DEPARTMENT OF HIGHWAYS

i

FORM

ONLY

CORRESPONDENCE

DEPARTMENTAL

Regional Highway Engineer, Department of Highways, KAMLOOPS, British Columbia

SENDER'S

Box 460, Idllooet, British Columbia

December 3, 1969

DISTRICT

Lillooet R 2

KAMLCOPS, E ATTENTION:

HEADQUARTERS FILE:

SUBJECT:

REGIONAL FILE: R2-28-20-0

Anderson Lake Project

DISTRICT FILE: 28-20-23

DATED:

(Project 1988 - Seton Portage-D'Arcy)

REFERENCE: Chf. High. Engr. Tel. Hov. 28/69 Your Note December 1, 1969

Work on this project for this year will be completed December 5, 1969. 8,000 feet of road on the new location is 85% complete; some widening and gravelling is still required. No work is done at proposed bridge site Sta 41-75 in that bridge design or retaining wall design is not complete by bridge branch. Full width is not yet obtained at the critical Hydro tower near Station 41.00. At present the new road is open and serviceable to where it joins the old Hydro road. Those first very steep grades and bad switch backs are eliminated. All of the heavy rock drilling and rock hauling equipment is laid off.

About \$40,000.00 remains unexpended. I had thought to retain this money for clean up in the spring, to clean up probable rock slides onto the P.G.E. Railway that may occur this winter and to make an early start on the project again next spring.

JPO'T:mk

District Superintendent

Page 1 of 26 TRA-2016-63081

DEPARTMENT OF HIGHWAYS

TO:

DONESS: VICTORIA

Regional Highway Engineer

Kamloops, B. C. December 5, 1969

Lillooet, R#2

HEADQUARTERS FILE:

5296

ATTENTION:

NEWELLE OF

REGIONAL FILE:

R2-28-20-0 28-20-23

SUBJECT:

Anderson Lake Project.

Mr. J. A. Dennison

Chief Highway Engineer Department of Highways

Victoria, British Columbia EC 8

DISTRICT FILE: REFERENCE

DATED

Your T.T. - November 28, 1969.

Report enclosed.

Unfortunately all our expenditures have been concentrated right at Seton Portage, and we have been unable to make general improvements along the route as we had first hoped. If further funds are available in 1970, we will do some general improvements along the route rather than concentrate all our efforts in one place. The \$250,000. will be completely spent by March 31, 1970.

> W. Nelson REGIONAL HIGHWAY ENGINEER

JWN/pt Encl.

cc: Senior Maintenance Engineer, Victoria.

DEPARTMENTAL CORRESPONDENCE ONLY.

Lillocet, BC 23 June 1969.

Mr. H. K. Pratt, Mgr. General & Supply Division B. C. Hydro 970 Furrard St., Vancouver, BC

Dear Sir,

Please be advised that Dept. of Highways will be commencing reconstruction of a portion of your transmission line access road above Andorson Lake in the very near future. We propose to relocate the first 1.5 miles of this road commencing at Seton Portage. The new line and road will follow immediately below and in the near vicinity of your lower transmission line. Towers No. 20, 21, 22 and 23 will be effected in this reconstruction. That is, we have to drill and blast rock on the lower side of each of these towers. We are prepared to provide all protection possible for these towers. It would be appreciated if you can specify what protective device or method that you may require.

Yours truly,

J. P. O'Toole.
District Superintendent.

JPO'T
hh
cc-R.H.E., Ksmloops
Mr. Ian Pate, BCH,
Shalalth.

Page 3 of 26 TRA-2016-63081

Lillocet, BC 23 June 1969.

Mr. Larry Davis
Roadmaster P.G.E. Rly.,
Lilloost, BC.

Dear Sir,

For your information the B.C. Dept. of Highways will be commencing reconstruction of the Hydro tote road on Anderson Lake about June 30, 1969. This work will be done on the rock bluffs above Anderson Lake on north shore of the lake and at the northerly end of the lake. The work requires drilling and blasting of rock, removal of talus slopes, etc. We propose to take every precaution possible but some rocks may get away and roll on to the tracks below the work area. Railway mileage 136.0 to 137.5 will be effected.

It is probable that railway flagmen will be required and also probable that complete blockages of the railline may have to be arranged for.

I would like to be able to discuss with you in the near future what protective assemble that you will require from us.

Yours truly.

J. P. O'Toole District Superintendent.

JPO'T hh cc-R.H.Z., Kamloops.

Page 4 of 26 TRA-2016-63081

Box 460, Lillooet, B.C., June 24, 1969

Department of Transport,
Air Traffic Control Department,
Vancouver Airport,
VANCOUVER, B.C.

Dear Sirs:

For your information and furtherance to other interested parties, please be advised that B.C. Department of Highways, Lillopet, B.C. will be making several rock blasts along the north east shore of Anderson Lake over the next three month period commencing July 2, 1969. Work will be done during day light hours on Mondays through to Fridays only. At present no aircraft are based on this lake but some helicopters do fly low overhead from time to time.

Yours truly,

JPO'T:mk

J.P. O'Toole, District Superintendent. 707 West 37th Avenue, Vancouver 13, B.C., Telephone 266-0211

VERNON AREA OFFICE: 2909 - 30TH AVENUE, TELEPHONE 542-5628

June 27, 1969.

B. C. Department of Highways, Lillooet District, Lillooet, British Columbia.

Attention: Mr. Pat O'Toole, District Engineer.

Dear Sir:

Rc: Safety & Electrical Blasting - Proposed Anderson Lake Highway Project.

This letter will serve to confirm our various discussions during the day on June 25, 1969 on the subjects of Electrical Blasting and Safety in general on the proposed Anderson Lake Highway Project.

The most prominent hazards to workmen in the project area would appear to be as follows: (not necessarily in order as listed):

- (a) Falling, rolling, slipping or sliding rocks, logs, and debris in Talus and slide areas.
- (b) Material endangering workmen, working upon or passing upon the Pacific Great Eastern Railway, below the proposed grade alignment as indicated in (a) above.
- (c) Stray electrical current from the parallel electrical transmission lines where blasting is carried out by means of detonation with electrical blasting caps.

In a physical review of the terrain of the proposed project area, it would appear that the normal or conventional system of "Scaling", before, during, and after work is carried out can not be done on this project in the Talus and slide areas.

At the present time (and in absence of information of types and sizes of machines to be used), the only suggestion that can be made is that:

(1) All equipment operators and other workmen be collectively and individually instructed in the most apparent safe approach to and across these areas; and that any "Pioneer" access be maintained as an escape route for workmen.

....continued

Page 6 of 26 TRA-2016-63081

The "Spotting" or location of any drilling or "Mucking" equipment be carefully considered in relation to these Talus and slide areas; as well as, the tipping factor of the machines on access and work areas.

With respect to potentials of stray electrical currents in the blasting areas, as well as, the possible hazards from natural lightning storms in the area, it is recommended that the standards and suggestions of the Institute of Explosives Makers be followed in testing for stray currents and that no electrical blasting be carried out when an electrical or lightning storm is in progress within ten miles of the project.

Details on testing for these electrical hazards may be obtained from pamphlet #20 of the Institute of Makers of Explosives; or the Sixth Edition, "Blaster's Handbook" published by Canadian Industries Ltd., or from the Technical Service Section -Explosives, of Canadian Industries Ltd., Montreal, Quebec.

Only thoroughly competent blasters, with a full knowledge of the hazards and testing procedures should be employed on this project.

OTHER SAFETY IN GENERAL

- (1) Water transportation by boat.
 - (a) Boat capacity to be prominently displayed.
 - (b) All workmen to be equipped with and wearing floatation jackets while in the boat.
 - (c) A competent boat operator with experience on these lakes.
- (2) Job communication

Where possible, communication by radio or radio-telephone should be established between the project and the base or Lillooet, in the event of emergency.

(3) First Aid and emergency plans.

A thorough and careful review of communications, access, transportation and first aid facilities and trained first aid personnel should be made, and a written and posted plan of instructions for emergencies should be developed prior to project commencement.

.....continued.

(4) Storage and Transportation of Explosives.

Due to the terrain, supply routes and hazards from electrical transmission lines, careful consideration should be given to the methods of transporting explosives and to their storage.

(5) Protection to Other Workmen.

A detailed step-by-step instruction should be devised and posted and all workmen made aware of the instructions, of procedures to follow in the event of damage to transmission lines or structures of the B.C. Hydro and any damage or potential hazard from debris or material falling or landing upon the P.G.E. Railway.

(6) Suitable notices and warning should be made relevant to boats navigating the lake and low flying aircraft, where blasting is being done.

These comments are by way of a general nature, and where specific problems arise in the safety of workmen, the Accident Prevention Regulations and their intent would prevail. Additional assistance in Accident Prevention will be rendered by contacting the Accident Prevention Department of the Board.

Yours truly,

WORLDEN'S COMPENSATION BOARD,

T.R. ANDERSON,

Accident Prevention Inspector.

TRA:ec

c.c. Bill Welson, Regional Engineer - Dept. of Highways

c.c. Mr. J.S. Hunt, Inspection Superintendent.



British Columbia Hydro and Power Authority

VANCOUVER 1, B.C.

TELEX 04-50381

Your File: 28-20-0

File: 230.01-1400.0

30 June, 1969

Mr. J. P. O'Toole, District Superintendent, Department of Highways, Lillooet, B.C.

Dear Sir:

Reconstruction by Department of Highways of Access Road to B.C. Hydro Transmission Line above Anderson Lake

Thank you for your letter of 23 June, 1969, to Mr. H. K. Pratt regarding the above.

Would you kindly forward to us, as soon as possible, copies of your highway plans showing the areas where the road is in the vicinity of the lines to enable us to assess the situation. After we have had an opportunity to review the plan, we will be in touch with you further in regard to the proposed work.

Yours very truly,

W. D. Gill, Manager, System Projects and

Design Department

WDG/RAC/js



OUR FILE No. Notre dossier, 1-4-3 1-12 12-5-3-0

YOUR FILE No. Yotre dossier

DEPARTMENT OF FISHERIES MINISTÈRE DES PÉCHERIES

OFFICE OF BUREAU DE Fishery Officer, LILLOCAT, S.C.

July 3rd, 1969

L.C. Goodman, Esq., District Conservation Officer, Department Fisheries & Forestery, 328 Seymour Street KAMLOOPS, B.C.

Dear Sir:-

Your letter file number 1-11-5 dated June 25th, 1969 referring to the proposed lowering of the stream bed of Fortage Creek.

Contact was made with Mr. Roberts, local Superintendent of the Department of Highways and to date the proposed work on Portage Creek is still in the planning stage.

Mr. Roberts will be giving this office a plan which will show which bars etc they wish to remove and so on when this plan is completed.

Proposed dates were discussed and the matter of the Sockeye and the Pink salmon frequenting this area were mentioned.

Mr. Roberts expressed his willingness to co-operate with the Department so that the spawning areas will be us little disturbed as possible and that every effort will be made to keep us informed of developments and also that they will submit dates when such work is desired to commence and finish.

G.A. Hooser

oc Mr. Roberts
Dept Highways
Lillocet, B.C.

Page 10 of 26 TRA-2018-63081

TO Mr. Pat O'Toole District Engineer Dept. of Highways Lilloost, B.C.	FROM C.F.		pervisor
Seton Pointage-D'Arcy Profile		DATE Aug. 5,1969)
For Your Information Please O.K. and Return Please Process Return With More Details	☐ Please Discuss With Me ☐ Investigate and Report	Per Your Request Please Answer	☐ For Your Signature
Forwarding too	day under separate of mentioned as per l	cover an interim Mr. Smiths' requ	est.
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	0.1. 410		
DATE OF REPLY WRITE YOUR REPLY AND RETURN THIS SHEET.	SIG	NATURE	
EVERDREEN PRESS LIMITED CARRON RIADY VIIS 1970 S.F. MARINE DRIVE, MANCOUNCE IS, S.C FAMILY 5-773)		Memo	gram A

REGIONAL HIGHWAY ENGINEER DEPT OF HIGHWAYS KANLOOPS

RE SETON PORTAGE PROJECT

REFERENCE URTEL DATED AUG 14, 1969 4:32 PM IT WILL BE IN ORDER TO EXTEND THE HOURS OF WORK ON THE SETON PORTAGE PROJECT TO 5 -10 HOUR DAYS

F A MACLEAN

ASST DEPUTY MINISTER

HQ FILE 2363 VICTORIA AUC 15 1969 11:21 AM 34U MSGE RCD KAN GA

DATE (18/18 FILE 705-00-10	
DATECTION OF FILE 70 -90-19	
To Lilland, Colo	
REPORT RUSH ACT	
INTERVIEW MAINTIN	
CONFIDENTIAL REPLY BEFORE	
EGIONAL HIGHWAY ENGINEER	

District Superintendent Lillooet, B. C. August 15, 1969. R2-90-18

The Assistant Deputy Minister telephoned this office and verbally approved the 50 hour work week.

J. W. Nelson bil

REGIONAL HIGHWAY ENGINEER

JWN/pt

ASST DEPUTY MINISTER DEPT OF HWYS VICTORIA BC

SUBJ: SETON PORTAGE PROJECT.

I REQUEST APPROVAL OF EXTENDING HOURS OF WORK ON THE SETON PORTAGE PROJECT TO 5 - 10 HOUR DAYS. IT IS DIFFICULT TO KEEP GOOD OPERATORS ON THE RENTAL EQUIPMENT ON 8 HOUR SHIFTS IN THIS REMOTE AREA, AND BECAUSE OF THIS THE LOCAL PEOPLE ARE SAYING THAT THE PROGRESS IS TOO SLOW.

OUR FILE # R2-90-13.

J W NELSON

REGIONAL HWY ENGR

KAMLOOPS AUG 14,1969 4:32 PM MSGE RCD VIC A Note that the same of the sa

DEPARTMENT OF HIGHWAYS

TO:

Mr. J. P. O'Toole, District Superintendent, Department of Highways

LILLOOET, British Columbia.

Regional Highway Engineer, Kamloops, British Columbia DATE: August 26, 1969.

DISTRICT: Region #2

HEADQUARTERS FILE: L2-99-494

REGIONAL FILE: L2-

L2-99-494

DISTRICT FILE:

REFERENCE:

DATED:

ATTENTION:

SUBJECT:

Seton Portage - D'Arcy.

This letter will confirm our discussion and the decisions reached regarding the construction practice to be followed in the vicinity of the British Columbia Hydro power line transmission towers.

Tower right of Station 41+25

- 1. Construction access will be obtained by building a 12 foot road along the existing trail from Station 40+00 to 42+00. Excavation of the solid rock below the tower is to be kept to a minimum for this access road.
- 2. Construction of the access road is to be handled in the following manner:
 - a. The existing bedrock slope between the trail and the tower is to be mucked clean prior to any drilling and blasting.
 - b. The cut slope of the access road is to be pre-sheared by downhole drilling on a 1/4 to 1 slope.
 - c. Lifts should not exceed 10 feet and in most cases should be held to a 5 to 8 foot depth.
 - d. To reduce the shock wave velocities in the bedrock near the tower, a delay pattern of blasting should be used.

Towers right of Station 55+70, 63+80 and 77+50 are a substantial distance from centreline, 80, 100, and 70 feet respectively, and there does not appear to be any construction problems at these sites. It would, however, be good practice to muck the bedrock area clean, taking special note of any major faults, or dip of the bedding planes between the tower and centreline. Pre-shearing using delay caps will leave a tidy slope and reduce the shock velocities in the rock around the towers.

If the rock formations indicate possible problems around these three towers please contact this office direct, or in my absence Mr. J. Horcoff in Victoria, prior to drilling or blasting.

COPY FOR AN HURRAY
PLS STR.

. . . . 2/

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FOR DEPARTMENTAL CORRESPONDENCE ONLY,

o

Regarding the tower right of Station 41+25, Mr. Horcoff should be contacted once the bedrock has been mucked clear of the overburden. He will recommend the drilling and blasting pattern to be followed for the excavation of the proposed road.

A. W. G. Smith,

REGIONAL LOCATION SUPERINTENDENT.

AWGS/jj

cc: Mr. N. R. Zapf, Director of Location, Victoria.
Senior Materials Engineer, Attention: Mr. J. Horcoff, Victoria.

218 69 du

FOR DEPARTMENTAL CORRESPONDENCE ONLY

o

DEPARTMENT OF HIGHWAYS

TO:

Mr. P. J. O'Toole, District Superintendent, Department of Highways,

LILLOOET, British Columbia.

ATTENTION:

SUBJECT:

Seton Portage - D'Arcy. Seton Portage West. SENDER'S ADDRESS: Regional Highway Engineer, Kamloops, British Columbia

DATE:

September 3, 1969.

DISTRICT: Region #2

HEADQUARTERS FILE: L2-99-494

REGIONAL FILE: L2-99-494

DISTRICT FILE:

REFERENCE:

DATED:

DEPT. OF

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unioper, & C.

Attached is an advance copy of the plan and profile for the above project.

I have not received the additional cross section between Station 40+50 and 42+00, so would you please check the revised design, Station 38+31 to 42+00 for any interference with the British Columbia Hydro Tower, and the catchment of any fill slopes.

The revised estimate will be forwarded in the next few days.

for.

A. W. G. Smith,

REGIONAL LOCATION SUPERINTENDENT.

Clark

AWGS/jj

Attch.



Regional Highway Engineer, Kamloops, British Columbia

Mr. A.R. Smith,

Box 460, Lillooet, British Columbia September 8, 1969

Lillooet R 2

L2-99-494

L2-99-494

28-2**0-23**

Project 1998 Seton Portage - D'Arcy

Regional Location Engineer

Your letter September 3, 1969

Sorry about additional cross sections. I have forgotten what stations you want. s.22 s.22 . So will you please quote these stations again.

Also can we please have your location field books both for level and line. Our boys are having some difficulty re-establishing line particularly the revision 38-31 to 42-00.

JFO'T:nk

J.P. O'Toole, District Superintendent

Page 17 of 26 TRA-2016-63081

Box 460, Lillocet, British Columbia, September 18, 1969

Nr. J. S. Broadbent, Pacific Great Eastern Railway Company, 1095 West Pender St., VALCOUVER, British Columbia

Dear Sir:

Re Our Project 1988
Road Construction
D'Arcy to Seton Portage.

Will you give us an estimate of the amount that you will be charging us for flagging, etc. at the jobsite?

Yours truly,

HH;mk

J.P. O'Toole, District Superintendent Br. 3. 3. 2and, Director of Location, Department of Highways,

VICIORIA, Iritish Columbia.

Comional Simbory Engineer, Unitedna, Critish Columnia. Coptennar 10, 1830.

Tegion 73

L2-51-464

13-09-494

Seton Fortage - Diarroy Seton Fortage Fest

Ts are forwarding under cathraid cover the following:

2 sets of astimate rollers

1 folder of Gross Section Notes

1 fords :11 Flan

I dereshell "roffile

1 Har s'ell fass bia rem

last of Mon Tracium (5)

I set of Profile Tracings (3)

I book of tross Sections

1 Frofile Tracine (P. F. Lydro Power feles)

Tould you please assess the stofect and recommend son change that you feel are numerica.

Tr. O'Toole confected the ritish Columbia bydro and informed that as to the work area of the project and the reference numbers of the power line towers which are in the remarks only area. To supplicant this information, there is a cross section tracing showing the position of the professed road in relation to each tower in the mork area.

The palv tower, which do in he a construction problem, is the one right of Station 41+25. I would refer you to by letter dated August 21, 1997 for the details reperding at struction defined to this tower, and we letter dated August 20, 1988, in which a line shift has been recommended, which would live an additional 7 feet of alasms as (total 14 ft.) between the tower of the out and the base of the tower. This shift increased the cost of a retaining well or bridge at the revine Sistion 41+71 to 43+67. For comparison purposes we have requested that the fridge preach presents desire estimate of a kinder structure i +16 losding) which hould be verified a coinst the concrete resulty retaining well costs of 141,460.00. If the bridge is absolute that the estimate should be revised accordingly, and the retaining all deless from the desire.

. . . . 2/

Percent Commence

At present the District has omined un the cut Station 10460 to 28400 and pioneered a rose to Station 42475. The cut adjacent to the towar at Station 18400 has been couphed out to grade. It is the District's intestion to punch through a pioneer road suitable for the local traffic now using the rose and then proceed to develop this pioneer road into the finished design.

irior to constructing the desirmed road edjecent to the towers, it will be necessary for the District to muck the rock slower class, then Wr. Forceff welld be asked to analyse the rock formation, and suggest cuitable construction procedures to correct or overcome any problem rock sections. To keep witish columbia Wydro informed it would be advisable to subsit wrists of the typical cross section of much tower site, and then favite their encineering staff to insect the construction site of a faint visit with Wr. Sorroff and other Michael Officials.

The present timetable colls for the extension of the total rest to the fewers right of Station 67+50 and 16+75 within the next two weeks at which time the solid rock slopes between the telers and the next readway would be nucked clean.

Thy we have your comments and suggestions reparding the foregoing program, and if in order would you make the initial armodeh to the Fritish Columbia Sudro Engineering Staff.

Ir. O'Tools has an advance print of the plan and profile, therefore would you clease forward the cross sections and the schedule of quantity summary sheets some approved.

A. . . . PRITE. EVOIDVAL LOCATION RUPERISTRATELT.

A408/**j**5

co: District Superintendent, Fillocet, Pritish Columbia.

Page 20 of 26 TRA-2016-63081

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DAA DOO LILLOCEI

MUNICOPS

FIGD LARESON IS DRIVING TO LILLOCET BOW AND WILL MERT YOU AT THE DOM WINNERS AT 5:30.

CALL ISBA CORTH MADOGUVER COY ISAOS COSCER

> 900 Rec'd This message

> > Page 21 of 26 TRA-2016-63081

Regional Highway Engineer, KANLOOPS, British Columbia Box 460, Lillocet, British Columbia October 20, 1969 Lillocet H 2

Ragional Office Manager

23-0-90

Continuing PAJOR DAY LABOUR Projects
//76-7/

Radio Message Oct. 17 & 20/69

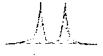
Please include in estimates an item of \$250,000.00 for the continuance of Project 1983 Seton Portage - D'Arcy. This is for reconstruction of Hydro tote road, 17 miles in length.

Next fiscal year we propose to widen station zero to station eighty to full designed width and to construct a bridge over one dry wash.

JPO'T:mk

J.P. O'Toole, District Superintendent.

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EDITION COLUMNIA HYBRO AND POWER AUTHORITY

November 12, 1969 R2-28-20-0

District Superintendent, Lillooet, British Columbia.

Vancouver 1, B. C.

Re meeting which was delayed due to weather.

File: 230.01-1410.0 230.02-1410.0

4 November, 1969

D.C. MacVicar (1832)
Regional Maintenance Engineer

DCM/sb

Mr. N. R. Zapf, Director of Location, Department of Highways, Victoria, B. C.

Dear Sir:

Re: Seton Portage - D'Arcy Your File L2-99-494

This will acknowledge receipt of your letter of 29 October, 1969, and enclosed preliminary drawings showing location plans and profiles of the proposed access road between D. L. 2662 and Seton Portage and including cross-sections at the existing transmission tower sites.

We have arranged that Mr. J. Brand of our Transmission Maintenance Department will accompany Mr. Harcoff of your Department on the planned site inspection on Thursday, November 6, 1969.

Yours very truly,

W. G. McMichael,

Transmission Projects Branch.

We K

November 6, 1969.

10 and power authority

To: District Superintendent,
Department of Highways,
Lillooet.

For information.

N. R. Zapf. Director of Location. Vancouver 1, B. C.

File: 230.01-1410.0 230.02-1410.0

4 November, 1969

Mr. N. R. Zapf, Director of Location, Department of Highways, Victoria, B. C.

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0

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Yours very truly,

W. G. McMichael,

Transmission Projects Branch.

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Francisco de la companya de la comp

District Superintendent Lillooet, B. C.

Please expedite your reply to this office

JWN/pt

December 1, 1969, R2-28-20-0

J. W. Nelson

REGIONAL HIGHWAY ENGINEER

Regional Highway Engineer, Department of Highways, KAMLOOPS, British Columbia Box 460, Lillocet, British Columbia December 3, 1969 Lillocet R 2

R2-28-20-0

28-20-23

Amierson Lake Project
(Project 1983 - Seton Portage-D'Arcy)

Chf. High. Engr. Tel. Nov. 28/69 Your Note December 1, 1969

Work on this project for this year will be completed December 5, 1969. 8,000 feet of road on the new location is 85% complete; some widening and gravelling is still required. No work is done at proposed bridge site Sta 41.75 in that bridge design or retaining wall design is not complete by bridge branch. Full width is not yet obtained at the critical Hydro tower near Station 41. 00. At present the new road is open and serviceable to where it joins the old Hydro road. Those first very steep grades and had switch backs are eliminated. All of the heavy rock drilling and rock hauling equipment is laid off.

About \$40,000.00 remains unexpended. I had thought to retain this money for clean up in the spring, to clean up probable rock slides onto the P.G.E. Railway that may occur this winter and to make an early start on the project again next spring.

JPO Trnk

J.P. O'Toole, District Superintendent

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