

Canada British Columbia Building Canada Fund

ANNUAL REPORT 2010/11

Fiscal Year Ended March 31, 2011

November 2011



Ministry of
Transportation
and Infrastructure



Transport
Canada

Transports
Canada

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 2010/11 (ending March 31, 2011) the status of the 10 projects, Environmental Assessment and Audits were as follows:¹

■ **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 \$ 50,298,964 has been expended (claimed) against 12 contracts, as of the end of the 2010/11 fiscal year. Claims for the 2010/11 fiscal year entailed \$50,298,964.

■ **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), 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.

A total of \$17,908,256 has been expended (claimed) against 10 contracts, as of the end of the 2010/11 fiscal year. Claims for the 2010/11 fiscal year entailed \$17,908,256.

■ **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 \$1,129,170 has been expended (claimed) against five contracts, as of the end of the 2010/11 fiscal year. Claims for the 2010/11 fiscal year entailed \$1,129,170.

■ **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 \$17,815,540 has been expended (claimed) against nine contracts, as of the end of the 2010/11 fiscal year. Claims for the 2010/11 fiscal year entailed \$17,815,540. A Schedule D (Affidavit of Substantial Completion) was submitted to Transport Canada for this project in September 2011 (signed off September 22).

■ **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 total of \$2,060,099 has been expended (claimed) against seven contracts, as of the end of the 2010/11 fiscal year. Claims for the 2010/11 fiscal year entailed \$2,060,099.

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 \$33,400,00 is eligible for cost-sharing.

- **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/hr design standard, including access management and frontage roads.

A total of \$955,850 has been expended (claimed) against four contracts, as of the end of the 2010/11 fiscal year. Claims for the 2010/11 fiscal year entailed \$955,850.

- **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 \$2,040,843 has been expended (claimed) against four contracts, as of the end of the 2010/11 fiscal year. Claims for the 2010/11 fiscal year entailed \$2,040,843.

- **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 \$7,827,164 has been expended (claimed) against seven contracts, as of the end of the 2010/11 fiscal year. Claims for the 2010/11 fiscal year entailed \$7,827,164.

- **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 \$5,135,486 has been expended (claimed) against four contracts, as of the end of the 2010/11 fiscal year. Claims for the 2010/11 fiscal year entailed \$5,135,486.

- **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 \$11,620,744 has been expended (claimed) against four contracts, as of the end of the 2010/11 fiscal year. Claims for the 2010/11 fiscal year entailed \$11,620,744.

Overall, as of the end of the fiscal year 2010/11, 66 contracts had been established on the on-line Transport Canada **Surface Infrastructure System (SIS)** administration system for a total cost of \$258,037,718 out of a total SIS-active sharable cost (across 10 projects, audits and environmental assessments) of \$431,178,000 (59.84% of SIS-active sharable cost). A total of \$116,792,116 has been expended against these 66 contracts (45.26% of the existing value of the 66 contracts). There was \$116,792,116 claimed in the 2010/11 fiscal year.

Date, Location and Minutes of Official Management Committee Meetings

The following minutes were approved by the Management Committee on November 15, 2011.

MINUTES

Canada – British Columbia BCF

Core National Highway System Projects

Management Committee Meeting #1

Date: Date – February 16, 2011

8:30 to 11:30

Boardroom 5A

Location: Ministry of Transportation and Infrastructure

940 Blanshard, Victoria, BC

Note taker: Tim Morin

In Attendance:

Manon Baril, TC – Federal Co-chair

David Marr, BC MoTI – Provincial Co-Chair

Avi Ickovich – BC MoTI

Kari McKeel – BC MoTI

Tim Morin – TC

Mark Thompson - TC

1.0 Opening Remarks –

Discussion: Meeting will be co-chaired

2.0 Administrative Details

2.1 Note Taker

- Tim Morin will take meeting minutes.

2.2 Approval of Meeting Minutes

- The minutes of April 20, 2010 management committee were approved by the co-chairs. Note that this meeting is the first meeting official since the signing of the contribution agreement, however the projects were discussed at previous meetings therefore there are previous minutes to approve.
- There was a discussion in regards to the formal adoption of Management Committee guidelines under the SFPR MC meeting. This item is listed here also.
- It was discussed that the SHIP MC guidelines were adopted to govern all the subsequent MC meetings. TC indicated this would be acceptable

provided it can be found in the record where this approach was adopted.

- TC will search the corporate record to ensure that this approach was documented.

2.3 Recording Action Items

- There were no outstanding action items from the April 20, 2010 MC meeting.

2.4 Decision Making when co-chair members cannot attend meeting

- The committee agreed that decisions can be made in writing by email.

2.5 MC Member Alternates

- This item was not discussed.

Action items – Person Responsible

- Transport Canada will search previous meeting minutes to confirm that it was recorded that the SHIP MC Guidelines are to be used for all other agreements.

3.0 Program Management

3.1 Schedule B (Financial Management, Cash Flow Forecasts)

- A cash flow update was provided on February 16, 2011. Schedule B revision 2 was signed by co-chairs at the meeting.
- The committee agreed that it will no longer require French copies of the Schedule B to be signed, English copies will be sufficient.
- The cash flows, indicated in the Schedule B rev 2, may need to be adjusted depending on the timing of the approval of the Clanwilliam federal environmental assessment. BC indicated that they will be ready to go out to tender for this project by the end of February but are waiting for federal EA approval.

3.2 Accruals (PAYE)

- There are no outstanding PAYEs for 2009/2010 and there will not be any PAYE for 2010/2011.

3.3 Programs Reporting (Annual Report and Annual Audit)

- TC indicated that the audit letters and plan had not yet been submitted. BC indicated that they had been sent to Canada and that, by error, they were addressed to the previous co-chair.
- The federal co-chair will double check that TC received the above materials and will confirm this to BC by email.
- BC provided a brief description of the work being undertaken by the auditors, and that auditors tend to use the management of the funding programs as training opportunity for new auditor staff.
- The committee also discussed the timing of the submission of the 2010/2011 Annual Report with Audit. The committee's best estimate was that the report would forthcoming by September 2011.

3.4 Site Visit

- Tim Morin to plan site visit to Core NHS projects for the new fiscal year and will coordinate directly with individual Provincial project managers and Mr. Avi Ickovich.

3.5 Communications – Potential Events

- There are no anticipated/upcoming media events of the project.
- However, the committee agreed that our respective communication groups would be put into contact together to further explore potential media events.

Action items – Person Responsible:

- TC co-chair to follow up with BC Co-chair with respect to Annual Audit.
- BC to forward annual report and audit by September 2011.
- TC to provide update on the status of Clanwilliam EA by March 1, 2011.
- BC to forward their communications person's contact information to TC by March 15, 2011.

4.0 Project Status Update

4.1 Project Update

- The Provincial co-chair provided an update on the projects supplementing the update provided by email on February 15, 2011 (provided below) and from project managers:

Highway 1 – Brake Check to Yoho National Park

- This project is approximately 98% complete.
- The contractor is currently working to finish the two wildlife overpasses for which there was a delay in receiving the girders.
- BC anticipates the wildlife overpasses to be finished by March 31, however there will be additional work past the completion date to finish planting and landscaping.
- BC is currently evaluating some construction claims from the contractor regarding perceived delays in utility relocation and back slope design changes. This will push into the next fiscal year. The highway however is up and functioning.

Highway 1 – Golden Hill to West Portal

- This project is approximately 40% complete.
- The contractor shut down for winter and will remobilize this spring (mid-March) depending on the weather.
- Most of the crushing has been completed, however the asphalt aggregate is still to be crushed.
- The contractor has one area of rock still to blast out.
- All municipal utilities have been moved and are functioning and most of the pole lines moved.
- Construction on one wildlife overpass, grading, paving and landscaping will be done this year, and will finish the wildlife exclusion fencing.
- The contractor will also be placing the deck on the Upper Donald Overpass structure this spring and finishing three retaining walls.

- The project ITS system network is comprised of three new changeable message signs and one variable message sign will soon go out for tender this spring and with an anticipated completion date of this summer.
- Expected completion is Fall 2011.

Highway 1 – Monte Creek to Pritchard

- Monte Creek to Pritchard project on Highway 1 has been delayed due to First Nations consultation/accommodation issues.
- On March 21, 2009, archaeological assessment work was suspended when the assessment revealed ancient human remains.
- Since then BC MoTI has been attempting to negotiate an archaeological policy/accommodation agreement with the three bands who claim traditional territory.
- Most of the project work has been delayed and major construction activities are currently on hold.
- BC continues to meet and is hopeful of an agreement and movement to construction this year on the first 3.2 kilometres on which all engineering, approvals and property have been completed. BC is continuing the engineering and investigations works on the remaining 7.3 kilometres in which the burial site is situated (excluding archaeology).

Highway 97A – Larkin Road to Crozier Road

- Project is 100% and open to public on November 8, 2010.

Highway 97 – Winfield to Oyama

- The project is currently advertised on BC Bid with an anticipated close date of March 10, 2011 with an estimated construction start date of Spring 2011 and will take 2.5 years to complete.

Highway 1 – Pritchard to Hoffman's Bluff

- Project is divided into two sections.
- There is a land requirement for a section of the project which requires a Section 35 land transfer from the First Nation, a lengthy process. The Minister of Aboriginal Reconciliation (MAR) is involved in process, trying to establish a protocol agreement.
- Costs accrued on this project are only soft costs to date.
- This project is delayed from its original schedule and construction has not started.

Highway 1 – Clanwilliam Overhead Replacement

- The redesign of the project is completed and the tender package is ready for advertising.
- BC is still awaiting CEAA approval however depending on timing; construction could start in May 2011 and expected to be completed by November 2012.
- This project is delayed from its original schedule and construction has not started.

Highway 1 – Donald Bridge and Overhead Replacement

- Contract awarded to Flatiron Contractors Ltd for \$39.6 million.
- Pre-construction meeting held January 21, 2011 and mobilized to site on January 31, 2011.
- Clearing grubbing to begin west abutment and substructure on piers, to begin pre-loads and surcharge early summer and east piers and abutment in the late summer/fall, some road work prep, on site pit development and aggregate production.
- Construction to be complete December 15, 2012.

Highway 97A – Pleasant Valley Cross Road to Landsdowne Road

- 40% construction completed as of December 2010.
- Contractor to restart in the first week of March 2011.

- Expect completion by end of September 2011.
- Contractor will be working on grading and paving works.

Highway 97 – Westside Road Interchange

- Project is split into two phases
- Phase 1 – networks roads and shallow utilities contract is completed.
- Phase 2 – the interchange and Nancee Way underpass contract is underway.
- See attached appendix.

4.2 Clanwilliam EA Update

- BC inquired about the status of the federal EA for this project.
- TC indicated that the EA is nearing completion and that it is now with the province for their final input.

4.3 Provision 3.2c of Contribution Agreement

- There was some discussion with respect to the clause in the BCF agreement. Given the recent developments on the Monte Creek to Pritchard and Pritchard to Hoffman's Bluff projects, it is likely that the 2011-12 deadline for BC to accrue \$330M in eligible costs will not be met. BC asked if the contribution agreement clause could be revised and extended.
- Since even a one year extension will likely to be insufficient, it appears likely that the agreement will need to be extended beyond the end of the BCF program.
- BC inquired whether it would be possible to amend the end date of the Security Agreement also to take into consideration the required extension to the BCF agreement.
- TC will review the issue and provide feedback on whether or not an amendment to the Security Agreement needs to be undertaken in parallel with an extension of the BCF agreement.

4.4 Aboriginal Documentation – Overall and Update on Highway 1 (Pritchard to Hoffman's Bluff)

- BC provided an update on the AbCo issues related to the projects Monte Creek to Pritchard and Pritchard to Hoffman's Bluff on January 21, 2011 (provided below):
 - o Three First Nations (Adams, Neskonlith and Splatshin) make up the Lakes Division. As well Little Shuswap who are not part of the Lakes Division also has a claimed interest in the area.
 - o They support and continue to support the projects and continued upgrades to Highway 1. Three of the First Nations (Adams, Little Shuswap and Neskonlith) claim the area as traditional territory (i.e. overlapping claims) and are pursuing considerations. The Lakes Division requested that a protocol agreement be developed to provide the basis for moving forward. Our Ministry of Aboriginal Relations and Reconciliation (MARR) is the provincial lead and the Lakes Division have appointed a lead to represent the interest of the constituent First Nations. This process is moving slowly. MoTI continues to meet with the First Nations and the need to move forward was reiterated at the meeting with the Neskonlith First Nation this past Thursday.
 - o The remains were discovered on the Monte Creek to Pritchard section. The required investigations were undertaken. The Neskonlith originally supported relocation of the burial site, but subsequently opted for preservation and the Ministry of Transportation and Infrastructure (MoTI) incorporated a retaining wall into the design to avoid the burial site.
 - o In addition, the Pritchard to Hoffman's section has a direct impact on the Neskonlith Indian Reserve and acquisition of land is required under Section 35 of the Indian Act. This is not expected to be an obstacle once the consideration issues are resolved.
 - The FNs are supportive of moving the alignment of the project in order to avoid disturbing the burial site.
 - TC discussed the need to close the loop on some of its Aboriginal Consultations requirements. BC provided some information in advance of the management committee meeting, however TC is still reviewing the material against the TC legal opinion with respect to AbCo.

- BC indicated that it is supportive of providing information to Canada with respect to the above, however would request some guidance from TC on specifically the type of information required to complete this request.

4.5 Project Risks

- The project descriptions from the BC Project Managers did not provide any update on project risk, nor was any specific risk identified at the meeting except for the projects Monte Creek to Pritchard and Pritchard to Hoffman's Bluff mentioned above under Section 4.4 which may delay the project for an extended period of time.
- BC continues to meet with the FN and TC will monitor the situation.

4.6 Environmental Assessment Update

- See Section 4.2

4.7 Outstanding Information

- N/A

Action items – Person Responsible

- TC to follow up with BC on specifics of the type of information to close the loop on federal requirements for Aboriginal Consultation by end of March 2011.
- TC to follow up with BC on timing of federal approval of Clanwilliam EA by February 25, 2011

5.0 & 6.0 Other Items and Next Management Committee Meeting

- TC thanked BC for their patience for the numerous requests for project documentation even though they have already provided it previously.
- BC indicated that there are some internal accounting policy issues that they are reviewing and that it may require an exchange between Ministers.
- TC informed the committee that there is a SIS pilot project and that TC was looking to seeking

volunteers willing to participate in the pilot project for the BCF-Core National Highway projects.

- BC agreed to participate in the pilot project.
- TC to provide more information to the Province in regards to the SIS pilot project.
- The committee discussed the frequency of Management Committee meetings and agreed that the next meeting should be in August/ September 2011 or shortly after the completion of the Annual Report and Audit.

Action items – Person Responsible

- TC to provide more information to BC with respect to SIS pilot project. Note: an email was sent to BC on February 17, 2011 completing this action item.
- BC will keep TC apprised of its internal discussion on accounting policy should it have an impact on any of the funding agreements between Canada and British Columbia.

Appendix

Project Status Update for Highway 97 – Westside Road Interchange

CONSTRUCTION PROGRESS REPORT No. 12

Report for period ending: January 31 2011

Report Date: February 07 2011

Principle Contractor: Ledcor CMI Ltd
Subcontractors: BC General Contracting, TransWestern Electric Ltd.
Advanced Surveying, Emil Anderson Paving, RapidSpan
Structures, Burnco Concrete, Eagle West Cranes
Project Site: Highway 97 and Westside Road

Construction Activities - work completed this period:

General Contract and Design Items:

- The final revision of the Quality Control Plan was reviewed and approved for use on the project; Ledcor and their subcontractors continue to utilize the directives and procedures to monitor and report on the work. The monthly update to the construction schedule was submitted; however several of the tasks are behind schedule due to the private utility conflicts and the missed opportunity to pave the L 600 line by the end of the year. The Traffic Management Plan continues to be updated as required; the latest version is under consideration for the next phases of on lane re-configuration to accommodate construction of the L 100 mainline.
- Formal submissions continue to be presented; the first issue design reports and shop drawings for MSE Walls “A” and “B” have been reviewed and approved for manufacturing of the precast concrete panels; however the design changes related to the BC Transit bus stations will require another MSE Wall design revision for the wall A location; the design changes to the Contract Drawings were submitted to Ledcor in November 2010. The revised MSE Wall “A” drawings submitted for review by SSL in January 2011 did not acknowledge the contract design changes; the final drawing submission is pending. The precast concrete bridge girder design shop drawings and erection drawings were submitted and approved after some minor revisions; RapidSpan Precast located in Armstrong BC fabricated the first 18 girders for the east side approach span during December; subsequently the girders were delivered to the site and installed in the first week of February 2011.
- RFI documents continue to be presented for clarification, review and approval; to date a total of 60 documents have been submitted; most have been responded to and closed; at this time 5 RFI issues remain open, waiting for design input.
- The design revisions to accommodate the BC Transit systems within the project limits remain outstanding; we have reviewed the general concept of the changes to mitigate re-work of new grading components; design drawings should be forthcoming late February or early March 2011.

Grading; Removals and Relocates:

- Removal and or abandonment of the existing services, storm and sanitary lines along the L100 line from Westside Road back to the new Nancee Way intersection has been postponed until the remaining BC Hydro and Telus systems have been decommissioned and removed from within the limits of construction. BC Hydro completed installation of their new primary and secondary conductors; the WFN office complex was cut over to the new system; the conductors and infrastructure along Westside Road have since been removed and the conductors and poles alongside Highway 97 are scheduled for removal by mid February 2011. Unfortunately we are still waiting for the new Telus fibre-optic cable system to be fully installed and the new service cut over prior to removing the supporting hydro poles.

Roadway and Drainage Excavation:

- Minor excavation continued during the reporting period along the new L300, L600 and L100 lines; all of the excavated materials were deemed to be unsuitable for embankment construction which required the hauling offsite to a contractor supplied disposal. The excavation could not be completed on the northbound off ramp due to the conflicts with existing underground services.
- BC General continued embankment construction for the new L200 ramp; the approach embankment close to the bridge abutment was constructed concurrently with the installation of the reinforced soil zone for MSE Wall “C”; final grading and shaping and proof rolling of the type D materials is required prior to installation of the BEF and SGSB materials on the approach to the east abutment for the Westside Road Underpass.
- Supply and installation of MSE Wall “C” was initiated; the reinforced soil zone and the precast concrete panels were installed in November 2010; all that remains is the concrete coping that encapsulates the top of the wall components.

Drainage:

- The 375 mm PVC storm line on L100 was completed in the prior reporting period, upstream to DMH 415 where the work had to stop due to the conflict with existing BC Hydro poles; the work will re-convene after the poles have been removed; unfortunately the new Telus system has yet to be completed which has an impact on scheduling removal of the hydro poles; work will reconvene once the obstacles have been removed; tentatively scheduled for later in February 2011.
- The segment of storm sewer between DMH 347 and DMH 345 was completed after the underground private utilities were installed and the type D stockpile area was reduced.
- Several sections of the 375 mm storm line at the bottom of Westside Road between DMH 540, DMH 530 and DMH 525 was completed after the Hydro and Telus utility duct banks were installed; the conflict added some unavoidable costs to complete the work.

Paving:

- No paving was undertaken during the reporting period. Ledcor and BC General made a decision to postpone the paving of the northbound on ramp until the northbound off ramp area was made ready.
- We are currently considering start up of the paving program in mid March 2011, two weeks in advance of the seasonal norm; waiting for confirmation of the up-charge from Terasen gas to fire up the plant.

Municipal and Private Utilities:

- A portion of the new 250 mm sanitary sewer line between SMH 350 and SMH 345 was also completed in the reporting period. The final section and ultimate tie into the existing system cannot be completed until the Nancee Way section is re-profiled during the final stage of construction.
- During the reporting period BC Hydro completed their new infrastructure installations inclusive of the cut over to the WFN Office complex and reinstatement of service to the field office facilities. At this time they have removed portions of the old redundant aerial systems; they are on track to have all of the removals completed by mid February 2011.
- Telus and their subsidiary Global Systems continued with installation and splicing of their new fibre optic trunk line; the majority of their work has been completed; however the cut over date has not been confirmed at this time.
- Shaw Cable followed behind the other utilities, as they share the same poles, work is continuing at this time; small sections of civil work over private lands remain as well as the planned cut over which is currently scheduled for February 16th 2011.

Loading for blasting Type A material Sta. 132 to 133+50 area

Structures:

- Ledcor continued to focus on construction of the Westside Road Underpass; the middle pier cap was formed, the reinforcing steel installed and the concrete cast; by the end of the year the cap formwork was dismantled and removed; the falsework and staging was also dismantled and removed from the site.
- Upon return to the project in January Ledcor erected work platforms on both sides of the pier cap to facilitate the preparation work for the bearing placement; considerable grinding was required to bring the surfaces into tolerance. At the east abutment the side forms for the bearing wall were dismantled and removed; the bearing areas were prepared for placement of the bearings.
- RapidSpan Structures from Armstrong completed the fabrication of the 18 precast concrete girders for the east side span; the sections were delivered and erected over a 2 day period February 01st and 02nd 2011.
- Upon completion of MSE Wall “C” and prior to erection of the girders the horizontal section of concrete coping was formed reinforcing steel installed and the concrete cast, the back face form was removed and area backfilled; the sloping end sections were partially formed; Ledcor will complete the formwork and place the concrete upon return February 22nd 2011.
- The design notes and shop drawings for MSE Walls “A” and “B” have been submitted; upon approval fabrication will commence on the facing panels.

Electrical:

- Work continued and was completed in respect to the supply and installation of the underground conduits and lamp standard bases along the L600 line, northbound on ramp in December; upon return in January the associated poles and fixtures were installed; not energized at this time.
- TransWestern was hired directly by the project to replace the electrical conductors that were stolen from the lighting section along the new Road “A”, now renamed Sneena Road. The street lights were then energized and will remain on continuously until we can arrange for the tamper proof bolts to be installed at the pole hand-hole locations.

Pavement Markings and Signing:

- No work completed in this period.

Landscaping:

- No work completed in this period.

Construction Planned for next month:

- The grading, paving and structures construction schedule is dependent upon the removal of the BC Hydro poles and associated utility cables from the work site. Currently BC Hydro has confirmed a hand over date of February 10th for their infrastructure to be dismantled and removed. Telus and Shaw Cable continue work on their components no date has been confirmed.
- Ledcor demobilized temporarily on February 04th and have indicated they will return February 22nd 2011 to reconvene work on the grading and structures at Westside Road.
- MSE Wall “C”; complete the concrete coping installation.
- Westside Road Underpass; continue with deck overhang formwork on the east side span; supply and install the joint waterproofing at the ends of the concrete girders at the east abutment; once the end sections have been prepared the supply and installation of the bridge end fill can commence.
- East approach to the bridge L200 line; BC General can complete the type D placement followed by placing and compaction of the SGSB and 25 mm base aggregates.

- L 600 line; within the loop ramp and under the bridge structure; the subgrade can be completed, followed by placement and compaction of the SGSB layers; this work should deplete the BEF/SGSB in stockpile at site “G” ; the 25 mm base aggregates can be installed at the contractor’s discretion.
- L100 and L300 lines; in the event the utility obstructions have been removed work can commence on the remaining segments of storm and sanitary sewer lines; after which the subgrade can be prepared and the gravels installed.
- Shaw and Telus should complete their new infrastructure installations followed by dismantling and removal of the old redundant systems.

Percentage of contract completed: 24.89 %

• General Contract Activities:	50.0 %
• Grading Activities:	20.0 %
• Roadway and Drainage Excavation:	34.0 %
• Drainage:	50.0 %
• Paving:	8.0 %
• Municipal Utilities:	12.3 %
• Westside Road Underpass:	39.0 %
• Nancee Way Overpass:	0.0 %
• MSE Walls All locations:	10.6 %
• Electrical:	35.0 %
• Private Utility Work:	90.0 %
• Pavement Markings and Signs:	4.0 %
• Landscaping:	0.0 %

Construction Schedule:

- Ledcor continues to make modifications and adjustments to their construction schedule; the most recent revision addresses the late finish on removal of the existing private utilities along the L100 and L600 lines. Work cannot proceed on the final grading, gravelling and paving on the northbound on and off ramps until the utilities have been removed.
- Ledcor submitted a formal notification of the potential delay and the impact to the construction schedule. As a follow up to the notice the project team met with Ledcor to discuss the issue; at the time we tabled concepts in respect to mitigating the impacts of the delay. It was agreed that we will work in collaboration with Ledcor to investigate any possible strategies to enhance the construction schedule in effort to gain some schedule back; **this work remains outstanding.**
- During the remaining winter months the tasks associated with the remaining grading, gravelling and paving are all weather dependent activities which further complicates the practice of making commitments and establishing task durations. Ledcor will provide an updated construction schedule once the utility conflicts have been removed.

Personnel on site, including supervisory staff and sub contractors (35 – reduced to 12 in Jan):

- Crews worked the following shift patterns;

• Day Shift	5 days @ 10.0 hours	
• Saturdays	1 day @ 8.0 hours	as and when required
• Night Shift	5 days @ 10.0 hours	as and when required

Health and Safety; Traffic Management Programs:

- Weekly toolbox meetings and daily field level hazard assessments continued throughout the reporting period; no medical aid or time loss incidents were reported; Ledcor have logged 105 incident free days to date; in general terms the work has been completed without incident due to a concerted effort by all of the project team.

at 60 KMH; however the traffic fines double signs were covered and the MOT was advised of the changes. Maintenance of the traffic control devices was designated to the local subcontractor providing traffic control for the project.

- Upon return to the site on January 24th all of the construction and advisory signs were cleaned and positions reinstated as per the Traffic Management Plan. The changeable message signs were modified to suit the operations.
- Traffic control as it impacts the installation of the private utilities along Nancee Way, Westside Road and Old Ferry Wharf Road is being provided by an independent traffic control sub contractor engaged by the utility companies.

Environmental - Archaeological Management Programs:

- No incidents were reported during this period. Ledcor continues to require the sub contractors to maintain a reasonably clean and tidy site.

Quality Control - Quality Assurance Program:

- Ledcor continues to complete the requisite quality control documents on a timely basis. The applicable Q/C check sheets are being compiled and the associated independent testing continues to be completed; testing to date indicates compliance with the relevant acceptance standards with minor exceptions.
- The WRI project team implemented a Quality Assurance Program, surveillance audits continue to be carried out as and when required on components of the work. Quality assurance checks completed in December included;
 - Structural backfill and MSE Wall installation 1 reports
 - WR Underpass Formwork and Falsework inspections 3 reports
 - WR Underpass Reinforcing steel supply and installation 1 reports
 - WR Underpass concrete pre-casting inspections 1 reports
 - WR Underpass placing and finishing 2 reports
 - WR Underpass concrete cold weather concreting practices 2 reports

Construction Budget – Progress and Impacts

- The following table indicates the monthly expenditures and compares the total to date with the adjusted tender amount currently valued at \$ 13,013,135.26. The force account items also include any adjustment made thru supplemental agreements.

Claim	Schedule 7 Items	Force Account Items	Estimate Total	Total To Date	Percentage Complete
01	\$ 107,881.83	\$ 0.00	\$ 107,881.83	\$ 107,881.83	00.80 %
02	\$ 1,049,018.54	\$ 16,641.50	\$ 1,065,660.04	\$ 1,173,541.87	09.04 %
03	\$ 554,755.72	\$ 18,775.83	\$ 573,531.55	\$ 1,747,073.41	13.46 %
04	\$ 726,428.21	\$ 53,663.50	\$ 780,091.71	\$ 2,529,218.03	19.49 %
05	\$ 276,886.01	\$ 204,254.53	\$ 481,140.54	\$ 3,005,858.54	23.16 %
06	\$ 224,550.00	\$ 0.00	\$ 224,550.00	\$ 3,230,408.57	24.89 %

Project Risks, Comments and Concerns:

- Ledcor submitted a more detailed notification of schedule delay on November 12th 2010 after reviewing the impacts to date in respect to the private utility installation. The notification letter suggested an impact of approximately 34 days as outlined in their monthly schedule update dated October 31st 2010.

- The Construction Project Manager formally acknowledged receipt of the notification letter; and stated “the Milestone and Completion dates identified in Schedule 5 of the Contract are still in effect”. No further correspondence has been exchanged at this time.
- The critical path is being driven by completion of the Westside Road Interchange; related tasks include construction of the northbound lanes on Highway 97 and the diversion of the southbound traffic to facilitate the construction of MSE Walls “B” and “A” followed by the construction of the west abutment, installation of the girders, balance of the bridge construction concurrent with the west approaches and ramps. By missing the opportunity to pave the northbound on and off ramps this year the entire schedule is compressed; at this point it appears we will miss the target date of August 27th by approximately 8 to 10 weeks.

We are continuing to investigate options to improve the schedule. Some of the strategies under consideration at this time include; incorporating a temporary traffic diversion of the southbound lanes to facilitate an early start on the supply and installation of MSE Wall “B”, the traffic management plan is under review; mobilization of the grading and gravelling operations in mid February combined with utilization of double shift patterns to compress the task durations; and negotiating an early start up for the paving operations in March 2011 rather than April; unfortunately these grading and paving activities continue to be weather dependent.



Photo 12.1 – New utility conduit conflict during installation of 750 storm line Dec. 02 2010



Photo 12.2 – Installation of pier cap reinforcing steel December 06 2010



Photo 12.3 – Complex storm line installation due to utility conflicts Dec. 13 2010

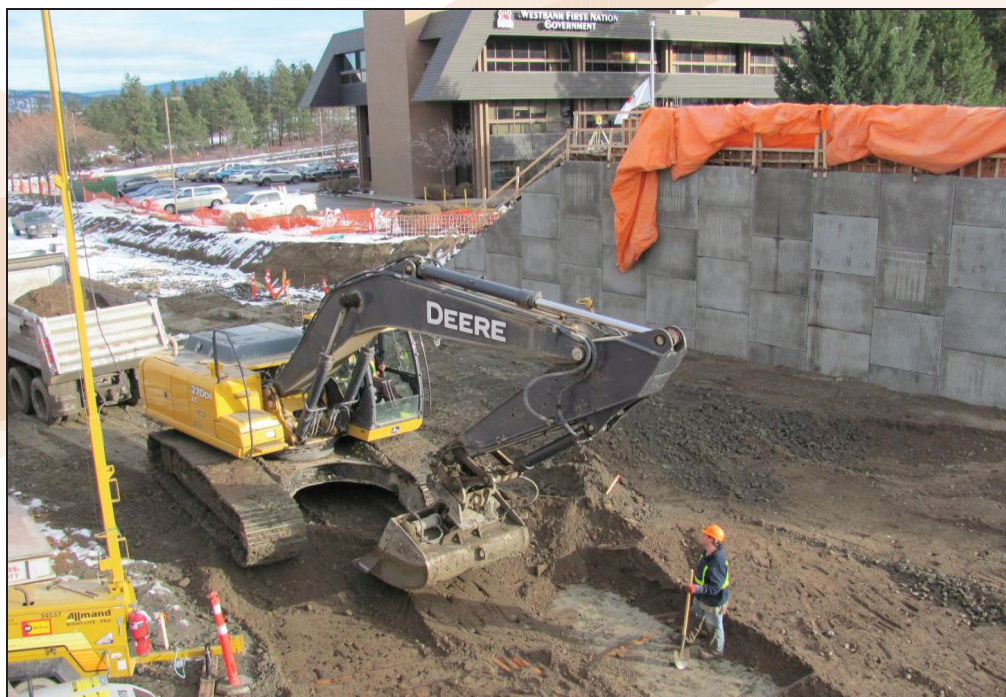


Photo 12.4 – Existing Telus duct bank at subgrade interface Dec. 14 2010



Photo 12.5 – Pier cap formwork removed, dismantling falsework Dec. 15 2010



Photo 12.6 – Ledcor back to work, preparing pier for girder installation Jan. 26 2011



Photo 12.7 – Placing concrete for the coping on MSE Wall “C” Jan. 28 2011



Photo 12.8 – East span girder installation Feb. 01 2011

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 0

August 12, 2010 – This is the initial revision that was created along with the contribution agreement:

Revision 1

January 13, 2011 – This revision entails the following changes that saw most of the projects delay expenditures to future years:

- Shifting \$16,611,060 from the 2010/11 fiscal year to the 2011/12 fiscal year for the Highway 1: Brake Check to Yoho National Park project;
- Shifting \$26,679,042 from the 2010/11 fiscal year to the 2011/12 fiscal year for the Highway 1: Golden Hill to West Portal project;
- Shifting \$24,209,854 from the 2010/11 and 2011/12 to the 2012/13 and 2013/14 fiscal years for the Highway 1: Monte Creek to Pritchard project;
- Shifting \$1,290,156 from the 2010/11 fiscal year to the 2011/12 fiscal year for the Highway 97A: Larkin to Crozier Road project;
- Shifting \$31,531,774 from the 2010/11 and 2011/12 to the 2012/13 and 2013/14 fiscal years for the Highway 97: Winfield to Oyama project;
- Shifting \$24,502,112 from the 2010/11, 2011/12 and 2012/13 fiscal years to the 2013/14 fiscal year for Highway 1: Pritchard to Hoffman's Bluff project;
- Shifting \$14,891,818 from the 2010/11 fiscal year to the 2011/12 and 2012/13 fiscal years for the Highway 1: Clanwilliam Overhead Replacement project;
- Shifting \$13,028,720 from the 2010/11 and 2011/12 to the 2012/fiscal year for the Highway 1: Donald Bridge and Overhead Replacement project;
- Shifting \$7,539,782 from the 2010/11 fiscal year to the 2011/12 fiscal year for the Highway 97A: Pleasant Valley Cross Road to Lansdowne Road project;

- Shifting \$7,649,156 from the 2010/11 fiscal year to the 2011/12 and 2012/13 fiscal year for the Highway 97: Westside Road Interchange project.

Revision 2

March 31, 2011 – This revision entails the following changes:

- Shifting \$14,251,060 to the 2011/12 fiscal year from the 2010/11 and the 2012/13 fiscal years for the Highway 1: Brake Check to Yoho National Park;
- Shifting \$26,677,042 from the 2011/12 fiscal year to the 2012/13 fiscal year for the Highway 1: Golden Hill to West Portal project;
- Shifting \$2,000,000 from the 2013/14 fiscal year to the 2011/12 and 2012/13 fiscal years for the Highway 1: Monte Creek to Pritchard project;
- Shifting \$3,931,530 from the 2010/2011 and 2011/12 fiscal years to the 2012/13 fiscal years for the Highway 97A: Larkin to Crozier Road project;
- Shifting \$5,989,774 to the 2013/14 fiscal year from the 2011/12, 2012/13 and 2014/15 fiscal years for the Highway 97: Winfield to Oyama project;
- Shifting \$6,702,112 to the 2013/14 fiscal year from the 2011/12, 2012/13 and 2014/15 fiscal years for the Highway 1: Pritchard to Hoffman's Bluff;
- Shifting \$2,481,818 to the 2012/13 fiscal year from the 2011/12 and the 2013/14 fiscal years for Highway 1: Clanwilliam Overhead Replacement project;
- A more dispersed cash flow for the Highway 1: Donald Bridge and Overhead project. Moving \$6,971,280 from the 2010/11 fiscal year primarily to the 2011/12 fiscal year, and then moving 5,064,720 from the 2012/13 fiscal year to the primarily the 2013/14 fiscal year; and,
- Moving forward \$591,616 from the 2012/13 fiscal year to the 2011/12 fiscal year for the Highway 97 Westside Road Interchange project.

Table 1

Schedule B During the Fiscal Year 2010/11 (as of March 21, 2011)

Revision #	Project	Estimated Project Cost	Sharable Project Cost	Agreement Contribution		Breakdown of Expenditures					
				Federal	Provincial	2010/11	2011/12	2012/13	2013/14	2014/15	Future
Revision #0 (First Revision of 2010/11) 12-Aug-10	Highway 1: Brake Check to Yoho National Park	\$ 66,361,911	\$ 63,700,000	\$ 31,850,000	\$ 31,850,000	\$ 63,700,000	\$ -	\$ -	\$ -	\$ -	\$ -
	Highway 1: Golden Hill to West Portal	68,500,000	64,700,000	32,350,000	32,350,000	43,950,000	20,750,000	-	-	-	-
	Highway 1: Monte Creek to Pritchard	42,800,000	33,400,000	16,700,000	16,700,000	22,911,822	10,488,178	-	-	-	-
	Highway 97A: Larkin Road to Crozier Road	33,670,000	24,260,000	12,130,000	12,130,000	21,160,000	3,100,000	-	-	-	-
	Highway 97: Winfield to Oyama	77,868,550	67,164,000	33,582,000	33,582,000	32,764,000	25,400,000	9,000,000	-	-	-
	Highway 1: Pritchard to Hoffman's Bluff	61,600,000	53,800,000	26,900,000	26,900,000	16,600,000	18,800,000	18,400,000	-	-	-
	Highway 1: Clanwilliam Overhead Replacement	29,000,000	28,000,000	14,000,000	14,000,000	18,200,000	9,800,000	-	-	-	-
	Highway 1: Donald Bridge and Overhead Replacement	63,000,000	60,880,000	30,440,000	30,440,000	23,880,000	20,400,000	16,600,000	-	-	-
	Highway 97A: Pleasant Valley Cross Road to Lansdowne Road	20,200,000	13,320,000	6,660,000	6,660,000	13,320,000	-	-	-	-	-
	Highway 97: Westside Road Interchange	33,000,000	21,954,000	10,977,000	10,977,000	19,754,000	2,200,000	-	-	-	-
Revision #1 13-Jan-11	Total	\$ 496,000,461	\$ 431,178,000	\$ 215,589,000	\$ 215,589,000	\$ 276,239,822	\$ 110,938,178	\$ 44,000,000	\$ -	\$ -	\$ -
	Highway 1: Brake Check to Yoho National Park	\$ 66,361,911	\$ 63,700,000	\$ 31,850,000	\$ 31,850,000	\$ 47,088,940	\$ 16,611,060	\$ -	\$ -	\$ -	\$ -
	Highway 1: Golden Hill to West Portal	68,500,000	64,700,000	32,350,000	32,350,000	17,270,958	47,429,042	-	-	-	-
	Highway 1: Monte Creek to Pritchard	42,800,000	33,400,000	16,700,000	16,700,000	1,786,146	7,404,000	14,800,000	9,409,854	-	-
	Highway 97A: Larkin Road to Crozier Road	33,670,000	24,260,000	12,130,000	12,130,000	19,869,844	4,390,156	-	-	-	-
	Highway 97: Winfield to Oyama	77,868,550	67,164,000	33,582,000	33,582,000	2,616,226	24,016,000	21,130,000	19,401,774	-	-
	Highway 1: Pritchard to Hoffman's Bluff	61,600,000	53,800,000	26,900,000	26,900,000	1,547,888	14,850,000	12,900,000	24,502,112	-	-
	Highway 1: Clanwilliam Overhead Replacement	29,000,000	28,000,000	14,000,000	14,000,000	3,308,182	11,816,000	12,875,818	-	-	-
	Highway 1: Donald Bridge and Overhead Replacement	63,000,000	60,880,000	30,440,000	30,440,000	12,101,280	19,150,000	29,628,720	-	-	-
	Highway 97A: Pleasant Valley Cross Road to Lansdowne Road	20,200,000	13,320,000	6,660,000	6,660,000	5,780,218	7,539,782	-	-	-	-
Revision #2 31-Mar-11	Highway 97: Westside Road Interchange	33,000,000	21,954,000	10,977,000	10,977,000	12,104,844	9,257,540	591,616	-	-	-
	Total	\$ 496,000,461	\$ 431,178,000	\$ 215,589,000	\$ 215,589,000	\$ 123,474,526	\$ 162,463,580	\$ 91,926,154	\$ 53,313,740	\$ -	\$ -
	Highway 1: Brake Check to Yoho National Park	\$ 66,361,911	\$ 63,700,000	\$ 31,850,000	\$ 31,850,000	\$ 55,600,000	\$ 2,360,000	\$ 5,740,000	\$ -	\$ -	\$ -
	Highway 1: Golden Hill to West Portal	68,500,000	64,700,000	32,350,000	32,350,000	17,270,958	20,752,000	26,677,042	-	-	-
	Highway 1: Monte Creek to Pritchard	42,800,000	33,400,000	16,700,000	16,700,000	1,786,146	8,054,000	16,150,000	7,409,854	-	-
	Highway 97A: Larkin Road to Crozier Road	33,670,000	24,260,000	12,130,000	12,130,000	18,400,000	1,928,470	3,931,530	-	-	-
	Highway 97: Winfield to Oyama	77,868,550	67,164,000	33,582,000	33,582,000	2,616,226	24,060,000	25,662,000	13,412,000	1,413,774	-
	Highway 1: Pritchard to Hoffman's Bluff	61,600,000	53,800,000	26,900,000	26,900,000	1,547,888	18,400,000	15,200,000	17,800,000	852,112	-
	Highway 1: Clanwilliam Overhead Replacement	29,000,000	28,000,000	14,000,000	14,000,000	3,308,182	12,800,000	10,394,000	1,497,818	-	-
	Highway 1: Donald Bridge and Overhead Replacement	63,000,000	60,880,000	30,440,000	30,440,000	5,130,000	26,290,000	24,564,000	4,896,000	-	-
	Highway 97A: Pleasant Valley Cross Road to Lansdowne Road	20,200,000	13,320,000	6,660,000	6,660,000	5,780,218	7,539,782	-	-	-	-
	Highway 97: Westside Road Interchange	33,000,000	21,954,000	10,977,000	10,977,000	12,104,844	9,849,156	-	-	-	-
	Total	\$ 496,000,461	\$ 431,178,000	\$ 215,589,000	\$ 215,589,000	\$ 123,544,462	\$ 132,033,408	\$ 128,318,572	\$ 45,015,672	\$ 2,265,886	\$ -

Table 2

Statement of Changes for Schedule B During the Fiscal Year 2010/11 (as of March 21, 2011)

Project	Estimated Project Cost	Sharable Project Cost	Agreement Contribution		Breakdown of Expenditures						
			Federal	Provincial	2010/11	2011/12	2012/013	2013/14	2014/15	Future	
Revision #0	\$	\$	\$	\$	\$ (16,611,060)	\$ 16,611,060	\$	\$	\$	\$	–
Highway 1: Blake Check to Yoho National Park	–	–	–	–	–	–	–	–	–	–	–
to	–	–	–	–	–	–	–	–	–	–	–
Revision #1	–	–	–	–	–	–	–	–	–	–	–
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	–	–	–	–	–	–	–	–	–	–	–
Total	\$	\$	\$	\$	\$ (152,765,296)	\$ 51,525,402	\$ 47,926,154	\$ 53,313,740	\$	\$	–
Revision #1	\$	\$	\$	\$	\$ 8,511,060	\$ (14,251,060)	\$ 5,740,000	\$	\$	\$	–
Highway 1: Blake Check to Yoho National Park	–	–	–	–	–	–	–	–	–	–	–
to	–	–	–	–	–	–	–	–	–	–	–
Revision #2	–	–	–	–	–	–	–	–	–	–	–
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	–	–	–	–	–	–	–	–	–	–	–
Total	\$	\$	\$	\$	\$ 69,936	\$ (30,430,172)	\$ 36,392,418	\$ (8,298,068)	\$ 2,265,886	\$	–

PROJECT UPDATES

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:

For Highway1 – Brake Check to Yoho Project

- Four-laning of this nine-kilometre section of the Trans-Canada Highway was opened to traffic;
- New Mount Hunter bridge was opened to traffic; and,
- New interchange at Beaverfoot Road was opened to traffic.

For Highway97A: Larkin Road to Crozier Road Project

- Project completed on November 8, 2010 and all four lanes were opened to the public.
- Project has been performing very well and positive feedback from major stakeholders regarding the operation of an interchange with two roundabouts

For Highway97A: Pleasant Valley Cross Road to Landsdowne Road project

- Project substantially completed on October 31, 2011.
- Opening event scheduled for Fall , 2011
- So far the project has been operating quite well.

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: Highway1 – 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 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.

Accomplishments For Fiscal Year 2010/11

- Four-laning of this nine-kilometre section of the Trans-Canada Highway was opened to traffic;
- New Mount Hunter bridge was opened to traffic; and,
- New interchange at Beaverfoot Road was opened to traffic.



Target/Milestones for the Six Months After Fiscal Year End

- Wildlife overpasses to be completed;
- Landscaping, planting and hydro-seeding to be completed.

Unforeseen or Predicted Risks and Issues

- Ledcor (Contractor) claims issues have been settled;
- Mt. Hunter Bridge Bearings are not functioning properly and need repair. This work is being assessed.

The following photographs are of the four-laning and bridge construction:



Mount Hunter Bridge (bridge was opened to traffic shortly after this photograph was taken)

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.

Accomplishments 2010/11

- Four-laning of this 3.5-kilometre section of the Trans-Canada Highway has begun.
- Traffic was detoured throughout the winter of 2010/11.
- Construction of a new interchange at Upper Donald Road has begun.
- Engineering for three new changeable message signs was completed and a contract prepared.

Expected Activities

- Four-laning of this section of the Trans-Canada Highway to be completed in October 2011.
- New interchange at Upper Golden Donald Road has been completed and is open to traffic.
- Wildlife overpass will be completed.
- Landscaping, planting and hydroseeding to be completed.
- Engineering and construction of the town of Golden path to be completed by October 2011.
- Construction of the changeable message signs to be completed by October 2011.
- Tender of the four-kilometre wall project, another 1.2 kilometres of four-laning to be opened on September 15.

UNFORESEEN OR PREDICTED RISKS AND ISSUES

Negotiations to add this work into the KHCP Concession Agreement are ongoing

The following photographs are indications of construction progress:



Looking west



The following photographs are of the project at the end of the summer, following the end of the fiscal year 2010/11:



Project Overview: Highway 1: Monte Creek to Pritchard

Scope

- Four-laning 10.5 kilometres 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.

Targets/Milestones Over the Last Fiscal Year (2010/11)

Accomplishments

- Negotiations continuing with First Nations Lakes Division Bands.
- Hydro Pole Relocation from Monte Creek to Bostock Road.
- Miscellaneous day-labour works:
 - Highway fencing installed.
 - Culvert auguring under existing Highway 1 for badger/drainage culverts.
 - Relocation of irrigation lines under existing Highway 1.
 - Construction of access trails to Rock Bluff location.
 - Completed Rock Bluff archaeological mechanical stripping.

Milestones

- Completed detail design (Phase 1).

Issues

- Continuing First Nations consultations towards an accommodation agreement.

Targets/Milestones Over the Next Six Months

Accomplishments

- Project awarded to Emil Anderson Construction (EAC) Inc. (Phase 1 – 3.2 kilometres).

- Complete utility relocation (Phase 1).
- Construction to begin September 2011 (Phase 1).
- Open House – September 14, 2011 (Phase 2).
- Archaeology work completed at burial site – August 2011.

Issues

- Complete functional design (Phase 2).



View looking West from the top of Rock Bluff. Mechanical Stripping of the Rock Bluff



View looking West from top of Rock Bluff



View looking East from bottom of Rock Bluff

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 and 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 roundabouts construction:





The following photographs are of the rock excavation construction:







The following photographs are of the completed project:





Project Overview: 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.

Fiscal 2010/11 Accomplishments

- Completed project design;
- Received federal environmental approval;
- Project went to tender; and
- Contract awarded to Windley Contracting Ltd.

Expected Activities (Six Months Following Fiscal Year End)

- Continue construction

Unforeseen or Predicted Risks/Issues

- None to date

The following are photographs of the project:

BEFORE



DURING



Project Overview: Highway 1: Pritchard to Hoffman's Bluff

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.

Fiscal Year 2010/11 Accomplishments

- Design revised to divide project into two phases to aid in delivery of Phase 1 while working on Section 35 transfer of Federal IR reserve land for Phase 2.
- Safety review/audit conducted on the two phases scope options.
- Detailed design of Phase 1 taken to 90% completion with draft tender drawings as well as right-of-way drawings.
- On-going consultation with First Nations.

Accomplishments for first six months of 2011/12

- Initiated property acquisition.
- Design changes made to accommodate affected property owner concerns.
- Stakeholder consultation on-going, including public open house.
- On-going consultation with First Nations.

Risks/Issues

- The adjoining Monte Creek to Pritchard project has encountered a number of significant archaeological finds that, combined with the First Nation interests in them, have delayed the project and added cost pressures. Archaeology work on Pritchard to Hoffman's has been delayed while a protocol agreement is reached with the local First Nations to more clearly define procedures in the likelihood that more archaeological finds will be made.
- First Nations consultation in relation to the item above and as the Ministry moves forward with securing the Section 35 land transfer agreement required to obtain right of way from the reserve.

The following photographs are of the existing facilities:



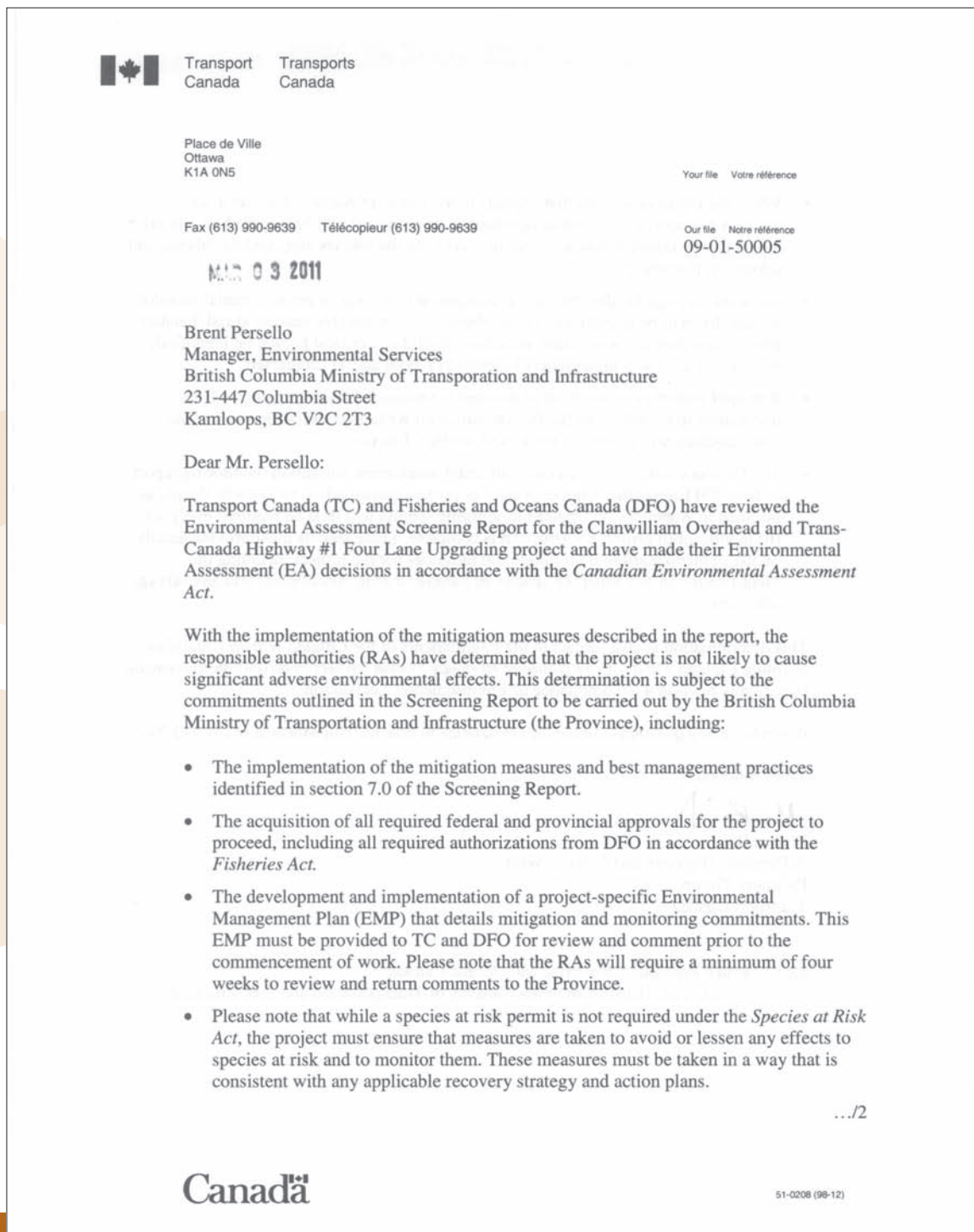
Project Overview: Highway 1: ClanWilliam Overhead

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.

Accomplishments/Milestones: Fiscal Year End 2010/11

- Design complete and all approvals in place.

- The Environmental Assessment was approved by Transport Canada on March 3, 2011. The attached letter from Transport Canada is provided for reasons historical record. The following is the letter of approval from Transport Canada.



- While the report concludes that impacts to the Coeur D'Alene Salamander are unlikely to occur, a qualified environmental professional will be required on-site prior to and during construction activities to survey for the species and conduct salvage and relocation if necessary.
- As noted on page 44, the Province is committed to having an environmental monitor on-site that will be qualified to survey these areas for suitable species at risk habitats prior to and during construction activities. Should any critical habitat be identified, work in the area will immediately be placed on hold and TC contacted.
- Required habitat compensation as detailed in section 7.1.6 of the report will be undertaken to comply with the federal policy on wetland conservation in that the compensation will ensure no net loss of wetland function.
- The Province will provide an environmental assessment mitigation monitoring report in June 2011 (after the commencement of project construction) to TC with details as outlined in Appendix X. Updated monitoring reports will then be required every six (6) months until project construction is complete. These reports must provide details on the implementation of all mitigation measures for the project including the identification of any sensitive species or habitats during construction and any salvage activities.

This determination is also subject to the requirements of the *Canada-British Columbia Building Canada Fund – Core National Highway System Project contribution agreement*, specifically Section 4 – Compliance of Environmental Legislation.

If you have any questions, please do not hesitate to contact Tim Morin at (613) 949-3875.

Yours sincerely,



Manon Baril
A/Director, Highway and Borders West
Programs Group,
Transport Canada

c.c.: Bruce Runciman, Fisheries and Oceans Canada
David Marr, British Columbia Ministry of Transportation and Infrastructure

Expected Activities after Fiscal Year End 2010/11

- Utility relocations by Canadian Pacific Railway (CPR) and TELUS (completed July 2011).
- First Nations Ethnographic Study (in final review – complete August).
- Project tendered (May 2011).
- Construction Contract awarded to Arthon Contractors Ltd (\$18.035 million).
- Construction began July 12.
- Clearing and grubbing to be complete by mid August.
- Begin construction of overhead abutments and piers (August).
- Begin Type D excavation and grading work for west bound lanes (August).
- Begin north MSE wall construction (October).
- Finalize lease agreement with CPR (August).
- Install construction web camera (September).

Risks/Issues

- Awaiting CPR Review of final drainage plan to finalize lease agreement for encroachment of highway on CPR property. No major items outstanding and low risk.

Photo pre-construction:





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.

Fiscal Year 2010/11 Accomplishments

- Design completed and all approvals in place.
- Contract tendered and awarded to Flatiron Constructors Ltd. for \$39.6 million.
- Construction began February 1, 2011.
- Substantially completed clearing, grubbing and stripping. Began roadway excavation and installed Donald Bridge Pier 1 piles and pier two rock sockets. This translates to approximately 6% of contract completion.

Expected Activities in the Six Months Following Fiscal Year End:

- Donald Bridge west abutment construction (complete).
- Bridge east abutment (70% complete).
- Grading construction (45% complete).
- Pier one for bridge (70% complete).
- Begin installation of Pier 4 piles in early August.
- Begin installation of Pier 3 (Instream) piles in September.
- Materials (steel) for bridge secured and fabrication well underway.
- Continue Pier 1,2,3, and 4 construction.
- Aggregate production.
- Overhead approaches preload and surcharge substantially complete.
- Project approximately 30% complete to July 25, 2011.
- Construction Camera installed and just awaiting "Privacy Impact assessment" before going live.



Risks/Issues

- Substantially more material was unsuitable for construction than anticipated partially because of weather condition. As well, there is substantial pocket of waste material from original Trans-Canada Highway construction. However, the project is substantially under-running Type A and Type C material and the higher cost of this material is helping to off-set the cost of additional borrow. The net impact to cost of the project is approximately +\$300,000. This has also resulted in using more onsite material as borrow instead of aggregate production and this may have an additional cost of approximately \$100,000.
- Only known substantial remaining risk is pile installation for Pier 3 and 4. Confidence level is high in the design but the piles for both locations are deep (80 metres or greater). As well, the Columbia River water levels are maintaining relatively high elevations for this time of year over typical and this may impact schedule and cost for Pier 3 pile installation.

Photos before and during construction:







Project Overview: Highway 97A: Pleasant Valley Cross Road to Lansdowne Road

Scope

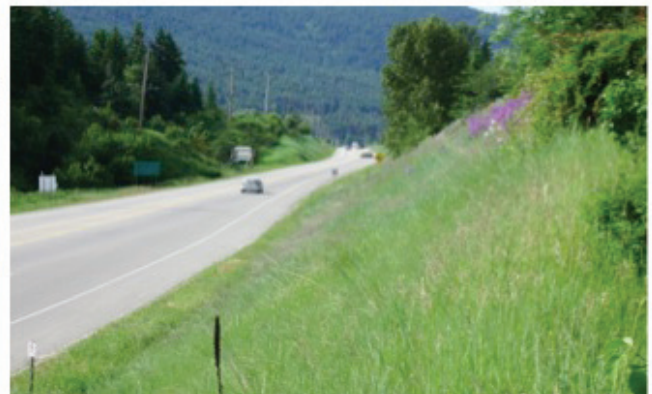
This project entails upgrading approximately 4 kilometers of Highway 97A from Pleasant Valley Cross Road to Lansdowne Road to a four-lane design standard, including upgrading five intersections (left turn bays and deceleration/acceleration tapers) and a “protected tee” intersection at Smith Road.

Status

- Project substantially completed on October 31, 2011.
- Opening event scheduled for Fall 2011.
- So far, the project has been operating quite well, especially the “Protected Tee” intersection with a traffic signal at Smith Road. The signal at Smith Road stays predominantly green for the northbound traffic on Hwy 97A, only southbound traffic has to stop for left turn movements out of Armstrong at Smith Road intersection.

- Risk of construction claims from the contractor.
- Risk of two business loss claims from the owner of Mini Storage (Hawthorne Place) and Mrs. Wagner, the owner of a dairy farm.

The following project photographs are before construction:





The following photographs are of the project during construction:











The following photographs are of the project upon completion:



Project Overview: Highway 97: Westside Road Interchange

Scope

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

Accomplishments Fiscal 2010/11

- Phase 1 – network roads (detours) and utilities were completed June 30, 2010.
- Phase 2 – Westside Road Interchange was tendered May 26, 2010 and awarded to Ledcor on June 21, 2010.

Accomplishments Phase 2:

- Implemented temporary intersection at Highway 97 and Nancee Way (detour route for Westside Road and Nancee Way traffic.)
- Utility relocations complete except for three Telus poles.
- MSE Wall “C” completed.
- East abutment and center pier complete; girders placed.
- Roundabout constructed – except for center landscaping.
- Some electrical installations complete.

Activities After Fiscal Year End (April 2011 – October 2011)

- Bottom and mid-lift paving on ramps and mainline.
- Construct MSE Walls “A” and “B.”
- Construction of West Approach, west abutment and placement of girders.
- Concrete deck pour (interchange).
- Construction of rapid bus and local bus stops.
- Complete electrical installation – luminaires.
- Landscaping.
- Signing.

Upcoming Milestones

- Complete Westside Road Interchange – Fall 2011.

- Project Completion – August 12, 2012.

- Nancee Way overpass construction will begin once Westside Road Interchange is complete and open to traffic.
- Detour will be implemented at Highway 97 and Nancee Way to allow construction of the overpass (early November 2011).
- Nancee Way Overpass construction involves: utility relocations and installations; MSE Wall construction; and the overpass structure – anticipate completion mid-July 2012.
- Top lift paving – primarily on Highway 97 – scheduled for July 2012.

Issues

- Contractor submitted a reimburseable delay claim due to utility relocations. A settlement was reached with the contractor for \$565,000 for the reimburseable delay and acceleration costs to keep the project on schedule.
- Severe traffic congestion prompted the Ministry to instruct WFN/Ledcor to implement the third lane southbound immediately. Contract documents had specified that the contractor maintain at least two lanes in each direction. However, it quickly became apparent that this was not sufficient to handle the traffic volumes. In discussions with the Regional Director and District Manager the decision was made to implement the third lane as soon as possible. With summer approaching the situation would only get worse. The third lane was implemented in June 2011. The costs for overtime, premiums on equipment and materials, and so on, for this acceleration cost the project \$219,000.
- Re-evaluating the Nancee Way overpass detour in light of the traffic difficulties that were experienced prior to implementing the third lane up “bridge hill”. Urban Systems is re-running traffic modeling to ensure no major traffic disruptions.

The following photographs are of the project during construction:





Communication Activities Completed During Fiscal Year

Communications Activities completed during 2010-11 Fiscal Year Featuring Federal/Provincial Involvement

The following news release is the only communications event for the 2010/11 fiscal year.



NEWS RELEASE COMMUNIQUÉ

For Immediate Release
2010PREM0136-000817
July 13, 2010

Office of the Premier
Westbank First Nation
Government of Canada

WESTSIDE ROAD I/C TO BENEFIT KELOWNA AREA, OKANAGAN

WESTBANK – Construction of the Westside Road Interchange will begin in early August, announced Premier Gordon Campbell, Westbank First Nation Chief Robert Louie, Transportation and Infrastructure Minister Shirley Bond, and Stockwell Day, president of the Treasury Board and Minister for the Asia-Pacific Gateway, during a groundbreaking ceremony held at the construction site today.

“We’re very happy to see this phase of the project getting underway,” said Chief Louie. “The new interchange will provide lasting benefit not only to the region by reducing congestion and improving travel time along Highway 97, but also by improving access to our reserve lands.”

“This project will create an estimated 250 jobs, helping Okanagan’s economy while making our roads safer and more efficient,” said Premier Campbell. “We’re proud to work with our partners, the Westbank First Nation and the federal government, investing in the future of the Kelowna area, the Okanagan and the Pacific Gateway.”

“Our government is pleased to join the government of British Columbia and the Westbank First Nation in breaking ground for this important project,” said Minister Day. “This work will improve traffic flow and the safety of commuters along this corridor.”

Preliminary work for major works construction activities began in 2009. Now, the major works contract, worth \$12.9 million, has been awarded to Ledcor CMI Ltd. Ledcor will be responsible for construction of the new grade-separated interchange at Westside Road and Highway 97, an underpass at Nancee Way and a new roundabout at the junction of Sneena and Westside Roads. The new interchange will be complete and open for traffic in the fall of 2011 with completion of the underpass at Nancee Way scheduled for the fall of 2012.

Phase 1 of the project cost \$4.5 million and included a network roads and utilities contract awarded to BC General Contracting in 2009, which is substantially complete. Approximately \$23.5 million has been invested in engineering and design, property acquisition and project management costs.

“The Westside Road Interchange project is a continuation of the fantastic partnership the Province enjoyed with the Westbank First Nation on the Campbell Road Interchange a couple of years ago,” said Minister Bond. “On this project we both welcome federal government involvement to improve our infrastructure and also help create jobs and to keep people working in B.C.”

The project will be managed by the Westbank First Nation until its completion, at which time it will be turned over to the Province. Funding for the project is being provided by the provincial and federal governments. The overall value of the project is \$41 million. The investment by British Columbia is \$30 million and the federal government investment is up to \$11 million from the Building Canada Fund. Westbank First Nation is contributing land for the project.

“It’s great to see this project moving forward, creating jobs and improving infrastructure to ensure safe and efficient travel along Highway 97,” said Ben Stewart, Minister of Community and Rural Development and Westside-Kelowna MLA.

Since 2001, the Province has invested almost \$600 million in upgrading roads, highways, bridges and transit in the Okanagan.

Public information sessions will be scheduled this summer to provide more information about the project and the traffic pattern changes for Westside Road.

-30-

Media Contacts:

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250 387-7787

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Affairs
Office of Canada's Transport Minister John Baird,
Ottawa
613 991-0700

Media Relations
Transport Canada
Ottawa
613 993-0055

A Year End Summary Table of Expenditure Under the Agreement

Please refer to Table 3 for complete details on year-end expenditures against existing contracts, as of March 31, 2011, for each of the respective milestones:

- **Highway 1: Brake Check to Yoho National Park** – 12 contracts have been established for a total cost of \$55,849,538.87. A total of \$50,298,963.81 has been expended against these 12 contracts (90.06% of the existing contracts).
- **Highway 1: Golden Hill to West Portal** – 10 contracts have been established for a total cost of \$37,235,863.65. A total of \$17,908,256 has been expended against these 10 contracts (48.09% of the existing contracts).
- **Highway 1: Monte Creek to Pritchard** – five contracts have been established for a total cost of \$11,552,154.19. A total of \$1,129,170.00 has been expended against these five contracts (9.77% of the existing contracts).
- **Highway 97A: Larkin Road to Crozier Road** – nine contracts have been established for a total cost of \$20,058,044.50. A total of \$17,815,540.21 has been expended against these nine contracts (88.82% of the existing contracts).
- **Highway 97: Winfield to Oyama** – seven contracts have been established for a total cost of \$44,010,797.43. A total of \$2,060,100.05 has been expended against these seven contracts (4.68% of the existing contracts).
- **Highway 1: Pritchard to Hoffman's Bluff** – Four contracts have been established for a total cost of \$1,464,353.06. A total of \$955,850.71 has been expended against these four contracts (65.27% of the existing contracts).
- **Highway 1: Clanwilliam Overhead Replacement** – Four contracts have been established for a total cost of \$3,480,400.00. A total of \$2,040,843.00 has been expended against these four contracts (58.64% of the existing contracts).

- **Highway 1: Donald Bridge and Overhead Replacement** – seven contracts have been established for a total cost of \$49,727,566.53. A total of \$7,827,164.00 has been expended against these seven contracts (15.74% of the existing contracts).
- **Highway 97A: Pleasant Valley Cross Road to Lansdowne Road** – Four contracts have been established for a total cost of \$12,705,000.00. A total of \$5,135,486.56 has been expended against these four contracts (40.42% of the existing contracts).
- **Highway 97: Westside Road Interchange** – Four contracts have been established for a total cost of \$21,954,000.00. A total of \$11,620,743.48 has been expended against these four contracts (52.93% of the existing contracts).

Overall, as of the end of the fiscal year 2010/11, 66 contracts corresponding to the 10 projects had been established on the on-line Transport Canada **Surface Infrastructure System (SIS)** administration system for a total cost of \$258,037,718.23 out of a SIS-active sharable cost of \$431,178,000. A total of \$116,792,116 has been expended against these 66 contracts (45.26% of the existing value of the 66 contracts), with \$116,792,116 claimed in the 2010/11 Fiscal Year.

Table 3

CANADA-BRITISH COLUMBIA BUILDING CANADA FUND CORE NATIONAL HIGHWAY SYSTEM

Schedule of Detailed Expenditure Claims for the Year Ended March 31, 2011

Project Number	Project/Claim Description	Contract Number	Eligible Costs Claimed in 2010/11 (\$)
1.1	Highway 1: Brake Check to Yoho National Park		
	Hired equipment/day labour works	22594_Day_Labour	4,233
	Pavement marking	22594_Pave_Mark	73,278
	In plant/bridge quality assurance	22594_Qual_Assur	154,095
	Quality verification	22594_Qual_Ver	362,264
	Utilities and signage	22594_Util_Signage	110,818
	Grading, paving, drainage, electrical and bridge construction on Phase 3 Segment 4 Kicking Horse Canyon	22594MJ0001	45,563,523
	Materials testing and inspection	256CS0752	108,113
	Wildlife structure monitoring	256CS0975	11,116
	Owner's engineering	260CS0590A	3,149,980
	Bridge project supervision	260CS0849	656,667
	Environmental monitoring	260CS0858A	92,877
	Audit costs	BCF_Audits	12,000
	Subtotal		50,298,964
1.2	Highway 1: Golden Hills to West Portal		
	Owner's advisor services	048CS4556	3,864
	Hired equipment/day labour works	22592_Day_Labour	1,202,502
	Miscellaneous construction	22592_Misc_Con	7,557
	Quality verification	22592_Qual_Ver	237,102
	Utilities and signage	22592_Util_Signage	75,510
	Design/build contract	22592DB0001	12,510,415
	Grading, paving and drainage construction on Phase 3 West – Golden Hill Fourth Lane	22592MJ0003	1,100,691
	Golden Hill landscaping and revegetation	22592MJ0005	201,523
	Crushed aggregate in stockpile Golden Hill Pit	22592MN0001	74,563
	Owner's engineering	260CS0590A	2,494,529
	Subtotal		17,908,256
1.3	Highway 1: Monte Creek to Pritchard		
	Hired equipment/day labour works	21931_Day_Labour	352,952
	Various engineering services	21931_Engineer	108,237
	Various environmental services	21931_Environ	543,120
	Miscellaneous construction	21931_Misc_Con	44,535
	Utilities and signage	21931_Util_Signage	80,326
	Subtotal		1,129,170
1.4	Highway 97A: Larkin Road to Crozier Road		
	In-plant quality assurance	156CS0566	6,803
	Hired equipment/day labour works	20302_Day_Labour	8,213
	Various environmental services	20302_Env_Mon	54,077
	Materials testing and inspection	20302_Mat_Test	91,897
	Pavement marking	20302_Pave_Mark	46,551
	Utilities and signage	20302_Util_Signage	159,149
	Grading, paving and bridge construction	20302MJ0001	17,165,939
	Dismantle and rebuild railway track	254LA0051	31,491
	Functional and detailed design	256CS0555	251,420
	Subtotal		17,815,540

Project Number	Project/Claim Description	Contract Number	Eligible Costs Claimed in 2010/11 (\$)
1.5	Highway 97: Winfield to Oyama Demolition Various engineering services Various environmental services Various geotechnical services Utilities and signage Engineering services LiDar and digital imagery	21347_Demo 21347_Engineer 21347_Environ 21347_Geotech 21347_Util_Signage 256CS0851 356CS0693	101,543 122,594 381,057 579,237 170,272 675,142 30,254
	Subtotal		2,060,099
1.6	Highway 1: Pritchard to Hoffman's Bluff Utilities and signage Project Manager services Functional and detailed design Archaeological consulting	21930_Util_Signage 254LM8108 256CS0829 256CS0922	11,338 18,015 863,559 62,938
	Subtotal		955,850
1.7	Highway 1: ClanWilliam Overhead Replacement Various environmental services Utilities and signage Remove approximately 200 metres of siding track and relocate main CPR track Bridge and highway design engineering	22546_Environ 22549_Util_Signage 254LA0038 256CS0903	3,579 2,175 309,671 1,725,418
	Subtotal		2,040,843
1.8	Highway 1: Donald Bridge and Overhead Replacement Hired equipment/day labour works Various engineering services Various environmental services Pile PDS test Construction of two four-lane structures; upgrade and realign Highway 1 to two lanes in each direction Bridge and highway design engineering Site supervision	21754_Day_Labour 21754_Engineer 21754_Environ 21754MJ0000 21754MJ0001 256CS0884 256CS0981	66,943 22,062 24,592 483,225 2,700,402 4,226,308 303,632
	Subtotal		7,827,164
1.9	Highway 97A: Pleasant Valley Cross Road to Landsdowne Road Various engineering services Various environmental services Utilities and signage Grading and paving	22550_Engineer 22550_Env_Mon 22550_Util_Signage 22550MJ0001	176,073 60,000 789,937 4,109,476
	Subtotal		5,135,486
1.10	Highway 97: Westside Road Interchange Various engineering services Utilities and signage Phase 1 – construction of network roads and shallow utilities Phase 2 – construction of interchange, roundabout and Nancee Way	22402_Engineer 22402_Util_Signage 22402_WFN 22402_WFNPh2	11,309 129,994 7,716,822 3,762,619
	Subtotal		11,620,744
	TOTAL		116,792,116

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**.



INDEPENDENT AUDITOR'S REPORT

To the Management Committee of the Canada – British Columbia Building Canada Fund,
Contribution Agreement for Core National Highway System Projects, 2008 - 2009 / 2016 - 2017:

Report on the Schedule of Detailed Expenditure Claims

At the request of the British Columbia Ministry of Transportation and Infrastructure on behalf of the Management Committee, I have audited the accompanying Schedule of Detailed Expenditure Claims (“the Schedule”) for the year ended March 31, 2011. The Schedule has been prepared by management pursuant to the requirements contained in Schedule A of the Canada – British Columbia Building Canada Fund, Contribution Agreement for Core National Highway System Projects, 2008 - 2009 / 2016 - 2017 (“the Agreement”), dated July 23, 2010.

Management's Responsibility for the Schedule of Detailed Expenditure Claims

Management is responsible for the preparation and fair presentation of the Schedule in accordance with Canadian generally accepted accounting principles, and for such internal control as management determines, is necessary to enable the preparation of a Schedule that is free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

My responsibility is to express an opinion on the Schedule based on my audit. I conducted my audit in accordance with Canadian generally accepted auditing standards. Those standards require that I comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the Schedule is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the Schedule. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the Schedule, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Entity's preparation and fair presentation 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. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting 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 of Detailed Expenditure Claims presents fairly, in all material respects, the eligible costs incurred under the Canada – British Columbia Building Canada Fund, Contribution Agreement for Core National Highway System Projects, 2008 - 2009 / 2016 - 2017 as at March 31, 2011, in accordance with the provisions of Schedule A of the Agreement referred to above.

Basis of accounting and Restriction on Use and Distribution

Without modifying my opinion, I draw your attention to Note 3 to the Schedule, which describes the basis of accounting. The Schedule is prepared to assist the Government of British Columbia to meet the reporting requirements of the Government of Canada as specified in the Agreement. As a result, the statement may not be suitable for another purpose. My report is intended solely for the Government of British Columbia and Government of Canada and should not be distributed to parties other than the Government of British Columbia and the Government of Canada.

Victoria, British Columbia
August 25, 2011

John Doyle, MAcc, CA
Auditor General

CANADA - BRITISH COLUMBIA BUILDING CANADA FUND
CORE NATIONAL HIGHWAY SYSTEM
2008-2009 / 2016-2017

Schedule of Detailed Expenditure Claims
For the Year Ended March 31, 2011

Project Number	Project/Claim Description	Contract Number	Eligible Costs Claimed in 2010/11 (\$)
1.1	Hwy 1: Brake Check to Yoho National Park		
	Hired equipment/day labour works	22594_Day_Labour	4,233
	Pavement marking	22594_Pave_Mark	73,278
	In plant/bridge quality assurance	22594_Qual_Assur	154,095
	Quality verification	22594_Qual_Ver	362,264
	Utilities and signage	22594_Util_Signage	110,818
	Grading, Paving, Drainage, Electrical & Bridge Construction On Phase 3		
	Segment 4 Kicking Horse Canyon	22594MJ0001	45,563,523
	Materials testing and inspection	256CS0752	108,113
	Wildlife structure monitoring	256CS0975	11,116
	Owner's engineering	260CS0590A	3,149,980
	Bridge project supervision	260CS0849	656,667
	Environmental monitoring	260CS0858A	92,877
	Audit costs	BCF_Audits	12,000
	Sub-total		50,298,964
1.2	Hwy 1: Golden Hill to West Portal		
	Owner's advisor services	048CS4556	3,864
	Hired equipment/day labour works	22592_Day_Labour	1,202,502
	Miscellaneous construction	22592_Misc_Con	7,557
	Quality verification	22592_Qual_Ver	237,102
	Utilities and signage	22592_Util_Signage	75,510
	Design/build contract	22592DB0001	12,510,415
	Grading, Paving And Drainage Construction On Phase 3 West -		
	Golden Hill 4th Lane	22592MJ0003	1,100,691
	Golden Hill landscaping and revegetation	22592MJ0005	201,523
	Crushed aggregate in stockpile Golden Hill Pit	22592MN0001	74,563
	Owner's engineering	260CS0590A	2,494,529
	Sub-total		17,908,256
1.3	Hwy 1: Monte Creek to Pritchard		
	Hired equipment/day labour works	21931_Day_Labor	352,952
	Various engineering services	21931_Engineer	108,237
	Various environmental services	21931_Environ	543,120
	Miscellaneous construction	21931_Misc_Con	44,535
	Utilities and signage	21931_Util_Signage	80,326
	Sub-total		1,129,170
1.4	Hwy 97A: Larkin Road to Crozier Road		
	In-plant quality assurance	156CS0566	6,803
	Hired equipment/day labour works	20302_Day_Labour	8,213
	Various environmental services	20302_Env_Mon	54,077
	Materials testing and inspection	20302_Mat_Test	91,897
	Pavement marking	20302_Pave_Mark	46,551
	Utilities and signage	20302_Util_Signage	159,149
	Grading, paving and bridge construction	20302MJ0001	17,165,939
	Dismantle and rebuild railway track	254LA0051	31,491
	Functional and detailed design	256CS0555	251,420
	Sub-total		17,815,540
1.5	Hwy 97: Winfield to Oyama		
	Demolition	21347_Demo	101,543
	Various engineering services	21347_Engineer	122,594
	Various environmental services	21347_Environ	381,057
	Various geotechnical services	21347_Geotech	579,237
	Utilities and signage	21347_Util_Signage	170,272
	Engineering services	256CS0851	675,142
	LiDar and digital imagery	356CS0693	30,254
	Sub-total		2,060,099

CANADA - BRITISH COLUMBIA BUILDING CANADA FUND
CORE NATIONAL HIGHWAY SYSTEM
2008-2009 / 2016-2017

Schedule of Detailed Expenditure Claims
For the Year Ended March 31, 2011

Project Number	Project/Claim Description	Contract Number	Eligible Costs Claimed in 2010/11 (\$)
1.6	Hwy 1: Pritchard to Hoffman's Bluff		
	Utilities and signage	21930_Util_Signage	11,338
	Project Manager services	254LM8108	18,015
	Functional and detailed design	256CS0829	863,559
	Archaeological consulting	256CS0922	62,938
	Sub-total		955,850
1.7	Hwy 1: ClanWilliam Overhead Replacement		
	Various environmental services	22546_Environ	3,579
	Utilities and signage	22549_Util_Signage	2,175
	Remove approximately 200m of siding track and relocate main CPR track	254LA0038	309,671
	Bridge and highway design engineering	256CS0903	1,725,418
			2,040,843
1.8	Hwy 1: Donald Bridge and Overhead Replacement		
	Hired equipment/day labour works	21754_Day_Labour	66,943
	Various engineering services	21754_Engineer	22,062
	Various environmental services	21754_Environ	24,592
	Pile PDA test	21754MJ0000	483,225
	Construction of two four lane structures and upgrade and realign Highway 1 to two lanes in each direction	21754MJ0001	2,700,402
	Bridge and highway design engineering	256CS0884	4,226,308
	Site supervision	256CS0981	303,632
	Sub-total		7,827,164
1.9	Hwy 97A: Pleasant Valley Cross Road to Landsdowne Road		
	Various engineering services	22550_Engineer	176,073
	Various environmental services	22550_Env_Mon	60,000
	Utilities and signage	22550_Util_Signage	789,937
	Grading and paving	22550MJ0001	4,109,476
	Sub-total		5,135,486
1.10	Hwy 97: Westside Road Interchange		
	Various engineering services	22402_Engineer	11,309
	Utilities and signage	22402_Util_Signage	129,994
	Phase 1 - construction of network roads and shallow utilities	22402_WFN	7,716,822
	Phase 2 - construction of interchange, round-about and Nancee Way	22402_WFNPh2	3,762,619
	Sub-total		11,620,744
TOTAL			116,792,116

Approved by:


David Marr
Executive Director
Program Development and Monitoring


Dave Stewart
Chief Financial Officer
Finance and Management Services

**CANADA-BRITISH COLUMBIA
BUILDING CANADA FUND
CORE NATIONAL HIGHWAY SYSTEM
2008-2009 – 2016-2017**

**Notes to the Schedule of Detailed Expenditure Claims
For the Year Ended March 31, 2011**

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.

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 \$215.589 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

The Schedule of Detailed Expenditure Claims has been prepared in accordance with Canadian generally accepted accounting principles. Expenditures are recorded at cost on an accrual basis. Costs are net of any recoveries and GST/HST.

The Eligible Costs Claimed in 2010/2011 represents the actual value of claims submitted to the Federal Government during the 2010/2011 fiscal year. This may include eligible expenses incurred in fiscal 2008/09 or 2009/2010 that were submitted for reimbursement during fiscal 2010/2011.

Canada British Columbia Building Canada Fund

ANNUAL REPORT 2010/11
Fiscal Year Ended March 31, 2011



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