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1 NORTH PEACE

1.01 Definitions

In these Local Area Specifications, capitalized terms will have the corresponding meanings as set out in Article 1 of this Agreement and Section 1 of this Schedule 1 ("Specifications"), and as set forth below:

"Broken Steel" means a small area with fractured or missing pieces of steel that do not create a condition that is unsafe, or has the potential to become unsafe to Highway Users.

"Close Inspection" means a detailed inspection requiring traffic control to investigate Rattles and mark loose or broken steel or Clusters of broken welds.

"Cluster" means greater than 9 broken welds, within an area of 0.5 metres by 0.5 metres.

"Deck Hazard" means protruding pieces of steel or holes in the Bridge Deck that area could potentially damage a vehicle.

"Driving Inspection" means an inspection that involves driving over the Bridge Deck in both directions, at a maximum speed of 50 kilometres per hour, to identify Rattles and potential deficiencies.

"Hole" means broken or missing steel bars within the Bridge Deck wheel paths that are less than 150 millimetres in length, measured parallel to the centerline.

"Invasive Plants" means any invasive alien plant species that has the potential to pose undesirable or detrimental impacts on humans, animals or ecosystems.

"Large Hole" means broken or missing steel bars within the Bridge Deck wheel paths that are greater than 150 millimetres in length, measured parallel to the centerline.

"Location" means a specific location on the Bridge Deck according to bridge drawings that references the lane and panel point numbers.

"Programmed Repair" means planned major deck repairs consisting of a Close Inspection and identification, marking and repair of all broken welds and steel fractures on the Bridge Deck and installation of deck panels.

"Rattle" means a sound that is discernable, when driving over the Bridge Deck with an opened window or while walking on the sidewalk.

"Salt Containment Infrastructure" means a storage facility, including all of its components that is used for the storage and loading/unloading of salt for winter maintenance operations including, but not limited to the salt shed, fabric/steel roofing, pit floor, evapotranspiration liner, containment pad, and skirt.

“Scheduled Repair” means planned repairs to the Bridge Deck including the issuing of notifications.

“Walking Inspection” means an inspection conducted from the sidewalk to identify and mark the Locations of Rattles and missing or loose steel.

“Welding Engineer” means a Professional Engineer registered in the Province of British Columbia, that specializes in welding or metallurgy, or has equivalent qualifications applicable to the processes required, as approved by the Province.

1.02 Bridge Deck Inspection, Maintenance and Traffic Management – Taylor Bridge

1.02.1 Outcome

To provide a safe and smooth driving surface with minimal interruptions to the flow of traffic on the Taylor Bridge.

1.02.2 Routine Maintenance Services

PM1.02.2-1 Submit an initial Inspection and Response Plan for the Taylor Bridge Deck 60 days prior to the Commencement Date, for approval by the Province.

PM1.02.2-2 Submit updates to the Inspection and Response Plan for the Taylor Bridge Deck by March 31st of each calendar year, for approval by the Province

PM1.02.2-3 Revise and re-submit the annual Inspection and Response Plan for the Taylor Bridge Deck Update within 30 days, following receipt of comments from the Province, for approval by the Province.

PM1.02.2-4 Conduct Driving Inspections and document the condition of the Bridge Deck every 7 days.

1.02.3 Quantified Maintenance Services

PM1.02.3-1 Conduct Walking Inspections and document the condition of the Bridge Deck every 21 days.

PM1.02.3-2 Respond to damaged or deteriorated Bridge Deck components as follows:

Performance Criteria	Response
a) Potential Deck Hazard	investigate immediately
b) Confirmed Deck Hazard	close the traffic lane, conduct a Close Inspection, and complete repairs immediately
c) Greater than 10 Rattles identified during a Driving Inspection	Walking Inspection within 7 days
d) Locations with Broken Steel	perform a risk assessment immediately to confirm if traffic is permitted or if a Deck Hazard exists
e) Locations with Broken Steel and permitted traffic	flag deck damage Locations and notify the Province immediately, plan the Scheduled Repair and perform Driving Inspections every 72 hours until the Scheduled Repair is completed
f) Potential Holes identified during a Driving Inspection	Walking Inspection within 12 hours
g) Confirmed Holes less than 10	Walking Inspection and flag Locations within 24 hours and conduct Driving Inspections every 12 hours until the repair is completed

h) Confirmed Large Holes or if greater than or equal to 10 Holes	Initiate traffic control immediately and maintain until repairs are completed

PM1.02.3-3 Update and document the Bridge Deck repair panel inventory by June 30th and November 15th of each calendar year.

PM1.02.3-4 Provide Bridge Deck repair records within 7 days when requested by the Province.

Notes

1) The Taylor Bridge is located on Highway 97 in the District of Taylor, crossing the Peace River.

1.02.4 Materials and/or Procedures

Refer to Subsection 1.6 of this Schedule 1 (“Specifications”).

Additional materials and/or procedures requirements are as follows:

a) Comply with the Inspection and Response Plan for the Taylor Bridge Deck;

b) Install Bridge Deck panels in accordance with specifications provided by the Province;

c) Complete Programmed Repairs or replacements of damaged or deteriorated Bridge Deck components by June 30th and again, by October 15th of each calendar year;

d) Repair Bridge Decks in accordance with welding procedures, as approved by the Province and as prepared by a Welding Engineer, retained by the Contractor; and

e) Off-load and store Bridge Deck panels and components.

1.02.5 Routine Maintenance Service Cap

$50,000 – the cost to prepare the initial Inspection and Response Plan.

1.03 Highway Crossing Infrastructure

1.03.1 Outcome

To provide safe passage of pedestrians and animals underneath or beside a Highway.

1.03.2 Routine Maintenance Services

PM1.03.2-1 Respond immediately to restrict all access to Highway Crossing Infrastructure, as directed by the Province.

PM1.03.2-2 Repair or replace immediately, as directed by the Province, any damaged or deteriorated Highway Crossing Infrastructure that has been structurally compromised, as determined by the Province.

PM1.03.2-3 Repair or replace within 3 months, any damaged or deteriorated Highway Crossing Infrastructure that has not been structurally compromised, as determined by the Province.

PM1.03.2-4 Remove Debris immediately from the surfaces of floors, pedestrian paths or stairways.

PM1.03.2-5 Remove Accumulations, surface contaminants and chemicals by June 30 of each calendar year from all surfaces.

PM1.03.2-6 Remove Debris within 1 month that impedes the passage of animals in animal accessed Highway Crossing Infrastructure.

1.03.3 Quantified Maintenance Services

PM1.03.3-1 Repair within 24 hours damaged or deteriorated surfaces on underpass floors, pedestrian paths or stairways.

PM1.03.3-2 Repair within 6 months other damaged or deteriorated surfaces.

Specific Requirements:

a) Maintain Highway Crossing Infrastructure within Rest Areas in accordance with the response of the adjacent Highway Classification.

1.03.4 Materials and/or Procedures

Refer to Subsection 1.6 of this Schedule 1 (“Specifications”).

Additional material and/or procedures requirements are as follows:

a) Use materials in accordance with the same type and quality on the existing Highway Crossing Structure.

1.03.5 Routine Maintenance Services Cap

$50,000 – for each occurrence, the cost to repair or replace Highway Crossing Infrastructure.

1.03.6 Warranty

Refer to Section 3 of this Schedule 1 (“Specifications”).

1.04 Invasive Plants Management

1.04.1 Outcome

To minimize the introduction and spread of Invasive Plants on Highways and Gravel Pits.

1.04.2 Routine Maintenance Services

PM1.04.2-1 Meet annually, with the agency conducting Invasive Plant management for the Province, during development of the Quantified Maintenance Services to coordinate planned activities.

PM1.04.2-2 Inspect all Gravel Pits and material sources annually to ensure they are free of Invasive Plants.

PM1.04.2-3 Report Invasive Plant conditions to the agency conducting Invasive Plant management for the Province, as follows:

Performance Criteria	Response
a) Prior to the disturbance of knotweed species that restricts Sight Distance or creates a condition that is unsafe or has the potential to become unsafe	immediately
b) Any Invasive Plant infestations on Highways and Gravel Pits	2 d

Notes:

1) Only the exposed, active areas of the Gravel Pits are to be considered.

1.04.3 Quantified Maintenance Services

PM1.04.3-1 Seed specific areas of exposed soils exceeding 1 metre up the Shoulder sideslope and the backslope due to ditch maintenance.

Notes:

1) The Standard Specifications for Highway Construction describes the revegetation requirements including, but not limited to blending, seed analysis and application timing.

1.04.4 Materials and/or Procedures

Refer to Subsection 1.6 of this Schedule 1 (“Specifications”).

Additional materials and/or procedures requirements are as follows:

a) Comply with the Best Practices for Managing Invasive Plants on Roadsides;

b) Incorporate Invasive Plant management when planning and performing Quantified Maintenance Services;

c) Seed side-cast ditch materials;

d) Seek approval from the Province if disturbance of knotweed species is required;

e) The Contractor may submit a plan for approval by the Province for the use of herbicides, as a control measure for knotweed or other Invasive Plants;

f) Herbicides are to be applied by a certified pesticide applicator;

g) Do not use gravel materials contaminated with Invasive Plants, unless a rectification process is submitted and approved by the Province; and

h) Report Invasive Plants to the agency conducting Invasive Plant management for the Province online or using the Province's smartphone application or the provincial toll-free service.

1.04.5 Warranty

Refer to Section 3 of this Schedule 1 ("Specifications").

1.05 Salt Containment Infrastructure Maintenance

1.05.1 Outcome

To provide for the safe handling and storage of salt and Winter Abrasives on provincial land and monitor, maintain, repair and replace provincially owned Salt Containment Infrastructure.

1.05.2 Routine Maintenance Services

PM1.05.2-1 Off-load salt onto an evapotranspiration liner or containment pad, if available and/or store immediately within the salt shed.

PM1.05.2-2 Retrieve and return to the salt shed immediately, any salt spillage over the top of skirt that lines the inside of the salt shed.

PM1.05.2-3 Remove immediately, any salt or salt contaminated material on the pit floor to a depth of 40 centimetres for use with Winter Abrasives when processing.

PM1.05.2-4 Notify the Province immediately of any damage to the containment pond, including but not limited to the liner, berm or fencing.

PM1.05.2-5 Temporarily repair damaged or deteriorated salt shed components immediately, that permits water infiltration.

PM1.05.2-6 Permanently repair within 8 weeks, any temporarily repaired steel/fabric salt shed components that permits water infiltration.

PM1.05.2-7 Permanently repair within 2 weeks, any temporarily repaired wooden salt shed components that permits water infiltration.

PM1.05.2-8 Inspect and document the condition of Salt Containment Infrastructure as follows:

Performance Criteria	Response
a) Evapotranspiration water/brine levels	daily or more often when required
b) Water in the containment pond to prevent over-flowing	daily or more often when required
c) Steel/fabric salt sheds including, but not limited to, the steel structural components including base plates, wire cross-bracing, fabric roof, fabric lashing, winches and vents, lock-blocks and protective skirt	bi-annually in the spring and fall or in accordance with the manufacturer's specifications and recommendations, whichever is more frequent
d) Wooden salt shed including but not limited to structural condition and weatherproof exterior	annually
e) Salt shed apron and containment pad surfaces	annually
f) Evapotranspiration liner surface absorption	daily or more often when required

PM1.05.2-9 Maintain the superstructure of steel/fabric salt sheds as follows:

Performance Criteria	Response
a) Remove grime and encrusted salt off the salt shed's steel interior	annually
b) Lubricate winches	annually
c) Re-tension-web and fabric roof lashing	annually
d) Re-tighten fastening bolts	annually
e) Remove surface rust	annually

PM1.05.2-10 Repair or replace Salt Containment Infrastructure as follows:

Performance Criteria	Response
a) Damaged or deteriorated containment pond components, including but not limited to the liner, berm or fencing	immediately
b) Loss of absorption for a compact surface where water is ponding on the evapotranspiration liner	immediately
c) Saturation or overflow of evapotranspiration water/brine	when required
d) Damaged or deteriorated wooden salt shed components	within 2 weeks of the bi-annual inspection or as noted in PM1.05.2-8
e) Damaged or deteriorated steel/fabric salt shed components	within 8 weeks of the bi-annual inspection or as noted in PM 1.05.2-8 if salt and/or Winter Abrasive with salt is present or prior to when the salt and/or Winter Abrasive with salt is scheduled to be stored
f) Cracked, chipped edges, pot holes, settling/ponding, or base failure of surfaces	General Specifications 1.01, 1.06 and 1.10 in Schedule 1 ("Specifications") for a Class 4 Highway

PM1.05.2-11 Replace annually, the top 10 centimetres of salt contaminated material on the evapotranspiration surface with free draining material and use the removed salt contaminated material for Winter Abrasives processing.

Notes:

1) The Province inspection H-form is to be used for inspections of steel/fabric salt sheds;

2) PM1.05.2-10 (f) includes possible Quantified Maintenance Services; and

3) Salt shed locations are provided in Appendix A of Schedule 13 ("Gravel Licence").

1.05.3 Materials and/or Procedures

Refer to Subsection 1.6 of this Schedule 1 ("Specifications").

Additional materials and/or procedures requirements are as follows:

a) Load salt and/or Winter Abrasive containing salt on a containment pad or the evapotranspiration liner surface;

b) Store salt and/or Winter Abrasive containing salt at a height below the top 30 centimetres of the skirt within a steel/fabric salt shed and ensure the top of the lock block wall remains free of salt accumulation;

c) Park heavy equipment used for loading salt or Winter Abrasive containing salt, on the containment pad, evapotranspiration liner or within the salt shed;

d) Prevent spillage onto the pit floor when transporting salt;

e) Store Winter Abrasive containing salt under cover or on a containment pad or on an evapotranspiration liner, if supplied;

f) Use a spill proof apron for salt hoppers to contain salt and facilitate retrieval;

g) Store salt contaminated material for future use with Winter Abrasives on a containment pad or evapotranspiration liner or in a salt shed;

h) Prevent salt contaminated materials from being tracked from the containment pad or evapotranspiration liner and use a containment pond for disposal, if one exists on site;

i) Maintain an open catchment area adjacent to the salt shed exterior walls to accommodate unobstructed snow shedding off the structure;

j) Remove snow from the roof of steel/fabric salt shed and adjust the roof tension after the snow accumulation has been removed in accordance with the manufacturer's specifications and recommendations;

k) Reseal exposed surfaces following the removal of surface rust with zinc-rich primer/paint;

l) Maintain and repair damaged or deteriorated salt shed components in accordance with the manufacturer's specifications and recommendations;

m) Use engineered designs for all repairs, modifications or replacement to steel/fabric salt shed structural components, including but not limited to the fabric roof, prepared by a Professional Engineer, retained by the Contractor; and

n) Securely lock gates and post signage to prevent unauthorized access to fenced containment ponds.

1.05.4 Routine Maintenance Services Cap

$50,000 – for each occurrence, the cost to repair or replace a salt shed.

1.06 Vehicle Inspection Stations

1.06.1 Outcome

To facilitate the safe and efficient operation of Vehicle Inspection Stations.

1.06.2 Routine Maintenance Services

PM1.06.2-1 Provide Services at the Vehicle Inspection Station areas in accordance with the response identified in the Vehicle Inspection Station plan in Appendix A.

Specific Requirements:

a) Remove Winter Accumulations from all Travelled Lanes and vehicle accessible portions of the Vehicle Inspection Station in accordance with PM3.01.2-1 (a) of the General Specifications of this Schedule 1 (“Specifications”).

Notes:

1) The Contractor is not responsible for the buildings or for the management and maintenance of the weigh scale, electrical components and the water and septic systems.

1.06.3 Quantified Maintenance Services

PM1.06.3-1 Provide Services at the Vehicle Inspection Station areas in accordance with the response identified in the Inspection Station plan in Appendix A.

Notes:

1) The Contractor is not responsible for the buildings or for the management and maintenance of the weigh scale, electrical components and the water and septic systems.

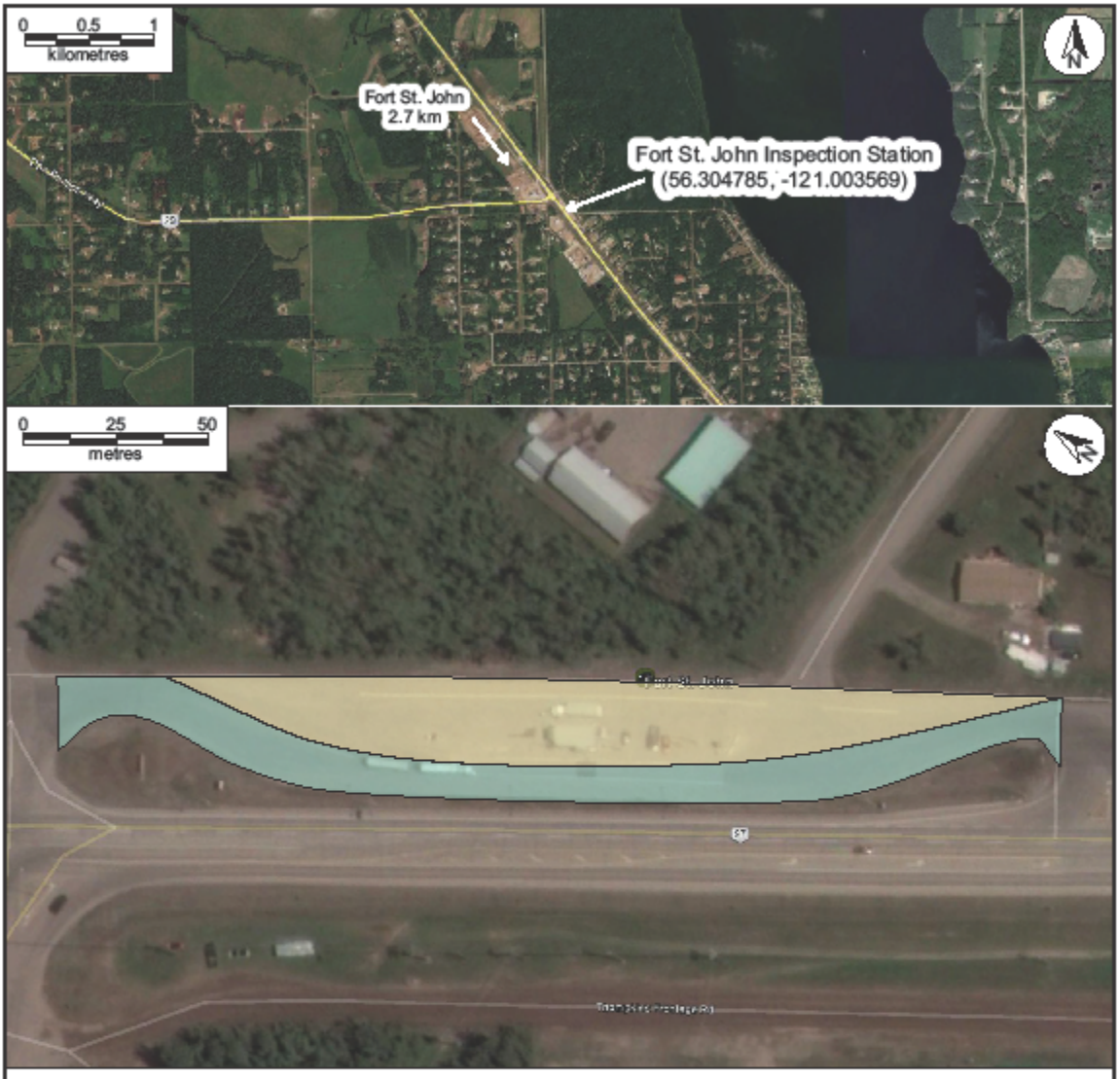
1.06.4 Materials and/or Procedures

Refer to Subsection 1.6 of this Schedule 1 (“Specifications”).

1.06.5 Warranty

Refer to Section 3 of this Schedule 1 (“Specifications”).

Appendix A Vehicle Inspection Station Plan



Parking - Class 2 A

Parking - Class 4 B

BRITISH COLUMBIA | Ministry of Transportation and Infrastructure

Inspection Station - SA 22
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