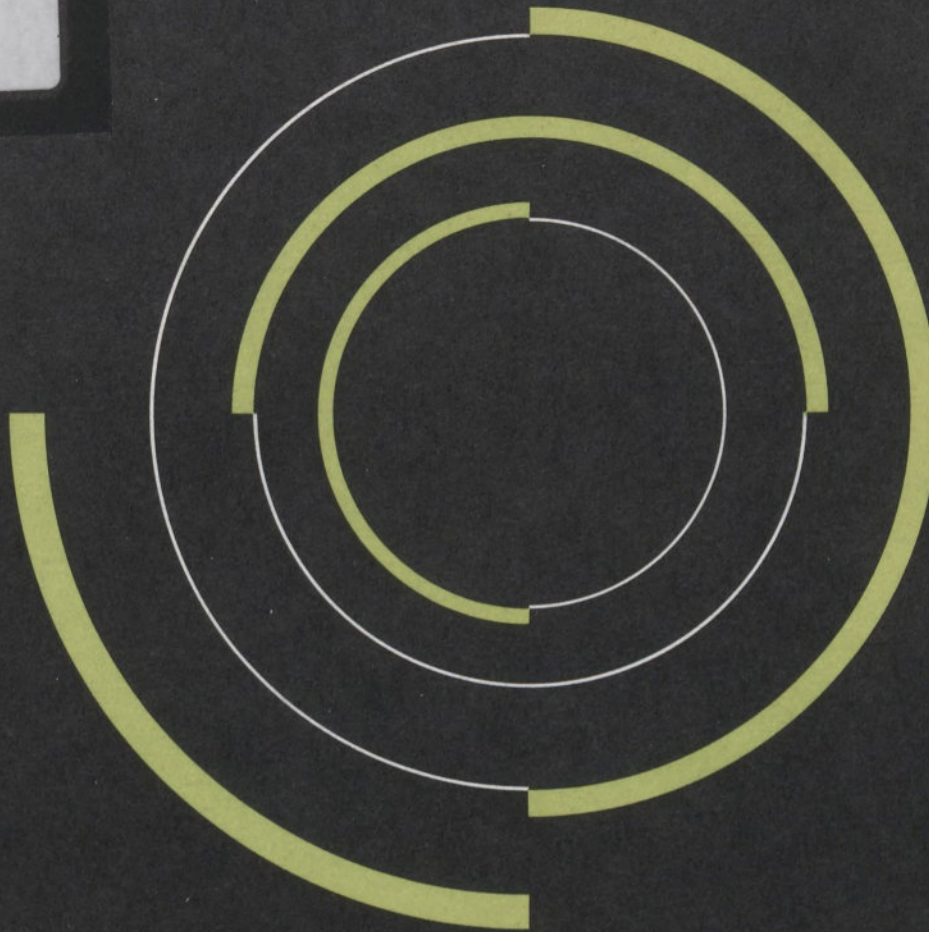


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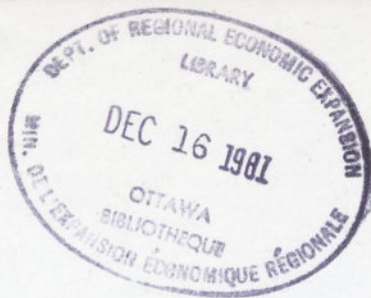


# CANADA/ NOVA SCOTIA

Extended Special Areas  
and Highways  
November 4, 1971



REGIONAL ECONOMIC EXPANSION CANADA  
EXPANSION ECONOMIQUE REGIONALE CANADA



 REGIONAL ECONOMIC EXPANSION CANADA  
EXPANSION ÉCONOMIQUE RÉGIONALE CANADA

# EXTENDED SPECIAL AREAS AND HIGHWAYS

GOVERNMENT OF CANADA  
and  
GOVERNMENT OF THE PROVINCE OF  
NOVA SCOTIA

NOTE: The 46 projects in the original Agreement are listed in Part I of Schedule "B". In the course of construction, some project details have been changed by agreement of the Ministers. If information is required on these changes of detail, it may be obtained from the responsible D.R.E.E. or provincial officials in Halifax.

CONSOLIDATION OF NOVA SCOTIA  
SPECIAL AREAS AGREEMENT  
of June 12, 1970

As Amended by  
Subsequent Agreement  
dated November 4, 1971

THIS AGREEMENT made this 12th day of June, 1970

BETWEEN:

THE GOVERNMENT OF CANADA (hereinafter called "Canada"),  
OF THE FIRST PART,

AND:

THE GOVERNMENT OF THE PROVINCE OF NOVA SCOTIA (here-  
inafter 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.

WHEREAS pursuant to Section 24 of the Government Organ-  
ization 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 70-513A of the 5th day of June, 1970 authorized the Minister of Finance 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 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;

*As Amended  
November 4, 1971*

- (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, 1973 inclusive.

*As Amended  
November 4, 1971*

### 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) Although the Province or the municipality concerned will let any contracts that may be necessary for the projects listed in Part III of Schedule "B", the arrangements for the work shall require the prior approval of the Joint Planning Committee, as provided for in Section 16(2) and performance of the work shall be under the general direction of a sub-committee of Federal and Provincial officials appointed jointly by the Co-Chairmen of the Joint Planning Committee and the Liaison Committee. When such a project has been completed, it will be the function of the Joint Planning Committee to recommend to the Ministers what, if any, construction project should be added to Schedule "B". In the event that construction thereof is accepted for implementation under this or any subsequent Agreement, the 10% allowance provided for by Section 6(1)(a)(ii) shall be reduced by the amount of the contribution made by Canada in respect of the cost of the feasibility investigation and preliminary design of the project. It is understood and agreed that nothing in this sub-section shall be deemed to imply any obligation by Canada or the Province to accept any such project for implementation.

*As Amended  
November 4, 1971*

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 or shared under this Agreement by Canada are:
  - (a) in respect of the projects, or portions thereof, listed in Parts I and II of Schedule "B":
    - (i) all direct costs, except administrative, survey, engineering and architecture costs, that in the opinion of the Liaison Committee have been reasonably and properly incurred for the implementation of the projects by the Province or the municipality concerned, as the case may be; and
    - (ii) ten per cent (10%) of the costs payable pursuant to clause (i) of this paragraph (a), as an allowance towards all other costs, one-half of which allowance, based on the estimated cost of the project in Schedule "B", may be paid when the Liaison Committee has approved the preliminary design of the project, and the adjusted remainder of which shall be paid with the final payment in respect of the implementation of the project;

*As Amended  
November 4, 1971*

- (b) in respect of the projects listed in Part III of Schedule "B", the costs that, in the opinion of the Joint Planning Committee have been directly, reasonably and properly incurred after March 31, 1971 for the implementation of the projects by the Province or the municipality concerned, as the case may be, including, without limiting the generality of the foregoing, the salaries and travelling expenses of temporary and permanent employees of the Province or the municipality concerned, as the case may be, while directly engaged in the performance of the projects.
- (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 to the Province that the cost thereof will exceed the estimated cost specified for such project in Schedule "B", the Province shall promptly so inform the Liaison Committee and state the reasons for such increase.
8. Notwithstanding anything in this Agreement, the total amount payable by Canada under this Agreement shall not exceed:
- (a) with respect to the projects listed in Part I of Schedule "B" the amount of \$22,107,000 for contributions and the amount of \$12,271,000 for loans;
- (b) with respect to the projects listed in Part II of Schedule "B", the total of the amounts listed in said Part II plus 15%, that is to say, for contributions the amount of \$7,774,000 and for loans the amount of \$5,850,000; and
- (c) with respect to the projects listed in Part III of Schedule "B", the amount of \$1,313,000 for contributions.



## 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.

- (3) If so requested by the Province, the Federal Minister may, at his discretion following the award of a contract, authorize an advance payment by Canada to the Province in an amount not exceeding 75% of Canada's share of the estimated amount payable under such contract. Advances made under this sub-section will be accounted for by the Province by way of monthly progress claims submitted in the form and verified in the manner required under Section 11.
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 AND IMPLEMENTATION PROCEDURE

16. (1) The financing by Canada of the projects listed in Parts I and II of Schedule "B" is conditional upon the observance of the following procedures:
- (a) the preliminary design, costs estimates and evidence of adherence to relevant construction standards must be approved by the Liaison Committee before working drawings are commenced;
  - (b) final working drawings, specifications, final estimates and time schedules must be approved by the Liaison Committee;
  - (c) the tender documents 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, purchase and other 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 (grants and/or loans, as the case may be), 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 require the approval of the Liaison Committee and shall, unless the Liaison Committee otherwise agrees, 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 contracts shall require the approval 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;

*As Amended  
November 4, 1971*

*As Amended  
November 4, 1971*

provided however that paragraphs (e), (h) and (j) of this sub-section do not apply to contracts that involve only the administrative, survey, engineering or architecture costs referred to in Section 6(1)(a)(i).

*As Amended  
November 4, 1971*

- (2) The financing by Canada of the projects listed in Part III of Schedule "B" is conditional upon the prior approval by the Joint Planning Committee of the arrangements for the performance of the work.
- (3) Contracts and purchases made and work done
  - (a) prior to the date of this Agreement, in respect of projects listed in Part I of Schedule "B", or
  - (b) prior to the date that Parts II and III of Schedule "B" were added to this Agreement, in respect of projects listed in said Parts II and III

may be accepted as complying with this section if they are approved in writing by the Federal Minister on the recommendation of the Liaison Committee with respect to projects listed in Parts I and II, or on the recommendation of the Joint Planning Committee with respect to projects listed in Part III.

- 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 Federal Court of Canada pursuant to the Federal 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.

*As Amended*  
*November 4, 1971*

#### AMENDMENTS

*As Amended*  
*November 4, 1971*

37. This Agreement, including the Schedules thereto, may be amended from time to time by the agreement of the Ministers expressed in writing, except that any amendment to the total amounts of \$31,194,000 for contributions and \$18,121,000 for loans specified in Section 8 requires the approval of the Governor in Council, and any amendment to Schedule "A" may be made only in consequence of a change of special area designation made by 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.

In the presence of

GOVERNMENT OF CANADA

Tom Kent

Jean Marchand

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Minister of  
Regional Economic Expansion

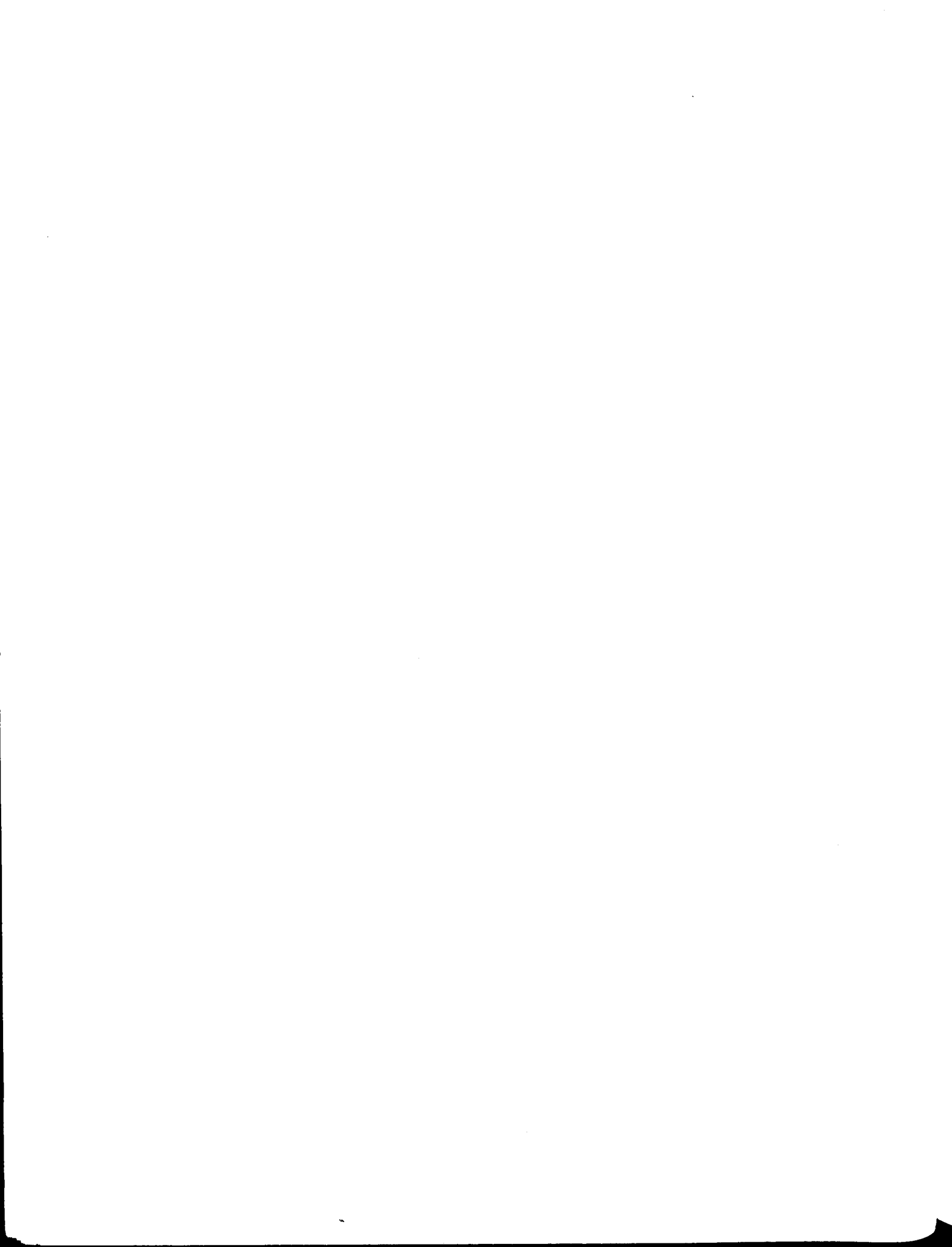
GOVERNMENT OF NOVA SCOTIA

Leonard Poetschke

W.S.K. Jones

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Minister of  
Finance



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 Shel Drake Lake; thence westerly along the southern shoreline of Upper Shel Drake Lake to the creek joining the said lake to Shel Drake 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 Special 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.

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



Publiée 1971  
 Sous - section de la Cartographie  
 Division de l'information  
 Ministère de l'Expansion économique régionale

Published 1971  
 Cartographic Unit  
 Public Information Division,  
 Department of Regional Economic Expansion



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



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NOTE: The 46 projects in the original Agreement are listed in Part I of Schedule "B". In the course of construction, some project details have been changed by agreement of the Ministers. If information is required on these changes of detail, it may be obtained from the responsible D.R.E.F. or provincial officials in Halifax.

## SCHEDULE "B"

## PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<u>Strait of Ganso Special Area</u>							
1) West Entrance Connector Road Construction: (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							
			1. as described in Section 6(1)(a)				
			2. as described in Section 6(1)(b)				

SCHEDULE "B"  
PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)		Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans Total		
<u>Strait of Canso Special Area</u>						

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, totalling \$604,000, will be financed on the grant to loan ratio established for the overall project.

1. as described in Section 6(1) (a)
2. as described in Section 6(1) (b)

SCHEDULE "B"PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<u>Strait of Canso Special Area</u>							
i) balance of federal share under the ADB Agreement.	861	100:0	861	nil	861	Mar.31/72	-
ii) remainder cost of project.	604	50:50	302	302	604	Mar.31/72	20

1. as described in Section 6(1) (a);
2. as described in Section 6(1) (b);

SCHEDULE "B"  
PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<hr/>							
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	Sept30/71	-
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	-

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)

## SCHEDULE "B"

## PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<u>Strait of Canso Special Area</u>							
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	-

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)

## SCHEDULE "B"

## PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	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.	6	100:0	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 up- grading of the existing collector system as follows:							

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)



## SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<hr/>							
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	-
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.							
<u>9) Land Acquisition</u>							
a) West Entrance Connector Road (Project #1)	465	0:100	nil	465	465	Sept.30/71	20

1. as described in Section 6(1)(a)

2. as described in Section 6(1)(b)

## SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
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 approxi- mately 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	-

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)

## SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		

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    -

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)

## SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including" (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		

Halifax-Dartmouth Special Area

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

-

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)

SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
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.							

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)

## SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
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.							
	14	100:0	14	Nil	14	Sept. 30/71	-

15) Cole Harbour Water Extension:

The design and construction of a 24 inch diameter water transmission main from Mount Edward Road Reservoir in Dartmouth, via Mount Edward Road and Wildwood Boulevard to Cole Harbour Road, a distance of 2 miles. A 14 inch diameter pipe exists for 2,000 feet east from Dorothea Drive along Cole Harbour Road. The project will extend the main south along Caldwell Road in 12 and 14 inch diameter pipes for a distance of approximately 6,600 feet and then east on

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)

## SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

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			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
16) 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
<p>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:</p> <p>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 project will be a loan from CMHC.</p>							

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)

## SCHEDULE "B"

## PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

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			Contri- butions	Loans	Total		

Halifax-Dartmouth Special Area

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 agreement.							

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)



## SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

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			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
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	-

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)

## SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

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			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
17) <u>Sackville Senior High School:</u> The design, construction and equipping of a new Senior High School composed of 35 class- rooms and auditorium which will be located at Raymond Drive and Windsor Highway in the Sackville area adjacent to residential land under develop- ment 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

1. as described in Section 6(1)(a)

2. as described in Section 6(1)(b)

## SCHEDULE "B"

## PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

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			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
19) <u>Kline Heights Road Construction, Halifax:</u> (Classification ULU 30) The design and construction of certain local roads in the Kline Heights residential area:							
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

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)

## SCHEDULE "B"

## PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including:		Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)	
	(a) direct cost 1.	(b) 10% allowance 2.	DREE Ratio of Contri- butions to Loans	Contri- butions	Loans Total			
<u>Halifax-Dartmouth Special Area</u>		(\$'000)						
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

1. as described in Section 6(1)(a)

2. as described in Section 6(1)(b)

## SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

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			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
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 Withrod 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
			1. as described in Section 6(1)(a)				
			2. as described in Section 6(1)(b)				

## SCHEDULE "B"

## PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

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			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
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

1. as described in Section 6(1)(a)

2. as described in Section 6(1)(b)

## SCHEDULE "B"

## PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)		Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans Total		
<u>Halifax-Dartmouth Special Area</u>						
e) Additional pumps and elec- trical 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	-

1. as described in Section 6(1)(a)

2. as described in Section 6(1)(b)

## SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
23) <u>Fairview Storm and Sanitary Sewer Services, Halifax:</u> 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 dis- tance of approximately 2,500 feet;	372	50:50	186	186	372	Sept. 30/71	20
b) a 21 inch diameter trunk sani- tary sewer pipe for a distance of approximately 2,500 feet. Federal financing for approxi- mately two-thirds of the pro- ject 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	-

1. as described in Section 6(1)(a)

2. as described in Section 6(1)(b)



## SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
24) c) road restoration for a dis- tance of approximately 2,000 feet, and service connections Harbour Storm and Sanitary Sewer Interceptor, Halifax:	40	50:50	20	20	40	Sept. 30/71	20
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 dia- meter 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 approxi- mately 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 necess- ary priority will be given to this project during the term of this agreement. The amount shown represents the DREE share only.	850	100:0	361	Nil	361	June 30/72	-
25) <u>Lacewood-Clayton Park Storm and Sanitary Sewer Collector</u>							
The design and construction of a separate storm and sanitary							

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)

SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where relevant (\$'000)	DREE Ratio of Contributions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
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
1. as described in Section 6(1)(a)							
2. as described in Section 6(1)(b)							

SCHEDULE "B"  
PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
26) <u>Kline Heights Sanitary and Storm Sewer Installation, Halifax</u> 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
1. as described in Section 6(1)(a)							
2. as described in Section 6(1)(b)							

## SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
27) <u>Kline Heights Service Connections, Halifax:</u> <u>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.</u>							
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

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)

## SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
28) Duc D'Anville Elementary School Extension, Halifax <u>The design and construction of</u> an addition comprising 6 classrooms, together with an extension to existing audi- torium and gymnasium facili- ties, to the existing Duc D'Anville Elementary School located at 12 Clayton Park Road in Clayton Park residen- tial area.	256	50:50	128	128	256	Sept. 30/71	20

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)

## SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project (Years)	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		

Halifax-Dartmouth Special Area29) 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

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)

## SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
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 adminis- tration office to be expanded to pro- vide required space. By the relocation of the industrial- related teaching facilities into the new addition an addi- tional 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 facil- ities for vocational training, home economics, audio visual, arts, guidance and a gymnasium.							

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)

## SCHEDULE "B"

## PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		

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	-
			1. as described in Section 6(1)(a)				
			2. as described in Section 6(1)(b)				



## SCHEDULE "B"

## PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
33) <u>Water Transmission Trunk Line Construction:</u> The design and construction of a water transmission trunk system from Lake Major, in the County 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.	1,102	50:50	551	551	1,102	Sept. 30/71	20
34) <u>Red Bridge Pond Sewer Holding Tank, Dartmouth:</u> 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

1. as described in Section 6(1)(a)

2. as described in Section 6(1)(b)

SCHEDULE "B"  
PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
35) <u>Red Bridge Pond Sewer Line Construction, Dartmouth:</u> 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) <u>Wildwood Sewer Facilities, Dartmouth:</u> 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 residen- tial development.							
a) A 0.3 MGD package sewage treatment plant, with an ultimate capacity of 1.5 MGD, to be lo- cated in the County of Halifax portion of Loon Lake.							

1. as described in Section 6(1)(a)

2. as described in Section 6(1)(b)

## SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		

Halifax-Dartmouth Special Area

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.

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

-

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)

## SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
37) Forsyth Elementary School Extension: The design, construction and equipping of an extension to the Forsyth Elementary School, located on Glenco Drive, com- prising an additional 8 class- rooms.	312	50:50	156	156	312	Sept. 30/71	20

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)

## SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
38) <u>Brookhouse Elementary School Extension:</u> The design, construction and equipping of an extension to the Brookhouse Elementary School located on Spring Avenue in the Ellenvale Dis- trict, comprising an additional 8 classrooms.	312	50:50	156	156	312	Sept. 30/71	20

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)

## SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
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.	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

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)

## SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
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 - struc- ture 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

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)

## SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
<hr/>							
42) Trunk 101 Arterial Con- struction: (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 Inter- change - 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

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)



## SCHEDULE "B"

## PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
43) <u>Trunk 102 Arterial Construc- tion:</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 approxi- mately 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 con- nector, west, to the boundary of the Halifax-Dartmouth Special Area: a) Sheldrake Lake Interchange - structure.	600	100:0	482	Nil	482	June 30/72	-
			1. as described in Section 6(1)(a)				
			2. as described in Section 6(1)(b)				

## SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
b) Trunk 103, Prospect Con- nector to Shel Drake Lake - final paving for a dis- tance of approximately 7.3 miles.	390	100:0	390	Nil	390	Sept. 30/71	-

1. as described in Section 6(1)(a)
2. as described in Section 6(1)(b)

## SCHEDULE "B"

## PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
45) <u>Land Acquisition:</u>							
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 proper- ties 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	March 31/71	20
			1. as described in Section 6(1)(a)				
			2. as described in Section 6(1)(b)				

## SCHEDULE "B"

PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loand	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<u>Halifax-Dartmouth Special Area</u>							
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 require- ments	15	0:100	Nil	15	15	Sept. 30/71	20
g) Findlay-Hawthorne Elementary School Construction: (Project # 40) Additional site area require- ments including the purchase of approximately 7 parcels containing houses.	150	0:100	Nil	150	150	Sept. 30/71	20
h) Red Bridge Pond Sewer Hold- ing 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

1. as described in Section 6(1)(a)

2. as described in Section 6(1)(b)



## SCHEDULE "B"

## PART I - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including (a) direct cost 1. (b) 10% allowance 2. (c) loans for purchase of land where rele- vant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1970-71 (\$'000)			Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total		
<u>Highways</u>							
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 -	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	-

1. as described in Section 6(1)(a)

2. as described in Section 6(1)(b)

SCHEDULE "B"

PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost (b) 10% allowance (c) loans for purchase of land where relevant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1971-72 (\$'000)			Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total			
<u>Regional Water Supply</u>								
<u>2.1 Halifax Peninsula Water Supply</u>								
a) Construction of a trunk water line from proposed Pockwock transmission main connection point at Fairview to the Robie Street reservoir, pipe sizes to range from 36 inch to 18 inch, for a distance of approximately 4 miles.	1,238	60:40	45	30	75	1,163	30-6-73	20
b) Construction of a 5 million gallon reservoir in the area of the existing reservoir on North Robie Street.	825	60:40	30	20	50	775	30-6-73	20
The Province has designated the Halifax Public Service Commission as the agency which will be responsible for management, construction and operation of the proposed regional water system.								

## SCHEDULE "B"

## PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost (b) 10% allowance (c) loans for purchase of land where relevant (\$'000)	DREE Ratio of Contributions to Loans	Maximum DREE Funding 1971-72 (\$'000)		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans Total			
<u>Cole Harbour - Eastern Passage Land Acquisition and Servicing</u>							
2.2 <u>Land Assembly and Servicing Cole Harbour/Eastern Passage Area</u>							
Proposed land assembly by the Nova Scotia Housing Commission of 300 acres of land for future residential development in the Cole Harbour/Eastern Passage area.							
90% of the cost of this project is to be financed by a loan from CMHC, under Section 35(c). The total estimated cost of the land assembly is approximately \$1,800,000. Balance of the cost to be financed by DREE by way of loan funds.	180	0:100	-	100 100	80	30-6-73	15
2.3 <u>Eastern Passage/Cole Harbour Sanitary Sewer Construction, County of Halifax</u>							
a) Construction of a pumping station at Bissett Lake and approximately 22,500 feet of pressure sanitary sewer extending to Hines Road at Eastern Passage.	496	100:0	18	- 18	478	30-6-73	20



## SCHEDULE "B"

PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost (b) 10% allowance (c) loans for purchase of land where relevant (\$'000)	DREE Ratio of Contributions to Loans	Maximum DREE Funding 1971-72 (\$'000)		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans Total			
Halifax-Dartmouth Special Area							
b) Construction of approximately 2,500 feet of gravity sanitary sewer on Hines Road.	42	100:0	2	- 2	40	30-6-73	20
c) Construction of a 1.1 MGD Sewage Treatment Plant and outfall at Eastern Passage to serve the development anticipated in that section of Dartmouth, Cole Harbour and Eastern Passage, draining to this system.	443	100:0	6	- 6	437	30-6-73	20
This project is intended principally to service lands acquired by the Nova Scotia Housing Commission with CMHC and DREE assistance (Project 2.2). Commencement of construction of this project is contingent on the successful acquisition by NSHC of these lands. The total cost of this project is estimated at \$2,943,000 and it is assumed that two-thirds of the cost of the project is eligible for assistance from CMHC. The amounts shown represent DREE funding only.			-	- -			

SCHEDULE "B"PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost (b) 10% allowance (c) loans for purchase of land where relevant (\$'000)	DREE Ratio of Contributions to Loans	Maximum DREE Funding 1971-72 (\$'000)		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans Total			

Central Area Servicing2.4 Fresh Water Brook Sewer  
Construction, Halifax

Interception of the existing 60 inch and 48 inch Fresh Water Brook Sewer which drains the major portion of Halifax peninsula, at approximately the corner of Bell Road and Sackville Street, with a sewer capable of carrying all flow originating to the north of this point. The new sewer will be approximately 60 inches in diameter and will likely follow Sackville Street to an outfall into Halifax Harbour.

457	100:0	57	-	57	400	30-6-73	20
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Commencement of construction of this project is subject to provincial concurrence in a joint federal-provincial study of Water Quality Standards for Coastal Waters, to be undertaken on behalf of Canada by the Department of the Environment. The total cost of this sewer construction project is estimated at \$1,375,000. For these portions of the project eligible for CMHC assistance, the province will ensure that the maximum possible use of this source of funding is made. The amounts shown represent DREE funding only.

## SCHEDULE "B"

## PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost (b) 10% allowance (c) loans for purchase of land where relevant (\$'000)	DREE Ratio of Contri- butions to Loans	Maximum DREE Funding 1971-72 (\$'000)			Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans	Total			
<u>Schools</u>								
2.5 <u>Fairview Junior High School,</u> <u>City of Halifax</u>								
a) The design and construction of the Fairview Junior High School containing approximately 75,000 square feet of floor space, to be located on Dunbrach Street at the corner of Dunbrach and Rosedale;	1,650	50:50	150	150	300	1,350	30-6-73	20
b) Equipment for the Fairview Junior High School.	110	50:50	-	-	-	110	30-6-73	20
2.6 <u>Central Elementary and Junior High School Complex Addition,</u> <u>City of Halifax (Phase II)</u>								
a) Renovations to the existing St. Patrick's Boys School to create 11 elementary (Grades 1 to 6) and 15 Junior High School (Grades 7 to 9) classrooms, demolition of the existing St. Patrick's Girls School, and site work for the Central Elementary and Junior High School complex.	448	50:50	100	100	200	248	30-6-73	20
b) Equipment for the renovated school noted above.	52	50:50	-	-	-	52	30-6-73	20

## SCHEDULE "B"

## PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including:			Maximum DREE Funding 1971-72 (\$'000)			Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amortization Period (Years)	
	(a) direct cost	(b) 10% allowance	(c) loans for purchase of land where relevant (\$'000)	Contributions	Loans	Total				
Halifax-Dartmouth Special Area				DREE Ratio of Contributions to Loans						
<u>2.7 Lower Sackville (Caudle Park) Elementary School Construction, County of Halifax</u>										
a) The design and construction of the Caudle Park Elementary School containing approximately 30,100 square feet of floor space, located on the corner of McGee Drive and Collector Street in the Lower Sackville area.										
	700			50:50	25	25	50	650	30-6-73	20
b) Equipment for the Caudle Park Elementary School.										
	50			50:50	-	-	-	50	30-6-73	20
<u>Transportation</u>										
<u>2.8 Dartmouth Ferry System (Vessel), City of Dartmouth</u>										
The design and construction of a new ferry with dimensions similar to the two existing Dartmouth Ferry System vessels.										
	650			50:50	100	100	200	450	30-6-73	20
<u>2.9 Fairview Storm Sewer Construction, City of Halifax</u>										
The design and construction of three trunk storm sewer lines from Dunbrach Street to Dutch Village Road, in the upper Fairview area, along:										
a) Central Avenue,										
b) Adelaide Street, and										
c) Evans Avenue.										
	1,906			50:50	50	50	100	1,806	30-6-73	20

SCHEDULE "B"PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including:			Maximum DREE Funding 1971-72 (\$'000)			Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amorti- zation Period (Years)
	(a) direct cost	(b) 10% allowance	(c) loans for purchase of land where relevant (\$'000)	Contri- butions	Loans	Total			
<u>Transportation</u>									
2.10 <u>Trunk 4 Highway Widening, Port Hastings/Port Hawkesbury</u>									
a) Trunk 4 from Plaster Cove at Port Hastings to Grants Road. Parallel Highway or upgrading and paving existing highway to 4 lanes undivided. 2.2 miles. UAU - 50	1,080	50:50	75	75	150	930	30-6-73	20	
b) Reeves Street, from Grants Road to Trunk 4. Convert to 4 lanes undivided; grading and paving 1.3 miles. UAU - 40	520	50:50	15	15	30	490	30-6-73	20	
c) Channelization at Grants Pond.	175	50:50	50	50	100	75	30-6-73	20	
2.11 <u>Route 344 (Mulgrave Road) Upgrading, County of Guysborough</u>									
Auld Cove to Mulgrave Town Line - Upgrading of 3.3 miles of existing road to all weather standard. RCU - 50	825	50:50	100	100	200	625	30-6-73	20	

SCHEDULE "B"

PART III - FEASIBILITY INVESTIGATION AND PRELIMINARY DESIGN PROJECTS TO BE FINANCED BY CANADA

Description of Project Investigation or Design	Estimated Total Cost of Investigation or Design	Estimated DREE Contribution	Maximum DREE Contribution		Deadline for Completion of Investigation or Design
			1971-72	Balance	
<u>HALIFAX-DARTMOUTH SPECIAL AREA</u>					
<u>Regional Water Supply</u>					
3.1 <u>Proposed Pockwock Water Supply System, Feasibility Study</u>					
Feasibility study, including:					
a) Financial implications of the proposed system;					
b) Legal and jurisdictional implications, including resolution of power rights question;					
c) Land acquisition and right-of-way requirements, and plan of acquisition; and					
d) Plan for disposition of Chain Lakes Watershed.	100	75	75	-	31-3-72
3.2 <u>Proposed Pockwock Water Supply System, Pre-Tender Call Engineering</u>					
a) Intake, pumping and treatment facilities	65	49	49	-	31-3-72
b) Transmission facilities	325	244	244	-	31-3-72
c) Distribution and reservoirs.	145	109	109	-	31-3-72

The Province has designated the Halifax Public Service Commission as the agency which will be responsible for the management, construction and operation of the proposed Regional Water System.

## SCHEDULE "B"

## PART III - FEASIBILITY INVESTIGATION AND PRELIMINARY DESIGN PROJECTS TO BE FINANCED BY CANADA

Description of Project Investigation or Design	Estimated Total Cost of Investigation or Design	Estimated DRFE Contribution	Maximum DRFE Contribution		Deadline for Completion of Investigation or Design
			1971-72	Balance	
<u>Schools</u>					
3.3 <u>Adult Education Centre, Halifax-Dartmouth Area</u>					
Feasibility study and engineering design of an approximate 1,200 place Adult Education Centre proposed to be located in the Woodside Industrial area in Dartmouth.	300	225	225	-	31-3-72
<u>Transportation</u>					
3.4 <u>North-West Arm Bridge and Approaches</u>					
Feasibility study of the proposed bridge and connecting arterials, including North-West Arm Drive from Prospect Road interchange of Highway 103 to the Herring Cove Road intersection, to the intersection at Purcells Cove Road and to the bridge structure; and downtown connectors feeding from the eastern abutment of the proposed bridge. This study to include pre-engineering alternative solutions and cost estimates incorporating provision for transit and utility corridors and sensitivity tests on demand, capacity, and financial viability under 4 and 6 lane design widths, user charge (toll) strategies, and land use options. Investigation of alternatives would include cost recovery schedules under varying traffic and toll constraints, and estimates of attendant road feeder system costs (construction and property) in the Halifax urban area, and specification of the kind and extent of development benefits that might be expected to accrue to the region.	200	150	150	-	31-3-72

SCHEDULE "B"PART III - FEASIBILITY INVESTIGATION AND PRELIMINARY DESIGN PROJECTS TO BE FINANCED BY CANADA

Description of Project Investigation or Design	Estimated Total Cost of Investigation or Design	Estimated DREE Contribution	Maximum DREE Contribution		Deadline for Completion of Investigation or Design
			1971-72	Balance	
3.5 <u>Bedford Highway/Dunbrack Street Traffic Routing, City of Halifax</u>					
a) Feasibility study of					
1) proposed improvements to Bedford Highway from Kearney Lake Road to McKay Bridge approach and North Robie Street; and					
2) proposed Dunbrack Street route from Kearney Lake Road to St. Margarets Bay Road; the study to include costs, alternative pre-engineering solutions, incorporating consideration of utility/transit corridors.	65	49	49	-	31-3-72
b) Functional design of Fairview Overpass.	10	8	8	-	31-3-72
3.6 <u>Highway No. 7 Widening, City of Dartmouth</u>					
Engineering design for the proposed widening of Highway No. 7 to a 4-lane route from Micmac Rotary, in Dartmouth, east to the Dartmouth City Limits.	135	102	102	-	31-3-72
3.7 <u>Portland Street Extension, City of Dartmouth/County of Halifax</u>					
Feasibility study of a proposed extension of Portland Street from Jeffre Street in the City of Dartmouth to the Bissett Lake area in the Cole Harbour part of the County of Halifax.	15	12	12	-	31-3-72



SCHEDULE "B"PART III - FEASIBILITY INVESTIGATION AND PRELIMINARY DESIGN PROJECTS TO BE FINANCED BY CANADA

Description of Project Investigation or Design	Estimated Total Cost of Investigation or Design	Estimated DREE Contribution	Maximum DREE Contribution		Deadline for Completion of Investigation or Design
			1971-72	Balance	
<u>General Residential Development</u>					
3.8 <u>Spryfield Area Sewer System, City of Halifax</u>					
Feasibility study to investigate, identify and estimate the costs of options available for the sewerage of the general Spryfield area in the City of Halifax, and also that portion of the County of Halifax lands held by the Nova Scotia Housing Commission in the Kidston Lake area.					
	100	75	75	-	31-3-72
<u>STRAIT OF CANSO SPECIAL AREA</u>					
<u>Schools</u>					
3.9 <u>Port Hawkesbury Regional Junior-Senior High School, Port Hawkesbury</u>					
Feasibility study and engineering design of a proposed 50 classroom Junior-Senior High School proposed to be located in the Town of Port Hawkesbury, including a plan of intermunicipal organization to finance the construction and operation of the proposed school.					
	250	188	188	-	31-3-72
<u>Transportation</u>					
3.10 <u>Proposed Highway Route, Point Tupper Industrial Park to Lower Inhabitants Bridge, County of Richmond</u>					
Feasibility study and preliminary design.					
	25	19	19	-	31-3-72

SCHEDULE "B"PART III - FEASIBILITY INVESTIGATION AND PRELIMINARY DESIGN PROJECTS TO BE FINANCED BY CANADA

Description of Project Investigation of Design	Estimated Total Cost of Investigation or Design	Estimated DREE Contribution	Maximum DREE Contribution		Deadline for Completion of Investigation or Design
			1971-72	Balance	
3.11 <u>Proposed Road Extension and Installation of Services, Donkin Street, Mulgrave</u>  Feasibility study and preliminary design of the proposed extension of Donkin Street including the extension of available municipal services and road construction.	10	8	8	-	31-3-72

