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 2016/17 (ending March 31, 2017) the status of the 15 projects, Environmental Assessment and Audits were as follows:

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

The approval of the environmental review (CEAA) was given by Transport Canada on July 28, 2008. A total of $56,681,188.46 has been expended (claimed) against 15 contracts, as of the end of the 2012/13 fiscal year. There were no claims in the 2016/17 fiscal year.

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

A total of $46,286,113.08 has been expended (claimed) against 26 contracts. There were no claims in the 2016/17 fiscal year.

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

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

A total of $33,400,000 has been expended (claimed) against 16 contracts, as of the end of the 2016/17 fiscal year. There were no claims in the 2016/17 fiscal year. A Schedule D (Affidavit of Substantial Completion) will be submitted to Transport Canada for this project on August 31, 2016 (signed off August 31, 2016).

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

The approval of the environmental review (CEAA) was given by Transport Canada on November 28, 2008. A total of 19,935,536.88 has been expended (claimed) against 10 contracts, as of the end of the 2012/13 fiscal year. There were no claims for the 2016/17 fiscal year as the project was completed several years ago. A Schedule D (Affidavit of Completion) was submitted to Transport Canada for this project in September 2011 (signed off September 22, 2011).

1 It should be noted that the costs and expenditures referenced in this document relate to eligible and sharable costs between Transport Canada and the Province, unless otherwise noted. For instance, the total cost of the Monte Creek to Pritchard project is estimated at $42,800,000 but only $33,400,000 is eligible for cost-sharing.
**Highway 97: Winfield to Oyama**

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

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

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

A total of $49,997,877.60 has been expended (claimed) against 22 contracts, as of the end of the 2015/16 fiscal year. There were no claims in the 2016/17 fiscal year.

**Highway 1: Pritchard to Hoffman’s Bluff**

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

A total of $46,518,236.93 has been expended (claimed) against 33 contracts, as of the end of the 2016/17 fiscal year. Claims for the 2016/17 fiscal year entailed $17,594,742.46.

**Highway 1: Clanwilliam Overhead Replacement**

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.

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

A total of $23,254,946.99 has been expended (claimed) against 15 contracts, as of the end of the 2014/15 fiscal year. There were no claims for the 2016/17 fiscal year.

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

**Highway 1: Donald Bridge and Overhead**

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

The approval of the environmental review (CEAA) was given by Transport Canada on June 2, 2010. A total of $50,782,968.44 has been expended (claimed) against 20 contracts, as of the end of the 2014/15 fiscal year. There were no claims for the 2016/17 fiscal year.

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

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

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

A total of $13,319,999.91 has been expended (claimed) against seven contracts, as of the end of the 2012/13 fiscal year. Claims for the 2012/13 fiscal year entailed $1,676,490, were the last claims made. There were no claims in the 2016/17 fiscal year.

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

**Highway 97: Westside Road Interchange**

This project entails replacing existing at-grade intersection of Westside Road and Highway 97, with a grade separated interchange and associated road network connections.
A total of $21,954,000 has been expended (claimed) against four contracts, as of the end of the 2013/14 fiscal year. There were no claims in the 2016/17 fiscal year.

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

Highway 97: South Taylor Hill
This project, added in the 2015/16 fiscal year, entails:
- Lengthening the existing southbound truck climbing lane by approximately 1.7 kilometres,
- Lengthening the northbound truck descending lane by approximately 2.7 kilometres,
- Upgrade the Big Bam and Johnson Road intersections,
- Widening shoulders, and
- Providing geotechnical remediation.

A total of $20,982,500.07 has been expended (claimed) against five contracts, as of the end of the 2016/17 fiscal year. Claims for the 2016/17 fiscal year entailed $3,159,565.01.

A Schedule D (Solemn Declaration/Affidavit of Completion) was submitted to Transport Canada in October 5, 2016 (signed off October 5, 2016).

Highway 1: Malakwa Bridge
This project, added in the 2015/16 fiscal year, entails the replacement of the bridge over the Eagle River with a four-lane structure, near Malakwa, British Columbia and also four-laning the corresponding approaches. The project entails significant reliability and mobility benefits.

A total of $19,670,635.47 has been expended (claimed) against 12 contracts, as of the end of the 2016/17 fiscal year. Claims for the 2016/17 fiscal year entailed $5,462,334.26.

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

A total of $11,771,015.12 has been expended (claimed) against 10 contracts, as of the end of the 2016/17 fiscal year. Claims for the 2016/17 fiscal year entailed $7,799,870.30.

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

A total of $4,162,794.45 has been expended (claimed) against seven contracts, as of the end of the 2016/17 fiscal year. Claims for the 2016/17 fiscal year entailed $3,141,535.24.

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

A total of $0 has been expended (claimed) against 0 contracts, as of the end of the 2016/17 fiscal year. Claims for the 2016/17 fiscal year therefore entailed $0.00.

Highway 97: Kelowna (Highway 33 to Edwards Road)
This project was added in the 2016/17 fiscal year and entails adding an HOV lane in each direction through Kelowna, between Highway 33 and Edwards Road.
A total of $17,960,147.88 has been expended (claimed) against 11 contracts, as of the end of the 2016/17 fiscal year. Claims for the 2016/17 fiscal year entailed $17,960,147.88.

**Highway 13: 0 to 8th Avenue**

This project was added in the 2016/17 fiscal year and entails adding a dedicated truck lane and NEXUS lane to Highway 13 in the southbound direction, and a climbing lane in the northbound direction, between 8th Avenue and the US border crossing.

A total of $943,040.12 has been expended (claimed) against three contracts, as of the end of the 2016/17 fiscal year. Claims for the 2016/17 fiscal year entailed 943,040.12.

**Highway 5: Box Canyon**

This project was added in the 2016/17 fiscal year and entails adding capacity to the existing Highway 5 Box Canyon Chain-up area, and to construct a new Chain-off area.

A total of $1,756,734.00 has been expended (claimed) against eight contracts, as of the end of the 2016/17 fiscal year. Claims for the 2016/17 fiscal year entailed $1,756,734.00.

Overall, as of the end of the fiscal year 2016/17, 227 contracts corresponding to the 18 projects had been established on the on-line Transport Canada Surface Infrastructure System (SIS) administration system for a total cost of $528,787,717.47 out of a SIS-active sharable cost of $528,787,717.47. A total of $439,357,735.40 has been expended against these 227 contracts (83.09% of the existing value of the 227 contracts), with $57,817,969.27 claimed in the 2016/17 fiscal year².

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² In the 2015/16 fiscal year, five projects were added to the Building Canada Fund program thus increasing the total project costs from $480,622,508 to $611,089,158. Correspondingly, the shareable costs of the 15 projects rose from $374,178,000 to $469,466,596. In the 2016/17 fiscal year, three projects were added to the Building Canada Fund program thus increasing the total project costs from $611,089,158 to $701,689,158. Correspondingly, the shareable costs of the 18 projects rose from $469,466,596 to $528,787,717.47.
Date, Location and Minutes of Official Management Committee Meetings

The following minutes of June 30, 2016 still need to be approved at the yet to be scheduled next Management Committee meeting. The annotated and predicted September 11, 2016 was postponed.

Canada – British Columbia BCF
Core National Highway System Projects
MC Meeting #9
Date: June 30, 2016, 10:00 a.m. to 11:00 a.m. (PST) and 1:00 p.m. to 2:00 p.m. (EST)
Location: Teleconference
Note taker: Kari McKeel

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

1.0 Opening Remarks
1.1 Greetings and Introductions

2.0 Administrative Details
2.1 Meeting Chair
▶ Martin to chair meeting.
2.2 Note Taker
▶ Kari to take notes.
2.3 Approval of Agenda
▶ No changes proposed to the agenda.
2.4 Review and Approval of Previous Minutes (including action items)
▶ Previous meeting minutes have been circulated and are approved and previous action items completed.

Action items – Person Responsible
▶ None.

3.0 Program Management
3.1 Financial Management (Schedule B, Cash Flow Forecasts)
▶ June cashflow forecast was received.
▶ SIS has been updated with Revision 33.
   BC signed two copies which were sent to TC as of this date.

3.2 Claims and Payments
▶ The 15/16 Annual Audit report received and approved.
▶ Claim process for the 16/17 year can begin once Annual Report approved by TC.

3.3 Program Reporting
▶ The 15/16 Annual Report can be expected the third week of July 2016.
▶ Amendment to CA ready to proceed once 100% of property acquired for Hwy 97/Hwy 33 and Edwards.

Action items – Person Responsible
▶ None.

4.0 Status of Projects
4.1 Project Status Report
▶ Highway 1 – Brake Check to Yoho: Complete – August 12, 2012.
▶ Highway 1 – Monte Creek to Pritchard: Finished and open, though there is still some minor paving work around an archeological site, which will be completed in spring 2016.
▶ Highway 97 – Larkin to Crosier: Complete – September 2011.
4.2 Project Risk

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

4.3 Financial Risk

- Where there are financial pressures, BC accepts the incremental costs.
- There may be some cost pressure for BC due to land acquisition costs.

4.4 Aboriginal/Environmental Risk

- There are no extraordinary items beyond those that have already been identified.

Action items – Person Responsible

- BC to submit the anticipated construction start dates for Hwy 13 and Hwy 5 Box Canyon projects.

5.0 Other Business

5.1 Site Visits

- Planning for visit to BC in September 2016.

5.2 Communications Events


5.3 Next Meeting

- Planning for week of September 11, 2016.
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 32
March 30, 2016 – This is the last revision at the end of the 2015/16 Fiscal Year.

Revision 33
June 29, 2016 – This is the first revision of the 2016/17 Fiscal Year and entailed the following changes:
- Moving $835,000 to the 2016/17 as the Highway 1: Monte Creek to Pritchard project is completed.
- Moving $1,173,318 to the 2016/17 as the Highway 97: Winfield to Oyama project is completed.
- Reducing the final cost of the completed Highway 1: Clanwilliam Overhead Replacement project by $215,549.64.
- Reducing the overall cost of the Highway 1: Malakwa Bridge project by $659,000 and moving $ 2,499,792 from the 2016/17 fiscal year to the following fiscal year 2017/18.
- Moving $6,133,741 from the 2016/17 fiscal year to the following fiscal year 2017/18 for the Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1).
- Moving $1,899,999 to the 2017/18 fiscal year for the John Hindle Drive Extension project from the 2016/17 and 2018/19 fiscal years.

Revision 34
December 13, 2016 – This revision entailed the following changes:
- Decreasing the shareable project costs by $3,807,393 for the Highway 1: Pritchard to Hoffman’s Bluff project, and shifting funds from the 2016/17 fiscal year to later fiscal years.
- Decreasing the shareable project costs by $4,811,467 for the Highway 1: Malakwa Bridge project, and shifting funds from the 2016/17 fiscal year to later fiscal years.
- Decreasing the shareable project costs by $559,069 for the Highway 3: Sunday Summit project, and shifting funds from the 2016/17 fiscal year to later fiscal years.
- Adding the Highway 97: Kelowna (Highway 33 to Edwards Road) project with a shareable cost of $36,000,000.
- Adding the Highway 13: 0 to 8th Avenue project with a shareable cost of $20,046,000.
- Adding the Highway 5: Box Canyon project with a shareable cost of $14,640,366.

Revision 35
March 1, 2017 – This revision entailed the following changes:
- Moving $5,641,063 to the 2018/19 fiscal year from the previous two fiscal year for the Highway 1: Malakwa Bridge project.
- Moving $3,105,417 from the 2016/17 fiscal year to the 2017/18 and 2018/19 fiscal years for the Highway 3: Sunday Summit project.
- Moving $5,127,600 for the Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1) project from the 2016/17 fiscal year to the next fiscal year 2017/18.
- Moving $4,500,000 from the 2018/19 fiscal year back to the 2017/18 fiscal year for the John Hindle Drive Extension project.
Revision 36
March 7, 2017 – This revision entailed the following changes:
- Moving $1,299,390 from later fiscal years back to the 2016/17 and 2017/18 fiscal years for the Highway 1: Pritchard to Hoffman’s Bluff project.
- Moving $611,676 from later fiscal years back to the 2016/17 and 2017/18 fiscal years for Highway 1: Malakwa Bridge project.
- Moving $385,145 from the 2018/19 fiscal year back to the 2017/18 fiscal year for the Highway 3: Sunday Summit project.
- Moving $396,068 from the 2018/19 fiscal year back to the 2017/18 fiscal year for the Box Canyon project.

Revision 37
March 21, 2017 – This revision entailed the following changes:
- Shifting $1,531,517 from the 2016/17 fiscal year to the subsequent fiscal year, 2017/18 for the Highway 1: Pritchard to Hoffman’s Bluff project.
- Shifting $2,548 from the 2017/18 fiscal year back to the 2016/17 fiscal year for the Highway 3: Sunday Summit project.
- Shifting $492,309 from the 2017/18 fiscal year back to the 2016/17 fiscal year for the Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1) project.
- Shifting $399,852 from the 2016/17 fiscal year to the subsequent fiscal year, 2017/18 for the Highway 97: Kelowna (Highway 33 to Edwards Road) project.
- Shifting $143,022 from the 2017/18 fiscal year back to the 2016/17 fiscal year for the Highway 13: 0 to 8th Avenue project.
- Shifting $43,266 from the 2016/17 fiscal year to the subsequent fiscal year, 2017/18 for the Highway 5: Box Canyon project.

Revision 38
March 24, 2017 – This project entailed the following changes:
- Shifting $1,061,424 from the 2017/18 fiscal year back to the 2016/17 fiscal year for the Highway 1: Pritchard to Hoffman’s Bluff project.
- Shifting $3,488 from the 2017/18 fiscal year back to the 2016/17 fiscal year for the Highway 3: Sunday Summit project.
- Shifting $916,204 from the 2016/17 fiscal year to the subsequent fiscal year, 2017/18 for the Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1) project.
- Shifting $900,000 from the 2018/19 fiscal year back to the 2017/18 fiscal year for the Highway 97: Kelowna (Highway 33 to Edwards Road) project.
- Shifting $18 from the 2017/18 fiscal year back to the 2016/17 fiscal year for the Highway 13: 0 to 8th Avenue project.

Revision 39
March 27, 2017 – This project entailed the following changes:
- Shifting $288,030.47 from the 2017/18 fiscal year back to the 2016/17 fiscal year for the Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1) project.
# Schedule B during the Fiscal Year 2016/17 (As of March 31, 2017)

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Project Cost</th>
<th>Sharable Project Cost</th>
<th>Agreement Contribution</th>
<th>Breakdown of Expenditures</th>
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<td>Hwy 1: Brake Check to Yoho National Park</td>
<td>$63,484,524</td>
<td>$56,681,188</td>
<td>$28,340,594</td>
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<td>Hwy 1: Golden Hill to West Portal</td>
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<td>Hwy 97: Winfield to Okanagan</td>
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Total $611,089,158 $469,466,596 $231,997,416 $237,469,181 $382,573,014 $65,091,907 $15,851,676 $5,949,999 $– $– $–
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<td>23,254,947</td>
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<td>11,627,473</td>
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<tr>
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Schedule B during the Fiscal Year 2016/17 (As of March 31, 2017) – continued
<table>
<thead>
<tr>
<th>Project</th>
<th>Estimated Project Cost</th>
<th>Sharable Project Cost</th>
<th>Agreement Contribution Breakdown of Expenditures</th>
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<td>Hwy 1: Brake Check to Yoho National Park</td>
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<td>Hwy 97: Westside Rd I/C</td>
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<td>John Hindle Drive Extension</td>
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<td>3,500,000</td>
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<td>Hwy 97: Kelowna (Hwy 33 to Edwards Rds)</td>
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<td>Hwy 13: 0 to 8th Avenue</td>
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<tr>
<td>Hwy 5: Box Canyon</td>
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<td>14,604,366</td>
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Schedule B during the Fiscal Year 2016/17 (As of March 31, 2017) – continued
### Schedule B during the Fiscal Year 2016/17 (As of March 31, 2017) – continued

|-----------------------------------------------------------|------------------------|-----------------------|-------------------------------------------------|---------|-----------|------------------|---------|---------|---------|---------|---------|--------|

**Revision #39**

**27-Mar-17**

|-----------------------------------------------------------|------------------------|-----------------------|-------------------------------------------------|---------|-----------|------------------|---------|---------|---------|---------|---------|--------|
# Statement of Changes for “Schedule B” during the Fiscal Year 2016/17 (as of March 31, 2017)

<table>
<thead>
<tr>
<th>Project</th>
<th>Estimated Project Cost</th>
<th>Sharable Project Cost</th>
<th>Agreement Contribution</th>
<th>Breakdown of Expenditures</th>
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<tbody>
<tr>
<td>HWY 1: Brake Check to Yoho National Park</td>
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<td>$ –</td>
<td>$ –</td>
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<tr>
<td>HWY 1: Golden Hill to West Portal</td>
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<tr>
<td>HWY 1: Monte Creek to Pritchard</td>
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<tr>
<td>HWY 97A: Larkin Rd to Crozier Rd</td>
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<tr>
<td>HWY 97: Winfield to Oyama</td>
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<tr>
<td>HWY 1: Pritchard to Hoffmann’s Bluff</td>
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<tr>
<td>HWY 1: Clanwilliam Overhead Replacement</td>
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</tr>
<tr>
<td>HWY 1: Donald Bridge and Overhead Replacement</td>
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</tr>
<tr>
<td>HWY 97A: Pleasant Valley Cross Rd to Landsdowne Rd</td>
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<tr>
<td>HWY 97: Westside Rd UC</td>
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<tr>
<td>HWY 97: South Taylor Hill</td>
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</tr>
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<td>HWY 3: Mountain Hwy VC (Lower Lynn: Phase 1)</td>
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<td>HWY 1: Monte Creek to Pritchard</td>
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<tr>
<td>HWY 97A: Larkin Rd to Crozier Rd</td>
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<td>HWY 97: Winfield to Oyama</td>
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<td>HWY 1: Donald Bridge and Overhead Replacement</td>
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<tr>
<td>HWY 97A: Pleasant Valley Cross Rd to Landsdowne Rd</td>
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<tr>
<td>HWY 97: Westside Rd UC</td>
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<tr>
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<tr>
<td>HWY 3: Sunday Summit</td>
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<td>HWY 1: Mountain Hwy VC (Lower Lynn: Phase 1)</td>
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### Statement of Changes for “Schedule B” during the Fiscal Year 2016/17 (as of March 31, 2017) – continued

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<th>Project Description</th>
<th>Estimated Project Cost</th>
<th>Shareable Project Cost</th>
<th>Agreement Contribution</th>
<th>Breakdown of Expenditures</th>
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<td>Hwy 97A: Larkin Rd to Crozier Rd</td>
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<td>Hwy 97A: Pleasant Valley Cross Rd to Lansdowne Rd</td>
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<td>Hwy 97: Westside Rd I/C</td>
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<td>John Hindle Drive Extension</td>
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<td>Highway 97: Kelowna (Hwy 33 to Edwards Rd)</td>
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**Revision #35**

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<tr>
<td>Hwy 1: Monte Creek to Pritchard</td>
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<tr>
<td>Hwy 97A: Larkin Rd to Crozier Rd</td>
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<td>Hwy 97: Winfield to Oyama</td>
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<tr>
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<td>Hwy 97: Westside Rd I/C</td>
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</tr>
<tr>
<td>Hwy 1: Malakwa Bridge</td>
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<td>Hwy 3: Sunday Summit</td>
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<td>Hwy 1: Mountain Hwy I/C (Lower Lynn Phase 1)</td>
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<tr>
<td>John Hindle Drive Extension</td>
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<td>Highway 97: Kelowna (Hwy 33 to Edwards Rd)</td>
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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:

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

For the Highway 1: Monte Creek to Pritchard (Phase 2) project:
- 100% completed.
- A Schedule D (Affidavit of Substantial Completion) will be submitted to Transport Canada for this project in the summer of 2016.

For the Highway 97A: Larkin Road to Crozier Road project:
- A Schedule D (Affidavit of Substantial Completion) was submitted to Transport Canada for this project in September 2011 (signed off September 22, 2011).

For the Highway 97: Winfield to Oyama project:
- A Schedule D (Affidavit of Completion) was submitted to Transport Canada for this project in August 2013 (signed off August 13, 2013).
- An additional Schedule D (Affidavit of Completion) was submitted to Transport Canada, for this subsequent and final phase, for this project in May 2016.

For the Highway 1: Pritchard to Hoffman’s Bluff project (Phase 2):
- Substantial completion November 30, 2016.
- West rock cut completed.
- East rock cut completed.
- East rock cut – mesh rock fall protection system completed.
- Paving works completed November 24.
- Highway opened to four lanes on December 9.
- CRB placement completed on December 13.
- Anticipated Schedule D (Affidavit of Completion) to be submitted to Transport Canada in the 2017/18 fiscal year.

For the Highway 1: Clan William Overhead project:
- A Schedule D (Affidavit of Completion) was submitted to Transport Canada for this project in July 2013 (signed off July 19, 2013).

For the Highway 1: Donald Bridge and Overhead Replacement:
- A Schedule D (Affidavit of Completion) was submitted to Transport Canada for this project in July 2013 (signed off July 19, 2013).

For the Highway 97A: Pleasant Valley Cross Road to Landsdowne Road project:
- A Schedule D (Affidavit of Completion) was submitted to Transport Canada for this project in March 2012 (signed off March 20, 2012). The completed project is now in service and performing very well.

For the Highway 97: Westside Road Interchange project:
- Interchange opened on October 29, 2011.
- A Schedule D (Solemn Declaration/Affidavit of Completion) was submitted to Transport Canada in September 2013 (signed off September 9, 2013).
For the Highway 97: South Taylor Hill project:
The project upgraded the existing Highway 97 at the South Taylor Hill to a four lane highway, as well as to provide improved, lighted chain-up, chain-off and RV Park facilities with additional lighting at key intersections. Detailed accomplishments include:

- Lengthen the existing southbound truck climbing lane by 1.7 kilometres.
- Lengthen the existing northbound truck descending lane by 2.7 kilometres.
- Upgrade the Big Bam and Johnson Road intersections.
- Provide a dedicated chain up and chain off area for trucks.
- Widen shoulders and provide cut-slope stability within this segment of South Taylor Hill.
- Provide an expanded dedicated chain off area at the top of the hill (southbound west shoulder).
- A Schedule D (Solemn Declaration/Affidavit of Completion) was submitted to Transport Canada in October 5, 2016 (signed off October 5, 2016).

For the Highway 1: Malakwa Bridge project:

- All lamps in, electrical works done and activated – 100% complete.
- Catch basins installed and grouted – 100% completed.
- Eastbound and Westbound Bridge construction – 100% completed.
- Paving – 100% completed.
- Fencing requirements – 100% completed.
- Sign installation throughout project – 100% completed.
- Median and Quadrant islands works – 100% completed.
- Repair/shape slopes where minor slides have taken place – 100% completed.
- CRB and CMB installation and line painting – 100% completed.
- Site cleanup – 100% completed.
- Demobilization – 100% completed.
- Overall Project completion – 100% completed.

This project is now complete; just some minor deficiencies to fix.

For the Highway 3: Sunday Summit project:

- Construction resumed in April 2016, after winter shutdown.
- Lock block wall installation completed by mid July 2016.
- Resumed decommissioning of the existing highway at North Fork to gain access to install the remaining nine sections of the North Fork box culvert in August 2016.
- Completed installation of Catch Basins and Leads in August 2016.
- Landscaping, top soil production from material in the Pole Cutters waste area in August 2016.
- Paving aggregates produced in Whipsaw Pit in August 2016.
- Cattleguards installed in August 2016.
- Paving in mid-September 2016.
- The highway is fully open to the public in October 2016. Line painting has been completed with rumble strips.
- Completion of an Schedule D (Affidavit of Substantial Completion) to be submitted to Transport Canada in the fall of 2017.

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

- Advanced works started June 2016 and completed April 2017. Advanced works included tree clearing, grading, surveying, shrew salvage, relocation of several BC Hydro poles and the installation of a temporary culvert.
- 100% detailed design, November 30, 2016.
- Second public consultation comment period took place from February 21 to March 11, 2017.
- Open Houses were held February 21 and 25, 2017.
- Contract awarded to Lafarge Contracting March 27, 2017.
- Ground breaking event held on site with Lafarge, March 31, 2017.
Expected/Anticipated Activities over the next six months (or over summer)


For the John Hindle Drive Extension:

- 100% detailed design completed August 2016.
- Funding Agreements finalized with the City of Kelowna, University of British Columbia Okanagan (UBCO) and Glenmore-Ellison Improvement District (GEID).
- Property acquisitions.
- Environmental approvals and permits.
- Tender awarded April 28, 2017 to BD Hall Constructors Corp. for $9,380,336.
- Pre-construction meeting on May 11, 2017.
- Continue with the grade construction during the summer of fiscal year 2017/18.

For the Highway 97: Kelowna (Highway 33 to Edwards Road) project:

- Started night time construction on March 29, 2016.
- Construction 40% complete by March 2017.
- Utility relocations 50% complete.

For the Highway 13: 0 to 8th Avenue project:

- Awarded design contract to ISL Engineering Ltd.
- Project initiation.
- Initial geotechnical investigations.
- Archaeological overview assessments.
- Received 50% detailed design from ISL.
- Begin preparations for Agricultural Land Commission (ALC) application.
- Continue meetings with Township of Langley and with CBSA and CBP.
- Begin coordination of water well and septic system investigations.

- Received 50% version 2 detailed design from ISL
- It is anticipated that in October 2017:
  - Award contract.
  - Begin construction activities.

For the Highway 5: Box Canyon project:

- Tender closed – May 12, 2016.
- Tender awarded – May 27, 2016.
- Clearing and grubbing at chain-up 95% complete as of the end of the 2016/17 fiscal year.
- Sub-excavation for new alignment 75% complete as of the end of the 2016/17 fiscal year.
- Runaway Lane sub-excavation complete as of the end of the 2016/17 fiscal year.
- Approximately 10% complete as of the end of the 2016/17 fiscal year.

Accomplishment to July 2017 (2017 Construction Season)

- Construction re-commenced – May 1, 2017 after winter.
- Pit development and gravel production.
- Stripping.
- Roadway excavation.
- Rock fill and place on L100.
- Avalanche berm started.

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

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

**Issues**
There are no outstanding issues

**Achievements over the past fiscal year**
Work was previously completed and the highway was in full operation.

**Future activities**
None planned.
MSE Wall Repair Complete – Palliser South

MSE Wall Repair Complete 2014
PROJECT OVERVIEW: Highway 1: Golden Hill to West Portal

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

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

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

The final construction activity of Phase 3 West is a retaining wall structure at the east end of the project. A construction contract for completion of the work was tendered and awarded to Dawson Construction Limited July 22, 2013. The full four lanes was opened to traffic in the fall of 2013 and all construction work on the Kilometre 4 Wall project was completed June 30, 2014.

Issues

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

Achievements over the past fiscal year

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

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

Scope

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

Status

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

The main construction of the Golden Hill to West Portal (Phase 3 West) was delivered as a design-build project. The contract was issued to Emil Anderson Construction Inc. on December 1, 2009. Substantial completion was issued in December 2011. The work includes grade and horizontal alignment improvements from the intersection of Highway 95 to the entrance to the steep canyon sections of the Kicking Horse Canyon Highway.
Photographs of Kilometre-4 Wall and Approaches:
PROJECT OVERVIEW:
Highway 1: Monte Creek to Pritchard

Scope

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

Phase 1

■ Completed October 2012.

Phase 2

Events

► Tendered on BC Bid April 8, 2013.
► Awarded to 672462 BC Ltd out of Kamloops in the amount of $20,649,108.61 on June 21, 2013.
► Construction started on August 22, 2013.
► Completion date – June 27, 2016.

Status as of the end of the 2016/17 Fiscal Year

► Type D excavation – 100% completed.
► Water and Irrigation line installation – 100% completed.
► Fencing – 100% completed.
► Access and drainage work for Kitzels, Drummonds and Posteraro – 100% completed.
► Box culvert installation – 100% completed.
► Culvert installation – 100% completed.
► SGSB and 25mm WGB production and placement on new TCH – 100% completed.
► Paving throughout – 100% completed.
► CRB & CMB – 100% completed.

A Schedule D (Affidavit of Completion) was submitted to Transport Canada for this project on August 31, 2016 (signed off August 31, 2016).
Looking North to Trans-Canada Highway

Looking West Towards Kamloops
PROJECT OVERVIEW:
Highway 97A: Larkin Road to Crozier Road

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

The project had the following accomplishments:

▶ Project completed on November 8, 2010 and all four lanes were opened to the public.

▶ Project has been performing very well, with positive feedback from major stakeholders regarding the operation of an interchange with two roundabouts.

▶ The contractor accepted the final quantities and no construction claims.

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

The following photographs are of the project before construction:
The following photographs are of the project during construction:
The following photographs are of the completed project:
PROJECT OVERVIEW: Highway 97: Winfield to Oyama

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

In the previous fiscal year (2015/16), there was the completion of Phase 2 – Highway 97 Oceola Intersection Improvements. An additional Schedule D (Affidavit of Completion) was submitted to Transport Canada, for this subsequent phase, for this project in May 2016 (signed off May 10).

The following photographs are a representation of the project before initiation and during construction, of the now fully functional and operational phases (Phase 1 and 2).

BEFORE
DURING: 2011/12 Photographs

DURING: 2012/13 photographs
Construction Activities of Phase 2
Completion of Phase 2
PROJECT OVERVIEW:
Highway 1: Pritchard to Hoffman’s Bluff (Phase 2)

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

Events
- Tendered on BC Bid October 17, 2014.
- Construction started on April 1, 2015.
- Construction completion November 30, 2016.

Accomplishments/Milestones/Status
– April 01, 2016–November 30, 2016
- Four depressurization wells drilled at 139+40 area – April 5–8.
- Two piezometers installed at 139+40 – April 7–8.
- L100 Type ‘D’ excavation completed.
- Controlled excavation in Arc zones completed.
- West rock cut completed.
- West rock cut – mesh rock fall attenuator system completed.
- East rock cut completed.
- East rock cut – mesh rock fall protection system completed.
- Rock bolting – West and East rock cuts completed.
- Retaining Wall #4 is completed in September.
- Retaining Wall #1 completed in October.
- Drainage works on L100 completed.
- Slope stabilization with rock buttress completed in June.
- Utility lines went live on July 26.
- Blast #155 was the last blast through the East rock cut – October 4.
- Paving works completed November 24.
- Highway opened to four lanes on December 9.
- CRB placement completed on December 13.

Additional Activities
– April 01, 2016–November 30, 2016
- Completion of West and East rock cuts, including rock fall protection systems.
- Type ‘D’ excavation from Sta. 147+00 – 141+00 and Sta. 150+00 – 158+00.
- Drainage work, such as installing CB leads.
- Westridge set-up in Turcotte Pit for crushing operations.
- Top lift paving from West end to LOC.
- Gravel production and placement on westbound lanes of L100.
- SGSB placement on grad from Sta. 129+50 to 132+50 eastbound lanes and from Sta. 122+60 to 125+30 RHS.
- Bottom lift paving eastbound fast lane at Sta. 142.
- Bottom lift paving RHS from Sta. 141+00 to 153+00.
- Completion of utility works.
- Hydro seeding throughout project limits.
- Move traffic off existing Highway 1 on to newly constructed eastbound two lanes.
- Backfill and landscape Wall #5.
- Construction and completion of Wall #4.
- Construction and completion of Wall #1.
- Asphalt removal and reconstruction of old existing Highway 1 lanes to match new lanes of L100 alignment.
- Line painting, traffic marking, CRB placement and signage of L100 – West LOC to East LOC.
- Installation of crash attenuator at East end.
Issues

The following issues arose and were either resolved or being resolved, as substantial project completion was near in November 2016:

- Neskonlith Indian Band delayed all works on IR #2 land.
- Protestors halted work near Rat Cave. MoTI had discussions regarding how to move forward with work around this area, as NIB was unsure of the effect the drilling and blasting had on the Cave.
- Arc sites 105, 160 and 150 were expanded due to chance finds.
- Reimbursable delays for works on IR #2, Rat Cave area and bird nests.
- Water seepage and “Blue Clay” discovered at 138+00 RT.
- Unstable boulder cluster above ROW at Sta. 133+60. The boulder cluster was removed on September 20, 2015.
- General delay notice at Talus slope by EAC due to changed conditions. The claim was reviewed and accepted. The total cost of the claim was $107,931.00.
- In November EAC put the Ministry on Notice of Delay for the 138+00 Buttress Drain and 139+40 Blue Clay areas, due to the untimely resolution by the Consultant Engineer.
- Loss of production at 138+00 -141+00 Blue Clay area due to water issues and inclement weather.
- MoTI did not have a finalized agreement with NIB for rock stockpile placement on IR #2. EAC had to place Type A stockpile on grade.
- Rock overhang at 134+15 (west rock cut) trim blast revealed weak rock in some areas. Shotcrete was applied to stabilized rock face and overhang.
- Extra bolting at East rock cut due to come weaker rock seams revealed at third bench down from top.
- Contract completion date extended to November 30, 2016 due to delays

Total completion of project will be in the 2017/18 fiscal year with the requisite Affidavit of Completion issued in that year (Schedule D), and subsequently submitted to Transport Canada.

PHOTOGRAPHS

Previous Year

Frontage road paving, signage, line marking, hydro seeding
Detour around Archeological Site 102

Bottom lift paving of L100 EB lanes

Drainage works on L100

Pulverized old existing WB lanes from 110+00 to East LOC 127+30
Grade construction and bottom lift paving of northbound lanes

Harper Creek alignment, including construction of box culvert, CP Rail headwall around steel pipes and concrete flume.
Site 102 additional archeological mitigation work
Previous Year (2015/16)

Pioneering West end cut 132+70

Detour construction North side of Hwy 1

Type 'D' excavation 129+20

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

Stripping at IR #2
Scarpers shut down due to bird’s nest

Blue clay issue at 138+00

Drill rig at 138+00 to investigate blue clay

Drilling for rock bolts 136+00 West
Type ‘D’ embankment at 140+00 - 142+00 c/w rock blanket.

Rock hammering pioneer trail at 133+80

Type ‘D’ excavation 152+00 – 158+20

Mesh anchors installed

View from 147+00 looking East

Rock scaling at 134+00
Laying back slope at 133+10 for Teco Mesh

Spiritual Monitors at Rat Cave

Teco mesh installation at 132+55 – 133+10

Geotech investigating problem rock cluster at 133+70

Drilling for Wall #4 Dewy Dag Anchors

Type ‘D’ excavation 137+00 – 141+00
Upper rock catch fence

Helicopter lifting rock catch fence post

Concrete footing at Wall #4

Line painting Detour #2

Extra "Teco Mesh" required at 132+90

Type ‘D’ fill at 140 LT
Crusher set up at 130+00

Wall #4 rebar and forms

Stockpile SGSB on grade 127 - 130

BAT Drilling dewatering pipes at 138+00 blue clay zone

Loading blast at East rock cut 144+50

Dewatering at 138+00 blue clay
Drill rock bolts at East cut 144+00

Hydroteeding West cut slopes

Placing SGSB at 126 – 128

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

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

Wall #5 construction at Pit House
Paving patch repair at 141 Westbound

Geotechnical core drilling at 139+40 blue clay area

Rock overhang at 134+15

Rock haul to Turcotte Pit

Type ‘D’ excavation at 137 area

Drill depressurization wells at 139+25 – 139+55
Installing CB barrels 126 - 131

Repainting centerline through detour #1 and #2

Rock buttress construction 139+25 – 139+55

Prepping for shotcrete at overhang repairs 134+15

Site progress – 143 looking West

Installation of mesh anchor and cable system – East rock cut
Rock removal at West cut – Haul to Turcotte Pit

Grade construction 149 - 150

Rock drilling – shatter zone 138+20

1,000 mm CSP install at 131+60

Grade construction at 130 area
Project “Before” and “After” Photographs

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

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

Accomplishments/Milestones:
- The project was completed May 30, 2013 and there were no activities in 2016/17.
- All deficiencies have been addressed.
- Project placed in service and handed over to the district.
- Environmental compensation works have been completed.
- Final as built drawings are completed.

PRE-CONSTRUCTION PHOTOS

Overhead East Approach

Overhead from side looking West

Overhead West Approach

Tonkawatla Pullout looking west
DURING CONSTRUCTION PHOTOS

Photographs to March 31, 2012
Photographs Nearing Completion and Upon Completion

Completed by the rails

Completed structure
PROJECT OVERVIEW: Highway 1: Donald Bridge and Overhead Replacement

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

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

Project Completed May 30, 2013
- All deficiencies have been addressed.
- Project placed in service and handed over to the district.
- Project is fully complete and the only activity this year was a commitment to conduct post construction water well testing for a property owner. This commitment was fulfilled in March 2015.
- Environmental compensation works have been completed.
- Final as built drawings have been completed.

PHOTOS BEFORE AND DURING CONSTRUCTION:

Before Pictures:
2011/12 Photographs
COMPLETION PHOTOGRAPHS

Underway – Nearing Completion
Upon completion
Recognition

Another joint Federal-Provincial project successfully delivered.
PROJECT OVERVIEW:
Highway97A: Pleasant Valley Cross Road to Landsdowne Road

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

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

Photographs
The following photographs are of the project before construction:
The following photographs are of the project during construction.
The following photographs are of the project upon completion.
**PROJECT OVERVIEW:**
Highway 97: Westside Road Interchange

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

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

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

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

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

Nancee girder installation underway September 25, 2012
Highway 97 north of WR Underpass paving, barriers, lines complete October 2012.

Nancee deck, placing completed, curing operations underway October 15, 2012.

Highway 97 barriers installed, line painting completed December 6, 2012 (Nancee Way Overpass shown at top third of photo).

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

Nancee Way opens to public traffic at 11:30 a.m., April 20, 2013.
PROJECT OVERVIEW: 
Highway 97: South Taylor Hill

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

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

Scope
The scope of the project entails:

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

Accomplishments
The project upgraded the existing Highway 97 at the South Taylor Hill to a four-lane highway, as well as to provide improved, lighted chain-up, chain-off and RV Park facilities with additional lighting at key intersections. Detailed accomplishments include:

► Lenghten the existing southbound truck climbing lane by 1.7 kilometres.
► Lenghten the existing northbound truck descending lane by 2.7 kilometres.
► Upgrade the Big Bam and Johnson Road intersections.
► Provide a dedicated chain up and chain off area for trucks.
► Widen shoulders and provide cut-slope stability within this segment of STH.
► Provide an expanded dedicated chain off area at the top of the hill (southbound west shoulder).

Construction Progress History
Contract advertised: May 1, 2014.
Substantial completion: October 31, 2016.
Completion certificate: October 31, 2016.

A Schedule D (Solemn Declaration/Affidavit of Completion) was submitted to Transport Canada in October 5, 2016 (signed off October 5, 2016).

Expected/Anticipated Activities

A number of items have been identified for repair in the 2017/18 fiscal, these will be undertaken by Ministry of Transportation and Infrastructure and are not considered warranty items.

**RV WATER SYSTEM**

*Issue:* Northern Health has not licensed the water system at the RV Park for Well #3. It is at 40 feet depth and is classified as being under surface water influence. Northern Health requested a secondary barrier of protection. Also, the well head requires a structure for prevention of vandalism, vermin intrusion and environmental security as in flooding/freezing prevention.

*Proposed Repair:* Modify the originally designed greensand treatment process step by changing from potassium permanganate (PP) solution to a hypochlorite (HC) solution. Also install concrete manway risers and cap with a standard [lockable] access to secure the well head.

**CUT SLOPE FAILURES**

*Issue:* Unsupported 2H:1V cuts on the uphill (west) side of the road have suffered shallow (approximately 1 m deep) surficial failures. Minor slumps had occurred soon after construction, and more widespread failures have now occurred in response to heavy rainfall events in summer 2016 and more recently in mid-May 2017.

*Proposed Repair:* Remove approximately 14,000 m² slope material at 1.5 m depth ($10/m³) and replace with a granular blanket approximately 14,000 m² at 1.5 m depth ($40/m³). This was discussed and accepted by BGC Engineering as the proposed repair.

**OUTFALL CHANNEL FAILURE**

*Issue:* There is damage to the riprap lined drainage channel (10 kg has started to wash out) below the impact basin that receives drainage from Catch Basin B in the Military Berm area.

*Proposed Repair:* Place larger material in the channel (50 kg Rip Rap and geotextile)

**ACCESS ROAD**

*Issue:* Road access at Station 445+00 – 449+00+/- needs to be installed per property agreement.

*Proposed Repair:* Install access road as per property agreement.

**Issues**

A $2 million claim has been initiated by the contractor for unit price adjustments for quantities exceeding 120% and indirect costs associated with the third year of construction. Field Services estimates a settlement in the $1 million range. Negotiations with the contractor are still ongoing.
During Construction

Chain off facility under construction in August 2015
Mainline Highway 97 construction from Johnson Intersection to Taylor October 2015

After Construction

Chain on area at Big Bam Intersection completed in October 2015
PROJECT OVERVIEW:
Highway 1: Malakwa Bridge

Events

- Tendered on BC Bid June 25, 2014.
- Awarded to Tybo Contracting Ltd., out of Langley, in the amount of $16,401,721.35 on July 23, 2014.
- SA #1 Addition of Item No. 04.02.10 – Supply and Install Geo Grid and Filter Fabric. The addition was recommended by the Ministry’s Geotechnical Engineer to mitigate areas of soft-wet subgrades. Addition to contract total $39,750.00, amount used $34,041.90.
- SA #2 Addition of Items 06.05.07 – 06.05.10 – To auger, weld and grout a 750 mm diameter sleeve through an existing damaged 900mm diameter culvert (station 106+50). Addition to contract $54,583.50, amount used $61,494.89. The estimated length to be installed was 35 m. With the extent of the damage, 44 m was required and is the reason for the payment above the estimated addition to the Contract.
- SA #3 & #4 deleted.
- SA #5 Addition of 01.07 Setterberg Road Slough and deletion of 01.04 Ministry Site Office (not used) and 02.01.02 Bridge Site Modifications not used. Total increase $0.00.
- Revised contract amount $16,496,054.85.
- Construction started on September 2, 2014.
- Substantial completion, full use to the traveling public – June 24, 2016.

July 16 to December 31, 2016

- The DMS board installed in Sicamous – 100% completed.
- BC Hydro and telephone line moves – 100% completed.
- All lamps in, electrical works done and activated – 100% completed.
- Well works in the Jankowksi Mobile Home Park, and the two private residences – 100% completed.
- Rip rap ditch along L400 from No Name Creek to the wetlands – 100% completed.
- Geogrid and Filter Fabric as per Geotechnical recommendations on the L400 slope – 100% completed.
- Catch basins installed and grouted – 100% completed.
- Eastbound and West Bridge construction – 100% completed.
- Paving – 100% completed.
- Fencing requirements – 100% completed.
- Sign installation throughout project – 100% completed.
- Median and quadrant islands works – 100% completed.
- Repair/shape slopes where minor slides have taken place – 100% completed.
- CRB and CMB installation and line painting – 100% completed.
- Site cleanup – 100% completed.
- Demobilization – 100% completed.
- Overall project completion – 100% completed. This project is now complete just some minor deficiencies to fix.

April 01, 2015 to April 01, 2016 (Previous Fiscal Year)

The following is a synopsis to the end of the previous fiscal to just after the start-up in 2016/17 after winter shut down.

- The DMS board installed in Sicamous – 100% completed.
- Stripping of eastbound lanes – 100% completed.
- BC Hydro and telephone line moves – 100% completed.
- All lamps in, electrical works done and activated – 100% complete.
- Well works in the Jankowksi Mobile Home Park, and the two private residences – 100% completed.
- Rip rap ditch along L400 from No Name Creek to the wetlands – 100% completed.
- SGSB, 25 mm WGB and paving aggregate production – 100% completed.
- Geogrid and filter fabric as per geotechnical recommendations on the L400 slope – 100% completed.
- Type D Haul to new Eastbound lanes – 100% completed.
- Eastbound lanes SGSB – 100% completed.
- Eastbound lanes 25 mm WGB – 100% completed
- Catch basins installed and grouted, still to be raised – 95% completed.
- Pavement removal on the existing highway milling and pulverizing – 100% completed.
- Bottom Lift paving on the Eastbound lanes – 100% completed.
- Eastbound bridge construction – 100% completed.
- Traffic flip to new eastbound lanes and over new bridge – 100% completed.
- Old bridge demolition – 100% completed.
- Piles for new westbound bridge – 100% completed.
- Westbound bridge steel work – 100% completed.
- Winter layup with contractor monitoring until spring 2016.

Outstanding Issues – will be completed by Fall 2017
- Leak in bridge abutment. Working with Contractor to rectify.
- First Nation claim of territorial rights.
- Build access to river for First Nations as current is unsafe.
- Fencing at Mobile Home Park.
- Completion of Schedule D (Solemn Declaration) and submission to Transport Canada.
New Dump Road, accessed from Oxbow Frontage Road

Original Oxbow Frontage Road during stripping works. No Cul-de-Sac, access to Dump Road or islands

New intersection of Malakwa Road and Oxbow Frontage Road south side of Highway 1, access to Dump Road off Cul-de-Sac

Wetland area at completed, retention pond and siltation reduction measures in place for the water draining to the Eagle River

Wetland area between Highway 1 and Dump Road. Amphibian salvage works underway
Original two-lane Highway 1, westbound lane looking west towards Eagle River Bridge

Completed four-lane Highway 1, westbound lane looking west towards the new two span bridge, four lanes over the Eagle River

Eastbound bridge completed, westbound works underway

Original Eagle River Bridge
New two-lane eastbound bridge, original bridge structure still in place behind

East and westbound bridge over the Eagle River completed
Previous Fiscal Year 2015/16: During Construction

- Coco matting placed on L400 Line slopes
- Mobile home park well and water line works
- Crushing operations in Yard Creek Loop Pit, Malakwa
- Subgrade of Highway 1 new eastbound lanes
- Environmental mitigation measures along L400 Line
Rip Rap ditch, south side of L400 Line

No Name Creek realignment works

Grading L100 Line eastbound, 126+00 looking North

Building the westbound grade up, South of the bridge

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

Grading works Eastbound L100, and L300 frontage road
Beginning new Eastbound bridge

Completed Eastbound bridge deck

SA #1 works, placing geo grid and filter fabric

Existing bridge demolition works

Bottom lift paving on L100 (Highway 1) and L400

Pulverizing existing Highway 1
Top life paving on the project completed on June 4, 2016

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

Concrete medians being placed on top lift pavement. Completed June 16, 2016

Concrete infill of median curb
Concrete median barriers being placed
PROJECT OVERVIEW:
Highway 3: Sunday Summit

Status

- Construction resumed in April 2016, after winter shutdown.
- Type D/unsuitable material excavation from April to September 2016. Materials were hauled to fill at Sunday Creek South Fork.
- Stripping in April 2016.
- Gravelling at Sunday Creek North Fork embankment in April 2016.
- Crushed granular sub-base (SGSB) and 25 mm well-graded base course aggregate.
- 400 mm and 900 mm corrugated steel pipe (CSP) installation in May 2016.
- Paving at Sunday Creek North Fork in May 2016 for detour.
- Whipsaw Pit cleared and grubbing/striping from mid-May to mid-July 2016.
- Select SGSB and 25 mm gravel placement from mid-June to August 2016.
- Sunday Summit Break Check was graded in mid-July 2016 in preparation for pavement plant.
- Type A material extraction from mid-June to mid-July 2016.
- Lock block wall installation completed by mid-July 2016.
- The Sunday Creek North Fork had the slow climbing lane milled and excavated and used as embankment to widen the detour to two full lanes. The temporary drainage installation from fall 2015 had been removed and the lock block wall extended in height. Both lanes of traffic had moved to the paved grade at North Fork in mid-August 2016.
- Resumed decommissioning of the existing highway at North Fork to gain access to install the remaining nine sections of the North Fork box culvert in August 2016.
- Completed installation of catch basins and leads in August 2016.
- Landscaping, top soil production from material in the pole cutters waste area in August 2016.
- Paving aggregates produced in Whipsaw Pit in August 2016.
- Cattleguards installed in August 2016.
- Paving in mid-September 2016.
- The highway is fully open to the public in October 2016. Line painting has been completed with rumble strips.
- Project shut down for winter in Nov 2016. Return summer 2017 for deficiencies and environmental restoration.

Anticipated Activities over the next six months:

- Deficiency repair work.
- Completion of an Schedule D (Affidavit of Substantial Completion) to be submitted to Transport Canada in the fall of 2017.

Issues that have arisen

- A large section of asphalt failed over the winter. Ministry has notified the Contractor Emil Anderson in early July 2017. Deficiency repair work anticipated to be completed in the fall of 2017.
Photographs

Before construction:

Looking North at the Pole Cutters Creek

Clear and grub at the Pole Cutters Creek

During construction:

Tied in with Saturday Creek

South Fork Inlet rock fill

After paving – photo taken in early November 2016
Photographs from previous year (2015/16)

Stripping

Pole Cutters Creek box culvert inlet structure and rip rap protection

Sunday Creek South Fork box culvert
Sunday Creek North Fork stream diversion

Sunday Creek North Fork box culvert install and water diversion

Type D/unsuitable material excavation

Sunday Creek North Fork prepping for Spring 2016 detour

Backfill going over Pole Cutters Creek box culvert

Sunday Creek North Fork box culvert foundation bedding placement
British Columbia Ministry of Transportation and Infrastructure

Sunday Creek North Fork box culvert install and backfill

Hydraulic seeding

900 mm CSP installation

Sunday Creek South Fork box culvert backfill

Type D/unsuitable materials placement and compaction

Compaction at Sunday Creek South Fork
Backfill at Sunday Creek North Fork
Backfill at Sunday Creek South Fork
Gravelling at Sunday Creek North Fork embankment
Culvert installation
Paving at Sunday Creek North Fork for detour
PROJECT OVERVIEW:
Highway 1: Mountain Highway Interchange (Lower Lynn: Phase 1)

Accomplishments/Milestones/Status over the last Fiscal Year ending March 31, 2017
- 90% detailed design completed April 27, 2016.
- Advanced works started June 2016 and completed April 2017. Advanced works included tree clearing, grading, surveying, shrew salvage, relocation of several BC Hydro poles and the installation of a temporary culvert.
- 100% Detailed design – November 30, 2016.
- Second public consultation comment period took place from February 21 to March 11, 2017.
- Open Houses were held February 21 and 25, 2017.
- Contract awarded to Lafarge Contracting – March 27, 2017.
- Ground breaking event held on site with Lafarge – March 31, 2017.

Expected/Anticipated Activities over the next six months (or over summer)
- Property negotiations ongoing (deadline June 30, 2017)
- Keith Road Fortis gas line relocations (completion July 5)
- Construction of south abutment footings for new Mountain Highway underpass.
- Highway 1 three-metre culvert installation (trenchless installation)
- Mountain Highway box culvert installation
- Highway 1 Metro Vancouver sanitary line relocation
- Highway 1 DNV watermain relocation
- Mountain Highway Pedestrian Tunnel installation
- Soil anchor retaining wall 1 and 2 installation
- Keith Road widening
Issues that have arisen over the last year (and if resolved)

- **Strong community feedback** was received from the open house in January 2016 that more improvements were needed to properly address the traffic issues on the North Shore. The Province and District of North Vancouver collaborated in a feasibility study which explored the replacement of the Lynn Creek Bridge. A business case was made that would retain the Lynn Creek Bridge and construct to new crossings on either side of it. The Province, Government of Canada and the District of North Vancouver have agreed to each contribute a third towards this project (Phase 4 – Lynn Creek Connectivity Improvement).

- **Minimize environmental impacts** resulting from the large project footprint and provide environmental enhancements where feasible. An Environmental Impact Study was conducted, received all environmental permits and approvals, developed an Environmental Protection Plan, minimize project footprint via engineering solutions, conducted nesting surveys and salvages/relocation. Project to improve drainage, water quality, promote fish passage, improve fish habitat, remove noxious weeds and revegetate entire area.

- **With high traffic volumes and many nearby residents**, minimizing traffic and noise disruption during construction is a priority. Communication Plan, public consultation and notification and coordination with municipalities in the development of a Traffic Management Plan and contractor work windows.

- **Numerous utility relocations** will be impacted by the project which can impact cost and schedule. Advance notification and coordination with BCH, Telus, MV, Fortis, Bell, Rogers and DNV. Incorporated utility relocations into contract to control cost and schedule. Relocations outside of contract are being completed, where possible, prior to contract work (BC Hydro and Fortis).

- **Property acquisitions not complete at start of construction.** Property negotiations were initiated early in the design phase to avoid impacts to the construction schedule. There are a few key properties still outstanding that were to be acquired by June 30, 2017. We are working with the contractor to advance other works in order to avoid those areas. July 15, 2017 is the new deadline.
November 7, 2016: Advanced Works undertaken by WSP – Clearing and importing fill material

March 31, 2017: Mountain Highway Ground Breaking event with local MLAs and Lafarge

June 7, 2017: Fortis gas chamber relocation works underway on Keith Road
Update on subsequent phases

These subsequent phases are cost-shared by the Province and Canada under the “New Building Canada Fund” administered by Infrastructure Canada.

Phase 2 – Keith Road/Mount Seymour Parkway Interchange: Functional design underway and to be complete July 31, 2017. Construction completion is October 2020.

Phase 4 – Lynn Creek Connectivity Improvements: Announced January 7, 2017. To be incorporated with Phase 2 at the detailed design phase. Functional design underway and to be complete October 31, 2017. Construction completion is October 2020.

Phase 3 – Dollarton Highway/Main Street Interchange: First Nation consultation ongoing, Functional design to be initiated summer 2017. Construction completion is March 2021.

Overall the Lower Lynn Improvement Projects are on schedule and on budget.
Scope
The project is located near the University of British Columbia Okanagan (UBCO) campus, connecting Glenmore Drive to Highway 97.
This project involves a 1.8-kilometre, 2-lane extension of John Hindle Drive to connect Highway 97 to Glenmore Road via UBCO and includes a parallel multi-use path. This is the second phase of the John Hindle extension and involves a partnership which includes UBCO, the City of Kelowna and the federal government.

The project includes
- Intersections at the Glenmore Landfill access, Academy Way and Alumni Avenue will be constructed as part of this project;
- Multi-use path (approximately 2.8 kilometres) Parallel to John Hindle Drive from Glenmore Road to Hollywood Road;
- Provide a slip lane (west to north) at existing roundabout at JHD and Hollywood Road;
- Access to private properties; and
- Signalized intersection at Academy Way.

Utilities relocation
- Glenmore-Ellison Improvement District (GEID) water lines of varying diameter (underground).
- Fortis Gas Transmission line (underground).
- Overhead utility and pole relocation (Fortis, Telus and Shaw – shared poles).

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

Accomplishments Over Last Fiscal (2016/17)
- VE/RSA completed May 2016.
- 100% detailed design completed Aug 2016.
- Funding agreements finalized with the City of Kelowna, University of British Columbia Okanagan (UBCO) and Glenmore-Ellison Improvement District (GEID).
- Property acquisitions.
- Environmental approvals and permits.
Expected Activities Over Next Six Months

- Tender awarded April 28, 2017 to BD Hall Constructors Corp. for $9,380,336
- Pre-construction meeting on May 11, 2017
- Construction started May 15, 2017
- Continue with the grade construction

Schedule and Milestone

- Proposed Completion Date – July 31, 2018

Issues Over Last Year

- Delay in property acquisitions – (all properties acquired before starting construction)
- Delay in signing-off funding agreements with the City of Kelowna, UBCO and GEID – (pending sign-off of UBCO agreement)

Current Year Photographs

JHD Station 112 ahead pre construction

JHD Station 112 ahead with embankment construction underway

JHD Station 116 before construction

JHD Station 116 with stripping completed and grade construction underway
JHD Station 117 ahead pre construction

JHD Station 117 ahead with sub excavation and geogrid installation underway

JHD Station 123 back pre construction
JHD Station 123 back with excavation construction underway

JHD Station 124 Fortis BC Gas transmission line pre construction

JHD Station 124 Fortis BC Gas transmission line relocation underway
PROJECT OVERVIEW:
Highway 97: Kelowna (Highway 33 to Edwards Road)

Scope
The project involves widening 4.5 kilometres of Highway 97 in Kelowna from four to six lanes between Highway 33 and Edwards Road, including upgrades to four major intersections: Leathead Road, McCurdy Road, Findlay Road and Sexsmith Road. It also involves installation of a new traffic signal at Findlay/Loyd Road intersection, construction of retaining walls, culvert replacement for Gopher Creek, and utility relocation and upgrades including transmission lines, telephone and cable lines, and water and sewer lines. In addition, the project includes completion of Jenkins Road from Commerce Avenue to Enterprise Road and re-alignment of Rutland Road with a new roundabout intersection at Old Vernon Road.

Utilities Relocations
- Fortis Power and Transmission lines.
- City of Kelowna waterlines, Sanitary Sewer lines, Storm Sewer lines and Communication cable.
- Black Mountain Irrigation District (BMID) waterlines.
- Telus telephone lines.
- Shaw Cable lines.

ACCOMPLISHMENTS OVER LAST FISCAL (2016/17)
- Property acquisitions.
- Started night time construction on March 29, 2016.
- Construction 40% complete by March 2017.
- Utility relocations – 50% complete.
- Archaeological sensitive material excavations 50% complete in the presence of First Nation monitors from Okanagan Indian Band and Westbank First Nations community.
- Environmental approvals to install Gopher Creek culvert by auguring under Hwy 97 and installation is complete.

Expected Activities of Next Six Months
- Continue night time grade construction and utility relocations.
- Construct retaining walls including a sheet pile wall to avoid impact at Mill Creek wetland area.
- Construct concrete sidewalks and install curb/gutters in the urban section.
- Install lighting in the urban section.
- Install a new traffic signal at Findlay/Loyd Road intersection.
- Upgrade traffic signal controllers at Leathead Road, McCurdy Road and Sexsmith Road intersections.
- Start paving of completed sections of Highway 97.

Schedule and Milestone
- Proposed Completion Date – December 21, 2017.
- Subsequent submission to Transport Canada of a Schedule D (Affidavit of Completion).

Issues Over Last Year
- Delay in property acquisitions (most properties acquired by March 31, 2017)
- The night time construction is less efficient than the day time construction. The Contractor seems to be replacing labour force on continuous basis and is running behind schedule.
- Delay in utility relocations by Telus due to 30 days’ notice requirement to all customers for the change-over.
- Additional finds of archaeological sensitive areas caused construction delays due to permit requirements for Archaeological Impact Assessment and Investigation.
- Underground utility lines conflicts required additional engineering design and time.
- Delay in signing-off funding agreement with the City of Kelowna and Black Mountain Irrigation District (pending sign-offs).
Before Construction

The following pictures provide a context and a visual of the project and area before construction of the upgrades:

Previous cross street traffic at intersection of Sexsmith Road and Old Vernon Road
Construction 2016/17 and the Beginning of the 2017/18 Fiscal Year

The following photographs are of the project under construction, primarily at night to minimize disruption to service of the facility.
Accomplishments/Milestones/Status over the last Fiscal Year ending March 31, 2017

May 2016 – awarded design contract to ISL Engineering Ltd.

Summer 2016 Activities

- Project initiation
- Design survey updates
- Coordinate with utilities including Hydro, Telus, Shaw, Allstream
- liaise with CBSA, CBP (border agencies)
- meetings with Township of Langley
- communication with Environmental agencies
- project introduction letters to local First Nations
- initial geotechnical investigations
- archaeological overview assessments
- October 2016 – received 50% Detailed Design from ISL

Fall 2016 Activities

- begin meetings / negotiations with Property owners
- begin preparations for Agricultural Land Commission (ALC) application
- continue follow-up archaeological investigations
- continue meetings with Township of Langley
- continue meetings with CBSA and CBP
- begin coordination of water well and septic system investigations
- January 2017 – received 50% Version 2 Detailed Design from ISL

Winter 2016-2017 Activities

- continue meetings / negotiations with Property owners
- conduct Value Engineering exercise with independent engineering team
- arrange Road Safety Assessment performed by independent traffic engineer team
- continue meetings with Township of Langley
- continue meetings with CBSA and CBP
- continue meetings/negotiations with property owners

Expected/Anticipated Activities Over the Next Six Months

- August 2017 - conduct public information session
- August 2017 – receive 90% detailed design from ISL
- September 2017 – receive 100% detailed design from ISL
- September 2017 – tender contract on BC Bid
- October 2017 – award contract
- October 2017 – begin construction activities

Issues that have arisen over the last year (and if resolved)

September–November 2016: drainage issue at south end of the project limits near 0 Avenue, affecting the property at CBSA Aldergrove. Issue was resolved with the assistance of Ministry District staff, communication with Township of Langley contacts and CBSA contacts.

March–July 2017: delays in public open house/information sessions due to 2017 provincial election. Issue is not yet resolved as there needs to be confirmation of approval to engage public.
Overview of Highway 13 looking north at Canada/USA border

Overview of Highway 13 south project limit, approaching Aldergrove-Lynden border at 0 Avenue
Scope
This project entails adding capacity to the existing Highway 5 Box Canyon Chain-up area, and to construct a new Chain-off area.

2016/17 Fiscal Year Accomplishments
- Tender Closed – May 12, 2016.
- Tender Awarded – May 27, 2016.
- Clearing and grubbing at chain up – 95% complete.
- Sub-excavation for new alignment – 75% complete.
- Runaway Lane sub-excavation complete.
- Approximately 10% complete.

Accomplishment to July 2017 (2017 Construction Season)
- Construction re-commenced – May 1, 2017 after winter.
- Pit development and gravel production.
- Stripping.
- Roadway excavation.
- Rock fill and place on L100.
- Avalanche berm started.

Expected Activities (next six months, as of July 2017)
- Completion of L100.
- Completion of avalanche berm and drainage ties.
- Completion of arrestor bed.
- Chain-up area including: stripping and removal, excavation, drainage, electrical, paving and installation of toilets, garbage and above ground electrical.
- Chain-off area including: roadway excavation, and temporary surfacing.
- Approximately 90% complete.

Expected Activities To Next Fiscal (ending March 31, 2018)
- Completion of the Chain-off area.
- Removal of underpass.
- 100% complete.
- Submission of a Schedule D (Affidavit of Completion) to Transport Canada.

Unforeseen or Predicted Risks/Issues
- Extra stripping quantities.
- Type B excavation not identified in tender.
- Changed drainage design.
- Unanticipated slope seepage.
- Extraordinary quantities of organics within the L100 alignment.
- Schedule slip (approximately eight weeks).

Photographs

May 2017 Construction season started
Construction of the avalanche berm and finger drains

L100 Road excavation to grade
Communication Activities Completed During Fiscal Year

Highway 1 improvements now complete from Monte Creek to Pritchard (June 22, 2016)

A major project to improve safety on the Trans-Canada Highway between Monte Creek and Pritchard, approximately 30 kilometres east of Kamloops was announced as complete on this date.

The new four lane section opened to traffic in the fall of 2015, and crews completed minor finishing works the spring of 2016. The work adds to the three-kilometre section of the Trans-Canada Highway that was expanded from two lanes to four lanes in 2012 under the first phase of the Monte Creek to Pritchard project.

The Ministry of Transportation and Infrastructure worked collaboratively with the Secwepemc (First Nations) during the highway widening to protect, preserve and mitigate impacts to ancestral lands, burial land forms, and settlements, including artifacts dating 9,500 years.

NEWS RELEASE COMMUNIQUÉ

For Immediate Release

Ministry of Transportation and Infrastructure
Government of Canada

June 22, 2016

Highway 1 improvements now complete from Monte Creek to Pritchard

PRITCHARD – A major project to improve safety on the Trans-Canada Highway between Monte Creek and Pritchard, approximately 30 kilometres east of Kamloops is now complete.

“The Government of Canada is pleased to work with our provincial, territorial and municipal partners to ensure Canada’s road transportation network is safe, modern and efficient,” said the Honourable Amarjeet Sohi, Minister of Infrastructure and Communities. “The expansion of this section of the Trans-Canada Highway will help connect local communities and encourage economic development, while improving safety for the thousands who travel through this area each day.”

“These much anticipated improvements between Monte Creek and Pritchard will improve mobility, ease congestion and make it safer for commuters, commercial vehicle operators, and travellers who use this route,” said Transportation and Infrastructure Minister Todd Stone. “Once the Pritchard to Hoffman’s bluff project is finished at the end of this year, B.C. and Canada will have invested $130.6 million to four-lane over 16 kilometres of highway between Monte Creek and Hoffman’s bluff, making the trip safer for all motorists.”

The new four lane section opened to traffic last fall, and crews completed minor finishing works this spring. The work adds to the three-kilometre section of the Trans-Canada Highway that was expanded from two lanes to four lanes in 2012 under the first phase of the Monte Creek to Pritchard project.

This area of the Trans-Canada Highway corridor, called the “Cradle of Secwepemc Civilization,” is one of the premier archeological and culturally significant areas in the world. The Ministry of Transportation and Infrastructure worked collaboratively with the Secwepemc during the highway widening to protect, preserve and mitigate impacts to ancestral lands, burial land forms, and settlements, including artifacts dating 9,500 years.

“Secwepemc are connected to the lands and hold inherent responsibilities for the lands, water, salmon, plants and medicines for future generations,” said Chief Judy Wilson, Neskonlith Indian Band. “The Trans-Canada Highway projects run through the heart of the Secwepemc Nation. The utmost care and diligence was taken by the Sexqeltkemc te Secwepemc (StS/Adams Lake, Neskonlith and Splatsin), and our three band corporation, SEI, during archeological,
environmental and construction contracting. The StS ensured direct Secwepemc involvement and say for the overall projects. Crown and provincial relations with the Secwepemc was essential in the process in recognition of the Secwepemc and territorial lands.”

**Quick Facts:**

- The total cost of this project is $69 million. The Government of Canada is contributing up to $16.7 million through the Building Canada Fund – Major Infrastructure Component.
- This work is part of the B.C. government's 10-year, $650-million commitment through to 2022 to continue four-lane improvements to the Trans-Canada Highway between Kamloops and the Alberta border.
- The Highway 1 Kamloops to Alberta Four-Laning Program is creating 3,300 direct jobs over 10 years.

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**Malakwa Bridge and four-lane highway completed in time for summer traffic (June 24, 2016)**

Highway travelers in or through Malakwa will have a safer drive along the Trans-Canada Highway as the construction to replace the Malakwa Bridge and four-laning has finished ahead of schedule, and was announced on this date as completed.

The Honourable Amarjeet Sohi, Minister of Infrastructure and Communities said: “The Government of Canada recognizes that strategic investments in public infrastructure help connect people, create jobs, and support economic development in our communities. It is Ministry of Transportation and Infrastructure Infrastructure Canada thanks to these initiatives and projects like the Malakwa Bridge and four-lane highway that Canadian communities will remain among the best places in the world to live, work and raise a family.”

**NEWS RELEASE COMMUNIQUÉ**

For Immediate Release
2016TRAN0156-001142
June 24, 2016

Malakwa Bridge and four-lane highway completed in time for summer traffic (disponible en français en bas de page)

MALAKWA – Highway travelers in or through Malakwa will have a safer drive along the Trans-Canada Highway as the construction to replace the Malakwa Bridge and four-laning has finished ahead of schedule.

The heavily used route is British Columbia’s main gateway to the rest of Canada, and is vital to sustaining travel, tourism and trade.

Located approximately 20 kilometres east of Sicamous, this project included widening 2.7 kilometres of Highway 1 from two to four lanes with centre median barriers, 2.5-metre-wide paved shoulders, and rumble strips to improve safety for all travellers, including cyclists and pedestrians.

A modern four-lane bridge has replaced the old 1950s-era bridge with one that accommodates wider and higher trucks, supporting Canada’s Pacific Gateway, which is critical for the safe and efficient movement of goods across key trade corridors.
Through this project, the residents and business in the community of Malakwa now have 1.8 kilometres of new local roads with access to the highway through two new protected “T” intersections. These will provide drivers with a lane to wait in before safely turning both on and off the highway. Additional safety enhancements included the construction of larger pullout areas with new lighting for the school bus stop, the community mailboxes and vehicle turnarounds.

The Government of Canada committed up to $13 million for this project through the Building Canada Fund – Major Infrastructure Component. The Province of British Columbia provided the remaining funding for this $35 million project. This investment generated approximately 170 direct jobs. At the peak of construction, there were up to 50 workers onsite when paving, bridge and road crews were all working together. An average day on the project saw just over 20 workers on site. The average daily traffic volumes are about 6,000 vehicles per day. This number spikes in the summer to nearly 11,000 vehicles per day.

Quotes:

The Honourable Amarjeet Sohi, Minister of Infrastructure and Communities –
“The Government of Canada recognizes that strategic investments in public infrastructure help connect people, create jobs, and support economic development in our communities. It is thanks to these initiatives and projects like the Malakwa Bridge and four-lane highway that Canadian communities will remain among the best places in the world to live, work and raise a family.”

Todd Stone, B.C. Minister of Transportation and Infrastructure –
“With our federal partner, we have improved the safety and reliability of one of our most important commercial trade routes, and with local First Nations, we were able to create additional fish habitat in the Eagle River. This upgrade to the Trans-Canada Highway at Malakwa is part of B.C.’s 10-year, $650-million commitment through to 2022 to continue four lane improvements to the Trans-Canada between Kamloops and the Alberta border that is creating 3,300 jobs for B.C. families.”

Greg Kyllo, MLA for Shuswap –
“Through the Malakwa Bridge and four-laning project, local residents now have safer access on and off the highway, and our summer visitors also have a safer, more reliable route as they travel between communities and enjoy the many recreational opportunities in the area.”

Learn More:
Canada’s new infrastructure plan: http://www.infrastructure.gc.ca/plan/index-eng.html
B.C’s Highway 1 Kamloops to Alberta four-laning program: http://www2.gov.bc.ca/gov/content/transportation/transportationinfrastructure/projects/highway1-kamloops-alberta
The Highway 1 – Malakwa web cam can be viewed under the Southern Interior tab: http://www.drivebc.ca/#webcams
B.C. on the Move: http://engage.gov.bc.ca/transportationplan/
British Columbia Ministry of Transportation and Infrastructure: http://tranbc.ca/
Last big blast at Hoffman’s Bluff (October 5, 2016)

October 4, 2016 crews conducted the final large scale rock-clearing blast, marking a significant construction milestone on the Trans-Canada Highway four-laning project located approximately 40 kilometres east of Kamloops. Work to straighten and four-lane this 3.1-kilometre-long section of the Pritchard to Hoffman’s Bluff project is expected to conclude in the 2017/18 fiscal year, with aesthetic features and final wrap after opening and completion.

NEWS RELEASE COMMUNIQUÉ

For Immediate Release
Ministry of Transportation and Infrastructure
2016TRAN0294-001905
Oct. 5, 2016

Last big blast at Hoffman’s Bluff

KAMLOOPS – Yesterday crews conducted the final large scale rock-clearing blast, marking a significant construction milestone on the Trans-Canada Highway four-laning project located approximately 40 kilometres east of Kamloops.

“Excellent progress is being made on this important safety improvement for Highway 1 thanks to the hard work of the construction crew and our ongoing partnership with local First Nations, the Government of Canada, and community stakeholders,” said Transportation and Infrastructure Minister Todd Stone.

An estimated 330,000 cubic metres of rock – enough to fill more than 130 Olympic-size swimming pools – has now been removed after hundreds of blasts over a 15-month period. Some of the rock is used for slope stabilization and fill, some is being crushed for gravel and pavement and the remainder is being stored for future projects.

Work to straighten and four-lane this 3.1-kilometre-long section of the Pritchard to Hoffman’s Bluff project is being undertaken by Emil Anderson Construction of Kelowna, and is expected to finish later this fall.

Motorists are reminded to obey traffic control personnel and construction speed limits, and watch for workers and highway message boards. For up-to-date traffic advisories, please check: http://www.drivebc.ca/

Quick Facts:

- The total cost of both phases of the Pritchard to Hoffman’s Bluff project is $61.6 million. The Government of Canada is contributing a maximum of $26.9 million through the Building Canada Fund – Major Infrastructure Component. The Government of British Columbia is investing $34.7 million for this highway safety improvement.

- Another three kilometres of four-laning were completed in July 2015 under the first phase of the Pritchard to Hoffman’s Bluff project.
Learn More:
For details on the Pritchard to Hoffman’s Bluff project and the overall Highway 1 Kamloops to Alberta Four-Laning Program, visit: www.bchwy1.ca

Media Contacts:
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Ministry of Transportation and Infrastructure
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► Trans-Canada Highway improvements completed at Hoffman’s Bluff (December 12, 2016)
On this date the Honourable Amarjeet Sohi, federal Minister of Infrastructure and Communities and B.C.’s Transportation and Infrastructure Minister Todd Stone announced that construction is now finished on three more kilometres of upgrades that will improve safety and reliability on the Trans-Canada Highway. The project is expected to conclude in the 2017/18 fiscal year with aesthetic features and final wrap after opening and completion.

NEWS RELEASE COMMUNIQUÉ
For Immediate Release
Ministry of Transportation and Infrastructure
2016TRAN0403-002703
Transport Canada
Dec. 12, 2016

Trans-Canada Highway improvements completed at Hoffman’s Bluff
(Kamloops –) Construction is now finished on three more kilometres of upgrades that will improve safety and reliability on the Trans-Canada Highway, announced the Honourable Amarjeet Sohi, federal Minister of Infrastructure and Communities and B.C.’s Transportation and Infrastructure Minister Todd Stone.

The second phase of the Pritchard to Hoffman’s Bluff project has been completed. Work involved straightening and four-laning the highway, improving accesses, and adding median barriers, wider paved shoulders and rumble strips. An adjoining 2.8 kilometres were upgraded under the first phase of the Pritchard to Hoffman’s Bluff project that opened to traffic in July 2015. This section of Highway 1 is located approximately 40 kilometres east of Kamloops and, in the past, has had a higher than average collision rate.

Throughout the design and construction of both phases of the project, the Province worked closely with the Secwepemc Nation, addressing any environmental concerns and collaborating together to minimize the impacts of construction and preserve culturally significant sites along the corridor. A construction agreement was also required before work took place through the Neskonlith Indian Band’s reserve near Hoffman’s Bluff.

Since 2001, the provincial and federal governments have invested or committed more than $980 million on the Trans-Canada Highway between Kamloops and the Alberta border to improve reliability and to upgrade the highway to a modern, 100 kilometres/h, four-lane standard. Completed improvements have added over 60 kilometres of four lanes to the Trans-Canada Highway, increasing four-laning along the corridor by close to 20%.
Quotes:

The Honourable Amarjeet Sohi, Minister of Infrastructure and Communities –

“The Government of Canada is committed to supporting projects that make highways safer and more efficient for residents, visitors and businesses. Facilitating the movement of commercial goods to market will stimulate economic growth, help grow the middle class and foster longterm prosperity for Canadian communities.”

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

“The Pritchard to Hoffman’s Bluff project is rooted in partnerships with First Nations communities along the corridor and the Government of Canada. Because of this approach we have been able to complete a substantial improvement that will help ensure this part of Highway 1 is safe, reliable and efficient for everyone who uses it, including residents, tourists and commercial drivers.”

Chief Judy Wilson, Neskonlith Indian Band –

“Soeásca the original Secwépemctsin name for Hoffman’s Bluff is a significant cultural site, through research, cultural monitoring, archaeology, and mitigation the site was protected during the highway widening, the community mandate was to ensure safe passage and protection of the site. The cultural legacy from Monte Creek to Hoffman’s Bluff, basically is now rewritten from the information that came about, it accounts our historical presence on the land and ongoing connection to these lands, for the many cultural areas, fishing stations, harvesting areas, tool making sites, burial landforms, trails along the Trans-Canada highway. The Adams Lake, Neskonlith, Little Shuswap Lake, Shuswap and Splatsin bands are working collectively on the Highway 1 corridor with the Ministry of Transportation and Infrastructure which ensures continued direct involvement in all levels including cultural and habitat protection for fisheries and wildlife.”

Quick Facts:

- During construction, approximately 330,000 cubic metres of rock was excavated at Hoffman’s Bluff – enough to fill more than 130 Olympic-size swimming pools.

- The total cost of both phases of the Pritchard to Hoffman’s Bluff project is $61.6 million. The Government of Canada is contributing up to a maximum of $26.9 million through the Building Canada Fund– Major Infrastructure Component. The Government of British Columbia is investing $34.7 million for this highway safety improvement.

- Under the federal New Building Canada Fund, a series of eight Highway 1 improvement projects have been jointly supported by the governments of Canada and British Columbia, which include:
  - Malahat Village Four Laning
  - Admirals Road/McKenzie Avenue Interchange
  - Highway 1 and 216 St Interchange
  - Lower Lynn Corridor Improvements
  - Hoffman’s Bluff to Chase Creek Four Laning
  - Salmon Arm West Four Laning
  - Illecillewaet Four Laning
  - North Fork Bridge replacement and Four Laning
Learn More:


For details on the Pritchard to Hoffman’s Bluff project and the overall Highway 1 Kamloops to Alberta Four-Laning Program, visit: www.bchwy1.ca

Follow the work of the British Columbia Ministry of Transportation and Infrastructure at: http://tranbc.ca/

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▶ Also, the following is a letter of support for the Malakwa Bridge project and an accompanying project, the North Fork Bridge Replacement project funded under the New Building Canada Fund:

Easy to take safer travel through Eagle Valley for granted  
Eagle Valley News  
Thursday, December 01, 2016  
Page 1  
By Editorial-1

It’s pouring rain as I drive east onto the Malakwa Bridge, about to pass a fellow Highway 1 traveller in a westbound semi. As our vehicles pass, we simply cruise along, just the two vehicles on the bridge with two empty passing lanes and a concrete divider between us.

No need to fuss with the windshield wipers in a panic to remove a spray of water obscuring my view. No worrying about how close my car is to the solid yellow line on the road. None of the concerns I might have had with the former two-laned, steel-truss structure that used to be the Malakwa Bridge.

As I carry on my merry way, I consider how easy it is to take such an engineering feat for granted.

The new Malakwa Bridge and adjacent highway four-laning, completed this summer, cost around $35 million to build ($13 million of which was paid by the federal government).

Upon completion, the predictable provincial press releases came out, with quotes from politicians referring to infrastructure investments and long-term commitments and the like. But there wasn’t, to my recollection, anything in the way of a grand-reopening ceremony - a way of showing thanks to those who made the bridge happen, from the engineers to the heavy machine operators to the flaggers - everyone who worked through good and bad weather, moving earth and rerouting busy, hectic summer traffic to get the job done.

I don’t recall anything formal happening when the new Swansea Point bridge along Highway 97A was completed either. I do know residents of the community were very happy when the province, after much lobbying, finally came through with a structure that addressed local concerns around flooding.
While neither structure may be as impressive in scope and size as, say, the Port Mann Bridge, they were needed.

Currently, contractors for the B.C. Ministry of Transportation and Infrastructure are working on the replacement of the North Fork Bridge, another outdated, two-lane, steel-truss structure in Malakwa. Though the groundwork is in its early stages, the work being done is already impressive, with the river below having been partially diverted to accommodate construction of a new four-lane structure.

I expect one day, when it’s complete, I’ll find myself driving across the North Fork with the same level of comfort I have now when crossing the Malakwa bridge - and the same degree of gratitude for those who built it.
A Year-end Summary Table of Expenditures Under the Agreement

Please refer to Table 3 for complete details on year-end expenditures against existing contracts, as of March 31, 2017, for each of the respective milestones:

- **Highway 1: Brake Check to Yoho National Park**
  15 contracts have been established for a total cost of $56,681,188.46. A total of $56,681,188.46 has been expended against these 15 contracts (100% of the existing contracts).

- **Highway 1: Golden Hill to West Portal**
  26 contracts have been established for a total cost of $46,286,113.08. A total of $46,286,113.08 has been expended against these 26 contracts (100% of the existing contracts).

- **Highway 1: Monte Creek to Pritchard**
  16 contracts have been established for a total cost of $33,400,000. A total of $33,400,000 has been expended against these 16 contracts (100% of the existing contracts).

- **Highway 1: Clanwilliam Overhead Replacement**
  15 contracts have been established for a total cost of $23,470,496.63. A total of $23,254,946.99 has been expended against these 15 contracts (99.08% of the existing contracts).

- **Highway 1: Donald Bridge and Overhead Replacement**
  20 contracts have been established for a total cost of $50,782,968.44. A total of $50,782,968.44 has been expended against these 20 contracts (100% of the existing contracts).

- **Highway 97A: Pleasant Valley Cross Road to Lansdowne Road**
  7 contracts have been established for a total cost of $13,319,999.94. A total of $13,319,999.94 has been expended against these 7 contracts (100% of the existing contracts).

- **Highway 97: Westside Road Interchange**
  4 contracts have been established for a total cost of $21,954,000. A total of $21,954,000 has been expended against these 4 contracts (100% of the existing contracts).

- **Highway 97: South Taylor Hill**
  5 contracts have been established for a total cost of $21,500,000. A total of $20,962,500.07 has been expended against these 5 contracts (97.50% of the existing contracts).

- **Highway 1: Malakwa Bridge**
  12 contracts have been established for a total cost of $21,188,532.64. A total of $19,670,635.47 has been expended against these 12 contracts (92.84% of the existing contracts).

- **Highway 1: Pritchard to Hoffman’s Bluff**
  33 contracts have been established for a total cost of $49,992,606.62. A total of $46,518,236.93 has been expended against these 33 contracts (93.05% of the existing contracts).
Highway 3: Sunday Summit
10 contracts have been established for a total cost of $14,307,580.78. A total of $11,771,016.12 has been expended against these 10 contracts (82.27% of the existing contracts).

Highway 1: Mountain Highway Interchange (Lower Lynn Phase 1)
7 contracts have been established for a total cost of $25,000,000.00. A total of $4,162,794.45 has been expended against these 7 contracts (16.65% of the existing contracts).

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

Highway 97: Kelowna (Highway 33 to Edwards Road)
11 contracts have been established for a total cost of $36,000,000. A total of $17,960,147.88 has been expended against these 11 contracts (49.89% of the existing contracts).

Highway 13: 0 to 8th Avenue
6 contracts have been established for a total cost of $20,046,000.00. A total of $943,040.12 has been expended against these 6 contracts (4.70% of the existing contracts).

Highway 5: Box Canyon
8 contracts have been established for a total cost of $14,640,366.00. A total of $1,756,734.00 has been expended against these 8 contracts (12.00% of the existing contracts).

Overall, as of the end of the fiscal year 2016/17, 227 contracts corresponding to the 18 projects had been established on the on-line Transport Canada Surface Infrastructure System (SIS) administration system for a total cost of $528,787,717.47 out of a SIS-active sharable cost of $528,787,717.47. A total of $439,357,735.40 has been expended against these 227 contracts (83.09% of the existing value of the 227 contracts), with $57,817,969.27 claimed in the 2016/17 Fiscal Year.
## CANADA-BRITISH COLUMBIA BUILDING CANADA FUND
### CORE NATIONAL HIGHWAY SYSTEM – 2008-2009/2019-2020

Schedule of Detailed Expenditure Claims for the Year Ended March 31, 2017

<table>
<thead>
<tr>
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<td>Hwy 1: Brake Check to Yoho National Park</td>
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<td><strong>TOTAL</strong></td>
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<td><strong>57,817,969.27</strong></td>
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</tbody>
</table>
Annual Audit of Program

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

As per Page 2 of the Office of the Auditor General’s report:

**Opinion**

In my opinion, the Schedule of Detailed Expenditure Claims of the British Columbia Ministry of Transportation and Infrastructure for the year ended March 31, 2017 is presented, in all material respects, in accordance with the financial reporting provisions of Section 11 of the agreement.
INDEPENDENT AUDITOR'S REPORT

To the Management Committee of the Canada-British Columbia Building Canada Fund Contribution Amending Agreement No.3 for Core National Highway System Projects 2008/2009 – 2020/2021 and To the Minister of Transportation and Infrastructure, Province of British Columbia

I have audited the accompanying Schedule of Detailed Expenditure Claims of the British Columbia Ministry of Transportation and Infrastructure (“the entity”) for the year ended March 31, 2017 and a summary of significant accounting policies and other explanatory information (together “the Schedule”). The Schedule has been prepared by management of the British Columbia Ministry of Transportation and Infrastructure based on the financial reporting provisions of Section 11 of the Canada-British Columbia Building Canada Fund Contribution Amending Agreement No.3 for Core National Highway System Projects 2008/2009 – 2020/2021 (“the agreement”) dated February 24, 2017.

Management's Responsibility for the Schedule of Detailed Expenditure Claims

Management is responsible for the preparation of this Schedule in accordance with the requirements of Section 11 of the agreement, and for such internal control as management determines is necessary to enable the preparation of the Schedule that is free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

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 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 any accounting estimates, if any, made by management, as well as evaluating the presentation of the Schedule.

I believe that 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 of the British Columbia Ministry of Transportation and Infrastructure for the year ended March 31, 2017 is presented, in all material respects, in accordance with the financial reporting provisions of Section 11 of the agreement.

Basis of Accounting and Restriction on Distribution and Use

Without modifying my opinion, I draw attention to Note 3 to the Schedule, which describes the basis of accounting. The Schedule is prepared to assist the British Columbia Ministry of Transportation and Infrastructure to comply with the financial reporting provisions of the agreement. As a result, the Schedule may not be suitable for another purpose. My report is intended solely for the Government of British Columbia and the Government of Canada and should not be distributed to or used by parties other than the Government of British Columbia or the Government of Canada.

Victoria, British Columbia
June 23, 2017

Russ Jones, FCPA, FCA
Deputy Auditor General
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For the Year Ended March 31, 2017

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Approved by:

David Marr
Executive Director
Program Development and Monitoring

Patricia Marsh
Chief Financial Officer
Finance and Management Services
CANADA-BRITISH COLUMBIA
BUILDING CANADA FUND
CORE NATIONAL HIGHWAY SYSTEM
2008-2009 – 2020-2021

Notes to the Schedule of Detailed Expenditure Claims
For the Year Ended March 31, 2017

1. Nature of the Agreement


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 $262.644 million.

2. Purpose of the Schedule

The Schedule of Detailed Expenditure Claims is a listing of claim amounts submitted for the year ended March 31, 2017 that are considered eligible for federal reimbursement under Schedule A – Eligible and Ineligible Costs of the Agreement.

3. Basis of Accounting and Accounting Policies

The Schedule of Detailed Expenditure Claims has been prepared in accordance with the requirements of Schedule A of the Agreement which defines eligible and ineligible costs. See note 4 for the details of Schedule A. All transactions and financial data relating to the expenditures under this agreement have been accounted for in the Provincial financial statements in accordance with Canadian public sector accounting standards.

The Eligible Costs claimed in 2016/2017 represent the actual value of claims submitted to the Federal Government during the 2016/2017 fiscal year. Canada agrees to pay a contribution to the Province of British Columbia of not more than 50% of the total Eligible Costs, subject to the terms and conditions of the Agreement. Eligible costs claimed in 2016/2017 may include expenditures incurred in fiscals 2008/09 through 2016/17 that were submitted for reimbursement during fiscal 2016/2017.
4. 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.
Canada
British Columbia
Building Canada Fund

ANNUAL REPORT 2016/17
Fiscal Year Ended March 31, 2017