PATTULLO BRIDGE REPLACEMENT PROJECT

MUNICIPAL AGREEMENT

BETWEEN
HER MAJESTY THE QUEEN IN RIGHT OF
THE PROVINCE OF BRITISH COLUMBIA,
as represented by the MINISTER OF TRANSPORTATION AND INFRASTRUCTURE
AND
CITY OF NEW WESTMINSTER

September 19, 2019

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PATTULLO BRIDGE REPLACEMENT PROJECT
MUNICIPAL AGREEMENT

This Agreement, dated for reference September 19, 2019, (the "**Reference Date**")

BETWEEN:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA, as represented by the MINISTER OF TRANSPORTATION AND INFRASTRUCTURE

(the "**Province**")

AND:

CITY OF NEW WESTMINSTER

(the "**City**")

WITNESSES THAT WHEREAS:

A. The Province intends to replace the existing Pattullo Bridge with a new bridge across the Fraser River to connect New Westminster and Surrey;

B. The Province's Business Case in respect of the Project sets out the following objectives for the Project:

(1) Provide a river crossing for all modes that is structurally sound and meets current standards for withstanding seismic and ship impacts;

(2) Support local and regional land use plans and economic development;

(3) Provide reliable access and predictable travel times for all modes;

(4) Minimize single-occupancy vehicle use and vehicle kilometers travelled;

(5) Move toward the regional goal that by 2040, half of all trips will be by walking, cycling or transit;

(6) Minimize emissions of greenhouse gases and pollutants;

(7) Minimize impacts to the natural environment; and

(8) Support neighbourhood livability by minimizing and mitigating impacts including during construction;

C. The Province acknowledges that significant parts of the Project Infrastructure will be located in New Westminster and that the performance of the work contemplated by

Project Scope of Work will potentially affect the inhabitants of New Westminster and certain aspects of the City's operations and certain parts of its infrastructure;

D. The Province is committed to following all applicable provincial and federal legislation, and to communicating, engaging and cooperating with the City, in connection with the design, building and financing of the Project Infrastructure and the demolition of the existing Pattullo Bridge;

E. In particular, the Province and the City acknowledge that:

(i) portions of the North Approach Infrastructure will be built, and portions of the existing Pattullo Bridge will be demolished, within areas in proximity to certain City Infrastructure and City Utilities which the City will need to maintain and operate during the performance of the Project Work and, accordingly, the Province and the City will work together to provide access to the City to accommodate such need;

(ii) the New Fraser River Bridge will be designed and built:

(a) as a multi-modal bridge with four (4) vehicle lanes and two (2) pedestrian/cycle lanes; and

(b) so as not to foreclose consideration of potential future expansion to six (6) vehicle lanes and two (2) pedestrian/cycle lanes, recognizing that any such expansion would be effected only after consultation among the Province, the City, the City of Surrey and the Mayor's Council on Regional Transportation;

(iii) once the New Fraser River Bridge is operational, the Province will, on an ongoing basis, monitor its performance in relation to criteria established in a transportation demand management framework developed by TransLink, in partnership with the Province, municipalities, and endorsed by the Mayors' Council. The Province will consult with the City of New Westminster, the City of Surrey and the Mayor's' Council on Regional Transportation to develop an appropriate response to the performance based on regional transportation planning and the transportation demand management framework; and

F. The Province and the City are entering into this Agreement in respect of these and other matters pertaining to the design and building of the Project Infrastructure, and the demolition of the existing Pattullo Bridge, by the Province (through its contractor(s)), all as more particularly set forth herein;

NOW THEREFORE, in consideration of their mutual promises and other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged by each of the parties hereto), the City and the Province hereby agree, each with the other, as follows:

1. DEFINED TERMS

In this Agreement, including the recitals hereto, the following definitions apply:

"**Access Longstop Date**" has the meaning set out in Section 5.7;

"**Additional City Lands**" means any City Lands which are added to or substituted for any part of the Project-Required City Lands pursuant to Section 5.2 but, for greater certainty, excludes any Purchased Lands;

"**Additional Project-Required City Fee Simple Lands**" means any City Fee Simple Lands (excluding, for certainty, the Project-Required City Fee Simple Lands) which become Purchased Lands pursuant to Section 5.3;

"**Agreement**" means this "Pattullo Bridge Replacement Project Municipal Agreement", including all of the Schedules referenced and identified in Section 20.1 of this Agreement, all as the same may be amended, modified or restated from time to time by written agreement between the parties hereto;

"**Billboard Signs**" has the meaning set out in Section 6.2(a);

"**Business Case**" means the document published by the Province, dated January, 2018 and entitled "Pattullo Bridge Replacement Project Business Case";

"**Business Day**" means any day which is not a Saturday, Sunday or statutory holiday in the Province of British Columbia;

"**City**" means the City of New Westminster;

"**Chief Administrative Officer**" means the person holding that position in the City, or any successive position or title of this nature, or his or her designate;

"**City Enhancements**" means, together, the City Infrastructure Enhancements and the City Utilities Enhancements;

"**City Fee Simple Lands**" means the lands (including lands covered by water) of which the City is the registered owner in fee simple in the Land Title Office;

"**City Indemnified Parties**" has the meaning set out in Section 15.1;

"**City Infrastructure**" means the infrastructure and systems, fixtures and facilities which are constructed, maintained and operated by or on behalf of the City, including City Roads (other than Project-Required City Roads), pavement, sidewalks, pathways, bus stops, benches, boulevards, trees, landscaping, curbs, gutters, catch basins, street lighting (including bases, poles and fixtures), traffic signals and signs, and additions thereto or widenings, relocations or extensions thereof, but not including City Utilities;

"**City Infrastructure Enhancements**" means any new works, infrastructure or upgrade of any existing City Infrastructure, as expressly requested by the City to the Province and that is or are:

(i) outside the Project Scope of Work or as otherwise expressly agreed to under this Agreement; or

(ii) of a quality or standard above, beyond or additional to that required to achieve Like-for-Like restoration;

and are constructed by the Province for an agreed-upon price in advance;

"**City Lands**" means, together, the City Roads and the City Fee Simple Lands;

"**City Representative**" means one or more senior representatives designated by written notice given by the City to the Province from time to time with at least one representative having full authority to represent and bind the City in connection with all matters pertaining to this Agreement;

"**City Roads**" includes roads, streets, highways, bridges, viaducts, lanes, pathways and sidewalks and any other ways normally open or reasonably capable of use by the public and which are owned or controlled by the City:

(i) including land dedicated or established as "road" on the records of the Land Title Office;

(ii) including titled lands which have been gazetted as road but have not been formally dedicated (by Section 115 of the *Land Title Act*, and Form 12 filing) according to Land Title Office records;

(iii) excluding any Provincial highways or any other highways excluded pursuant to Section 35(2) of the *Community Charter* (British Columbia); and

(iv) excluding any City Roads that are Resumed Roads;

"**City Standards**" means, in the case of conflict between any of the following, the standard as set out in the following order of precedence:

(i) the City's standards and requirements existing and applicable to City Utilities, Handover Facilities, City Infrastructure or City Enhancements, as the case may be, as at the time of performance of the relevant work:

(A) as set out in the then-current and latest editions of the following documents, as applicable:

(1) the City's Design Criteria Manual and any amendments thereto (available on the City's website at www.newwestcity.ca);

(2) the publication entitled "City of New Westminster Supplementary Master Municipal Construction Documents – Supplementary General Conditions, Supplementary Specifications, and Supplementary Standard Drawings" (available on the City's website at www.newwestcity.ca);

(3) the publication entitled "Master Municipal Construction Documents - Platinum Edition – General Conditions, Specifications and Standard Detail Drawings";

(B) to the extent a standard is not set out in the documents listed above, then in accordance with the City's relevant, then-current standard for similar works in New Westminster;

(ii) the standards, practices, methods and procedures consistent with a good professional and commercial standard, conforming to laws and exercising that degree of skill, care, diligence, prudence and foresight which would reasonably and ordinarily be expected from a qualified, skilled and experienced person engaged in a similar type of undertaking under the same or similar circumstances; and

(iii) the publication entitled "Drawing Standard Specifications" dated June, 2006;

"**City Utilities**" means storm drainage systems, including catch basin leads, storm sewers, ditches, culverts, canals, drainage inlet structures, pump stations, sanitary and combined sewers, water and electrical infrastructure works (including the junction box, conduit and wires for street lighting, but excluding the bases, poles and fixtures for the street lighting), fibre facilities, traffic signal equipment and communications facilities, and works, which are constructed, maintained and operated by or on behalf of the City;

"**City Utilities Enhancements**" means any new works or upsizing or upgrading beyond the applicable City Standard (unless otherwise included within the Project Scope of Work) of any existing City Utilities, as expressly requested by the City to the Province, that is or are:

(i) outside the Project Scope of Work or as otherwise expressly agreed to under this Agreement; or

(ii) of a quality or standard above, beyond or additional to that required to achieve Like-for-Like restoration;

and are constructed by the Province for an agreed upon price in advance;

"**City Utilities Work**" means the relocation, enlargement, extension, removal, replacement, repair, alteration, decommissioning, abandonment or connection to, any City Utilities, whether temporary or permanent;

"**Digital Sign**" has the meaning set out in Section 6.2(a);

"**Dispute**" means any dispute between the City and the Province with respect to any Referable Matter or any other matter of disagreement between the City and the Province which either party states in writing is a "Dispute" to be resolved pursuant to the Dispute Resolution Procedure, but excludes any dispute between the City and the Province relating to the expropriation of land by the Province, which dispute shall be resolved in accordance with statute;

"**Dispute Resolution Procedure**" means the procedure for resolution of any Dispute set out in Section 17.1;

"**Former Woodlands Site**" means those lands and premises located at 9E Columbia Street, New Westminster, BC and more particularly known and described as: PID: 026-566-516, Lot 6, Plan BCP21830

"**Handover Facilities**" means those parts of the North Approach Infrastructure and shown in Schedule E [Handover Facilities] which will be transferred to the City in accordance with Section 10.2;

"**Land Title Office**" means the Lower Mainland Land Title Office, or any other office, registry or authority in which or through which title to lands within New Westminster may be registered or transferred;

"**Like-for-Like**" means, in relation to:

(i) any City Utilities which is or are being relocated, replaced or altered as part of the Project Work whether temporary or permanent, a standard for the relocation, replacement, or alteration pursuant to which the functionality, capacity and other service or operating features of such City Utilities are each equivalent to that which existed prior to the relocation, replacement, or alteration, provided always that design details, materials (including the quality thereof) and construction specifications for the relocated, replaced or altered City Utilities shall be consistent with the City Standards; and

(ii) any City Infrastructure which is being relocated, replaced or altered as part of the Project Work, a standard for the relocation, replacement, or alteration pursuant to which the functionality, general appearance, as applicable, and other service or operating features of such City Infrastructure are each equivalent to that which existed prior to the relocation, replacement, or alteration, provided always that design details, materials (including the quality thereof) and construction specifications for the relocated, replaced or altered City Infrastructure shall be consistent with the City Standards;

"**New Fraser River Bridge**" means that portion of the Project Infrastructure, abutment to abutment, including abutments, foundations, fill, columns, tie backs and associated structural elements, that spans the Fraser River;

"**New Westminster**" means the geographic area within the municipal boundaries of the City;

"**Non-Exclusive Occupation**" means the physical occupation by or on behalf of the Province of Project-Required City Lands where access and use of the Project-Required City Lands is shared with the City and/or third parties but may be controlled by the Province where necessary to ensure timely delivery of the Project;

"**North Approach Infrastructure**" means those portions of the Project Infrastructure located within New Westminster;

"**Post-Construction Condition Surveys**" means post-construction condition surveys and assessments of the condition of City Infrastructure or City Utilities, including in respect of pavement quality on City Roads used for access to and egress from any of the North Approach Infrastructure (to a distance of one (1) km from such North Approach Infrastructure, or as otherwise agreed), conducted by a qualified professional engineer on behalf of the Province after completion of any Project Work affecting such City Infrastructure or City Utilities as contemplated in Section 7.2(b);

"**Pre-Construction Condition Surveys**" means pre-construction condition surveys and assessments of the condition of City Infrastructure or City Utilities, including in respect of pavement quality on City Roads used for access to and egress from any of the North Approach Infrastructure (to a distance of one (1) km from such North Approach Infrastructure, or as otherwise agreed), conducted by a qualified professional engineer on behalf of the Province prior to commencement of any Project Work affecting such City Infrastructure or City Utilities as contemplated in Section 7.2(b);

"**Pre-Existing Rights**" means any valid contractual or statutory rights in favour of any person, other than the City, to use all or any part of the Project-Required City Lands as at the Reference Date and which may affect all or any portion of such Project-Required City Lands following the Reference Date;

"**Pre-Existing Rights Holder**" means the owner, licensee, grantee or other beneficiary or holder of the benefit of any Pre-Existing Rights;

"**Pre-Existing Rights Holder's Works**" means any of the structures, buildings, poles, fixtures, fittings, equipment, machinery, cables, conduits, pipes, wires or other apparatus, improvements or works installed or owned by a Pre-Existing Rights Holder;

"**Project**" means the design, building and financing of the Project Infrastructure and the demolition of the existing Pattullo Bridge;

"**Project Agreement**" means an agreement to be entered into between the Province and its contractor, as such agreement may be amended, supplemented or replaced from time to time, for the design, building and financing of the Project Infrastructure;

"**Project Completion Date**" means the date on which Substantial Performance of the Project Work has been achieved, which date will be confirmed by delivery of written notice from the Province to the City as soon as reasonably practicable following the Project Completion Date;

"**Project Infrastructure**" means anything required, built, constructed, erected or installed as part of the Project Work and all other improvements, facilities, equipment or structures required to cross the Fraser River between New Westminster and Surrey including the New Fraser River Bridge and the North Approach Infrastructure;

"**Project-Required City Fee Simple Lands**" means the City Fee Simple Lands which are described in Schedule C [Project-Required City Fee Simple Lands] in respect of which access and Non-Exclusive Occupation and use is or may be required by the Province to facilitate activities required in connection with the construction of the North Approach Infrastructure or the New Fraser River Bridge;

"**Project-Required City Lands**" means, together, the Project-Required City Roads, Project-Required City Fee Simple Lands and any Purchased Lands;

"**Project-Required City Roads**" means City Roads described in Schedule B [Project-Required City Roads] in respect of which access and Non-Exclusive Occupation and use is or may be required by the Province to facilitate activities required in connection with the construction of the North Approach Infrastructure or the New Fraser River Bridge, and includes, if applicable, any Additional City Lands which may be added to or substituted for any part of the Project-Required City Lands pursuant to Section 5.2;

"**Project Schedule**" means the Province's schedule for the design and building of the Project Infrastructure and the demolition of the existing Pattullo Bridge, as the same may be amended from time to time;

"**Project Scope of Work**" means the general scope of the Project Work as set out in the document attached as Schedule A [Project Scope of Work];

"**Project Work**" means all work required in the design, building and financing of the Project Infrastructure and the demolition of the existing Pattullo Bridge, and includes any work performed by or on behalf of the Province on or to any City Infrastructure or City Utilities pursuant to this Agreement or on or to any Third Party Infrastructure;

"**Province**" means Her Majesty the Queen in Right of the Province of British Columbia, as represented by the Minister of Transportation and Infrastructure;

"**Province Indemnified Parties**" has the meaning set out in Section 15.2;

"**Provincial Representative**" means the person designated by written notice given by the Province to the City from time to time as holding the position of Provincial Representative and having full authority to represent and bind the Province in connection with all dealings with the City under this Agreement;

"**Purchased Lands**" means any City Fee Simple Lands, or any part or parts of any City Fee Simple Lands, that the Province purchases pursuant to Section 5.3;

"**Qualified Governmental Entity**" means any of the following:

(i) any ministry or department of the Province; and

(ii) any person having the legal capacity, power and authority to become a party to and to perform the Province's obligations under this Agreement, the duties, obligations and liabilities of which are guaranteed or supported by the Province or any ministry or department of the Province;

"**Referable Matter**" means any matter arising under or in connection with this Agreement which could reasonably be expected to materially and adversely affect the ability to:

(i) complete the design and building of the Project Infrastructure or any material part thereof and in accordance with the Project Schedule;

(ii) expeditiously effect repairs, maintenance or, as necessary, modifications to the Project Infrastructure;

(iii) achieve, maintain or restore compliance with the performance standards to which the Project Infrastructure will be designed; or

(iv) emolish the existing Pattullo Bridge;

"**Reference Date**" means the date so called on the first page of this Agreement;

"**Reference Plan**" has the meaning set out in Section 5.3(d);

"**Resumed Roads**" has the meaning set out in Section 11.10;

"**Substantial Performance**" means the stage of completion when the Project Work, or a substantial part of it, is complete to such extent as is necessary to permit the safe, uninterrupted and unobstructed public use of the Project Infrastructure;

"**Riverfront Connection**" has the meaning set out in Section 10.1(a);

"**Term**" means that period commencing on the Reference Date and continuing thereafter until the Province and the City have each fully performed their respective obligations under this Agreement;

"**Third Party Infrastructure**" means any infrastructure and systems, fixtures and facilities which are situated within any Project-Required City Lands and are owned or operated by a third party, and includes any Pre-Existing Rights Holder's Works;

"**Traffic Management Plan**" means a plan for the management of traffic interruptions, rerouting and detours and other traffic impacts which may be required during construction of the Project, as described in Schedule G [Construction Traffic Management] as the same may be amended by the parties from time to time;

"**Urban Integration**" has the meaning set out in Section 9.1(b); and

"**Warranty Period**" has the meaning set out in Section 10.6.

2. PROJECT SCOPE

2.1 Acknowledgement of Project Scope of Work

The City acknowledges the scope of the Project Work proposed by the Province, as shown on the Project Scope of Work attached as Schedule A [Project Scope of Work].

2.2 Province to Perform Certain Work and Enhancements

By no later than forty-five (45) days after the Province has delivered to the City a notice requesting transfer of the Project-Required City Fee Simple Lands, the City shall transfer to the Province all the City's right, title and interest in and to the Project-Required City Fee Simple Lands. As consideration for the transfer by the City to the Province of the Project-Required City Fee Simple Lands, the Province shall, as part of the Project Work:

(a) underground the (currently) overhead electrical and communication utility lines on Royal Avenue from Granville Street to McBride Boulevard;

(b) design and build the proposed multi-use pathway overpass (the "**Pedestrian Overpass**") that will span the Pattullo Bridge Connector and connect the Agnes Street Greenway to the new multi-use pathway to be constructed on the south side of Royal Avenue (as such overpass is described in section 12) a) of Schedule A [Project Scope of Work]) to a width of 10 metres; and

(c) design and build the proposed storm water carrier pipe running along McBride Boulevard to accommodate a minimum flow rate of 0.77 m^3/s.

The City acknowledges that, after handover of the Pedestrian Overpass pursuant to Section 10.2, the City shall, as between itself and the Province, be solely responsible for all operation and maintenance costs associated with the Pedestrian Overpass.

2.3 City Contribution to Cost of Requested Fibre Optic Work

The Province agrees, as part of the Project Work, to construct a new 100mm diameter fibre optic pre-duct conduit (the "**Fibre Optic Work**") under the Royal Avenue road allowance, from Granville Street to McBride Boulevard. The City agrees to pay to the Province, promptly after completion of construction and handover of the Fibre Optic Work to the City, the total amount of eighty-three thousand dollars ($83,000.00), inclusive of all applicable taxes, as the City's contribution to the cost of the Fibre Optic Work.

3. COOPERATION

3.1 Work Cooperation During Design and Construction of the North Approach Infrastructure

(a) The City and the Province agree to work co-operatively with each other, with the mutual objective of facilitating the expeditious and cost effective completion of the North Approach Infrastructure in conjunction with the balance of the Project Infrastructure.

(b) In this regard, the City Representative and the Provincial Representative (or their respective delegates), and such of the City's and the Province's contractors, consultants and personnel as, respectively, the City and the Province deem appropriate, will meet periodically, as appropriate, to review the design, development and construction of the North Approach Infrastructure and related matters of concern, with the expectation that such meetings will be scheduled to occur at least bi-weekly and will occur more frequently when deemed appropriate by the Province and the City.

(c) Notwithstanding Section 3.1(b), and subject to receiving reasonable notice, the City agrees to meet with the Province's contractors, consultants and personnel, as reasonably required by the Province's contractors, consultants and personnel, for the carrying out of the Project and, in particular, to address issues relating to the design, development and construction of the North Approach Infrastructure and related matters.

(d) The Province will regularly provide the City with information on the progress of the Project Work. Subject to any applicable confidentiality restrictions, such information may include:

(i) copies of look-ahead activity reports as provided by the Province's contractor(s) to the Province;

(ii) digital copies (PDF and CAD) of design drawings of Handover Facilities and City Enhancements;

(iii) work-plans and methods of construction as provided by the Province's contractor(s) to the Province pursuant to the Project Agreement;

(iv) information regarding rectification of North Approach Infrastructure deficiencies and defects; and

(v) any other information which the Province, in its discretion, considers relevant.

3.2 Province Consultation with the City

(a) Without limiting the generality of Section 3.1, the Province will, during the design and construction of the North Approach Infrastructure, make reasonable efforts to consult with the City with respect to the following aspects of the Project:

(i) Urban Integration

(ii) preservation of the Riverfront Corridor;

(iii) landscaping plan and preservation of protected trees;

(iv) construction traffic management;

(v) the potential impact of the Project on City Infrastructure and City Utilities;

(vi) City Enhancements;

(vii) Handover Facilities;

(viii) modifications to the heritage wall, heritage trees and other heritage components protected by a Heritage Revitalization Agreement and located at the Former Woodlands Site;

(ix) public communications; and

(x) Third Party Infrastructure.

(b) Where applicable, the Province will provide to the City draft plans, drawings or other documents, together with such background information, and at a sufficiently early time, as to permit the City to consider the matter and provide informed comment.

(c) If the City provides comments, recommendations or requests for amendments to the Province's plans, drawings or proposals with respect to a particular matter, including the Traffic Management Plan, (but excluding City Utilities Work, City Infrastructure and Third Party Infrastructure over which the City has approval rights pursuant to Section 11.5(d)), then:

(i) the Province will give reasonable consideration to such City comments, recommendations or requests;

(ii) the Province will notify the City if it accepts such City comments, recommendations or requests; and

(iii) if the Province does not accept a City comment, recommendation or request then the Province will provide to the City an explanation of why the City's recommendations or requests were not accepted by the Province.

(d) If the time for a City review pursuant to this Section 3.2 is not specified in this Agreement, then the City will complete its review and provide any comment within ten (10) Business Days of receipt of the draft plans, drawings or other documents from the Province, or such other time (longer or shorter) as the parties may agree, each acting reasonably.

3.3 Project Schedule and Work Priority

(a) As soon as practicable after the Province has entered into the Project Agreement, the Province will provide the City with a copy of the Project Schedule and any amendments thereto, including regular updates throughout construction.

(b) The City acknowledges the necessity of the design and construction of the various portions of the Project Infrastructure being completed within the time-lines provided in the Project Schedule, and the City agrees to work co-operatively with the Province and to perform the City's obligations and commitments hereunder in a timely and expeditious manner so as to facilitate completion of the design and building of the North Approach Infrastructure in accordance with the Project Schedule. Without limiting the foregoing, the City agrees to treat the design and construction of the North Approach Infrastructure as high priority work, and to respond to requests for discussion of the Province's plans and drawings and related matters in a timely and expeditious manner.

3.4 Capacity Funding for the City

Subject as may otherwise be agreed in writing between the parties, the Province will provide to the City, for the express purpose of assisting the City in financing the supply or provision of the resources necessary for the City to perform its obligations under this Agreement, capacity funding to retain one (1) full time equivalent plus provisions for specialized consulting services for each year during the period from 2019 through 2023. The total amount payable annually in respect of such capacity funding, and the frequency of instalment payments, will be set out in a separate capacity funding agreement to be settled between the parties.

4. PARTIES' RESPECTIVE RIGHTS AND AUTHORITY

4.1 Province Rights and Authority

The parties acknowledge and agree that:

(a) the Province is exercising its constitutional jurisdiction and inherent authority concerning its use and development of the Project and in that regard, without limiting such jurisdiction and authority, the North Approach Infrastructure will, except as and to the extent expressly provided in Section 8.1, be designed and built in accordance with criteria, requirements, codes, processes and policies developed by the Province rather than the by-laws, codes, processes and policies of the City;

(b) notwithstanding Section 4.1(a), any City Utilities Work performed by the Province, City Infrastructure work performed by the Province, Handover Facilities and City Enhancements shall be designed in accordance with the City Standards;

(c) except as expressly provided in Section 8.1, the Province will not be obliged to obtain any development, building, trade, occupancy or other permits, preliminary or other plan approvals, or other types of construction or similar permits or approvals from the City in connection with the Project;

(d) the Province is not required to pay to the City any permit fees, development charges or other municipal fees or charges in connection with the Project, except for those payable in connection with any permit specified in Section 8.1 and except for costs associated with emergency work in accordance with Section 5.6, or design work or fieldwork performed by the City at the request of the Province;

(e) subject to any applicable confidentiality restrictions, the Province will make available to the City certain Project information and drawings developed for the Project by the Province;

(f) in advance of any temporary and permanent interconnections of City Utilities to North Approach Infrastructure, the Province will provide the City with documents confirming compliance with City Standards, and the relevant utilities-related design and construction codes and standards in relation to North Approach Infrastructure;

(g) North Approach Infrastructure (excluding Handover Facilities, City Utilities, City Infrastructure or City Enhancements) situated on, over or under Project-Required City Lands, is, from the date of construction or installation and will continue thereafter to be, the property of the Province and will be freely alienable by the Province notwithstanding the degree to which the same may be annexed or affixed to land; and

(h) nothing in this Agreement restricts or prohibits the Province from exercising any right, power, privilege or authority or discharging any duty under any applicable law and the Province reserves all of its rights in this regard.

4.2 Responsibility for the Project

Notwithstanding any other provision of this Agreement, the Province and its contractors will have complete responsibility for all aspects of the Project, including all design and construction and all means, methods, techniques, sequences and procedures and for coordinating the various parts of the Project Work. No review, comments or consultation by, from or with the City with respect to any aspect of the Project, nor any other act or omission of the City, whether pursuant to this Agreement or otherwise, will be construed as transferring any responsibility or liability to the City for any aspect of the Project.

4.3 City Rights and Authority

Nothing in this Agreement shall be construed as an agreement by the City to restrict, limit or otherwise fetter in any manner the exercise by the Municipal Council of the City of its duties, rights or authority in regards to any matter, and nothing in this Agreement shall fetter the City's approving officers in the exercise of their duties.

5. CITY GRANT OF RIGHTS OF ACCESS, OCCUPATION AND USE

5.1 Project-Required City Lands

Effective from and after the date specified in a notice given by the Province to the City that the Province intends to exercise its rights of access to, and use of, the Project-Required City Lands under this Section 5.1:

(a) which notice, in the case of those Project-Required City Lands shown on the plan drawing attached as Schedule B [Project-Required City Roads], shall be given no less than thirty (30) days prior to the date on which the Province requires access to such Project-Required City Roads;

(b) which notice, in the case of any of those Project-Required City Lands shown on the plan drawing attached as Schedule C [Project-Required City Fee Simple Lands], shall be given no less than thirty (30) days prior to the date on which the Province requires access to such Project-Required City Fee Simple Lands;

the City grants to the Province, until the Project Completion Date and for such period thereafter as may reasonably be required by the Province, and at no cost to the Province, the free and unobstructed right of access to and Non-Exclusive Occupation and use, as required by the Province at any time, of the Project-Required City Lands for all purposes relating to the performance of the Project Work. The parties agree that their respective responsibilities for the Project-Required City Lands during such period shall be as set out in Section 5.8.

5.2 Additional City Lands

If the Province determines that it temporarily requires any Additional City Lands for construction of the North Approach Infrastructure in addition to, or in substitution for any of, the Project-Required City Lands, then upon written request of the Province and consultation with the City and at no cost to the Province (except that the Province shall

reimburse the City for any out-of-pocket expenses the City may incur in connection with the operation of this Section 5.2, and except as provided in Section 6.1) such areas will be added to the Project-Required City Lands, provided that the Province confirms to the City the particulars of the Additional City Lands that it requires and provides the City Representative with plans for such Additional City Lands in form similar to the plans used to identify the Project-Required City Lands, and a description of the purpose for which such Additional City Lands are required and the period of time such Additional City Lands are expected to be required. Any Additional City Lands required for the North Approach Infrastructure must be identified by the Province prior to the commencement of the Project Work. Subject to Section 5.9, the Province will quit and deliver to the City possession of the Additional City Lands as soon as practicable.

5.3 Province Purchase of Additional Project-Required City Fee Simple Lands

The Province may purchase the City's interest in any City Fee Simple Lands (other than the Project-Required City Fee Simple Lands), or any part or parts thereof, that the Province determines, on the basis of the final design of the North Approach Infrastructure, are necessary for construction, operation, maintenance or rehabilitation of the North Approach Infrastructure (the "**Purchased Lands**"), in accordance with the following:

(a) Any Purchased Lands will be acquired by the Province from the City at their fair market value. The fair market value of the City's interest in such Purchased Lands will be determined by an appraiser selected by the City from among the persons listed on a pre-approved list of appraisers provided by the Province to the City from time to time. Any disagreement as to the selection or appointment of any such appraiser or as to the appraised value of the City's interest in any Purchased Lands will be resolved pursuant to the Dispute Resolution Procedure.

(b) Unless otherwise agreed, the transfer of the City's interest in Purchased Lands to the Province will be effected by way of dedication pursuant to the registration of a reference plan, as described in Section 5.3(e).

(c) The City's interest in any Purchased Lands will be transferred free and clear of all encumbrances on title, other than Pre-Existing Rights, and free and clear of all financial charges. For the avoidance of doubt and pursuant to Section 6.1, the Province will be solely responsible, as between the parties, for negotiating any agreements with Pre-Existing Rights Holders dealing with the subordination, modification, assignment, surrender, termination or expropriation of any Pre-Existing Rights. The City will provide reasonable assistance to the Province in any such negotiations.

(d) The Province will cause a survey plan (the "**Reference Plan**") to be prepared at its own cost for the purpose of defining the precise area of the Purchased Lands the Province intends to acquire. The Province will obtain execution of the Reference Plan by any and all affected public bodies and applicable charge holders (including the Pre-Existing Rights Holders but excluding the City), all as required by the *Land Title Act* (British Columbia)

and will submit the executed Reference Plan to the Land Title Office for registration. The City agrees to execute the Reference Plan as required by the *Land Title Act* (British Columbia) and allow registration of the Reference Plan in the Land Title Office, to give effect to the acquisition by the Province of the Purchased Lands. The City will use its reasonable efforts to assist the Province in the timely preparation of the Reference Plan and to facilitate the timely execution by the Pre-Existing Rights Holders and registration of the Reference Plan.

(e) Unless otherwise agreed, the completion of the sale of the City's interest in the Purchased Lands will occur on the Business Day that is thirty (30) days after the date on which the Reference Plan is finally registered in the Land Title Office (or the next following Business Day if the last day of such thirty (30) day period is not a Business Day).

5.4 Non-Derogation of Grant

(a) From and after the effective date of the licence granted pursuant to Section 5.1 until the Project Completion Date (or such earlier or later date on which the Province has notified the City pursuant to Section 5.5 that it no longer requires Non-Exclusive Occupation of such Project-Required City Lands), the City will not sell, or agree to sell, in whole or in part, to any person other than the Province any of the applicable Project-Required City Fee Simple Lands.

(b) The City will not make any grant in derogation of the grants of rights by the City to the Province in respect of the Project-Required City Lands under this Agreement, or otherwise regulate the Project-Required City Lands in a way that interferes with, or permits the City's licensees, permittees, contractors, agents or employees to interfere with, the Project Infrastructure or the Province's access to or occupation and use of the Project-Required City Lands under this Agreement. Without limiting the foregoing, the City will not take, or permit any of the City's licensees, permittees, contractors, agents, employees or, to the extent within the City's control, any other persons to take, any actions which prevent or interfere with the exercise by the Province of the Province's rights under this Agreement to construct the Project Infrastructure, subject to Section 5.8, which enables the City to carry on normal business operations.

5.5 Duration of Use of Project-Required City Lands

From and after the date specified in the notice contemplated by Section 5.1, until the date specified in a notice given by the Province to the City terminating its rights pursuant to this Section 5.5, the Province shall have Non-Exclusive Occupation of the Project-Required City Lands identified in the notice given under Section 5.1. To the extent the Project-Required City Lands are not resumed by the Province pursuant to Section 11.10 or purchased by the Province pursuant to Section 5.3, then from and after the date specified in a termination notice given by the Province pursuant to this Section 5.5, the Province will surrender to the City possession and control of the Project-

Required City Lands, excluding any Pre-Existing Rights that have been terminated pursuant to Section 6.1, in accordance with Section 5.9.

5.6 Emergencies

(a) Notwithstanding any other provisions of this Agreement, in the case of a bona fide perceived emergency, both the Province and the City will be authorized to take all such action as either of them considers necessary and appropriate, without prior written notice to the other in relation to any Project-Required City Lands, and to have access to and occupation and use of such Project-Required City Lands and any adjacent City-owned lands which either of them reasonably considers to be required for the purposes of dealing with the emergency; provided that in such event the party taking such action will, as soon as reasonably practicable, and in any event no later than two (2) Business Days following the occurrence of such emergency, deliver notice to the other confirming the nature of the emergency and details as to the actions taken by the party in connection therewith.

(b) When the City responds to an emergency caused or contributed to by the Project, the City will be entitled to recover all reasonable costs of repairs and fieldwork from the Province (except to the extent the City's own actions or inaction caused or contributed to the emergency).

5.7 Time Limits on the Province's Exercise of Access and Occupation Rights

Notwithstanding anything to the contrary in this Agreement, in the event the Province fails to commence construction of the North Approach Infrastructure on any part of the Project-Required City Lands prior to December 31, 2023 (the "**Access Longstop Date**"), then, unless otherwise agreed to in writing by the parties:

(a) any restrictions on the City's access, use and occupation of the Project-Required City Lands pursuant to this Agreement will, from and after the Access Longstop Date, be deemed to be inoperative and terminated, and the City may use any Project-Required City Lands in any manner which the City deems appropriate or desirable, without limitation, but only in respect of those portions of the Project-Required City Lands that have not already been actively used and occupied for the purpose of constructing the North Approach Infrastructure;

(b) any Project-Required City Fee Simple Lands transferred to the Province pursuant to Section 2.2 shall be returned in whole to the City without any payment by the City; and

(c) any Purchased Lands purchased by the Province pursuant to Section 5.3 will be returned in whole to the City for the original purchase price paid by the Province.

5.8 Use of Project-Required City Lands following Reference Date

(a) For so long as the Province has Non-Exclusive Occupation of any Project-Required City Lands in which City Infrastructure is located, the Province will, subject to Section 5.6, be responsible, at its own cost, for the operation and maintenance of the Project-Required City Lands and any City Infrastructure located thereon.

(b) If the City requires access to Project-Required City Lands to construct, operate, maintain or repair City Utilities, or in the case of emergencies, City Infrastructure, and if such construction, operation, maintenance or repair would more than nominally interfere with Project Work, except in the case of an emergency, the City will first contact the Province and the Province and the City will coordinate the Project Work and the construction, operation, maintenance or repair proposed by the City so as to best accommodate the objectives of both the City and the Province.

(c) In the case of an emergency, the City will undertake any work performed by it or on its behalf in such manner as will have the least impact reasonably possible on Project Work.

(d) In addition to the City's obligations under Section 15.2, the City will indemnify the Province against any third party claims made in respect of damage to property, injury or death arising from any failure or malfunction of any City Infrastructure or City Utilities which is caused by the acts or omissions of the City in connection with or related to the Project.

(e) Notwithstanding the foregoing in this Section 5.8, the City and the Province further agree that any restrictions on the City's ability to construct, operate, maintain or repair any City Infrastructure or City Utilities in or on the Project-Required City Lands will become inoperable on and after the date that is sixty (60) days after the Project Completion Date and the City may thereafter undertake any construction, operation, maintenance or repair of any City Infrastructure or City Utilities as the City deems appropriate or desirable, without limitation.

5.9 Return of Project-Required City Lands

With respect to any Project-Required City Lands that have been used or occupied by the Province or its contractors as at:

(a) the end of the duration of occupation as described in Section 5.1; or

(b) the date of earlier termination of occupation as notified pursuant to Section 5.5; or

(c) the Access Longstop Date;

as applicable, except for Project-Required City Fee Simple Lands, Purchased Lands and Resumed Roads which, in each case, shall be owned and controlled by the Province, the Province and its contractors will (at the Province's cost)

(d) peaceably quit and deliver to the City possession of such Project-Required City Lands;

(e) within one hundred and twenty (120) days after the date described in Section 5.9(a), 5.9(b) or 5.9(c), as applicable, remove from such Project-Required City Lands any improvement that the Province placed on or made to the Project-Required City Lands and has not become part of the Project-Required City Lands and the City is satisfied (acting reasonably) that such removal will not materially adversely impact any City Infrastructure on such Project-Required City Lands; and

(f) restore the Project-Required City Lands as nearly as may reasonably be possible to the same condition as it was on the Reference Date, or to such state as may otherwise be agreed by the City, removing any waste and debris and leaving the Project-Required City Lands in a tidy and safe condition, having regard to all the circumstances.

If the Province fails to commence construction of the North Approach Infrastructure on any part of the Project-Required City Lands prior to the Access Longstop Date then, in the case of the Project-Required City Fee Simple Lands and any Purchased Lands, the provisions of Section 5.7(b) or (c), as applicable, shall apply.

5.10 Prime Contractor Designation

For purposes of the *Workers Compensation Act* (British Columbia) and the regulations thereunder the Province shall, before commencing work on any North Approach Infrastructure, notify the City of the person who will be the "prime contractor" in respect of the applicable part or parts of the Project-Required City Lands.

6. TREATMENT OF PRE-EXISTING RIGHTS

6.1 Pre-Existing Rights on Project-Required City Lands

The Province acknowledges and agrees that the rights of access to and occupation of the Project-Required City Lands granted by the City to the Province under Sections 5.1 and 5.2 will be subject to any Pre-Existing Rights which the City has disclosed to the Province. The City and the Province agree that:

(a) as soon as reasonably practicable but in any event no later than sixty (60) days after the Reference Date, the City will deliver to the Province copies of any agreements entered into between the City and any Pre-Existing Rights Holders which the City can (with the exercise of due diligence) find in its possession;

(b) the City will, at the written request of the Province, but subject to agreement between the Province and the City, exercise any contractual

rights reserved or available to the City to terminate or modify any such Pre-Existing Rights or to require the removal or relocation of any Pre-Existing Rights Holders' Works as may be required to facilitate the design, construction, operation, maintenance or rehabilitation of the Project Infrastructure;

(c) subject to agreement between the Province and the City as to the termination or modification of Pre-Existing Rights, the Province will reimburse the City for costs and expenses incurred by the City as a result of such termination or modification of Pre-Existing Rights, or removal or relocation of Pre-Existing Rights Holders' Works;

(d) the Province may enter into negotiations with any Pre-Existing Rights Holders with a view to coordinating the exercise of any such Pre-Existing Rights with the exercise of the rights granted to the Province hereunder or otherwise existing, or with a view to negotiating an agreement with such Pre-Existing Rights Holder(s) dealing with the subordination, modification, assignment, surrender or termination of any such Pre-Existing Rights upon terms and conditions as may be agreed between the Province and such Pre-Existing Rights Holder(s);

(e) if requested by the Province, the City will provide reasonable assistance to and support of the Province in the Province's conduct of any negotiations with Pre-Existing Rights Holders contemplated by Section 6.1(d); and

(f) the Province will deliver to the City copies of any agreements which may be entered into between the Province and any Pre-Existing Rights Holders as contemplated in Section 6.1(d). If the Province negotiates any such agreements with respect to any Project-Required City Lands possession of which is subsequently returned to the City pursuant to Section 5.9, no such agreement will bind the City unless:

(i) the terms thereof are the same as the terms of the instrument providing for the applicable Pre-Existing Rights as at the Reference Date; or

(ii) the City consents to any modification of the terms thereof.

6.2 Pre-Existing Rights relating to Billboard Signs

(a) The City acknowledges that the digital advertising sign currently located on the east side of the existing Pattullo Bridge connection to McBride Boulevard, approximately 130 metres south of Royal Avenue (the "**Digital Sign**"), and the three advertising signs currently located adjacent to the Royal Avenue overpass (together, the "**Advertising Signs**") (the Digital Sign and the Advertising Signs sometimes being collectively referred to hereinafter as the "**Billboard Signs**") must be moved to accommodate the North Approach Infrastructure.

(b) The Province will commence, and thereafter continue diligently, to work collaboratively with the City to identify alternate sites for the Billboard Signs, as follows:

(i) for the Digital Sign, at a location within the area shown on Schedule M [Site of Digital Sign]; and

(ii) for two (2) only of the Advertising Signs, at a location for each within the Project-Required City Lands, in the general vicinity of the Royal Avenue overpass;

and to settle on a schedule for relocating each of the Billboard Signs.

(c) Without limiting the generality of Section 6.1, the City will, promptly after its receipt of notice from the Province requesting it to do so, exercise any contractual rights reserved or available to the City so as to require, by no later than sixty (60) days after notice given by the City to the applicable Pre-Existing Rights Holder(s), the removal of any digital, mechanical or static advertising billboards (other than the Billboard Signs), including foundations and substructures, owned or operated by such Pre-Existing Rights Holder(s) and situate within any Project-Required City Lands. After such removal, the City will, or will require the applicable Pre-Existing Rights Holder(s) to, backfill the affected area(s) with suitable material, all in accordance with best industry practice.

(d) Despite Section 6.2(c):

(i) the Province will give to the City no less than four (4) months' notice to remove the Billboard Signs;

(ii) promptly after receiving the Province's notice delivered pursuant to Section 6.2(d)(i), the City will in turn, subject to the limitation of any contractual rights reserved or available to the City, issue a relocation notice to the applicable Billboard Sign operator, in accordance with the provisions of the applicable agreement between the City and such operator;

(iii) the Province will, as soon as practical after the Province has received from its contractor initial design and construction requirements for the North Approach Infrastructure:

(A) confirm the precise site within the area shown on Schedule M [Site of Digital Sign] for the Digital Sign for relocation of the Digital Sign; and

(B) propose alternate sites for the two (2) Advertising Signs to be relocated, each such site to be within the Project-Required City Lands, in the general vicinity of the Royal Avenue overpass;

(iv) any agreement on the alternate sites for the Billboard Signs shall be subject in each case to:

(A) the Province conducting a review of the final proposed design of the applicable relocated Billboard Sign and determining that the proposed new location of such Billboard Sign does not, in the opinion of the Province (reasonably formed), conflict or interfere with the North Approach Infrastructure; and

(B) the City conducting a road safety audit, such study to be completed to the Province's satisfaction (acting reasonably), which demonstrates the proposed location of the applicable Billboard Sign is safe for all road users;

(v) the Province acknowledges and agrees that:

(A) the area shown on Schedule M [Site of Digital Sign]; and

(B) the areas for the alternate sites for the two (2) Advertising Signs described in Section 6.2(d)(iii)(B);

shall at all times remain part of the City Lands;

(vi) the City acknowledges that any agreement on the timing of the Province's making any such alternate site available to the City for installation of the relocated Billboard Signs will be subject to the requirements of the Project Schedule in respect of the construction of the North Approach Infrastructure;

(vii) the City will be responsible for relocating the Billboard Signs to the agreed alternate sites only if the terms of the relevant Pre-Existing Rights so permit without amendment; but otherwise all such relocations will be the responsibility of the Province; and

(viii) the City acknowledges that in any event all such Billboard Sign relocations must be made so as not to affect adversely the Project Schedule (such determination to be in the sole discretion of the Province).

6.3 Protection of the Province's Rights in Relation to Pre-Existing Rights Holders and Other Third Parties

(a) From and after the Reference Date:

(i) the City will not agree to any modification of Pre-Existing Rights except:

(A) if the terms of the Pre-Existing Rights require the City to enter into any such modification; or

(B) otherwise with the prior written consent of the Province, such consent not to be unreasonably withheld, including, without limitation, by withholding consent in circumstances in which:

(1) construction or utility servicing of a proposed development would thereby be materially adversely affected or unduly delayed; but

(2) the proposed modification could not reasonably be expected to affect adversely the Project Infrastructure or the performance of the Project Work in accordance with the Project Schedule); and

(ii) the City will not grant in favour of any third party any contractual rights to use any part of the Project-Required City Lands, except with the prior written consent of the Province, such consent not to be unreasonably withheld (including, without limitation), by withholding consent in circumstances in which:

(A) construction or utility servicing of a proposed development would thereby be materially adversely affected or unduly delayed; but

(B) the proposed modification could not reasonably be expected to affect adversely the Project Infrastructure or the performance of the Project Work in accordance with the Project Schedule).

(b) The Province will respond promptly to, and in any event by no later than fifteen (15) Business Days after receiving from the City, a request for consent to a modification of any Pre-Existing Rights.

(c) Notwithstanding the foregoing in this Section 6.3, the City and the Province further agree that any restrictions on the City's ability to grant rights to any third party or Pre-Existing Rights Holder in respect of the Project-Required City Lands will become inoperable on and after the Project Completion Date, and the City may thereafter recommence granting rights in the Project-Required City Lands in any manner which the City deems appropriate or desirable, without limitation.

7. PLANS RELATING TO PERFORMANCE OF PROJECT WORK

7.1 Plans, Drawings, Surveys and other Information with respect to North Approach Infrastructure

(a) The City acknowledges that when the Province provides the City with any plans, drawings, documents or other information submitted with respect to

Project Work to be undertaken by the Province, whether such provision is made pursuant to this Section 7.1, Section 3.2 or otherwise under this Agreement, such plans, drawings, documents and information are provided for review and comment only and the provision thereof to the City will not confer upon the City any right to approve same, except as expressly provided otherwise in Section 10.2 in respect of Handover Facilities, Section 10.3(a) in respect of City Enhancements and in Section 11.5(d) in respect of City Utilities Work, City Infrastructure and Third Party Infrastructure.

(b) Subject to any applicable confidentiality restrictions, the Province commits to providing the City with plans and drawings related to the North Approach Infrastructure for review and comment separate from any review that the City may undertake as part of a process established by the British Columbia Environmental Assessment Office or by any other governmental authority having jurisdiction in respect of the Project. Nothing in this Agreement is intended to diminish or waive any rights the City has with respect to its participation in the Provincial Environmental Assessment review process or any other process managed or administered by any other governmental authority having jurisdiction in respect of the Project.

(c) The Province will provide to the City, for review and comment, the construction environmental management plan which will comply with the City's Erosion and Sediment Control Bylaw No. 7754, 2016, as amended, for the Project.

7.2 Study, Condition Surveys of City Infrastructure, City Utilities, City Lands and Former Woodlands Site

(a) As part of the Project Work, the Province will retain and pay for:

(i) a qualified professional engineer(s); and

(ii) in respect of any applicable natural and heritage assets within the Former Woodlands Site, another qualified relevant subject expert(s);

in either case in consultation with the City, to identify any City Infrastructure, City Utilities, City Lands or natural and heritage assets within the Former Woodlands Site vulnerable to material damage or disturbance by the construction of the Project, including City Roads being used for access to and egress from any of the North Approach Infrastructure (to a distance of one (1) km from such North Approach Infrastructure), or as otherwise agreed.

(b) Prior to the commencement, and after completion, of any Project Work in the vicinity of any such City Infrastructure, City Utilities, City Lands, or portions of the Former Woodlands Site, the Province will procure a Pre-Construction Condition Survey and Post-Construction Condition Survey of

such City Infrastructure, City Utilities, City Lands and portions of the Former Woodlands Site to provide a record of any damage or disturbance that might occur or that has occurred, as the case may be. The City will make access to such City Infrastructure, City Utilities, City Lands and portions of the Former Woodlands Site available to the Province for that purpose.

(c) The Province will ensure that any complete Pre-Construction Condition Survey and Post- Construction Condition Survey of any City Infrastructure, City Utilities, City Lands or portions of the Former Woodlands Site is delivered to the City promptly after it is made available to the Province.

(d) The Province agrees to repair and/or replace, at its sole cost, City Roads (other than Project-Required City Roads), City Lands (other than Project-Required City Fee Simple Lands) City Infrastructure, City Utilities and natural and heritage assets within the Former Woodlands Site, damaged as a result of the performance of the Project Work.

7.3 Plans, Drawings, Surveys and other Information with respect to City Infrastructure and City Utilities

(a) The City agrees to provide to the Province, in a timely manner after the Reference Date and without cost to the Province, digital copies of any plans, drawings, surveys and other materials and information in the possession or control of the City relevant to the identification, description, condition and location of any City Infrastructure or City Utilities which the Province considers may be impacted by the Project Work.

(b) The Province or its contractors will be responsible to complete all BC One calls and calls to other relevant data repository services including downloading applicable City Utilities and City Infrastructure record drawings throughout all relevant stages of the Project Work directly from available sources.

(c) The documents referred to in Section 7.3(a) and Section 7.3(b) are provided to the Province for information purposes only and the City makes no representations or warranties whatsoever, whether express or implied, that the information contained therein is accurate or complete and accepts no responsibility for any loss or damage arising therefrom or in any way related thereto. The Province is solely responsible for satisfying itself as to the location of existing City Infrastructure and City Utilities.

(d) Any:

(i) new City Infrastructure or City Utilities constructed as part of the Project Work;

(ii) new City Enhancements; and

(iii) City Infrastructure, City Utilities or City Enhancements repaired, relocated or replaced in connection with the performance of the Project Work or otherwise pursuant to this Agreement;

must comply with applicable City Standards, and the Province will, as soon as reasonably practical after completion of construction, repair, relocation or replacement, as applicable, provide record documents and drawings thereof (PDF and CAD) to the City.

8. CITY PERMITS

8.1 Required City Permits

Despite that the Province is not bound by the requirements of the City's bylaws, including, without limitation, as to any requirement to obtain permits, in respect of the performance of the Project Work, the Province agrees that it will, voluntarily, pay the City for the relevant permits in relation to, as applicable:

(a) City Utilities;

(b) heritage wall and heritage trees on the Former Woodlands Site protected by a Heritage Revitalization Agreement;

(c) new buildings or modification of existing buildings, including plumbing and electrical services; and

(d) use of water filling stations.

The Province will pay the City, at the City's then-prevailing rates, for all water consumed at City water filling stations in connection with the performance of the Project Work.

9. URBAN INTEGRATION

9.1 Urban Integration

(a) The parties acknowledge that the North Approach Infrastructure will be situate within an area of New Westminster that has an urban character and is of historical significance to the City. Accordingly, the Province will work with the City to achieve a reasonable measure of integration within the applicable parts of the North Approach Infrastructure.

(b) For that purpose, the Province will implement integration measures (the "**Urban Integration**"), as agreed between the City and the Province, in respect of those North Approach Infrastructure and City Infrastructure elements identified in Schedule D [Urban Integration].

10. CITY ENHANCEMENTS AND OTHER WORKS

10.1 Preservation and Initiation of Riverfront Corridor

(a) The Province acknowledges that the City wishes to facilitate and enable public access to the waterfront along the bank of the north side of the Fraser River (the "**Riverfront Connection**"). Accordingly, the Province shall, and shall cause its contractor(s) to, preserve along such waterfront a corridor(the "**Riverfront Corridor**") having dimensions more or less as shown in Schedule F [Riverfront Corridor] and in which no columns, piles, footings or other structural support elements of the Project Infrastructure will touch the ground or water.

(b) Promptly upon its receipt of final plans showing the location and design of any in-river piers proposed to be constructed within the Project-Required City Lands, the Province will communicate such location and design details to the City so that the City can proceed with design of the Riverfront Connection.

(c) The City will provide to the Province copies of its draft plans for the Riverfront Connection, and provide the Province a reasonable opportunity to comment thereon. The Province will not oppose any adjustment(s) of the location of the Riverfront Corridor, provided that such adjustment(s) can be accomplished without adversely affecting any in-river piers proposed to be constructed for the New Fraser River Bridge.

(d) In order to facilitate the Riverfront Connection, the Province will grant to the City a license of occupation over any Project-Required City Fee Simple Lands (or portion(s) thereof) that are within the Riverfront Corridor, the terms of which licence of occupation will allow for the City's design, construction and ongoing operation and maintenance of the Riverfront Connection. The issuance of such a licence of occupation will be subject to:

(i) review and approval of the Riverfront Connection design for the area to be so licensed by the Province; and

(ii) design requirements of the Project.

(e) The Province will in good faith consider, and will not unreasonably refuse, any request by the City for access to the Riverfront Corridor prior to substantial completion of the North Approach Infrastructure (or any portion(s) thereof) that is within the Riverfront Corridor, for any of the purposes described in Section 10.1(c), provided always that such access must not adversely impact the North Approach Infrastructure, the cost thereof or the Project Schedule.

(f) The Province will work collaboratively with the City to explore opportunities and implement where feasible, with each party acting reasonably,

temporary off-shore works by the Province's contractor (for example, in-river dolphin piles) to function as permanent infrastructure components for the Riverfront Connection.

(g) The City acknowledges and agrees that it will, at its own sole cost and expense, apply for and obtain licenses, permits or other authorizations necessary to utilize the Riverfront Connection for public access purposes as described in this Section 10.1.

10.2 Transfer of Handover Facilities

(a) Upon the Project Completion Date (or such earlier date as may specifically be provided for in this Agreement) and subject to the City's acceptance pursuant to this Section 10.2, all Handover Facilities installed by or on behalf of the Province will be passed to and be vested in the City.

(b) As a condition to the acceptance by the City of any Handover Facilities, the Province will provide to the City all record documents and drawings, the as-built drawings (PDF and CAD) and all inspection reports prepared or received by the Province, including any applicable Pre-Construction Condition Surveys and Post-Construction Condition Surveys.

(c) Within a reasonable time after notice from the Province and receipt of the information described in Section 10.2(b), the City will complete a final inspection of the Handover Facilities at such time or times as may be coordinated and agreed upon with the Province. Within a reasonable time after the City's inspection, the City will provide a letter to the Province either accepting the Handover Facilities and/or listing with specificity any deficiencies of the Handover Facilities.

(d) All Handover Facilities will be transferred to the City free and clear of any financial encumbrances including any liens once the deficiencies in the final inspection have been addressed by the Province to the satisfaction of the City and the City delivers a letter to the Province stating:

(i) the City accepts that the specific element(s) of such Handover Facilities is complete and ready for use for its intended purpose; and

(ii) subject to Section 10.6, the City assumes responsibility for the specific element(s) of such Handover Facilities.

The City will use commercially reasonable efforts to provide such letter to the Province within a reasonable time of the Province advising that the deficiencies in the final inspection have been addressed by the Province.

10.3 City Enhancements

(a) The Province will consider requests by the City for the construction by the Province of City Enhancements in the course of construction of the North

Approach Infrastructure, provided that such City Enhancements can be constructed without adversely impacting the Project Schedule and that such City Enhancements, so approved by the Province, are designed and constructed at the sole cost of the City and without cost risk to the Province. If City Enhancements are to be undertaken, the City will have the right to review, comment and approve the City Enhancement work, on such terms (including as to price) as may be agreed between the City and the Province prior to the performance of such City Enhancement work. If the parties cannot agree, the City is entitled to construct the City Enhancements concurrently with the Project Work.

(b) Upon the Project Completion Date (or earlier date as may specifically be provided for in this Agreement) and subject to the City's acceptance pursuant to Subsection 10.3(d), all City Enhancements installed by or on behalf of the Province will be passed to and be vested in the City.

(c) As a condition to the acceptance by the City of any City Enhancements, the Province will provide to the City the as-built drawings (PDF and CAD) and all inspection reports prepared or received by the Province.

(d) Within a reasonable time after notice from the Province and receipt of the information in Subsection 10.3(c), the City will complete a final inspection of the City Enhancements at such time or times as may be coordinated and agreed upon with the Province. Within a reasonable time after the City's inspection, the City will provide a letter to the Province either accepting the City Enhancements and/or listing with specificity any deficiencies of the City Enhancements.

(e) All City Enhancements will be transferred to the City free and clear of any financial encumbrances including any liens once the deficiencies in the final inspection have been addressed by the Province to the satisfaction of the City and the City delivers a letter to the Province stating:

(i) the City accepts that the specific element(s) of such City Enhancements is complete and ready for use for its intended purpose; and

(ii) subject to Section 10.6, the City assumes responsibility for the specific element(s) of such City Enhancements.

(f) The City will use commercially reasonable efforts to provide such letter to the Province within a reasonable time of the Province advising that the deficiencies in the final inspection have been addressed by the Province.

10.4 Former Woodlands Site

(a) The City acknowledges that the Province may need to make modifications to the heritage wall and heritage trees located at the Former Woodlands

Site and protected by a Heritage Revitalization Agreement in order to accommodate the Project Work.

(b) The Province agrees to limit the scope of any such modifications as much as reasonably practical. The Province shall perform any such modifications in accordance with generally accepted best practices in heritage conservation.

(c) The Province will consult with the community and relevant stakeholders, and obtain from the City a Heritage Alteration Permit, before performing any such modifications to the heritage wall and heritage trees. The City will use its reasonable efforts to assist the Province in preparing the application for such Heritage Alteration Permit, and will use its reasonable efforts to present the permit to City Council for consideration of the issuance of the Heritage Alteration Permit in a timely manner.

10.5 City Social Housing Project not to be Impacted

The Province will ensure that the Project Work will not materially adversely impact the Community Living Housing Society's affordable housing project at 43 Hastings Street in New Westminster (the "**CLHS Project**"). The City acknowledges that the performance of the Project Work may from time to time cause traffic congestion, and generate noise, dust and construction-related debris in the vicinity of the CLHS Project and the Province will make every reasonable effort to mitigate such impacts.

10.6 Warranty

The Province warrants that the Handover Facilities, City Utilities Work, City Enhancements and work on or to City Infrastructure will be free from any patent defects for a period (the "**Warranty Period**") of two (2) years following the date of written acceptance of the Handover Facilities, City Utilities Work, City Enhancements, or work on or to City Infrastructure, as applicable (or, in any such case, the relevant specific elements thereof) pursuant to Section 10.2, Section 10.3 or Section 11.5. The Province will promptly correct, at the Province's own cost and expense, any patent or latent defects in the Handover Facilities, City Utilities Work, City Enhancements or work on or to City Infrastructure, as applicable, in respect of which the City has given notice to the Province:

(a) for patent defects, within the Warranty Period; and

(b) for latent defects, within one (1) year after the applicable latent defect has been discovered by the City within the time frame applicable to such latent defect pursuant to the *Limitation Act* (British Columbia).

11. MISCELLANEOUS PROVISIONS RELATING TO PROJECT WORK

11.1 Hours of Project Work

The Province will establish the hours of work during which Project Work will be performed with a view to achieving completion of the Project in accordance with the

Project Schedule. Despite the foregoing, the Province agrees that, under normal circumstances, no Project Work which disturbs the quiet, peace, rest, enjoyment, comfort or convenience of the neighbourhood or of persons in the vicinity of the North Approach Infrastructure will be performed:

(a) on any weekday, outside of the hours of 7:00 a.m. to 8:00 p.m.;

(b) on any Saturday, outside of the hours of 9:00 a.m. to 6:00 p.m.; or

(c) on a Sunday or on a public holiday.

If the Province proposes to perform any Project Work outside of the hours of work described above in this Section 11.1, the Province will consult with the City in respect of the proposed variance, and will provide to the City reasonable notice of such variance. Despite Section 11.3, the Province will, as between the Province and the City, be solely responsible for all communication with the public regarding such variance and the Project Work for which the Province requires the variance.

11.2 Construction Traffic Management

(a) The City acknowledges that the Province may be required to temporarily modify the traffic flow on City Roads in the vicinity of the Project (including Project-Required City Roads) and to modify City Infrastructure in connection with and to facilitate performance of the Project Work.

(b) Any temporary modifications to traffic flows on City Roads and to traffic signal and sign infrastructure, will be made in accordance with the requirements set out in Schedule G [Construction Traffic Management].

(c) The Province may place, install, affix or post traffic or directional signs and signals, traffic control devices and barriers on City Roads and City Infrastructure as the Province deems appropriate to implement the Traffic Management Plan and remove promptly when no longer required.

(d) The Province will give no less than forty-eight (48) hours' written notice prior to implementation of a traffic control plan on a City Road.

11.3 Public Communications during Project Work

The Province and the City will cooperate in the conduct of any and all communications with the public in connection with the Project, all in accordance with the requirements set out in Schedule H [Communications].

11.4 City Development Approvals

(a) The Province recognizes that the City has a development application approval function and obligation for lands in and around the North Approach Infrastructure for all non-Project work and that the City will continue to carry out this municipal responsibility during the construction of the Project.

(b) Subject to any applicable confidentiality restrictions, the City and the Province agree to work together to share information and the City will consider incorporating development approval conditions requested by the Province that will support and/or benefit the Project in the course of the development approval process, provided that such conditions are considered fair and reasonable and are within the City's jurisdiction and regulatory authority to secure. In order to facilitate such information sharing, the City will, subject to any applicable confidentiality restrictions, continue to provide the Province with development application information in advance of approval for determination by the Province of any impacts to Project cost or the Project Schedule. The Province acknowledges that any such information is provided by the City for review and comment only, and the provision thereof to the Province will not confer on the Province any right to approve the same.

(c) When work resulting from development approvals is required on Project-Required City Lands, this work will be coordinated by the Province's contractor designated for such purpose by the Province and identified in a notice given by the Province to the City, as the designated Worksafe BC Prime Contractor for the Project site (or applicable part thereof), with priority given to avoiding delays to Project Schedule, and otherwise wherever possible the City and the Province will coordinate all other works associated with such development approvals.

11.5 City Utilities and City Infrastructure

(a) The Province and the City agree that, with respect to City Utilities and City Infrastructure which may be affected by the performance of the Project Work, the Province will, after consulting with the City Representative on alternatives, confirm to the City:

(i) the City Utilities and City Infrastructure likely to be affected by the Project Work;

(ii) the nature and extent of the Province's proposed work on such City Utilities and City Infrastructure; and

(iii) the Province's proposed timetable for the commencement, performance and completion of tie-in and integration of such City Utilities and City Infrastructure so that it can be completed in compliance with the Project Schedule.

(b) Except to the extent a City Enhancement is agreed to by the parties pursuant to Section 10.3, any rebuilding, relocation, extension, decommissioning, abandonment, or replacement of City Utilities or City Infrastructure required in connection with the Project will be undertaken with systems, fixtures and facilities on a Like-for-Like basis at the Province's sole cost to the applicable City Standards. Provided that the City Utilities or City Infrastructure so relocated, extended or replaced are

designed and constructed in accordance with the applicable City Standards, such City Utilities or City Infrastructure will be acceptable to the City.

(c) All City Utilities Work, and all work performed by the Province on or to City Infrastructure pursuant to this Agreement, will be designed by, and all construction plans therefor will be sealed by, a professional engineer registered in the Province of British Columbia.

(d) The City will have review, comment and approval rights on:

(i) City Utilities Work;

(ii) work on or to City Infrastructure; and

(iii) work on or to Third Party Infrastructure;

in each case performed by the Province pursuant to this Agreement.

The City will work jointly with the Province in accordance with Section 3.2 to develop a schedule for the design and construction of City Utilities, City Infrastructure, Handover Facilities, City Enhancements and Third Party Infrastructure, always having regard to, and ensuring such schedule is consistent with, the Project Schedule.

(e) The City may review and provide comments on any work conducted by the Province on or to City Infrastructure.

(f) The Province will coordinate with and seek approval from the City for any temporary use of City Utilities and will acquire all requisite permits in accordance with Section 8.1.

(g) The Province will commence, perform and complete City Utilities Work in accordance with the timetable prepared pursuant to Section 11.5(a).

(h) Upon the Project Completion Date (or earlier date as may specifically be provided for in this Agreement) and subject to the City's acceptance pursuant to Section 11.5(a)(i), all City Utilities Work and work on or to City Infrastructure installed by or on behalf of the Province will be passed to and be vested in the City.

(i) Within a reasonable time after notice from the Province, the City will complete a final inspection of the City Utilities Work and work on or to City Infrastructure at such time or times as may be coordinated and agreed upon with the Province. Within a reasonable time after the City's inspection, the City will provide a letter to the Province either accepting the City Utilities Work and work on or to City Infrastructure and/or listing with specificity any deficiencies of the City Utilities Work and work on or to City Infrastructure.

(j) All City Utilities Work and work on or to City Infrastructure will be transferred to the City free and clear of any financial encumbrances including any liens once the deficiencies in the final inspection have been addressed by the Province to the satisfaction of the City and the City delivers a letter to the Province stating:

(i) the City accepts that the specific element(s) of such City Utilities Work and work on or to City Infrastructure is complete and ready for use for its intended purpose; and

(ii) subject to Section 10.6, the City assumes responsibility for the specific element(s) of such City Utilities Work and work on or to City Infrastructure.

(k) The City will use reasonable efforts to provide such letter to the Province within a reasonable time of the Province advising that the deficiencies in the final inspection have been addressed by the Province.

11.6 New City Utilities and New City Infrastructure

(a) Subject to Section 11.6(b), the City may construct or install new City Utilities and City Infrastructure on, in or under Project-Required City Lands and make modifications to or replace existing City Utilities or existing City Infrastructure on Project-Required City Lands, provided it cooperates with the Province in so doing and acts reasonably in coordinating the construction, installation, modification or replacement of any such City Utilities and City Infrastructure with the performance of the Project Work.

(b) The City will not, without the prior consent of the Province (not to be unreasonably withheld or delayed), undertake construction or installation of any new City Utilities or new City Infrastructure on Project-Required City Lands nor make any material modification or replacement of existing City Utilities or existing City Infrastructure on Project-Required City Lands if such construction, installation, modification or replacement would materially interfere with the performance of the Project Work.

(c) The foregoing Sections 11.6(a) and (b) do not apply to emergencies.

11.7 Repairs to Damaged City Infrastructure or City Utilities

(a) The Province will use all reasonable efforts to preserve and protect the existing City Infrastructure and City Utilities, or to cause the existing City Infrastructure and City Utilities to be preserved and protected from and against damage arising out of the Project until the Project Completion Date.

(b) If the parties establish from a Post-Construction Condition Survey, by reference to the applicable Pre-Construction Condition Survey, that the Province has damaged any City Infrastructure or City Utilities in the carrying out of the Project Work or City Utilities Work then the Province

will repair such damage to the City Standards, at the Province's expense, to the extent necessary to restore the City Infrastructure or City Utilities, as applicable, to a Like-for-Like condition prior to the carrying out of the Project Work and City Utilities Work as evidenced by the applicable Pre-Construction Condition Survey.

(c) Should damage occur to any traffic signal equipment or communications facilities on any City Roads, including Project-Required City Roads, at any time as a result of the Project Work, the City will make such necessary repairs and the Province will pay for these repairs.

(d) For clarity, the Province will not be obligated to repair damage due to ordinary wear and tear to City Infrastructure or City Utilities due to the use of such City Infrastructure or City Utilities in a lawful manner, but will repair damage due to extraordinary wear and tear on City Roads resulting from access to and egress from the Project during performance of the Project Work.

11.8 Repairs to Damaged Project Infrastructure

If it is established that the City or contractors working on behalf of the City have damaged any Project Infrastructure, then the City will be responsible for reimbursing the Province for the reasonable costs of repairing such damage to the extent necessary to restore the Project Infrastructure to the condition it was in prior to the occurrence of such damage.

11.9 Landscaping

The City acknowledges that certain landscaping will be designed and implemented by the Province as part of the Project Work. The Province will work collaboratively with the City to jointly develop a landscape plan for the Project, to be completed in conjunction with the design of the North Approach Infrastructure and multi-use pathways. Trees removed as part of the Project will be replaced at a minimum ratio of 2:1.

11.10 Resumed Roads

The City acknowledges and agrees that certain City Roads, to the extent required for the ownership, operation and maintenance of the Project (as determined by the Province, acting reasonably, will be resumed by the Province pursuant to Section 35(8) of the *Community Charter* (British Columbia). The Province will consult with the City and, by notice to the City, identify such City Roads, or part or parts thereof, to be so resumed substantially as set out in Schedule L [Resumed Roads] (the "**Resumed Roads**"). On the date upon which the Lieutenant Governor in Council makes an order pursuant to Section 35(8) of the *Community Charter* (British Columbia), the Resumed Roads shall be resumed by the Province and the infrastructure thereon, therein or thereunder constructed or improved by the Province as part of the Project Work shall, from and after such date, be for all purposes Project Infrastructure.

11.11 Province to pay for Certain City Work

The City shall be entitled to recover from the Province all its reasonable costs incurred in connection with the following work performed by the City at the request of the Province including without limitation:

(a) fieldwork undertaken by the City, including inspections and testing;

(b) testing and inspection of City Utilities;

(c) repairs and/or fieldwork undertaken by the City in dealing with an emergency caused or contributed to by the performance of the Project Work;

(d) testing and inspection of traffic signals; and

(e) legal surveys.

11.12 As-Built Records

Subject to Section 10.2(b) in respect of Handover Facilities and Section 10.3(c) in respect of City Enhancements, the Province will, within a reasonable time after the Project Completion Date, at its own cost, make available to the City digital copies of the as-built drawings for the New Fraser River Bridge and the North Approach Infrastructure.

11.13 Subsurface Conditions

Both parties are aware that within the area of the Project, there are a number of known and unknown subsurface conditions, including but not limited to the following:

(a) soils containing peat and soft silts prone to short and long-term settlement;

(b) concealed utilities;

(c) multiple layers of asphalt or concrete pavement resulting in a cumulative thickness in excess of 300 mm;

(d) historical ground improvements such as the use of light weight fills for roads and utility trench backfill;

(e) buried railway ties and tracks;

(f) piles;

(g) buried corduroy roads; and

(h) buried archeological features.

The risk of, responsibility and liability for the subsurface conditions, known or unknown, as the same may affect the performance of the Project Work, rests solely with the Province.

11.14 Drainage from North Approach Infrastructure

The parties acknowledge and agree that runoff from the New Fraser River Bridge will drain into the Fraser River.

Drainage from the North Approach Infrastructure will be managed by way of storm sewers draining into the Fraser River and separate from (that is, not through) the City's existing combined sewers and outfall systems or ditches. The Province agrees not to drain or pump any surface water run-off from the North Approach Infrastructure into the City's sanitary or combined sewer system.

The parties agree that the Project Work will not increase runoff into the City's storm drainage system.

Existing storm runoff and combined overflow on Royal Avenue west of the Royal Avenue overpass will drain into a new sewer along the new McBride Connector alignment to the City's existing outfall at the foot of McBride Boulevard.

If any North Approach Infrastructure encroaches over existing City Utilities on Hastings Street, Wellington Street or Dufferin Street, such City Utilities will be relocated by the Province at the Province's cost, more or less as shown on Schedule N [City Utility Concept], to City Standards.

12. TRANSPORTATION ACT (BRITISH COLUMBIA) SECTION 52

12.1 Controlled Area under *Transportation Act* (British Columbia) Section 52

The Province and the City, each acting in good faith and with reasonable diligence and dispatch, will complete the terms of an agreement acknowledging and addressing, among other things:

(a) the potential application of section 52 of the *Transportation Act* (British Columbia) to areas in proximity to the Resumed Roads;

(b) the needs and objectives of the Province with respect to operation, maintenance and control of the Resumed Roads;

(c) the needs and objectives of the City with respect to potential development of lands in proximity to the Resumed Roads, acknowledging (among other things) the special land use powers granted to the City pursuant to the *New Westminster Redevelopment Act, 1989* (British Columbia); and

(d) the mutual desire of the parties to cooperate with respect to the foregoing.

13. [NOT USED]

14. ASSIGNMENT AND EXERCISE OF RIGHTS

14.1 Assignment by Province

Except as otherwise provided herein, the Province may at any time transfer or assign all or any of its rights and interests under this Agreement to any Qualified Government Entity, and upon any such transfer or assignment, the Province will be released from its obligations under this Agreement to the extent that they are assumed in writing by the transferee or assignee. The City will be provided with written notice of any such transfer or assignment, including a copy of the relevant executed transfer or assignment and assumption agreement (or any relevant authorizing legislation, as applicable).

Effective as of and from the date of any such transfer or assignment, any such transferee or assignee will be entitled to exercise any rights and to enjoy any benefits of the transferor or assignor under this Agreement which have been so transferred or assigned.

14.2 Rights Exercisable by Province's Contractors, Subcontractors and Agents

Except as otherwise provided herein, the rights granted to the Province in this Agreement may be exercised by the Province or any of its contractors, subcontractors, agents, lessees or licencees (which persons may, without limitation, include FortisBC Energy Inc. or an affiliate thereof) at any time in connection with the design, building, operation, maintenance and rehabilitation of the Project Infrastructure provided that, for certainty:

(a) the Province shall, at all times and despite such delegation of rights, be and remain responsible for the covenants and responsibilities of the Province herein, and shall in no way be released from the same; and

(b) without limiting the foregoing, the Province shall, notwithstanding any delegation of its rights to its contractor under the Project Agreement, fully participate in any Dispute resolution process under this Agreement.

15. INDEMNIFICATION/CONDUCT OF INDEMNIFIED CLAIMS

15.1 Province Indemnity

The Province will indemnify and save harmless the City its elected and appointed officials, directors, officers, employees, contractors and agents (collectively, the "**City Indemnified Parties**"), from and against any and all losses, claims, damages, actions, causes of action, fines, penalties, costs and expenses (including, without limitation, actual legal fees and disbursements) the City Indemnified Parties may sustain, incur, suffer or be put to at any time, either before or after the expiration or termination of this Agreement, arising out of, or in connection with:

(a) any breach of this Agreement or anything negligently done or negligently omitted to be done pursuant to this Agreement by the Province or any employee, contractor or agent of the Province; or

(b) any contravention or contravention alleged by a governmental authority having jurisdiction, by the Province of applicable laws, statutes, regulations, by-laws, or directions of governmental or statutory authorities issued under lawful authority, including, without limitation, those related to the environment, environmental protection and contaminated sites in the course of the performance of the Project Work;

except for losses, claims, complaints, damages, actions, causes of action, fines, penalties, costs or expenses that arise out of any breach of this Agreement by, or the negligent acts or omissions of, the City Indemnified Parties.

15.2 City Indemnity

The City will indemnify and save harmless the Province, its directors, officers, employees, contractors and agents, (collectively, the "**Province Indemnified Parties**"), from and against any and all losses, claims, damages, actions, causes of action, fines, penalties, costs and expenses (including, without limitation, actual legal fees and disbursements) the Province Indemnified Parties may sustain, incur, suffer or be put to at any time, either before or after the expiration or termination of this Agreement, arising out of, or in connection with:

(a) any breach of this Agreement or anything negligently done or negligently omitted to be done pursuant to this Agreement by the City or any elected and appointed officials, director, officer, employee, contractor or agent of the City; or

(b) any contravention or contravention alleged by a governmental authority having jurisdiction, by the City or by any elected or appointed official, director, officer, employee, contractor or agent of the City of applicable laws, statutes, regulations, by-laws, or directions of governmental or statutory authorities issued under lawful authority, including, without limitation, those related to the environment, environmental protection and contaminated sites in the course of the Province's performance of the Project Work;

except for losses, claims, complaints, damages, actions, causes of action, fines, penalties, costs or expenses that arise out of any breach of this Agreement by, or the negligent acts or omissions of, the Province Indemnified Parties.

16. INSURANCE

16.1 Province Self-Insured

The City acknowledges that the Province may self-insure in respect of the Project Work.

17. DISPUTE RESOLUTION

17.1 Dispute Resolution Procedure

If any Dispute arises at any time, the party which identifies the Dispute will give written notice of the Dispute to the other and the following provisions will apply:

(a) The parties agree to endeavour to resolve the Dispute as expeditiously as possible, with a view to enabling the design, construction, testing and commissioning of the Project Infrastructure to proceed expeditiously in accordance with the Project Schedule.

(b) Each of the Province and the City may invite any of its contractors or consultants whose work is the subject of the Dispute to participate in any discussions or proceedings which are the subject of the dispute on terms as to confidentiality and otherwise as the parties may agree.

(c) The Provincial Representative and the City Representative will examine any matter in Dispute as soon as possible and attempt to resolve the Dispute within 10 Business Days following receipt of the notice of the Dispute.

(d) If the Provincial Representative and the City Representative are unable to agree on a resolution of the Dispute within ten (10) Business Days following the date on which the Dispute was referred to them for resolution, then either party may elect to have the Dispute resolved by litigation in the proper judicial forum, unless the Province and the City have agreed in writing as to some alternative means for resolving the Dispute.

Notwithstanding the provisions of Section 14.2, the Province agrees that the rights and obligations of the Province as set out in Section 15.1 cannot be exercised or performed by anyone other than the Province.

17.2 Progress of Project

Notwithstanding any Dispute, the Project will continue to the fullest extent possible and each party will continue complying with its obligations under this Agreement until the Dispute has been resolved through the Dispute Resolution Procedure set forth in Section 17.1.

18. NOTICES

18.1 Notices

Any notice given pursuant to this Agreement will be in writing and delivered or sent by facsimile transmission addressed to the parties as follows:

To the City:

CITY OF NEW WESTMINSTER
511 Royal Avenue
New Westminster, British Columbia V3L 1H9

Attention: City Clerk, Legislative Services
Fax: 604.527.4594

Copy to Municipal Solicitor

To the Province:

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
5B – 920 Blanshard Street
Victoria, British Columbia V8W 3EG

Attention: Executive Project Director
Pattullo Bridge Replacement Project

or at such other address or to the attention of such other person as either party may specify by notice in writing given to the other in accordance with the foregoing. The time of giving and receiving any such notice will be deemed to be on the day of delivery, if delivered, or the day of transmittal with confirmation of receipt, if sent by facsimile or the date of transmission, if sent by email unless, in the case of notice sent by facsimile or email, the party sending the facsimile or email is notified by the intended recipient that the facsimile or email has failed or not been received.

19. GENERAL

19.1 Reference Date and No Right of Termination

Except as otherwise provided in this Agreement, the rights granted to the Province hereunder are effective as of and from the Reference Date and will remain in full force and effect thereafter for and during the Term.

The City acknowledges and agrees that no breach of this Agreement by the Province will give rise to any right to terminate this Agreement or result in the suspension, cancellation or termination of all or any of the rights granted to the Province under this Agreement.

19.2 Further Assurances

The Province and the City agree to do all such things, to sign all such documents and to provide all such further assurances as are reasonably required to carry out the intent and purpose of this Agreement in a timely fashion.

19.3 Sections, Schedules and Interpretation

The division of this Agreement into separate Schedules, Articles and Sections and the insertion of headings are for convenience of reference only and will not affect its interpretation.

19.4 No Deemed Waiver

No failure or delay in the exercise of any right under this Agreement will operate as a waiver, nor will any single or partial exercise of any right under this Agreement preclude any other or future exercise of such right or the exercise of any other right. No waiver of any right under this Agreement will be effective unless it is in writing signed by the party sought to be bound thereby.

19.5 Enurement and Binding Effect

Subject to Article 14, this Agreement will enure to the benefit of and be binding on each party and its respective successors and permitted assigns and every reference to the City and the Province will include the successors and permitted assigns of such party, wherever the context so requires.

19.6 Governing Law

The Agreement will be governed by and construed in accordance with the law of British Columbia. Subject to the provisions of Article 17, the parties irrevocably submit to the jurisdiction of the courts of British Columbia in all matters relating to the interpretation or enforcement of this Agreement.

19.7 Severability

All of the rights and obligations contained in this Agreement are severable so that if any one or more of such rights and obligations is determined to be void or unenforceable, either in whole or in part, the balance of this Agreement will remain in effect and be binding and enforceable to the fullest extent permitted by law.

19.8 Reference to Statutes

A reference to a statute or law includes all regulations made thereunder, all amendments to the statute or law in force from time to time, and every statute or law that supplements or supersedes such statute or law.

19.9 Jurisdiction of the Province

Nothing in this Agreement shall be construed as an agreement by the Province to restrict, limit or otherwise fetter in any manner the Province's ability to introduce, pass, amend, modify, replace, revoke or otherwise exercise any rights or authority regarding legislation, regulations, policies or any other authority of the Province.

19.10 Limitation of Liability

In no case shall either party have any liability to the other party for any consequential or special damages, loss of profits or business interruption suffered by that party.

19.11 Entire Agreement

This Agreement is the entire agreement between the parties pertaining to the design and building of the Project Infrastructure including the North Approach Infrastructure and other matters provided herein, this Agreement supersedes all prior agreements, negotiations and discussions, whether oral or written, of the parties, and there are no agreements, covenants, representations or warranties, express, implied, statutory, collateral or otherwise, save as set forth herein. This Agreement shall not be amended except in a written instrument executed by all of the parties or their solicitors on their behalf and stated to be an amendment to this Agreement.

19.12 Financial Administration Act

Notwithstanding any other provision of this Agreement, the Province's obligation to pay any money to the City is subject to the *Financial Administration Act* (British Columbia), which makes that obligation subject to an appropriation being available in the fiscal year of the Province during which payment becomes due.

19.13 Relationship of the Parties

This Agreement does not constitute either party the contractor, agent or partner of the other for any purpose whatsoever, or create a partnership, joint venture of similar relationship between the parties.

20. SCHEDULES

20.1 Schedules

The parties agree that the following Schedules are deemed to be attached to this Agreement and form an integral part of this Agreement.

Schedule A	-	Project Scope of Work
Schedule B	-	Project-Required City Roads
Schedule C	-	Project-Required City Fee Simple Lands
Schedule D	-	Urban Integration
Schedule E	-	Handover Facilities
Schedule F	-	Riverfront Corridor
Schedule G		Construction Traffic Management
Schedule H	-	Communications
Schedule I	-	Operation and Maintenance Responsibilities
Schedule J	-	[not used]
Schedule K	-	[not used]
Schedule L	-	Resumed Roads
Schedule M	-	Site of Digital Sign
Schedule N	-	City Utility Concept

[*Signature page to follow*]

IN WITNESS WHEREOF this Agreement has been executed by the parties hereto.

CITY OF NEW WESTMINSTER

Per: _____
JONATHAN COTE, MAYOR

Per: _____
JACQUE KILLAWEE, CITY CLERK

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA REPRESENTED BY THE MINISTER OF TRANSPORTATION AND INFRASTRUCTURE

Per: _____
Representative, Ministry of Transportation and Infrastructure
Kevin Volk, Assistant Deputy Minister

Per: _____
Representative, Ministry of Transportation and Infrastructure

SCHEDULE A

Project Scope of Work

GENERAL

1) This schedule describes the scope of the New Fraser River Bridge and the North Approach Infrastructure. For the purpose of this document:

    a) East Columbia Street and Columbia Street is collectively referred to as Columbia Street;

    b) Royal Avenue and East Royal Avenue is collectively referred to as Royal Avenue;

    c) the following roads are described using a northbound (towards New Westminster) and southbound (towards Surrey) orientation: the New Fraser River Bridge, Bridge Connector, McBride Boulevard, Granville Street, First Street, Coburg Street, Dufferin Street, Hastings Street, Bushby Street, Leopold Place; and

    d) the following roads are described using a westbound and eastbound orientation: Royal Avenue, Columbia Street, Front Street, Agnes Street, and Wellington Street.

NEW FRASER RIVER BRIDGE

2) The New Fraser River Bridge will be designed to accommodate:

    a) a new bridge located north and upstream of the New Westminster Railway Bridge, connecting directly to the Bridge Connector on the west side of Bushby Street;

    b) four through travel lanes (two northbound and two southbound) for motor vehicles;

    c) two 3.5 metres wide multi-use pathways for pedestrians and cyclists, one on each side of the bridge and along the approach ramps. Each pathway will allow bi-directional pedestrian travel and uni-directional cyclist travel in the same direction as motor vehicle traffic;

    d) viewing platforms on both sides of the New Fraser River Bridge, located at each tower leg. Each viewing platform will be located to provide an unobstructed viewscape;

    e) safety barriers separating the two directions of traffic and separating the traffic lanes from the multi-use pathways;

    f) safety and security (means prevention) fence on both sides of the bridge;

    g) a cable snow and ice removal system;

    h) vehicle lane widths and shoulder widths on the new Bridge in accordance with the Ministry's design criteria; and

i) a posted speed of 50 km/hr.

NORTH APPROACH INFRASTRUCTURE

3) The North Approach Infrastructure will be designed to accommodate the following road connections in New Westminster:

   a) a single-lane exit ramp from northbound New Fraser River Bridge to eastbound Columbia Street;

   b) an exit ramp from northbound Bridge Connector to Royal Avenue and southbound McBride Boulevard;

   c) a single-lane entry ramp from westbound Columbia Street to southbound New Fraser River Bridge;

   d) a single-lane entry ramp from eastbound Royal Avenue to southbound New Fraser River Bridge;

   e) closure of Dufferin Street at Royal Avenue to vehicle traffic.

4) The remaining road connections within the North Approach Infrastructure project boundary will be generally similar to existing connections. The design and posted speed for New Westminster roads will be 50km/hr, with the exception of Columbia Street west of the bridge entry ramp, which will have a design and posted speed of 30km/hr. The design and posted speed for ramp connections will be 40 km/hr.

5) The North Approach Infrastructure will be designed to avoid impact to the trees identified in the PBR Protected Trees drawing (**Figure A1**).

6) Proposed modifications to North Approach Infrastructure roadways, intersections, typical road cross-sections, and urban standards are detailed in **Schedule D [Urban Integration]**.

7) The North Approach Infrastructure will include of the following signalized intersections:

   a) Royal Avenue at McBride Boulevard;

   b) Royal Avenue at the southbound Bridge Connector exit-ramp to Royal Avenue; and

   c) Columbia Street at McBride Boulevard.

8) Where pedestrian and cycling movements interact with traffic movements, safety elements will be included to improve driver awareness of crossing pedestrians and cyclists including crossing of ramp terminals and free right turns. Such safety elements will include consideration of additional signage, lighting, pedestrian actuated flashers, advanced warning flashers, and pavement markings.

9) As a minimum, the deck, wearing surface, sidewalks and barriers on the Royal Avenue overpass will be replaced. The Royal Avenue overpass will also be seismically retrofitted, if required, to meet the design requirements of new bridges.

10) Mountable truck aprons will be provided for the following turning movements.

    i. From eastbound Royal Avenue to southbound McBride Boulevard;

    ii. From the southbound Bridge Connector to Royal Avenue Ramp to westbound Royal Avenue;

    iii. From southbound McBride Boulevard to westbound Columbia Street; and

    iv. From westbound E. Columbia Street to northbound McBride Boulevard, subject to the final intersection design and in consideration of applicable modifications to the heritage wall and surrounding plaza area, if required.

11) The North Approach Infrastructure will include the following new multi-use pathway (MUP) facilities that are fully separated from traffic except at intersection crossings:

    a) a 4.8 metres wide MUP on the east side of McBride Boulevard, between Royal Avenue and Columbia Street;

    b) a MUP on the east side of McBride Boulevard, between Royal Avenue and the existing lock-block retaining wall south of the Memorial Street pedestrian overpass;

    c) a MUP on the south side of Royal Avenue, between Bushby Street and McBride Boulevard;

    d) Central Valley Greenway (CVG) from Albert Crescent Park to the former Woodlands site;

    e) Agnes Street Greenway from the McBride Boulevard/Columbia Street intersection to the east terminus of Agnes Street;

    f) BC Parkway from the MUPs on both sides of the New Fraser River Bridge to the CVG; and

    g) MUP facilities will be designed to include:

        i. a four metre clear width, unless otherwise specified;

        ii. where practical and unconstrained by private properties, a minimum 2m wide boulevard separation from the roadway, except for sections of MUPs that are located on structures where code compliant barriers will be used;

        iii. appropriate crossing treatments at intersections, crosswalks, and driveways;

        iv. an asphalt, slip-resistant surface, except that a concrete surface will be permitted for MUPs located on structures. Concrete banding will be provided on both sides of at-grade MUPs (except for the MUPs located within the former Woodlands site);

v. adequate lighting, including consideration for pedestrian level lighting where appropriate; and

vi. wayfinding signage; and

vii. adequate drainage.

12) The North Approach Infrastructure will include the following multi-use pathway overpasses. The typical cross-sections and general arrangement of the overpasses are provided in Schedule D [Urban Integration]:

a) an overpass spanning over the Bridge Connector to connect the Agnes Street Greenway to the new multi-use pathway on the southside of Royal Avenue; and

b) an overpass spanning over Columbia Street to connect the northbound bridge multi-use pathway to the Central Valley Greenway.

13) The North Approach Infrastructure will include the following sidewalk facilities:

a) north side of Royal Avenue, between Granville Street and McBride Boulevard;

b) south side of Royal Avenue, between Dufferin Street and Bushby Street;

c) west side of McBride Boulevard north of Royal Avenue, adjacent to the new on-street parking lane;

d) both sides of Dufferin Street, between Royal Avenue and Agnes Street;

e) all other existing sidewalks will be maintained; and

f) new sidewalk facilities will be designed to include:

i. a two metre clear width;

ii. where practical and unconstrained by private properties, a minimum 2m wide boulevard separation from active vehicle lanes on existing truck routes, except for sections of sidewalks that are located on structures;

iii. appropriate crossing treatments at intersections, crosswalks, and driveways;

iv. a concrete broom-finished surface with saw cut joints;

v. adequate pedestrian lighting; and

vi. wayfinding signage.

14) The design of North Approach Infrastructure drainage systems will consider the following:

a) drainage will not be conveyed by combined sewers;

b) the design of the drainage systems will comply with the criteria of the owner of the receiving systems;

c) drainage from the North Approach Infrastructure will be collected in a separate catchment, treated, and discharged through a new outfall, separate to the existing City of New Westminster drainage system;

d) the drainage system will incorporate stormwater quality treatment that maintains or improves existing water quality in the receiving system;

e) water quality at or before discharge points into watercourses supporting existing fish or fish habitats will be managed through the use of stormwater management facilities and current water quality Best Management Practices; and

f) The storm water carrier pipe along McBride Boulevard within the project site will be designed to convey a minimum flow rate of 0.77 m3/s as provided by the City.

15) The overhead electrical and telecommunication utilities on the south side of Royal Avenue, between Dufferin Street and McBride Boulevard, will be undergrounded.

16) A 100mm fibre conduit will be installed on the south side of Royal Avenue, between Granville Street and McBride Boulevard, and tie into the existing City of New Westminster fibre conduit on McBride Boulevard.

17) If a loop ramp configuration is used for the E. Columbia Street on-ramp, the Province will relocate existing City Utilities to outside of the loop ramp, subject to property constraints.

18) The electrical and telecommunication utilities at the intersection of Bushby Street and Royal Avenue will be underground to the first pole on Bushby Street.

19) The electrical utilities from McBride Boulevard north side of Columbia Street to the existing underground electrical crossing below the Existing Pattullo Bridge on the south side of Columbia Street will be underground.

DECOMMISSIONING AND REMOVAL OF EXISTING BRIDGE

20) The decommissioning and removal of the existing bridge will include the removal of all existing bridge superstructures, abutments, retaining walls, and substructures. For greater certainty:

a) outside of the Fraser River, the foundations will be demolished to a minimum of 0.5m below existing ground elevation; and

b) within the Fraser River, the foundations will be demolished to the lowest elevations in accordance with the river navigation zone, and as a minimum this level will be the top of existing riprap.

c) abandoned roadways and vehicle ramps will be removed and the area reinstated with appropriate fill, top soil, and other landscaping in accordance with the landscape plan.

21) The Province may explore commemorative and or heritage recognition opportunities using elements of the removed bridge structure, if feasible.

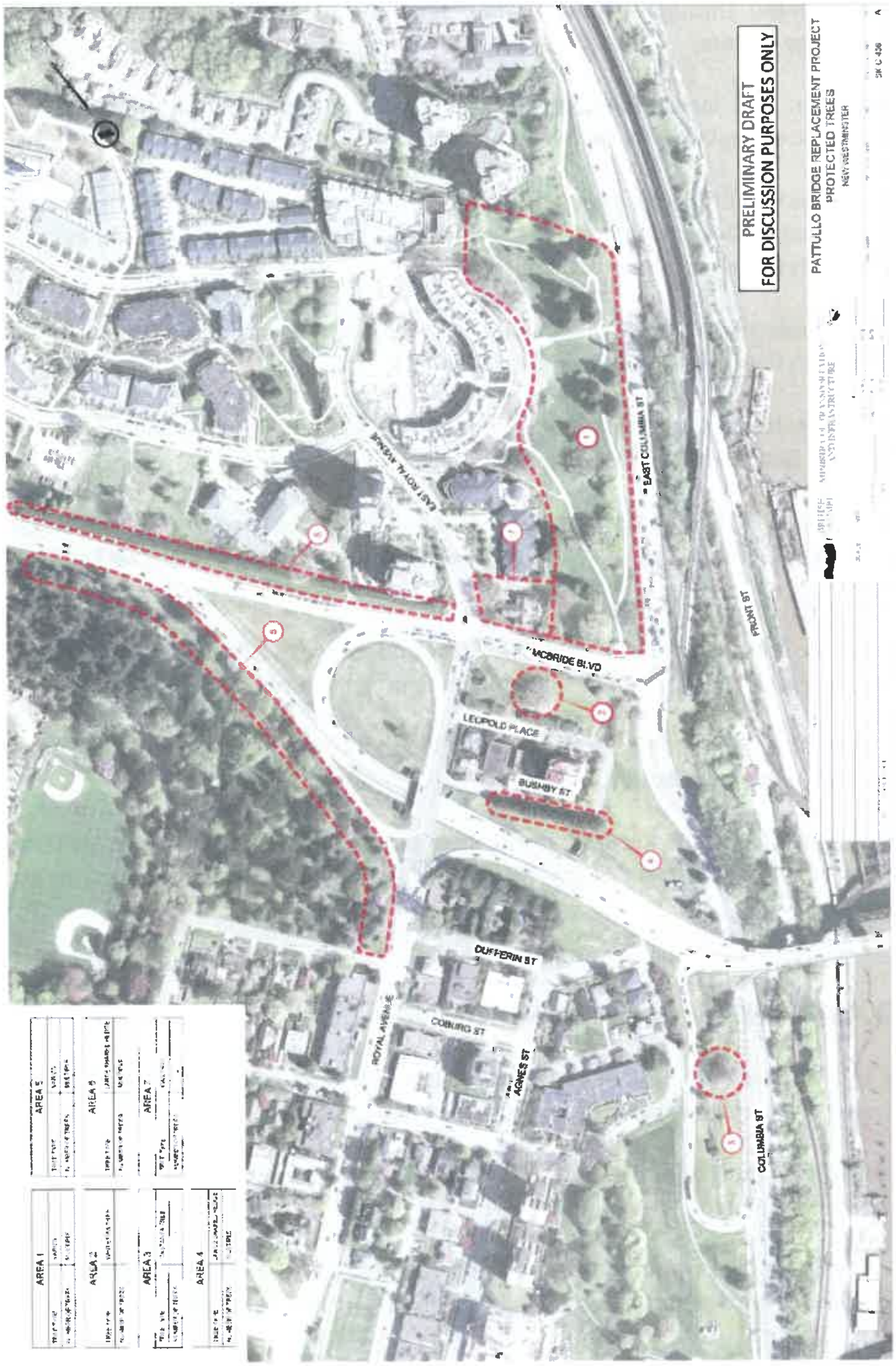
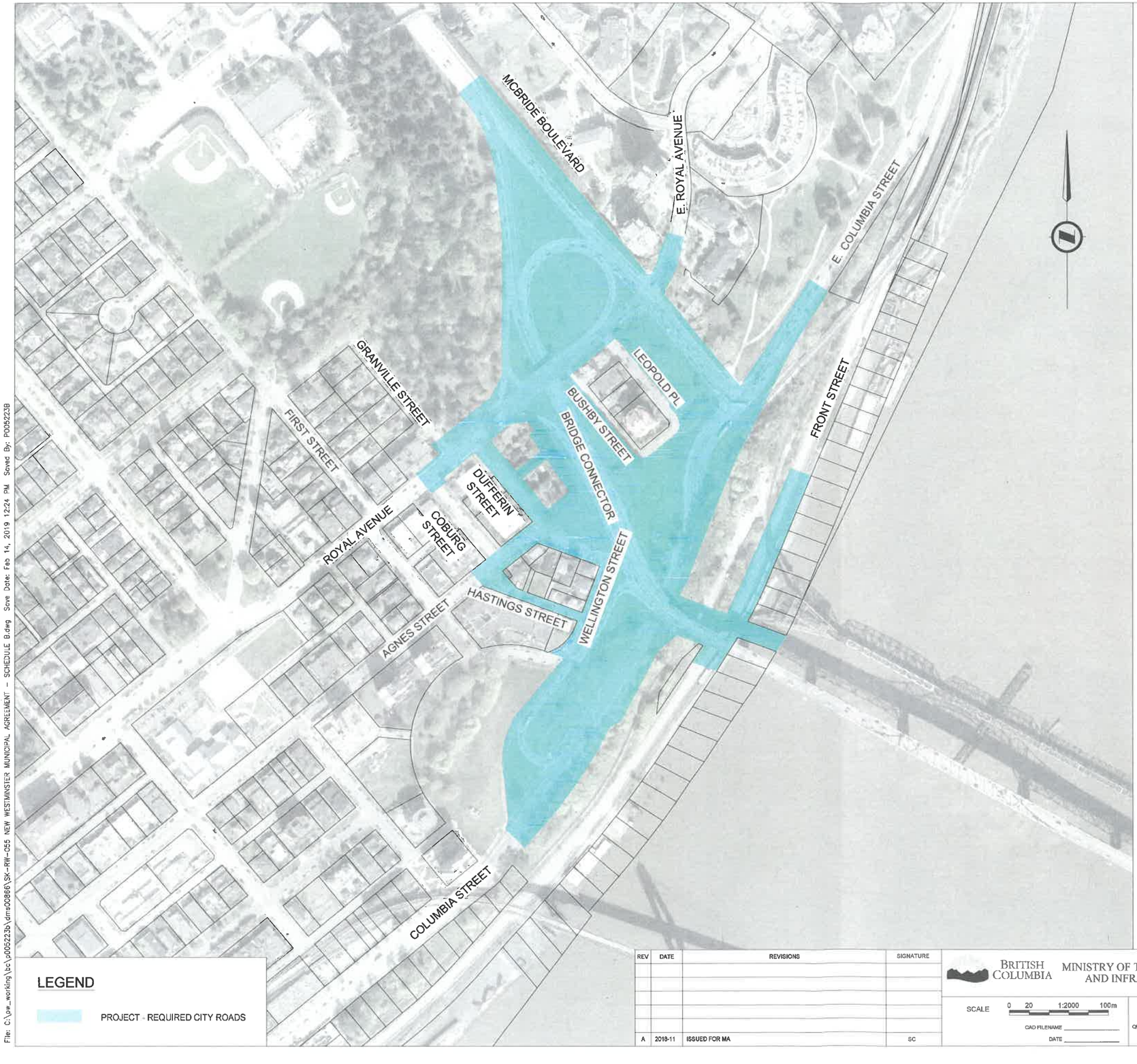


Figure A1 – Protected Trees in New Westminster

SCHEDULE B

Project-Required City Roads

1) The Project-Required City Roads are as indicated in this Schedule B.



LEGEND

PROJECT - REQUIRED CITY ROADS

REV	DATE	REVISIONS	SIGNATURE
A	2019-11	ISSUED FOR MA	SC

BRITISH COLUMBIA — MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 20 1:2000 100m

CAD FILENAME

DATE

DESIGNED DATE

QUALITY CONTROL DATE

QUALITY ASSURANCE DATE

DRAWN DATE

PATTULLO BRIDGE REPLACEMENT PROJECT
NEW WESTMINSTER MUNICIPAL AGREEMENT
SCHEDULE B - PROJECT - REQUIRED CITY ROADS

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			SK-RW-055	A

File: C:\pw_working\bc\p0052230\dms00866\SK-RW-055 NEW WESTMINSTER MUNICIPAL AGREEMENT - SCHEDULE B.dwg Save Date: Feb 14, 2019 12:24 PM Saved By: P0052230

SCHEDULE C

Project-Required City Fee Simple Lands

1) The Project-Required City Fee Simple Lands are as indicated in this Schedule C.

2) This Schedule will be amended as needed if the Province determines that Additional Lands are necessary for the Project Work.



REV	DATE	REVISIONS	SIGNATURE
A	2018-11	ISSUED FOR MA	SC

BRITISH COLUMBIA — MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 1:1500

CAD FILENAME

DATE

DESIGNED DATE

QUALITY CONTROL DATE

QUALITY ASSURANCE DATE

DRAWN DATE

PATTULLO BRIDGE REPLACEMENT PROJECT
NEW WESTMINSTER MUNICIPAL AGREEMENT
SCHEDULE C - PROJECT REQUIRED CITY FEE SIMPLE LANDS

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			SK-RW-077	A

File: C:\pw_working\bc\p005223b\dms00866\SK-RW-077 MA City Fee Simple Lands - New West.dwg Save Date: Nov 13, 2018 7:16 PM Saved By: P005223B

SCHEDULE D

Urban Integration

1) The urban integration requirements and considerations within Schedule D, which were developed collaboratively by the Province and the City of New Westminster (City) and in consideration of the City's urban design principles, will be incorporated by the Province as part of the Project Work.

2) The responsibility of maintaining urban design elements, including landscaping, irrigation systems, lighting, and others applicable features, will be subject to a separate agreement between the Province and the City.

3) Schedule D comprises of the following parts:

    a) **Schedule D1**: Urban Integration General Provisions

    b) **Schedule D2**: Urban Integration Special Provisions

    c) **Schedule D3**: Urban Integration Drawings

    d) **Schedule D4**: Urban Integration Supplementary Drawings

SCHEDULE D1

Urban Integration Provisions

1) General

a) The design and construction of roadway structures and retaining walls within the North Approach Infrastructure will implement the requirements as per the following:

i. the design requirements as specified in this document; and

ii. the recommended practices in the Manual of Aesthetic Design Practice, using a "Parkway" and/or a "Tourway" aesthetic classification as applicable to the site context, and as the recommended practices align with current best practices and with consideration for all modes of transportation, including pedestrians and cyclists.

iii. design requirements specified in this document will supersede those in the Manual of Aesthetic Design Practice.

b) Retaining walls that are visible from a public roadway, sidewalk, or MUP will require aesthetic considerations. For screening purposes, a landscaped strip will be provided in front of retaining walls that are visible from a public roadway, sidewalk, or multi-use pathway (MUP). Other aesthetic considerations may include, where applicable, a curvilinear wall form (both horizontal and vertical); considerations of colour, texture, accents, and custom design handrails.

c) The Province will deliver an urban neighbourhood focused landscape that provides a recognizably higher level of landscaping and street furnishings than that of a typical road which is part of TransLink's Major Road Network in the City. To meet this goal:

i. the Province will work collaboratively with the City to jointly develop a landscape plan (both hardscape and softscape elements) for the project, to be completed in conjunction with the design of the New Fraser River bridge, approach roads, and multi-use pathways;

ii. landscaping will be designed and implemented by the Province as part of the Project Work for areas identified on drawing NW-7008, and will include roadway boulevards, roadway medians, back of sidewalk and MUP areas, along retaining walls in the public view, and other planted zones to be identified in collaboration with the City;

iii. the landscape plan will be developed by a qualified landscape architect and will comply with the City's *Technical Tree Planting Guidelines*, Ministry's *Landscape Policy and Design Standards*, and TAC guidelines for sightlines. The planting plan will be comprised of native, drought-tolerant trees, shrubs and plants;

iv. the landscape plan will incorporate, where practical, the principles set out in the City's *Urban Forest Management Strategy*, *Environment Strategy*, and *Integrated Stormwater Management Plan*;

v. the Province will make reasonable efforts to incorporate, where practical, best management practices to manage the quantity and quality of stormwater;

vi. trees removed as part of the project will be replaced at a minimum ratio of 2:1. For greater certainty, a "tree" has the same meaning as a "protected tree" as defined in the *City of New Westminster Bylaw No.7799, 2016*, as amended from time to time;

vii. existing landscaped areas within Project-Required City Roads and Project-Required Fee Simple Lands that are impacted during construction will be reinstated at equal or better condition, and will be considered for improvements as part of the landscape plan and in keeping with the overall urban design aesthetic and standards applied to the project area;

viii. where agreed between the Province and the City, the Province will install high efficiency automated irrigation systems (in accordance with the City's irrigation standards) in order to establish new plants and trees; and

ix. street furniture, wayfinding, and lighting will be incorporated into the project design.

d) Tree protection will be carried out in accordance with the technical requirements stated in Section 8 of the *City of New Westminster Bylaw No. 7799, 2016,* including the inspection of tree protection barriers by a certified arborist. For greater certainty, the Province will not remove or impact the protected trees (including their critical root zones) that are shown in the PBR Protected Trees drawing in **Schedule A [Project Scope of Work]**, except with prior approval from the City. The Province will apply a monetary penalty if protected trees are impacted, and the Province will work with the City to determine the most appropriate course of action to rectify the impact.

e) Crime Prevention Through Environmental Design (CPTED) principles will be applied to the project design and construction, and will be applied through a collaborative approach to develop a solution that balances sustainability, aesthetics, design, users and safety.

f) All roadways, sidewalks, multi-use pathways, underpasses, and overpasses will be adequately lit with LED lighting that is dark sky compliant, and with pedestrian-scale light fixtures where applicable. Road and pedestrian level lighting on municipal roads, with the exception of lighting on Resumed Roads, will meet the applicable standards of the relevant Municipality.

g) In addition to regulatory speed limit signs, digital "Your Speed" signs will be placed on the New Fraser River bridge at strategic locations in each direction of travel, including at the northbound entrance to the City. Other road safety and speed management related measures will be applied as determined by a road safety audit;

h) Required railings along multi-use pathways will be designed to be bike friendly in accordance with the BC Supplement to TAC.

2) Sidewalks and Multi-use Pathways

a) Project multi-use pathways (MUPs) and sidewalks will be designed for people of all ages and abilities, in accordance with current best practices and CPTED principles, and with primary considerations for the design being the safety, security, and comfort for the users. This will include provision of:

i. curb ramps and accessible tactile surface tiles at intersection crossings in accordance with municipal and industry standards (i.e. MMCD);

ii. green coloured pavement and bike pavement markings at MUP intersection and driveway crossings where appropriate. Intersections with greenways will be designed to allow for safe and convenient pedestrian and cyclist maneuverability in accordance with current best practices;

iii. MUPs and sidewalks that are free of obstructions and transition smoothly into the applicable existing infrastructure;

iv. designated areas designed to sit, pause, rest and wayfind;

v. MUPs and sidewalks with a grade not to exceed 5% (and where practical the grade will not exceed 3%) with a cross-slope not more than 2%, unless constrained by existing topography and or private properties. The MUPs on the New Fraser River bridge and approaches will have a maximum longitudinal grade of 5.5%, with the pedestrian path placed on the outer side of the multi-use pathway. Where existing grades limit the ability to achieve these requirements, design measures will be applied to ensure it current best practices and accessibility design principles are applied;

vi. MUP overpasses with appropriate longitudinal (min 0.5%) and transverse (2%) grades to facilitate appropriate drainage;

vii. at-grade MUPs with an asphalt, slip-resistant surface, except that a concrete surface will be permitted for MUPs located on structures; and

viii. new concrete sidewalks that are broom finished with saw cut joints. Where practical and unconstrained by existing utilities and structures, new sidewalks on Royal Avenue, McBride Boulevard, and Columbia Street will be buffered from moving traffic by a 2m wide landscaped boulevard / utility strip.

b) Destination based wayfinding signage will be provided for pedestrians and cyclists. The signage will be developed in accordance with TransLink's Wayfinding Guidelines for Utility Cycling in Metro Vancouver, and in accordance with other applicable industry standards.

3) New Fraser River Bridge

a) Architectural design and overall aesthetic of the bridge will be considered, and a bridge architect will be required on the design team of the New Fraser River Bridge.

b) Changes in the bridge tower cross-section will be gradual with smooth transitions, and not increase in size towards the top of the tower.

c) The transition between the approach spans and New Fraser River Bridge will avoid unnecessarily abrupt transitions, with special attention paid to interface areas between different material types to achieve a smooth blended visual transition.

d) Emergency telephones will be provided on the New Fraser River bridge, including one at each tower leg, one at mid span and one on either approach, in both directions. The emergency telephones will be connected to the appropriate crisis call centre and will include appropriate signage.

e) All exterior sides of the New Fraser River bridge will be provided with a non-climbable safety and security fence (i.e. a means prevention fence), extending from abutment to abutment. The fence will be designed to prevent the climbing of bridge elements. Indigenous cultural recognition elements may be incorporated into the security fence.

f) Weathering steel will be an acceptable material for exposed steel structural elements. Exposed concrete structural surfaces will have a uniform finish and colour.

g) Pier caps will not be permitted to extend beyond the drip line of the 4-lane bridge deck configuration.

h) Cables will be black, white, or grey in colour.

i) Where practical, drainage pipes and conduit pipes will be mounted in unobtrusive locations and out of the view of the public.

j) Runoff will be treated prior to discharge.

k) Traffic barriers along the New Fraser River bridge and approaches will be concrete, of a consistent surface texture and colour, and free of lifting holes and apparatus.

l) Expansion joints will be designed to be safe for all pathway users and as close to 90 degrees, to the direction of travel, as possible with small gaps, smooth, and non-slip in all conditions.

4) Multi-use Pathway Underpasses

a) MUP underpass will maintain a minimum clear width of 6m measured from one face of the underpass wall to the other.

b) MUP underpass will maintain a minimum clear height of 3.5m measured from the top of finished grade to the underside of the deck or box.

c) transitions between the base MUP at-grade width and the underpass width shall be at a ratio of 11 to 1.

d) minimum backslope for MUP cut sections of 3h:1v.

e) all underpasses will feature continuous lighting levels and meet CPTED principles.

f) wing walls may be used to retain fills at the entry and exit points of the MUP underpass provided:

   i. the wing wall is constructed at a 45 degree angle measured from the face of the structure;

   ii. the wing wall extends a minimum of 150 mm above the adjacent ground slope; and

   iii. the roadway fill behind the wing wall is sloped at a minimum of 3h:1v;

g) notwithstanding the clear width requirements above, the lateral clearance between the edge of the MUP travelled way and the face of the underpass wall or other obstruction will be adjusted to provide a minimum stopping sight distance suitable for a 30 km/h operating speed for cyclists

5) Indigenous Cultural Recognition, Public Art, and Gateway Features

a) The Province will work with the City and through consultation with First Nations to identify areas on City land for the possible and respectful integration of Indigenous cultural recognition elements.

b) The Province will work with the City to identify areas for the possible integration of public art and gateway features. The procurement, supply, installation, operations and maintenance of these features will be solely the responsibility and cost of the City, unless such features are identified in this document as part of the pedestrian bridge and streetscape design.

SCHEDULE D2

Urban Integration Special Provisions

1) General

a) The design of these urban integration requirements shall complement the identity of New Westminster, provide views of the Fraser River, and feature urban gateways to reinforce a sense of arrival into New Westminster.

b) The Bridge Architect shall participate in the design of the East Columbia Street MUP Overpass and the Royal Avenue to Agnes Street MUP Overpass and provide consistency and uniformity of architectural design for all elements and details required for urban integration. The design will consider, without limitation: architectural and aesthetic consistency of the form of the MUP Overpasses relative to the New Fraser River Bridge, materials, transitions between elements, pier configurations, handrails, planters, irrigation, steel sections, lighting, finishes, surface treatment, and accessible requirements.

2) Civil

a) Multi-use path and sidewalk connections shall be provided as shown schematically on drawing NW-0008.

b) The most direct alignment shall be provided for the multi-use path connection between the East Columbia Street MUP Overpass and the Central Valley Greenway. If necessary to achieve the most direct connection, a stairway with a bike wheeling ramp shall be provided within PID# 026-566-516 (former Woodlands site) to connect the existing pathway to development with the Central Valley Greenway.

c) Crossings for multi-use paths and sidewalks shall be provided as shown on drawings NW-4001 through NW-4003.

d) Existing road profiles and horizontal control alignments for Royal Avenue, McBride Boulevard, the Royal Avenue and Southbound McBride Boulevard Exit Ramp, the Southbound Bridge Connector to Royal Avenue Ramp, and Dufferin Street, shall be maintained. Multi-use paths and sidewalks that are located directly adjacent to roadways shall match the road profiles.

e) Roadways shall be designed in accordance with the cross-sections shown on drawings NW-3001 and NW-3002.

f) Road laning and curb layout shall be generally consistent with the layout shown on drawings NW-4001 through NW-4003.

g) Reinforced mountable truck aprons with coloured concrete shall be provided for the following turning movements, and shall be generally consistent with the layout shown on drawings NW-4001, NW-4002 and NW-4003.

i. From eastbound Royal Avenue to southbound McBride Boulevard;

ii. From the southbound Bridge Connector to Royal Avenue Ramp to westbound Royal Avenue; and

iii. From southbound McBride Boulevard to westbound Columbia Street.

h) Mountable truck aprons shall:

i. accommodate the turning path of a design vehicle larger than a MSU, and shall be easily distinguishable from the roadway as well as any pedestrian or cyclist facilities;

ii. be separated from the vehicle lane by a rollover curb and gutter;

iii. be designed such that pedestrian and cyclist access are clearly delineated for the safety of the pedestrian or cyclist; and

iv. be designed such that the truck apron does not form part of the sidewalk, multi-use paths, or ramp let downs.

i) The design shall be in accordance with the standard details shown on drawings NW-5004 through NW-5011.

j) Cast-in-place concrete bands shall not be provided along multi-use paths that are located within PID# 026-566-516 (former Woodlands site).

3) Lighting

a) Luminaire poles and associated fixtures shall be as specified on drawing NW-7006.

b) Luminaire poles and associated fixtures shall be generally consistent with the layout shown on drawings NW-3001, NW-3002, and NW-7005.

c) Banner mounts shall be provided on each side of luminaire poles on Royal Avenue.

d) Pedestrian pole top lights shall be continuous along all multi-use paths and sidewalks with a maximum spacing of 15 m.

e) All pole-top style multi-use path lighting shall be installed on a separate circuit and meter from the roadway lighting.

4) Pedestrian and Cyclist Nodes

a) Primary and secondary pedestrian and cyclist nodes shall be provided at the locations shown on drawing NW-7001. Nodes shall have a minimum 150mm deep cast in place concrete at-grade slab, with saw cut joints and broom finish.

b) As a minimum, the following shall be provided at pedestrian and cyclist nodes, in accordance with the furnishings listed on drawings NW-7003 and NW-7004:

i. 23 benches;

ii. 1 litter receptacle;

iii. 10 bike parking racks;

iv. 40 m of V form barrier;

v. wayfinding signs; and

vi. Pole mounted lights as needed to augment lighting at nodes.

c) The pedestrian and cyclist node on the south side of Royal Avenue shall be generally consistent with the layout shown on drawing NW-7002, including provision for landscaping.

5) East Columbia Street MUP Overpass

5.1) General

a) The alignment of the East Columbia Street MUP Overpass shall be within the Allowable Alignment Zone show on drawing NW-4001.

b) The East Columbia Street MUP Overpass shall be grade separated from Columbia Street or East Columbia Street as applicable.

5.2) Structural Form and Configuration

a) All portions of the East Columbia Street MUP Overpass shall meet the following criteria:

i. top of concrete deck surface shall be given a suitable texture with a "flat wire" texture broom having a single row of tines. The textured surface shall be uniform and consistent with transverse grooving;

ii. piers shall be weathering steel columns in a V or Y form similar to the example shown on drawing NW-6002. Piers shall be designed to be non-climbable, and placed on concrete pedestals that are incorporated into the foundation design. The pedestals shall extend a minimum of 150 mm above grade. Sections used for the V or Y form piers shall be closed sections;

iii. superstructure shall be weathering steel with a concrete deck;

iv. abutment walls shall not exceed 3.0 m in height; and

v. retaining walls shall have a board form finish.

b) The East Columbia Street MUP Overpass Main Span shall meet the following criteria:

i. the structure shall be a clear span over Columbia Street or East Columbia Street as applicable;

ii. the structure shall be an arch truss with a horizontal to vertical ratio of 15:1, and in similar form and proportion to the example shown on drawing NW-6001 and NW-6002; and

iii. the cross section shall be as shown on drawing NW-6001;

c) At a minimum, one approach span shall be provided beyond each end of the East Columbia Street MUP Overpass Main Span, with a minimum span length of 9 m.

d) A viewing platform shall be provided at the south end of the span, at the same elevation as the bridge deck, and shall be generally consistent with the layout and size shown on drawings NW-6001 and NW-6002. The viewing platform shall provide an unobstructed view of the river.

e) If an arch truss is used for an approach span to the overpass, it shall meet the same criteria and have the same form and proportion to the East Columbia Street MUP Overpass Main Span.

f) The structure shall have a smooth blended visual transition to the upstream multi-use path on the New Fraser River Bridge with respect to structure type, alignment, and surface treatment.

g) If required, a single low point in the profile of East Columbia Street MUP Overpass will be allowed.

5.3) Overpass Handrail

a) Where handrails are required, galvanized steel handrails including galvanized panel mesh shall be provided. Handrails shall be generally consistent with the typical handrail detail shown on drawing NW-6003. The galvanized panel mesh shall not be chain link fencing or similar.

b) BCRTC requirements over SkyTrain guideway shall be designed to be integral with the handrails and structure to achieve a smooth blended visual transition.

c) Transition from the security fence on the New Fraser River Bridge and the handrail on the East Columbia Street MUP Overpass shall be designed to achieve a smooth blended visual transition.

5.4) Overpass Lighting

a) Lighting on the East Columbia Street MUP Overpass shall be provided as shown on drawing NW-7007 or as otherwise approved by the Province. The lighting shall be maintainable from the deck of the overpass.

b) Uplighting on V or Y form piers shall be provided as approved by the Province.

c) Inground fixtures shall not be used for overpass lighting and pier uplighting.

6) Royal Avenue to Agnes Street MUP Overpass

6.1) General

a) The alignment of the Royal Avenue to Agnes Street MUP Overpass shall be within the Allowable Alignment Zone shown on drawing NW-4003.

b) The Royal Avenue to Agnes Street MUP Overpass shall be grade separated from the Bridge Connector and the Royal Avenue Entrance Ramp.

6.2) Structural Form and Configuration

a) All portions of the Royal Avenue to Agnes Street MUP Overpass shall meet the following criteria:

i. Top of concrete deck surface shall be given a suitable texture with a "flat wire" texture broom having a single row of tines. The textured surface shall be uniform and consistent with transverse grooving;

ii. piers shall be weathering steel columns in a V or Y form similar to the example shown on drawing NW-6100. Piers shall be designed to be non-climbable, and placed on concrete pedestals that are incorporated into the foundation design. The pedestals shall extend a minimum of 150 mm above grade. Sections used for the V or Y form piers shall be closed sections;

iii. superstructure and associated access structures shall be weathering steel with a concrete deck;

iv. A 10 m wide landscaped overpass ("**Land Bridge**") shall be provided across the Bridge Connector and the Royal Avenue Entrance Ramp. A single intermediate pier is permitted for the Land Bridge; and

v. retaining walls shall have a board form finish.

b) At a minimum, one approach span shall be provided beyond each end of the Land Bridge, with a minimum span length of 9 m.

c) The cross section of the Land Bridge shall be as shown on drawing NW-6101 (section C).

d) The Land Bridge shall be generally consistent with the schematic shown on drawing NW-6102, including the location and arrangement of viewing platform, benches, and planter boxes.

e) The Land Bridge shall have a minimum longitudinal slope of 1% and a maximum cross-fall of 2%.

f) The overpass shall be generally consistent with the schematic shown on drawing NW-6102.

g) The east approach to the Land Bridge shall be from the corner of Bushby Street and Royal Avenue.

h) The west approach to the Land Bridge shall be from the end of Agnes Street. Both a ramp and stair access shall be provided on the west approach to the Land Bridge, similar to the example shown on drawings NW-6100 and NW-6104. The stair access shall have a 2 m clear width.

i) Planter boxes shall meet the following criteria:

   i. Planter boxes shall be separate entities placed on the deck and not integrally attached to the deck;

   ii. The deck areas below planter boxes shall be protected by a crack bridging waterproofing material. If box girders are used for the Overpass structure, the entire deck shall be protected by a crack bridging waterproofing system;

   iii. Adequate drainage shall be provided for the planter boxes, and runoff water from the planter boxes shall be conveyed, through a closed system, off the bridge deck to drainage systems. The drainage system shall be designed to allow cleaning of the system without the need to remove landscaping and soil from the planter box;

   iv. Planter boxes shall consist of an inner waterproofing system, including a liquid applied waterproofing membrane to the bottom and sides of the planter box, to prevent ingress of water into or onto the Land Bridge deck and substructures over the design life of the structure, and to prevent corrosion of the planter box;

   v. Planter boxes and other weathering steel elements shall be detailed to prevent staining of concrete;

   vi. The use of other planter box materials as an alternative to weathering steel requires written acceptance from the Province's Representative in accordance with the Consent Procedure;

   vii. The vertical corner edges of planter boxes shall be rounded for the corner edges that are adjacent to the traveled portion of the Land Bridge; and

   viii. A high efficiency automated irrigation system, in accordance with the City of New Westminster's irrigation standards, shall be installed for the planter boxes.

6.3) Overpass Handrail

a) Where handrails are required, galvanized steel handrails including galvanized panel mesh shall be provided, and shall be generally consistent with the typical handrail detail as shown on drawing NW-6104. The galvanized panel mesh shall not be chain link fencing or similar.

b) Transition between handrail types shall be designed to achieve a smooth blended visual transition.

c) The height of the fencing and handrail shall be set based on the height of the adjacent planter boxes. Other safety considerations shall be taken into account.

6.4) Overpass Lighting

a) Lighting on the Royal Ave to Agnes Street MUP Overpass shall be the type as shown on drawing NW-7007 or as otherwise approved by the Province. The lighting shall be maintainable from the deck of the overpass.

b) Uplighting on V or Y form piers shall be provided as approved by the Province.

c) Inground fixtures shall not be used for overpass lighting and pier uplighting.

SCHEDULE D

Urban Integration

1) The urban integration requirements and considerations within Schedule D, which were developed collaboratively by the Province and the City of New Westminster (City) and in consideration of the City's urban design principles, will be incorporated by the Province as part of the Project Work.

2) The responsibility of maintaining urban design elements, including landscaping, irrigation systems, lighting, and others applicable features, will be subject to a separate agreement between the Province and the City.

3) Schedule D comprises of the following parts:

    a) **Schedule D1**: Urban Integration General Provisions

    b) **Schedule D2**: Urban Integration Special Provisions

    c) **Schedule D3**: Urban Integration Drawings

    d) **Schedule D4**: Urban Integration Supplementary Drawings

SCHEDULE D1

Urban Integration Provisions

1) General

a) The design and construction of roadway structures and retaining walls within the North Approach Infrastructure will implement the requirements as per the following:

i. the design requirements as specified in this document; and

ii. the recommended practices in the Manual of Aesthetic Design Practice, using a "Parkway" and/or a "Tourway" aesthetic classification as applicable to the site context, and as the recommended practices align with current best practices and with consideration for all modes of transportation, including pedestrians and cyclists.

iii. design requirements specified in this document will supersede those in the Manual of Aesthetic Design Practice.

b) Retaining walls that are visible from a public roadway, sidewalk, or MUP will require aesthetic considerations. For screening purposes, a landscaped strip will be provided in front of retaining walls that are visible from a public roadway, sidewalk, or multi-use pathway (MUP). Other aesthetic considerations may include, where applicable, a curvilinear wall form (both horizontal and vertical); considerations of colour, texture, accents, and custom design handrails.

c) The Province will deliver an urban neighbourhood focused landscape that provides a recognizably higher level of landscaping and street furnishings than that of a typical road which is part of TransLink's Major Road Network in the City. To meet this goal:

i. the Province will work collaboratively with the City to jointly develop a landscape plan (both hardscape and softscape elements) for the project, to be completed in conjunction with the design of the New Fraser River bridge, approach roads, and multi-use pathways;

ii. landscaping will be designed and implemented by the Province as part of the Project Work for areas identified on drawing NW-7008, and will include roadway boulevards, roadway medians, back of sidewalk and MUP areas, along retaining walls in the public view, and other planted zones to be identified in collaboration with the City;

iii. the landscape plan will be developed by a qualified landscape architect and will comply with the City's *Technical Tree Planting Guidelines*, Ministry's *Landscape Policy and Design Standards*, and TAC guidelines for sightlines. The planting plan will be comprised of native, drought-tolerant trees, shrubs and plants;

iv. the landscape plan will incorporate, where practical, the principles set out in the City's *Urban Forest Management Strategy*, *Environment Strategy*, and *Integrated Stormwater Management Plan*;

v. the Province will make reasonable efforts to incorporate, where practical, best management practices to manage the quantity and quality of stormwater;

vi. trees removed as part of the project will be replaced at a minimum ratio of 2:1. For greater certainty, a "tree" has the same meaning as a "protected tree" as defined in the *City of New Westminster Bylaw No.7799, 2016*, as amended from time to time;

vii. existing landscaped areas within Project-Required City Roads and Project-Required Fee Simple Lands that are impacted during construction will be reinstated at equal or better condition, and will be considered for improvements as part of the landscape plan and in keeping with the overall urban design aesthetic and standards applied to the project area;

viii. where agreed between the Province and the City, the Province will install high efficiency automated irrigation systems (in accordance with the City's irrigation standards) in order to establish new plants and trees; and

ix. street furniture, wayfinding, and lighting will be incorporated into the project design.

d) Tree protection will be carried out in accordance with the technical requirements stated in Section 8 of the *City of New Westminster Bylaw No. 7799, 2016,* including the inspection of tree protection barriers by a certified arborist. For greater certainty, the Province will not remove or impact the protected trees (including their critical root zones) that are shown in the PBR Protected Trees drawing in **Schedule A [Project Scope of Work]**, except with prior approval from the City. The Province will apply a monetary penalty if protected trees are impacted, and the Province will work with the City to determine the most appropriate course of action to rectify the impact.

e) Crime Prevention Through Environmental Design (CPTED) principles will be applied to the project design and construction, and will be applied through a collaborative approach to develop a solution that balances sustainability, aesthetics, design, users and safety.

f) All roadways, sidewalks, multi-use pathways, underpasses, and overpasses will be adequately lit with LED lighting that is dark sky compliant, and with pedestrian-scale light fixtures where applicable. Road and pedestrian level lighting on municipal roads, with the exception of lighting on Resumed Roads, will meet the applicable standards of the relevant Municipality.

g) In addition to regulatory speed limit signs, digital "Your Speed" signs will be placed on the New Fraser River bridge at strategic locations in each direction of travel, including at the northbound entrance to the City. Other road safety and speed management related measures will be applied as determined by a road safety audit;

h) Required railings along multi-use pathways will be designed to be bike friendly in accordance with the BC Supplement to TAC.

2) Sidewalks and Multi-use Pathways

a) Project multi-use pathways (MUPs) and sidewalks will be designed for people of all ages and abilities, in accordance with current best practices and CPTED principles, and with primary considerations for the design being the safety, security, and comfort for the users. This will include provision of:

i. curb ramps and accessible tactile surface tiles at intersection crossings in accordance with municipal and industry standards (i.e. MMCD);

ii. green coloured pavement and bike pavement markings at MUP intersection and driveway crossings where appropriate. Intersections with greenways will be designed to allow for safe and convenient pedestrian and cyclist maneuverability in accordance with current best practices;

iii. MUPs and sidewalks that are free of obstructions and transition smoothly into the applicable existing infrastructure;

iv. designated areas designed to sit, pause, rest and wayfind;

v. MUPs and sidewalks with a grade not to exceed 5% (and where practical the grade will not exceed 3%) with a cross-slope not more than 2%, unless constrained by existing topography and or private properties. The MUPs on the New Fraser River bridge and approaches will have a maximum longitudinal grade of 5.5%, with the pedestrian path placed on the outer side of the multi-use pathway. Where existing grades limit the ability to achieve these requirements, design measures will be applied to ensure it current best practices and accessibility design principles are applied;

vi. MUP overpasses with appropriate longitudinal (min 0.5%) and transverse (2%) grades to facilitate appropriate drainage;

vii. at-grade MUPs with an asphalt, slip-resistant surface, except that a concrete surface will be permitted for MUPs located on structures; and

viii. new concrete sidewalks that are broom finished with saw cut joints. Where practical and unconstrained by existing utilities and structures, new sidewalks on Royal Avenue, McBride Boulevard, and Columbia Street will be buffered from moving traffic by a 2m wide landscaped boulevard / utility strip.

b) Destination based wayfinding signage will be provided for pedestrians and cyclists. The signage will be developed in accordance with TransLink's Wayfinding Guidelines for Utility Cycling in Metro Vancouver, and in accordance with other applicable industry standards.

3) New Fraser River Bridge

a) Architectural design and overall aesthetic of the bridge will be considered, and a bridge architect will be required on the design team of the New Fraser River Bridge.

b) Changes in the bridge tower cross-section will be gradual with smooth transitions, and not increase in size towards the top of the tower.

c) The transition between the approach spans and New Fraser River Bridge will avoid unnecessarily abrupt transitions, with special attention paid to interface areas between different material types to achieve a smooth blended visual transition.

d) Emergency telephones will be provided on the New Fraser River bridge, including one at each tower leg, one at mid span and one on either approach, in both directions. The emergency telephones will be connected to the appropriate crisis call centre and will include appropriate signage.

e) All exterior sides of the New Fraser River bridge will be provided with a non-climbable safety and security fence (i.e. a means prevention fence), extending from abutment to abutment. The fence will be designed to prevent the climbing of bridge elements. Indigenous cultural recognition elements may be incorporated into the security fence.

f) Weathering steel will be an acceptable material for exposed steel structural elements. Exposed concrete structural surfaces will have a uniform finish and colour.

g) Pier caps will not be permitted to extend beyond the drip line of the 4-lane bridge deck configuration.

h) Cables will be black, white, or grey in colour.

i) Where practical, drainage pipes and conduit pipes will be mounted in unobtrusive locations and out of the view of the public.

j) Runoff will be treated prior to discharge.

k) Traffic barriers along the New Fraser River bridge and approaches will be concrete, of a consistent surface texture and colour, and free of lifting holes and apparatus.

l) Expansion joints will be designed to be safe for all pathway users and as close to 90 degrees, to the direction of travel, as possible with small gaps, smooth, and non-slip in all conditions.

4) Multi-use Pathway Underpasses

a) MUP underpass will maintain a minimum clear width of 6m measured from one face of the underpass wall to the other.

b) MUP underpass will maintain a minimum clear height of 3.5m measured from the top of finished grade to the underside of the deck or box.

c) transitions between the base MUP at-grade width and the underpass width shall be at a ratio of 11 to 1.

d) minimum backslope for MUP cut sections of 3h:1v.

e) all underpasses will feature continuous lighting levels and meet CPTED principles.

f) wing walls may be used to retain fills at the entry and exit points of the MUP underpass provided:

   i. the wing wall is constructed at a 45 degree angle measured from the face of the structure;

   ii. the wing wall extends a minimum of 150 mm above the adjacent ground slope; and

   iii. the roadway fill behind the wing wall is sloped at a minimum of 3h:1v;

g) notwithstanding the clear width requirements above, the lateral clearance between the edge of the MUP travelled way and the face of the underpass wall or other obstruction will be adjusted to provide a minimum stopping sight distance suitable for a 30 km/h operating speed for cyclists

5) Indigenous Cultural Recognition, Public Art, and Gateway Features

a) The Province will work with the City and through consultation with First Nations to identify areas on City land for the possible and respectful integration of Indigenous cultural recognition elements.

b) The Province will work with the City to identify areas for the possible integration of public art and gateway features. The procurement, supply, installation, operations and maintenance of these features will be solely the responsibility and cost of the City, unless such features are identified in this document as part of the pedestrian bridge and streetscape design.

SCHEDULE D2

Urban Integration Special Provisions

1) General

a) The design of these urban integration requirements shall complement the identity of New Westminster, provide views of the Fraser River, and feature urban gateways to reinforce a sense of arrival into New Westminster.

b) The Bridge Architect shall participate in the design of the East Columbia Street MUP Overpass and the Royal Avenue to Agnes Street MUP Overpass and provide consistency and uniformity of architectural design for all elements and details required for urban integration. The design will consider, without limitation: architectural and aesthetic consistency of the form of the MUP Overpasses relative to the New Fraser River Bridge, materials, transitions between elements, pier configurations, handrails, planters, irrigation, steel sections, lighting, finishes, surface treatment, and accessible requirements.

2) Civil

a) Multi-use path and sidewalk connections shall be provided as shown schematically on drawing NW-0008.

b) The most direct alignment shall be provided for the multi-use path connection between the East Columbia Street MUP Overpass and the Central Valley Greenway. If necessary to achieve the most direct connection, a stairway with a bike wheeling ramp shall be provided within PID# 026-566-516 (former Woodlands site) to connect the existing pathway to development with the Central Valley Greenway.

c) Crossings for multi-use paths and sidewalks shall be provided as shown on drawings NW-4001 through NW-4003.

d) Existing road profiles and horizontal control alignments for Royal Avenue, McBride Boulevard, the Royal Avenue and Southbound McBride Boulevard Exit Ramp, the Southbound Bridge Connector to Royal Avenue Ramp, and Dufferin Street, shall be maintained. Multi-use paths and sidewalks that are located directly adjacent to roadways shall match the road profiles.

e) Roadways shall be designed in accordance with the cross-sections shown on drawings NW-3001 and NW-3002.

f) Road laning and curb layout shall be generally consistent with the layout shown on drawings NW-4001 through NW-4003.

g) Reinforced mountable truck aprons with coloured concrete shall be provided for the following turning movements, and shall be generally consistent with the layout shown on drawings NW-4001, NW-4002 and NW-4003.

i. From eastbound Royal Avenue to southbound McBride Boulevard;

ii. From the southbound Bridge Connector to Royal Avenue Ramp to westbound Royal Avenue; and

iii. From southbound McBride Boulevard to westbound Columbia Street.

h) Mountable truck aprons shall:

i. accommodate the turning path of a design vehicle larger than a MSU, and shall be easily distinguishable from the roadway as well as any pedestrian or cyclist facilities;

ii. be separated from the vehicle lane by a rollover curb and gutter;

iii. be designed such that pedestrian and cyclist access are clearly delineated for the safety of the pedestrian or cyclist; and

iv. be designed such that the truck apron does not form part of the sidewalk, multi-use paths, or ramp let downs.

i) The design shall be in accordance with the standard details shown on drawings NW-5004 through NW-5011.

j) Cast-in-place concrete bands shall not be provided along multi-use paths that are located within PID# 026-566-516 (former Woodlands site).

3) Lighting

a) Luminaire poles and associated fixtures shall be as specified on drawing NW-7006.

b) Luminaire poles and associated fixtures shall be generally consistent with the layout shown on drawings NW-3001, NW-3002, and NW-7005.

c) Banner mounts shall be provided on each side of luminaire poles on Royal Avenue.

d) Pedestrian pole top lights shall be continuous along all multi-use paths and sidewalks with a maximum spacing of 15 m.

e) All pole-top style multi-use path lighting shall be installed on a separate circuit and meter from the roadway lighting.

4) Pedestrian and Cyclist Nodes

a) Primary and secondary pedestrian and cyclist nodes shall be provided at the locations shown on drawing NW-7001. Nodes shall have a minimum 150mm deep cast in place concrete at-grade slab, with saw cut joints and broom finish.

b) As a minimum, the following shall be provided at pedestrian and cyclist nodes, in accordance with the furnishings listed on drawings NW-7003 and NW-7004:

i. 23 benches;

ii. 1 litter receptacle;

iii. 10 bike parking racks;

iv. 40 m of V form barrier;

v. wayfinding signs; and

vi. Pole mounted lights as needed to augment lighting at nodes.

c) The pedestrian and cyclist node on the south side of Royal Avenue shall be generally consistent with the layout shown on drawing NW-7002, including provision for landscaping.

5) East Columbia Street MUP Overpass

5.1) General

a) The alignment of the East Columbia Street MUP Overpass shall be within the Allowable Alignment Zone show on drawing NW-4001.

b) The East Columbia Street MUP Overpass shall be grade separated from Columbia Street or East Columbia Street as applicable.

5.2) Structural Form and Configuration

a) All portions of the East Columbia Street MUP Overpass shall meet the following criteria:

i. top of concrete deck surface shall be given a suitable texture with a "flat wire" texture broom having a single row of tines. The textured surface shall be uniform and consistent with transverse grooving;

ii. piers shall be weathering steel columns in a V or Y form similar to the example shown on drawing NW-6002. Piers shall be designed to be non-climbable, and placed on concrete pedestals that are incorporated into the foundation design. The pedestals shall extend a minimum of 150 mm above grade. Sections used for the V or Y form piers shall be closed sections;

iii. superstructure shall be weathering steel with a concrete deck;

iv. abutment walls shall not exceed 3.0 m in height; and

v. retaining walls shall have a board form finish.

b) The East Columbia Street MUP Overpass Main Span shall meet the following criteria:

i. the structure shall be a clear span over Columbia Street or East Columbia Street as applicable;

ii. the structure shall be an arch truss with a horizontal to vertical ratio of 15:1, and in similar form and proportion to the example shown on drawing NW-6001 and NW-6002; and

iii. the cross section shall be as shown on drawing NW-6001;

c) At a minimum, one approach span shall be provided beyond each end of the East Columbia Street MUP Overpass Main Span, with a minimum span length of 9 m.

d) A viewing platform shall be provided at the south end of the span, at the same elevation as the bridge deck, and shall be generally consistent with the layout and size shown on drawings NW-6001 and NW-6002. The viewing platform shall provide an unobstructed view of the river.

e) If an arch truss is used for an approach span to the overpass, it shall meet the same criteria and have the same form and proportion to the East Columbia Street MUP Overpass Main Span.

f) The structure shall have a smooth blended visual transition to the upstream multi-use path on the New Fraser River Bridge with respect to structure type, alignment, and surface treatment.

g) If required, a single low point in the profile of East Columbia Street MUP Overpass will be allowed.

5.3) Overpass Handrail

a) Where handrails are required, galvanized steel handrails including galvanized panel mesh shall be provided. Handrails shall be generally consistent with the typical handrail detail shown on drawing NW-6003. The galvanized panel mesh shall not be chain link fencing or similar.

b) BCRTC requirements over SkyTrain guideway shall be designed to be integral with the handrails and structure to achieve a smooth blended visual transition.

c) Transition from the security fence on the New Fraser River Bridge and the handrail on the East Columbia Street MUP Overpass shall be designed to achieve a smooth blended visual transition.

5.4) Overpass Lighting

a) Lighting on the East Columbia Street MUP Overpass shall be provided as shown on drawing NW-7007 or as otherwise approved by the Province. The lighting shall be maintainable from the deck of the overpass.

b) Uplighting on V or Y form piers shall be provided as approved by the Province.

c) Inground fixtures shall not be used for overpass lighting and pier uplighting.

6) Royal Avenue to Agnes Street MUP Overpass

6.1) General

a) The alignment of the Royal Avenue to Agnes Street MUP Overpass shall be within the Allowable Alignment Zone shown on drawing NW-4003.

b) The Royal Avenue to Agnes Street MUP Overpass shall be grade separated from the Bridge Connector and the Royal Avenue Entrance Ramp.

6.2) Structural Form and Configuration

a) All portions of the Royal Avenue to Agnes Street MUP Overpass shall meet the following criteria:

i. Top of concrete deck surface shall be given a suitable texture with a "flat wire" texture broom having a single row of tines. The textured surface shall be uniform and consistent with transverse grooving;

ii. piers shall be weathering steel columns in a V or Y form similar to the example shown on drawing NW-6100. Piers shall be designed to be non-climbable, and placed on concrete pedestals that are incorporated into the foundation design. The pedestals shall extend a minimum of 150 mm above grade. Sections used for the V or Y form piers shall be closed sections;

iii. superstructure and associated access structures shall be weathering steel with a concrete deck;

iv. A 10 m wide landscaped overpass ("**Land Bridge**") shall be provided across the Bridge Connector and the Royal Avenue Entrance Ramp. A single intermediate pier is permitted for the Land Bridge; and

v. retaining walls shall have a board form finish.

b) At a minimum, one approach span shall be provided beyond each end of the Land Bridge, with a minimum span length of 9 m.

c) The cross section of the Land Bridge shall be as shown on drawing NW-6101 (section C).

d) The Land Bridge shall be generally consistent with the schematic shown on drawing NW-6102, including the location and arrangement of viewing platform, benches, and planter boxes.

e) The Land Bridge shall have a minimum longitudinal slope of 1% and a maximum cross-fall of 2%.

f) The overpass shall be generally consistent with the schematic shown on drawing NW-6102.

g) The east approach to the Land Bridge shall be from the corner of Bushby Street and Royal Avenue.

h) The west approach to the Land Bridge shall be from the end of Agnes Street. Both a ramp and stair access shall be provided on the west approach to the Land Bridge, similar to the example shown on drawings NW-6100 and NW-6104. The stair access shall have a 2 m clear width.

i) Planter boxes shall meet the following criteria:

   i. Planter boxes shall be separate entities placed on the deck and not integrally attached to the deck;

   ii. The deck areas below planter boxes shall be protected by a crack bridging waterproofing material. If box girders are used for the Overpass structure, the entire deck shall be protected by a crack bridging waterproofing system;

   iii. Adequate drainage shall be provided for the planter boxes, and runoff water from the planter boxes shall be conveyed, through a closed system, off the bridge deck to drainage systems. The drainage system shall be designed to allow cleaning of the system without the need to remove landscaping and soil from the planter box;

   iv. Planter boxes shall consist of an inner waterproofing system, including a liquid applied waterproofing membrane to the bottom and sides of the planter box, to prevent ingress of water into or onto the Land Bridge deck and substructures over the design life of the structure, and to prevent corrosion of the planter box;

   v. Planter boxes and other weathering steel elements shall be detailed to prevent staining of concrete;

   vi. The use of other planter box materials as an alternative to weathering steel requires written acceptance from the Province's Representative in accordance with the Consent Procedure;

   vii. The vertical corner edges of planter boxes shall be rounded for the corner edges that are adjacent to the traveled portion of the Land Bridge; and

   viii. A high efficiency automated irrigation system, in accordance with the City of New Westminster's irrigation standards, shall be installed for the planter boxes.

6.3) Overpass Handrail

a) Where handrails are required, galvanized steel handrails including galvanized panel mesh shall be provided, and shall be generally consistent with the typical handrail detail as shown on drawing NW-6104. The galvanized panel mesh shall not be chain link fencing or similar.

b) Transition between handrail types shall be designed to achieve a smooth blended visual transition.

c) The height of the fencing and handrail shall be set based on the height of the adjacent planter boxes. Other safety considerations shall be taken into account.

6.4) Overpass Lighting

a) Lighting on the Royal Ave to Agnes Street MUP Overpass shall be the type as shown on drawing NW-7007 or as otherwise approved by the Province. The lighting shall be maintainable from the deck of the overpass.

b) Uplighting on V or Y form piers shall be provided as approved by the Province.

c) Inground fixtures shall not be used for overpass lighting and pier uplighting.

SCHEDULE D3

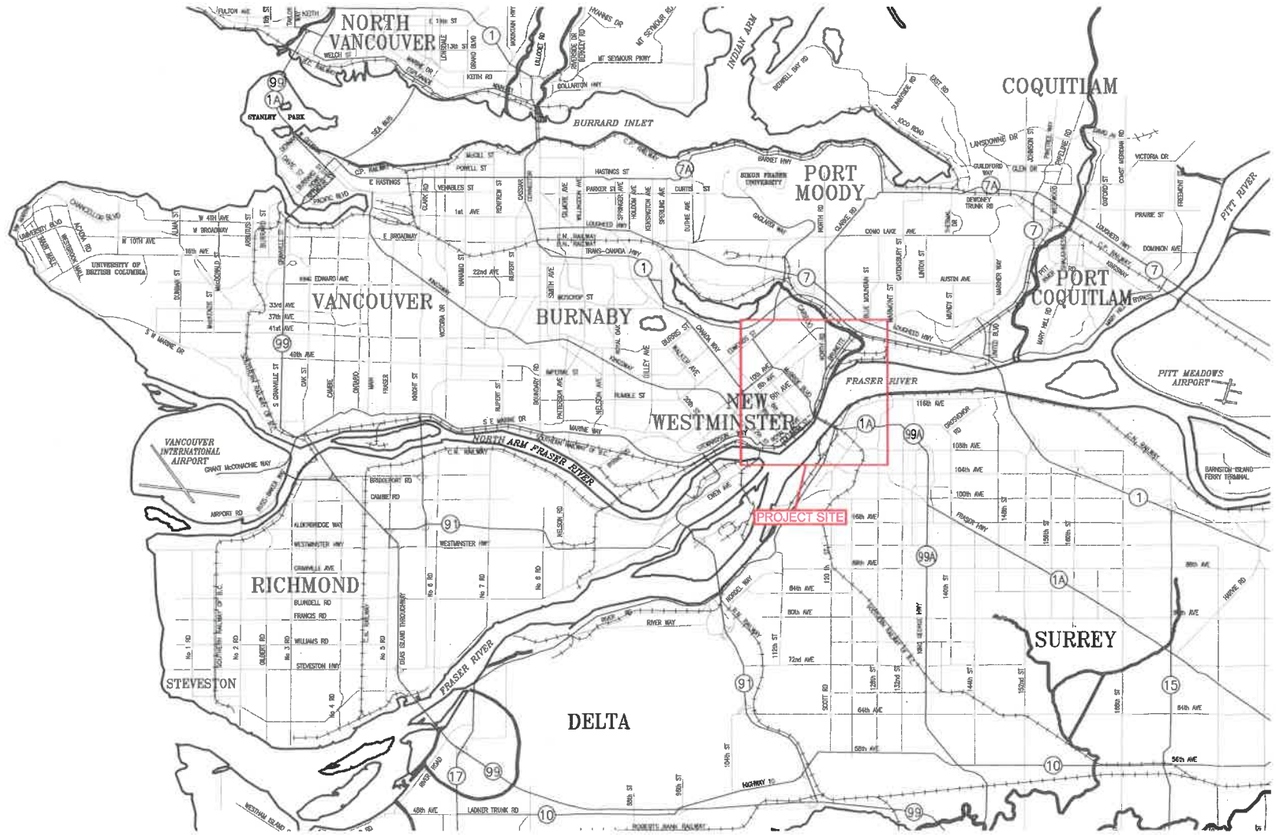
Urban Integration Drawings

BRITISH COLUMBIA

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

PROJECT:

PATTULLO BRIDGE REPLACEMENT PROJECT
DRAFT - D3 - URBAN INTEGRATION - DRAWINGS



LOCATION PLAN
N.T.S.

DRAFT

JULY 2019

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PATTULLO BRIDGE REPLACEMENT PROJECT
DRAFT - D3 - URBAN INTEGRATION - DRAWINGS

BRITISH COLUMBIA | Ministry of Transportation and Infrastructure

PATTULLO BRIDGE REPLACEMENT PROJECT
CITY OF NEW WESTMINSTER URBAN INTEGRATION



STA. P.O.T. 400+000.000 - STA. P.O.T. 400+285.879
0.286 km
STA. P.O.T. 300+000.000 - STA. P.O.T. 300+353.870
0.354 km
STA. P.O.T. 0+004.965 - STA. P.O.T. 0+144.442
0.139 km
LANDMARK KILOMETRE INVENTORY
SEGMENT 0720
Km 19.75 to Km 20.70

THIS DRAWING HAS BEEN PREPARED FOR THE PATTULLO BRIDGE REPLACEMENT PROJECT. PARSONS, ITS EMPLOYEES, SUBCONSULTANTS AND AGENTS ACCEPT NO RESPONSIBILITY FOR ANY OTHER USE.

DRAFT

KEY PLAN
0 25 1:2500 125m

REV	DATE	REVISIONS	SIGNATURE
B	2019/03	ISSUED FOR MA	SC
A	19/01/30	ISSUED FOR RFP	SC

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE

CAD FILENAME HW-100-NW-0002_D3
DATE 2019-02-28

DESIGNED HS DATE 2019-03
QUALITY CONTROL JJ DATE 2019-03
QUALITY ASSURANCE SC DATE 2019-03
DRAWN JW DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT
CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS
KEY PLAN AND LANDMARK KILOMETER INVENTORY

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			NW-0002	B

CANCEL PRINTS BEARING PREVIOUS LETTER

PRINTED: June 13, 2019 - 9:45 AM
CAD FILE: C:\pw_working\bc\parsons_p0049956\dma0752\HW-100-NW-0002_D3.dwg (LAST SAVED: p0049950)

DWG NO	REVISION	DISCIPLINE	DWG NAME
NW-0000	–	OVERVIEW	HW PACKAGE SUBMISSION COVER
NW-0002	B	OVERVIEW	KEY PLAN AND LANDMARK KILOMETRE INVENTORY
NW-0003	D	OVERVIEW	INDEX
NW-0008	B	OVERVIEW	PED/CYCLE CONNECTIONS
NW-4001	C	ROADS	LANING & GEOMETRICS – MCBRIDE BLVD (E COLUMBIA ST TO E ROYAL AVE) & EAST COLUMBIA ST. MUP OVERPASS
NW-4002	C	ROADS	LANING & GEOMETRICS – MCBRIDE BLVD & ROYAL AVE
NW-4003	C	ROADS	LANING & GEOMETRICS – ROYAL AVE & ROYAL AVE. TO AGNES ST. MUP OVERPASS
NW-3001	B	ROADS	TYPICAL SECTIONS – L400 / L500
NW-3002	B	ROADS	TYPICAL SECTIONS – L300
NW-6001	D	STRUCTURES	STRUCTURE PLAN – EAST COLUMBIA ST. MUP OVERPASS – STA.1+000.000 TO 1+239.744
NW-6002	B	STRUCTURES	STRUCTURE ELEVATIONS – EAST COLUMBIA ST. MUP OVERPASS – STA.1+000.000 TO 1+239.744
NW-6003	B	STRUCTURES	STRUCTURE SECTIONS – EAST COLUMBIA ST. MUP OVERPASS – STA.1+000.000 TO 1+239.744
NW-6100	B	STRUCTURES	STRUCTURE PLAN – 4 m WIDE OPTION – ROYAL AVE. TO AGNES ST. MUP OVERPASS – STA.0+000.000 TO 0+260.000 – DELETED
NW-6101	B	STRUCTURES	STRUCTURE PLAN – ROYAL AVE. TO AGNES ST. MUP OVERPASS – STA.0+000.000 TO 0+260.000
NW-6102	B	STRUCTURES	STRUCTURE LAND BRIDGE SCHEMATIC – ROYAL AVE. TO AGNES ST. MUP OVERPASS – STA.0+000.000 TO 0+260.000
NW-6103	C	STRUCTURES	STRUCTURE ELEVATIONS – ROYAL AVE. TO AGNES ST. MUP OVERPASS – STA.0+000.000 TO 0+260.000
NW-6104	C	STRUCTURES	STRUCTURE SECTIONS – ROYAL AVE. TO AGNES ST. MUP OVERPASS – STA.0+000.000 TO 0+260.000
NW-6105	A	STRUCTURES	CHARACTER SKETCHES – ROYAL AVE. TO AGNES ST. MUP OVERPASS – STA.0+000.000 TO 0+260.000
NW-7001	D	LANDSCAPING	PLAN DIAGRAM – NODES
NW-7002	B	LANDSCAPING	SEATING NODE – REPRESENTATIVE PLAN
NW-7003	B	LANDSCAPING	FURNISHING SCHEDULE
NW-7004	B	LANDSCAPING	FURNISHING SCHEDULE
NW-7005	D	LANDSCAPING	PLAN DIAGRAM – LIGHTING
NW-7006	B	LANDSCAPING	LIGHTING SCHEDULE
NW-7007	B	LANDSCAPING	LIGHTING SCHEDULE
NW-7008	D	LANDSCAPING	PLAN DIAGRAM – PLANTING

DWG NO	REVISION	DISCIPLINE	DWG NAME
NW-5004	B	DETAILS	STANDARD DETAILS – CONCRETE CURB & GUTTER
NW-5005	B	DETAILS	STANDARD DETAILS – CATCH BASIN FRAMES
NW-5006	B	DETAILS	STANDARD DETAILS – CURB RAMP AND ISLAND CAPPING
NW-5007	B	DETAILS	STANDARD DETAILS – CURB RAMP AND ISLAND RAMP
NW-5008	B	DETAILS	STANDARD DETAILS – MUP TYPICAL SECTION
NW-5011	B	DETAILS	STANDARD DETAILS – REMOVABLE RESTRICTION POST AND PATHWAY CROSSING

DRAFT

REV	DATE	REVISIONS	SIGNATURE
D	2019-07	ISSUED FOR MA	SC
C	2019-06	ISSUED FOR MA	SC
B	2019-03	ISSUED FOR MA	SC
A	19/01/30	ISSUED FOR RFP	SC

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE

CAD FILENAME 1NW-100-NW-0003_D3

DATE 2019-07-23

DESIGNED HS DATE 2019-03

QUALITY CONTROL JJ DATE 2019-03

QUALITY ASSURANCE SC DATE 2019-03

DRAWN JW DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER

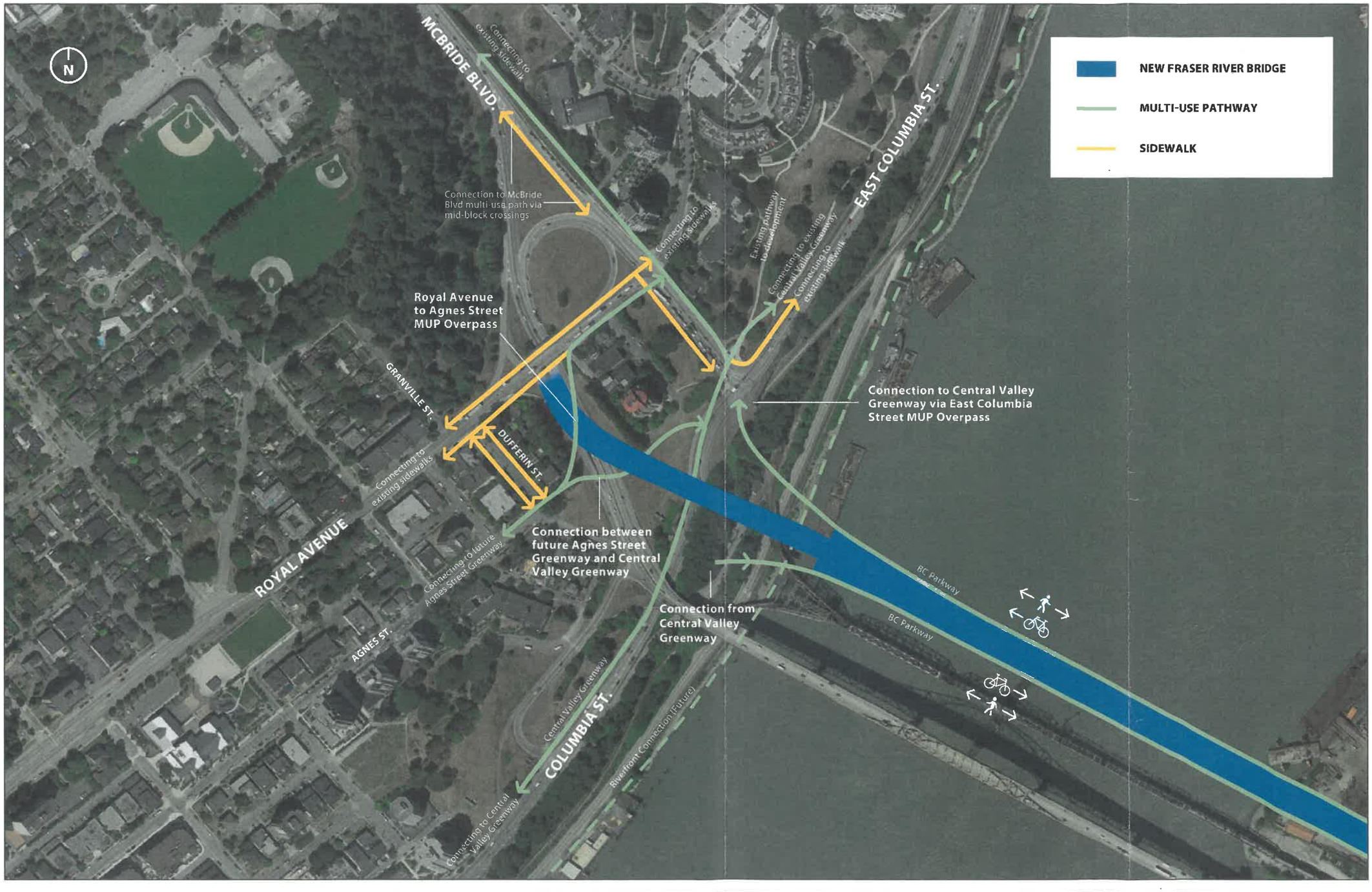
URBAN INTEGRATION REQUIREMENTS

INDEX

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			NW-0003	D

CANCEL PRINTS BEARING PREVIOUS LETTER

PRINTED: July 23, 2019 – 3:52 PM
2D FILE: C:\pw_working\bc\p0052236\dma07752\1NW-100-NW-0003_D3.dwg (LAST SAVED: p0052236)



DRAFT

NOTE:

DRAWING INDICATES CYCLING AND PEDESTRIAN CONNECTIONS, AND IS DIAGRAMMATIC ONLY.

REV	DATE	REVISIONS	SIGNATURE
B	12019-03	ISSUED FOR MA	SC
A	19/01/30	ISSUED FOR RFP	SC

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE

CAD FILENAME HW-100-NW-0008_D3

DATE 2019-02-27

DESIGNED	HS	DATE 2019-03
QUALITY CONTROL	JJ	DATE 2019-03
QUALITY ASSURANCE	SC	DATE 2019-03
DRAWN	JW	DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

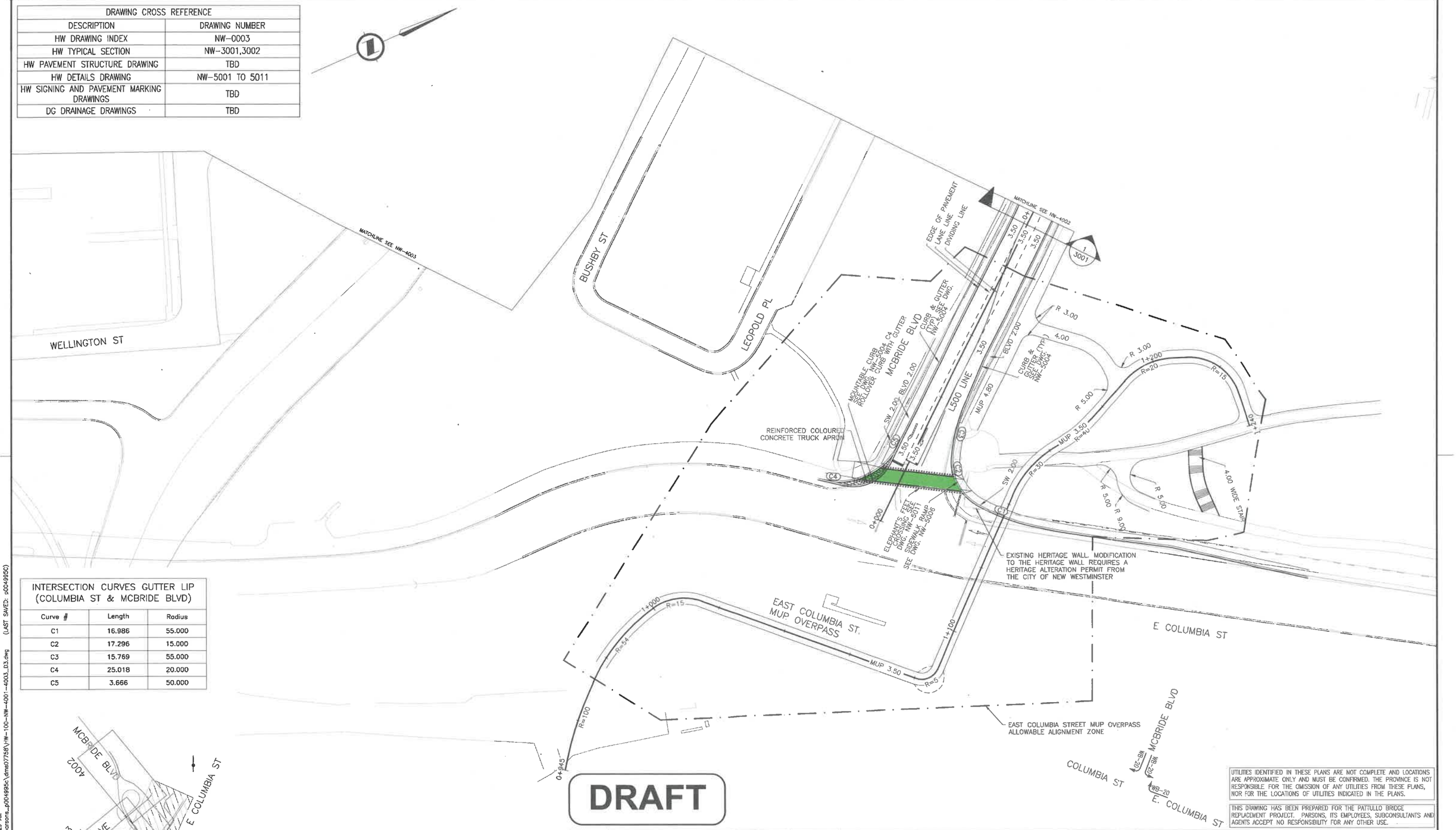
CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS
PED/CYCLE CONNECTIONS

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			NW-0008	B

CANCEL PRINTS BEARING PREVIOUS LETTER

PRINTED: February 27, 201_ - 9:45 AM
CAD FILE: C:\pw_working\pc\parasnt_p0049SC\dms07752\HW-100-NW-0008_D3.dwg (LAST SAVED: p0049SC)

DRAWING CROSS REFERENCE	
DESCRIPTION	DRAWING NUMBER
HW DRAWING INDEX	NW-0003
HW TYPICAL SECTION	NW-3001,3002
HW PAVEMENT STRUCTURE DRAWING	TBD
HW DETAILS DRAWING	NW-5001 TO 5011
HW SIGNING AND PAVEMENT MARKING DRAWINGS	TBD
DG DRAINAGE DRAWINGS	TBD



INTERSECTION CURVES GUTTER LIP (COLUMBIA ST & MCBRIDE BLVD)		
Curve #	Length	Radius
C1	16.986	55.000
C2	17.296	15.000
C3	15.769	55.000
C4	25.018	20.000
C5	3.666	50.000

KEY PLAN

DESIGN SPEED	
L300	50 km/h
L500	50 km/h

DRAFT

REV	DATE	REVISIONS	SIGNATURE
C	2019-06	ISSUED FOR MA	SC
B	2019-03	ISSUED FOR MA	SC
A	19/01/30	ISSUED FOR RFP	SC

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 5 1:500 25m

CAD FILENAME HW-100-NW-4001-4003_D3

DATE 2019-06-13

DESIGNED HS DATE 2019-03

QUALITY CONTROL JJ DATE 2019-03

QUALITY ASSURANCE SC DATE 2019-03

DRAWN JW DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER

URBAN INTEGRATION REQUIREMENTS

LANING AND GEOMETRICS

MCBRIDE BLVD (E COLUMBIA ST TO E ROYAL AVE) & EAST COLUMBIA ST. MUP OVERPASS

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			NW-4001	C

CANCEL PRINTS BEARING PREVIOUS LETTER

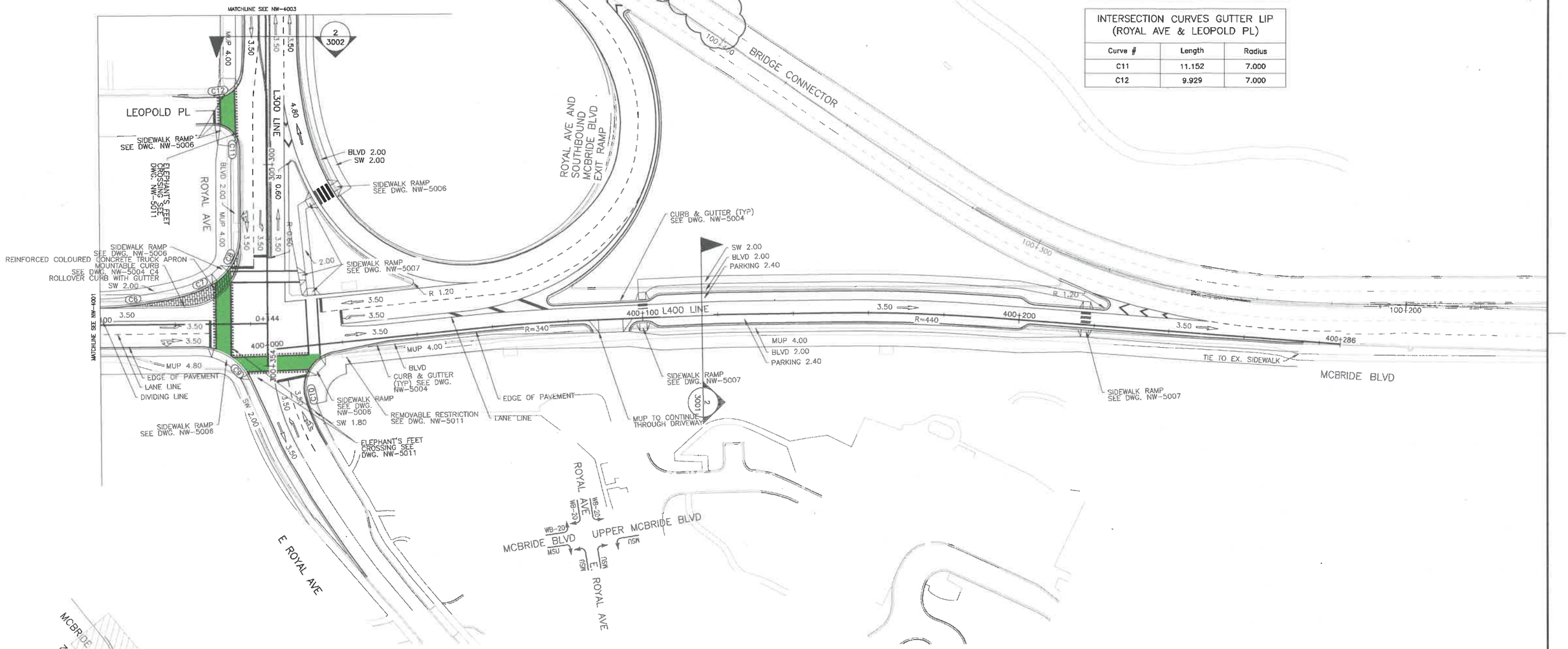
UTILITIES IDENTIFIED IN THESE PLANS ARE NOT COMPLETE AND LOCATIONS ARE APPROXIMATE ONLY AND MUST BE CONFIRMED. THE PROVINCE IS NOT RESPONSIBLE FOR THE OMISSION OF ANY UTILITIES FROM THESE PLANS, NOR FOR THE LOCATIONS OF UTILITIES INDICATED IN THE PLANS.

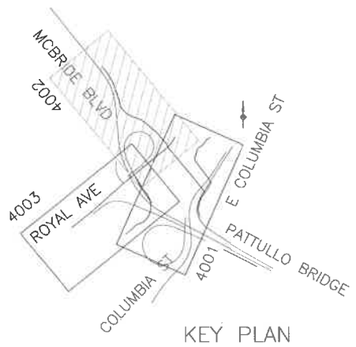
THIS DRAWING HAS BEEN PREPARED FOR THE PATTULLO BRIDGE REPLACEMENT PROJECT. PARSONS, ITS EMPLOYEES, SUBCONSULTANTS AND AGENTS ACCEPT NO RESPONSIBILITY FOR ANY OTHER USE.

PRINTED: June 13, 2019 - 7:49 AM
FILE: C:\pw_working\bc\parsons_p004995c\dms07758\HW-100-NW-4001-4003_D3.dwg (LAST SAVED: p004995C)

INTERSECTION CURVES GUTTER LIP (ROYAL AVE & MCBRIDE BLVD)		
Curve #	Length	Radius
C6	24.680	100.000
C7	8.049	30.000
C8	15.000	15.000
C9	17.366	15.000
C10	15.771	10.000

INTERSECTION CURVES GUTTER LIP (ROYAL AVE & LEOPOLD PL)		
Curve #	Length	Radius
C11	11.152	7.000
C12	9.929	7.000





KEY PLAN

DRAWING CROSS REFERENCE	
DESCRIPTION	DRAWING NUMBER
HW DRAWING INDEX	NW-0003
HW TYPICAL SECTION	NW-3001
HW DETAILS DRAWING	NW-5001 TO 5011
HW SIGNING AND PAVEMENT MARKING DRAWINGS	TBD
DG DRAINAGE DRAWINGS	TBD

DESIGN SPEED	
L300	50 km/h
L400	40 km/h

DRAFT

REV	DATE	REVISIONS	SIGNATURE
C	2019-07	ISSUED FOR MA	SC
B	2019-03	ISSUED FOR MA	SC
A	19/01/30	ISSUED FOR RFP	SC

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BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 5 1:500 25m

CAD FILENAME HW-100-NW-4001-4003_D3

DATE 2019-07-22

DESIGNED	MS	DATE 2019-03
QUALITY CONTROL	JJ	DATE 2019-03
QUALITY ASSURANCE	SC	DATE 2019-03
DRAWN	JW	DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER

URBAN INTEGRATION REQUIREMENTS

LANING AND GEOMETRICS

MCBRIDE BLVD & ROYAL AVE

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			NW-4002	C

CANCEL PRINTS BEARING PREVIOUS LETTER

PRINTED: July 22, 2019 - ...:00 AM
CAD FILE: C:\pw_working\ca\p005223b\dms07798\HW-100-NW-4001-4003_D3.dwg (LAST SAVED: p005223b)

ROYAL AVE

1ST ST

GRANVILLE ST

ROYAL AVE

MCBRIDE BLVD

ROYAL AVE

SOUTHBOUND BRIDGE CONNECTOR TO ROYAL AVE RAMP

MATCHLINE SEE NW-4002

MOUNTABLE CURB SEE DWG. NW-5004 C4 ROLLOVER CURB WITH GUTTER

CURB & GUTTER (TYP) SEE DWG. NW-5004

SIDEWALK RAMP SEE DWG. NW-5006

EDGE OF PAVEMENT

LANE LINE

DELINEATORS

CURB & GUTTER TIE IN EXISTING

SIDEWALK RAMP SEE DWG. NW-5006

SW 2.00
BLVD 2.00

ROYAL AVE

DIVIDING LINE

SW 2.00

REINFORCED COLOURED CONCRETE TRUCK APRON

SIDEWALK RAMP SEE DWG. NW-5007

MOUNTABLE CURB SEE DWG. NW-5004 C4 ROLLOVER CURB WITH GUTTER

BRIDGE CONNECTOR

EXISTING BRIDGE OUTLINE

BLVD 2.00
SW 2.00

3.50
3.50 1.20
L300 LINE
3.50
3.50
3.50
3.50
3.50
3.50
3.20
3.20
3.50

R 0.60
R=250
300+000
300+100
SW 2.00
R=1255
R 1.23
300+200
R 0.50
R 25
R 0.50
R 1.60
C15
C16
C13

SW 2.00

MUP 4.00
MUP 4.00

MATCHLINE SEE NW-4002

1

3002

CROSSING OF PROPOSED ROYAL AVENUE ENTRANCE RAMP. (LOCATION TBD)

SIDEWALK RAMP SEE DWG. NW-5007

TIE TO EX. ROAD AND SIDEWALK CROSS SECTION. FINAL DESIGN TO BE DETERMINED

1ST ST

COBURG ST

CUNNINGHAM ST

SW 2.00

R 11.00

R 11.00

DUFFERIN ST

SW 2.00
BLVD 2.00

MUP 4.00

BUSHBY ST

SIDEWALK RAMP SEE DWG. NW-5006
ELEPHANT'S FEET CROSSING SEE DWG. NW-5011

0+200

R=150

0+100

R=5

R=10

R=5

ROYAL AVE TO AGNES ST. MUP OVERPASS

R=5

R=10

AGNES ST

0+000

MUP 4.00

REMOVABLE RESTRICTION SEE DWG. NW-5011

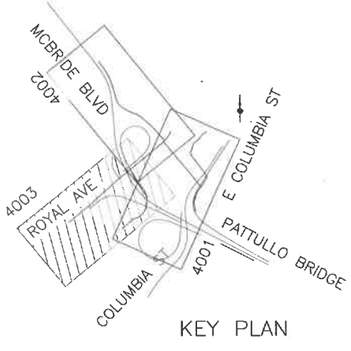
MUP CONNECTION TO CENTRAL VALLEY GREENWAY

ROYAL AVENUE TO AGNES STREET MUP OVERPASS ALLOWABLE ALIGNMENT ZONE

MATCHLINE SEE NW-4001

INTERSECTION CURVES GUTTER LIP (ROYAL AVE & BUSHBY ST)		
Curve #	Length	Radius
C13	10.985	7.000
C14	11.007	7.000

INTERSECTION CURVES GUTTER LIP (MCBRIDE OFF RAMP & ROYAL AVE)		
Curve #	Length	Radius
C15	18.703	190.000
C16	22.547	190.000
C17	26.375	20.000



KEY PLAN

DRAWING CROSS REFERENCE	
DESCRIPTION	DRAWING NUMBER
HW DRAWING INDEX	NW-0003
HW TYPICAL SECTION	NW-3001,3002
HW PAVEMENT STRUCTURE DRAWING	TBD
HW DETAILS DRAWING	NW-5001 TO 5011
HW SIGNING AND PAVEMENT MARKING DRAWINGS	TBD
DG DRAINAGE DRAWINGS	TBD

DESIGN SPEED	
L300	50 km/h

REV	DATE	REVISIONS	SIGNATURE
C	2019-07	ISSUED FOR MA	SC
B	2019-03	ISSUED FOR MA	SC
A	19/01/30	ISSUED FOR RFP	SC

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BRITISH COLUMBIA — MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 5 1:500 25m

CAD FILENAME HW-100-NW-4001-4003_D3

DATE 2019-07-24

DESIGNED	HS	DATE 2019-03
QUALITY CONTROL	JJ	DATE 2019-03
QUALITY ASSURANCE	SC	DATE 2019-03
DRAWN	JW	DATE 2019-03

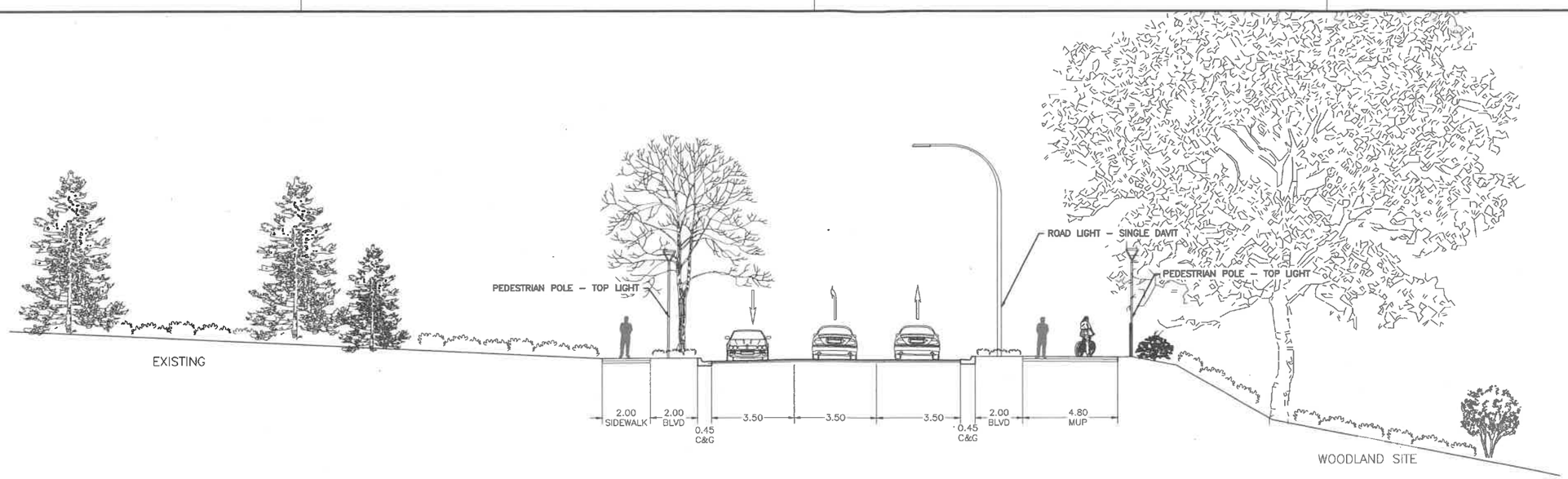
PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS
LANING AND GEOMETRICS
ROYAL AVE & ROYAL AVE. TO AGNES ST. MUP OVERPASS

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
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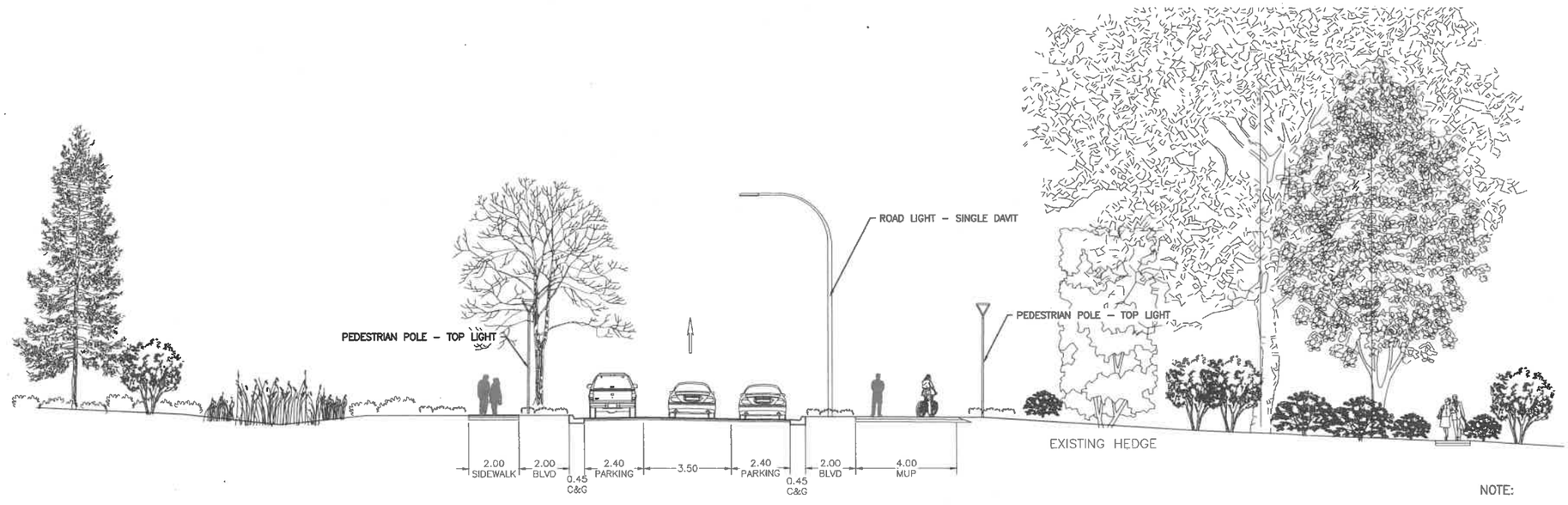
CANCEL PRINTS BEARING PREVIOUS LETTER

PRINTED: July 24, 2019 - 11:56 AM
CAD FILE: C:\pw_working\pc\p0052236\dma07758\HW-100-NW-4001-4003_D3.dwg (LAST SAVED: p0052236)



TYPICAL SECTION 1 AT L500 – MCBRIDE BLVD (E COLUMBIA ST TO E ROYAL AVE)

STA. 0+090.000



TYPICAL SECTION 2 AT L400 – MCBRIDE BLVD (NORTH OF E ROYAL AVE)

STA. 400+120.000

DRAWING CROSS REFERENCE	
DESCRIPTION	DRAWING NUMBER
HW DRAWING INDEX	NW-0003
HW PAVEMENT STRUCTURE DRAWING	TBD
HW GEOMETRICS AND LANING DRAWING	NW-4001 TO 4003
HW DETAILS DRAWING	NW-5001 TO 5011
HW SIGNING AND PAVEMENT MARKING DRAWINGS	TBD
DG DRAINAGE DRAWINGS	TBD

NOTE:

PLANTINGS TO BE DETERMINED IN FUTURE LANDSCAPING CONTRACT

UTILITIES IDENTIFIED IN THESE PLANS ARE NOT COMPLETE AND LOCATIONS ARE APPROXIMATE ONLY AND MUST BE CONFIRMED. THE PROVINCE IS NOT RESPONSIBLE FOR THE OMISSION OF ANY UTILITIES FROM THESE PLANS, NOR FOR THE LOCATIONS OF UTILITIES INDICATED IN THE PLANS.

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REV	DATE	REVISIONS	SIGNATURE
B	2019-03	ISSUED FOR MA	SC
A	19/01/30	ISSUED FOR RFP	SC

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 1 1:100 5m

CAD FILENAME HW-100-NW-3000_D3

DATE 2019-02-27

DESIGNED HS DATE 2019-03

QUALITY CONTROL JJ DATE 2019-03

QUALITY ASSURANCE SC DATE 2019-03

DRAWN JW DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER

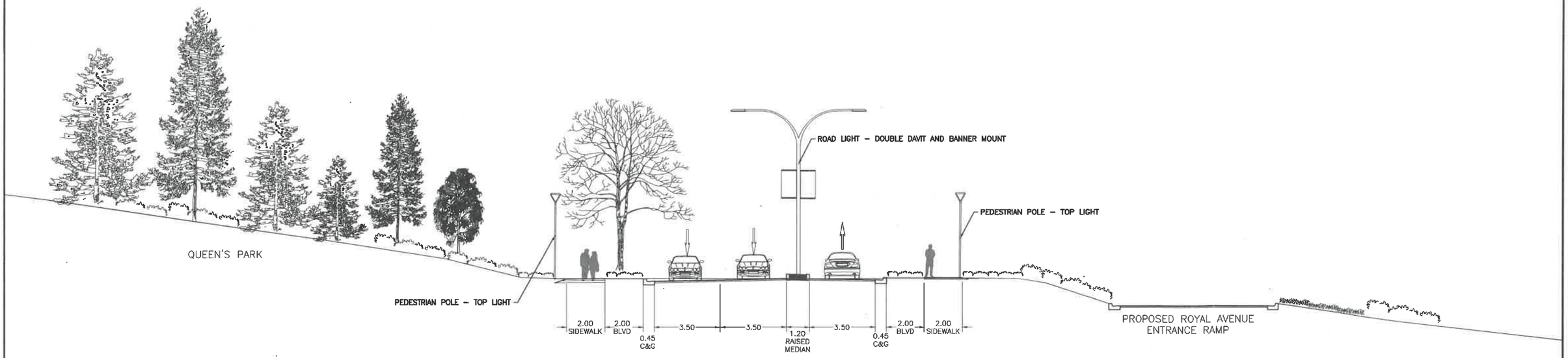
URBAN INTEGRATION REQUIREMENTS

TYPICAL SECTIONS L400/L500

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
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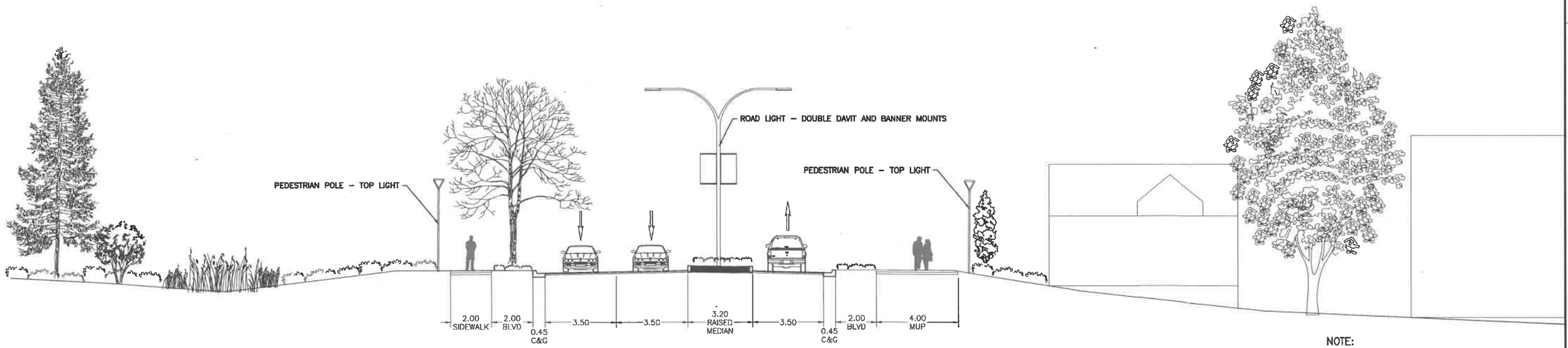
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PRINTED: February 27, 2019 - 10:08 AM
CAD FILE: C:\pw_working\bc\parsons_p004995c\dma07756\HW-100-NW-3000_D3.dwg (LAST SAVED: p004995C)



TYPICAL SECTION 1 AT L300 – ROYAL AVE

STA. 300+160.000



TYPICAL SECTION 2 AT L300 – ROYAL AVE

STA. 300+260.000

DRAWING CROSS REFERENCE	
DESCRIPTION	DRAWING NUMBER
HW DRAWING INDEX	NW-0003
HW GEOMETRICS AND LANING DRAWING	NW-4001 TO 4003
HW DETAILS DRAWING	NW-5001 TO 5011
HW SIGNING AND PAVEMENT MARKING DRAWINGS	TBD
DG DRAINAGE DRAWINGS	TBD

NOTE:

PLANTINGS TO BE DETERMINED IN FUTURE LANDSCAPING CONTRACT

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REV	DATE	REVISIONS	SIGNATURE
B	2019-03	ISSUED FOR MA	SC
A	19/01/30	ISSUED FOR RFP	SC

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 1 1:100 5m

CAD FILENAME NW-100-NW-3000_D3

DATE 2019-02-27

DESIGNED	HS	DATE 2019-03
QUALITY CONTROL	JJ	DATE 2019-03
QUALITY ASSURANCE	SC	DATE 2019-03
DRAWN	JW	DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER

URBAN INTEGRATION REQUIREMENTS

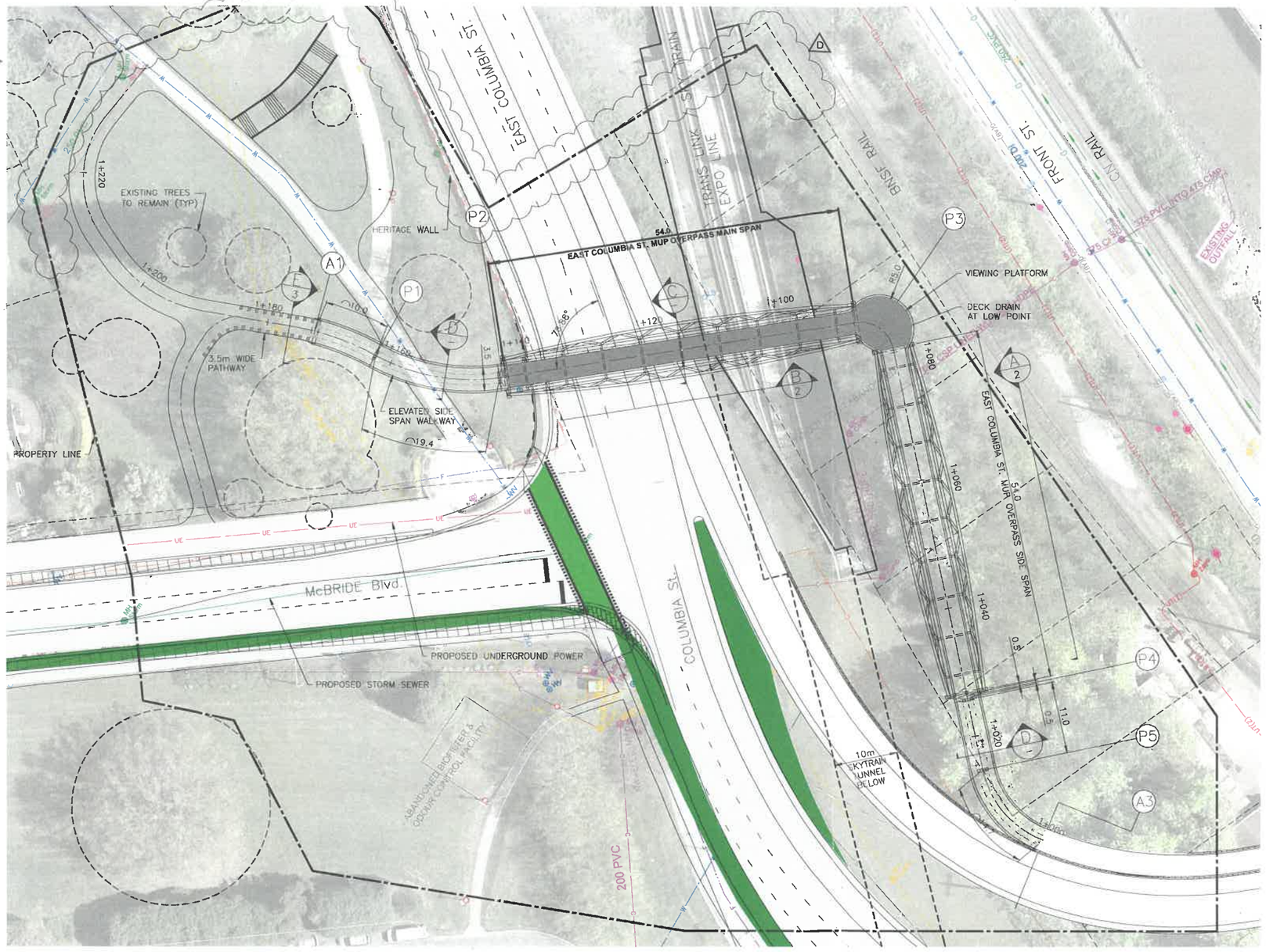
TYPICAL SECTIONS

L300

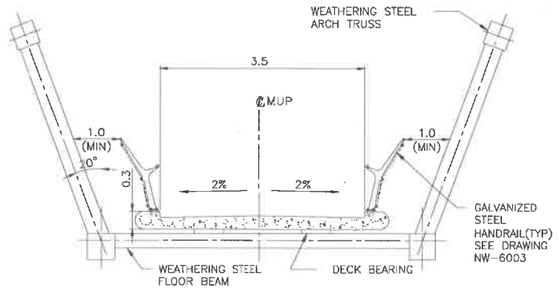
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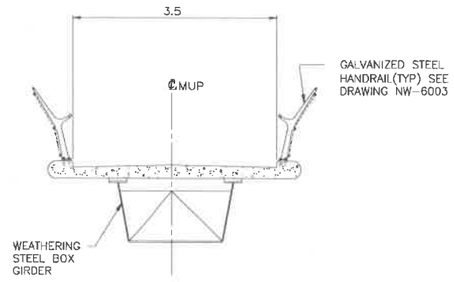
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LAST SAVED: p0049950
CAD FILE: C:\pw_working\bc\parsons_p0049950\dms07759\HW-100-NW-3000_D3.dwg



PLAN
SCALE 1:350



SECTION C
SCALE 1:50



SECTION D
SCALE 1:50

LEGEND

EAST COLUMBIA ST. MUP OVERPASS ALLOWABLE ALIGNMENT ZONE

NOTES:

1. UTILITIES IDENTIFIED IN THESE PLANS ARE NOT COMPLETE AND LOCATIONS ARE APPROXIMATE ONLY AND MUST BE CONFIRMED. THE PROVINCE IS NOT RESPONSIBLE FOR THE OMISSION OF ANY UTILITIES FROM THESE PLANS, NOR FOR THE LOCATIONS OF UTILITIES INDICATED IN THE PLANS.

DRAFT

SCALE 0 10 H 1:1000 50m / 0 1 V 1:100 5m
CAD FILENAME BR-COL-1
PLOT DATE 7/23/2019

REV	DATE	REVISIONS	NAME
D	2019-07	ISSUED FOR MA	LK
C	2019-06	ISSUED FOR MA	LK
B	2019-03	ISSUED FOR MA	LK
A	2019-01-30	ISSUED FOR RFP	LK

BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
LOWER MAINLAND
HIGHWAY ENGINEERING AND GEOMATICS

SENIOR DESIGNER
DATE 2019-03

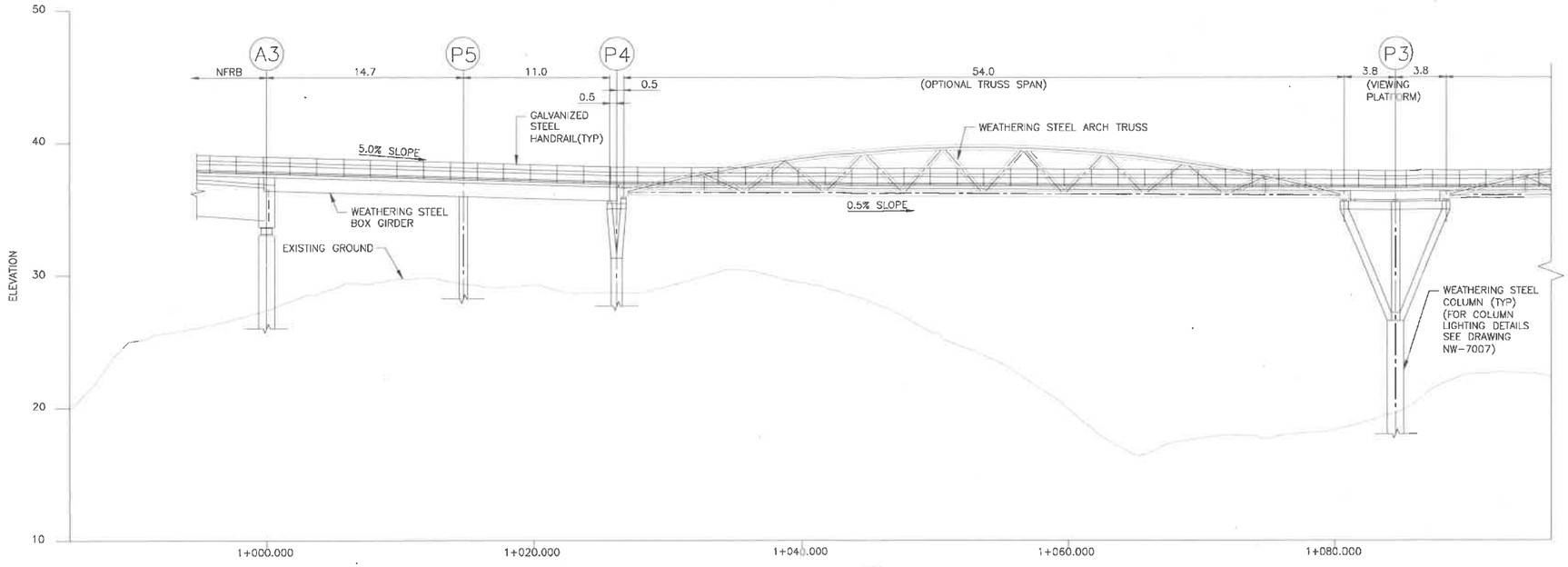
DESIGNED LK DATE 2019-03
QUALITY CONTROL PCP DATE 2019-03
QUALITY ASSURANCE PCP DATE 2019-03
DRAWN AY DATE 2019-03

PATTULLO BRIDGE REPLACMENT PROJECT

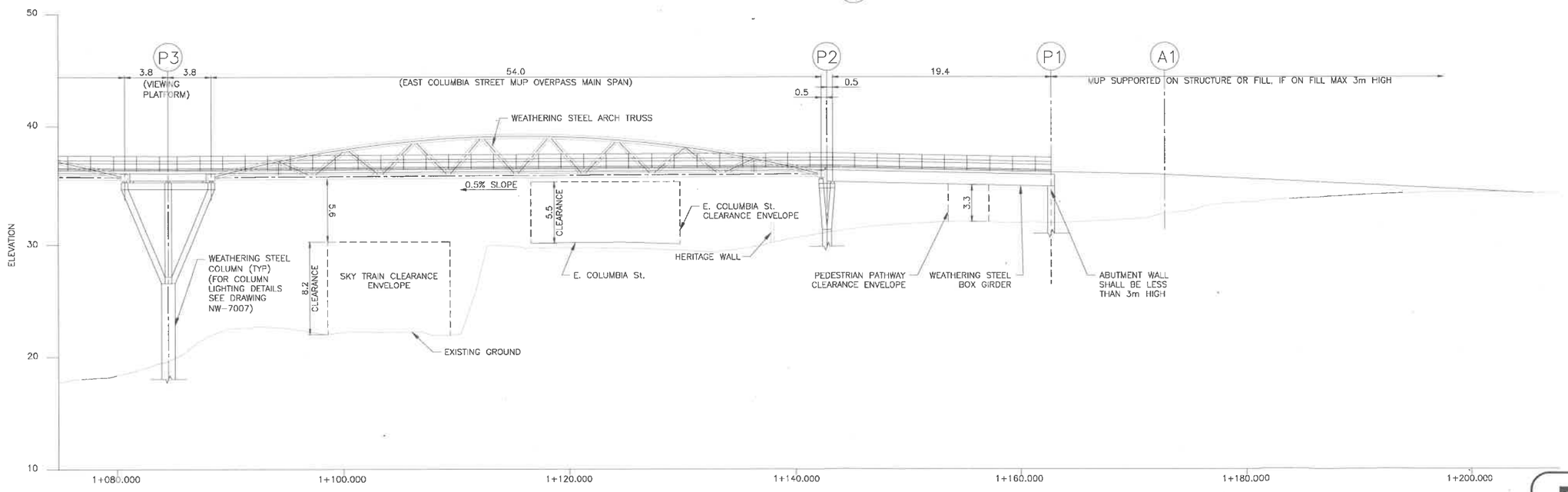
CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS

STRUCTURES - PLAN
EAST COLUMBIA ST. MUP OVERPASS - STA. 1+000.000 TO 1+239.744

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
----	----	1	NW-6001	D



ELEVATION A
SCALE 1:200



ELEVATION B
SCALE 1:200

DRAFT

NOTES:

1. SPAN MEASURED ALONG CONTROL LINE FROM BENT CENTER LINE TO BENT CENTER LINE.

SCALE 0 10 H 1:1000 50m / 0 1 V 1:100 5m

CAD FILENAME 8R-COL-1
PLOT DATE 3/8/2019

REV	DATE	REVISIONS	NAME
B	2019-03	ISSUED FOR MA	LK
A	2019-01-30	ISSUED FOR RFP	LK

BRITISH COLUMBIA

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
LOWER MAINLAND
HIGHWAY ENGINEERING AND GEOMATICS

SENIOR DESIGNER
DATE 2019-03

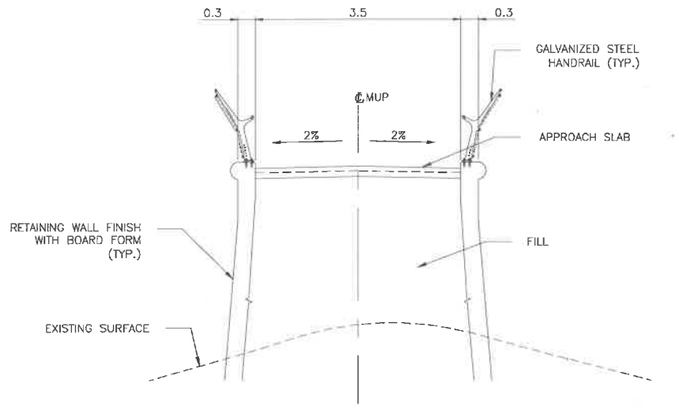
DESIGNED LK DATE 2019-03
QUALITY CONTROL PCP DATE 2019-03
QUALITY ASSURANCE PCP DATE 2019-03
DRAWN AY DATE 2019-03

PATTULLO BRIDGE REPLACMENT PROJECT

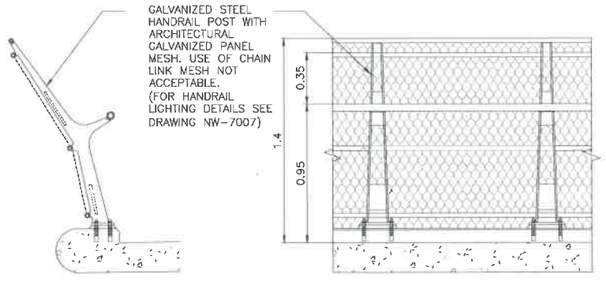
CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS

STRUCTURES - ELEVATIONS
EAST COLUMBIA ST. MUP OVERPASS - STA. 1+000.000 TO 1+239.744

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
----	----	1	NW-6002	B



SECTION E
SCALE 1:50 1



TYPICAL HANDRAIL
SCALE 1:20



RETAINING WALL–BOARD FORM FINISH

DRAFT

SCALE 0 10 H 1:1000 50m / 0 1 V 1:100 5m
CAD FILENAME ...-COL-1
PLOT DATE 3/5/2019

REV	DATE	REVISIONS	NAME
B	2019-03	ISSUED FOR MA	LK
A	2019-01-30	ISSUED FOR RFP	LK

BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
LOWER MAINLAND
HIGHWAY ENGINEERING AND GEOMATICS

SENIOR DESIGNER
DATE 2019-03

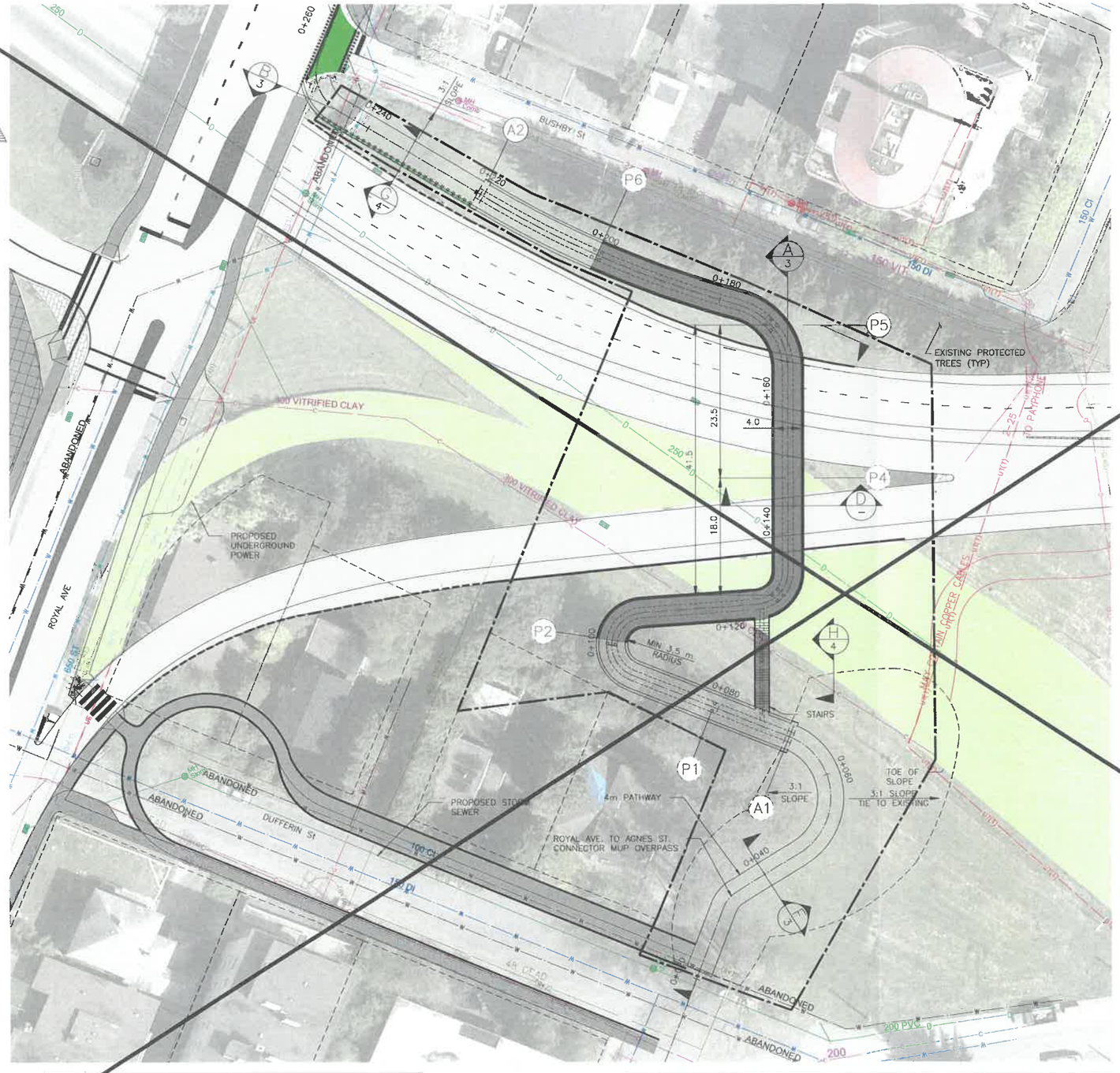
DESIGNED LK DATE 2019-03
QUALITY CONTROL PCP DATE 2019-03
QUALITY ASSURANCE PCP DATE 2019-03
DRAWN AY DATE 2019-03

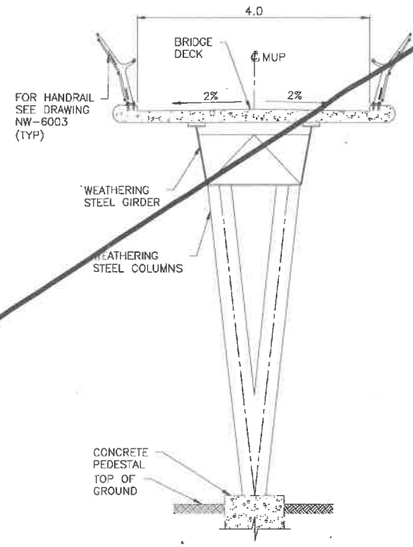
PATTULLO BRIDGE REPLACMENT PROJECT

CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS

STRUCTURES - SECTIONS
EAST COLUMBIA ST. MUP OVERPASS - STA. 1+000.000 TO 1+239.744

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
- - - -	- - - -	1	NW-6003	B





SECTION D
SCALE 1:50

DRAFT

LEGEND

ROYAL AVE. TO AGNES ST MUP OVERPASS ALLOWABLE ALIGNMENT ZONE

NOTES:

1. UTILITIES IDENTIFIED IN THESES PLANS ARE NOT COMPLETE AND LOCATIONS ARE APPROXIMATE ONLY AND MUST BE CONFIRMED. THE PROVINCE IS NOT RESPONSIBLE FOR THE OMISSION OF ANY UTILITIES FROM THESE PLANS, NOR FOR THE LOCATIONS OF UTILITIES INDICATED IN THE PLANS.

PLAN
SCALE 1:350

SCALE 0 0.5 1:50 2.5m

CAD FILENAME BR-RGYL-I
PLOT DATE 7/24/2019

REV	DATE	REVISIONS	NAME
C	2019-07	DELETED	LK
B	2019-03	ISSUED FOR MA	LK
A	2019-01-30	ISSUED FOR RFP	LK

BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
LOWER MAINLAND
HIGHWAY ENGINEERING AND GEOMATICS

SENIOR DESIGNER
DATE 2019-03

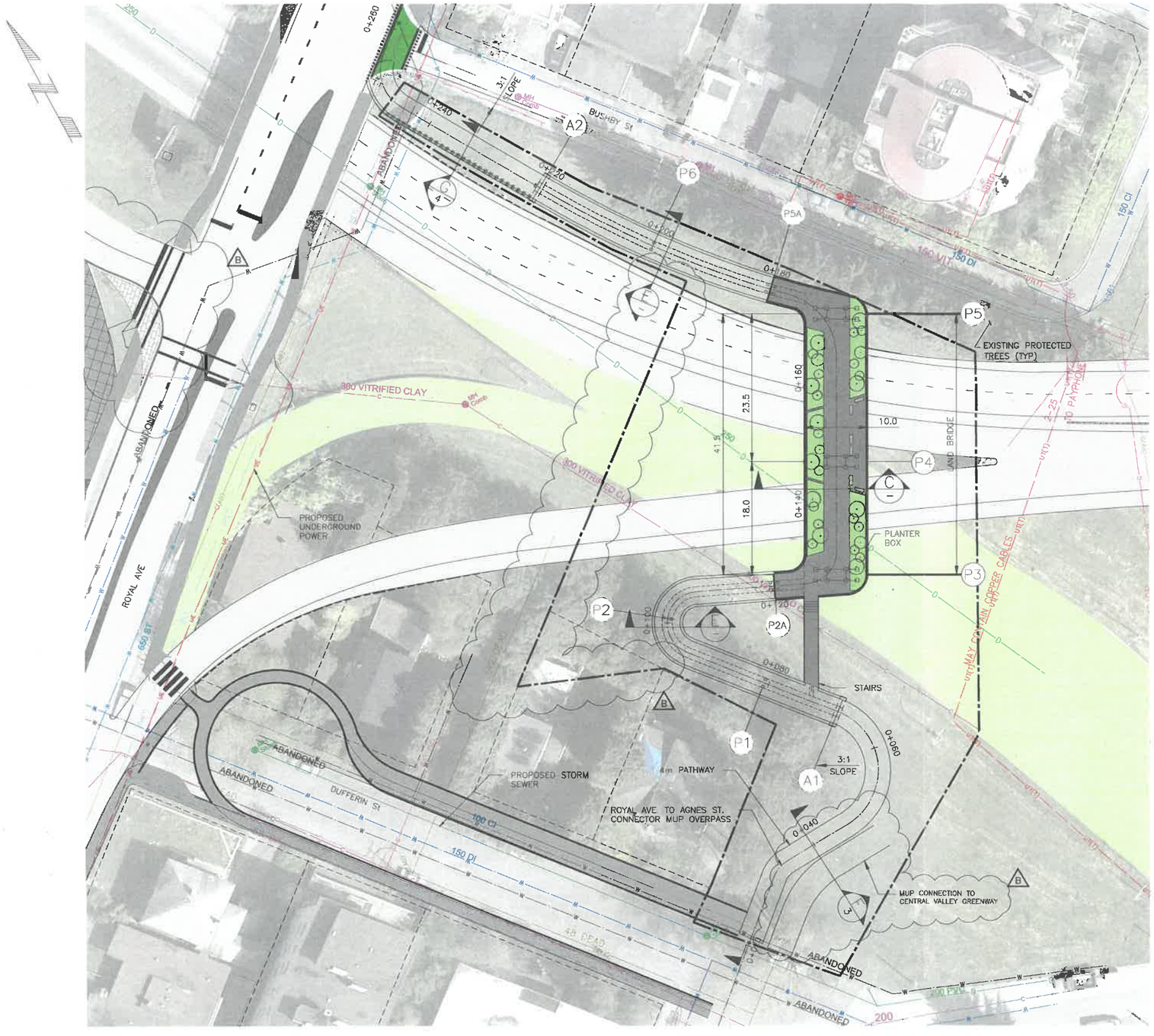
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QUALITY CONTROL PCP DATE 2019-03
QUALITY ASSURANCE PCP DATE 2019-03
DRAWN KTL DATE 2019-03

PATTULLO BRIDGE REPLACMENT PROJECT

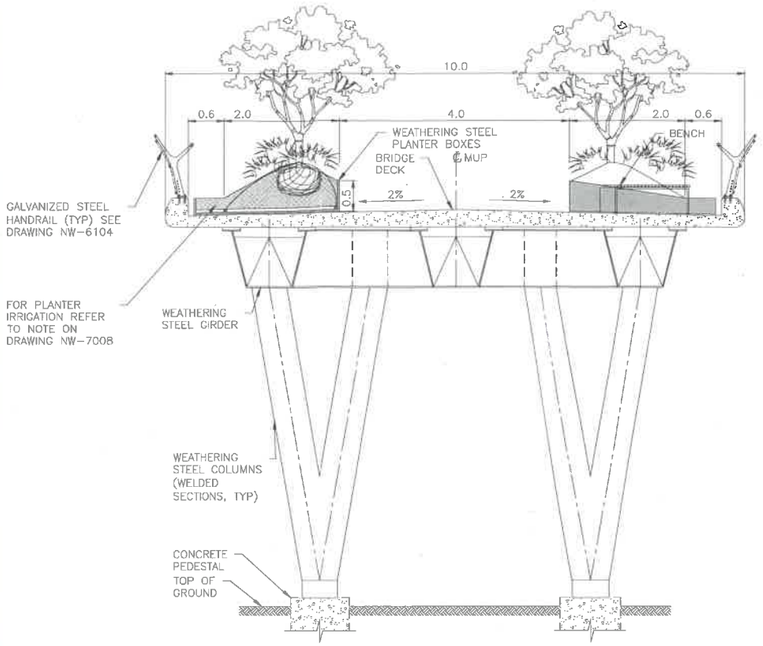
CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS

STRUCTURES - PLAN - 4m WIDE OPTION
ROYAL AVE TO AGNES ST MUP OVERPASS STA 0+000.000 TO 0+260.000

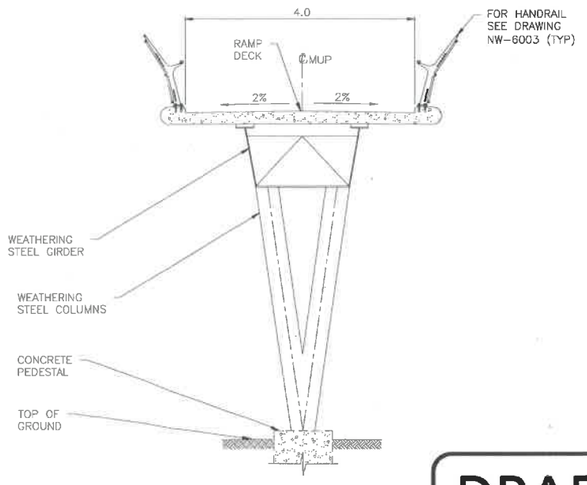
FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
-----	-----	1	NW-6100	C



PLAN
SCALE 1:350



SECTION C
SCALE 1:50



SECTION E
SCALE 1:50

DRAFT

LEGEND

——— ——— ROYAL AVE TO AGNES ST. MUP OVERPASS ALLOWABLE ALIGNMENT ZONE

NOTES:

1. UTILITIES IDENTIFIED IN THESES PLANS ARE NOT COMPLETE AND LOCATIONS ARE APPROXIMATE ONLY AND MUST BE CONFIRMED. THE PROVINCE IS NOT RESPONSIBLE FOR THE OMISSION OF ANY UTILITIES FROM THESE PLANS, NOR FOR THE LOCATIONS OF UTILITIES INDICATED IN THE PLANS.

SCALE 0 0.5 1:50 2.5m

CAD FILENAME BR-ROYL-1
PLOT DATE 7/24/2019

REV	DATE	REVISIONS	NAME
B	2019-07	ISSUED FOR MA	LK
A	2019-03	ISSUED FOR MA	LK

BRITISH COLUMBIA

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
LOWER MAINLAND
HIGHWAY ENGINEERING AND GEOMATICS

SENIOR DESIGNER
DATE 2019-03

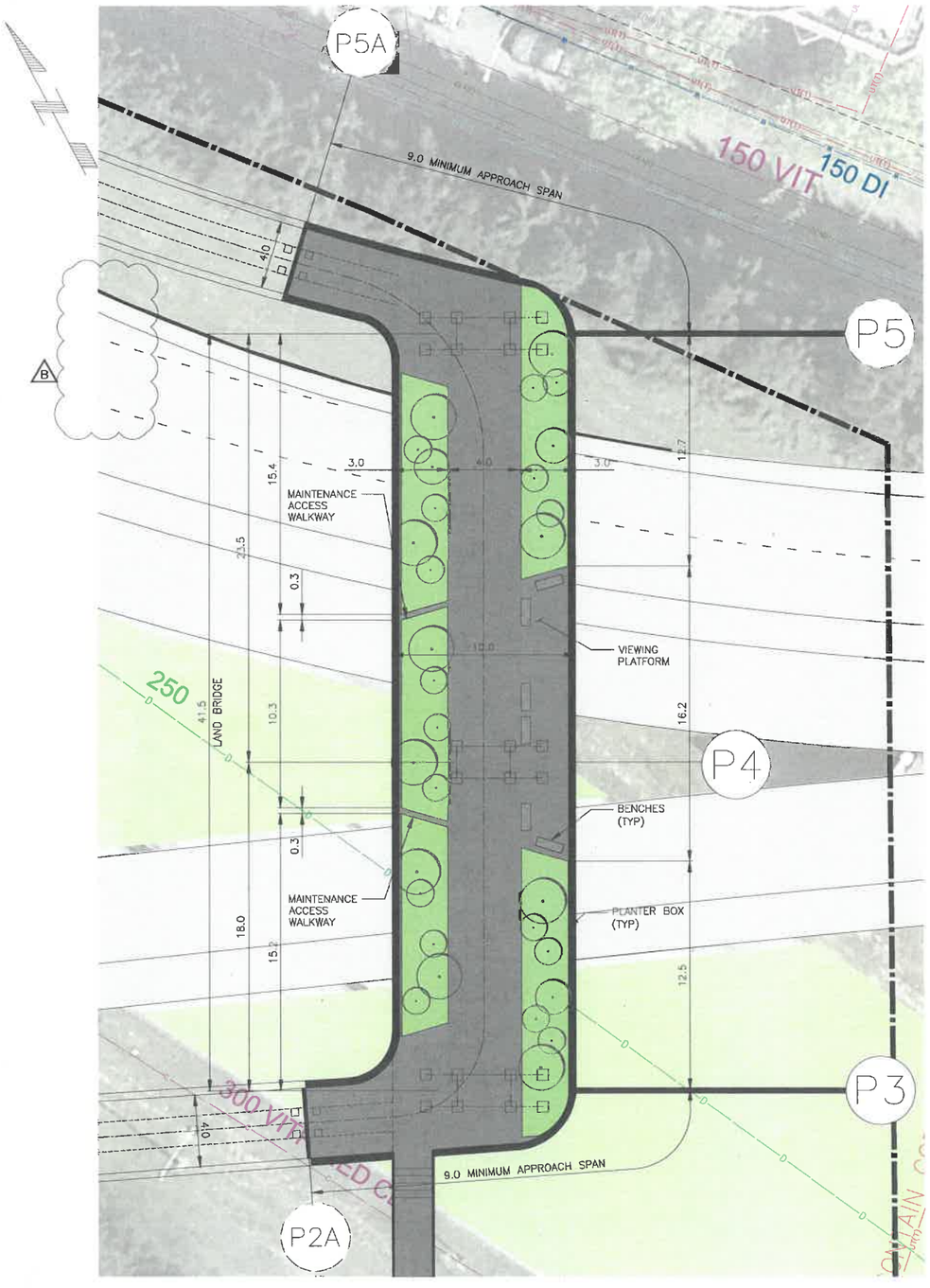
DESIGNED LK DATE 2019-03
QUALITY CONTROL PCP DATE 2019-03
QUALITY ASSURANCE PCP DATE 2019-03
DRAWN KTL DATE 2019-03

PATTULLO BRIDGE REPLACMENT PROJECT

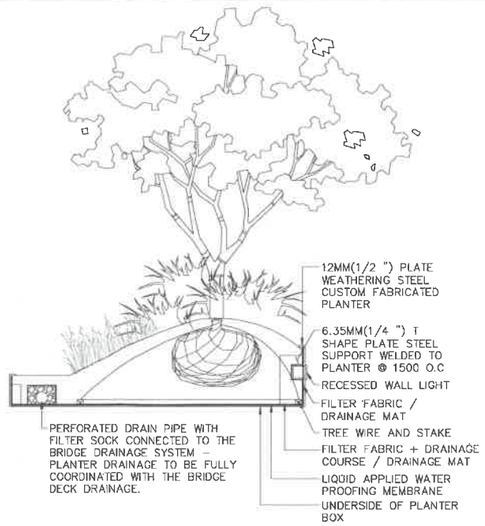
CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS

STRUCTURES - PLAN
ROYAL AVE TO AGNES ST MUP OVERPASS STA 0+000.000 TO 0+260.000

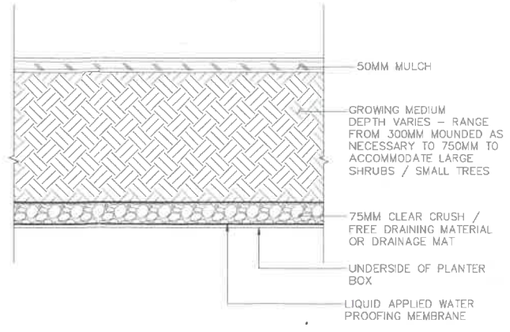
FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
—	—	1	NW-6101	B



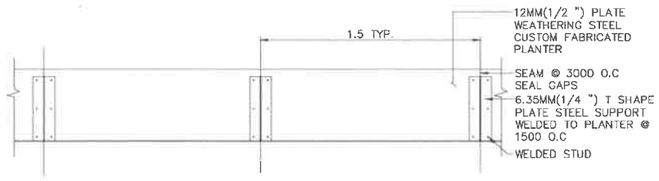
LAND BRIDGE SCHEMATIC
SCALE 1:150



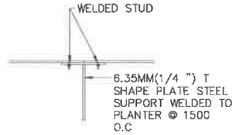
PLANTER BOX SECTION
SCALE 1:25



PLANTER BOX MEDIUM
SCALE 1:10

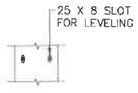


PLANTER INSIDE ELEVATION
SCALE 1:20



SUPPORT DETAIL PLAN
SCALE 1:20

CORNER CONNECTOR DETAIL PLAN
SCALE 1:20



CONNECTOR SLOT ELEVATION
SCALE 1:20

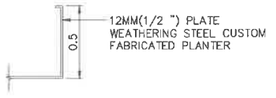


PLATE STEEL PLANTER SECTION
SCALE 1:20

DRAFT

NOTES:

1. PLANTER BOX AND CONCRETE DECK INTERFACES SHALL BE DETAILED / PROTECTED WITH SEPARATING MATERIAL SUCH THAT NO GALVANIC CORROSION OR RUST STAINING OCCURS.
2. UTILITIES IDENTIFIED IN THESES PLANS ARE NOT COMPLETE AND LOCATIONS ARE APPROXIMATE ONLY AND MUST BE CONFIRMED. THE PROVINCE IS NOT RESPONSIBLE FOR THE OMISSION OF ANY UTILITIES FROM THESE PLANS, NOR FOR THE LOCATIONS OF UTILITIES INDICATED IN THE PLANS.

SCALE 0 0.5 1:50 2.5m

CAD FILENAME BR-ROYL-1
PLOT DATE 7/23/2019

REV	DATE	REVISIONS	NAME
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A	2019-03	ISSUED FOR MA	LK

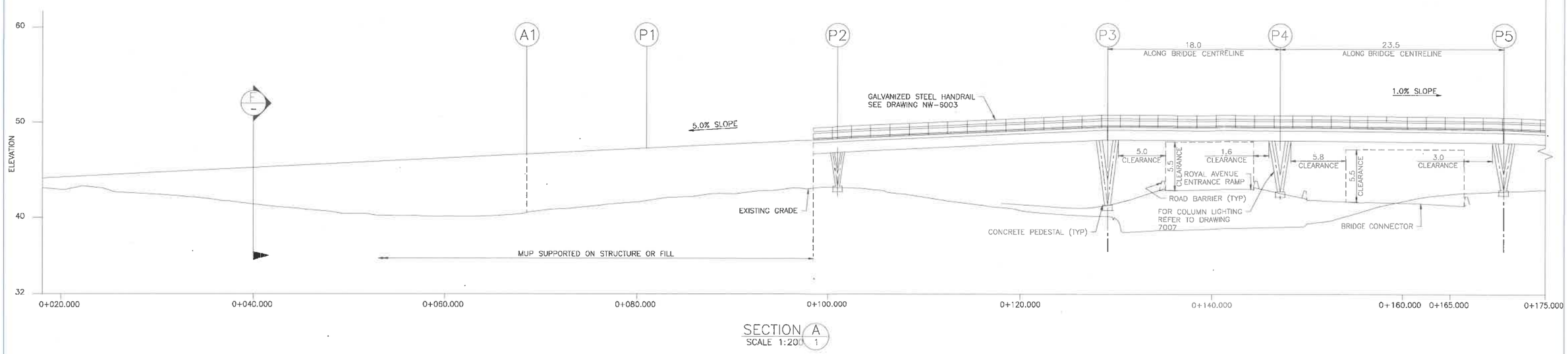
BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
LOWER MAINLAND
HIGHWAY ENGINEERING AND GEOMATICS

SENIOR DESIGNER
DATE 2019-01-16

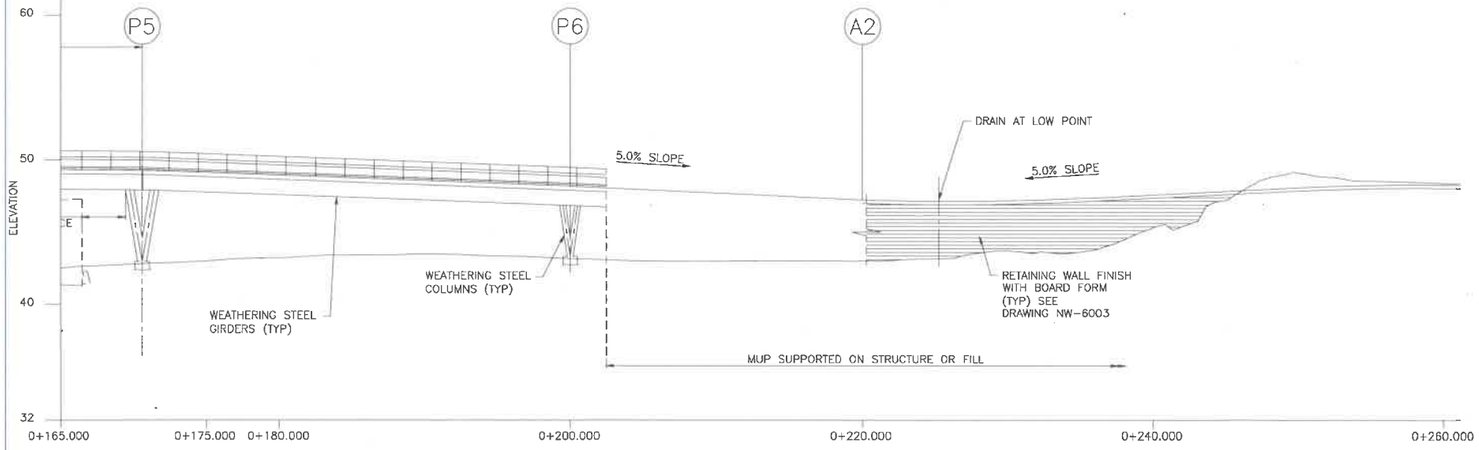
DESIGNED LK DATE 2019-01-16
QUALITY CONTROL PCP DATE 2019-01-16
QUALITY ASSURANCE PCP DATE 2019-01-16
DRAWN KTL DATE 2019-01-16

PATTULLO BRIDGE REPLACMENT PROJECT
CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIRMENTS
STRUCTURES - LAND BRIDGE SCHEMATIC
ROYAL AVE TO AGNES ST MUP OVERPASS STA 0+000.000 TO 0+260.000

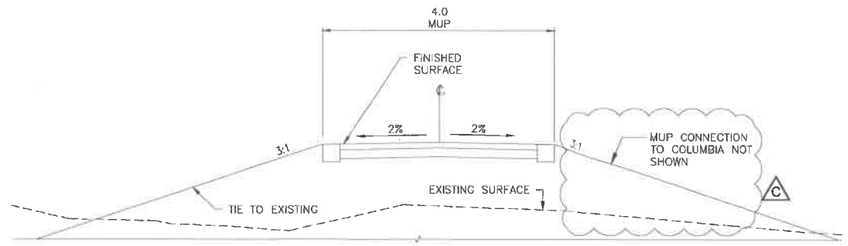
FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
-----	-----	1	NW-6102	B



SECTION A
SCALE 1:200



SECTION B
SCALE 1:200



SECTION F
SCALE 1:50

DRAFT

NOTES:

1. SPAN MEASURED ALONG CONTROL LINE FORM BENT CENTRE LINE TO BENT CENTRE LINE

SCALE 0 2 1:200 10m

CAD FILENAME BR-ROYL-1
PLOT DATE 7/23/2019

REV	DATE	REVISIONS	NAME
C	2019-07	ISSUED FOR MA	LK
B	2019-03	ISSUED FOR MA	LK
A	2019-01-30	ISSUED FOR RFP	LK

BRITISH COLUMBIA

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
LOWER MAINLAND
HIGHWAY ENGINEERING AND GEOMATICS

SENIOR DESIGNER
DATE 2019-03

DESIGNED	LK	DATE	2019-03
QUALITY CONTROL	PCP	DATE	2019-03
QUALITY ASSURANCE	PCP	DATE	2019-03
DRAWN	KTL	DATE	2019-03

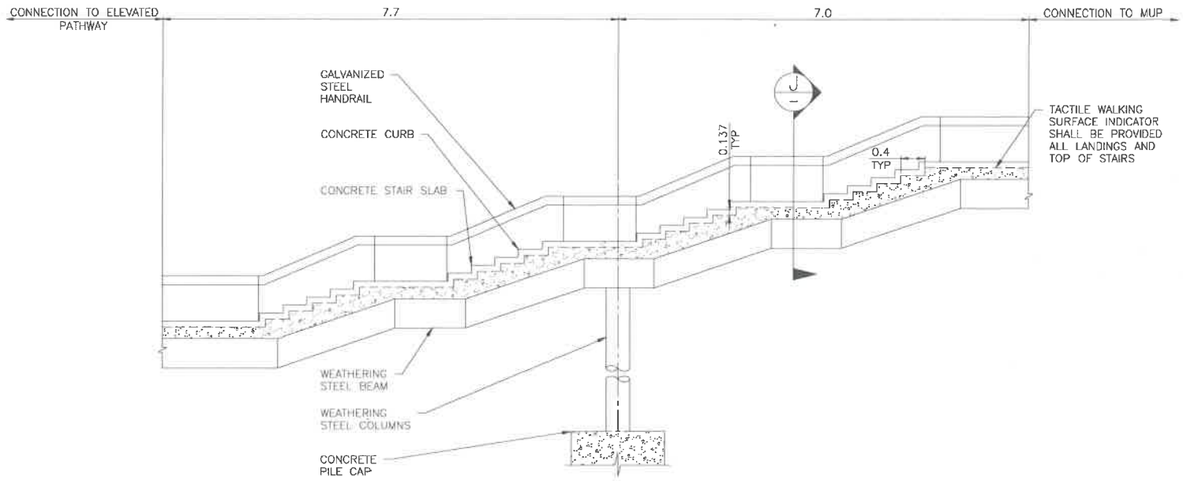
PATTULLO BRIDGE REPLACMENT PROJECT

CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS

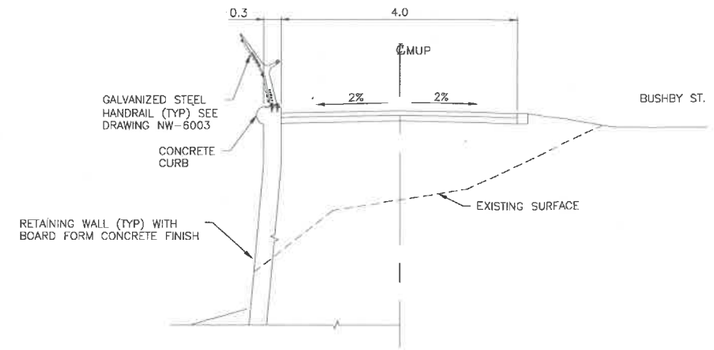
STRUCTURES - ELEVATIONS

ROYAL AVE TO AGNES ST MUP OVERPASS STA 0+000.000 TO 0+260.000

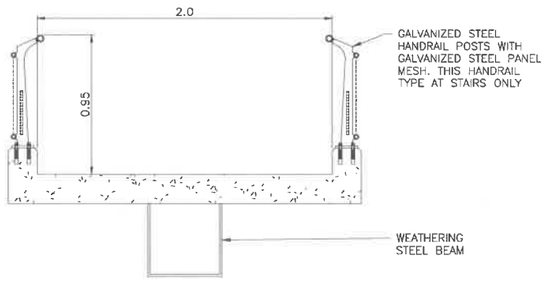
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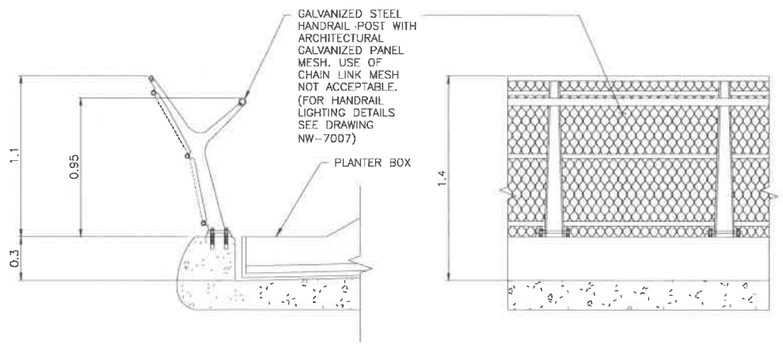
SECTION H
SCALE 1:50 1



SECTION G
SCALE 1:50 1



SECTION J
SCALE 1:20 –



HANDRAIL AT PLANTER BOX TYP

DRAFT

SCALE 0 0.5 1:50 2.5m

CAD FILENAME BR-ROYL-1
PLOT DATE 7/17/2019

REV	DATE	REVISIONS	NAME
C	2019-07	ISSUED FOR MA	LK
B	2019-03	ISSUED FOR MA	LK
A	2019-01-30	ISSUED FOR RFP	LK

BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
LOWER MAINLAND
HIGHWAY ENGINEERING AND GEOMATICS

SENIOR DESIGNER
DATE 2019-03

DESIGNED LK DATE 2019-03
QUALITY CONTROL PCP DATE 2019-03
QUALITY ASSURANCE PCP DATE 2019-03
DRAWN KTL DATE 2019-03

PATTULLO BRIDGE REPLACMENT PROJECT

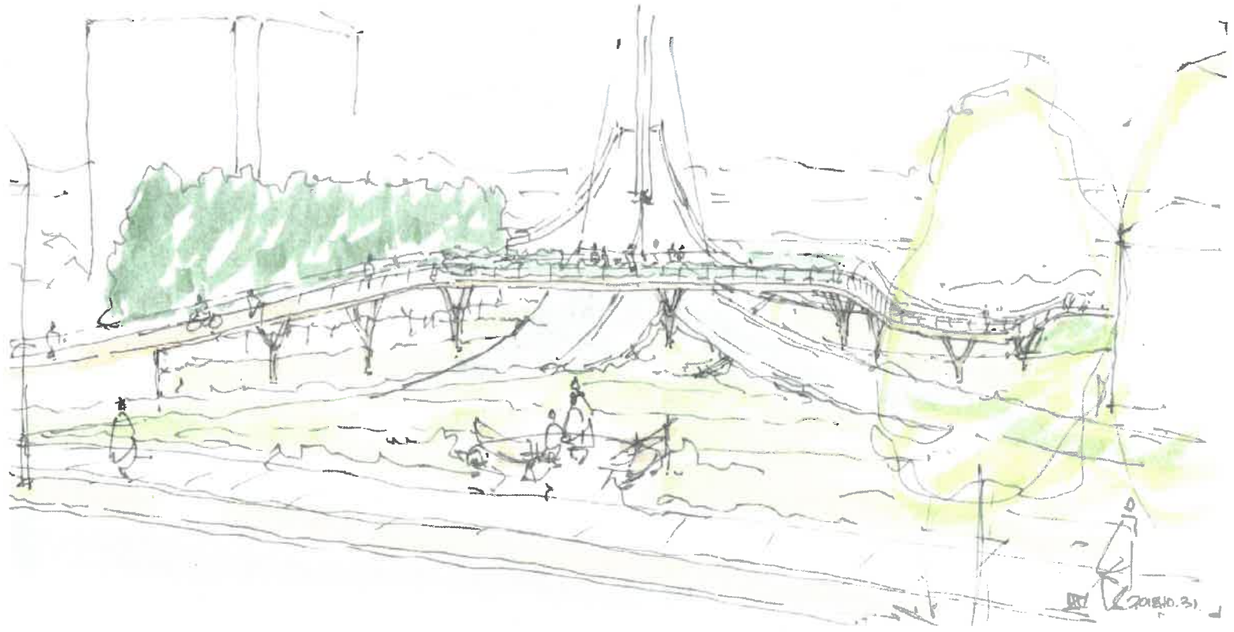
CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS

STRUCTURES - SECTIONS
ROYAL AVE TO AGNES ST MUP OVERPASS STA 0+000.000 TO 0+260.000

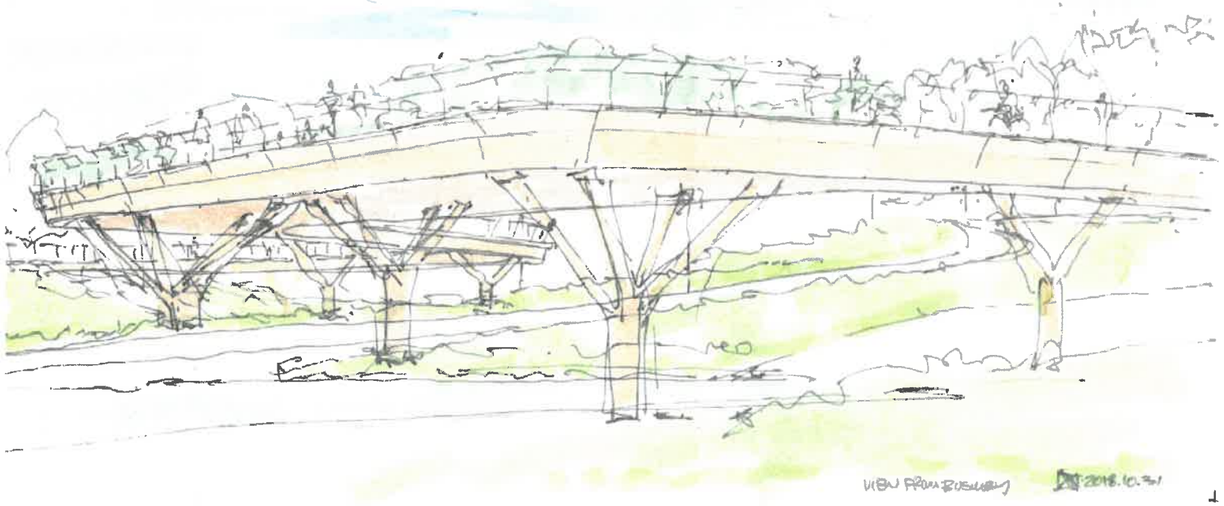
FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
----	----	1	NW-6104	C



SKETCH 1



SKETCH 2



SKETCH 3

DRAFT

NOTE:

1. CHARACTER SKETCHES ARE ILLUSTRATIVE ONLY.

SCALE 0 0.5 1:50 2.5m

CAD FILENAME BR-ROYL-1

PLOT DATE 7/23/2019

REV	DATE	REVISIONS	NAME

BRITISH COLUMBIA

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
LOWER MAINLAND
HIGHWAY ENGINEERING AND GEOMATICS

DESIGNED LK DATE 2019-03

QUALITY CONTROL PCP DATE 2019-03

PATTULLO BRIDGE REPLACMENT PROJECT

CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIRMENTS

STRUCTURES - CHARACTER SKETCHES
ROYAL AVE TO AGNES ST MUP OVERPASS STA 0+000.000 TO 0+260.000

DRAWING IS INDICATIVE ONLY
FINAL DESIGN TO BE DEVELOPED IN CONJUNCTION
WITH THE FINAL ROADWORK ALIGNMENT

LEGEND

PEDESTRIAN / CYCLIST PRIMARY NODE
- Benches
- Bollards
- Bike Racks
- Wayfinding
- Feature Planting

PEDESTRIAN / CYCLIST SECONDARY NODE
- Wayfinding
- Feature Planting

BOLLARD

BENCH

RAIL

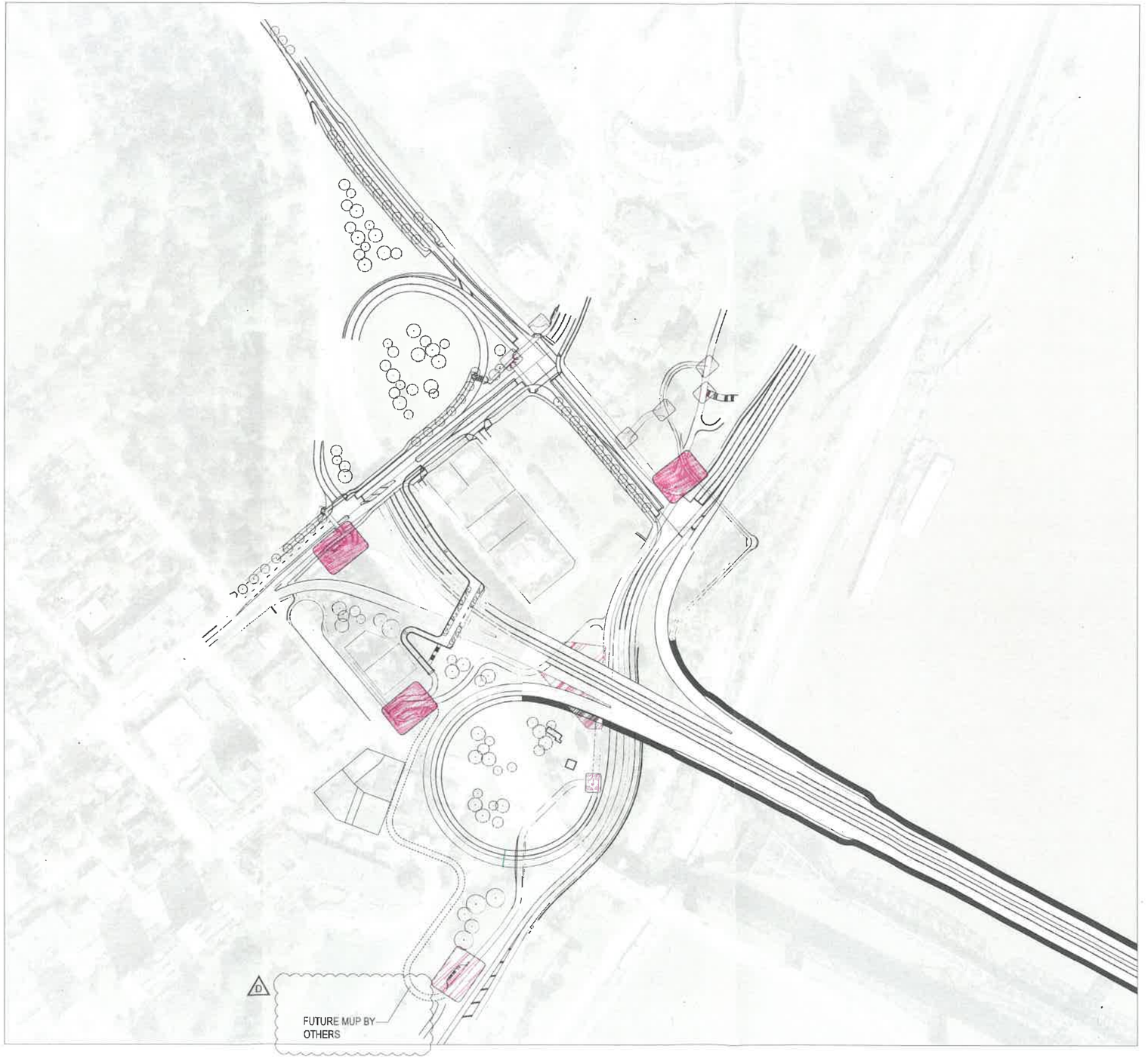
BIKE RACK

LITTER

NOTES:

1. REFER TO NW - 7003 FURNISHING SCHEDULE FOR BASIS OF DESIGN ELEMENTS.
2. FINAL LOCATION OF NODES AND STREET FURNITURE TO BE DETREMINED.

DRAFT



REV	DATE	REVISIONS	SIGNATURE
D	2019-07	ISSUED FOR MA	JS
C	2019-06-14	ISSUED FOR MA	JS
B	2019-03	ISSUED FOR MA	JS

BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE

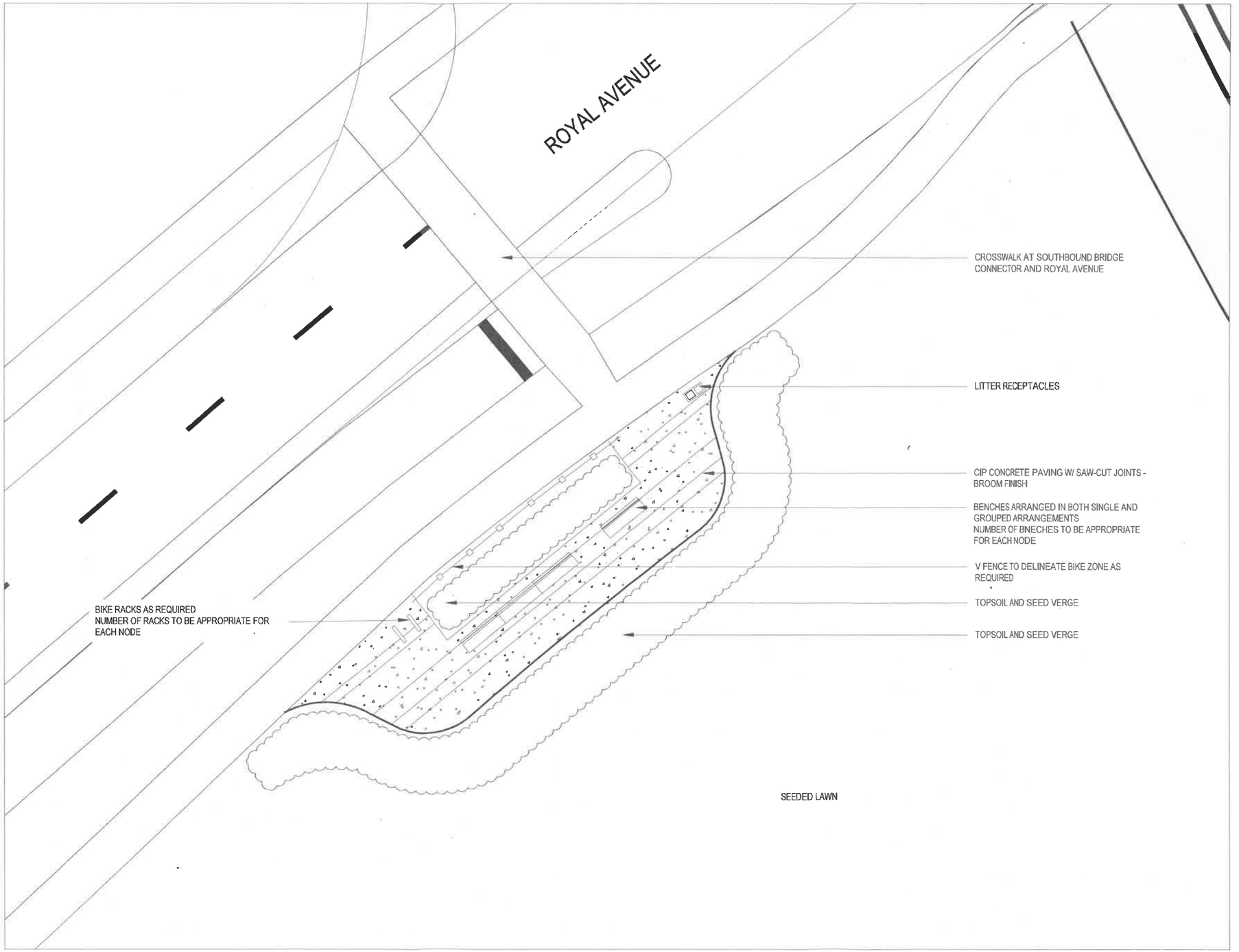
DESIGNED JS DATE 2019-03
QUALITY CONTROL JS DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS

PLAN DIAGRAM - NODES

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV



NOTE:

PRELIMINARY PLAN ONLY.

BOLLARD

BENCH

RAIL

BIKE RACK

LITTER

DRAFT

REV	DATE	REVISIONS	SIGNATURE
B	2019-03	ISSUED FOR MA	JS

BRITISH COLUMBIA

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE

DESIGNED JS DATE 2019-03

QUALITY CONTROL JS DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS

SEATING NODE - REPRESENTATIVE PLAN

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV

BASIS OF DESIGN - FURNISHING SCHEDULE

IMAGE	MODEL	MANUFACTURER	MATERIAL + FINISH	PROPOSED LOCATION	NOTES
	Campus Bench (or equivalent)	Metalco	FCS Certified Glulam Larch Weathering Steel	Seating Nodes Enhanced Pedestrian Overpass	Come with Backrest
	Spencer Litter Receptacles (or equivalent)	Metalco	Weathering Steel	Royal Ave. Primary Pedestrian / Cyclist Node	-
	CorTen Bike Parking (or equivalent)	Streetlife	Weathering Steel	MUP Seating Nodes	-

DRAFT

REV	DATE	REVISIONS	SIGNATURE
B	2019-03	ISSUED FOR MA	JS

BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

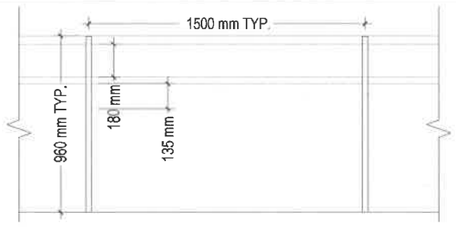
SCALE

DESIGNED JS DATE 2019-03
QUALITY CONTROL JS DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT
CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS
FURNISHING SCHEDULE

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV

BASIS OF DESIGN - FURNISHING SCHEDULE

IMAGE	MODEL	MANUFACTURER	MATERIAL + FINISH	PROPOSED LOCATION	NOTES
	V Form Barrier (or equivalent)	Metalco	Weathering Steel + Stainless Steel	MUP Seating Nodes	As needed for Cyclist / Pedestrian Separation Not to be used in areas where traffic separation is desired.
	Custom Galvanized Steel Barrier	N/A	Galvanized Steel Galvanized Posts + Galvanized Welded/Woven Wire Mesh (Mesh to match pedestrian crossing railing) Galvanized Steel Top Rail	MUP / Traffic Separartion	As needed for Vehicular - Cyclist / Pedestrian Separation

DRAFT

REV	DATE	REVISIONS	SIGNATURE
B	2019-03	ISSUED FOR MA	JS

BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE

DESIGNED JS DATE 2019-03
QUALITY CONTROL JS DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT
CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS
FURNISHING SCHEDULE

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV

DRAWING IS INDICATIVE ONLY
FINAL DESIGN TO BE DEVELOPED IN CONJUNCTION
WITH THE FINAL ROADWORK ALIGNMENT

LEGEND

ROAD LIGHT - SINGLE DAVIT
SEE NW - 7006 LIGHTING SCHEDULE FOR BASIS OF DESIGN FIXTURES
SEE NW - 3001

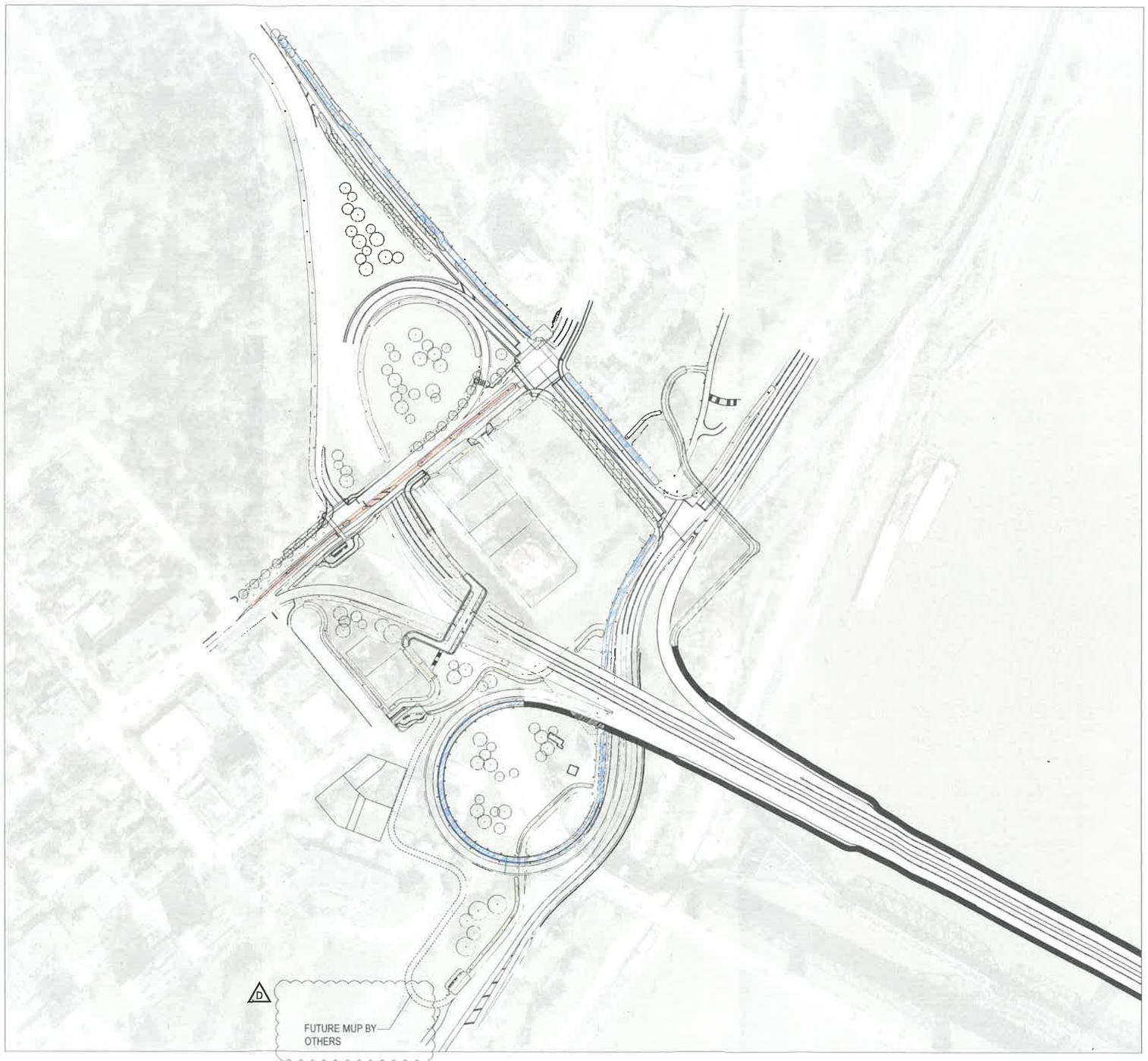
ROAD LIGHT - DOUBLE DAVIT
SEE NW - 7006 LIGHTING SCHEDULE FOR BASIS OF DESIGN FIXTURES
SEE NW - 3002

ROAD LIGHT SINGLE DAVIT + PEDESTRIAN POLE-TOP LIGHT
SEE NW - 7006 LIGHTING SCHEDULE FOR BASIS OF DESIGN FIXTURES
SEE NW - 3001

PEDESTRIAN POLE-TOP LIGHT
SEE NW - 7006 LIGHTING SCHEDULE FOR BASIS OF DESIGN FIXTURES
SEE NW - 3001 AND SEE NW - 3002

ENHANCED + INTEGRATED LIGHTING
SEE NW - 7007 LIGHTING SCHEDULE FOR BASIS OF DESIGN FIXTURES

1. SEE DRAWINGS PED-ST-7006 AND 7007 FOR DETAILS.
2. SEE DRAWINGS NW-3001 AND 3002 FOR ROAD CROSS SECTIONS INDICATING STREET AND PEDESTRIAN LIGHT LOCATIONS.



DRAFT

REV	DATE	REVISIONS	SIGNATURE
D	2019-07	ISSUED FOR MA	JS
C	2019-05-14	ISSUED FOR MA	JS
B	2019-03	ISSUED FOR MA	JS

BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE

DESIGNED JS DATE 2019-03
QUALITY CONTROL JS DATE 2019-03

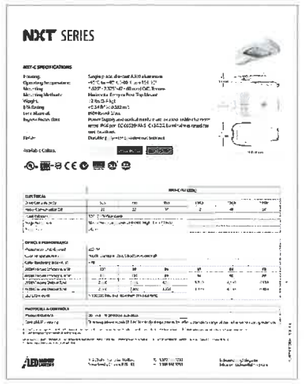
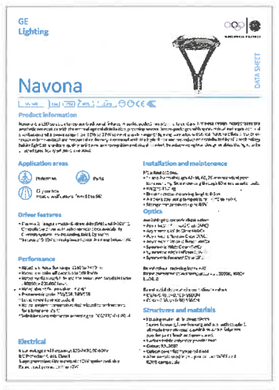
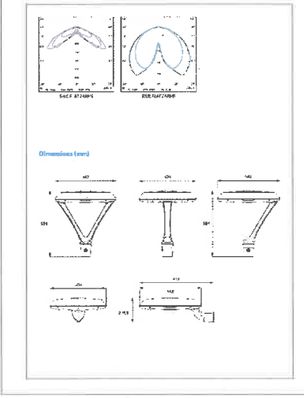
PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS

PLAN DIAGRAM - LIGHTING

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV

BASIS OF DESIGN - LIGHTING SCHEDULE

IMAGE	MODEL	MANUFACTURER	MATERIAL + FINISH	PROPOSED LOCATION	NOTES
	NXT Series NXT-72M-5-2ES-5-GY-3 (For Reference Only - TBC per Location) Fixture to conform to MoTI's standard list of products.	LED Roadway Lighting	Standard Grey / RAL Custom Colour Option to Match Galvanized Steel c/w City of New Westminster Standard Galvanized Pole and Anchor Bolts - Nova Pole / West Coast Engineering	Royal Avenue McBride Boulevard East McBride Boulevard West Approaches	Median Centre Pole with Double Head - 9m Pole Pole with Single Head Pole with Single Head - 9m Pole Pole with Single Head - 9m Pole (c/w Photoelectric Cell or Shorting Cap as Required - TBC)
 	Navona Pole-top: NA-2-SFC-61-30-Y-SP-C2-PX-2-76-Rxxxx (For Reference Only - TBC per Location) (For Reference Only - TBC per Location)	GE Lighting	RAL Custom Colour - Metalic Grey to Match Galvanized Steel c/w 76mm Galvanized Pole	MUP / Pole-top	Pole with Single Head - 6m Pole

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REV	DATE	REVISIONS	SIGNATURE
B	2019-03	ISSUED FOR MA	JS

BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

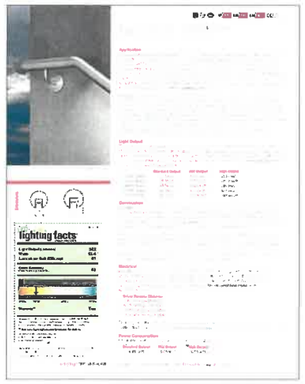
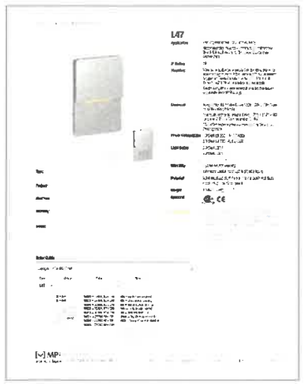
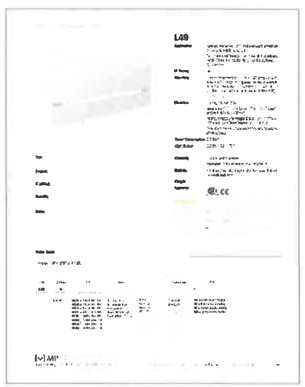
SCALE

DESIGNED JS DATE 2019-03
QUALITY CONTROL JS DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT
CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS
LIGHTING SCHEDULE

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV

BASIS OF DESIGN - LIGHTING SCHEDULE

IMAGE		MODEL	MANUFACTURER	MATERIAL + FINISH	PROPOSED LOCATION	NOTES
	Luxrail (or equivalent) 0.06.SSS.2.WM.NR.ASYM. 3K.GB2.120V (For Reference Only - TBC per Location)	io Lighting	To Match Handrail Material	Royal Ave. to Agnes St. Pedestrian Overpass E. Columbia St. Pedestrian Overpass		Ensure sufficient illumination for pedestrian and cyclist paths. Augment lighting with other integrated lighting means as necessary.
	ALTERNATIVE TO HANDRAIL LIGHTING: L47 @ Each post L47-6W-W30S-S6 (or equivalent) (For Reference Only - TBC per Location)	MP Lighting	To be coordinated with handrail materials and dimensions	Royal Ave. to Agnes St. Pedestrian Overpass E. Columbia St. Pedestrian Overpass		Ensure sufficient illumination for pedestrian and cyclist paths. Augment lighting with other integrated lighting means as necessary.
	RECESSED LIGHTS AT PLANTERS: L49 @ Planters - 1500mm o.c. L49-6W-W-15-1-BZ (or equivalent) (For Reference Only - TBC per Location)	MP Lighting	To be coordinated with planter materials and details	Royal Ave. to Agnes St. Pedestrian Overpass		Ensure sufficient illumination for pedestrian and cyclist paths. Augment lighting with other integrated lighting means as necessary.

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REV	DATE	REVISIONS	SIGNATURE
B	2019-03	ISSUED FOR MA	JS

BRITISH COLUMBIA
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SCALE

DESIGNED JS DATE 2019-03
QUALITY CONTROL JS DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT
CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS
LIGHTING SCHEDULE

FILE NUMBER | PROJECT NUMBER | REG | DRAWING NUMBER | REV

DRAWING IS INDICATIVE ONLY
FINAL DESIGN TO BE DEVELOPED IN CONJUNCTION
WITH THE FINAL ROADWORK ALIGNMENT

LEGEND

RESTORATION PLANTING

URBAN FOREST

STREETSCAPE PLANTING
- PLANTED BOULEVARDS
- PLANTED MEDIANS
- STREET TREES

FEATURE PLANTING
- PEDESTRIAN / CYCLIST NODE
- ENHANCED OVERPASS

NOTES:

1. RESTORATION / NATURALIZED PLANTING
   1.1. NATURALIZED MEADOW LANDSCAPE

2. URBAN FOREST ENHANCEMENT
   2.1. GROUPING OF TREES TO ENHANCE THE EXISTING URBAN FOREST AND PROVIDE BIRD REFUGE AND HABITAT
   2.2. GROUPINGS OF LOW SHRUB UNDERSTORY AUGMENTING THE MEADOW LANDSCAPE

3. STREETSCAPE PLANTING
   3.2. STREET TREES - TO BE COORDINATED WITH THE CITY OF NEW WESTMINSTER @ 8M TO 10M O.C. SPACING OR AS DIRECTED BY THE CITY
   PROVIDE ADEQUATE SOIL VOLUME FOR GROWTH AND LONGEVITY OF STREET TREES.
   3.3. BOULEVARD PLANTING - LOW SHRUBS, GROUNDCOVERS AND GRASSES OR LAWN AS DIRECTED BY THE CITY
   3.4. MEDIAN PLANTING - HARDY LOW SHRUBS, GROUNDCOVERS AND GRASSES

4. FEATURE PLANTING
   4.1. EXISTING NODES AT MCBRIDE BOULEVARD - ENHANCEMENT OF EXISTING PLANTING
   4.2. PEDESTRIAN / CYCLIST NODES - SHRUB PLANTING APPROPRIATE FOR SCALE OF THE NODE AND CONTEXT
   4.3. ROYAL AVE. TO AGNES PEDESTRIAN OVERPASS - MIXED PLANTING INCLUDING:
      4.3.1. LARGE SHRUBS / SMALL TREES
      4.3.2. SHRUBS AND GROUNDCOVERS
      4.3.3. GRASSES ,
      4.3.4. PLANTER DRAINAGE TO BE COORDINATED WITH OVERPASS DRAINAGE SYSTEM

   PLANT SELECTION TO CONSIDER SEASONAL INTEREST AND HABITAT VALUE AS WELL AS THE ELEVATED PLANTING CONDITION

5. COORDINATE THE LOCATION OF TREES WITH EXISTING AND PROPOSED UNDERGROUND UTILITIES.

6. FINAL PLANTING PLAN, SPECIES AND QUANTITIES BY OTHERS.

7. ALL PLANTED AREAS (ORNAMENTAL GRASSES, SHRUBS AND TREES) TO BE AUTOMATICALLY IRRIGATED WITH A HIGH EFFICIENCY IRRIGATION SYSTEM - PROVIDE AN OUTDOOR RATED CONTROLLER, BACKFLOW PREVENTER AND PRESSURE REDUCING VALVE AT THE WATER STUB LOCATION. PER CITY OF NEW WESTMINSTER SPECIFICATIONS.

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REV	DATE	REVISIONS	SIGNATURE
D	2019-07	ISSUED FOR MA	JS
C	2019-06-14	ISSUED FOR MA	JS
B	2019-03	ISSUED FOR MA	JS

BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE

DESIGNED JS DATE 2019-03
QUALITY CONTROL JS DATE 2019-03

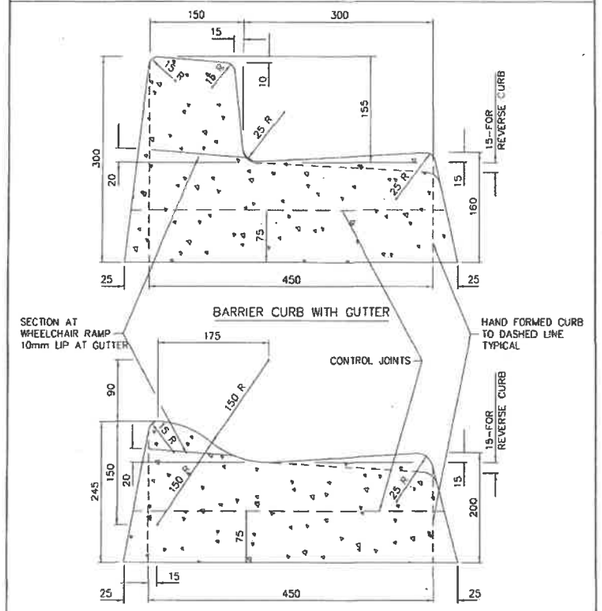
PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS

PLAN DIAGRAM - PLANTING

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV

MMCD STANDARD DETAIL DRAWINGS



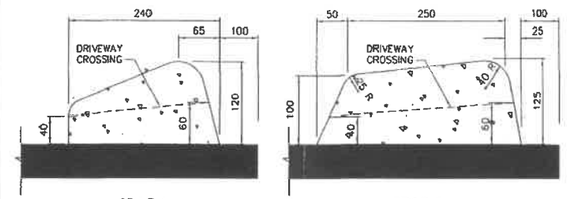
NOTE: 1. SECTIONS SHOWN ARE FOR MACHINE EXTRUDED CURBS.
2. REFER TO CONTRACT DRAWINGS, SECTION 03 30 20 FOR DETAILED SPECIFICATIONS.
3. REFER TO DRAWING C1, C2 AND C3 FOR INSTALLATION DETAILS.
4. REFER TO DRAWING C5 FOR DIMENSIONS OF WIDE BASE CURB AND GUTTER.

NOT TO SCALE

2008 | CONCRETE CURBS – NARROW BASE | DRAWING NUMBER: **C4**

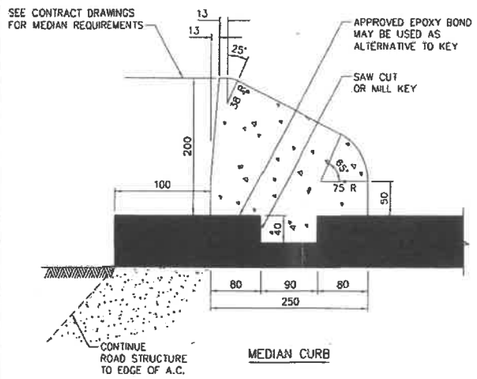
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MMCD STANDARD DETAIL DRAWINGS



INTERIM CURBS

CONTRACT ADMINISTRATOR MAY SPECIFY EXTRUDED ASPHALT CONCRETE CURBS



MEDIAN CURB

NOTE: 1. REFER TO CONTRACT DRAWINGS, SECTION 03 30 20 FOR DETAILED SPECIFICATIONS.

NOT TO SCALE

2008 | CONCRETE MEDIAN CURB AND INTERIM CURBS | DRAWING NUMBER: **C6**

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B	2019-03	ISSUED FOR MA	SC
A	19/01/30	ISSUED FOR RFP	SC

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE

CAD FILENAME HW-100-NW-5001-5020_C3

DATE 2019-02-27

DESIGNED HS DATE 2019-03

QUALITY CONTROL JJ DATE 2019-03

QUALITY ASSURANCE SC DATE 2019-03

DRAWN JW DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER

URBAN INTEGRATION REQUIREMENTS

STANDARD DETAILS

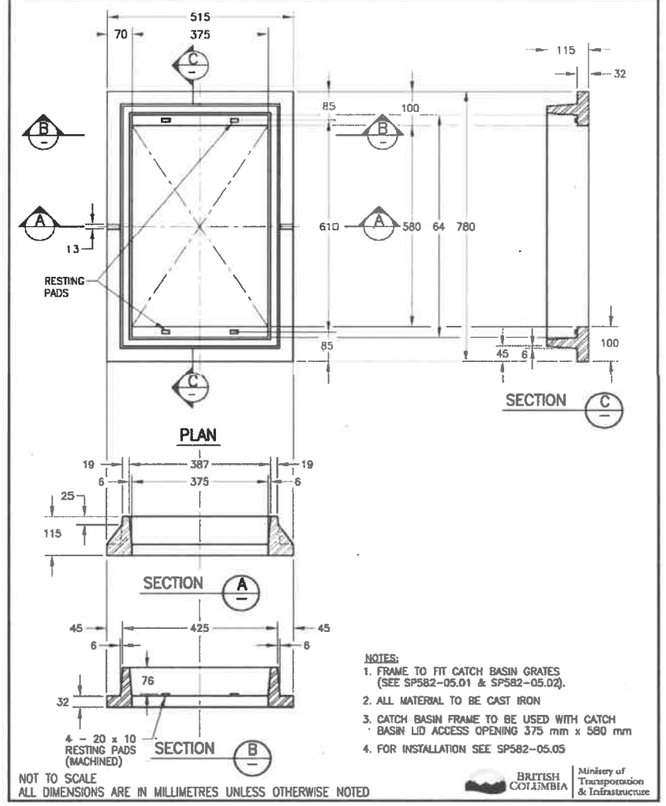
CONCRETE CURB & GUTTER

FILE NUMBER	PROJECT NUMBER	RBG	DRAWING NUMBER	REV
			NW-5004	B

CANCEL PRINTS BEARING PREVIOUS LETTER

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SINGLE INLET CATCH BASIN FRAME — SP582-05.03

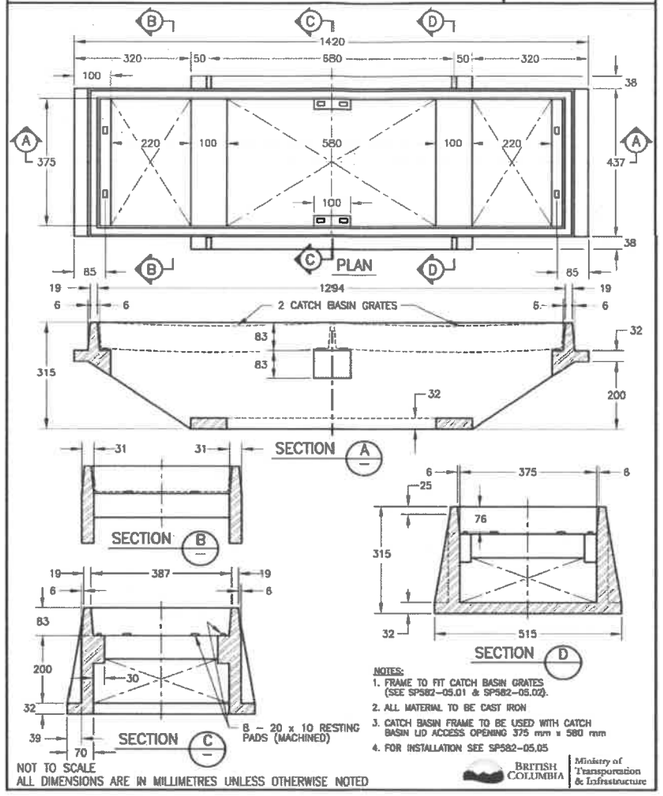


NOTES:
1. FRAME TO FIT CATCH BASIN GRATES (SEE SP582-05.01 & SP582-05.02).
2. ALL MATERIAL TO BE CAST IRON
3. CATCH BASIN FRAME TO BE USED WITH CATCH BASIN LID ACCESS OPENING 375 mm x 580 mm
4. FOR INSTALLATION SEE SP582-05.05

NOT TO SCALE
ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED

BRITISH COLUMBIA | Ministry of Transportation & Infrastructure

TWIN INLET CATCH BASIN FRAME — SP582-05.04

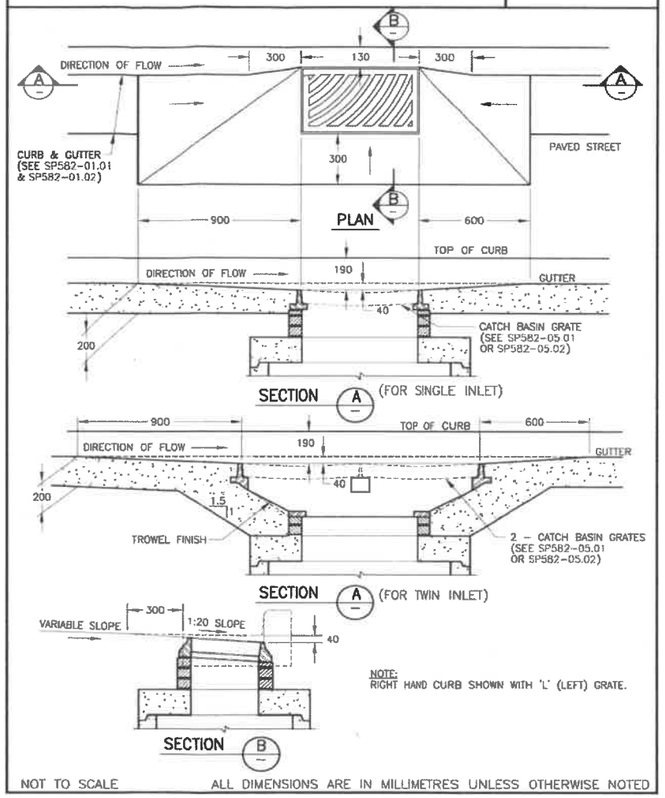


NOTES:
1. FRAME TO FIT CATCH BASIN GRATES (SEE SP582-05.01 & SP582-05.02).
2. ALL MATERIAL TO BE CAST IRON
3. CATCH BASIN FRAME TO BE USED WITH CATCH BASIN LID ACCESS OPENING 375 mm x 580 mm
4. FOR INSTALLATION SEE SP582-05.05

NOT TO SCALE
ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED

BRITISH COLUMBIA | Ministry of Transportation & Infrastructure

GRATE INSTALLATION – DEPRESSED GUTTER — SP582-05.05



NOTE:
RIGHT HAND CURB SHOWN WITH 'L' (LEFT) GRATE.

NOT TO SCALE
ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED

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REV	DATE	REVISIONS	SIGNATURE
B	2019-03	ISSUED FOR MA	SC
A	19/01/30	ISSUED FOR RFP	SC

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE

CAD FILENAME HW-100-NW-5001-5020_03
DATE 2019-02-27

DESIGNED HC DATE 2019-03
QUALITY CONTROL JJ DATE 2019-03
QUALITY ASSURANCE SC DATE 2019-03
DRAWN JW DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

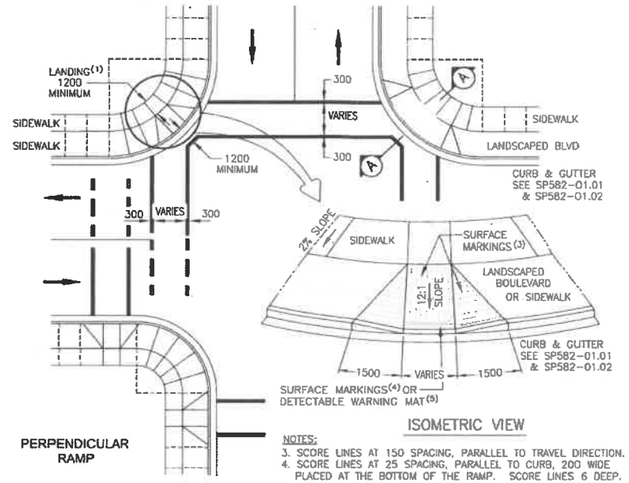
CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS
STANDARD DETAILS
CATCH BASIN FRAMES

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
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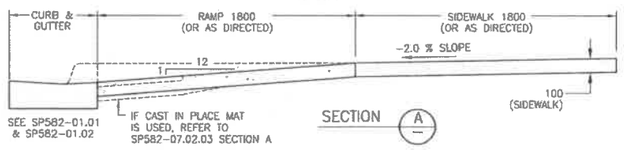
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SIDEWALK RAMP – DIAGONAL AND PERPENDICULAR — SP582–07.02.01



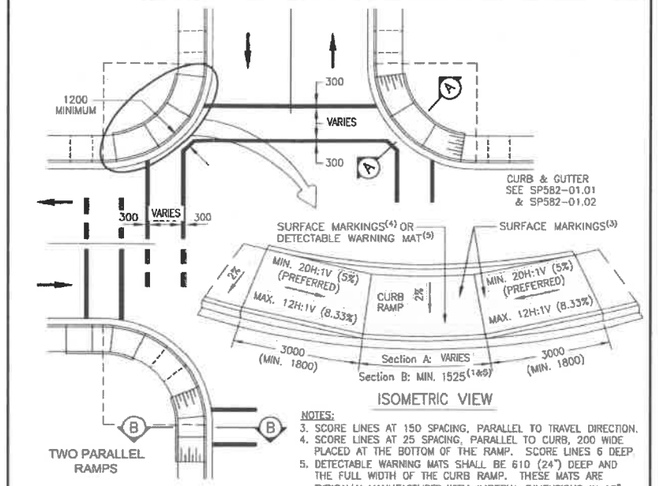
NOTES:
3. SCORE LINES AT 150 SPACING, PARALLEL TO TRAVEL DIRECTION.
4. SCORE LINES AT 25 SPACING, PARALLEL TO CURB, 200 WIDE PLACED AT THE BOTTOM OF THE RAMP. SCORE LINES 6 DEEP.
5. DETECTABLE WARNING MATS SHALL BE 610 (24") DEEP AND THE FULL WIDTH OF THE CURB RAMP. THESE MATS ARE TYPICALLY MANUFACTURED WITH IMPERIAL DIMENSIONS IN 12" INCREMENTS; THEREFORE, CONSTRUCT THE CURB RAMP WIDTH TO SUIT.



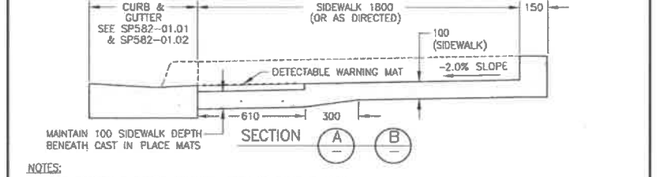
NOTES:
1. PERPENDICULAR RAMPS ARE PREFERRED. IF IT IS NOT POSSIBLE TO PROVIDE A TOP LEVEL LANDING, DIAGONAL AND PERPENDICULAR RAMPS SHOULD NOT BE INSTALLED; USE SP582–07.02.02 PARALLEL RAMPS.
2. ALL CONCRETE TO BE CLASS 'A' (SEE SECTION 218).

NOT TO SCALE ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED

SIDEWALK RAMP – PARALLEL — SP582–07.02.02

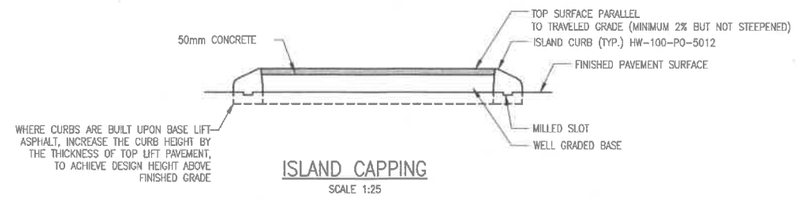


NOTES:
3. SCORE LINES AT 150 SPACING, PARALLEL TO TRAVEL DIRECTION.
4. SCORE LINES AT 25 SPACING, PARALLEL TO CURB, 200 WIDE PLACED AT THE BOTTOM OF THE RAMP. SCORE LINES 6 DEEP.
5. DETECTABLE WARNING MATS SHALL BE 610 (24") DEEP AND THE FULL WIDTH OF THE CURB RAMP. THESE MATS ARE TYPICALLY MANUFACTURED WITH IMPERIAL DIMENSIONS IN 12" INCREMENTS; THEREFORE, CONSTRUCT THE CURB RAMP WIDTH TO SUIT.



NOTES:
1. FOR SECTION B RAMPS, MINIMUM WIDTH OF RAMP IS 1525. IT MAY BE NECESSARY TO BUILD WIDER RAMPS IN BUSY URBAN AREAS WHERE THE VOLUME OF PEDESTRIAN TRAFFIC IS HIGH.
2. ALL CONCRETE TO BE CLASS 'A' (SEE SECTION 218).

NOT TO SCALE ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED



ISLAND CAPPING
SCALE 1:25

NOTE:

STANDARD BC MOTI DESIGN BUILD SPECIFICATIONS MODIFIED TO SUIT PROJECT–SPECIFIC CROSSING WIDTHS

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REV	DATE	REVISIONS	SIGNATURE
B	2019-03	ISSUED FOR MA	SC
A	19/01/30	ISSUED FOR RFP	SC

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE

CAD FILENAME HW-100NW-5001-5020_D3
DATE 2019-02-27

DESIGNED HS DATE 2019-03
QUALITY CONTROL JJ DATE 2019-03
QUALITY ASSURANCE SC DATE 2019-03
DRAWN JW DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

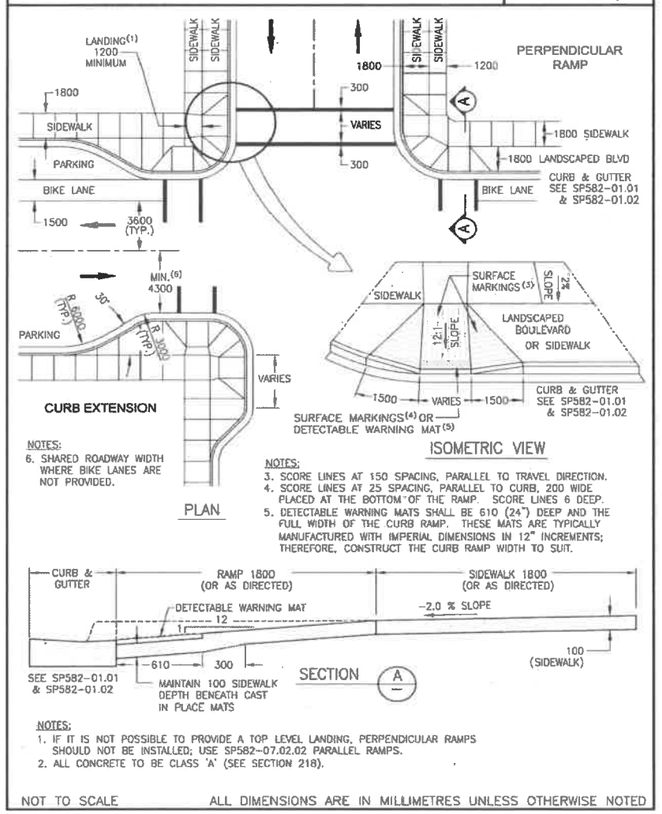
CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS
STANDARD DETAILS
CURB RAMP AND ISLAND CAPPING

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			NW-5006	B

CANCEL PRINTS BEARING PREVIOUS LETTER

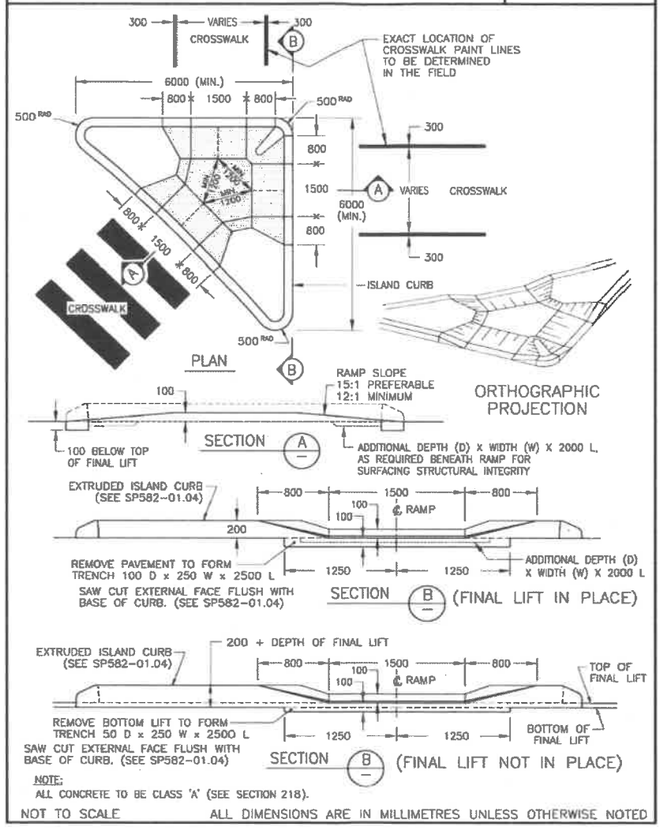
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SIDEWALK RAMP – CURB EXTENSION — SP582-07.02.03



NOT TO SCALE ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED

ISLAND RAMP — SP582-07.03



NOT TO SCALE ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED

SECTION 582

CONCRETE CURB AND GUTTER AND STORM DRAINAGE

DESCRIPTION

582.01 Scope – This Section describes the requirements for construction of roadside curb and gutter and associated underground drainage systems. Such work shall consist of constructing and/or installing appurtenances shown or indicated on the drawings and Schedule of Approximate Quantities and Unit Prices.

MATERIALS

582.11 Drain Pipe – All drain pipe shall be of first quality, sound, true in form and free from defects of all kinds.

582.12 Salt Glazed Clay Sewer Pipe – Salt glazed clay sewer pipe shall be in accordance with the current ASTM Specifications.

582.13 Concrete Pipe

582.13.01 Reinforced Concrete Pipe – Reinforced concrete pipe shall have joints of the tongue and groove type and shall meet the requirements of the current specification ASTM C 76 Series.

582.13.02 Plain Concrete Pipe – Plain concrete pipe shall meet the requirements of the current specification ASTM C 14 Series.

582.13.03 Requirements – Pipe shall be legibly marked with the date of manufacture, the name or trademark of the manufacturer and by marks denoting plain concrete pipe, reinforced concrete pipe or extra strength reinforced concrete pipe as the case may be. Pipe containing elliptically placed reinforcement shall be marked on the inside of the pipe with the words "Top" or "Bottom" at the correct place to indicate the proper position when laid.

Upon request, the Contractor shall furnish at the Contractor's expense such test and other information as may be required regarding the concrete pipe proposed to be used.

582.14 Corrugated Steel Pipe – Corrugated metal pipe shall conform to the requirements of SS 320.

582.15 Catch Basin and Manhole Lids – Catch basin and manhole lids shall withstand HS 20 loading in accordance with AASHTO Standard Specification for Drainage, Sewer, Utility, and Related Castings (AASHTO Designation: M 306-07).

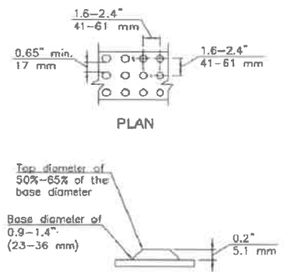
582.16 Detectable Warning Mats

582.16.01 General – Detectable warnings shall consist of a surface of truncated domes.

582.16.02 Dome Size – Truncated domes in a detectable warning surface shall have a base diameter of 0.9 inch (23 mm) minimum and 1.4 inches (36 mm) maximum, a top diameter of 50 percent of the base diameter minimum to 65 percent of the base diameter maximum, and a height of 0.2 inch (5.1 mm).

582.16.03 Dome Spacing - Truncated domes in a detectable warning surface shall have a center-to-center spacing of 1.6 inches (41 mm) minimum and 2.4 inches (61 mm) maximum, and a base-to-base spacing of 0.65 inch (17 mm) minimum, measured between the most adjacent domes on a square grid.

582.16.04 Contrast - Detectable warning surfaces shall contrast visually with adjacent walking surfaces either light-on-dark, or dark-on-light.



DETECTABLE WARNING SURFACES

NOT SCALE

NOTE:

STANDARD BC MOTI DESIGN BUILD SPECIFICATIONS MODIFIED TO SUIT PROJECT–SPECIFIC CROSSING WIDTHS

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B	2019-03	ISSUED FOR MA	SC
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BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE

CAD FILENAME HW-100-NW-5001-5029_D3

DATE 2019-02-27

DESIGNED	HS	DATE	2019-03
QUALITY CONTROL	JJ	DATE	2019-03
QUALITY ASSURANCE	SC	DATE	2019-03
DRAWN	JW	DATE	2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER

URBAN INTEGRATION REQUIREMENTS

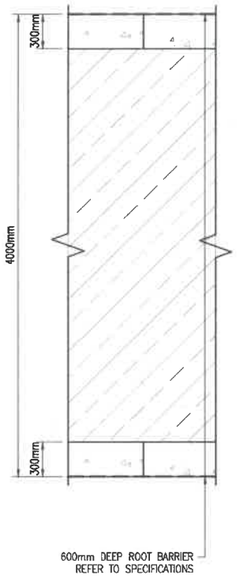
STANDARD DETAILS

CURB RAMP AND ISLAND RAMP

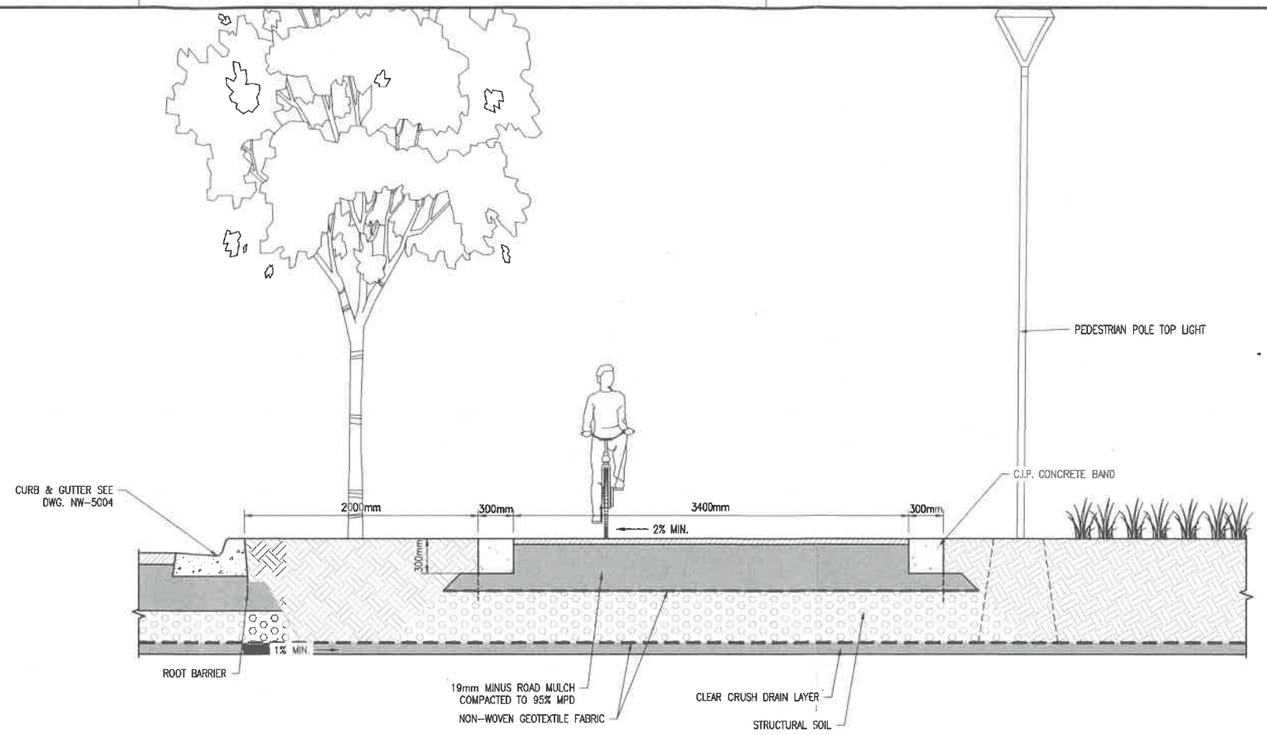
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			NW-5007	B

CANCEL PRINTS BEARING PREVIOUS LETTER

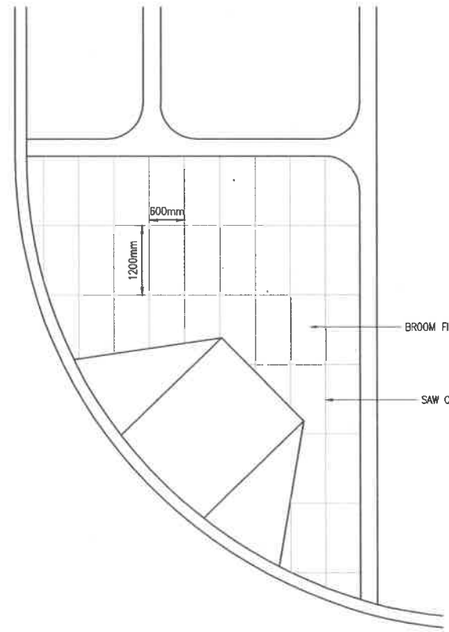
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LAST SAVED: p0049895
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PATH TYPICAL SURFACING
SCALE: 1:25



MUP TYPICAL SECTION DETAIL
SCALE: 1:25



INTERSECTION LANDING TYPICAL PAVEMENT
SCALE: 1:50



SAMPLE MUP VIEW
SCALE: N.T.S.

DRAFT

REV	DATE	REVISIONS	SIGNATURE
B	2019-03	ISSUED FOR MA	SC
A	19/01/30	ISSUED FOR RFP	SC

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE

CAD FILENAME HW-100-NW-S001-5020_D3

DATE 2019-02-27

DESIGNED	HS	DATE 2019-03
QUALITY CONTROL	JJ	DATE 2019-03
QUALITY ASSURANCE	SC	DATE 2019-03
DRAWN	JW	DATE 2019-03

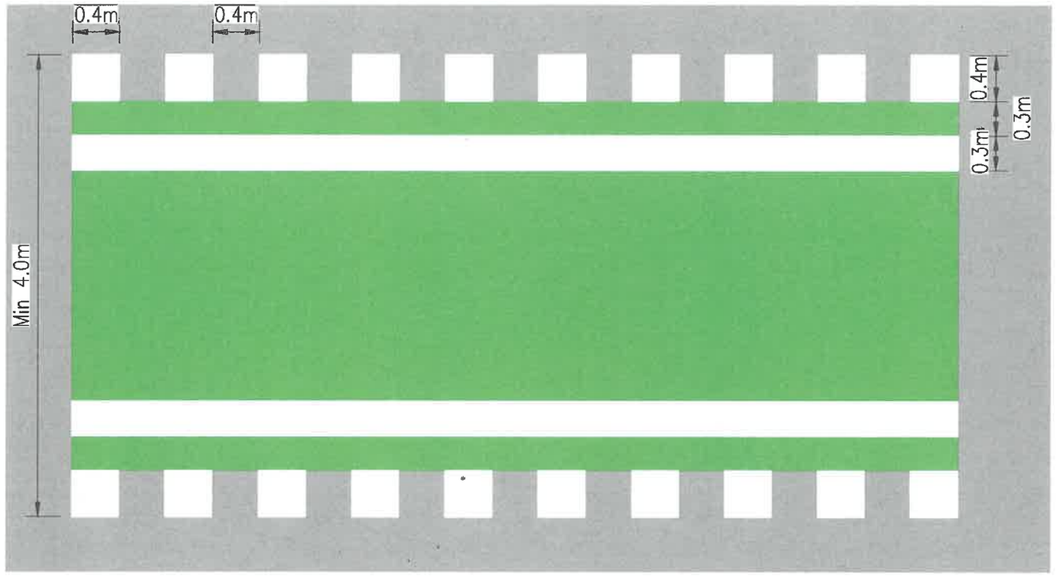
PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS
STANDARD DETAILS
MUP TYPICAL SECTION

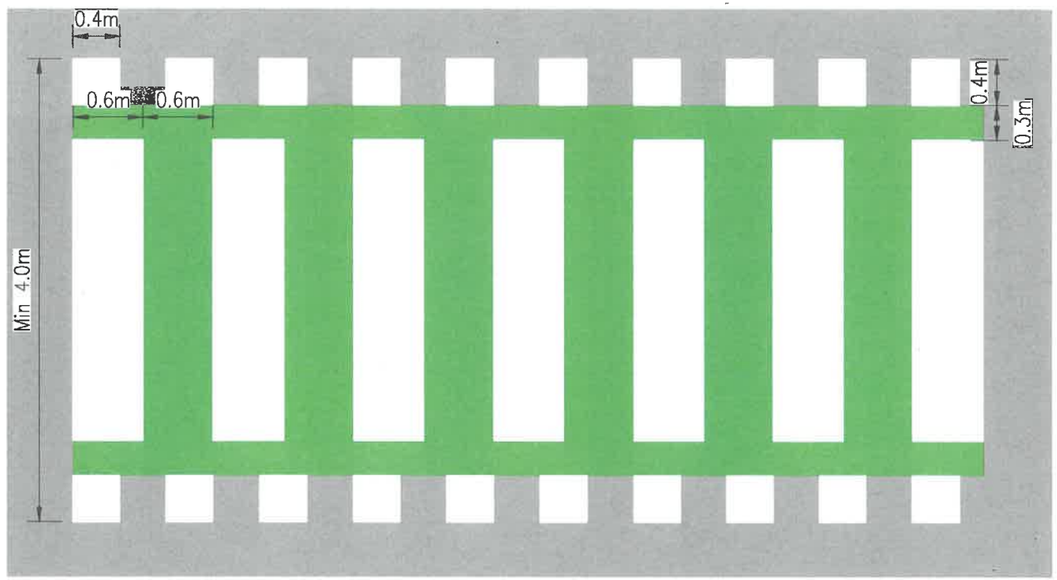
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			NW-5008	B

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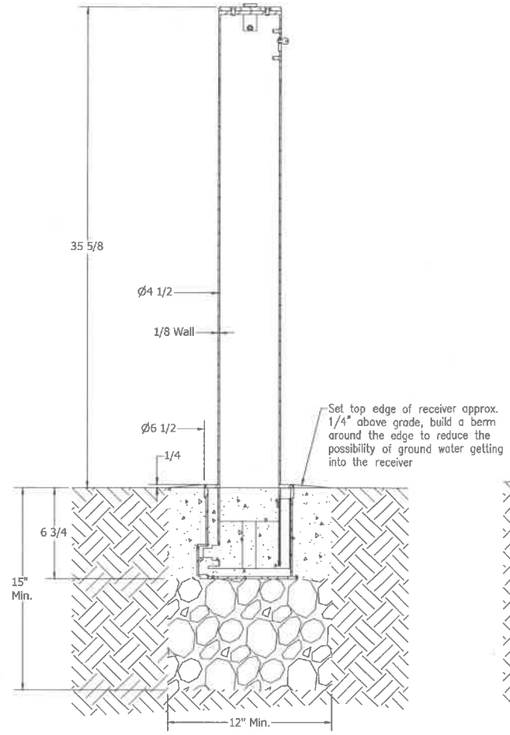
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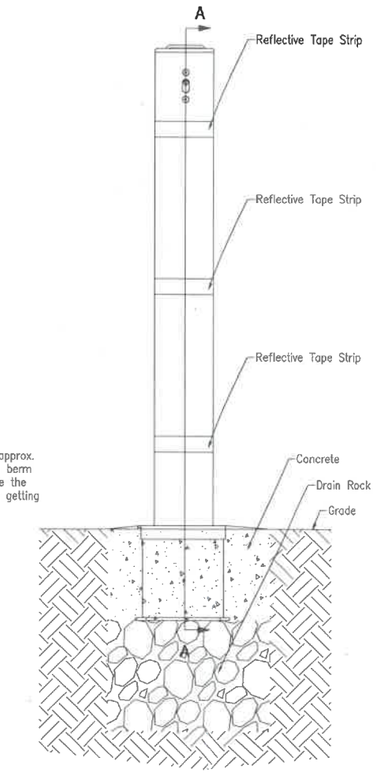
SIGNALIZED ELEPHANT'S FEET CROSSING DETAILS
SCALE: 1:25



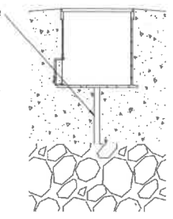
UNSIGNALIZED ELEPHANT'S FEET CROSSING DETAILS
SCALE: 1:25



SECTION A-A



ELEVATION



* If local frost line exceeds 6 3/4" deep, provide adequate drainage by piping through concrete, connect to drain rock layer underneath.

Notes:

- Embedment details are for reference illustration only. Minimum foundation sizes depend on local soil conditions, weather conditions, and engineering requirements.
- Bollard is provided as shown, with parts listed below. Concrete foundation and/or installation not provided by Reliance Foundry.
- This drawing is not drawn to scale. Dimensions provided herein is for reference only. Please consult Reliance Foundry sales professionals if any dimension is critical to your particular installation.
- Reliance Foundry reserves the right to amend design and specifications without prior notice for product improvement.

General Description:

The R-8464 Stainless Steel Removable Bollard features internal locking hardware for quick and easy access to restricted areas. Elevated key-access avoids collection of dirt and debris in dusty, particle-filled environments. Its clean and versatile design is highly visible and available with alternative mountings (see retractable and fixed models) for consistent aesthetics that suit any modern building or landscape. High-quality 316 grade stainless steel with #6 satin finish features high resistance to corrosion and weathering. Posts ship standard with 1 of 4 colored reflector stripes and include mounting covers to prevent tripping hazards and collection of debris.

Specifications:

Height: 35 5/8"

Base Diameter: 4 1/2"

Weight: 25 lbs

Material: Stainless Steel 316

Finish: Satin Surface Finish Buffed No. 6

Reflective Tape Options:

Yellow
White
Red
Blue
None (Default)

RELIANCE FOUNDRY SINCE 1925
Unit 207, 6450 - 148 Street, Surrey, BC V3S 7G7, Canada 1-877-789-3245
info@reliance-foundry.com
www.reliance-foundry.com

REMOVABLE RESTRICTION POST BOLLARD R-8464 DETAILS
SCALE: N.T.S

DRAFT

REV	DATE	REVISIONS	SIGNATURE
B	2019-03	ISSUED FOR MA	SC
A	19/01/30	ISSUED FOR RFP	SC

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE

CAD FILENAME HW-100-NW-5001-5020_D3
DATE 2019-01-30

DESIGNED	HS	DATE 2019-03
QUALITY CONTROL	JJ	DATE 2019-03
QUALITY ASSURANCE	SC	DATE 2019-03
DRAWN	AW	DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT
CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS
STANDARD DETAILS
REMOVABLE RESTRICTION POST AND PATHWAY CROSSING

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			NW-5011	B

CANCEL PRINTS BEARING PREVIOUS LETTER

PRINTED: February 27, 2019 - 10:34 AM
CAD FILE: C:\pw_working\bc\parsons_p0049856\dms07757\HW-100-NW-5001-5020_D3.dwg (LAST SAVED: p0049856)

SCHEDULE D4

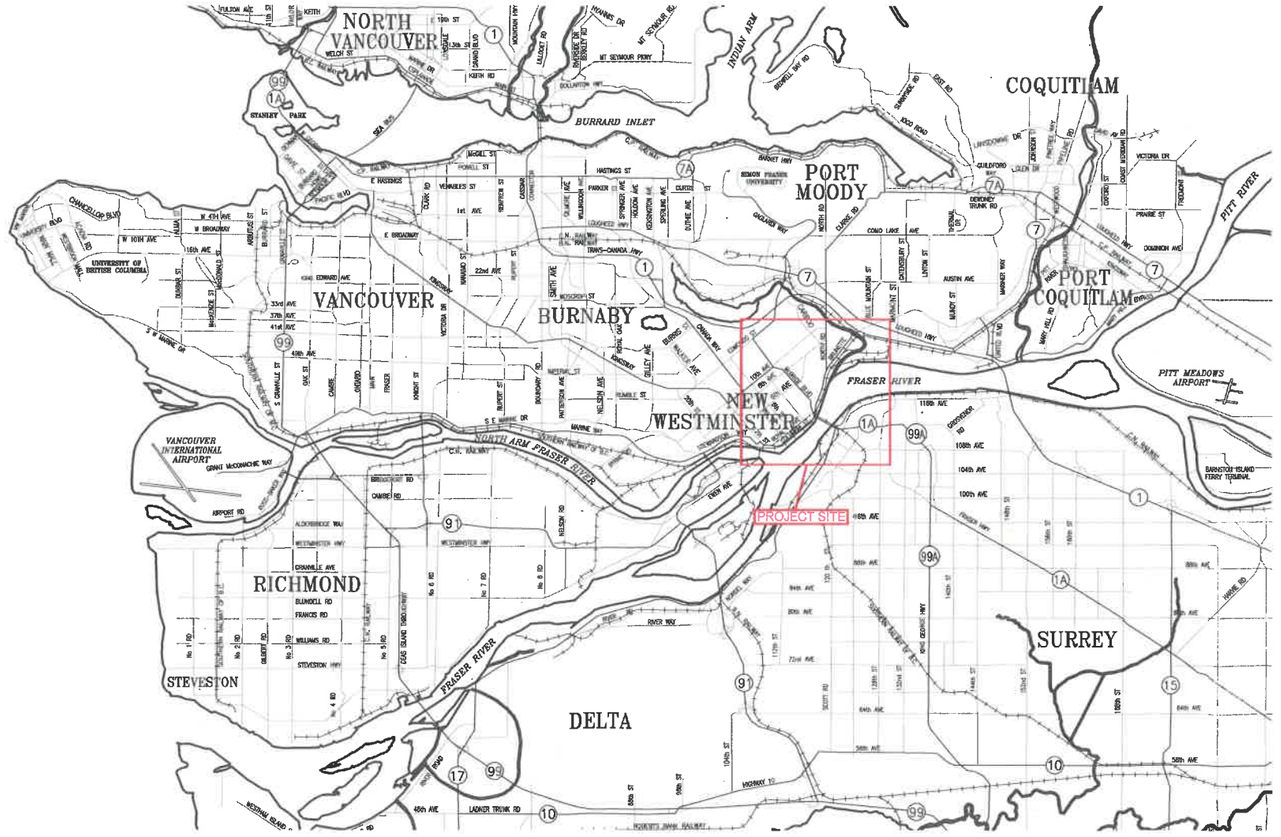
Urban Integration Supplementary Drawings

BRITISH COLUMBIA

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

PROJECT:

PATTULLO BRIDGE REPLACEMENT PROJECT
DRAFT - D4 - URBAN INTEGRATION - SUPPLEMENTARY DRAWINGS



LOCATION PLAN
N.T.S.

DRAFT

JULY 2019

PATTULLO BRIDGE REPLACEMENT PROJECT
DRAFT - D4 - URBAN INTEGRATION - SUPPLEMENTARY DRAWINGS

PRINTED: July 17, 2019 – 1:...
CAD FILE: C:\pw_working\bc\...sh\gms07752\HW-100-NW-0000_D4.dwg (LAST SAVED: p005223b)

BRITISH COLUMBIA | Ministry of Transportation and Infrastructure

PATTULLO BRIDGE REPLACEMENT PROJECT
CITY OF NEW WESTMINSTER URBAN INTEGRATION



STA. P.O.T. 400+000.000 - STA. P.O.T. 400+285.879
0.286 km
STA. P.O.T. 300+000.000 - STA. P.O.T. 300+353.870
0.354 km
STA. P.O.T. 0+004.965 - STA. P.O.T. 0+144.442
0.139 km
LANDMARK KILOMETRE INVENTORY
SEGMENT 0720
Km 19.75 to Km 20.70

KEY PLAN
0 25 1:2500 125m

DRAFT

REV	DATE	REVISIONS	SIGNATURE
A	2019-03	ISSUED FOR RFP	SC

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE

CAD FILENAME HW-100-NW-0002_D4
DATE 2019-02-28

DESIGNED HS DATE 2019-03
QUALITY CONTROL JJ DATE 2019-03
QUALITY ASSURANCE SC DATE 2019-03
DRAWN JW DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT
CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS
KEY PLAN AND LANDMARK KILOMETER INVENTORY

FILE NUMBER	PROJECT NUMBER	REQ	DRAWING NUMBER	REV
			NW-0002	A

CANCEL PRINTS BEARING PREVIOUS LETTER

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CAD FILE: C:\pw_working\bc\parsons_p004985c\dms07752\HW-100-NW-0002_D4.dwg (LAST SAVED: p004985C)

DWG NO	REVISION	DISCIPLINE	DWG NAME
NW-0000	A	OVERVIEW	HW PACKAGE SUBMISSION COVER
NW-0002	A	OVERVIEW	KEY PLAN AND LANDMARK KILOMETRE INVENTORY
NW-0003	C	OVERVIEW	INDEX
NW-0004	A	OVERVIEW	EXISTING LEGEND
NW-0005	A	OVERVIEW	PROPOSED LEGEND
NW-1001	B	ROADS	PLAN – MCBRIDE BLVD (E COLUMBIA ST TO E ROYAL AVE) & EAST COLUMBIA ST. MUP OVERPASS
NW-1002	C	ROADS	PLAN – MCBRIDE BLVD & ROYAL AVE
NW-1003	C	ROADS	PLAN – ROYAL AVE & ROYAL AVE. TO AGNES ST. MUP OVERPASS
NW-1100	C	ROADS	TURNING MOVEMENT PLAN
NW-3001	A	ROADS	TYPICAL SECTIONS – L400 / L500
NW-3002	A	ROADS	TYPICAL SECTIONS – L300
NW-2001	A	ROADS	PROFILE – L300 – ROYAL AVE – STA. 300+000.000 TO STA. 300+250.000
NW-2002	A	ROADS	PROFILE – L300 – ROYAL AVE – STA. 300+250.000 TO STA. 300+353.870
NW-2003	A	ROADS	PROFILE – L500 – MCBRIDE BLVD (EAST COLUMBIA ST TO ROYAL AVE) – STA. 0+004.965 TO STA. 0+144.442
NW-2004	A	ROADS	PROFILE – L400 – MCBRIDE BLVD – STA. 400+000.000 TO STA. 400+285.879
NW-2005	A	ROADS	PROFILE – ROYAL AVE. TO AGNES ST. MUP OVERPASS – STA. 0+001.470 TO STA.0+266.291
NW-2006	A	ROADS	PROFILE – EAST COLUMBIA ST. MUP OVERPASS – STA. 0+961.805 TO STA.1+239.744

DWG NO	REVISION	DISCIPLINE	DWG NAME

DRAFT

REV	DATE	REVISIONS	SIGNATURE
C	2019-07	ISSUED FOR MA	SC
B	2019-06	ISSUED FOR MA	SC
A	2019-03	ISSUED FOR MA	SC

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE

CAD FILENAME HW-100-NW-0003_D4

DATE 2019-07-22

DESIGNED HS DATE 2019-03

QUALITY CONTROL JJ DATE 2019-03

QUALITY ASSURANCE SC DATE 2019-03

DRAWN JW DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER

URBAN INTEGRATION REQUIREMENTS

INDEX

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			NW-0003	C

CANCEL PRINTS BEARING PREVIOUS LETTER

PRINTED: July 22, 2019 – 5:09 PM
CAD FILE: C:\pw_working\bc\p0052233\cma07752\HW-100-NW-0003_D4.dwg (LAST SAVED: p0052233)

EXISTING LEGEND

AERIAL UTILITIES
- ANCHOR / GUY WIRE
- TELEPHONE POLE

SURVEY
- MONUMENT
- IRON PIN
- IRON PIN BENT
- LEAD PLUG
- CONCRETE POST

UTILITY TELUS/HYDRO
- POT HOLE POINT
- KIOSK
- CONCRETE ENCASED DUCTBANK
- CONCRETE SERVICE BOX
- SERVICE VAULT
- HIGH TENSION POLE
- HIGH TENSION TOWER
- POWER AND TELEPHONE POLE
- POWER POLE WITH TRANSFORMER
- POWER/TELEPHONE POLE WITH TRANSFORMER
- MANHOLE (TELUS)
- CATV SERVICE VAULT
- CATV SERVICE BOX
- CATV PEDESTAL

MANHOLE
- THROUGH TYPE MANHOLE
- T–TYPE MANHOLE
- 4–WAY MANHOLE
- L–TYPE MANHOLE
- THRU SINGLE CORNER MANHOLE
- THRU DOUBLE CORNER (END) MANHOLE
- THRU DOUBLE CORNER (OPPOSITE) MANHOLE
- THRU DOUBLE CORNER (SIDE) MANHOLE
- THRU THREE CORNER MANHOLE

PULL BOXES
- SIZE 2 PULLBOX
- SIZE 3 PULLBOX

JUNCTION/SERVICE BOXES
- 675mmø SERVICE BOX
- 332 JUNCTION/SERVICE BOX
- 632 JUNCTION/SERVICE BOX
- 832 JUNCTION BOX
- 1232 JUNCTION BOX
- 555 SERVICE BOX

DETAIL
- GUARD POST
- PILING
- GATE POST
- WELL
- TREE
- DECORATIVE TREE
- DELINEATOR POST
- FLAG POLE
- COMMERCIAL MESSAGE SIGN

DRAINAGE
- CULVERT OUTLET
- CULVERT INLET
- CULVERT HEADWALL
- DRAINAGE GRATE
- MANHOLE
- CATCH BASIN

METERS
- SEWER VALVE
- WATER METER
- VALVE
- WATER VALVE
- FIRE HYDRANT
- GAS VALVE

ELECTRICAL
- TRAFFIC SIGNAL CONTROL BOX
- ELECTRICAL OUTLET
- JUNCTION BOX
- LAMP STANDARD
- TRAFFIC SIGNAL
- VAULT–ELECTRICAL
- TOWER–HYDRO
- POWER POLE

ROAD SIGN
- ONE POST (WOOD OR TELSPAR)
- TWO POST (WOOD OR TELSPAR)
- CANTILEVER STRUCTURE
- SIGN BRIDGE STRUCTURE

GEOTECHNICAL
- SEISMIC LINE

LEGAL LINETYPES
- SECTION/DISTRICT BDY.
- LOT BOUNDARY/OLD ROAD R/W
- STATUTORY R/W / EASEMENT
- HIGHWAY RIGHT–OF–WAY
- AGRICULTURE LAND RESERVATION

SITE IMPROVEMENTS
- RESIDENTIAL STRUCTURE (HOUSE) (H)
- COMMERCIAL/INDUSTRIAL STRUCTURE (C)
- RESIDENTIAL GARAGE (G)
- INSTITUTIONAL STRUCTURE (SCHOOL, CHURCH, ETC.) (I)

MAN MADE FEATURES LINETYPES
- EDGE OF PAVEMENT
- SHOULDER
- CONCRETE BARRIER
- DIRT ROAD/DRIVEWAY
- FENCE
- GRAVEL ROAD/DRIVEWAY
- HEDGE/BUSH/TREE LINE
- RAILWAY
- RETAINING WALL
- GUARD RAIL
- OBSCURED AREA

UNDERGROUND UTILITIES LINETYPES
- GAS MAIN
- OIL
- SANITARY SEWER LINE
- STORM/SEWER DRAIN
- TELEPHONE FIBRE CABLE
- ELECTRICAL DUCTBANK
- MISCELLANEOUS
- TELEPHONE DUCTBANK
- WATER MAIN
- GVWD WATER MAIN
- GVS&DD SEWER
- CULVERT
- ABANDONED GAS
- ABANDONED WATER
- ABANDONED SANITARY

OVERHEAD UTILITIES LINETYPES
- HIGH TENSION WIRE
- ELECTRICAL AERIAL CABLE
- TELEPHONE AERIAL CABLE

ALIGNMENT DETAIL LINETYPES
- RURAL WHITE PAINTLINE
- WHITE PAINTLINE
- YELLOW PAINTLINE
- DECELERATION LANE

HYDRAULIC LINETYPES
- CREEK/DITCH/STREAM
- DRAIN/DITCH EDGE
- EDGE OF WATER
- WATER DITCH EDGE
- MAJOR CATCHMENT BOUNDARY
- SUB–CATCHMENT BOUNDARY

DRAFT

REV	DATE	REVISIONS	SIGNATURE
A	2019-03	ISSUED FOR MA	SC

BRITISH COLUMBIA — MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE

CAD FILENAME: HW-100-NW-0004_D4

DATE: 2019-02-27

DESIGNED	HS	DATE 2019-03
QUALITY CONTROL	JU	DATE 2019-03
QUALITY ASSURANCE	SC	DATE 2019-03
DRAWN	JW	DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT
CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS
EXISTING LEGEND

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			NW-0004	A

CANCEL PRINTS BEARING PREVIOUS LETTER

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PROPOSED LEGEND

GENERAL

WALL NUMBER — XXXXR WXXXXXR / XXXXR WXXXXXL

BRIDGE NUMBER — W1 R-XXXX / W1 B-XXXX

CONSTRUCTION DETAILS LINETYPES

CLEARING AND GRUBBING — CL & GR

CLEARING AND NO GRUBBING — CL NO GR PEAT

SURFACE DETAIL LINETYPES

HIGHWAY CENTERLINE ALIGNMENT

STRUCTURAL CENTERLINE ALIGNMENT

EDGE OF PAVEMENT

PAINT LINES – SOLID

CURB LINE

GRAVEL SHOULDER

BUS BAY/PULLOUT — 1m DASH, 1m GAP

HOV LANE

GUIDING LINE — 0.5m DASH, 0.5m GAP

DECELERATION LINE — 3 3

URBAN PAINT LINE — 3 3 6

RURAL PAINT LINE — 5 5 8

RETAINING WALL

SOUND WALL

CONCRETE BARRIER

ATTENUATOR (SAND BARRELS) 50–70Km/h

ATTENUATOR (SAND BARRELS) 80–100Km/h

NARROW ATTENUATOR

CUT/FILL TOES — C/F

GUARD RAIL WITH POSTS

TYPE 'D' CHAINLINK FENCE

C/W 3 STRANDS OF BARBED WIRE — xx xx xx

TRAIL

RAIL TRACKS

HIGH OCCUPANCY VEHICLE LANE

DETAIL

ROAD SIGN (SINGLE POLE)

GUIDE SIGN POST MOUNTED

GUIDE SIGN (GANTRY)

COMMERCIAL MESSAGE SIGN

REGULATORY SIGN (GANTRY)

REGULATORY SIGN POST MOUNTED

POST MOUNTED DELINEATOR (YELLOW)

POST MOUNTED DELINEATOR (WHITE)

TOP MOUNTED BI–DIRECTIONAL REFLECTOR

TOP OR SIDE MOUNTED MONO–DIRECTIONAL YELLOW REFLECTOR

TOP OR SIDE MOUNTED MONO–DIRECTIONAL WHITE REFLECTOR

RAISED PAVEMENT MARKERS (WHITE AND YELLOW)

APPROXIMATE AREA OF ASPHALT OVERLAY

EXISTING PAVEMENT TO BE REMOVED OUTSIDE NEW ROADWAY

DRAINAGE

CATCH BASIN (SINGLE) — CB.W1.XXXXX

CATCH BASIN (TWIN) — TCB.W1.XXXXX

DECK DRAIN

MANHOLE — MH.W1.XXXXX

SCUPPER

ASPHALT SPILLWAY — SP.W1.XXXXX

STORM WATER TREATMENT DEVICE

WEIR

DRAINAGE INVERT — 6.50

LAWN BASIN

CLEANOUT — CO

RIPRAP SPLASH PAD

CULVERT NUMBER — XXX.XXXX.X

CULVERT HEADWALL

FISHERIES WATERCOURSE

FLOW ARROW

TREATED DISCHARGE POINT

UNTREATED DISCHARGE POINT

FILTRATION CHECK DAM

RIPRAP

POND

POND OUTLET — PO

CREEK CHANNEL

WATER COURSE

SUB GRADE DRAIN — SGD

STORAGE DITCH — SD

DITCH

CULVERT (BOX)

CULVERT (PIPE)

BERM

STORM PIPE — S

SHEET FLOW/FILTER STRIP

LEGAL

HIGHWAY RIGHT OF WAY (PROPOSED)

LICENSE TO CONSTRUCT

STATUTORY RIGHT OF WAY

AIRSPACE/CROSSING PERMIT

SOUTH BOUNDARY OF CP R/W

RAILWAY

EXISTING HAND THROW TURNOUT TO BE REMOVED

EXISTING HAND THROW TURNOUT TO REMAIN

EXISTING POWER TURNOUT TO REMAIN

PROPOSED HAND THROW TURNOUT

ENVIRONMENTAL

ENVIRONMENTAL HABITAT/ COMPENSATION AREA

ENVIRONMENTAL WETLAND

CONTROL POINT TABLE

PMBTM CONTROL POINTS			
CONTROL PT	NORTHING	EASTING	ELEVATION
[illegible]	[illegible]	[illegible]	5.931
[illegible]	[illegible]	[illegible]	26.274
GCM300725	[illegible]	[illegible]	[illegible]
GCM312029	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
GCM970707	[illegible]	[illegible]	77.312

DRAFT

REV	DATE	REVISIONS	SIGNATURE
A	2019-03	ISSUED FOR MA	SC

BRITISH COLUMBIA — MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE

CAD FILENAME HW-100-NW-0005_D4

DATE 2019-01-30

DESIGNED	HS	DATE	2019-03
QUALITY CONTROL	JJ	DATE	2019-03
QUALITY ASSURANCE	SC	DATE	2019-03
DRAWN	JW	DATE	2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER

URBAN INTEGRATION REQUIREMENTS

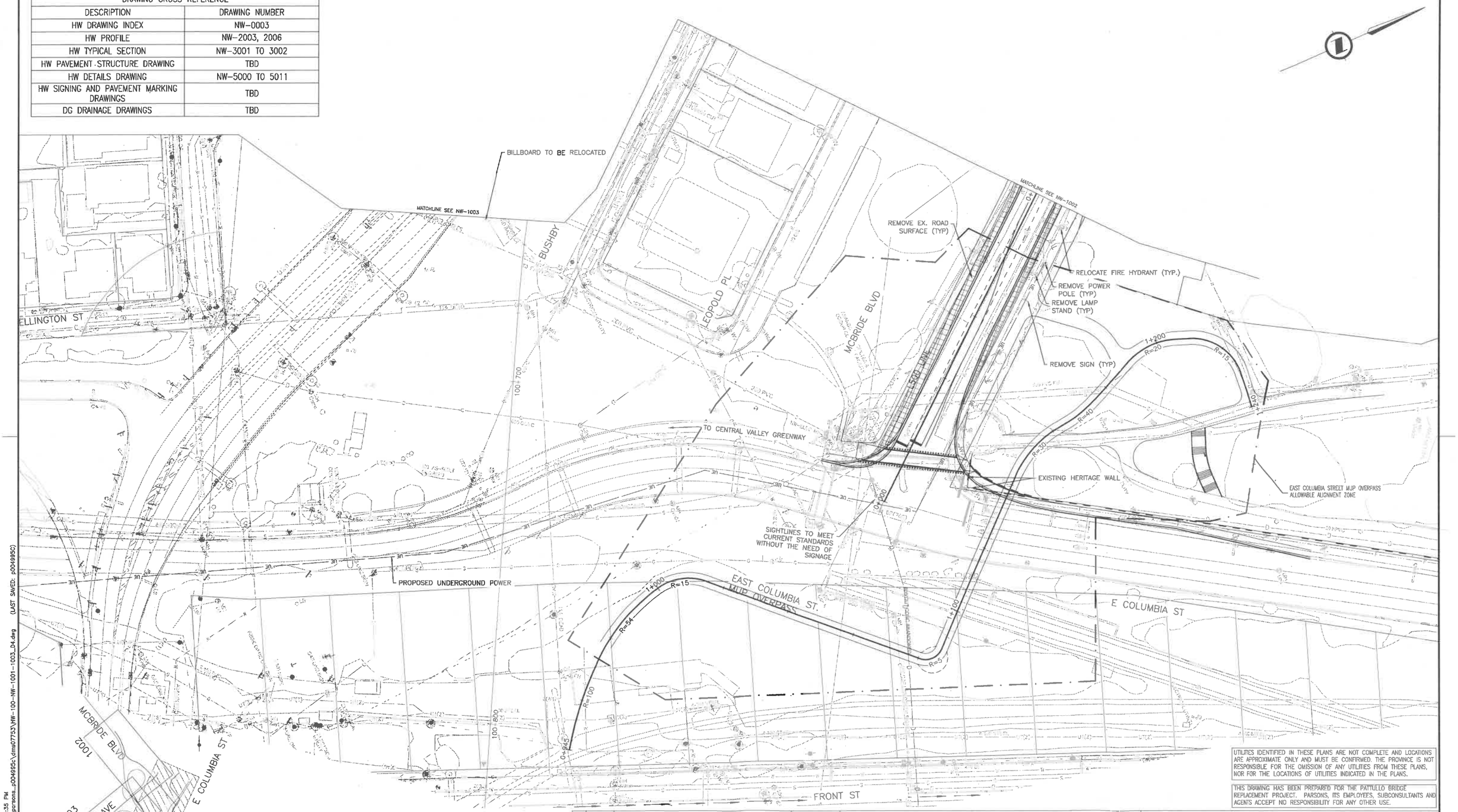
PROPOSED LEGEND

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			NW-0005	A

CANCEL PRINTS BEARING PREVIOUS LETTER

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DRAWING CROSS REFERENCE	
DESCRIPTION	DRAWING NUMBER
HW DRAWING INDEX	NW-0003
HW PROFILE	NW-2003, 2006
HW TYPICAL SECTION	NW-3001 TO 3002
HW PAVEMENT STRUCTURE DRAWING	TBD
HW DETAILS DRAWING	NW-5000 TO 5011
HW SIGNING AND PAVEMENT MARKING DRAWINGS	TBD
DG DRAINAGE DRAWINGS	TBD



UTILITIES IDENTIFIED IN THESE PLANS ARE NOT COMPLETE AND LOCATIONS ARE APPROXIMATE ONLY AND MUST BE CONFIRMED. THE PROVINCE IS NOT RESPONSIBLE FOR THE OMISSION OF ANY UTILITIES FROM THESE PLANS, NOR FOR THE LOCATIONS OF UTILITIES INDICATED IN THE PLANS.

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REV	DATE	REVISIONS	SIGNATURE
B	2019-06	ISSUED FOR MA	SC
A	2019-03	ISSUED FOR MA	SC

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 5 1:500 25m

CAD FILENAME HW-100-NW-1001-1003_D4

DATE 2019-06-12

DESIGNED	HS	DATE	2019-03
QUALITY CONTROL	JJ	DATE	2019-03
QUALITY ASSURANCE	SC	DATE	2019-03
DRAWN	JW	DATE	2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER

URBAN INTEGRATION REQUIREMENTS

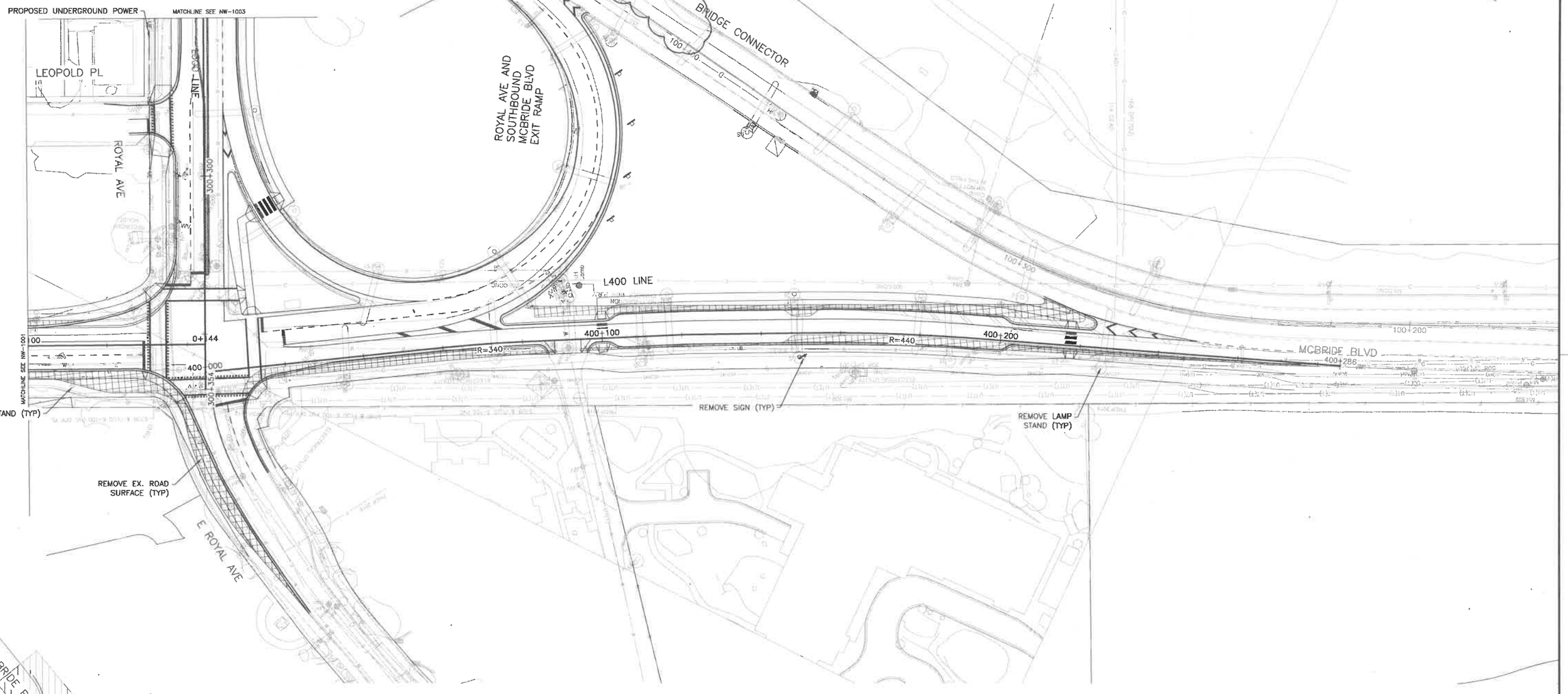
PLAN

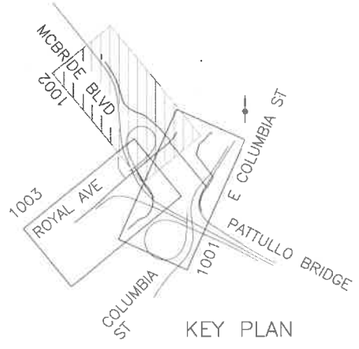
MCBRIDE BLVD (E COLUMBIA ST TO E ROYAL AVE) & EAST CLOUMBIA ST. MUP OVERPASS

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			NW-1001	B

CANCEL PRINTS BEARING PREVIOUS LETTER A

PRINTED: June 12, 2019 - 4:35 PM
CAD FILE: C:\pw_working\bc\parsons_p0049950\dms07753\HW-100-NW-1001-1003_D4.dwg (LAST SAVED: p0049950)





KEY PLAN

DRAWING CROSS REFERENCE	
DESCRIPTION	DRAWING NUMBER
HW DRAWING INDEX	NW-0003
HW PROFILE	NW-2002, 2004
HW TYPICAL SECTION	NW-3001 TO 3002
HW PAVEMENT STRUCTURE DRAWING	TBD
HW DETAILS DRAWING	NW-5001 TO 5011
HW SIGNING AND PAVEMENT MARKING DRAWINGS	TBD
DG DRAINAGE DRAWINGS	TBD

DRAFT

REV	DATE	REVISIONS	SIGNATURE
C	2019-07	ISSUED FOR MA	SC
B	2019-06	ISSUED FOR MA	SC
A	2019-03	ISSUED FOR MA	SC

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BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 5 1:500 25m

CAD FILENAME HW-100-NW-1001-1003_D4

DATE 2019-07-22

DESIGNED	HS	DATE	2019-03
QUALITY CONTROL	JJ	DATE	2019-03
QUALITY ASSURANCE	SC	DATE	2019-03
DRAWN	JW	DATE	2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER

URBAN INTEGRATION REQUIREMENTS

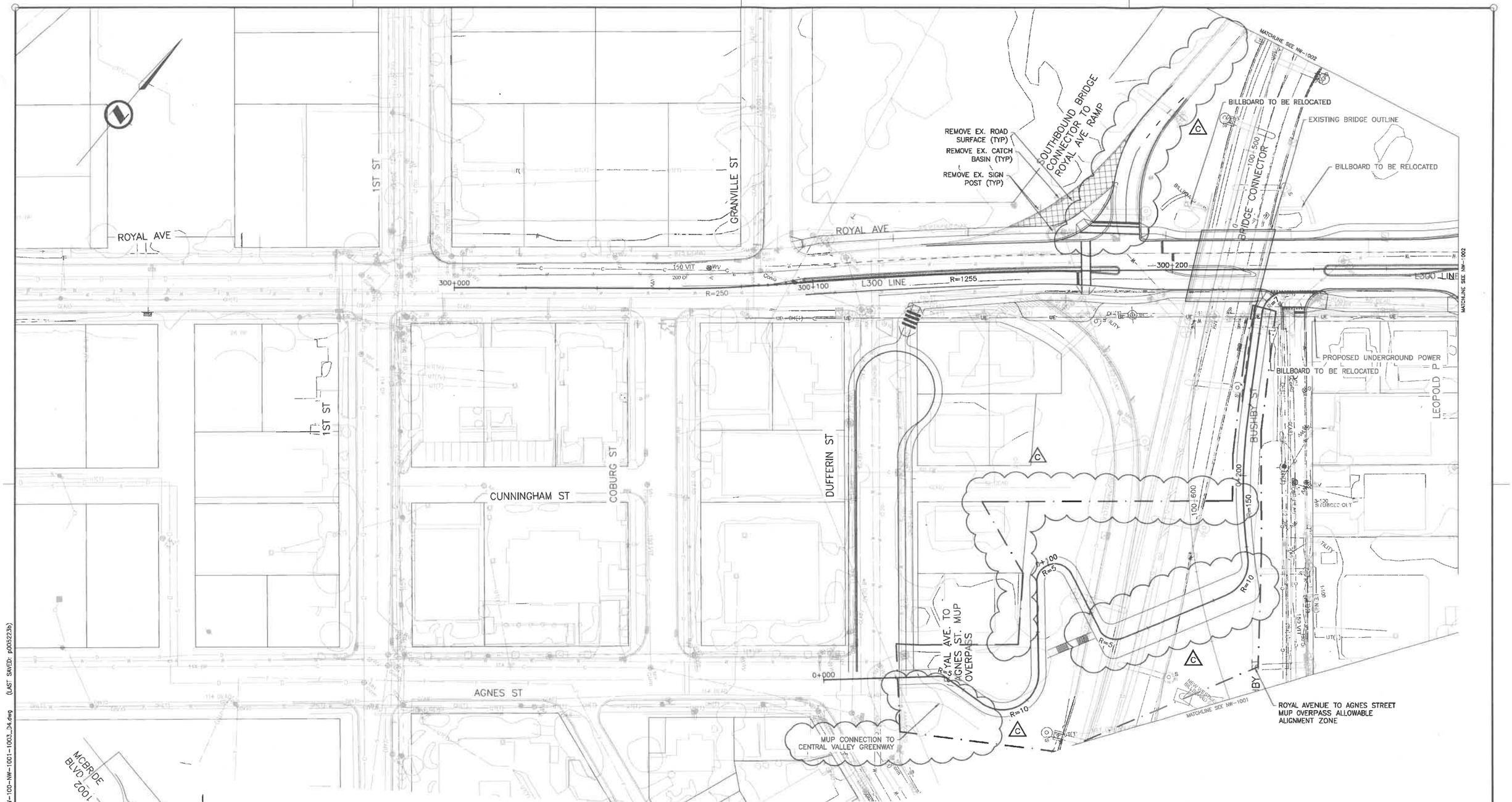
PLAN

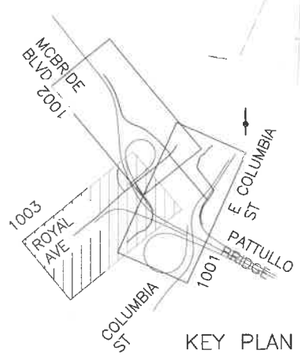
MCBRIDE BLVD & ROYAL AVE

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			NW-1002	C

CANCEL PRINTS BEARING PREVIOUS LETTER

PRINTED: July 22, 2019 - 2:41 PM
CAD FILE: C:\pw_working\pw\d0052236\d7m077753\HW-100-NW-1001-1003_D4.dwg (LAST SAVED: d0052236)





KEY PLAN

DRAWING CROSS REFERENCE	
DESCRIPTION	DRAWING NUMBER
HW DRAWING INDEX	NW-0003
HW PROFILE	NW-2001, 2002, 2005
HW TYPICAL SECTION	NW-3001 TO 3002
HW PAVEMENT STRUCTURE DRAWING	TBD
HW DETAILS DRAWING	NW-5001 TO 5011
HW SIGNING AND PAVEMENT MARKING DRAWINGS	TBD
DG DRAINAGE DRAWINGS	TBD

DRAFT

REV	DATE	REVISIONS	SIGNATURE
C	2019-07	ISSUED FOR MA	SC
B	2019-06	ISSUED FOR MA	SC
A	2019-03	ISSUED FOR MA	SC

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BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 5 1:500 25m

CAD FILENAME HW-100-NW-1001-1003_D4

DATE 2019-07-24

DESIGNED	HS	DATE 2019-03
QUALITY CONTROL	JJ	DATE 2019-03
QUALITY ASSURANCE	SC	DATE 2019-03
DRAWN	JW	DATE 2019-03

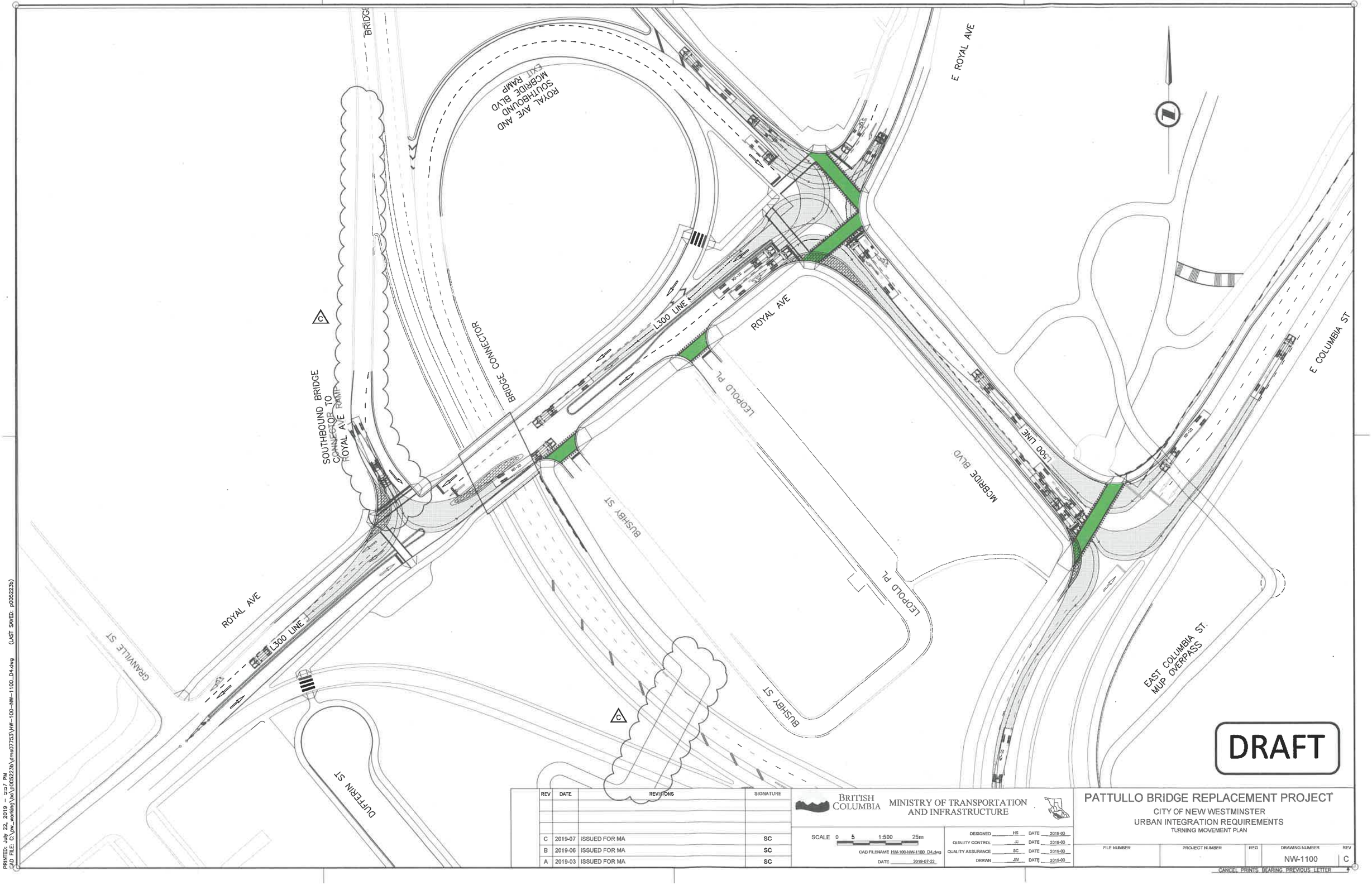
PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS
PLAN
ROYAL AVE & ROYAL AVE. TO AGNES ST. MUP OVERPASS

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			NW-1003	C

CANCEL PRINTS BEARING PREVIOUS LETTER

PRINTED: July 24, 2019 - 9:02 AM
LAST FILE: C:\pw_working\be\d0052238\dms07753\HW-100-NW-1001-1003_D4.dwg (LAST SAVED: p0052238)



REV	DATE	REVISIONS	SIGNATURE
C	2019-07	ISSUED FOR MA	SC
B	2019-06	ISSUED FOR MA	SC
A	2019-03	ISSUED FOR MA	SC

BRITISH COLUMBIA — MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 5 1:500 25m

CAD FILENAME NW-100-NW-1100_D4.dwg

DATE 2019-07-22

DESIGNED	HS	DATE 2019-03
QUALITY CONTROL	JJ	DATE 2019-03
QUALITY ASSURANCE	SC	DATE 2019-03
DRAWN	JW	DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER

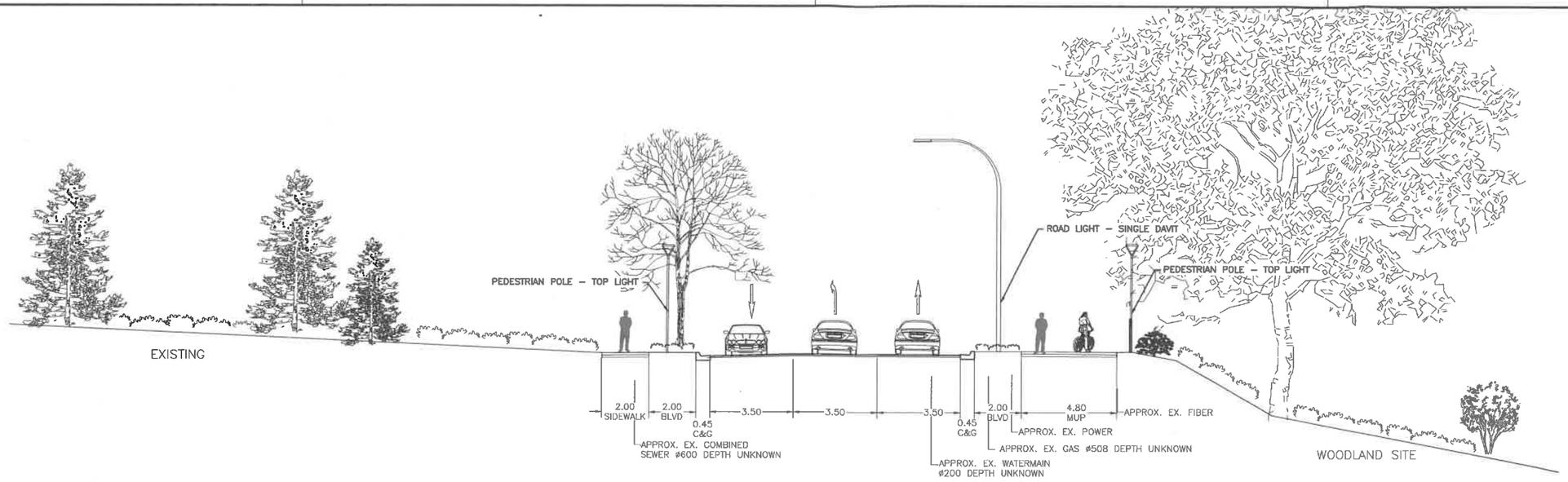
URBAN INTEGRATION REQUIREMENTS

TURNING MOVEMENT PLAN

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			NW-1100	C

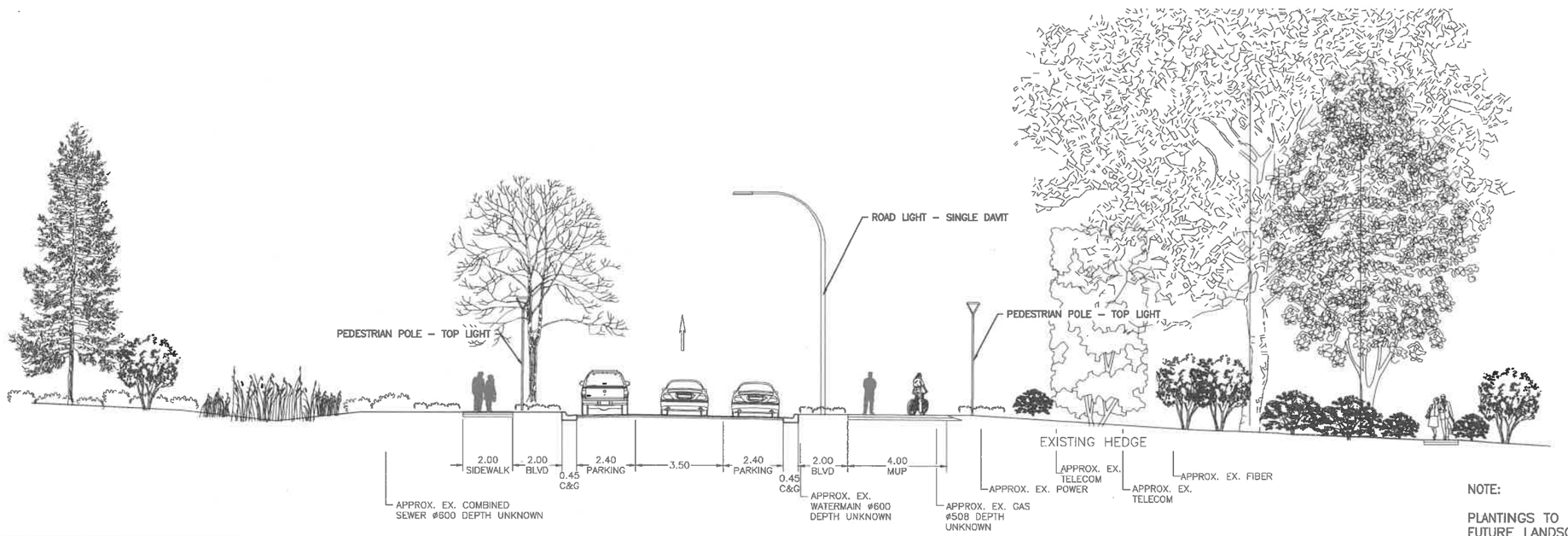
CANCEL PRINTS BEARING PREVIOUS LETTER

PRINTED: July 22, 2019 – 3:37 PM
CAD FILE: C:\pw_working\bc\p0052236\dma07753\NW-100-NW-1100_D4.dwg (LAST SAVED: p0052236)



TYPICAL SECTION 1 AT L500 – MCBRIDE BLVD (E COLUMBIA ST TO E ROYAL AVE)

STA. 0+090.000



TYPICAL SECTION 2 AT L400 – MCBRIDE BLVD (NORTH OF E ROYAL AVE)

STA. 400+120.000

DRAWING CROSS REFERENCE	
DESCRIPTION	DRAWING NUMBER
HW DRAWING INDEX	NW-0003
HW PLAN	NW-1001 TO 1003
HW PROFILE	NW-2001 TO 2003
HW DETAILS DRAWING	NW-5001 TO 5011
HW SIGNING AND PAVEMENT MARKING DRAWINGS	TBD
DG DRAINAGE DRAWINGS	TBD

NOTE:

PLANTINGS TO BE DETERMINED IN FUTURE LANDSCAPING CONTRACT

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REV	DATE	REVISIONS	SIGNATURE
A	2019-03	ISSUED FOR MA	SC

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 1 1:100 5m

CAD FILENAME HW-100-NW-3000_D4

DATE 2019-02-27

DESIGNED	HE	DATE	2019-03
QUALITY CONTROL	JJ	DATE	2019-03
QUALITY ASSURANCE	SC	DATE	2019-03
DRAWN	JW	DATE	2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER

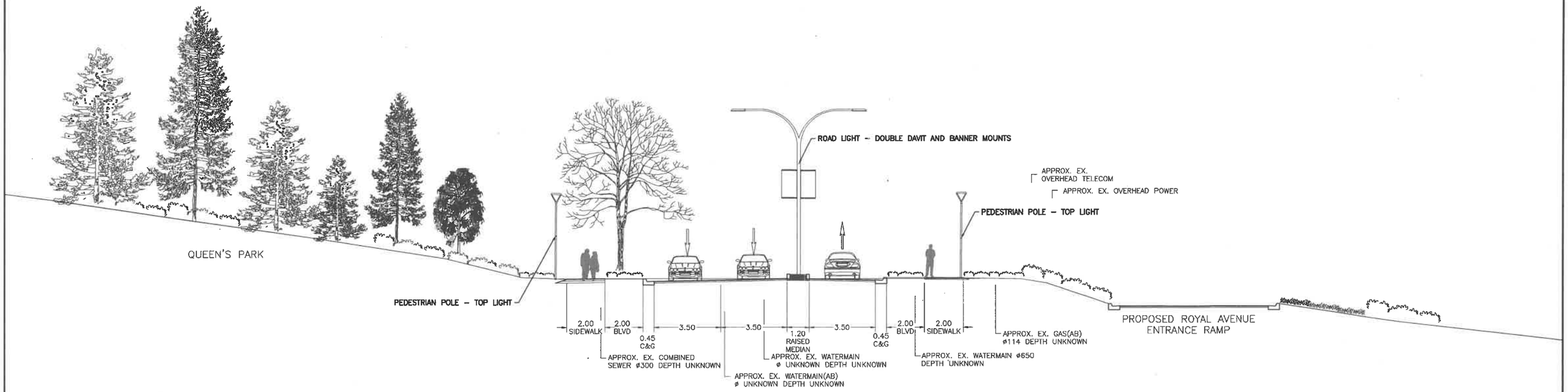
URBAN INTEGRATION REQUIREMENTS

TYPICAL SECTIONS L400/L500

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
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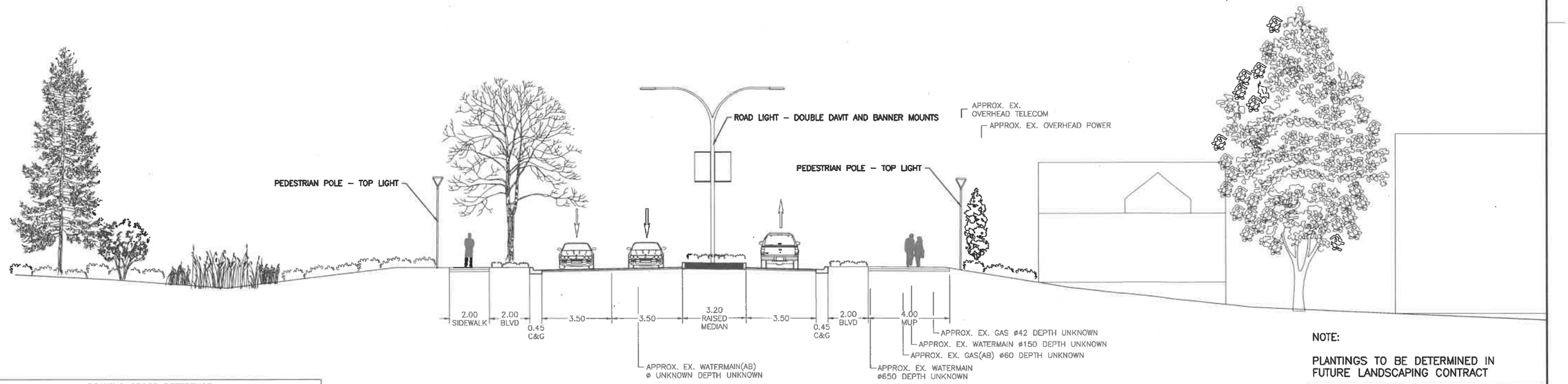
CANCEL PRINTS BEARING PREVIOUS LETTER

PRINTED: February 27, 2019 – 10:12 AM
CAD FILE: C:\pw_working\bc\parsons_p0049856\zmad0758\NW-100-NW-3000_D4.dwg (LAST SAVED: p0049856)



TYPICAL SECTION 1 AT L300 – ROYAL AVE

STA. 300+160.000



TYPICAL SECTION 2 AT L300 – ROYAL AVE

STA. 300+260.000

DRAWING CROSS REFERENCE	
DESCRIPTION	DRAWING NUMBER
HW DRAWING INDEX	NW-0003
HW PLAN	NW-1001 TO 1003
HW PROFILE	NW-2001 TO 2003
HW DETAILS DRAWING	NW-5001 TO 5011
HW SIGNING AND PAVEMENT MARKING DRAWINGS	TBD
DG DRAINAGE DRAWINGS	TBD

NOTE:

PLANTINGS TO BE DETERMINED IN FUTURE LANDSCAPING CONTRACT

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REV	DATE	REVISIONS	SIGNATURE
A	2019-03	ISSUED FOR MA	SC

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 1 1:100 5m

CAD FILENAME HW-100-NW-3000_D4

DATE 2019-02-27

DESIGNED	HS	DATE 2019-03
QUALITY CONTROL	JJ	DATE 2019-03
QUALITY ASSURANCE	SC	DATE 2019-03
DRAWN	JW	DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER

URBAN INTEGRATION REQUIREMENTS

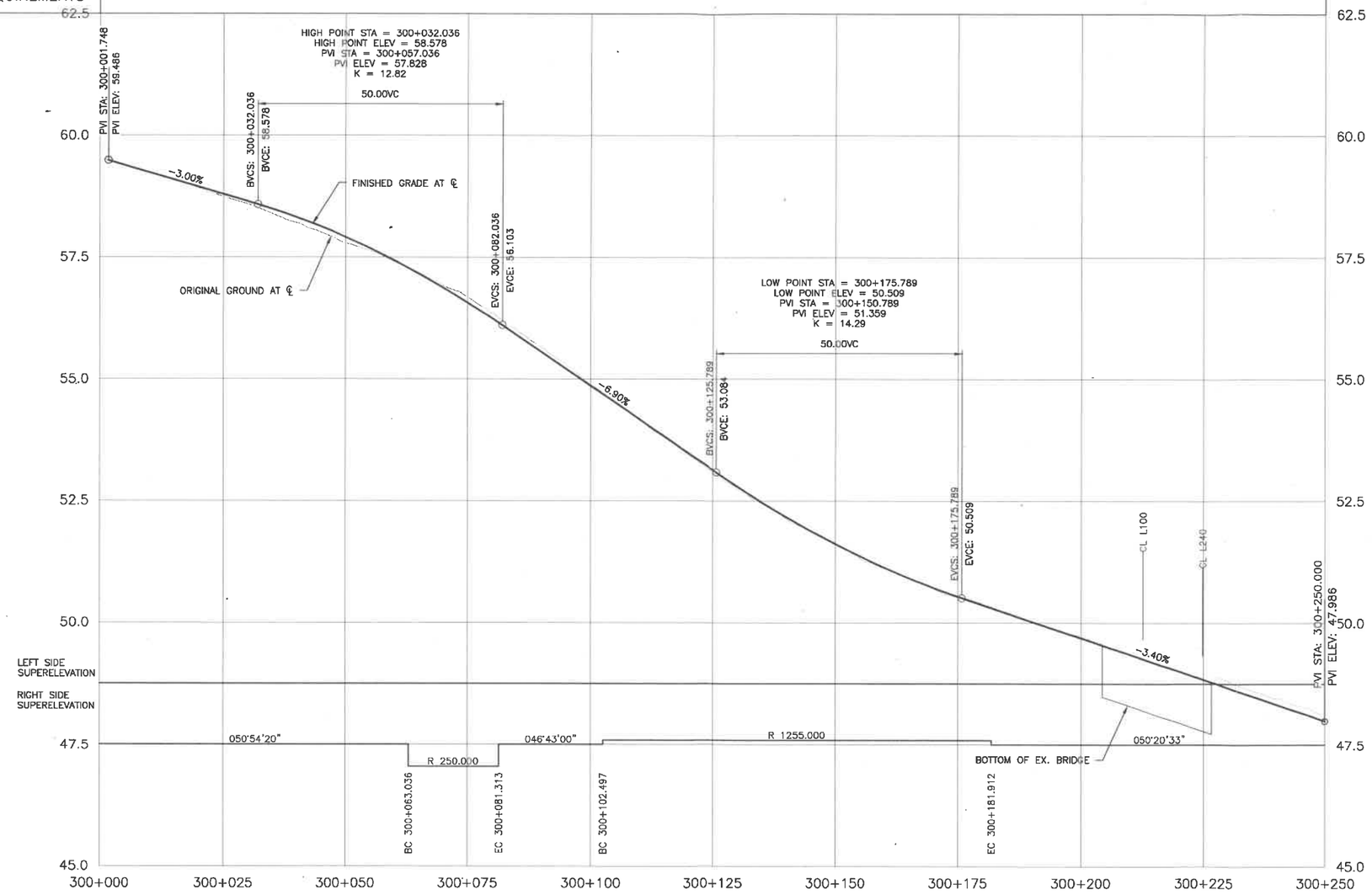
TYPICAL SECTIONS L300

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			NW-3002	A

CANCEL PRINTS BEARING PREVIOUS LETTER

PRINTED: February 27, 2019 – 10:11 AM
CAD FILE: C:\pw_working\bc\parsons_p0049895c\dms07798\HW-100-NW-3000_D4.dwg (LAST SAVED: p0049895C)

CUT SLOPE ANGLE	
FILL SLOPE ANGLE	
EMBANKMENT FILL REQUIREMENTS	



DRAWING CROSS REFERENCE	
DESCRIPTION	DRAWING NUMBER
HW DRAWING INDEX	NW-0003
HW PLAN	NW-1001,1002
HW TYPICAL SECTION	NW-3001
HW DETAILS DRAWING	NW-5001 TO 5011
HW SIGNING AND PAVEMENT MARKING DRAWINGS	TBD
DG DRAINAGE DRAWINGS	TBD

DESIGN SPEED	
300 LINE	50 km/h

DRAFT

REV	DATE	REVISIONS	SIGNATURE
A	2019-03	ISSUED FOR MA	SC

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 5 H 1:500 25m / 0 0.5 V 1:50 2.5m

CAD FILENAME HW-100-NW-2000_D4

DATE 2019-02-27

DESIGNED HS DATE 2019-03

QUALITY CONTROL JJ DATE 2019-03

QUALITY ASSURANCE SC DATE 2019-03

DRAWN AW DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER

URBAN INTEGRATION REQUIREMENTS

PROFILE

L300 - ROYAL AVE - STA. 300+000.000 TO 300+250.000

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			NW-2001	A

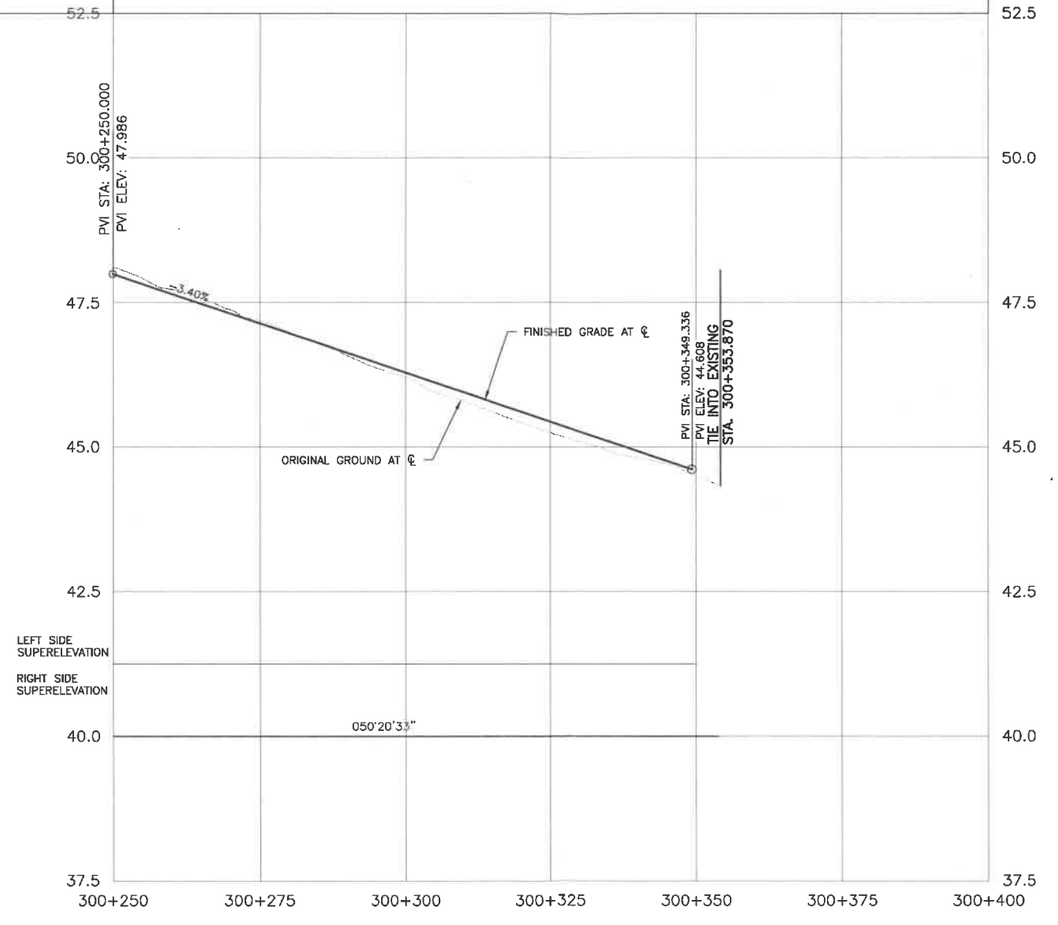
CANCEL PRINTS BEARING PREVIOUS LETTER

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PRINTED: February 27, 2019 - 11:10 AM
CAD FILE: C:\pw_working\bc\parsons_p0049850\dms07755\HW-100-NW-2000_D4.dwg (LAST SAVED: p0049850)

CUT SLOPE ANGLE	
FILL SLOPE ANGLE	
EMBANKMENT FILL REQUIREMENTS	



DRAWING CROSS REFERENCE	
DESCRIPTION	DRAWING NUMBER
HW DRAWING INDEX	NW-0003
HW PLAN	NW-1001,1002
HW TYPICAL SECTION	NW-3001
HW DETAILS DRAWING	NW-5001 TO 5011
HW SIGNING AND PAVEMENT MARKING DRAWINGS	TBD
DG DRAINAGE DRAWINGS	TBD

DESIGN SPEED	
300 LINE	50 km/h

DRAFT

REV	DATE	REVISIONS	SIGNATURE
A	2019-03	ISSUED FOR MA	SC

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 5 H 1:500 25m / 0 0.5 V 1:50 2.5m
CAD FILENAME HW-100-NW-2000_D4
DATE 2019-02-27

DESIGNED HS DATE 2019-03
QUALITY CONTROL JJ DATE 2019-03
QUALITY ASSURANCE SC DATE 2019-03
DRAWN JW DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS
PROFILE
L300 - ROYAL AVE - STA. 300+250.000 TO 300+353.870

FILE NUMBER	PROJECT NUMBER	REG.	DRAWING NUMBER	REV
			NW-2002	A

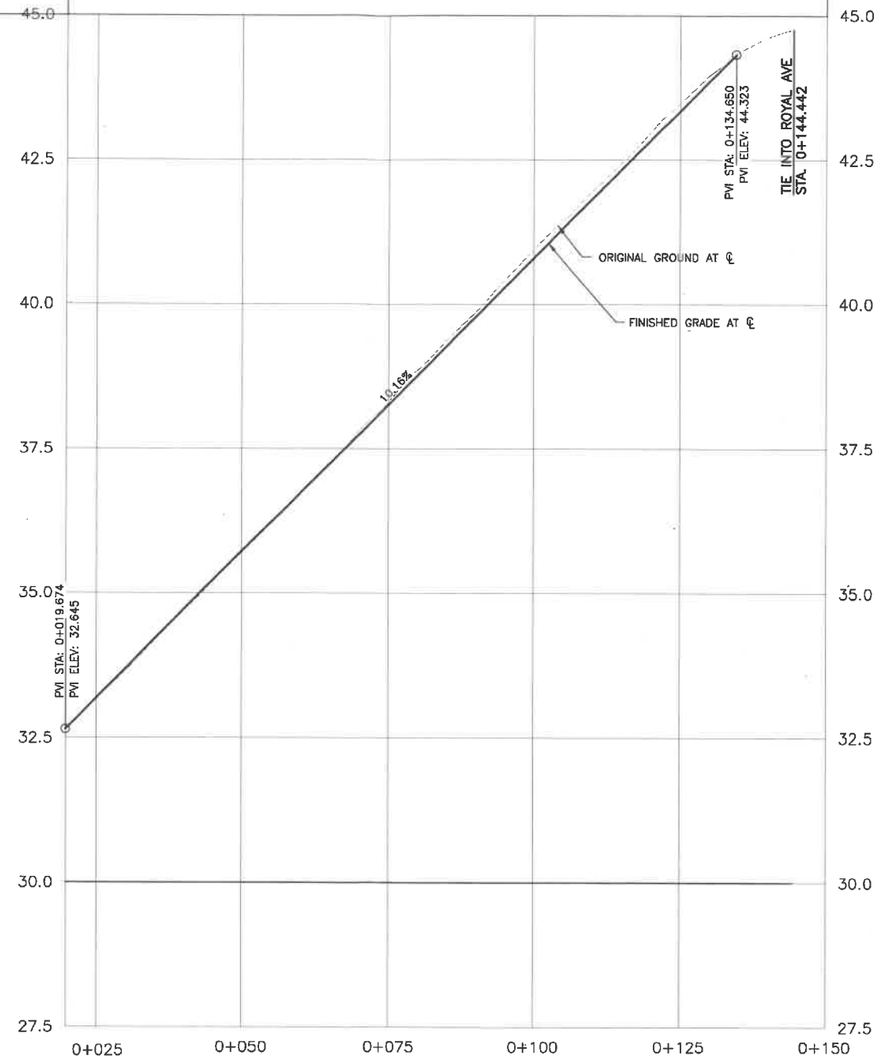
CANCEL PRINTS BEARING PREVIOUS LETTER

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PRINTED: February 27, 2019 - 11:11 AM
CAD FILE: C:\pw_working\bc\parsons_p0049856\dms07785\HW-100-NW-2000_D4.dwg (LAST SAVED: p0049856)

CUT SLOPE ANGLE	
FILL SLOPE ANGLE	
EMBANKMENT FILL REQUIREMENTS	



DRAWING CROSS REFERENCE	
DESCRIPTION	DRAWING NUMBER
HW DRAWING INDEX	NW-0003
HW PLAN	NW-1001
HW TYPICAL SECTION	NW-3001
HW DETAILS DRAWING	NW-5001 TO 5011
HW SIGNING AND PAVEMENT MARKING DRAWINGS	TBD
DG DRAINAGE DRAWINGS	TBD

DRAFT

DESIGN SPEED	
500 LINE	50 km/h

REV	DATE	REVISIONS	SIGNATURE
A	2019-03	ISSUED FOR MA	SC

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 5 H 1:500 25m / 0 0.5 V 1:50 2.5m

CAD FILENAME HW-100-NW-2000_D4

DATE 2019-02-27

DESIGNED	HS	DATE 2019-03
QUALITY CONTROL	JJ	DATE 2019-03
QUALITY ASSURANCE	SC	DATE 2019-03
DRAWN	JW	DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER

URBAN INTEGRATION REQUIREMENTS

PROFILE

L500 - MCBRIDE BLVD (E COLUMBIA ST TO ROYAL AVE) - STA. 0+004.965 TO 0+144.442

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			NW-2003	A

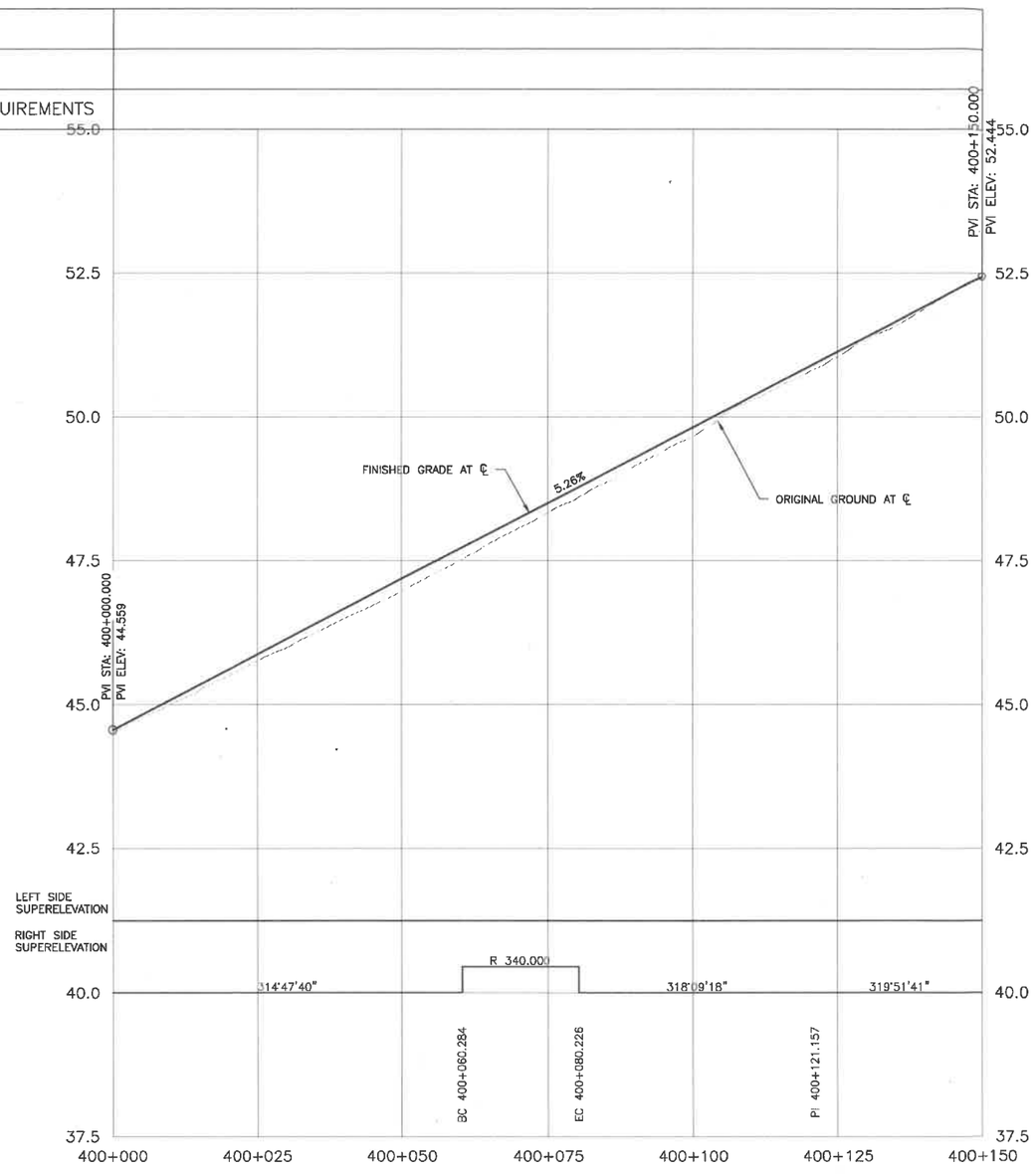
CANCEL PRINTS BEARING PREVIOUS LETTER

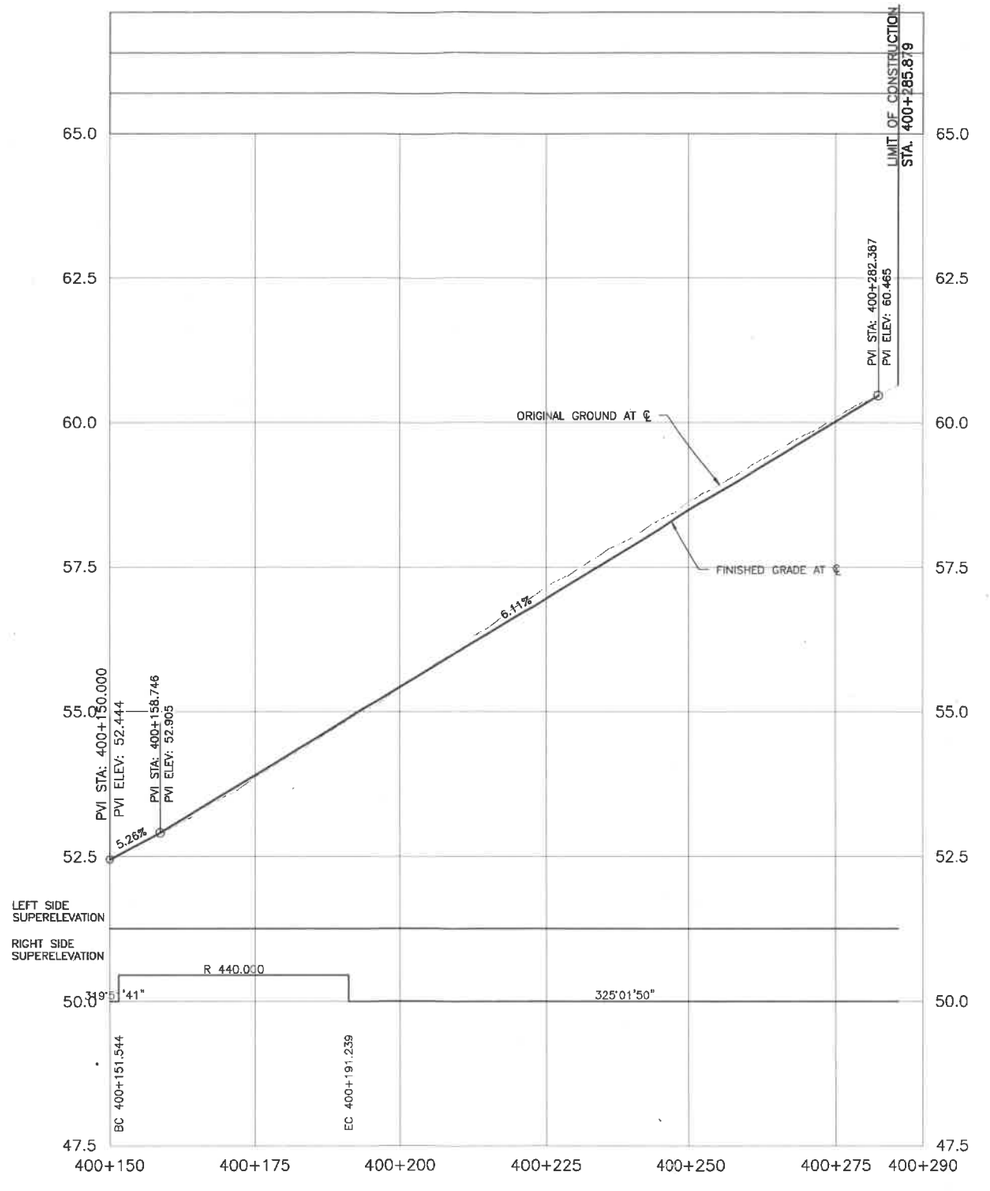
UTILITIES IDENTIFIED IN THESE PLANS ARE NOT COMPLETE AND LOCATIONS ARE APPROXIMATE ONLY AND MUST BE CONFIRMED. THE PROVINCE IS NOT RESPONSIBLE FOR THE OMISSION OF ANY UTILITIES FROM THESE PLANS, NOR FOR THE LOCATIONS OF UTILITIES INDICATED IN THE PLANS.

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PRINTED: February 27, 2019 - 11:11 AM
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CUT SLOPE ANGLE	
FILL SLOPE ANGLE	
EMBANKMENT FILL REQUIREMENTS	





DRAWING CROSS REFERENCE	
DESCRIPTION	DRAWING NUMBER
HW DRAWING INDEX	NW-0003
HW PLAN	NW-1002
HW TYPICAL SECTION	NW-3001
HW DETAILS DRAWING	NW-5001 TO 5011
HW SIGNING AND PAVEMENT MARKING DRAWINGS	TBD
DG DRAINAGE DRAWINGS	TBD

DESIGN SPEED	
400 LINE	40 km/h

DRAFT

REV	DATE	REVISIONS	SIGNATURE
A	2019-03	ISSUED FOR MA	SC

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 5 H 1:500 25m / 0 0.5 V 1:50 2.5m
CAD FILENAME HW-100-NW-2000_D4
DATE 2019-02-27

DESIGNED	MS	DATE 2019-03
QUALITY CONTROL	JJ	DATE 2019-03
QUALITY ASSURANCE	SC	DATE 2019-03
DRAWN	JW	DATE 2019-03

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PATTULLO BRIDGE REPLACEMENT PROJECT

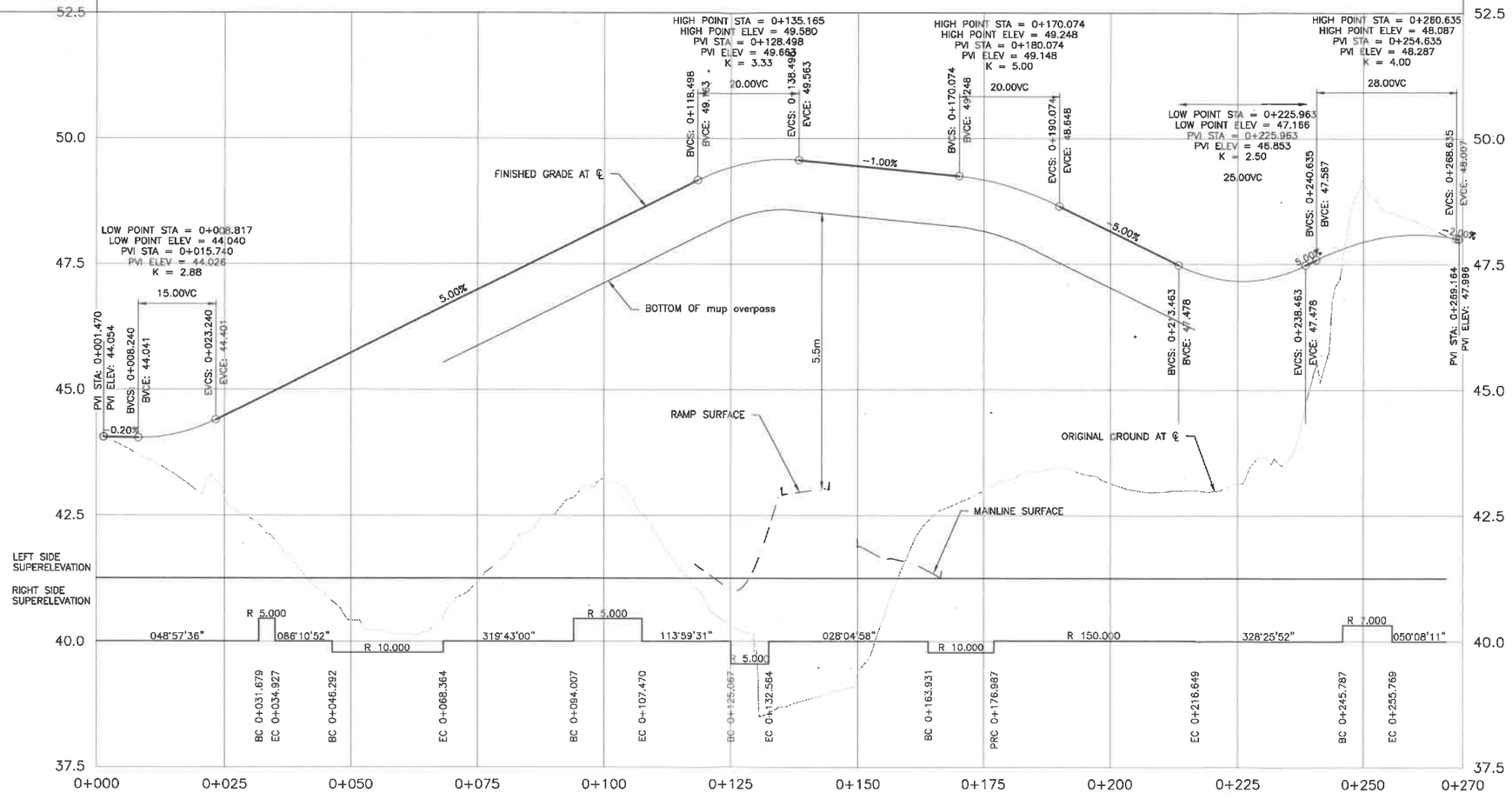
CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS
PROFILE
L400 - MCBRIDE BLVD - STA. 400+000.000 TO 400+285.879

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			NW-2004	A

CANCEL PRINTS BEARING PREVIOUS LETTER

PRINTED: February 27, 2019 - 11:12 AM
FILE: C:\pw_working\bc\parsons_p004985c\dms07755\HW-100-NW-2000_D4.dwg (LAST SAVED: p004985C)

CUT SLOPE ANGLE	
FILL SLOPE ANGLE	
EMBANKMENT FILL REQUIREMENTS	



DRAWING CROSS REFERENCE	
DESCRIPTION	DRAWING NUMBER
HW DRAWING INDEX	NW-0003
HW PLAN	NW-1003
HW TYPICAL SECTION	NW-3002
HW DETAILS DRAWING	NW-5001 TO 5011
HW SIGNING AND PAVEMENT MARKING DRAWINGS	TBD
DG DRAINAGE DRAWINGS	TBD

DRAFT

REV	DATE	REVISIONS	SIGNATURE
A	2019-03	ISSUED FOR MA	SC

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 5 H 1:500 25m
0 0.5 V 1:50 2.5m
CAD FILENAME HW-100-NW-2000_D4
DATE 2019-02-27

DESIGNED HS DATE 2019-03
QUALITY CONTROL JJ DATE 2019-03
QUALITY ASSURANCE SC DATE 2019-03
DRAWN MW DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER
URBAN INTEGRATION REQUIREMENTS
PROFILE
ROYAL AVE. TO AGNES ST. MUP OVERPASS - STA. 0+001.470 TO 0+266.291

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			NW-2005	A

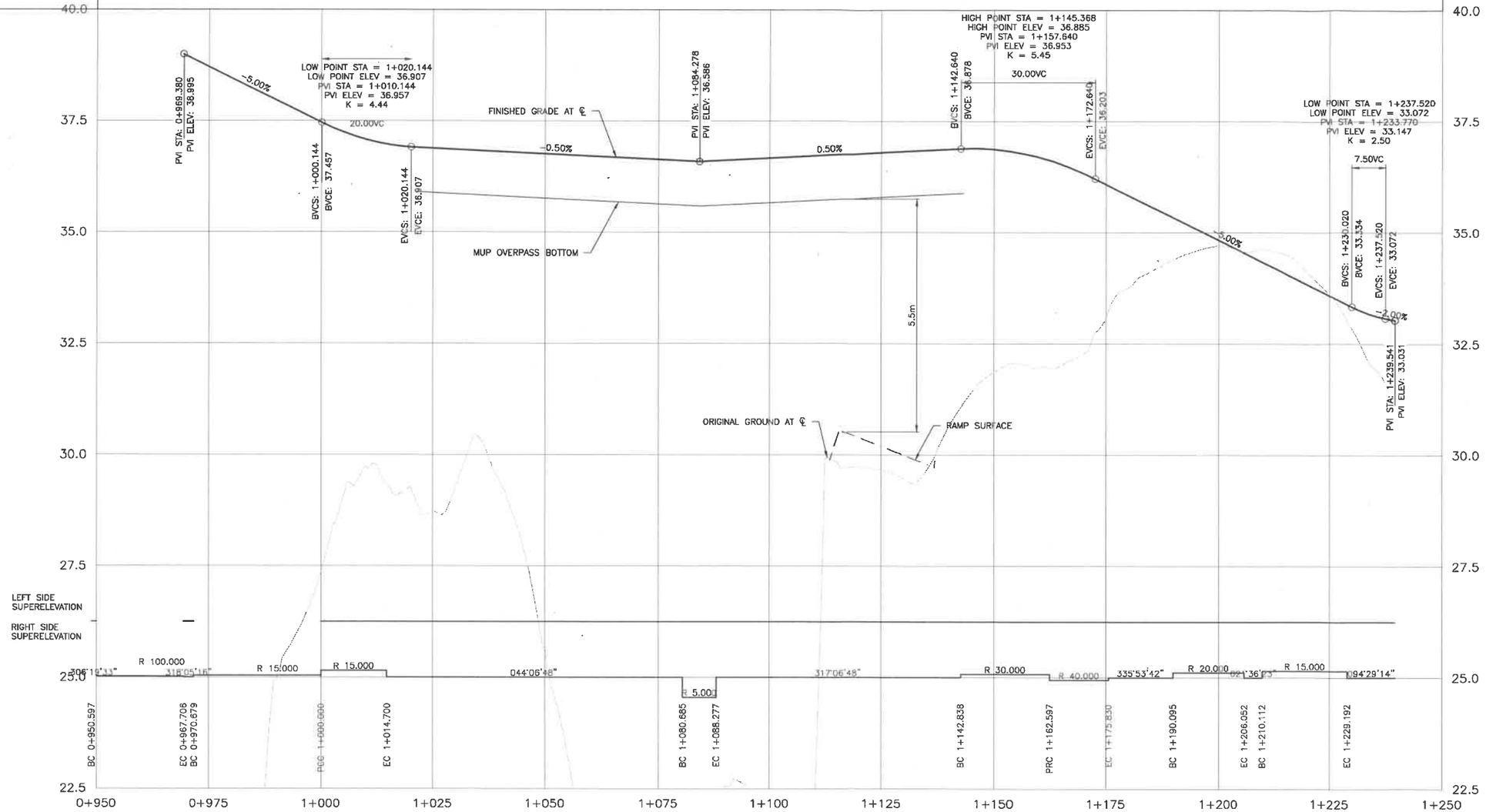
CANCEL PRINTS BEARING PREVIOUS LETTER

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PRINTED: February 27, 201- 11:12 AM
DGN FILE: C:\pw_working\ca\parsons_d0049854\dms07735\NW-100-NW-2000_D4.dwg (LAST SAVED: p0049854)

CUT SLOPE ANGLE	
FILL SLOPE ANGLE	
EMBANKMENT FILL REQUIREMENTS	



DRAWING CROSS REFERENCE	
DESCRIPTION	DRAWING NUMBER
HW DRAWING INDEX	NW-0003
HW PLAN	NW-1001
HW TYPICAL SECTION	NW-3002
HW DETAILS DRAWING	NW-5001 TO 5011
HW SIGNING AND PAVEMENT MARKING DRAWINGS	TBD
DG DRAINAGE DRAWINGS	TBD

DRAFT

REV	DATE	REVISIONS	SIGNATURE
A	2019-03	ISSUED FOR MA	SC

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 5 H 1:500 25m; 0 0.5 V 1:50 2.5m

CAD FILENAME HW-100-NW-2000_D4

DATE 2019-02-27

DESIGNED HS DATE 2019-03

QUALITY CONTROL JJ DATE 2019-03

QUALITY ASSURANCE SC DATE 2019-03

DRAWN JW DATE 2019-03

PATTULLO BRIDGE REPLACEMENT PROJECT

CITY OF NEW WESTMINSTER

URBAN INTEGRATION REQUIREMENTS

PROFILE

EAST COLUMBIA ST. MUP OVERPASS - STA. 0+951.805 TO 1+239.744

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			NW-2006	A

CANCEL PRINTS BEARING PREVIOUS LETTER

UTILITIES IDENTIFIED IN THESE PLANS ARE NOT COMPLETE AND LOCATIONS ARE APPROXIMATE ONLY AND MUST BE CONFIRMED. THE PROVINCE IS NOT RESPONSIBLE FOR THE OMISSION OF ANY UTILITIES FROM THESE PLANS, NOR FOR THE LOCATIONS OF UTILITIES INDICATED IN THE PLANS.

THIS DRAWING HAS BEEN PREPARED FOR THE PATTULLO BRIDGE REPLACEMENT PROJECT. PARSONS, ITS EMPLOYEES, SUBCONSULTANTS AND AGENTS ACCEPT NO RESPONSIBILITY FOR ANY OTHER USE.

PRINTED: February 27, 2019 - 11:13 AM
CAD FILE: C:\pw_working\bc\parsons_p0049956\dma07756\HW-100-NW-2000_D4.dwg (LAST SAVED: p0049956)

SCHEDULE E

Handover Facilities

1) This schedule describes the Handover Facilities in New Westminster.

2) Project Infrastructure, excluding Third Party Infrastructure, constructed on the following City Roads are Handover Facilities:

    a) Dufferin Street;

    b) Agnes Street;

    c) Bushby Street; and

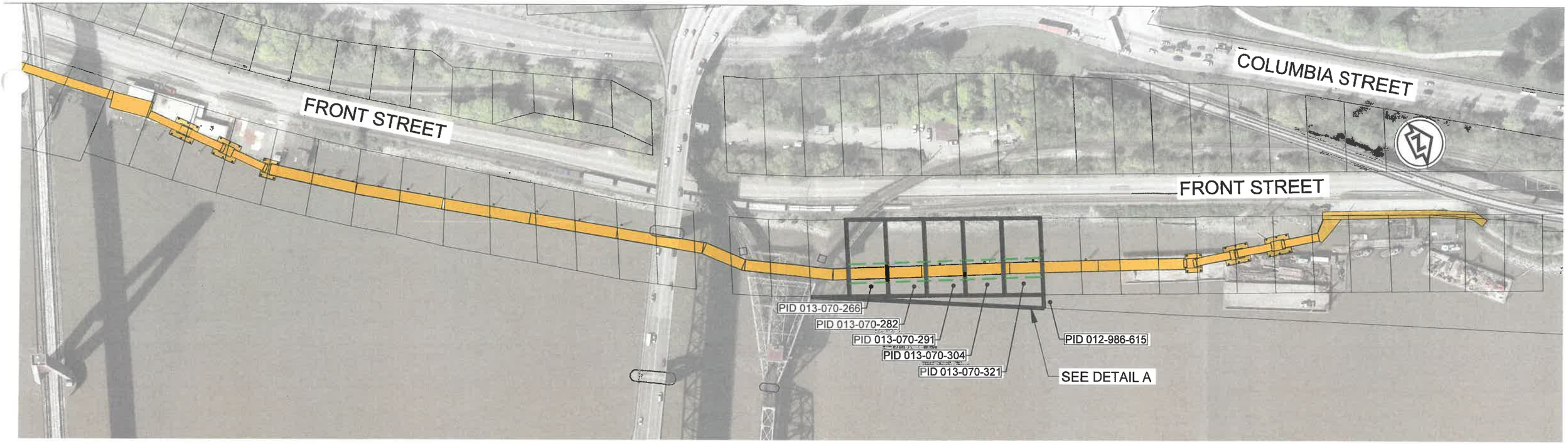
    d) Leopold Place.

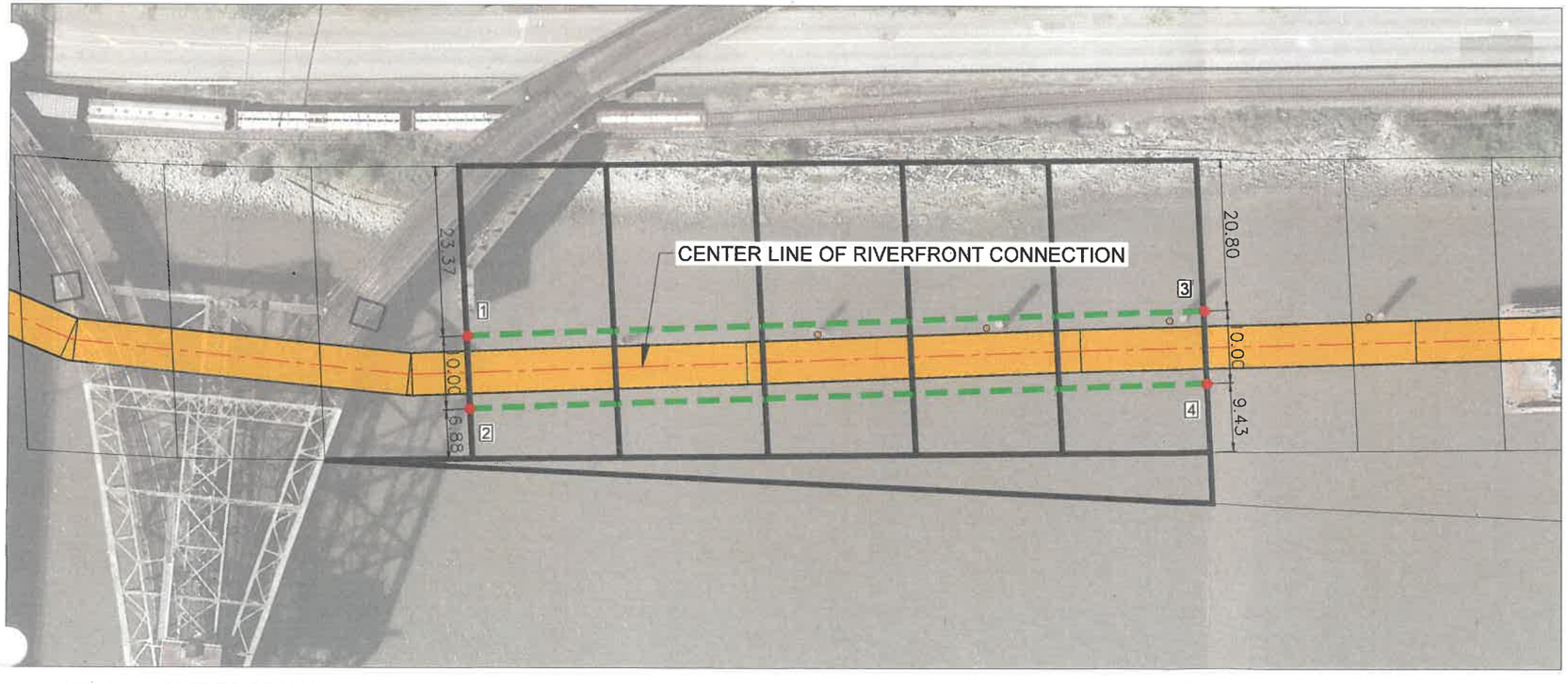
3) City Utilities Work and City Utilities Enhancements are Handover Facilities.

SCHEDULE F

Riverfront Connection

1) The Riverfront Connection corridor is as indicated in this Schedule F.





DETAIL A - NOT TO SCALE

BOUNDARY POINT TABLE		
POINT #	NORTHING	EASTING
1	5450753.940	507511.242
2	5450750.380	507520.587
3	5450847.744	507547.598
4	5450844.186	507556.944

NOTES:

1. THE GRID COORDINATES ARE UTM ZONE 10, NAD83 (CSRS)

LEGEND

- CONCEPTUAL RIVERFRONT CONNECTION (6m CLEAR WIDTH)
- NO PIER ZONE (OFFSET 5m FROM PATHWAY CENTERLINE)
- PROJECT REQUIRED CITY FEE SIMPLE LANDS (WATERLOTS)

PRELIMINARY CONCEPT

REV	DATE	REVISIONS	SIGNATURE
B	2019.09	ISSUED FOR MA	

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 10 1:1000 50m

DESIGNED _____ DATE _____

QUALITY CONTROL _____ DATE _____

PATTULLO BRIDGE REPLACEMENT PROJECT
NEW WESTMINSTER MUNICIPAL AGREEMENT

SCHEDULE F - RIVERFRONT CONNECTION

FILE NUMBER | PROJECT NUMBER | REG | DRAWING NUMBER | RE

SCHEDULE G

Construction Traffic Management

COORDINATION BETWEEN PROVINCE AND CITY

1) The goal of construction traffic management during Project Work is to protect construction workers, accommodate all road users while construction is underway, and support neighbourhood livability by minimizing and mitigating impacts on residents and businesses during construction. For greater clarity, road users include pedestrians and cyclists of all ages and abilities (including children, seniors, and people with disabilities who are travelling independently), and motor vehicles (including passenger vehicles, trucks, motorcycles, buses, and emergency vehicles).

2) The Province, the City of New Westminster and the City of Surrey will meet regularly, and as one group where appropriate, to review the development and construction of the Project Work, coordinate on construction traffic management, and review any traffic related changes, analysis boundaries, impacts, observations, and mitigation measures implemented. The meetings will occur bi-weekly, and more frequently when appropriate. The contractor and other stakeholders (e.g. TransLink, BC Trucking Association) may be invited to participate in the meetings.

3) The Province and the City acknowledge that multiple closures of Front Street may be required to facilitate construction of the Project Infrastructure and demolition of the existing Pattullo Bridge and the Province and the City agree to work co-operatively and in a timely manner to plan for any such required closures. For greater certainty, during construction including bridge demolition, the Province will not implement more than three full closures on Front Street, with a maximum duration of six months for each full closure. Due to the significantly disruptive nature of this type of closure, the Province agrees to work with the City and the contractor to minimize the number and duration of Front Street closures. As soon as reasonably practical, the Province will meet with the City and the Contractor to review the plan for Front Street closures, including but not limited to proposed timelines, traffic management expectations, analysis requirements, detour options, and mitigation measures.

4) Lane closures will not be permitted on McBride Avenue, Royal Avenue or Columbia Street during a full closure of Front Street, unless otherwise agreed to with the City.

TRAFFIC MANAGEMENT PLAN

5) The Project has been assessed to be a Category 3 project in accordance with the Ministry's Traffic Management Manual for Work on Roadways. The Traffic Management Plan (TMP) and sub-plans, and implementation of all traffic control operations, will be in accordance with the requirements of a Category 3 project and applicable industry codes and standards, including the City's Draft Construction Traffic Control Guidelines for Pedestrians and Cyclists document. The Province will provide the TMP, and any subsequent amendments, to the City for review, and the City will provide its comments thereon to the Province within fifteen (15) Business Days after receipt.

6) The TMP will include the following sub-plans:

   a) Traffic Control Plan;

   b) Emergency Response Plan;

   c) Communications Plan (includes Advisory Signing Plan and Public Information Plan);

   d) Parking Management Plan;

   e) Implementation Plan; and

   f) Risk Assessment Plan.

7) The TMP will identify key personnel including the contractor's Traffic Manager, Traffic Engineer, Traffic Control Supervisors, and Traffic Control Personnel and demonstrate that they are suitably qualified and licensed. The TMP will include a parking management plan that details how the parking requirements will be implemented, managed and monitored, and how impacts to on-street parking will be minimized.

8) The allowable periods for lane closures will be in accordance with the requirements specified in the project agreement. For greater certainty, lane closures on residential streets will not be permitted after 10pm.

9) The TMP will include management of traffic with respect to adjacent and overlapping work zones initiated by others.

TRAFFIC CONTROL PLANS

10) Customized and site specific Traffic Control Plans (TCP) will be developed for each unique traffic control set up.

11) Each TCP that has planned traffic control on City Roads will be provided to the City for review, and the City will provide its comments thereon to the Province within five (5) Business Days or such other time (longer or shorter) as the Province and the City may agree.

12) For unique situations (for example, full road closures) where more complex traffic control is required, and for situations where an earlier implementation of traffic control is required, the Province and the City will mutually agree on an appropriate review timeline for TCP submissions.

13) Each TCP will include traffic analysis to determine the effect of each TCP on roadway capacity and traffic operation, including as a minimum the estimated vehicle delays and queue lengths compared to existing conditions. The level of analysis and analysis boundaries will be appropriate for the level of construction impact. All traffic data used for analysis will be relevant and required to be less than 12 months old. Construction generated traffic volumes will be included in the traffic analysis.

14) Each TCP will physically and safely accommodate design vehicles maneuvering through the project site, including on any detour or re-configured roadways. Where on-street parking is affected by a TCP, the TCP will indicate details of how restrictions will be communicated to the public.

15) Portable Dynamic Message Signs will be provided, as required, to provide advance notification of planned traffic pattern changes. The sign locations and messages will be shown on the TCP submission.

16) TCP will include the design of any signal timing modifications. Any proposed modifications to traffic signals that are, at the time of the required modifications, operated and controlled by the City, will be coordinated with the City. Existing signal coordination will be maintained at all traffic signals affected by the Construction.

17) Materials or equipment will not be stored at any time on the travel portion or shoulder of any road, sidewalk, or bike facility. Materials and equipment stored within the clear zone of any road will be protected by barriers.

18) TCP will take into consideration major events in the region that may affect traffic volumes in the area (e.g. sporting events, festivals, parades, etc), and designed appropriately to accommodate such events.

19) TCP will include no-parking signs if on-street parking is removed. The no parking signs will include hours and dates of the restriction and will be erected at least 72 hours prior to the restriction.

PEDESTRIAN AND CYCLING FACILITIES

20) Temporary closures or re-routing of pedestrian and cycling routes will be permitted contingent upon provision of a safe, efficient and suitable alternative route. For greater clarity:

    a) passage at each existing facility and crossing point within the project site currently used by pedestrians and cyclists will be maintained in a safe and efficient manner throughout construction except at facilities or crossing points that are to be permanently closed;

    b) a temporary stoppage on pedestrian and cycling facilities that are less than ten (10) minutes in duration will be preceded with appropriate signage (e.g. sidewalk closed ahead signs);

    c) temporary closure of pedestrian and cycling routes exceeding ten (10) minutes will be preceded with signage indicating the dates and duration of any closure as well as alternative routes available; and

    d) detour routes that are in place for greater than three days or longer than thirty metres (30m) will be of a similar or better standard, in terms of width, comfort, connectivity and quality of surface, as the existing route.

TRANSIT

21) Passage along each existing transit route within the project site will be maintained or rerouted in a safe and efficient manner. The Province will consult with TransLink, Coast Mountain Bus Company, and the British Columbia Rapid Transit Company, as applicable, with respect to any construction that might affect transit operations, facilities, bus stops (including accessible bus stop features), schedules or routing.

MONITORING

22) Effectiveness of traffic control for all road users will be continuously monitored, and unanticipated impacts will be addressed in a timely manner (e.g. impact of unanticipated traffic diversions to local roads). The monitoring process will be addressed in the Traffic Quality Management Plan, which will be shared with the City for information.

23) The Province will have on-site staff to monitor all aspects of construction, including construction traffic management.

MANAGEMENT OF CONSTRUCTION WORKER PARKING

24) Staff/contractors will be prohibited from parking in City parkades, Queens Park, and on City streets for commuting and work purposes unless prior approval is received from the City.

25) The contractor will provide off street parking for its staff/contractors within reasonable walking distance or an alternative means of accessing the site.

ADJACENT PROPERTIES

26) Physical access to all properties will be maintained throughout active construction zones. Temporary short duration closures or stoppages will be communicated well in advance to affected property owner(s) with a view to minimizing and mitigating impacts to business operations, and where appropriate to emergency services, the City, and other affected parties.

27) The Emergency Response Plan will specify how access for emergency vehicles and provide assistance to emergency response personnel will be provided.

28) Changes to on-street parking will be communicated well in advance to adjacent property owner(s). Parked vehicles within the works area are not permitted to be impounded unless prior approval is received from the New Westminster Police Department or the City. In circumstances where a parked vehicle needs to be towed, towing fees will not be charged to the registered vehicle owner.

CONSTRUCTION SITE ACCESS AND HAUL ROUTES

29) Construction site access and haul routes will avoid residential areas where alternatives are available.

SCHEDULE H

Communications

COMMUNICATIONS OVERVIEW

1) The Province will undertake a comprehensive construction communications program to support the Project Work. The key focus of communications and engagement activities throughout the construction phase will be to keep residents, businesses and other stakeholders informed of project plans, progress and construction information, and to receive and respond to questions and concerns raised by the community.

2) The project's communications and engagement program will facilitate ongoing two-way community and stakeholder communications to ensure that the public, stakeholders, and City staff are well-informed; to ensure that inquiries are responded to in a timely manner; and to ensure project managers are mindful of community interests and concerns.

COMMUNICATIONS WITH THE CITY

3) The Province and the City will meet regularly to review the development and construction of the Project Work. The meetings will occur at least bi-weekly, and will occur more frequently when appropriate.

4) The Province will work with City staff to manage communications with elected officials for the duration of the Project Work.

5) After the project design has been finalized, the Province will engage with City staff to determine an appropriate strategy for communicating the project design and the construction traffic management strategy to the public.

COMMUNICATIONS DURING CONSTRUCTION

6) The Province will organize meetings with the following stakeholders to provide information regarding the project, answer questions, and receive feedback or concerns:

    a) community, neighbourhood and business associations, in particular those associations in close proximity to construction; and

    b) local residents and businesses, including hand-delivering construction notices and door-to-door visits as needed to provide and receive information about upcoming construction.

c) The Communications Plan should ensure that at least 4 weeks notice is provided to the public on any construction related traffic lane closures, and engagement/communications with adjacent affected residents and businesses as per the City's "Good Neighbour Protocol".

7) To ensure there are multiple opportunities to provide information and facilitate two-way communications with the public and stakeholders, the Province will utilize a variety of materials and methods to support the project's communications and engagement, including:

an Inquiry Response Program that will track, record and address questions or concerns from the public during construction. The program will include:

a project information phone line with a live operator that is accessible to the public 24 hours a day, seven days a week; and

a project e-mail address that is checked and responded to regularly.

advertising in local papers to provide project information from time-to-time;

providing information to traffic radio reporters as required;

a project website, including the use of the Province's existing social media channels as appropriate, that provides a central point for information about the project. During construction, the website will also provide the following project information in a timely manner as appropriate:

project updates: overall updates on the Project Work, schedule and milestones;

construction notices: upcoming construction activities, including timing and impacts.

information Sheets: information on specific aspects, or topics related to, the Project Work.

mailing construction notices to stakeholders and the public, and e-mailing construction notices to people who have requested regular project updates, to inform them of upcoming construction activities and planned traffic changes.

8) Project signs will be installed throughout the project site during construction. The signs will have information on the project information phone line, and the project website address.

SCHEDULE I

Operations and Maintenance Responsibilities

1) For so long as the Province has occupation of Project-Required City Roads, the Province will be responsible for the day to day operation and maintenance of the Project-Required City Roads, except for the following responsibilities which will be retained by the Municipality:

    a) traffic signals and traffic control devices, until such time that any traffic signal or traffic control device is first modified, reconfigured, relocated or replaced by the Province's contractor;

    b) Front Street; and

    c) City owned utilities, except for roadway catchbasins.

SCHEDULE J

Not Used

SCHEDULE K

Not Used

SCHEDULE L

Resumed Roads

1) The Resumed Roads are as indicated in this Schedule L.



REV	DATE	REVISIONS	SIGNATURE
B	2019-07	ISSUED FOR MA	SC
A	2019-06	ISSUED FOR MA	SC

BRITISH COLUMBIA — MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 20 1:2000 100m

CAD FILENAME

DATE

DESIGNED DATE

QUALITY CONTROL DATE

QUALITY ASSURANCE DATE

DRAWN DATE

PATTULLO BRIDGE REPLACEMENT PROJECT
NEW WESTMINSTER MUNICIPAL AGREEMENT
SCHEDULE L - RESUMED ROADS

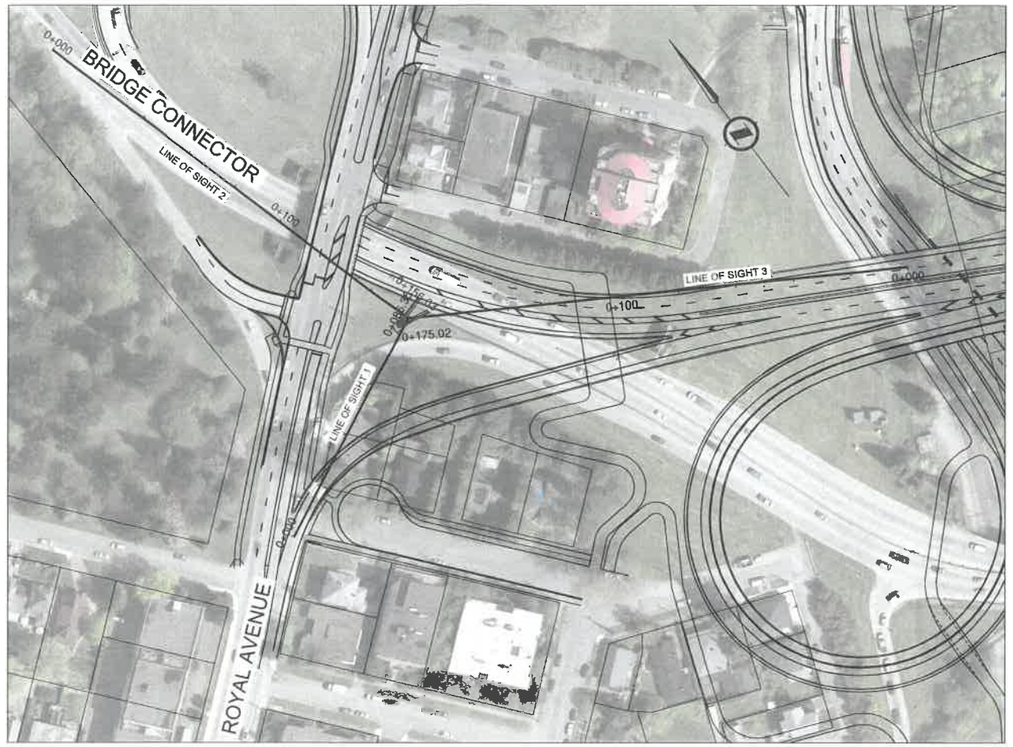
FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			SK-RW-094	B

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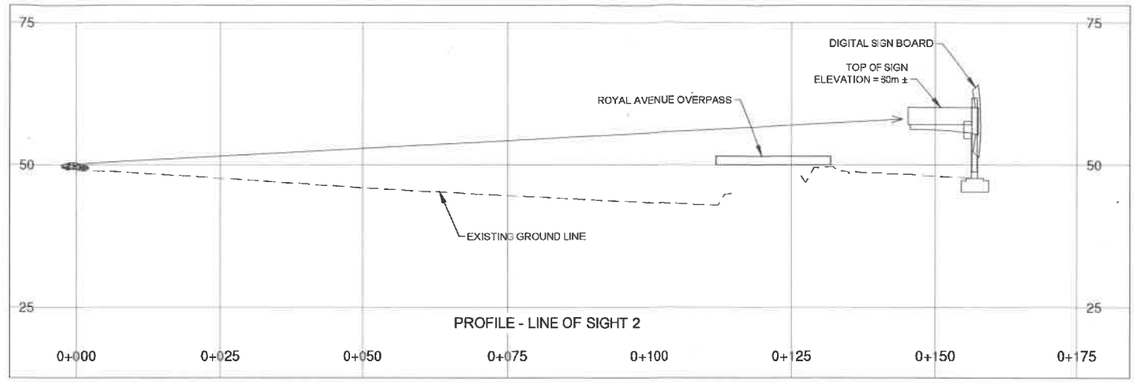
SCHEDULE M

Site of Digital Sign

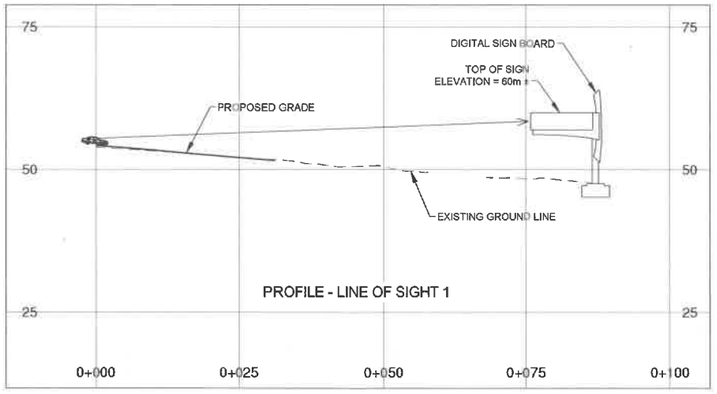
1) The potential Site of the Digital Sign and the potential Digital Sign Land are in indicated in this Schedule M.



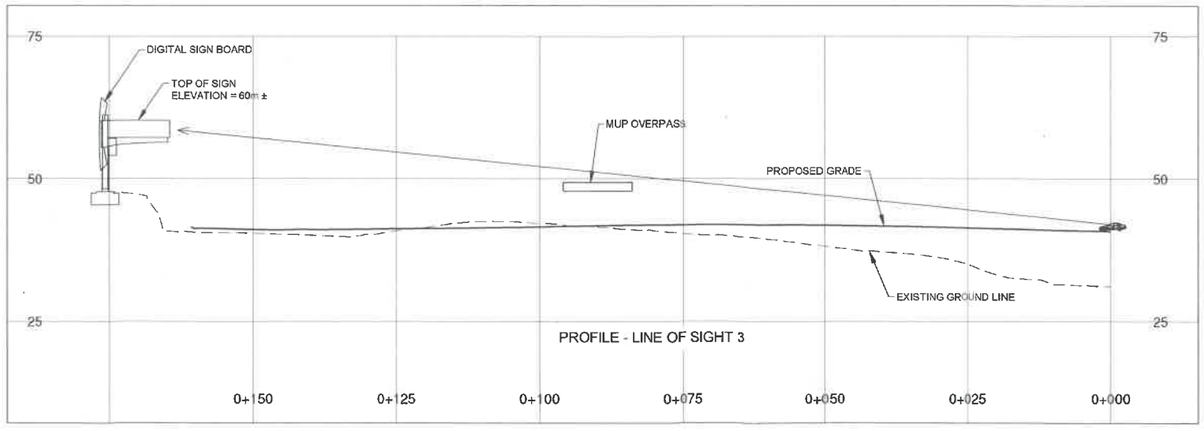
0 10 1:1000 50m



0 5 1:500 25m



0 5 1:500 25m



0 5 1:500 25m

PRELIMINARY CONCEPT

REV	DATE	REVISIONS	SIGNATURE
B	2019-08	ISSUED FOR MA	
A	2019-03-28	PRELIMINARY - ISSUED FOR DISCUSSION	SC

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE AS NOTED

CAD FILENAME _____

DATE _____

DESIGNED _____ DATE _____

QUALITY CONTROL _____ DATE _____

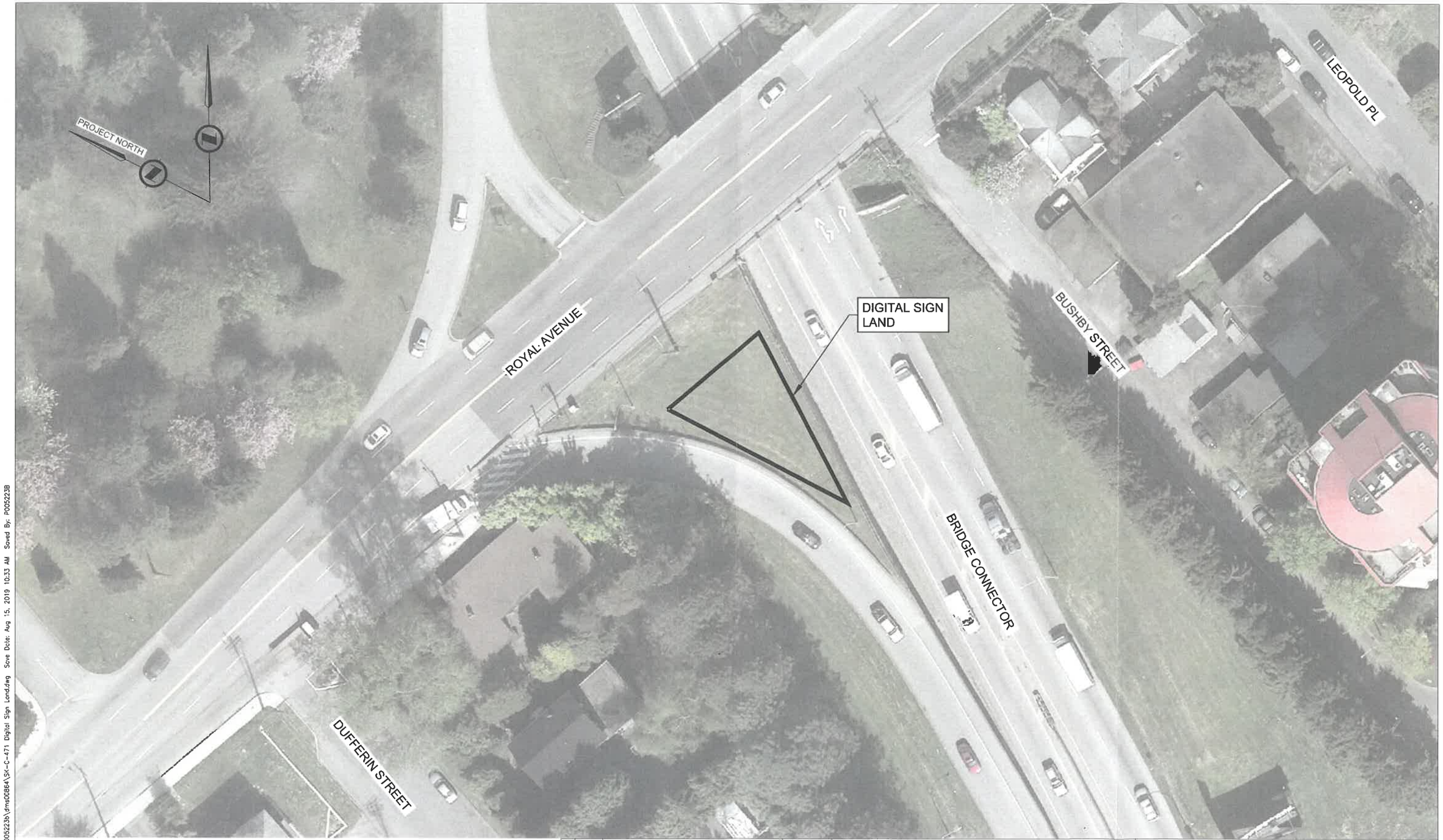
QUALITY ASSURANCE _____ DATE _____

DRAWN _____ DATE _____

PATTULLO BRIDGE REPLACEMENT PROJECT
NEW WESTMINSTER MUNICIPAL AGREEMENT
SCHEDULE M - DIGITAL SIGN LOCATION

FILE NUMBER	PROJECT NUMBER	REG.	DRAWING NUMBER	REV
			SK-C-458	B

File: C:\pw_working\bc\p005223b\dm=600864\SK-C-458 Digital Sign Location - New Westminster.dwg Save Date: Aug 16, 2019 5:12 PM Saved By: P005223B



PRELIMINARY CONCEPT

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A	2019-08	ISSUED FOR MA	

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 2 1:250 12m

CAD FILENAME _____ DATE _____

DESIGNED _____ DATE _____

QUALITY CONTROL _____ DATE _____

QUALITY ASSURANCE _____ DATE _____

DRAWN _____ DATE _____

PATTULLO BRIDGE REPLACEMENT PROJECT
NEW WESTMINSTER MUNICIPAL AGREEMENT

SCHEDULE M - DIGITAL SIGN LAND

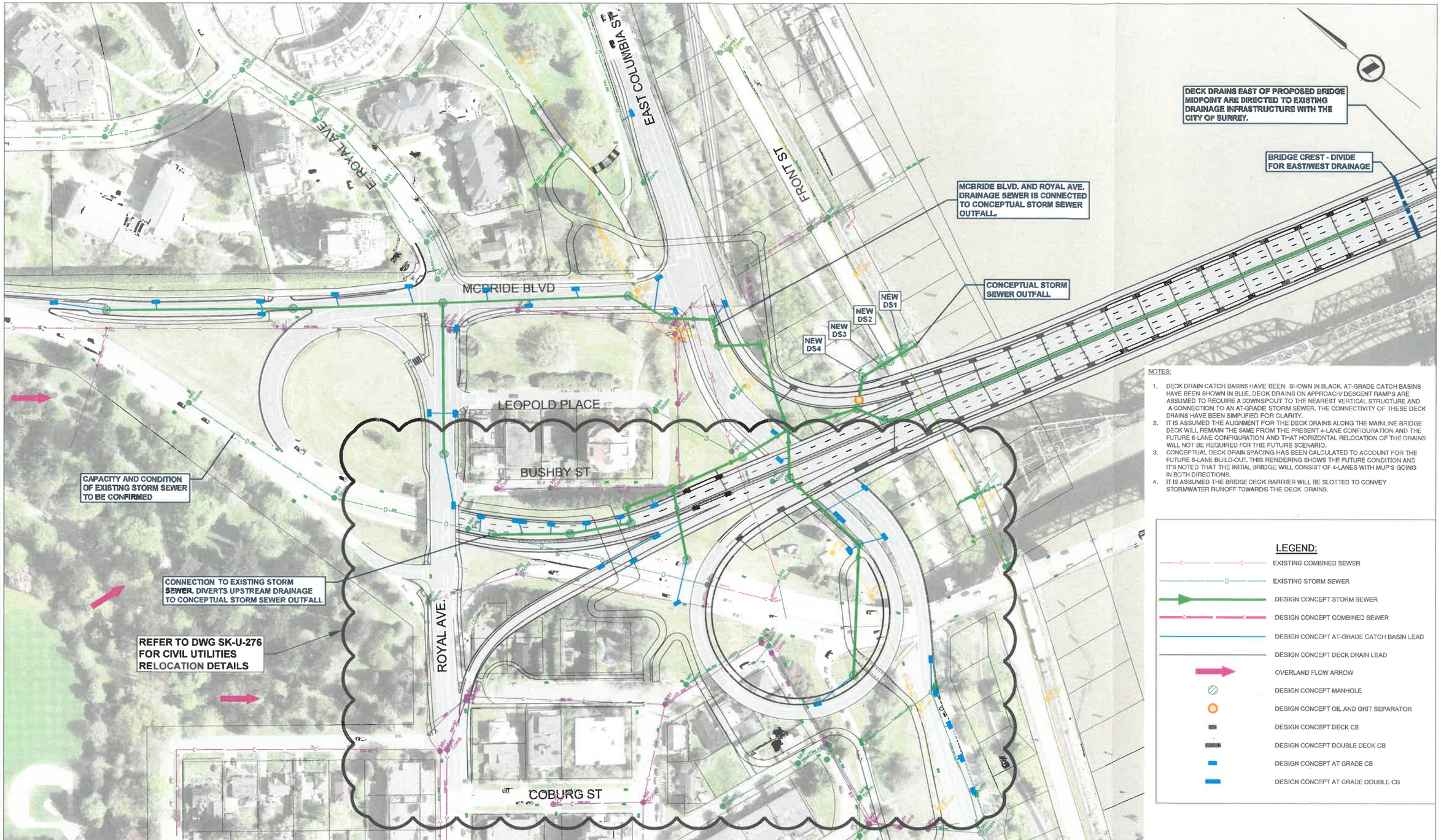
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			SK-C-471	A

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SCHEDULE N

City Utility Concepts

1) The City Utility concepts are as indicated in this Schedule N.



NOTES:

1. DECK DRAIN CATCH BASINS HAVE BEEN SHOWN IN BLACK. AT-GRADE CATCH BASINS HAVE BEEN SHOWN IN BLUE. DECK DRAINS ON APPROACH/ DESCENT RAMPS ARE ASSUMED TO REQUIRE A DOWNSPOUT TO THE NEAREST VERTICAL STRUCTURE AND A CONNECTION TO AN AT-GRADE STORM SEWER. THE CONNECTIVITY OF THESE DECK DRAINS HAVE BEEN SIMPLIFIED FOR CLARITY.
2. IT IS ASSUMED THE ALIGNMENT FOR THE DECK DRAINS ALONG THE MAINLINE BRIDGE DECK WILL REMAIN THE SAME FROM THE PRESENT 4-LANE CONFIGURATION AND THE FUTURE 6-LANE CONFIGURATION AND THAT HORIZONTAL RELOCATION OF THE DRAINS WILL NOT BE REQUIRED FOR THE FUTURE SCENARIO.
3. CONCEPTUAL DECK DRAIN SPACING HAS BEEN CALCULATED TO ACCOUNT FOR THE FUTURE 6-LANE BUILD-OUT. THIS RENDERING SHOWS THE FUTURE CONDITION AND IT'S NOTED THAT THE INITIAL BRIDGE WILL CONSIST OF 4-LANES WITH MUP'S GOING IN BOTH DIRECTIONS.
4. IT IS ASSUMED THE BRIDGE DECK BARRIER WILL BE SLOTTED TO CONVEY STORMWATER RUNOFF TOWARDS THE DECK DRAINS.

LEGEND:

- EXISTING COMBINED SEWER
- EXISTING STORM SEWER
- DESIGN CONCEPT STORM SEWER
- DESIGN CONCEPT COMBINED SEWER
- DESIGN CONCEPT AT-GRADE CATCH BASIN LEAD
- DESIGN CONCEPT DECK DRAIN LEAD
- OVERLAND FLOW ARROW
- DESIGN CONCEPT MANHOLE
- DESIGN CONCEPT OIL AND GRIT SEPARATOR
- DESIGN CONCEPT DECK CB
- DESIGN CONCEPT DOUBLE DECK CB
- DESIGN CONCEPT AT GRADE CB
- DESIGN CONCEPT AT GRADE DOUBLE CB

PRELIMINARY CONCEPT

REV	DATE	REVISIONS	SIGNATURE
C	2019-08	ISSUED FOR MA	
B	4/17/2019	PRELIMINARY	AM
A	2/8/2019	PRELIMINARY	AM

BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 10 1:1000 50m

CAD FILENAME

DATE

DESIGNED DATE

QUALITY CONTROL DATE

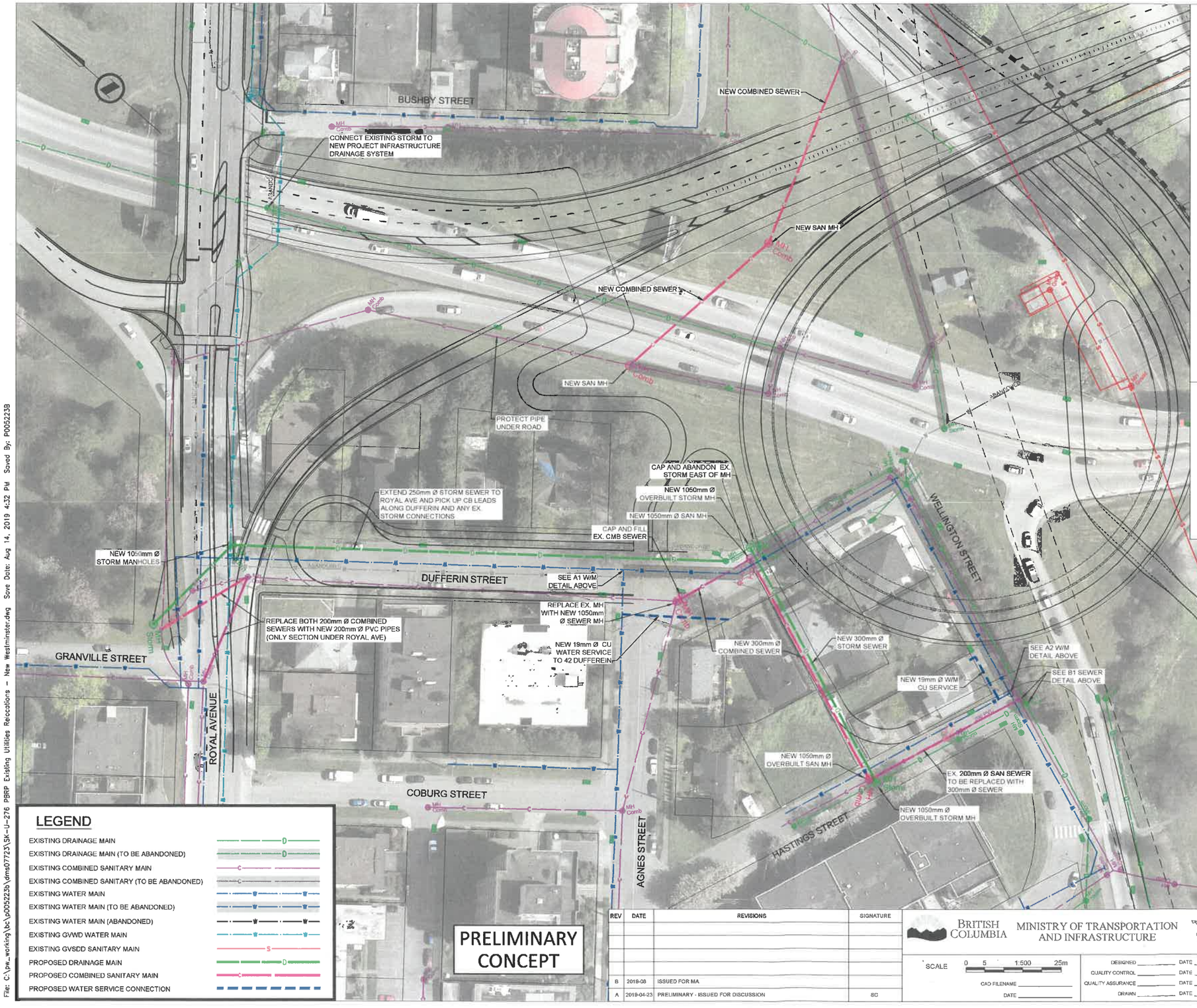
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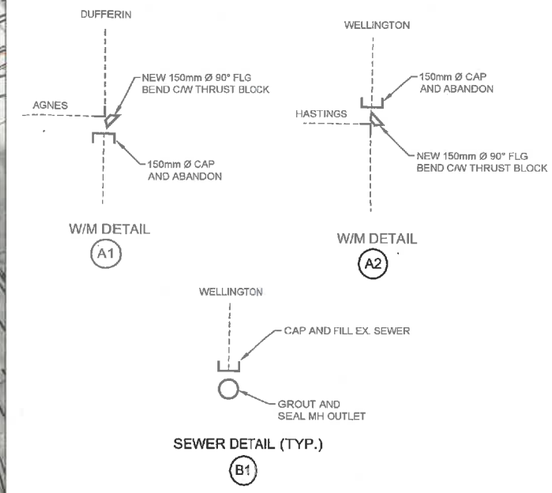
DRAWN DATE

PATTULLO BRIDGE REPLACEMENT PROJECT
NEW WESTMINSTER MUNICIPAL AGREEMENT
SCHEDULE N - CONCEPTUAL DRAINAGE PLAN

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			SK-D-003C	C

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NOTES:

1. THIS DRAWING PROVIDES A CONCEPTUAL DESIGN OF MUNICIPAL UTILITY RELOCATIONS POTENTIALLY REQUIRED IF PROJECT CO'S DESIGN PROVIDES A LOOP RAMP GENERALLY AS SHOWN HEREIN.
2. NOT ALL UTILITY RELOCATIONS ARE SHOWN.
3. GVWD AND GVSDD UTILITIES ARE SHOWN FOR INFORMATION ONLY AND HAVE NOT BEEN EVALUATED AS PART OF THIS CONCEPT.
4. REPLACEMENT OF THE TWO 200mm COMBINED SEWERS UNDER ROYAL AVE BETWEEN GRANVILLE STREET AND DUFFERIN STREET IS REQUIRED IRRESPECTIVE OF WHETHER PROJECT CO'S DESIGN PROVIDES FOR A LOOP RAMP AS SHOWN.

LEGEND

- EXISTING DRAINAGE MAIN
- EXISTING DRAINAGE MAIN (TO BE ABANDONED)
- EXISTING COMBINED SANITARY MAIN
- EXISTING COMBINED SANITARY (TO BE ABANDONED)
- EXISTING WATER MAIN
- EXISTING WATER MAIN (TO BE ABANDONED)
- EXISTING WATER MAIN (ABANDONED)
- EXISTING GVWD WATER MAIN
- EXISTING GVSDD SANITARY MAIN
- PROPOSED DRAINAGE MAIN
- PROPOSED COMBINED SANITARY MAIN
- PROPOSED WATER SERVICE CONNECTION

PRELIMINARY CONCEPT

REV	DATE	REVISIONS	SIGNATURE
B	2019-08	ISSUED FOR MA	
A	2019-04-23	PRELIMINARY - ISSUED FOR DISCUSSION	SC

BRITISH COLUMBIA — MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 5 1:500 25m

CAD FILENAME

DESIGNED DATE
QUALITY CONTROL DATE
QUALITY ASSURANCE DATE
DRAWN DATE

PATTULLO BRIDGE REPLACEMENT PROJECT
NEW WESTMINSTER MUNICIPAL AGREEMENT
SCHEDULE N - CIVIL UTILITY RELOCATIONS
LOOP RAMP CONCEPT

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
			SK-U-276	B

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