
| Canron Ltd., Western Bridge Division | 2,145,475.00 | Awarded. |
| Dominion Bridge Co. Ltd. | 2,928,900.00 | |
| AIM Steel Ltd. | 3,291,229.00 | |
| Zenith Brittain (a joint venture of Zenith Steel Fabricators Ltd. and Brittain Steel Ltd.) | 3,683,000.00 | |
| *Project 528*—Contract 4—Mission Bridge: | | Concrete girders and deck approach spans. |
| Peter Kiewit Sons Co. of Canada Ltd. | 1,619,922.00 | Awarded. |
| Hans Mordhorst & Associates | 1,627,994.00 | |
| Manning Construction Ltd. | 1,661,073.00 | |
| Dillingham Corporation Canada Ltd. | 1,667,130.00 | |
| The Foundation Co. of Canada Ltd. | 1,721,216.00 | |
| Grimwood Construction Ltd. | 1,722,142.00 | |
| Cana Construction Co. Ltd. | 2,181,060.00 | |
| Commonwealth Construction Co. Ltd. | 2,208,047.00 | |
| *Project 528*—Contract 8—Mission Bridge, Overpass structure 2440: | | General. |
| Walter Cabott Construction Ltd. | 377,630.00 | Awarded. |
| Narod Construction Ltd. | 379,622.90 | |
| Van Construction (division of Van Vliet Construction Co. Ltd.) | 380,005.30 | |
| Bird Construction Co. Ltd. | 388,812.00 | |
| The Foundation Co. of Canada Ltd. | 397,629.50 | |
| Grimwood Construction Ltd. | 405,373.00 | |
| Kenyon & Co. Ltd. | 418,980.45 | |
| Kingston Construction Ltd. | 422,464.65 | |
| Cana Construction Co. Ltd. | 424,143.00 | |
| Cana Construction Co. Ltd. (Franki Pile alternate) | 431,278.00 | |
| Manning Construction Ltd. | 435,607.00 | |
| Stafco-Bernese Construction | 453,746.00 | |
| Dillingham Corporation Canada Ltd. | 458,465.00 | |
| Commonwealth Construction Co. Ltd. | 468,259.00 | |
| Quadra Construction Co. Ltd. | 494,345.25 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 510,434.00 | |
| Dawson & Hall Ltd. | 645,871.25 | |
| *Project 528*—Contract 15—Mission Bridge: | | Approach fills for overpass structures 2438 and 2439. |
| Sceptre Dredging Ltd. | 368,072.00 | Awarded. |
| Dillingham Corporation Canada Ltd. | 389,345.00 | |
| Gar-West Service Ltd. | 497,179.48 | |
| *Project 530*—Contract 1—Mons Overhead and Soo River, Rutherford Creek, and Callaghan Creek Bridges, Garibaldi Highway: | | Substructure, first call for tenders. |
| Mutual Construction (1960) Ltd. | 167,136.90 | Not awarded. |
| Kingston Construction Ltd. | 210,884.46 | |
| Ansha Contracting Ltd. | 224,790.40 | |
| Manning Construction Ltd. | 249,003.00 | |
| Vancouver Pile Driving & Contracting Co. Ltd. | 264,886.50 | |
| Chapman-Long Construction Ltd. | 299,310.00 | |
| *Project 530*—Contract 1—Mons Overhead and Soo River, Rutherford Creek, and Callaghan Creek Bridges, Garibaldi Highway: | | Substructure, second call for tenders. |
| Stafco-Bernese Construction | 217,578.40 | Awarded. |
| Ledingham Construction Ltd. | 239,876.50 | |
| Kingston Construction Ltd. | 243,401.36 | |
| *Project 530*—Contract 2—Mons Overhead and Soo River, Rutherford Creek, and Callaghan Creek Bridges, Garibaldi Highway: | | Fabrication and erection of structural steelwork, Alternate A. |
| AIM Steel Ltd. | 145,328.00 | Awarded. |
| Canron Ltd., Western Bridge Division | 149,310.00 | |
| Zenith Steel Fabricators Ltd. | 153,017.00 | |
| Brittain Steel Ltd. | 154,067.00 | |
| Great West Steel Industries Ltd. | 157.504.00 | |

## BRIDGES—*Continued*

| Description of Work and Names of Tenderers | Amount of Tenders at Unit Rates Based on Estimated Quantities | Remarks |
|---|---|---|
| *Project 530*—Contract 2—Mons Overhead and Soo River, Rutherford Creek, and Callaghan Creek Bridges, Garibaldi Highway: | $ | Fabrication and erection of structural steelwork, Alternate B. |
| AIM Steel Ltd. | 149,866.00 | Not awarded. |
| Brittain Steel Ltd. | 153,593.00 | |
| Canron Ltd., Western Bridge Division | 155,235.00 | |
| Zenith Steel Fabricators Ltd. | 155,778.00 | |
| Coast Steel Fabricators Ltd. | 157,032.00 | |
| Great West Steel Industries Ltd. | 160,365.00 | |
| Dominion Bridge Co. Ltd. | 165,758.00 | |
| *Project 576*—Contract 1—Raft River Bridge, Yellowhead South Highway: | | Substructure. |
| Stafco-Bernese Construction | 82,533.25 | Awarded. |
| Stan's Roofing & Sheet Metal Ltd. | 88,580.00 | |
| Pine Tree Construction Co. Ltd. | 97,702.75 | |
| Kingston Construction Ltd. | 107,308.90 | |
| *Project 576*—Contract 2—Raft River Bridge, Yellowhead South Highway: | | Fabrication and erection of structural steelwork, Alternative A. |
| Dominion Bridge Co. Ltd., Vancouver Branch | 84,713.00 | Not awarded. |
| Canron Ltd., Western Bridge Division | 90,354.00 | |
| Great West Steel Industries Ltd. | 96,046.00 | |
| Brittain Steel Ltd. | 100,883.00 | |
| Surrey Ironworks Ltd. | 107,390.00 | |
| *Project 576*—Contract 2—Raft River Bridge, Yellowhead South Highway: | | Fabrication and erection of structural steelwork, Alternative B. |
| Dominion Bridge Co. Ltd., Vancouver Branch | 88,901.00 | Awarded. |
| Zenith Steel Fabricators Ltd. | 91,260.00 | |
| Canron Ltd., Western Bridge Division | 92,945.00 | |
| Coast Steel Fabricators Ltd. | 97,415.00 | |
| Great West Steel Industries Ltd. | 98,253.00 | |
| Brittain Steel Ltd. | 99,210.00 | |
| AIM Steel Ltd. | 107,825.00 | |
| Surrey Ironworks Ltd. | 108,821.00 | |
| Barnett-McQueen Co. Ltd. | 118,690.75 | |
| *Project 617*—Contract 4—Blanket Creek Bridge, Shelter Bay–Revelstoke Highway: | | Deck |
| Grimwood Construction Ltd. | 63,482.00 | Awarded. |
| Stan's Roofing & Sheet Metal Ltd. | 72,660.00 | |
| Manning Construction Ltd. | 74,153.20 | |
| Kenyon & Co. Ltd. | 77,938.26 | |
| Ansha Contracting Co. Ltd. | 79,657.00 | |
| Kingston Construction Ltd. | 122,983.90 | |
| *Project 627*—Contract 4—Knight Street Bridge: | | Superstructure, concrete box-girder river spans. |
| Commonwealth Construction Co. Ltd. | 2,456,227.72 | Not awarded. |
| Vancouver Pile Driving & Contracting Co. Ltd. | 2,610,214.00 | |
| Manning Construction Ltd. and Cana Construction Co. Ltd. | 2,893,276.00 | |
| The Foundation Co. of Canada Ltd. | 2,949,146.00 | |
| *Project 627*—Contract 4—Knight Street Bridge: | | Superstructure, concrete box-girder river spans, alternative design. |
| Commonwealth Construction Co. Ltd. | 2,290,955.50 | Awarded. |
| Vancouver Pile Driving & Contracting Co. Ltd. | 2,565,884.00 | |
| Manning Construction Ltd. and Cana Construction Co. Ltd. | 2,762,139.00 | |
| The Foundation Co. of Canada Ltd. | 2,852,966.00 | |
| *Project 627*—Contract 5—Knight Street Bridge: | | Superstructure, concrete approach girders and deck (basic tender). |
| The Foundation Co. of Canada Ltd. | 2,323,227.00 | Not awarded. |
| Grimwood Construction Ltd. | 2,449,688.00 | |
| Cana Construction Co. Ltd. | 2,801,844.00 | |
| Dillingham Corporation Canada Ltd. | 2,807,354.40 | |
| Commonwealth Construction Co. Ltd. | 3,148,495.00 | |
| *Project 627*—Contract 5—Knight Street Bridge: | | Superstructure, concrete approach girders and deck, alternative prestressing system. |
| The Foundation Co. of Canada Ltd. | 2,278,477.00 | Awarded. |
| Cana Construction Co. Ltd. | 2,585,149.00 | |
| Dillingham Corporation Canada Ltd. | 2,461,076.56 | |
| Commonwealth Construction Co. Ltd. | 2,798,799.00 | |

## BRIDGES—*Continued*

| Description of Work and Names of Tenderers | Amount of Tenders at Unit Rates Based on Estimated Quantities | Remarks |
|---|---|---|
| *Project 627*—Contract 6—Knight Street Bridge: | | Approach fills Marine Drive and bridge port road interchanges. |
| | $ | |
| Dillingham Corporation Canada Ltd. | 952,600.00 | Awarded. |
| Sceptre Dredging Ltd. | 1,006,685.00 | |
| Gar-West Service Ltd. | 1,093,900.00 | |
| *Project 629*—Contract 2—Pedestrial/Equestrian Overpass, Stanley Park Lake Trail: | | Fabrication and erection of structural steelwork. |
| Barnett-McQueen Co. Ltd. | 77,017.36 | Awarded. |
| Inlet Metal & Machining Co. Ltd. | 79,758.00 | |
| Great West Steel Industries Ltd. | 81,964.00 | |
| Canron Ltd., Western Bridge Division | 111,405.00 | |
| Surrey Ironworks Ltd. | 118,000.00 | |
| Brittain Steel Ltd. | 128,761.36 | |
| Dominion Bridge Co. Ltd. | 131,023.88 | |
| Coast Steel Fabricators Ltd. | 134,034.80 | |
| AIM Steel Ltd. | 136,466.72 | |
| *Project 639*—Contract 3—Golden Overhead, Kootenay-Columbia Highway: | | Deck. |
| Kingston Construction Ltd. | 80,620.19 | Awarded. |
| Stan's Roofing & Sheet Metal Ltd. | 89,281.00 | |
| Grimwood Construction Ltd. | 92,798,00 | |
| Kenyon & Co. Ltd. | 95,940.26 | |
| Ledingham Construction Ltd. | 97,814.40 | |
| Manning Construction Ltd. | 98,304.00 | |
| Ansha Contracting Co. Ltd. | 104,892.00 | |
| Remington Construction Co. Ltd. | 119,738.00 | |
| *Project 650*—Contract 2—Moose Lake Overhead, Yellowhead Highway: | | Fabrication and erection of structural steelwork. |
| Dominion Bridge Co. Ltd., Vancouver Branch | 177,973.00 | Awarded. |
| Canron Ltd., Western Bridge Division | 182,562.00 | |
| Zenith Steel Fabricators Ltd. | 187,115.00 | |
| Brittain Steel Ltd. | 191,165.00 | |
| Great West Steel Industries Ltd. | 196,000.00 | |
| Central Fabricators Ltd. | 224,360.00 | |
| Inlet Metal & Machining Co. Ltd. | 230,677.00 | |
| Surrey Ironworks Ltd. | 232,100.00 | |
| AIM Steel Ltd. | 242,970.00 | |
| *Project 658*—Contract 2—Upper Cascade Bridge, Billings-Laurier Highway: | | Fabrication and erection of structural steelwork. |
| Surrey Ironworks Ltd. | 71,438.00 | Awarded. |
| Great West Steel Industries Ltd. | 73,620.00 | |
| Dominion Bridge Co. Ltd., Vancouver Branch | 77,453.00 | |
| Brittain Steel Ltd. | 77,553.00 | |
| Barnett-McQueen Co. Ltd. | 92,245.00 | |
| Zenith Steel Fabricators Ltd. | 94,695.00 | |
| AIM Steel Ltd. | 95,725.00 | |
| Canron Ltd., Western Bridge Division | 106,408.00 | |
| *Project 661*—Contract 2—Khyex River Bridge, Yellowhead Highway: | | Fabrication and erection of structural steelwork. |
| Great West Steel Industries Ltd. | 255,964.00 | Awarded. |
| Canron Ltd., Western Bridge Division | 278,686.00 | |
| Zenith Steel Fabricators Ltd. | 289,840.00 | |
| Barnett-McQueen Co. Ltd. | 291,000.00 | |
| AIM Steel Ltd. | 297,638.00 | |
| Surrey Ironworks Ltd. | 302,468.00 | |
| Brittain Steel Ltd. | 319,941.00 | |
| Dominion Bridge Co. Ltd. | 366,495.00 | |
| *Project 672*—Contract 1—Halfway River Bridge, Nakusp-Galena Bay Highway: | | Substructure. |
| Kenyon & Co. Ltd. | 62,728,50 | Awarded. |
| Stan's Roofing & Sheet Metal Ltd. | 66,148.00 | |
| Chapman-Long Construction Ltd. | 72,775.00 | |
| Kingston Construction Ltd. | 87,716.28 | |
| Grimwood Construction Ltd. | 95,930.00 | |
| Ansha Contracting Ltd. | 292,020.00 | |

## BRIDGES—*Continued*

| Description of Work and Names of Tenderers | Amount of Tenders at Unit Rates Based on Estimated Quantities | Remarks |
|---|---|---|
| *Project 672*—Contract 2—Halfway River Bridge, Nakusp–Galena Bay Highway: | $ | Fabrication and erection of structural steelwork. |
| Canron Ltd., Western Bridge Division | 80,850.00 | Awarded. |
| Great West Steel Industries Ltd. | 85,639.00 | |
| Dominion Bridge Co. Ltd., Vancouver Branch | 85,960.00 | |
| AIM Steel Ltd. | 90,000.00 | |
| Surrey Ironworks Ltd. | 90,103.00 | |
| Brittain Steel Ltd. | 94,204.00 | |
| Zenith Steel Fabricators Ltd. | 95,120.00 | |
| Coast Steel Fabricators Ltd. | 100,096.00 | |
| *Project 673*—Contract 1—Exchamsiks River Bridge, Yellowhead Highway: | | Substructure. |
| Ansha Contracting Co. Ltd. | 155,516.30 | Awarded. |
| Vancouver Pile Driving & Contracting Co. Ltd. | 188,845.00 | |
| Kingston Construction Ltd. | 201,524.63 | |
| *Project 673*—Contract 2—Exchamsiks River Bridge, Yellowhead Highway: | | Fabrication and erection of structural steelwork. |
| Dominion Bridge Co. Ltd., Vancouver Branch | 349,029.00 | Awarded. |
| Great West Steel Industries Ltd. | 355,678.00 | |
| Canron Ltd., Western Bridge Division | 358,079.00 | |
| Brittain Steel Ltd. | 418,283.00 | |
| Inlet Metal & Machining Co. Ltd. | 439,774.00 | |
| AIM Steel Ltd. | 477,988.00 | |
| *Project 674*—Hazelton East Overhead Crossing, Yellowhead Highway: | | General. |
| G. E. Baynes Contractors Ltd. | 119,850.00 | Awarded. |
| Stan's Roofing & Sheet Metal Ltd. | 131,457.50 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 145,846.25 | |
| Kingston Construction Ltd. | 155,118.90 | |
| Manning Construction Ltd. | 170,558.50 | |
| Ansha Contracting Co. Ltd. | 175,612.50 | |
| Chapman-Long Construction Ltd. | 184,785.00 | |
| Pine Tree Construction Co. Ltd. | 232,080.25 | |
| *Project 679*—Contract 1—Houston Overhead and Houston Bridge, Yellowhead Highway: | | Substructure. |
| Pine Tree Construction Co. Ltd. | 170,954.20 | Awarded. |
| Smith Bros. & Wilson Ltd. | 173,719.38 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 182,925.60 | |
| Antler Construction Co. Ltd. | 191,212.85 | |
| Ansha Contracting Co. Ltd. | 218,326.45 | |
| Manning Construction Ltd. | 220,963.85 | |
| Kingston Construction Ltd. | 222,761.32 | |
| Vancouver Pile Driving & Contracting Co. Ltd. | 225,931.30 | |
| Chapman-Long Construction Ltd. | 1,854,763.03 | |
| *Project 679*—Contract 2—Houston Overhead and Houston Bridge, Yellowhead Highway: | | Fabrication and erection of structural steelwork. |
| Brittain Steel Ltd. | 226,042.00 | Awarded. |
| Dominion Bridge Co. Ltd. | 235,387.00 | |
| Central Fabricators Ltd. | 236,500.00 | |
| AIM Steel Ltd. | 237,182.00 | |
| Great West Steel Industries Ltd. | 243,518.00 | |
| Surrey Ironworks Ltd. | 267,713.00 | |
| Zenith Steel Fabricators Ltd. | 270,217.00 | |
| Canron Ltd., Western Bridge Division | 276,950.00 | |
| *Project 692*—Passenger and vehicle ferries: | | Construction of one, two, or three vessels, over-all length, 157 ft. |
| Vancouver Shipyards Co. Ltd.— | | |
| One vessel, delivery date, June 30, 1972 | 494,022.90 | |
| Two vessels, delivery date, July 28, 1972 | 997,711.05 | |
| Three vessels, delivery date, August 25, 1972 | 1,499,835.75 | Awarded. |
| Burrard Dry Dock Co. Ltd.— | | |
| One vessel, delivery date, August 8, 1972 | 510,207.00 | Provincial tax not included. |
| Two vessels, delivery dates, August 15 and 22, 1972 | 1,000,633.00 | Provincial tax not included. |
| Three vessels, delivery dates, August 8, 15, and 22, 1972 | 1,495,010.00 | Provincial tax not included. |
| Burrard Dry Dock Co. Ltd.— | | |
| One vessel, delivery date, July 21, 1972 | 525,985.00 | Provincial tax not included. |
| Two vessels, delivery dates, July 21 and August 11, 1972 | 1,031,749.00 | |
| Three vessels, delivery dates, July 21, 21, and August 11, 1972 | 1,541,680.00 | |
| B.C. Marine Shipbuilders Ltd.—one vessel, delivery date, 5 months | 527,923.00 | |

## BRIDGES—*Continued*

| Description of Work and Names of Tenderers | Amount of Tenders at Unit Rates Based on Estimated Quantities | Remarks |
|---|---|---|
| *Project 697*—Contract 1—Canoe Pass Bridge, Westham Road: | | Erection of structural steelwork and timber decking. |
| | $ | |
| Coast Steel Fabricators Ltd. | 19,200.00 | Awarded. |
| Barnett-McQueen Co. Ltd. | 24,365.00 | |
| AIM Steel Ltd. | 25,085.00 | |
| Bickerton Bridge & Steel Erectors Ltd. | 30,250.00 | |
| Dominion Bridge Co. Ltd., Vancouver Branch | 31,895.00 | |
| Canron Ltd., Western Bridge Division | 31,900.00 | |
| Brittain Steel Ltd. | 45,315.00 | |
| *Project 698*—Tumbleweed Underpass, British Columbia Highway 1: | | General. |
| Stafco Holdings Ltd. | 74,311.90 | Awarded. |
| Pine Tree Construction Co. Ltd. | 81,731.40 | |
| Kingston Construction Ltd. | 84,229.50 | |
| Kenyon & Co. Ltd. | 86,520.15 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 86,855.80 | |
| Stan's Roofing & Sheet Metal Ltd. | 91,395.50 | |
| Ansha Contracting Co. Ltd. | 92,126.00 | |
| Ledingham Construction Ltd. | 93,973.00 | |
| *Project 710*—Springhill Drive Overpass, British Columbia Highway 1: | | General. |
| Kenyon & Co. Ltd. | 237,480.97 | Awarded. |
| Stafco Holdings Ltd. | 238,432.95 | |
| Kingston Construction Ltd. | 240,745.54 | |
| Narod Construction Ltd. | 250,085.21 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 252,406.25 | |
| Pine Tree Construction Co. Ltd. | 254,340.75 | |
| Ledingham Construction Ltd. | 261,451.00 | |
| Manning Construction Ltd. | 266,425.20 | |
| Smith Bros. & Wilson Ltd. | 267,388.65 | |
| Ansha Contracting Ltd. | 291,499.40 | |
| *Project 713*—Contract 3—Falaise Underpass, Patricia Bay Highway: | | Deck. |
| Kingston Construction Ltd. | 93,831.27 | Awarded. |
| A. R. Grimwood Ltd. | 120,122.00 | |
| *Project 714*—Contract 2—Golden Overhead South Bridge: | | Fabrication and erection of structural steelwork. |
| Surrey Ironworks Ltd. | 135,740.00 | Awarded. |
| Great West Steel Industries Ltd. | 159,370.00 | |
| Zenith Steel Fabricators Ltd. | 163,420.00 | |
| Inlet Metal & Machining Co. Ltd. | 163,459.00 | |
| Canron Ltd., Western Bridge Division | 168.077.00 | |
| Coast Steel Fabricators Ltd. | 168,203.00 | |
| Dominion Bridge Co. Ltd., Vancouver Branch | 172,850.00 | |
| Brittain Steel Ltd. | 173,084.00 | |
| AIM Steel Ltd. | 194,250.00 | |
| *Project 720*—Contract 1—Prest Road Underpass, British Columbia Highway 1: | | Substructure. |
| Mutual Construction (1960) Ltd. | 33,308.62 | Awarded. |
| Kingston Construction Ltd. | 33,960.45 | |
| Quadra Construction Co. Ltd. | 34,435.60 | |
| Ansha Contracting Co. Ltd. | 41,062.50 | |
| Lindhout Bros. Contracting Ltd. | 41,149.75 | |
| Pine Tree Construction Co. Ltd. | 41,551.00 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 42,233.00 | |
| Manning Construction Ltd. | 45,462.00 | |
| Kenyon & Co. Ltd. | 63,070.65 | |
| *Project 720*—Contract 2—Prest Road Underpass, British Columbia Highway 1: | | Fabrication and erection of structural steelwork. |
| AIM Steel Ltd. | 87,625.00 | Awarded. |
| Canron Ltd., Western Bridge Division | 93,711.00 | |
| Zenith Steel Fabricators Ltd. | 97,000.00 | |
| Barnett-McQueen Co. Ltd. | 98,300.00 | |
| Dominion Bridge Co. Ltd., Vancouver Branch | 99,033.00 | |
| Coast Steel Fabricators Ltd. | 103,767.00 | |
| Brittain Steel Ltd. | 106,283.00 | |
| Great West Steel Industries Ltd. | 113,286.00 | |
| Surrey Ironworks Ltd. | 114,649.00 | |

## BRIDGES—*Continued*

| Description of Work and Names of Tenderers | Amount of Tenders at Unit Rates Based on Estimated Quantities | Remarks |
|---|---|---|
| *Project 723*—Wahleach Creek Bridge, British Columbia Highway 1: | $ | General. |
| Manning Construction Ltd. | 249,143.60 | Awarded. |
| Vancouver Pile Driving & Contracting Co. Ltd. | 253,393.10 | |
| Kingston Construction Ltd. | 257,932.90 | |
| Ledingham Construction Ltd. | 274,554.80 | |
| Ansha Contracting Co. Ltd. | 279,590.10 | |
| Barnett-McQueen Co. Ltd. | 313,952.28 | |
| Bird Construction Co. Ltd. | 336,842.00 | |
| *Project 724*—Hunter Creek Bridge, British Columbia Highway 1: | | General, Alternate A, prestressed concrete. |
| Chapman-Long Construction Ltd. | 411,423.00 | Awarded. |
| Manning Construction Ltd. | 438,022.35 | |
| Kingston Construction Ltd. | 445,178.03 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 474,259.90 | |
| Barnett-McQueen Co. Ltd. | 490,067.90 | |
| Vancouver Pile Driving & Contracting Co. Ltd. | 496,667.95 | |
| Hans Mordhorst & Associates | 555,000.00 | |
| *Project 724*—Hunter Creek Bridge, British Columbia Highway 1: | | General, Alternate B, structural steel. |
| Chapman-Long Construction Ltd. | 435,300.50 | Not awarded. |
| Manning Construction Ltd. | 458,469.15 | |
| Brittain Steel Ltd. | 488,640,32 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 500,719.65 | |
| Vancouver Pile Driving & Contracting Co. Ltd. | 511,860.25 | |
| Barnett-McQueen Co. Ltd. | 530,515.65 | |
| Dominion Bridge Co. Ltd., Vancouver Branch | 567,266.95 | |
| *Project 725*—Middlesboro Bridge, Midday Valley Road 57: | | General. |
| Stafco Holdings Ltd. | 91,629.15 | Awarded. |
| Stan's Roofing & Sheet Metal Ltd. | 93,096.00 | |
| Kenyon & Co. Ltd. | 94,231.55 | |
| Ansha Contracting Co. Ltd. | 107,628.40 | |
| Vancouver Pile Driving & Contracting Co. Ltd. | 113,962.00 | |
| Pine Tree Construction Co. Ltd. | 127,192.50 | |
| *Project 727*—Arras Bridge, John Hart-Peace River Highway: | | General. |
| Dyke Construction Ltd. | 670,684.00 | Not awarded. |
| Manning Construction Ltd. | 685,592.00 | |
| Vancouver Pile Driving & Contracting Co. Ltd. | 697,276.25 | |
| Barnett-McQueen Co. Ltd. | 705,247.28 | |
| Pine Tree Construction Co. Ltd. and Brittain Steel Ltd. | 735,310.50 | |
| Poole Construction Ltd. | 789,855.00 | |
| Cantilever Construction Ltd. | 802,489.00 | |
| Smith Bros. & Wilson Ltd. | 989,438.03 | |
| *Project 727*—Contract 1—Arras Bridge, John Hart-Peace River Highway: | | Substructure. |
| Manning Construction Ltd. | 141,560.00 | Awarded. |
| Stafco-Bernese Construction | 148,296.50 | |
| Kingston Construction Ltd. | 153,626.90 | |
| Barnett-McQueen Co. Ltd. | 162,081.45 | |
| Dyke Construction Ltd. | 167,780.00 | |
| Vancouver Pile Driving & Contracting Co. Ltd. | 198,735.00 | |
| *Project 727*—Contract 2—Arras Bridge, John Hart-Peace River Highway: | | Fabrication and erection of structural steelwork. |
| Brittain Steel Ltd. | 227,167.00 | Awarded. |
| Dominion Bridge Co. Ltd., Vancouver Branch | 232,200.00 | |
| Canron Ltd., Western Bridge Division | 254,360.00 | |
| Zenith Steel Fabricators Ltd. | 258,520.00 | |
| Great West Steel Industries Ltd. | 265,920.00 | |
| AIM Steel Ltd. | 292,748.00 | |
| Central Fabricators Ltd. | 298,800.00 | |
| *Project 730*—Contract 2—Quadra Street Underpass, Patricia Bay Highway: | | Fabrication and erection of structural steelwork. |
| Surrey Ironworks Ltd. | 174,330.00 | Awarded. |
| Brittain Steel Ltd. | 180,560.00 | |
| Canron Ltd., Western Bridge Division | 181,850.00 | |
| Dominion Bridge Co. Ltd., Vancouver Branch | 182,028.00 | |
| Yarrows Ltd. | 220,652.00 | |

## BRIDGES—*Continued*

| Description of Work and Names of Tenderers | Amount of Tenders at Unit Rates Based on Estimated Quantities | Remarks |
|---|---|---|
| *Project 730*—Contract 3—Quadra Street Underpass, Patricia Bay Highway: | | Deck. |
| | $ | |
| Cana Construction Co. Ltd. | 95,420.75 | Awarded. |
| Dura Construction Ltd. | 99,210.00 | |
| Kingston Construction Ltd. | 101,297.86 | |
| Ansha Contracting Co. Ltd. | 107,360.00 | |
| Standard-General Construction Ltd. | 114,401.00 | |
| Smith Bros. & Wilson Ltd. | 116,662.58 | |
| Grimwood Construction Ltd. | 123,858.00 | |
| *Project 736*—Hall and Barrett Creek Bridges, Nelson–Nelway Highway: | | General. |
| Stafco-Bernese Construction | 111,013.80 | Awarded. |
| Fame Construction Ltd. | 116,967.87 | |
| Kenyon & Co. Ltd. | 121,882.38 | |
| Creighton Construction Co. Ltd. | 149,226.67 | |
| Granby Installations Ltd. | 156,608.60 | |
| Kingston Construction Ltd. | 171,530.50 | |
| Manning Construction Ltd. | 199,592.40 | |
| *Project 737*—Diana Creek and McNeil River Bridges: | | General. |
| Ansha Contracting Co. Ltd. | 264,875.90 | Awarded. |
| Kingston Construction Ltd. | 281,397.68 | |
| Manning Construction Ltd. | 287,435.00 | |
| Vancouver Pile Driving & Contracting Co. Ltd. | 334,903.00 | |
| *Project 740*—Contract 2—Pedestrian over-crossing at Cassiar Street, British Columbia Highway 401: | | Fabrication and erection of structural steelwork. |
| Dominion Bridge Co. Ltd. | 57,935.00 | Awarded. |
| Inlet Metal & Machining Co. Ltd. | 66,542.00 | |
| Yarrows Ltd. | 81,360.00 | |
| Brittain Steel Ltd. | 86,133.00 | |
| Surrey Ironworks Ltd. | 89,157.00 | |
| *Project 742*—Maria Slough Bridge, Lougheed Highway: | | General. |
| Kingston Construction Ltd. | 64,999.18 | Awarded. |
| Lindhout Bros. Contracting Ltd. | 66,548.76 | |
| Vancouver Pile Driving & Contracting Co. Ltd. | 79,316.05 | |
| Manning Construction Ltd. | 90,236.70 | |
| Walter Cabott Construction Ltd. | 103,806.00 | |
| *Project 752*—Valleyview Drive Overpass, British Columbia Highway 1: | | General. |
| Pine Tree Construction Co. Ltd. | 232,513.30 | Awarded. |
| Ridgeway-Pacific Construction Ltd. | 269,285.46 | |
| Kingston Construction Ltd. | 298,158.74 | |
| Narod Construction Ltd. | 305,635.53 | |
| Stafco-Bernese Construction | 319,993.50 | |
| Cana Construction Co. Ltd. | 324,700.00 | |
| Grimwood Construction Ltd. | 336,217.90 | |
| Walter Cabott Construction Ltd. | 341,407.50 | |
| *Project 755*—Nine Mile Canyon Bridge, British Columbia Highway 1: | | Cleaning and painting. |
| Acme Commercial Painting Ltd. | 37,740.00 | Awarded. |
| J. Boshard & Son Ltd. | 42,325.00 | |
| R. A. Kerschbaumer Painting Contractors | 67,490.00 | |
| Burrard Painting & Decorating Ltd. | 72,315.00 | |
| John J. Wolf Corrosion Coatings Ltd. | 94,035.00 | |
| West Coast Painting Co. Ltd. | 97,865.00 | |
| *Project 756*—Old Town (Michel) Bridge, British Columbia Highway 3: | | Redecking. |
| Ledingham Construction Ltd. | 44,819.80 | Awarded. |
| Remington Construction Co. Ltd. | 50,911.00 | |
| Kingston Construction Ltd. | 59,031.18 | |
| Kenyon & Co. Ltd. | 67,301.48 | |
| Manning Construction Ltd. | 67,933.30 | |
| *Project 759*—Pallot Bridge 1, Lougheed Highway: | | General. |
| Van Construction (division of Van Vliet Construction Co. Ltd.) | 54,282.42 | Awarded. |
| Kingston Construction Ltd. | 56,230.07 | |
| Cana Construction Co. Ltd. | 61,531.00 | |
| Ledingham Construction Ltd. | 63,929.00 | |
| Stan's Roofing & Sheet Metal Ltd. | 68,193.50 | |
| Vancouver Pile Driving & Contracting Co. Ltd. | 72,331.85 | |
| Manning Construction Ltd. | 89,486.50 | |

## BRIDGES—*Continued*

| Description of Work and Names of Tenderers | Amount of Tenders at Unit Rates Based on Estimated Quantities | Remarks |
|---|---|---|
| *Project 763*—Contract 1—Stikine River Bridge, Stewart–Cassiar Highway: | | Substructure. |
| | $ | |
| Barnett-McQueen Co. Ltd. | 349,368.00 | Awarded. |
| General Enterprises Ltd. | 413,822.00 | |
| Manning Construction Ltd. | 417,894.00 | |
| Dillingham Corporation Canada Ltd. | 480,286.00 | |
| Keen Industries Ltd. | 611,524.00 | |
| *Project 763*—Contract 2—Stikine River Bridge, Stewart–Cassiar Highway: | | Superstructure, Alternate 1. |
| Brittain Steel Ltd. | 610,176.00 | Not awarded. |
| Canron Ltd., Western Bridge Division | 974,147.00 | |
| Barnett-McQueen Co. Ltd. | 1,051,593.00 | |
| Coast Steel Fabricators Ltd. | 1,148,318.00 | |
| *Project 763*—Contract 2—Stikine River Bridge, Stewart–Cassiar Highway: | | Superstructure, Alternative 2. |
| Brittain Steel Ltd. | 854,397.00 | Awarded. |
| Canron Ltd., Western Bridge Division | 920,086.00 | |
| Barnett-McQueen Co. Ltd. | 1,011,608.00 | |
| Coast Steel Fabricators Ltd. | 1,115,854.00 | |
| *Project 763*—Contract 2—Stikine River Bridge, Stewart–Cassiar Highway: | | Superstructure, Alternative 3. |
| Brittain Steel Ltd. | 842,316.00 | Not awarded. |
| Canron Ltd., Western Bridge Division | 906,664.00 | |
| Barnett-McQueen Co. Ltd. | 990,994.00 | |
| Coast Steel Fabricators Ltd. | 1,099,311.00 | |
| *Project 763*—Contract 2—Stikine River Bridge, Stewart–Cassiar Highway: | | Superstructure, Alternative 4. |
| Brittain Steel Ltd. | 607,933.00 | Not awarded. |
| Canron Ltd., Western Bridge Division | 968,797.00 | |
| Barnett-McQueen Co. Ltd. | 1,043,216.00 | |
| Coast Steel Fabricators Ltd. | 1,136,809.00 | |
| *Project 763*—Contract 2—Stikine River Bridge, Stewart–Cassiar Highway: | | Superstructure, Alternative 5. |
| Brittain Steel Ltd. | 564,924.00 | Not awarded. |
| Barnett-McQueen Co. Ltd. | 854,534.00 | |
| *Project 766*—Horseshoe Bay Underpass and Horseshoe Bay Overhead Crossing, British Columbia Highway 401: | | Superstructure. |
| Dawson & Hall Ltd. | 526,630.50 | Awarded. |
| Cana Construction Co. Ltd. | 529,218.00 | |
| Canron Ltd., Western Bridge Division | 532,570.30 | |
| The Foundation Co. of Canada Ltd. | 548,870.35 | |
| Smith Bros. & Wilson Ltd. | 557,353.20 | |
| Grimwood Construction Ltd. | 562,619.50 | |
| Brittain Steel Ltd. | 563,736.41 | |
| Royal City Construction (1970) Ltd. | 577,900.00 | |
| Dillingham Corporation Canada Ltd. | 583,376.00 | |
| *Project 770*—Kamloops West Bridge: | | Removal of superstructure, Alternative A. |
| Canron Ltd., Western Bridge Division | 79,200.00 | Not awarded. |
| Dominion Bridge Co. Ltd., Vancouver Branch | 94,500.00 | |
| Brittain Steel Ltd. | 98,886.00 | |
| Bickerton Bridge & Steel Erectors Co. | 140,520.00 | |
| Interior Contracting Co. Ltd. | 188,087.00 | |
| AIM Steel Ltd. | 199,736.00 | |
| Barnett-McQueen Co. Ltd. | 239,051.00 | |
| Project 770—Kamloops West Bridge: | | Removal of superstructure, Alternative B. |
| Brittain Steel Ltd. | 109,440.00 | Not awarded. |
| Bickerton Bridge & Steel Erectors Co. | 174,400.00 | |
| Dominion Bridge Co. Ltd., Vancouver Branch | 221,310.00 | |
| AIM Steel Ltd. | 221,575.00 | |
| Barnett-McQueen Co. Ltd. | 282,740.00 | |
| *Project 770*—Kamloops West Bridge: | | Removal of superstructure, Alternative C. |
| Brittain Steel Ltd. | 102,330.00 | Awarded. |
| Dominion Bridge Co. Ltd., Vancouver Branch | 147,630.00 | |
| Bickerton Bridge & Steel Erectors Co. | 151,630.00 | |
| AIM Steel Ltd. | 202,530.00 | |
| Barnett-McQueen Co. Ltd. | 252,158.00 | |

# FERRIES AND FERRY LANDINGS

| Description of Work and Names of Tenderers | Amount of Tenders | Remarks |
|---|---|---|
| *Project 699*—MV *Anscomb:* | $ | Modifications. |
| Allied Shipbuilders Ltd. | 647,600.00 | Awarded. |
| Burrard Dry Dock Co. Ltd. | 787,943.00 | |
| *Project T.F. 140*—Tsawwassen Ferry Terminal: | | General contract for modification to Berth 1 and south breakwater. |
| Fraser Pile Driving Co. Ltd. | 186,170.00 | Awarded. |
| Vancouver Pile Driving & Contracting Co. Ltd. | 212,255.00 | |
| Pacific Piledriving Co. Ltd. | 214,960.00 | |
| Greenlees Piledriving Co. Ltd. | 249,248.00 | |

## MISCELLANEOUS

| Description of Work and Names of Tenderers | Amount of Tenders at Unit Rates Based on Estimated Quantities | Remarks |
|---|---|---|
| *Project 1716*—Jewel pit, Canim Lake Road: | | Crushed granular surfacing in stockpile. |
| | $ | |
| Dawson Construction Ltd. | 40,500.00 | Awarded. |
| River Valley Contractors Ltd. | 44,400.00 | |
| Venture Developments Ltd. | 46,200.00 | |
| Midas Aggregates Ltd. | 53,400.00 | |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 54,600.00 | |
| Argus Aggregates Ltd. | 62,400.00 | |
| Allen Contracting Ltd. | 65,400.00 | |
| *Project 1826*—Plantmixed asphalt base, Prince George area: | | Supplied and loaded into trucks at the plant. |
| City Construction Ltd. | 112,200.00 | Awarded. |
| *Project 1838*—Rolla Road, Sunny Brook, East Kiskatinaw, and Brown pits, Dawson Creek area: | | Crushed granular surfacing in stockpiles. |
| River Valley Contractors Ltd. | 146,800.00 | Awarded. |
| Argus Aggregates Ltd. | 151,500.00 | |
| Cowtown Holdings Ltd. | 170,000.00 | |
| Dawson Construction Ltd. | 206,500.00 | |
| *Project 2111*—Contract 2—Deep Creek, Dry Creek, and Dease pits, Stewart–Watson Lake Highway: | | Crushed granular surfacing in stockpile. |
| Argus Aggregates Ltd. | 102,300.00 | Awarded. |
| Allen Contracting Ltd. | 107,700.00 | |
| Jervis Inlet Gravel Ltd. | 115,900.00 | |
| Yellowhead Sand & Gravel Ltd. | 130,000.00 | |
| E. Lobe Contracting Ltd. | 148,000.00 | |
| *Project 2139*—Nicola pit, Nicola Townsite area: | | Crushed granular surfacing in stockpiles. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 42,300.00 | Awarded. |
| River Valley Contractors Ltd. | 44,200.00 | |
| Dawson Construction Ltd. | 48,000.00 | |
| Midas Aggregates Ltd. | 62,000.00 | |
| Argus Aggregates Ltd. | 66,000.00 | |
| Allen Contracting Ltd. | 71,300.00 | |
| *Project 2159*—Hewitt pit, British Columbia Highway 3A, Sanca to Boswell section: | | Crushed granular surfacing in stockpile. |
| River Valley Contractors Ltd. | 36,000.00 | Awarded. |
| Yellowhead Sand & Gravel Ltd. | 37,000.00 | |
| *Project 2211*—Contract 1—Revelstoke–Shelter Bay Highway: | | Seeding, fertilizing, and mulching roadside areas. Second call for tenders. |
| Spra-Mac Landscaping Ltd. | 54,881.00 | Awarded. |
| Haddock's Landscape & Tree Service Ltd. | 57,235.00 | |
| Sprayturf Ltd. | 61,504.00 | |
| N. Kabatoff & Sons | 78,955.00 | |
| *Project 2211*—Contract 2—Yellowhead Highway, Boulder Creek to Hells Bells Creek, and Kitseguecla Bridge approaches: | | Seeding, fertilizing, and mulching roadside areas. Second call for tenders. |
| Haddock's Landscape & Tree Service Ltd. | 53,216.00 | Awarded. |
| Spra-Mac Landscaping Ltd. | 58,596.00 | |
| Sprayturf Ltd. | 60,954.00 | |
| *Project 2232*—Contract 2—Patricia Bay Highway: | | Crushed granular surfacing in stockpile. |
| Dawson Construction Ltd. | 56,100.00 | Awarded. |
| Oliver Equipment Service & Supply Co. Ltd. | 58,650.00 | |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 79,900.00 | |
| *Project 2257*—Saltspring Island: | | Crushed granular surfacing in stockpiles. |
| Argus Aggregates Ltd. | 63,300.00 | Awarded. |
| Dawson Construction Ltd. | 74,000.00 | |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 106,800.00 | |
| *Project 2266*—Bell pit, Galiano Island: | | Crushed granular surfacing in stockpile. |
| Argus Aggregates Ltd. | 51,300.00 | Awarded. |
| Yellowhead Sand & Gravel Ltd. | 56,250.00 | |
| Oliver Equipment Service & Supply Co. Ltd. | 56,700.00 | |
| Dawson Construction Ltd. | 59,850.00 | |

## MISCELLANEOUS—*Continued*

| Description of Work and Names of Tenderers | Amount of Tenders at Unit Rates Based on Estimated Quantities | Remarks |
|---|---|---|
| *Project 2305*—Callison, Clarke, and Imperial pits, Fort St. John area: | $ | Crushed granular surfacing in stockpile. |
| River Valley Contractors Ltd. | 101,100.00 | Awarded. |
| Argus Aggregates Ltd. | 113,850.00 | |
| S. Romaniuk | 134,400.00 | |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 138,400.00 | |
| *Project 2322*—Tie Lake pit, Jaffray area: | | Crushed granular surfacing in stockpile. |
| Argus Aggregates Ltd. | 44,000.00 | Awarded. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 46,700.00 | |
| LeDuc Paving Ltd. | 51,250.00 | |
| *Project 2325*—Boom Dock pit, Rosebery area: | | Crushed granular surfacing in stockpile. |
| Onn Contracting Ltd. | 41,000.00 | Awarded. |
| Yellowhead Sand & Gravel Ltd. | 43,350.00 | |
| River Valley Contractors Ltd. | 52,750.00 | |
| LeDuc Paving Ltd. | 57,250.00 | |
| Argus Aggregates Ltd. | 72,800.00 | |
| Cowtown Holdings Ltd. | 80,250.00 | |
| *Project 2326*—Gabriola Island pit: | | Crushed granular surfacing in stockpile. |
| Oliver Equipment Service & Supply Co. Ltd. | 33,900.00 | Awarded. |
| Midas Aggregates Ltd. | 39,000.00 | |
| Argus Aggregates Ltd. | 42,300.00 | |
| Dawson Construction Ltd. | 50,100.00 | |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 57,000.00 | |
| *Project 2330*—Noble pit, vicinity of Halston on Westsyde Road: | | Crushed granular surfacing in stockpile. |
| Yellowhead Sand & Gravel Ltd. | 17,500.00 | Awarded. |
| River Valley Contractors Ltd. | 21,000.00 | |
| Overlander Holdings Ltd. | 18,750.00 | |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 23,500.00 | |
| Dawson Construction Ltd. | 23,500.00 | |
| Argus Aggregates Ltd. | 34,000.00 | |
| *Project 2331*—Bowen Island pit: | | Crushed granular surfacing in stockpile. |
| Midas Aggregates Ltd. | 37,500.00 | Awarded. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 39,600.00 | |
| River Valley Contractors Ltd. | 40,500.00 | |
| Oliver Equipment Service & Supply Co. Ltd. | 41,100.00 | |
| Dawson Construction Ltd. | 49,500.00 | |
| *Project 2346*—Pemberton area pits: | | Crushed granular surfacing in stockpile. |
| River Valley Contractors Ltd. | 70,000.00 | Awarded. |
| Allen Contracting Ltd. | 91,500.00 | |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 106,500.00 | |
| Coast Paving Ltd. | 115,000.00 | |
| Argus Aggregates Ltd. | 135,000.00 | |
| Dawson Construction Ltd. | 162,000.00 | |
| *Project 2355*—Logan Lake pit, Meadow Creek Road: | | Crushed granular surfacing in stockpile. |
| Ptarmigan Gravel Ltd. | 45,000.00 | Awarded. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 55,500.00 | |
| River Valley Contractors Ltd. | 56,250.00 | |
| Argus Aggregates Ltd. | 61,125.00 | |
| Dawson Construction Ltd. | 66,000.00 | |
| Allen Contracting Ltd. | 67,500.00 | |
| Midvalley Construction Ltd. | 72,000.00 | |
| Coast Paving Ltd. | 72,000.00 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 91,500.00 | |
| *Project 2356*—Bell-Irving 1, Deltaic, and Bell-Irving 2 pits, Stewart–Cassiar Highway: | | Crushed granular surfacing in stockpiles. |
| L. G. Scott & Sons Construction Ltd. | 222,800.00 | Awarded. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 247,720.00 | |
| Argus Aggregates Ltd. | 265,620.00 | |
| Dawson Construction Ltd. | 283,240.00 | |
| River Valley Contractors Ltd. | 291,000.00 | |
| Peter Kiewit Sons Co. of Canada Ltd. | 473,360.00 | |

## MISCELLANEOUS—*Continued*

| Description of Work and Names of Tenderers | Amount of Tenders at Unit Rates Based on Estimated Quantities | Remarks |
|---|---|---|
| *Project 2359*—Othello pit, Hope area: | | Crushed granular surfacing in stockpiles. |
| | $ | |
| River Valley Contractors Ltd. | 26,000.00 | Awarded. |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 27,200.00 | |
| Emil Anderson Construction (B.C.) Ltd. | 27,600.00 | |
| Goodbrand Construction Ltd. | 29,600.00 | |
| Allen Contracting Ltd. | 32,800.00 | |
| Coast Paving Ltd. | 34,800.00 | |
| Argus Aggregates Ltd. | 37,200.00 | |
| Dawson Construction Ltd. | 43,400.00 | |
| Oliver Equipment Service & Supply Co. Ltd. | 45,200.00 | |
| D. S. Ashe Contracting Ltd. | 80,000.00 | |
| *Project 2366*—Clearview and Rose Prairie stockpile sites, Fort St. John area: | | Crushed granular surfacing in stockpile. |
| River Valley Contractors Ltd. | 122,250.00 | Awarded. |
| Yellowhead Sand & Gravel Ltd. | 143,250.00 | |
| Cowtown Holdings Ltd. | 150,000.00 | |
| Argus Aggregates Ltd. | 165,000.00 | |
| Columbia Bitulithic (a division of Ashland Oil Canada Ltd.) | 176,250.00 | |
| Dawson Construction Ltd. | 194,250.00 | |
| Twin Bridges Gravel Ltd. | 375,000.00 | |
| *Project E-7041*—Lighting installation, Patricia Bay Highway at Vanalman Drive and at Quadra and Royal Oak Interchanges: | | |
| F. B. Stewart & Co. Ltd. | 63,964.80 | Awarded. |
| Scott Electric Ltd. | 71,463.00 | |
| Mott Electric Ltd. | 87,350.64 | |
| Bescot Electric Ltd. | 87,439.43 | |
| *Project E-7047*—Lighting, Fraser River Bridge and approaches: | | Lump-sum contract. |
| F. B. Stewart & Co. Ltd. | 25,375.00 | Awarded. |
| Scott Electric Ltd. | 39,836.00 | |
| United Power Ltd. | 48,310.00 | |
| Service Electric Ltd. | 55,960.75 | |
| *Project E-7101*—Miscellaneous electrical ducting and temporary lighting, Upper Levels Highway reconstruction (west section): | | |
| Paragon Electric Co. Ltd. | 19,638.00 | Awarded. |
| C. H. E. Williams Co. Ltd. | 21,835.00 | |
| *Project E-7104*—Intersection lighting installation, Patricia Bay Highway at Haliburton and Island View Roads: | | Lump-sum contract |
| Scott Electric Ltd. | 70,900.00 | Awarded. |
| Parelco Construction Ltd. | 84,460.00 | |
| Pearce Electric | 88,375.00 | |
| *Project E-7105*—Lighting and signal installation, various intersections on Lougheed Highway from Pitt River to Haney: | | Lump-sum contract |
| R. B. McCullough Electric Co. Ltd. | 35,986.00 | Awarded. |
| F. B. Stewart & Co. Ltd. | 36,100.00 | |
| C. H. E. Williams Co. Ltd. | 44,444.00 | |
| *Project E-7119*—Traffic-signal revision and lighting installation, Okanagan Highway, Burtch Road to Benvoulin Road: | | Lump-sum contract |
| Scott Electric Ltd. | 32,000.00 | Awarded. |
| F. B. Stewart & Co. Ltd. | 32,375.00 | |
| Conniston Construction Co. Ltd. | 60,881.51 | |
| *Project E-7124*—Lighting installation, British Columbia Highway 401, east end of Port Mann Bridge to Johnston Road Interchange: | | Lump-sum contract |
| F. B. Stewart & Co. Ltd. | 28,397.00 | Awarded. |
| Scott Electric Ltd. | 31,800.00 | |
| C. H. E. Williams Co. Ltd. | 33,434.00 | |
| Ricketts Sewell Electric Ltd. | 35,745.00 | |
| Heal Electric Ltd. | 38,773.00 | |
| Gamma Electric Ltd. | 56,681.00 | |

# REPORT OF THE CHIEF PLANNING ENGINEER

## PLANNING BRANCH

M. G. ELSTON, SENIOR PLANNING ENGINEER

The final analyses of travel patterns and traffic characteristics were completed for the Coquitlam area study. Future travel demands were projected and a number of proposed major additions to the existing highway and street system were tested and evaluated. The first phase of an in-depth evaluation of the Provincial system of primary highways was commenced. Extensive travel surveys were conducted on Vancouver Island and considerable development work undertaken on computer techniques and other analysis procedures required to evaluate the primary system. The objective of this study is to quantify current usage and travel characteristics of the primary system and provide a framework for projecting inter-regional travel demand so that a horizon-year primary network can be identified and its required characteristics adopted.

Ten smaller studies were conducted throughout the Province. Four were concerned with traffic patterns into and through small urban areas; two were run to estimate trip lengths on routes which appeared to be serving some arterial function; two were run to estimate the proportion of through traffic attracted to roadside business, and two were undertaken to examine travel patterns and ramp usage on urban freeways. In all these studies observation was made of licence plates, so information was collected without delay to drivers. The regional secondary road study of the Okanagan system was continued to near completion.

The annual photographic inventory of roads was carried out. Approximately 6,000 miles were covered. Incorporated this year were instruments for recording vehicle axle movements as indicators of surface roughness, maintaining the technical lead of the photographic system developed in British Columbia. The film was used by various branches and officials for detailed study of road sections. The film record was used by the Planning Branch for reviewing all major routes in the Province; deficiencies were noted and projects, with costs and schedules, were recommended. The computer inventory data bank was updated and modified and now includes information on the status of projects being studied, designed, included in annual programme, or under way. This information is processed to produce a variety of reports for executive decision.

A Municipal Programme section was set up within the Branch to deal with municipalities on matters of mutual concern to municipalities and the Department, and to co-ordinate decisions within the Department relating to municipalities. This section deals with such matters as highway classification, Department participation in the cost of secondary highways, and shared-cost undertakings on arterial highways.

The Branch and regional and district officials processed some 3,698 tentative and 3,293 final subdivisions, 554 controlled access and 3,900 ordinary entrance permit applications and 432 rezoning applications. With the fast growth and development of British Columbia, this work is increasing rapidly.

## GEOTECHNICAL AND MATERIALS BRANCH

J. W. G. KERR, SENIOR GEOTECHNICAL AND MATERIALS ENGINEER

The Branch undertook a heavy programme concerning bridge and building foundation studies, soil surveys, slope-stability studies, aggregate prospecting, field

inspection, materials testing, and resurfacing of concrete bridge decks. Work has progressed into the final stages on long-range organization planning showing the various functions of the Branch and the established positions under these functions.

## Bridge-sites

Forty-four bridge-sites have been investigated and formal reports prepared. Of these, work on the following bridge-sites was complex, requiring a high degree of ingenuity in solution of the foundation problems:

Squamish Underpass (Upper Levels Contract 1).
Hunter Creek Bridge (Chilliwack to Hope).
Wahleach (Jones) Creek Bridge (Chilliwack to Hope).
Maria Slough (Agassiz to Hope).
Main Street Overpass widening (Vancouver).
Parsons Bridge widening (Esquimalt).
PGE Overhead, Williams Lake (Highway 20).
Williams Lake Creek Bridge (Highway 20).
MacAlister Underpass (Highway 97).
Terrace South Bridge.
Pouce Coupe River Bridge.
Rosebery Bridge (New Denver District).
Nimpkish Spur Underpass (North Vancouver Island).
Salmon River (North Vancouver Island).
Crescent Valley (Slocan).
Ladner Interchange (Highway 97).
Parmiter Road Underpass (Highway 17).

Requests for foundation investigations have been received for 24 other bridge structures and were scheduled according to priority. Because of difficult access, considerable use was made of airphoto interpretation to examine the local geology and estimate bed and bank material characteristics. Possible difficulties related to the bridge-sites, such as confluence situation, relations to scour and fill in the channel, and possible sources of seepage which might contribute to local instability, were noted. Drilling has been done at Kinman Creek despite a very difficult access problem for drilling equipment.

Pile-driving blow-counts from most bridges which were being constructed in 1971 were analysed to assess the adequacy of pile depths compared with earlier design recommendations based on bore holes. This follow-up work ensures the adequacy of the constructed foundations and provides additional information for future designs of piles foundations. The Branch participated in a load test on a Hercules-type pile at Cloverdale.

At Peterson Creek Bridge, load cells placed at the bottom of four of the 12 caissons have been monitored since installation, as proposed in last year's report.

## Stability Problems

*Princeton Slide*—The Princeton Slide occurred early in April 1971 in a known slide area immediately east of Princeton and affected both the Southern Trans-Provincial Highway and property just beneath the highway. Over 2,000,000 tons of material were involved, the cause being attributed to excessive underground water pressure rather than the presence of the highway. A total of four relief wells and three piezometers has been installed. The artesion water pressures have dropped

from an initial value of 20 p.s.i. to 9.5 p.s.i., attributable to the drainage of approximately 16 million gallons of water from the slide area in one year.

*Clover Valley Road*—A special problem occurred on this project where a high fill is required for a vertical transition. The underlying soils are extremely weak, consisting of very wet peat (13 feet) underlain by extremely soft clay. An economical solution has been reached by steepening the allowable grade and the use of a light-weight fill. Because of the possibility of cedar sawdust causing pollution problems if used below the water table, hemlock sawdust will be used instead.

*Terrace-Shames Project*—A request for a soils report from the Canadian National Railways resulted in a study on rock-fill slope stability on the above highway project. The work involved collection of data on the fragmentation characteristics of the rock to be used in the stability analysis of the fill. Over 1,200 pieces of information on these characteristics were collected and, through a special computer programme, the near fragmentation indices were obtained. A measure of the range of friction angles of the cohesionless fill was obtained from these indices and, subjecting the analysis to the lowest possible shearing strength and additional earthquake stress equivalent to a seismic acceleration of 6 per cent (100-year earthquake), a stable fill slope was determined.

Certain additional recommendations were made for the modification of the fill foundation, which included clearing of debris, steps to be cut to key in the fill, and the installation of drainage pipes.

*Roberts Bank Railway Overpasses*—In last report, the problems of constructing approach embankments for overpasses at Cloverdale on the King George VI Highway were discussed and the use of sand drains proposed. Sand drains to an average depth of 70 feet have now been installed on a 14-foot grid and seem to be functioning as expected.

At Cloverdale, the fills are up to grade and settlements are continuing at a satisfactory rate. At the King George VI Highway site, stage construction over several months is progressing under marginal stability conditions. Both sites are heavily instrumented to monitor stability and measure settlements which have reached as must as 7 feet at some King George VI Highway locations.

*Eagle Creek fill*—A new (to the Department) type of settlement plate, employing a hydraulic levelling procedure, is being used to obtain measurements of settlement with time under Eagle Creek Fill (186 feet maximum height), constructed mostly of shot rock. This type of instrument eliminates the need to have a steel pipe protruding through the fill to obstruct the contractor's operation and suffer possible accidental damage. These plates will be installed at 25-foot vertical intervals at the deepest part of the fill. The purpose of the installation is to provide information to designers for other structures where settlements may be a major factor. Very little information is available concerning settlements in rock fills.

*Slope stability*—Investigative work is in hand on slope-stability problems at Mad River (Highway 5 near Vavenby), Caisson Creek (Highway 97), and Cottonwood Creek (Nelson arterial). An investigation for a bin wall on the Nelson arterial showed the foundation soils to be too weak; the wall will be replaced by a berm, and the fill monitored by instrumentation to achieve the full 100-foot height.

## Soil Surveys

Soil surveys and gravel prospecting for new and revised route surveys occupied a significant proportion of Branch effort. Twenty-nine soil-survey projects were carried out for a total of 172 miles.

Branch manpower resources were frequently strained to provide essential services for this programme. Relocation surveys through difficult terrain, such as between Penticton and Sicamous, and between Kelsey Bay and Nimpkish Lake, were investigated extensively by indirect methods such as by the seismic refraction method and through aerial photo interpretation rather than by detailed field sampling and drilling. However, gravel prospects for road base and pavement construction can only be reliably designated after fairly detailed site drilling or excavation of test pits, and the generally decreasing availability of suitable gravel areas in the Province made this task increasingly difficult.

Photo interpretation, using specially flown low-level photos as well as the more common Air Photo Division small-scale photos were used to map soil types on the widening of the British Columbia Highway between Highway 9 and Wahleach Power station. Five soil types were distinguished and their limits were mapped using interpretation and information from recent drilling done on the project. The soil boundaries are important in that a pavement evaluation is to be based on the variation in the soils along the 6-mile stretch. A major point in the work was the delimiting of peat and clay/silty clay areas and the interpolation of drilling records to areas where no drilling data existed.

As a result of a proposed four-lane arrangement for British Columbia Highway 1 from Bridal Falls to Hope, a feasibility study of relocation of Canadian National Railways fill was conducted. Altogether, six areas were investigated where shifting of the CNR tracks farther into the Fraser River channel is proposed to accommodate two additional highway lanes.

Of the 39 holes, 24 were drilled by Department forces, and the remaining 15 holes were drilled by a contractor on a barge-mounted drilling rig in the Fraser River channel.

The channel holes were drilled in rapid waters of depths up to 38 feet.

## Rock Slopes

*Hells Gate Bluffs (Highway 1)*—Studies on Hells Gate Bluffs have been accelerated this year and an interim programme of rock slope drainage and waterproofing of the slope has been completed. Proposals for further stabilization of the slope are still under study.

*Slocan Bluffs*—A geological study was made of the rockslopes above Slocan Bluffs. An over-water seismic survey and drilling programme were also completed of the lake bottom to assess the possibilities for a relocation of Highway 6 north of Slocan City. As a result of the study, an alternative revision is being considered.

*Ruby Creek and Odlum Bluffs (Agassiz to Haig)*—A consultant has been retained to conduct stability studies of these rock slopes. Departmental geological staff have also worked on the problem and the Department has provided support in the form of surveying, geological mapping, safety-rope installation, and diamond drilling.

*Porteau Bluffs (Horseshoe Bay to Squamish)*—A large, overhanging block in the centre of the bluffs was drilled during the winter months and successfully blasted down in one shot in late March. This further improves the safety of this area. No damage was done to the British Columbia Railway by the falling rock.

The cut area adjacent to Station 700 has been the scene of several slides in argillite, some of which have blocked the road. Drainage holes were drilled to alleviate possible water pressures that might lead to instability in the cut. Further work is planned, including a major scaling and shotcreting programme.

*Jackass Mountain Slide*—A rockslide of about 25,000 cubic yards occurred on March 7, 1972, on British Columbia Highway 1 at Jackass Mountain. This is the largest rockslide to occur on the British Columbia highway system since the Hope Slide on January 9, 1965. The slide followed a heavy rainfall after heavy snowfall. Clearing operations were started immediately by district forces, but even so, the road was closed to traffic for several days. Geological examination was started as soon as immediate danger from further rockfalls appeared unlikely. The slide is attributed to water pressure resulting from excessive rain and thaw conditions. Drainage holes drilled into the slide produced large quantities of water. Geological study of the area will continue during the summer, but initial corrective work will have to cease when summer traffic flow becomes a problem. No immediate danger from further slides is expected.

## Pavement Evaluation

A heavy demand was evident this year for rapid evaluation of pavement designs, particularly prototype designs for new roads. The continuing training of the regional staffs in pavement evaluation is beginning to provide benefits so that in the coming year a considerable portion of the work load can be accomplished directly in the regions. Pavement evaluation was further extended to include deteriorating bridge concrete deck surfaces. By the use of statistics and extensive practical experience, it is intended to further the idea of repairing concrete surfaces before serious deterioration starts, and thereby extending the useful life of these roadway surfaces.

Forty-one individual projects involving 224 miles were provided with evaluations either for strengthening or for new pavement thickness designs.

These could be separated as follows:

Region 1—15 projects, for a total of 42 miles.
Region 2—6 projects, for a total of 37 miles.
Region 3—11 projects, for a total of 91 miles.
Region 4—9 projects, for a total of 54 miles.

Some 338 miles of roadway were field-tested for predicted contract preparation in 1972. Additionally, 283 miles of roadway base construction were monitored to provide a uniform level of compaction and strength. The spring load restriction testing, for protection of district and local roads, is a continuing service which takes considerable effort in the spring months.

## Laboratory Development Studies

Several experimental test sections for improving lighting conditions have been installed in the George Massey Tunnel. These test sections will permit us to select the most economical and most effective method of lining the tunnel. The evaluation will be complete by mid-summer of this year.

Some 14 highway test sections have been chosen across the Province to further evaluate the effect of studded-tire wear on both asphalt and portland cement concrete surfaces. The effect of studded tires on pavement markings is also being checked this season.

A movement measurement instrument was developed for Hells Gate Bluffs which by its remote reading capability removed the need to climb the rock slopes.

Further studies have also been made into the behaviour of asphalt cements available to the Department in an effort to avoid transverse cracking of pavements in northern areas of the Province.

The behaviour at cold temperatures of thin asphaltic concrete layers bonded to orthotropic-steel bridge decks is being tested in the laboratory. Since the existing Port Mann Bridge and the forthcoming Mission Bridge both use this type of roadway, it is important to minimize any possible future problems.

A hand-probe piezometer was developed for use in the soft soils of the Vancouver delta. This allows groundwater pressure to be measured under fills almost immediately and where drills are not available for predrilling holes.

The work of the paint-testing group has widened to include paint systems used on the large interisland ferries. Additionally, a standard group of paint colours for highway bridges has been prepared with the double purpose of obtaining pleasing colours and ensuring a uniform and high quality of product. The construction of a new paint-testing room in Victoria will provide dust-free controlled humidity conditions and a better work flow; both of which will increase our capability to test paints.

## Drilling Generally

Both the geological and soils engineering studies are supported by information obtained by Department and contractors' drilling crews, who obtain soil samples and rock cores. This year, the Department crews have employed a new portable drilling barge which is more suited to the heavier equipment now used. At Slocan Bluffs, drilling of the lake bed was performed through 200 feet of water. Since then, the barge has been employed for drilling at Mara Lake, in the swift-flowing Skeena River, and elsewhere. The first portable drilling barge was purchased 14 years ago, and was, we believe, the first such barge used in British Columbia. It saved its original cost many times during its period of service.

Productivity and the quality of core recovered should be improved by the recent acquisition of wire-line coring equipment which will fit existing drills.

As an item of general interest, an 18-inch-diameter hole was drilled by Department crews in the steps of the Legislature for television cables for the visit of Her Majesty.

The drilling crews have also distinguished themselves by earning the British Columbia Safety Council award of distinction, the first and highest to be earned by any group in the Provincial Government. This was for working for five years without a lost-time accident greater than three days in a high-hazard occupation.

## Bridge Deck Resurfacing

The programme of restoration of bridge deck surfaces by the application of a thin concrete overlay was expanded in the past year, but the rate of deterioration still appears to exceed the rate of repair. Eleven bridges were resurfaced in 1971, one in each of Regions 1, 2, and 4, and eight in Region 3.

The largest bridge deck undertaken was the Alexandra Bridge across the Fraser River at Spuzzum, where the asphaltic surface was removed and replaced with concrete. Work at this site was considerably slowed by the early onset of winter.

During the year, particular emphasis was given to increasing the productivity of the crew, by improving the mechanization where possible, and by foreman training. The rate of scarifying the bridge decks, that is, removal of the deteriorated concrete, was increased by rental of a motorized scarifier requiring one operator. Previously, the scarifiers had been hand-held and required two operators. Mechanized cleaning was adopted, along with many ideas contributed by the crew. The basic crew increased by two men to eight. District bridge crews assisted in the work, as in previous years. A total of 114,435 square feet of bridge deck was resurfaced; 27,908 square feet were resurfaced in 1970.

## Work for Other Government Departments

The Branch has also carried out considerable work for other Government departments, either foundation designs or inspection of concrete construction, as follows:

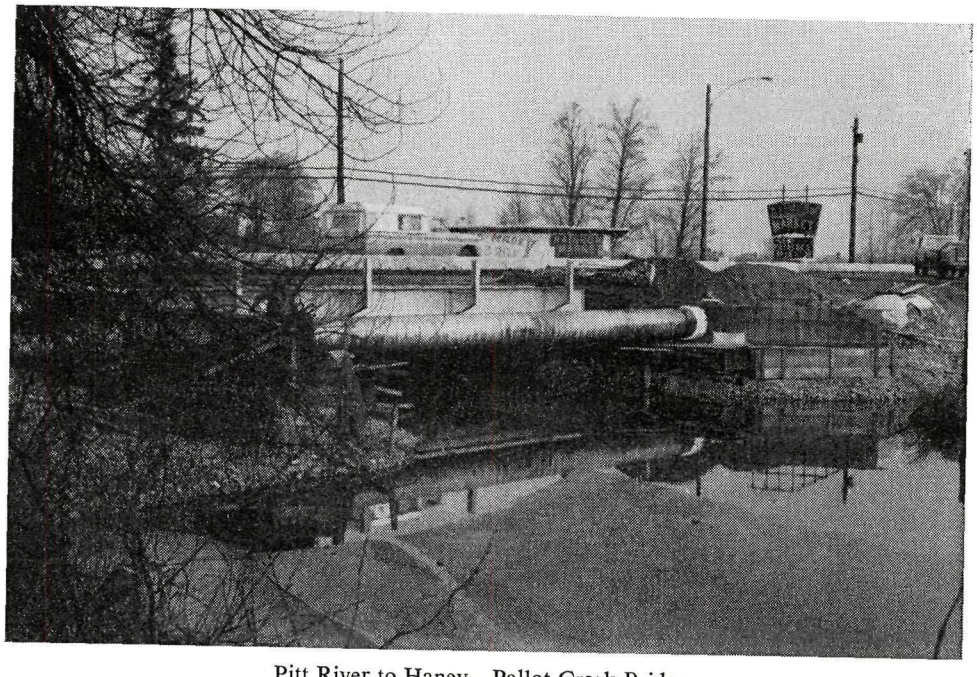
| | |
|---|---|
| Public Works Department | 34 |
| Water Resources | 7 |
| Forestry | 3 |
| Recreation and Conservation | 1 |

In addition, acceptance testing was carried out of prefabricated products purchased through the Purchasing Commission.

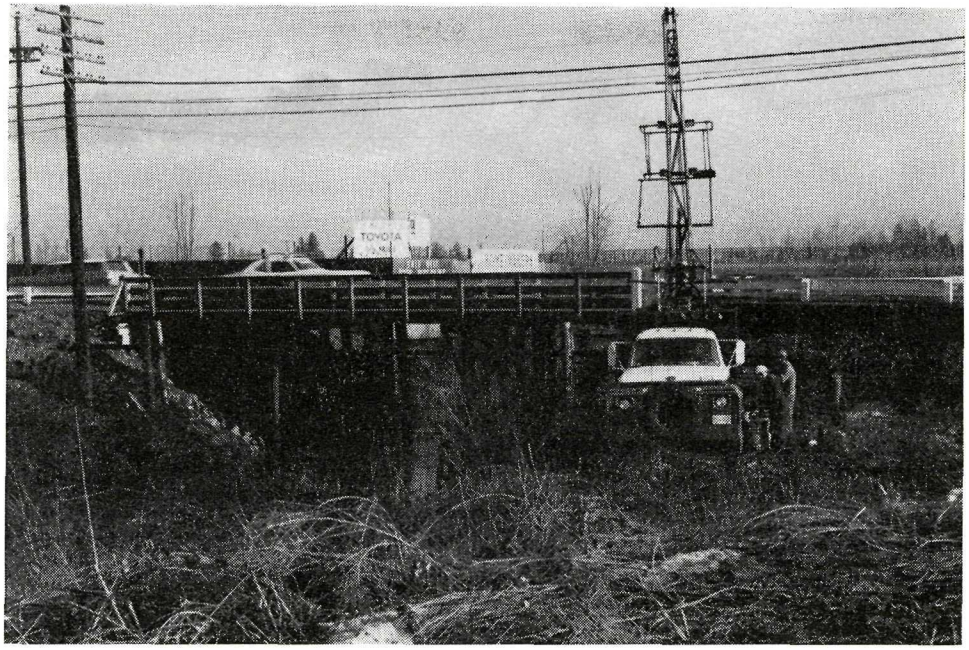
*Summary of Work Done*

| | Vancouver | Kamloops | Nelson | Prince George | Headquarters, Victoria | Total |
|---|---|---|---|---|---|---|
| Soil surveys (number of projects) | 7 | 7 | 10 | 5 | ..... | 29 |
| Miles | 26 | 46 | 27 | 73 | ..... | 172 |
| Number of test-holes drilled | 172 | 186 | 164 | 174 | ..... | 696 |
| Total feet of hole drilled | 1,996 | 5,750 | 2,640 | 1,949 | ..... | 12,335 |
| Number of gravel pits investigated | 15 | 30 | 49 | 35 | ..... | 129 |
| Number of test-holes and test-pits | 156 | 581 | 682 | 826 | ..... | 2,245 |
| Total feet of drilling | 1,820 | 7,838 | 8,450 | 7,260 | ..... | 25,368 |
| Number of stability investigations and landslides | 3 | 17 | 2 | 3 | 3 | 28 |
| Number of test-holes | 15 | 36 | 29 | 9 | 18 | 107 |
| Total feet drilled | 300 | 3,098 | 489 | 370 | 1,896 | 6,153 |
| Number of bridge foundations | ..... | ..... | 1 | ..... | 43 | 44 |
| Number of test-holes | ..... | ..... | 6 | ..... | 198 | 204 |
| Total of feet drilled | ..... | ..... | 100 | ..... | 7,630 | 7,730 |
| Concrete inspection projects | 29 | 24 | 26 | 18 | 6 | 103 |
| Number of cylinders tested | 2,973 | 716 | 1,104 | 762 | 1,287 | 6,842 |
| Number of site inspections | 191 | 246 | 284 | 166 | 150 | 1,037 |
| Feet of culvert CMP inspected | 282,930 | 656,880 | ..... | 33,496 | ..... | 973,306 |
| Feet of lumber and timber piles inspected | 2,767,080 | 68,900 | 56,724 | 719,460 | ..... | 3,612,164 |
| Research project and other miscellaneous investigations | ..... | 1 | 1 | ..... | 9 | 11 |
| Buildings, water wells, etc. | 9 | 4 | 6 | 2 | ..... | 21 |
| Number of test-holes | 45 | 12 | 57 | 3 | ..... | 117 |
| Feet of drilling | 518 | 424 | 1,038 | 200 | ..... | 2,180 |
| Paint (number of inspections) | 30 | ..... | ..... | ..... | 250 | 280 |
| Other materials—epoxy, asphalt, plank nails, chain-link fence, neoprene, steel (number of inspections) | 231 | 12 | 3 | 550 | ..... | 796 |
| Miles of pavement design studies | 170 | 88 | 110 | 194 | ..... | 562 |
| Miles of construction testing | 55 | 11 | 14 | 207 | ..... | 287 |
| Number of sections tested for spring restrictions approximately 12 times a year | 26 | 49 | 43 | 73 | ..... | 191 |
| Seismic surveys (number of projects) | ..... | ..... | ..... | ..... | 4 | 4 |
| Bridge deck resurfacing programme (number of bridges treated) | ..... | 1 | 8 | 1 | ..... | 10 |
| Soil tests performed | 6,768 | 2,246 | 3,419 | 4,672 | 4,390 | 21,495 |

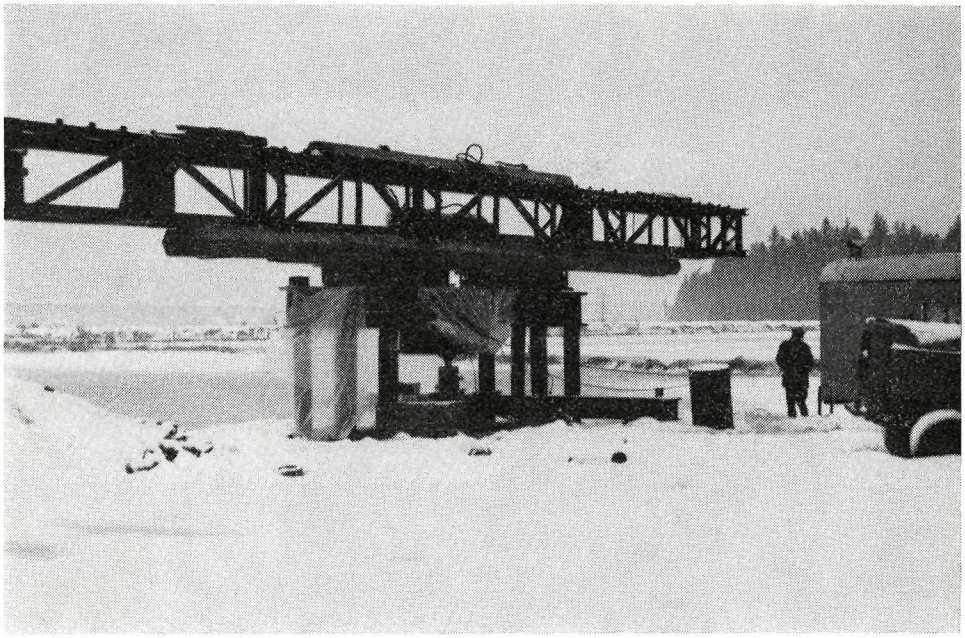
Site of a proposed new bridge across the Pitt River.



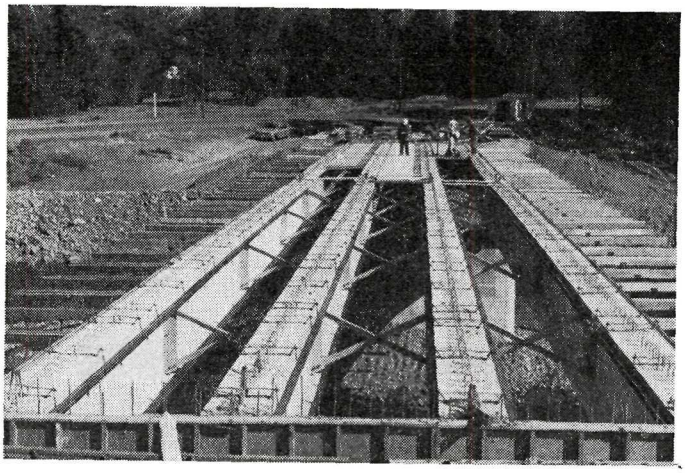
Pitt River to Haney—Pallot Creek Bridge.

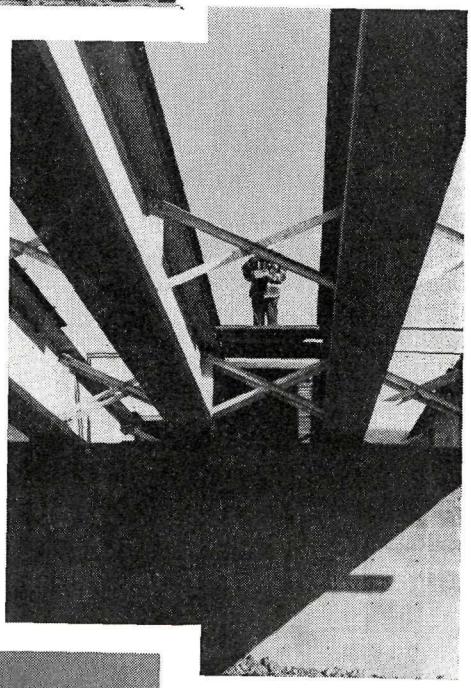


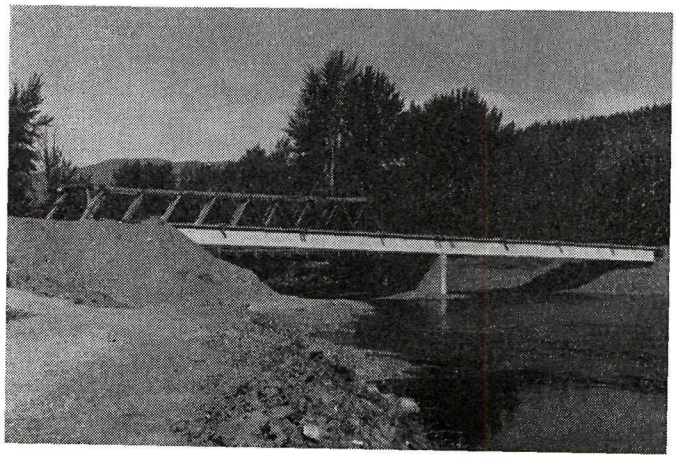
Chilliwack Creek Bridge.



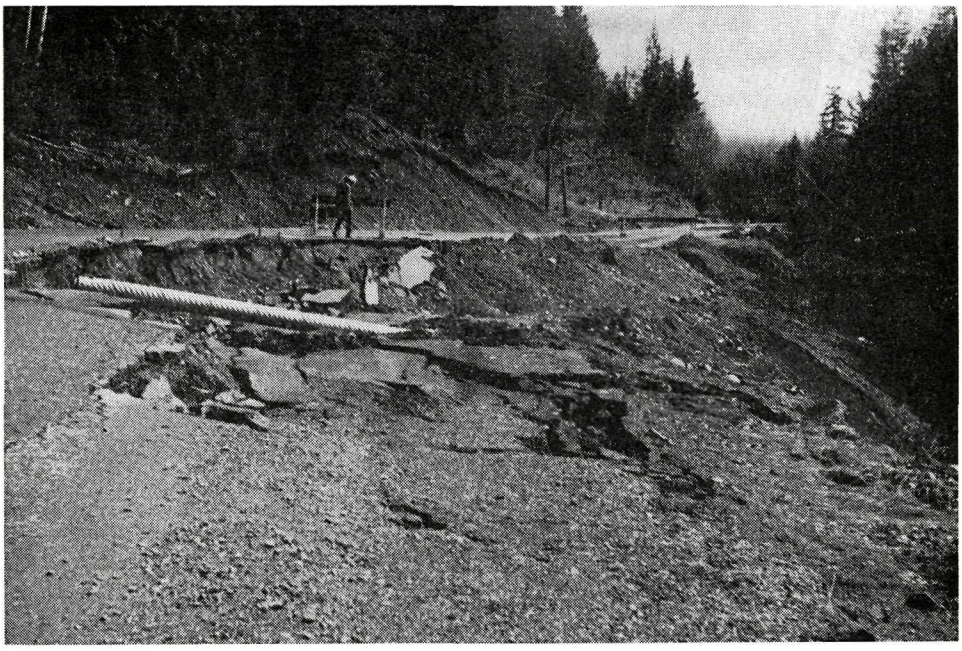
Cloverdale Overhead—test-loading of Hercules-type 800 concrete pile.





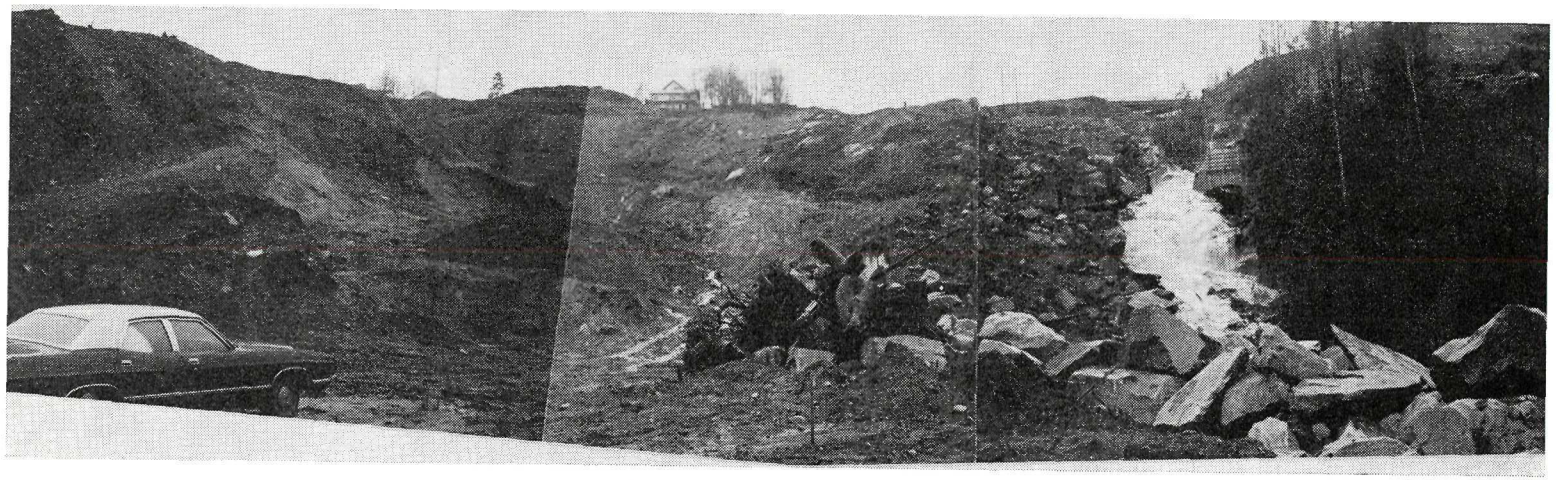


New Middlesboro Bridge, Merritt Highways District.



Bosum Slide at New Denver.

Bosum Slide at New Denver.



Nelson Arterial—slide and seepage.

# REPORT OF THE GENERAL MANAGER, BRITISH COLUMBIA FERRIES DIVISION

The traffic growth on all routes in 1971 reached unprecedented increases, averaging 14 per cent over 1970.

As predicted, it was necessary to schedule extra sailings of vessels operating on the Horseshoe Bay–Langdale and Mainland–Gulf Islands services.

The completion of two more jumboized ships, MV *Queen of Vancouver* and MV *Queen of Saanich,* now offers this route (Swartz Bay–Tsawwassen) a daily lift-off capacity of over 6,000 vehicles and 19,000 passengers.

The *Queen of Prince Rupert* experienced the "best year" ever due in part to the audio-visual programme conducted in the Prairies and Seattle markets. Tour operators enjoyed a more successful year on this route than in 1970; however, commercial traffic continues to develop sporadically.

Additional service on various routes will be achieved during the coming year through the *Queen of Sidney* on the Gulf Islands–Mainland route, the addition of the *Sechelt Queen* to the Nanaimo service, the *Howe Sound Queen* on the Bowen Island route, the *Bowen Queen* on Jervis Inlet, and the *Pender Queen* acting as a supplementary ship from Swartz Bay to the Gulf Islands.

The purchase of the 70-car *Howe Sound Queen* now operating on the Bowen Island run releases the *Bowen Queen* for supplemental service in the summer on Jervis Inlet and also provides an adequate relief vessel for minor routes.

## *Statement of Income and Expenditure*

| | Swartz Bay–Tsawwassen | Nanaimo–Horseshoe Bay | Gulf Islands–Mainland | Gulf Islands–Vancouver Island | Howe Sound–Jervis Inlet | Kelsey Bay–Prince Rupert | North Vancouver Island | Salaries and Wages | Miscellaneous | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| ***Vessel Costs*** | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ |
| Salaries and wages | 5,258,064 | 4,915,742 | 722,728 | 585,008 | 1,324,658 | 1,189,431 | 243,619 | 14,239,250 | ..... | 14,239,250 |
| Operating | 1,655,103 | 1,666,133 | 94,833 | 501,843[1] | 1,445,027[2] | 632,449 | 878,223[3] | ..... | ..... | 6,873,611 |
| Catering | 1,514,585 | 1,042,231 | 63,107 | ..... | 142,122 | 185,279 | 43,811 | ..... | ..... | 2,991,135 |
| Deas | 204,717 | 204,717 | 61,415 | 61,415 | 163,773 | 81,887 | 40,943 | ..... | ..... | 818,867 |
| Total vessel costs | 8,632,469 | 7,828,823 | 942,083 | 1,148,266 | 3,075,580 | 2,089,046 | 1,206,596 | ..... | ..... | 24,922,863 |
| ***Terminal Costs*** | | | | | | | | | | |
| Salaries and wages | 1,201,019 | 804,206 | 70,000 | 91,819 | 228,237 | 121,199 | 36,204 | 2,552,684 | ..... | 2,552,684 |
| Operating | 706,809 | 341,386 | 180,694 | 354,505 | 204,767 | 169,517 | 50,636 | ..... | ..... | 2,008,314 |
| Total terminal costs | 1,907,828 | 1,145,592 | 250,694 | 446,324 | 433,004 | 290,716 | 86,840 | ..... | ..... | 4,560,998 |
| Total vessel and terminal costs | 10,540,297 | 8,974,415 | 1,192,777 | 1,594,590 | 3,508,584 | 2,379,762 | 1,293,436 | ..... | ..... | 29,483,861[4] |
| Revenue for period | 12,924,836 | 9,245,645 | 851,936 | 550,845 | 3,125,692 | 1,777,344 | 535,066 | ..... | 21,055 | 29,032,419 |
| Net gain or (loss) | 2,384,539 | 271,230 | (340,841) | (1,043,745) | (382,892) | (602,418) | (758,370) | ..... | 21,055 | (451,442) |

[1] Includes $250,000 for major repairs to *Pender Queen.*
[2] Includes $500,000 for major modifications on *Sunshine Coast Queen* and *Howe Sound Queen.*
[3] Includes $600,000 for major modifications on *Island Princess.*
[4] Includes $1,350,000 for major expenditures charged under operating costs.
[5] *See* Statement of Capital Expenditures for details.

PRE-OPERATING COSTS

| | $ | $ | $ |
|---|---|---|---|
| Deas maintenance | 612,673 | 627,595 | 1,240,268 |
| Administration and insurance | 441,067 | 2,172,886 | 2,613,953 |
| Total operating costs | | | 33,338,082 |
| Capital costs | | | 5,847,480[5] |
| Total costs | | | 39,185,562 |
| Revenue | | | 29,032,419 |
| Net gain or (loss) | | | (10,153,143) |

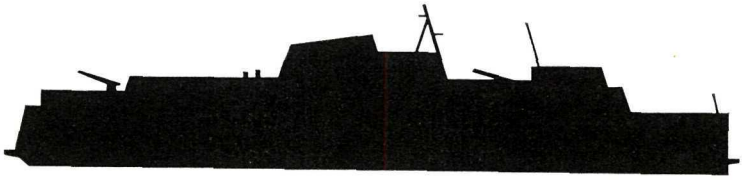
*Statement of Capital Expenditures*

| | | $ |
|---|---|---|
| *Fulford ferry terminals*—Fill areas and marine structures | | 156,857.37 |
| *Tsawwassen terminal*— | $ | |
| Marine structures | 96,837.92 | |
| Foot passenger walkways | 1,398.92 | |
| Electrical revisions | 18,824.27 | |
| Waiting-room, office, and walkways | 207,481.33 | |
| Steel clear span | 1,280.34 | |
| Reservation office, and tower | 59,635.00 | |
| Berth and south breakwater | 209,993.20 | |
| | | 595,450.98 |
| *Saturna Island terminal*—Fill area and marine structures | | 146,290.75 |
| *Queen of Saanich*—Jumboizing | | 2,185,823.70 |
| *Queen of Vancouver*—Jumboizing | | 2,322,142.00 |
| *Queen of Sidney*—Platform deck | | 257,994.80 |
| *Howe Sound Queen*—Annual refit | | 182,920.60 |
| | | 5,847,480.20 |

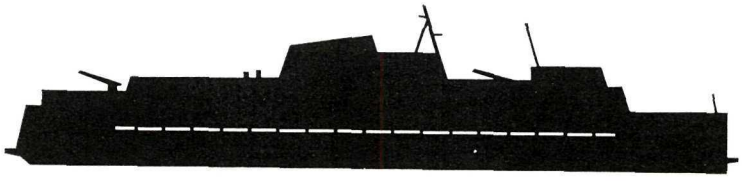
*Record of British Columbia Ferries Division Traffic*

| Route | Total Automobiles | Trucks | Buses | Mobile Homes and Trailers | Adult Passengers (Including Drivers) | Children | Total Number Travelling as Organized Parties |
|---|---|---|---|---|---|---|---|
| Tsawwassen–Swartz Bay | 763,782 | 97,559 | 18,580 | 61,662 | 2,505,516 | 206,377 | 85,333 |
| Horseshoe Bay–Departure Bay | 530,197 | 105,064 | 9,645 | 57,834 | 1,688,056 | 165,274 | 25,370 |
| Horseshoe Bay–Langdale | 281,046 | 82,544 | 3,380 | 25,916 | 829,828 | 89,524 | 26,000 |
| Earls Cove–Saltery Bay | 69,302 | 18,819 | 1,677 | 5,793 | 182,731 | 19,041 | 4,154 |
| Horseshoe Bay–Snug Cove | 60,334 | 12,754 | 32 | 2,030 | 183,588 | 18,838 | 4,172 |
| Mainland—Gulf Islands | 51,869 | 12,327 | 101 | 4,577 | 234,253 | 26,490 | 5,363 |
| Vancouver Island–Gulf Islands | 36,983 | 7,971 | 46 | 700 | 61,338 | ..... | ..... |
| Swartz Bay–Fulford | 76,695 | 10,437 | 81 | 1,212 | 90,475 | ..... | ..... |
| Vesuvius–Crofton | 52,279 | 3,812 | 90 | 1,108 | 124,299 | ..... | ..... |
| Brentwood–Mill Bay | 40,448 | 7,149 | 63 | 1,388 | 105,164 | ..... | ..... |
| Kelsey Bay–Beaver Cove–Alert Bay–Sointula | 20,031 | 3,008 | 582 | 582 | 59,853 | ..... | ..... |
| Kelsey Bay–Prince Rupert | 8,401 | 430 | 56 | 2,129 | 30,800 | ..... | ..... |
| Totals | 1,991,367 | 361,874 | 34,333 | 164,931 | 6,095,901 | 525,544 | 150,392 |

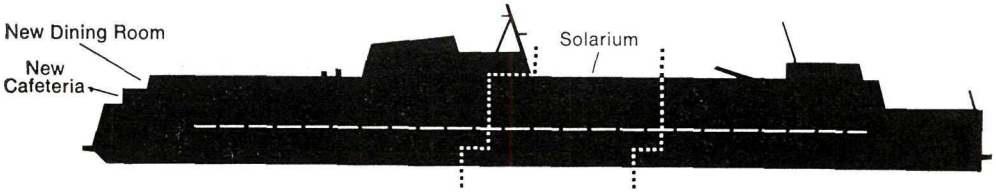
MV *Queens of Vancouver and Saanich*



1962. As originally constructed (110-automobile capacity).



1967. Platform decks added (132-automobile capacity).




1972. New 84-foot mid-ship section added (200-automobile capacity).

MV *Queen of Vancouver,* with new 84-foot mid-ships addition.

MV *Howe Sound Queen,* purchased 1972, Bowen Island Service, 70-automobile capacity.

MV *Queen of Saanich,* with new 84-foot mid-ships addition.

# REPORT OF SUPERINTENDENT OF FERRIES

During the past year, ferry service was provided on 38 routes under the jurisdiction of the Department. This was accomplished by a fleet consisting of seventeen major ferries, eleven reaction ferries, four cable ferries, five subsidized vessels, and eight miscellaneous ferries. There are also two tugs and six barges maintained for emergency purposes.

## *Traffic*

The fleet carried 1,756,459 vehicles and 4,657,916 passengers.

## *Maintenance*

All ferries were inspected during the year and repairs carried out where necessary. Twelve major ferries were drydocked and overhauled. Relief ferries were provided for interim service wherever possible.

## *Major Changes*

Tenders were let and a contract issued for three new ferries for the coastal routes at Denman Island, Gabriola Island, and Thetis Island.

*Courtenay District*—The subsidized operation of the Hornby to Denman Island route was taken over by the Department. It is the intention to have the MV *Westwood* on this route by September 1972.

*Nelson District*—The MV *Anscomb* was tied up to allow a contractor to carry out major alterations, which include a sewage-treatment system, new propulsion machinery, and new housework. This will be completed in time for the summer tourist season.

*Fort St. John District*—A tug and barge service was put into operation for a short term when a local bridge was washed out by flood.

## *Ferry Revenue*

| | $ |
|---|---|
| Albion | 92,320.70 |
| Comox–Powell River | 410,075.50 |
| Cortes Island | 30,846.60 |
| Denman Island | 22,518.25 |
| François Lake | 130.00 |
| Gabriola Island | 85,304.80 |
| Hornby Island | 2,374.95 |
| Quathiaski Cove | 110,587.10 |
| Sointula | 8,669.00 |
| Texada Island | 116,820.60 |
| Thetis Island | 17,815.40 |
| Woodfibre | 50,839.00 |
| Total | 948,301.90 |

## *Department of Highways Ferries*
## *Statement of Revenue, Expenditure, and Operation*

REGION 1

| | Expenditure | Revenue | No. of Vehicles | No. of Passengers | Hrs. Per Day of Operation |
|---|---|---|---|---|---|
| *Courtenay* | $ | $ | | | |
| Ferries generally | 1,523.04 | ---- | ---- | ---- | ---- |
| Comox P.R. | 514,723.87 | 410,075.50 | 44,890 | 174,366 | 12 (winter)<br>16 (summer) |
| Cortes | 112,578.67 | 30,846.60 | 8,363 | 23,650 | 8 |
| Denman | 150,757.46 | 22,518.25 | 57,541 | 133,013 | 16 |
| Tug *Georgella* | 23,469.84 | ---- | ---- | ---- | ---- |
| Barge | 11,226.39 | ---- | ---- | ---- | ---- |
| Denman landings | 6,000.00 | ---- | ---- | ---- | ---- |
| Hornby | 107,671.90 | 2,374.95[1] | 20,612 | 52,935 | 12 |
| Quadra | 394,714.80 | 110,587.10 | 116,912 | 323,753 | 16 |
| Sointula | 98,852.06 | 8,669.00 | ---- | 36,646 | 8 |
| Texada | 387,184.08 | 116,820.60 | 33,290 | 148,860 | 16 |
| | 1,808,702.11 | 701,892.00 | 281,608 | 893,123 | |
| *Nanaimo* | | | | | |
| Barkley | 21,600.00 | ([2]) | Freight | Freight | ---- |
| Lasqueti | 31,000.08 | ([2]) | ---- | 7,679 | 6 |
| Gabriola | 303,649.83 | 85,304.80 | 91,994 | 267,148 | 16 |
| Thetis | 133,350.09 | 17,815.40 | 18,915 | 109,067 | 16 |
| | 489,600.00 | 103,120.20 | 110,909 | 383,894 | |
| *New Westminster* | | | | | |
| Albion | 283,863.07 | 92,320.70[3] | 298,333 | 524,548 | 24 |
| Barnston | 69,325.12 | ---- | 53,418 | 126,866 | 18 |
| | 353,188.19 | 92,320.70 | 351,751 | 651,414 | |
| *North Vancouver* | | | | | |
| Woodfibre | 240,233.07 | 50,839.00 | 24,653 | 207,640 | 18 |

REGION 2

| | | | | | |
|---|---|---|---|---|---|
| *Kamloops* | | | | | |
| McLure | 11,000.00 | ---- | 8,125 | 22,961 | 10 |
| Little Fort | 10,500.00 | ---- | 2,692 | 20,872 | 10 |
| | 21,500.00 | ---- | 10,817 | 43,833 | ---- |
| *Lillooet* | | | | | |
| Big Bar | 12,000.00 | ---- | 682 | 3,747 | 10 |
| *Merritt* | | | | | |
| North Bend | 95,000.00 | ---- | 70,383 | 220,565 | 24 |
| Lytton | 27,000.00 | ---- | 14,421 | 76,595 | 12 |
| | 122,000.00 | ---- | 84,804 | 297,160 | ---- |
| *Salmon Arm* | | | | | |
| Shuswap Lake | 18,000.00 | ([2]) | 529 | 3,259 | ---- |

[1] Subsidized ferry; operator retained fares; Department of Highways operated ferry commencing October 17, 1971.
[2] Subsidized.
[3] Tolls rescinded February 15, 1972.

## *Department of Highways Ferries*
## *Statement of Revenue, Expenditure, and Operation*—Continued

REGION 3

| | Expenditure | Revenue | No. of Vehicles | No. of Passengers | Hrs. Per Day of Operation |
|---|---|---|---|---|---|
| | $ | $ | | | |
| *Nelson* | | | | | |
| Glade | 32,500.00 | ..... | 34,986 | 104,383 | 16 |
| Harrop | 47,500.00 | ..... | 99,773 | 237,050 | 20 |
| Creston | 15,000.00 | ..... | 11,053 | 28,038 | 12 |
| Kootenay Lake | 389,500.00 | ..... | 138,825 | 331,094 | 18 |
| | 484,500.00 | ..... | 284,637 | 700,565 | .... |
| *New Denver* | | | | | |
| Needles | 249,118.91 | ..... | 93,131 | 206,015 | 24 |
| *Revelstoke* | | | | | |
| Upper Arrow | 216,000.00 | ..... | 298,333 | 66,468 | 12 |
| Shelter Bay complex | 20,000.00 | ..... | ..... | ..... | .... |
| | 236,000.00 | ..... | 298,333 | 66,468 | .... |
| *Rossland* | | | | | |
| Castlegar | 82,959.73 | ..... | 356,652 | 748,058 | 18 |

REGION 4

| | | | | | |
|---|---|---|---|---|---|
| *Burns Lake* | | | | | |
| Francois Lake | 241,000.00 | 130.00[4] | 63,538 | 255,822 | 16 |
| *Fort St. John* | | | | | |
| Stikine | 41,500.00 | ..... | 2,858 | 6,910 | 10 |
| *Pouce Coupe* | | | | | |
| Clayhurst | 71,990.65 | ..... | 24,170 | 55,055 | 18 |
| *Prince George* | | | | | |
| Isle Pierre | 23,496.39 | ..... | 3,944 | 9,747 | 10 |
| *Prince Rupert* | | | | | |
| Dodge Cove | 3,576.00 | (2) | ..... | 3,017 | .... |
| Queen Charlotte Islands | 15,600.00 | (2) | 6,040 | 19,483 | .... |
| | 19,176.00 | | 6,040 | 22,500 | .... |
| *Quesnel* | | | | | |
| Gravelle | 11,623.49 | ..... | 3,551 | 11,414 | 10 |
| Marguerite | 11,282.51 | ..... | 8,761 | 26,577 | 10 |
| Soda Creek | 13,315.11 | ..... | 2,991 | 11,466 | 10 |
| | 36,221.11 | ..... | 15,303 | 49,457 | .... |
| *Smithers* | | | | | |
| Cedarvale | 14,741.05 | ..... | 9,395 | 22,817 | 10 |
| *Terrace* | | | | | |
| Usk | 15,000.00 | ..... | 7,445 | 30,333 | 10 |

[4] Emergency trips after hours, $10 per trip.

## *Record of Ferry Traffic*

| Ferry | Round Trips | Automobiles | Passengers, Exclusive of Drivers | Trucks | Trailers and Semi-trailers | Motor-buses | Motor-cycles | Rigs | Live Stock | Miscellaneous | Total Vehicles Carried |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Albion | 16,528 | 284,068 | 229,468 | 9,693 | 3,253 | 206 | 1,113 | ..... | ..... | ..... | 298,333 |
| Arrow Lake (Upper) | 4,389 | 17,404 | 45,585 | 3,312 | 2,710 | 56 | 46 | ..... | 35 | 65 | 23,593 |
| Barnston Island | 26,594 | 37,661 | 73,684 | 14,281 | 236 | 836 | 335 | ..... | 1,794 | 69 | 53,418 |
| Big Bar | 1,367 | 62 | 3,109 | 551 | 44 | 13 | 6 | ..... | 658 | 6 | 682 |
| Castlegar | 34,239 | 274,986 | 393,559 | 78,273 | 2,153 | 254 | 986 | ..... | 925 | ..... | 356,652 |
| Cedarvale | 8,127 | 6,145 | 13,422 | 3,250 | ..... | ..... | ..... | ..... | ..... | ..... | 9,395 |
| Clayhurst | 12,146 | 10,295 | 31,296 | 13,033 | 411 | 11 | 20 | ..... | 2,242 | 400 | 24,170 |
| Comox–Powell River | 1,487 | 34,337 | 132,082 | 7,527 | 2,606 | 47 | 373 | ..... | ..... | ..... | 44,890 |
| Cortes Island | 1,038 | 4,750 | 15,594 | 3,247 | 307 | 21 | 34 | ..... | ..... | 4 | 8,363 |
| Creston | 8,941 | 3,304 | 17,003 | 7,257 | 18 | 136 | 98 | ..... | 94 | 240 | 11,053 |
| Denman Island | 7,435 | 53,114 | 76,891 | 2,155 | 1,419 | 403 | 423 | ..... | ..... | 27 | 57,541 |
| Dodge Cove | 314 | ..... | 3,017 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| François Lake | 5,836 | 57,232 | 193,802 | 4,467 | 1,518 | 163 | 58 | ..... | 2,310 | 100 | 63,538 |
| Gabriola Island | 5,510 | 85,003 | 176,635 | 4,981 | 1,482 | 55 | 463 | ..... | 1 | 10 | 91,994 |
| Glade | 18,312 | 25,364 | 69,397 | 9,622 | ..... | ..... | ..... | ..... | 31 | ..... | 34,986 |
| Gravelle | 3,784 | 1,172 | 7,863 | 2,319 | ..... | ..... | ..... | ..... | 341 | 60 | 3,551 |
| Harrop | 29,778 | 74,368 | 138,786 | 21,251 | 1,509 | 1,202 | 1,361 | ..... | 1,543 | 82 | 99,773 |
| Hornby Island | 3,844 | 19,107 | 33,100 | 551 | 777 | 6 | 157 | ..... | ..... | 14 | 20,613 |
| Isle Pierre | 4,355 | 1,452 | 5,865 | 2,389 | 62 | 1 | 11 | ..... | ..... | 29 | 3,944 |
| Kootenay Lake | 4,179 | 96,441 | 202,231 | 31,584 | 9,962 | 246 | 592 | ..... | ..... | ..... | 138,825 |
| Lasqueti Island | 542 | ..... | 7,679 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Little Fort | 6,150 | 1,340 | 18,180 | 1,281 | ..... | ..... | ..... | ..... | 62 | 71 | 2,692 |
| Lytton | 13,598 | 5,346 | 62,270 | 7,018 | 96 | 1,241 | 235 | 485 | 1,240 | ..... | 14,421 |
| Marguerite | 7,654 | 3,732 | 17,956 | 4,849 | 140 | 21 | 19 | ..... | 759 | ..... | 8,761 |
| McLure | 8,162 | 5,317 | 14,836 | 2,808 | ..... | ..... | ..... | ..... | 3,288 | ..... | 8,125 |
| Needles | 19,834 | 53,453 | 117,249 | 35,313 | 4,365 | ..... | ..... | ..... | ..... | ..... | 93,131 |
| North Bend | 51,219 | 42,908 | 150,309 | 26,573 | 127 | 15 | 712 | ..... | 4 | 48 | 70,383 |
| Quathiaski Cove | 5,311 | 83,722 | 209,771 | 29,334 | 2,930 | 192 | 661 | ..... | 1 | 73 | 116,912 |
| Queen Charlotte Islands | 1,309 | 4,774 | 13,451 | 1,255 | 8 | ..... | 3 | ..... | ..... | ..... | 6,040 |
| Shuswap Lake | 241 | 150 | 2,800 | 239 | 70 | ..... | ..... | ..... | 11 | 70 | 529 |
| Soda Creek | 3,093 | 1,402 | 8,483 | 1,580 | 8 | ..... | ..... | ..... | ..... | 1 | 2,991 |
| Sointula | 903 | ..... | 36,646 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Stikine | 2,416 | 2,043 | 4,345 | 394 | 293 | ..... | 5 | ..... | 145 | 123 | 2,858 |
| Texada Island | 2,672 | 20,781 | 116,176 | 11,756 | 606 | 28 | 119 | ..... | ..... | ..... | 33,290 |
| Thetis Island | 3,664 | 15,035 | 90,457 | 3,229 | 305 | 346 | ..... | ..... | ..... | ..... | 18,915 |
| Usk | 13,989 | 5,902 | 22,890 | 1,537 | 2 | ..... | ..... | ..... | 56 | 4 | 7,445 |
| Woodfibre | 4,464 | 22,646 | 183,271 | 1,625 | 284 | 36 | 62 | ..... | ..... | ..... | 24,653 |
| Totals | 343,424 | 1,354,816 | 2,939,158 | 348,534 | 37,701 | 5,535 | 7,892 | 485 | 15,540 | 1,496 | 1,756,459 |

S. E. BLANCHARD
*Superintendent of Ferries*

# REGIONAL REPORTS

## REGION 1

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

Saanich, Nanaimo, Courtenay, North Vancouver, New Westminster, Chilliwack, and Vancouver Highway Districts

### SAANICH DISTRICT

#### *Roads*

The Langford-Colwood-Metchosin area continued to develop rapidly with a subsequent higher demand for services. Subdivision activity decreased in the Gulf Islands and the Langford-Colwood-Metchosin areas but increased in the Sooke and Cobble Hill areas, where an abnormally high number of permits were processed.

A heavy rainstorm on February 26 and 27, followed by a windstorm with velocities to 105 m.p.h., caused extensive flooding and tree destruction in the Cobble Hill and Gulf Island areas. The following week-end, March 4 and 5, another heavy rainstorm caused extensive flooding in the Langford, Metchosin, and Sooke areas. The Sooke road was closed by flooding for six hours on March 5, 1972.

*Maintenance*—All areas of the district received above-normal slashing and drainage work under the Winter Assistance Programme.

*Bituminous surfacing*—Ten miles of the West Coast Road west of Jordan River were roadmixed. Each foreman's area received from 1 to 4 miles of roadmix pavement. A new type of sealcoat, using a special emulsion and crushed gravel, was placed on 15 miles of district roads, some on gravel surfaces. To date it has not proven too successful.

*Reconstruction*—The Patricia Bay Highway was converted to four lanes of traffic early in December after two years of reconstruction work. The Old Island Highway was reconstructed to a five-lane width from British Columbia Highway 1 to Colwood Corners, but the surfacing is still to be completed. On Saltspring Island, reconstruction was started on Sunset Drive and completed on Beaver Point Road.

*Snow removal*—Winter shifts did not begin until early December, but because of the long winter were prolonged for a month past the usual date of February 15. Frequent snowstorms were experienced, but due to the milder average temperatures, there was no accumulation on the ground. Large quantities of salt and sand were used, particularly on the new and wider Patricia Bay Highway.

#### *Bridges*

Replacement of the Harris Cove Bridge at Port Renfrew was started. All materials were purchased and the approach fills placed. Pedestrian overpasses were constructed over the Patricia Bay Highway at Weiler Road, Amity Drive, and Rogers Street.

#### *Buildings*

A new fuel shed, foreman's office, and assembly room were constructed of concrete blocks at the Sooke yard. Work was started on a new fuel shed in the Cobble Hill yard. A new fabrication shop was constructed in the Langford yard.

## NANAIMO DISTRICT

### *Roads*

*Bituminous surfacing*—The major paving programme in the Greater Nanaimo area, covering the main feeder roads in the various member districts, was continued. In areas where pedestrian traffic was heavy, additional widths were provided for walkways by means of shoulder widening and painted edge lines.

A major paving programme was carried out in the Alberni Valley covering a number of main feeder routes and major residential streets.

*Reconstruction*—The Alberni–Parksville Highway shoulders were widened in the Cameron Lake area for a distance of 3 miles. The Island Highway shoulders were widened north of Parksville and the shoulders through the Village of Parksville were paved. Improvements were carried out to the British Columbia Highway 1 shoulders south of Duncan and north of Ladysmith.

*Snow removal*—The snowfall was extreme, but handled successfully with main routes and school bus routes kept open.

### *Bridges*

The Marion Creek Bridge on the Alberni–Tofino Highway was rebuilt at a new location. Other bridges were rebuilt and repaired throughout the district. A programme of placing no-post guard-rail at bridge approaches was completed except for the Alberni–Tofino Highway, where it is to be carried out as a continuing programme.

### *Ferries*

Normal service was maintained on the Thetis Island and Gabriola Island ferry runs.

### *Buildings*

Office and lunchroom facilities were constructed at the Nanaimo garage and the road foreman's office was rebuilt.

## COURTENAY DISTRICT

### *Roads*

*Construction*—Final rough grading on the south end of the Jeune Landing access road was completed and some widening and ditching were completed on the Port Hardy end. Additional work is required on the latter prior to paving.

On the Coal Harbour Road reconstruction was nearly completed. Final base gravel and a small amount of reconstruction prior to paving remained to be finished.

Extension of the Winter Harbour Road to service the fish-packing firms and Indian reserve was completed. No further work is contemplated in the immediate future.

Oil for dust-layer was applied and approximately 10 miles of side roads were paved with a coldmix in the Courtenay, Campbell River area and islands. Two miles of pavement were completed on Hornby Island. A series of bridges and wooden culverts was replaced by culverts on Read Island. Most culverts used were salvaged from old, abandoned sections of Highway 19 in the vicinity of Sayward. Weed-spraying, ditching, shouldering, and sign maintenance were included in summer maintenance. Because of the wet summer, growth of brush exceeded normal rate and despite the many man-hours spent on slashing, progress was limited.

*Snow removal*—During the summer of 1971, above-average rainfall delayed paving by district forces. The winter was severe with approximately 50 per cent above-average snowfall. In normal winters, rain or warm weather decrease the depth of snow on the ground, but during the winter of 1971/72 little reduction in snow depth occurred. Snowfall varied from 146 inches in Courtenay to 234 inches in Gold River.

### *Bridges*

Deck systems were replaced on the following bridges: Hammond (Highway 19, Sayward Valley), Trout Creek (Highway 19 north of Campbell River), Hopkins (Endall Road), Byng (Port Hardy area), and Marble River (access to Rumble Beach). The toll bridge on Read Island was replaced by a large culvert and fill. Normal maintenance was carried out on other bridges as needed.

### *Ferries*

Normal ferry service was operating between Port McNeill–Sointula–Alert Bay, Comox–Powell River, Powell River–Texada Island, Campbell River–Quadra Island, Quadra Island–Cortes Island, Buckley Bay–Denman Island, and in the late part of the year the subsidized ferry serving Hornby Island was replaced by a Department of Highways vessel.

### *Buildings*

A single-bay equipment shed was erected at Sointula for the maintenance crew. A 54 by 40-foot welding bay was added to the Courtenay garage.

Land was cleared and levelled for a proposed equipment shed on Cortes Island.

Normal maintenance and painting were performed as required.

## North Vancouver District

### *Roads*

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

*Construction*—Many small day-labour projects were completed in the Powell River, Pender Harbour, Gibsons, Bowen Island, and Pemberton areas, with major reconstruction completed on the west side of Alta Lake, Whistler Mountain area. Reconstruction was started on Highway 99, Alice Lake to Brohm Lake section, and reconstruction of Highway 101, Halfmoon Bay, Secret Cove section was completed.

A major scaling and rock-stabilization programme has been carried out on Highway 99 between Horseshoe Bay and Britannia.

*Snow removal*—All roads were kept open at all times with the exception of a two-day closure of Highway 99 because of extremely heavy snowfall and snowslides. The travelling public and Department of Highways maintenance equipment are encountering serious problems with parked cars on the travelled portion of the road at Whistler Mountain as the area fills up.

### *Bridges*

Adequate maintenance was carried out on all bridges.

The Lois River Bridge on Highway 101 near Powell River was opened to traffic.

Work was undertaken on Callaghan Creek and Mons Overhead Bridge approaches, both presently being constructed by contract.

*Paving*

Six and one-half miles of roadmix pavement were laid on roads in the Sunshine Coast and Squamish areas.

*Buildings*

An additional storage area was built for the North Vancouver shop stock and a truck bay closed in for use as a carpenter shop. The old fuel house in North Vancouver was demolished and rebuilt at the back of the property. A new fuel house was built at Whistler Mountain.

## New Westminster District

*Roads*

*Maintenance*—Highways throughout the district were maintained to a high standard. A start was made on reshaping certain median areas on Highway 401 to facilitate mowing. Application of dry chemicals continued in limited areas for brush control and soil sterilents were applied to shoulders, along guard-rails, and around signposts. The previous year's beautification programme on Highway 401 was continued by the transplant of many young trees from gravel-pit leasing areas.

The severe winter caused considerable pavement damage, which kept the patching crews almost continuously employed. The Lougheed Highway 7 through the Municipality of Burnaby was one of the most badly affected.

*Construction*—The four-laning of Lougheed Highway 7 between Cape Horn and Pitt River Road at Essondale was completed with the exception of some landscape work in the median. This work will be completed in the spring of 1972.

Started in the fall of 1970, the reconstruction of 4 miles of Carvolth Road from British Columbia Highway 401 to Fraser Highway 1A in the City of Langley was completed this year. However, because of erosion in some of the newly cut ditches, further work in the form of storm sewering and drainage control will be undertaken in 1972/73.

Initial construction of the connecting link between the Stormont Interchange on British Columbia Highway 401 and Gaglardi Way was undertaken. It consisted of laying a gravel drainage blanket over the areas of poor subsoil and placing a surcharge at a very gradual rate in the area of the proposed overpass abutments at Government Road. This work will continue through 1972/73.

Channelization improvements were completed at the intersection of Tsawwassen Highway 17 and the Ladner Trunk Road 10 in Delta. The work consisted of providing left-turn slots on the west leg of Highway 10 and on the north and south legs of Highway 17. Left-turn channelization was also completed on the King George VI Highway at 64th Avenue in Surrey.

Construction was started but not completed on left-turn channelization at the intersection of Scott Road and 96th Avenue and at Scott Road and 72nd Avenue. At the latter intersection, however, the signals and lighting were completed and put into operation. Also nearing the completion stage is the left-turn channelization at the intersection of Lougheed Highway 7 and 240th Street in the Municipality of Malpe Ridge.

To improve traffic flow and provide additional traffic lanes, parking strips were eliminated and a raised median island was installed on Brunette Street from the

overpass on British Columbia Highway 401 to Lougheed Highway 7 in the Municipality of Coquitlam.

At the expense of British Columbia Hydro and Power Authority, district forces constructed a paved frontage road north of Tsawwassen Highway 17 from Imperial Road to the Tsawwassen Indian Reserve. Also as part of this project, Brandrith Road south of Highway 17 was extended to the Tsawwassen Indian Reserve.

To help overcome some of the parking congestion at the Tsawwassen ferry terminal, about one-half mile of shoulder was widened and paved along the south side of the causeway to permit overflow parking. Also, a 4-foot-wide paved walkway was provided which is separated from the parking strip with concrete no-post guard-rail.

District forces also undertook a road-building project for the Department of Public Works at the Alouette River Rehabilitation Unit in Maple Ridge. About 1 mile of new grade was constructed to a gravel standard to serve as a bypass route around the complex for logging-truck traffic.

*Snow Removal*—Winter weather came early, at the beginning of December, this year and heavy snow and low temperatures continued through to February.

The unofficial total snowfall in the district this year averaged 70 inches.

Once over the initial problems of the first snowfall caused mainly by unprepared motorists, traffic was kept moving with minimum delays throughout the winter.

Due to the frequency of snowfalls, large quantities of salt were required in the snow-clearing operation.

### *Bridges*

The Canoe Pass Bridge to Westham Island in the Municipality of Delta, a temporary Bailey bridge replacing a wood truss destroyed two and a half years ago by a barge, has been replaced by a permanent 160-foot Callender-Hamilton steel span. Before floating the new span into position by barge, district crews prefabricated two new treated-timber crib piers and set them into position on the existing piling from a barge.

Concrete footings were installed for the prefabricated-steel pedestrian overpass at Cassiar Street over British Columbia Highway 401 in the City of Vancouver.

The south approach to the Twigg Island Bridge was redecked before an asphalt and rock-chip surface treatment was applied. The decks of the Campbell River Bridge on Pacific Highway 99 and the Nicomekl River Bridge on Fraser Highway 1 were also surface-treated with asphalt and rock chips.

General routine maintenance was carried out on all structures and ferry landings.

### *Ferries*

Tolls were removed from the Albion ferry service in mid February of this year. A marked increase in traffic has resulted.

The Albion ferry MV *T'Lagunna* was out of service twice this year. The first occasion was from May 17 to June 3 for engine repair. Temporary service for pedestrian passengers only was provided for this period. The second occasion was from October 15 to December 15 for major engine refit and renewal of hull plating. A tug and barge were employed to provide temporary vehicular service.

The Barnston Island ferry maintained a busy, uneventful schedule throughout the year.

## CHILLIWACK DISTRICT

### *Roads*

*Maintenance*—Highways were well maintained throughout the year. Gravel shoulders of main roads were sprayed with soil sterilent, and brushkill was applied as required. Mowing and brushing operations were carried out throughout the growing season. Litter patrols covered the main highways daily during the tourist season and as required during the remainder of the year. Several minor washouts occurred during the winter months because of heavy precipitation and were quickly repaired.

*Bituminous surfacing*—Approximately 11.6 miles of paving were completed as reported under "Day-labour Projects."

*Construction*—The approach fills for the Murray Avenue overpass in Mission were constructed by the district. Grade revisions and realignments to Slesse and O'Byrne Roads and realignment of a portion of Sylvester Road were completed.

*Snow removal*—Heavy snowfall was experienced throughout the district. Minor slides west of Hope closed British Columbia Highway 1 for short periods. The travelling public were formed into convoys and escorted across the Sumas Prairie section of British Columbia Highway 401 by Department vehicles owing to drifting snow and poor visibility. A severe ice storm in January caused considerable damage throughout the district.

### *Bridges*

A precast-concrete stringer bridge on pile bents, 120 feet long, was constructed over Atchelitz Creek east of Lickman Road for the frontage road south of Highway 401.

Dale Bridge, a 120-foot pile trestle, was built over Hatzic Slough in the same location as the old bridge.

Chehalis River Bridge, a 184-foot Howe truss with 110 feet of trestle approaches, was reconstructed using false bents to support the truss during reconstruction.

### *Buildings*

The salt and sand storage shed, together with equipment, had to be relocated in Bulgar Pit due to the four-laning of Highway 1 near Hunter Creek. Heavy winds demolished a three-bay equipment shed in the Agassiz yard.

## VANCOUVER DISTRICT

### *Roads*

*Maintenance*—The winter was unusually cold and with heavy snow and considerable ploughing and salting were required. However, traffic tie-ups were negligible.

Summer mowing and shouldering were carried out along with a regular patching programme. Grounds maintenance was carried out at all facilities.

A ditching programme was carried out in the newly acquired Point Grey area.

*Construction*—Minor improvements were carried out in a number of areas. Sign bridges were erected on Marine Drive in North Vancouver, precast median barrier was placed on Johnston Hill, Highway 401, and footings poured for a pedestrian/equestrian overpass on Stanley Park causeway. The structure was fabricated and erected by contract.

*Bridge painting*—Cleaning and painting, wholly or partly, was carried out on the following bridges; First Narrows, Second Narrows, Port Mann, Kitsucksus, Nanaimo River, Sardis Overpass, Vedder Canal, Gertrude Street, Cameron River west, Cameron River east, Lockwood Creek, and Pipeline Creek.

*Patrol*—Traffic control and patrol were carried out at all major facilities, plus the Upper Levels Highway and the major British Columbia ferry terminals.

## REGION 2

(R. G. White, Regional Highway Engineer, Kamloops)

Kamloops, Salmon Arm, McBride, Vernon, Kelowna, Penticton, Merritt, Lillooet, and Williams Lake Highway Districts

### KAMLOOPS DISTRICT

#### *Roads*

*Maintenance*—General maintenance was carried out on all district roads with minor improvements to short sections on a number of side roads. An experiment with liquid calcium chloride as a dust-layer was conducted on a 2-mile section of the Dunn Lake Road at Blackpool. Shoulder stabilization by the "Pounder" process was done on 8 miles of British Columbia Highway 1 between Valleyview and the Campbell Creek Overpass. The winter was long and difficult with snowfall records established in Kamloops. District crews had little respite from early in December through to March.

*Construction*—A further 3.13 miles of the Lac Le Jeune road and a 3.01-mile section of Highland Valley Road from Logan Lake Townsite west through the canyon were rebuilt. Widening and gravelling of 9.8 miles on Meadow Creek Road were completed. Left-turn slots were constructed at the Kamloops West weigh scale and at Pat Road, Dallas.

Minor improvements by District forces totalled 20.75 miles.

#### *Bridges*

Vavenby Bridge approaches were reconstructed and the whole bridge redecked. Brookfield Creek Bridge was reconstructed with steel piling and precast-concrete stringers. A new bridge was built at Lemieux Creek 2 and piling was driven for new bridges at Lemieux Creek 3 and at Deadman 2. A new foreman's office, assembly room, and store were built at Savona.

#### *Ferries*

Repairs at McLure and Little Fort ferries included work on the ramps, bridles, and safety-lines. New outboard motors were purchased for both sites.

### SALMON ARM DISTRICT

#### *Roads*

*Maintenance*—General maintenance was carried out on all highways and side roads in the district. An extensive programme of weed-growth control on highway shoulders was undertaken with the application of soil sterilents. Roadside brush was controlled by spraying and mowing. Approximately 30,000 gallons of oil were

used for dust control in built-up areas and lakeside roads. Some liquid calcium chloride was used on an experimental basis. Spring run-off problems were numerous, notably in the Anglemont and Falkland areas.

*Construction*—Reconstruction was carried out on 4.8 miles of side roads.

*Snow removal*—Record snowfalls were prevalent throughout the district. However, all roads were kept open and in good condition. The shift system proved to be very satisfactory. There was a notable increase in the amount of sand and chemicals used throughout the district. Bulk storage sheds were erected at all depots.

### *Bridges*

Normal maintenance was carried out on all structures. Three bridges were reconstructed—Ross Creek, Sims Creek, and Deer.

## VERNON DISTRICT

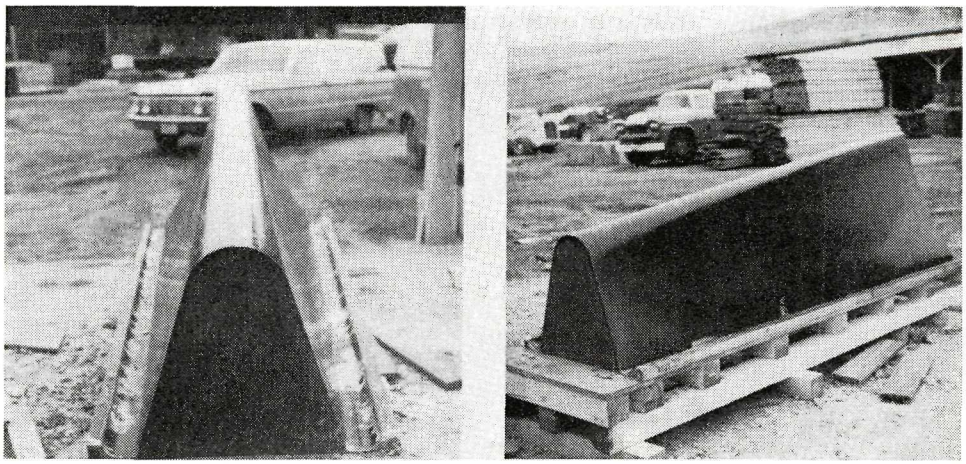
### *Roads*

*Maintenance*—Increased traffic volume throughout the Vernon area continued and required increased maintenance on commuter roads as well as main highways. Extensive pavement patching was completed ahead of a large chipseal project in the Vernon and Lumby areas.

The spring run-off on the low areas during late March caused considerable problems and triggered numerous slides. One of these was the Amory Slide on Highway 97, 10 miles south of Vernon which caused the derailment of three CNR freight-train diesel units on March 22.

Subdivision activity in the North Okanagan area continued to increase. The Department processed 220 tentative subdivisions, 199 final subdivisions, and 256 permits were issued for work on Crown land.

The no-post guard-rail plant operated by the district produced 1,600 feet of no-post guard-rail, 209 terminal sections, and 204 bridge-transition curbs. A total of 140 Department of Highways terrazzo-finished concrete picnic tables were completed in addition to 30 toilets using the same manufacturing process.



No-post guard-rail operation at Vernon Highway District. Forms for the new median transitional section of no-post guard-rail were made at Vernon for manufacture of guard-rail at another location.

Two special transition curb forms to transform from the median barrier to standard no-post guard-rail were manufactured for the Patricia Bay Highway project on Vancouver Island.

*Construction*—Two miles of the Deep Creek Road and 1.2 miles of the Enderby-Mabel Lake Road were reconstructed. One mile of the Canyon Road and 0.7 mile of Fortune Road, both through the Enderby Indian Reserve, were also reconstructed and gravelled. Stage I of a pavement widening and storm-sewer system in Lumby on Vernon–Slocan Highway 6 was completed. Work commenced on several major intersections off Highway 97 and Vernon–Slocan Highway 6 in the Vernon area to improve traffic movements. Clearing was commenced on a 1-mile section of the Carrs Landing Road in preparation for reconstruction.

*Snow removal*—As generally experienced in the southern half of the Province, road crews were hard pressed to cope with the snowfall in the North Okanagan particularly during the month of December when 55.4 inches fell. This amount almost exceeded the entire winter accumulation of 1968/69. Snowfall in the Monashee Pass exceeded 260 inches.

*Paving*—Approximately 10 miles of paving on various side roads were completed by district forces, 7.3 miles with the successful use of a plantmix cut-back asphalt. The district engineering crew supervised the paving of the new Otter Lake Cross Road intersection on Highway 97A, instituted by the new Crown Zellerbach Plywood plant in the Municipality of Coldstream.

### *Bridges*

The concrete deck system for the new Cherry Creek Bridge on Sugar Lake Road was completed and the bridge opened for traffic by late fall. Fortune Creek Bridge on Fortune Road was extensively repaired, including new abutments and deck system. Daly and Creighton Creek bridges on Creighton Valley Road, both pile trestles, were reconstructed by district forces. Twelve district bridges were repainted.

### *Buildings*

Newly renovated office facilities for the Department of Highways in the Vernon Courthouse were completed in September 1971. Construction of the new Vernon garage and maintenance facilities was commenced by the Department of Public Works on the new 9.4-acre site in North Vernon. The facilities are scheduled for occupancy by the early summer of 1972. An electrical contract to improve the facilities at the Department of Highways yard at Lumby was completed.

## KELOWNA DISTRICT

### *Roads*

*Maintenance*—There were 1,200 new houses built in the unincorporated area within a 5-mile radius of the City of Kelowna during 1971. A further 1,600 new houses are expected to be built in 1972. This increased urban population has created increased maintenance such as ditching, patching, signing, and traffic control similar to a municipal function.

Extruded-concrete curbing was placed on Highway 97, east of Kelowna for 3 miles, and there are further plans to place centre-highway lighting and additional traffic-control signals.

As well as attending to normal maintenance functions, crews were busy preparing approximately 24 miles of road for hotmix paving.

*Reconstruction*—One-half mile of Lakeshore Road and one-half mile of Glenmore Road were rebuilt prior to paving; 1 mile of Big White road was relocated and constructed; 2.94 miles of side roads were reconstructed; and 2.4 miles of Princeton Avenue were reconstructed.

*Paving*—Jim Bailey Road, 0.8 mile paved.

*Snow removal*—Although there was an above-average snowfall, all roads were kept in satisfactory driving condition.

### *Bridges*

All bridges were maintained in satisfactory condition. Sawmill Creek Bridge (Fuller Road, under 20 feet) was reconstructed.

## McBride District

### *Roads*

*Maintenance*—Crews from both Tête Jaune and Blue River depots spent considerable time paving new bridge approaches along Yellowhead South Highway 5 and the Tête Jaune crews constructed and paved bridge approaches on Yellowhead Highway 16 between Tête Jaune and the Alberta boundary.

Roads gravelled included 1.9 miles of Mountainview Road, 0.8 mile of the Old Tête Jaune Road, and 0.8 mile of McBride East Road.

Sand hauled into the Blue River yard in March was screened during the summer and used for winter sanding.

Five men were employed on the Winter Assistance Programme. These men slashed about 5 miles of right-of-way along the Yellowhead Highway west of McBride and helped dismantle several old wooden detour bridges along Highways 5 and 16, including the Bailey detour bridge at Lempriere and performed other labouring duties in assisting the regular crews.

*Construction*—New construction consisted of 9.3 miles of Brown Road and a 0.7-mile link between the old and new Yellowhead South Highway 1 mile north of Valemount.

Reconstructed were 0.1 mile of the Dore River Road, 0.1 mile of Mountainview Road, and 0.8 mile of McBride East.

*Paving*—18.6 miles were paved with hotmix asphalt in the Blue River area. This consisted of 2.6 miles in Blue River, 2 miles in short sections between Blue River and Avola, and 16 miles between McMurphy and Avola. The last two were done under contract.

### *Buildings*

Bulk-salt sheds were built at all three depots and an oil shed was completed at the Tête Jaune depot. At Tête Jaune, construction was started on the new 10,000-square-foot shop.

## Penticton District

### *Roads*

*Maintenance*—Standard maintenance was carried out during the past year. Numerous side roads were upgraded by minor reconstruction and gravelling. Dustlayer was applied to 40 miles of orchard roads.

Winter started early and snowfalls in all areas broke previous records. The recorded snowfall at Allison Pass on the Hope–Princeton Highway was 542 inches. Due to the long closures on the Fraser Canyon section of British Columbia Highway

1, abnormally heavy traffic was experienced on the Hope–Princeton and Merritt–Princeton Highways. There were several delays on the Hope–Princeton Highway due to slides and excessive traffic, but none of these closures exceeded 12 hours. Winter maintenance was carried out in the district on a seven-day-a-week shift basis. All main roads, other than the Hope–Princeton Highway, were kept open at all times. However, due to heavy snowfalls and severe drifting conditions many side roads were closed for occasional short periods.

*Construction*—Gravelling on 6.4 miles of truck lanes on the Hope–Princeton Highway was completed. A 1.7-mile truck lane was constructed on the Waterman's Hill section on Highway 97 at Okanagan Falls. Gravelling was also completed on approximately 10.6 miles of constructed side roads. In preparation for hotplant-mixed paving, 0.7 mile of Arterial Highway 496R, Tulameen Road to Princeton, was reconstructed. Otherwise, reconstruction was in preparation of roads for asphalt surfacing.

*Surfacing*—After reconstruction, 16.5 miles of local roads were paved with roadmixed asphalt.

### *Bridges*

Redecking and reconstruction of bridges were carried out and, where feasible, some were replaced by corrugated-metal culverts.

### *Floods*

Despite the high flood potential, weather conditions were ideal and an orderly run-off was experienced. Some minor roads in the Princeton area were flooded and closed for short periods of time.

### *Government Buildings*

Minor renovations were made to the Oliver, Keremeos, and Princeton shops.

### *Okanagan Flood Control*

Stream flow and lake-level data were collected on the Okanagan River, and Okanagan, Skaha, Tuc-Ul-Nuit, and Osoyoos Lakes respectively.

Inflow into the Okanagan Lake was very high and the maximum elevation was nearly reached.

Normal channel and dyke maintenance was carried out and the previously started reconstruction of the eroded channel between Okanagan and Skaha Lakes was completed. The stilling basin at Okanagan Falls was dredged.

## MERRITT DISTRICT

*Maintenance*—The programme of brushing and improving rights-of-way was continued throughout the year with more emphasis on curves to improve sight distance and considerable improvement to shoulders on British Columbia routes 1, 3, 5, and 8.

In the early hours of June 4, 1971, a slide occurred on Highway 12, 10 miles north of Lytton. Three vehicles drove into the gaping hole in the highway and two people lost their lives.

Winter came early and with it many additional problems due to excessive snowfall. The canyon section of British Columbia Highway 1 fared reasonably well until mid-January, and from January 19 to March 6 snowslides, blizzard con-

ditions, and drifting snow forced closure of the highway several times. From reports and records it was the worst winter experienced in this section since 1938.

At 9.30 p.m., Monday, March 6, 1972, a minor rock slide closed Highway 1 on Jackass Mountain and before this could be cleared a major slide came down at 1.30 a.m., March 7, closing the highway for four days. In all the slide totalled approximately 25,000 cubic yards of rock. We are still cleaning up the rock face as a result of the many faults that appeared after the slide.

During the aforementioned period the canyon section was closed because of slides and heavy snow from 10.30 a.m., January 20, to 8 a.m., January 26. It was closed again on February 8 because of 15 major snowslides, reopened at 5.30 p.m. that day, and closed again Sunday, February 27, until 3 p.m., Tuesday, February 29, due to slides and heavy snowfall.

Snowfall throughout the district was much heavier than usual and in some areas has set records.

### *Bridges*

Two new timber bridges were constructed, one replaced a Bailey bridge installed several years ago by Trans-Mountain Oil Pipeline Co. Ltd. Major and minor repairs were carried out by district bridge crew on many other structures.

### *Ferries*

The North Bend ferry had a good year with only minor problems, and ferry tolls were removed. Lytton ferry also had a good year with only minor problems.

## Lillooet District

### *Roads*

*Maintenance*—A comprehensive maintenance programme was carried out in the Clinton area, with particular attention paid to the roads in the vicinity of Green Lake. The North Bonaparte Road was upgraded and realigned along with several miles of the Green Lake Road along the north shore of the lake. This fast-growing area is approximately 30 miles northeast of Clinton. Considerable grading was also done on the Kelly Lake Road due west of Clinton.

Apart from over-all maintenance, Ashcroft area crews were kept busy realigning and ditching the Loon Lake Road and the Back Valley Road which lies due east of Cache Creek.

Lillooet crews cleaned out slide areas and widened catch roads along with considerable improvements in realigning the Texas Creek Road lying south of Lillooet on the west bank of the Fraser River.

Goldbridge area crews also cleared slide areas and regravelled and widened roads in the vicinity of Gun and Tyaughton Lakes, as well as generally upgrading roads in the Seton Portage area.

*Construction and surfacing*—Under Project S-2171, 17 miles of widening and realigning were carried out on the Cariboo Highway from the Loon Lake turn-off, 11 miles south of Clinton, to Lookout, 6 miles north of Clinton, thus converting some long, hilly two-lane sections to much-needed truck lanes.

Project S-2247 saw similar reconstruction of truck lanes on the first 3 miles of heavy grade on the Highland Valley Road.

A further 3.5 miles of the Lillooet–Cache Creek Highway were rebuilt on a new grade. This completes the rebuilding of some 16 miles of this road from the Cariboo Highway as far as Crown Lakes Camp-site. Four miles of this highway

were pulvimixed at the Lillooet end. The Texas Creek Road lying southwest of Lillooet was given 3 miles of blademix paving, also the main access road at Seton Portage was blademixed for a further 2.5 miles. Considerable patching was carried out on the Lillooet–Lytton Road.

*Snow removal*—This being a record snowfall year for most of the Lillooet District, considerable overtime and double shifting were done by all district crews. The Bralorne Road was closed several different times by snowslides. On two occasions various pieces of snow-removal equipment were buried under these slides, fortunately without harm to the operators. Large amounts of chemicals were used to keep the main routes open owing to the heavy snowfalls.

### *Bridges*

Two new bridges were completed in the Lillooet District—a 72-foot span over the Seton Creek at Seton Portage built with salvaged steel girders from Sicamous Narrows and a 60-foot log-stringer span over Texas Creek. This bridge has metal binwall abutments, a method being used with considerable success in the Lillooet District.

Other Lillooet District bridges were maintained as and where required.

### *Ferries*

The reaction ferry at Big Bar was in service throughout the summer and fall months, mainly used by ranchers and hunters. A cage was used during the winter months while general maintenance was carried out on the ferry.

## Williams Lake District

### *Roads*

*Maintenance*—General maintenance was carried out on all district and main roads, as weather conditions were normal in most areas. Some extra-heavy snowfalls were recorded, but gradual run-off prevented major problems.

Subdivision developments decreased slightly from the previous year, but still continued at a rapid pace.

Widening and strengthening of a 6.7-mile section of the Cariboo Highway were completed. Right-of-way brush-spraying was completed also on this highway between Mile 76 and 99.

An extensive slashing programme was carried out on major side roads.

*Construction*—Major construction projects were completed on the Chilcotin, Likely, Canim Lake, Horse Lake, and Horsefly Roads, with reconstruction of the Morrison Meadow and Nimpo Lake North Roads. A Department of Lands subdivision of 2.5 miles was undertaken on Sulphurous Lake. Major gravelling was completed on 45.3 miles of side roads. Dust-layer was applied to 26.4 miles of roadway in built-up areas throughout the district.

*Paving*—Pulvimix laying was extended another 5 miles on the Canim Lake Road. Five miles were remixed on the Horsefly Road and 4 miles of recap were applied to the Soda Creek Road through Glendale.

### *Bridges*

Two larger structures were completed during the year on Bridge Creek and the Chilcotin River and eight smaller bridges replaced. These were Foot of Hill, Gravel Creek, Kleena Kleene 1, Lingfield, Rat Creek, Snowshoe, Walker, and Squaw Creek.

# REGION 3

(J. W. Nelson, Regional Highway Engineer, Nelson)

Nelson, Rossland, Grand Forks, New Denver, Cranbrook, Fernie, Golden, and Revelstoke Highway Districts

## NELSON DISTRICT

### *Roads*

*Maintenance*—Spring run-off was normal and no unusual flood problems were experienced. An early start was made on pavement patching, particularly on Highway 3A west of Nelson, where pavement break-up was severe. Later in the summer, plantmix pavement was laid on 7 miles immediately west of Nelson and 2 miles at South Slocan under contract. Dust control was carried out on 70 miles of road during the summer, using Bunker B or medium curing asphalt. Four miles of the Emerald Road were treated very successfully with liquid calcium chloride. Very limited use was made of chemicals for brush control, but 20 miles of main and secondary road were slashed, 12 miles of this with a grader-mounted power rotary cutter. The programme of development of roadside rest areas was continued, and during the summer crews were assigned to service and maintain these sites. Signing and grading of roads were carried out as required. Two screening plants were operated throughout the summer and fall preparing material for pulvimix and sealcoating, followed by the provision of sand for winter maintenance. Much of the sand for winter was mixed with salt while being screened.

*Construction*—Reconstruction of the Arrow Creek to Creston section of Highway 3 was completed and the last 1.5 miles pulvimixed by district forces. The Sanca-Boswell project on Highway 3A also continued and 3.4 miles were pulvimixed. During the winter of 1971/72 the heavy rock work was completed to Akokli Creek. Two miles of the Riondel Road were pulvimixed during the summer. Some 4.75 miles of the Euphrates to Ymir section of Highway 6 and 6.9 miles of Highway 3, Goat River to Kidd Creek section, were sealcoated. In addition, several sections of the west side of the Salmo–Creston were brought back up to grade with paver laid, plantmixed asphalt. Two and one-half miles of secondary road were constructed on new routes and 13.8 miles of existing road were upgraded by ditching and gravelling; 6.2 miles of secondary road were paved.

*Snow removal*—The winter was unusually long, continuing into April of 1972. Snowfall was normal on the Salmo–Creston Summit but well above normal on the lower levels. Numerous small slides occurred on the Salmo–Creston, but there were no major road closures. A seven-day double shift was again used for maintenance crews. Heavy quantities of salt and sand were used and road conditions were generally good throughout the winter.

### *Bridges*

In addition to general maintenance of all bridges, the following work was carried out:

Duhamel Creek: The existing log-stringer bridge was replaced by a concrete and steel structure. The wooden culvert in the overflow channel was also replaced by a concrete structure.

Narrows Creek: The log-stringer bridge was replaced by an 84-inch multiplate pipe.

Erie Overpass: A new plywood deck was laid on the laminations and covered with asphalt plank.

Marsden: A new log-stringer bridge was built over Sproule Creek.

Creston-Rykerts: A sidewalk was constructed on the upstream side of the Howe Truss over the Goat River.

Barrett Creek: The Bailey bridge was removed after completion of the permanent bridge on the new highway alignment.

### *Ferries*

The Kootenay Lake, Harrop–Longbeach, and Glade ferries operated throughout the year and the West Creston ferry from April 15 to October 31. Two ferries operated on the Kootenay Lake from late May to early September. Traffic continues to increase on this route and waits up to five hours were experienced by motorists during peak periods. Renewal of the long wing of the Balfour landing continued in late 1971. In February 1972 a major overhaul of MV *Anscomb* was commenced under contract, the work to be completed in May, including new engines and modifications. Work also includes provision of sanitary sewer systems with shore disposal areas for both ferries.

### *Buildings*

The 30 by 40-foot metal building earlier moved to the Creston yard was partitioned, insulated, sheeted, and painted inside. A salt silo was constructed in the lower Creston yard.

## Rossland District

### *Roads*

*Maintenance*—The summer maintenance requirements exceeded the time available and the number of employees that could be assigned to such work. Roadside maintenance and spring clean-up has become a continuing and increasingly time-consuming part of the work. Hopefully the new highway-type vacuum sweeper recently acquired will greatly reduce the number of man-hours required for the road-surface clearing in built-up areas.

Many more "telespar" signposts were installed and their effectiveness on the higher levels was evident. "Christianson"-type davit posts were purchased and will be installed at select locations, but only in conjunction with direction signing as they are costly to purchase and install.

One new roadside rest area was completed with preparatory work undertaken at two other locations.

The district installed lighting at the Rivervale to Oasis junctions with Highway 3 and Headquarters crews installed lighting at the Annable intersection in Warfield and traffic lights at Pine and Victoria in the City of Trail. District also poured 6,000 lineal feet of no-post guard-rail.

Winter maintenance was aided significantly by the addition of salt to the sand at the time of screening and the hiring of additional men under a flexible shift system.

The district performed all its activities without a time-loss accident, and during the last nine months there were no reportable accidents.

### *Bridges*

Timber stringers were replaced by steel on the Waneta Bridge, concrete abutments and retaining-walls were poured, and conventional timber flooring and hand-

rails provided. Major repair was undertaken on the piers of the Castlegar Overhead by district forces and the concrete deck refinished by Headquarters personnel. Many small timber bridges received maintenance of varying degrees.

*Ferries*

The 18-hour daily operation continued on the Castlegar ferry, but the hydraulically controlled aprons have not operated satisfactorily and have created traffic-control problems since the discontinuance of the chain barriers at the ends of the ferry ramps. However, modifications are planned for the hydraulic cylinders, and radio-controlled barriers were designed and are being installed in an endeavour to solve the traffic problems. The day-to-day operation of the ferry appears routine, but this ferry carried 356,560 vehicles during the fiscal year as well as 748,058 persons. Information at hand indicates this ferry carries more vehicles than any other within the Department.

*Buildings*

The development of the Kinnaird yard continued, partly by utilizing the material excavated for winter ice-control. New lights were ordered for the shop area. New lighting was installed in the Rossland yard together with the pouring of concrete aprons in front of the shop and the construction of a concrete grease rack. Chain-link fence was built around the Fruitvale shop and a major clean-up undertaken.

GRAND FORKS DISTRICT

*Roads*

*Maintenance*—The extra labour available under the Winter Assistance Programme in 1970 was used in the spring of 1971 to clear and clean rights-of-way. Emphasis was on the placement of delineators and furbishing of right-of-way on British Columbia Highway 3.

*Construction*—Sandsealing was done on 12 miles of area roads, 2.2 miles on the Brown Creek road was pulvimixed, and two short stretches on Highway 33 were mixed during inclement weather. The Phoenix–Greenwood Road was gravelled and treated with an inverted prime using Granby waste rock crushed to our specifications for ¾-inch crush. The Phoenix road intersection revision was constructed to rough grade on Highway 3.

*Snow removal*—Service was improved by the use of new underbody blades and body sand units.

*Bridges*

Three small bridges were eliminated by the installation of large culverts—Beaverdell, July Creek, and Jewel Lake.

No-post guard-rail was placed on all major bridge approaches. The deck of the Yale Bridge at Grand Forks was resurfaced by a Headquarters crew assisted by the local bridge crew. Bridge rails were painted on several bridges.

*Buildings*

All the Grand Forks shop buildings were painted inside and out by the district crews, and the interiors of the Greenwood, Rock Creek, and Beaverdell shops were painted.

## New Denver District

### *Roads*

*Maintenance*—The district experienced a very busy maintenance programme over the past year. Considerable asphalt patching was carried out on Highway 6 and a brush and spray programme was continued on all district main roads. Soil sterilant was applied to the shoulders of Highway 6 from Slocan Park to Fauquier. All signs in the district were checked and new ones ordered to replace those damaged and worn out. All culverts in the district were catalogued and marked.

Approaches for a temporary bridge were constructed at New Denver and considerable riprap was placed to protect the foundations of the new bridge at Halfway River on Highway 23.

Approximately 2,000 lineal feet of 10-inch perforated metal pipe was installed along the ditch-line of Highway 6 north of Burton.

*Construction*—Work was continued on the Kaslo–New Denver Highway and it is expected that 8 to 10 miles will be ready for paving in 1972/73.

Construction was continued north of Nakusp on Galena Bay–Nakusp Highway 23 with considerable rock work involved. Approximately 2 miles were completed.

Several miles of road were reconstructed in the Brouse Loop and Glenbank areas south of Nakusp, and 1 mile of reconstruction completed in the Winlaw area.

The district hauled crushed gravel for approximately 6.5 miles of road, which was later pulvimixed by the Paving Branch, which also road-mixed 4.5 miles with its own forces and sealcoated 2.5 miles.

Rest areas were constructed at Lemon Creek, Summit Lake, and Bear Lake. Some improvements were made to the Slocan Lookout rest area.

*Snow removal*—An exceptionally heavy snowfall was experienced in all parts of the district. Chemicals and sand were used jointly in this maintenance programme and two shifts were employed on a seven-day week basis from December to the middle of March.

### *Bridges*

Major repairs were made to Perrys Bridge at Perrys Siding and Rosebery Bridge on Highway 6. A temporary bridge was constructed at Passmore, while the district crews erected 240 feet of Bailey bridge to replace the old Howe truss.

The Bailey bridge at Halfway River was relocated upstream for detour purposes to make room for the construction of a new crossing.

### *Buildings*

A new foreman's office and assembly room were built at Nakusp. The foundations were laid for a three-bay extension to the equipment shed. The New Denver shop was painted.

### *Ferries*

Two new motors were installed in the MV *Needles*—and the propulsion units were overhauled in the New Denver shop.

Heating cables were installed in the concrete ferry ramps by district forces and further work will be continued during the coming year.

## Cranbrook District

### *Roads*

*Maintenance*—General maintenance was carried out on all district roads, including pavement patching. It was normal on most sections, but on Highway 3

near Tokay and from Cranbrook Overhead to Fort Steele junction grading was normal but ditching on the Moyie Hills section was above normal. Old wooden culverts on side roads were replaced and additional culverts installed. Brush-cutting on main highways and side roads was accomplished through the Winter Assistance Programme. Side roads were widened and gravelled as necessary when men and equipment were available. Oiling or calcium chloride was applied on side roads in front of residences and on an 8-mile section of the Wardner–Fort Steele Road to facilitate travel on this gravel road. Frost heaving was above normal. Maintenance and installation of existing and new signs was a continual job for most of the year. Additional islands were constructed on main roads for signs. Wash-outs were filled and all culverts checked and cleaned out. Crews manufactured 6,450 feet of concrete no-post guard-rail, plus 60 bridge ends (480 feet) and 54 bullnose ends (216 feet).

*Snow removal*—There was above-average snowfall in all areas of the district. More men were employed on winter shift work to keep roads open and passable. This resulted in additional sanding requirements. Temperatures were not as low as previous years, which permitted the use of more chemicals to keep the paved surfaces as bare as possible. All roads were kept open with very little or no delays. Winter service was maintained on two eight-hour shifts, seven days a week, in all areas from December 1, 1971, to February 29, 1972.

### *Bridges*

All bridges were maintained as required and inspections made. All structures were washed off and bridge railings replaced or repaired and driftwood removed during the high-water periods. Cleaning and straightening of some stream channels to prevent washout during high water was accomplished. Maintenance was limited because the crew was required to work on deck resurfacing and construction of the new bridge over Gold Creek. There numerous problems occurred and as a result the bridge is still not complete. The general maintenance of bridges is therefore incomplete due to this extra work being placed on the crew. One serious accident occurred in June to an employee of the bridge crew. He is still convalescing from injuries sustained when a vehicle ran through a barricade and struck him.

### *Buildings*

Minor exterior painting was performed. The interior of the west four bays of Cranbrook Shop was painted. Additional flood lights were installed at the Cranbrook Yard. New wiring was installed to the ramp and oil-storage shed at Yahk. A new heater was installed in the oil storage shed at Cranbrook.

## Fernie District

### *Roads*

*Maintenance*—Minor improvements were completed on several miles of road in the Jaffray area, with emphasis on recreational lake roads.

Calcium chloride and bunker oil were used only moderately as a dust palliative on many district roads.

*Construction*—Shouldering, ditching, and delineation were carried out on Highway 3. The Elk Valley Highway received 9.8 miles of roadmix paving, adjacent to Elkford, applied by Headquarters paving crews. An additional 2.3 miles were reconstructed by district forces.

The Sparwood bypass on Highway 3 was only 25 per cent completed due to unexpected soil and water problems.

*Snow removal*—An exceptionally severe winter with low temperatures, heavy snowfall, and blizzard conditions resulted in several highway closures during the winter, followed by considerable pavement damage, fill failures, and slide situations in the spring.

### *Bridges*

Bridge painting by the regional paint crew was carried out within the district and some concrete overlay work on bridge decks carried out under contract.

### *Yards*

A new yard-site was acquired for Fernie with construction scheduled for 1972. Negotiations were begun to acquire yard-site at Sparwood and Elkford.

## Golden District

### *Roads*

*Maintenance*—Extensive ditching, pavement patching, clearance of rock slides, shouldering, replacement of guard-rails, renewal and repairing of signs, vegetation control, flood control on major creeks, cleaning and replacing culverts where necessary, and crack-filling were carried out on the two major routes, British Columbia Highway 1 and Highway 93-95. Turn slots and a four-way traffic light were installed at the Radium Hot Springs junction.

The district experienced a very difficult winter with frequent snowfalls which totalled from 202 to 390 inches. There was not the usual December or January thaw and icing, therefore, was not a major problem. But a situation developed whereby the spring thaw came in March and snowslides were numerous and frequent in the Kicking Horse Canyon section of the highway. There were as many as 25 slides a day, varying from 50 feet to 500 feet in length and 5 feet to 35 feet in depth. Fortunately no one was injured, though one or two vehicles were caught on the fringes. The continual slides forced closure of the highway for four days from March 11 to March 14, inclusive, following which it was opened to single-lane traffic under pilot-car control for two days. Two hired loaders and tandem trucks were required to haul the snow away when working above the railway. Double shifting was carried out from early in November until the third week in March, with call-out of additional personnel and equipment as required due to storms.

Sand was screened and mixed with salt at Harrogate, Golden, Windermere, Donald, Toby Creek, and Canal Flats pits.

Roads to the three ski hills (Fairmont, Panorama, and Mount Seven) were maintained in excellent condition.

District crews installed 1 mile of concrete no-post guard-rail on the approaches to the Golden North Overhead, constructed the traffic islands, and posted the required signs. A rest area was constructed adjacent to Columbia Lake, 9 miles north of Canal Flats on Highway 93-95.

*Construction*—A total of 20.2 miles of side roads was improved, ditched, and gravelled, 14.3 miles of Westside Road and Toby Creek Road were reconstructed, and 9 miles of the Westside Road were pulvimixed by the regional crew. Baillie Grohman Avenue was constructed and gravelled to standard (1 mile). A new gravel pit was stripped and prepared 7 miles west of Athalmer on the Toby Creek Road to provide an excellent source of sand.

Stripping and preparation were carried out in the Golden upper yard for construction of the new shop and storage shed.

Lake Street was constructed and a portion of Rocky Mountain Avenue constructed and roadmixed.

A 24-foot standard steel rail cattle guard was installed on the Thunder Hill Road approach to Highway 93-95.

*Bridges*

An 80-foot glulam span and 323 feet of pile trestle spans were constructed at the Canyon Creek crossing of the Columbia River. The width of the deck was increased from 14 to 28 feet, and a 4-foot-wide sidewalk was installed on the downstream side of the structure. The old 70-foot King truss and pile trestle were removed and burned.

Extensive repairs were carried out on 10 other timber structures. Bridge railings on Donald Bridge, damaged by vehicles, were replaced. Hunter Creek Bridge was resurfaced.

The Kicking Horse Bridge clearance was increased from 14 feet 3 inches to 17 feet by removal of top cross bracings.

A sump pump settling-well was constructed at the Kicking Horse Dyke to empty the 21-inch force main when the main pumps shut off. The pump and controls will be installed in May.

## Revelstoke District

*Roads*

*Maintenance*—During the past year, special emphasis was placed on right-of-way improvements with completion of 20.7 miles of brushing on British Columbia Highway 1, 2 miles of brushing on Revelstoke–Mica Creek Highway, and 12 miles of right-of-way clean-up on Revelstoke–Nakusp Highway prior to hydroseeding.

Shoulder widening was carried out for 2 miles on the Revelstoke–Nakusp Highway. Slope widening was completed at Clanwilliam, Summit Lake, and Nineteen Mile Overhead on British Columbia Highway 1 to provide an improved sight distance.

*Construction*—One-half mile of reconstruction and widening was completed on the Balfour–Kaslo–Galena Bay Highway. Construction of Blanket Creek Park access is 60 per cent completed and various side roads and subdivision roads were improved by widening, ditching, gravelling, and roadmix paving.

At Shelter Bay ferry landing, auxiliary lanes were constructed with cement-treated base, construction of the auxiliary winch pit and rail footings were completed, the haul-back winch installed, and a building erected over the main winch.

*Snow removal*—A record snowfall, averaging 425 inches, resulted in the use of above-average amounts of sand and salt. Snowslides and blizzard conditions caused several road closures of British Columbia Highway 1, Revelstoke–Mica Creek Highway, and Balfour–Kaslo–Galena Bay Highway. The unusual conditions taxed our crews to the limit and only exceptional efforts on their part kept public inconvenience to a minimum.

*Bridges*

The main cable was repaired on Columbia River suspension bridge.

Post and railing repairs were required on Albert Canyon East and Albert Canyon West Bridges.

Deck repairs were made to Greely Creek Bridge and Payne Creek Bridge.

*Buildings*

A sand storage shed was constructed at 50 Mile maintenance depot. Construction of a concrete floor was completed in the Trout Lake equipment shed and the Trout Lake yard area fenced. Fences were also erected at Galena Bay and Shelter Bay ferry terminals.

*Ferries*

The MV *Galena* was drydocked for inspection from June 2, 1971, to June 11, 1971. The MV *Lardeau* maintained regular service during this period. Otherwise, regular ferry service was maintained for the rest of the year.

## REGION 4

(L. A. Broddy, Regional Highway Engineer, Prince George)

Quesnel, Prince George, Pouce Coupe, Fort St. John, Vanderhoof, Burns Lake, Smithers, Terrace, and Prince Rupert Highway Districts

### Quesnel District

*Roads*

*Maintenance*—The Cariboo Highway south of Quesnel required repairs to frost boils and the levelling of long stretches which had been repaired the previous year. Extensive levelling was also carried out on Highway 97 north of Quesnel in the Strathnaver and Hixon areas.

Considerable washout repairs were necessary to a large number of side roads due to a heavy run-off in the smaller creeks in the district.

Brush was cut and sprayed with herbicide on sections along the paved side roads not completed in the 1969/70 programme. Shoulder sterilant was sprayed on Highway 97 from Quesnel for 26 miles south.

Oil as a dust palliative was distributed on 29.7 miles of residential streets and the more heavily travelled rural roads. Calcium chloride was applied in liquid form to 10 miles of the Barkerville Road.

All guard-rail was repainted and realigned on Highway 97. The maintenance yard was moved from the old to the new maintenance establishment near the airport at Quesnel.

*Construction* — Reconstruction of the Barkerville Road continued with 13.4 miles completed and ready for crushed gravel and a further 8 miles cleared.

Nazko and Blackwater roads, along with other major side roads, were reconstructed to give a total reconstructed length of 24.7 miles plus a further 18 miles of clearing, mostly on Nazko and Blackwater Roads. The paved portions of the Fraser arterial, Blackwater, Barkerville, and Highway 97 arterial north of Quesnel were recapped with pavement, a total of 24 miles.

Traffic islands were built at Two Mile Flat and Barkerville Road junctions with Highway 97.

Repairs were started on a large slide 1 mile north of Cinema on Highway 97.

*Bridges and Ferries*

A new bridge was built over Jack of Clubs Creek and Williams Creek Bridge 3 was reconstructed. Whittier Creek Bridge was replaced with a 13-foot-diameter culvert.

Gravelle Bridge was built over the Quesnel River to replace the Gravelle ferry.

A cold-dry storage building was built in the new Quesnel yard-site.

## Prince George District

### *Roads*

*Maintenance*—No major problems were encountered in the 1971 spring break-up. Spring flooding caused some shoulder damage on Yellowhead Highway 16 East, but no road closure or pavement cutting was involved.

Approximately 14 miles of major side roads were surfaced with grader-laid plantmix S-C 5 asphalt pavement.

Cold asphalt roadmix, totalling 2.67 miles, was laid on side roads.

Portions of the John Hart-Peace River Highway were grader patched with regional plantmix material, eliminating some rough and broken sections of pavement.

On local roads, 74,000 gallons of dust palliative (bunker oil) were laid.

Six miles of local roads were upgraded by district maintenance crews.

Day-labour projects reconstructed 9.5 miles of forest access and main feeder roads.

The Dome, Ptarmigan, and Slim Creek Bridges on Yellowhead Highway 16 East were opened to traffic in July and the Bailey bridges removed. The approaches to these bridges were reshaped and cold mix, grader-laid asphalt applied.

Six small bridges were removed and replaced with culverts.

The winter's excessive snowfall and frequent high winds caused some problems on local feeder roads with hard-packed drifts.

Yellowhead Highway 16 East was closed for one afternoon due to poor visibility from drifting snow.

The John Hart-Peace River Highway in the Pine Pass area had some snowslides causing road closures up to 24 hours. The large transport traffic in the Pine Pass was limited at times due to drifting and poor visibility.

## Pouce Coupe District

### *Roads*

*Maintenance*—Winter maintenance was plagued with below-normal temperatures and above-normal snowfall, wind, and drifting conditions.

The district was hard pressed to keep open all 1,190 miles of school bus routes along with regular winter maintenance.

The 1971 construction season was shortened because of wet weather, but the district was able to complete most projects.

Approximately 130 miles of weed and brush control and 110 miles of brush mowing within rights-of-way was completed.

Dust control was carried out on approximately 26 miles of minor roads through the use of "Decant" oil.

The pavement patching programme was quite extensive, which solved a number of problems during spring break-up.

*Construction*—The Pouce Coupe River crossing on the Spirit River Road was 90 per cent completed.

The Arras to Progress section was 80 per cent completed and Tremblay Creek culvert was installed.

The district upgraded, gravelled, and roadmixed 10.5 miles of feeder roads into Dawson Creek and constructed 32 miles of road and upgraded and gravelled approximately 95 miles of farm settlement roads.

Crews installed 2 by 50 by 12-foot extensions on the low-level Dawson Creek culvert and the road was realigned.

The district crushed 170,000 tons of gravel by contract and the Department crusher did 50,000 tons at the Hydro pit at Hudson Hope.

### *Bridges*

Three new bridges were constructed, two reconstructed, and 18 repaired.

### *Ferries*

The Clayhurst ferry operated through the summer and fall until January 8, 1972. An ice crossing was constructed and in use during the winter.

## Fort St. John District

### *Roads*

*Maintenance*—The 1971 spring break-up was easier than usual and consequently all roads dried quickly with little surface damage. Road restrictions were required, however, and were in effect between April 8 and May 20, 1971. After June 15, heavy rains prevailed, causing considerable flood damage, erosion, and making dirt roads slippery or rough. Gravel roads were affected less. Crack-filling was carried out over 40 miles of paved roads and minor pavement patching was also completed before freeze-up.

The winter of 1971/72 was near normal in temperature and snowfall. However, continual high winds caused severe snow-drifting in all sections of this district, putting a considerable strain on crews and equipment. Winter maintenance was at a high standard and all paved roads, with little exception, kept free of snow.

*Construction*—Construction commenced in April and, as a result of favourable weather, 5.4 miles of road were constructed before spring break-up. Immediately after, other projects commenced, and in spite of an unusually wet summer the district completed 45.1 miles of major construction or reconstruction and 141.6 miles of various improvements.

For the first time, cement-treated base and pulvimix were used in surfacing of roads in this district. Wet weather interrupted the projects and made it difficult to maintain a desired standard. However, 12.25 miles of cement-treated base were constructed and 12.7 miles of pulvimix (7.2 miles over the cement-treated base). In addition, 10.1 miles of pulvimix and 25 miles of asphalt sealcoat were constructed on the Stewart–Watson Lake Highway.

### *Bridges*

The district bridge crew constructed three bridges, totalling 424 lineal feet, on the Stewart–Watson Lake Highway, and completed 100 lineal feet on one bridge and 50 per cent of another 176-foot bridge in the Fort St. John area.

The crew also placed a 1,200-foot timber deck and fence on the PGE Railway bridge over the Fort Nelson River. The bridge is now being used by vehicular traffic. In addition, maintenance and flood damage repair work were carried out on 20 district bridges. All bridges on the Cassiar–Watson Lake Highway were upgraded and are now capable of carrying the loadings required by Cassiar Asbestos Corporation.

The Fort Nelson Bridge over the Fort Nelson River was lost on June 17 as a result of extreme high water and driftwood. Due to very heavy rains, together with melting snow in the mountains, the water rose over the deck of the bridge in 12

hours, causing extensive accumulation of driftwood on the river. The pressure of wood and water finally pushed the 780-foot Bailey bridge from the piers.

During this same period, considerable damage also occurred to bridges along the Beatton River and Blueberry River watersheds.

### *Ferries*

The Stikine ferry was operational between May 18 and October 29, 1971, with only short interruptions. An ice bridge was used by traffic during the winter months.

The district also provided ferry service over the Fort Nelson River to establish a temporary vehicle-crossing after the Fort Nelson Bridge had been destroyed. This service was maintained between August 1 and October 31, 1971.

### *Buildings and Grounds*

The regional carpenter and the district bridge crew constructed a salt shed near the Department's gravel pit at Taylor. The structure has a paved floor, pile and timber walls, and a frame roof.

Heating and electrical wiring were provided at the Prespatou Maintenance Shop and the electrical system was upgraded at the Good Hope Lake Maintenance Camp.

A water well was dug at Dease Lake and a start was made on the water-distribution system before freeze-up.

## VANDERHOOF DISTRICT

### *Roads*

*Maintenance*—The "Do-Mor" elevating grader was again put to good use as district crews high-graded and gravelled 4 miles of the Sinkut Lake Road and 2 miles of the Engen Road. Roadside rest stops were constructed at the Stuart River Bridge and at Dry William Lake, both pleasant and popular sites.

Contracts were awarded for brush control over 25 miles of Yellowhead Highway 16 right-of-way and for 15,000 tons of hotmix patching material, machine laid over a total of 1.5 miles of highway. The winter works crew completed several outstanding burning projects.

*Construction*—Reconstruction included 2.2 miles on the Pinchi Road, 2.5 miles on the Germansen Road, 2.2 miles on the Fawcett Road, 3.2 miles on the Sturgeon Point Road, and 1 mile on the Enns Road. On the Stones Bay Road, 1.2 miles were reconstructed and included in the project which completed the paving of Highway 27 to Fort St. James. Two miles of road to Takla Development were taken over and paved.

District crews pulvimixed 2 miles of the Nautley Road and 2.4 miles of road in Fort Fraser Townsite.

One mile of road was constructed for a Crown subdivision south of Vanderhoof, and crushed gravel was hauled onto 6 miles of the Germansen Road.

*Snow removal*—Snowfall up to December 31, 1971, was approximately 20 per cent over the average total usually experienced for the full winter. The Department crews received favourable comments for their fine efforts.

### *Bridges*

The Necoslie Bridge was redecked with new asphalt planks prior to paving of Highway 27. The Murray Creek and Nechako Bridge 1 received major replacement

of piling, timber, truss members, and deck renewal. Damage to asphalt planks used on the Nechako 2 and Necoslie Bridges is excessive, and is attributable to extreme low temperatures and poor bonding.

### *Buildings*

A salt shed was constructed at Fort St. James. The maintenance depot was rewired, a new oil house constructed, and the property fenced, landscaped, and the yard paved.

### *Mining-roads and Bridges*

The extension of the Omineca Mining-road is now being supervised by the Department of Mines. However, the Department of Highways is still supervising the maintenance of approximately 200 miles of road. The district bridge crew rebuilt 36 Mile, 50 Mile, 51 Mile, and Blair Bridges located on this road, which is expected to reach McConnell Creek in 1972.

## Burns Lake District

### *Roads*

*Maintenance*—Many weak sections on Colleymount Road, Keefe's Landing Road, Francois Lake East Road, Forestdale Canyon Road, and Crow Creek Road were gravelled.

Several bad corners on Colleymount Road were straightened. The pull grader ditched 5 miles of Keefe's Landing Road and 4 miles of Uncha Lake Road.

Right-of-way was cleared along Yellowhead Highway 16 and various sections of side roads.

Roads in heavily populated areas were oiled for dust control.

Many grader patches were done on Highway 16 and extensive patching was carried out on the 20-mile section west of Burns Lake.

Nine miles of sand-seal on Highway 16 and 7 miles of sand-seal on North Francois were completed.

Picnic-sites at Topley and Tintagel were paved with grader-laid plantmix.

*Construction*—On the North Francois Road, a 3.9-mile section at Tchesinkut Lake was completed.

Grading was completed and pit-run gravel 40 per cent completed on Section 2 (Topley North) (Mile 4.2 to Mile 12.8), Topley Landing Road. Clearing and grubbing were completed on Section 3 (Mile 12.8 to Mile 18.8), and on Mile 18.2 to Mile 18.6, grading was completed.

A 15-foot multiplate at Tachek Creek was installed. Mile 0.4 to Mile 1.0 of Keefe's Landing Road was reconstructed to pit-run gravel.

*Snow removal*—Unusually heavy snowfall at times made it difficult to keep all side roads passable. Road-salting requirements were also high. Week-end and night shifts were utilized during the winter.

### *Bridges*

Approaches to Brewer Bridge were improved.

On Bulkley Bridge, the King truss was replaced by a 50-foot double-single Bailey span. Approach trestles were partly rebuilt.

### *Ferries*

MV *Jacob Henkel* operated all year except for the annual overhaul. During this two-week period a barge service was in operation.

Piling for reconstruction of landing walls on the north side was completed.

The ferry approach fill on the north shore was extended and 80 per cent completed.

Because of heavy ice in mid-channel, a propellor was lost and the ferry received emergency repair.

The bubble system worked quite well at both north and south landings.

## SMITHERS DISTRICT

### *Roads*

*Maintenance*—Ditching, gravelling, and culvert replacement were undertaken by district crews on various side roads in the Smithers, Hazelton, and Telkwa areas.

A level crossing over the CNR at Quick was relocated to provide safe sight distances, and 1.5 miles of road were built to connect Quick with the Walcott Road.

A fencing crew worked much of the summer to fulfil commitments made for fencing during reconstruction of sections of the Yellowhead Highway 16 and the Babine Lake cut-off.

District and paving survey crews worked part of the winter on preliminary location surveys for side roads. Additional labourers were employed all winter on slashing and clean-up projects.

*Construction*—The Babine Lake cut-off was extended for one-quarter mile to Canyon Creek and paving of the reconstructed section was completed with district crews roadmixing the asphalt. Roadmix was also laid on sections of the Tatlow Road and Smithers frontage road. Wet weather in August and September confined reconstruction of the Smithers–Babine Road to grubbing, stripping, and drainage work.

*Snow removal*—Early winter conditions created excessive icing problems and the use of sand and salt was much greater than normal. Snowfall through the winter was close to the maximum on record. No significant warm spells occurred and because of accumulated snow some difficulty was experienced in maintaining reasonable widths on side roads used by logging-trucks. By making full use of the night and week-end shifts, good travel conditions on Highway 16 were maintained.

### *Bridges*

The district bridge crew completed the installation of 250 feet of single Bailey bridge on driven-pile piers and abutments at Cedarvale to replace the old Miniskinisht Bridge. Work was scheduled so that the new bridge was ready before the ferry was put into operation.

Overloaded trucks damaged the King truss over the Salmon River near Hazelton. Two main braces were cracked and the structure was replaced with 70 feet of double-single Bailey bridge.

A number of small bridges were rebuilt and routine repairs to decks and railings carried out. The entire deck system of the Kispiox Bridge was replaced in March 1972.

### *Ferries*

Cedarvale ferry operated from May 5 to December 7 and an aerial basket was used for pedestrian traffic through the winter. The ferry was shut down on June

24 due to extreme high water in the Skeena River and some shut-downs of short duration were necessary in November due to fluctuations of the very low water levels. No increase in traffic was recorded.

## Terrace District

### *Roads*

*Maintenance*—A programme of upgrading residential and side roads by ditching and placing ¾-inch crushed gravel was continued through the summer and fall. Major patching was carried out on the first 16 miles of Yellowhead Highway 16 west of Terrace.

*Construction (day labour)*—Yellowhead Highway 16, Terrace West—

(*a*) Major widening was carried out at sundry locations from Mile 16.5 to Mile 40.0.

(*b*) 65,000 lineal feet of concrete no-post guard-rail were produced by contract and placed by district crews as grade divider between the CNR and the highway.

(*c*) Additional riprap was quarried and placed along the Skeena River as a continuing programme to protect the highway grade.

On Kalum Lake Road the Spring Creek Bridge was replaced by a 192-inch-diameter structural steel plate culvert 218 feet long. This culvert was installed in two sections to allow the heavy volume of logging traffic to continue without interruption.

At the Terrace Bridge, Yellowhead Highway 16, a 200,000-cubic-yard fill was placed on Ferry Island to become part of the proposed new crossing over the Skeena River.

Minor day-labour work consisted of

(*a*) shouldering and drainage improvement to 2 miles of the Terrace arterial;

(*b*) completing construction and paving of the new entrance from Highway 25 to the Lakelse Lake area;

(*c*) surface improvement and paving of 0.5 mile of road in Thornhill;

(*d*) general improvements to the Kitimat Village Road.

*Snow removal*—Winter set in early and produced all-time record snowfalls to a total of 600 inches (unofficial) at the Maintenance Camp, 36 miles west of Terrace. Snowslides west of Terrace required the closure of this section of highway 22 times, from periods of a few hours to one closure of 12 days.

### *Bridges*

The timber deck on the Terrace Bridge was replaced. This deck is 1,032 feet long and 16 feet wide and replacement is required every two years because of the heavy volume of traffic and wear on the planking by chains and tire studs. General maintenance was carried out on 34 wooden structures west of Terrace.

### *Ferries*

Normal service by reaction ferry and aerial car was maintained at Usk.

### *Buildings*

A new cook and dining trailer was set in at our Salvus Camp, giving us a complete trailer complex at the maintenance depot.

## Prince Rupert District

### *Roads*

*Maintenance*—General maintenance and repairs were carried out on all major routes in the district, with special emphasis on Yellowhead Highway 16. Slashing, weed-spraying, and shoulder maintenance continues on major routes.

Several roads on the Queen Charlotte Islands were gravelled and improved. Additional right-of-way was seeded along the newly constructed Port Clements–Masset Road.

Stewart area roads were upgraded and the right-of-way reslashed with heavy equipment.

*Construction*—Construction continued on the Port Clements–Masset Road and the Masset arterial. Queen Charlotte City and Port Clements roads were completed and ready for pavement.

Work was completed on the Port Edward–Capasco Road and work was started on Project 2337, Green River, including bridge approaches.

Two major realignments were completed on the Stewart–Watson Lake Highway to avoid major slides and 7 miles of road were realigned and substantially improved. The Stewart arterial was completed and made ready for pavement.

*Snow removal*—Snowfall increased from 50 to 100 per cent along the north coast and Stewart, with the Queen Charlotte Islands having the heaviest snowfall for many years.

Shift systems were employed in all areas of the district. The Stewart–Watson Lake road was open intermittently to Mile 40, but closed for long periods because of heavy snowfalls and frequent mid-winter slides.

### *Bridges*

The Bitter Creek Bridge at Stewart was rebuilt and major repairs made to the Tlell Bridge on the Queen Charlotte Islands. All metal bridges were washed and railings repainted. Several maintenance and repair jobs were completed on other bridges in the district.

### *Ferries*

Prince Rupert Ferry 1967 Limited and Misty Island Transportation Co. Limited operated ferries on a subsidy basis. The former operated locally near Prince Rupert and the latter operated a barge service between Graham and Moresby Islands on the Queen Charlotte Islands.

### *Yards and Buildings*

Regional carpenter crews constructed a bulk-salt shed in Prince Rupert and the bridge crew constructed a salt shed at Stewart. The Prince Rupert garage was revamped to allow the fitting of overhead doors. Several buildings were painted inside and outside.

# STATEMENT AS TO MAJOR HIGHWAY WORK (DAY LABOUR ONLY) COMPLETED OR IN PROGRESS

| Region and Highway 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, 1972 |
|---|---|---|---|---|---|---|---|
| *Region 1* | | | | | | | Per Cent |
| Saanich | 694 | Pachena Road | Harris Cove Bridge | 0.20 | Bridge replacement | Feb. 1972 | 10 |
| | 702 | West Coast Road | Black Creek | 1.00 | Bridge elimination | Mar. 1970 | 40 |
| | 1982 | West Coast Road | Rosemond to Clinch Creek | 1.00 | Approach alignment | Sept. 1968 | 100 |
| | 2119 | Sooke Road | Kangaroo Road to Coopers Cove | 4.15 | Widening, shouldering | July 1969 | 100 |
| | 2232 | Patricia Bay Highway | Cherry Tree Bend to Island View Road | 3.80 | Alignment, grade revisions | Aug. 1970 | 90 |
| | 2257 | Beaver Point Road | Fulford–Ganges Road to park | 6.00 | Widening, grade revisions | Apr. 1971 | 95 |
| | 2266B | East Sooke–Becher Bay Road | Rocky Point Road to Becher Bay | 4.00 | Widening | Apr. 1971 | 100 |
| | 2266B | Kangaroo Road | Sooke Road to Eales Road | 2.00 | Widening | Oct. 1970 | 100 |
| | 2295 | Island Highway | Thetis Overhead to Colwood Corners | 1.60 | Widening, grade rivisions | Apr. 1971 | 70 |
| | 2314 | Porlier Pass Road | Georgeson Bay Road to Cook Road | 7.40 | Widening, grade revisions | July 1971 | 85 |
| | 2379 | Sunset Drive | Vesuvius Bay Road to North End Road | 4.50 | Widening, grade revisions | Feb. 1972 | 25 |
| Nanaimo | ..... | Victoria Avenue | ..... | 0.50 | Extension, construction | Oct. 1971 | 50 |
| | ..... | Blue Back Drive | ..... | 0.25 | Reconstruction, paving | July 1971 | 60 |
| | ..... | Chase River Street | ..... | 0.25 | Reconstruction, paving | Sept. 1971 | 70 |
| | ..... | Island Highway | ..... | 0.60 | Four-laning | Apr. 1971 | 90 |
| | ..... | Ucluelet–Tofino Highway | ..... | 1.00 | Construction, shouldering | July 1971 | 100 |
| | ..... | Alberni–Parksville Highway | ..... | 1.00 | Construction, shouldering | May 1971 | 100 |
| | ..... | Strathcona Road | ..... | 0.50 | Roadmix paving | June 1971 | 100 |
| | ..... | Shearne Road | ..... | 0.50 | Construction | May 1971 | 100 |
| | ..... | Price Road | ..... | 0.50 | Construction | May 1971 | 100 |
| | ..... | Island Highway | ..... | 1.50 | Pave shoulders | Apr. 1971 | 100 |
| | ..... | Hills Road | ..... | 0.50 | Reconstruction, roadmix paving | June 1971 | 100 |
| | ..... | Cypress Boulevard | ..... | 0.50 | Reconstruction, roadmix paving | Apr. 1971 | 100 |
| | ..... | Batty Road | ..... | 1.00 | Reconstruction, roadmix paving | May 1971 | 100 |
| | ..... | Pratt Road | ..... | 0.50 | Reconstruction, roadmix paving | May 1971 | 100 |
| | ..... | Bellevue Road | ..... | 1.00 | Reconstruction, roadmix paving | May 1971 | 100 |
| | ..... | British Columbia Highway 1 | ..... | 2.00 | Shoulders | May 1971 | 100 |
| | ..... | Thetis Island | ..... | 0.50 | Reconstruction, paving | Apr. 1971 | 100 |
| | ..... | Vaux Road | ..... | 0.50 | Reconstruction, paving | May 1971 | 100 |
| | ..... | Shasta, Howard, Bostrom | ..... | 1.00 | Reconstruction, paving | May 1971 | 100 |
| | ..... | George, Pavenham, Pritchard | ..... | 1.75 | Reconstruction, paving | Apr. 1971 | 100 |
| | ..... | Foster Street | ..... | 0.50 | Reconstruction, paving | July 1971 | 100 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | ..... | Canim, Nairne, Walsh | | 1.00 | Reconstruction, paving | Apr. 1971 | 100 |
| | ..... | Aulds Road | | 0.50 | Reconstruction, paving | Apr. 1971 | 100 |
| | ..... | Island Highway | | 2.00 | Reconstruction, shoulders | June 1971 | 100 |
| | ..... | Lantzville streets | | 1.50 | Reconstruction, paving | Apr. 1971 | 100 |
| | ..... | Quennel Road | | 0.50 | Reconstruction | Apr. 1971 | 100 |
| | ..... | Jinglepot Road and Second Street | | 0.50 | Reconstruction, paving | Apr. 1971 | 100 |
| | ..... | Extension Road | | 0.50 | Reconstruction, paving | Apr. 1971 | 100 |
| | ..... | Nanaimo Lakes Road | | 1.00 | Reconstruction, paving | Apr. 1971 | 100 |
| | ..... | Gabriola Island | | 4.00 | Reconstruction, paving | Apr. 1971 | 100 |
| | ..... | Ware Road | | 0.25 | Reconstruction, paving | Apr. 1971 | 100 |
| | ..... | Godfrey Road | | 0.25 | Reconstruction, paving | Apr. 1971 | 100 |
| | ..... | Giant Powder Road | | 0.50 | Reconstruction, paving | Apr. 1971 | 100 |
| | ..... | Harewood Road | | 0.50 | Reconstruction, paving | June 1971 | 100 |
| | ..... | Kilpatrick Road | | 0.25 | Reconstruction, paving | Apr. 1971 | 100 |
| | ..... | Brickyard Road | | 0.50 | Reconstruction, paving | Apr. 1971 | 100 |
| | ..... | Labieus Road | | 0.50 | Reconstruction, paving | June 1971 | 100 |
| | ..... | Seventh Street | | 0.50 | Reconstruction, paving | June 1971 | 100 |
| | ..... | Deering Street | | 0.25 | Reconstruction, paving | Apr. 1971 | 100 |
| | ..... | Fern Road | | 0.25 | Reconstruction, paving | July 1971 | 100 |
| | ..... | Sarnia Road | | 0.25 | Reconstruction, paving | June 1971 | 100 |
| | ..... | Holyrood Drive | | 0.25 | Reconstruction, paving | Apr. 1971 | 100 |
| | ..... | Gould Road | | 0.25 | Reconstruction, paving | May 1971 | 100 |
| | ..... | White Road | | 0.15 | Reconstruction, paving | Apr. 1971 | 100 |
| | ..... | Beaver Creek Wharf Road | | 0.20 | Reconstruction, paving | Apr. 1971 | 100 |
| | ..... | Hillview Road | | 0.25 | Reconstruction, paving | May 1971 | 100 |
| | ..... | Brechin Road | | 0.50 | Reconstruction, paving | Apr. 1971 | 100 |
| | ..... | Hammond Bay Road | | 4.00 | Reconstruction, paving | Apr. 1971 | 100 |
| | ..... | Glenayre Drive | | 0.75 | Reconstruction, paving | June 1971 | 100 |
| | ..... | Fourth Street | | 0.50 | Reconstruction, paving | Apr. 1971 | 100 |
| | ..... | Wakesiah Avenue | | 0.20 | Reconstruction, paving | June 1971 | 100 |
| | ..... | Northfield Road | | 0.20 | Reconstruction, paving | June 1971 | 100 |
| | ..... | Tebo Avenue | | 0.50 | Reconstruction, paving | Apr. 1971 | 100 |
| | ..... | Moore Road | | 0.20 | Reconstruction, paving | June 1971 | 100 |
| | ..... | Owen Road | | 0.25 | Reconstruction, paving | June 1971 | 100 |
| | ..... | Hill Road | | 0.20 | Reconstruction, paving | July 1971 | 100 |
| | ..... | Tomswood Road | | 0.25 | Reconstruction, paving | July 1971 | 100 |
| | ..... | Stirling Arm Drive | | 0.50 | Reconstruction, paving | July 1971 | 100 |
| | ..... | South Drive and Kyunin Road | | 0.30 | Reconstruction, paving | June 1971 | 100 |
| | ..... | Grappler Creek Road | | 0.25 | Reconstruction, paving | June 1971 | 100 |
| Courtenay | 1978 | Jeune Landing Road | Port McNeill to Jeune Landing | 17.00 | Reconstruction, alignment and grade | May 1971 | 87 |
| | 2153 | Utah Access Road | Rupert Street to Townsite Road | 0.40 | New construction | May 1971 | 100 |
| | 2222 | Harper Road | Quathiaski Road to Heriot Bay Road | 0.34 | New construction | May 1971 | 100 |
| | 2222 | Quathiaski Cove Road | Harper Road to ferry landing | 0.20 | New construction | Oct. 1971 | 100 |
| | 2243 | Harby Bay Road | Byng Road to Coal Harbour | 8.70 | Reconstruction, grade revisions | May 1971 | 90 |
| | 2262 | Read Island Road | Random | 1.00 | Reconstruction, widening | Apr. 1971 | 100 |

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

| Region and Highway 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, 1972 |
|---|---|---|---|---|---|---|---|
| *Region 1*—Continued | | | | | | | Per Cent |
| Courtenay—*Continued* | 2262 | Whaletown Road | Random | 5.00 | Reconstruction, widening | June 1971 | 100 |
| | 2262 | Comox Lake Road | Cumberland | 2.50 | Reconstruction, widening | June 1971 | 20 |
| | 2262 | Island Highway (North) | Random | 7.00 | Reconstruction, widening | Apr. 1971 | 100 |
| | 2262 | Ships Point | Tozer to end | 1.11 | Reconstruction, paving | July 1971 | 100 |
| | 2262 | Macaulay Road | Doyle Road to end | 1.35 | Reconstruction, widening, and paving | Aug. 1971 | 100 |
| | 2262 | Timberlane | Mile 0.64 to end | 0.10 | New construction | July 1971 | 100 |
| | 2262 | Piercy | Dove Creek to Condensory | 0.50 | Reconstruction | Sept. 1971 | 50 |
| | 2262 | Lynwood | Island Highway | 0.23 | Reconstruction, paving | Aug. 1971 | 100 |
| | 2262 | Berwick | Merville Road | 0.21 | New construction | Apr. 1971 | 100 |
| | 2262 | Jack | Lynnwood to end | 0.21 | Reconstruction, paving | June 1971 | 100 |
| | 2262 | Oakridge | Muir to 0.5 Mile | 0.35 | Reconstruction, paving | June 1971 | 100 |
| | 2262 | Steelhead | Coho to cul-de-sac | 0.76 | Reconstruction, paving | Aug. 1971 | 100 |
| | 2262 | Park | Island Highway to Steelhead | ..... | Reconstruction, paving | Aug. 1971 | 100 |
| | 2262 | Perkins | Island Highway to 0.2 Mile | 0.19 | Reconstruction, paving | July 1971 | 100 |
| | 2262 | Ployart | Island Highway | 0.51 | Reconstruction, paving | June 1971 | 100 |
| | 2262 | Shingle Spit | Hornby Island | 1.76 | Reconstruction, paving | Apr. 1971 | 100 |
| | 2262 | Smith Road | Ledingham Road to Hardy Road | 0.95 | Reconstruction, paving | Aug. 1971 | 100 |
| | 2262 | Suffield Road | McQuillan to end | 0.31 | Reconstruction, paving | June 1971 | 100 |
| | 2262 | Surge Narrows | Quadra Island | 4.00 | Reconstruction, gravelling | Aug. 1971 | 100 |
| | 2262 | Webdon Road | Lake Trail to end | 0.56 | Reconstruction, paving | Aug. 1971 | 100 |
| | 2262 | Williams Beach Road | Island Highway | 0.46 | Reconstruction, paving | June 1971 | 100 |
| | 2262 | Barclay Road | Garfield to end | 0.40 | Reconstruction, paving | July 1971 | 100 |
| | 2262 | Island Highway (South) | Random | 10.00 | Reconstruction, widening | Aug. 1971 | 25 |
| | 2262 | Pinecrest Road | Birch to McPhedron | 0.50 | New construction, paving | July 1971 | 100 |
| North Vancouver | 1282 | Garibaldi Highway | Brohm Lake and Cheakamus Canyon | 3.00 | Widening | June 1971 | 100 |
| | 1968 | Alta Lake Road | West Side | 1.00 | Construction | May 1971 | 100 |
| | 2062 | Sunshine Coast Highway | Lois River | 1.00 | Bridge approaches | May 1971 | 100 |
| | 2141 | Garibaldi Highway | Porteau area | ..... | Rock scaling | June 1971 | 75 |
| | 2265 | Pemberton Portage Road | Mount Currie north | 1.00 | Reconstruction | Aug. 1971 | 100 |
| | 2265 | Adams Road | Snug Cove west | 2.00 | Base strength | Dec. 1971 | 100 |
| | 2265 | Upper Squamish | Pillchuck Bridge north | 1.00 | Base strength | June 1971 | 100 |
| | 2265 | Upper Squamish | West end of road | 1.50 | Paving | Sept. 1971 | 100 |
| | 2265 | Maple Road | Whole road | 2.00 | Paving | July 1971 | 100 |
| | 2265 | Reid Road | Mile 0.00 to Mile 1.00 | 1.00 | Reconstruction | June 1971 | 100 |
| | 2265 | Brooks Road | Mile 0.00 to Mile 1.00 | 1.00 | Reconstruction | May 1971 | 100 |
| | 2265 | Finn Bay Road | Mile 0.50 to Mile 1.00 | 0.50 | Reconstruction | May 1971 | 100 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | 2265 | B.C. Cement Road | Mile 0.15 to Mile 0.65 | 0.50 | Reconstruction | Nov. 1971 | 100 |
| | 2265 | Baggi Road | Mile 0.00 to Mile 0.50 | 0.50 | Reconstruction | May 1971 | 100 |
| | 2265 | Scotch Fir Point Road | Mile 0.00 to Mile 0.50 | 0.50 | Reconstruction | Nov. 1971 | 100 |
| | 2265 | Bowen Island Trunk Road | | 1.00 | Reconstruction | June 1971 | 100 |
| | 2265 | Dixon Road | Mile 0.00 to Mile 1.00 | 1.00 | Reconstruction | Mar. 1971 | 30 |
| | 2265 | Phillips Road | None this year | ..... | Reconstruction | Mar. 1971 | 30 |
| | 2341 | Sunshine Coast Highway | Halfmoon Bay to Earls Cove | 10.00 | Reconstruction | Sept. 1971 | 100 |
| | 2351 | Garibaldi Highway | Alice Lake to Brohm Lake | 1.00 | Reconstruction | Nov. 1971 | 100 |
| | ..... | Garibaldi Highway | Mons Bridge | 1.00 | Bridge approaches | June 1971 | 90 |
| | ..... | Garibaldi Highway | Callaghan | 1.00 | Bridge approaches | June 1971 | 50 |
| New Westminster | 1687 | Stormont Interchange | Highway 401 to Lougheed Highway | 0.24 | New construction, sand blanket only | 1971 | 75 |
| | 1687 | King George VI Highway | At 64th Avenue | 0.25 | Reconstruction, channelization | 1971 | 100 |
| | 1687 | Scott Road | At 72nd Avenue | ..... | Reconstruction, channelization | 1971 | 20 |
| | 1687 | Highway 17—Tsawwassen | Causeway | 0.50 | Reconstruction, widening shoulders | 1971 | 100 |
| | 2135 | Lougheed Highway 7 | Cape Horn to Pitt River Road | 3.69 | Reconstruction, widening to four lanes | 1969 | 98 |
| | 2135 | British Columbia 1A | At 184th Street | ..... | Reconstruction, channelization | 1970 | 100 |
| | 2135 | Lougheed Highway 7 | At Brighton Avenue | ..... | Reconstruction, channelization | 1970 | 100 |
| | 2145 | Carvolth | Fraser Highway to Highway 401 | 3.62 | Reconstruction, widening, paving | 1970 | 100 |
| | 2145 | Brunette Street | | ..... | Median curb | 1971 | 100 |
| | 2145 | Scott Road | At Townline (96th Avenue) | ..... | Reconstruction, intersection | 1971 | 80 |
| | 2145 | Lougheed Highway 7 | At 240th Street | ..... | Reconstruction, channelization | 1971 | 50 |
| Chilliwack | 719 | Murray Avenue to Mission | Approach fill for overpass | ..... | New construction | Sept. 1971 | 100 |
| | 732 | Atchelitz Creek frontage road bridge | South of Highway 401, east of Lickman Road | ..... | New construction | July 1971 | 100 |
| | 2261 | Sylvester Road | Dale Road north | 0.50 | Realignment and grade revisions | June 1969 | 100 |
| | 2261 | Sylvester Road | Farms Road to Eagle Mill Bridge | 1.10 | Paving | Apr. 1971 | 100 |
| | 2261 | Dale Road | Stave Lake Road to Farms Road | 0.72 | Paving | Apr. 1971 | 100 |
| | 2261 | Hawkins to Pickle Road | Lougheed Highway to Norrish Creek | 1.70 | Paving | Apr. 1971 | 100 |
| | 2261 | Slesse and O'Byrne Road | Chilliwack Lake Road to Winona Road | 1.08 | Paving | May 1971 | 100 |
| | 2261 | Iverson Road | Mile 2.2 to Mile 3.0 | 0.88 | Paving | July 1971 | 100 |
| | 2261 | Kossiker Road | Columbia Valley Road to Maple Falls Road | 0.99 | Paving | June 1971 | 100 |
| | 2261 | Airport Road | British Slough Road to Yale Road | 0.46 | Paving | May 1971 | 100 |
| | 2261 | McKay Road | Highway 7 to end | 0.50 | Paving | May 1971 | 100 |
| | 2261 | Highway 1, 7 Chilliwack Lake area, Hatzic area, Columbia Valley area | As required | 30.00 | Slashing (Winter Assistance Programme) | Apr. 1971 | 100 |
| | ..... | Morris Valley Road | Lougheed Highway to Chehalis Indian Reserve Road | 3.39 | Paving | Aug. 1971 | 100 |
| Vancouver | 572 | Highway 99 | Lions Gate Bridge | ..... | Cleaning, painting | ..... | 100 |
| | ..... | Highway 401 | Second Narrows Bridge | ..... | Cleaning, painting | ..... | 100 |
| | 2334 | Highway 401 | Johnston Hill to Port Mann | ..... | Median guard-rail | Apr. 1971 | 90 |

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

| Region and Highway 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, 1972 |
|---|---|---|---|---|---|---|---|
| *Region 2* | | | | | | | Per Cent |
| Kamloops | ..... | Birch Island, Lost Creek Road | Mile 11.0 to Mile 11.3 | 0.30 | Reconstruction | July 1971 | 100 |
| | ..... | Clearwater Valley Road | Mile 5.6 to Mile 5.8 | 0.20 | Reconstruction | Oct. 1971 | 100 |
| | | | Mile 6.1 to Mile 6.4 | 0.30 | Reconstruction | Oct. 1971 | 100 |
| | | | Mile 10.1 to Mile 10.5 | 0.40 | Reconstruction | Oct. 1971 | 100 |
| | ..... | Dairy Creek Road | Mile 0.40 to Mile 0.70 | 0.30 | Construction | Nov. 1971 | 100 |
| | ..... | Dunn Lake Road | Mile 18.77 to Mile 20.77 | 2.00 | Reconstruction | Sept. 1971 | 100 |
| | ..... | Highland Valley Road | Mile 34.35 to Mile 37.36 | 3.01 | Reconstruction, realignment, grade revisions | May 1971 | 100 |
| | ..... | Inskip Road | Mile 0.00 to Mile 0.50 | 0.50 | Reconstruction | June 1971 | 100 |
| | ..... | Lac La Jeune Road | Mile 8.67 to Mile 11.80 | 3.13 | Reconstruction, alignment, grade revisions | May 1971 | 100 |
| | ..... | Lemieux Creek Road | Mile 6.20 to Mile 6.70 | 0.50 | Reconstruction | July 1971 | 100 |
| | | | Mile 6.70 to Mile 9.70 | 3.00 | Construction | July 1971 | 100 |
| | ..... | Meadow Creek Road | Mile 17.86 to Mile 18.36 | 0.50 | Reconstruction, alignment, grade revisions | Sept. 1971 | 100 |
| | ..... | Mount Tod Road | Mile 0.00 to Mile 4.00 | 4.00 | Reconstruction | Oct. 1971 | 100 |
| | ..... | Simms Road | Mile 0.00 to Mile 0.87 | 0.87 | Reconstruction | June 1971 | 100 |
| | ..... | British Columbia Highway 1 | Mile 344.0 | 0.20 | Construction of left-turn slot for new weigh-scale site and frontage road | ..... | ..... |
| | ..... | ..... | Mile 357.0 | 0.20 | Construction of left-turn slot for intersection with Pat Road | Oct. 1971 | 100 |
| | ..... | Yellowhead South Highway 5 | Mile 75.85 to Mile 75.95 | 0.10 | Widening at Brookfield Creek bridge-site | Oct. 1971 | 100 |
| | ..... | Deadman Vidette Road | Between Mile 3.00 and Mile 12.00 | 3.50 | Widening | June 1971 | 100 |
| | ..... | Dunn Lake Road | Mile 27.60 to Mile 27.90 | 0.30 | Widening | Sept. 1971 | 100 |
| | ..... | ..... | Mile 28.10 to Mile 29.10 | 1.00 | Widening | Sept. 1971 | 100 |
| | ..... | ..... | Mile 30.10 to Mile 31.10 | 1.00 | Widening | Oct. 1971 | 100 |
| | ..... | McCorrie Road | Mile 0.50 to Mile 1.00 | 0.50 | Widening | June 1971 | 100 |
| | ..... | Pinantan to Pritchard Road | Mile 7.4 to Mile 8.4 | 1.00 | Widening | July 1971 | 100 |
| | ..... | Watson to Larson Road | Mile 0.00 to Mile 0.50 | 0.50 | Widening | Dec. 1971 | 100 |
| | ..... | Meadow Creek Road | Between Mile 0.00 and Mile 17.86 | 9.80 | Widening | Oct. 1971 | 100 |
| Salmon Arm | 2273 | Tappen Valley Road | Mile 1.30 to Mile 3.10 | 1.80 | Reconstruction | June 1971 | 100 |
| | ..... | Tappen to Notch Hill Road | Mile 2.10 to Mile 2.60 | 0.50 | Reconstruction | June 1971 | 100 |
| | ..... | British Columbia Highway 1 | Mile 398.24 to Mile 398.66 | 0.42 | Reconstruction | June 1971 | 50 |
| | ..... | Sundry roads | ..... | 11.10 | Reconstruction | June 1971 | 100 |
| | 2320 | Sorrento to Eagle Bay Road | Mile 8.00 to Mile 10.00 | 2.00 | Reconstruction | June 1971 | 100 |
| | ..... | Squilax to Anglemont Road | Mile 24.80 to Mile 25.30 | 0.50 | Reconstruction | June 1971 | 100 |
| McBride | ..... | Mountainview Road | Mile 0.90 to Mile 1.90 | 1.00 | Reconstruction, widening, ditching | Sept. 1971 | 100 |
| | | | Mile 0.00 to Mile 1.90 | 1.90 | Gravelling | Sept. 1971 | 100 |
| | ..... | Old North Thompson Extension | CNR crossing to Highway 5 | 0.70 | New construction | Nov. 1971 | 100 |
| | ..... | Brown Road | Highway 16 south | 0.27 | New construction | May 1971 | 100 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Vernon | 1891 | Enderby to Mabel Lake Road | Mile 14.30 to Mile 15.50 | 1.20 | Reconstruction | June 1971 | 100 |
| | ----- | ----- | Mile 15.50 to Mile 17.40 | 1.90 | Paving | Aug. 1971 | 100 |
| | 2020 | Deep Creek Road | Mile 4.30 to Mile 6.30 | 2.00 | Reconstruction | July 1971 | 100 |
| | 2274 | Lumby to Mabel Lake | Mile 12.15 to Mile 14.35 | 2.20 | Paving | July 1971 | 100 |
| | 2319 | Vernon–Slocan Highway | Mile 15.90 to Mile 16.25 | 0.18 | Major improvements | Sept. 1971 | 50 |
| | 2319 | Okanagan Highway 97 | Mile 14.35 to Mile 15.15 | 0.80 | Major improvements | Sept. 1971 | 100 |
| | 2319 | Okanagan Highway 97 | Mile 13.75 to Mile 14.00 | 0.18 | Major improvements | Sept. 1971 | 70 |
| | 2320 | Canyon | Mile 0.00 to Mile 1.00 | 1.00 | Reconstruction | Sept. 1971 | 100 |
| | 2320 | Fortune | Mile 0.00 to Mile 0.75 | 0.75 | Reconstruction | Sept. 1971 | 100 |
| | 2320 | Deep Creek | Mile 0.00 to Mile 4.53 | 4.53 | Paving | Aug. 1971 | 100 |
| | 2320 | Crandlemire | Mile 0.00 to Mile 0.50 | 0.50 | Paving | Aug. 1971 | 100 |
| | 2320 | Riverdale | Mile 0.00 to Mile 0.37 | 0.37 | Paving | Aug. 1971 | 100 |
| | ----- | Sugar Lake | Mile 1.50 to Mile 10.40 | 5.80 | Major improvements | Aug. 1971 | 65 |
| | ----- | Dallas Road | Mile 0.30 to Mile 0.35 | 0.05 | Paving | Oct. 1971 | 100 |
| | ----- | Harbour Heights | Mile 0.00 to Mile 0.28 | 0.28 | Paving | July 1971 | 100 |
| | ----- | Dunsmuir | Mile 0.00 to Mile 0.11 | 0.11 | Paving | July 1971 | 100 |
| Kelowna | 1892 | Big White | Mile 12.50 to Mile 13.50 | 1.00 | New construction | May 1971 | 100 |
| | 1987 | Princeton Avenue | Mile 0.90 to Mile 3.30 | 2.40 | Reconstruction, alignment | May 1971 | 80 |
| | 2361 | Highway 97 | Princess Avenue to Reid's Corner | 2.50 | Median lane curbing, turnaround | Nov. 1971 | 35 |
| | 2374 | Highway 97 | Reid's Corner to Ellison Overhead | | New construction | Mar. 1972 | 10 |
| | 2381 | Spiers Road | K.L.O. Road to Gulley Road | 0.75 | New construction | Mar. 1972 | 10 |
| Penticton | ----- | British Columbia Highway 3—Hope–Princeton | Mile 62.00 to Mile 63.30 | 1.30 | Widening | Sept. 1969 | 100 |
| | ----- | ----- | Mile 76.30 to Mile 81.20 | 4.90 | Widening | Sept. 1969 | 100 |
| | ----- | North Naramata Road | Mile 1.90 to Mile 3.80 | 1.90 | Widening, alignment, grade revisions | Dec. 1969 | 100 |
| | ----- | Carmi Road | Mile 0.00 to Mile 1.50 | 1.50 | Widening, alignment, grade revisions | May 1970 | 100 |
| | ----- | Max Lake Road | Mile 0.50 to Mile 1.50 | 1.00 | Widening, alignment, grade revisions | Jan. 1970 | 100 |
| | ----- | Arterial (496R) | Mile 0.30 to Mile 1.00 | 0.70 | Widening, grade revisions | Apr. 1971 | 100 |
| | ----- | White Lake Road | Mile 0.00 to Mile 5.00 | 1.00 | Widening, alignment, grade revisions | Sept. 1970 | 30 |
| | ----- | Highway 97, 3A(south of Okanagan Falls) | 0.2 mile south of Okanagan Falls | 0.20 | Channelization | Mar. 1970 | 100 |
| | ----- | Pineview Drive | Juniper Avenue to Ash Street | 3.00 | Reconstruction, paving | Mar. 1970 | 100 |
| | ----- | Apex Road | Intermittent sections | 0.60 | Alignment, grade revisions | Oct. 1971 | 100 |
| | ----- | ----- | Mile 0.00 to Mile 9.00 | ----- | ----- | ----- | ----- |
| | ----- | Waterman Hill | North of Okanagan Bridge | 1.70 | ----- | ----- | ----- |
| | ----- | ----- | Okanagan Falls northerly | ----- | Widening | Sept. 1971 | 90 |
| | ----- | Fairview Loop | Mile 0.00 to Mile 1.70 | 1.70 | Widening, reconstruction | July 1971 | 100 |
| | ----- | McLean Creek Road | Skaha Lake Road to Mile 2.0 | 2.00 | Widening | Aug. 1971 | 100 |
| | ----- | Green Mountain Road | Mile 13.30 to Mile 15.10 | 1.80 | Reconstruction, paving | Aug. 1971 | 100 |
| | ----- | Princeton to Summerland Road | Mile 0.00 to Mile 1.00 | 1.00 | Reconstruction, paving | Sept. 1971 | 100 |
| | ----- | East Dog Lake Road to Cooke's Cut | Mile 5.00 to Mile 5.20 | 0.20 | Reconstruction, paving | July 1971 | 100 |
| | ----- | Haymen–Debeck–Patterson Loop | Naramata | 0.70 | Widening, paving | July 1971 | 100 |
| Merritt | 2139 | Mamette Lake Road | Mile 9.20 to Mile 11.80, Mile 19.70 to Mile 22.25 | 5.15 | Reconstruction | Apr. 1971 | 100 |
| | 2270 | British Columbia Highway 1 | Mile 204.5, 209.7, Mile 254.6 to Mile 256.9 | 2.50 | Clean out Alexandra, Ferrabee, and Nicomen retaining-walls | Apr. 1971 | 100 |

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

| Region and Highway 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, 1972 |
|---|---|---|---|---|---|---|---|
| *Region 2*—Continued | | | | | | | Per Cent |
| Merritt—*Continued* | 2270 | Princeton–Kamloops Highway | Mile 31.00 to Mile 39.00 | 7.00 | Ditching, shouldering | June 1971 | 100 |
| | 2270 | Merritt to Spences Bridge | Mile 1.00 to Mile 13.20 | 6.20 | Ditching, shouldering | May 1971 | 100 |
| | 2270 | Monck Park Road | Mile 1.95 to Mile 8.00 | 6.05 | Reconstruction, grade revisions | Sept. 1971 | 100 |
| | 2270 | Dodding Subdivision | Complete subdivision streets | 2.08 | Construction | Nov. 1971 | 100 |
| | 2270 | British Columbia Highway 3 | Mile 2.0 to Mile 8.0 | 6.10 | Brushing curves | Apr. 1971 | 100 |
| | 2270 | British Columbia Highway 1 | Mile 241.70 to Mile 263.50 | 2.95 | Pavement patching | June 1971 | 100 |
| | 2270 | British Columbia Highway 8 | Mile 0.95 to Mile 1.70 | 0.75 | Paving | Sept. 1971 | 100 |
| Lillooet | 2171 | Cariboo Highway 97 | Mile 14.0 to Mile 31.0 | 17.00 | Widening | May 1971 | 90 |
| | 2247 | Highland Valley Road | Mile 0.0 to Mile 3.0 | 3.00 | Widening | July 1971 | 100 |
| | ..... | Big Bar Lake Road | Mile 20.0 to Mile 20.5 | 0.50 | Reconstruction, realignment | June 1971 | 100 |
| | ..... | Mile 57 to Gaspard | Mile 40.0 to Mile 48.0 | 8.00 | Reconstruction, realignment | June 1971 | 100 |
| | ..... | Loon Lake Road | Mile 18.0 to Mile 20.0 | 2.00 | Reconstruction, realignment | May 1971 | 100 |
| Williams Lake | ..... | Chilcotin to Bella Coola | Mile 33.6 to Mile 293.3 | 15.00 | Reconstruction, 14 sections | May 1971 | 100 |
| | ..... | Cariboo Highway | Mile 142 to Mile 150 | 6.70 | Reconstruction, widening | July 1971 | 100 |
| | ..... | Keithley Creek Road | Mile 0.0 to Mile 0.8 | 0.80 | Reconstruction, Likely Bypass | July 1971 | 100 |
| | ..... | Keithley Creek Road | Mile 0.8 to Mile 17.1 | 4.50 | Reconstruction, alignment | June 1971 | 100 |
| | ..... | Williams Lake to Soda Creek | Mile 0.0 to Mile 11.3 | 2.00 | Reconstruction, widening | Aug. 1971 | 90 |
| | ..... | Likely | Mile 3.0 to Mile 15.0 | 7.20 | Reconstruction, realignment | May 1971 | 60 |
| | ..... | Likely | Mile 44.00 to Mile 48.05 | 1.50 | Reconstruction, three sections | July 1971 | 100 |
| | ..... | Williams Lake to Dog Creek | Mile 5.50 to Mile 5.70 | 0.20 | Reconstruction, bridge replacement | Sept. 1971 | 100 |
| | ..... | 120 Mile Secondary | Mile 0.25 to Mile 0.35 | 0.10 | Reconstruction, widening | July 1971 | 100 |
| | ..... | Canim Lake | Mile 22.0 to Mile 23.6 | 1.50 | Reconstruction, realignment | June 1971 | 95 |
| | ..... | Hanceville to Canoe Creek | Mile 1.15 to Mile 4.10 | 1.70 | Reconstruction, two sections | Aug. 1971 | 100 |
| | ..... | Knife Creek | Mile 8.40 to Mile 8.50 | 0.10 | Reconstruction | Sept. 1971 | 100 |
| | ..... | Horse Lake | Mile 0.00 to Mile 0.15 | 0.20 | Reconstruction, widening | Sept. 1971 | 100 |
| | ..... | Horse Lake | Mile 0.35 to Mile 4.95 | 4.60 | Reconstruction, widening | Sept. 1971 | 95 |
| | ..... | Horse Lake | Mile 20.05 to Mile 22.95 | 1.00 | Reconstruction, realignment | Aug. 1971 | 36 |
| | ..... | Mile 108 to Horsefly | Mile 33.0 to Mile 36.0 | 3.00 | Reconstruction, widening | Aug. 1971 | 100 |
| | ..... | Pigeon | Mile 1.20 to Mile 1.50 | 0.30 | Reconstruction, bridge replacement | Sept. 1971 | 100 |
| | ..... | Tatlayoko | Mile 14.80 to Mile 16.60 | 1.30 | Reconstruction, bridge replacement | July 1971 | 100 |
| | ..... | Horsefly | Mile 4.30 to Mile 7.30 | 3.00 | Reconstruction, realignment | June 1971 | 100 |
| | ..... | Christensen | Mile 4.75 to Mile 5.50 | 0.70 | Reconstruction | July 1971 | 100 |
| | ..... | Morrison Meadow | Mile 1.20 to Mile 3.80 | 2.60 | Reconstruction, realignment | July 1971 | 100 |
| | ..... | Nimpo Lake north | Mile 0.00 to Mile 2.60 | 2.60 | Construction | May 1971 | 100 |
| | ..... | Crown subdiivision, Sulphurous Lake | Mile 0.00 to Mile 2.46 | 2.50 | Construction | Aug. 1971 | 100 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| *Region 3* | | | | | | | |
| Nelson | 2156 | British Columbia Highway 3—Creston to Goatfell | Mile 1.03 to Mile 2.50 | 1.47 | Reconstruction, widening, realignment | | 100 |
| | 2159 | British Columbia Highway 3A— | | | | | |
| | | Kootenay Bay to Creston | Mile 24.5 to Mile 27.0 | 2.50 | Reconstruction, widening, realignment | | 100 |
| | | Kootenay Bay to Creston | Mile 22.45 to Mile 23.15 | 0.70 | Reconstruction, widening, realignment | | 100 |
| | | Kootenay Bay to Creston | Mile 23.85 to Mile 24.25 | 0.40 | Reconstruction, widening, realignment | | 35 |
| | | Kootenay Bay to Creston | Mile 23.50 to Mile 23.85 | 0.35 | Reconstruction, widening, realignment | | 100 |
| | 2280 | Antler Road | Mile 0.25 to Mile 0.75 | 0.50 | Reconstruction, widening, grade revision | | 100 |
| | 2280 | South Glade | Mile 0.00 to Mile 0.80 | 0.80 | Reconstruction, widening, grade revision | | 100 |
| | 2280 | North Glade | Mile 0.00 to Mile 1.00 | 1.00 | Reconstruction, gravelling | | 100 |
| | ..... | Balfour Townsite roads | Various | 0.73 | New construction | | 100 |
| | ..... | Crescent Road | Various | 0.23 | New construction | | 100 |
| | ..... | Wildlife Road | Various | 0.80 | New construction | | 100 |
| | ..... | Channel | Mile 1.65 to Mile 2.25, Mile 2.45 to Mile 2.57 | 0.72 | New construction | | 100 |
| | ..... | Abbey | Mile 0.40 to Mile 0.60 | 0.20 | Reconstruction, gravelling | | 100 |
| | ..... | Bunce | Mile 0.00 to Mile 0.45 | 0.45 | Improvements, gravelling | | 100 |
| | ..... | Connel West | Mile 0.25 to Mile 0.40 | 0.15 | Improvements, gravelling | | 100 |
| | ..... | Highway 21—Creston to Porthill | Mile 1.02 to Mile 1.12 | 0.10 | Reconstruction, gravelling | | 100 |
| | ..... | Devon | Mile 0.00 to Mile 0.26 | 0.26 | Reconstruction, gravelling | | 100 |
| | ..... | Duck Creek | Mile 0.40 to Mile 0.65 | 0.25 | Improvements, gravelling | | 100 |
| | ..... | Hepner | Mile 0.00 to Mile 0.60 | 0.60 | Improvements, gravelling | | 100 |
| | ..... | Jackson | Mile 0.00 to Mile 0.10, Mile 0.40 to Mile 0.50 | 0.20 | Improvements, gravelling | | 100 |
| | ..... | Payne | Mile 0.00 to Mile 0.20 | 0.20 | Improvements, gravelling | | 100 |
| | ..... | Phillips | Mile 1.40 to Mile 1.50 | 0.10 | Improvements, gravelling | | 100 |
| | ..... | Powers | Mile 0.00 to Mile 1.00 | 1.00 | Improvements, gravelling | | 100 |
| | ..... | Stocks to Jackson | Mile 0.77 to Mile 1.00 | 0.23 | Improvements, gravelling | | 100 |
| | ..... | Simmons | Mile 1.10 to Mile 1.20 | 0.10 | Improvements, gravelling | | 100 |
| | ..... | Twin Bays | Mile 0.20 to Mile 0.70 | 0.50 | Improvements, gravelling | | 100 |
| | ..... | Wilmont | Mile 0.00 to Mile 0.30 | 0.30 | Improvements, gravelling | | 100 |
| | 2280 | Pass Creek | Mile 0.10 to Mile 0.60 | 0.50 | Improvements, gravelling | | 100 |
| | 2280 | Krestova Road | Mile 0.00 to Mile 0.90 | 0.90 | Improvements, gravelling | | 100 |
| Rossland | 2283 | Casino Road | Thomas Farm to Schmit section | 0.05 | Reconstruction, realignment, paving | Mar. 1971 | 100 |
| | 2283 | Columbia Gardens Road | Mile 2.70 to Mile 3.90 | 1.20 | Reconstruction, widening, paving | July 1971 | 100 |
| | 2283 | Rossland to Trail Wagon Road | Warfield | 0.50 | Paving | July 1971 | 100 |
| | 2283 | Nelson Road | Fruitvale | 0.30 | Paving | July 1971 | 100 |
| | 2283 | Atco Road | Fruitvale | 0.08 | Paving | July 1971 | 100 |
| | 2283 | Lehue Road | Fruitvale | 0.31 | Paving | July 1971 | 100 |
| | 2283 | Moller Road | Fruitvale | 0.10 | Paving | July 1971 | 100 |
| | 2283 | Cuttillo Road | Waneta Junction | 0.50 | Paving | July 1971 | 100 |
| | 2283 | King Road | Waneta Junction | 0.08 | Paving | July 1971 | 100 |
| | 2283 | Theatre Road | Waneta Junction | 0.22 | Paving | July 1971 | 100 |
| | 2283 | Tamarac Road | Fruitvale | 0.24 | Paving | July 1971 | 100 |
| | 2283 | Relkoff Road | Pass Creek | 0.80 | Penetration-type pavement (second coat) | July 1971 | 100 |

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

| Region and Highway 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, 1972 |
|---|---|---|---|---|---|---|---|
| *Region 3*—Continued | | | | | | | Per Cent |
| Rossland—*Continued* | 2283 | Waterloo Road | Ootischenia | 0.43 | Penetration-type pavement (first coat) | July 1971 | 100 |
| | 2283 | Zaitsoff Road | Robson | 0.13 | Penetration-type pavement (second coat) | July 1971 | 100 |
| | 2283 | Porter Street | Robson | 0.09 | Penetration-type pavement (second coat) | July 1971 | 100 |
| | ..... | British Columbia Highway 3 | Trail to Murphy Creek section | 3.20 | Surface treatment, sand seal | Aug. 1971 | 100 |
| Grand Forks | 2181 | Gilpin | Mile 0.00 to Mile 1.84 | 1.84 | Construction, gravelling, paving | Feb. 1971 | 30 |
| | 2279 | Hummingbird | Mile 1.51 to Mile 10.12 | 8.61 | Reconstruction, widening, gravelling | Feb. 1971 | 35 |
| | 2279 | Long Lake Jewel | Mile 0.00 to Mile 7.16 | 7.16 | Reconstruction, widening, gravelling | Sept. 1969 | 25 |
| | 2279 | Valley Road south | Horkoff Road | 0.23 | Construction, gravelling | Oct. 1971 | 75 |
| | 2279 | Anaconda Townsite | Part of First Street | 0.06 | Construction, gravelling | Sept. 1971 | 100 |
| | ..... | ..... | Part of Second Street | 0.06 | Construction, gravelling | ..... | ..... |
| | ..... | ..... | Part of Tacoma Avenue | 0.11 | Construction, gravelling | ..... | ..... |
| | 2279 | Frontage | Right of British Columbia Highway 3, Mile 75.00 to Mile 75.35 | 0.35 | Construction, gravelling | Sept. 1971 | 100 |
| | 2279 | Frontage | Right of British Columbia Highway 3, Mile 92.20 to Mile 92.40 | 0.20 | Construction, gravelling | May 1971 | 60 |
| | 2298 | British Columbia Highway 3 | Mile 64.75 to Mile 65.55 | 0.80 | Construction, gravelling, paving | Oct. 1970 | 70 |
| New Denver | 672 | British Columbia Highway 23 | Nakusp Halfway River, Mile 0.00 to Mile 16.74 | 16.74 | Reconstruction, widening, realignment, grade revisions | Nov. 1964 | 90 |
| | 2281 | Brouse Area roads | Old subdivision roads | 2.00 | Widening, grade revisions | June 1971 | 50 |
| | 2281 | Winlaw Area roads | Old subdivision roads | 3.00 | Reconstruction, widening, gravelling | Sept. 1970 | 100 |
| | 2281 | Upper Hill roads | Old subdivision roads being developed | 0.69 | Reconstruction, widening | July 1968 | 50 |
| | 2281 | Purdy Road | Old road allowance | 0.60 | Widening, gravelling | July 1968 | 55 |
| | 2281 | Vernon–Slocan Highway 6 | Hills to Summit Lake section | 7.14 | Reconstruction, widening, gravelling | May 1968 | 16 |
| | 2281 | Vernon–Slocan Highway 6 | Enterprise Creek to Silverton | 4.05 | Reconstruction, widening, gravelling | Dec. 1966 | 60 |
| | 2335 | Kaslo–New Denver Highway 31A | Mile 0.00 to Mile 28.86 | 28.86 | Reconstruction, widening, grade revisions, gravelling | July 1968 | 44 |
| Cranbrook | 2251 | Wardner to Fort Steele Road | Mile 11.0 to Mile 15.19 | 4.19 | Reconstruction, widening, gravelling | June 1971 | 100 |
| | 2251 | Wardner to Fort Steele Road | Mile 9.0 to Mile 13.45 | 4.45 | Roadmix paving | Sept. 1971 | 100 |
| | 2276B | Highways 3, 93, 95 95A | Various | ..... | Weed and brush spray, refertilizing slopes | May 1971 | 100 |
| | 2276D | Cranbrook area streets— | | | | | |
| | ..... | McKenzie Drive | ..... | 0.37 | Third flush coat | ..... | ..... |
| | ..... | 17th Street south | ..... | 0.31 | Third flush coat | ..... | ..... |
| | ..... | 41st Street south | Mile 0.19 to Mile 0.50 | 0.31 | Construction, gravelling | ..... | ..... |
| | ..... | 41st Street south | Mile 0.00 to Mile 0.19 | 0.19 | Opening right-of-way | ..... | ..... |
| | ..... | 13th Street south | Mile 0.99 to Mile 1.20 | 0.21 | Construction, gravelling | ..... | ..... |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | ..... | 37th Street south | Mile 0.25 to Mile 0.27 | 0.02 | Construction, gravelling | ..... | ..... |
| | ..... | Weeks Road | Mile 0.00 to Mile 0.08 | 0.08 | Construction, gravelling | ..... | ..... |
| | ..... | Jap Lake alternate | Mile 0.42 to Mile 0.88 | 0.46 | Construction, gravelling | ..... | ..... |
| | ..... | Jap Lake | Mile 0.00 to Mile 0.56 | 0.56 | Clearing full width | ..... | ..... |
| | ..... | 21st Street south | Mile 0.50 to Mile 0.65 | 0.15 | Open right-of-way | ..... | ..... |
| | 2276E | Highway 95A | Cranbrook Overhead to Wasa Junction, Mile 6.83 to Mile 7.95 | 1.12 | Sealcoat | Oct. 1971 | 50 |
| | 2276F | Cranbrook to New Lake Road | Mile 0.63 to Mile 1.30 | 0.67 | Reconstruction, gravelling | July 1971 | 100 |
| | | | Mile 0.56 to Mile 0.80 | 0.24 | Roadmix paving | | |
| | 2276G | Cross roads | Mile 0.00 to Mile 0.95 | 0.95 | Reconstruction, widening, gravelling | July 1971 | 100 |
| | | | Mile 0.00 to Mile 0.06 | 0.06 | Roadmix paving | | |
| | 2276H | Cranbrook to Wycliffe Road | Mile 0.71 to Mile 2.01 | 1.30 | Gravelling, roadmix paving | Sept. 1971 | 100 |
| | 2276J | British Columbia Highway 3 | Mile 14.3 to Mile 22.1 | 7.80 | Widening | May 1971 | 100 |
| | 2276K | Buckman Road | Mile 0.20 to Mile 0.74 | 0.54 | Reconstruction, widening, gravelling | Nov. 1971 | 100 |
| | 2276L | Lewis Creek Road | Mile 7.75 to Mile 8.82 | 1.07 | Reconstruction, widening, gravelling | Sept. 1971 | 100 |
| Fernie | 2151 | Elk Valley Highway | Mile 6.4 to Mile 9.4 | 3.00 | New construction | May 1971 | 80 |
| | 2250 | Sparwood Arterial (447R) | Sparwood business section | 0.96 | New construction | July 1971 | 20 |
| | 2277A | Lower Elk Valley Road | Mile 2.00 to Mile 4.00 | 2.00 | Reconstruction, widening, realignment, grade revisions | June 1971 | 100 |
| | 2277B | Elk Valley Highway | Mile 0.45 to Mile 6.40 | 5.95 | Reconstruction, widening, realignment, grade revisions | Aug. 1971 | 100 |
| | 2277C | Tie Lake Road | Mile 2.5 to Mile 4.5 | 2.00 | Reconstruction, widening, realignment, grade revisions | Aug. 1971 | 90 |
| Golden | 2144 | Toby Creek | Mile 4.0 to Mile 7.0 | 3.00 | Reconstruction, widening, ditching, gravelling | May 1971 | 100 |
| | 2278 | Arnold | Mile 0.0 to Mile 1.3 | 1.30 | Reconstruction, widening, ditching, gravelling | June 1971 | 100 |
| | 2278 | Baltac Subdivision | Mile 0.3 to Mile 1.8 | 1.50 | Reconstruction, gravelling | July 1971 | 100 |
| | 2278 | Highway 1A—Big Bend | Mile 0.0 to Mile 2.0 | 2.00 | Reconstruction, widening, ditching, gravelling | Aug. 1971 | 100 |
| | 2278 | Canal Flats streets | Baillie Grohman, Flats, and Beatty Avenue | 1.50 | Reconstruction, widening, ditching, gravelling | June 1971 | 100 |
| | 2278 | Canyon Creek | Mile 0.1 to Mile 0.3 | 0.20 | Reconstruction, widening, ditching, gravelling | June 1971 | 100 |
| | 2278 | Day Subdivision | Mile 0.0 to Mile 0.2 | 0.20 | Reconstruction, widening, ditching, gravelling | July 1971 | 100 |
| | 2278 | Findlay Creek | Mile 0.4 to Mile 0.5 | 0.10 | Reconstruction, widening, ditching, gravelling | Sept. 1971 | 100 |
| | 2278 | Giant Mine | Mile 1.8 to Mile 6.3 | 4.50 | Reconstruction, widening, ditching, gravelling | Apr. 1971 | 100 |
| | 2278 | Golden to Donald Upper | Mile 10.5 to Mile 11.1, Mile 5.0 to Mile 5.4 | 1.00 | Reconstruction, widening, ditching, gravelling | Apr. 1971 | 100 |
| | 2278 | Habarts Subdivision | Mile 0.0 to Mile 1.0 | 1.00 | Reconstruction, gravelling, paving | June 1971 | 100 |
| | 2278 | J-2 Ranch | Mile 2.1 to Mile 2.6 | 0.50 | Reconstruction, gravelling, ditching | May 1971 | 100 |
| | 2278 | Kettleson | Mile 0.0 to Mile 0.5 | 0.50 | Reconstruction, gravelling, ditching | June 1971 | 100 |

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

| Region and Highway 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, 1972 |
|---|---|---|---|---|---|---|---|
| *Region 3—Continued* | | | | | | | Per Cent |
| Golden—*Continued* | 2278 | Oberg to Johnson | Mile 0.0 to Mile 1.0 | 1.00 | Reconstruction, widening, ditching, gravelling | May 1971 | 100 |
| | 2278 | Park Drive | | 0.20 | Reconstruction, widening, ditching, gravelling | May 1971 | 100 |
| | 2278 | Highways 93, 95—Radium Junction | Mile 64.1 | 0.10 | Reconstruction, add third lane | Apr. 1971 | 100 |
| | 2278 | Seward | Mile 0.4 to Mile 0.6 | 0.20 | Reconstruction, widening, ditching, gravelling | Oct. 1971 | 100 |
| | 2278 | Westside Road | Mile 1.5 to Mile 3.1 | 1.60 | Reconstruction, widening, ditching, gravelling | July 1971 | 100 |
| | 2278 | Westside Road | Mile 57.7 to Mile 59.5 | 1.80 | Reconstruction, widening, ditching, gravelling | Apr. 1971 | 100 |
| | 2278 | Westside Road | Mile 50.0 to Mile 59.5 | 9.50 | Reconstruction, gravelling | May 1971 | 100 |
| | 2278 | Windermere streets | Columbia Avenue, Lake Street, Rocky Mountain Avenue | 0.20 | Reconstruction, widening, ditching, gravelling | Sept. 1971 | 100 |
| | 2278 | Wood Lane | Mile 0.00 to Mile 0.35 | 0.40 | Reconstruction, widening, ditching, gravelling | Aug. 1971 | 100 |
| Revelstoke | 617 | Highway 23—Revelstoke to Nakusp | Blanket Creek Bridge approaches | 0.16 | New construction | | 100 |
| | 2211 | Highway 23—Revelstoke to Nakusp | Mile 0.00 to Mile 12.00 | 12.00 | Right-of-way clean-up | | 100 |
| | ..... | Blanket Creek Park access | 14 miles south of Revelstoke on Highway 23, Revelstoke to Nakusp | 1.00 | New construction | | 60 |
| | 2282 | Camp Creek Road | Mile 0.35 to Mile 0.60 | 0.25 | Reconstruction, widening, ditching, gravelling | | 100 |
| | 2282 | Shaver Road | Mile 0.00 to Mile 0.29 | 0.29 | Reconstruction, widening, ditching, gravelling | | 100 |
| | 2282 | Centre Road | Mile 0.00 to Mile 0.08 | 0.08 | Reconstruction, widening, ditching, gravelling | | 100 |
| | 2282 | McKinnon Road | Mile 0.6 to Mile 0.7 | 0.10 | New construction | | 100 |
| | 2282 | Highway 31—Balfour to Kaslo to Galena Bay | Various locations between Armstrong Lake and Trout Lake | 0.70 | Reconstruction, widening, ditching, gravelling | | 72 |
| | 2282 | Nichol Road | Mile 3.35 to Mile 3.59 | 0.24 | Reconstruction, widening, ditching, gravelling | | 100 |
| | 2282 | British Columbia Highway 1 | Albert Canyon avalanche shed areas and Woods Crossing | 0.25 | Major patching | | 100 |
| | 2282 | McKinnon Road | Mile 0.05 to Mile 0.47 | 0.42 | Gravelling, roadmix paving | | 100 |
| | 2282 | Piotrowski Road | Mile 0.00 to Mile 0.11 | 0.11 | Gravelling, roadmix paving | | 100 |
| | 2282 | Tillen Road | Mile 0.00 to Mile 0.11 | 0.11 | Gravelling, roadmix paving | | 100 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | 2282 | Beruschi Road | Mile 0.10 to Mile 0.35 | 0.25 | Roadmix paving | | 100 |
| | 2282 | Praill Road | Mile 0.00 to Mile 0.31 | 0.31 | Ditching, gravelling, grading | | 100 |
| | 2282 | British Columbia Highway 1 | Clanwilliam, Summit Lake, and Nineteen Mile Overhead | 0.64 | Slope-widening for improved sight distance | | 100 |
| *Region 4* | | | | | | | |
| Quesnel | 1523 | Barkerville Road | Mile 15.5 to Mile 17.5, Mile 33.3 to Mile 39.5, Mile 48.2 to Mile 53.4 | 13.40 | Reconstruction | May 1971 | 100 |
| | 1523 | Pooley Street | Mile 0.0 to Mile 0.3 | 0.30 | Reconstruction | June 1971 | 100 |
| | 2289 | Cuisson Lake Road | Mile 0.0 to Mile 2.0 | 2.00 | Reconstruction | May 1971 | 100 |
| | 2289 | Beaver Lake Road | Mile 1.0 to Mile 2.0 | 1.00 | Reconstruction | Apr. 1971 | 100 |
| | 2310 | Nazko Road | Mile 1.5 to Mile 11.0, Mile 19.0 to Mile 20.5 | 11.00 | Reconstruction | Mar. 1971 | 100 |
| | 2310 | Blackwater Road | Mile 12.0 to Mile 13.1 | 1.10 | Reconstruction | Mar. 1971 | 75 |
| | 2310 | Tibbles Road | Mile 0.0 to Mile 7.0 | 7.00 | Reconstruction | July 1971 | 100 |
| | ..... | Quesnel Hydraulic | | 0.20 | Reconstruction | June 1971 | 100 |
| | ..... | Drummond Road | Mile 0.0 to Mile 2.1 | 2.10 | Reconstruction | Oct. 1971 | 100 |
| | ..... | Lynes Creek Road | Miscellaneous sections | 4.00 | Regravelling | | 100 |
| | ..... | Blackwater Road | Miscellaneous sections | 2.00 | Regravelling | | 100 |
| | ..... | Bjornson Road | Miscellaneous sections | 2.00 | Regravelling | | 100 |
| | ..... | Arnouldus Road | Mile 0.0 to Mile 0.7 | 0.70 | Regravelling | | 100 |
| Prince George | 1557 | Giscome Road (New Upper Fraser Road) | Mile 0.00 to Mile 10.55 | 2.67 | Reconstruction | | 100 |
| | 1557 | Upper Fraser Road—Willow River to Giscome section | Mile 10.55 to Mile 15.30 | 3.84 | Reconstruction | | 45 |
| | 1826 | Forest access roads— | | | | | |
| | | Blackwater Road | Mile 7 to Mile 10 | 2.45 | Reconstruction | | 55 |
| | | Chief Lake | Mile 0 to Mile 2 | 2.00 | Reconstruction | | 65 |
| | 2253 | Fraser Bridge Interchange, northwest loop | West end, new Fraser River Bridge | 0.33 | New construction | | 100 |
| | 2287 | South Kelly Road | Mile 0.0 to Mile 1.0 | 0.75 | Reconstruction | | 90 |
| Pouce Coupe | ..... | Pouce Coupe to Alberta boundary | Mile 1.0 to Mile 1.5 | 0.50 | Roadmix paving | | ---- |
| | ..... | Clayhurst Road | Mile 0.4 to Mile 1.0 | 0.60 | Reconstruction | | ---- |
| | ..... | Sweetwater to Alberta boundary | Mile 5.1 to Mile 5.6 | 0.50 | Roadmix paving | | ---- |
| | ..... | Sweetwater to Alberta boundary | Mile 15.6 to Mile 16.6 | 1.00 | Reconstruction,gravelling | | ---- |
| | ..... | Bessborough to Farmington | Mile 14.0 to Mile 14.5 | 0.50 | Reconstruction, gravelling | | ---- |
| | ..... | Bessborough to Farmington | Mile 14.7 to Mile 15.7 | 1.00 | Reconstruction, gravelling | | ---- |
| | ..... | Bessborough to Farmington | Mile 17.7 to Mile 18.2 | 0.50 | Reconstruction, gravelling | | ---- |
| | ..... | North Rolla | Mile 0.0 to Mile 5.2 | 5.20 | Roadmix paving | | ---- |
| | ..... | Sunset Prairie | Mile 0.0 to Mile 2.0 | 2.00 | Reconstruction, gravelling | | ---- |
| | ..... | Sunset Prairie | Mile 9.5 to Mile 13.0 | 3.50 | Reconstruction, gravelling | | ---- |
| | ..... | Chetwynd to Taylor-Cut-off | Mile 2.0 to Mile 4.0 | 2.00 | Regravelled | | ---- |
| | ..... | Chetwynd to Taylor-Cut-off | Mile 6.0 to Mile 7.0 | 1.00 | Regravelled | | ---- |
| | ..... | Chetwynd to Taylor-Cut-off | Mile 17.0 to Mile 18.0 | 1.00 | Reconstruction, gravelling | | ---- |
| | ..... | Chetwynd to Taylor-Cut-off | Mile 21.2 to Mile 25.2 | 4.00 | Gravelling | | ---- |

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

| Region and Highway 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, 1970 |
|---|---|---|---|---|---|---|---|
| *Region 4*—Continued | | | | | | | Per Cent |
| Pouce Coupe—*Continued* | ..... | Chetwynd to Taylor-Cut-off | Mile 25.2 to Mile 26.0 | 0.80 | Regravelling | ..... | ----- |
| | ..... | ----- | Mile 0.0 to Mile 2.0 | 2.00 | Construction | ..... | ----- |
| | ..... | Pruckel Road | Mile 0.0 to Mile 0.8 | 0.80 | Construction | ..... | ----- |
| | ..... | Upper cutbank extension | Mile 0.0 to Mile 1.3 | 1.30 | Construction, gravelling | ..... | ----- |
| | ..... | One Island Lake | Mile 0.3 to Mile 7.0 | 6.70 | Regravelling | ..... | ----- |
| | ..... | Gundy Road | Mile 8.5 to Mile 9.6 | 1.10 | Regravelling | ..... | ----- |
| Fort St. John | 2111 | Highway 31—Stewart to Watson Lake | ..... | 29.00 | Regravelling, grading | July 1971 | 100 |
| | 2285 | Cassiar Access | Within Cassiar Townsite | 0.60 | Reconstruction, gravelling | June 1971 | 100 |
| | 2285 | Stewart to Watson Lake | French Creek area | 5.60 | Reconstruction, gravelling | June 1971 | 100 |
| | 2285 | Atlin Highway | ..... | 1.00 | Construction, gravelling | July 1971 | 100 |
| | 2285 | Beatton River Airport Road | Commencing at Alaska Highway | 5.90 | Reconstruction, gravelling | July 1971 | 100 |
| | 2285 | Farm Settlement Grid | ..... | 2.00 | Reconstruction, gravelling | Mar. 1971 | 100 |
| | 2285 | Fort St. John to Boundary Lake | West of Goodlow | 2.00 | Reconstruction, gravelling | May 1971 | 100 |
| | 2285 | Syphon Creek Road | South of Osborne School | 9.40 | Reconstruction, gravelling | May 1971 | 100 |
| | 2285 | Upper Cache Road | South of Campbell Bridge | 3.40 | Reconstruction, gravelling | May 1971 | 100 |
| | 2285 | Mile 18 Road | East of Mile 18 Settlement | 6.50 | Reconstruction, gravelling | June 1971 | 100 |
| | 2285 | Farm and Settlement Grid | 6 miles north of Goodlow | 1.00 | Reconstruction | Aug. 1971 | 100 |
| | 2285 | Farm and Settlement Grid | North of Montney | 2.00 | Reconstruction | Sept. 1971 | 100 |
| | 2285 | Farm and Settlement Grid | North from road 114 | 2.00 | Reconstruction | Aug. 1971 | 100 |
| | 2285 | Farm and Settlement Grid | South from road 114 | 0.30 | New construction | Aug. 1971 | 100 |
| | 2285 | Alces River west | South of Flatrock | 4.00 | Reconstruction, gravelling | June 1971 | 100 |
| | 2285 | Farm and Settlement Grid | South of Road 114 | 1.00 | Gravelling | Aug. 1971 | 100 |
| | 2285 | Farm and Settlement Grid | Murdale area | 1.00 | Gravelling | Sept. 1971 | 100 |
| | 2285 | Woods Road | Rose Prairie area | 1.00 | Gravelling | Nov. 1971 | 100 |
| | 2285 | Farm and Settlement Grid | South of Road 114 | 0.50 | Gravelling | Aug. 1971 | 100 |
| | 2285 | Farm and Settlement Grid | Rose Prairie area | 2.00 | Gravelling | Sept. 1971 | 100 |
| | 2285 | Farm and Settlement Grid | Rose Prairie area | 4.50 | Gravelling | Sept. 1971 | 100 |
| | 2285 | Farm and Settlement Grid | Montney area | 6.00 | Gravelling | Aug. 1971 | 100 |
| | 2285 | Farm and Settlement Grid | North of Rose Prairie | 5.00 | Gravelling | July 1971 | 100 |
| | 2285 | Farm and Settlement Grid | North Pine | 5.00 | Gravelling | May 1971 | 100 |
| | 2285 | Syphon Creek | Osborne area | 8.70 | Gravelling | July 1971 | 100 |
| | 2285 | Baldonnel–Two Rivers | Baldonnel area | 1.00 | Gravelling | July 1971 | 100 |
| | 2285 | Farm and Settlement Grid | Cecil Lake area | 4.00 | Gravelling | Aug. 1971 | 100 |
| | 2285 | Farm and Settlement Grid | Two Rivers area | 1.00 | Gravelling | Aug. 1971 | 100 |
| | 2285 | Loucks | East of Road 107 | 1.50 | Gravelling | Aug. 1971 | 100 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | 2285 | Farm and Settlement Grid | North from Goodlow | 5.00 | Gravelling | June 1971 | 100 |
| | 2285 | Farm and Settlement Grid | North of Road 103 | 1.00 | Gravelling | June 1971 | 100 |
| | 2285 | Alces River west | Flatrock area | 3.00 | Gravelling | June 1971 | 100 |
| | 2285 | Farm and Settlement Grid | North of Road 103 | 1.00 | Gravelling | May 1971 | 100 |
| | 2285 | East Bypass | Highway 97 to Road 103 | 2.50 | Roadmix paving | July 1971 | 100 |
| | 2285 | Road 101 | North of Fort St. John | 9.25 | Soil cement | Aug. 1971 | 100 |
| | 2285 | Road 101 | North of Fort St. John | 4.20 | Roadmix paving over soil cement | Aug. 1971 | 100 |
| | 2285 | Road 103 | Cecil Lake area | 3.00 | Soil cement | Aug. 1971 | 100 |
| | 2285 | Road 103 | Cecil Lake area | 6.00 | Roadmix paving, 3 miles over soil cement | July 1971 | 100 |
| | 2285 | Cassiar access road | West from junction of Highway 31 | 9.40 | Reconstruction, gravelling | July 1971 | 100 |
| | 2285 | Montney to Alaska Highway | East of Alaska Highway | 8.50 | Regravelling, grading | June 1971 | 100 |
| | 2285 | Fort St. John area subdivision roads | Various locations | 4.30 | Regravelling, grading | May 1971 | 100 |
| | 2285 | Upper Cache Road | North of Goldenhope | 2.00 | Regravelling, grading | Apr. 1971 | 100 |
| | 2285 | Mile 18 Road | Texaco Bridge area | 1.50 | Gravelling | May 1971 | 100 |
| | 2285 | Fort St. John north | North of Blueberry River | 1.70 | Gravelling | May 1971 | 100 |
| | 2285 | Farm and Settlement Grid | West of Fox Creek Bridge | 2.50 | Gravelling | June 1971 | 100 |
| | 2285 | Farm and Settlement Grid | Rose Prairie area | 2.00 | Gravelling | July 1971 | 100 |
| | 2285 | Farm and Settlement Grid | Murdale area | 2.00 | Gravelling | June 1971 | 100 |
| | 2285 | Farm and Settlement Grid | Rose Prairie area | 2.00 | Gravelling | July 1971 | 100 |
| | 2285 | Farm and Settlement Grid | North from Road 114 | 2.50 | Gravelling | Aug. 1971 | 100 |
| | ..... | Department of Lands subdivision roads | Lot 1203 on Beryl Prairie Road | 1.20 | New construction, gravelling | Sept. 1971 | 100 |
| | ..... | Department of Lands subdivision roads | Mile 62 Alaska Highway | 1.10 | New construction, gravelling | Sept. 1971 | 100 |
| | ..... | PGE Bridge access road | East from Mile 291, Alaska Highway | 4.10 | New construction, gravelling | Dec. 1971 | 100 |
| Vanderhoof | 1962 | Schedule 10 Highways | Sundry sections | 15.00 | Purchase of fencing material | Mar. 1972 | 100 |
| | 1963 | Pinchi Lake Road | Mile 5.3 to Mile 7.5 | 2.20 | Reconstruction, grade revision | June 1971 | 100 |
| | 2148 | Germansen Landing Road | Mile 4.9 to Mile 7.4 | 2.50 | Reconstruction, grade revision | Apr. 1971 | 100 |
| | 2292 | Fawcett Road | Mile 0.0 to Mile 2.2 | 2.20 | Reconstruction, realignment, grade revisions | Aug. 1971 | 100 |
| | 2292 | Lily Lake Road | Mile 3.0 to Mile 9.0 | 6.00 | Clearing, burning | Aug. 1971 | 100 |
| | 2292 | Sturgeon Point Road | Mile 17.3 to Mile 20.5 | 3.20 | Reconstruction, widening | Aug. 1971 | 100 |
| | 2292 | Yellowhead Highway 16 | Vanderhoof to Fort Fraser | 24.00 | Weed-spraying | Aug. 1971 | 40 |
| | 2292 | Sundry roads | Sundry roads | ..... | Right-of-way settlements | Apr. 1971 | 100 |
| | 2292 | Germansen Landing Road | Mile 4.0 to Mile 10.0 | 6.00 | Hauling crushed gravel | Oct. 1971 | 100 |
| | S6869 | Stone's Bay Road | Mile 0.0 to Mile 1.2 | 1.20 | Reconstruction, widening, paving | Sept. 1971 | 100 |
| Burns Lake | 1556 | Topley Landing Road | Mile 4.0 to Mile 12.8 | 8.80 | Reconstruction, realignment, grade revisions | July 1969 | 80 |
| | 1556 | Topley Landing Road | Mile 12.8 to Mile 18.8 | 6.00 | Reconstruction, realignment, grade revisions | July 1971 | 10 |
| | 1627 | North Francois | Mile 7.6 to Mile 11.5 | 3.90 | Reconstruction, realignment, grade revisions | June 1969 | 100 |
| | ..... | Colleymount | Mile 27.0 to Mile 27.6 | 0.60 | Reconstruction, realignment, grade revisions | Feb. 1971 | 100 |

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

| Region and Highway 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, 1972 |
|---|---|---|---|---|---|---|---|
| *Region 4—Continued* | | | | | | | Per Cent |
| Burns Lake—*Continued* | ..... | Keefe's Landing | Mile 0.4 to Mile 1.0 | 0.60 | Reconstruction, realignment, grade revisions | Oct. 1970 | 100 |
| | ..... | Gerow Island | | 0.20 | Reconstruction | July 1970 | 100 |
| Smithers | 1731 | Yellowhead Highway 16 | Hazelton East, overhead approaches | 0.90 | Reconstruction, grading, gravelling | May 1971 | 95 |
| | 2105 | Babine Lake Road | Mile 1.2 to Mile 2.2 | 1.00 | Construction, gravelling | June 1971 | 100 |
| | | | Mile 1.2 to Mile 2.2 | 1.00 | Construction, roadmix paving | July 1971 | 100 |
| | | | Mile 2.2 to Mile 2.5 | 0.30 | Construction, grading | June 1971 | 50 |
| | 2290 | Babine Lake Road | Mile 13.2 to Mile 18.7 | 5.50 | Construction, grading | July 1971 | 75 |
| | | | Mile 18.3 to Mile 18.7 | 0.40 | Construction | Aug. 1971 | 90 |
| Terrace | 778 | Ferry Island fill | Terrace Bridge | 0.23 | Two-lane fill, riprap | Jan. 1972 | 95 |
| | 1909 | Yellowhead Highway 16 | Mile 5.0 to Mile 53.0 | 11.30 | Riprap, quarry work | May 1971 | 100 |
| | 1944 | Yellowhead Highway 16 | Terrace west | 12.42 | No-post guard-rail (railway separation) | May 1971 | 100 |
| | 1944 | Yellowhead Highway 16 | Mile 5.0 to Mile 5.7 | 0.20 | Reconstruction, shoulder widening | May 1971 | 100 |
| | 1944 | Yellowhead Highway 16 | Mile 16.5 to Mile 20.0 | 3.50 | Reconstruction, shoulder widening | May 1971 | 100 |
| | 1944 | Yellowhead Highway 16 | Mile 23.0 to Mile 25.0 | 2.00 | Reconstruction, shoulder widening | May 1971 | 100 |
| | 1944 | Yellowhead Highway 16 | Mile 30.0 to Mile 31.6 | 1.60 | Reconstruction, shoulder widening | May 1971 | 100 |
| | 2241 | Spring Creek | Mile 0, Kalum Lake Road | 0.50 | New construction, culvert | May 1971 | 100 |
| | 2291 | Lakelse Lodge and sundry roads | Highway 25 to Lake | 0.50 | New construction | July 1971 | 100 |
| Prince Rupert | 1568 | Queen Charlotte City to Masset Highway | Kumdis Bridge, Mile 45.2 to Mile 70.5 | 24.10 | Reconstruction, widening, realignment, grade revisions | Apr. 1971 | 95 |
| | ..... | Masset arterial (494R) | Mile 0.0 to Mile 2.85 | 2.85 | Reconstruction, widening, drainage | Oct. 1971 | 100 |
| | ..... | Old Masset Road | Mile 0.0 to Mile 1.60 | 1.60 | Reconstruction, widening, drainage | Sept. 1971 | 100 |
| | ..... | Queen Charlotte City streets | | 3.20 | Reconstruction, widening, drainage | Apr. 1971 | 100 |
| | ..... | Stewart–Watson Lake Highway | Mile 7.1 to Mile 10.9 | 3.80 | Reconstruction, widening, drainage | June 1971 | 100 |
| | ..... | Stewart–Watson Lake Highway | Mile 30.7 to Mile 31.5 | 0.80 | Reconstruction, realignment | July 1971 | 98 |
| | 2337 | Yellowhead Highway 16 | Green River, Mile 24.6 to Tyee railroad crossing, Mile 26.1 | 1.50 | Realignment, grade revisions | Oct. 1971 | 50 |
| | ..... | Port Edward arterial | Mile 1.5 to Mile 7.0 | 5.50 | Reconstruction, grade revisions, ditching, placing 3-inch crushed rock | April 1971 | 100 |
| | ..... | Price Rupert arterial | Mile 0.0 to Mile 0.2 | 0.20 | Widening Alaska Ferry vehicle-holding lane, changing traffic island | Sept. 1971 | 100 |

# SUMMARY OF MILEAGE OF DAY-LABOUR WORK COMPLETED

| Region | Roadwork | | Bituminous Paving | | | |
|---|---|---|---|---|---|---|
| | Construction and Reconstruction | Major Improvements | Plantmix | Roadmix | Sealcoat | Surface Treatment |
| Region 1 (Lower Mainland and Vancouver Island) | 107.46 | 51.51 | 40.15 | 61.18 | 12.45 | 96.48 |
| Region 2 (Kamloops) | 151.65 | 159.29 | 3.20 | 53.41 | 2.20 | 157.10 |
| Region 3 (Nelson) | 81.33 | 162.01 | ..... | 52.70 | 32.38 | 34.16 |
| Region 4 (Prince George) | 226.98 | 364.95 | ..... | 45.84 | 22.50 | 51.66 |
| Totals | 567.42 | 737.76 | 43.35 | 213.13 | 69.53 | 339.40 |

# SNOW REMOVAL

## STATEMENT OF MILES KEPT OPEN AND TOTAL COSTS

| Highway District | Miles Kept Open by Plough (or Attempted) | Total Cost |
|---|---|---|
| Region 1— | | $ |
| 11. Saanich | 810.20 | 148,318.13 |
| 12. Nanaimo | 589.00 | 192,602.49 |
| 14. Courtenay | 600.00 | 190,929.35 |
| 15. North Vancouver | 621.41 | 271,045.21 |
| 16. New Westminster | 345.98 | 250,512.49 |
| 17. Chilliwack | 313.50 | 222,079.89 |
| 19. Vancouver | 52.61 | 107,179.86 |
| Subtotals | 3,332.70 | 1,382,667.42 |
| Region 2— | | |
| 21. Kamloops | 981.14 | 225,246.05 |
| 22. Salmon Arm | 728.09 | 168,986.32 |
| 23. McBride | 349.16 | 137,697.78 |
| 24. Vernon | 682.17 | 167,456.11 |
| 25. Kelowna | 595.73 | 150,044.25 |
| 26. Penticton | 860.00 | 206,758.12 |
| 27. Merritt | 747.08 | 219,840.72 |
| 28. Lillooet | 471.00 | 159,663.56 |
| 29. Williams Lake | 1,703.00 | 291,426.06 |
| Subtotals | 7,117.37 | 1,727,118.97 |
| Region 3— | | |
| 31. Nelson | 624.11 | 270,859.50 |
| 32. Rossland | 340.00 | 145,190.22 |
| 33. Grand Forks | 507.50 | 130,511.33 |
| 34. New Denver | 497.22 | 201,586.45 |
| 35. Cranbrook | 534.00 | 109,275.08 |
| 36. Fernie | 286.20 | 113,871.07 |
| 37. Golden | 515.60 | 186,415.05 |
| 38. Revelstoke | 303.41 | 372,704.95 |
| Subtotals | 3,608.04 | 1,530,413.65 |
| Region 4— | | |
| 41. Quesnel | 1,001.07 | 194,704.35 |
| 42. Prince George | 872.77 | 409,603.98 |
| 43. Pouce Coupe | 1,192.26 | 257,949.00 |
| 44. Fort St. John | 1,692.00 | 305,642.19 |
| 45. Vanderhoof | 775.00 | 102,223.36 |
| 46. Burns Lake | 536.00 | 181,702.81 |
| 47. Smithers | 568.48 | 162,961.74 |
| 48. Terrace | 265.76 | 462,821.84 |
| 49. Prince Rupert | 179.70 | 119,125.75 |
| Subtotals | 7,083.04 | 2,196,735.02 |
| Grand totals | 21,141.15 | 6,836,935.06 |

# STATEMENT SHOWING MILEAGE OF PROVINCIAL HIGHWAYS AND MILEAGE OF CLASSIFIED HIGHWAYS

## BY SURFACE TYPE

(Figures for classified highways in bold type)

| Highway District | Provincial or Classified | A Portland Cement Concrete | A Bituminous Plantmix | B Bituminous Roadmix and Soil Cement | C Gravelled | D Not Gravelled | Total Miles Open | E Right-of-way Cleared | F Right-of-way Established | Total Miles Not Open |
|---|---|---|---|---|---|---|---|---|---|---|
| **Region 1** | | | | | | | | | | |
| 11. Saanich | Provincial | | 132.50 | 204.75 | 416.77 | 22.13 | 776.15 | 9.73 | 73.68 | 83.41 |
| | **Classified** | **0.43** | **49.34** | **15.23** | | | **65.00** | | | |
| 12. Nanaimo | Provincial | | 275.03 | 400.60 | 426.91 | 22.20 | 1,124.74 | 14.62 | 249.11 | 263.73 |
| | **Classified** | | **65.28** | **2.96** | **1.00** | | **69.24** | | | |
| 14. Courtenay | Provincial | | 160.24 | 165.22 | 311.68 | 10.64 | 647.78 | 4.70 | 83.77 | 88.47 |
| | **Classified** | | **32.15** | **0.69** | **2.68** | | **35.52** | | | |
| 15. North Vancouver | Provincial | | 148.34 | 90.19 | 192.49 | 101.78 | 532.80 | 6.41 | 43.25 | 49.66 |
| | **Classified** | | **56.81** | **11.31** | **4.15** | **0.27** | **72.54** | | **1.05** | **1.05** |
| 16. New Westminster | Provincial | | 12.54 | 6.94 | 19.12 | 1.45 | 40.05 | | 0.88 | 0.88 |
| | **Classified** | **4.80** | **279.65** | **30.30** | | | **314.75** | | **3.70** | **3.70** |
| 17. Chilliwack | Provincial | | 90.70 | 28.27 | 95.53 | 29.30 | 243.80 | 15.05 | 5.80 | 20.85 |
| | **Classified** | **5.46** | **115.64** | **19.97** | **9.00** | | **150.07** | **3.08** | | **3.08** |
| 19. Vancouver | Provincial | 3.93 | 14.94 | 2.72 | | | 21.59 | | | |
| | **Classified** | **2.04** | **31.00** | | | | **33.04** | | | |
| Regional totals | Provincial | 3.93 | 834.29 | 898.69 | 1,462.50 | 187.50 | 3,386.91 | 50.51 | 456.49 | 507.00 |
| | **Classified** | **12.73** | **629.87** | **80.46** | **16.83** | **0.27** | **740.16** | **3.08** | **4.75** | **7.83** |
| **Region 2** | | | | | | | | | | |
| 21. Kamloops | Provincial | | 123.76 | 168.72 | 661.60 | 198.36 | 1,152.44 | 67.31 | 8.66 | 75.97 |
| | **Classified** | | **14.82** | **2.32** | | | **17.14** | | | |
| 22. Salmon Arm | Provincial | | 162.35 | 57.40 | 338.30 | 141.30 | 699.35 | 35.50 | 7.10 | 42.60 |
| | **Classified** | | **27.04** | | | | **27.04** | | | |
| 23. McBride | Provincial | | 26.09 | 204.77 | 131.60 | 35.85 | 398.31 | 2.45 | 11.90 | 14.35 |
| | **Classified** | | **0.64** | **2.66** | | | **3.30** | | | |
| 24. Vernon | Provincial | | 103.78 | 138.34 | 309.61 | 99.53 | 651.26 | | 32.38 | 32.38 |
| | **Classified** | | **36.97** | **7.35** | | | **44.32** | | | |
| 25. Kelowna | Provincial | | 123.72 | 121.72 | 216.64 | 137.86 | 599.94 | | 79.48 | 79.48 |
| | **Classified** | | **26.16** | **2.40** | | | **28.56** | | | |
| 26. Penticton | Provincial | | 231.04 | 170.86 | 389.35 | 88.46 | 879.71 | | 44.30 | 44.30 |
| | **Classified** | | **19.15** | | | | **19.15** | | | |
| 27. Merritt | Provincial | | 172.98 | 104.62 | 257.46 | 330.41 | 865.47 | 3.68 | 2.87 | 6.55 |
| | **Classified** | | **4.59** | **4.71** | | | **9.30** | | | |
| 28. Lillooet | Provincial | | 82.64 | 103.40 | 497.39 | 271.37 | 954.80 | 91.72 | | 91.72 |
| | **Classified** | | **4.30** | **4.37** | | | **8.67** | | | |
| 29. Williams Lake | Provincial | | 109.49 | 57.13 | 1,204.07 | 952.01 | 2,322.70 | 68.60 | 15.42 | 84.02 |
| | **Classified** | | **4.23** | **0.95** | | | **5.18** | | | |
| Regional totals | Provincial | | 1,135.85 | 1,126.96 | 4,006.02 | 2,255.15 | 8,523.98 | 269.26 | 202.11 | 471.37 |
| | **Classified** | | **137.90** | **24.76** | | | **162.66** | | | |
| **Region 3** | | | | | | | | | | |
| 31. Nelson | Provincial | 0.30 | 221.99 | 103.90 | 201.47 | 88.42 | 616.08 | 0.79 | 12.32 | 13.11 |
| | **Classified** | | **7.52** | | **0.51** | | **8.03** | | | |
| 32. Rossland | Provincial | 0.35 | 102.13 | 68.84 | 105.71 | 42.06 | 319.09 | 6.14 | 21.13 | 27.27 |
| | **Classified** | | **21.09** | **0.30** | | | **21.39** | | | |
| 33. Grand Forks | Provincial | | 98.44 | 149.10 | 224.68 | 158.26 | 630.48 | 11.40 | 7.17 | 18.57 |
| | **Classified** | | **9.67** | **0.77** | | | **10.44** | | | |
| 34. New Denver | Provincial | | 43.01 | 156.77 | 216.71 | 73.06 | 489.57 | 1.87 | 24.14 | 26.01 |
| | **Classified** | | **2.78** | **4.87** | | | **7.65** | | | |
| 35. Cranbrook | Provincial | | 139.01 | 48.27 | 211.70 | 135.00 | 533.98 | 160.25 | 33.34 | 193.59 |
| | **Classified** | | **11.31** | | | | **11.31** | | | |
| 36. Fernie | Provincial | | 43.01 | 73.41 | 111.59 | 36.90 | 264.91 | | | |
| | **Classified** | | **19.84** | **1.55** | **0.70** | | **22.09** | | | |
| 37. Golden | Provincial | | 178.40 | 73.53 | 286.29 | 61.57 | 599.79 | 31.01 | 2.88 | 33.89 |
| | **Classified** | | **5.59** | | | | **5.59** | | | |
| 38. Revelstoke | Provincial | | 52.58 | 137.89 | 93.20 | 23.62 | 307.29 | 19.29 | 2.46 | 21.75 |
| | **Classified** | | **4.22** | **0.25** | **0.58** | | **5.05** | | | |
| Regional totals | Provincial | 0.65 | 878.57 | 811.71 | 1,451.35 | 618.91 | 3,761.19 | 230.75 | 103.44 | 334.19 |
| | **Classified** | | **82.02** | **7.74** | **1.79** | | **91.55** | | | |

# STATEMENT SHOWING MILEAGE OF PROVINCIAL HIGHWAYS AND MILEAGE OF CLASSIFIED HIGHWAYS—*Continued*

## BY SURFACE TYPE—*Continued*

(Figures for classified highways in bold type)

| Highway District | Provincial or Classified | A Portland Cement Concrete | A Bituminous Plantmix | B Bituminous Roadmix and Soil Cement | C Gravelled | D Not Gravelled | Total Miles Open | E Right-of-way Cleared | F Right-of-way Established | Total Miles Not Open |
|---|---|---|---|---|---|---|---|---|---|---|
| **Region 4** | | | | | | | | | | |
| **41.** Quesnel | Provincial | 0.21 | 143.20 | 32.29 | 668.15 | 331.21 | 1,175.06 | 16.26 | 5.10 | 21.36 |
| | **Classified** | | **6.19** | | | | **6.19** | | | |
| **42.** Prince George | Provincial | | 246.70 | 86.00 | 376.80 | 169.10 | 878.60 | 113.60 | 152.20 | 265.80 |
| | **Classified** | | **22.61** | | **6.48** | | **29.09** | | | |
| **43.** Pouce Coupe | Provincial | | 212.54 | 35.45 | 733.87 | 191.10 | 1,172.96 | 138.18 | 896.10 | 1,034.28 |
| | **Classified** | | **13.53** | **5.77** | | | **19.30** | | | |
| **44.** Fort St. John | Provincial | | 109.93 | 31.10 | 1,026.80 | **727.10** | 1,894.93 | 11.30 | 828.50 | 839.80 |
| | **Classified** | | **35.90** | | **0.95** | | **36.85** | | | |
| **45.** Vanderhoof | Provincial | | 103.71 | 41.42 | 515.77 | 114.72 | 775.62 | 76.23 | 112.02 | 188.25 |
| | **Classified** | | **4.06** | **1.73** | | | **5.79** | | | |
| **46.** Burns Lake | Provincial | | 80.44 | 10.00 | 405.80 | 60.30 | 556.54 | 44.20 | 0.90 | 45.10 |
| | **Classified** | | **10.24** | **0.43** | | | **10.67** | | | |
| **47.** Smithers | Provincial | | 92.43 | 19.08 | 440.71 | 32.03 | 584.27 | 2.34 | 101.98 | 104.32 |
| | **Classified** | | **4.38** | | **0.85** | | **5.23** | | | |
| **48.** Terrace | Provincial | | 129.34 | 3.14 | 120.28 | | 252.76 | 1.00 | 19.94 | 20.94 |
| | **Classified** | | **10.25** | | **1.82** | | **12.07** | | | |
| **49.** Prince Rupert | Provincial | | 67.76 | | 190.55 | 24.78 | 283.09 | 36.86 | 79.16 | 116.02 |
| | **Classified** | | **17.23** | | **6.24** | | **23.47** | | | |
| Regional totals | Provincial | 0.21 | 1,186.05 | 258.48 | 4,478.73 | 1,650.36 | 7,573.83 | 439.97 | 2,195.90 | 2,635.87 |
| | **Classified** | | **124.39** | **7.93** | **16.34** | | **148.66** | | | |
| Totals | Provincial | 4.79 | 4,034.76 | 3,095.84 | 11,398.60 | 4,711.92 | 23,245.91 | 990.49 | 2,957.94 | 3,948.43 |
| | **Classified** | **12.73** | **974.18** | **120.89** | **34.96** | **0.27** | **1,143.03** | **3.08** | **4.75** | **7.83** |
| Grand totals, Provincial and classified | | 17.52 | 5,008.94 | 3,216.73 | 11,433.56 | 4,712.19 | 24,388.94 | 993.57 | 2,962.69 | 3,956.26 |

# STATEMENT SHOWING MILEAGE OF PROVINCIAL HIGHWAYS AND MILEAGE OF CLASSIFIED HIGHWAYS—*Continued*

## BY CLASS

(Figures for classified highways in bold type)

| Highway District | Provincial or Classified | Department of Highways | | | | | | | Department of Mines and Petroleum Resources | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Trunk | Main | Other Roads | | Total Miles Open | Minor C Not Open | Trails | Roads | Trails |
| | | | | Minor A | Minor B | | | | | |
| **Region 1** | | | | | | | | | | |
| 11. Saanich | Provincial | 28.29 | 67.45 | 189.45 | 490.96 | 776.15 | 83.41 | | | 46.50 |
| | **Classified** | **19.75** | **19.81** | **24.12** | **1.32** | **65.00** | | | | |
| 12. Nanaimo | Provincial | | 32.06 | 138.83 | 953.85 | 1,124.74 | 263.73 | 23.04 | 35.50 | 28.00 |
| | **Classified** | **16.75** | **29.58** | | **22.91** | **69.24** | | | | |
| 14. Courtenay | Provincial | 87.89 | 54.70 | 9.55 | 495.64 | 647.78 | 88.47 | 234.11 | | 65.95 |
| | **Classified** | **14.26** | **8.23** | **5.20** | **7.83** | **35.52** | | | | |
| 15. North Vancouver | Provincial | 18.00 | 117.54 | 113.81 | 283.45 | 532.80 | 49.66 | 24.81 | 74.00 | 14.00 |
| | **Classified** | **29.30** | **33.05** | **10.19** | | **72.54** | **1.05** | | | |
| 16. New Westminster | Provincial | 3.41 | 1.00 | 16.28 | 19.36 | 40.05 | 0.88 | | | |
| | **Classified** | **164.20** | **96.75** | **50.35** | **3.45** | **314.75** | **3.70** | | | |
| 17. Chilliwack | Provincial | 46.91 | 2.20 | 57.42 | 137.27 | 243.80 | 20.85 | | | 7.90 |
| | **Classified** | **68.66** | **38.39** | **43.02** | | **150.07** | **3.08** | | | |
| 19. Vancouver | Provincial | 6.75 | 2.66 | 9.46 | 2.72 | 21.59 | | | | |
| | **Classified** | **33.04** | | | | **33.04** | | | | |
| Regional totals | Provincial | 191.25 | 277.61 | 534.80 | 2,383.25 | 3,386.91 | 507.00 | 281.96 | 109.50 | 162.35 |
| | **Classified** | **345.96** | **225.81** | **132.88** | **35.51** | **740.16** | **7.83** | | | |
| **Region 2** | | | | | | | | | | |
| 21. Kamloops | Provincial | 185.46 | 24.43 | 287.98 | 654.57 | 1,152.44 | 75.97 | 127.00 | | |
| | **Classified** | **9.75** | | **5.94** | **1.45** | **17.14** | | | | |
| 22. Salmon Arm | Provincial | 122.85 | | 325.30 | 251.20 | 699.35 | 42.60 | | 14.00 | 47.80 |
| | **Classified** | **10.62** | **3.42** | **13.00** | | **27.04** | | | | |
| 23. McBride | Provincial | 231.47 | | 54.75 | 112.09 | 398.31 | 14.35 | 14.00 | | |
| | **Classified** | **1.28** | | **2.02** | | **3.30** | | | | |
| 24. Vernon | Provincial | 92.31 | 5.50 | 209.83 | 343.62 | 651.26 | 32.38 | | | |
| | **Classified** | **30.91** | | **13.41** | | **44.32** | | | | |
| 25. Kelowna | Provincial | 29.85 | 25.50 | 406.73 | 137.86 | 599.94 | 79.48 | | | |
| | **Classified** | **21.10** | | **7.46** | | **28.56** | | | | |
| 26. Penticton | Provincial | 226.37 | | 491.59 | 161.75 | 879.71 | 44.30 | 116.10 | 18.25 | 153.64 |
| | **Classified** | **10.88** | | **8.27** | | **19.15** | | | | |
| 27. Merritt | Provincial | 169.30 | 53.90 | 224.59 | 417.68 | 865.47 | 6.55 | | 20.20 | 22.50 |
| | **Classified** | **7.07** | **1.28** | | **0.95** | **9.30** | | | | |
| 28. Lillooet | Provincial | 80.27 | 74.90 | 336.42 | 463.21 | 954.80 | 91.72 | 83.50 | 300.00 | 121.00 |
| | **Classified** | **4.30** | | **4.37** | | **8.67** | | | | |
| 29. Williams Lake | Provincial | 89.74 | 335.75 | 1,210.13 | 687.08 | 2,322.70 | 84.02 | 408.10 | 64.40 | 225.20 |
| | **Classified** | **3.03** | | **2.15** | | **5.18** | | | | |
| Regional totals | Provincial | 1,227.62 | 598.98 | 3,547.32 | 3,229.06 | 8,523.98 | 471.37 | 748.70 | 416.85 | 570.14 |
| | **Classified** | **98.94** | **4.70** | **56.62** | **2.40** | **162.66** | | | | |
| **Region 3** | | | | | | | | | | |
| 31. Nelson | Provincial | 213.17 | 14.60 | 286.80 | 101.51 | 616.08 | 13.11 | | 105.10 | 40.50 |
| | **Classified** | **7.02** | | **1.01** | | **8.03** | | | | |
| 32. Rossland | Provincial | 81.75 | 10.18 | 150.54 | 76.62 | 319.09 | 27.27 | | 3.45 | |
| | **Classified** | **16.65** | **3.94** | **0.80** | | **21.39** | | | | |
| 33. Grand Forks | Provincial | 97.69 | 3.57 | 301.26 | 227.96 | 630.48 | 18.57 | | 12.15 | |
| | **Classified** | **9.21** | | **1.23** | | **10.44** | | | | |
| 34. New Denver | Provincial | 129.47 | 91.70 | 63.58 | 204.82 | 489.57 | 26.01 | | 274.45 | 42.00 |
| | **Classified** | **3.44** | **3.35** | **0.86** | | **7.65** | | | | |
| 35. Cranbrook | Provincial | 139.50 | | 127.58 | 266.90 | 533.98 | 193.59 | | 12.00 | |
| | **Classified** | **8.50** | **2.81** | | | **11.31** | | | | |
| 36. Fernie | Provincial | 75.11 | | 72.56 | 117.24 | 264.91 | | | | |
| | **Classified** | **17.84** | | **3.55** | **0.70** | **22.09** | | | | |
| 37. Golden | Provincial | 162.25 | | 395.68 | 41.86 | 599.79 | 33.89 | | 170.27 | 46.00 |
| | **Classified** | **3.84** | | **1.75** | | **5.59** | | | | |
| 38. Revelstoke | Provincial | 49.20 | 69.61 | 138.07 | 50.41 | 307.29 | 21.75 | 0.50 | 9.90 | 52.10 |
| | **Classified** | **1.00** | **1.35** | **2.70** | | **5.05** | | | | |
| Regional totals | Provincial | 948.14 | 189.66 | 1,536.07 | 1,087.32 | 3,761.19 | 334.19 | 0.50 | 587.32 | 180.60 |
| | **Classified** | **67.50** | **11.45** | **11.90** | **0.70** | **91.55** | | | | |

# STATEMENT SHOWING MILEAGE OF PROVINCIAL HIGHWAYS AND MILEAGE OF CLASSIFIED HIGHWAYS—*Continued*

## BY CLASS—*Continued*

(Figures for classified highways in bold type)

| Highway District | Provincial or Classified | Department of Highways | | | | | | | Department of Mines and Petroleum Resources | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Trunk | Main | Other Roads | | Total Miles Open | Minor C Not Open | Trails | Roads | Trails |
| | | | | Minor A | Minor B | | | | | |
| **Region 4** | | | | | | | | | | |
| 41. Quesnel | Provincial. | 108.56 | 53.00 | 403.67 | 609.83 | 1,175.06 | 21.36 | 58.30 | 178.95 | 332.86 |
| | **Classified..** | **3.93** | ..... | **2.26** | ..... | **6.19** | ..... | ..... | ..... | ..... |
| 42. Prince George | Provincial. | 274.60 | 37.30 | 131.60 | 435.10 | 878.60 | 265.80 | ..... | 30.00 | ..... |
| | **Classified..** | **9.55** | **6.55** | **12.99** | ..... | **29.09** | ..... | ..... | ..... | ..... |
| 43. Pouce Coupe | Provincial. | 181.38 | 56.95 | 263.06 | 671.57 | 1,172.96 | 1,034.28 | ..... | ..... | ..... |
| | **Classified..** | **6.97** | **10.62** | **0.64** | **1.07** | **19.30** | ..... | ..... | ..... | ..... |
| 44. Fort St. John | Provincial. | 45.10 | 466.20 | 428.93 | 954.70 | 1,894.93 | 839.80 | 635.50 | 1,003.60 | 322.00 |
| | **Classified..** | **3.17** | **14.30** | **18.43** | **0.95** | **36.85** | ..... | ..... | ..... | ..... |
| 45. Vanderhoof | Provincial. | 87.78 | 37.30 | 320.34 | 330.20 | 775.62 | 188.25 | ..... | 318.77 | 145.00 |
| | **Classified..** | **2.77** | **2.65** | **0.37** | ..... | **5.79** | ..... | ..... | ..... | ..... |
| 46. Burns Lake | Provincial. | 80.44 | 13.90 | 231.40 | 230.80 | 556.54 | 45.10 | ..... | 56.30 | 86.00 |
| | **Classified..** | **9.83** | **0.31** | **0.53** | ..... | **10.67** | ..... | ..... | ..... | ..... |
| 47. Smithers | Provincial. | 130.30 | ..... | 200.68 | 253.29 | 584.27 | 104.32 | 380.00 | 17.70 | 270.50 |
| | **Classified..** | **2.88** | ..... | **2.35** | ..... | **5.23** | ..... | ..... | ..... | ..... |
| 48. Terrace | Provincial. | 87.90 | 32.20 | 100.53 | 32.13 | 252.76 | 20.94 | 71.90 | ..... | 30.75 |
| | **Classified..** | **4.20** | **6.05** | **1.82** | ..... | **12.07** | ..... | ..... | ..... | ..... |
| 49. Prince Rupert | Provincial. | 21.08 | 167.62 | 34.43 | 59.96 | 283.09 | 116.02 | 28.85 | 33.10 | ..... |
| | **Classified..** | **9.35** | **6.53** | **7.59** | ..... | **23.47** | ..... | ..... | ..... | ..... |
| Regional totals | Provincial. | 1,017.14 | 864.47 | 2,114.64 | 3,577.58 | 7,573.83 | 2,635.87 | 1,359.55 | 1,638.42 | 1,187.11 |
| | **Classified..** | **52.65** | **47.01** | **46.98** | **2.02** | **148.66** | ..... | ..... | ..... | ..... |
| Totals | Provincial. | 3,384.15 | 1,851.72 | 7,732.83 | 10,277.21 | 23,245.91 | 3,948.43 | 2,390.71 | 2,752.09 | 2,100.20 |
| | **Classified..** | **565.05** | **288.97** | **248.38** | **40.63** | **1,143.03** | **7.83** | ..... | ..... | ..... |
| Grand totals, Provincial and classified | | 3,949.20 | 2,140.69 | 7,981.21 | 10,317.84 | 24,388.94 | 3,956.26 | 2,390.71 | 2,752.09 | 2,100.20 |

# CLASSIFICATION OF HIGHWAYS

*Under Part III of the Highway Act*

## STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31, 1972

| Name of Municipality | Ref. No. | Name of Highway | How Classified | Approximate Mileage | |
|---|---|---|---|---|---|
| | | | | Arterial | Secondary |
| *City Municipalities* | | | | | |
| Armstrong | 270R | Okanagan Highway | Arterial | 0.52 | |
| | 33B | Armstrong–Salmon Arm Road | Secondary | | 0.90 |
| | 152B | Pleasant Valley Road | Secondary | | 1.50 |
| Chilliwack | 175B | Yale Road | Secondary | | 1.65 |
| Courtenay | 153R | Comox Road | Arterial | 1.06 | |
| | 493R | Island Highway | Arterial | 2.39 | |
| | 523R | Ryan Road | Arterial | 1.16 | |
| | 222B | Eighth St., Fitzgerald Ave., and Fifth St. | Secondary | | 0.55 |
| | 223B | Cumberland Road | Secondary | | 1.08 |
| Cranbrook | 519R | British Columbia Highway 3 | Arterial | 3.00 | |
| 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 | British Columbia Highway 1 | Arterial | 0.75 | |
| | 282R | Trunk Road and Government St. | Arterial | 1.25 | |
| | 119B | Tzouhalem Road | Secondary | | 0.68 |
| Enderby | 36R | Vernon–Salmon Arm Road | Arterial | 1.11 | |
| | 125B | Cliff St. | Secondary | | 0.16 |
| Fernie | 525R | British Columbia Highway 3 | Arterial | 1.24 | |
| Grand Forks | 464R | British Columbia Highway 3 | Arterial | 2.98 | |
| Greenwood | 43R | British Columbia Highway 3 | Arterial | 1.75 | |
| Kamloops | 283R | Tranquille Highway | Arterial | 0.47 | |
| | 284R | Eighth St. | Arterial | 0.79 | |
| | 299R | British Columbia Highway 1 | Arterial | 2.25 | |
| | 321R | Fortune Drive | Arterial | 1.56 | |
| | 413R | South approach to 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 | |
| | 463R | North approach to Overlanders Bridge | Arterial | 0.45 | |
| | 488R | River St. | Arterial | 0.56 | |
| | 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 | |
| | 319R | Vernon Road | Arterial | 0.18 | |
| | 469R | Okanagan Highway (Harvey Ave.) | Arterial | 3.90 | |
| | 195B | Pandosy St. | Secondary | | 1.32 |
| Kimberley | 485R | Kimberley Highway | Arterial | 5.50 | |
| | 105B | Fifth Ave., Third Ave., and portion of Main Road | Secondary | | 0.42 |
| | 107B | Mill Road | Secondary | | 0.47 |
| | 232B | Chapman Camp Road, Black Bear Road, Rotary Drive, and Mark St. | Secondary | | 1.92 |
| Langley | 264R | Glover Road | Arterial | 1.00 | |
| | 263R | Fraser Highway | Arterial | 3.00 | |
| | 444R | Carvolth Road | Arterial | 0.35 | |
| | 456R | Langley Bypass | Arterial | 1.64 | |
| Nanaimo | 224R | Island Highway | Arterial | 2.00 | |
| | 242R | Nicol St., Terminal Ave., Fraser St. | Arterial | 2.00 | |
| | 340R | Stewart Ave. and Brechin Road | Arterial | 1.45 | |
| | 355R | Brechin Road | Arterial | 0.65 | |
| | 221B | Esplanade and Front St. | Secondary | | 0.35 |
| 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 | |
| North Vancouver | 333R | British Columbia Highway 1 and interchanges | Arterial | 2.66 | |
| Penticton | 359R | Okanagan Highway | Arterial | 4.79 | |
| | 135B | Penticton–Naramata Road | Secondary | | 5.50 |

# STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31, 1972—*Continued*

| Name of Municipality | Ref. No. | Name of Highway | How Classified | Approximate Mileage | |
|---|---|---|---|---|---|
| | | | | Arterial | Secondary |
| *City Municipalities* —Continued | | | | | |
| Port Alberni | 33R | Port Alberni Highway | Arterial | 1.80 | |
| | 152R | River Road | Arterial | 1.60 | |
| | 240R | Redford St. and Port Alberni Highway | Arterial | 1.25 | |
| | 315R | Alberni arterial Highway | Arterial | 1.70 | |
| | 316R | Gertrude St. | Arterial | 0.30 | |
| | 39B | Beaver Creek Road | Secondary | | 0.43 |
| Port Coquitlam | 75R | Central arterial | Arterial | 3.70 | |
| | 165R | Lougheed Highway | Arterial | 3.80 | |
| | 210B | Pitt River Road, McLean Ave., Kingsway, and Trenton Ave. | Secondary | | 3.22 |
| Port Moody | 57R | Ioco–Port Moody | Arterial | 2.59 | |
| | 200R | Barnet Highway | Arterial | 3.93 | |
| | 116B | Clarke Road | Secondary | | 0.80 |
| Prince George | 276R | Yellowhead Highway, 20th Ave., and Victoria St. | Arterial | 3.00 | |
| | 365R | 15th Ave. and Patricia Ave. | Arterial | 1.13 | |
| | 512R | Cariboo Highway | Arterial | 5.30 | |
| | 157B | *Fifth Ave. and Carney St.* | *Secondary* | | 0.91 |
| | 178B | First Ave. and Cameron St. | Secondary | | 2.45 |
| | 179B | Queensway St. | Secondary | | 0.90 |
| | 220B | Ferry Ave. and River St. | Secondary | | 0.64 |
| Prince Rupert | 487R | Co-op Road, part Cemetery Road, Park Ave., Second Ave., McBride St., and Yellowhead Highway | Arterial | 9.35 | |
| Revelstoke | 400R | British Columbia Highway 1 | 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., LeRoi Ave., and 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 British Columbia Highway 3 | Arterial | 3.65 | |
| | 536R | Smelter Hill Road and Aldridge Ave. | Arterial | 1.61 | |
| | 224B | Warfield Hill Road | Secondary | | 1.66 |
| Vancouver | 375R | British Columbia Highway 1 | Arterial | 0.97 | |
| Vernon | 451R | Vernon–Slocan Highway | Arterial | 0.65 | |
| | 515R | Okanagan Highway | Arterial | 3.43 | |
| White Rock | 149B | Marine Drive, Washington Ave., and Campbell River Road | Secondary | | 3.12 |
| | | | | 124.43 | 33.90 |
| *District Municipalities* | | | | | |
| Burnaby | 1R | British Columbia Highway 1 (Kingsway) | Arterial | 4.22 | |
| | 17R | Central arterial (Lougheed Highway) | Arterial | 6.15 | |
| | 135R | Grandview–Douglas Highway | Arterial | 2.57 | |
| | 272R | Tenth Ave. (north half) | Arterial | 1.25 | |
| | 293R | Barnet Highway | Arterial | 6.38 | |
| | 376R | British Columbia Highway 401 and interchanges | Arterial | 14.23 | |
| | 414R | Simon Fraser Universities 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 | |

# STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31, 1972—*Continued*

| Name of Municipality | Ref. No. | Name of Highway | How Classified | Approximate Mileage | |
|---|---|---|---|---|---|
| | | | | Arterial | Secondary |
| *District Municipalities* —Continued | | | | | |
| | 213R | Patricia Bay Highway | Arterial | 4.30 | |
| | 121B | Keating Cross Road | Secondary | | 2.00 |
| | 216B | Island View Road, Saanich Cross Road, and Central Saanich Road | Secondary | | 0.66 |
| Chilliwhack | 8R | British Columbia Highway 1 (Yale Road) | Arterial | 6.43 | |
| | 260R | Mount Baker Trail | Arterial | 1.00 | |
| | 344R | British Columbia Highway 1 | 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 |
| | 174B | Yale Road | Secondary | | 7.44 |
| | 172B | Vedder Mountain Road and Yarrow Central Road | Secondary | | 5.25 |
| Coldstream | 103R | Monashee Road (White Valley) | Arterial | 9.00 | |
| | 516R | Okanagan Highway | Arterial | 1.05 | |
| Coquitlam | 167R | Brunette St. | Arterial | 0.40 | |
| | 201R | Barnet Highway | Arterial | 1.55 | |
| | 280R | Lougheed Highway | Arterial | 6.06 | |
| | 378R | British Columbia Highway 401 and interchanges | Arterial | 6.47 | |
| | 14B | North Road (east half) | Secondary | | 1.40 |
| | 115B | Clarke Road | Secondary | | 1.05 |
| 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 | 9.17 | |
| | 530R | Roberts Bank Road | Arterial | 3.30 | |
| Dufferin | 534R | Princeton–Kamloops Highway | Arterial | 1.00 | |
| | 535R | British Columbia Highway 1 | Arterial | 3.09 | |
| Esquimalt | 472R | Craigflower Road | Arterial | 1.65 | |
| | 126B | Tillicum Road | Secondary | | 0.54 |
| Fraser Mills | 76R | Central arterial (Lougheed Highway) | Arterial | 0.78 | |
| | 377R | British Columbia Highway 401 | Arterial | 0.78 | |
| Gold River | 461R | Highway 1 and Muchalat Drive | Arterial | 0.95 | |
| | 462R | Highway 1 | Arterial | 0.72 | |
| | 498R | Gold River Road | Arterial | 0.45 | |
| Houston | 476R | Eighth St. | Arterial | 0.05 | |
| | 486R | Yellowhead Highway | Arterial | 8.40 | |
| Hudson's Hope | 520R | Peace River Canyon Road | Arterial | 14.80 | |
| | 521R | Hudson Hope Highway | Arterial | 24.05 | |
| 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 | |
| | 503R | Road to industrial area | Arterial | 1.80 | |
| 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 | British Columbia Highway 401 and interchanges | Arterial | 20.42 | |
| | 445R | Carvolth Road | Arterial | 3.12 | |
| | 457R | Langley Bypass | Arterial | 1.73 | |
| Mackenzie | 436R | Parsnip River Road | Arterial | 12.70 | |
| Maple Ridge | 22R | Lougheed Highway | Arterial | 12.46 | |
| | 407R | River Road and 17th Avenue | 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 | British Columbia Highway 1 | Arterial | 8.59 | |
| | 422R | Fraser Highway | Arterial | 3.60 | |
| | 186B | South Fraser Way | Secondary | | 2.65 |

## STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31, 1972—*Continued*

| Name of Municipality | Ref. No. | Name of Highway | How Classified | Approximate Mileage | |
|---|---|---|---|---|---|
| | | | | Arterial | Secondary |
| *District Municipalities* —Continued | | | | | |
| Mission | 23R | Lougheed Highway | Arterial | 9.10 | |
| | 24R | Abbotsford–Mission Road | Arterial | 0.56 | |
| | 25R | Lougheed Highway | Arterial | 1.40 | |
| | 77B | Dewdney Trunk Road | Secondary | | 15.50 |
| | 93B | Seventh St. and Grand Ave. | Secondary | | 0.70 |
| | 96B | Cedar Valley Road | Secondary | | 2.00 |
| | 97B | Cedar Valley Road (east half) | Secondary | | 0.50 |
| North Cowichan | 168R | British Columbia Highway 1 | Arterial | 12.10 | |
| | 248R | Mount Sicker Road, Chemainus Road, Crofton Road, and Chaplin Road | Arterial | 4.20 | |
| | 249R | Cowichan Lake Road | Arterial | 3.30 | |
| | 482R | Cowichan Valley Road | Arterial | 3.46 | |
| | 36B | Quamichan Lake Road | Secondary | | 4.25 |
| | 169B | Chemainus Road | Secondary | | 4.90 |
| North Saanich | 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 | |
| | 453R | Patricia Bay Highway | Arterial | 3.97 | |
| | 510R | Dolphin Road and Swartz Bay Road | Arterial | 0.30 | |
| | 193B | McTavish Road | Secondary | | 2.20 |
| | 231B | McDonald Park Road (west half) | Secondary | | 0.17 |
| North Vancouver | 157R | Main Street, Dollarton Highway, and Deep Cove Road | Arterial | 5.71 | |
| | 328R | British Columbia Highway 1 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 | |
| | 480R | Princeton Ave. | Arterial | 3.30 | |
| Pitt Meadows | 21R | Lougheed Highway (Dewdney Trunk Road) | Arterial | 3.23 | |
| | 74B | Harris Road | Secondary | | 1.70 |
| | 75B | Hammond Road | Secondary | | 0.90 |
| | 78B | Harris Road | Secondary | | 1.90 |
| | 79B | McNeil Road | Secondary | | 2.00 |
| | 92B | Old Dewdney Trunk Road | Secondary | | 3.50 |
| Powell River | 245R | Marine Ave., Ocean View Ave., Second St., Poplar Ave., First St., and Lund Highway | Arterial | 9.50 | |
| | 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 | 0.93 | |
| | 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 | British Columbia Highway 1 | 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 | 197R | British Columbia Highway 1 | Arterial | 0.87 | |
| | 325R | British Columbia Highway 1 | Arterial | 8.75 | |
| | 326R | Okanagan Highway (97B) | Arterial | 3.42 | |
| | 23B | Salmon Arm–Enderby | Secondary | | 0.69 |
| | 24B | Salmon Arm–Enderby | Secondary | | 4.20 |
| | 80B | Salmon Arm–Enderby | Secondary | | 0.21 |
| | 217B | Salmon Arm–Grand Prairie Road | Secondary | | 6.20 |
| Spallumcheen | 271R | Okanagan Highway | Arterial | 13.50 | |
| | 153B | Pleasant Valley Highway | Secondary | | 2.25 |
| | 171B | Armstrong–Salmon River Highway | Secondary | | 7.35 |
| Sparwood | 447R | British Columbia Highway 3 | Arterial | 16.60 | |
| | 448R | Corbin Road | Arterial | 0.70 | |
| | 489R | Elk Valley Road | Arterial | 3.55 | |

# STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31, 1972—*Continued*

| Name of Municipality | Ref. No. | Name of Highway | How Classified | Approximate Mileage | |
|---|---|---|---|---|---|
| | | | | Arterial | Secondary |
| *District Municipalities —Continued* | | | | | |
| Squamish | 399R | Darrell Bay Road | Arterial | 0.20 | |
| | 406R | Alice Lake Road | Arterial | 0.36 | |
| | 426R | Garibaldi Highway | Arterial | 19.95 | |
| | 460R | Squamish Valley Road | Arterial | 2.51 | |
| | 192B | Mamquam (Garibaldi Park) Road | Secondary | | 2.96 |
| Stewart | 442R | Stewart–Watson Lake Highway | Arterial | 3.68 | |
| Sumas | 342R | McCallum Road | Arterial | 0.99 | |
| | 381R | British Columbia Highway 401 and interchanges | Arterial | 16.85 | |
| | 402R | Barrowtown Road | Arterial | 1.25 | |
| | 403R | Abbotsford–Huntington 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 | 6.24 | |
| | 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 | British Columbia Highway 401 and interchanges | Arterial | 14.02 | |
| | 384R | King George VI Highway | Arterial | 16.79 | |
| | 385R | Fraser Highway | Arterial | 8.75 | |
| | 455R | Langley Bypass | Arterial | 0.60 | |
| | 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 | Yellowhead 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 | British Columbia Highway 1 | Arterial | 9.46 | |
| | 372R | Marine Drive | Arterial | 0.50 | |
| | | | | 649.74 | 142.46 |
| *Town Municipalities* | | | | | |
| Castlegar | 508R | Columbia Ave. | Arterial | 2.28 | |
| Comox | 477R | Comox Ave. and Anderton Road | Arterial | 1.57 | |
| | 166B | Comox Ave., Stewart St., Balmoral Ave., and Port Augusta St. | Secondary | | 1.40 |
| Creston | 369R | British Columbia Highway 3 | Arterial | 1.68 | |
| | 219B | Creston-Erickson Road, 17th Ave., and 16th Ave. | Secondary | | 1.01 |
| Fort St. John | 279R | MacKenzie St. | Arterial | 2.13 | |
| | 346R | Alaska Highway | Arterial | 0.56 | |
| | 361R | Alaska Highway | Arterial | 1.02 | |
| | 396R | Centre Ave. | Arterial | 1.50 | |
| Golden | 322R | British Columbia Highway 1 | Arterial | 1.28 | |
| | 323R | Kootenay-Columbia Highway | Arterial | 1.52 | |
| | 185B | Big Bend Highway (10th Ave. northeast) | Secondary | | 1.04 |
| Hope | 179R | Hope–Princeton Highway | Arterial | 1.65 | |
| | 180R | British Columbia Highway 1 | Arterial | 1.05 | |
| | 159B | Kawkawa Lake Road | Secondary | | 0.32 |
| | 160B | Sixth Ave. | Secondary | | 0.13 |
| Kinnaird | 181R | British Columbia Highway 3 (Seventh Ave.) | Arterial | 2.86 | |
| | 452R | British Columbia Highway 3 | Arterial | 1.78 | |
| Ladysmith | 335R | British Columbia Highway 1 | 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 |

# STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31, 1972—*Continued*

| Name of Municipality | Ref. No. | Name of Highway | How Classified | Approximate Mileage | |
|---|---|---|---|---|---|
| | | | | Arterial | Secondary |
| *Town Municipalities —Continued* | | | | | |
| Quesnel | 287R | Blackwater Road | Arterial | 0.98 | |
| | 495R | Fraser West Road | Arterial | 1.28 | |
| | 511R | Cariboo Highway | Arterial | 3.93 | |
| 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 |
| | 207B | First St. and Beacon Ave. | Secondary | | 0.53 |
| | 228B | McDonald Park Road (east half) | Secondary | | 0.25 |
| Smithers | 522R | Yellowhead Highway | Arterial | 2.11 | |
| | 58B | Hudson Bay Mountain Road | Secondary | | 1.35 |
| Valleyview | 497R | British Columbia Highway 1 | Arterial | 3.41 | |
| Williams Lake | 306R | Mackenzie Ave. north | Arterial | 1.00 | |
| | 307R | Mackenzie Ave. south | Arterial | 0.80 | |
| | 475R | South truck route | Arterial | 0.67 | |
| | 502R | Cariboo Highway | Arterial | 1.38 | |
| | | | | 46.64 | 9.21 |
| *Village Municipalities* | | | | | |
| Abbotsford | 5R | British Columbia Highway 1 (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 | 514R | Ashcroft–Cache Creek Highway, First St., Barnes Ave., and Highland Valley Road | Arterial | 2.00 | |
| Burns Lake | 297R | Burns Lake–François Lake Road | Arterial | 0.31 | |
| | 298R | Burns Lake–Babine Road | Arterial | 0.53 | |
| | 471R | Yellowhead Highway (Alaska Road) | Arterial | 1.38 | |
| Cache Creek | 466R | Cariboo Highway | Arterial | 0.36 | |
| | 509R | British Columbia Highway 1 | Arterial | 2.20 | |
| Chase | 500R | British Columbia Highway 1 | Arterial | 1.00 | |
| | 229B | Old Trans-Canada Highway (Chase business route) | Secondary | | 1.70 |
| Chetwynd | 427R | John Hart-Peace River Highway | Arterial | 2.15 | |
| | 428R | Chetwynd–Hudson Hope Highway | Arterial | 0.87 | |
| Clinton | 387R | Cariboo Highway | Arterial | 1.28 | |
| | 391R | Pavilion–Clinton Road | Arterial | 0.34 | |
| Cumberland | 209B | Dunsmuir Ave. | Secondary | | 1.05 |
| | 233B | Courtenay–Cumberland Road (Fourth St. and Cumberland Road) | Secondary | | 0.68 |
| Fort St. James | 254R | Vanderhoof–Stuart Lake Road and Fort St. James Road | Arterial | 1.70 | |
| Fraser Lake | 446R | Yellowhead Highway | Arterial | 1.54 | |
| Fruitvale | 202R | Trail–Salmo–Nelson Highway | Arterial | 1.85 | |
| | 129B | Columbia Gardens Road | Secondary | | 0.80 |
| Gibsons | 499R | Sunshine Coast Highway | Arterial | 1.66 | |
| | 226B | Gower Point Road | Secondary | | 1.21 |
| | 227B | North Road | Secondary | | 0.50 |
| Harrison Hot Springs | 161R | Harrison Hot Springs Road and Lillooet Ave. | Arterial | 2.64 | |
| 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 | |
| | 473R | Balfour–Revelstoke Highway | Arterial | 0.74 | |
| Keremeos | 438R | British Columbia Highway 3 | Arterial | 1.24 | |
| | 439R | British Columbia Highway 3A | Arterial | 0.51 | |
| Lake Cowichan | 98R | Cowichan Lake Road and North Shore Road | Arterial | 1.44 | |
| | 99R | South Shore Road | Arterial | 1.12 | |
| Lillooet | 513R | Lillooet–Cache Creek Road, Main St., Main St. South, Lillooet–Seton Lake Road | Arterial | 2.49 | |
| Lions Bay | 518R | Garibaldi Highway | Arterial | 1.61 | |

# STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31, 1972—*Continued*

| Name of Municipality | Ref. No. | Name of Highway | How Classified | Approximate Mileage | |
|---|---|---|---|---|---|
| | | | | Arterial | Secondary |
| *Village Municipalities* —Continued | | | | | |
| Lumby | 261R | Vernon St. (Slocan Highway) | Arterial | 1.65 | |
| | 147B | Shuswap Ave. | Secondary | | 1.25 |
| Lytton | 108R | Sixth St. and Fraser St. | Arterial | 0.28 | |
| | 478R | British Columbia Highway 1 | Arterial | 0.75 | |
| | 479R | Lytton south approach and Main St. | Arterial | 0.90 | |
| Masset | 494R | Harrison Ave., Delkatla St., Hodges Ave., Delkatla Causeway, Shore Road, and Queen Charlotte City–Masset Road | Arterial | 2.85 | |
| | 467R | Tow Hill Road | Arterial | 0.55 | |
| McBride | 501R | First Ave., Main St., and Yellowhead Highway | Arterial | 1.28 | |
| Midway | 458R | British Columbia Highway 3 | Arterial | 4.48 | |
| | 459R | Midway–U.S. Customs Road 100 | Arterial | 1.23 | |
| Montrose | 246R | Trail–Salmo–Nelson Highway | Arterial | 1.00 | |
| Nakusp | 405R | Broadway St., Lake Ave., and Nakusp–Arrowhead Highway | Arterial | 1.17 | |
| | 484R | Vernon–Slocan Highway, Nelson Ave., and Broadway St. | Arterial | 1.16 | |
| New Denver | 88R | Slocan Valley–Nakusp Highway | Arterial | 0.91 | |
| | 291R | Sixth Ave. and Victoria St. | Arterial | 0.44 | |
| Oliver | 441R | Okanagan Highway (First Ave.) | Arterial | 1.10 | |
| | 212B | Seventh St. and McKinney Road | Secondary | | 0.66 |
| 100 Mile House | 49BR | Cariboo Highway | Arterial | 0.98 | |
| | 190B | *Mile 100–Roe Lake Road* | Secondary | | 0.35 |
| 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 | |
| Port Edward | 517R | Port Edward–Cassiar Cannery Road | Arterial | 7.04 | |
| Port McNeill | 507R | Campbell Way | Arterial | 1.20 | |
| Pouce Coupe | 83R | Arterial Highway, Pouce Coupe | Arterial | 0.43 | |
| Princeton | 524R | British Columbia Highway 3 | Arterial | 1.89 | |
| | 434R | Princeton–Merritt Highway | Arterial | 0.61 | |
| | 496R | Tulameen Road | Arterial | 0.96 | |
| | 203B | Bridge St. | Secondary | | 0.40 |
| 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 diversion) | Arterial | 1.59 | |
| Salmo | 230R | Salmo–Fruitvale Road | Arterial | 0.78 | |
| | 231R | Nelson–Nelway Road | Arterial | 0.65 | |
| Sayward | 481R | Island Highway | Arterial | 1.32 | |
| 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 | |
| South Fort George | 483R | Cariboo Highway Interchange, Rose Ave., Fourth St., and Queensway St. | Arterial | 1.00 | |
| Taylor | 334R | Alaska Highway | Arterial | 1.59 | |
| | 161B | Taylor–Peaceview Road | Secondary | | 0.95 |
| Telkwa | 440R | Yellowhead 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 | 423R | Fifth Ave. | Arterial | 0.66 | |
| | 201B | Main St. | Secondary | | 1.36 |
| Vanderhoof | 232R | Yellowhead Highway | Arterial | 1.23 | |
| | 233R | Fort. St. James Highway | Arterial | 0.95 | |
| | 180B | Nechako Ave. | Secondary | | 0.37 |
| Warfield | 205R | British Columbia Highway 3 | Arterial | 0.68 | |
| | 206R | Trail–Salmo–Nelson Highway | Arterial | 1.13 | |
| Zeballos | 196R | Zeballos Road | Arterial | 1.00 | |
| | | | | 98.23 | 13.03 |

# STATEMENT SHOWING HIGHWAYS CLASSIFIED AS AT MARCH 31, 1971—*Continued*

SUMMARY

| | Approximate Mileage | |
|---|---|---|
| | Arterial | Secondary |
| City municipalities | 124.43 | 33.90 |
| District municipalities | 649.74 | 142.46 |
| Town municipalities | 46.64 | 9.21 |
| Village municipalities | 98.23 | 13.03 |
| Totals | 919.04 | 198.60 |
| *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 |
| McCallum Road in Matsqui and Sumas District Municipalities and Village of Abbotsford | 1.19 | ..... |
| Totals | 912.33 | 197.20 |

# REPORT OF THE COMPTROLLER OF EXPENDITURE

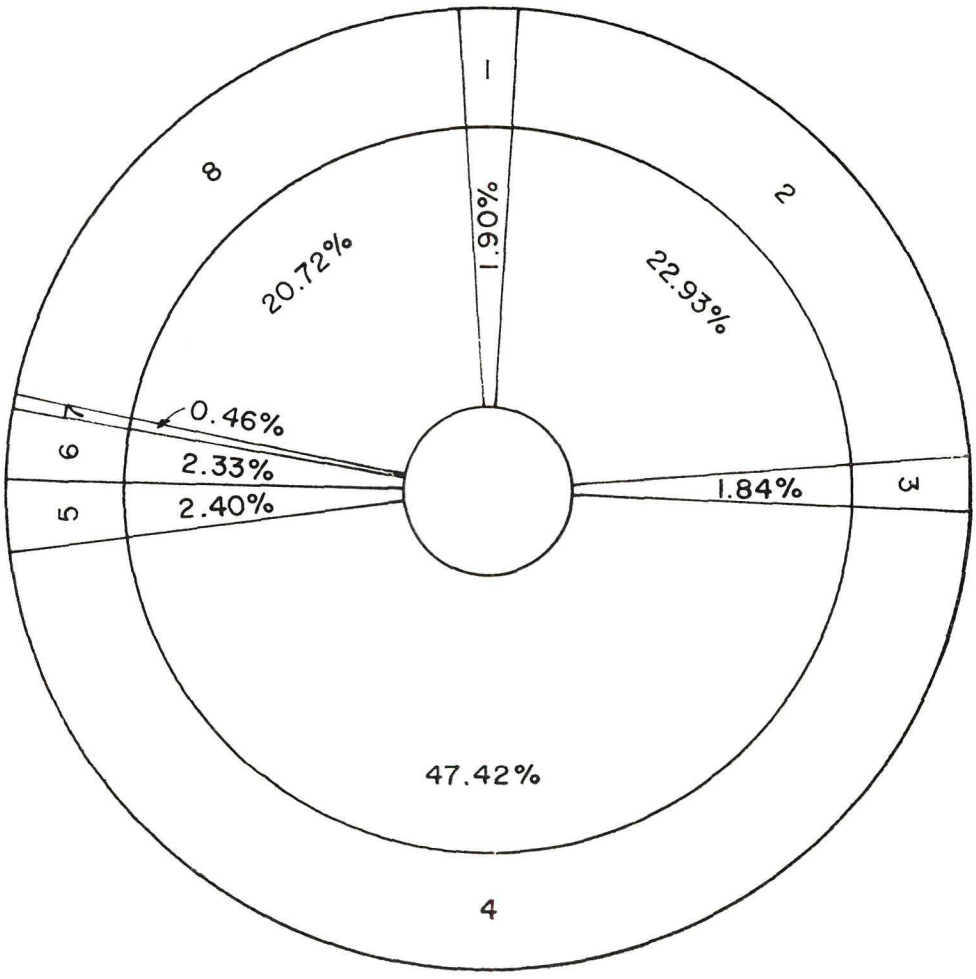
The following pages disclose in detail Departmental expenditures for the fiscal year 1971/72.

The total net expenditure of $188,623,652.45 in the year under review represents an increase of $53,587,605.83 over the preceding fiscal period. This increase results primarily from an accelerated capital construction programme which now exceeds 50 per cent of the total budget as indicated in the graph over leaf.

A. E. RHODES
*Comptroller of Expenditure*

## HOW THE HIGHWAY DOLLAR IS SPENT

(Fiscal Year 1971/72)




1. Administration and engineering.
2. Maintenance and operation.
3. Purchase of new equipment.
4. Capital construction.
5. Mining roads.
6. Capital miscellaneous (surveys, testing, etc.).
7. Hydro-development highways.
8. British Columbia Ferries Division.

# STATEMENT OF EXPENDITURES

## SUMMARY

### MAINTENANCE

| | $ | $ | $ |
|---|---|---|---|
| Vote 107— | | | |
| Roads | 16,141,290.68 | | |
| Bridges | 2,290,242.78 | | |
| Ferries | 4,617,202.20 | | |
| Snow removal | 6,756,970.39 | | |
| Machinery (repairs, fuel, etc.) | 11,258,626.84 | | |
| Gravel-crushing | 685,547.05 | | |
| Mixing plants | 502,013.17 | | |
| | | 42,251,893.11 | |

### CAPITAL

| | | | |
|---|---|---|---|
| Vote 108 (*a*)—General Highways— | | | |
| Roads | 41,232,525.00 | | |
| Surveys | 2,172,372.49 | | |
| Legal surveys | 165,758.98 | | |
| Rights-of-way | 2,543,708.73 | | |
| Materials testing | 1,607,701.12 | | |
| Radio-telephone installations | 299,974.78 | | |
| Gravel-crushing | 252,509.58 | | |
| Machinery (for day-labour projects) | 2,500,000.00 | | |
| Roadside development (seeding, etc.) | 422,486.88 | | |
| Secondary highways | 615,400.87 | | |
| Fencing of rights-of-way | 137,817.83 | | |
| Bridge elimination | 3,500.00 | | |
| Signals, lighting, etc. | 379,311.12 | | |
| | | 52,333,067.38 | |
| Vote 108 (*b*)— | | | |
| Bridges (general) | 13,232,334.36 | | |
| Ferries | 767,823.70 | | |
| Ferry-landings | 52,538.42 | | |
| | | 14,052,696.48 | |
| Vote 108 (*c*)—Hardsurfacing | | 14,440,284.63 | |
| Vote 108 (*d*)—British Columbia Highway— | | | |
| Roads | 7,328,395.48 | | |
| Signals, lighting, etc. | 8,395.19 | | |
| Bridges | 4,179,216.70 | | |
| Surveys | 126,059.51 | | |
| Paving | 807,912.41 | | |
| Rights-of-way | 644,283.19 | | |
| | | 13,094,262.48 | |
| Vote 109—Hydro Development Highways— | | | |
| Roads | 41,775.48 | | |
| Bridges | 754,813.55 | | |
| Ferry-landings | 37,999.16 | | |
| | | 834,588.19 | |
| Vote 174—Grants in Aid of Roads and Trails, Petroleum and Natural Gas[1] | | 171,643.18 | |
| Vote 175—Construction of Cassiar–Stewart Road[1]— | | | |
| Roads | 4,250,402.06 | | |
| Bridges | 88,412.30 | | |
| Surveys | 845.88 | | |
| Gravel-crushing | 236.45 | | |
| | | 4,339,896.69 | |
| Grand total, Maintenance and Capital | | | 141,518,332.14 |

### MISCELLANEOUS VOTES

| | | |
|---|---|---|
| Vote 105—Minister's Office | 5,051.50 | |
| Vote 106—General Administration | 3,526,566.87 | |
| Vote 107—(*See under* Maintenance, above) | ---------- | |
| Votes 108, 109—(*See* under Capital, above) | ---------- | |
| Vote 110—Vehicle Damage Claims | 115,042.76 | |
| Vote 111—Highway Signs, Signals, Traffic Control, Etc. | 840,032.38 | |
| Vote 112—Grants and Subsidies | 15,678.84 | |
| Vote 113—Purchase of New Equipment | 3,439,111.87 | |
| Total, Miscellaneous Votes | | 7,941,484.22 |

[1] The Public Accounts includes these votes under the Department of Mines and Petroleum Resources.

SUMMARY—*Continued*

| | $ |
|---|---|
| *Brought forward* | 7,941,484.22 |
| Vote 114—British Columbia Ferries[2] | 39,185,562.34 |
| Gross expenditure, Department of Highways | 188,645,378.70 |
| *Less* credits—British Columbia Hydro and Power Authority | *21,726.25* |
| Net expenditure, Department of Highways | 188,623,652.45 |

[2] *See* British Columbia Ferry Report for details.

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

| Electoral District | Total $ |
|---|---|
| Alberni | 3,122,130.48 |
| Atlin | 5,283,931.47 |
| Boundary-Similkameen | 1,701,201.09 |
| Burnaby-Edmonds | 257,643.41 |
| Burnaby North | 131,207.16 |
| Burnaby-Willingdon | 27,934.80 |
| Cariboo | 9,999,435.91 |
| Chilliwack | 1,784,470.16 |
| Columbia River | 1,728,491.91 |
| Comox | 5,546,169.76 |
| Coquitlam | 764,152.29 |
| Cowichan-Malahat | 1,955,176.49 |
| Delta | 994,913.76 |
| Dewdney | 7,811,594.50 |
| Esquimalt | 2,173,395.64 |
| Fort George | 5,978,726.86 |
| Kamloops | 6,777,549.81 |
| Kootenay | 2,282,277.25 |
| Langley | 1,843,475.62 |
| Mackenzie | 2,008,684.53 |
| Nanaimo | 1,409,002.99 |
| Nelson-Creston | 5,681,303.38 |
| New Westminster | 283,676.08 |
| North Okanagan | 1,178,410.59 |
| North Peace River | 2,402,361.98 |
| North Vancouver-Capilano | 192,047.11 |
| North Vancouver-Seymour | 763,504.59 |
| Oak Bay | *Nil* |
| Omineca | 3,615,938.18 |
| Prince Rupert | 3,903,061.86 |
| Richmond | 2,193,079.17 |
| Revelstoke-Slocan | 3,299,552.43 |
| Rossland-Trail | 1,965,820.55 |
| Saanich and the Islands | 5,770,759.13 |
| Shuswap | 1,791,091.80 |
| Skeena | 4,301,942.54 |
| South Okanagan | 1,405,945.37 |
| South Peace River | 2,862,197.61 |
| Surrey | 567,467.86 |
| Vancouver-Burrard | *Nil* |
| Vancouver Centre | 186,845.83 |
| Vancouver East | 210,154.66 |
| Vancouver-Little Mountain | *Nil* |
| Vancouver-Point Grey | 51,193.37 |
| Vancouver South | 1,875,930.59 |
| West Vancouver-Howe Sound | 9,482,325.24 |
| Yale-Lillooet | 6,015,757.46 |
| Headquarters | 17,936,398.87 |
| Gross expenditure | 141,518,332.14 |

## HEADQUARTERS

| | $ |
|---|---|
| Roads generally (includes items for centre-line marking, electrical maintenance, leases, and other miscellaneous expenditures) | 2,456,075.57 |
| Bridges generally (bridge damage) | 7,091.25 |
| Ferries generally (miscellaneous expenditures) | 16,095.87 |
| Machinery (repairs and fuel costs, etc.) | 11,258,626.84 |
| Machinery (advance for day-labour projects) (Credit) | *2,500,000.00* |
| Surveys (general surveys and supplies) | 531,250.42 |
| Rights-of-way (miscellaneous) (Credit) | *58,683.87* |
| Bridges— | |
| Bridge design, consulting engineer's fees, etc., British Columbia Highway (Project 283) (Credit) | *31,748.82* |
| Bridge design, consulting engineer's fees, etc., General Highways (Project 281) | 267,047.72 |
| Steel and precast stringer units | 70,506.43 |
| Bridge redecking (Project 739) | 352,339.39 |
| Roads (general capital items)— | |
| Materials testing | 1,607,701.12 |
| Radio-telephone installations, etc. | 299,974.78 |
| Roadside development (includes seeding, fertilization, etc.) | 422,486.88 |
| Construction branch camps (Hydro accounts) | 1,060.41 |
| Machinery (repairs and fuel, day-labour projects) | 2,500,000.00 |
| Pay clearing (Construction Branch) | 53,913.87 |
| Surfacing— | |
| Paving generally (wages, expenses, supplies, etc.) | 252,898.29 |
| Pulvimixing generally | 89,426.11 |
| Survey investigations | 340,336.61 |
| Total, Headquarters | 17,936,398.87 |

## ALBERNI DISTRICT

| | $ | $ | |
|---|---|---|---|
| Day labour—Roads (Project 2263)— | | | |
| Ucluelet–Tofino Highway, shouldering | 12,445.79 | | |
| Alberni–Parksville Highway, shouldering | 6,484.70 | | |
| Victoria Avenue extension, construction | 4,325.21 | | |
| Strathcona Road, roadmix paving | 4,777.56 | | |
| Shearme Road, construction | 3,195.42 | | |
| Price Road, construction | 3,700.67 | | |
| Island Highway, shouldering | 8,693.00 | | |
| Hills Road, reconstruction, paving | 4,407.35 | | |
| Cypress Boulevard, reconstruction, paving | 4,896.58 | | |
| Batty Road, reconstruction, paving | 4,609.55 | | |
| Bellevue Road, reconstruction | 4,313.99 | | |
| Pratt Road, reconstruction, paving | 5,650.18 | | |
| Winter assistance, sundry roads | 11,500.00 | | |
| | | 79,000.00 | |
| Port Alberni—sundry roads, paving (Project 2255) | | 100,000.00 | |
| | | | 179,000.00 |
| Day labour—Bridges— | | | |
| Marion Creek Bridge (Project 700) | | 30,819.89 | |
| Gold River Bridge (Project 667) | | 52.82 | |
| | | | 30,872.71 |
| Maintenance of roads | | | 289,320.28 |
| Maintenance of bridges | | | 35,370.59 |
| Maintenance and operation of ferries | | | 21,600.00 |
| Snow removal | | | 75,984.62 |
| Surveys (general) (Project 2300)— | | | |
| Canadian Highway 4, west boundary of Lot 9 to Alberni Junction | | 1,180.16 | |
| Gold River to Tahsis | | 190.21 | |
| Island Highway, Qualicum to Bowser | | 1,478.00 | |
| Miscellaneous, Alberni curb and gutter—Third Avenue to Redford Street to Dunbar Street to Redford Street to Anderson Avenue to 17th Avenue | | 2,752.76 | |
| | | | 5,601.13 |
| Legal surveys (Project 2301)—Gold River Road (Highway 28) right-of-way through DL 54, 217, and Ahaminqas Indian Reserve 12 | | | 4,013.89 |

ALBERNI DISTRICT—*Continued*

| | $ | $ |
|---|---|---|
| Rights-of-way (general) (Project 2297)— | | |
| Alberni-Tofino Highway | 38,049.70 | |
| River Road | 10.00 | |
| | | 38,059.70 |
| Construction— | | |
| Roads (general)— | | |
| River Road to Alberni, Section 1 (Project 1708) | 16,870.00 | |
| Reconstruction, Great Central Lake Road to Taylor Arm (Project 2122) | 1,690,406.59 | |
| Gold River Townsite roads (Project 2140) | 250,000.00 | |
| Kennedy Lake easterly (Project 1603) | 4,932.47 | |
| | | 1,962,209.06 |
| Surfacing (general)—Third Avenue, Port Alberni (Project S-1271) | | 480,098.50 |
| Total, Alberni District | | 3,122,130.48 |

ATLIN DISTRICT

| | $ | | |
|---|---|---|---|
| Day labour—Roads (Project 2285)— | | | |
| Atlin Highway 2, relocation, construction, gravelling | 10,344.51 | | |
| Stewart–Watson Lake Highway 31, minor regrading, gravelling | 9,655.49 | | |
| | | 20,000.00 | |
| (Project 2288)— | | | |
| Stewart–Watson Lake Highway, reconstruction (2 miles) | 10,000.00 | | |
| Alice Arm roads, slashing, gravelling | 5,000.00 | | |
| | | 15,000.00 | |
| Stewart–Watson Lake Highway 31 and Cassiar Mine Road 10— | | | |
| Gravelling, crushing (Project 2111) | | 200,000.00 | |
| Major reconstruction, gravelling, considerable relocation to sundry sections (Project 2329) | | 100,000.00 | |
| | | | 335,000.00 |
| (Cassiar–Stewart Highway) (Project 2316)— | | | |
| Stewart–Watson Lake Highway realignment, Mile 30.7 to Mile 31.5, widening; Mile 7.1 to Mile 10.9, drainage | | | 75,000.00 |
| Day labour—Bridges (Cassiar–Stewart Highway)—Stewart–Watson Lake Highway 31 and Cassiar Mine Road 10, reconstruction, repair of minor bridges (Project 764) | | | 40,000.00 |
| Maintenance of roads | | | 276,901.66 |
| Maintenance of bridges | | | 45,688.19 |
| Maintenance and operation of ferries | | | 18,641.95 |
| Snow removal | | | 125,610.39 |
| Surveys (general) (Project 2300)— | | | |
| Alice Arm to Molybdenum Townsite | | 2,860.29 | |
| Kitwanga to Meziadin Lake, Kitwanga Bridge site and Meziadin Lake (Fisheries Road) (*see also* Skeena) | | 6,548.36 | |
| | | | 9,408.65 |
| Surveys (mining-roads) (Project 775) (Cassiar–Stewart Highway)— | | | |
| Strohn Creek, including Stewart Bypass | | 687.18 | |
| Sawmill Point (Dease Lake), Cassiar Junction | | 158.70 | |
| | | | 845.88 |
| Construction— | | | |
| Roads (mining-roads)— | | | |
| Cassiar–Stewart Highway, Burrage River to Ningunsaw River (Project 1391) | | 16,350.71 | |
| South Bell-Irving River crossing to North Bell-Irving River crossing and North Bell-Irving River crossing to Ningunsaw, clearing (Project 1702) | | 56,688.38 | |
| North Bell-Irving River crossing to Beaverpond Creek (Project 2233) | | 1,915,083.03 | |
| Beaverpond Creek to Bob Quinn Lake (Project 2234) | | 2,187,279.94 | |
| | | | 4,175,402.06 |
| Gravel-crushing (mining-roads)—Crushed granular surfacing in stockpile, Deltaic and Bell-Irving 2 Pits (Project 2356) | | | 236.45 |

ATLIN DISTRICT—*Continued*

| | $ |
|---|---|
| Construction—*Continued* | |
| Bridges (mining-roads)—Stikine River Bridge (Project 763) | 48,412.30 |
| Surfacing (general)—Watson Lake, Stewart, pulvimixing | 132,783.94 |
| Total, Atlin District | 5,283,931.47 |

BOUNDARY-SIMILKAMEEN DISTRICT

| | $ | $ | $ |
|---|---|---|---|
| Day labour—Roads (Project 2272)— | | | |
| Sundry roads, widening, improving, paving | 38,358.01 | | |
| Sundry roads, sandseal | 2,125.42 | | |
| S.O.L.P. Road 94-43, improve drainage, paving | 9,081.56 | | |
| White Lake Road 104, reconstruction, gravelling, paving | 7,782.22 | | |
| Sundry roads, winter assistance | 44,250.00 | | |
| | | 101,597.21 | |
| (Project 2279)— | | | |
| Gilpin Road, widening | 10,000.00 | | |
| British Columbia Highway 3, shoulder widening, frontage road improvements | 10,000.00 | | |
| Rock Creek–Kelowna Highway 33, minor improvements | 5,000.00 | | |
| Brown Creek Road 84, gravel, roadmix | 10,000.00 | | |
| Sundry roads, Grand Forks, Kettle Valley, and Beaverdell areas, sealcoat | 4,000.00 | | |
| Granby River Road, gravel with shale | 5,000.00 | | |
| Jewel Lake and Boundary Creek roads, gravel, sandseal | 5,000.00 | | |
| Christina Lake East roads, improve access, provide turn area | 2,000.00 | | |
| Sion Improvement District roads, build and gravel road | 6,000.00 | | |
| Grand Forks–Hummingbird Road, minor improvements, gravel | 3,000.00 | | |
| Rock Creek area roads, gravel | 5,000.00 | | |
| Slashing programme, winter assistance | 54,000.00 | | |
| | | 119,000.00 | |
| Apex Mountain Road 14, reconstruction (Project 1886) | | 25,000.00 | |
| West Bench Road, new construction (Project 2249) | | 24.10 | |
| Okanagan Highway, Okanagan Falls to Kaleden Junction (Waterman Hill), constructing truck lane (Project 2244) | | 80,401.03 | |
| British Columbia Highway 3, reconstruction at Phoenix Junction (Project 2298) | | 35,000.00 | |
| | | | 361,022.34 |
| Day labour—Fencing of rights-of-way (Project 1962)—British Columbia Highway 3 | | | 15,000.00 |
| Day labour—Secondary highways—Seventh Street and McKinney Road 212B, Village of Oliver (Project 2318) | | | 24,490.00 |
| Maintenance of roads | | | 572,165.64 |
| Maintenance of bridges | | | 89,806.76 |
| Snow removal | | | 219,134.25 |
| Surveys (general) (Project 2300)— | | | |
| British Columbia Highway 3— | | | |
| Keremeos to Kaleden to Yellow Lake | | 292.00 | |
| Hedley to Keremeos | | 1,104.17 | |
| Spencer Hill to Lot 3231 | | 3,169.95 | |
| Nine Mile Creek to Johnstone Creek | | 26,993.46 | |
| Okanagan Highway, Penticton to Kelowna (*see also* South Okanagan | | 47,700.50 | |
| Vaseaux Lake to Osoyoos | | 628.48 | |
| Vernon South, centre of Sec. 27, Tp. 9, R. 10, to north boundary of Sec. 31, Tp. 9, R. 10 | | 12,242.24 | |
| | | | 92,130.80 |
| Legal surveys (Project 2301)— | | | |
| British Columbia Highway 3, Princeton to Sterling Creek | | 2,500.00 | |
| Posting plan, Gilpin Road in part DL 2028, SDYD | | 618.10 | |
| Subdivision part DL 534, SDYD, Grand Forks Yardsite | | 133.60 | |
| | | | 3,251.70 |

BOUNDARY-SIMILKAMEEN DISTRICT—*Continued*

| | | | |
|---|---|---|---|
| Rights-of-way (general) (Project 2297)— | | $ | $ |
| British Columbia Highway 3, Spencer Hill | | 24,793.00 | |
| Billings to Cascade | | 1,951.45 | |
| Highway 65, Rock Creek to Bridesville | | 5.55 | |
| | | | 26,750.00 |
| Construction— | | | |
| Roads (general)— | | | |
| Christina Lake–Laurier Highway, reconstruction, Billings to Cascade (Project 2240) | | | 222,797.69 |
| Bridges (general)—Upper Cascade Bridge, Billings–Laurier Highway (Project 658) | | | 21,580.93 |
| Surfacing (general)— | | | |
| City of Grand Forks, Central Avenue, storm sewer, curb and gutter, paving (Project S-4271) | | 17,570.98 | |
| Grand Forks, miscellaneous paving | | 8,000.00 | |
| Penticton, miscellaneous paving | | 27,500.00 | |
| | | | 53,070.98 |
| Total, Boundary-Similkameen District | | | 1,701,201.09 |

BURNABY-EDMONDS DISTRICT

| | | | |
|---|---|---|---|
| Day labour—Roads (Project 2264)— | | $ | |
| British Columbia Highway (route 401) Arterial 376R, brushing | | 3,813.34 | |
| Kingsway 1R, brushing | | 559.98 | |
| Lougheed Highway 17R, brushing | | 1,002.50 | |
| Grandview to Douglas 135R, brushing | | 628.27 | |
| 10th Avenue 272R, brushing | | 341.44 | |
| | | | 6,345.53 |
| Stormont sand drains (Project 1687) | | | 175,425.77 |
| | | | 181,771.30 |
| Maintenance of roads | | | 43,809.75 |
| Maintenance of bridges | | | 236.49 |
| Snow removal | | | 18,791.05 |
| Rights-of-way (general) (Project 2297)—Simon Fraser University Transportation Centre to Stormont Interchange | | | 13,034.82 |
| Total, Burnaby-Edmonds District | | | 257,643.41 |

BURNABY NORTH DISTRICT

| | | | |
|---|---|---|---|
| Day labour—Roads (Project 2264)— | | | |
| Lougheed Highway 17R, brushing | | 2,357.61 | |
| Barnet Highway 293R, brushing | | 2,288.91 | |
| Simon Fraser University Access Road 414R, brushing | | 1,158.21 | |
| Simon Fraser Curtis Extension Road 415R, brushing | | 16.39 | |
| | | | 5,821.12 |
| Barnet Highway 293R (East Hastings Street), constructing retaining-wall, stairways, and guard-rail on south side from Springer Avenue to Howard Avenue (Project 1850) | | | 60,467.98 |
| | | | 66,289.10 |
| Maintenance of roads | | | 41,479.29 |
| Snow removal | | | 17,237.94 |
| Rights-of-way (general) (Project 2297)—Simon Fraser University Transportation Centre to Stormont Interchange | | | 6,085.84 |
| Construction—Roads (general)—North Road construction (Sullivan Street to Highway 401 (Project 1945) | | | 114.99 |
| Total, Burnaby North District | | | 131,207.16 |

## BURNABY-WILLINGDON DISTRICT

| | $ | $ |
|---|---|---|
| Day labour—Roads (Project 2264)— | | |
| British Columbia Highway (route 401) Arterial 376R, brush, shouldering | 1,969.49 | |
| Kingsway 1R, brushing | 592.78 | |
| Grandview–Douglas Highway 135R, brushing | 73.74 | |
| | | 2,636.01 |
| Maintenance of roads | | 16,217.29 |
| Maintenance of bridges | | 1,275.49 |
| Snow removal | | 7,806.01 |
| Total, Burnaby Willingdon District | | 27,934.80 |

## CARIBOO DISTRICT

| | $ | $ | $ |
|---|---|---|---|
| Day labour—Roads (Project 2275)— | | | |
| Chilcotin–Bella Coola Highway 20, reconstruction, paving | 52,000.00 | | |
| Morrison Meadow Road 806, reconstruction | 8,000.00 | | |
| Soda Creek Road 111, reconstruction, paving | 60,000.00 | | |
| Sundry roads, dust-laying, slashing | 29,000.00 | | |
| | | 149,000.00 | |
| (Project 2310)— | | | |
| Forest product haud roads, Narcosli PSYU, to serve Quesnel Pulp Mill–Blackwater Road 58, reconstruction | 141,096.16 | | |
| Nazko Road 59, reconstruction | 440,903.84 | | |
| | | 582,000.00 | |
| (Project 2289)— | | | |
| Cuisson Lake Road 250, reconstruction, regravelling | 58,000.00 | | |
| Beaver Lake Road 19, reconstruction, regravelling | 116,000.00 | | |
| | | 174,000.00 | |
| (Project 2269)— | | | |
| Green Lake Road 89, north shore | 10,000.00 | | |
| Loon Lake Road 128 | 11,615.18 | | |
| | | 21,615.18 | |
| Canim Lake Road 318, reconstruction, crushing, gravelling, pulvimixing (Project 1716) | | 185,000.00 | |
| Horsefly Road 419, reconstruction, pulvimixing (Project 1957) | | 120,000.00 | |
| Likely Road 115, reconstruction, gravelling (Project 2245) | | 350,000.00 | |
| Horse Lake Road 371, reconstruction (Project 2246) | | 100,000.00 | |
| Barkerville Road 26, reconstruction, regravelling (Project 1523) | | 781,000.00 | |
| | | | 2,462,615.18 |
| Day labour—Fencing—Purchase of fencing materials—Fencing highways (Project 1962) | | Schedule 10 | 57,500.00 |
| Day labour—Bridges—Gravelle Bridge (Project 749) | | | 118,762.92 |
| Maintenance of roads | | | 1,118,224.50 |
| Maintenance of bridges | | | 122,341.56 |
| Maintenance of ferries | | | 48,221.11 |
| Snow removal | | | 515,609.17 |
| Surveys (general) (Project 2300)— | | | |
| Barkerville Road | | 14,537.11 | |
| British Columbia Highway 1 and Cariboo Highway, Cache Creek Junction | | 1,791.13 | |
| Cariboo Highway— | | | |
| Dragon Hill Interchange | | 7,277.91 | |
| North Bonaparte to Clinton | | 300.00 | |
| Chilcotin Bridge–Meldrum Creek Road | | 16,306.26 | |
| Chilcotin Highway, Towdystan Lake to Young Creek | | 9,065.82 | |
| Macalister to Dog Prairie | | 4,396.31 | |
| Truck-lane survey, Lot 3599 | | 2,758.40 | |
| Young Creek to Bella Coola | | 21,703.11 | |
| | | | 78,136.05 |
| Legal surveys (Project 2301)— | | | |
| Canim Lake Road 318 through Canim Lake Indian Reserve 1 | | 5,665.33 | |
| Horsefly Road 419, Likely Road Intersection, south boundary of northwest quarter of DL 9050 | | 5,295.59 | |
| | | | 10,960.92 |

CARIBOO DISTRICT—*Continued*

| | $ | $ |
|---|---|---|
| Rights-of-way (general) (Project 2297)— | | |
| Barkerville Highway, Cottonwood Section | 4,000.00 | |
| Cache Creek to Clinton truck lanes | 5,274.10 | |
| Cariboo Highway, Australian to Alexandria Indian Reserve 1 | 86,513.37 | |
| Chilcotin Highway 20, Chilcotin Bridge to Williams Lake | 112,164.30 | |
| Dog Prairie to Australian | 10,537.15 | |
| Macalister Underpass approaches | 8,384.50 | |
| Cariboo Highway 97, North Bonaparte River, Clinton Section | 4,825.00 | |
| Highway 97, Mile 142 to Mile 150 | 408.55 | |
| Quesnel Bridge approaches | 18,186.00 | |
| Williams Lake–Mountain House Road | 29,551.35 | |
| | | 279,844.32 |
| Construction— | | |
| Roads (general)— | | |
| Fraser West Road, reconstruction, Fraser River crossing, Quesnel (Project 1975) | 2,319.09 | |
| Williams Lake–Mountain House Road (Project 1976) | 243,654.47 | |
| Cariboo Highway— | | |
| Reconstruction, Dog Prairie to Australian (Project 1991) | 49,481.89 | |
| Australian to Alexandria Indian Reserve 1 (Project 2308) | 799,275.32 | |
| Chilcotin–Bella Coola Highway, Chilcotin Bridge to Williams Lake (Project 2134) | 936,244.18 | |
| | | 2,030,974.95 |
| Bridges (general)—Fraser River Bridge, Quesnel (Project 607) | | 690.76 |
| Surfacing (general)— | | |
| Paving Cariboo Highway, Mile 142 to Mile 150 and Mile 40.31 to 47.05 (Project S-2370) | 457,719.61 | |
| Barkerville Highway, Mile 00.0 to Mile 38.5 and Mile 48.3 to Mile 53.5 (Project S-6270) | 1,104,878.13 | |
| Highway 97, North Bonaparte River to Clinton (Project S-2171) | 974,412.33 | |
| Miscellaneous highways, roads and street paving, Quesnel area (Project S-6671) | 447,111.64 | |
| Miscellaneous paving, Quesnel | 10,113.62 | |
| Miscellaneous paving, Williams Lake | 26,000.00 | |
| Canim Lake Road, pulvimixing | 42,293.41 | |
| Horsefly Road, pulvimixing | 49,560.17 | |
| | | 3,112,088.91 |
| Signals, lighting, etc. (general)—Lighting Fraser River Bridge and approaches, Quesnel (Project E-7047) | | 43,465.56 |
| Total, Cariboo District | | 9,999,435.91 |

CHILLIWACK DISTRICT

| | | |
|---|---|---|
| Day labour—Roads (Project 2261)— | | |
| Winter assistance, brushing programme | 54,000.00 | |
| Iverson Road, paving | 4,291.97 | |
| Kossiker Road, paving | 8,061.42 | |
| O'Byrne Road, paving | 7,391.89 | |
| Slesse Road, paving | 2,798.02 | |
| | | 76,543.30 |
| Day labour—Secondary highways (Project 2318)— | | |
| District of Sumas (202B), No. 3 Road, widen | 4,500.00 | |
| Township of Chilliwack, Yarrow Central Road (172B) | 6,756.01 | |
| Yale Road (174B) | 6,354.54 | |
| District of Matsqui (186B), South Fraser Way, reconstruction | 14,116.98 | |
| | | 31,727.53 |
| Day labour—Bridges—Atchelitz Creek Bridge, new construction (Project 732) | | 63,000.00 |
| Maintenance of roads | | 206,246.29 |
| Maintenance of bridges | | 45,994.56 |
| Snow removal | | 83,795.70 |

CHILLIWACK DISTRICT—*Continued*

| | $ | $ |
|---|---|---|
| Surveys (British Columbia Highway) (Project 2309)— | | |
| No. 401, Atchelitz River to River Road | 888.60 | |
| No. 1, No. 9 Junction to Flood to Hope to Haig (*see also* Yale-Lillooet) | 4,457.32 | |
| No. 401, Sardis Interchange and B.C. Hydro Railway Overpass | 2,115.00 | |
| | | 7,460.92 |
| Surveys (general) (Project 2300)— | | |
| Abbotsford to Mission | 3,230.00 | |
| Abbotsford to Mission C. Street Interchange, Lougheed Highway | 8,093.92 | |
| Chilliwack curb and gutter | 9,500.22 | |
| | | 20,824.14 |
| Legal surveys (Project 2301)—Frontage road to Lickman Road to River Road in DL 73, 74, and 271, Gp. 2, NWD | | 700.33 |
| Rights-of-way (British Columbia Highway 401) (Project 2306)— | | |
| Chilliwack section | 772.91 | |
| Mount Lehman to Springbrook | 11.31 | |
| | | 784.22 |
| Rights-of-way (general) (Project 2297)— | | |
| Abbotsford–Mission Highway | 93,009.45 | |
| Lickman-Cannor Frontage Road | 3.795.47 | |
| Lickman Road to River Road | 47,499.10 | |
| Matsqui curb and gutter | 665.06 | |
| McCallum Road | 2.10 | |
| | | 144,971.18 |
| Construction— | | |
| Roads (British Columbia Highway 401)—Prest Road Interchange (Project 1947) | | 189,828.02 |
| Roads (general)—McCallum Road (Project 1701) | | 3,505.57 |
| Bridges (British Columbia Highway 401)—Prest Road Underpass (Project 720) | | 173,609.44 |
| Surfacing (British Columbia Highway)—Miscellaneous sections, British Columbia Highway (part No. 1 and part No. 401), Bridal Falls to Hope and Highway 9, Agassiz to Rosedale (*see also* Yale-Lillooet) (Project S-8170) | | 30,914.10 |
| Surfacing (general)— | | |
| Abbotsford–Mission Highway (Project S-1171) | 694,564.86 | |
| Chilliwack, miscellaneous paving | 10,000.00 | |
| | | 704,564.86 |
| Total, Chilliwack District | | 1,784,470.16 |

COLUMBIA RIVER DISTRICT

| | $ | $ | |
|---|---|---|---|
| Day labour—Roads (Project 2278)— | | | |
| Winter assistance | 27,000.00 | | |
| British Columbia Highways 1 and 95-93 (vegetation control) | 6,000.00 | | |
| Westside (Invermere south) | 29,000.00 | | |
| Blaeberry School Road | 5,000.00 | | |
| Golden Donald Upper | 5,000.00 | | |
| Day Subdivision roads | 500.00 | | |
| Canal Flats streets | 6,000.00 | | |
| Windermere streets | 5,000.00 | | |
| Edgewater streets | 5,000.00 | | |
| Almberg Road | 2,000.00 | | |
| Habart Subdivision roads | 2,000.00 | | |
| Sundry roads | 2,500.00 | | |
| Sundry streets | 2,000.00 | | |
| | | 97,000.00 | |
| Toby Creek Road (Project 2144) | | 25,000.00 | |
| | | | 122,000.00 |
| Day labour—Fencing of rights-of-way (Project 1962) | | | 10,000.00 |
| Maintenance of roads | | | 373,879.70 |
| Maintenance of bridges | | | 60,915.14 |
| Snow removal | | | 189,184.89 |
| Legal surveys (Project 2301)—Kootenay-Columbia Highway 95, south boundary of Sec. 10 to south boundary of LS 16, northeast quarter of Sec. 17, Tp. 25, R. 20, W5M | | | 5,389.10 |

COLUMBIA RIVER DISTRICT—*Continued*

| | | | $ |
|---|---|---|---|
| Rights-of-way (general) (Project 2297)—Golden access | | | 56,352.07 |
| Construction— | | | |
| Roads (general)— | | $ | |
| Golden access, British Columbia Highway and Kootenay-Columbia Highway (Project 1589) | | 50,109.20 | |
| Town of Golden, 10th Avenue East, storm sewer, pump installation, curb and gutter, paving (Project 1979) | | 9,212.35 | |
| | | | 59,321.55 |
| Bridges (general)— | | | |
| Kootenay-Columbia Highway, Golden Overhead (Project 639) | | 224,465.21 | |
| Golden Overhead south (Project 714) | | 142,820.08 | |
| | | | 367,285.29 |
| Surfacing (British Columbia Highway 1)—Paving intermittent sections, Donald to Glacier National Park and Golden to Yoho National Park (Project S-8270) | | | 380,470.29 |
| Surfacing (general)— | | | |
| Westside Road, pulvimixing | | 52,728.10 | |
| Golden to McMurdo, pulvimixing | | 50,965.78 | |
| | | | 103,693.88 |
| Total, Columbia River District | | | 1,728,491.91 |

COMOX DISTRICT

| | | | |
|---|---|---|---|
| Day labour—Roads (Project 2262)— | $ | | |
| Barclay Subdivision roads, reconstruction, paving | 2,231.22 | | |
| Comox Lake Road, reconstruction | 1,200.82 | | |
| Hardy Bay Road, grade revision | 6,729.10 | | |
| Island Highway, widening, ditching | 14,999.52 | | |
| Lynwood and Jack Roads, reconstruction, paving | 1,628.08 | | |
| Macaulay Road, reconstruction, paving | 6,896.53 | | |
| Oakridge Road, reconstruction | 820.10 | | |
| Park and Steelhead Roads, reconstruction, paving | 2,558.39 | | |
| Perkins Road, reconstruction, paving | 1,113.74 | | |
| Piercy Road, reconstruction | 3,001.25 | | |
| Ployart Road, reconstruction, paving | 2,736.59 | | |
| Read Island Road, reconstruction, widening | 13,245.82 | | |
| Shingle Spit Road, reconstruction, paving | 14,382.47 | | |
| Ships Point Road, reconstruction, paving | 8,502.78 | | |
| Smith Road, reconstruction, paving | 4,081.33 | | |
| Suffield Road, reconstruction, paving | 1,331.61 | | |
| Surge Narrows Road, reconstruction, gravelling | 2,469.05 | | |
| Webdon Road, reconstruction, paving | 1,805.53 | | |
| Whaletown Road, widening | 4,922.21 | | |
| Williams Road, reconstruction | 2,070.67 | | |
| Sundry roads, dust control | 15,557.95 | | |
| Sundry roads, maintain | 22,459.24 | | |
| Sundry roads, winter assistance | 32,000.00 | | |
| Campbell River area, contract for crushed gravel | 12,721.54 | | |
| | | 179,465.54 | |
| Jeune Landing Road, reconstruction, realign, grade revision (Project 1978) | | 150,000.00 | |
| Utah Development Access Road, new construction (Project 2153) | | 129,991.82 | |
| Terminal approaches, Quadra Island, for Quathiaski Cove Ferry, new construction (Project 2222) | | 50,000.00 | |
| Coal Harbour Road, reconstruction, grade revision (Project 2243) | | 200,000.00 | |
| | | | 709,457.36 |
| Day labour—Secondary highways (Project 2318)— | | | |
| Town of Comox, Balmoral Avenue 166B, reconstruction, paving | | 7,000.00 | |
| City of Courtenay, Cumberland Road 223B, reconstruction, paving | | 9,500.00 | |
| | | | 16,500.00 |
| Maintenance of roads | | | 587,633.01 |
| Maintenance of bridges | | | 70,876.63 |

COMOX DISTRICT—*Continued*

| | | $ |
|---|---|---|
| Maintenance and operation of ferries | | 1,164,156.10 |
| Snow removal | | 179,765.07 |
| Surveys (general) (Project 2300)— | $ | |
| Campbell River Bypass | 526.50 | |
| Island Highway— | | |
| Courtenay curb and gutter to Courtenay River Bridge, Headquarters Road | 368.00 | |
| Mud Bay to Black Creek | 437.00 | |
| Nanoose Overhead north | 36.00 | |
| Tsable River Bridge approaches | 4,575.59 | |
| Port McNeill Bypass | 280.00 | |
| Sayward to Woss Lake to Nimpkish Junction | 239,825.63 | |
| | | 246,048.72 |
| Legal surveys (Project 2301)— | | |
| Condensory Road through Pentledge Indian Reserve 2 | 2,001.00 | |
| Gowlland Harbour Road through part of DL 212, Quadra Island | 682.90 | |
| Plan of Lot D, south half of northwest quarter of Sec. 11, Hornby Island (Department of Highways Yardsite) | 175.00 | |
| Preparation of plan in Parcel A, Bk. 249, Comox District | 40.00 | |
| | | 2,898.90 |
| Rights-of-way (general) (Project 2297)— | | |
| Hornby Island ferry terminal | 6,990.00 | |
| Island Highway, Port McNeill Bypass | 1,247.85 | |
| New Island Highway | 40,000.00 | |
| Port Hardy ferry approach | 16,201.06 | |
| | | 64,438.91 |
| Construction— | | |
| Roads (general)— | | |
| Island Highway construction, north end of Nimpkish Lake to Nimpkish Junction (Project 2236) | 867,254.42 | |
| South end Nimpkish Lake to north end of Nimpkish Lake (Project 2313) | 1,015,155.55 | |
| | | 1,882,409.97 |
| Ferries (general)—Steel auto ferry, Denman Island (Project 692) | | 182,393.47 |
| Surfacing (general)— | | |
| Campbell River area (Project S-0271) | 240,306.91 | |
| Port Alice Road, Coal Harbour Road, and Utah Mines Road (Project S-0971) | 79,686.05 | |
| Ryan Road from Island Highway at Courtenay to Anderton Road (S-1471) | 109,598.66 | |
| Courtenay, miscellaneous paving | 10,000.00 | |
| | | 439,591.62 |
| Total, Comox District | | 5,546,169.76 |

COQUITLAM DISTRICT

| | $ | | |
|---|---|---|---|
| Day labour—Roads (Project 2264)— | | | |
| British Columbia Highway (Route 401)— | | | |
| Arterial 337R, brushing | 425.78 | | |
| Arterial 378R, brushing | 2,510.70 | | |
| Ioco–Port Moody Highway 57R, brushing | 707.48 | | |
| Lougheed Highway 76R, brushing | 213.06 | | |
| Lougheed Highway 165R, brushing | 1,038.01 | | |
| Brunette Street 167R, brushing | 218.52 | | |
| Barnet Highway 200R, brushing | 1,073.52 | | |
| Barnet Highway 210R, brushing | 423.40 | | |
| Lougheed Highway 280R, brushing | 1,655.36 | | |
| Coquitlam area roads | 510.00 | | |
| Turtlehead Road, new construction | 1,820.78 | | |
| Ioco Road, right-of-way for elimination of Government and School Bridges | 11,000.00 | | |
| | | 21,596.61 | |
| Lougheed Highway 280R, widening Cape Horne–Pitt River Road (Project 2135) | | 393,833.14 | |
| | | | 415,429.75 |

COQUITLAM DISTRICT—*Continued*

| | | |
|---|---|---|
| | | $ |
| Day labour—Secondary highways—District of Coquitlam, Clarke Road 115B, storm drains at Smith Avenue and Como Lake Avenue (Project 2318) | | 8,500.00 |
| Maintenance of roads | | 98,602.74 |
| Maintenance of bridges | | 26,765.89 |
| Snow removal | | 32,145.49 |
| Surveys (general) (Project 2300)— | | |
| Lougheed Highway— | $ | |
| Cape Horn Interchange to Port Coquitlam (Kingsway Avenue) | 1,622.60 | |
| (Coquitlam West) Kingsway Avenue to Barnet Highway | 5,131.79 | |
| Port Moody Arterial | 9,519.91 | |
| | | 16,274.30 |
| Rights-of-way (general) (Project 2297)—Cape Horn Interchange, Lougheed Highway | | 970.00 |
| Construction—Roads (general)—Cape Horn Interchange to Port Coquitlam, surfacing (Project 2135) | | 165,464.12 |
| Total, Coquitlam District | | 764,152.29 |

COWICHAN-MALAHAT DISTRICT

| | | | |
|---|---|---|---|
| Day labour—Roads (Project 2263)— | $ | | |
| British Columbia Highway 1, shouldering | 8,835.36 | | |
| Thetis Island roads, reconstruction | 6,590.73 | | |
| Vaux Road, reconstruction, paving | 3,996.48 | | |
| Shasta, Howard, and Bostram Roads, reconstruction, paving | 1,860.90 | | |
| George Road, reconstruction, paving | 3,908.35 | | |
| Pavenham Road, reconstruction, paving | 2,514.22 | | |
| Pritchard Road, reconstruction, paving | 2,293.96 | | |
| Winter assistance, sundry roads | 18,750.00 | | |
| | | 48,750.00 | |
| Shawnigan Lake Road, reconstruction, paving (Project 2160) | | 40,000.00 | |
| Cameron–Taggert Road, Shawnigan Lake to Cobble Hill Road Intersection, Shawnigan Lake Road, Noowick Road, Delhoume Road, Glen Eagle Road, reconstruction, paving (Project 2266) | | 30,000.00 | |
| | | | 118,750.00 |
| Maintenance of roads | | | 361,386.21 |
| Maintenance of bridges | | | 24,551.54 |
| Maintenance and operation of ferries | | | 133,350.09 |
| Snow removal | | | 112,384.52 |
| Surveys (British Columbia Highway 1) (Project 2309)—Duncan to Westholme Overhead | | | 1,190.80 |
| Surveys (general) (Project 2300)—Cowichan Lake alternate | | | 4,651.92 |
| Legal surveys (Project 3201)— | | | |
| British Columbia Highway 1, plan of subdivision of Lot 1 of Lot 131, in Lot 24, Oyster District | | 209.00 | |
| Cobble Hill Road through Sec. 9, R. 6, Shawnigan District | | 429.00 | |
| Cowichan Lake Road through Lots 1 and 2, Plan 5571, Lot 3, Plan 12607, Lot 23, Plan 5580, Sec. 6, Renfrew District | | 733.83 | |
| | | | 1,371.83 |
| Rights-of-way (general) (Project 2297)—Cowichan Lake Highway | | | 63,266.84 |
| Construction— | | | |
| Roads (general)— | | | |
| Cowichan Lake Road— | | | |
| Herd Road to Summit Sawmill (Project 1946) | | 4,681.94 | |
| Reconstruction, Summit Sawmill, Cowichan Village access and Paldi access (Project 2237) | | 587,978.55 | |
| | | | 592,660.49 |
| Surfacing (general)—Duncan, curb and gutter (Project S-1071) | | | 541,612.25 |
| Total, Cowichan-Malahat District | | | 1,955,176.49 |

## DELTA DISTRICT

| | $ | $ | $ |
|---|---|---|---|
| Day labour—Roads (Project 2264)— | | | |
| Deas Tunnel Throughway (Route 499)— | | | |
| Arterial 353R, patching, brushing | 3,264.73 | | |
| Arterial 371R, patching, brushing | 6,514.91 | | |
| King George VI Highway (Route 1/99), Arterial 384R, patching, ditching | 2,720.14 | | |
| New McLellan Highway 125R, brushing | 204.86 | | |
| Scott Road 139R, brushing | 613.23 | | |
| Beaubien Highway 269R, brushing | 835.87 | | |
| Tsawwassen Highway 349R, brushing | 1,755.99 | | |
| Point Roberts Road 350R, brushing | 775.78 | | |
| Ladner Trunk Road 351R, brushing | 2,540.41 | | |
| Scott Road 352R, brushing | 671.97 | | |
| Tsawwassen Causeway, brushing | 475.30 | | |
| | | 20,373.19 | |
| Construct access to Tsawwassen Indian Reserve (Project 2213) | | 113,321.10 | |
| | | | 133,694.29 |
| Day labour—Secondary highways (Project 2318)— | | | |
| City of White Rock, Marine Drive 149B, reconstruction | | 38,000.00 | |
| District of Surrey, Crescent Road 151B, reconstruction, paving | | 5,442.71 | |
| | | | 43,442.71 |
| Maintenance of roads | | | 203,095.03 |
| Maintenance of bridges | | | 43,944.62 |
| Snow removal | | | 57,724.99 |
| Surveys (general) (Project 2300)— | | | |
| Glover Road, BCER to Fort Langley, Topham Road to Mavis Street | | 2,683.24 | |
| Highway 17 to Ninth Avenue | | 2,020.64 | |
| Interchange, Ladner and Tsawwassen Junction | | 21,450.90 | |
| Pacific Highway Extension, Clover Valley Road | | 4,070.51 | |
| | | | 30,225.29 |
| Rights-of-way (general) (Project 2297)— | | | |
| King George VI Highway Overpass, Roberts Bank Railway | | 560.00 | |
| Ladner Road Interchange | | 71,328.82 | |
| | | | 71,888.82 |
| Construction— | | | |
| Roads (general)— | | | |
| Roberts Bank Railway Overpass approaches, Tsawwassen Highway (Project 2142) | | 2,042.29 | |
| King George VI Highway construction, Roberts Bank Railway Overpass approaches (*see also* Surrey) (Project 2210) | | 260,006.23 | |
| | | | 262,048.52 |
| Bridges (general)— | | | |
| Tsawwassen Highway, Tsawwassen Overhead crossing (Project 685) | | 126.40 | |
| Canoe Pass Bridge (Project 697) | | 93,363.66 | |
| | | | 93,490.06 |
| Surfacing (general)—Miscellaneous sections of Pacific Highway, New McLellan Road, Scott Road, Highway 10, Roberts Bank Road, and Highway 499 (*see also* Langley, Richmond, and Surrey (Project S-0371) | | | 55,359.43 |
| Total, Delta District | | | 994,913.76 |

## DEWDNEY DISTRICT

| | | | |
|---|---|---|---|
| Day labour—Roads (Project 2264)— | | | |
| Rennie Road, roadmix | 11,044.03 | | |
| Dewdney area roads | 695.74 | | |
| Lougheed Highway 21R, brushing | 882.30 | | |
| Lougheed Highway 22R, brushing, patching | 3,403.60 | | |
| River Road and 17th Avenue 407R, brushing | 65.55 | | |
| | | 16,091.22 | |
| (Project 2261)— | | | |
| Dale Road, recapping, paving | 5,889.90 | | |
| Hawkins–Pickle Road, recapping, paving | 11,149.38 | | |
| Sylvester Road, realignment, recapping, paving | 13,977.59 | | |
| | | 31,016.87 | |
| | | | 47,108.09 |

DEWDNEY DISTRICT—*Continued*

| | $ | $ |
|---|---|---|
| Day labour—Secondary highways (Project 2318)— | | |
| District of Pitt Meadows— | | |
| Harris Road 78B, pave from Dewdney Trunk Road to Alouette River Bridge | 10,750.00 | |
| Harris Road 74B, reconstruction, paving, from Lougheed Highway to Hammond Road | 15,709.35 | |
| District of Maple Ridge, Dewdney Trunk Road 73B, reconstruction, storm drain | 41,000.00 | |
| District of Kent (158B), Morrow Road, curb and gutter | 13,101.51 | |
| District of Mission (77B), Dewdney Trunk Road | 12,635.00 | |
| | | 93,195.86 |
| Day labour—Bridges—Murray Avenue CPR Overpass, approach fill (Project 719) | | 71,239.77 |
| Maintenance of roads | | **270,522.31** |
| Maintenance of bridges | | 115,551.23 |
| Maintenance and operation of ferries | | 141,931.53 |
| Snow removal | | 94,626.78 |
| Surveys (general) (Project 2300) (Lougheed Highway)— | | |
| Agassiz to Seabird Bluffs | 2,579.00 | |
| Coquitlam to Pitt River | 5,341.15 | |
| East boundary of Harrison Mills Indian Reserve 1 to Agassiz | 1,991.68 | |
| Haney to Silver Creek | 42,178.69 | |
| Pitt River to Haney | 1,443.00 | |
| Seabird Bluffs to Ruby Creek | 61.70 | |
| | | 53,595.22 |
| Legal surveys (Project 2301)— | | |
| Lougheed Highway right-of-way through DL 37, Gp. 1, NWD | 690.57 | |
| Plan of subdivision of Sublot 9 of Lot 1, Gp. 3, NWD, Mission Bridge approach | 488.76 | |
| Sylvester Road through part of Sec. 12, Tp. 18, NWD | 876.94 | |
| | | 2,056.27 |
| Rights-of-way (general) (Project 2297)— | | |
| Agassiz-Rosedale | 200.00 | |
| Lougheed Highway— | | |
| Agassiz to Ruby Creek | 125,672.00 | |
| Pitt River to Haney | 57,204.00 | |
| Ruby Creek to Haig | 21,600.00 | |
| Seabird Island section | 450.00 | |
| Mission Bridge | 229,784.45 | |
| Murray Avenue to CPR Overhead | 29,561.12 | |
| | | 464,471.57 |
| Construction— | | |
| Roads (general) (Lougheed Highway)— | | |
| Construction, Ruby Creek to Katz Flats to Haig (*see also* Yale-Lillooet) (Project 1864) | 491,367.58 | |
| Reconstruction, Agassiz to Ruby Creek (Project 2235) | 816,407.41 | |
| Pitt River, Haney (Project 2238) | 1,473,335.33 | |
| | | 2,781,110.32 |
| Bridges (general)— | | |
| Fraser River Bridge at Mission (Project 528)[1] | 3,164,621.48 | |
| Ruby Creek Bridge (Project 711) | 129,207.00 | |
| Lougheed Highway— | | |
| Maria Slough Bridge (Project 742) | 87,638.85 | |
| Pallot Bridge 1 (Project 759) | 79,156.81 | |
| Fifth Avenue Bridge, Alouette River, Maple Ridge Municipality (Project 731) | 150,000.00 | |
| | | 3,610,624.14 |
| Surfacing (general)—Test strip, Highway 401, miscellaneous paving | | 3,146.00 |
| Signals, lighting, etc. (general)—Lighting and signal installations, various intersections on Lougheed Highway from Pitt River to Haney (Project E-7105) | | 62,415.41 |
| Total, Dewdney District | | 7,811,594.50 |

[1] Part Chilliwack, but for report purposes, all shown under Dewdney.

## ESQUIMALT DISTRICT

| | $ | $ | $ |
|---|---|---|---|
| Day labour—Roads (Project 2266)— | | | |
| Pacheena Road, Otter Point Road, Sooke River Road, reconstruction, resurfacing | 12,181.72 | | |
| East Sooke Road, Beecher Bay Road, Kangaroo Road, Mount View Road, Glen Lake Road, reconstruction, resurfacing | 132,262.85 | | |
| Sundry roads, slashing programme | 82,103.85 | | |
| | | 226,548.42 | |
| Thetis Interchange to Colwood, reconstruction, widening, grade revision (Project 2295) | | 350,085.20 | |
| West Coast Road, Rosemond to Clinch Creek, reconstruction, approach alignment (Project 1982) | | 130,000.00 | |
| Sooke Road, Kangaroo Road to Coopers Cove, reconstruction, widening, shouldering (Project 2119) | | 53,000.00 | |
| | | | 759,633.62 |
| Day labour—Bridges— | | | |
| Harris Cove Bridge, bridge replacement (Project 694) | | 100,000.00 | |
| Black Creek culvert, bridge elimination (Project 702) | | 189,548.71 | |
| | | | 289,548.71 |
| Maintenance of roads | | | 531,097.69 |
| Maintenance of bridges | | | 53,796.01 |
| Snow removal | | | 61,580.48 |
| Surveys (general) (Project 2300)— | | | |
| Burnett Road Extension, British Columbia Highway 1 Junction to Highway 1A | | 255.60 | |
| Colwood Golf Course to Metchosin-Sooke Junction | | 4,037.76 | |
| Jordan River to Port Renfrew | | 16,969.02 | |
| Thetis Overhead | | 4.75 | |
| | | | 21,267.13 |
| Legal surveys (Project 2301)— | | | |
| Coleman Road right-of-way through part of Lot 11, Plan 2597, Sec. 7, R. 4, Shawnigan District | | 366.14 | |
| East Sooke Road through Beecher Bay Indian Reserve 1 | | 1,834.49 | |
| Island Highway, drainage easement through Lot 2, Plan 5531, and Lot 1, Plan S-775, Sec. 98, Esquimalt | | 181.60 | |
| Shawnigan Lake–Cobble Hill Road right-of-way through part Sec. 10, R. 5, Shawnigan District | | 390.00 | |
| Sooke Road through Lot 1, Plan 5047, Sec. 73, Sooke District | | 442.49 | |
| | | | 3,214.72 |
| Rights-of-way (general) (Project 2297)— | | | |
| Falcon Heights Access Road | | 1.00 | |
| Highway 1, Sooke Road at Colwood Corner | | 41,501.00 | |
| Highway 1A, Thetis Lake Interchange to Wilfert Road | | 400.00 | |
| | | | 41,902.00 |
| Surfacing (general)— | | | |
| Sooke Road and other miscellaneous roads (Project S-0871) | | 353,560.60 | |
| Colwood Roads, pounder treatment, pulvimixing | | 57,794.68 | |
| | | | 411,355.28 |
| Total, Esquimalt District | | | 2,173,395.64 |

## FORT GEORGE DISTRICT

| | | | |
|---|---|---|---|
| Day labour—Roads (Project 2271)— | | | |
| North Thompson Highway, construction of frontage road near Valemount | 3,909.06 | | |
| Mountain View Road, widening, ditching, gravelling | 20,000.00 | | |
| McBride East Road, gravelling, improvement | 5,000.00 | | |
| Slashing programme (crews) | 19,000.00 | | |
| | | 47,909.06 | |
| (Project 2287)— | | | |
| Shouldering main Highways 16 and 97 | 3,661.78 | | |
| Right-of-way improvements, spraying and brushing main highways | 20,982.61 | | |
| Subdivision roads, ditching, gravelling, oiling | 33,170.84 | | |

FORT GEORGE DISTRICT—*Continued*

| | $ | $ | $ |
|---|---|---|---|
| Day labour—Roads—*Continued* | | | |
| Gordon Road 276, Kelly Road 2013, and Austin W. Road 223, ditching, gravelling, preparing for paving | 25,891.73 | | |
| North Nechako Road 201, ditching, gravelling, roadmix paving | 13,336.49 | | |
| Pineview area, ditching, gravelling, minor improvements | 19,106.95 | | |
| Wright Creek Road 265, ditching, gravelling, minor improvements | 4,474.91 | | |
| Shelley East Road 425, ditching, gravelling, minor improvements | 504.40 | | |
| Chief Lake Road 225, ditching, gravelling, minor improvements | 11,567.02 | | |
| Yellowhead Highway 16 West feeder roads, minor improvements | 5,856.53 | | |
| Dome Creek Road 449, minor improvements | 709.39 | | |
| Bridge elimination | 6,494.52 | | |
| Slashing programme, main highways | 10,242.83 | | |
| | | 156,000.00 | |
| Upper Fraser Road 458, reconstruction, roadmix pavement (Project 1557) | | 149,494.00 | |
| Forest access roads, Prince George Area, Blackwater Road 325 and Chief Lake Road 225, reconstruction, pit-run gravel, ¾-inch crush, grader-laid hotmix base (Project 1826) | | 531,307.39 | |
| Prince George arterials, City of Prince George, installation of concrete curb and gutter, street light alterations, preparations and asphalting Victoria Street 276R and 15th Avenue 365R; median finishing, storm sewer extension, 15th Avenue 365R (Project 1973) | | 270,204.00 | |
| Prince George Interchange ramps right-of-way settlements, construct, gravel to ¾-inch grade (Project 2253) | | 44,916.63 | |
| | | | 1,199,831.08 |
| Day labour—Secondary highways—City of Prince George, installation of storm sewers, preparation for pavement, First Avenue 178B (Project 2318) | | | 42,775.00 |
| Maintenance of roads | | | 717,204.42 |
| Maintenance of bridges | | | 138,929.81 |
| Maintenance and operation of ferries | | | 23,496.39 |
| Snow removal | | | 506,970.60 |
| Gravel-crushing | | | 251,162.43 |
| Mixing plants | | | 101,783.00 |
| Surveys (general) (Project 2300)— | | | |
| John Hart Highway— | | | |
| Nechako River to Mile 11.5 | | 25,230.95 | |
| Parsnip River to Pine Pass | | 63,034.39 | |
| Park River Bridge site, Indian village | | 8,165.26 | |
| McBride to Tête Jaune | | 811.60 | |
| Yellowhead Highway, Peden Hill truck lane, Prince George to La Freniere subdivision | | 1,806.92 | |
| | | | 99,049.12 |
| Legal surveys (Project 2301)— | | | |
| Goat River to Dome Creek, No. 16 | | 75.00 | |
| Lower Mud River Road 310 in DL 1897 and 1570, Cariboo District | | 941.06 | |
| Mackenzie Highway, Highway 97 to Mackenzie | | 10,954.50 | |
| North Nechako Road, through DL 3050 and 4376, Cariboo | | 764.44 | |
| | | | 12,735.00 |
| Rights-of-way (general) (Project 2297)— | | | |
| Cale Creek to DL 1944 | | 596.00 | |
| Cariboo Highway, Fraser River Bridge Interchange | | 12,500.00 | |
| Cedarside to DL 5666 | | 500.00 | |
| McBride to Lamming Mills | | 173.18 | |
| Yellowhead Highway, McBride to Tête Jaune | | 69,710.00 | |
| | | | 83,479.18 |

FORT GEORGE DISTRICT—*Continued*

| | | |
|---|---|---|
| Construction— | | |
| Roads (general)— | $ | $ |
| North Thompson and Yellowhead Highways, reconstruction, Chappell Creek to Cedarside (*see also* Kamloops) (Project 1488) | 136.50 | |
| Section A, Clyde Creek; Section B, McIntosh Creek; Section C, Lamming Mills to McBride (Project 1686) | 21,755.56 | |
| Yellowhead Highway, Fraser River to DL 7203 (Project 2116) | 1,511,691.26 | |
| | | 1,533,583.32 |
| Bridges (general)— | | |
| Grant Brook, Fraser River west and east and Rockingham Creek Bridges (Project 625) | 270,708.80 | |
| Swift Current Creek and Robson River Bridges (Project 626) | 273,198.90 | |
| Moose River and Ghita Creek (Project 649) | 91,021.79 | |
| Yellowhead Highway— | | |
| Slim Creek, Dome Creek, and Ptarmigan Creek Bridges (Project 651) | 236,540.00 | |
| Moose Lake Overhead (Project 650) | 95,070.97 | |
| | | 966,540.46 |
| Surfacing (general)— | | |
| Surfacing and medium cover aggregate in stockpile: Cariboo Highway, Cale Creek to Prince George Bypass (Project S-6370) | 235,793.62 | |
| McBride, miscellaneous paving | 10,000.00 | |
| Prince George, miscellaneous paving | 24,799.33 | |
| Upper Fraser Road, pulvimixing | 14,224.72 | |
| No. 16 Bowron River, pounder treatment, pulvimixing | 16,369.38 | |
| | | 301,187.05 |
| Total, Fort George District | | 5,978,726.86 |

KAMLOOPS DISTRICT

| | | | |
|---|---|---|---|
| Day labour—Roads (Project 2267)— | $ | | |
| Slashing programme (crews) | 17,000.00 | | |
| Agate Bay Road, widening, gravelling | 5,622.25 | | |
| Clearwater Valley Road, replace fill, widening | 10,177.79 | | |
| Deadman Creek, widening, gravelling | 5,000.00 | | |
| Dunn Lake Road, widening slide section | 15,000.00 | | |
| Heffley–Louis Creek Road, widening, grade revision | 3,260.49 | | |
| Lac Le Jeune, alignment, grade revision | 16,000.00 | | |
| Mamette Lake Road, widening, grade revision | 10,000.00 | | |
| Pinantan–Pritchard Road, widening, gravelling | 15,000.00 | | |
| Tranquille–Criss Creek Road, widening | 1,216.70 | | |
| Todd Mountain Road, widening, gravelling | 24,161.05 | | |
| Pave subdivision roads, Westsyde, McLure Rayleigh, Heffley | 44,561.72 | | |
| | | 167,000.00 | |
| (Project 2271)— | | | |
| Blue River Streets, paving | 6,090.94 | | |
| Murtle Lake Road, gravelling, improvements | 5,000.00 | | |
| | | 11,090.94 | |
| South Thompson River approaches at Campbell Creek (Project 2064) | | 15,500.00 | |
| Todd Mountain Road, widening (Project 2336) | | 20,000.00 | |
| Highland Valley Road, Logan Lake to Highland Valley, reconstruction (Project 2248) | | 494,000.00 | |
| Highland Valley Road and Meadow Creek Road, Lac Le Jeune to Logan Lake, reconstruction (Project 2254) | | 350,000.00 | |
| Passing lanes, Highland Valley 173 (Project 2247) | | 30,000.00 | |
| | | | 1,087,590.94 |
| Day labour—Purchase of fencing material (fencing Schedule 10 Highways) (Project 1962) | | | 15,000.00 |

KAMLOOPS DISTRICT—*Continued*

| | $ | $ |
|---|---|---|
| Day labour—Bridges— | | |
| Brookfield Creek Bridge, reconstruction (Project 735) | 62,000.00 | |
| Vavenby Bridge, redecking (Project 743) | 25,000.00 | |
| | | 87,000.00 |
| Maintenance of roads | | 854,040.80 |
| Maintenance of bridges | | 172,621.60 |
| Maintenance and operation of ferries | | 21,500.00 |
| Snow removal | | 271,260.63 |
| Gravel-crushing | | 161,922.90 |
| Mixing plants | | 110,000.00 |
| Surveys (British Columbia Highway 1) (Project 2309)— | | |
| Merritt Junction to Valleyview | 52,617.75 | |
| Truck lanes (*see also* Revelstoke-Slocan and Shuswap) | 1,259.80 | |
| | | 53,877.55 |
| Surveys (general) (Project 2300)— | | |
| Yellowhead Highway, Kamloops to Heffley Creek | 4,022.29 | |
| Kamloops to Highland Valley via Lac Le Jeune | 90,106.72 | |
| North Kamloops Highway, Overlanders Bridge approaches | 6,235.10 | |
| Savona–Merritt Highway, Four Corners to DL 777 | 8,001.63 | |
| | | 108,365.74 |
| Legal surveys (Project 2301)—Road right-of-way in Kamloops Indian Reserve 1 | | 703.65 |
| Rights-of-way (British Columbia Highway 1) (Project 2306)—Merritt Junction to Valleyview | | 196,732.92 |
| Rights-of-way (general) (Project 2297)— | | |
| North Thompson Highway, Paul Creek to Heffley Creek | 400.00 | |
| Yellowhead Highway 5, Blackpool to Clearwater | 13,354.00 | |
| | | 13,754.00 |
| Construction— | | |
| Roads (British Columbia Highway 1)—Reconstruction, Merritt Junction to Valleyview (Project 1840) | | 661,928.44 |
| Roads (general)— | | |
| North Thompson Highway, reconstruction, Six Mile Crossing to Chappell Creek (Project 1475) | 1,487.44 | |
| North Thompson and Yellowhead Highways, reconstruction, Chappell Creek to Cedarside (*see also* Fort George) (Project 1488) | 204.75 | |
| | | 1,692.19 |
| Gravel-crushing (general)— | | |
| Crushed granular surfacing in stockpile, Noble Pit (Project 2330) | 16,501.10 | |
| Crushed granular surfacing in stockpiles, Logan Lake Pit, Meadow Creek Road (Project 2355) | 18,216.74 | |
| | | 34,717.84 |
| Bridges (British Columbia Highway 1)— | | |
| Peterson Creek Bridge (Project 704) | 1,394,115.47 | |
| Springhill Drive Overpass (Project 710) | 243,984.85 | |
| Tumbleweed Underpass (Project 698) | 105,273.68 | |
| Valleyview Drive Overpass (Project 752) | 90,133.85 | |
| | | 1,833,507.85 |
| Bridges (general)— | | |
| North Thompson Highway— | | |
| Albreda River south, Dominion Creek, Albreda River north, and Clemina Overhead Bridges (Project 612) | 24,021.23 | |
| Camp Creek, Canoe River, Cedarside Overhead, and Swift Creek Bridges (Project 613) | 5,185.85 | |
| Lempriere, Moonbeam, and Gosnell Bridges (Project 611) | 235,047.63 | |
| Yellowhead Highway South, Raft River Bridge (Project 576) | 114,673.05 | |
| Kamloops West Bridge (Project 770) | 46,877.19 | |
| | | 425,804.95 |
| Surfacing (British Columbia Highway 1)—Campbell Creek to Pritchard; Highway 97, Monte Creek to Westwold (*see also* Shuswap) (Project S-8269) | | 42,999.22 |

KAMLOOPS DISTRICT—*Continued*

| | $ | $ |
|---|---|---|
| Contruction—*Continued* | | |
| Surfacing (general)— | | |
| North Thompson Highway, Raft River to Avola and Clearwater Roads (Project S-2169) | 529,693.56 | |
| Kamloops District roads, medium cover aggregate in Knutsford Pit (Project S-3369) | 85.20 | |
| Kamloops, miscellaneous paving | 26,214.96 | |
| Kamloops, British Columbia Highway 1, pulvimixing | 22,870.67 | |
| British Columbia Highway 1 shoulders (Kamloops), pounder treatment, pulvimixing | 20,450.11 | |
| Lac Le Jeune, pulvimixing | 23,214.09 | |
| | | 622,528.59 |
| Total, Kamloops District | | 6,777,549.81 |

KOOTENAY DISTRICT

| | $ | $ | $ |
|---|---|---|---|
| Day labour—Roads (Project 2276)— | | | |
| Right-of-way improvements, including weeding and brush-spraying, etc., on British Columbia Highway 3, Curzon Junction to U.S.A. border south, Eager Junction to Columbia District boundary, Cranbrook overhead Junction to Wasa Junction | 2,000.00 | | |
| Moyie to Irishman Creek, widen shoulders to 10 feet | 10,000.00 | | |
| Cranbrook area streets, third flushcoat, open dedicated road allowances | 10,000.00 | | |
| Cranbrook Overhead Junction to Wasa Junction (via Kimberley) (No. 95A) chip-coat pavement | 2,500.00 | | |
| Cranbrook to New Lake Road, roadmix paving | 3,500.00 | | |
| Cross Roads widening, gravelling, roadmix paving | 8,000.00 | | |
| Cranbrook to Wycliffe, roadmix paving, brushing, widening, gravelling | 13,000.00 | | |
| Buckman, widening, gravelling, culverts | 5,000.00 | | |
| Lewis Creek, widening, gravelling, culverts | 6,000.00 | | |
| Sundry roads (day labour) slashing programme | 33,850.72 | | |
| | | 93,850.72 | |
| (Project 2277)— | | | |
| Elk Valley minor grade and line improvements, paving | 14,000.00 | | |
| Mansfield, roadmix paving | 18,000.00 | | |
| Tie Lake, clearing, grading, culverts, gravelling, oiling | 8,000.00 | | |
| West Fernie streets, minor reconstruction, ditching, gravelling, paving | 5,000.00 | | |
| Sundry roads (day labour), slashing | 17,000.00 | | |
| | | 62,000.00 | |
| Elk Valley, relocation, reconstruction (Project 2151) | | 355,000.00 | |
| Sparwood revision (Project 2250) | | 54,221.77 | |
| Bull River to Fort Steele (Project 2251) | | 100,000.00 | |
| Kimberley Arterial, installation drainage facilities (Project 2252) | | 8,480.54 | |
| | | | 673,553.03 |
| Day labour—Secondary highways (Project 2318)—Rotary Drive (No. 232B), City of Kimberley | | | 7,024.46 |
| Day labour—Bridge elimination (Project 2299)—Rock Lake Bridge | | | 3,500.00 |
| Day labour—Fencing (Project 1962)—Purchase of fencing material (fencing schedule 10 Highways) | | | 3,368.35 |
| Maintenance of roads | | | 399,221.25 |
| Maintenance of bridges | | | 43,086.33 |
| Snow removal | | | 223,146.15 |

KOOTENAY DISTRICT—*Continued*

| | | | |
|---|---|---|---|
| Surveys (general) (Project 2300)— | | $ | $ |
| Elk River Road | | 4,905.17 | |
| Fort Steele to Bull River | | 40.00 | |
| Kootenay-Columbia alternate, Sec. 1—Blanchmont Hill to 48th Street to Burdett Street; Sec. 2—Halpin Corner | | 172.47 | |
| | | | 5,117.64 |
| Legal surveys (Project 2301)—Mission Road 8 through Bk. 2, Plan 1090, DL 2594 | | | 750.00 |
| Rights-of-way (general) (Project 2297)— | | | |
| 95A, summer subdivision | | 1.21 | |
| Cranbrook curb and gutter | | 787.80 | |
| | | | 789.01 |
| Construction— | | | |
| Roads (general)—British Columbia Highway 3, Eager Hill Section (Project 1989) | | | 755,072.48 |
| Gravel-crushing (general)—Crushed granular aggregate in stockpile, Tie Lake Pit (Project 2322) | | | 44,896.00 |
| Bridges (general)—Old Town (Michel) Bridge (redecking) (Project 756) | | | 52,890.06 |
| Surfacing (general)— | | | |
| City of Cranbrook, Van Horne Street, storm sewer, curb and gutter, paving (Project S-4471) | | 23,975.92 | |
| Cranbrook, miscellaneous paving | | 3,983.73 | |
| Elk Valley Road, pulvimixing | | 41,902.84 | |
| | | | 69,862.49 |
| Total, Kootenay District | | | 2,282,277.25 |

LANGLEY DISTRICT

| | | | |
|---|---|---|---|
| Day labour—Roads (Project 2145)— | $ | | |
| Carvolth Road 444R— | | | |
| Improvements | 37,788.56 | | |
| Improvements from British Columbia Highway 401 to City of Langley | 336,857.66 | | |
| | | 374,646.22 | |
| (Project 2264)— | | | |
| British Columbia Highway (Route 401)— | | | |
| Arterial 379R, brushing | 2,633.26 | | |
| Arterial 380R, brushing | 7,380.28 | | |
| Pacific Highway 13R, brushing, shouldering | 2,608.68 | | |
| Aldergrove–Bellingham Highway 77R, patching, ditching, brushing | 4,844.77 | | |
| Campbell River Road 114R, brushing | 273.16 | | |
| New McLellan Highway 125R, brushing | 816.75 | | |
| Glover Road 259R, brushing | 1,638.96 | | |
| Fraser Highway 262R, patching, ditching, brushing | 3,369.17 | | |
| Fraser Highway 263R, brushing | 519.01 | | |
| Glover Road 264R, brushing | 273.16 | | |
| County Line Road 368R, brushing | 737.53 | | |
| Fraser Highway 385R, brushing | 1,010.70 | | |
| Carvolth Road 444R, brushing | 95.61 | | |
| Carvolth Road 445R, brushing | 852.26 | | |
| Langley Bypass 455R, brushing | 327.77 | | |
| Langley Bypass 456R, brushing | 895.97 | | |
| Langley Bypass 457R, brushing | 483.50 | | |
| Sundry roads, brushing | 479.89 | | |
| Barnston Island, roads, roadmix | 12,373.90 | | |
| | | 41,614.33 | |
| | | | 416,260.55 |
| Day labour—Secondary highways—District of Matsqui, South Fraser Way (186B), reconstruction (Project 2318) | | | 35,763.02 |
| Maintenance of roads | | | 180,987.75 |
| Maintenance of bridges | | | 5,013.36 |
| Maintenance and operation of ferries | | | 211,256.66 |
| Snow removal | | | 87,570.89 |

## LANGLEY DISTRICT—*Continued*

| | | |
|---|---|---|
| Rights-of-way (general) (Project 2297)— | $ | $ |
| Abbotsford Bypass | 95,000.00 | |
| Carvolth Road | 10,207.00 | |
| Highway 15, Roberts Bank Railway Overpass approaches | 3,373.00 | |
| | | 108,580.00 |
| Construction— | | |
| Roads (general)—Roberts Bank Railway Overpass approaches at Highway 15 (Project 2209) | | 179,731.96 |
| Ferries (general)—Albion ferry, new engine and replating hull (Project 741) | | 97,475.91 |
| Surfacing (general)— | | |
| Miscellaneous sections, Pacific Highway, New McLellan Road, Scott, Road, Highway 10, Roberts Bank Road, and Highway 499 (*see also* Delta, Richmond, and Surrey) (Project S-0371) | 36,103.97 | |
| Fraser Highway from Pacific Highway 15 to Frost Road and Carvolth Road from Fraser Highway to Highway 401 (Project S-0471) | 484,731.55 | |
| | | 520,835.52 |
| Total, Langley District | | 1,843,475.62 |

## MACKENZIE DISTRICT

| | | | |
|---|---|---|---|
| Day labour—Roads (Project 2265)— | $ | | |
| Reid Road, reconstruction | 14,311.41 | | |
| Maple Road, reconstruction | 16,281.00 | | |
| Brooks Road, reconstruction | 15,320.67 | | |
| Finn Bay and Baggi Roads, reconstruction | 28,675.33 | | |
| Scotch Fir Point Road, gravelling | 518.40 | | |
| B.C. Cement Road, improvement, gravelling | 1,764.50 | | |
| Phillips Road, reconstruction | 628.69 | | |
| | | 77,500.00 | |
| Lois River Bridge approaches, paving (Project 2062) | | 40,000.00 | |
| Sunshine Coast Highway— | | | |
| Powell River area, major pavement patching (Project 2339) | | 10,600.00 | |
| Sechelt to Earls Cove, reconstruction (Project 2341) | | 500,100.18 | |
| Access to Walker Park, clearing, grubbing (Project 2324) | | 15,266.92 | |
| | | | 643,467.10 |
| Day labour—Secondary highways—District of Powell River (143B), Fourth Street (Project 2318) | | | 5,500.00 |
| Maintenance of roads | | | 346,311.24 |
| Maintenance of bridges | | | 24,698.55 |
| Maintenance and operation of ferries | | | 644,546.01 |
| Snow removal | | | 125,217.01 |
| Surveys (general) (Project 2300)— | | | |
| Horseshoe Bay–Squamish Highway, relocation south of Porteau | | 87.00 | |
| Langdale to Gibson's Landing | | 2,832.88 | |
| Sechelt to Madeira Park | | 66,700.48 | |
| Sunshine Coast Highway, Westview to Powell River | | 15,863.86 | |
| | | | 85,484.22 |
| Legal surveys (Project 2301)— | | | |
| Bella Coola Airport Access Road through northeast quarter of Sec. 2, Tp. 2, R. 3 | | 833.90 | |
| Highway 101, Lois River Bridge approaches | | 3,157.70 | |
| Maple Road, DL 6256 to DL 4761 | | 4,498.04 | |
| Reposting Oldershaw Road in Lot 30, DL 1625, Gp. 1, NWD | | 349.47 | |
| Walker Park access road | | 1,877.00 | |
| | | | 10,716.11 |
| Rights-of-way (general) (Project 2297)— | | | |
| Lois River Bridge approaches | | 11.83 | |
| Sunshine Coast Highway 101, Sechelt to Madeira Park | | 12,534.50 | |
| | | | 12,546.33 |

MACKENZIE DISTRICT—*Continued*

| | | | $ |
|---|---|---|---|
| Construction— | | | |
| Bridges (general)—Lois River Bridge, Sunshine Coast Highway (Project 665) | | | 67,679.17 |
| Ferry-landings (general)—Demolition of wharf and new dolphins at Westview (Project 729) | | | 42,518.79 |
| Total, Mackenzie District | | | 2,008,684.53 |

NANAIMO DISTRICT

| | $ | $ | |
|---|---|---|---|
| Day labour—Roads (Project 2263)— | | | |
| Foster Street, reconstruction, paving | 1,923.63 | | |
| Cavin, Nairne, and Walsh Roads, reconstruction, paving | 9,034.02 | | |
| Aulds Road | 5,767.17 | | |
| Island Highway, shouldering | 12,028.32 | | |
| Blue Back Drive, reconstruction, paving | 3,190.53 | | |
| Chase River streets, reconstruction, paving | 7,457.76 | | |
| Lantzville streets | 8,884.20 | | |
| Quennell Road, reconstruction | 4,214.37 | | |
| Winter assistance, sundry roads | 15,750.00 | | |
| | | 68,250.00 | |
| Improvement programme in Greater Nanaimo area reconstruction, paving (Project 2158) | | 125,000.00 | |
| | | | 193,250.00 |
| Maintenance of roads | | | 343,882.13 |
| Maintenance of bridges | | | 63,966.31 |
| Maintenance and operation of ferries | | | 334,649.91 |
| Snow removal | | | 51,144.31 |
| Surveys (British Columbia Highway 1) (Project 2309)—Cedar Junction to George S. Pearson Bridge | | | 13,841.50 |
| Legal surveys (Project 2301)— | | | |
| Giant Powder Works Road through DL 76, Nanoose District | | 457.44 | |
| MacMillan Road through Nanaimo Indian Reserve 4 | | 347.68 | |
| | | | 805.12 |
| Construction— | | | |
| Gravel-crushing (general)—Crushed granular surfacing in stockpile, Gabriola Island (Project 2326) | | | 16,046.07 |
| Bridges (general)—Cedar Bridge over Nanaimo River (Project 546) | | | 25,818.13 |
| Surfacing (general)— | | | |
| Nanaimo District roads (part of Day-labour Project 2158) (Project S-0171) | | 355,599.51 | |
| Nanaimo, miscellaneous paving | | 10,000.00 | |
| | | | 365,599.51 |
| Total, Nanaimo District | | | 1,409,002.99 |

NELSON-CRESTON DISTRICT

| | |
|---|---|
| Day labour—Roads (Project 2280)— | |
| British Columbia Highway 3, Salmo-Creston section, re-establishing fills and shoulders, paving shoulders | 10,911.23 |
| East Arrow Creek Road 5 and West Arrow Creek Road 7, ditching, gravelling, priming | 21,009.17 |
| Creston–Porthill Road 21, reconstruction, with rock fill, gravelling | 22,773.21 |
| Emerald Road 97, widening, some realignment, gravelling, dust control | 14,447.33 |
| Glade Road 119, reconstruction, grade revision, widening, gravelling, paving | 20,000.00 |
| Crawford Bay roads, brushing, ditching, gravelling | 10,586.65 |
| Canyon Area roads, improving, gravelling, priming | 15,454.28 |
| Krestova Road 75 and Pass Creek Road 25, widening, gravelling, paving | 27,748.91 |
| Creston Area roads, improving, gravelling | 11,569.02 |

NELSON-CRESTON DISTRICT—*Continued*

| | $ | $ | $ |
|---|---|---|---|
| Day labour—Roads—*Continued* | | | |
| District roads, slashing, minor improvement | 11,093.30 | | |
| Thrums frontage road, right-of-way premises | 10,590.85 | | |
| Dyking of Salmo River, clean channel, haul riprap | 21,370.46 | | |
| Goose Creek Road 134, right-of-way settlement | 13,541.33 | | |
| Slashing programme | 32,713.67 | | |
| | | 243,809.41 | |
| Riondel Road 279, roadmix paving (Project 1897) | | 11,724.53 | |
| Duck Lake Access Road 90, purchase of right-of-way, gravelling (Project 2051) | | 6,943.33 | |
| British Columbia Highway 3, Creston to Arrow Creek, gravelling, roadmix paving (Project 2156) | | 30,000.00 | |
| British Columbia Highway 3A, Sanca Creek to Boswell, reconstruction, widening, realignment, roadmix paving (Project 2159) | | 275,669.07 | |
| | | | 568,146.34 |
| Day labour—Secondary highway—Town of Creston (219B), Creston–Erickson Road, 17th Avenue and 16th Avenue (Project 2318) | | | 10,226.68 |
| Maintenance of roads | | | 661,270.57 |
| Maintenance of bridges | | | 129,664.77 |
| Maintenance and operation of ferries | | | 504,227.32 |
| Snow removal | | | 270,859.50 |
| Gravel-crushing | | | 173,467.22 |
| Mixing plant | | | 111,635.15 |
| Surveys (general) (Project 2300)— | | | |
| British Columbia Highway 3A, Meadow Siding to Erie Lake | | 12,205.18 | |
| Crawford Bay to Rose Pass | | 14,583.40 | |
| Creston Bypass (revisions) | | 10.50 | |
| Salmo, Salmo-Creston Junction | | 10,994.65 | |
| Thrums, South Slocan | | 245.00 | |
| | | | 38,038.73 |
| Rights-of-way (general) (Project 2297)— | | | |
| British Columbia Highway 3— | | | |
| Arrow Creek–Goat River Road | | 7,662.00 | |
| Taghum Hill to Nelson | | 1,384.70 | |
| Creston Bypass | | 19,541.60 | |
| Nelson Arterial | | 234,977.65 | |
| | | | 263,565.95 |
| Construction— | | | |
| Roads (general)— | | | |
| British Columbia Highway 3, reconstruction, Kid Creek to Goat River (Project 1914) | | 24,367.92 | |
| Nelson Arterial Highway, Cottonwood Creek Section and Taghum to Nelson (Project 2092) | | 1,100,375.85 | |
| Nelson–Nelway Highway, reconstruction, Ymir to Euphrates (Project 2093) | | 849,584.65 | |
| | | | 1,974,328.42 |
| Bridges (general)—Nelson–Nelway Highway, Hall Creek and Barrett Creek Bridges (Project 736) | | | 145,265.73 |
| Ferries (general)—Modifications to MV *Anscomb* (Project 699) | | | 470,470.88 |
| Surfacing (general)— | | | |
| Miscellaneous sections, Nelson, to 16 miles west of Nelson and Kokanee Creek Camp-site (Project S-4371) | | 328,136.12 | |
| Nelson, miscellaneous paving | | 32,000.00 | |
| | | | 360,136.12 |
| Total, Nelson-Creston District | | | 5,681,303.38 |

## NEW WESTMINSTER DISTRICT

| | | $ |
|---|---|---|
| Maintenance of roads | | 79,924.03 |
| Maintenance of bridges | | 2,156.51 |
| Snow removal | | 10,253.45 |
| Mixing plant | | 178,595.02 |
| Construction—Surfacing (general)— | $ | |
| Port Mann Bridge, miscellaneous paving | 2,747.07 | |
| New Westminster, miscellaneous paving | 10,000.00 | |
| | | 12,747.07 |
| Total, New Westminster District | | 283,676.08 |

## NORTH OKANAGAN DISTRICT

| | | | |
|---|---|---|---|
| Day labour—Roads (Project 2274)— | $ | | |
| Sundry roads, winter assistance, brushing on miscellaneous side roads | 21,000.00 | | |
| Carr's Landing Road 23, clearing, fencing | 10,000.00 | | |
| Vernon–Slocan Highway 6, weed-spraying, brush control | 5,000.00 | | |
| Okanagan Highway 97, weed-spraying, brush control | 5,000.00 | | |
| Lumby–Mabel Lake Road 75, ditching, gravelling | 10,000.00 | | |
| Creighton Valley Road 31, purchase of right-of-way | 5,000.00 | | |
| Sundry roads, purchase of right-of-way, weeding and brush control on miscellaneous roads | 5,000.00 | | |
| | | 61,000.00 | |
| (Project 1889)— | | | |
| Silver Star Road, clearing, gravelling, culvert installations | 15,654.37 | | |
| Lumby–Mabel Lake Road, gravelling, paving | 20,000.00 | | |
| | | 35,654.37 | |
| (Project 2319)— | | | |
| Okanagan Highway 97, north and south, constructing truck lanes south of Vernon, constructing intersection south of Vernon, constructing left-turn lane north of Vernon | 52,693.71 | | |
| Lumby Arterial 261R, installing storm sewers, paving | 13,468.18 | | |
| Vernon–Slocan Highway 6, installing intersection, miscellaneous patching | 35,679.90 | | |
| | | 101,841.79 | |
| Sundry roads (Project 2268) | | 27,000.00 | |
| Highway 97, Reids Corner north (Project 2374) | | 33,167.08 | |
| | | | 258,663.24 |
| Day labour—Bridges—Complete construction of Cherry Creek Bridge (Project 622) | | | 30,000.00 |
| Maintenance of roads | | | 359,812.70 |
| Maintenance of bridges | | | 29,012.34 |
| Snow removal | | | 146,826.50 |
| Surveys (general) (Project 2300)— | | | |
| Kelowna to Winfield to Oyama | | 131,044.83 | |
| Okanagan Highway— | | | |
| Oyama to Vernon | | 17,775.91 | |
| Vernon to Highway 97 Junction | | 12,917.24 | |
| Okanagan Landing, East Side Road to Bench Road | | 4,434.02 | |
| Vernon–Nelway Highway, Lumby to east boundary of Lot 2151 (region boundary) | | 349.18 | |
| Vernon–Slocan Highway, Kalamalka Lake Road Intersection | | 649.20 | |
| | | | 167,170.38 |
| Legal Surveys (Project 2301)— | | | |
| Okanagan Highway, Grindrod Hill to Vernon District boundary | | 10,374.83 | |
| Highway 97 right-of-way in part Lot 2, Plan 12175, Sec. 13, Tp. 7, ODYD | | 440.23 | |
| | | | 10,815.06 |

NORTH OKANAGAN DISTRICT—*Continued*

| | | | |
|---|---|---|---|
| Rights-of-way (general) (Project 2297)— Okanagan Highway 97, Reids Corner to Oyama | | | $ 25,290.00 |
| Construction—Surfacing (general)— | | | |
| Highway 97 and Vernon District roads, medium cover aggregate in stockpile at French Pit (*see also* Shuswap) (Project S-3269) | | $ 124,727.88 | |
| Vernon, miscellaneous paving | | 26,092.49 | |
| | | | 150,820.37 |
| Total, North Okanagan District | | | 1,178,410.59 |

NORTH PEACE RIVER DISTRICT

| | | | |
|---|---|---|---|
| Day labour—Roads (Project 2285)— | $ | | |
| Grandhaven area Road 269, reconstruction, gravelling | 33,307.70 | | |
| Montney area Roads 258 and 271, reconstruction, gravelling | 32,186.07 | | |
| Fort St. John area subdivision roads, minor regrading, gravelling | 20,706.88 | | |
| Rose Prairie area Road 135, gravelling | 4,788.83 | | |
| Alaska Highway 97N, right-of-way clearing, beautification | 2,368.28 | | |
| Goodlow area north, F & S Road 211, regrading, gravelling | 8,068.83 | | |
| Beatton River Airport Road 151, relocation, major reconstruction, gravelling | 63,233.17 | | |
| Prespatou area Road 154 (Mi. 18 Road), gravelling | 1,582.12 | | |
| Sundry roads, right-of-way clearing, brushing, fencing, Pineview, Montney, and Cecil Lake areas | 12,409.26 | | |
| Sundry roads, winter assistance, brushing, clearing, Fort St. John area | 13,320.43 | | |
| Fort St. John east truck bypass 146, sealcoating, surface treating | 16,166.66 | | |
| Upper and Lower Cache Creek Roads 116 and 117, major reconstruction, gravelling | 37,942.42 | | |
| Osborne Road 184, major reconstruction, relocation, gravelling | 42,105.47 | | |
| Alces River West Road 108, major reconstruction, gravelling | 40,485.66 | | |
| Montney area road 114, regrading, regravelling | 31,859.53 | | |
| Fort St. John area school bus routes, regrading, gravelling | 73,171.72 | | |
| Prespatou area Roads 101, 154, and 139, major reconstruction, gravelling | 69,918.23 | | |
| Fort St. John North 101, soil cement, pulvimix surfacing | 276,856.48 | | |
| Cecil Lake area 103, soil cement, pulvimix surfacing | 245,522.26 | | |
| | | 1,026,000.00 | |
| Fort Nelson Crown Subdivision, clearing, grading, gravelling (Project 2307) | | 39,999.96 | |
| Fort Nelson flood repairs (Project 2347) | | 25,000.00 | |
| Fort St. John area, gravel haul, crushing, Callison Pit-101 and Imperial Pit-103 (Project 2366) | | 250,000.00 | |
| | | | 1,340,999.96 |
| Day labour—Bridges—Peace River North bridges, flood repairs (Project 689) | | | 60,000.00 |
| Day labour—Grants in Aid of Roads and Trails, Petroleum and Natural Gas—Locating, constructing, gravelling access road to Fort Nelson River Bridge (PGE) | | | 171,643.18 |
| Maintenance of roads | | | 356,445.20 |
| Maintenance of bridges | | | 87,241.67 |
| Maintenance and operation of ferries | | | 22,858.05 |
| Snow removal | | | 232,481,16 |

NORTH PEACE RIVER DISTRICT—*Continued*

| | | |
|---|---|---|
| Legal surveys (Project 2301)—Hudson Hope–Portage Mountain Road through DL 1092 and 1092A, | | $ 500.00 |
| Construction— | | |
| Roads (general)—Crushed granular surfacing, Fort St. John area (Project 2305) | | 99,458.78 |
| Surfacing (general)— | $ | |
| Hudson Hope Highway 29 (Project S-6769) | *2,321.27* (Credit) | |
| Fort St. John, miscellaneous paving | 4,674.50 | |
| North Peace River, miscellaneous paving | 1,170.00 | |
| Beaton River Road, pulvimixing (*see also* South Peace River) | 27,210.75 | |
| | | 30,733.98 |
| Total, North Peace River District | | 2,402,361.98 |

NORTH VANCOUVER-CAPILANO DISTRICT

| | | |
|---|---|---|
| Day labour—Bridges— | | |
| Cleaning and painting of bridges in the Lower Mainland area, First Narrows Bridge (Project 572) | 35,231.18 | |
| First Narrows Bridge, inspection services (Project 738) | 7,108.15 | |
| | | 42,339.33 |
| Maintenance of roads | | 36,122.45 |
| Maintenance of bridges | | 2,374.70 |
| Snow removal | | 2,350.79 |
| Surveys (general) (Project 2300)—Upper Levels control line | | 82.00 |
| Rights-of-way (British Columbia Highway 401) (Project 2306)—Lonsdale Intersection, Upper Levels Highway | | 854.34 |
| Construction— | | |
| Bridges (general)—Lions Gate Bridge (First Narrows) (replacement of corroded coverplates, etc. (Project 638) | | 15,000.00 |
| Surfacing (general)— | | |
| Dollarton Highway and Mount Seymour Park Road (Project S-0571) | 82,923.50 | |
| North Vancouver, miscellaneous paving | 10,000.00 | |
| | | 92,923.50 |
| Total, North Vancouver-Capilano District | | 192,047.11 |

NORTH VANCOUVER-SEYMOUR DISTRICT

| | |
|---|---|
| Day labour—Roads—Winter assistance (Project 2265) | 36,000.00 |
| Day labour—Bridges—Cleaning and painting of bridges in the Lower Mainland area, Second Narrows Bridge (Project 572) | 39,742.86 |
| Maintenance of roads | 240,043.47 |
| Maintenance of roads (patrol) | 330,659.75 |
| Maintenance of bridges | 3,338.67 |
| Snow removal | 6,851.41 |
| Gravel-crushing | 98,994.50 |
| Surveys (British Columbia Highway 401) (Project 2309)—Second Narrows Bridge to Lynn Creek | 1,366.19 |
| Surveys (general) (Project 2300)—Mount Seymour Park Road | 5,961.49 |
| Legal surveys (Project 2301)—British Columbia Highway 1 through parts of DL 612 and 613, Gp. 1, NWD | 510.00 |
| Rights-of-way (British Columbia Highway 1) (Project 2306)—North approach to Second Narrows Bridge | 31.90 |
| Rights-of-way (general) (Project 2297)—Mount Seymour Park Road | 4.35 |
| Total, North Vancouver-Seymour District | 763,504.59 |

## OMINECA DISTRICT

| | | | |
|---|---|---|---|
| Day labour—Roads (Project 2284)— | | | |
| Sundry roads, Burns Lake area— | $ | $ | $ |
| Minor revisions | 20,000.00 | | |
| Slashing and clearing | 18,000.00 | | |
| Colleymont, reconstruction, new alignment, grading | 15,000.00 | | |
| Keefes Landing, reconstruction, new alignment, grading | 15,000.00 | | |
| Gerow Island, reconstruction | 10,000.00 | | |
| | | 78,000.00 | |
| (Project 2292)— | | | |
| Fawcett Road, reconstruction | 10,095.81 | | |
| Germansen Landing Road, hauling crushed gravel | 25,000.00 | | |
| Lily Lake Road, clearing, burning | 8,111.12 | | |
| Old Northern Trans-Provincial Highway, reconstruction | 19,999.01 | | |
| Sturgeon Point Road, reconstruction | 17,010.55 | | |
| Sundry roads, right-of-way settlements | 4,968.35 | | |
| Yellowhead Highway 16, right-of-way brushing, landscaping | 4,815.16 | | |
| Sundry roads, winter assistance, brushing | 18,000.00 | | |
| | | 108,000.00 | |
| Pinchi Lake Road, reconstruction (Project 1963) | | 60,000.00 | |
| Germansen Landing Road, reconstruction (Project 2148) | | 78,000.00 | |
| Topley to Topley landing, reconstruction, new alignment, grading (Project 1556) | | 530,836.55 | |
| Francois Lake Road, reconstruction, new alignment, grading, pavement standard (Project 1627) | | 150,000.00 | |
| | | | 1,004,836.55 |
| Day labour—Fencing of right-of-way (Project 1962)—Yellowhead Highway 16 | | | 29,451.54 |
| Day labour—Bridges—Redecking Nechako River Bridge (Project 693) | | | 21,900.34 |
| Maintenance of roads | | | 632,103.78 |
| Maintenance of bridges | | | 73,072.59 |
| Maintenance and operation of ferries | | | 241,000.00 |
| Snow removal | | | 307,738.74 |
| Surveys (general) (Project 2300)—Vanderhoof to Fort St. James | | | 26.25 |
| Legal surveys (Project 2301)— | | | |
| Highway 35, north boundary of DL 2460 to northwest quarter of DL 5693, R. 5, Coast District | | 7,990.72 | |
| Yellowhead Highway 16, widening Lots 6 to 11, inclusive, Plan 3298, southeast quarter of Sec. 26, Tp. 5, R. 5, Coast District | | 356.35 | |
| | | | 8,347.07 |
| Rights-of-way (general) (Project 2297)— | | | |
| Topley Landing Road 118, Topley to Babine Lake, Section 2 | | 36.00 | |
| Yellowhead Highway, Houston Overhead | | 25,372.93 | |
| | | | 25,408.93 |
| Construction— | | | |
| Bridges (general)—Houston Bridge and Overhead, includes relocation of signals by the Canadian National Railways) (Project 679) | | | 257,078.80 |
| Surfacing (general)— | | | |
| Vanderhoof–Germansen Landing Road (Project S-6869) | | 989,228.90 | |
| Burns Lake, miscellaneous paving | | 9,975.98 | |
| Vanderhoof, miscellaneous paving | | 15,768.71 | |
| | | | 1,014,973.59 |
| Total, Omineca District | | | 3,615,938.18 |

## PRINCE RUPERT DISTRICT

| | $ | $ | $ |
|---|---|---|---|
| Day labour—Roads (Project 1568)— | | | |
| Queen Charlotte City to Masset Kumdis River Bridge, Mile 45.2 to Masset, Mile 70.5 (24.1 miles), reconstruction, widening, realignment, grade revisions, gravelling | 700,000.00 | | |
| Old Masset Road 52, widening, ditching, gravelling (1.6 miles) | 15,000.00 | | |
| Queen Charlotte City streets, widening, ditching, gravelling (3.2 miles) | 35,000.00 | | |
| | | 750,000.00 | |
| (Project 2288)— | | | |
| Winter assistance, Prince Rupert area and Queen Charlotte Islands, slashing, brushing | 14,000.00 | | |
| Yellowhead Highway 16, weed-spraying, shouldering | 25,000.00 | | |
| | | 39,000.00 | |
| McNeil River Bridge approaches, realignment, revise grades, widening, ditching (1.5 miles) (Project 2337) | | 126,698.53 | |
| Stewart Arterial 442R, gravelling (Project 1900) | | 20,000.00 | |
| | | | 935,698.53 |
| Maintenance of roads | | | 228,940.15 |
| Maintenance of bridges | | | 38,029.77 |
| Maintenance and operation of ferries | | | 19,176.00 |
| Snow removal | | | 66,676.39 |
| Legal surveys (Project 2301)—Queen Charlotte City–Masset Road, Queen Charlotte City–Skidegate Indian Reserve 1 | | | 1,947.98 |
| Rights-of-way (general) (Project 2297)—Queen Charlotte City to Skidegate Mission | | | 10,356.89 |
| Construction— | | | |
| Roads (general)— | | | |
| Yellowhead Highway— | | | |
| Prudhomme Lake-Galloway Rapids (Project 1949) | | 359,460.77 | |
| McNeil River-Prudhomme Lake (Project 1970) | | 1,078,830.46 | |
| Queen Charlotte City to Skidegate Mission (Project 1950) | | 50,903.91 | |
| Galloway Rapids to Port Edward (Project 1965) | | 49,762.69 | |
| | | | 1,538,957.83 |
| Bridges (general)— | | | |
| Port Edward pipe-line bridge (Project 715) | | 125,271.07 | |
| Diana Creek Bridge and McNeil River Bridge (Project 737) | | 175,914.14 | |
| | | | 301,185.21 |
| Surfacing (general)— | | | |
| Miscellaneous sections, Queen Charlotte Islands (Project S-6970) | | 60,963.83 | |
| Yellowhead Highway, Galloway Rapids to Port Edward, Galloway Rapids to McNeil River, miscellaneous streets in Port Edward (Project S-6371) | | 492,075.75 | |
| Stewart Arterial and miscellaneous streets (Project S-6471) | | 209,053.53 | |
| | | | 762,093.11 |
| Total, Prince Rupert District | | | 3,903,061.86 |

## REVELSTOKE-SLOCAN DISTRICT

| | | | |
|---|---|---|---|
| Day labour—Roads (Project 2282)— | | | |
| Balfour–Kaslo Galena Bay Highway 31, reconstruction, gravelling | 27,000.00 | | |
| Side roads and frontage roads | 6,000.00 | | |
| British Columbia Highway 1, slashing, right-of-way improvements | 2,000.00 | | |
| Revelstoke–Mica Creek Highway 23, slashing, right-of-way improvements | 2,500.00 | | |
| Slashing programme | 27,600.00 | | |
| | | 65,100.00 | |

REVELSTOKE-SLOCAN DISTRICT—*Continued*

| | $ | $ | $ |
|---|---|---|---|
| Day labour—Roads—*Continued* | | | |
| (Project 2281)— | | | |
| Nakusp area roads, preparing for surfacing, road-mix | 50,000.00 | | |
| Highway 6, Hills to Summit Lake, Monashee, Nakusp, Brouse | 5,000.00 | | |
| Rest area | 5,000.00 | | |
| Kaslo–New Denver 31A, reconstruction, preparing for roadmix | 45,000.00 | | |
| Slocan River Road, reconstruction | 20,000.00 | | |
| Slashing programme, Highways 23, 31A, 6 | 41,000.00 | | |
| | | 166,000.00 | |
| Kaslo–New Denver 31A, reconstruction (Project 2335) | | 99,492.68 | |
| Carpenter Creek Bridge approaches (Project 2348) | | 18,919.62 | |
| Rosebery Bridge and approaches (Project 2352) | | 2,838.15 | |
| | | | 352,350.45 |
| Day labour—Bridges (Hydro development)— Nakusp–Galena Bay 23, Halfway River Bridge and approaches (Project 672) | | | 363,881.24 |
| Maintenance of roads | | | 623,568.16 |
| Maintenance of bridges | | | 102,497.67 |
| Maintenance and operation of ferries | | | 485,118.91 |
| Snow removal | | | 549,856.75 |
| Surveys (British Columbia Highway 1) (Project 2309)— | | | |
| Three Valley Lake snowshed | | 1,055.00 | |
| Truck lanes (*see also* Kamloops and Shuswap) | | 314.95 | |
| | | | 1,369.95 |
| Surveys (general) (Project 2300)— | | | |
| Cape Horn to Corey Creek | | 1,327.67 | |
| Kaslo–Beaton Highway, Gerrard Bridge replacement | | 3,326.77 | |
| Kaslo–New Denver Highway, Three Forks Section | | 6,983.18 | |
| Nakusp to Galena Bay | | 3.30 | |
| Slocan Highway 6, Cape Horn Bluffs from Lot 381 to Lot 11163 | | 62,475.52 | |
| Vernon–Nelway Highway— | | | |
| Enterprise Creek revision, Cory Creek to Lot 12454 | | 486.77 | |
| New Denver to Nakusp | | 8,610.99 | |
| Vernon–Slocan Highway, Hills to Summit Lake | | 26,344.50 | |
| | | | 109,558.70 |
| Legal surveys (Project 2301)— | | | |
| Highway 6 right-of-way, Fauquier to Nakusp | | 24,500.00 | |
| Highway 23, Shelter Bay to north boundary of Lot 811 | | 9,570.26 | |
| | | | 34,070.26 |
| Rights-of-way (general) (Project 2297)—Galena Bay to Galena Pass, Highway 31 | | | 4,747.00 |
| Construction— | | | |
| Roads (general)—Nakusp–Galena Bay Highway, Halfway River to Galena Bay and Galena Bay to Galena Pass (Project 2311) | | | 9,843.25 |
| Roads (Hydro development)—Ferry approaches, lighting, heating, signals (Needles ferry) (Project 2212) | | | 38,450.80 |
| Gravel-crushing (general)—Crushed granular aggregate in stockpile, Boom Dock Pit, Rosebery (Project 2325) | | | 41,219.32 |
| Bridges (Hydro development)— | | | |
| Blanket Creek (Project 617) | | 264,357.56 | |
| Halfway River Bridge and approaches (Project 672) | | 126,574.75 | |
| | | | 390,932.31 |
| Ferry-landings (Hydro development)—Shelter Bay, and Galena Bay landings and Shelter Bay marine ways (Project 620) | | | 37,999.16 |
| Surfacing (British Columbia Highway 1)—Sicamous to Revelstoke (*see also* Shuswap) (Project S-8566) | | | 3,862.25 |
| Surfacing (general)— | | | |
| Highway 6, Nakusp, to Junction of Highway 6 and Edgewood Road, and Edgewood Road, medium-cover aggregate, crushed granular surfacing in stockpile (Project S-5171) | | 326.94 | |
| New Denver, miscellaneous paving | | 24,037.11 | |
| Nakusp to Needles (remix), pulvimixing | | 24,636.33 | |
| Nakusp north, pulvimixing | | 65,155.51 | |
| Browse Road, pulvimixing | | 36,070.36 | |
| | | | 150,226.25 |
| Total, Revelstoke-Slocan District | | | 3,299,552.43 |

## RICHMOND DISTRICT

| | $ | $ | $ |
|---|---|---|---|
| Day labour—Roads (Project 2264)— | | | |
| No. 5 Road 66R, brushing | 693.90 | | |
| Westminster Highway 343R, brushing | 1,761.89 | | |
| | | 2,455.79 | |
| (Project 2260)— | | | |
| Highway 499, Deas Throughway, ditching, shouldering | 20,000.00 | | |
| Winter assistance | 13,000.00 | | |
| | | 33,000.00 | |
| | | | 35,455.79 |
| Day labour—Secondary highways—Bridgeport Road, Township of Richmond (Project 2354) | | | 100,000.00 |
| Day labour—Bridges—Twigg Island Bridge, deck replacement (Project 733) | | | 25,000.00 |
| Maintenance of roads | | | 293,325.05 |
| Maintenance of bridges | | | 49,009.20 |
| Snow removal | | | 40,646.82 |
| Surveys (general) (Project 2300)—Fraser River crossing, No. 5 Road replacement | | | 4,339.39 |
| Legal surveys (Project 2301)—Knight St. Bridge right-of-way and Lot 6124, Gp. 1, NWD | | | 840.95 |
| Rights-of-way (general) (Project 2297)—Knight Street Bridge, south approach | | | 1,036.00 |
| Construction— | | | |
| Bridges (general)—Knight Street Bridge (*see also* Vancouver South) (Project 627) | | | 1,632,594.78 |
| Surfacing (general)—Miscellaneous sections, Pacific Highway, New McLellan Road, Scott Road, Highway 10, Roberts Bank Road, and Highway 499 (*see also* Delta, Langley, and Surrey) (Project S-0371) | | | 10,831.19 |
| Total, Richmond District | | | 2,193,079.17 |

## ROSSLAND-TRAIL DISTRICT

| | $ | $ | $ |
|---|---|---|---|
| Day labour—Roads (Project 2283)— | | | |
| Columbia Gardens Road 108, roadmix paving | 8,000.00 | | |
| Mill Road 88, purchase right-of-way, moving poleline | 5,000.00 | | |
| Casino Road 65, roadmix paving | 6,000.00 | | |
| Wellington Street 118, Short Street 119, Old Rossland and Trail Road 120, regrading, roadmix paving | 5,000.00 | | |
| Nelson Road 102, Atco Road 160, LeHue Road 86, roadmix paving | 6,000.00 | | |
| Various roads in Raspberry, Robson, Ootischenia, final flushing inverted prime | 5,000.00 | | |
| Cutille Road 68, frontage roads, Waneta Junction area, regrade, roadmix paving | 5,000.00 | | |
| Slashing programme | 54,000.00 | | |
| | | | 94,000.00 |
| Day labour—Secondary highway—Columbia Gardens Road 129B, Village of Fruitvale (Project 2318) | | | 4,000.00 |
| Day labour—Bridges—Redecking Waneta Bridge (Project 744) | | | 20,000.00 |
| Maintenance of roads | | | 457,924.23 |
| Maintenance of bridges | | | 24,166.53 |
| Maintenance and operation of ferries | | | 82,959.73 |
| Snow removal | | | 110,060.20 |
| Surveys (general) (Project 2300)— | | | |
| Castlegar curb and gutter, Survey 2 | | 6,950.85 | |
| Highway 3A, Tadanac to Trail | | 9,182.94 | |
| Kinnaird to Trail | | 1,536.66 | |
| | | | 17,670.45 |

ROSSLAND-TRAIL DISTRICT—*Continued*

| | | | |
|---|---|---|---|
| Legal surveys (Project 2301)— | | $ | $ |
| Keenleyside Dam to Celgar Plant | | 1,389.60 | |
| Arrow Dam–Castlegar Highway | | 7,806.13 | |
| | | | 9,195.73 |
| Rights-of-way (general) (Project 2297)— | | | |
| British Columbia Highway 3, Blueberry to Kinnaird | | 76,878.97 | |
| Casino Road | | 125.01 | |
| Highway 3A, East Trail to Merry's Flats | | 14,512.38 | |
| | | | 91,516.36 |
| Construction— | | | |
| Roads (general)— | | | |
| Blueberry Creek to Kinnaird (Project 2094) | | 432,972.96 | |
| Murphy Creek to Trail (Project 2125) | | 17,403.18 | |
| | | | 450,376.14 |
| Roads (Hydro development)—Arrow Dam to Syringa Park (Project 1964) [1] | | | 3,324.68 |
| Gravel-crushing (general)—Crushed gravel (Rossland) (Project 2370) | | | 28,300.00 |
| Ferry-landings (general)—Castlegar ferry ramp extension (Project 717) | | | 10,019.63 |
| Surfacing (general)— | | | |
| Rossland–Sheep Lake Highway (Project S-4270) | | 446,381.87 | |
| Rossland, miscellaneous paving | | 7,000.00 | |
| Castlegar area— | | | |
| Shoulder treatment, pulvimixing | | 34,365.97 | |
| Chip shoulders, pulvimixing | | 74,559.03 | |
| | | | 562,306.87 |
| Total, Rossland-Trail District | | | 1,965,820.55 |

[1] This gross expenditure cleared by credits received from British Columbia Hydro.

SAANICH AND THE ISLANDS DISTRICT

| | | | |
|---|---|---|---|
| Day labour—Roads (Project 2266)— | | $ | $ |
| Munn Road, Isabella Point Road, reconstruction, paving | | 13,399.93 | |
| Stewart Road, Isabella Point Road, Rainbow Road, Walker Hook Road, Saltspring Island, reconstruction, paving | | 23,101.80 | |
| Madrona Drive, Porlier Pass Road, Montague and Porlier Intersection, Galiano Island; Gallagher Bay Road, Wilkes Road, Mayne Island, East Point Road, Saltspring Island, Boot Cove Road, Schooner Way Road, Aldridge Road, Spaulding Road, Pender Island, reconstruction, paving | | 57,949.85 | |
| | | | 94,451.58 |
| Patricia Bay Highway (fourlaning), Haliburton Road to Island View Road, reconstruction, grade revision (Project 2232) | | | 899,407.79 |
| Beaver Point Road, Fulford–Ganges Road to park, Saltspring Island, reconstruction, widening, grade revision (Project 2257) | | | 193,000.00 |
| Porlier Pass Road, Georgeson Bay Road to Cook Road, Galiano Island, reconstruction, widening, grade revision (Project 2314) | | | 156,000.00 |
| Sunset Drive, Vesuvius Bay Road to North End Road, Saltspring Island, reconstruction, widening, grade revision (Project 2379) | | | 40,000.00 |
| | | | 1,382,859.37 |
| Day labour—Secondary highways— | | | |
| District of Saanich, Quadra Street, from Nicholson Street to Rogers Avenue 156B, reconstruction (Project 2259) | | | 77,103.39 |
| (Project 2318)— | | | |
| Resthaven Drive, Ardwell Road to Malaview Avenue; Malaview Avenue, Resthaven Drive to Fifth Street, Village of Sidney (194B), reconstruction | | 48,790.00 | |

## SAANICH AND THE ISLANDS DISTRICT—*Continued*

| | | | |
|---|---|---|---|
| Day labour—Secondary highways—*Continued* | | | |
| District of Saanich— | $ | $ | $ |
| Quadra Street 156B, second-lift paving | 4,775.00 | | |
| Gorge Road, Colquitz to Dysart 154B, second-lift paving | 4,100.00 | | |
| McKenzie Road, Gordon Head Intersection 205B, reconstruction | 4,647.63 | | |
| McKenzie Avenue 205B, second-lift paving | 32,300.00 | | |
| District of Central Saanich, Keating Cross Road 121B, widening | 5,750.00 | | |
| District of North Saanich, McTavish Road 193B, shouldering | 1,756.00 | | |
| | | 102,118.63 | |
| | | | 179,222.02 |
| Maintenance of roads | | | 260,256.19 |
| Maintenance of bridges | | | 995.11 |
| Snow removal | | | 50,990.97 |
| Legal surveys (Project 2301)— | | | |
| Beaver Point Road from east boundary of west half of Section 14, R. 2, to east boundary of Section 71, Saltspring Island | | 1,374.34 | |
| Easement right-of-way through parts of Sections 3, 8, and 7, Mayne Island | | 989.12 | |
| Highway 17, Haliburton Road to Island View Road | | 2,313.89 | |
| Lyall Harbour Road, Saturna Island, reposting part by Plan 14515 | | 208.80 | |
| Patricia Bay Highway— | | | |
| Rogers Avenue to Cherry Tree Bend | | 6,117.69 | |
| Hamsterly Road to Martindale Road | | 4,208.09 | |
| | | | 15,211.93 |
| Rights-of-way (general) (Project 2297)— | | | |
| Patricia Bay Highway | | 410,629.72 | |
| Saturna Island ferry terminal | | 650.00 | |
| | | | 411,279.72 |
| Construction— | | | |
| Roads (general) Patricia Bay Highway— | | | |
| Ardwell Road to Island View Road (Project 2043) | | 627,094.10 | |
| Reconstruction, Rogers Avenue to Cherry Tree Bend (Project 2063) | | 1,125,688.04 | |
| Haliburton Road to Island View Road, paving (Project 2232) | | 219,754.95 | |
| Median guard-rail (Project 2367) | | 97,805.01 | |
| | | | 2,070,342.10 |
| Bridges (general)— | | | |
| Rogers Avenue, Amity Drive, Weiler Avenue, pedestrian overcrossings (Project 707) | | 243,269.53 | |
| Patricia Bay Highway— | | | |
| Falaise Underpass (Project 713) | | 284,766.04 | |
| Quadra Street Underpass (Project 730) | | 88,307.56 | |
| | | | 616,343.13 |
| Surfacing (general)— | | | |
| Patricia Bay Highway, Ardwell Road to Island View Project S-0771) | | | 581,834.65 |
| Signals, lighting, etc. (general)— | | | |
| Intersection lighting installation, Patricia Bay Highway, Haliburton Road to Island View Road (Project E-7104) | | 113,868.05 | |
| Lighting installation, Highway 17, and Vanalman Drive, Highway 17 at Quadra, and Highway 17, Royal Oak Interchange (Project E-7041) | | 87,555.89 | |
| | | | 201,423.94 |
| Total, Saanich and the Islands District | | | 5,770,759.13 |

## SHUSWAP DISTRICT

| | $ | $ | $ |
|---|---|---|---|
| Day labour—Roads (Project 2273)— | | | |
| Tappen Valley Road 33, reconstruction | 48,000.00 | | |
| Tappen Cemetery Road 34, reconstruction | 2,000.00 | | |
| Miscellaneous roadmix, sealcoating | 40,000.00 | | |
| | | 90,000.00 | |
| (Project 2320)— | | | |
| Sorrento–Eagle Bay Road 67, reconstruction | 45,000.00 | | |
| Douglas Lake Road 292, reconstruction | 10,000.00 | | |
| Squilax–Anglemont Road 446, reconstruction | 20,000.00 | | |
| Shuswap District roads, roadmixing 4 miles, Squilax–Anglemont Road 446 | 40,000.00 | | |
| | | 115,000.00 | |
| (Project 2274)— | | | |
| Enderby–Mabel Lake Road 74, gravelling | 10,000.00 | | |
| Canyon Road 298, reconstruction, gravelling | 5,000.00 | | |
| Deep Creek Road 34, reconstruction, gravelling | 9,976.70 | | |
| | | 24,976.70 | |
| (Project 2320)— | | | |
| Canyon Road, reconstruction, gravelling | 25,000.00 | | |
| Deep Creek Road, reconstruction, paving | 50,000.00 | | |
| | | 75,000.00 | |
| Enderby–Mabel Lake Road, reconstruction, gravelling, paving (Project 1891) | | 75,000.00 | |
| Deep Creek Road, reconstruction, paving (Project 2020) | | 30,000.00 | |
| British Columbia Highway 1, slashing, right-of-way improvements (Project 2282) | | 2,500.00 | |
| | | | 412,476.70 |
| Day labour—Secondary highways (Project 2318)— | | | |
| Township of Spallumcheen, Armstrong–Salmon River Road 171B | | 6,902.42 | |
| Wood Avenue 33B, City of Armstrong | | 681.17 | |
| | | | 7,583.59 |
| Day labour—Bridges—Pritchard Bridge, repairs (Project 709) | | | 15,000.00 |
| Maintenance of roads | | | 486,678.26 |
| Maintenance of bridges | | | 63,287.53 |
| Maintenance and operation of ferries | | | 18,000.00 |
| Snow removal | | | 238,100.40 |
| Surveys (British Columbia Highway 1) (Project 2309)—Truck lanes (*see also* Kamloops and Revelstoke-Slocan) | | | 1,574.75 |
| Surveys (general) (Project 2300)—Armstrong to Sicamous | | | 185,118.13 |
| Legal surveys (Project 2301)— | | | |
| British Columbia Highway 1— | | | |
| Through Secs. 4 and 5, Tp. 22, R. 10, W6M, Balmoral to Tappen | | 727.00 | |
| Through part Switsemalph Indian Reserve 3 | | 530.15 | |
| Okanagan Highway 97B, Grindrod Hill to Vernon District boundary | | 1,593.50 | |
| | | | 2,850.65 |
| Rights-of-way (general) (Project 2297)—Highway 97, widening | | | 35,109.70 |
| Surfacing (British Columbia Highway 1)— | | | |
| Sicamous to Revelstoke (*see also* Revelstoke to Slocan) (Proj-S-8566) | | 5,793.38 | |
| Campbell Creek to Pritchard, Highway 97, Monte Creek to Westwold (*see also* Kamloops) (Project S-8269) | | 42,999.21 | |
| | | | 48,792.59 |
| Construction—Surfacing (general)— | | | |
| Highway 97 and Vernon District roads, medium-cover aggregate in stockpile at French Pit (*see also* North Okanagan) (Project S-3269) | | 41,575.96 | |
| Highway 97, Falkland area, intermittent recap, Swan Lake Junction to Westwold (Project S-2771) | | 5,410.73 | |
| Squilax–Anglemont Road, Scotch Creek to Magna Bay and Shuswap Lake Park (Project S-2871) | | 203,532.81 | |
| Salmon Arm, miscellaneous paving | | 26,000.00 | |
| | | | 276,519.50 |
| Total, Shuswap District | | | 1,791,091.80 |

## SKEENA ELECTORAL DISTRICT

| | $ | $ | $ |
|---|---|---|---|
| Day labour—Roads (Project 2290)— | | | |
| Babine Lake Road 163, general improvements | 25,000.00 | | |
| Yellowhead Highway 16, rights-of-way improvements | 10,000.00 | | |
| Kispiox Road 49, general improvements | 20,000.00 | | |
| Winter assistance, brushing improvements | 7,000.00 | | |
| | | 62,000.00 | |
| (Project 2291)— | | | |
| Kitimat Road 25, winter assistance | 15,000.00 | | |
| Kitimat Village Road, ditching, surfacing | 5,000.00 | | |
| Terrace Arterial Yellowhead Highway 16, 362R, drainage, reshouldering | 7,500.00 | | |
| Kalum Lake Drive, surface improvements, drainage | 7,500.00 | | |
| Lakelse Lake Road, complete junction to Highway 26, Kitimat Highway | 5,000.00 | | |
| Clark Road, reconstruction paving | 5,000.00 | | |
| South Remo Road, improve alignment, drainage | 5,000.00 | | |
| | | 50,000.00 | |
| Yellowhead Highway 16—Terrace west— | | | |
| Quarrying and placing riprap at sundry locations, Mile 5 to Mile 53 (Project 1909) | | 200,000.00 | |
| Manufacture 65,000 feet of no-post guard-rail and place at sundry locations, widening, Mile 18 to Mile 38 (Project 1944) | | 640,000.00 | |
| Kalum Road, Spring Creek culvert, 218-foot multiplate culvert installed, approaches (Project 2241) | | 180,000.00 | |
| Smithers Bridge–Babine Lake Road (Project 2105) | | 50,000.00 | |
| Yellowhead Highway— | | | |
| Hazelton East Overhead Bridge approaches (Project 1731) | | 200,000.00 | |
| Frontage Road, storm drains, Smithers (Project 1985) | | 22,296.90 | |
| | | | 1,404,296.90 |
| Day labour—Fencing of rights-of-way—Highway 16, Yellowhead Route (Project 1962) | | | 7,497.94 |
| Day labour—Bridges—Yellowhead Highway 16, riprap, fill causeway on Ferry Island (Project 778) | | | 206,094.29 |
| Maintenance of roads | | | 639,264.65 |
| Maintenance of bridges | | | 148,620.23 |
| Maintenance and operation of ferries | | | 29,741.05 |
| Snow removal | | | 544,723.71 |
| Surveys (general) (Project 2300)— | | | |
| Kitimat Highway, Kitimat to Kitimat Arm (Eurocan) | | 576.85 | |
| Kitwanga to Meziadin Lake, Kitwanga Bridge site and Meziadin Lake (Fisheries Road) (*see also* Atlin) | | 5,000.00 | |
| Yellowhead Highway— | | | |
| Shames (Lot 5621) to Tyee | | 30,492.51 | |
| Trout Creek to Lot 1127 (Telkwa to Seaton) | | 639.40 | |
| Terrace Bypass | | 5,647.58 | |
| Terrance to Shames | | 19,277.12 | |
| | | | 61,633.46 |
| Legal surveys (Project 2301)— | | | |
| Explanatory plan of right-of-way through Lot 21, Bk. 1 of Bk. B, DL 370, R. 5, Coast District | | 75.00 | |
| Babine Lake Road, Bulkley River to north body of DL 1198, R. 5, Coast District | | 4,067.58 | |
| Woodmere Road through DL 1221 and 1222, R. 5, Coast District | | 1,157.97 | |
| Yellowhead Highway 16— | | | |
| Through DL 1351, R. 5, Coast District | | 560.50 | |
| Terrace to Hazelton, south body of DL 5181 to north boundary of Ikshenigwolk Indian Reserve 3 | | 3,654.76 | |
| | | | 9,515.81 |
| Rights-of-way (general) (Project 2297)— | | | |
| Kalum Lake Road, Spring Creek Section | | 450.00 | |
| Yellowhead Highway 16— | | | |
| Hazelton East Overhead approach | | 2,504.50 | |
| New Hazelton to Seaton | | 2,722.50 | |
| Smithers west | | 5,925.00 | |
| | | | 11,602.00 |

SKEENA ELECTORAL DISTRICT—*Continued*

| | $ | $ |
|---|---|---|
| Construction— | | |
| Roads (general)— | | |
| Yellowhead Highway, Hells Bells Creek to Lot 5181 (Project 1617) | 30,266.08 | |
| Exchamsiks River Bridge approaches (Project 2118) | 73,811.56 | |
| | | 104,077.64 |
| Bridges (general)— | | |
| Yellowhead Highway— | | |
| Kitseguecla River Bridge (Project 570) | 20,070.69 | |
| Exchamsiks River Bridge (Project 673) | 132,983.43 | |
| Smithers Bridge, resurfacing (Project 765) | 43,604.76 | |
| Khyex River Bridge (Project 661) | 13,677.38 | |
| Hazelton East Overhead (Project 674) | 172,909.75 | |
| | | 383,246.01 |
| Surfacing (general)— | | |
| Yellowhead Highway— | | |
| Lot 5181 to West Boulder Creek (Project S-6369) | 28,805.87 | |
| Kitseguecla Bridge approaches, Carnaby to New Hazelton (Project S-6570) | 675,503.57 | |
| Kitimat area, miscellaneous sections (Project S-6771) | 22,319.41 | |
| Terrace, miscellaneous paving | 25,000.00 | |
| | | 751,628.85 |
| Total, Skeena District | | 4,301,942.54 |

SOUTH OKANAGAN DISTRICT

| | | |
|---|---|---|
| Day labour—Roads— | | |
| Last Mountain Road (Project 1854) | 10,000.00 | |
| Big White Road (Project 1892) | 25,000.00 | |
| Princeton Avenue (Project 1987) | 88,711.57 | |
| Sundry roads (Project 2268) | 53,000.00 | |
| Highway 97, median (Project 2361) | 143,229.13 | |
| Spiers Road (Project 2381) | 8,457.26 | |
| | | 328,397.96 |
| Maintenance of roads | | 242,640.07 |
| Maintenance of bridges | | 70,150.70 |
| Snow removal | | 135,575.19 |
| Surveys (general) (Project 2300) (Okanagan Highway)— | | |
| Penticton to Kelowna (*see also* Boundary-Similkameen | 70,000.00 | |
| Princeton Junction, Peachland | 698.37 | |
| | | 70,698.37 |
| Legal surveys (Project 2301)— | | |
| Okanagan Highway, widening in parts of DL 124, DL 125, Sec. 34, and Sec. 20, Tp. 26, ODYD | 804.39 | |
| Bedford Road right-of-way through Lots 230, 231, 233, and 234, Parcel 1247, in northeast quarter of Sec. 32, Tp. 29, ODYD | 795.75 | |
| Redefining Benvoulin Road and Highway 97 | 374.94 | |
| | | 1,975.08 |
| Rights-of-way (general) (Project 2297)—Princeton Avenue, Peachland | | 2,494.20 |
| Construction— | | |
| Surfacing (general)—(Kelowna District roads)— | | |
| Rutland Road, Glenmore Road, Lakeshore Road, and K.L.O. Road south) (Project S-2671) | 433,937.48 | |
| Miscellaneous roads (Project S-2971) | 86,827.10 | |
| Miscellaneous paving | 10,000.00 | |
| | | 530,764.58 |
| Signals, lighting, etc. (general)—Traffic-signal revision, lighting installation, Highway 97, Burtch Road to Benvoulin Road (Project E-7119) | | 23,249.22 |
| Total, South Okanagan District | | 1,405,945.37 |

## SOUTH PEACE RIVER DISTRICT

| | $ | $ | $ |
|---|---|---|---|
| Day labour—Roads (Project 1838)— | | | |
| Trimming slopes on Peace River Hill Highway 97 north | 45,000.00 | | |
| Purchase of culverts and drainage materials to be used for construction on Kiskatinaw-Peace Hill slides | 14,995.62 | | |
| | | 59,995.62 | |
| (Project 2242)— | | | |
| Constructing 1.25 miles to connect Fellers Heights Road 13 to new Arras–Progress revision | 33,497.21 | | |
| Right-of-way fencing | 1,500.00 | | |
| | | 34,997.21 | |
| (Project 2256)— | | | |
| Construction (80 per cent complete) on 3.76 miles of Progress–Arras revision, John Hart Highway 97 south | 310,000.00 | | |
| Installation of 17-foot diameter multiplate culvert, Tremblay Creek | 70,000.00 | | |
| Fencing (80 per cent complete) | 20,000.00 | | |
| | | 400,000.00 | |
| (Project 2286)— | | | |
| Brushing, slashing, Chetwynd area | 12,000.00 | | |
| Weed and brush control (130 miles of main highways) | 25,000.00 | | |
| Farm Settlement roads, upgraded, gravelled (42 miles) | 85,000.00 | | |
| Grade and bridge approaches constructed to Pouce Coupe River crossing on Spirit River Road | 350,000.00 | | |
| Feeder roads adjacent to Dawson Creek, straightening, paving (10.5 miles) | 300,000.00 | | |
| Farm Settlement roads, construction (32 miles) | 128,000.00 | | |
| Two 50-foot extensions installed on Dawson Creek culvert, road realigned on the low-level crossing | 72,000.00 | | |
| | | 972,000.00 | |
| | | | 1,466,992.83 |
| Day labour—Bridges—Construction of permanent Bailey bridge called "Hassler Creek Bridge" on Pine River, 17 miles west of Chetwynd (joint venture with Canfor Ltd. of Chetwynd) (Project 745) | | | 66,667.31 |
| Maintenance of roads | | | 534,066.74 |
| Maintenance of bridges | | | 68,131.76 |
| Maintenance and operation of ferries | | | 71,990.65 |
| Snow removal | | | 257,949.00 |
| Surveys (general) (Project 2300)— | | | |
| John Hart Highway— | | | |
| Arras to Progress | | 30.35 | |
| Wabi Hill truck lane and East Pine River truck lane | | 126.00 | |
| Pouce Coupe River crossing, Dawson Creek–Spirit River Highway | | 2,217.38 | |
| | | | 2,373.73 |
| Rights-of-way (general) (Project 2297)— | | | |
| Fellers Heights Road 243 | | 766.00 | |
| John Hart Highway, Progress to Arras, Section 2 | | 3,184.20 | |
| | | | 3,950.20 |
| Construction— | | | |
| Roads (general)—Alaska Highway slides, Kiskatinaw and Peace River Hills (Project 1838)[1] | | | 146,972.74 |
| Bridges (general)—John Hart Highway, Arras Bridge (Project 727) | | | 178,410.13 |
| Surfacing (general)— | | | |
| Dawson Creek–Clayhurst Highway (Project S-6669) | | 24,568.79 | |
| Pouce Coupe, miscellaneous paving | | 12,912.97 | |
| Beaton River Road, pulvimixing (*see also* North Peace River) | | 27,210.76 | |
| | | | 64,692.52 |
| Total, South Peace River District | | | 2,862,197.61 |

[1] Part of Project 1838 charged to day labour.

## SURREY DISTRICT

| | $ | $ | $ |
|---|---|---|---|
| Day labour—Roads (Project 2264)— | | | |
| British Columbia Highway (Route 401), Arterial 379R, brushing | 2,595.04 | | |
| King George VI Highway (Route 1/99), Arterial 384R, ditching, brushing | 7,157.10 | | |
| New McLellan Highway 125R, brushing | 682.91 | | |
| Scott Road 139R, patching, ditching, brushing | 4,456.71 | | |
| Old Yale and Bridge Roads 314R, brushing | 204.86 | | |
| Fraser Highway 385B, brushing | 1,379.45 | | |
| | | 16,476.07 | |
| King George VI Highway 384R and Fraser Highway 385R (Route 1/99), intersection improvements (Project 2380) | | 5,028.59 | |
| | | | 21,504.66 |
| Day labour—Roads (British Columbia Highway 401)—Install concrete median barrier, Johnston Hill (Project 2334) | | | 27,479.90 |
| Maintenance of roads | | | 139,977.54 |
| Maintenance of Bridges | | | 8,116.10 |
| Snow removal | | | 43,047.45 |
| Legal surveys (Project 2301)— Air-space parcel, Hjorth Road, Secs. 20 and 29, Bk. 5N, R. 1 W., NWD | | | 277.00 |
| Rights-of-way (British Columbia Highway 401) (Project 2306)—Port Mann to Halls Prairie | | | 250.00 |
| Construction— | | | |
| Roads (General)—King George VI Highway, construction, Roberts Bank Railway Overpass approaches (*see also* Delta) (Project 2210) | | | 260,006.23 |
| Surfacing (general)—Miscellaneous sections, Pacific Highway, New McLellan Road, Scott Road, Highway 10, Roberts Bank Road, and Highway 499 (*see also* Delta, Langley, and Richmond) (Project S-0371) | | | 18,051.99 |
| Signals, lighting, etc. (general)—Lighting installation, British Columbia Highway 401 east end of Port Mann Bridge to Johnston Road Interchange (Project E-7124) | | | 48,756.99 |
| Total, Surrey District | | | 567,467.86 |

## VANCOUVER CENTRE DISTRICT

| | | | |
|---|---|---|---|
| Day labour—Roads—Stanley Park Roadway, pedestrian and equestrian overpass (Project 1865) | | | 15,000.00 |
| Day labour—Bridges— | | | |
| Cleaning and painting of bridges in the Lower Mainland area, First Narrows Bridge (Project 572) | | 35,231.17 | |
| First Narrows Bridge, inspection services (Project 738) | | 7,108.15 | |
| | | | 42,339.32 |
| Maintenance of roads | | | 51,917.94 |
| Maintenance of bridges | | | 2,374.69 |
| Snow removal | | | 4,594.21 |
| Construction—Bridges (general)—Stanley Park pedestrian and equestrian overpass (Project 629) | | | 70,619.67 |
| Total, Vancouver Centre District | | | 186,845.83 |

## VANCOUVER EAST DISTRICT

| | | | |
|---|---|---|---|
| Day labour—Roads—British Columbia Highway (Route 401), Arterial 375R, brushing (Project 2264) | | | 590.13 |
| Day labour—Bridges—Cleaning and painting of bridges in the Lower Mainland area, Second Narrows Bridge (Project 572) | | | 39,742.87 |
| Maintenance of roads | | | 73,362.41 |
| Maintenance of bridges | | | 3,338.67 |
| Snow removal | | | 8,118.10 |
| Rights-of-way (British Columbia Highway 1) (Project 2306)—South approach, Second Narrows Bridge | | | 2.41 |
| Construction—Bridges (British Columbia Highway 401)—Pedestrian overpass at Cassiar Street (Project 740) | | | 85,000.07 |
| Total, Vancouver East District | | | 210,154.66 |

## VANCOUVER SOUTH DISTRICT

| | $ |
|---|---|
| Maintenance of roads | 10,098.28 |
| Maintenance of bridges | 43,370.14 |
| Snow removal | 4,494.93 |
| Legal surveys (Project 2301)—Knight St. Bridge right-of-way through DL 200 and 327, Gp. 1, NWD | 1,467.20 |
| Rights-of-way (general) (Project 2297)—Knight Street Bridge approach | 183,905.26 |
| Construction—Bridges (general)—Knight Street Bridge (*see also* Richmond) (Project 627) | 1,632,594.78 |
| Total, Vancouver South District | 1,875,930.59 |

## VANCOUVER-POINT GREY DISTRICT

| | |
|---|---|
| Day labour—Roads—16th Avenue, roadmix (Project 1575) | 20,000.00 |
| Maintenance of roads | 22,672.02 |
| Snow removal | 7,452.92 |
| Surveys (general) (Project 2300)—Chancellor Boulevard, East Mall to Blanca Street | 1,068.43 |
| Total, Vancouver-Point Grey District | 51,193.37 |

## WEST VANCOUVER-HOWE SOUND DISTRICT

| | | | |
|---|---|---|---|
| Day labour—Roads (British Columbia Highway 401)—Install concrete median barrier, Lynn Valley Road to Lynn Creek Bridge (Project 2328) | | | 59,533.16 |
| Day labour—Roads (Project 2265)— | $ | | |
| Bowen Island Trunk Road, reconstruction | 4,925.60 | | |
| Upper Squamish Road, roadmix | 15,218.14 | | |
| Pemberton Portage Road, reconstruction | 25,518.19 | | |
| Pemberton side roads, gravelling | 716.80 | | |
| Pemberton Meadows road, roadmix | 6,618.18 | | |
| | | 52,996.91 | |
| Squamish–Pemberton Road, widening, shouldering (Project 1282) | | 100,000.00 | |
| West Side Alta Lake Road (Squamish), reconstruction (Project 1968) | | 125,000.00 | |
| Rock stabilization, Horseshoe Bay to Squamish (Project 2141) | | 91,973.95 | |
| Reconstruction, Squamish-Pemberton Alta Lake Junction to Brohm Lake and Cheakamus Canyon (Project 2351) | | 537,000.00 | |
| | | | 906,970.86 |
| Day labour—Bridges—Cheakamus River Bridge (Project 760) | | | 35,000.00 |
| Maintenance of roads | | | 301,265.77 |
| Maintenance of bridges | | | 21,787.76 |
| Maintenance and operation of ferries | | | 240,684.87 |
| Snow removal | | | 175,954.47 |
| Surveys (British Columbia Highway 401) (Project 2309) — Horseshoe Bay to Taylor Way | | | 5,262.00 |
| Surveys (general) (Project 2300)— | | | |
| Cheekeye to Pemberton | | 13,858.30 | |
| Cypress Bowl access | | 73,447.72 | |
| Highway 99, Brohm Lake-Whistler Junction Squamish to Cheekeye | | 5,119.15 | |
| Squamish Highway, Strachan 2 and Newman Creek Bridge sites | | 1,043.00 | |
| | | | 93,506.17 |
| Legal surveys (Project 2301)—Garibaldi Highway, through Lots 12 and 13, Gp. 1, NWD, Plan 7016 | | | 250.00 |
| Rights-of-way (British Columbia Highway 1) (Project 2306)—Upper Levels Highway, Horseshoe Bay to Taylor Way | | | 107,698.24 |
| Rights-of-way (general) (Project 2297)— | | | |
| Cypress Bowl access | | 6,501.00 | |
| Garibaldi Highway, Horseshoe Bay to Squamish | | 4.45 | |
| Squamish–Pemberton Highway | | 750.00 | |
| | | | 7,255.45 |

WEST VANCOUVER-HOWE SOUND DISTRICT—*Continued*

| | $ | $ |
|---|---|---|
| Construction— | | |
| Roads (British Columbia Highway 401) — Reconstruction, Horseshoe Bay to Taylor Way (Project 1715) | 4,079,222.09 | |
| Horseshoe Bay to Taylor Way, Section 2 (Project 2127) | 1,667,118.11 | |
| | | 5,746,340.20 |
| Roads (general) — Horseshoe Bay–Pemberton Highway, reconstruction, Britannia Beach to Squamish (Project 1621) | | 23,018.00 |
| Gravel-crushing (general) — (Crushed granular surfacing in stockpile)— | | |
| Bowen Island (Project 2331) | 25,787.00 | |
| Pemberton area (Project 2346) | 35,169.40 | |
| | | 60,956.40 |
| Bridges (British Columbia Highway 1)— | | |
| Nelson and Cypress Creek Bridge (Project 573) | 1,464,181.87 | |
| Horseshoe Bay Underpass and Horseshoe Bay Overhead (Project 766) | 3,486.87 | |
| | | 1,467,668.74 |
| Bridges (general) — Garibaldi Highway, Mons Overhead and Soo River (Rutherford Creek and Callaghan Creek Bridges) (Project 530) | | 220,777.96 |
| Signals, lighting, etc. (British Columbia Highway 401) — Upper Levels Highway, reconstruction, miscellaneous electrical ducting, temporary lighting (Project E-7101) | | 8,395.19 |
| Total, West Vancouver-Howe Sound District | | 9,482,325.24 |

YALE-LILLOOET DISTRICT

| | $ | $ | $ |
|---|---|---|---|
| Day labour—Roads (Project 2270)— | | | |
| Sundry roads, winter assistance, brushing, Hope and Merritt areas | 9,000.00 | | |
| British Columbia Highway 1, Nicomen walls, clear out rock and gravel behind walls | 15,000.00 | | |
| Kamloops–Princeton Highway 5, shouldering, ditching, patch paving | 10,000.00 | | |
| Merritt–Spences Bridge Highway 8, shouldering, improve alignment, ditching, patch paving | 10,000.00 | | |
| Dodding Subdivision Roads 157, gravelling, prepare for paving | 25,000.00 | | |
| Monck Park Road 51, gravelling, paving | 20,000.00 | | |
| | | 89,000.00 | |
| (Project 2261)— | | | |
| Airport Road, paving | 2,769.23 | | |
| McKay Road, paving | 3,670.60 | | |
| | | 6,439.83 | |
| (Project 2269)— | | | |
| Lillooet to Cache Creek (12B) | 63,384.82 | | |
| Slashing programme (crews) | 18,000.00 | | |
| | | 81,384.82 | |
| (Project 2272)— | | | |
| Sundry roads, widening, improving, paving | 4,000.00 | | |
| Princeton–Summerland Road 40, improving paving | 3,652.79 | | |
| Sundry roads, winter assistance | 14,750.00 | | |
| | | 22,402.79 | |
| British Columbia Highway 3, Hope to Princeton, constructing truck lanes (Project 2015) | | 50,374.74 | |
| Mamette Lake Road 46, reconstruction, gravelling (Project 2139) | | 153,000.00 | |
| Riverbank protection, British Columbia Highway 1, Water Street (Hope), riprap, clean up (Project 2368) | | 40,000.00 | |
| | | | 442,602.18 |
| Day labour—Secondary highways—160B Sixth Avenue, Town of Hope (Project 2318) | | | 5,450.00 |
| Day labour—Bridges (British Columbia Highway 1)—Nine Mile Canyon Bridge, install drainage system, prepare for painting (Project 755) | | | 26,555.12 |
| Maintenance of roads | | | 1,290,646.72 |
| Maintenance of bridges | | | 126,983.76 |
| Maintenance and operation of ferries | | | 122,000.00 |
| Snow removal | | | 484,676.39 |

YALE-LILLOOET DISTRICT—*Continued*

| | | |
|---|---|---|
| Surveys (British Columbia Highway 1) (Project 2309)—No. 9 Junction to Flood to Hope to Haig (*see also* Chilliwack) | | 40,115.85 |
| Surveys (general) (Project 2300)— | | |
| Clinton Underpass approaches, revision | 26.25 | |
| Hope–Princeton Slide | 6,105.21 | |
| Hope–Princeton Slide at Princeton | 1,564.86 | |
| | | 7,696.32 |
| Legal surveys (Project 2301)— | | |
| British Columbia Highway 1, Oregon Jack to Ashcroft Manor | 7,634.26 | |
| Pavilion Lake Gravel Pit, subdivision of DL 5073, Lillooet | 782.46 | |
| | | 8,416.72 |
| Rights-of-way (British Columbia Highway 1) (Project 2306)— | | |
| Junction of Highway 9 to Wahleach Power Station | 6,775.00 | |
| Jones Creek to Hunter Creek | 331,154.16 | |
| | | 337,929.16 |
| Rights-of-way (general) (Project 2297)—Ruby Creek to Haig | | 33,686.00 |
| Construction— | | |
| Roads (British Columbia Highway 1)— | | |
| Reconstruction, Jones Creek to Hunter Creek (Project 2239) | 541,154.83 | |
| Hells Gate Bluffs preventive work on potentially serious rockslide (Project 2340) | 102,130.93 | |
| | | 643,285.76 |
| Roads (general)— | | |
| Lougheed Highway, construction, Ruby Creek to Katz Flats to Haig (*see also* Dewdney) (Project 1864) | 625,376.92 | |
| Pemberton to Lillooet connection (Project 2363) | 229,350.00 | |
| | | 854,726.92 |
| Gravel-crushing (general)— | | |
| Highland Valley Road (Mamette Lake Road), crushed granular aggregate in stockpile, Nicola Pit (Project 2139) | 142.60 | |
| Crushed granular surfacing in stockpiles, Othello Pit, Hope area (Project 2359) | 26,231.35 | |
| | | 26,373.95 |
| Bridges (British Columbia Highway 1)— | | |
| Wahleach Creek Bridge (Project 723) | 272,656.45 | |
| Hunter Creek Bridge (Project 724) | 351,967.85 | |
| | | 624,624.30 |
| Bridges (general)— | | |
| Silver Creek pedestrian overpass (Project 695) | 498.66 | |
| Middlesboro Bridge (Project 725) | 152,171.58 | |
| | | 152,670.24 |
| Ferries (general)—Boston Bar aerial ferry modifications (Project 682) | | 17,483.44 |
| Surfacing (British Columbia Highway 1)— | | |
| Miscellaneous sections (parts Highways 1 and 401), Bridal Falls to Hope and Highway 9, Agassiz to Rosedale (*see also* Chilliwack) (Project S-8170) | 175,179.89 | |
| Sailor Bar to Alexandra Bridge (Project S-8471) | 125,694.07 | |
| | | 300,873.96 |
| Surfacing (general)— | | |
| British Columbia Highway 3, Hope to Princeton (Project S-2571) | 360,410.99 | |
| Lillooet, miscellaneous paving | 7,605.74 | |
| Merritt, miscellaneous paving | 44,070.00 | |
| Monk Park Road, pulvimixing | 32,846.53 | |
| Marble Canyon, pulvimixing | 24,027.41 | |
| | | 468,960.67 |
| Total, Yale-Lillooet District | | 6,015,757.46 |

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