

Canada/British Columbia Building Canada Fund



Ministry of
Transportation
and Infrastructure



Transport
Canada

Transports
Canada

ANNUAL REPORT 2015/16

Fiscal Year Ended March 31, 2016
July 2016

An annual progress report and appended audit is required under Section 9.1 and Appendix C (Reporting, Audit and Evaluation) of the CANADA – BRITISH COLUMBIA, BUILDING CANADA FUND Agreement. This report is used to provide the Management Committee with information regarding the status of projects and to formally track progress to date under the agreement. The report will also likely be translated and posted on Transport Canada's web site for public use.

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General Overview of Results

A general overview of the results accomplished under the Agreement during the fiscal year, including, but not limited to, a description of the work completed, financial results, environmental issues, any concerns affecting progress of the Program, and any other issues that may affect completing the Program as per this Agreement.

As of the end of the fiscal year 2015/16 (ending March 31, 2016) the status of the 15 projects, Environmental Assessment and Audits were as follows¹:

Highway 1: Brake Check To Yoho

This project entails upgrading approximately nine kilometres of Highway 1, between Brake Check and Yoho National Park, to a four lane, 100 km/hr design standard, including the replacement of the Mount Hunter Creek Bridge, concrete median barrier, maximum 4% grade, access consolidation, grade separated structure (underpass) to serve the Wepta/Beaverfoot area, wildlife exclusion fencing and wildlife crossing/passage.

The approval of the environmental review (CEAA) was given by Transport Canada on July 28, 2008. A total of 56,681,188.46 has been expended (claimed) against 15 contracts, as of the end of the 2012/13 fiscal year. There were no claims in the 2015/16 fiscal year. A Schedule D (Affidavit of Substantial Completion) was submitted to Transport Canada for this project in August 2012 (signed off August 27, 2012).

Highway 1: Golden Hill to West Portal

This project entails upgrading approximately 3.8 kilometres of Highway 1, between Golden Hill and West Portal, to a four lane design standard (80 km/hr urban and 100 km/hr rural). This includes extending a fourth lane through the signals at the west end of Golden and grade separation of the Golden-Donald Upper Road (north)/Golden View Road (south) intersection in the form of an underpass structure that will provide for right-in/right-out movements for the connecting roads, elimination of three at-grade

intersections, road network connections, concrete median barrier, maximum 6% grade, wildlife fencing and wildlife passage.

A total of 46,286,113.08 has been expended (claimed) against 26 contracts. There were no claims in the 2015/16 fiscal year.

A Schedule D (Affidavit of Substantial Completion) was submitted to Transport Canada for this project in November 2015 (signed off November 13, 2015)

Highway 1: Monte Creek to Pritchard

This project entails upgrading approximately 10.5 kilometres of Highway 1, between Monte Creek and Pritchard, to a four lane, 100 km/hr design standard, including intersection improvements at Pinantan Road and Bostock Road.

A total of 33,400,000 has been expended (claimed) against 16 contracts, as of the end of the 2015/16 fiscal year. There were no claims in the 2015/16 fiscal year. A Schedule D (Affidavit of Substantial Completion) will be submitted to Transport Canada for this project in the summer of 2016.

Highway 97A: Larkin Road to Crozier Road

This project entails upgrading approximately 4.2 kilometres of Highway 97A, between Larkin and Crozier Road, to a 100 km/hr design standard, including a single diamond interchange between Larkin Road and Otter Lake Road Cross Road, removal of direct highway accesses and associated road network connections.

The approval of the environmental review (CEAA) was given by Transport Canada on November 28, 2008. A total of 19,935,536.88 has been expended (claimed) against 10 contracts, as of the end of the 2012/13 fiscal year. There were no claims for the 2014/15 fiscal year as the project was completed a few years ago. A Schedule D (Affidavit of Completion) was submitted to Transport Canada for this project in September 2011 (signed off September 22, 2011).

¹ It should be noted that the costs and expenditures referenced in this document relate to eligible and sharable costs between Transport Canada and the Province, unless otherwise noted. For instance, the total cost of the Monte Creek to Pritchard project is estimated at 42,800,000 but only 33,400,000 is eligible for cost-sharing.

Highway 97: Winfield to Oyama

This project entails upgrading approximately nine kilometres of Highway 97, between Winfield to Oyama, through the construction of a new four-lane, in-land alignment, including associated road-network connections.

The approval of the environmental review (CEAA) was given by Transport Canada on December 17, 2009. A Schedule D (Affidavit of Completion) was submitted to Transport Canada for this project in August 2013 (signed off August 13, 2013).

In this fiscal year, there was the completion of Phase 2: Highway 97 Oceola Intersection Improvements. An additional Schedule D (Affidavit of Completion) was submitted to Transport Canada, for this subsequent phase, for this project in May 2016 (signed off May 10, 2016).

A total of 49,997,877.60 has been expended (claimed) against 22 contracts, as of the end of the 2015/16 fiscal year. Claims for the 2015/16 fiscal year entailed 2,346,636.35.

Highway 1: Pritchard to Hoffman's Bluff

This project entails upgrading 6.1 kilometres of Highway 1, between Pritchard to Hoffman's Bluff, including Hoffman's Bluff itself, to a four lane, 100 km/h design standard, including access management and frontage roads.

A total of 28,948,606.81 has been expended (claimed) against 32 contracts, as of the end of the 2015/16 fiscal year. Claims for the 2015/16 fiscal year entailed 14,138,762.24.

Highway 1: Clanwilliam Overhead Replacement

This project entail replacing the existing Clanwilliam Overhead (10 kilometres west of Revelstoke) with a new four lane structure and approximately 2.3 kilometres of four laning to a 100 km/hr design standard.

The Environmental Assessment and Review (CEAA) was approved by Transport Canada on March 3, 2011.

A total of 23,254,946.99 has been expended (claimed) against 15 contracts, as of the end of the 2014/15 fiscal year. There were no claims for the 2015/16 fiscal year.

A Schedule D (Affidavit of Completion) was submitted to Transport Canada for this project in July 2013 (signed off July 19, 2013).

Highway 1: Donald Bridge and Overhead

This project entails replacing the existing Donald Bridge with a new four lane structure, replacing the existing CPR Overhead with a new structure and approximately 4.0 kilometres of four-laning to a 100 km/hr design standard.

The approval of the environmental review (CEAA) was given by Transport Canada on June 2, 2010. A total of 50,782,968.44 has been expended (claimed) against 20 contracts, as of the end of the 2014/15 fiscal year. There were no claims for the 2015/16 fiscal year.

A Schedule D (Affidavit of Completion) was submitted to Transport Canada for this project in July 2013 (signed off July 19, 2013).

Highway 97A: Pleasant Valley Cross Road to Lansdowne Road

This project entails upgrading approximately four kilometres of Highway 97A, from Pleasant Valley Cross Road to Lansdowne Road, to a four lane design standard, including upgrading five intersections (left turn bays and deceleration/acceleration tapers) and a "protected tee" intersection at Smith Road.

A total of 13,319,999.91 has been expended (claimed) against seven contracts, as of the end of the 2012/13 fiscal year. Claims for the 2012/13 fiscal year entailed 1,676,490, were the last claims made. There were no claims in the 2015/16 fiscal year.

A Schedule D (Affidavit of Completion) was submitted to Transport Canada for this project in March 2012 (signed off March 20, 2012).

Highway 97: Westside Road Interchange

This project entails replacing existing at-grade intersection of Westside Road and Highway 97, with a grade separated interchange and associated road network connections.

A total of 21,954,000 has been expended (claimed) against four contracts, as of the end of the 2013/14 fiscal

year. There were no claims in the 2015/16 fiscal year.

A Schedule D (Solemn Declaration/Affidavit of Completion) was submitted to Transport Canada in September 2013 (signed off September 9, 2013).

Highway 97: South Taylor Hill

This project added in the 2015/16 fiscal year entails:

- ▷ Lengthening the existing southbound truck climbing lane by approximately 1.7 kilometres,
- ▷ Lengthening the northbound truck descending lane by approximately 2.7 kilometres,
- ▷ Upgrade the Big Bam and Johnson Road intersections,
- ▷ Widening shoulders, and
- ▷ Providing geotechnical remediation.

A total of 18,340,435.06 has been expended (claimed) against five contracts, as of the end of the 2015/16 fiscal year. Claims for the 2015/16 fiscal year entailed 18,340,435.06.

Highway 1: Malakwa Bridge

This project, added in the 2015/16 fiscal year, entails the replacement of the bridge over the Eagle River with a four-lane structure, near Malakwa, British Columbia and also four-laning the corresponding approaches. The project entails significant reliability and mobility benefits.

A total of 14,678,936.67 has been expended (claimed) against five contracts, as of the end of the 2015/16 fiscal year. Claims for the 2015/16 fiscal year entailed 14,678,936.67.

Highway 3: Sunday Summit

This project, added in the 2015/16 fiscal year, entails the realignment of Highway 3 between Sunday Creek and Sunday Summit, including the addition of passing lanes.

A total of 3,971,144.82 has been expended (claimed) against four contracts, as of the end of the 2015/16 fiscal year. Claims for the 2015/16 fiscal year entailed

3,971,144.82.

Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1)

This project added in the 2015/16 fiscal year entails improvements to the Highway 1/ Mountain Highway Interchange. This project is the first of three phases of corridor improvement in North Vancouver to facilitate movement of goods and people.

A total of 1,021,259.21 has been expended (claimed) against two contracts, as of the end of the 2015/16 fiscal year. Claims for the 2015/16 fiscal year entailed 1,021,259.21.

John Hindle Drive Extension

This project added in the 2015/16 fiscal year entails the extension of John Hindle Drive in Kelowna, British Columbia. The project is located near the University of British Columbia Okanagan (UBCO) campus, connecting Glenmore Drive to Highway 97. It involves a 1.5 kilometre, two-lane extension of John Hindle Drive to connect Highway 97 to Glenmore Road via UBCO and includes a parallel multi-use path. This is the second phase of the John Hindle extension and involves a partnership which includes UBCO, the City of Kelowna and the federal government.

A total of 0 has been expended (claimed) against 0 contracts, as of the end of the 2015/16 fiscal year. There were no claims in the 2015/16 fiscal year.

Overall, as of the end of the fiscal year 2015/16, 183 contracts corresponding to the 15 projects had been established on the on-line Transport Canada Surface Infrastructure System (SIS) administration system for a total cost of 458,966,596.03 out of a SIS-active shareable cost of 469,466,596.03. A total of 382,573,013.93 has been expended against these 183 contracts (83.36% of the existing value of the 183 contracts), with 54,497,174.35 claimed in the 2015/16 fiscal year².

2. In the 2015/16 fiscal year, five projects were added to the Building Canada Fund program thus increasing the total project costs from 480,622,508 to 611,089,158. Correspondingly, the shareable costs of the 15 projects rose from 374,178,000 to 469,466,596.

Date, Location and Minutes of Official Management Committee Meetings

The following minutes of January 8, 2016 Management Committee were approved unanimously at the June 30, 2016 meeting, after the end of the Fiscal Year 2015/16. The approval is noted for the sake of completeness of record and continuity of the approval process.

Canada – British Columbia BCF Core National Highway System Projects MC Meeting #8

Date: January 8, 2016, 11 a.m. to 12 a.m. (PST)
and 2 p.m. to 3 a.m. (EST)

Location: Teleconference

Note taker: Scott Crombie

Attendees:

Martin McKay – TC (Federal Co-chair)
David Marr – BC MoTI (Provincial Co-Chair)
Avi Ickovich – BC MoTI
Kari McKeel – BC MoTI
Scott Crombie – TC
Mo Tayyaran – TC

1.0 Opening Remarks

1.1 Greetings and Introductions

- ▶ Martin McKay introduced himself as the new federal co-chair for the agreement.
- ▶ Martin is responsible for western Canada highway files, Canadian transit files, rail safety and remote rail files.
- ▶ The provincial program managers introduced themselves.
- ▶ Avi has been responsible for administering the annual reports and audits for the Building Canada Fund, the Strategic Highways Infrastructure Fund, the Canadian Strategic Infrastructure Fund and the various phases of the Kicking-Horse project since 2002. He also works with Kari to administer projects on-line using the Surface Infrastructure System (SIS) and reviews business cases before they are submitted to the federal government.

2.0 Administrative Details

2.1 Meeting Chair

- ▶ Martin to chair meeting.

2.2 Note Taker

- ▶ Scott to take notes.

2.3 Approval of Agenda

- ▶ No changes proposed to the agenda.

2.4 Review and Approval of Previous Minutes (including action items)

- ▶ Previous meeting minutes have been circulated and are approved.

Action items – Person Responsible

- ▶ BC to note in the subsequent annual report that the minutes from the previous monitoring committee meeting (i.e. for meeting #7) were approved.

3.0 Program Management

3.1 Financial Management (Schedule B, Cash Flow Forecasts)

- ▶ December cashflow forecast was received.
- ▶ A further cashflow forecast will be required in February.
- ▶ An additional cashflow amendment will be required to process all claims for the fiscal year. The amendment will be submitted as soon as possible.

3.2 Claims and Payments

- ▶ All claims for South Taylor Hill and Malakwa have been submitted for the fiscal year.
- ▶ Additional claims for the remaining projects will be forthcoming.

- ▷ It is preferable to processing claims as early in advance of fiscal year end as possible.
- ▷ All claims submitted thus far have been processed for payment.
- ▷ The retention on Kicking Horse (i.e. Golden Hill to West Portal) will be processed imminently.
- ▷ Concerns relating to the eligibility of aboriginal accommodation costs have been forwarded to Infrastructure Canada for a policy rationale.

3.3 Program Reporting

- ▷ The annual report and audit for 2015/16 were received and accepted.
- ▷ BC is re-designing its audit standard. The scope of the audit for 2016/17 will be restricted to focus on the eligibility of costs, as opposed to the broader concerns of contract management. Being that this new scope is consistent with the scope of Transport Canada's concerns, it was resolved that the 2012/13 audit plan for the agreement will be carried forward indefinitely.
- ▷ Re-design of the audit standard has delayed the pre-audit administration process.
- ▷ As frequently happens, there will be new provincial auditing staff conducting the audit. The new staff will not enjoy the benefits of a historical relationship and experience with the file, which may also impact the timely delivery of the annual report and audit for 2016/17.
- ▷ The annual report and audit can be expected late August or early September, noting that the audit is the constraining factor.
- ▷ As per the contribution agreement, payments in the new fiscal year will be frozen until the annual report and audit are received.

3.4 Potential Media Events

- ▷ BC to inform Scott as soon as possible of any planned media events.
- ▷ Highway 97: Highway 33 to Edwards Road has been tendered, so a ground-breaking event may be planned for the spring.

- ▷ John Hindle Drive may be tendered in early summer.
- ▷ Malakwa Bridge and Hoffman's Bluff will be finishing in the fall.

3.5 Site Visits

- ▷ A site visit may be conducted in the summer or fall of 2016.

3.6 Highway 97 Kelowna – CA Amendment

- ▷ Of the 64 required properties, 53 have been acquired to date with the balance expected by September.
- ▷ The amendment has been drafted and all the materials will be finalized in advance so that an agreement can be put in place without delay.
- ▷ Other projects currently under consideration may be included in the amendment.
- ▷ The project was tendered alone (i.e. it was not tendered with John Hindle Drive) on September 9.

3.7 Highway 11 Vye Road – Scope Amendment

- ▷ Glen Roberts (BC) is working on the updated schedule and cashflow.
- ▷ The Highway 11 Vye Road scope amendment was included on the list of priority projects provided by BC, and until ministerial direction is received, Infrastructure Canada will be advancing the projects.
- ▷ Scott will confer with Avi to ensure that all required information for environmental and aboriginal screenings is received so that priority projects documents are prepared promptly.

Action items – Person Responsible:

- ▷ Scott to request required environmental and aboriginal screening information.

4.0 Status of Projects

4.1 Project Status Report

- ▷ Highway 1 – Brake Check to Yoho: Complete – August 12, 2015.
- ▷ Highway 1 – Golden Hill to West Portal: Complete – November 13, 2015.

- ▷ Highway 1 – Monte Creek to Pritchard: Finished and open, though there is still some minor paving work around an archeological site, which will be completed in spring 2016.
- ▷ Highway 97 – Larkin to Crosier: Complete – September 2011.
- ▷ Highway 97 – Winfield to Oyama: Complete, though there are improvements to the concrete median required and outstanding work on a viewpoint.
- ▷ Highway 1 – Pritchard to Hoffman’s Bluff: Construction to be completed by October 18, 2016.
- ▷ Highway 1 – ClanWilliam Overhead: Complete – July 2013; Residual funding (i.e. 107,000) is eligible but not paid as a result of a bankruptcy, and may not be resolved in the foreseeable future.
- ▷ Highway 1 – Donald Bridge: Complete – July 2013.
- ▷ Highway 97 – Pleasant Valley to Lansdowne: Complete – March 2012.
- ▷ Highway 97 – Westside Interchange: Complete – September 2013.
- ▷ Highway 97 – South Taylor Hill: Construction to be complete in spring 2016. The project was delayed by geotechnical instability, though no extension is necessary.
- ▷ Highway 1 – Malakwa: Construction to be complete in September 2016. Both bridges are complete with additional work required to complete the four-laning.
- ▷ Highway 3 – Sunday Summit: On track to be complete by the end of fall 2016. The grading has been completed, with additional work required to complete construction of the road bed.
- ▷ Highway 1 – Mountain Interchange: The functional design is complete; detailed design commencing.
- ▷ John Hindle Drive: Properties are purchased; detailed design is almost complete, and project tender is expected in June 2016.

4.2 Project Risk

- ▷ There are no risks presently that would inhibit project completion.

4.3 Financial Risk

- ▷ Where there are financial pressures, BC accepts the incremental costs.
- ▷ There are no perceived financial risks.

4.4 Aboriginal/Environmental Risk

- ▷ There are no extraordinary items beyond those that have already been identified.
- ▷ BC was to develop a plan to monitor species at risk in the area of the Highway 97 – Winfield to Oyama project. They will determine the status of that report and share the report.

Action items – Person Responsible

- ▷ BC to submit the monitoring report for the species at risk.

5.0 Other Business

5.1 Next Meeting

- ▷ Plan to have an update meeting in May, with an official MC Meeting in July.

Schedule “B” Revisions

Please refer to Table 1 outlining the evolution of Schedule B during the first fiscal year. Table 2 (Statement of Changes) calculates the cash flow and budget changes across revisions.

Revision 24

March 16, 2015 – This is the last revision at the end of the 2014/15 Fiscal Year.

Revision 25

September 1, 2015 – This is the first revision of the 2015/16 Fiscal Year and entailed the following changes:

- ▶ The Highway 97: Winfield to Oyama project came in under budget upon completion, and thus the total shareable cost was reduced by 3,662,070.
- ▶ For the Highway 1: Pritchard to Hoffman’s Bluff project 4,430,031 of cost was pushed from the 2015/16 fiscal year to the following year, 2016/17.
- ▶ The Highway 1: ClanWilliam Replacement Overhead project came in under budget upon completion, and thus the total shareable cost was reduced by 582,715.
- ▶ The Highway 1: Donald Bridge and Overhead Replacement project came in under budget upon completion, and thus the total shareable cost was reduced by 305,034.
- ▶ The addition of the Highway 97: South Taylor Hill project with an expenditure of 22,811,865 in the 2015/16 fiscal year.
- ▶ The addition of the Highway 1: Malakwa Bridge project with an expenditure of 12,714,722 in the 2015/16 fiscal year, 9,433,503 in the 2016/17 fiscal year, and 4,511,675 in the 2017/18 fiscal year.
- ▶ The addition of the Highway 3: Sunday Summit with an expenditure of 5,243,200 in the 2015/16 fiscal year and 9,623,450 in the 2016/17 fiscal year.
- ▶ The addition of the Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1) project with an expenditure of 1,950,000 in the 2015/16 fiscal year, 12,302,500 in the 2016/17 fiscal year, 10,747,500 in the 2017/18 fiscal year.

- ▶ The addition of the John Hindle Drive Extension project with an expenditure of 1,449,900 in the 2015/16 fiscal year, 4,180,200 in the 2016/17 fiscal year, and 4,869,900 in 2017/18 fiscal year.

Revision 26

September 1, 2015 – This revision entailed the following changes:

- ▶ Moving 5,142,791 from the 2015/16 to the 2016/17 fiscal year for the Highway 1: Pritchard to Hoffman’s Bluff project.
- ▶ Advancing 2,200,000 from the 2017/18 fiscal year back to the 2015/16 and 2016/17 fiscal years for the Highway 1: Malakwa Bridge project.
- ▶ Advancing 256,800 from the 2016/17 fiscal year to the 2015/16 fiscal year for the Highway 3: Sunday Summit project.
- ▶ Transferring 2,057,500 from the 2015/16 fiscal year and the 2017/18 fiscal year to the 2016/17 fiscal year for the Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1) fiscal year.
- ▶ Moving 5,949,999 from the 2018/19 fiscal year from each of the respective fiscal years 2015/16, 2016/17, 2017/18 for the John Hindle Drive Extension project.

Revision 27

September 21, 2015 – This revision entailed the following changes:

- ▶ Moving 3,174,570 from the 2015/16 fiscal year to the 2016/17 fiscal year for the Highway 97: South Taylor Hill project.

Revision 28

November 26, 2015 – This revision entailed the following changes:

- ▶ Moving 1,756,000 from the 2016/17 fiscal year back to the 2015/16 fiscal year for the Highway 97: South Taylor Hill project.

Revision 29

January 22, 2016 – This revision entailed the following changes:

- ▶ Shifting 3,654,000 from the 2015/16 fiscal year to the subsequent year 2016/17 for the Highway 1: Pritchard to Hoffman's Bluff project.
- ▶ Shifting 215,550 from the 2015/16 fiscal year to the subsequent year 2016/17 for the Highway 1: Clanwilliam Overhead Replacement project.
- ▶ Shifting 1,788,410 from the 2015/16 fiscal year to the subsequent year 2016/17 for the Highway 97: South Taylor Hill project.
- ▶ Shifting 91,785 from the 2015/16 fiscal year to the subsequent year 2016/17 for the Highway 1: Malakwa Bridge project.
- ▶ Shifting 1,514,500 from the 2015/16 fiscal year to the subsequent year 2016/17 for the Highway 3: Sunday Summit project.

Revision 30

February 24, 2016 – This project entailed the following changes:

- ▶ Shifting 548,420 from the 2016/17 fiscal year back to the 2015/16 fiscal year for the Highway 1: Pritchard to Hoffman's Bluff project.
- ▶ Shifting 15,323 from the 2015/16 fiscal year to the subsequent year 2016/17 for the Highway 3: Sunday Summit project.
- ▶ Shifting 342,116 from the 2015/16 fiscal year to the subsequent year 2016/17 for the Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1) project.

Revision 31

March 15, 2016 – This project entailed the following changes:

- ▶ Shifting 884,342.25 from the 2016/17 fiscal year back to the 2015/16 fiscal year for the Highway 1: Pritchard to Hoffman's Bluff project.
- ▶ Shifting 967.50 from the 2016/17 fiscal year back to the 2015/16 fiscal year for the Highway 3: Sunday Summit project.

- ▶ Shifting 163,375.24 from the 2016/17 fiscal year back to the 2015/16 fiscal year for the Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1).

Revision 32

March 30, 2016 – This project entailed the following changes:

- ▶ Shifting 640,000 from the 2015/16 fiscal year to the subsequent year 2016/17 for the Highway 1: Pritchard to Hoffman's Bluff project.
- ▶ Shifting 491,550 from the 2016/17 fiscal year back to the 2015/16 fiscal year for the Highway 97: South Taylor Hill.

Table 1

Schedule B during the Fiscal Year 2015/16 (As of March 31, 2016)

	Project	Estimated Project Cost	Sharable Project Cost	Agreement Contribution		Breakdown of Expenditures						
				Federal	Provincial	Previous	2015/16	2016/17	2017/18	2018/19	2019/20	Future
Revision #24 (Last Revision of Fiscal Year 2014/15) 16-Mar-15	Highway 1: Brake Check to Yoho National Park	\$ 63,484,524	\$ 56,681,188	\$ 28,340,594	\$ 28,340,594	\$ 56,681,189	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Highway 1: Golden Hill to West Portal	55,954,306	46,286,113	23,143,057	23,143,057	46,051,156	234,957	-	-	-	-	-
	Highway 1: Monte Creek to Pritchard	49,020,000	33,400,000	16,700,000	16,700,000	32,565,000	835,000	-	-	-	-	-
	Highway 97A: Larkin Road to Crozier Road	27,630,134	19,935,537	9,967,768	9,967,768	19,935,537	-	-	-	-	-	-
	Highway 97: Winfield to Oyama	75,248,547	53,659,948	26,829,974	26,829,974	47,651,241	2,346,636	3,662,070	-	-	-	-
	Highway 1: Pritchard to Hoffman's Bluff	61,605,062	53,800,000	26,900,000	26,900,000	14,809,845	26,572,822	12,417,333	-	-	-	-
	Highway 1: Clanwilliam Overhead Replacement	27,943,087	24,053,211	12,026,606	12,026,606	23,254,947	798,264	-	-	-	-	-
	Highway 1: Donald Bridge and Overhead Replacement	59,364,091	51,088,002	25,544,001	25,544,001	50,782,968	305,034	-	-	-	-	-
	Highway 97A: Pleasant Valley Cross Road to Lansdowne Road	18,572,757	13,320,000	6,660,000	6,660,000	13,320,000	-	-	-	-	-	-
	Highway 97: Westside Road Interchange	41,800,000	21,954,000	10,977,000	10,977,000	21,954,000	-	-	-	-	-	-
Revision #25 01-Sep-15	Total	\$ 480,622,508	\$ 374,178,000	\$ 187,089,000	\$ 187,089,000	\$ 327,005,883	\$ 31,092,714	\$ 16,079,403	\$ -	\$ -	\$ -	\$ -
	Highway 1: Brake Check to Yoho National Park	\$ 63,484,524	\$ 56,681,188	\$ 28,340,594	\$ 28,340,594	\$ 56,681,189	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Highway 1: Golden Hill to West Portal	55,954,306	46,286,113	23,143,057	23,143,057	46,051,156	234,957	-	-	-	-	-
	Highway 1: Monte Creek to Pritchard	49,020,000	33,400,000	16,700,000	16,700,000	32,565,000	835,000	-	-	-	-	-
	Highway 97A: Larkin Road to Crozier Road	27,630,134	19,935,537	9,967,768	9,967,768	19,935,537	-	-	-	-	-	-
	Highway 97: Winfield to Oyama	75,248,547	49,997,878	24,998,939	24,998,939	47,651,241	2,346,636	-	-	-	-	-
	Highway 1: Pritchard to Hoffman's Bluff	61,605,062	53,800,000	26,900,000	26,900,000	14,809,845	22,142,791	16,847,364	-	-	-	-
	Highway 1: Clanwilliam Overhead Replacement	27,943,087	23,470,497	11,735,248	11,735,248	23,254,947	215,550	-	-	-	-	-
	Highway 1: Donald Bridge and Overhead Replacement	59,364,091	50,782,968	25,391,484	25,391,484	50,782,968	-	-	-	-	-	-
	Highway 97A: Pleasant Valley Cross Road to Lansdowne Road	18,572,757	13,320,000	6,660,000	6,660,000	13,320,000	-	-	-	-	-	-
	Highway 97: Westside Road Interchange	41,800,000	21,954,000	10,977,000	10,977,000	21,954,000	-	-	-	-	-	-
	Highway 97: South Taylor Hill	26,000,000	22,811,865	10,750,000	12,061,865	-	22,811,865	-	-	-	-	-
	Highway 1: Malakwa Bridge	35,000,000	26,659,900	13,000,000	13,659,900	-	12,714,722	9,433,503	4,511,675	-	-	-
	Highway 3: Sunday Summit	21,831,650	14,866,650	7,433,325	7,433,325	-	5,243,200	9,623,450	-	-	-	-
	Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1)	36,000,000	25,000,000	12,500,000	12,500,000	-	1,950,000	12,302,500	10,747,500	-	-	-
	John Hindle Drive Extension	11,635,000	10,500,000	3,500,000	7,000,000	-	1,449,900	4,180,200	4,869,900	-	-	-
	Total	\$ 611,089,158	\$ 469,466,596	\$ 231,997,416	\$ 237,469,181	\$ 327,005,883	\$ 69,944,621	\$ 52,387,017	\$ 20,129,075	\$ -	\$ -	\$ -

Schedule B during the Fiscal Year 2015/16 (As of March 31, 2016) – continued

Revision #26 01-Sep-15	Project	Estimated Project Cost	Sharable Project Cost	Agreement Contribution		Breakdown of Expenditures						
				Federal	Provincial	Previous	2015/16	2016/17	2017/18	2018/19	2019/20	Future
Revision #27 21-Sep-15	Highway 1: Brake Check to Yoho National Park	\$ 63,484,524	\$ 56,681,188	\$ 28,340,594	\$ 28,340,594	\$ 56,681,189	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Highway 1: Golden Hill to West Portal	55,954,306	46,286,113	23,143,057	23,143,057	46,051,156	234,957	-	-	-	-	-
	Highway 1: Monte Creek to Pritchard	49,020,000	33,400,000	16,700,000	16,700,000	32,565,000	835,000	-	-	-	-	-
	Highway 97A: Larkin Road to Crozier Road	27,630,134	19,935,537	9,967,768	9,967,768	19,935,537	-	-	-	-	-	-
	Highway 97: Winfield to Oyama	75,248,547	49,997,878	24,998,939	24,998,939	47,651,241	2,346,636	-	-	-	-	-
	Highway 1: Pritchard to Hoffman's Bluff	61,605,062	53,800,000	26,900,000	26,900,000	14,809,845	17,000,000	21,990,155	-	-	-	-
	Highway 1: Clanwilliam Overhead Replacement	27,943,087	23,470,497	11,735,248	11,735,248	23,254,947	215,550	-	-	-	-	-
	Highway 1: Donald Bridge and Overhead Replacement	59,364,091	50,782,968	25,391,484	25,391,484	50,782,968	-	-	-	-	-	-
	Highway 97A: Pleasant Valley Cross Road to Lansdowne Road	18,572,757	13,320,000	6,660,000	6,660,000	13,320,000	-	-	-	-	-	-
	Highway 97: Westside Road Interchange	41,800,000	21,954,000	10,977,000	10,977,000	21,954,000	-	-	-	-	-	-
	Highway 97: South Taylor Hill	26,000,000	22,811,865	10,750,000	12,061,865	-	-	-	-	-	-	-
	Highway 1: Malakwa Bridge	35,000,000	26,659,900	13,000,000	13,659,900	-	13,014,722	11,333,503	2,311,675	-	-	-
	Highway 3: Sunday Summit	21,831,650	14,866,650	7,433,325	7,433,325	-	5,500,000	9,366,650	-	-	-	-
	Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1)	36,000,000	25,000,000	12,500,000	12,500,000	-	1,200,000	14,360,000	9,440,000	-	-	-
	John Hindle Drive Extension	11,635,000	10,500,000	3,500,000	7,000,000	-	-	450,000	4,100,001	5,949,999	-	-
Revision #27 21-Sep-15	Total	\$ 611,089,158	\$ 469,466,596	\$ 231,997,416	\$ 237,469,181	\$ 327,005,883	\$ 63,158,730	\$ 57,500,308	\$ 15,851,676	\$ 5,949,999	\$ -	\$ -
	Highway 1: Brake Check to Yoho National Park	\$ 63,484,524	\$ 56,681,188	\$ 28,340,594	\$ 28,340,594	\$ 56,681,189	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Highway 1: Golden Hill to West Portal	55,954,306	46,286,113	23,143,057	23,143,057	46,051,156	234,957	-	-	-	-	-
	Highway 1: Monte Creek to Pritchard	49,020,000	33,400,000	16,700,000	16,700,000	32,565,000	835,000	-	-	-	-	-
	Highway 97A: Larkin Road to Crozier Road	27,630,134	19,935,537	9,967,768	9,967,768	19,935,537	-	-	-	-	-	-
	Highway 97: Winfield to Oyama	75,248,547	49,997,878	24,998,939	24,998,939	47,651,241	2,346,636	-	-	-	-	-
	Highway 1: Pritchard to Hoffman's Bluff	61,605,062	53,800,000	26,900,000	26,900,000	14,809,845	17,000,000	21,990,155	-	-	-	-
	Highway 1: Clanwilliam Overhead Replacement	27,943,087	23,470,497	11,735,248	11,735,248	23,254,947	215,550	-	-	-	-	-
	Highway 1: Donald Bridge and Overhead Replacement	59,364,091	50,782,968	25,391,484	25,391,484	50,782,968	-	-	-	-	-	-
	Highway 97A: Pleasant Valley Cross Road to Lansdowne Road	18,572,757	13,320,000	6,660,000	6,660,000	13,320,000	-	-	-	-	-	-
	Highway 97: Westside Road Interchange	41,800,000	21,954,000	10,977,000	10,977,000	21,954,000	-	-	-	-	-	-
	Highway 97: South Taylor Hill	26,000,000	22,811,865	10,750,000	12,061,865	-	19,637,295	3,174,570	-	-	-	-
	Highway 1: Malakwa Bridge	35,000,000	26,659,900	13,000,000	13,659,900	-	13,014,722	11,333,503	2,311,675	-	-	-
	Highway 3: Sunday Summit	21,831,650	14,866,650	7,433,325	7,433,325	-	5,500,000	9,366,650	-	-	-	-
	Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1)	36,000,000	25,000,000	12,500,000	12,500,000	-	1,200,000	14,360,000	9,440,000	-	-	-
	John Hindle Drive Extension	11,635,000	10,500,000	3,500,000	7,000,000	-	-	450,000	4,100,001	5,949,999	-	-
	Total	\$ 611,089,158	\$ 469,466,596	\$ 231,997,416	\$ 237,469,181	\$ 327,005,883	\$ 59,984,160	\$ 60,674,878	\$ 15,851,676	\$ 5,949,999	\$ -	\$ -

Schedule B during the Fiscal Year 2015/16 (As of March 31, 2016) – continued

Revision #	Project	Estimated Project Cost	Shareable Project Cost	Agreement Contribution		Breakdown of Expenditures						
				Federal	Provincial	Previous	2015/16	2016/17	2017/18	2018/19	2019/20	Future
Revision #28 26-Nov-15	Highway 1: Brake Check to Yoho National Park	\$ 63,484,524	\$ 56,681,188	\$ 28,340,594	\$ 28,340,594	\$ 56,681,189	\$ –	\$ –	\$ –	\$ –	\$ –	\$ –
	Highway 1: Golden Hill to West Portal	55,954,306	46,286,113	23,143,057	23,143,057	46,051,156	234,957	–	–	–	–	–
	Highway 1: Monte Creek to Pritchard	49,020,000	33,400,000	16,700,000	16,700,000	32,565,000	835,000	–	–	–	–	–
	Highway 97A: Larkin Road to Crozier Road	27,630,134	19,935,537	9,967,768	9,967,768	19,935,537	–	–	–	–	–	–
	Highway 97: Winfield to Oyama	75,248,547	49,997,878	24,998,939	24,998,939	47,651,241	2,346,636	–	–	–	–	–
	Highway 1: Pritchard to Hoffman's Bluff	61,605,062	53,800,000	26,900,000	26,900,000	14,809,845	17,000,000	21,990,155	–	–	–	–
	Highway 1: Clanwilliam Overhead Replacement	27,943,087	23,470,497	11,735,248	11,735,248	23,254,947	215,550	–	–	–	–	–
	Highway 1: Donald Bridge and Overhead Replacement	59,364,091	50,782,968	25,391,484	25,391,484	50,782,968	–	–	–	–	–	–
	Highway 97A: Pleasant Valley Cross Road to Lansdowne Road	18,572,757	13,320,000	6,660,000	6,660,000	13,320,000	–	–	–	–	–	–
	Highway 97: Westside Road Interchange	41,800,000	21,954,000	10,977,000	10,977,000	21,954,000	–	–	–	–	–	–
	Highway 97: South Taylor Hill	26,000,000	22,811,865	10,750,000	12,061,865	–	19,637,295	3,174,570	–	–	–	–
	Highway 1: Malakwa Bridge	35,000,000	26,659,900	13,000,000	13,659,900	–	14,770,722	9,577,503	2,311,675	–	–	–
	Highway 3: Sunday Summit	21,831,650	14,866,650	7,433,325	7,433,325	–	5,500,000	9,366,650	–	–	–	–
	Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1)	36,000,000	25,000,000	12,500,000	12,500,000	–	1,200,000	14,360,000	9,440,000	–	–	–
	John Hindle Drive Extension	11,635,000	10,500,000	3,500,000	7,000,000	–	–	450,000	4,100,001	5,949,999	–	–
Revision #29 22-Jan-16	Total	\$ 611,089,158	\$ 469,466,596	\$ 231,997,416	\$ 237,469,181	\$ 327,005,883	\$ 61,740,160	\$ 58,918,878	\$ 15,851,676	\$ 5,949,999	\$ –	\$ –
	Highway 1: Brake Check to Yoho National Park	\$ 63,484,524	\$ 56,681,188	\$ 28,340,594	\$ 28,340,594	\$ 56,681,189	\$ –	\$ –	\$ –	\$ –	\$ –	\$ –
	Highway 1: Golden Hill to West Portal	55,954,306	46,286,113	23,143,057	23,143,057	46,051,156	234,957	–	–	–	–	–
	Highway 1: Monte Creek to Pritchard	49,020,000	33,400,000	16,700,000	16,700,000	32,565,000	835,000	–	–	–	–	–
	Highway 97A: Larkin Road to Crozier Road	27,630,134	19,935,537	9,967,768	9,967,768	19,935,537	–	–	–	–	–	–
	Highway 97: Winfield to Oyama	75,248,547	49,997,878	24,998,939	24,998,939	47,651,241	2,346,636	–	–	–	–	–
	Highway 1: Pritchard to Hoffman's Bluff	61,605,062	53,800,000	26,900,000	26,900,000	14,809,845	13,346,000	25,644,155	–	–	–	–
	Highway 1: Clanwilliam Overhead Replacement	27,943,087	23,470,497	11,735,248	11,735,248	23,254,947	–	215,550	–	–	–	–
	Highway 1: Donald Bridge and Overhead Replacement	59,364,091	50,782,968	25,391,484	25,391,484	50,782,968	–	–	–	–	–	–
	Highway 97A: Pleasant Valley Cross Road to Lansdowne Road	18,572,757	13,320,000	6,660,000	6,660,000	13,320,000	–	–	–	–	–	–
	Highway 97: Westside Road Interchange	41,800,000	21,954,000	10,977,000	10,977,000	21,954,000	–	–	–	–	–	–
	Highway 97: South Taylor Hill	26,000,000	22,811,865	10,750,000	12,061,865	–	17,848,885	4,962,980	–	–	–	–
	Highway 1: Malakwa Bridge	35,000,000	26,659,900	13,000,000	13,659,900	–	14,678,937	9,669,288	2,311,675	–	–	–
	Highway 3: Sunday Summit	21,831,650	14,866,650	7,433,325	7,433,325	–	3,985,500	10,881,150	–	–	–	–
	Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1)	36,000,000	25,000,000	12,500,000	12,500,000	–	1,200,000	14,360,000	9,440,000	–	–	–
	John Hindle Drive Extension	11,635,000	10,500,000	3,500,000	7,000,000	–	–	450,000	4,100,001	5,949,999	–	–
	Total	\$ 611,089,158	\$ 469,466,596	\$ 231,997,416	\$ 237,469,181	\$ 327,005,883	\$ 54,475,915	\$ 66,183,123	\$ 15,851,676	\$ 5,949,999	\$ –	\$ –

Schedule B during the Fiscal Year 2015/16 (As of March 31, 2016) – continued

Revision #	Project	Estimated Project Cost	Shareable Project Cost	Agreement Contribution		Breakdown of Expenditures						
				Federal	Provincial	Previous	2015/16	2016/17	2017/18	2018/19	2019/20	Future
Revision #30 24-Feb-16	Highway 1: Brake Check to Yoho National Park	\$ 63,484,524	\$ 56,681,188	\$ 28,340,594	\$ 28,340,594	\$ 56,681,189	\$	\$	\$	\$	\$	\$
	Highway 1: Golden Hill to West Portal	55,954,306	46,286,113	23,143,057	23,143,057	46,051,156	234,957					
	Highway 1: Monte Creek to Pritchard	49,020,000	33,400,000	16,700,000	16,700,000	32,565,000	835,000					
	Highway 97A: Larkin Road to Crozier Road	27,630,134	19,935,537	9,967,768	9,967,768	19,935,537						
	Highway 97: Winfield to Oyama	75,248,547	49,997,878	24,998,939	24,998,939	47,651,241	2,346,636					
	Highway 1: Pritchard to Hoffman's Bluff	61,605,062	53,800,000	26,900,000	26,900,000	14,809,845	13,894,420	25,095,735				
	Highway 1: Clanwilliam Overhead Replacement	27,943,087	23,470,497	11,735,248	11,735,248	23,254,947		215,550				
	Highway 1: Donald Bridge and Overhead Replacement	59,364,091	50,782,968	25,391,484	25,391,484	50,782,968						
	Highway 97A: Pleasant Valley Cross Road to Lansdowne Road	18,572,757	13,320,000	6,660,000	6,660,000	13,320,000						
	Highway 97: Westside Road Interchange	41,800,000	21,954,000	10,977,000	10,977,000	21,954,000						
	Highway 97: South Taylor Hill	26,000,000	22,811,865	10,750,000	12,061,865	-	17,848,885	4,962,980				
	Highway 1: Malakwa Bridge	35,000,000	26,659,900	13,000,000	13,659,900		14,678,937	9,669,288	2,311,675			
	Highway 3: Sunday Summit	21,831,650	14,866,650	7,433,325	7,433,325		3,970,177	10,896,473				
	Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1)	36,000,000	25,000,000	12,500,000	12,500,000		857,884	14,702,116	9,440,000			
Revision #31 15-Mar-16	John Hindle Drive Extension	11,635,000	10,500,000	3,500,000	7,000,000			450,000	4,100,001	5,949,999		
	Total	\$ 611,089,158	\$ 469,466,596	\$ 231,997,416	\$ 237,469,181	\$ 327,005,883	\$ 54,666,896	\$ 65,992,142	\$ 15,851,676	\$ 5,949,999	\$	\$
	Highway 1: Brake Check to Yoho National Park	\$ 63,484,524	\$ 56,681,188	\$ 28,340,594	\$ 28,340,594	\$ 56,681,189	\$	\$	\$	\$	\$	\$
	Highway 1: Golden Hill to West Portal	55,954,306	46,286,113	23,143,057	23,143,057	46,051,156	234,957					
	Highway 1: Monte Creek to Pritchard	49,020,000	33,400,000	16,700,000	16,700,000	32,565,000	835,000					
	Highway 97A: Larkin Road to Crozier Road	27,630,134	19,935,537	9,967,768	9,967,768	19,935,537						
	Highway 97: Winfield to Oyama	75,248,547	49,997,878	24,998,939	24,998,939	47,651,241	2,346,636					
	Highway 1: Pritchard to Hoffman's Bluff	61,605,062	53,800,000	26,900,000	26,900,000	14,809,845	14,778,762	24,211,393				
	Highway 1: Clanwilliam Overhead Replacement	27,943,087	23,470,497	11,735,248	11,735,248	23,254,947		215,550				
	Highway 1: Donald Bridge and Overhead Replacement	59,364,091	50,782,968	25,391,484	25,391,484	50,782,968						
	Highway 97A: Pleasant Valley Cross Road to Lansdowne Road	18,572,757	13,320,000	6,660,000	6,660,000	13,320,000						
	Highway 97: Westside Road Interchange	41,800,000	21,954,000	10,977,000	10,977,000	21,954,000						
	Highway 97: South Taylor Hill	26,000,000	22,811,865	10,750,000	12,061,865	-	17,848,885	4,962,980				
	Highway 1: Malakwa Bridge	35,000,000	26,659,900	13,000,000	13,659,900		14,678,937	9,669,288	2,311,675			
	Highway 3: Sunday Summit	21,831,650	14,866,650	7,433,325	7,433,325		3,971,145	10,895,505				
	Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1)	36,000,000	25,000,000	12,500,000	12,500,000		1,021,259	14,538,741	9,440,000			
	John Hindle Drive Extension	11,635,000	10,500,000	3,500,000	7,000,000			450,000	4,100,001	5,949,999		
	Total	\$ 611,089,158	\$ 469,466,596	\$ 231,997,416	\$ 237,469,181	\$ 327,005,883	\$ 55,715,581	\$ 64,943,457	\$ 15,851,676	\$ 5,949,999	\$	\$

Schedule B during the Fiscal Year 2015/16 (As of March 31, 2016) – continued

Revision #32 30-Mar-16	Project	Estimated Project Cost	Sharable Project Cost	Agreement Contribution		Breakdown of Expenditures						
				Federal	Provincial	Previous	2015/16	2016/17	2017/18	2018/19	2019/20	Future
	Highway 1: Brake Check to Yoho National Park	\$ 63,484,524	\$ 56,681,188	\$ 28,340,594	\$ 28,340,594	\$ 56,681,189	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Highway 1: Golden Hill to West Portal	55,954,306	46,286,113	23,143,057	23,143,057	46,051,156	234,957	-	-	-	-	-
	Highway 1: Monte Creek to Pritchard	49,020,000	33,400,000	16,700,000	16,700,000	32,565,000	835,000	-	-	-	-	-
	Highway 97A: Larkin Road to Crozier Road	27,630,134	19,935,537	9,967,768	9,967,768	19,935,537	-	-	-	-	-	-
	Highway 97: Winfield to Oyama	75,248,547	49,997,878	24,998,939	24,998,939	47,651,241	2,346,636	-	-	-	-	-
	Highway 1: Pritchard to Hoffman's Bluff	61,605,062	53,800,000	26,900,000	26,900,000	14,809,845	14,138,762	24,851,393	-	-	-	-
	Highway 1: Clanwilliam Overhead Replacement	27,943,087	23,470,497	11,735,248	11,735,248	23,254,947	-	215,550	-	-	-	-
	Highway 1: Donald Bridge and Overhead Replacement	59,364,091	50,782,968	25,391,484	25,391,484	50,782,968	-	-	-	-	-	-
	Highway 97A: Pleasant Valley Cross Road to Lansdowne Road	18,572,757	13,320,000	6,660,000	6,660,000	13,320,000	-	-	-	-	-	-
	Highway 97: Westside Road Interchange	41,800,000	21,954,000	10,977,000	10,977,000	21,954,000	-	-	-	-	-	-
	Highway 97: South Taylor Hill	26,000,000	22,811,865	10,750,000	12,061,865	-	18,340,435	4,471,430	-	-	-	-
	Highway 1: Malakwa Bridge	35,000,000	26,659,900	13,000,000	13,659,900	-	14,678,937	9,669,288	2,311,675	-	-	-
	Highway 3: Sunday Summit	21,831,650	14,866,650	7,433,325	7,433,325	-	3,971,145	10,895,505	-	-	-	-
	Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1)	36,000,000	25,000,000	12,500,000	12,500,000	-	1,021,259	14,538,741	9,440,000	-	-	-
	John Hindle Drive Extension	11,635,000	10,500,000	3,500,000	7,000,000	-	-	450,000	4,100,001	5,949,999	-	-
	Total	\$ 611,089,158	\$ 469,466,596	\$ 231,997,416	\$ 237,469,181	\$ 327,005,883	\$ 55,567,131	\$ 65,091,907	\$ 15,851,676	\$ 5,949,999	\$ -	\$ -

Statement of Changes for "Schedule B" during the Fiscal Year 2015/16 (as of March 31, 2016)

Revision #24 to Revision #25	Project	Estimated Project Cost	Shareable Project Cost	Agreement Contribution		Breakdown of Expenditures						
				Federal	Provincial	Previous	2015/16	2016/17	2017/18	2018/19	2019/20	Future
Revision #24 to Revision #25	Highway 1: Brake Check to Yoho National Park	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Highway 1: Golden Hill to West Portal	-	-	-	-	-	-	-	-	-	-	-
	Highway 1: Monte Creek to Pritchard	-	-	-	-	-	-	-	-	-	-	-
	Highway 97A: Larkin Road to Crozier Road	-	-	-	-	-	-	-	-	-	-	-
	Highway 97: Winfield to Oyama	-	(3,662,070)	(1,831,035)	(1,831,035)	(0)	-	0	(3,662,070)	-	-	-
	Highway 1: Pritchard to Hoffman's Bluff	-	-	-	-	-	-	(4,430,031)	4,430,031	-	-	-
	Highway 1: Clanwilliam Overhead Replacement	-	(582,715)	(291,357)	(291,357)	-	-	(582,715)	-	-	-	-
	Highway 1: Donald Bridge and Overhead Replacement	-	(305,034)	(152,517)	(152,517)	-	-	(305,034)	-	-	-	-
	Highway 97A: Pleasant Valley Cross Road to Lansdowne Road	-	-	-	-	-	-	-	-	-	-	-
	Highway 97: Westside Road Interchange	-	-	-	-	-	-	-	-	-	-	-
	Highway 97: South Taylor Hill	26,000,000	22,811,865	10,750,000	12,061,865	-	-	22,811,865	-	-	-	-
	Highway 1: Malakwa Bridge	35,000,000	26,659,900	13,000,000	13,659,900	-	-	12,714,722	9,433,503	4,511,675	-	-
	Highway 3: Sunday Summit	21,831,650	14,866,650	7,433,325	7,433,325	-	-	5,243,200	9,623,450	-	-	-
	Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1)	36,000,000	25,000,000	12,500,000	12,500,000	-	-	1,950,000	12,302,500	10,747,500	-	-
	John Hindle Drive Extension	11,635,000	10,500,000	3,500,000	7,000,000	-	-	1,449,900	4,180,200	4,869,900	-	-
Revision #25 to Revision #26	Total	\$ 130,466,650	\$ 95,288,596	\$ 44,908,416	\$ 50,380,181	\$ (0)	\$ -	\$ 38,851,907	\$ 36,307,614	\$ 20,129,075	\$ -	\$ -
	Highway 1: Brake Check to Yoho National Park	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Highway 1: Golden Hill to West Portal	-	-	-	-	-	-	-	-	-	-	-
	Highway 1: Monte Creek to Pritchard	-	-	-	-	-	-	-	-	-	-	-
	Highway 97A: Larkin Road to Crozier Road	-	-	-	-	-	-	-	-	-	-	-
	Highway 97: Winfield to Oyama	-	-	-	-	-	-	-	-	-	-	-
	Highway 1: Pritchard to Hoffman's Bluff	-	-	-	-	-	(5,142,791)	5,142,791	-	-	-	-
	Highway 1: Clanwilliam Overhead Replacement	-	-	-	-	-	-	-	-	-	-	-
	Highway 1: Donald Bridge and Overhead Replacement	-	-	-	-	-	-	-	-	-	-	-
	Highway 97A: Pleasant Valley Cross Road to Lansdowne Road	-	-	-	-	-	-	-	-	-	-	-
	Highway 97: Westside Road Interchange	-	-	-	-	-	-	-	-	-	-	-
	Highway 97: South Taylor Hill	-	-	-	-	-	-	-	-	-	-	-
	Highway 1: Malakwa Bridge	-	-	-	-	-	300,000	1,900,000	(2,200,000)	-	-	-
	Highway 3: Sunday Summit	-	-	-	-	-	256,800	(256,800)	-	-	-	-
	Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1)	-	-	-	-	-	\$ (750,000)	2,057,500	(1,307,500)	-	-	-
	John Hindle Drive Extension	-	-	-	-	-	(1,449,900)	(3,730,200)	(769,899)	5,949,999	-	-
	Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (6,785,891)	\$ 5,113,291	\$ (4,273,999)	\$ 5,949,999	\$ -	\$ -

Statement of Changes for "Schedule B" during the Fiscal Year 2015/16 (as of March 31, 2016) - continued

Revision #26 to Revision #27	Project	Estimated Project Cost	Sharable Project Cost	Agreement Contribution		Breakdown of Expenditures						
				Federal	Provincial	Previous	2015/16	2016/17	2017/18	2018/19	2019/20	Future
Revision #26 to Revision #27	Highway 1: Brake Check to Yoho National Park	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Highway 1: Golden Hill to West Portal	-	-	-	-	-	-	-	-	-	-	-
	Highway 1: Monte Creek to Pritchard	-	-	-	-	-	-	-	-	-	-	-
	Highway 97A: Larkin Road to Crozier Road	-	-	-	-	-	-	-	-	-	-	-
	Highway 97: Winfield to Oyama	-	-	-	-	-	-	-	-	-	-	-
	Highway 1: Pritchard to Hoffman's Bluff	-	-	-	-	-	-	-	-	-	-	-
	Highway 1: Clanwilliam Overhead Replacement	-	-	-	-	-	-	-	-	-	-	-
	Highway 1: Donald Bridge and Overhead Replacement	-	-	-	-	-	-	-	-	-	-	-
	Highway 97A: Pleasant Valley Cross Road to Lansdowne Road	-	-	-	-	-	-	-	-	-	-	-
	Highway 97: Westside Road Interchange	-	-	-	-	-	-	-	-	-	-	-
	Highway 97: South Taylor Hill	-	-	-	-	-	(3,174,570)	3,174,570	-	-	-	-
	Highway 1: Malakwa Bridge	-	-	-	-	-	-	-	-	-	-	-
	Highway 3: Sunday Summit	-	-	-	-	-	-	-	-	-	-	-
	Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1)	-	-	-	-	-	-	-	-	-	-	-
Revision #27 to Revision #28	John Hindle Drive Extension	-	-	-	-	-	-	-	-	-	-	-
	Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (3,174,570)	\$ 3,174,570	\$ -	\$ -	\$ -	\$ -
	Highway 1: Brake Check to Yoho National Park	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Highway 1: Golden Hill to West Portal	-	-	-	-	-	\$ -	-	-	-	-	-
	Highway 1: Monte Creek to Pritchard	-	-	-	-	-	-	-	-	-	-	-
	Highway 97A: Larkin Road to Crozier Road	-	-	-	-	-	-	-	-	-	-	-
	Highway 97: Winfield to Oyama	-	-	-	-	-	-	-	-	-	-	-
	Highway 1: Pritchard to Hoffman's Bluff	-	-	-	-	-	-	-	-	-	-	-
	Highway 1: Clanwilliam Overhead Replacement	-	-	-	-	-	-	-	-	-	-	-
	Highway 1: Donald Bridge and Overhead Replacement	-	-	-	-	-	-	-	-	-	-	-
	Highway 97A: Pleasant Valley Cross Road to Lansdowne Road	-	-	-	-	-	-	-	-	-	-	-
	Highway 97: Westside Road Interchange	-	-	-	-	-	-	-	-	-	-	-
	Highway 97: South Taylor Hill	-	-	-	-	-	-	-	-	-	-	-
	Highway 1: Malakwa Bridge	-	-	-	-	-	1,756,000	(1,756,000)	-	-	-	-
Revision #28 to Revision #29	Highway 3: Sunday Summit	-	-	-	-	-	-	-	-	-	-	-
	Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1)	-	-	-	-	-	-	-	-	-	-	-
	John Hindle Drive Extension	-	-	-	-	-	-	-	-	-	-	-
Revision #29 to Revision #30	Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,756,000	\$ (1,756,000)	\$ -	\$ -	\$ -	\$ -

Statement of Changes for "Schedule B" during the Fiscal Year 2015/16 (as of March 31, 2016) - continued

Revision #28 to Revision #29	Project	Estimated Project Cost	Sharable Project Cost	Agreement Contribution		Breakdown of Expenditures						
				Federal	Provincial	Previous	2015/16	2016/17	2017/18	2018/19	2019/20	Future
Revision #28 to Revision #29	Highway 1: Brake Check to Yoho National Park	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Highway 1: Golden Hill to West Portal	-	-	-	-	-	\$ -	-	-	-	-	-
	Highway 1: Monte Creek to Pritchard	-	-	-	-	-	\$ -	-	-	-	-	-
	Highway 97A: Larkin Road to Crozier Road	-	-	-	-	-	-	-	-	-	-	-
	Highway 97: Winfield to Oyama	-	-	-	-	-	-	-	-	-	-	-
	Highway 1: Pritchard to Hoffman's Bluff	-	-	-	-	-	(3,654,000)	3,654,000	-	-	-	-
	Highway 1: Clanwilliam Overhead Replacement	-	-	-	-	-	(215,550)	215,550	-	-	-	-
	Highway 1: Donald Bridge and Overhead Replacement	-	-	-	-	-	-	-	-	-	-	-
	Highway 97A: Pleasant Valley Cross Road to Lansdowne Road	-	-	-	-	-	-	-	-	-	-	-
	Highway 97: Westside Road Interchange	-	-	-	-	-	-	-	-	-	-	-
	Highway 97: South Taylor Hill	-	-	-	-	-	(1,788,410)	1,788,410	-	-	-	-
	Highway 1: Malakwa Bridge	-	-	-	-	-	(91,785)	91,785	-	-	-	-
	Highway 3: Sunday Summit	-	-	-	-	-	(1,514,500)	1,514,500	-	-	-	-
	Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1)	-	-	-	-	-	-	-	-	-	-	-
	John Hindle Drive Extension	-	-	-	-	-	-	-	-	-	-	-
	Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (7,264,245)	\$ 7,264,245	\$ -	\$ -	\$ -	\$ -
Revision #29 to Revision #30	Highway 1: Brake Check to Yoho National Park	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Highway 1: Golden Hill to West Portal	-	-	-	-	-	-	-	-	-	-	-
	Highway 1: Monte Creek to Pritchard	-	-	-	-	-	-	-	-	-	-	-
	Highway 97A: Larkin Road to Crozier Road	-	-	-	-	-	-	-	-	-	-	-
	Highway 97: Winfield to Oyama	-	-	-	-	-	-	-	-	-	-	-
	Highway 1: Pritchard to Hoffman's Bluff	-	-	-	-	-	548,420	(548,420)	-	-	-	-
	Highway 1: Clanwilliam Overhead Replacement	-	-	-	-	-	-	-	-	-	-	-
	Highway 1: Donald Bridge and Overhead Replacement	-	-	-	-	-	-	-	-	-	-	-
	Highway 97A: Pleasant Valley Cross Road to Lansdowne Road	-	-	-	-	-	-	-	-	-	-	-
	Highway 97: Westside Road Interchange	-	-	-	-	-	-	-	-	-	-	-
	Highway 97: South Taylor Hill	-	-	-	-	-	-	-	-	-	-	-
	Highway 1: Malakwa Bridge	-	-	-	-	-	-	-	-	-	-	-
	Highway 3: Sunday Summit	-	-	-	-	-	(15,323)	15,323	-	-	-	-
	Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1)	-	-	-	-	-	(342,116)	342,116	-	-	-	-
	John Hindle Drive Extension	-	-	-	-	-	-	-	-	-	-	-
	Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 190,981	\$ (190,981)	\$ -	\$ -	\$ -	\$ -

Statement of Changes for "Schedule B" during the Fiscal Year 2015/16 (as of March 31, 2016) - continued

Project	Estimated Project Cost	Agreement Contribution		Shareable Project Cost	Breakdown of Expenditures						
		Federal	Provincial		Previous	2015/16	2016/17	2017/18	2018/19	2019/20	Future
Revision #30 to Revision #31											
Highway 1: Brake Check to Yoho National Park	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Highway 1: Golden Hill to West Portal	-	-	-	-	-	-	-	-	-	-	-
Highway 1: Monte Creek to Pritchard	-	-	-	-	-	-	-	-	-	-	-
Highway 97A: Larkin Road to Crozier Road	-	-	-	-	-	-	-	-	-	-	-
Highway 97: Winfield to Oyama	-	-	-	-	-	-	-	-	-	-	-
Highway 1: Pritchard to Hoffman's Bluff	-	-	-	-	-	884,342.25	(884,342.25)	-	-	-	-
Highway 1: Clanwilliam Overhead Replacement	-	-	-	-	-	-	-	-	-	-	-
Highway 1: Donald Bridge and Overhead Replacement	-	-	-	-	-	-	-	-	-	-	-
Highway 97A: Pleasant Valley Cross Road to Lansdowne Road	-	-	-	-	-	-	-	-	-	-	-
Highway 97: Westside Road Interchange	-	-	-	-	-	-	-	-	-	-	-
Highway 97: South Taylor Hill	-	-	-	-	-	-	-	-	-	-	-
Highway 1: Malakwa Bridge	-	-	-	-	-	-	-	-	-	-	-
Highway 3: Sunday Summit	-	-	-	-	-	967.50	(967.50)	-	-	-	-
Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1)	-	-	-	-	-	163,375.24	(163,375.24)	-	-	-	-
John Hindle Drive Extension	-	-	-	-	-	-	-	-	-	-	-
Revision #31 to Revision #32											
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,048,685	\$ (1,048,685)	\$ -	\$ -	\$ -	\$ -
Highway 1: Brake Check to Yoho National Park	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Highway 1: Golden Hill to West Portal	-	-	-	-	-	-	-	-	-	-	-
Highway 1: Monte Creek to Pritchard	-	-	-	-	-	-	-	-	-	-	-
Highway 97A: Larkin Road to Crozier Road	-	-	-	-	-	-	-	-	-	-	-
Highway 97: Winfield to Oyama	-	-	-	-	-	-	-	-	-	-	-
Highway 1: Pritchard to Hoffman's Bluff	-	-	-	-	-	(640,000)	640,000	-	-	-	-
Highway 1: Clanwilliam Overhead Replacement	-	-	-	-	-	-	-	-	-	-	-
Highway 1: Donald Bridge and Overhead Replacement	-	-	-	-	-	-	-	-	-	-	-
Highway 97A: Pleasant Valley Cross Road to Lansdowne Road	-	-	-	-	-	-	-	-	-	-	-
Highway 97: Westside Road Interchange	-	-	-	-	-	-	-	-	-	-	-
Highway 97: South Taylor Hill	-	-	-	-	-	491,550	(491,550)	-	-	-	-
Highway 1: Malakwa Bridge	-	-	-	-	-	-	-	-	-	-	-
Highway 3: Sunday Summit	-	-	-	-	-	-	-	-	-	-	-
Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1)	-	-	-	-	-	-	-	-	-	-	-
John Hindle Drive Extension	-	-	-	-	-	-	-	-	-	-	-
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (148,450)	\$ 148,450	\$ -	\$ -	\$ -	\$ -

Information on contracts started/completed and estimated completion of contracts is addressed more extensively in a subsequent section of the report “A YEAR END SUMMARY TABLE OF EXPENDITURES UNDER THE AGREEMENT” (Table 3).

MAJOR MILESTONES INCLUDE:

The “Highway 1: Brake Check to Yoho” and the Highway 1: Golden to West Portal” projects are critical improvements to the Trans-Canada Highway in the Kicking Horse Canyon that are providing a safer and more efficient movement of people and goods on this vital trade route. The improvements are already also having a positive effect on the environment by reducing vehicle emissions, fuel consumption and enhancing bicycle use. These two completed projects constituted the third phase (of four phases) of construction.

For the Highway 1: Monte Creek to Pritchard (Phase 2) project:

- ▶ Type D excavation – 100% completed.
- ▶ Box culvert installation – 100% completed.
- ▶ Culvert installation – 100% completed.
- ▶ Paving throughout – 99% completed.
- ▶ CRB and CMB – 95% completed.
- ▶ Expected/anticipated activities – April 1, 2016 to June 27, 2016:
 - ▷ Water and Irrigation line completion.
 - ▷ Box culvert signoff submitted.
 - ▷ Trans-Canada Highway paving adjacent to Archaeological site 45 completion.
 - ▷ CRB and CMB placement completion.
 - ▷ Overall Project Completion.
- ▶ A Schedule D (Affidavit of Substantial Completion) will be submitted to Transport Canada for this project in the summer of 2016.

For the Highway 97A: Larkin Road to Crozier Road project:

- ▶ A Schedule D (Affidavit of Substantial Completion) was submitted to Transport Canada for this project in September 2011 (signed off September 22, 2011).

For the Highway 97: Winfield to Oyama project:

- ▶ A Schedule D (Affidavit of Completion) was submitted to Transport Canada for this project in August 2013 (signed off August 13, 2013).
- ▶ Completed Phase 2 – Highway 97 Oceola Intersection Improvements.
- ▶ Expected activities completion of the Oceola record drawings in summer 2016.
- ▶ An additional Schedule D (Affidavit of Completion) was submitted to Transport Canada, for this subsequent and final phase, for this project in May 2016.

For the Highway 1: Pritchard to Hoffman’s Bluff project (Phase 2):

- ▶ West rock cut – 80% complete.
- ▶ Retaining Wall #5 – 100% complete.
- ▶ Draining works on L100 – 100% complete.
- ▶ Depressurization well at 139+40 – 100% complete.
- ▶ Slope stabilization with rock buttress – 80% complete.
- ▶ Controlled excavation in Arc zones – 90% complete.
- ▶ Expected/anticipated activities – April 01, 2016 to June 30, 2016:
 - ▷ Completion of West and East rock cuts, including rock fall protection systems.
 - ▷ Move traffic off existing Highway 1 on to newly constructed Eastbound two lanes.
 - ▷ Completion of Wall #4.
 - ▷ Construction of Wall #1.
 - ▷ Bottom lift paving of Westbound lanes.
 - ▷ Final hydro-seeding at cut slopes and de-commissioned old Highway 1 sections.

For the Highway 1: ClanWilliam Overhead project:

- ▶ A Schedule D (Affidavit of Completion) was submitted to Transport Canada for this project in July 2013 (signed off July 19, 2013).

For the Highway 1: Donald Bridge and Overhead Replacement:

- ▶ A Schedule D (Affidavit of Completion) was submitted to Transport Canada for this project in July 2013 (signed off July 19, 2013).

For the Highway 97A: Pleasant Valley Cross Road to Landsdowne Road project:

- ▶ A Schedule D (Affidavit of Completion) was submitted to Transport Canada for this project in March 2012 (signed off March 20, 2012). The completed project is now in service and performing very well.

For the Highway 97: Westside Road Interchange project:

- ▶ Interchange opened on October 29, 2011.
- ▶ A Schedule D (Solemn Declaration/Affidavit of Completion) was submitted to Transport Canada in September 2013 (signed off September 9, 2013).

For the Highway 97: South Taylor Hill project:

- ▶ Work in 2015 included grade construction, base gravel placement/compaction, asphalt placement for bottom lift and top lift.
- ▶ Work also included the construction of the expanded military berm to stabilize a slide zone, grade construction and base gravel placement at the chain off site.
- ▶ Planned 2016 Scheduled activities:
 - ▷ Base gravel placement/compaction, asphalt placement for bottom lift and top lift to complete the project for 1.5 kilometres of mainline Highway 97 construction from Johnson Road intersection to the southern end of the project.
 - ▷ Chain off facility will be paved and completed in July 2016.

- ▷ It is anticipated the project will be substantially complete in August 2016, with final completion in September 2016.

For the Highway 1: Malakwa Bridge project:

- ▶ East Bound lanes SGSB – 100% completed.
- ▶ East Bound lanes 25 mm WGB – 100% completed.
- ▶ Bottom Lift paving on the East Bound lanes – 100% completed.
- ▶ East Bound bridge construction – 100% completed.
- ▶ Traffic flip to new East Bound lanes and over new bridge – 100% completed.
- ▶ Old Bridge demolition – 100% completed.
- ▶ Piles for new West Bound Bridge – 100% completed.
- ▶ West Bound Bridge steel work – 100% completed.
- ▶ Winter layup with Contractor monitoring until spring 2016.
- ▶ **Planned for completion by July 2016:** westbound bridge completion.
- ▶ **Planned for completion by July 2016:** completion of grading works.
- ▶ **Planned for completion by July 2016:** completion of paving works.

For the Highway 3: Sunday Summit project:

- ▶ Design completed in December 2014.
- ▶ Construction contract awarded to Emil Anderson Construction (\$12,584,027.06) on May 19, 2015.
- ▶ Construction commenced in June 2015 with clearing, grubbing and stripping, Cutters Creek box culvert installation completed in August 2015.
- ▶ Sunday Creek South Fork box culvert installation completed in late August 2015 and backfill completed in mid-October 2015.
- ▶ Hydraulic seeding from late September to mid-October 2015.
- ▶ Winter shut down from early November 2015 to April 2016.
- ▶ Paving at Sunday Creek North Fork for detour in May 2016.

**For the Highway 1: Mountain Highway Interchange
(Lower Lynn: Phase 1) project:**

- ▶ June 2015 – functional design completed.
- ▶ August 2015 – Squamish First Nation completed review on environmental and archeological assessments.
- ▶ November 2015 – design supported by municipality (District of North Vancouver).
- ▶ April 2016 – 90% detailed design completed.
- ▶ **Planned:** July 2016 – 100% detailed design.
- ▶ **Planned:** July 2016 – tender.
- ▶ **Planned:** August 2016 – tender award.
- ▶ **Planned:** September 2016 – construction start.

For the John Hindle Drive Extension:

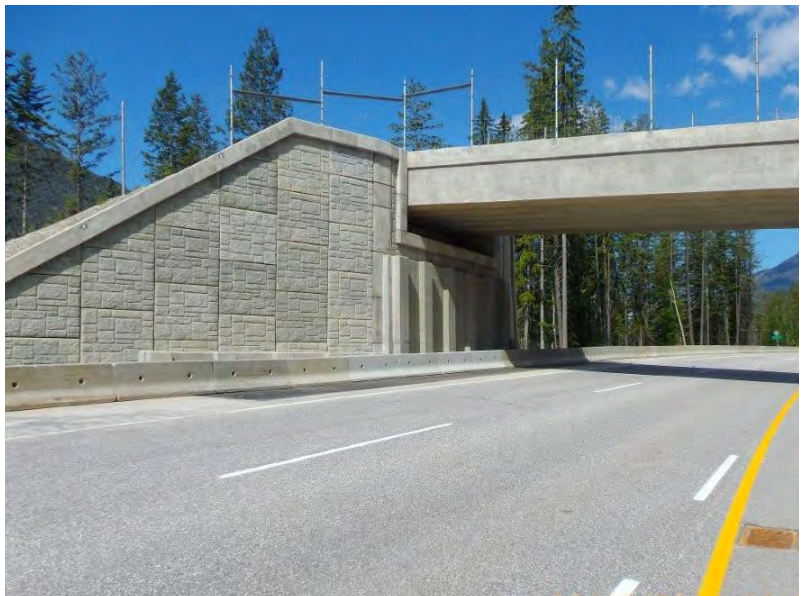
- ▶ Environmental Impact Assessment complete – February 2016.
- ▶ Archaeological Impact Assessment complete – March 2016.
- ▶ 90% Detailed design complete – April 2016 .
- ▶ **Planned:** tender construction contract – Summer 2016.

The following pages of the report entail a series of photographs for the current projects and are meant to provide not only a portrayal of the actual project, but also a broader geographic and topographical context, and as such some photographs are overviews.

PROJECT OVERVIEW: Highway 1 – Brake Check To Yoho

Scope

This project entails upgrading approximately nine kilometres of Highway 1 between Brake Check and Yoho National Park to a four-lane, 100 km/hr design standard, including the replacement of the Mt. Hunter Creek Bridge, concrete median barrier, maximum 4% grade, access consolidation, grade separated structure (underpass) to serve the Wepta/Beaverfoot area, wildlife exclusion fencing and wildlife crossing/passage. A Schedule D (Affidavit of Substantial Completion) was submitted to Transport Canada for this project in August 2012 (signed off August 27, 2012).



MSE Wall Repair Complete – Glenogle 19 June 2014

Status

Construction has been completed on the nine kilometre Brake Check to Yoho National Park (Phase 3 East) project, which includes a new 112-metre-long bridge across Mt. Hunter Creek, wildlife crossing structures at Vacation Creek and Glenogle Road and continuous wildlife exclusion fencing and access improvements at Beaverfoot Road in 2011. Final completion was issued to Ledcor CMI Ltd. on October 30, 2011. Traffic has been established at 100 km/hr on the completed four-lane section.

Issues

There are no outstanding issues

Achievements over the past fiscal year

Work was previously completed and the highway was in full operation.

Future activities

None planned.



Phase 3 East, western wildlife overpass



MSE Wall Repair Complete – Glenogle 19 June 2014



MSE Wall Repair Complete – Palliser South



MSE Wall Repair Complete 2014

PROJECT OVERVIEW: Highway 1: Golden Hill to West Portal

Scope

This project entails upgrading approximately 3.8 kilometres of Highway 1, between Golden Hill and West Portal, to a four-lane design standard (80 km/hr urban and 100 km/hr rural), including extending a fourth lane through the signals at the west end of Golden and grade separation of the Golden-Donald Upper Road (north)/Golden View Road (south) intersection in the form of an underpass structure that will provide for right-in/right-out movements for the connecting roads, elimination of three at-grade intersections, road network connections, concrete median barrier, maximum 6% grade, wildlife fencing and wildlife passage.

Status

All four lanes are open to traffic for the entire Golden Hill to West Portal project.

The main construction of the Golden Hill to West Portal (Phase 3 West) was delivered as a design-build project. The contract was issued to Emil Anderson Construction Inc. on December 1, 2009. Substantial completion was issued in December 2011. The work includes grade and horizontal alignment improvements from the intersection of Highway 95 to the entrance to the steep canyon sections of the Kicking Horse Canyon Highway.

This segment also includes installation of an Intelligent Transportation System (ITS). The contract to install two new changeable message signs, install one new variable message sign and refurbish one changeable message sign on an existing structure in the corridor is complete.

In advance of the design-build work, the construction of a fourth lane extension on Golden Hill was completed in 2009 using day labour, the Ministry process for hiring local workers and equipment directly.

A contract to extend the pedestrian/bike trail from Golden Hill to Highway 95 was awarded to Emil Anderson Construction Inc. on July 21, 2011. Construction was completed November, 2011.

The final construction activity of Phase 3 West is a retaining wall structure at the east end of the project. A

construction contract for completion of the work was tendered and awarded to Dawson Construction Limited July 22, 2013. The full four lanes was opened to traffic in the fall of 2013 and all construction work on the Kilometre 4 Wall project was completed June 30, 2014.

Issues

A small area of paving completed under the Design/Build contract was repaired under warranty in 2013 and is being monitored. Some minor local areas have continued to show cracking but much less than was evident in 2013. Additional work to repair cracking was carried out in 2014 but over the past year some cracking has reappeared. Emil Anderson and their engineers are working towards a final solution to this issue.

Achievements over the past fiscal year

Warranty work on the Emil Anderson Design-Build Project and Issuance of the Solemn Declaration was completed the Fall of 2015. A Schedule D (Affidavit of Substantial Completion) was submitted to Transport Canada for this project in November 2015 (signed off November 13, 2015).



Phase 3 West before



Phase 3 West after

Photographs of Kilometre-4 Wall and Approaches:



PROJECT OVERVIEW: Highway 1: Monte Creek to Pritchard

Scope

- ▶ Four laning 10.5 km of Highway 1 between Monte Creek and Pritchard to a 100 km/h standard, including flush medians, wider shoulders and rumble strips.
- ▶ Access management improvements include turn slots, deceleration lanes and frontage roads.

Accomplishments/Milestones Over the Last Fiscal Year (2015/16)

Phase 1

- Completed October 2012.



Monte Creek Phase 2

Events

- ▶ Tendered on BC Bid April 8, 2013.
- ▶ Awarded to 672462 BC Ltd out of Kamloops in the amount of \$20,649,108.61 on June 21, 2013.
- ▶ SA#1 regarding Sub excavation, Archaeological Monitoring, Sheet pile material changes amounting to \$995,327.42.
- ▶ SA#2 regarding archaeologically sensitive material screening, controlled excavation within archaeological zones, Type “D” over 120%, VEP 25 mm production, supply and install, increase to archaeological monitoring amounting to \$8,501,782.32.

- ▶ SA#3 deleted.
- ▶ SA#4 regarding additional cut slope seepage treatments and increased quantities due to changes in the alignment of the Trans-Canada Highway to accommodate First Nation groups amounting to \$796,776.75.
- ▶ SA#5 regarding Type “D” borrow development and reclamation and 25 mm well-graded base course rework – in progress.
- ▶ SA#6 regarding settlement of outstanding claim items – planned.
- ▶ Construction started on August 22, 2013.
- ▶ Ground-breaking event – July 29, 2013.
- ▶ Revised completion date – May 27, 2016.
- ▶ Estimated completion date – June 27, 2016.

March 1, 2015 – March 31, 2016

- ▶ Type D excavation – 100% completed.
- ▶ Water and irrigation line installation – 99% completed.
- ▶ Fencing – 95% completed.
- ▶ Access and Drainage work for Kitzels, Drummonds and Posterero – 100% completed.
- ▶ Box culvert installation – 100% completed.
- ▶ Culvert installation – 100% completed.
- ▶ SGSB and 25 mm WGB production and placement on new Trans-Canada Highway – 100% completed.
- ▶ Paving throughout – 99% completed.
- ▶ CRB and CMB – 95% completed.

Expected/Anticipated Activities – April 1, 2016 to June 27, 2016

- ▶ Water and irrigation line completion.
- ▶ Box culvert signoff submitted.
- ▶ Fencing completion.
- ▶ Trans-Canada Highway paving adjacent to Archaeological Site 45 completion.
- ▶ CRB and CMB placement completion.
- ▶ Well decommission completion.

- Breakaway sign installation completion.
- Overall project completion.

A Schedule D (Affidavit of Substantial Completion) will be submitted to Transport Canada for this project in the Summer of 2016.

Issues

Archaeological Monitoring

Due to the unknown nature and extent of the archaeological and First Nation monitoring work, costs have escalated beyond what was estimated prior to tender and SA#1. The archeological monitoring is a

requirement of the *Conservation and Heritage Act* while the First Nations (cultural) monitoring is a requirement of the First Nation Bands. The costs have escalated as the actual depth of archaeological monitoring was much deeper than the anticipated two metres below original ground. Excavations were monitored and artifacts retained to a depth of eight metres, and more, below original ground. This has impacted work through delays for work activities in many areas, mandated a change the equipment required to complete works as well significant archaeological discoveries (ancestral remains) forced changes to the design of the Trans-Canada Highway.

Archaeologically Sensitive Material Screening

While excavating material at approximate station 78, +50 several pieces of ancestral remains (bone fragments) were uncovered. Because of these finds the archaeologist and the local First Nations insisted we screen approximately 1,100m³ of material through a 25 mm screen and hand sort the material retained for artifacts. It was determined that hand screening this material would take several months to complete therefore arrangements were made through the contract to power screen. This significantly reduced the time that the site was unavailable to the contractor and mitigated reimbursable delay issues.

Controlled Excavation

The terms of the Alteration Permit issued by the Archaeological Branch dictated that the material within archaeologically sensitive areas be



Looking North to Trans-Canada Highway



Looking West Towards Kamloops



Split Grade at Ancestral Remains



Looking West Towards Kamloops



Ongoing Archaeological Investigation (Arch Site 45)

excavated in 10-cm lifts with the surface inspected between lifts. This requirement significantly impacted approximately 138,000m³ of the Type “D” excavation. The above methodology was not defined within the contract document package and was determined to be a Change to Work and a Ministry Instruction given to the Contractor.

Kitzel Property

This Contract was tendered prior to finalizing the property agreement with the Kitzels. At the time of tender it was understood that the Kitzels wanted all of the Type “D” excavation material from the land that was being purchased by the Ministry, to accommodate the highway construction. After the contract had been awarded, the Ministry learned that the Kitzels did not want the Type “D” material. This impacted approximately 130,000m³ of material, which rather than being hauled relatively short to the Kitzel’s property now had to be hauled to waste locations and embankments up to three kilometres away. This is a Change to Work. The Ministry attempted to negotiate a new unit price for this work; however a reasonable unit price was not achieved. The Ministry tracked the additional costs incurred by the contractor under Force Account rates. Based on the final cost and final quantity a unit rate for the work was established.

Type “D” Claim

The contractor claimed that all of the surplus material was actually unsuitable, which the Ministry agrees. The disposal of unsuitable material was not addressed in the Special Provisions with regard to payment or which Type D item the unsuitable material was to be paid under.

The contract had two payment items for Type D excavation which were Type D Excavation and Type D Surplus Excavation. There was very limited reference to unsuitable material and no payment reference for unsuitable material within the Special Provisions. Standard Specification 201.12 states that unsuitable

material is to be paid by excavation. This clarification results in virtually all of the volume of Type D Surplus Excavation being classified as Type D excavation which creates an overrun situation in the Type D excavation Item. General Condition 39.05 provides guidance on reaching a resolution to the quantity overrun.

The Ministry and the contractor that the type "D" over 120% will be compensated for at full cost. The contractor had indicated that they are in poor financial shape and had requested an advance on the entitlement amount prior to the final unit cost being determined. The Ministry has provided an advance. The Ministry feels no additional payment will be required upon the final settlement of this item.

Currently the Contractor is claiming for impacts incurred during Type "D" excavation under the 120% threshold. Their claim is based on impacts associated with archaeological monitoring, First Nation monitoring and restrictions put in place under the *Conservation and Heritage Act*. The Ministry recognizes there were impacts incurred, however at this time does not agree with the value placed on the impacts provided by the Contractor. The Contractor has made an offer of settlement for Type "D" excavation under the 120% threshold however the Ministry has rejected their offer and has supplied a counter offer to the contractor.

Type "D" Borrow

The majority of Type D material beneath the granular Type D was silt with a moisture content exceeding the plastic limits and often the liquid limits making it unusable for use in embankment construction. The risk of failure of the embankment was considered in the decision to import borrow material that would construct a sound embankment. The shortfall of usable Type D material is estimated at 102,000 m³ after taking into consideration the usable Type D material used for sub excavation backfilling.

The Ministry attempted to negotiate a new unit price for this work; however a reasonable unit price was not achieved. The Ministry tracked the additional costs incurred by the contractor under Force Account rates. Based on the final cost and final quantity a unit rate for the work was established.

Stripping Impacts

Currently the contractor is claiming for impacts incurred during stripping. Their claim is based on impacts associated with archaeological monitoring, First Nation monitoring and restrictions put in place under the *Conservation and Heritage Act*. The Ministry agrees that the stripping was impacted and has made an offer to the contractor to settle this issue.

Martin Prairie Change to Work Claim

The Ministry had been advised by BC Hydro that their work would be finished in this location on or about October 25, 2013. The Ministry Representative shared this information with the contractor. The contractor made plans to complete substantial works in the area. When October 25 arrived, BC Hydro had not even started their work in the area. This impacted the production rates for this work which increased the contractor's costs for completing the work. A detailed review of the cost of this work has been completed. Agreement has been reached on this issue.

Archaeological Delay at Start-up Claim

The contractor was planning to begin work on this project when their crews got into an archaeological noncompliance issue on the adjacent project. The contractor delayed start up until such time a representative for Archaeological Branch could come to the site and explain the requirements to everyone. This is a reimbursable delay issue that has been resolved. No equipment delay was claimed for this issue.

Additional Sub-Excavation Requirements

The areas that required sub excavation were a much greater extent than anticipated when SA#1 was prepared. The quality of subgrade material did not improve as anticipated. The Engineer of Record was consulted in regard to the expansion of the sub excavation and provided guidelines to the Ministry Representative to incorporate sub excavation in to the works. As with the sub excavation, we couldn't be sure what the surface would be like until after the excavation work was completed our original quantities estimations were based on best case scenario unfortunately what we encountered was the worst case scenario.

PROJECT OVERVIEW: Highway 97A: Larkin Road to Crozier Road



This project entailed upgrading approximately 4.2 kilometres of Highway 97A between Larkin and Crozier Road to a 100 km/hr design standard, including a single diamond interchange between Larkin Road and Otter Lake Road Cross Road, removal of direct highway accesses and associated road network connections.

The project had the following accomplishments:

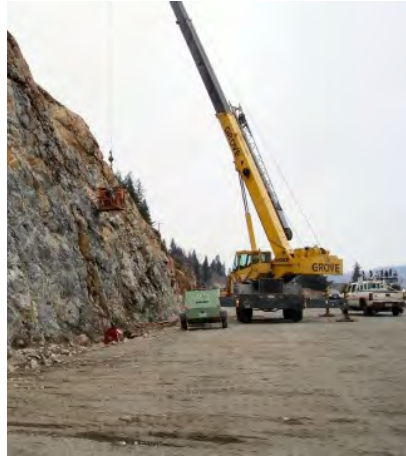
- ▶ Project completed on November 8, 2010 and all four lanes were opened to the public.
- ▶ Project has been performing very well, with positive feedback from major stakeholders regarding the operation of an interchange with two roundabouts.
- ▶ The contractor accepted the final quantities and no construction claims.
- ▶ A Schedule D (Affidavit of Substantial Completion) was submitted to Transport Canada for this project in September 2011 (signed off September 22).

The following photographs are of the project before construction:





The following photographs are of the project during construction:



The following photographs are of the completed project:





This project entailed upgrading approximately nine kilometres of Highway 97 between Winfield to Oyama, through the construction of a new four-lane, in-land alignment, including associated road-network connections. A Schedule D (Affidavit of Completion) was submitted to Transport Canada for the larger Phase 1 of this project in August 2013 (signed off August 13).

STATUS: FISCAL YEAR 2015/16

Accomplishments/Milestones (to March 31, 2016):

- Completed Phase 2 – Highway 97 Oceola Intersection Improvements.

Expected Activities (to Fall 2016):

- Completion of the Oceola record drawings expected in June 2016.

Issues from the last year:

- Delays by the contractor in rectifying deficient items (now complete).

In this fiscal year, there was the completion of Phase 2 – Highway 97 Oceola Intersection Improvements. An additional Schedule D (Affidavit of Completion) was submitted to Transport Canada, for this subsequent phase, for this project in May 2016 (signed off May 10, 2016).

The following photographs are a representation of the project before initiation and during construction, of the now fully functional and operational first phase (Phase 1).

BEFORE



DURING: 2011/12 Photographs



DURING: 2012/13 photographs



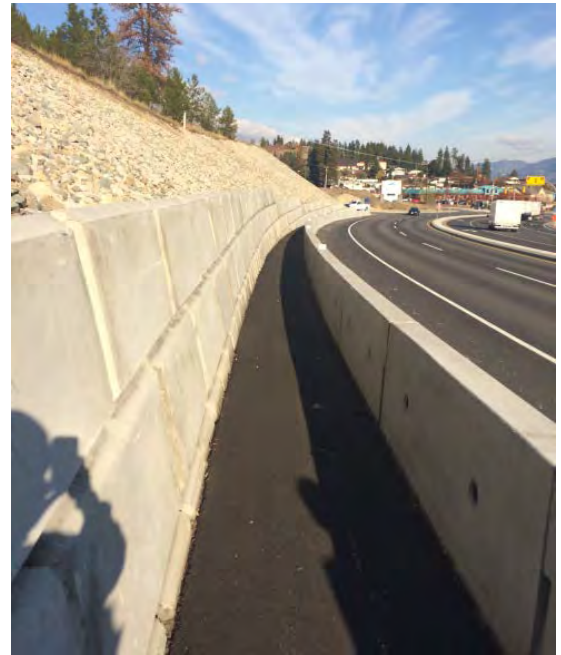
After Completion/Opening (August 17, 2013)



Construction Activities of Phase 2



Completion of Phase 2



PROJECT OVERVIEW: Highway 1: Pritchard to Hoffman's Bluff (Phase 2)

Scope

This project entails upgrading 6.1 kilometres of Highway 1 between Pritchard to Hoffman's Bluff, including Hoffman's Bluff itself, to a four-lane, 100 km/h design standard, including access management and frontage roads.

Events

- ▶ Tendered on BC Bid October 17, 2014.
- ▶ Awarded to Emil Anderson Contracting out of Kelowna, in the amount of \$23,389,783.19 on January 19, 2015.
- ▶ Construction started on April 1, 2015.
- ▶ Construction completion November 30, 2016.

April 01, 2015 – April 01, 2016

- ▶ L100 Type 'D' excavation – 75% complete.
- ▶ West rock cut – 80% complete.
- ▶ West rock cut – mesh rock fall protection system – 50% complete.
- ▶ East rock cut – 30% complete.
- ▶ East rock cut – mesh rock fall protection system – 40% complete.
- ▶ Rock bolting – West and East rock cuts – 50% complete.
- ▶ Retaining Wall #5 – 100% complete.
- ▶ Retaining Wall #4 – 60% complete.
- ▶ Draining works on L100 – 100% complete.
- ▶ Depressurization well at 139+40 – 100% complete.
- ▶ Slope stabilization with rock buttress – 80% complete.
- ▶ Controlled excavation in Arc zones – 90% complete.

Expected/Anticipated Activities – April 01, 2015 to June 30, 2015

- ▶ Completion of West and East rock cuts, including rock fall protection systems.
- ▶ Production and placement of gravel structures on L100.

- ▶ Drainage works on Eastbound two lanes of L100.
- ▶ Bottom lift paving of Eastbound two lanes.
- ▶ Hydro and Telus line relocation at West rock cut.
- ▶ Move traffic off existing Highway 1 on to newly constructed Eastbound two lanes.
- ▶ Completion of Wall #4.
- ▶ Construction of Wall #1.
- ▶ Asphalt removal and reconstruction of old existing Highway 1 lanes to match new lanes of L100 alignment.
- ▶ Drainage works on Westbound 2 lanes of L100.
- ▶ Gravel production and placement on Westbound lanes of L100.
- ▶ Bottom lift paving of Westbound lanes.
- ▶ Top lift paving of Eastbound and Westbound lanes – four lanes.
- ▶ Line painting, traffic marking, CRB placement and signage of L100 – West LOC to East LOC.
- ▶ Final hydroseeding at cut slopes and de-commissioned old Highway 1 sections.

Issues

- ▶ NIB delayed all works on IR #2 land.
- ▶ Protestors halted work near Rat Cave. MoTI had discussions regarding how to move forward with work around this area, as NIB was unsure of the effect drilling and blasting had with the Cave.
- ▶ Arch Sites 105, 160 and 150 were expanded due to chance finds.
- ▶ Reimbursable delays for works on IR #2, Rat Cave area and Bird Nests.
- ▶ Contract completion date extended to November 30, 2016, due to delays.

Photographs



Frontage road paving, signage, line marking, hydro seeding



Detour around Archeological Site 102



Bottom lift paving of L100 EB lanes



Drainage works on L100



Pulverized old existing WB lanes from 110+00 to East LOC 127+30



Grade construction and bottom lift paving of northbound lanes

Harper Creek alignment, including construction of box culvert, CP Rail headwall around steel pipes and concrete flume.





Site 102 additional
archeological
mitigation work

Current Year (2015/16)



Pioneering West end cut 132+70



Detour construction North side of Hwy 1



Type 'D' excavation 129+20



Placing Type 'D' fill at 131+00 to 132+60



Stripping ARC site 150



Stripping at IR #2



Type 'D' excavation for Wall #4



Scarpers shut down due to bird's nest



Bird's nest at 153+40



Blue clay issue at 138+00



Drill rig at 138+00 to investigate blue clay



Drilling for rock bolts 136+00 West



Type 'D' embankment at 140+00 - 142+00 c/w rock blanket.



Rock hammering pioneer trail at 133+80



Type 'D' excavation 152+00 – 158+20



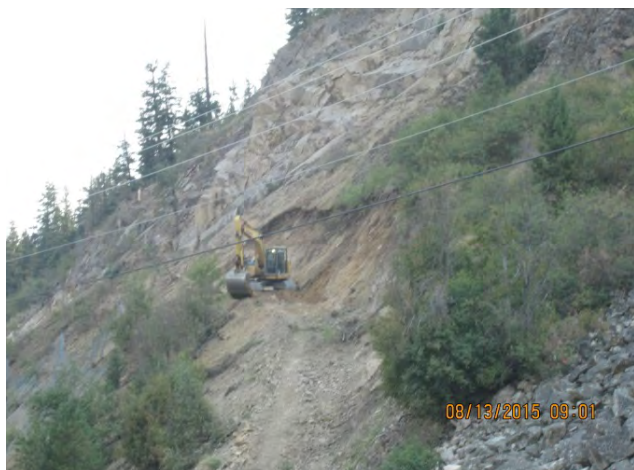
Mesh anchors installed



View from 147+00 looking East



Rock scaling at 134+00



Laying back slope at 133+10 for Teco Mesh



Spiritual Monitors at Rat Cave



Teco mesh installation at 132+55 – 133+10



Geotech investigating problem rock cluster at 133+70



Drilling for Wall #4 Dewy Dag Anchors



Type 'D' excavation 137+00 – 141+00



Upper rock catch fence



Helicopter lifting rock catch fence post



Concrete footing at Wall #4



Line painting Detour #2



Extra "Teco Mesh" required at 132+90



Type 'D' fill at 140 LT



Crusher set up at 130+00



Wall #4 rebar and forms



Stockpile SGSB on grade 127 - 130



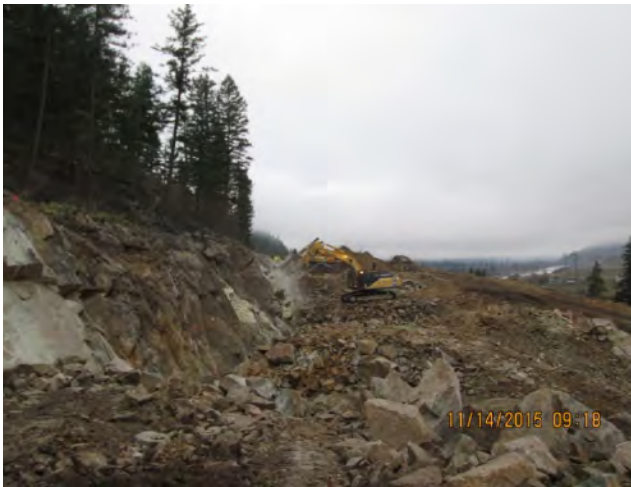
BAT Drilling dewatering pipes at 138+00 blue clay zone



Loading blast at East rock cut 144+50



Dewatering at 138+00 blue clay



Drill rock bolts at East cut 144+00



Hydroseeding West cut slopes



Placing SGSB at 126 – 128



Stockpile blast rock at East end on grade (No access to NIB site)



Blue Clay buttress drain at 138+00 constructed to elevation 365.60 m



Wall #5 construction at Pit House



Paving patch repair at 141 Westbound



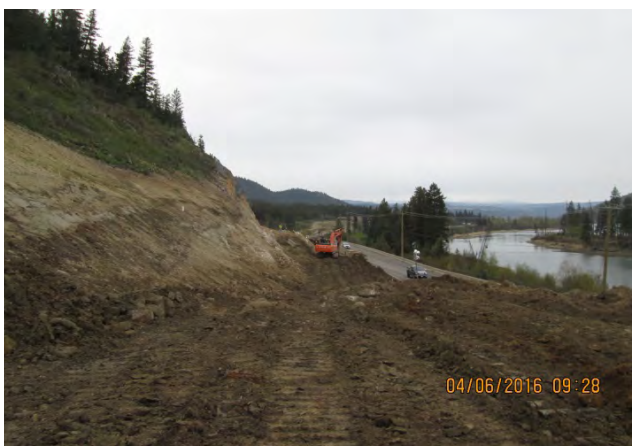
Geotechnical core drilling at 139+40 blue clay area



Rock overhang at 134+15



Rock haul to Turcotte Pit



Type 'D' excavation at 137 area



Drill depressurization wells at 139+25 – 139+55



Installing CB barrels 126 - 131



Repainting centerline through detour #1 and #2



Rock buttress construction 139+25 – 139+55



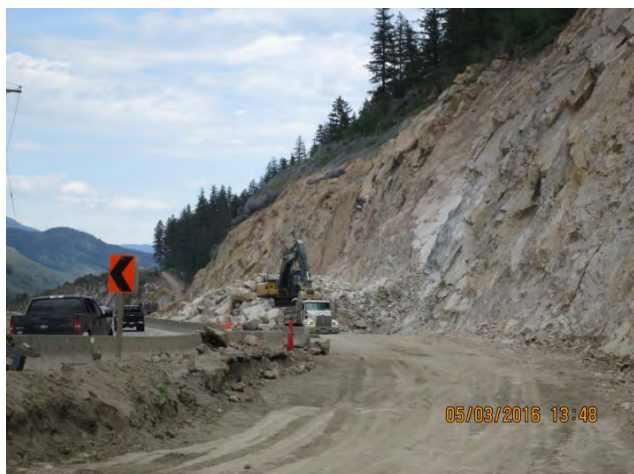
Prepping for shotcrete at overhang repairs 134+15



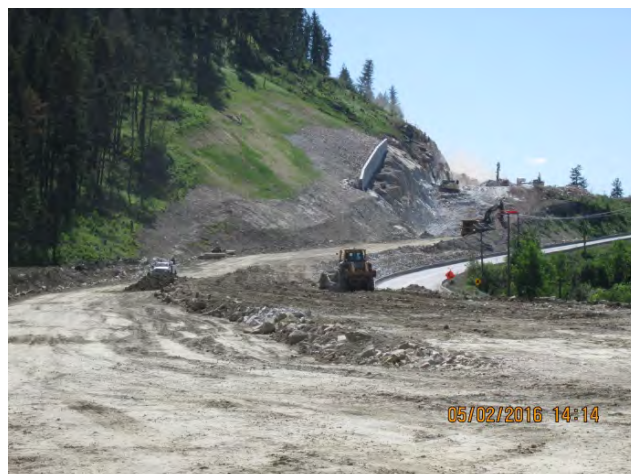
Site progress – 143 looking West



Installation of mesh anchor and cable system – East rock cut



Rock removal at West cut – Haul to Turcotte Pit



Grade construction 149 - 150



Rock drilling – shatter zone 138+20



1,000 mm CSP install at 131+60



Grade construction at 130 area

PROJECT OVERVIEW: Highway 1: ClanWilliam Overhead

This project entails replacing the existing ClanWilliam Overhead (10 kilometres west of Revelstoke) with a new four-lane structure and approximately 2.3 kilometres of four-laning to a 100 km/hr design standard.

A Schedule D (Affidavit of Completion) was submitted to Transport Canada for this project in July 2013 (signed off July 19, 2013).

Accomplishments/Milestones:

- ▶ The project was completed May 30, 2013 and there were no activities in 2014/15.
- ▶ All deficiencies have been addressed.
- ▶ Project placed in service and handed over to the district.
- ▶ Environmental compensation works have been completed.
- ▶ Final as built drawings are completed.

PRE-CONSTRUCTION PHOTOS

Overhead East Approach



Overhead from side looking West



Overhead West Approach



Tonkawatla Pullout looking west



Tonkawatla Pullout looking east



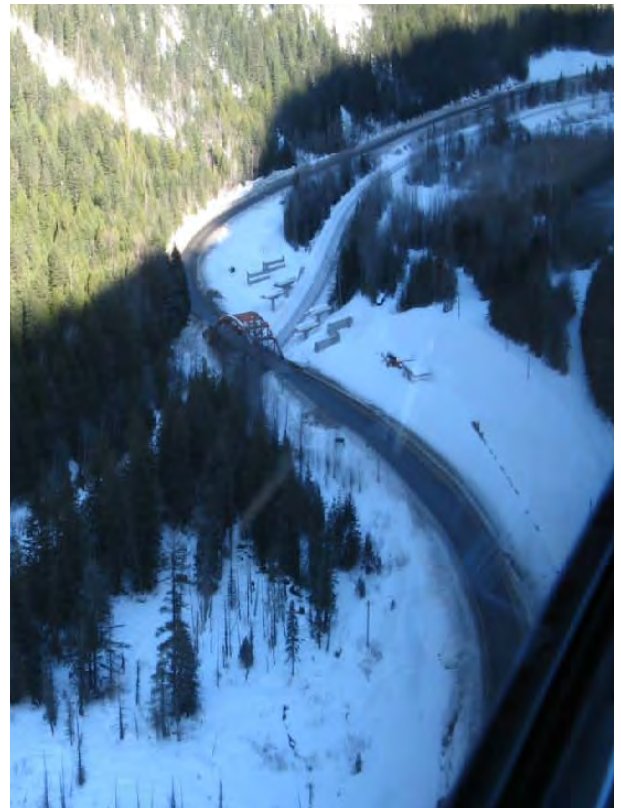
West end looking east



DURING CONSTRUCTION PHOTOS

Photographs to March 31, 2012





Photographs Nearing Completion and Upon Completion



Completed by the rails



Completed structure

PROJECT OVERVIEW: Highway 1: Donald Bridge and Overhead Replacement

Scope:

This project entails replacing the existing Donald Bridge with a new four-lane structure, replacing the existing CPR Overhead with a new structure and approximately 4.0 kilometres of four-laning to a 100 km/hr design standard.

A Schedule D (Affidavit of Completion) was submitted to Transport Canada for this project in July 2013 (signed off July 19, 2013).

Project Completed May 30, 2013

- ▶ All deficiencies have been addressed.
- ▶ Project placed in service and handed over to the district.
- ▶ Project is fully complete and the only activity this year was a commitment to conduct post construction water well testing for a property owner. This commitment was fulfilled in March 2015.
- ▶ Environmental compensation works have been completed.
- ▶ Final as built drawings have been completed.

PHOTOS BEFORE AND DURING CONSTRUCTION:

Before Pictures:



2011/12 Photographs





CURRENT AND COMPLETION PHOTOGRAPHS

Underway- Nearing Completion



Upon completion



Recognition



Another joint Federal-Provincial project successfully delivered.

PROJECT OVERVIEW: Highway 97A: Pleasant Valley Cross Road to Lansdowne Road



Scope

This project entails upgrading approximately four kilometres of Highway 97A from Pleasant Valley Cross Road to Lansdowne Road to a four-lane design standard, including upgrading five intersections (left turn bays and deceleration/acceleration tapers) and a “protected tee” intersection at Smith Road.

Status

A Schedule D (Affidavit of Completion) was submitted to Transport Canada for this project in March 2012 (signed off March 20, 2012). The completed project is now in service and performing very well.

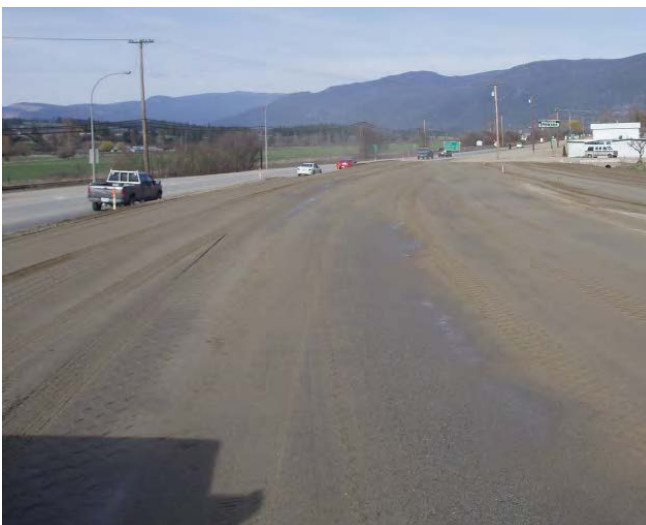
Photographs

The following photographs are of the project before construction:





The following photographs are of the project during construction.

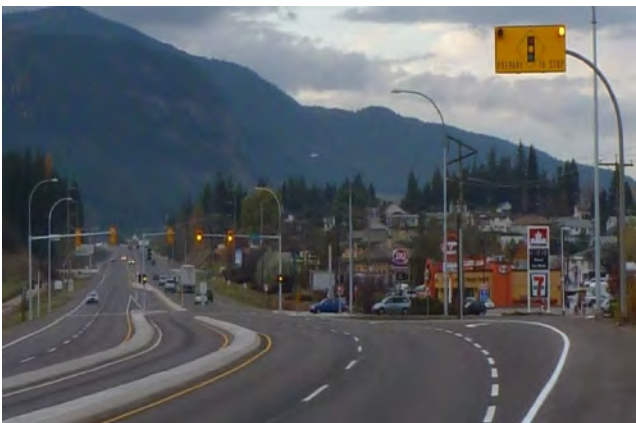
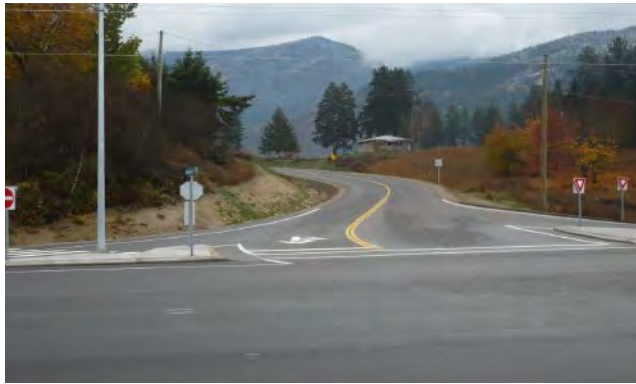






The following photographs are of the project upon completion.







October 18, 2011 Official Opening Event – November 10, 2011 – MLA George Abbott, MP Collin Mayes, Mayor of Spallumcheen and acting Mayor of Armstrong attended the opening event.



PROJECT OVERVIEW: Highway 97: Westside Road Interchange

Scope

This project entails replacing existing at-grade intersection of Westside Road and Highway 97 with a grade-separated interchange and associated road network connections.

Milestones

- ▶ Walk through of project was done on April 11, 2013 and the District has assumed responsibility for maintenance of Highway 97, interchange ramps and roundabout as of April 12, 2013.
- ▶ Nancee Way Road opened to public on April 20, 2013.
- ▶ Wall "A" remediation works completed on April 22, 2013.
- ▶ Louie Access Road construction completed on June 30, 2013.
- ▶ Project completion – July 2013.
- ▶ Schedule D (Solemn Declaration) submitted to Transport Canada in September 2013.

Photographs

The following photographs are of the project during construction and completion:



Aerial view of Nancee Way Overpass construction – April 18, 2012



Nancee girder installation underway Sept 25 2012



**Nancee deck, placing completed, curing operations underway
Oct 15 2012**



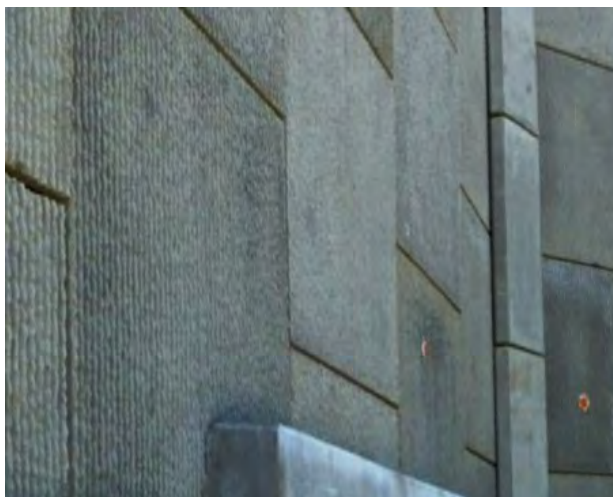
**Highway 97 north of WR Underpass paving, barriers, lines
complete Oct 2012**



**Nancee Way opens to public traffic at 11:30 a.m.;
April 20, 2013**



**Highway 97 barriers installed, line painting completed Dec
06 2012. (Nancee Way Overpass shown at top third of photo)**



**MSE Wall A repairs now completed and backfilled;
April 22, 2013**

Background

South Taylor Hill, on Highway 97, is on Canada's Core National Highway System, linking southern B.C. and Alberta to the Yukon, Alaska, and the oil, gas and coal rich Western Canada Sedimentary Basin. It is the southerly approach to the crossing of the Peace River at the District of Taylor, located between Dawson Creek and Fort St. John.

This is a land slide prone area with a record of slide problems dating back to the 1950s. Remedial measures such as slope stabilization and minor re-alignments have been implemented but with limited scope. A catastrophic slide is possible, which would close the highway for an extended period (likely on the order of four weeks) and almost certainly involve vehicles being caught in the slide path. Alternate routing is circuitous (Highway 29 via Hudson's Hope and Chetwynd). Improvements to it would be required to sustain the additional traffic.

Scope

The scope of the project entails:

- ▶ Lengthen the existing southbound truck climbing lane by approximately 1.7 kilometres.
- ▶ Lengthen the northbound truck descending lane by approximately 2.7 kilometres.
- ▶ Upgrade the Big Bam and Johnson Road intersections.
- ▶ Widen shoulders.
- ▶ Provide geotechnical remediation.

2015 Project Accomplishments/Status

Work in 2015 included grade construction, base gravel placement/compaction, asphalt placement for bottom lift and top lift in the following areas:

- ▶ 1.2 kilometres of mainline Highway 97 was completed, including the Big Bam intersection to the Johnson Road intersection.
- ▶ Big Bam chain up site was completed.

Work also included the construction of the expanded military berm to stabilize a slide zone, grade construction and base gravel placement at the chain off site.

2016 Scheduled activities

Work started and planned for 2016 includes base gravel placement/compaction, asphalt placement for bottom lift and top lift to complete the project in the following areas:

- ▶ 1.5 km of mainline highway 97 construction from Johnson Road intersection to the southern end of the project.
- ▶ Chain off facility will be paved and completed in July 2016.

It is anticipated the project will be substantially completed in August 2016 with final completion in September 2016.



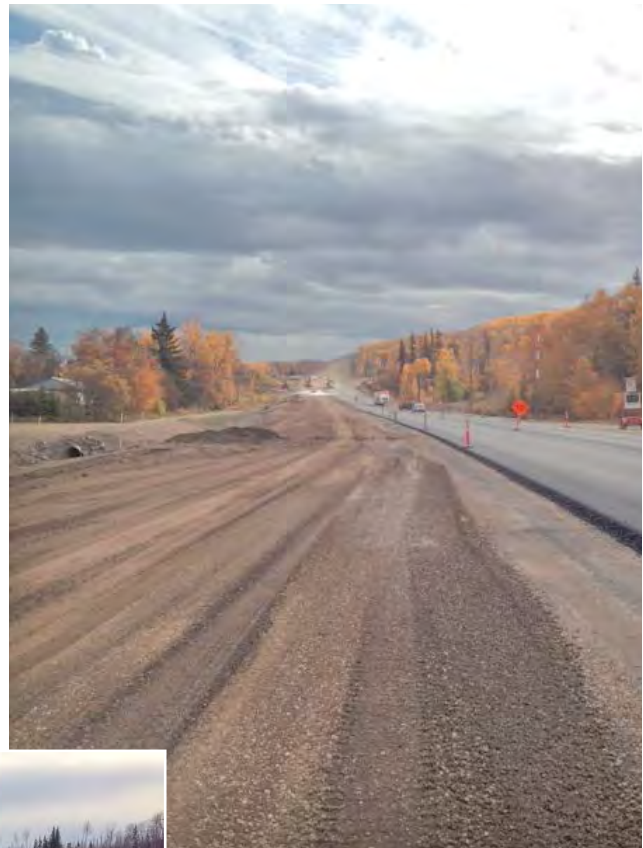
Significant Issues – Revised Military Berm Design:

The military berm was a key design feature on this project to stabilize existing slide planes on South Taylor hill. The berm is on the project critical path and included construction staging requirements, hold points based on monitoring and instrumentation.

In late 2014, deep seated movement was observed and measured centrally within the berm footprint. Monitoring of movement and high pore pressure readings were recorded over the winter and early spring of 2015.

The designer supported by the Ministry revised the berm parameters essentially doubling the footprint to stabilize the slide. The revised berm was constructed in the late spring and summer of 2015. The slide stabilization was achieved however the project critical path was compromised necessitating a third construction season.

The project timeline was extended to August 2016.



Mainline Highway 97 construction from Johnson Intersection to Taylor October 2015



Chain on area at Big Bam Intersection completed in October 2015



Chain off facility under construction in August 2015

Events

- ▶ Tendered on BC Bid June 25, 2014.
- ▶ Awarded to Tybo Contracting Ltd., out of Langley, in the amount of \$16,401,721.35 on July 23, 2014.
- ▶ SA #1 Addition of Item No. 04.02.10 – Supply and Install Geo Grid and Filter Fabric. The addition was recommended by the Ministry's Geotechnical Engineer to mitigate areas of soft-wet subgrades. Addition to contract total \$39,750.00, amount used \$34,041.90.
- ▶ SA #2 Addition of Items 06.05.07 – 06.05.10 – To auger, weld and grout a 750 mm diameter sleeve through an existing damaged 900mm diameter culvert (station 106+50). Addition to contract \$54,583.50, amount used \$61,494.89. The estimated length to be installed was 35 m. With the extent of the damage, 44 m was required and is the reason for the payment above the estimated addition to the Contract.
- ▶ Revised contract amount \$16,496,054.85.
- ▶ Construction started on September 2, 2014.
- ▶ Ground breaking event – July 25, 2014.

April 01, 2015 to April 01, 2016

- ▶ The DMS board installed in Sicamous – 100% completed.
- ▶ Stripping of eastbound lanes – 100% completed.
- ▶ BC Hydro and telephone line moves – 100% completed.
- ▶ All lamps in, electrical works done and activated – 100% complete.
- ▶ Well works in the Jankowski Mobile Home Park, and the two private residences – 100% completed.
- ▶ Rip rap ditch along L400 from No Name Creek to the wetlands – 100% completed.
- ▶ SGSB, 25 mm WGB and paving aggregate production – 100% completed.
- ▶ Geogrid and filter fabric as per geotechnical recommendations on the L400 slope – 100% completed.

- ▶ Type D Haul to new Eastbound lanes – 100% completed.
- ▶ Eastbound lanes SGSB – 100% completed.
- ▶ Eastbound lanes 25mm WGB – 100% completed
- ▶ Catch basins installed and grouted, still to be raised – 95% completed.
- ▶ Pavement removal on the existing highway milling and pulverizing – 100% completed.
- ▶ Bottom Lift paving on the Eastbound lanes – 100% completed.
- ▶ Eastbound bridge construction – 100% completed.
- ▶ Traffic flip to new Eastbound lanes and over new bridge – 100% completed.
- ▶ Old bridge demolition – 100% completed.
- ▶ Piles for new Westbound bridge – 100% completed.
- ▶ Westbound bridge steel work – 100% completed.
- ▶ Winter layup with contractor monitoring until spring 2016.

Expected/Anticipated Activities – April 01, 2016 to July 15, 2016

- ▶ Westbound bridge completion.
- ▶ Completion of grading works.
- ▶ Completion of paving works.
- ▶ Finish fencing requirements.
- ▶ Raise and complete catch basins, once paving is done.
- ▶ Sign installation throughout project.
- ▶ Median and quadrant islands works.
- ▶ Repair/shape slopes where minor slides have taken place.
- ▶ CRB and CMB installation and line painting.
- ▶ Site cleanup.
- ▶ Demobilization.
- ▶ Overall project completion.

Issues

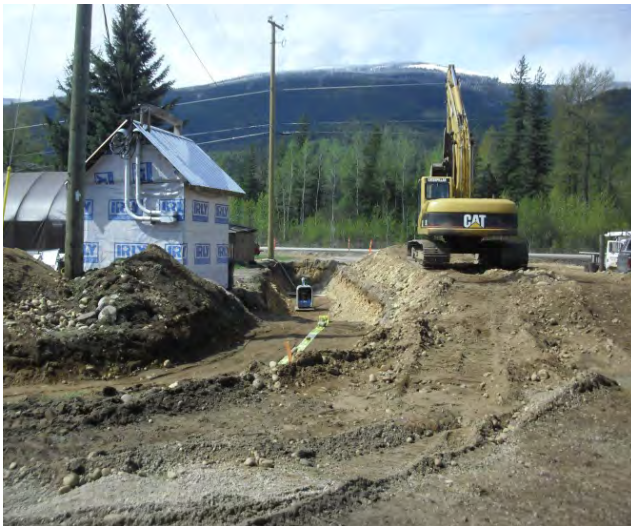
Well works in the mobile home park was complicated due to several design changes and existing underground utilities being discovered throughout the excavation zones within the property.

L400 Line slope remedial works are required due to minor slides. This will be an estimated cost of \$300,000 and should be completed by the end of June 2016.

More waste material from the cuts on site due to organic soil conditions. The Ministry's Geotechnical Engineer determined that the areas were to be pumped of excess

water and have geo grid and filter fabric laid down prior to dumping of granular fill. The addition of the geo grid and filter fabric was added to the contract by Supplemental Agreement.

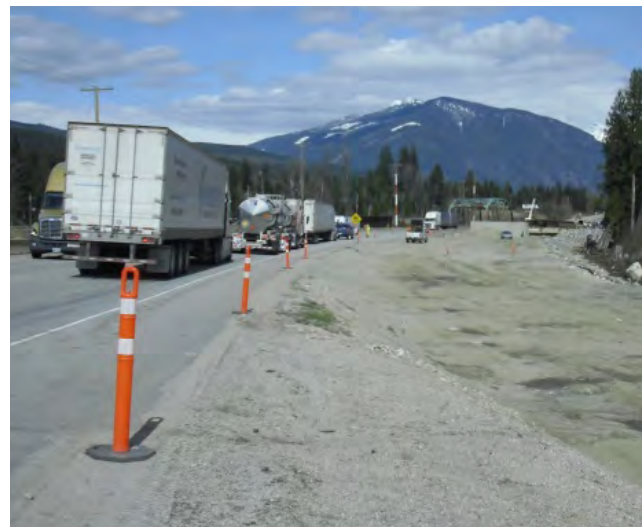
The 900 diameter CSP at station 106+50 was to be extended on both sides of the highway. This pipe was found to be too degraded to extend. With how deep below the highway it was, removal and replacement was not an option. A 750 mm sleeve was pushed through and added by Supplemental Agreement to the contract.



Mobile home park well and water line works



Crushing operations in Yard Creek Loop Pit, Malakwa



Subgrade of Highway 1 new Eastbound lanes



Coco matting placed on L400 Line slopes



Environmental mitigation measures along L400 Line



Rip Rap ditch, south side of L400 Line



No Name Creek realignment works



Grading L100 Line Eastbound, 126+00 looking North



Building the Westbound grade up, South of the bridge



SA #2 works, welding and augering 750 dia. sleeve



Grading works Eastbound L100, and L300 frontage road



Beginning new Eastbound bridge



Completed Eastbound bridge deck



SA #1 works, placing geo grid and filter fabric



Existing bridge demolition works



Bottom lift paving on L100 (Highway 1) and L400



Pulverizing existing Highway 1



Paving top lift from the completed Westbound bridge



Linseed oil being applied to the new Westbound bridge which was constructed to replace the existing bridge



Top lift paving on the project completed on June 4, 2016



Concrete medians being placed on top lift pavement. Completed June 16, 2106



Concrete infill of median curb



Concrete median barriers being placed



A slope failure above the L 400 Line and on the shoulder of Sederburg Road will require additional work to the contract which will involve a rock buttress wall and rock fill to stabilize the slope. This work to begin on June 17, 2016 and is anticipated to take 10 to 12 days.

Status until March 31, 2016

- ▶ Design completed in December 2014.
- ▶ Construction contract awarded to Emil Anderson Construction (\$12,584,027.06) on May 19, 2015.
- ▶ Construction commenced in June 2015.
- ▶ Clearing, grubbing and stripping.
- ▶ Pole Cutters Creek box culvert installation completed in August 2015, including riprap protection and backfill.
- ▶ Type D/unsuitable material excavation and filling.
- ▶ Sunday Creek South Fork box culvert installation completed in late August 2015 and backfill completed in mid-October 2015.
- ▶ Telus pole and fibre relocation from late August to mid-October 2015.
- ▶ Hydraulic seeding from late September to mid-October 2015.
- ▶ Sunday Creek North Fork box culvert 62 m installed and backfill in mid-October 2015 for Spring 2016 detour.
- ▶ Ditching and water drainage for winter lay-up at various locations from mid-October to early November 2015.
- ▶ Winter shut down from early November 2015 to April 2016.

Status in April and May 2016:

- ▶ Construction resumed in April 2016.
- ▶ Type D/unsuitable material excavation resumed.
- ▶ Graveling at Sunday Creek North Fork embankment in April 2016.
- ▶ 400 mm and 900 mm corrugated steel pipe (CSP) installation in May 2016.
- ▶ Paving at Sunday Creek North Fork for detour in May 2016.

Anticipated Activities over the next five months:

- ▶ Select Granular Sub Base (SGSB) material placement and compaction.
- ▶ CSP installation.
- ▶ Gravel filling.
- ▶ Milling and paving.
- ▶ Placing concrete barriers.
- ▶ Hydro seeding slopes.
- ▶ Apply pavement marking and construct milled rumble strips. Install signs.
- ▶ Anticipated construction complete by end of October 2016.



Looking North at the Pole Cutters Creek



Clear and grub at the Pole Cutters Creek



Stripping



Pole Cutters Creek box culvert inlet structure and rip rap protection



Pole Cutters Creek culvert installation



Backfill going over Pole Cutters Creek box culvert



Sunday Creek North Fork box culvert foundation bedding placement



Sunday Creek North Fork stream diversion



Sunday Creek North Fork prepping for Spring 2016 detour



Sunday Creek North Fork box culvert install and water diversion



Type D/unsuitable material excavation



Sunday Creek North Fork box culvert install and backfill



Hydraulic seeding



900 mm CSP installation



Sunday Creek South Fork box culvert backfill



Type D/unsuitable materials placement and compaction



Compaction at Sunday Creek South Fork



Backfill at Sunday Creek North Fork



Backfill at Sunday Creek South Fork



Gravelling at Sunday Creek North Fork embankment



Culvert installation



Paving at Sunday Creek North Fork for detour

PROJECT OVERVIEW: Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1)

Status until March 31, 2016

- ▶ June 2015 – functional Design completed.
- ▶ August 2015 – Squamish First Nation completed review on environmental and archeological assessments.
- ▶ November 2015 – design supported by municipality (District of North Vancouver).
- ▶ January 2016 – first phase of public engagement.
- ▶ February 2016 – 50% detailed design completed.

Future Activities in Fiscal Year 2016/17

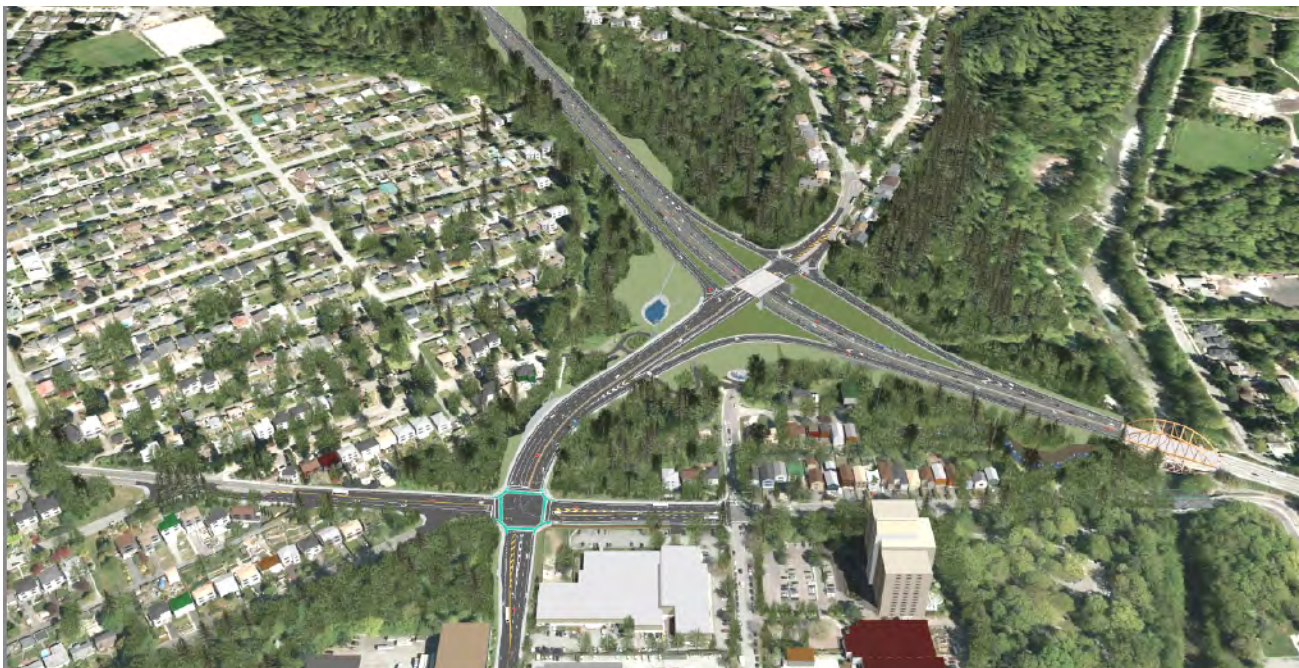
- ▶ April 2016 – 90% detailed design completed.
- ▶ May 2016 – presentation to Squamish First Nation (project update).
- ▶ June 2016 – Second phase of public engagement.
- ▶ July 2016 – 100% detailed design.
- ▶ July 2016 – tender.
- ▶ August 2016 – advance construction works.
- ▶ August 2016 – tender award.

- ▶ September 2016 – construction start.
- ▶ March 2018 – construction completion.

Challenges

- ▶ Interchange configuration was not able to provide full movements as it was constrained by steep grades and the Highway Lynn Creek Bridge. The Ministry of Transportation and Infrastructure team worked collaboratively with the DNV to explore all possible options and ultimately choose the best solution for both parties.
- ▶ Utility relocations are extensive and complex. Team initiated discussions with various utilities early in the design process and have developed a construction staging strategy to reduce relocation impacts to the project.
- ▶ Rising property values. Design has minimized property impacts through engineering solutions.
- ▶ Environmental impact to red coded stream. Project is providing significant fish passage and water-quality improvements to offset loss of habitat.

Project Rendering



PROJECT OVERVIEW: Highway 97: John Hindle Drive Extension

Scope

The project is located near the University of British Columbia Okanagan (UBCO) campus, connecting Glenmore Drive to Highway 97.

This project involves a 1.5km 2-lane extension of John Hindle Drive to connect Highway 97 to Glenmore Road via UBCO and includes a parallel multi-use path. This is the second phase of the John Hindle extension and involves a partnership which includes UBCO, the City of Kelowna and the federal government.



Schedule

- ▶ Receive federal approval-in-principle – received April 2015.
- ▶ Preliminary design complete – August 2015.
- ▶ Associated Engineering appointed as detailed design consultant – September 2015.
- ▶ Agricultural Land Commission approval – November 2015.
- ▶ 90% detailed design complete – April 2016.
- ▶ Environmental Impact Assessment complete – February 2016.
- ▶ Archaeological Impact Assessment complete – March 2016.
- ▶ **PLANNED** UBCO order-in-council for remaining right-of-way – Summer 2016.
- ▶ **PLANNED** tender construction contract – Summer 2016.
- ▶ **PLANNED** complete project – Fall 2018.

Issues

- ▶ University of British Columbia Okanagan request for West Campus connection – Agreed, UBCO to fully fund connection.

- ▶ Over budget \$3.7 million – Subject of recent Value Engineering under investigation with an expectation to reduce to approve budget. No additional funds are forecast at this time.

Prime Contractor

- ▶ To be determined – after tender construction award in July 2016.

Project Benefits

- ▶ The John Hindle Drive connection would serve as an alternate route for commuters to/from UBCO and through the City of Kelowna and is expected to provide additional mobility and safety benefits to the Highway 97 six-laning improvements due to some traffic diversion, resulting in more efficient traffic flows on Highway 97.
- ▶ In addition to the mobility and safety benefits, the implementation of improvements on both Highway 97 and John Hindle Drive would allow more efficient use of infrastructure with extra capacity and delay the need for additional improvements in the future.
- ▶ The completion of both projects would provide greater benefits to network connectivity and mobility for all modes of travel including passenger vehicles, heavy trucks, transit, pedestrians and cyclists.

Communication Activities Completed During Fiscal Year

BCF project announcements between April 1, 2015 and March 31, 2016:

Monte Creek to Pritchard

► **Provincial traffic advisory, June 9, 2015 – “New interchange goes into operation tomorrow”**

Pritchard - On Wednesday morning traffic will begin using the new Pritchard interchange located approximately 40 kilometres east of Kamloops. The new interchange provides safer access along the Trans-Canada Highway and particularly for residents and visitors to the community of Pritchard.

Motorists are reminded to obey traffic control personnel and construction speed limits, and watch for workers and highway message boards, as work continues on the second phase of the Monte Creek to Pritchard project which is expected to be completed later this year.

Traffic advisories and web cam views continue to be available at: www.DriveBC.ca, and more project information is at: <http://www.th.gov.bc.ca/highwayprojects/bchwy1/index.html>

Media Contacts:

Government and Communications and Public Engagement
Ministry of Transportation and Infrastructure
250 356-8241

<https://news.gov.bc.ca/stories/new-interchange-goes-into-operation-tomorrow>

- Completion was announced via joint federal-provincial news release June 22, 2016.

Winfield to Oyama

► **Joint federal-provincial news release, July 3, 2015 – “Intersection improvements start on Highway 97 at Oceola Road” – component of Highway 97 4-laning between Winfield and Oyama (completed 2013)**

LAKE COUNTRY - Work is underway to upgrade a key highway intersection in Lake Country to improve safety and access for motorists, cyclists and pedestrians.

The project includes constructing traffic islands to facilitate right turns at Oceola Road, a northbound acceleration lane onto Highway 97, raised centre medians, an extension of the northbound left turn lane, pedestrian crosswalks, and a new signal with left turn advances.

A \$2.4-million contract has been awarded to Belvedere Place Contracting Ltd of Kelowna. During construction, drivers are advised to expect delays and are encouraged to check www.DriveBC.ca for current conditions. Work is expected to be finished in fall 2015.

Quick Facts:

- This intersection upgrade ties into and is a component of the recently completed Highway 97 four-laning project between Winfield and Oyama.
- This nine-kilometre-long section of four-lane highway opened to traffic in August 2013, and included raised medians, wider shoulders, rumble strips and roadside barriers.
- The Highway 97 Winfield to Oyama project is a \$78-million investment cost-shared between Canada and British Columbia. The Government of Canada is contributing up to \$26.8 million under the Building Canada Fund and the provincial government is investing \$51.1 million.

- As a result of this project, Highway 97 is a four-lane route from Highway 97C (the Okanagan Connector) to Armstrong.

Quotes:

Ron Cannan, MP for Kelowna-Lake Country -

"Our Government is pleased to invest in this project that will create local jobs and promote long-term economic growth in the region. This improvement will make travel safer and more efficient for all motorists in the area."

Todd Stone, Minister of Transportation and Infrastructure -

"Safety on British Columbia's highways is my number one priority and this project is an excellent way to make access into and through the community of Lake Country safer and more efficient for all travellers."

Norm Letnick, MLA for Kelowna-Lake Country -

"Thousands of Lake Country and North Okanagan residents along with tourists and visitors travel this stretch of Highway 97 daily. Once completed, these changes to the Oceola Road intersection will give motorists easier access to shopping, shopping services and the many recreational opportunities that are found in this part of the Okanagan."

Learn More:

For additional information on the New Building Canada Plan, visit: <http://www.infrastructure.gc.ca/plan/plan-eng.html>

Follow the work of the British Columbia Ministry of Transportation and Infrastructure online: www.tranbc.ca

Media Contacts:

Vincent Rabault

Press Secretary

Office of the Minister of Infrastructure, Communities and Intergovernmental Affairs and Minister of the Economic Development Agency of Canada for the Regions of Quebec

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<https://news.gov.bc.ca/stories/intersection-improvements-start-on-highway-97-at-oceola-road>

Pritchard to Hoffman's Bluff

► Joint federal-provincial announcement event, July 24, 2015 – with news release "Highway 1 four-laning hits half way mark"

Construction is now finished on three more kilometres of upgrades that will improve safety and reliability on the Trans-Canada Highway, announced Cathy McLeod, Parliamentary Secretary to the Minister of Health and for Western Economic Diversification, on behalf of the Honourable Denis Lebel, Minister of Infrastructure, Communities and Intergovernmental Affairs and Minister of the Economic Development Agency of Canada for the Regions of Quebec and B.C.'s Transportation and Infrastructure Minister Todd Stone.

Work began in 2013 on the first phase of the Pritchard to Hoffman's Bluff project, located approximately 40 kilometres east of Kamloops. The first three kilometres of four-laning between Pritchard and Willow Rd. is now

open to traffic and includes a new, safer access for residents and visitors via Stoney Flats Rd. Construction continues on the remaining section through Hoffman's Bluff and is anticipated to be completed in fall 2016.

During construction, motorists are reminded to obey traffic control personnel and construction speed limits, and watch for workers and highway message boards. Information for travellers is also posted on: www.DriveBC.ca

The Province is working with Neskonalith and Sexqeltkemoc te Secwepemc and Tk'emlups to ensure protection of culturally sensitive areas. This project is a result of close collaboration with Secwepemc in the area to minimize the impacts of construction and preserve culturally significant sites on the Highway 1 corridor.

Quick Facts:

- The total cost of both phases of the Pritchard to Hoffman's Bluff project is \$61.6 million. The Government of Canada is contributing a maximum of \$26.9 million through the Building Canada Fund – Major Infrastructure Component. The Government of British Columbia is investing \$34.7 million for this highway safety improvement.
- The total cost of phase one is estimated at \$19.3 million.
- Phase two of the Pritchard to Hoffman's Bluff project is estimated to cost \$42.3 million, and involves straightening and four-laning a 3.1-kilometre section of highway.
- The Highway 1 Kamloops to Alberta Four-Laning Program will create 3,300 direct jobs over the duration of the 10-year program.
- These improvements are part of the province's B.C. on the Move initiative, a new 10-year plan for the improvement of the province's transportation network providing a comprehensive road map for transportation investments and strategic policy actions.

Quotes:

Cathy McLeod, Parliamentary Secretary to the Minister of Health and for Western Economic Diversification and Member of Parliament for Kamloops—Thompson—Cariboo –

"By investing in this project, we are improving driving conditions, making it safer for residents and travellers along this heavily-used stretch of Highway 1. Our Government is committed to making sure our roads are safe, modern and efficient."

Todd Stone, Minister of Transportation and Infrastructure –

"Through B.C. on the Move, our 10-year transportation plan, the Province continues to advance safety and capacity improvements to the Trans-Canada Highway between Kamloops and the Alberta Border. This work will mark the completion of our commitment to expand Highway 1 to four lanes between Pritchard and Hoffman's Bluff and is a significant part of our goal to increase investment on this corridor to over \$1 billion with partners over the next 10 years with planning and design of additional works underway."

Chief Judy Wilson, Neskonalith Indian Band –

"These projects run directly through the Secwepemc territory from Monte Creek to Alberta and being at the table is recognition, which is important to our people along with having a say in these decisions impacting our land, especially with so many culturally sensitive areas along the corridor."

Learn More:

To learn more about the Building Canada Fund–Major Infrastructure Component, visit: <http://www.infrastructure.gc.ca/prog/bcf-fcc-eng.html>

Learn more about B.C. on the Move at: <http://engage.gov.bc.ca/transportationplan/>

Learn more about B.C.'s Highway 1 Kamloops to Alberta Four-Laning Program at: <http://www.th.gov.bc.ca/highwayprojects/bchwy1/>

View a photo of the Hoffman's Bluff section of the Trans-Canada Highway here: <https://www.flickr.com/photos/tranbc/15674571893/>

View the construction cam at: <http://wcs.pbaeng.com/projects/R2-Hwy1-Kamloops>
<https://news.gov.bc.ca/releases/2015TRAN0084-001166>

Sunday Summit

► Joint federal-provincial announcement event, April 8, 2015 – with news release “Realignment of Highway 3 near Princeton to benefit from government partnership”

PRINCETON - Today, the governments of Canada and British Columbia announced a funding commitment to improve safety along five kilometres of Highway 3 west of Princeton. The project involves relocating and straightening the highway to remove two sharp curves, and adding a passing lane in each direction.

This realignment project will help reduce collisions, create safer passing opportunities, improve traffic flow and provide better driving conditions between Sunday Creek and Sunday Summit on Highway 3.

Quick Facts:

- The Government of Canada is setting aside up to \$10,342,500 for this project through the Building Canada Fund - Major Infrastructure Component. This funding is conditional on the project meeting applicable federal eligibility requirements with respect to the Building Canada Fund and the signing of a contribution agreement.
- The Province of British Columbia is providing \$17,307,500, for a total project cost of \$27.65 million.
- The project is located on Highway 3 between Hope and Princeton, approximately 100 kilometres east of Hope and 30 kilometres west of Princeton.
- These improvements are part of the Province's B.C. on the Move initiative, a new 10-year plan for the improvement of the province's transportation network providing a comprehensive road map for transportation investments and strategic policy actions over the next decade.

Quotes:

Dan Albas, Parliamentary Secretary to the President of the Treasury Board and MP for Okanagan Coquihalla -

“The realignment of Highway 3 just south of Princeton will make travel safer and more efficient for all motorists. Our government is pleased to support this significant project as we focus on creating jobs, promoting growth and building strong, safe, prosperous communities across Canada.”

Todd Stone, Minister of Transportation and Infrastructure -

“Through B.C. on the Move, the Province's new 10-year transportation plan, we're prioritizing projects that improve the safety and capacity of our network. This partnership to improve to this section of Highway 3 will be welcome news for everyone who relies on the Hope-Princeton corridor.”

Jackie Tegart, MLA for Fraser-Nicola -

“The Hope-Princeton highway is essential to the provincial economy, and these improvements will benefit residential and recreational travellers as well as commercial and resource industry drivers.”

Lawrence Chernoff, mayor of Castlegar and chair of the Highway 3 Mayors' and Chairs' Coalition -

“As chair of the Highway 3 Mayors' Coalition, I am extremely pleased by the announced project that will continue to improve our vital Highway 3 corridor in Southern B.C. The Province and Canada are demonstrating a strong commitment to southern British Columbia through the joint funding of this project. We look forward to seeing the many benefits including increased safety and increased employment opportunities that this and other Highway 3 improvements will make to Southern British Columbia.”

Frank Armitage, mayor of Princeton -

"I believe that the Highway 3 improvement project, Sunday Creek to Sunday Summit section, is another example of the Province of British Columbia's commitment to making our destination a safer and more comfortable driving experience. The improvements will undoubtedly enhance our Town's ability to attract tourists, make it safer for residents to travel west especially in the winter, and enhance the Town's position as a significant transportation hub."

Learn More:

To learn more about the Building Canada Fund-Major Infrastructure Component (MIC) visit: <http://www.infrastructure.gc.ca/prog/bcf-fcc-eng.html>.

For additional information on the New Building Canada Plan, visit: <http://www.infrastructure.gc.ca/plan/plan-eng.html>.

To learn more about the Government of Canada's focus on jobs and the economy consult Canada's Economic Action Plan at: <http://www.budget.gc.ca/efp-peb/2014/home-accueil-eng.html>.

Learn more about B.C. on the Move at: <http://engage.gov.bc.ca/transportationplan/>

Follow the work of the British Columbia Ministry of Transportation and Infrastructure online at: www.tranbc.ca

Media Contacts:

Vincent Rabault

Press Secretary

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Minister of the Economic Development Agency of Canada for the Regions of Quebec

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<https://news.gov.bc.ca/stories/realignment-of-highway-3-near-princeton-to-benefit-from-government-partnership>

► **Joint federal-provincial news release, May 29, 2015 – "Construction begins on latest Highway 3 safety improvements"**

PRINCETON - Work will begin shortly on the highway realignment project to improve safety between Sunday Creek and Sunday Summit on Highway 3.

The project, located approximately 30 kilometres west of Princeton, involves straightening 5 kilometres of highway, extending the westbound Sunday Summit passing lane and extending the newly created eastbound Saturday Creek passing lane. When complete, the project will help reduce collisions, create safer passing opportunities, and improve traffic flow on this section of Highway 3.

A \$12.58-million contract has been awarded to Emil Anderson Construction (EAC) Inc. of Kelowna. Construction will begin in June 2015 with completion expected in fall 2016.

During construction, drivers are advised to expect delays and are encouraged to check www.DriveBC.ca for current conditions.

Quick Facts:

- This \$27.65-million project is a result of the funding partnership between the Government of Canada and the Province of British Columbia that was announced in Princeton on April 8, 2015.
- The Government of Canada is setting aside up to \$10,342,500 through the Building Canada Fund - Major Infrastructure Component for this project. This funding is conditional on the project meeting applicable federal eligibility requirements with respect to the Building Canada Fund and the signing of a contribution agreement.
- The Province of British Columbia is providing the remaining funding of \$17,307,500.
- These improvements are part of the province's B.C. on the Move initiative, a new 10-year plan for the improvement of the province's transportation network providing a comprehensive road map for transportation investments and strategic policy actions over the next decade.

Quotes:

Dan Albas, Parliamentary Secretary to the President of the Treasury Board and MP for Okanagan—Coquihalla, on behalf of the Honourable Denis Lebel, Minister of Infrastructure, Communities and Intergovernmental Affairs and Minister of the Economic Development Agency of Canada for the Regions of Quebec -

"Our government is pleased to invest in this project as we focus on creating jobs, promoting growth and building strong, safe, prosperous communities throughout Canada. The realignment of this section of Highway 3 will make travel safer and more efficient for all motorists."

Todd Stone, Minister of Transportation and Infrastructure -

"Improving highway capacity and reliability is a major component of our 10-year transportation plan, B.C. on the Move. With this project we are continuing to advance upgrades to the Hope-Princeton section of Highway 3 in order to help make travel safer and more reliable."

Jackie Tegart, MLA for Fraser-Nicola -

"I am pleased that work is ready to begin on this vital highway link between Hope and Princeton, because it is important to keep people and goods moving safely and efficiently on the province's transportation network. I would also like to recognize the work done by the coalition of mayors in prioritizing this stretch of road for improvement on Highway 3."

Learn More:

To learn more about the Building Canada Fund-Major Infrastructure Component (MIC) visit: <http://www.infrastructure.gc.ca/prog/bcf-fcc-eng.html>

For additional information on the New Building Canada Plan, visit: <http://www.infrastructure.gc.ca/plan/plan-eng.html>

To learn more about the Government of Canada's focus on jobs and the economy, consult Canada's Economic Action Plan at: <http://www.budget.gc.ca/2015/home-accueil-eng.html>

Learn more about B.C. on the Move at: <http://engage.gov.bc.ca/transportationplan/>

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<https://news.gov.bc.ca/stories/construction-begins-on-latest-highway-3-safety-improvements>

Mountain Highway Interchange (Lower Lynn Phase 1)**► Provincial information bulletin, January 12, 2016 – “Open House for the Highway 1 at Mountain Highway Interchange Project”**

The public is invited to attend a drop-in open house on Tuesday, Jan. 19, 2016, to learn more about the \$36-million Mountain Highway Interchange project designed to improve traffic flow and safety on the Trans-Canada Highway (Highway 1) north of the Ironworkers Memorial Bridge.

The new Mountain Highway Interchange project is the first phase of the \$150-million Lower Lynn Improvements project, which is slated for completion in spring 2021.

This open house session is an opportunity for people to learn about the upcoming Mountain Highway project and provide feedback. Staff from the Ministry of Transportation and Infrastructure and other members of the project team will be at the open house to go over the information, answer questions and provide details on this important three-phased project.

If you're unable to attend, the information presented will be posted online after the start of the open house and an online feedback form may be filled out at: <http://gov.bc.ca/lowerlynninterchanges>

You may also send comments or questions to the project team by phoning 604 527-3105 or sending an e-mail to senior project manager Jay Porter at: Lowerlynn@gov.bc.ca

Public Information Session:

Date: Tuesday, Jan. 19, 2016

Time: 4 to 8 p.m.

Media invited at 3:30 p.m.

Public invited from 4 to 8 p.m.

Location: Holiday Inn & Suites, 700 Old Lillooet Rd., North Vancouver

Learn More:

Highway 1 – Lower Lynn Improvements Project website: <http://gov.bc.ca/lowerlynninterchanges>

Follow the work of the British Columbia Ministry of Transportation and Infrastructure online: www.tranbc.ca

<https://news.gov.bc.ca/releases/2016TRAN0004-000024>

► **Joint federal-provincial announcement event, April 17, 2015 – and news release “Highway 1 Lower Lynn Corridor Improvement Project eligible for federal funding”**

Project being made possible thanks to New Building Canada Plan

NORTH VANCOUVER - The Honourable James Moore, Minister of Industry and Minister Responsible for British Columbia, was joined today by Andrew Saxton, Parliamentary Secretary to the Minister of Finance and MP for North Vancouver, Todd Stone, B.C. Minister of Transportation and Infrastructure, Jane Thornthwaite, Member of the Legislative Assembly for North Vancouver-Seymour, and Richard Walton, mayor of the District of North Vancouver, to announce that the Government of Canada has identified the Highway 1 Lower Lynn Corridor Improvement project for funding consideration of up to \$34.1 million under the New Building Canada Plan in British Columbia.

The total cost for the Highway 1 Lower Lynn Corridor Improvement Project being announced today is estimated at \$100 million, including \$78 million for interchanges and \$22 million for improvements to nearby municipal roadways. In addition to the federal funding, the Province of British Columbia and the District of North Vancouver will cost share the remaining \$65.9 million.

This vital project involves the construction of two new interchanges and infrastructure upgrades to improve access to Highway 1 through the Lower Lynn Corridor. This work builds on the new Mountain Highway Interchange announced in November 2014. The Lower Lynn Corridor Improvement Project includes constructing the Fern Street and Dollarton interchanges and will improve safety, efficiency and traffic flow along the stretch of Highway 1 between Mountain Highway and the Second Narrows Bridge, one of the biggest bottleneck areas in the Lower Mainland.

The New Building Canada Plan is the largest and longest federal infrastructure plan in Canada's history. This unprecedented commitment is providing \$53 billion to support provincial, territorial and municipal infrastructure between 2014 and 2024.

Over this 10-year period, British Columbia will benefit from approximately \$3.9 billion in dedicated federal funding, including almost \$1.1 billion under the New Building Canada Fund.

Quick Facts:

- The project is part of a \$150,000,000 multi-phased “Lower Lynn Interchanges Plan”, developed jointly by the British Columbia Ministry of Transportation and Infrastructure and the District of North Vancouver to improve the operations of both Highway 1 and the municipal roadways and public transit connecting with the highway.
- The Government of Canada has selected key components of the Highway 1 Lower Lynn Corridor improvement project for funding consideration of up to one-half of eligible costs, to a maximum of \$34.1 million under the New Building Canada Fund's Provincial-Territorial Infrastructure Component-National and Regional Projects. This funding is conditional on the project meeting applicable federal eligibility requirements with respect to the New Building Canada Fund and the signing of a contribution agreement.
- This project builds on a previous announcement in November 2014 of \$50 million in funding for the Highway 1 Mountain Interchange project, cost shared jointly by the Government of Canada, the Province of B.C. and the District of North Vancouver.
- These improvements are part of the Province's B.C. on the Move initiative, a new 10-year plan for the improvement of the province's transportation network providing a comprehensive road map for transportation investments and strategic policy actions over the next decade.

- The \$53-billion New Building Canada Plan provides stable funding for a 10-year period, and includes:
 - The Community Improvement Fund, consisting of the Gas Tax Fund and the incremental Goods and Services Tax Rebate for Municipalities, which will provide over \$32 billion to municipalities for projects such as roads, public transit and recreational facilities, and other community infrastructure.
 - The \$14-billion New Building Canada Fund, which consists of:
 - The \$4-billion National Infrastructure Component that will support projects of national significance; and
 - The \$10-billion Provincial-Territorial Infrastructure Component for projects of national, regional and local significance. Of this amount, \$1 billion is for projects in communities with fewer than 100,000 residents through the Small Communities Fund.
- An additional \$1.25 billion in funding for the Public-Private Partnerships (P3) Canada Fund administered by PPP Canada.

Quotes:

The Honourable James Moore, Minister of Industry and Minister Responsible for British Columbia -

"Our Government's support for public infrastructure has never been stronger. We are pleased to be working with the Province of British Columbia to jointly move projects forward under the New Building Canada Fund, to ensure that infrastructure funding continues to flow in British Columbia, creating jobs, promoting growth, and building strong, prosperous communities. We are pleased to consider the Highway 1 Lower Lynn Corridor improvement project for funding, which will increase safety, efficiency and traffic flow on and around Highway 1 in the District of North Vancouver."

Andrew Saxton, Parliamentary Secretary to the Minister of Finance and Member of Parliament for North Vancouver

"Since 2006, our Government has been investing in infrastructure projects that strengthen the economy and contribute to healthier, more sustainable communities across the country. Thanks to the strong relationship with our partners, we are pleased to be part of the province's ongoing effort to improve the safety, efficiency and traffic flow along one of the busiest stretches of Highway 1 through North Vancouver."

Todd Stone, B.C. Minister of Transportation and Infrastructure -

"Through B.C. on the Move, the Province's new 10-year transportation plan, we're prioritizing projects that improve safety and ease congestion in our network. This project is being made possible by teamwork between three levels of government, designed to improve connectivity between Greater Vancouver and the North Shore. This important project will create jobs, benefit the local economy for generations and support the significant growth of the North Shore area."

Jane Thornthwaite, Member of the Legislative Assembly for North Vancouver-Seymour -

"For several years now, Seymour-area residents have been virtually cut off from the rest of North Vancouver because getting in or out of our community has been dependent on the traffic situation across the bridge in Vancouver and Burnaby. Alleviating congestion on Highway 1 and the Ironworkers Memorial Bridge has been my biggest priority as MLA. This comprehensive three-phased project is a great example of what can be achieved when all levels of government work together to resolve transportation issues for North Shore residents."

Mayor Richard Walton, District of North Vancouver -

"The district has been working with the Province on Highway 1 bridgehead improvements for a number of years. Recent improvements to transportation infrastructure in neighbouring areas both north and south of the North Shore has increased the need to make the Lower Lynn interchanges as efficient as possible. Improving the regional north-south network also benefits east-west connectivity, which is vitally important for all North Shore residents. In conjunction with

the Mountain Highway interchange improvements recently announced, this phased project represents a significant improvement to our regional transportation network."

Related Product:

To view the November 2014 announcement of the Highway 1 and Mountain Highway Interchange, visit: <http://news-nouvelles.gc.ca/web/article-en.do?ctr.sj1D=&ctr.mnthndVI=12&mthd=advSrch&ctr.dpt1D=&nid=903689&ctr.lc1D=10&ctr.tp1D=1&ctr.yrStrtVI=2014&ctr.kw=infrastructure+canada&ctr.dyStrtVI=1&ctr.aud1D=&ctr.mnthStrtVI=1&ctr.page=1&ctr.yrndVI=2014&ctr.dyndVI=31>

Associated Links:

To learn more about the New Building Canada Fund - Provincial-Territorial Infrastructure Component - National and Regional Projects, visit: <http://www.infrastructure.gc.ca/plan/nrp-pnr-prog-eng.html>

For additional information on the New Building Canada Plan visit: <http://www.infrastructure.gc.ca/plan/nbcp-npcc-eng.html>

To learn more about the Government of Canada's focus on jobs and the economy, consult: <http://www.budget.gc.ca/efp-peb/2014/home-accueil-eng.html>

Media Contacts:

Vincent Rabault

Press Secretary

Office of the Minister of Infrastructure, Communities and Intergovernmental Affairs and

Minister of the Economic Development Agency of Canada for the Regions of Quebec

613 943-1838

Media Relations

Government Communications and Public Engagement

Ministry of Transportation and Infrastructure

250 356-8241

Media Relations

District of North Vancouver

604 990-2416

Infrastructure Canada

613 960-9251

Toll free: 1 877 250-7154

media@inf.gc.ca

Follow us on Twitter at @INFC_eng

<https://news.gov.bc.ca/stories/highway-1-lower-lynn-corridor-improvement-project-eligible-for-federal-funding>

A Year-end Summary Table of Expenditures Under the Agreement

Please refer to Table 3 for complete details on year-end expenditures against existing contracts, as of March 31, 2015, for each of the respective milestones:

► **Highway 1: Brake Check to Yoho National Park**

15 contracts have been established for a total cost of \$56,681,188.46. A total of \$56,681,188.46 has been expended against these 15 contracts (100% of the existing contracts).

► **Highway 1: Golden Hill to West Portal**

26 contracts have been established for a total cost of \$46,286,113.08. A total of \$46,286,113.08 has been expended against these 26 contracts (100% of the existing contracts).

► **Highway 1: Monte Creek to Pritchard**

16 contracts have been established for a total cost of \$33,400,000. A total of \$33,400,000 has been expended against these 16 contracts (100% of the existing contracts).

► **Highway 97A: Larkin Road to Crozier Road**

10 contracts have been established for a total cost of \$19,935,536.97. A total of \$19,935,536.97 has been expended against these 10 contracts (100% of the existing contracts).

► **Highway 97: Winfield to Oyama**

22 contracts have been established for a total cost of \$49,997,877.60. A total of \$49,997,877.60 has been expended against these 22 contracts (100% of the existing contracts).

► **Highway 1: Pritchard to Hoffman's Bluff**

32 contracts have been established for a total cost of \$53,800,000. A total of \$28,948,606.81 has been expended against these 32 contracts (53.81% of the existing contracts).

► **Highway 1: Clanwilliam Overhead Replacement**

15 contracts have been established for a total cost of \$23,470,496.63. A total of \$23,254,946.99 has been expended against these 15 contracts (99.08% of the existing contracts).

► **Highway 1: Donald Bridge and Overhead Replacement**

20 contracts have been established for a total cost of \$50,782,968.44. A total of \$50,782,968.44 has been expended against these 20 contracts (100% of the existing contracts).

► **Highway 97A: Pleasant Valley Cross Road to Lansdowne Road**

Seven contracts have been established for a total cost of \$13,319,999.94. A total of \$13,319,999.94 has been expended against these seven contracts (100% of the existing contracts).

► **Highway 97: Westside Road Interchange**

Four contracts have been established for a total cost of \$21,954,000. A total of \$21,954,000 has been expended against these four contracts (100% of the existing contracts).

► **Highway 97: South Taylor Hill**

Five contracts have been established for a total cost of \$21,513,110.39. A total of \$18,340,435.06 has been expended against these five contracts (85.25% of the existing contracts).

► **Highway 1: Malakwa Bridge**

Five contracts have been established for a total cost of \$19,631,667.19. A total of \$14,678,936.67 has been expended against these five contracts (74.77% of the existing contracts).

► **Highway 3: Sunday Summit**

Four contracts have been established for a total cost of \$14,086,027.06. A total of \$3,971,144.82 has been expended against these four contracts (28.19% of the existing contracts).

► **Highway 1: Mountain Highway Interchange (Lower Lynn Phase 1)**

Two contracts have been established for a total cost of \$3,510,000.00. A total of \$1,021,259.21 has been expended against these two contracts (29.10% of the existing contracts).

► **John Hindle Drive Extension**

0 contracts have been established for a total cost of \$0. A total of \$0 has been expended against these 0 contracts (0% of the existing contracts).

Overall, as of the end of the fiscal year 2015/16, 183 contracts corresponding to the 15 projects had been established on the on-line Transport Canada **Surface Infrastructure System (SIS)** administration system for a total cost of \$ \$458,966,596.03 out of a SIS-active sharable cost of \$469,466,596.03. A total of \$382,573,013.93 has been expended against these 183 contracts (83.36% of the existing value of the 183 contracts), with \$54,497,174.35 claimed in the 2015/16 Fiscal Year.

Table 3

CANADA-BRITISH COLUMBIA BUILDING CANADA FUND CORE NATIONAL HIGHWAY SYSTEM – 2008-2009/2019-2020

Schedule of Detailed Expenditure Claims for the Year Ended March 31, 2016

Project Number	Project/Claim Description	Contract Number	Eligible Costs Claimed in 2015/16 (\$)
1.1	Hwy 1: Brake Check to Yoho National Park		
	Subtotal		–
1.2	Hwy 1: Golden Hill to West Portal		
	Subtotal		–
1.3	Hwy 1: Monte Creek to Pritchard		
	Subtotal		–
1.4	Hwy 97A: Larkin Road to Crozier Road		
	Subtotal		–
1.5	Hwy 97: Winfield to Oyama Four-laning Winfield to Oyama	21347MJ0001	2,346,636.35
	Subtotal		2,346,636.35
1.6	Hwy 1: Pritchard to Hoffman's Bluff		
	Fiscal 14/15 audit	14-15 Audit	15,000.00
	Construction webcams	21930_Const_Web_Cams	1,238.00
	Relocation of Harper Creek and replacement of culverts	21930_CPR	8,510.75
	Various environmental services	21930_Environ	23,315.06
	Construction supervision	21930_Field_Serv	1,464,000.00
	Miscellaneous construction	21930_Misc_Construction	165.00
	Archaeological assessments/services and geotech drilling	21930_Other_FN	2,785.00
	Utilities and signage	21930_Util_Signage	164,775.15
	Phase 1 construction	21930MJ0001	2,924,619.90
	Phase 2 construction	21930MJ0002	8,106,512.83
	Various engineering services	21930_Engin	17,736.74
	Archaeological mitigation services	254LA0221	175,237.43
	Off-reserve archaeological mitigation services	254LA0227	550,532.75
	Site preparation	254LA0230	2,806.75
	On-reserve archaeological and cultural monitoring	254LA0251	308,759.95
	Environmental auditing services	256CS1099	4,714.11
	Geotechnical Engineering	256CS1118	201,009.76
	General engineering	256CS1182	153,478.74
	Quality Control on environmental management plan	850CS1239	3,193.99
	Pavement marking	PMSA-SAOK-R3	10,370.26
	Subtotal		14,138,762.24
1.7	Hwy 1: Clanwilliam Overhead Replacement		
	Subtotal		–
1.8	Hwy 1: Donald Bridge and Overhead Replacement		
	Subtotal		–

Table 3 (continued)

Project Number	Project/Claim Description	Contract Number	Eligible Costs Claimed in 2015/16 (\$)
1.9	Hwy 97A: Pleasant Valley Cross Road to Landsdowne Road		
	Subtotal		–
1.10	Hwy 97A: Westside Road Interchange		
	Subtotal		–
1.11	Hwy 97: South Taylor Hill		
	Webcams	36849 CONSTRUCTION WEBCAMS	5,190.00
	Construction supervision	36849 FIELD SERV	750,000.00
	Pavement marking	36849 PAVEMENT MARKING	7,920.39
	Utility relocations	36849 UTILITIES	524,169.93
	Grading and paving construction	36849MJ0000	17,053,154.74
	Subtotal		18,340,435.06
1.12	Hwy 1: Malakwa Bridge		
	Construction supervision	23233 FIELD SERV	2,069,560.00
	Miscellaneous construction	23233 MISC CONST	1,035.00
	Signage	23233 SIGNAGE	8,959.47
	Utility relocations	23233 UTILITIES	8,540.00
	Bridge replacement and highway four laning	23233MJ0001	12,592,842.20
	Subtotal		14,678,936.67
1.13	Hwy 3: Sunday Summit		
	Construction supervision	23297 FIELD SERV	500,000.00
	Utility and signage	23297 UTIL & SIGNAGE	23,970.09
	Grading and paving construction	23297MJ0001	3,432,953.01
	Archaeological services	850CS1275	14,221.72
	Subtotal		3,971,144.82
1.14	Hwy 1: Mountain Highway Interchange (Lower Lynn Phase 1)		
	Signage	12573 SIGNAGE	6,884.85
	Detailed design	153CS0851	1,014,374.36
	Subtotal		1,021,259.21
1.15	John Hindle Drive Extension		
	Subtotal		–
	TOTAL		54,497,174.35

Annual Audit of Program

The audit evaluated the claims submitted for payment under the agreement to ensure that they are free of material misstatement and that they are consistent with the eligible costs requirements of the agreement. The audit was undertaken in accordance with accepted auditing standards such as the rules of the Canadian Institute of Chartered Accountants by an independent certified chartered accountant (CA). The audit was conducted by the [Office of Auditor General of BC](#).

As per Page 2 of the Office of the Auditor General's report³:

Opinion

In my opinion, the schedule for the year ended March 31, 2016 is presented, in all material respects, in accordance with the provisions of Schedule A – Eligible and Ineligible Costs as described in the Canada – British Columbia Building Canada Fund Contribution Agreement for Core National Highway Systems Projects.



OFFICE OF THE
Auditor General
of British Columbia

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June 14, 2016

VIA E-MAIL

Honourable Todd Stone
Minister of Transportation and Infrastructure
and Deputy House Leader
PO Box 9055 Stn Prov Govt
Victoria, B.C. V8W 9E2

Dear Minister:

Re: Audit of Schedule of Detailed Expenditure Claims under the Canada-British Columbia Building Canada Fund Contribution Agreement for Core National Highway System Projects For the Year Ended March 31, 2016

Please find enclosed, as Minister responsible for the *Canada-British Columbia Building Canada Fund Contribution Agreement for Core National Highway System Projects*, one signed copy of the audited Schedule of Detailed Expenditure Claims for the year ended March 31, 2016, together with the auditor's report.

Yours truly,

Russ Jones, FCPA, FCA
Deputy Auditor General

DB/sd
Enclosure

Copy: Nancy Bain, Assistant Deputy Minister and EFO
Ellen Slanina, A/Chief Financial Officer and Executive Director
Cali Sanderson, A/Manager, Operations
Kari McKeel, Senior Financial Analyst



INDEPENDENT AUDITOR'S REPORT

To the Management Committee of the Canada- British Columbia Building Canada Fund Contribution Agreement for Core National Highway System Projects, and

To the Minister of Transportation and Infrastructure, Province of British Columbia

I have audited the accompanying Schedule of Detailed Expenditure Claims for the year ended March 31, 2016, and a summary of significant accounting policies and other explanatory information (together “the schedule”).

Management's Responsibility for the Schedule of Detailed Expenditure Claims

Ministry of Transportation and Infrastructure, management is responsible for the preparation of the schedule in accordance with the provisions of Schedule A – Eligible and Ineligible Costs as described in the Canada - British Columbia Building Canada Fund Contribution Agreement for Core National Highway System Projects, and for such internal control as management determines is necessary to enable the preparation of the schedule that is free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

It is my responsibility to express an opinion about the schedule based on my audit. I conducted my audit in accordance with Canadian Standards on Assurance Engagements (CSAE 3000). Those standards require that we comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the schedule is free from material misstatement.

The Office of the Auditor General of British Columbia applies the Canadian Standards on Quality Control CSQC 1 and, accordingly, maintains a comprehensive system of quality control, including documented policies and procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements. In this respect, I have complied with the independence and other ethical requirements of the code of professional conduct of the Chartered Professional Accountants of British Columbia, which are founded on fundamental principles of professional behaviour, integrity and due care, professional competence, confidentiality, and objectivity.

My audit involved performing procedures to obtain audit evidence about the amounts and disclosures in the schedule. I selected procedures based on my judgement including an assessment of the risks of material misstatement of the schedule, whether due to fraud or error. In making those risk assessments, I considered internal control relevant to the entity's preparation of the schedule in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. My audit also included evaluating the appropriateness of reporting policies used and the

reasonableness of estimates made by management, as well as evaluating the overall presentation of the schedule.

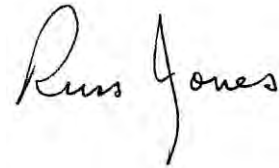
In my view, the audit evidence I have obtained is sufficient and appropriate to provide a basis for my audit opinion.

Opinion

In my opinion, the schedule for the year ended March 31, 2016 is presented, in all material respects, in accordance with the provisions of Schedule A – Eligible and Ineligible Costs as described in the Canada – British Columbia Building Canada Fund Contribution Agreement for Core National Highway System Projects.

Restriction on Distribution and Use

The schedule is prepared for the purpose of compliance with the eligibility and accounting requirements as described in the Canada – British Columbia Building Canada Fund Contribution Agreement for Core National Highway System Projects, and therefore may not be suitable for another purpose.

A handwritten signature in black ink that reads "Russ Jones". The signature is written in a cursive, flowing style.

Victoria, British Columbia
May 27, 2016

Russ Jones, FCPA, FCA
Deputy Auditor General



OFFICE OF THE
Auditor General
of British Columbia

CANADA - BRITISH COLUMBIA BUILDING CANADA FUND
CORE NATIONAL HIGHWAY SYSTEM
2008-2009 / 2019-2020

Schedule of Detailed Expenditure Claims
For the Year Ended March 31, 2016

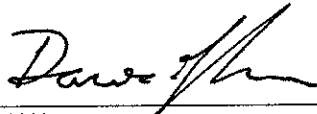
Project Number	Project/Claim Description	Contract Number	Eligible Costs Claimed in 2015/16 (\$)
1.1	Hwy 1: Brake Check to Yoho National Park		
	<i>Sub-total</i>		0.00
1.2	Hwy 1: Golden Hill to West Portal		
	<i>Sub-total</i>		0.00
1.3	Hwy 1: Monte Creek to Pritchard		
	<i>Sub-total</i>		0.00
1.4	Hwy 97A: Larkin Road to Crozier Road		
	<i>Sub-total</i>		0.00
1.5	Hwy 97: Winfield to Oyama Four laning Winfield to Oyama	21347MJ0001	2,346,636.35
	<i>Sub-total</i>		<u>2,346,636.35</u>
1.6	Hwy 1: Pritchard to Hoffman's Bluff		
	Fiscal 14/15 audit	14-15 Audit	15,000.00
	Construction webcams	21930_Const_Web_Cams	1,238.00
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	General engineering	256CS1182	153,478.74
	Quality control on environmental management plan	850CS1239	3,193.99
	Pavement marking	PMSA-SAOK-R3	10,370.26
	<i>Sub-total</i>		<u>14,138,762.24</u>

CANADA - BRITISH COLUMBIA BUILDING CANADA FUND
CORE NATIONAL HIGHWAY SYSTEM
2008-2009 / 2019-2020

Schedule of Detailed Expenditure Claims
For the Year Ended March 31, 2016

Project Number	Project/Claim Description	Contract Number	Eligible Costs Claimed in 2015/16 (\$)
1.7	Hwy 1: ClanWilliam Overhead Replacement		0.00
1.8	Hwy 1: Donald Bridge and Overhead Replacement		
	<i>Sub-total</i>		0.00
1.9	Hwy 97A: Pleasant Valley Cross Road to Landsdowne Road		
	<i>Sub-total</i>		0.00
1.10	Hwy 97: Westside Road Interchange		
	<i>Sub-total</i>		0.00
1.11	Hwy 97: South Taylor Hill		
	Webcams	36849 CONSTRUCTION WEBCAMS	5,190.00
	Construction supervision	36849 FIELD SERV	750,000.00
	Pavement marking	36849 PAVEMENT MARKING	7,920.39
	Utility relocations	36849 UTILITIES	524,169.93
	Grading and paving construction	36849MJ0000	17,053,154.74
	<i>Sub-total</i>		<u>18,340,435.06</u>
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1.13	Hwy 3: Sunday Summit		
	Construction supervision	23297 FIELD SERV	500,000.00
	Utilities and signage	23297 UTIL & SIGNAGE	23,970.09
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	Archaeological services	850CS1275	14,221.72
	<i>Sub-total</i>		<u>3,971,144.82</u>
1.14	Hwy 1: Mountain Highway Interchange (Lower Lynn Phase 1)		
	Signage	12573 SIGNAGE	6,884.85
	Detailed design	153CS0851	1,014,374.36
	<i>Sub-total</i>		<u>1,021,259.21</u>
1.15	John Hindle Drive Extension		
	<i>Sub-total</i>		0.00
TOTAL			54,497,174.35

Approved by:



David Marr
Executive Director
Program Development and Monitoring



Ellen Stanina
A/Chief Financial Officer
Finance and Management Services

**CANADA-BRITISH COLUMBIA
BUILDING CANADA FUND
CORE NATIONAL HIGHWAY SYSTEM
2008-2009 – 2019-2020**

**Notes to the Schedule of Detailed Expenditure Claims
For the Year Ended March 31, 2016**

1. Nature of the Agreement

The Government of Canada and the Province of British Columbia entered into the *Building Canada Fund, Contribution Agreement for Core National Highway System Projects, 2008-2009 – 2016-2017* (“the Agreement”) on July 23, 2010. A second amending agreement was entered into on July 23, 2015 which extended the agreement to 2019/2020 and added on five new projects.

The purpose of this Agreement is to build, enhance and modernize public infrastructure in British Columbia through a 50/50 cost sharing agreement for eligible costs to a maximum of \$231.997 million.

2. Costs

Eligible Costs:

The Agreement specifies “Eligible Costs” in Schedule A – Eligible and Ineligible Costs, at paragraph A.1. Within certain restrictions, also specified in the Agreement, these include:

- a) *The capital costs of acquiring, constructing or renovating a tangible capital asset, as defined and determined according to accounting principles generally accepted in Canada;*
- b) *The costs of joint communication activities (press releases, press conferences, translation, etc.) and road signage recognition set out in the communication protocol that will form part of the Framework Agreement;*
- c) *All planning (including plans and specifications) and assessment costs specified in the agreement such as the costs of environmental planning, surveying, engineering, construction administration, testing and management consulting services. Canada will contribute no more than 15% of its contribution to this cost;*

- d) *The costs of engineering and environmental reviews, including environmental assessments and follow-up programs as defined in the Canadian Environmental Assessment Act and the costs of remedial activities, mitigation measures and follow-up identified in any environmental assessment;*
- e) *Costs related to project-related signage, lighting, project markings and utility adjustments;*
- f) *Costs of aboriginal consultation;*
- g) *The costs of developing and implementing innovative techniques for carrying out the Projects listed in Schedule B;*
- h) *Province of British Columbia audit and evaluation costs as specified in the agreement and;*
- i) *Other costs that, in the opinion of Canada, are considered to be direct and necessary for the successful implementation of the Projects and have been approved in writing prior to being incurred.*

Ineligible Costs:

The Agreement specifies “Ineligible Costs” in Schedule A – Eligible and Ineligible Costs, at paragraph A.2. as:

- a) *Costs incurred before the date indicated by the Minister in writing to the Province of British Columbia following the Minister’s approval of any Project listed in Schedule B;*
- b) *Costs incurred after the Agreement completion date;*
- c) *The cost of developing a business case or proposal for funding;*
- d) *The cost of purchasing land and associated real estate and other fees;*
- e) *Financing charges and interest payments on loans;*
- f) *Leasing land, buildings, equipment and other facilities;*
- g) *General repairs and maintenance of a Project work and related structures, unless they are part of a larger capital expansion project tied to capital expansion;*
- h) *Services or works normally provided by the Province of British Columbia, incurred in the course of implementation of the Project, except those specified as Eligible Costs;*
- i) *The cost of any goods and services which are received through donations or in kind;*
- j) *Employee wages and benefits, overhead costs as well as other direct or indirect operating, maintenance and administrative costs incurred by the Province of British Columbia, and more specifically costs relating to services delivered directly by permanent employees of the Province of British Columbia, or of a Crown Corporation or corporation owned and controlled by the Province of British Columbia except as per A.1 i) above or in cases where the Province of British Columbia can demonstrate value for money and that the costs are incremental;*

- k) Provincial sales tax and the Goods and Services Tax for which the Province of British Columbia is eligible for a rebate, and any other costs eligible for rebates; and*
- l) Legal fees.*

3. Basis of Accounting and Accounting Policies

All transactions and financial data relating to the expenditures under this agreement have been accounted for in accordance with Canadian public sector accounting standards.

The Eligible Costs Claimed in 2015/2016 represent the actual value of claims submitted to the Federal Government during the 2015/2016 fiscal year. Canada agrees to pay a contribution to the Province of British Columbia of not more than 50% of the total Eligible Costs, subject to the terms and conditions of the Agreement. Eligible costs claimed in 2015/2016 may include expenditures incurred in fiscals 2008/09 through 2015/16 that were submitted for reimbursement during fiscal 2015/2016.

Canada British Columbia Building Canada Fund

ANNUAL REPORT 2015/16
Fiscal Year Ended March 31, 2016



Transport
Canada

Transports
Canada