

Elevations Along the Route

To make sense of the chart below, you will need to understand the following:

1. The figures in the left column mark the distance, in kilometres only, between the various landmarks listed in the middle column. The figures on the *right* give the elevation (height above sea level) of those landmarks, in metres and feet.
2. Confusion may set in where the landmark is one of Western Forest Products' eye-catching red-on-white numbered *mileage* markers, starting at MILE ZERO, the beginning of the Goat Lake Main logging road.
3. *Kilometre* 0, which leads off the left-hand column, marks the beginning of the trip, which is the intersection of Highway 101 and Dixon Road, south of Powell River. Dixon continues until MILE ZERO, where the pavement ends and the Goat Main logging road begins.

The kilometre measurements indicated were initially calculated using various technologies and estimates. Whenever practical we have amended these estimates with actual on-the-ground odometer readings and estimated subsequent distances. Occasionally, when we have more than one reading, we have averaged them or show both. When we do an actual measurement that proves a subsequent measure inaccurate we highlight the inaccurate measure but do not adjust the subsequent measures.

Dealing now with elevations, from Mile Zero to the beginning of D Branch there are no serious issues. Moving up D Branch, steeper elevation changes are encountered in its upper reaches, the approach to the Lausman Pass, and at the divide, where the descent down to Jervis Inlet begins.

East of Jervis, and depending on local terrain, elevations may also be an issue on the approach to Casement Mountain and the descent from the east portal of the proposed tunnel. The following table is our best attempt to identify the steeper elevation changes. Note that Western Forest Products (WFP) distance markers are in MILES. We have noted the elevations at most of those markers to demonstrate the gradient facts.

More precise measurements will overtake some of those you are about to read as we become more familiar with the terrain.

<u>KM</u>	<u>Location</u>	<u>Elevation (Meters/Feet)</u>
0	From Highway 101 & Dixon Road to MILE ZERO, the end of Dixon and the start of the Goat Lake Main	58/190
8.2	Tin Hat Junction	
14	Branch left to Tin Hat Mtn. Dodd Lake Campground (Mile 16) Mile 20 (WFP)	
27	Windsor Lake Main Mile 21 (WFP)	230/754
31	Portage Windsor to Goat Lake	

	Mile 23 (WFP)	
	Windsor Lake Picnic Area	
38.7	Goat Lake Vista	100/328
41	Head of Goat Lake - Mile 29	51/193
48	B Branch to right	
49	Mile 34 *WFP vertical wall	
	Unstable ground Mile 35	
53	Diane Main intersection	241/791
	Crushed cedar log	
55	Water bar 20 of about 30	273/895
	End of July 24, 2014 expedition	
	Debris flow-easily crossed by ATVs	
59.1	Start of D Branch to right	275/902
59.9	Branch to right to Centre Lake	
	16 water bars	
60.2	Bridge over the Eldred River	
	About 35 water bars	
63	The approximate end of D Branch. Subsequent terrain is very rough and probably equivalent to new road construction.	
64.7	“Bowling Alley” (50.2018°N x 124.1521W x 662m)	
65.4	Squirrel Creek (Upper Eldred) Bridge destroyed (50.1862°N x 124.1072°W)	720/2362
	End of Sept 27, 2014 expedition	
61.4	End of D Branch	844/2769
	Summit Mt Alfred	2405/7891
66	Summit Lausman Pass	1215/3986
	Ice Lake	1157/3796
67	Top of initial descent	
71	Bottom of initial descent	884e/2900e
79.8	West end Jervis System	0/0
80	Head of Jervis Inlet	
84	Bridge Skwawka River	
101.1	East end of Jervis system	
110.4	West end tunnel portal	920/3018
113.6	East end tunnel portal	1035/3395
	Pass between Casement and Tinnewood	1524/5000
124.7	Confluence of “Casement Creek and Sims Creek	623/2043

	End of Sims Ck logging roads	500/1640
	Bridge crossing Sims Creek	423/1388
110	Sims Creek and Elaho R	303/994'
129	East end of Elaho River Logging road system	
	Bridge crossing the Elaho River	267/876'
	Bridge crossing the Squamish River	159/522'
176.9	East end of logging road system	
195.9	Highway 99 (Squamish Airport)	40/131'



Left: A bird's eye view of the head of Jervis Inlet in the lower right corner. Note the bridge over the Skwawka River flowing up to the north and west and the road on the north side of the Hunaechin River flowing to the east and leading to the west portal of the proposed tunnel.

-- Third Crossing Society, 2014