

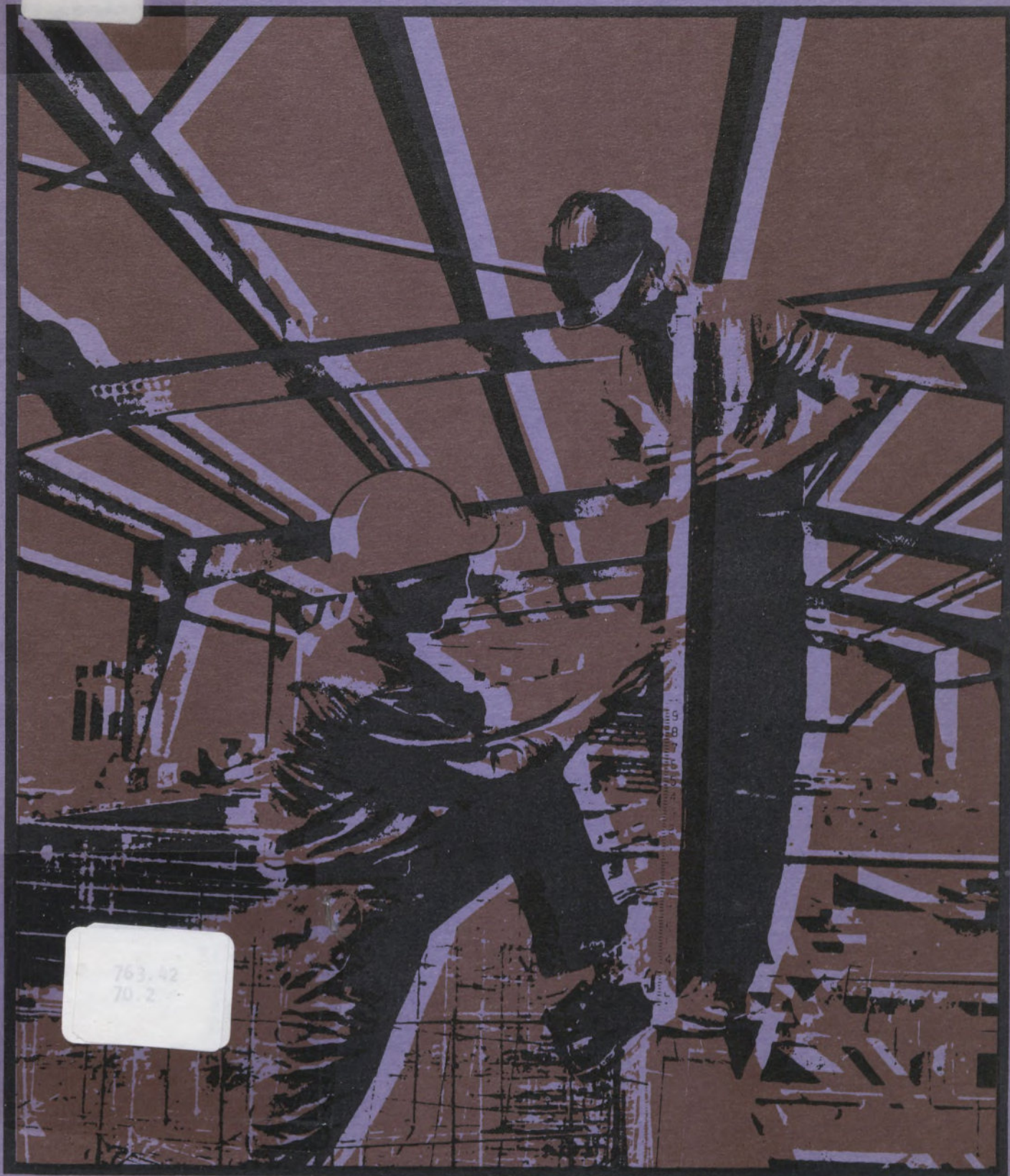
CANADA / NOVA SCOTIA

SPENDING AREAS AND HIGHWAYS AGREEMENT

DEPARTMENT
OF REGIONAL
ECONOMIC
EXPANSION



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THE SPECIAL AREAS PROGRAM

Among the major problems facing the slow-growing regions of Canada has been a lack of opportunities for the people to obtain productive work. The Regional Development Incentives Act provides generous capital incentives to encourage industrial expansion in designated regions. Some areas, however, do not have the utilities and services required to support a growing population.

CANADA / NOVA SCOTIA

To overcome this, after consultation with the provincial governments concerned, the Department of Regional Economic Expansion has designated certain potential growth centres as "Special Areas", where special federal, provincial and municipal action is being taken. The kinds of action vary from area to area, depending upon local needs.

In general terms, under the Special Areas Program, the Department of Regional Economic Expansion may:

SPECIAL AREAS AND HIGHWAYS AGREEMENT 1970 / 72

- make financial assistance available to a province for specific infrastructure projects (such as roads, water and sewer systems, schools, etc.) required to make key centres attractive as sites for future industrial and population growth;
- provide incentives to primary and tertiary industries in cases where these are essential to the success of a development plan. (Assistance to such industries is not provided by the Regional Development Incentives Act, which is restricted to secondary manufacturing and processing plants.);
- provide also, in special areas outside the designated regions, the same incentives to secondary industry that are available under the Regional Development Incentives Act;
- apply, in co-operation with the provinces and other federal departments, special social adjustment programs to help local people take advantage of the opportunities created.

Special Area Agreements provide for close federal-provincial co-operation in the implementation of infrastructure projects in 14 of the 22 special areas designated this year. They also commit the governments concerned to joint development planning during the next five years.

DEPARTMENT OF REGIONAL ECONOMIC EXPANSION



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To overcome this, after consultation with the provincial governments concerned, the Department of Regional Economic Expansion has designated certain potential growth centres as "Special Areas", where special federal, provincial and municipal action is being taken. The kinds of action vary from area to area, depending upon local needs.

In general terms, under the Special Areas Program, the Department of Regional Economic Expansion may:

- make financial assistance available to a province, by way of grants and loans, for specific infrastructure projects (such as roads, water and sewer systems, schools, etc.) required to make key centres more attractive as sites for future industrial and population growth;
- provide incentives to primary and tertiary industries in cases where these are essential to the success of a development plan. (Assistance to such industries is not provided by the Regional Development Incentives Act, which is restricted to secondary manufacturing and processing plants.);
- provide also, in special areas outside the designated regions, the same incentives to secondary industry that are available under the Regional Development Incentives Act;
- apply, in co-operation with the provinces and other federal departments, special social adjustment programs to help local people take advantage of the opportunities created.

Special Area Agreements provide for close federal-provincial co-operation in the implementation of infrastructure projects in 18 of the 22 special areas designated this year. They also commit the governments concerned to joint development planning during the next five years.





DEPARTMENT
OF REGIONAL
ECONOMIC
EXPANSION

fact sheet

CANADA-NOVA SCOTIA AGREEMENT HIGHLIGHTS

The federal government and the province of Nova Scotia have signed a development agreement which commits more than \$34 million in federal funds over the next two years to finance priority community development projects in the province.

The majority of the expenditures will be on projects in the Halifax-Dartmouth and Strait of Canso special areas designated earlier by the federal government in consultation with the province.

(MORE)

More than 60% of the federal funds covered by the agreement will be provided in the form of grants. The remainder will be on a loan basis.

Following is a description of the projects covered by the agreement:

HALIFAX-DARTMOUTH SPECIAL AREA

Federal expenditures under the agreement in the Halifax-Dartmouth area are expected to total more than \$21 million. Spending in the current fiscal year will be \$8.7 million in grants and \$7.3 million in loans.

The projects fall under four general headings: Residential Land Development; Educational Facilities; Major Water Supply and Metropolitan Transportation.

Residential Land Development

In order to open new land for residential purposes, water, sewer and storm sewer services will be installed in various parts of the area with a total expenditure by the Department of Regional Economic Expansion, over and above CMHC funding, of more than \$6.3 million. Spending under the agreement in the current fiscal year is expected to be approximately \$2.7 million in grants and \$2.2 million in loans.

Areas where such work is to be undertaken include: Bedford-Sackville; Cole Harbour-Wildwood; South Armdale; Fairview and Lacewood-Clayton Park. In the newly-annexed Kline Heights area, roads will be installed in addition to water and sewer services.

Educational Facilities

The agreement calls for spending of \$8.5 million to improve school facilities in the area. Of this amount, the federal government is to contribute approximately \$2.9 million in grants and \$3.2 million in loans in the current fiscal year.

Specific projects are:

Central Elementary and Junior High School - Community Centre Complex -- A new, combined elementary and junior high school is to be built on the west side of Brunswick Street, between Cornwallis and Gerrish Streets, in Halifax. The school will house 14 elementary and 36 junior high school grades, a gymnasium, auditorium and adult community education-recreation facilities. It will replace St. Patricks Junior High School and St. Patricks Girls School.

Saekville Senior High -- A new high school will be built at Raymond Drive and Windsor Highway, containing 35 classrooms and an auditorium.

Goresbrook Elementary Junior High -- Two new floors will be added to house industrial arts and home economics facilities as well as a library. More efficient arrangement of existing facilities, made possible by the expansion, will also increase the number of academic classrooms by four.

Bloomfield Elementary Junior High -- A new wing will be added to provide a gymnasium and facilities for vocational training, home economics, audio visual arts and guidance.

Lakeside-Timberlea Junior High -- A new 20-classroom school is to be located on the north side of Highway No. 3, in Timberlea.

Findlay-Hawthorne Elementary School -- To be located in the centre of Dartmouth at Thompson and Erskine Streets, this new school will replace Findlay Elementary and Hawthorne Elementary schools. The school will have 20 primary classrooms plus facilities for retarded children and for adult education.

Duc D'Anville Elementary -- Six new classrooms and enlarged auditorium and gymnasium facilities will be added to this school in the Clayton Park residential area.

Forsyth Elementary -- An extension will be built adding eight classrooms.

Brookhouse Elementary -- Eight new classrooms will be added.

Harbour View Elementary -- Twelve new classrooms will be added to this existing school in the Albro Lake area.

Major Water Supply

The question of a new long-term major water supply for the City of Halifax is currently under study but, as an interim solution, the agreement provides for the construction of an interconnection with the Dartmouth system. This will provide Halifax with an additional water supply of three million gallons a day which is surplus to Dartmouth's present needs. The project, to be financed by the federal government on a 50-50 grant-loan basis at an estimated cost of \$1.1 million, is to be completed in the present fiscal year.

Metropolitan Transportation

The agreement provides for spending of more than \$5.2 million to improve the transportation network in the metropolitan area. Federal outlay in the 1970-71 fiscal year is expected to be over \$2.6 million in grants and \$1.4 million in loans.

Specific projects include work on the following arterial roads: Harbour Drive, Windmill Road, Lakeview Drive, Trunk 101, Trunk 102 and Trunk 103. In addition, 172 transit bus bays will be built along arterial roads within the City of Halifax in order to improve traffic flow and traffic safety.

STRAIT OF CANSO SPECIAL AREA

The agreement calls for loans and grants totalling over \$3.2 million from the Department of Regional Economic Expansion in this area. Grants in the 1970-71 fiscal year are expected to be approximately \$2 million and loans \$1.1 million.

Projects covered by the agreement include:

Point Tupper Heavy Industrial Park

A two-lane paved access road is to connect the industries presently in the industrial park to the provincial highway system, and the agreement provides for DREE grants and loans of over \$2.3 million for its construction. Initial railbed construction will also be done for a rail line into the park. Spending in the current fiscal year is expected to be over \$1.3 million in grants and \$974,000 in loans.

Port Hawkesbury Light Industrial Park

Water and sewer services, as well as service roads, are to be installed in a new industrial park being established by the Town. Total cost of this work, which is to be financed entirely by federal grants, will be some \$260,000.

Point Tupper Water Line

A trunk water line will be constructed from the provincial water supply in the Point Tupper Industrial Park to the Port Hawkesbury water treatment plant. This is required to make water available to Port Hawkesbury itself and to the light industrial park. Total cost of the project will be \$179,000 which will be paid by the federal government on a grant basis.

Town of Mulgrave

Water and sewer systems will be constructed for the Town of Mulgrave. The new water system will consist of a treatment plant, a pumping station and 3,700 feet of water line. Total cost is expected to be \$320,000 which will be financed by the federal government half by grants and half by loans.

The sewer project will involve a treatment plant and a new collector system, as well as upgrading of the existing collector system. The Department of Regional Economic Expansion will provide a grant of \$147,000 for this purpose in addition to loan funds available from the Central Mortgage and Housing Corporation.

HIGHWAYS OUTSIDE THE SPECIAL AREAS

A start is to be made on the reconstruction of the highway connecting Halifax-Dartmouth with Bridgewater and the agreement calls for the reconstruction, and relocation where necessary, of approximately 25 miles of Trunk 103 between Halifax-Dartmouth and the Martin River Bypass. Total cost of this work will be \$5.4 million which is to be provided as a grant by the federal government. Spending in the present fiscal year is expected to be approximately \$4 million.

HALIFAX-DARTMOUTH SPECIAL AREA, NOVA SCOTIA
ZONE SPÉCIALE DE HALIFAX-DARTMOUTH, NOUVELLE-ÉCOSSE

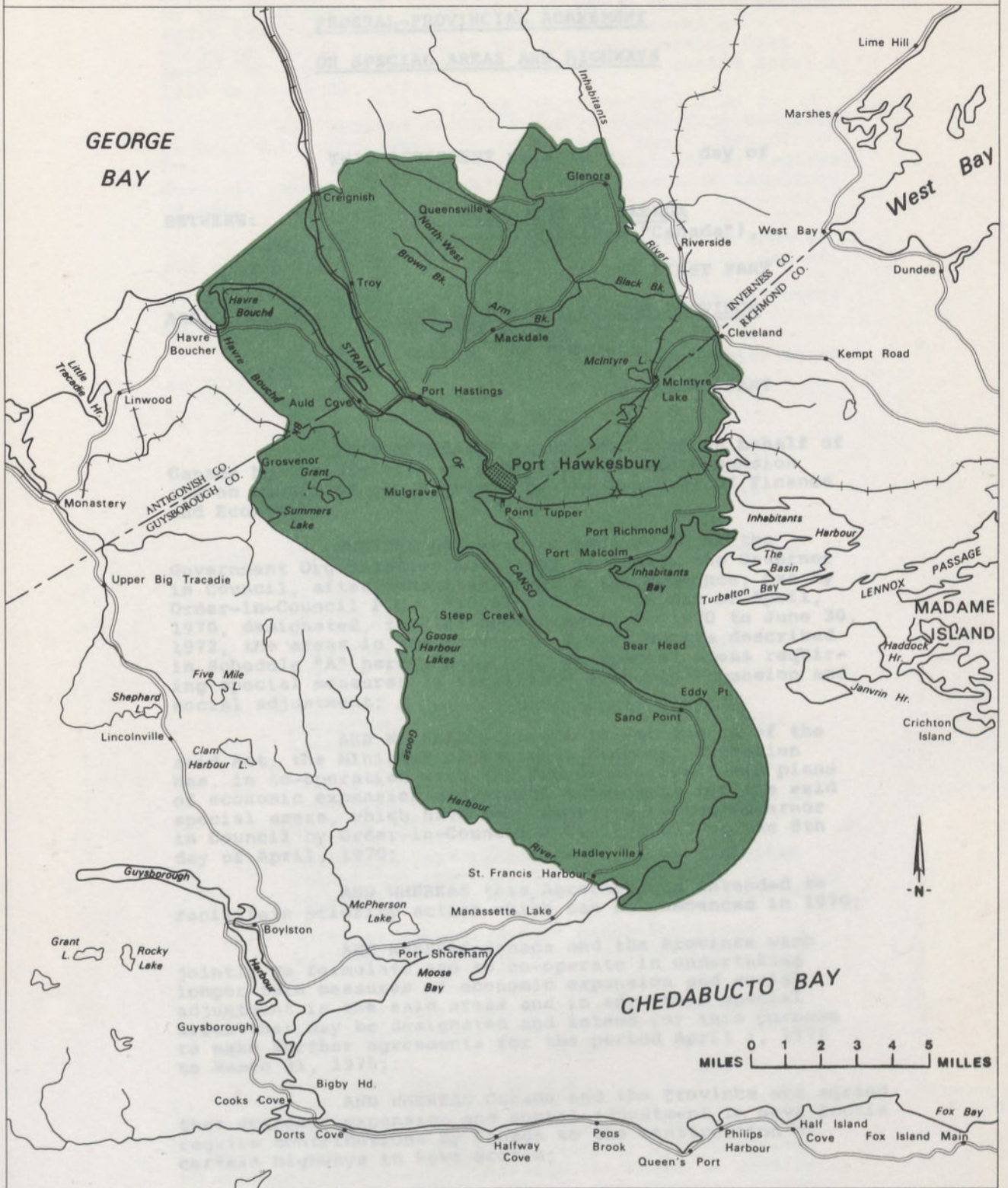


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STRAIT OF CANSO SPECIAL AREA, NOVA SCOTIA
 ZONE SPÉCIALE DU DÉTROIT DE CANSO, NOUVELLE-ÉCOSSE



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NOVA SCOTIA
FEDERAL-PROVINCIAL AGREEMENT
ON SPECIAL AREAS AND HIGHWAYS

THIS AGREEMENT made this day of
1970

BETWEEN: THE GOVERNMENT OF CANADA
 (hereinafter called "Canada"),

OF THE FIRST PART

AND: THE GOVERNMENT OF THE PROVINCE
OF NOVA SCOTIA (hereinafter
 called "the Province"),

OF THE SECOND PART

THIS AGREEMENT is entered into on behalf of Canada by the Minister of Regional Economic Expansion and on behalf of the Province by the Minister of Finance and Economics.

WHEREAS pursuant to Section 24 of the Government Organization Act, 1969 of Canada the Governor in Council, after consultation with the Province, has by Order-in-Council P.C. 1970-613 of the 8th day of April, 1970, designated, for the period April 1, 1970 to June 30, 1972, the areas in the Province of Nova Scotia described in Schedule "A" hereto attached, as special areas requiring special measures to facilitate economic expansion and social adjustment;

AND WHEREAS pursuant to Section 26 of the said Act, the Minister of Regional Economic Expansion has, in co-operation with the Province, formulated plans of economic expansion and social adjustment for the said special areas, which have been approved by the Governor in Council by Order-in-Council P.C. 1970-613 of the 8th day of April, 1970;

AND WHEREAS this Agreement is intended to facilitate priority action which can be commenced in 1970;

AND WHEREAS Canada and the Province wish jointly to formulate and to co-operate in undertaking longer-term measures of economic expansion and social adjustment in the said areas and in any other special areas that may be designated and intend for this purpose to make further agreements for the period April 1, 1971 to March 31, 1975;

AND WHEREAS Canada and the Province are agreed that economic expansion and social adjustment in Nova Scotia require contributions by Canada to the construction of certain highways in Nova Scotia;

AND WHEREAS the Province anticipates that Provincial and Municipal expenditures on capital works in the said special areas and on highways in Nova Scotia, apart from and in addition to the expenditures on projects listed in Schedule "B" attached hereto, will amount to approximately \$64 million in the period April 1, 1970 to March 31, 1971;

AND WHEREAS the Governor in Council by Order-in-Council P.C. 1970-24/915 of the 26th day of May, 1970 has authorized the Minister of Regional Economic Expansion to execute this Agreement on behalf of Canada;

AND WHEREAS the Lieutenant-Governor in Council has by Order-in-Council of the day of , 1970 authorized the Minister of Finance and Economics to execute this Agreement on behalf of the Province;

NOW THEREFORE the parties hereto mutually agree as follows:

1. In this Agreement,
 - (a) "Federal Minister" means the Minister of Regional Economic Expansion of Canada and includes anyone authorized to act on his behalf;
 - (b) "Provincial Minister" means the Minister of Finance and Economics of the Province, and includes anyone authorized to act on his behalf;
 - (c) "Ministers" means the Federal Minister and the Provincial Minister;
 - (d) "Liaison Committee" means the committee established pursuant to Section 19 of this Agreement;
 - (e) "Joint Planning Committee" means the committee established pursuant to Section 30 of this Agreement;
 - (f) "municipality" includes any local authority within the Province approved for the purposes of this Agreement by the Ministers;
 - (g) "present special areas" means the areas described in Schedule "A" attached hereto; and
 - (h) "term of this Agreement" means the period April 1, 1970 to June 30, 1972.

SUBJECT MATTER

2. (1) The Province will undertake either directly or through agencies of the Province, or will endeavour to arrange for the municipalities concerned to undertake, during the term of this Agreement, the projects listed in Schedule "B" attached hereto. The Province or the municipality, as the case may be, will take over each project on completion and will accept full responsibility for its operation, maintenance and repair.

(2) The Province or the municipality concerned, as the case may be, will acquire all lands and interests in lands that are required for the said projects.

3. It is understood and agreed that where a project mentioned in this Agreement is to be undertaken by a municipality, the Province will make such arrangements with the municipality as are necessary to enable the Province to implement its undertakings under this Agreement.

4. Canada will finance the projects listed in Schedule "B" by contributions and loans to the extent and in the manner specified in the said Schedule.

5. The Province will commence, or will endeavour to arrange for the municipalities concerned to commence actual construction of all projects listed in Schedule "B" during the term of this Agreement and unless the Federal Minister otherwise agrees, Canada will not be responsible for any expenditures incurred after the deadline specified in Schedule "B" for the project concerned, nor will Canada pay any claim which is not received within twelve months after the said deadline.

6. (1) Subject to Sub-section (2), the costs to be financed by Canada in respect of the projects, or portions thereof, listed in Schedule "B" are:

(a) all direct costs, except administration, survey, engineering and architecture costs, that in the opinion of the Liaison Committee have been reasonably and properly incurred for the construction of the project by the Province or the municipality concerned, as the case may be; and

(b) ten per cent (10%) of the costs payable pursuant to paragraph (a), as an allowance towards all other costs, one half of which allowance, based on the estimated cost of the project as specified in Schedule "B", may be paid before the commencement of construction and the adjusted remainder of which shall be paid with the final payment in respect of the construction of the project.

(2) The costs to be financed by Canada do not include any costs relating to the acquisition of lands or interests in lands, except where otherwise specified in Schedule "B", in which cases the financing by Canada shall be entirely on a loan basis.

7. (1) Canada's obligation with respect to the financing of each project shall be limited to the estimated cost specified for such project in Schedule "B", unless the Federal Minister agrees, on the recommendation of the Liaison Committee, that a higher cost is reasonable and warranted.

(2) If at any stage of a project it appears that the cost thereof will exceed the estimated cost specified for such project in Schedule "B", the Liaison Committee shall promptly so inform the Federal Minister.

8. Notwithstanding anything in this Agreement, the total amount payable by Canada under this Agreement shall not exceed the sums totalled in Schedule "B" plus 15%, that is to say, for contributions the sum of \$22,107,000, or for loans the sum of \$12,271,000.

LOANS

9. (1) Where financing by Canada of a project is wholly or partly on a loan basis, the Province will repay the loan to Canada, with interest, over the period specified for such loan in Schedule "B", which period (hereinafter referred to as the "amortization period"), shall in each case commence on the 31st day of March of the fiscal year in which the project is completed, such repayment to be made as follows:

- (a) interest with respect to all payments made by Canada shall be calculated from, but not including the date of each payment, at the rate applicable at the time each payment is made, as determined by the Minister of Finance of Canada from time to time in respect of advances of funds provided to Crown corporations by the Department of Finance; and interest not paid but accrued to the date of commencement of the amortization period shall be capitalized as at said date and shall be added to the principal amount of each payment, and the total amount shall be deemed to be principal for the purposes of paragraphs (c) and (d);
- (b) interest on the accrued interest as provided for in (a) above shall be calculated as of the date of commencement of the amortization period at the rate applicable at the date of commencement of the amortization period, as determined by the Minister of Finance in respect of advances to Crown corporations by the Department of Finance;
- (c) the principal amounts of each payment, including the accrued interest, shall be treated as a single sum and amortized at a rate of interest computed as a weighted average of all the rates borne by the said principal amounts including the accrued interest; and
- (d) at the end of each year of the amortization period, interest at the rate prescribed by paragraph (c) shall be payable on the unrepaid principal amount of the loan, together with such part of the unrepaid principal amount as will result in repayment of the principal amount and interest in equal annual instalments over the amortization period; provided however that the Province may repay the loan at an earlier time, without notice or bonus, by paying to Canada the unrepaid principal amount of the loan together with accrued interest to the date of such repayment.

(2) For the purpose of this Section, the date of completion of a project means the date when the Province or the municipality, as the case may be, accepts the project from the contractor; where the project has not been constructed by a contractor, the date of completion shall be that determined by the Liaison Committee, but unless the Federal Minister otherwise agrees, shall not be later than the deadline specified in Schedule "B" for the project concerned.

10. Where the financing of a project by Canada is partly by way of contribution and partly by way of loan, each payment by Canada shall be deemed to be part contribution and part loan in the same ratio as specified for that project in Schedule "B", and interest on the loan portion shall be computed in accordance with Section 9.

PAYMENT PROCEDURE

11. Subject to Section 12, payments by Canada shall be promptly made to the Province on the basis of progress claims setting out the costs actually incurred and paid for the project, submitted in a form and verified in a manner satisfactory to the Federal Minister.

12. (1) In order to assist with the interim financing of projects, Canada may, if the Province so requests, make interim progress payments to the Province not exceeding 90% of Canada's share of claims submitted, based on estimates of expenditures actually incurred as certified by a senior officer of the Province or the municipality, as the case may be.

(2) The Province will account for each such interim progress payment by submitting to Canada, within 120 days after the payment was made, a detailed statement of the actual expenditures concerned, verified in a manner satisfactory to the Federal Minister. Any discrepancy between the amounts paid by Canada by way of interim progress payments and the amounts actually payable by Canada shall be promptly adjusted between Canada and the Province.

13. The Province will make appropriate financial arrangements with the municipalities concerned in respect of projects which it arranges for the municipalities to undertake.

RECORDS AND AUDIT

14. The Province will ensure that proper and accurate accounts and records relating to each project are maintained by the Province or the municipality, as the case may be, and the Province will be responsible for auditing and certifying the cost of the project for the purpose of progress claims in respect of projects undertaken by municipalities.

15. Canada may audit the amounts of all progress claims and the Provincial accounts and records relating thereto, and any discrepancy between the amounts paid by Canada and the amounts actually payable by Canada under this Agreement shall be promptly adjusted between Canada and the Province.

CONSTRUCTION PROCEDURE

16. (1) Subject to Sub-section (2), the financing by Canada of the projects listed in Schedule "B" is conditional on the following:

- (a) before any preliminary design is done, there must be a clear definition, satisfactory to the Liaison Committee, of the requirements to be served by the project and of the terms of reference for the design of the project;
- (b) the preliminary design, costs estimates and construction standards must be approved by the Liaison Committee before detailed design is commenced;
- (c) the final plans and specifications and form of contract must be approved by the Liaison Committee before tenders are called;
- (d) a definition of the project for the purpose of identifying the work to be financed by Canada must be approved by the Liaison Committee;
- (e) unless the Liaison Committee otherwise agrees, all construction and purchase contracts will be let pursuant to tenders invited by public advertisement;
- (f) the tender package and advertisement for tenders in respect of each project shall state that: "This is a Canada Regional Development Project. Its construction is financed by the Department of Regional Economic Expansion of the Federal Government, and it will be carried out in co-operation with the Province of Nova Scotia" and (where relevant) "the municipality of " or such other wording to the like effect as may be agreed by the Ministers;
- (g) opening of all tenders shall be public, and the Liaison Committee will be supplied with copies of each advertisement for tender, together with notice of the time and place for tender opening, in sufficient time to enable any member of the Liaison Committee or his representative to be present at all tender openings and to participate in the evaluation of tenders;
- (h) all awards of contracts shall, unless otherwise agreed by the Liaison Committee, be awarded to the responsible and responsive tenderer who submitted the lowest evaluated tender;
- (i) all announcements of contract awards shall be made jointly by Canada and the Province or the municipality, as the case may be;

- (j) all amendments to a construction or purchase contract shall require the agreement of the Liaison Committee;
- (k) any member of the Liaison Committee or his representative shall be permitted to inspect the project at all reasonable times for the purpose of verifying progress claims and obtaining any other information concerning the project which may be required by the Federal Minister or the Provincial Minister.

(2) Contracts let and purchases made prior to the date of this Agreement may be accepted as complying with the terms of this Agreement if they are approved in writing by the Federal Minister on the recommendation of the Liaison Committee.

17. (1) Canada will supply, erect and maintain:

- (a) during the course of construction of each project, a project sign or signs specifying that it is a Canada Regional Development Project financed by contributions and/or loans by the Department of Regional Economic Expansion of the Government of Canada (and any other Federal agency where relevant) and carried out in co-operation with the Province and (where relevant) the municipality concerned, or such other wording to the like effect as may be agreed to by the Ministers; and
- (b) upon completion of each project, a permanent sign or plaque to the like effect.

18. Any official opening ceremony for each project will be arranged by the Federal Minister in co-operation with the Provincial Minister.

LIAISON COMMITTEE

19. (1) Canada and the Province will promptly establish a Liaison Committee composed of an equal number of representatives of each party, whose function it will be to monitor and report on all stages of the planning, design and construction of the projects, including matters related to the award of the contracts at all stages, and to fulfil the specific responsibilities identified in this Agreement.

(2) Canada and the Province agree to provide the said Liaison Committee with all information necessary for the performance of its functions.

REGIONAL DEVELOPMENT INCENTIVES

20. In the case of commercial undertakings that are excluded by the Regional Development Incentives Act or by the Regulations made thereunder, the Federal Minister will utilize the authority of Section 28 of the Government Organization Act, 1969 to the full extent that in his opinion is essential to the successful implementation of the plans in the special areas.

AGRICULTURAL AND RURAL DEVELOPMENT ACT

21. Canada and the Province, in utilizing their intended 1970-75 Agreement under the Agricultural and Rural Development Act, will give particular priority to projects of social adjustment and resource development or rationalization that will facilitate the achievement of the purposes of this Agreement in the special areas and for the Province generally.

NOVA SCOTIA NEWSTART INC.

22. Canada and the Province take note of the Canada-Nova Scotia NewStart Inc. Agreement, and undertake to carry out that program in co-ordination with this Agreement.

CAPE BRETON DEVELOPMENT CORPORATION

23. Canada and the Province take note of the Agreements for the Cape Breton Development Corporation, and undertake to carry out that program in co-ordination with this Agreement.

ATLANTIC DEVELOPMENT BOARD AGREEMENTS

24. Canada and the Province take note of the existing Agreements under the Atlantic Development Board Act and undertake to complete these Agreements in co-ordination with this Agreement. The amount of all payments made on or after April 1, 1970 by Canada to the Province, pursuant to any agreement between the Province and the Atlantic Development Board, for a project that forms a project or portion of a project under Schedule "B" shall be deducted from the amounts payable under Schedule "B".

OTHER PROGRAMMES FOR ECONOMIC
EXPANSION AND SOCIAL ADJUSTMENT

25. Canada and the Province take note of the proposed program for land surveying and mapping to be financed by Canada.

FUTURE ARRANGEMENTS

26. Canada will designate as special areas in the Province of Nova Scotia for the period July 1, 1972 to March 31, 1975, either the present special areas or such other areas as may be designated by the Governor in Council pursuant to Section 24 of the Government Organization Act, 1969.

27. Canada and the Province agree to develop jointly plans designed to facilitate the further realization of the potential for economic expansion and social adjustment in the areas from time to time designated by the Governor in Council as special areas, and that each party will undertake such appropriate measures as may be required for the implementation of such plans.

28. Canada and the Province agree that the determination of future infrastructure requirements in the Greater Halifax-Dartmouth area is dependent on the development of concerted regional plans and implementation arrangements for the area.

29. Canada will endeavour to provide to the Province financing for such Provincial and municipal works and facilities as are agreed to be beyond the financial resources of the Province and the municipalities concerned but necessary to the execution of such plans.

JOINT PLANNING COMMITTEE

30. (1) Canada and the Province will establish a Canada-Nova Scotia Planning Committee to assist in fulfilling their obligations under Sections 26 to 29 inclusive of this Agreement.

(2) The functions of the Committee will include, but will not necessarily be limited to advising the Ministers on:

- (a) the preparation of development plans for the special areas and the identification of measures, projects and works necessary for the execution of plans in the special areas;
- (b) consultation with the people of special areas and with appropriate groups and agencies that will facilitate the preparation and implementation of development plans and projects;
- (c) within the context of the development of the provincial economy, the identification of possible special areas or the modification of present special areas;
- (d) the identification of measures to facilitate economic expansion and social adjustment in the Province generally.

(3) The Committee shall be composed of representatives of Nova Scotia and Canada jointly agreed by the Ministers.

GENERAL

31. The Province will indemnify and save harmless Canada from any and all claims and demands of third parties in any way arising out of the financing by Canada of the projects, except as such claims or demands relate to injury or loss attributable to the act or negligence of any officer, employee or agent of Canada.

32. All construction work for the projects shall be subject to and carried out in accordance with labour conditions to be agreed to by Canada and the Province.

33. The following conditions relevant to employment and the award of contracts shall apply in respect of all projects carried out under this Agreement:

- (a) recruiting of labour shall be conducted through the Canada Manpower Centres, unless the Liaison Committee considers that the service cannot reasonably be provided;
- (b) in the employment of persons on a project there shall be no discrimination by reason of race, sex, religion or political affiliation.

34. In respect of all projects carried out under this Agreement, Canadian material will be used to the full extent to which it is procurable, consistent with proper economy and the expeditious carrying out of the project.

35. In the event of any dispute between the parties hereto on any question of law or fact arising out of this Agreement or the performance thereof, it shall be submitted to and determined by the Exchequer Court of Canada pursuant to the Exchequer Court Act of Canada.

36. The provision of financial assistance by Canada under this Agreement is subject to Parliament having provided funds for such assistance in the fiscal year in which assistance is to be provided.

AMENDMENTS

37. This Agreement, including Schedule "B" thereto, may be amended from time to time by the agreement of the Ministers expressed in writing, except that any amendment to Schedule "A" and Section 8 shall require the approval of the Governor in Council.

IN WITNESS WHEREOF this Agreement has been executed on behalf of Canada by the Minister of Regional Economic Expansion and on behalf of the Province by the Minister of Finance and Economics.

In the presence of

GOVERNMENT OF CANADA

Witness

Minister of
Regional Economic Expansion

GOVERNMENT OF NOVA SCOTIA

Witness

Minister of
Finance and Economics

SCHEDULE "A"

SPECIAL AREAS

The following areas of Nova Scotia are designated as special areas for the purposes of Part IV of the Government Organization Act, 1969:

(a) "Halifax-Dartmouth Special Area"

The boundaries are described as follows: beginning at the southern tip of Cole Harbour at its connection to the Atlantic Ocean; thence in a northerly direction along the westerly shoreline of Cole Harbour to its northern extremity at the mouth of Little Salmon River; thence in a northerly direction following the east bank of Little Salmon River, traversing Highway No. 7 to an unnamed improved road approximately 2,000 feet north of Highway No. 7; thence, in an easterly direction along the northerly boundary of unnamed improved road to its intersection with a north-south unnamed improved road lying immediately west of Nelson Lake; thence in a straight line in a northerly direction along the west boundary of the north-south unnamed road to the southern tip of Lake Eagle; thence in a northerly direction along the west shoreline of Lake Eagle to the mouth of the Winder Lake Creek; thence in a westerly direction along Winder Lake Creek a distance of approximately 2,000 feet to its intersection with the mouth of a creek running south from Duck Pond; thence in a northerly direction along the creek from Duck Pond and continuing along this creek to the southerly tip of Long Duck Lake; thence in a southwesterly direction along the creek and Jim Grant Ponds to the northern tip of East Lake; thence around the northern boundary of East Lake in a westerly and southerly direction to East Brook; thence along East Brook in a westerly direction to the easterly shoreline of Lake Major; thence in a northerly direction along the eastern shoreline of Lake Major and continuing along the eastern shoreline of Soldier Lake Gullies to Soldier Lake and along the east shoreline of Soldier Lake to the creek at its northern extremity and along the eastern shoreline of the creek to its intersection with Guysborough Road; thence in a westerly direction along the northern boundary of Guysborough Road to its intersection with trunk Highway No. 102; thence in a southerly direction along the west boundary of Trunk 102 to its intersection with Fall Creek at the southern tip of Miller Lake; thence in a westerly direction along Fall Creek to Highway No. 2; thence in a northerly direction along the easterly boundary of Highway No. 2 to Wellington Station and the C.N.R. Railway line; thence in a west southwest direction

along the west boundary of the C.N.R. railway line to Kinsac Community, to the intersection of an unnamed improved road running west to Duck Lake; thence in a westerly direction along the northern boundary of said road to its intersection with Beaverbank Road; thence in a southerly direction along the western boundary of Beaverbank Road to Beaverbank Station and its intersection with the Dominion Atlantic Railway line; thence in a northwesterly direction along the eastern boundary of the said railway line to Fenerty Siding; thence in a southwesterly direction along an unnamed improved road to its intersection with Highway No. 1; thence in a west northwesterly direction along the northerly boundary of Highway No. 1 to its intersection with Highway No. 101; thence in a southeasterly direction along the south boundary of Highway No. 101 to the northern tip of Drain Lake; thence in a southerly direction along the west boundary of Drain Lake continuing southerly along the creek joining Drain Lake with McCabe Lake; thence in a southeasterly direction along the northerly boundary of McCabe Lake to its connection with Webber Lake and continuing in an easterly direction along the south shore of Webber Lake to its intersection with Lucasville Road; thence in a southwesterly direction along the western boundary of Lucasville Road to its intersection with Hammond Plains Road and continuing westerly along the north boundary of Hammond Plains Road to the southern tip of Mason Pond; thence in a southerly direction along the west bank of the creek that joins Mason Pond to Flat Lake and then Long Lake and continuing south along the westerly shoreline of Long Lake and Maple Lake, then south along the creek that joins Maple Lake to the southeastern tip of Upper Sheldrake Lake; thence westerly along the southern shoreline of Upper Sheldrake Lake to the creek joining the said lake to Sheldrake Lake and southerly along the said creek to its intersection with Highway No. 103; thence in a southeasterly direction along the southern boundary of Highway No. 103 to its intersection with Ninemile River; thence in a south southwest direction along the western shoreline of Ninemile River to Old St. Margaret Bay Road; thence in an easterly direction along the southerly boundary of Old St. Margaret Bay Road to its intersection with Partridge Creek; thence in a south southwesterly direction along Partridge Creek to Peter Lake and along the easterly shoreline of Peter Lake to its eastern extremity and continuing to the northern tip of Narrow Lake; thence along the northerly shoreline of Narrow Lake to its eastern extremity and continuing easterly along the creek joining Narrow Lake to Little Lake and further to its intersection with Sambro Road; thence northerly along the easterly boundary of Sambro Road to the point where the creek from Henry Lake intersects the road; thence easterly along the creek to Henry Lake along the southern shoreline of said lake and continuing easterly along the creek that joins Henry Lake to Parr Lake; thence in a southerly direction along

the west shoreline to Parr Lake to The Ocean Lake; thence in an easterly direction along the southerly shorelines of The Ocean Lake, Third Pond, Davidson Pond and a straight line easterly to Sheshan Cove on the Atlantic Ocean.

(b) "Straight of Canso Spécial Area"

That part of Nova Scotia bounded as follows: beginning at the point where the Inhabitants River empties into Inhabitants Harbour; thence in a northerly direction along the westerly shoreline of the Inhabitants River to the point where Lamey Brook enters the Inhabitants River; thence in a westerly direction along the northerly boundary of Lamey Brook to its intersection with Rough Brook and along its northerly route to the intersection of Rough Brook with Highway 105; thence in a southwesterly direction along the westerly boundary of Highway 105 to the intersection of the Creignish to Queensville Road; thence in a westerly direction along the northern boundary of the Creignish to Queensville Road to the intersection of Highway 19 and westerly in a straight line to the shoreline of the Strait of Canso; thence across the Strait of Canso in Havre Boucher Harbour to the west side of the mouth of the Havre Boucher Brook; thence in a southeasterly direction along the west shoreline of Havre Boucher Brook to its intersection with the Guysborough County line; thence southwesterly along the Guysborough County line to its intersection with the Frankville to Grosvenor Road; thence south along the west boundary of the said road to Grosvenor intersection; thence in a straight line to the westerlymost projection of Summers Lake and following the westerly shoreline of the said lake to its southern extremity; thence in a straight line in a southeasterly direction to the northwesterlymost projection of Goose Harbour Lakes and continuing in a southerly direction around the westerly shoreline of the said lakes to the entrance of Goose Harbour River; thence in a southerly direction along Goose Harbour River to its mouth at Chedabucto Bay; thence across Chedabucto Bay to Inhabitants Harbour.

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>STRAIT OF CANSO SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
1) <u>West Entrance Connector Road Construction:</u> (Classification UAU 40) The design and construction of the following portion of the 2-lane connector arterial from Highway 4 adjacent to the Port Hawkesbury Light Industrial Park to Sunnyside in the Point Tupper Heavy Industrial Park, for a distance of approximately 4 miles.							
a) completion and stabilization of road section from Canadian General Electric to Sunnyside (Gulf Oil Canada) 1.1 miles, stabilization.	114	50:50	57	57	114	Mar. 31/72	20
b) road section from Highway 4 to Ship Harbour to include Reeves Street Extension. 1.0 mile of grading, stabilization and final paving	300	50:50	150	150	300	Mar. 31/72	20
c) road section from Ship Harbour to Canadian General Electric Plant to include causeway and 2 railway overpasses built to accommodate 4 lanes of undivided traffic (subject to approval of the Railway Transport Committee) 1.6 miles of grading, structure, culvert, stabilization							
...							

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>STRAIT OF CANSO SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
and final paving, and rail bed grading for a distance of approximately 9,000 feet. After deducting the expected railroad crossing grant of \$471,000, the cost of this portion of the overall project is approximately \$2,326,000. A commitment of approximately \$861,000 in grant funds is available to the Province from the Federal Government under the existing ADB Agreement for the Point Tupper Heavy Industrial Area; these funds are to be matched by an equal Provincial contribution. In order to retire the ADB Agreement, funding for this project includes the balance of the federal ADB share of approximately \$861,000, and the Province will provide its share of \$861,000. The remaining cost of the project, totaling \$604,000, will be financed on the grant to loan ratio established for the overall project.							
...							

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project * * Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans	Total		
<u>STRAIT OF CANSO SPECIAL AREA</u>			(Thousands of Dollars)				
i) balance of federal share under the ADB Agreement.	(Thousands of Dollars) 861	100:0	861	Nil	861	Mar. 31/72	-
ii) remainder cost of project.	604	50:50	302	302	604	Mar. 31/72	20

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>STRAIT OF CANSO SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
2) <u>Light Industrial Park Roads "A" and "B" Construction:</u> The design and construction of Roads "A" and "B" in the Port Hawkesbury Light Industrial Park which involves the paving of approximately 2,700 feet of road.	66	100:0	66	Nil	66	Sept. 30/71	-
3) <u>Point Tupper Trunk Water Line:</u> The design and construction of a trunk water line from the NSPC Thermal Plant to the site of the Port Hawkesbury Water Treatment Plant in Point Tupper Industrial Park. The pipe will be located within the West Entrance Connector Road right-of-way and involves approximately 2,500 feet of 24 inch diameter pipe.	179	100:0	179	Nil	179	Mar. 31/72	-

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project * * Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans	Total		
<u>STRAIT OF CANSO SPECIAL AREA</u>							
	(Thousands of Dollars)		(Thousands of Dollars)				
4) <u>Light Industrial Park Water Line:</u> The design and construction of a water line along Roads "A" and "B" to Lot 12 in the Port Hawkesbury Light Industrial Park which involves approximately 2,700 feet of 8 inch diameter pipe.	86	100:0	86	Nil	86	Sept. 30/71	-
5) <u>Light Industrial Park Sewer Collector:</u> The design and construction of a sewer collector line along Roads "A" and "B" to Lot 12 in the Port Hawkesbury Light Industrial Park which involves approximately 3,600 feet of 10 inch diameter pipe.	102	100:0	102	Nil	102	Sept. 30/71	-

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project * * Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans	Total		
<u>STRAIT OF CANSO SPECIAL AREA</u>							
6) <u>Light Industrial Park Storm Sewer:</u> The design and construction of a storm sewer to Lot 12 in the Port Hawkesbury Light Industrial Park which involves approximately 400 feet of 30 inch diameter pipe.	(Thousands of Dollars) 6	100:0	(Thousands of Dollars) 6	Nil	6	Sept. 30/71	-
7) <u>Mulgrave Water Supply:</u> The design and construction of a new water supply system for the Town of Mulgrave comprising Grant Lake as reservoir, a 2 MGD water treatment plant, a pumping station and a 14 inch diameter pipe for a distance of approximately 3,700 feet. The project also requires brush cutting and clearance work.	320	50:50	160	160	320	June 30/72	20
8) <u>Mulgrave Sewer System</u> The design and construction of a sewer system for the Town of Mulgrave comprising a sewage treatment plant, a new collector system, and upgrading of the existing collector system as follows:							

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>STRAIT OF CANSO SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
a) A 50,000 GPD secondary treatment plant to be located at the foot of Mill Street	32	100:0	32	Nil	32	June 30/72	-
b) A 10 inch diameter gravity main for a distance of approximately 400 feet and a 6 inch diameter force main for a distance of approximately 1,200 feet, together with a lift station connecting to the STP.	6	100:0	6	Nil	6	June 30/72	-
c) Upgrading of the existing collector system.	109	100:0	Nil	Nil	Nil	June 30/72	-
<p>Federal financing for approximately two-thirds of the portion of the project eligible will be a loan from CMHC. The Province will ensure that, within the CMHC loan funds allocated to the Province for sewage treatment, the necessary priority will be given to these projects during the term of this Agreement. The amount shown represents the DREE share only.</p>							
9) <u>Land Acquisition:</u>							
a) West Entrance Connector Road (Project #1)	465	0:100	Nil	465	465	Sept. 30/71	20

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
10) <u>Bedford-Sackville Trunk Water Line:</u> The design and construction of a trunk water line from Nelson Drive, Sackville to Meadowbrook Drive, Bedford which involves approximately 20,000 feet of 18 and 20 inch diameter pipe.	1,200	50:50	600	600	1,200	Sept. 30/71	20
11) <u>Little Sackville River Trunk Sanitary Sewer:</u> The design and construction of a trunk sewer line from the north end of the existing sewer on Beaverbank Road, along Little Sackville River, to the existing sewer at Beaverbank Road which involves a distance of approximately 4,000 feet of 24 and 30 inch pipe. Federal financing for approximately two-thirds of the project will be a loan from CMHC. The Province will ensure that, within the CMHC loan funds allocated to the Province for sewage treatment, the necessary priority will be given to this project during the term of this Agreement. The amount shown represents the DREE share only.	52	100:0	52	Nil	52	Sept. 30/71	

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
12) Sackville and Little Sackville River Trunk Sanitary Sewer: The design and construction of a trunk line connecting the existing sewer line at Windsor Highway to the existing sewer line at Little Sackville River and Trunk 102 which involves a distance of approximately two miles of 24, 30, and 36 inch pipe. Federal financing for approximately two-thirds of the project will be a loan from CMHC. The Province will ensure that, within the CMHC loan funds allocated to the Province for sewage treatment, the necessary priority will be given to this project during the term of this agreement. The amount shown represents the DREE share only.	100	100:0	100	Nil	100	Sept. 30/71	-

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
13) Mill Cove Sewage Pumping Station Construction: The design and construction of a sewage pumping station to pump sewage under the CN Railway line to the adjacent Mill Cove Sewage Treatment Plant at Mill Cove on Bedford Basin. Federal financing for approximately two-thirds of the project will be a loan from CMHC. The Province will ensure that, within the CMHC loan funds allocated to the Province for sewage treatment, the necessary priority will be given to this project during the term of this agreement. The amount shown represents the DREE share only.	45	100:0	45	Nil	45	Sept. 30/71	-

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project * * Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
14) North and South Bedford Trunk Sewer: The design and construction of: a) a trunk sewer along the CN Railway from Meadowbrook Drive to the Sewage Pumping Station at Mill Cove which involves a distance of approximately 4,200 feet of 12 and 15 inch pipe. Federal financing for approximately two-thirds of the project will be a loan from CMHC. The Province will ensure that, within the CMHC loan funds allocated to the Province for sewage treatment, the necessary priority will be given to this project during the term of this agreement. The amount shown represents the DREE share only.	42	100:0	42	Nil	42	Sept. 30/71	-
b) a collector sewer from the junction of First Avenue and Bedford Highway to connect to the existing Bedford-Sackville trunk sewer at the junction of Sackville River which involves approximately 1,600 feet of 12 inch diameter pipe.							

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
	(Thousands of Dollars)		(Thousands of Dollars)				
Cole Harbour Road to the "Smith and Dickson Subdivision", then south on Bissett Road to the hospital, in 10, 12 and 14 inch pipes for a distance of approximately 9,900 feet.	620	50:50	310	310	620	Sept. 30/71	20
16) Cole Harbour Sewer System, County of Halifax: The design and construction of a package sewer treatment plant at Bissett Lake, together with a gravity sanitary trunk and storm sewer line, as follows: a) A 0.24 MGD sewer treatment plant located approximately 1,000 feet south of Cole Harbour Road above the west end of Bissett Lake. Federal financing for approximately two-thirds of the							

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
project will be a loan from CMHC. The Province will ensure that, within the CMHC loan funds allocated to the Province for sewage treatment, the necessary priority will be given to this project during the term of this agreement. The amount shown represents the DREE share only.	91	100:0	91	Nil	91	June 30/72	-
b) A 10 to 24 inch diameter sanitary sewer line running from Astral Drive on Caldwell Road, north, then east, along Cole Harbour Road to the "Smith and Dickson Subdivision", and south along Bissett Road to the Bissett Lake sewage treatment plant, a distance of approximately 16,800 feet. Federal financing for approximately two-thirds of the portions of the project eligible will be a loan from CMHC. The Province will ensure that, within the CMHC loan funds allocated to the Province for sewage treatment, the necessary priority will be given to this project during the term of this							

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
agreement. The amount shown represents the DREE share only.	84	100:0	84	Nil	84	June 30/72	-
c) A 12 to 15 inch diameter storm sewer line running along Caldwell, Cole Harbour and Bissett Roads for a distance of approximately 10,600 feet, and draining into Bissett Lake.	130	50:50	65	65	130	June 30/72	-

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
17) <u>Sackville Senior High School:</u> The design, construction and equipping of a new Senior High School composed of 35 classrooms and auditorium which will be located at Raymond Drive and Windsor Highway in the Sackville area adjacent to residential land under development by the Nova Scotia Housing Commission	2,000	50:50	500	500	1,000	June 30/72	20
18) <u>Lakeside-Timberlea Junior High School:</u> The design, construction and equipping of a new Junior High School composed of 20 classrooms which will be located on the north side of Highway No. 3 in Timberlea in the County, west of Lakeside Industrial Area.	975	50:50	250	250	500	June 30/72	20

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project * * Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>							
19) Kline Heights Road Construction Halifax: (Classification ULU 30) The design and construction of certain local roads in the Kline Heights residential area:	(Thousands of Dollars)			(Thousands of Dollars)			
a) Kline Heights Road -subgrading for a distance of approximately 200 feet.	6	0:100	Nil	6	6	Sept. 30/71	20
b) Margaret Road "A", "B" and "C" - subgrading for a distance of approximately 1,500 feet.	32	0:100	Nil	32	32	Sept. 30/71	20
c) Mountain Road - subgrading for a distance of approximately 860 feet, to Sunset Road.	10	0:100	Nil	10	10	Sept. 30/71	20
d) Withrod Road - subgrading for a distance of approximately 1,230 feet, to Sunset Road and Mayo Street.	28	0:100	Nil	28	28	Sept. 30/71	20

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>							
	(Thousands of Dollars)		(Thousands of Dollars)				
20) <u>Transit Bus Bays Construction:</u> The design and construction of bus bays along arterials within the City of Halifax to improve the traffic flow on the 2-lane highway system predominating; to improve transit service; and to increase transit passenger safety. A total of 172 bays will be developed mainly beyond the peninsula area in the newly annexed parts of the City.	512	100:0	412	Nil	412	June 30/72	-
21) <u>Kline Heights Water Installation, Halifax:</u> The design and construction of water distribution pipes along certain local roads in the Kline Heights residential area.							
a) Along Kline Heights Road - 8 inch diameter pipe for a distance of approximately 200 feet.	4	0:100	Nil	4	4	Sept. 30/71	20
b) Along Margaret Road, "A", "B" and "C" - 6-8 inch diameter pipe for a distance of approximately 1,560 feet.	25	0:100	Nil	25	25	Sept. 30/71	20
...							

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project * * Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
c) Along Mountain Road - 8 inch diameter pipe for a distance of approximately 860 feet.	17	0:100	Nil	17	17	Sept. 30/71	20
d) Along Withroo Road - 12 inch diameter pipe for a distance of approximately 1,295 feet.	35	0:100	Nil	35	35	Sept. 30/71	20
22) <u>South Armdale Storm and Sanitary Sewer Services, Halifax:</u> The design and construction of trunk storm sewer and trunk sanitary sewer lines in the South Armdale area, including storm drainage to Melville Cove and sanitary sewer drainage to the existing Armdale Pumping Station. This project would service the Kline Heights area by providing storm and sanitary sewer connection facilities on Herring Cove Road.							
a) A 36 to 54 inch diameter storm sewer pipe from Margaret Road, at the foot of Kline Heights, to Melville Cove, a distance of approximately 1,500 feet.	140	50:50	70	70	140	Sept. 30/71	20
...							

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project * * Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
b) A 24 to 60 inch diameter storm sewer pipe from Withrod Drive, at the foot of Kline Heights, for a distance of approximately 1,700 feet to Melville Cove.	152	50:50	76	76	152	Sept. 30/71	20
c) A 30 to 42 inch diameter sanitary sewer pipe for a distance of 3,500 feet along Herring Cove Road to the Armdale Pumping Station. Federal financing for approximately two-thirds of the project will be a loan from CMHC. The Province will ensure that, within the CMHC loan funds allocated to the Province for sewage treatment, the necessary priority will be given to this project during the term of this agreement. The amount shown represents the DREE share only.	79	100:0	79	Nil	79	Sept. 30/71	-
d) A 24 inch diameter storm sewer pipe for a distance of 1,800 feet to Melville Cove.	154	50:50	77	77	154	Sept. 30/71	20

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
e) Additional pumps and electrical installations in the Armdale Pumping Station to increase the capacity from 3.1 MGD to 4.6 MGD. Federal financing for approximately two-thirds of the project will be a loan from CMHC. The Province will ensure that, within the CMHC loan funds allocated to the Province for sewage treatment, the necessary priority will be given to this project during the term of this agreement. The amount shown represents the DREE share only.	11	100:0	11	Nil	11	Sept. 30/71	-

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project * * Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans	Total		
HALIFAX-DARTMOUTH SPECIAL AREA	(Thousands of Dollars)		(Thousands of Dollars)				
23) Fairview Storm and Sanitary Sewer Services, Halifax: The design and construction of trunk storm sewer and sanitary sewer lines from the Harbour Interceptor Area at Bedford Basin to the extension of Dutch Village Road and Titus Avenue.							
a) an 84 inch diameter trunk storm sewer pipe for a distance of approximately 2,500 feet;	372	50:50	186	186	372	Sept. 30/71	20
b) a 21 inch diameter trunk sanitary sewer pipe for a distance of approximately 2,500 feet. Federal financing for approximately two-thirds of the project will be a loan from CMHC. The Province will ensure that, within the CMHC loan funds allocated to the Province for sewage treatment, the necessary priority will be given to this project during the term of this agreement. The amount shown represents the DREE share only.	32	100:0	32	Nil	32	Sept. 30/71	-

Project Description	Estimated Cost of Project * * Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans	Total		
HALIFAX-DARTMOUTH SPECIAL AREA	(Thousands of Dollars)		(Thousands of Dollars)				
c) road restoration for a distance of approximately 2,000 feet, and service connections	40	50:50	20	20	40	Sept. 30/71	20
24) Harbour Storm and Sanitary Sewer Interceptor, Halifax: The design and construction of a combined storm and sanitary trunk interceptor from Fairview Cove, at Bedford Basin, to Duffus Street comprising a 72 inch diameter pipe for a distance of approximately 9,000 feet. An estimated 3,400 feet are proposed to be constructed in 1970-71. This includes 25 test bores. Federal financing for approximately two-thirds of the portions of the project eligible will be a loan from CMHC. The Province will ensure that, within the CMHC loan funds allocated to the Province for sewage treatment, the necessary priority will be given to this project during the term of this agreement. The amount shown represents the DREE share only.	350	100:0	361	Nil	361	June 30/72	-
24) Lacewood-Clayton Park Storm and Sanitary Sewer Collector: The design and construction of a separate storm and sanitary							

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
sewer collector system to replace a 21 inch combined sewer pipe along Lacewood Drive and Vimy Avenue from Clayton Park Drive, to Bedford Road, and the storm sewer by outfall into Bedford Basin. This will provide services to the Lacewood area in which about 600 acres are available for residential development.							
a) a 24 inch diameter sanitary sewer line for a distance of approximately 2,700 feet. Federal financing for approximately two-thirds of the project will be a loan from CMHC. The Province will ensure that, within the CMHC loan funds allocated to the Province for sewage treatment, the necessary priority will be given to this project during the term of this agreement. The amount shown represents the DREE share only.	52	100:0	22	Nil	22	June 30/72	-
b) a 72 inch diameter storm sewer line for a distance of approximately 2,900 feet.	376	50:50	74	74	148	June 30/72	20

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project * * Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
26) Kline Heights Sanitary and Storm Sewer Installation, Halifax The design and construction of sanitary and storm sewer pipes along certain local roads in the Kline Heights residential area.							
a) Along Margaret Road, "A", "B" and "C" - 10 inch diameter sanitary and 12 to 24 inch diameter storm sewer pipes for a distance of approximately 920 feet.	46	0:100	Nil	46	46	Sept. 30/71	20
b) Along Mountain Road - 10 inch diameter sanitary and 18 inch diameter storm sewer pipe for a distance of approximately 860 feet.	60	0:100	Nil	60	60	Sept. 30/71	20
c) Along Withrod Road - 10 inch diameter sanitary and 12 inch to 36 inch diameter storm sewer pipe for a distance of approximately 1,925 feet.	92	0:100	Nil	92	92	Sept. 30/71	20
d) Manholes and catchpits required for sewer installations.	34	0:100	Nil	34	34	Sept. 30/71	20

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project * * Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
27) Kline Heights Service Connections, Halifax: The design and construction of sewer and water connections to 112 houses from the proposed service pipes to be installed in Kline Heights Road, Margaret Road - "A", "B" and "C", Mountain Road and Withrod Road.							
a) Sewer connections.	82	0:100	Nil	82	82	Sept. 30/71	20
b) Water connections.	56	0:100	Nil	56	56	Sept. 30/71	20

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>							
26) Duc D'Anville Elementary School Extension, Halifax The design and construction of an addition comprising 6 classrooms, together with an extension to existing auditorium and gymnasium facilities, to the existing Duc D'Anville Elementary School located at 12 Clayton Park Road in Clayton Park residential area.	(Thousands of Dollars) 256	50:50	(Thousands of Dollars) 128	128	256	Sept. 30/71	20

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortisation Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
HALIFAX-DARTMOUTH SPECIAL AREA	(Thousands of Dollars)		(Thousands of Dollars)				
23, Central Elementary and Junior High School Complex: The design, construction and equipping of a new combined Elementary and Junior High School Complex in the central area of the City of Halifax. The project will replace the existing St. Patricks Junior High School and St. Patricks Girls School, and will renovate the existing St. Patricks Boys School, to create the new facilities. The complex will provide 14 Elementary (Grades 1-6) and 36 Junior High School (Grades 7-9) classrooms, a gymnasium, auditorium, and community education-recreation facilities for adults. It will be located on the west side of Brunswick Street, between Cornwallis and Gerrish Streets, in the vicinity of the Uniacke Square redevelopment project and the new Scotia Square.	1,596	50:50	587	587	1,174	June 30/72	20

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
30) <u>Goresbrook Elementary-Junior High School: Extension</u> The design and construction of an addition comprising two floors, one of which will be used for industrial arts and the other for Home Economics. A library is also included. The extension allows the former library to be converted into a guidance room and teachers lounge; and the existing administration office to be expanded to provide required space. By the relocation of the industrial-related teaching facilities into the new addition an additional 4 academic classrooms are obtained in the existing structure.	248	50:50	124	124	248	Sept. 30/71	20
31) <u>Bloomfield Elementary-Junior High School: Extension</u> The design, construction and equipping of a new Elementary-Junior High School wing to the existing Bloomfield School. The new wing will provide facilities for vocational training, home economics, audio visual, arts, guidance and a gymnasium.							

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
Of the four existing buildings on the site at present, the old Bloomfield High School and the bungalow used for school purposes will be demolished to provide the site for the new wing. The "Common" and "Fielding" buildings will remain and be joined to the new wing. The proposal replaces 16 classrooms with 20 new classrooms and provides new vocational and gymnasium facilities.	1,210	50:50	429	429	858	June 30/72	20
32) <u>Windmill Road Arterial:</u> (Classification UAU 50) The design and reconstruction of Windmill Road Arterial between the north interchange of the new McKay Bridge and the northern boundary of the City of Dartmouth which involves a widening from 2 lanes to 4-lanes for a distance of approximately 1.4 miles.	347	100:0	347	Nil	347	Sept. 30/71	-

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>							
33) Water Transmission Trunk Line Construction: The design and construction of a water transmission trunk system from Lake Major, in the County of Halifax, to the City of Halifax to provide an additional water supply of 3 MGD to Halifax. The project includes improvements to the Lake Major Water intake source, pumping facilities, transmission lines, and a trunk line across the MacDonald Bridge to connect to the City of Halifax water system.	(Thousands of Dollars) 1,102	50:50	551	551	1,102	Sept. 30/71	20
34) Red Bridge Pond Sewer Holding Tank, Dartmouth: The design and construction of a sewer holding tank at Red Bridge Pond as part of a relief sewer system serving the Westphal and Woodlawn areas of Dartmouth.	224	50:50	112	112	224	Sept. 30/71	20

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
35) Red Bridge Pond Sewer Line Construction, Dartmouth: The design and construction of a combined sanitary and storm relief sewer running parallel to the existing sewer, from Woodlawn Street to the proposed sewer holding tank at Red Bridge Pond, comprising 8 to 42 inch diameter pipe for a distance of approximately 15,600 feet.	714	50:50	Nil	Nil	Nil	June 30/72	20
36) Wildwood Sewer Facilities, Dartmouth: The design and construction of a package sewage treatment plant at Loon Lake, and an associated gravity sanitary trunk sewer through the "Wildwood" residential area and into the County of Halifax "Cole Harbour" area. The project will have the capacity to service approximately 300 acres of residential development. a) A 0.3 MGD package sewage treatment plant, with an ultimate capacity of 1.5 MGD, to be located in the County of Halifax portion of Loon Lake. Federal							

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
financing for approximately two-thirds of the project will be a loan from CMHC. The Province will ensure that, within the CMHC loan funds allocated to the Province for sewage treatment, the necessary priority will be given to this project during the term of this agreement. The amount shown represents the DREE share only.	99	100:0	99	Nil	99	Sept. 30/71	-
b) A 15 to 18 inch diameter sanitary trunk sewer for a distance of approximately 8,000 feet. Federal financing for approximately two-thirds of the portion of the project eligible will be a loan from CMHC. The Province will ensure that, within the CMHC loan funds allocated to the Province for sewage treatment, the necessary priority will be given to this project during the term of this agreement. The amount shown represents the DREE share only.	63	100:0	63	Nil	63	Sept. 30/71	-

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
37) Forsyth Elementary School Extension: The design, construction and equipping of an extension to the Forsyth Elementary School, located on Glenco Drive, comprising an additional 8 classrooms.	312	50:50	156	156	312	Sept. 30/71	20

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
38) Brookhouse Elementary School Extension: The design, construction and equipping of an extension to the Brookhouse Elementary School located on Spring Avenue in the Ellenvale District, comprising an additional 8 classrooms.	312	50:50	156	156	312	Sept. 30/71	20

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project * * Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans	Total		
HALIFAX-DARTMOUTH SPECIAL AREA							
39) <u>Harbour View Elementary School</u> The design, construction and equipping of an extension to the Harbour View Elementary School located on Alfred Street and Yorkshire Drive in the Albro Lake Area, comprising an additional 12 classrooms.	(Thousands of Dollars) 622	50:50	311	311	622	Sept. 30/71	20
40) <u>Findlay-Hawthorne Elementary School, Dartmouth</u> The design, construction and equipping of a new consolidated elementary school to replace the existing Findlay Elementary and Hawthorne Elementary Schools presently located in Central Dartmouth. The new school will be located on Thompson and Erskine Streets on the Hawthorne site, and comprises 20 classrooms for primary to grade 6 pupils, in addition to facilities for retarded children and for adult education.	622	50:50	226	226	452	June 30/72	20

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Project Description.	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
41) Lakeview Drive Arterial Construction; (Classification RAU 60) The design and construction of the following portions of a limited access arterial from the Dartmouth Circumferential Highway to the intersection with Trunk 102 at Miller Lake:							
a) Trunk 18 and Shubenacadie Canal Interchange - structure and grading of one mile of Lakeview Drive.	550	50:50	275	275	550	Sept. 30/71	20
b) Trunk 102 and Miller Lake Interchange - structure.	1,500	50:50	262	262	524	June 30/72	20

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
42) Trunk 101 Arterial Construction: (Classification RAU 60) The design and construction of the following portions of Trunk 101 from Bicentennial Drive, north, to the boundary of the Halifax-Dartmouth Special Area.							
a) Trunk 101 - final paving for a distance of approximately 6 miles.	330	50:50	165	165	330	Sept. 30/71	20
b) Bicentennial Drive Interchange - final paving of ramps "A" and "B".	50	50:50	25	25	50	Sept. 30/71	20
c) Beaverbrook Interchange at Sackville - final paving.	50	50:50	25	25	50	Sept. 30/71	20

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
43) <u>Trunk 102 Arterial Construction:</u> (Classification RAU 60) The design and construction of the following portions of Trunk 102 from Hammonds Plains Intersection, north, to the boundary of the Halifax-Dartmouth Special Area: a) Trunk 102 - final paving for a distance of approximately 7.2 miles, including paving of the Hammonds Plains, Trunks No. 1 and No. 2 interchanges and ramps.	470	50:50	235	235	470	Sept. 30/71	20
44) <u>Trunk 103 Arterial Construction:</u> (Classification RAU 60) The design and construction of the following portions of Trunk 103 from Prospect Connector, west, to the boundary of the Halifax-Dartmouth Special Area: a) Sheldrake Lake Interchange - structure.	600	100:0	482	Nil	482	June 30/72	-

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	(Thousands of Dollars)		(Thousands of Dollars)				
b) Trunk 103, Prospect Connector to Sheldrake Lake - final paving for a distance of approximately 7.3 miles	390	100:0	390	Nil	390	Sept. 30/71	-

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
HALIFAX-DARTMOUTH SPECIAL AREA	(Thousands of Dollars)		(Thousands of Dollars)				
45) Land Acquisition:							
a) Sackville Senior High School: (Project # 17) Purchase of a 10.5 acre site from the Nova Scotia Housing Commission.	79	0:100	Nil	79	79	Sept. 30/71	20
b) Lakeside-Timberlea Junior High School: (Project # 18) Purchase of an 8 acre site	18	0:100	Nil	18	18	Mar. 31/71	20
c) Harbour Drive Arterial: For the purchase of properties to permit road widening and relocation	400	0:100	Nil	400	400	June 30/72	20
d) Central Elementary and Junior High School Complex: (Project # 29) Nominal sum for the transfer of the building and land of the St. Patricks Girls School from the Roman Catholic Archdiocese of Halifax to the Council of the City of Halifax for purposes of developing the new school complex.	34	0:100	Nil	34	34	Mar. 31/71	20
...							

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project *		DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including -	(Thousands of Dollars)		Contributions	Loans	Total		
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>	a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.							
		(Thousands of Dollars)		(Thousands of Dollars)				
e) Windmill Road Arterial Reconstruction: (Project # 32) Land requirements for road widening		50	0:100	Nil	50	50	Sept. 30/71	20
f) Forsyth Elementary School Extension: (Project # 37) Additional site area requirements		15	0:100	Nil	15	15	Sept. 30/71	20
g) Findlay-Hawthorne Elementary School Construction: (Project # 40) Additional site area requirements including the purchase of approximately 7 parcels containing houses		150	0:100	Nil	150	150	Sept. 30/71	20
h) Red Bridge Pond Sewer Holding Tank Construction. (Project # 34 & #35) Site area requirements		50	0:100	Nil	50	50	Sept. 30/71	20
i) Wildwood Sewer Facilities, Dartmouth. (Project # 36) Site area requirements		50	0:100	Nil	50	50	Sept. 30/71	20

SCHEDULE B : Projects to be Financed by Canada

Project Description	Estimated Cost of Project * * Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans	Total		
<u>HIGHWAYS</u>	(Thousands of Dollars)		(Thousands of Dollars)				
46) <u>Trunk 103 Arterial - Halifax to Bridgewater:</u> (Classification RAU 60) The design and construction of the following portions of the 2-lane, controlled access Trunk 103 Arterial from the west boundary of the Halifax-Dartmouth Special Area to the west end of the completed Martin River Bypass.							
a) Trunk 103 from Sheldrake Lake to Yankee Town Road - final paving and shoulders for a distance of approximately 4 miles.	210	100:0	210	Nil	210	June 30/72	-
b) Trunk 103 from Yankee Town Road to Hubbards - final paving and shoulders for a distance of approximately 13.5 miles.	800	100:0	800	Nil	800	June 30/72	-
c) Yankee Town Road Interchange - final paving.	60	100:0	60	Nil	60	June 30/72	-
d) Interchange at Mill Lake Road - grade and structure	450	100:0	200	Nil	200	June 30/72	-

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Project Description	Estimated Cost of Project *	DREE Ratio of Contributions to Loans	Maximum DREE Funding - 1970/71			Deadline for Completion of Project	Amortization Period (Years)
	* Including - a) direct cost as described in Section 6(1)(a); b) a 10% allowance as described in Section 6(1)(b); c) loans for the purchase of land, where relevant.		Contributions	Loans	Total		
<u>HIGHWAYS</u>	(Thousands of Dollars)		(Thousands of Dollars)				
e) East River Bridge	250	100:0	250	Nil	250	June 30/72	-
f) CNR structure at Barry Brook.	150	100:0	150	Nil	150	June 30/72	--
g) Interchange at East River structure, ramps and grading.	400	100:0	400	Nil	400	June 30/72	-
h) CNR structure at Goat Lake.	150	100:0	150	Nil	150	June 30/72	-
i) East Middle River Bridge.	100	100:0	100	Nil	100	June 30/72	-
j) Middle River Bridge	250	100:0	250	Nil	250	June 30/72	-
k) Interchange at Trunk 14.	450	100:0	350	Nil	350	June 30/72	-
l) Middle River to Martin River Bypass, 4.2 miles - grading.	1,260	100:0	500	Nil	500	June 30/72	-
m) Interchange at Trunk 12 - structure.	250	100:0	125	Nil	125	June 30/72	-
n) Interchange at Trunk 12, ramps - grading.	250	100:0	125	Nil	125	June 30/72	-
o) Gold River Bridge.	300	100:0	300	Nil	300	June 30/72	-
p) Beech Hill Road Overpass.	150	100:0	75	Nil	75	June 30/72	-

