



**BRITISH
COLUMBIA**

Ministry of Transportation

**2003/2004
HIGHWAY MAINTENANCE
AGREEMENT**

SERVICE AREA 15

THOMPSON

September 22, 2003 – September 21, 2013

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MAINTENANCE AGREEMENT

SERVICE AREA NO. 15

THIS AGREEMENT dated for reference the **22nd Day of September, 2003**.

BETWEEN:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Minister of Transportation (the "Province")

AND:

Argo Road Maintenance (Thompson) Inc., a body corporate, incorporated under the laws of the Province of British Columbia under Certificate of Incorporation **No. 494387** and having its registered office at **700 – 275 Lansdowne Street, Kamloops, British Columbia, V2C 6H6** (the "Contractor")

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MAINTENANCE AGREEMENT

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AND:

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WHEREAS:

- A. The Province has agreed to appoint and retain the Contractor to provide certain highways maintenance services; and
- B. The Contractor has agreed to provide such services for the Province on the terms of this Agreement.

NOW THEREFORE in consideration of the premises and the covenants, agreements, representations, warranties and payments hereinafter contained the parties agree as follows:

1. DEFINITIONS

1.1 In this Agreement, unless the context otherwise requires:

- (a) "**Act**" means the *Highway Act*, R.S.B.C. 1996, c. 188;
- (b) "**Additional Maintenance Services**" means the provision of all labour, materials and equipment, in excess of the Emergency and Additional Maintenance Cap specified in the Maintenance Specifications for each applicable described works, for the purpose of maintaining highways, on the written direction of the Minister, and exceeding, the level of services required for Maintenance Services;

- (c) **"Adjusted Annual Price"** means the sum payable by the Province to the Contractor, inclusive of all applicable taxes, duties and other charges, in consideration for the provision of Maintenance Services during a Contract Year subsequent to the First Contract Year, as calculated in accordance with the Annual Adjustment Process and, as that sum may be adjusted during that Contract Year in accordance with Articles 6 or 7;
- (d) **"Agreement"** means this agreement;
- (e) **"Anniversary Date"** means in the first year of the Term the date which is one year after the Commencement Date and thereafter, in each successive year of the Term, the date which is one year after the previous Anniversary Date;
- (f) **"Annual Adjustment Process"** means the annual adjustment process described in Schedule 2;
- (g) **"Annual Price"** means the Base Annual Price or the Adjusted Annual Price, as the case may be, applicable to a particular Contract Year;
- (h) **"Appropriation"** has the same meaning as given it under section 1 of the FAA;
- (i) **"Automated Weather Stations"** means the same as in Schedule 20 entitled "Automated Weather Stations Schedule";
- (j) **"Base Annual Price"** means the sum of **\$10,250,000.00** payable by the Province to the Contractor, inclusive of all applicable taxes, duties and other charges, in consideration for the provision of Maintenance Services during the First Contract Year, as that sum may be adjusted during that Contract Year in accordance with Articles 6 or 7;
- (k) **"BCBC"** means the British Columbia Buildings Corporation;
- (l) **"BCBC Triple Net Lease"** means any real property license of occupation relating to the Service Area entered into between the Contractor and BCBC concurrent with this Agreement and dated the same day as this Agreement, as extended or amended from time to time;
- (m) **"Bonds"** means the performance bond and labour and material payment bond as set out in Schedule 1, and includes any additional or replacement bond and any agreement extending or amending any bond as set out in Article 10 and in Schedule 1;
- (n) **"Claim"** means any demand, commencement of legal proceedings, settlement discussions or alternative dispute resolution mechanisms and any termination, suspension, abandonment, discontinuance, appeal or review thereof;
- (o) **"Commencement Date"** means **September 22, 2003**;

- (p) **"Commercial Vehicles Permit Agreement"** means the agreement described in Schedule 15 which will be entered into by the Contractor and the Province effective on the Commencement Date;
- (q) **"Contract Month"** means a period during the Term commencing on and including the 22nd day of a calendar month and ending on but excluding the same day of the next succeeding calendar month;
- (r) **"Contract Year"** means a period during the Term which commences on and includes
 - (i) the Commencement Date and ends on but excludes the first Anniversary Date,
 - (ii) each succeeding Anniversary Date and ends on but excludes the next following Anniversary Date, or
 - (iii) the ninth Anniversary Date and ends on and includes the Expiry Date;
- (s) **"Contractor"** means **Argo Road Maintenance (Thompson) Inc.**;
- (t) **"Contractor Assessment Program"** means a discretionary program whereby the Minister rates the Contractor's performance under this Agreement.
- (u) **"Contractor's Expenses"** means for the purpose of sections 9.7 and 9.8, amounts, based on the fees set out in Part 2 of the Fee Schedule, payable to the Contractor under this Agreement for repairs or restorations made by or on behalf of the Contractor, with respect to damage to Government Property, caused by persons other than the Contractor or the Controlled Persons;
- (v) **"Controlled Persons"** means the Contractor's subcontractors, servants, employees, agents, management, shareholders, directors and suppliers;
- (w) **"Cost Impact"** means for the purposes of section 7.3, the direct dollar cost change (positive or negative) in material, equipment and labour costs, reasonably required by the Contractor for the provision of Maintenance Services arising directly or indirectly as a result of a notice delivered under section 7.2;
- (x) **"Cost Schedule"** means
 - (i) in respect of a change to Highways made during the First Contract Year, as a result of a notice delivered under section 6.1, Schedule 10, and
 - (ii) in respect of any such change made during a subsequent Contract Year, the cost schedule produced by the Minister for that Contract Year using

the same format as Schedule 10 and delivered to the Contractor pursuant to section 8 of Schedule 2;

- (y) **"Daily Cost"** means, in respect of a particular Contract Year, the Annual Price for that Contract Year divided by the total number of days in that Contract Year (representing the per diem costs to the Province of the Contractor providing the Maintenance Services during that Contract Year);
- (z) **"Direct Cost Fee Component"** means, for the purpose of Article 7 and in respect of a particular Contract Year, 80% of the Annual Price for that Contract Year (representing the direct costs of material, equipment and labour for the provision of Maintenance Services during that Contract Year);
- (aa) **"Direct Plus Rates"** means the rates described in Schedule 19, as that Schedule, or any part thereof as, may be modified or replaced from time to time by the Province, in the sole discretion of the Province, and on written notice to the Contractor;
- (bb) **"Dispute Resolution Protocol"** means the dispute resolution protocol attached as Schedule "14";
- (cc) **"Emergency"** means any of the occurrences described in the Maintenance Specifications for "Flood Control and Washout Response", "Mud, Earth and Rock Slide Response" and "Structural Damage Response", that may entitle the Contractor to receive payment for work performed by the Contractor in excess of the level of services required for Maintenance Services;
- (dd) **"Emergency and Additional Maintenance Caps"** means the maximum specified cost amounts set out in the Maintenance Specifications, which are included within Maintenance Services and are to be incurred by the Contractor in providing Maintenance Services
 - (i) in respect of any applicable specified Emergency, and
 - (ii) in respect of certain applicable works described in the Maintenance Specifications,and **"Emergency and Additional Maintenance Cap"** means any one of such maximum specified cost amounts;
- (ee) **"Emergency Services"** means the provision of all labour, materials and equipment for the purpose of maintaining the Highways in an Emergency beyond the applicable Emergency and Additional Maintenance Cap specified in the Maintenance Specifications for each applicable Emergency;
- (ff) **"Equipment"** means the maintenance equipment used in providing the Services by the Contractor;

- (gg) **"Equipment Fleet Operations Policy"** means the policy which establishes the Province's standards for the operation of the Contractor's equipment fleets as described in Schedule 12;
- (hh) **"Event of Default"** means any event described in section 18.1;
- (ii) **"Expiry Date"** means **September 21, 2013**;
- (jj) **"FAA"** means the *Financial Administration Act*, R.S.B.C. 1996, c.138, as amended from time to time;
- (kk) **"Fee Schedule"** means the schedule of fees for the provision of Services attached as Schedule 3, as may be revised in accordance with section 8 of Schedule 2;
- (ll) **"First Contract Year"** means the Contract Year described in paragraph 1.1(r)(i);
- (mm) **"Force Majeure"** means
 - (i) acts of God, wars (declared or undeclared), revolutions, riots, insurrections, lockouts, or strikes, provided that any such event is a major disabling event or circumstance in relation to the normal operations of the party directly affected as a whole, which is beyond the reasonable control of that party and results in a material delay, interruption or failure by that party in carrying out its duties, covenants or obligations under this Agreement, provided always that lack of money, financing or credit to resolve such contingencies will not be deemed an event of Force Majeure; and
 - (ii) for the purposes of section 20.3, the failure by the Contractor to obtain or maintain in force comprehensive general liability insurance as described in Article 9, provided that:
 - (A) the Contractor has used its best efforts to obtain the insurance;
 - (B) the Contractor's failure to retain the insurance, that is in place, is not due to the Contractor's breach of the terms of an existing insurance contract placed in compliance with Article 9;
 - (C) the Contractor's failure to obtain the insurance does not occur as a result of the Contractor's lack of money, financing or credit or due to the Contractor's performance record under this Agreement; and

- (D) the Province and the Contractor have not resolved the issue of the Contractor's failure to obtain insurance in a manner that is acceptable to both of them.
- (nn) **"Government Property"** means Highways and all structures and other property appurtenant thereto owned or administered by the Province, including all signs, guardrails, pavement, roadbeds, shoulders, culverts, tunnels, bridges, fences and posts, which the Contractor is obligated to replace, repair or maintain under this Agreement;
- (oo) **"Gravel License"** means the license described in Schedule 13 to enter on and occupy the Gravel Pits in order to process, store and remove "Material", as defined in the Gravel License, for the purposes of this Agreement;
- (pp) **"Gravel Pits"** means the same as it is defined in the Gravel License;
- (qq) **"Highways"** means all highways, as defined in the Act, under the administration of the Minister or highways that are by arrangement maintained by the Province and includes
- (i) all ancillary works, excavations, embankments and improvements reasonably related to the operation of the highways,
 - (ii) all licenses, properties, rights of way and easements ancillary to highways existing as of the date of this Agreement as determined by reference to the records of the Province,
 - (iii) any highways added, deleted or changed in classification in accordance with Article 6,
 - (iv) any highways described in Schedule 11; and
 - (v) any highways that are vested in any Municipality (as that term is defined in the *Local Government Act*, R.S.B.C. 1996 c.323), at the discretion of the Minister and on written notice from the Minister to the Contractor.
- (rr) **"Hired Equipment Policy"** means the hired equipment policy of the Province as approved by the Minister from time to time and so entitled;
- (ss) **"Insurance Premium Quote"** means s21
- (ss.1) **"Local Area Specifications"** means the specifications set out in and otherwise described as such in Schedule 22;
- (tt) **"Maintenance Services"** means the provision of all labour, materials and equipment for the purpose of providing the maintenance services described as such in the Maintenance Specifications as described in Schedule 21 and in the

Local Area Specifications, as those maintenance services may be changed from time to time in accordance with Article 7 and includes Quantified Maintenance Services and Routine Maintenance Services;

- (uu) **"Maintenance Specifications"** means those specifications in Schedule 21 and as described in the manual of the Ministry of Transportation dated February, 2003 entitled "2003/2004 Highway Maintenance Contracts-Maintenance Specifications", and the Local Area Specifications, as such Schedules, manual, and specifications may be amended by the Province from time to time by written notice to the Contractor;
- (vv) **"Minister"** means the member of the Executive Council of the Province who is charged with the administration of the Act and includes the Minister's deputy and any person authorized to act for or on behalf of either of them with respect to any matter under this Agreement;
- (ww) **"Non-Conformance Reports"** means those reports issued in writing by either the Minister or the Contractor which document the Contractor's failure to comply with the Contractor's covenants in this Agreement;
- (xx) **"OHS Regulation"** means the British Columbia Regulation 296/97 entitled "*Occupational Health and Safety Regulation*", as it may be amended from time to time;
- (yy) **"Prime Contractor"** means the "prime contractor" as defined in the Workers Compensation Act;
- (zz) **"Provider License"** means the license to use the Provider System described in Schedule 7;
- (aaa) **"Provider System"** means the provider system described in Schedule 7;
- (bbb) **"Province"** means Her Majesty the Queen in right of the Province of British Columbia, represented by the Minister of Transportation;
- (ccc) **"Provincial Material"** means all materials, equipment, components, supplies and personal property of any nature or kind including, without limitation, the RWIS Material, that are provided by or on behalf of the Province or the Minister to the Contractor prior to or during the Term;
- (ddd) **"QMS Price"** means the sum of \$100,000 in the first Contract Year and the sum of \$25,000 in each Contract Year after the first Contract Year;
- (eee) **"Quality Audit and Disposition Reports"** means the reports specified by the Minister to be prepared and delivered to the Minister by the Contractor as part of the reporting requirements under the Quality Management System;

- (fff) **"Quality Management System"** means the quality management system developed by the Contractor or the Minister, and as amended from time to time by the Minister in the Minister's sole discretion by notice to the Contractor;
- (ggg) **"Quantified Maintenance Services"** means those quantified maintenance services described as such in the Maintenance Specifications and classified by work activity in Schedule 5;
- (hhh) **"Quantified Work Plan"** means an annual plan that apportions on a monthly basis the work described as quantified maintenance in the Maintenance Specifications;
- (iii) **"Recovered Amount"** means an amount recovered by the Minister in respect of a Claim relating to damage to Government Property;
- (jjj) **"Revised Daily Cost"** means, in respect of a particular Contract Year, the revised daily cost to the Province of the Contractor providing the Maintenance Services during that Contract Year as calculated from time to time by the Minister pursuant to subsection 6.4 (b);
- (kkk) **"Routine Maintenance Services"** means those routine maintenance services described as such in the Maintenance Specifications;
- (lll) **"RWIS Material"** means the same as in Schedule 20, entitled "Automated Weather Stations Schedule";
- (mmm) **"Safety Program"** means an occupational health and safety program described in the *Workers Compensation Act* and the *OHS Regulation*;
- (nnn) **"Services"** means the services to be provided by the Contractor to the Province as described in Article 5 and includes Maintenance Services, Additional Maintenance Services and Emergency Services;
- (ooo) **"Service Area"** means the area described in Schedule 8;
- (ppp) **"Stockpile License"** means the licence described in Schedule 23 to enter on and occupy the Stockpile Sites in order to store and remove "Material", as defined in the Stockpile License, for the purposes of this Agreement;
- (qqq) **"Stockpile Sites"** means the stockpile sites as defined in the Stockpile License;
- (rrr) **"Subcontracting Procedures"** means the subcontracting procedures set out in Schedule 17, as amended by the Minister from time to time by notice to the Contractor;
- (sss) **"Subcontractors"** means subcontractors at arms length to the Contractor, determined to the satisfaction of the Minister in the Minister's sole discretion,

having a direct contract with the Contractor to provide labour or labour and equipment (other than hired equipment on an all found or bare rental basis) to perform Maintenance Services but does not include dependent contractors as defined in the *Labour Relations Code*, R.S.B.C. 1996, c.244 unless specifically approved by the Minister;

- (ttt) **"Surety Premium Quote"** means s21
- (uuu) **"Term"** means the term of this Agreement described in section 3.2;
- (vvv) **"Unit Price"** means those prices, inclusive of all applicable taxes, charges and duties, allocated to specific categories of work activities included within Quantified Maintenance Services and described in Schedule 5;
- (www) **"Workers Compensation Act"** means the *Workers Compensation Act*, R.S.B.C. 1996, c. 492, as amended from time to time, and the regulations prescribed thereunder;
- (xxx) **"Working Day"** means any day which is not a Saturday, a Sunday or a day on which Provincial government offices are closed in British Columbia; and
- (yyy) **"Yard Lease/Sublease"** means, where applicable, the Agreement to Lease or Sublease which imposes obligations and confers rights on the Contractor with respect to a yard/maintenance facility located in the Service Area and is attached as Schedule 16.

2. REPRESENTATIONS AND WARRANTIES

2.1 The Contractor represents and warrants to the Province on the execution of this Agreement and at all times during the Term that:

- (a) it is a corporation duly organized and validly existing under the laws of British Columbia; the under the Business Corporations Act (Canada) or under the laws of any other province or state in which case it is registered extra-provincially in British Columbia;
- (b) it is in good standing with respect to the filing of annual reports according to the records of the Office of the Registrar of Companies of British Columbia;
- (c) it has the power and capacity to enter into this Agreement and to observe, perform and comply with the terms of this Agreement;
- (d) all necessary proceedings have been taken and done to authorize the execution and delivery of this Agreement by the Contractor;
- (e) this Agreement has been legally and properly executed by the Contractor and is legally binding upon and enforceable against the Contractor in accordance with its terms;
- (f) this Agreement, the Commercial Vehicles Permit Agreement, the BCBC Triple Net Lease if applicable and the Yard Lease/Sublease, if applicable, have been duly authorized by all necessary corporate action of the Contractor and that they are valid, subsisting and legally binding upon and enforceable against the Contractor in accordance with their terms;
- (g) all information, statements, documents and reports furnished or submitted by the Contractor to the Province in connection with this Agreement, including the Quantified Work Plan, and any other agreement referred to in subsection 2.1 (f) are true and correct;
- (h) it has no knowledge of any fact that materially adversely affects or, so far as it can foresee, might materially adversely affect its properties, assets, condition (financial or otherwise), business or operations or its ability to fulfill its obligations under this Agreement;
- (i) the observance and performance of the terms and conditions of this Agreement, or any other agreement referred to in subsection 2.1 (f), will not constitute a breach by it of or a default by it under
 - (i) any statute, regulation or bylaw of Canada or of the Province of British Columbia applicable to or binding on it,
 - (ii) its constating documents, or

- (iii) any contract or agreement to which it is a party;
- (j) the authorized capital of the Contractor, if applicable, is as disclosed in Schedule 4;
- (k) the legal and beneficial ownership and effective control of all of the authorized, issued and outstanding voting shares of the Contractor, if applicable, is as disclosed in Schedule 4;
- (l) there are no agreements, options or rights of any kind held by any person with respect to any of the voting shares of the Contractor, if applicable, except as disclosed in Schedule 4;
- (m) the Contractor has good safekeeping, marketable title to and possession of all its assets, free and clear of all liens, charges or encumbrances except those disclosed in Schedule "4";
- (n) the Contractor is not a party to, or threatened with, any litigation and has no knowledge of any claims against it that would materially affect its undertaking or financial condition;
- (o) there are no liabilities of the Contractor, contingent or otherwise, that are not disclosed or reflected in Schedule 4 herein except those incurred in the ordinary course of its business;
- (p) if the Contractor is a partnership, then the identification of all of the partners of the partnership and their respective interests in the partnership are as disclosed in Schedule 4;
- (q) if the Contractor is a partnership and if any of the partners of the partnership are corporate entities, then the information required by paragraphs 2.1(j), (k) and (l) with respect to each corporate partner is as disclosed in Schedule 4;
- (r) the Contractor has filed all tax, corporate information and other returns, required to be filed by the laws of British Columbia, Canada and any other jurisdiction where it is required to file such returns, and has complied with all workers compensation legislation and other similar legislation to which it may be subject and has paid all taxes, fees and assessments calculated to be due by the Contractor under those laws as of the date of this Agreement;
- (s) the Contractor is not in breach of any statute, regulation or bylaw applicable to the Contractor or its operations;
- (t) the Contractor holds all permits, licences, consents and authorities issued by any federal, provincial, regional or municipal government or an agency of any of them, that are necessary in connection with the operations of the Contractor;

- (u) the making of this Agreement, and the performance of and compliance with the terms of this Agreement does not conflict with and will not result in a breach of, or constitute a default under, the memorandum or articles of the Contractor or the acceleration of any indebtedness under, any terms, provisions or conditions of, any indenture, mortgage, deed of trust, agreement, security agreement, license, franchise, certificate, consent, permit, authority or other instrument to which the Contractor is a party or is bound or any judgment, decree, order, rule or regulation of any court or administrative body by which the Contractor is bound or, to the knowledge of the Contractor, any statute, regulation or bylaw applicable to the Contractor;
 - (v) it has no knowledge of any untrue or incorrect representation or assurance, whether verbal or written, given by the Contractor, its directors or officers to the Province in connection with this Agreement;
 - (w) it has sufficient trained staff, facilities, materials, appropriate equipment and approved subcontractual agreements in place and available to enable it to fully perform the Services;
 - (x) it has independently reviewed all labour relations issues related to the performance of the Contractor's obligations under this Agreement; and
 - (y) it has received from the Province and reviewed the Maintenance Specifications dated February, 2003 and the Local Area Specifications.
- 2.2** All representations, warranties, covenants and agreements made in this Agreement and all certificates and other documents delivered by, or on behalf of, the Contractor are material and will conclusively be deemed to have been relied upon by the Province, notwithstanding any prior or subsequent investigation by the Province.
- 2.3** All statements contained in any certificate or other document delivered by or on behalf of the Contractor to the Province under this Agreement or in connection with any of the transactions contemplated by this Agreement will be deemed to be representations and warranties of the Contractor under this Agreement.
- 2.4** The provisions of sections 2.1 and 2.2 will continue in full force and effect notwithstanding the fulfillment by the Contractor of any or all of its obligations under this Agreement or the payment by the Province to the Contractor of any or all of the monies that the Province becomes liable to pay to the Contractor pursuant to this Agreement.

3. APPOINTMENT AND TERM

- 3.1** The Province retains the Contractor to provide the Services in accordance with the terms of this Agreement.
- 3.2** The Contractor will provide the Services during the term of this Agreement which term will, notwithstanding the date of execution and delivery of this Agreement, be deemed to commence on the Commencement Date and will end on the Expiry Date or such date of earlier termination as may be established in accordance with Article 18 or any other termination provisions of this Agreement.
- 3.3** The Province will be under no obligation to renew, extend or renegotiate the terms of this Agreement following its termination or expiration.
- 3.4** The Minister may, in the Minister's sole discretion, terminate this Agreement if the Contractor's Proposal, submitted in response to the Request for Proposal which was issued by the Province with respect to the solicitation of proposals for road and bridge maintenance in the Service Area, is rejected by the Minister for any reason.
- 3.5** The Province's obligations under this Agreement are subject to the following conditions precedent:
- (a)** the Contractor's fulfillment of its obligations included in Article 9.2 on or before the 30th day prior to the Commencement Date;
 - (b)** the Contractor providing written confirmation, on the 30th day prior to the Commencement Date, in a form satisfactory to the Minister, that all of the representations and warranties included in Article 2 are true and accurate as of the date of the confirmation;

The foregoing conditions shall be satisfied by the Contractor, on written notice to the Province, or waived by the Province, on written notice to the Contractor, to be received on the dates specified for performance, failing which this Agreement shall be terminated without prejudice to the rights and remedies of the Province under the Request for Proposal process, this Agreement, at law and in equity.

The foregoing conditions are included for the sole benefit of the Province and may be unilaterally waived by the Province at any time prior to the dates specified for satisfaction of the conditions.

4. LEGAL RELATIONSHIP INDEPENDENT CONTRACTOR

- 4.1** The Contractor is an independent contractor and not the servant, employee, partner or agent of the Province or the Minister.
- 4.2** The Contractor will not, in any manner whatsoever, commit or purport to commit the Province or the Minister to the payment of any money to any person.
- 4.3** The Minister may, from time to time, give such instructions to the Contractor as the Minister considers necessary in connection with provision of the Services, which instructions the Contractor will comply with, but the Contractor will not be subject to the control of the Minister with respect to the manner in which such instructions are carried out.
- 4.4** No partnership, joint venture or agency will be created or will be deemed to be created by this Agreement or any action of the parties under this Agreement.
- 4.5** The Contractor is the Prime Contractor in connection with the provision of the Services and this Agreement, and will, no later than 15 days after the Commencement Date, deliver written notice to the Province,
- (a)** of the name of the person appointed by the Contractor who will discharge the responsibilities of a "qualified coordinator" as described in the OHS Regulation and the Workers Compensation Act, for the Contractor; and
 - (b)** confirming that the Safety Program has been initiated and is readily available in accordance with the *Workers Compensation Act* and the *OHS Regulation*, in connection with this Agreement.
- 4.6** The Minister may, from time to time,
- (a)** on prior written notice to the Contractor, appoint a contractor other than the Contractor as the Prime Contractor in connection with works and activities that may be undertaken and performed at any location or locations in the Service Area, for a period of time, and such works and activities, location(s), and period(s) of time will be specified and defined by the Minister in the written notice; and
 - (b)** on conclusion of the works and activities referenced in subsection (a), deliver written notice to the Contractor of the conclusion of such works and activities and, upon receipt of such notice the Contractor will resume the responsibilities of the Prime Contractor in connection with the Services and the Agreement at the applicable location.

5. SERVICES

- 5.1 The Contractor will provide Maintenance Services to the Province, on or in respect of all Highways within the Service Area, in accordance with the terms and conditions of this Agreement.
- 5.2 The Minister may, in the Minister's sole discretion, instruct the Contractor to provide Emergency Services or Additional Maintenance Services, as the case may be, to the Province, and the Contractor will provide such services in accordance with the terms and conditions of this Agreement. The Minister's instructions shall be given in advance in writing or in the case of Emergency Services where necessary shall be confirmed in writing as soon as practicable.
- 5.3 The Contractor will deliver to the Province a Quantified Work Plan satisfactory to the Minister, as follows:
- (a) by no later than 30 days after the Commencement Date, for the First Contract Year; and
 - (b) each year thereafter on or before an Anniversary Date, for the Contract Year commencing on that Anniversary Date.
- 5.4 When the Quantified Work Plan is submitted by the Contractor to the Minister for approval, the Minister will, as soon as reasonably practicable, and in any event not later than 5 Working Days after receiving the proposed plan, advise the Contractor whether the plan is satisfactory to the Minister and, if not satisfactory, in what respects it is not satisfactory.
- 5.5 If the Contractor does not deliver the Quantified Work Plan by the applicable date as specified in section 5.3, the Minister may impose on the Contractor a Quantified Work Plan by delivering to the Contractor a copy of the Quantified Work Plan as prepared by the Minister.
- 5.6 The Minister may, in the Minister's sole discretion, and after consultation with the Contractor, re-allocate for a Contract Year, on a value for value basis any of the specific items within Quantified Maintenance Services on 30 days written notice to the Contractor, based on the Unit Prices set out in Schedule 5, as those Unit Prices may have been adjusted in accordance with the Annual Adjustment Process and any such re-allocations will terminate at the end of the current Contract Year.
- 5.7 If, as a result of one or more re-allocations by the Minister under section 5.6 during a Contract Year, the quantity of any particular item of Quantified Maintenance Services, to be performed during that Contract Year, changes by more than 20% from the quantities specified in Schedule 5, then:
- (a) either party may, by written notice to the other party, request that a new Unit Price for the item subject to that change be determined by the parties;

- (b) upon a notice being given under subsection 5.7(a), the parties will enter into good faith negotiations to determine a new Unit Price for that item; and
- (c) any new Unit Price determined under this section will only be in effect from the date of the re-allocation which triggered the application of this section until the end of the Contract Year in which that re-allocation took place.

5.8 The Contractor will perform:

- (a) the Quantified Maintenance Services in accordance with this Agreement and the applicable Quantified Work Plan; and
- (b) the Routine Maintenance Services, Emergency Services and Additional Maintenance Services in accordance with this Agreement.

5.9 Decisions of the Minister under section 5.6 will be final and binding on the parties.

5.10 Any materials, equipment or improvements installed or deposited on the Highways by the Contractor during the Term as part of the Services will immediately become the sole property of the Province and the Contractor will, at the request of the Minister, assign or transfer to the Province any warranties available with respect to the same.

5.11 Unless otherwise directed by the Minister, any materials, equipment or improvements installed or deposited on the Highways which are:

- (a) de-installed or removed from the Highways by the Contractor during the Term in accordance with the Contractor's obligations under this Agreement;
- (b) damaged, deteriorated or otherwise not in compliance with the applicable manufacturers specifications or Maintenance Specifications such that they are no longer usable to perform the Services; and
- (c) reasonably determined by the Minister to have a value at the time of their de-installation or removal of less than \$5,000

will, upon their de-installation or removal, become the sole property of the Contractor.

5.12 If there are two parties who enter into this Agreement as joint Contractors, or if any additional party is added as an additional Contractor at any time during the Term, then all Contractors shall be obligated jointly and severally under this Agreement.

6. CHANGES TO HIGHWAYS WITHIN SERVICE AREA

6.1 The Province may, in its sole discretion, for any purpose whatsoever, including without limitation, in connection with the commencement, completion, suspension, or administration, of construction or improvement projects relating to one or more of the Highways or portions thereof:

- (a) on one day's written notice to the Contractor, add a Highway within the Service Area which was created by the deposit of a plan under the *Land Title Act*, R.S.B.C. 1996, c. 250 or by any other means under the *Land Act*, R.S.B.C. 1996, c. 245; and
- (b) on 30 days' written notice to the Contractor, make an addition or deletion to, or change the classification of, Highways within the Service Area other than as provided for under subsection 6.1(a)

and the Contractor will perform the Maintenance Services on these changed Highways.

6.2 Notwithstanding any other provision of this Agreement, the Contractor will not be entitled to any additional compensation in any form whatsoever, nor will the compensation payable hereunder be reduced, as a result of the changes referred to in a notice delivered under section 6.1, unless the cumulative net change in the Daily Cost for the then current Contract Year (determined in accordance with section 6.4 and the Cost Schedule) exceeds 2%, positive or negative, as calculated by the Minister in accordance with section 6.4, and in such case, the fees payable pursuant to subsection 12.1 (a) and that portion of the Annual Price attributable to the remainder of that Contract Year, will be adjusted by the change in Daily Cost determined by the Minister under section 6.4, from the effective date of the latest change made pursuant to section 6.1 to the end of that Contract Year.

6.3 If the fees payable to the Contractor under subsection 12.1 (a) for a particular Contract Year are adjusted pursuant to section 6.2, then:

- (a) the Contractor will not be entitled to any additional compensation in any form whatsoever, nor will the compensation payable hereunder be reduced, as a result of the changes referred to in any further notice delivered under section 6.1 during that Contract Year unless the cumulative net change in the Revised Daily Cost for that Contract Year exceeds 2%, positive or negative, as determined by the Minister in accordance with section 6.4, and in each such case, the fees payable pursuant to subsection 12.1 (a) and that portion of the Annual Price attributable to the remainder of that Contract Year, will be adjusted by the change in the Revised Daily Cost determined by the Minister under section 6.4, from the effective date of the latest change made pursuant to section 6.1 to the end of that Contract Year; and
- (b) each adjustment in compensation under section 6.2 and subsection 6.3(a) during a Contract Year will result in a new Revised Daily Cost for that Contract Year, the quantities of Quantified Maintenance Services will be adjusted *pro rata* to reflect

such additions, deletions or changes and the provisions of subsection 6.3(a) will apply to all subsequent changes made pursuant to section 6.1.

6.4 The Minister will:

- (a)** on or before the effective date of each notice delivered under section 6.1, complete the calculations under Part I of the Cost Schedule;
- (b)** on or before the effective date of a change in compensation under sections 6.2 or 6.3, calculate a Revised Daily Cost in accordance with Part 2 of the Cost Schedule; and
- (c)** provide copies of the calculations to the Contractor forthwith.

6.5 The calculations of the Minister under section 6.4 will be final and binding on the parties.

6.6 If the Province gives a notice under section 6.1 which results in an increase or decrease in Maintenance Services which exceeds 3% with respect to any single notice given under Sections 6.1 (a) or (b) then the Minister will make and deliver the calculations as required in section 6.4, and if the Contractor or the Minister is of the view that the compensation adjustment will not properly recognize the Contractor's altered circumstances which arise from the change in Maintenance Services then:

- (a)** either the Province or the Contractor may within 30 days of delivery of the calculations under section 6.4, advise the other party in writing of its disagreement, specifying its reasons; and
- (b)** if the parties have not resolved, through consultation and negotiation, the disagreement disclosed under subsection 6.6(a), within 60 days of delivery of the notice under subsection 6.6(a), the unresolved issues may be referred by either party to arbitration pursuant to Article 19, and in determining that issue the arbitrator will take into consideration:
 - (i)** the increase/decrease in Maintenance Services relative to the amount of Maintenance Services prior to the increase/decrease,
 - (ii)** the practical effect of the change on the business operations of the Contractor, including direct cost changes (plus or minus) and the indirect costs of the significant change (plus or minus) in Maintenance Services arising as a result of a notice under section 6.1, without a corresponding reduction/increase in fixed and overhead costs,
 - (iii)** whether, in the aggregate, the change in compensation, as calculated under Section 6.4, will result in a improvement or deterioration in the Contractor's financial condition, and
 - (iv)** the provisions of this Agreement.

- 6.7** The Contractor will be limited to the compensation adjustments, specified in Sections 6.2, 6.3 and 6.6 and, the Contractor will not have any other remedies either in contract under this Agreement or for claims for damages in tort with respect to any notices issued under section 6.1.

7. CHANGES TO MAINTENANCE SERVICES

7.1 In order to promote and enhance public safety and efficiency, the Contractor will:

- (a)** in consultation with the Province, continually review and re-evaluate the Maintenance Services and in conducting that review will take into account changing technology in the highways and bridge maintenance industry, changing economic and environmental conditions and changing public requirements;
- (b)** advise the Province if the Contractor considers that any part of the Maintenance Services should be changed in a material way, and submit the proposed change to the Province for its consideration; and
- (c)** reasonably co-operate with the Province in tests to accommodate new maintenance technology.

7.2 The Minister may, in the Minister's sole discretion, either as a result of reviews or proposals under section 7.1 or on the Minister's own initiative, change the Maintenance Services, including changes to the Maintenance Specifications, by delivery of written notice thereof to the Contractor specifying the change and the Contractor will forthwith perform the Maintenance Services, as so changed.

7.3 If a notice is delivered under section 7.2, then the Minister will concurrently:

- (a)** determine the number which is the total pro-rated amount of the Direct Cost Fee Component applicable from the effective date of the notice under section 7.2 to the end of the then current Contract Year;
- (b)** determine the number which is the total amount of the Cost Impact of the change
 - (i)** resulting from the notice under section 7.2, and
 - (ii)** resulting from any earlier notices under section 7.2 during that Contract Year which have not resulted in an adjustment of the Annual Price for that Contract Year

from the effective date of the most recent notice under section 7.2 to the end of that Contract Year; and

- (c)** calculate the percentage change resulting from notices under section 7.2 by dividing the number under subsection 7.3 (b) (as numerator) by the number under subsection 7.3 (a) (as denominator) and expressing the result as a percentage and notify the Contractor of the results of such calculations.
- (d)** when making a determination of the Cost Impact under paragraph 7.3(b), the Minister may, in the Minister's sole discretion, take into account costs and other

information that the Minister deems relevant, so as to include only the Contractor's increase/decrease in direct costs arising from the change in Maintenance Services and to exclude those of the Contractor's fixed and overhead costs which will not increase or decrease as a consequence of a change in Maintenance Services, with the intent being that after allowing for the percentage change under paragraph 7.3(c) the Contractor's financial condition will be neither better or worse, as a result of the change to the Maintenance Services.

- 7.4** The fees payable pursuant to Part I of the Fee Schedule and that portion of the Annual Price or Adjusted Annual Price attributable to the remainder of the then current Contract Year, as at the effective date of the most recent notice delivered under section 7.2, will be adjusted positively or negatively, as the case may be, by the full amount of the percentage change calculated under subsection 7.3 (c) effective from the effective date of the most recent notice delivered under section 7.2 to the end of that Contract Year.
- 7.5** If the Contractor disagrees with a determination of the Minister under sections 7.3 or 7.4, it may:
- (a)** within 30 days of delivery of the notice under subsection 7.3 (c), advise the Province in writing of its disagreement, specifying the reasons therefor; and
 - (b)** if the parties have not resolved the disagreement disclosed under subsection 7.5 (a) within 60 days of delivery of the notice under subsection 7.5 (a), the unresolved issues under sections 7.3 and 7.4 may be referred by either party to arbitration pursuant to Article 19 and in determining that issue the arbitrator will take into consideration
 - (i)** service level changes relative to existing obligations,
 - (ii)** the practical effect of the change on the business operations of the Contractor, including direct cost increases and decreases and the indirect cost of a reduction in Maintenance Services without a corresponding reduction in fixed and overhead costs,
 - (iii)** whether, in the aggregate, the change in compensation, as calculated under Sections 7.3 and 7.4, will result in an improvement or deterioration in the Contractor's financial condition, and
 - (iv)** the provisions of this Agreement.
- 7.6** The Contractor will receive the Annual Price or Adjusted Annual Price, as amended by section 7.4, while the dispute resolution process under section 7.5 is in process and the Minister will make any further adjustments to the Annual Price or Adjusted Annual Price which may result from an arbitrators award under section 7.5 effective from the date of the notice delivered under section 7.2.

- 7.7** Any amendment made to the "Standard Specifications for Highway Construction", as defined in Maintenance Specifications, subsequent to the Commencement Date will, to the extent the amendment impacts on the performance of the Maintenance Services, be considered to be a change to the Maintenance Services for the purposes of this Article 7.
- 7.8** Any revisions to the "Standard Specifications for Highway Construction", defined in the Maintenance Specifications, will apply to the performance of Services under this Agreement, effective from the date of issue of the revision, unless the Minister issues a written exemption notice to the Contractor.
- 7.9** If there is a change made by the Minister to any item of Quantified Maintenance Services under section 7.2, then:
- (a)** within 30 days of such a change becoming effective, either party may, by written notice to the other party, request that a new Unit Price for the affected item of Quantified Maintenance Services be determined by the parties;
 - (b)** upon a notice being given under subsection 7.9(a), the parties will enter into good faith negotiations to determine a new Unit Price for that item; and
 - (c)** any new Unit Price determined under this section will remain in effect from the date of the notice which triggered the application of this section until the end of the Term, subject to any further adjustments to that Unit Price as may be made in accordance with this Agreement.

8. MATERIALS, LICENSES AND PERMIT

8.1 The Contractor will, as applicable, in respect of each item of Provincial Material:

- (a)** receive, unload, store, reload and be responsible for the Provincial Material;
- (b)** if requested by the Province,
 - (i)** provide an accounting for and inventory of the Provincial Material satisfactory to the Minister, and
 - (ii)** allow persons specified by the Minister access to the Provincial Material, for any purpose including without limitation, for the purposes of transporting the same
- (c)** maintain and identify all inventories of Provincial Material separate from any other property,

all at no expense to the Province.

8.2 The Provincial Material will, at all times, remain the exclusive property of the Province and the Province may, in its sole discretion, as applicable, dispose of the same, or any part thereof, to the Contractor.

8.3 The Province grants to the Contractor a license to use the Provider System during the Term on the terms and conditions set out in the Provider License and the Contractor will observe and comply with these terms and conditions.

8.4 The Province grants to the Contractor a license to enter on and occupy the Gravel Pits during the Term for the purpose of processing, storing and removing "Material", as defined in the Gravel License, on the terms and conditions set out in the Gravel License and the Contractor will observe and comply with these terms and conditions.

8.5 The Province grants to the Contractor a license to enter on and occupy the Stockpile Sites during the Term for the purpose of storing and removing "Material" as defined in the Stockpile License, on the terms and conditions as set out in the Stockpile License and the Contractor will observe and comply with these terms and conditions.

9. INSURANCE, INDEMNITY AND REIMBURSEMENT FOR CONTRACTOR'S EXPENSES

9.1 The Contractor will obtain and maintain in force during the Term:

- (a)** comprehensive general liability insurance providing coverage of not less than \$10 million inclusive per occurrence for bodily injury, death and property damage and including loss of use of property, which may arise directly or indirectly out of the acts or omissions of the Contractor, or Subcontractors, including all persons, firms or corporations who perform any of the Services, or any of them, in any way relating to maintenance of Highways within the Service Area or the performance of Services otherwise under this Agreement with the Province added as an additional insured in the manner specified in Schedule 18;
- (b)** automobile liability insurance in an amount not less than \$10 million and automobile physical damage insurance including collision and comprehensive coverage, covering all automobiles and vehicles owned, rented or leased by the Contractor, that are required by law to be licensed; and
- (c)** equipment insurance covering all equipment owned, rented or leased (with policy limits and conditions that may be applicable to any rental or lease agreements) by the Contractor and utilized in the performance of the Services by the Contractor, or Subcontractors, including all persons, firms or corporations who perform any of the Services, or any of them, against "all risks" of loss or damage

and the terms of the foregoing insurance coverage will meet the insurance requirements in Schedule 18 and will be placed with an insurer or insurers acceptable to the Minister.

9.2 Evidence satisfactory to the Minister that the insurance required under section 9.1 has been obtained must be submitted by the Contractor to the Minister not later than the 30th day prior to the Commencement Date and the Contractor will, upon the request of the Minister made at any time or times, submit to the Minister evidence, satisfactory to the Minister, that the insurance remains in force and effect.

9.3 The Contractor will ensure that the insurance described in section 9.1 may not be cancelled or materially changed in any way whatsoever without the insurer or insurers giving not less than 30 days prior written notice to the Province and if notice of cancellation or material change is given the Contractor's obligations under Section 9.1 will continue in effect.

9.4 The Contractor will provide 30 days' written notice to the Minister of any expiry, non-renewal, lapse, refusal to extend by the insurer, cancellation or any material change of the insurance policy or policies required by the Contractor pursuant to this Article.

9.5 The Contractor will, at the request of the Minister, in the Minister's sole discretion, secure insurance to replace the insurance coverage provided in compliance with Section 9.1 with new coverage terms or increased policy limits, as specified by the Minister.

- 9.6** The Minister may, in the Minister's sole discretion, review the insurance requirements stipulated by this Article and Schedule 18 and the Contractor will cooperate as required to implement any changes arising from this review.
- 9.7** The Contractor will indemnify and save harmless the Province and the Minister from and against all claims, liabilities, demands, losses, damages, costs and expenses, legal defence costs and expenses, fines, penalties, assessments and levies made against or incurred, suffered or sustained by the Province and the Minister or either of them at any time or times (whether before or after the expiration or sooner termination of this Agreement) where the same or any of them are based upon or arise out of or from anything done or omitted to be done by the Contractor and the Controlled Persons or any of them pursuant to this Agreement including, without limitation, any claim against the Province for failure to supervise or inspect the work which is performed by the Contractor pursuant to this Agreement which indemnity will survive the expiration or sooner termination of this Agreement.
- 9.8** The Contractor will be responsible for compliance with all conditions and regulations under the Workers Compensation Act, and for all assessments and levies which may be made thereunder.
- 9.9** Subject to section 9.8 the Province will reimburse the Contractor for any Contractor's Expenses if the Minister is satisfied that:
- (a)** the Contractor's Expenses have been solely and properly incurred for the purpose of repairing or restoring Government Property damaged by persons other than the Contractor or the Controlled Persons; and
 - (b)** all such repairs or restorations of Government Property damaged by persons other than the Contractor or the Controlled Persons have been repaired or restored in accordance with this Agreement.
- 9.10** Any reimbursement by the Province under section 9.7 is, unless the damage to Government Property has been caused by the Province, subject to the following terms and conditions:
- (a)** the reimbursement will apply only if the Minister has made a Claim respecting damage to Government Property in accordance with this Article and has received a Recovered Amount in respect of such Claim;
 - (b)** the Minister may deduct from the Recovered Amount all reasonable expenses incurred by the Minister in making such Claim;
 - (c)** the Minister may allocate the Recovered Amount as between the Province and the Contractor such that each shall be entitled to a portion of the Recovered Amount representing its proportionate share of expenses incurred to repair or restore the Government Property;

- (d) in no event will the Province be required to reimburse the Contractor for an amount in excess of the Recovered Amount less any expenses deducted by the Minister in making such Claim;
 - (e) the Contractor will not make or purport to make on its own behalf or on behalf of the Province any claims whatsoever for damage to Government Property or for any Contractor's Expenses except to the Province to obtain reimbursement under section 9.7;
 - (f) the Contractor will assign to the Province all of its rights to make a Claim with respect to damage to Government Property;
 - (g) the decision to make a Claim and all decisions respecting the conduct of a Claim will be within the Minister's sole discretion;
 - (h) if the Minister has made an election under Section 9.9, then the Contractor will not be entitled to any reimbursement under Section 9.7; and
 - (i) the provisions of section 9.7 and 9.8 survive the expiration or sooner termination of this Agreement.
- 9.11** Notwithstanding the restrictions on reimbursement by the Province included in Section 9.8, the Province, at the discretion of the Minister, may elect to treat the damage to Government Property as Emergency Services or Additional Maintenance Services with compensation to the Contractor pursuant to the terms of this Agreement which govern those services.
- 9.12** If the Province makes an election under section 9.9 then the payment due to the Contractor for Emergency or Additional Maintenance Services performed as a result of the election, will not exceed the Recovered Amount received or, expected to be received, by the Province with respect to the damages to Government Property.
- 9.13** The Contractor will co-operate with the Province and its counsel in any and all investigation, settlement and judicial determination of any claims made against the Province or the Contractor and any claims relating to damage to Government Property relating directly or indirectly to this Agreement and will cause the Controlled Persons to be similarly bound.

10. BONDS

- 10.1** The Contractor will obtain and maintain the Bonds in full force and effect during the Term, all in form and content acceptable to the Minister.
- 10.2** The Bonds will both be issued by one surety company, or one group of surety companies, which are created and existing under the laws of Canada and duly authorized to transact the business of suretyship in Canada and the Bonds will be delivered by the Contractor to the Province prior to or on execution of this Agreement.
- 10.3** The Contractor will, no later than the last Working Day of the 54th month of the Term, deliver to the Province or cause the surety, that issued the Bonds, to deliver to the Province the unconditional written agreement of that surety company, duly executed on behalf of the surety company and the Contractor, to extend and maintain the Bonds in full force and effect and having the same penal amount, so as to secure the observance and performance by the Contractor of this Agreement for the Term.
- 10.4** If the Contractor does not deliver the agreement required under Section 10.3, then the Contractor will deliver to the Province, no later than 60 days after the last Working Day of the 54th month of the Term, bonds issued by an alternate surety company, which have the same penal amount and terms and conditions as the Bonds and which secure the observance and performance of the Contractor under this Agreement commencing on the fifth Anniversary Date and for the Term.
- 10.5** For the purpose of calculating the 54th month of the Term under section 10.3 and 10.4 the month that includes the Commencement Date shall be the first month.
- 10.6** In order to satisfy the requirements of section 10.4 the alternate surety company must be acceptable to the Minister, at the Minister's sole discretion.

11. CONTRACTOR'S COVENANTS

11.1 The Contractor will:

- (a) observe, abide by and comply with all laws, by-laws, orders, directions, rules and regulations of any competent government authority or branch or agency thereof directly or indirectly applicable to the Contractor this Agreement, or the Services to be performed under this Agreement;
- (b) ensure that the representations and warranties set forth in Article 2 are true and correct at all times during the Term and provide evidence to that effect to the Province on the written request of the Minister;
- (c) maintain its corporate existence and carry on and conduct its business in a proper business-like manner in accordance with good business practice and keep or cause to be kept proper books of account in accordance with generally accepted accounting principles applied on a consistent basis;
- (d) within 15 days of the delivery of a written demand from the Province, provide the Province with such information and documents with respect to the affairs of the Contractor as the Province may reasonably request;
- (e) punctually pay as they become due all accounts, expenses, wages, salaries, taxes, levies, rates, fees, contributions and assessments required to be paid by it on any of its undertaking;
- (f) observe, perform and comply with each covenant and agreement on its part contained in this Agreement, and, if applicable, the BCBC Triple Net Lease, and the Yard Lease/Sublease;
- (g) provide and maintain all financial management and technical expertise necessary for the Contractor to carry out its obligations under this Agreement;
- (h) co-operate with the Province and any other contractors providing services to the Province in the Service Area and in areas adjacent to the Service Area;
- (i) at all times promptly respond to highways maintenance complaints from members of the public, regulatory agencies, police authorities and the Province;
- (j) perform the Services in a good workerlike manner, free of defects or deficiencies and to the satisfaction of the Minister;
- (k) continually train its staff in the safe operation of highways maintenance equipment and facilities to the satisfaction of the Minister;
- (l) provide and maintain at all times sufficient staff, facilities, materials, appropriate equipment and approved subcontract agreements in place and available to it as

required to fully perform the Services, and in no event will the level of resources deployed in the field and ready to respond be less than what is required to supply the Quantified Maintenance and Routine Maintenance Services and to comply with the Quality Maintenance System; :

- (m) paint, identify and light the Equipment in accordance with the Equipment Fleet Operations Policy and such other policy directives of the Minister delivered to the Contractor from time to time;
- (n) observe and comply with all laws, by-laws, orders, directions, rules and regulations of any competent government authority or branch or agency thereof relating to the environment or to occupational health and safety, including the Workers Compensation Act, and the OHS Regulation, directly or indirectly applicable to the Contractor or this Agreement, including by ensuring that the provision of and performance of the Services, complies with all such laws, by-laws, orders, directions, rules and regulations;
- (o) notwithstanding any limitation in the OHS Regulation which would exempt the Contractor from the requirement to initiate and maintain an occupational health and safety program, initiate and at all times maintain the Safety Program in connection with the Services and this Agreement, and ensure that the Safety Program
 - (i) is designed to prevent injuries and occupational diseases within the contemplation of the *Workers Compensation Act* and the *OHS Regulation*;
 - (ii) provides for the establishment and maintenance of a system or process to ensure compliance with the *Workers Compensation Act* and the *OHS Regulation* in respect of the Services and this Agreement; and
 - (iii) satisfies the requirements of an occupational health and safety program under the *Workers Compensation Act* and the *OHS Regulation*;
- (p) discharge the responsibilities of the Prime Contractor under the *Workers Compensation Act* and the *OHS Regulation*, in connection with the Services and this Agreement;
- (q) upon receipt of the Minister's written notice under section 4.6, in good faith, cooperate with the contractor appointed the Prime Contractor for the location and the period of time described in the Minister's notice, including the coordination of health and safety activities;
- (r) perform, or cause Subcontractors to perform, where applicable, all Services in a manner which meets or exceeds the specifications and performance time frames included in the Maintenance Specifications;

- (s) perform all of the Contractor's obligations included in the Maintenance Specifications;
- (t) comply with all of the Contractor's obligations included in:
 - (i) the Commercial Vehicles Permit attached as Schedule 15;
 - (ii) the Subcontracting Procedures attached as Schedule 17; and
 - (iii) the Automated Weather Stations Schedule attached as Schedule 20
- (u) continue to employ effective on the Commencement Date those non-management, bargaining unit employees of the Contractor performing highways maintenance services within the Service Area immediately before the Commencement Date (including employees on leave or layoff immediately prior to the Commencement Date) on the same terms and conditions, and pursuant to a collective bargaining agreement in substantially the same form, as applied immediately before the Commencement Date except those employees who cease during the Term to be employed by the Contractor in the ordinary course of business. The Contractor is hereby notified that this requirement will not apply to any new highway maintenance agreement after expiry of this Agreement;
- (v) ensure, throughout the Term, that the Contractor's bridge crew includes at least one bridge worker who is a Certified Journeyman Pile Driver Bridge Worker or equivalent trade qualification;
- (w) where there is a Yard Lease/Sublease in effect within the Service Area, enter into a lease of the facility described in the Yard Lease/Sublease, on the terms disclosed and as required in subparagraph 3(2) of the Yard Lease/Sublease; and
- (x) provide to the Minister all of the Contractor information specified in Schedule 4 with respect to a corporate Contractor, a Contractor that is a partnership and, with respect to each corporate partner of a Contractor that is a partnership, no later than 30 days prior to the Commencement Date.

12. ANNUAL PRICE AND FEES

12.1 In consideration of the Contractor:

- (a)** providing the Maintenance Services and performing all other obligations of the Contractor under this Agreement, except Emergency Services and Additional Maintenance Services, the Province will, subject to the terms of this Agreement including sections 18.2 and 20.1, pay to the Contractor the Annual Price corresponding to each Contract Year, less the amount of the QMS Price payable in that Contract Year, in the manner set out in Part I of the Fee Schedule;
- (b)** providing the Emergency Services, the Province will, subject to the terms of this Agreement, pay to the Contractor fees in the amounts and in the manner set out in Part 2 of the Fee Schedule;
- (c)** providing the Additional Maintenance Services, the Province will, subject to the terms of this Agreement, pay to the Contractor fees in the amounts and in the manner set out in Part 2 of the Fee Schedule; and
- (d)** developing and delivering the Quality Management System the Province will, subject to the terms of this Agreement, pay the QMS Price to the Contractor in accordance with section 17.7.

12.2 The sums described in section 12.1 constitute the maximum amounts payable to the Contractor for its performance of the Services and the Contractor will not be entitled to any additional compensation for its performance whether or not the work actually undertaken by the Contractor is described in this Agreement and without limiting the generality of the foregoing, the Contractor will not be entitled to any compensation in a Contract Year beyond the Annual Price for that Contract Year unless:

- (a)** the Annual Price is adjusted during that Contract Year in accordance with this Agreement; or
- (b)** the Contractor performs Emergency Services or Additional Maintenance Services during that Contract Year at the request of the Minister in accordance with this Agreement.

12.3 Notwithstanding any other provision of this Agreement, the payment of money by the Province to the Contractor under this Agreement is subject to:

- (a)** there being sufficient monies available in an Appropriation, as defined in the FAA, to enable the Province, in any fiscal year or part thereof when any payment of money by the Province to the Contractor falls due under this Agreement, to make that payment; and

- (b) Treasury Board, as defined in the FAA, not having controlled or limited, under the FAA, expenditure under any Appropriation referred to in subsection (a) of this section.
- 12.4** The Province certifies that the property and/or Services ordered and purchased under this Agreement are for the use of, and are being purchased by, the Province with crown funds and are therefore not subject to the Goods and Services Tax.
- 12.5** The Contractor irrevocably authorizes and directs the Province to pay, on behalf of the Contractor, to BCBC, out of the amounts payable from time to time by the Province to the Contractor pursuant to this Agreement, such amounts as BCBC may, from time to time, advise the Province in writing are payable by the Contractor pursuant to any BCBC Triple Net Lease.
- 12.6** All sums due and owing by the Contractor to the Province under this Agreement will be set off by the Province during the Term.
- 12.7** All payments made under this Agreement, net of sums set off as provided under sections 12.6 and 12.9, will be paid by electronic fund transfer to the appropriate party.
- 12.8** Concurrent with each setoff payment, the Province will deliver to the Contractor an accounting of the sums due and owing by the parties under the Agreement to the date of the payment.
- 12.9** Upon receipt by the Minister of a written notice of default in payment under the Yard Lease/Sublease from the party identified as the contractor in that Agreement, the Contractor irrevocably authorizes and directs the Province to pay, on behalf of the Contractor to the party identified as the contractor in the Yard Lease/Sublease Agreement, from the amounts payable from time to time by the Province to the Contractor pursuant to this Agreement, the payments due and owing by the Contractor under the Yard Lease/Sublease.
- 12.10** The Minister may, in the Minister's sole discretion, pay an amount not exceeding 2% of the Annual Price or the Adjusted Annual Price as the case may be, to the Contractor as compensation for the Contractor's rating under the Contractor Assessment Program, such payment or payments to be made at a time or times and in the manner determined by the Minister. Any Contractor who has received a notice of Event of Default within the prior Contract Year, will not be eligible to receive any compensation under this section.

13. ASSIGNMENT, SUBCONTRACTING AND HIRED EQUIPMENT

- 13.1** The Contractor will not without the prior written consent of the Minister assign, either directly or indirectly, this Agreement or any right of the Contractor under this Agreement.
- 13.2** During each Contract Year, the Contractor will cause Maintenance Services which represent not less than **2.5%** of the Annual Price for that Contract Year to be performed by Subcontractors in accordance with the Subcontracting Procedures.
- 13.3** The Contractor will have complied with section 13.2 if the required dollar amounts described in that section have been paid to Subcontractors for Maintenance Services rendered during the appropriate periods.
- 13.4** The Contractor may subcontract any obligation of the Contractor under this Agreement to any person except, if the Minister has notified the Contractor that the Minister's written consent is to be obtained prior to any such subcontracting by the Contractor.
- 13.5** The appointment of subcontractors by the Contractor will not relieve the Contractor of its responsibility to perform and comply with all terms of this Agreement, or for the quality of work, materials and services provided by it.
- 13.6** The Contractor will at all times be held fully responsible to the Province for the acts and omissions of its subcontractors and persons employed by them and no subcontract entered into by the Contractor will impose any obligation or liability upon the Province to any such subcontractor or any of its employees.
- 13.7** The Contractor will cause every subcontractor to be bound by the terms of this Agreement so far as they apply to the Services to be performed by each subcontractor.
- 13.8** Nothing in this Agreement will create any contractual relationship between the Province and a subcontractor of the Contractor.
- 13.9** The Contractor will:
- (a)** during a Contract Year cause Maintenance Services which represent not less than **2.5%** of the Annual Price for that Contract Year to be performed utilizing hired equipment;
 - (b)** comply with the Hired Equipment Policy in retaining any and all hired equipment for the purposes of providing the Services; and
 - (c)** hire such equipment at not less than the rates established in the "Equipment Rental Rate Guide" so entitled and published by the B.C. Road Builders & Heavy Construction Association and authorized by the Province from time to time.

- 13.10** For the purposes of the Hired Equipment Policy, equipment owned, leased or otherwise controlled by the Contractor, will not be eligible for listing in the primary or secondary hired equipment lists of the Province.
- 13.11** The Contractor may, with the prior written consent of the Minister, re-allocate on a value-for-value basis for a Contract Year between:
- (a)** the minimum amount of Maintenance Services to be performed during that Contract Year by subcontractors as required by section 13.2; and
 - (b)** the minimum amount of Maintenance Services to be performed during that Contract Year utilizing hired equipment as required by subsection 13.9(a).
- 13.12** The Minister may, without the prior consent of the Contractor, assign in whole or in part, either directly or indirectly, this Agreement or any rights of the Minister under this Agreement.
- 13.13** The Contractor will use its best efforts to co-operate with the Province, and any other interested parties to effect a full or partial assignment of the Minister's rights and obligations under this agreement, and a reasonable transition in performance of the Services as a result of any assignment, expiration or termination of this Agreement and this obligation will survive such expiration, termination or assignment..

14. RECORDS AND REPORTS

14.1 The Contractor will:

- (a)** establish and maintain at a location within British Columbia accurate books of account and records (including supporting documents) to the satisfaction of the Minister;
- (b)** establish, maintain and comply with a work reporting system (including a computerized maintenance management system) satisfactory to the Minister;
- (c)** give written particulars of the location within British Columbia, referred to in subsection 14.1(a), to the Minister, not later than 30 days after the Commencement Date, or give written particulars of any new location within British Columbia within 30 days of any change of location; and
- (d)** permit the Province, its servants and agents, at any time or times during normal business hours, to copy or audit, or both, any or all of the books of account and records (including supporting documents) referred to in subsection 14.1(a).

14.2 The Contractor will upon the request, from time to time, of the Minister:

- (a)** fully inform the Minister in writing or through electronic transmission of data of work identified, scheduled and completed by the Contractor in connection with provision of the Services in a format and including work activity classifications as specified by the Minister;
- (b)** upon the written request from the Province, deliver to the Province copies of any or all records demonstrating the compliance of the Contractor with the laws, by-laws, orders, directions, rules and regulations referenced in section 11.1, including the Workers Compensation Act, and the OHS Regulation; and
- (c)** permit the Minister at all reasonable times to inspect, examine, review and copy any and all findings, data, specifications, drawings, working papers, reports, documents and material whether complete or otherwise that have been produced, received or acquired by, or provided by or on behalf of the Province or the Minister to the Contractor as a result of this Agreement.

14.3 All case files, materials, software, manuals and memoranda of any ministry of the Province related to the provision of the Services that are, from time to time, in the possession or control of the Contractor will at all times be the exclusive property of the Province. All aforesaid items will be immediately delivered by the Contractor to the Minister on the expiration or sooner termination of this Agreement and each aforesaid item will be immediately delivered by the Contractor to the Minister on the earlier of:

- (a)** the expiration or sooner termination of this Agreement; and

- (b) the completion by the Contractor of the provision of Services under this Agreement.

14.4 The Contractor will:

- (a) provide to the Minister as required by the Minister, from time to time, reports relating to the compliance of the Contractor with the laws, by-laws, orders, directions, rules and regulations referenced in section 11.1, including the *Workers Compensation Act* and the *OHS Regulation*;
- (b) provide to the Minister, no later than the 10th Working Day of each month for the prior month, monthly and Contract Year to date summaries, of Quantified Maintenance Services which include scheduled and performed Quantified Maintenance Services allocated among the work activity classifications included in Schedule 5 and identified as to work location (highway # and km. reference);
- (c) provide to the Minister, no later than the 30th Working Day of each Contract Year for the prior Contract Year. An annual summary, of Routine Maintenance Services which includes all Routine Maintenance Services performed, allocated among the work activity classifications included within the Maintenance Specifications;
- (d) allow the Province full access to the work identification data base established in the Contractor's computerized maintenance management system;
- (e) provide to the Minister, no later than June 1st of each Calendar Year, or on such date(s) as may be specified by the Minister, a report on the use of sand, salt and salt substitutes, used in providing the Maintenance Services, which includes the information and meets the requirements specified by Environment Canada and the Province for environmental monitoring and reporting on the use of sand, salt and salt substitutes for a reporting period as specified by the Minister; and
- (f) provide to the Minister those reports and comply with the reporting requirements at such time(s) as specified by the Minister to be included in the Quality Management System including delivery of the Quality Work Plan, the Quantified Work Accomplishments Report and the Summary of the Contractor's Quality Audits and Dispositions, all in form and content as specified in the Contractor's Quality Management System;
- (g) provide to the Minister, at such time(s) and including such information as the Minister may specify including the following reports:
 - (i) Chargeable Maintenance Costs (Form H00036);
 - (ii) Wildlife Collision Report (Form H0107);
 - (iii) Rock Fall Report (Form H207);
 - (iv) Traffic Accident Fatality Report
- (h) provide to the Minister:

- (i) on or before the Commencement Date, written verification issued by the Contractor's surety company of the Surety Premium Quote;
 - (ii) on or before the fifth Anniversary Date, written verification issued by the Contractor's surety company, in respect of the extension of the Bonds contemplated in Section 10.3, or of the bonds contemplated in Section 10.4, as the case may be, of the amount payable as the premium at the fifth Anniversary Date, to obtain and maintain such extended, additional or replacement bonds.
- (i) provide to the Minister on or before the Anniversary Date of each Contract Year, written verification, issued by the Contractor's insurer in respect of the comprehensive general liability insurance described in Article 9 (excluding any Sudden and Accidental pollution liability coverage), of the total amount payable, excluding any premium adjustments that may be made during the course of the Contract Year, as the annual premium at the renewal or replacement of such insurance, to maintain such renewed or replacement insurance in force on the commencement of that Contract Year.

15. AUDIT

- 15.1** The Province may, in its sole discretion, conduct a financial and accounting audit of the Contractor, including the right to inspect and take copies of the books and records of the Contractor upon reasonable notice and at reasonable times.
- 15.2** The Contractor will fully co-operate with the Province in conducting an audit under section 15.1.
- 15.3** The Contractor will, upon the request of the Minister, provide to the Province a copy of the audited (or if unavailable, unaudited) financial statements of the Contractor.
- 15.4** The Contractor will prepare, such financial information, reports or statements relating to the Contractor's financial condition and accounting records as the Minister may request and will deliver the same to the Minister at such time(s) as the Minister may specify.

16. [INTENTIONALLY LEFT BLANK]

17. QUALITY MANAGEMENT SYSTEM

- 17.1** The Contractor's Quality Management System will comply with all the requirements of this Article 17.
- 17.2** The Contractor will, implement, maintain, revise and document the Quality Management System, all in a manner which is subject to the Minister's approval, throughout the Term.
- 17.3** The Contractor's Quality Management System, which has a conditional approval of the Minister, granted at the sole discretion of the Minister, will be deemed to satisfy the Contractor's obligations under sections 17.1 and 17.2 and any conditional approval will expire on the date that the first monthly installment of the Annual Price is due.
- 17.4** The Contractor will incorporate the principles of quality management as detailed in ISO 9001:2000 "Quality Management Systems – Requirements" ,in the Quality Management System.
- 17.5** The Contractor will perform its obligations under this Agreement and deliver the Maintenance Services in compliance with the requirements and standards of the Quality Management System.
- 17.6** The Contractor will design and implement the Quality Management System to provide documented evidence that the Maintenance Services are performed in accordance with the Maintenance Specifications.
- 17.7** The Minister will pay:
- (a)** the QMS Price, payable in the First Contract Year, on the date of the first monthly instalment of the Annual Price, and payment is conditional on the issuance of the Minister's approval of the Contractor's Quality Management System, as of the due date for payment. A conditional approval under section 17.3 will not be deemed an approval for the purposes of satisfying this requirement; and
 - (b)** the QMS Price, payable in each Contract Year after the First Contract Year, on the date of the first monthly instalment of the Adjusted Annual Price in that Contract Year and is conditional on the Contractor's compliance with Section 17.8.
- 17.8** The Contractor will:
- (a)** deliver all Quality Audits and Dispositions Reports monthly no later than the 10th Working Day of the month following the reporting period;
 - (b)** remedy all Non-Conformance Reports within the deadlines stipulated in the Non-Conformance Report or in any audit report; and
 - (c)** fully co-operate in all of the Province's audit and monitoring procedures.

17.9 The Contractor will deliver a Quality Management System which includes, as a minimum processes and procedures including the following:

- (a) the delivery of the Maintenance Services which conform to, but are not limited to, the service delivery requirements included in Schedule 6;
- (b) to prepare and deliver complete and comprehensive documentation and records;
- (c) to prepare, update and deliver a quality policy and a quality manual;
- (d) to identify processes for management review of the Quality Management System and including corrective and preventative actions, for continual improvement and control of non-conformances;
- (e) to meet all of the Contractor's contractual requirements;
- (f) to identify, plan and prioritize all of the work activities required to perform the Maintenance Services and correct deficiencies;
- (g) to control the Contractor's purchases of materials and subcontracted services;
- (h) to document the sequence and interaction of all processes;
- (i) to identify all resources and information necessary to meet the Contractor's contractual requirements;
- (j) to detail procedures for service delivery;
- (k) to detail procedures for quality control and quality assurance; and
- (l) to include audits which are conducted by the Contractor,

in order for the Minister to approve the Quality Management System.

17.10 The Minister will conduct monitoring and quality audits, at times and in a manner determined by the Minister, in order to ensure compliance with the Quality Management System through an independent review of the Contractor's work activities and performance results and to verify the status of the processes, procedures, methods, documentation, records and conditions which are necessary for the Contractor's compliance with the Quality Management System.

17.11 The Minister will issue and deliver to the Contractor a Non-Conformance Report, when the Minister determines, through the results of the Minister's audit, the Contractor's internal audit or otherwise, that the Contractor is failing to comply with the requirements of the Quality Management System and such failure cannot be corrected immediately.

- 17.12** The Contractor will, upon receipt of a Non-Conformance Report remedy the non-conformance within the time specified in the Non-Conformance Report or any audit report and will confirm the rectification in writing to the Minister.
- 17.13** The Contractor acknowledges and agrees that nothing in the Quality Management System will in any way derogate from the Contractor's obligations under the Agreement, including the Maintenance Specifications, and that if there is any conflict between the Quality Management System, or any part thereof, and any term of the Agreement including the Maintenance Specifications, the terms of the Agreement will prevail.

18. DEFAULT AND REMEDIES

18.1 Any of the following events will constitute an event of default whether the event is voluntary, involuntary or results from the operation of law or any judgment or order of any court or administrative or government body:

- (a) the Contractor fails to observe, perform or comply with any provision of this Agreement, the Commercial Vehicles Permit Agreement, the BCBC Triple Net Lease, or the Yard Lease/Sublease on the part of the Contractor to be observed, performed or complied with;
- (b) any representation or warranty made by the Contractor in this Agreement is materially untrue or incorrect;
- (c) any information, statement, document, certificate or report furnished or submitted by or on behalf of the Contractor to the Province or the Minister pursuant to this Agreement, the BCBC Triple Net Lease or the Yard Lease/Sublease is materially untrue or incorrect;
- (d) the Contractor fails to deliver to the Province notice, that there has occurred or is continuing a default under this Agreement, the BCBC Triple Net Lease or the Yard Lease/Sublease and which specifies the particulars of the default;
- (e) there is any *bona fide* action or proceeding, pending or threatened against the Contractor, which would, in the reasonable opinion of the Minister, have a material adverse effect upon the ability of the Contractor to fulfill its obligations under this Agreement;
- (f) an order is made, a resolution is passed or a petition is filed, for the liquidation or winding up of the Contractor;
- (g) a change occurs with respect to any of the properties, assets, condition (financial or otherwise), business or operations of the Contractor which, in the reasonable opinion of the Minister, materially adversely affects the ability of the Contractor to fulfill any of its obligations under this Agreement;
- (h) the Contractor becomes insolvent, commits an act of bankruptcy, makes an assignment for the benefit of its creditors or otherwise acknowledges its insolvency;
- (i) a bankruptcy petition is filed or presented against, or a proposal under the *Bankruptcy and Insolvency Act* (Canada) is made by, the Contractor;
- (j) a compromise or arrangement is proposed in respect of the Contractor under the *Companies' Creditors Arrangement Act* (Canada);
- (k) a receiver or receiver-manager of any property of the Contractor is appointed;

- (l) the Contractor permits any sum, which is not disputed to be due by it, to remain unpaid after legal proceedings have been commenced to enforce payment thereof;
 - (m) the Contractor ceases, in the reasonable opinion of the Minister, to carry on business as a going concern;
 - (n) the BCBC Triple Net Lease or Yard Lease/Sublease is, without the prior written approval of the Minister, altered, amended or varied in any material respect or terminated;
 - (o) the Contractor, without the prior written approval of the Minister, assigns, sells or in any manner disposes of or encumbers all or any of its interest in, or rights acquired under, this Agreement, the BCBC Triple Net Lease or Yard Lease/Sublease;
 - (p) without the prior written consent of the Minister, the direct or indirect legal or beneficial ownership and effective control of the Contractor changes from that represented in subsection 2.1 (k);
 - (q) any action is taken to enforce any security interest, charge or encumbrance granted, created or issued by the Contractor; or
 - (r) the failure of the Contractor to comply with one of the requirements under sections 10.3 and 10.4.
- 18.2** On the happening of an Event of Default, or at any time thereafter, the Minister may deliver written notice to the Contractor specifying the Event of Default and the Province may, at its option, elect to do any one or more of the following:
- (a) pursue any remedy available to it at law or in equity;
 - (b) retain as a holdback from any payment due to the Contractor under section 12.1(a)
 - (i) if the Event of Default is a failure to perform Quantified Maintenance Services in accordance with this Agreement, including the Quantified Work Plan, twice the value, as determined in accordance with the Unit Prices set out in Schedule 5 (as those Unit Prices may have been adjusted in accordance with this Agreement) of the Quantified Maintenance Services not performed, or
 - (ii) if the Event of Default is a failure to perform Routine Maintenance Services in accordance with this Agreement, an amount equal to twice the value of the Routine Maintenance Services not performed, such value to be determined by the Minister in the Minister's sole discretion;

- (c) take all actions in its own name or in the name of the Contractor that may reasonably be required to cure the Event of Default in which case all payments, costs and expenses incurred will be payable by the Contractor to the Province on demand and set off against any sums owing by the Province to the Contractor present or future, including any amount retained as a holdback under section 18.2 (b);
- (d) require the Contractor to cure the Event of Default within a time period specified by the Minister;
- (e) if an Event of Default with respect to which an amount has been retained as a holdback under section 18.2 (b)
 - (i) has been cured by the Contractor to the satisfaction of the Minister within a time period specified by the Minister, then the Province may pay the amount retained to the Contractor, or
 - (ii) is not curable or has not been cured by the Contractor to the satisfaction of the Minister, within a time period specified by the Minister, then the Province may keep the amount retained as a reduction of fees otherwise payable to the Contractor under Part I of the Fee Schedule and the Contractor and the Province agree that an amount equal to twice the value of the Quantified Maintenance Services or Routine Maintenance Services not supplied, determined according to subparagraph 18.2(b)(i) or (ii), is an appropriate estimate of the losses and damages incurred by the Province arising from the Contractor's default, after taking into account, without limitation, the Province's increased administration costs, the costs of hiring an alternate Contractor to perform the Quantified Maintenance Services or Routine Maintenance Services, the delays in the performance of those Services and the costs associated with traffic closures or delays, if any, which resulted from the default,
- (f) waive the Event of Default;
- (g) terminate this Agreement, subject to the expiration of any time period specified by a notice delivered pursuant to subsection 18.2 (d); and
- (h) terminate this Agreement effective on the fifth Anniversary Date and pursue the remedy provided for in the Bonds, without the requirement for the Minister to provide any notice, if the event of Default is as described in paragraph 18.1(r).

18.3 The rights, powers and remedies conferred on the Province under this Agreement are not intended to be exclusive and each will be cumulative and in addition to and not in substitution for every other right, power and remedy existing or available to the Province under this Agreement, any other agreement, at law or in equity and the exercise by the Province of any right, power or remedy will not preclude the simultaneous or later exercise by the Province of any other right, power or remedy.

- 18.4** No failure or delay on the part of either party to complain of an act or failure of the other party or to declare such other party in default, irrespective of how long such act or failure to act will continue, will constitute a waiver by such party of its rights under this Agreement.
- 18.5** No interest will be payable by the Province on any amount retained as a holdback in accordance with subsection 18.2 (b).

19. DISPUTE RESOLUTION

- 19.1** Upon a dispute arising out of or in connection with any provision of this Agreement, the parties will consider in good faith whether to elect to follow the Dispute Resolution Protocol in attempting to resolve the dispute.
- 19.2** The parties will confirm in writing any election by them to follow the Dispute Resolution Protocol in respect of a particular dispute and upon any such election being made, unless otherwise agreed by the parties, the Dispute Resolution Protocol will be binding on them in respect of that dispute.
- 19.3** Nothing in this Article 19 obliges a party to elect to follow the Dispute Resolution Protocol in respect of a particular or any dispute.
- 19.4** Subject to sections 19.1 to 19.3, all disputes arising out of or in connection with subsection 7.5 (b) will be referred to and finally resolved by arbitration pursuant to the *Commercial Arbitration Act*, R.S.B.C. 1996, c.55.
- 19.5** The place of arbitration will be Victoria, British Columbia.

20. FORCE MAJEURE

20.1 If an event of Force Majeure occurs or is likely to occur,

- (a) the party directly affected will notify the other party immediately, and will use its best efforts to remove, curtail or contain the cause of the delay, interruption or failure and to resume with the least possible delay performance of its duties, covenants and obligations under this Agreement; and
- (b) if the party directly affected by the event of Force Majeure is the Contractor, then
 - (i) the Province will not be obliged to pay to the Contractor any amounts pursuant to Part I of the Fee Schedule attributable, as determined by the Minister, to the period during which the event of Force Majeure is continuing,
 - (ii) the Province will, subject to the terms of this Agreement, pay to the Contractor fees monthly in arrears, on the payment dates described in Part I of the Fee Schedule, for the time period while the Force Majeure continues which fees will be the sum of the following
 - (A) the amount that is equal to 1/365th of the Quantified Work value that applies to the Contract Year during which the event of Force Majeure is continuing, for each day of the applicable monthly period while the Force Majeure continues;
 - (B) the direct costs incurred by the Contractor (excluding overhead costs) to perform Routine Maintenance Services while the event of Force Majeure continues, such direct costs to be paid in accordance with the Direct Plus Rates, except for wages, salaries and benefits, such wages, salaries and benefits will be calculated by applying the wage, salary and benefits rates that correspond to the work performed during the event of Force Majeure, and that are set out in the collective agreement between the Contractor and the trade union representing the employees of the Contractor, that is in effect, voluntarily recognized, or certified pursuant to the Labour Relations Code of British Columbia, immediately prior to the event of Force Majeure, or where there is no collective agreement, the Contractor's actual costs for wages, salaries and benefits certified in writing by the Contractor to the satisfaction of the Minister;
 - (iii) the Province's obligation to pay fees under clause (ii) of this subsection is conditional on the Contractor providing to the Province a written statement of account in respect of the fees claimed, including evidence satisfactory to the Minister of the direct costs of the Contractor described in clause (ii)(B), and

- (iv) in no event will the Province be obliged to pay fees to the Contractor under clause (ii) of this subsection in excess of the amounts pursuant to Part 1 of the Fee Schedule attributable, as determined by the Minister, to the same period and which would have been payable had the event of Force Majeure not occurred.

20.2 Notwithstanding the Contractor's inability to supply services while the event of Force Majeure continues, the Contractor must re-schedule the performance of the Quantified Work to ensure that all Quantified Work scheduled for the then current Contract Year is performed during that Contract Year.

20.3

- (a) If either party is aware or is made aware, through its dealings with the insurance industry or the highway maintenance industry, that an event of Force Majeure described in Section 1.1(mm)(ii) is likely to occur then that party will notify the other party and both parties will enter into good faith negotiations with a view to entering into a mutually acceptable agreement that will prevent the event of Force Majeure from occurring.
- (b) If either party is aware or is made aware, through its dealings with the insurance industry or the highway maintenance industry, that an event of Force Majeure described in section 1.1(mm)(ii) has occurred, then that party will notify the other party immediately.
- (c) If the party giving notice under section 20.3(b) is the Contractor, then the Minister will as soon as reasonably practicable, notify the Contractor whether or not the Minister is satisfied, in the Minister's sole discretion, that the matter described in the notice constitutes an event of Force Majeure described in section 1.1(mm)(ii), and the Minister's notice will be final and binding.
- (d) If the party giving notice under section 20.3(b) is the Province, or if the Minister has notified the Contractor under section 20.3(c) that the matter described in the Contractor's notice constitutes an event of Force Majeure described in section 1.1(mm)(ii), then the Contractor will enter into good faith negotiations with the Province with a view to resolve the event of Force Majeure and to resume, with the least possible delay, the performance of this Agreement, and the Province will not be obliged to make any payments to the Contractor in connection with this Agreement during the period that such event of Force Majeure is continuing.

21. NOTICES

21.1 Any notice, document, statement, report, demand to be given or made under this Agreement, will be in writing and may be given or made by personal delivery to the party to whom it is to be given or made, or by mailing in Canada with postage prepaid addressed,

(a) if to the Province or the Minister (or both of them):

**Ministry of Transportation
Thompson Nicola District Office
1285 Dalhousie Drive
Kamloops, British Columbia
V2C 5Z5**

Attention: District Manager

with a copy to:

**Ministry of Transportation
Maintenance Programs
Construction and Maintenance Branch
4C-940 Blanshard Street
Victoria, British Columbia
V8W 3E6**

Attention: Maintenance and Equipment Administrator

(b) and if to the Contractor:

**Argo Road Maintenance (Thompson) Inc.
1655 Lucky Strike Place
Kamloops, British Columbia
V1S 1W5**

Attention: President

and any such notice, document, statement, report, or demand so mailed will be deemed given to and received by the addressee on the third business day after the mailing of the same except in the event of disruption of postal services in Canada in which case any such notice, document, statement, report, demand or payment will be deemed given to and received by the addressee when actually delivered to the particular address set out above.

21.2 Any notice, document, report, statement or demand desired or required to be given or made under this Agreement may be transmitted by facsimile transmission from either party

or the Minister and will be conclusively deemed validly given to and received by the intended recipient when so transmitted if transmitted to the following numbers:

- (a) If to the Contractor: **(250) 374-6692**
- (b) If to the Province or the Minister: **(250) 828-4872** with a copy to: **(250) 356-7276**.

21.3 Either party may, from time to time, advise the other by notice in writing of any change of address or facsimile number of the party giving such notice and, from and after the giving of such notice, the address or facsimile number therein specified will, for purposes of this Agreement, be deemed to be the address or facsimile number of the party giving such notice.

22. MISCELLANEOUS

- 22.1** Any public announcement relating to this Agreement will be arranged by the Province in consultation with the Contractor.
- 22.2** Any property, including Provincial Material, provided by or on behalf of the Province or the Minister to the Contractor as a result of this Agreement will be the exclusive property of the Province and will, subject to the following proviso, be delivered by the Contractor to the Minister immediately following the expiration or sooner termination of this Agreement, provided that the Minister may, at any time or times prior to the expiration or sooner termination of this Agreement, give written notice to the Contractor requesting delivery by the Contractor to the Minister of all or any part of such property in which event the Contractor will immediately comply with such request.
- 22.3** The Contractor will treat as confidential and will not, without the prior written consent of the Minister, publish, release, or disclose, or permit to be published, released or disclosed either before or after the expiration or sooner termination of this Agreement, any information, including without limitation, the RWIS Material, supplied to, obtained by, or which comes to the knowledge of the Contractor as a result of this Agreement, except insofar as such publication, release or disclosure is required by law or is necessary to enable the Contractor to fulfill the obligations of the Contractor under this Agreement.
- 22.4** The Contractor will not, during the Term, perform a service for or provide advice to any person, firm or corporation or other legal entity where the performance of the service or the provision of the advice may or does, in the reasonable opinion of the Minister, give rise to a conflict of interest between the obligations of the Contractor to the Province under this Agreement and the obligations of the Contractor to such other person, firm or corporation or other legal entity.
- 22.5** This Agreement constitutes the entire agreement between the parties in respect of the subject matter of this Agreement and no understandings, representations, contracts, or agreements, oral or otherwise, exist between the parties with respect to the subject matter of this Agreement except as expressly set out in this Agreement. The Contractor agrees that in entering into this Agreement the Contractor has not and does not rely upon any previous representation of the Province, or of servants, employees, agents, or representatives of the Province, whether expressed or implied, or upon any inducement or agreement of any kind or nature. All prior understandings, negotiations, representations, contracts or agreements are hereby canceled.
- 22.6** Each of the parties will, upon the reasonable request of the other, make, do, execute or cause to be made, done or executed all further and other lawful acts, deeds, things, devices, documents, instruments and assurances whatever for the better or more perfect and absolute performance of the terms and conditions of this Agreement.
- 22.7** Public disclosure of this Agreement, the agreements described in subsection 2.1(f) and any documents or other records pertaining to this Agreement or those agreements which

are in the custody or under the control of the Province, will be governed by the *Freedom of Information and Protection of Privacy Act*, R.S.B.C. 1996, c.165.

- 22.8** Time will be of the essence of this Agreement.
- 22.9** All provisions of this Agreement in favour of the Province and all rights and remedies of the Province, either at law or in equity, will survive the expiration or sooner termination of this Agreement.
- 22.10** This Agreement will enure to the benefit of and be binding upon the Province and its assigns and Contractor and its successors and permitted assigns.
- 22.11** No waiver by either party of a breach or default by the other party in the observance, performance or compliance of any of its obligations under this Agreement will be effective unless it is in writing and no such waiver will be deemed or construed to be a waiver of any other breach or default and failure or delay on the part of either party to complain of an act or failure of the other party or to declare such other party in default, irrespective of how long such failure or delay continues, will not constitute a waiver by such party of any of its rights against the other party.
- 22.12** If any provision of this Agreement or the application thereof to any person or circumstance is invalid or unenforceable to any extent, the remainder of this Agreement and the application of such provision to any other person or circumstance will not be affected or impaired thereby and will be valid and enforceable to the extent permitted by law.
- 22.13** This Agreement may only be amended by a further written agreement executed by both parties.
- 22.14** The Contractor will use its best efforts to adopt electronic modes of communication and transfer of information in formats and through modes of communication specified by the Province.

23. INTERPRETATION

23.1 A reference in this Agreement:

- (a)** to a statute whether or not that statute has been defined, means a statute of the Province of British Columbia unless otherwise stated and includes every amendment to it, every regulation made under it and any enactment passed in substitution therefor or in replacement thereof; and
- (b)** to any other agreement between the parties means that other agreement as it may be amended from time to time by the parties.

23.2 Unless the context otherwise requires, any reference to "this Agreement" means this instrument, all of the Schedules attached to it and all documents, manuals or publications referenced in the Schedules and any reference in this Agreement to any article, section, subsection or paragraph by number is a reference to the appropriate article, section, subsection or paragraph in this Agreement.

23.3 The headings or captions in this Agreement are inserted for convenience only and do not form a part of this Agreement and in no way define, limit, alter or enlarge the scope or meaning of any provision of this Agreement.

23.4 In this Agreement, "person" includes a corporation, firm, association and any other legal entity and wherever the singular or masculine is used it will be construed as if the plural, the feminine or the neuter, and wherever the plural or the feminine or the neuter is used it will be construed as the singular or masculine, as the case may be, had been used where the context or the parties so require.

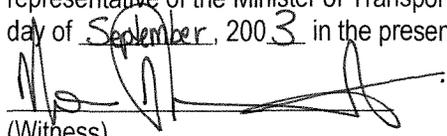
23.5 Each Schedule attached to this Agreement is an integral part of this Agreement as if set out at length in the body of this Agreement.

23.6 In this Agreement, the words "including" and "includes", when following any general term or statement, are not to be construed as limiting the general term or statement to the specific items or matters set forth or to similar items or matters, but rather as permitting the general term or statement to refer to all other items or matters that could reasonably fall within the broadest possible scope of the general term or statement.

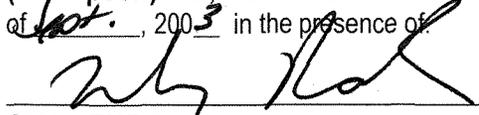
23.7 All dollar amounts expressed in this Agreement refer to lawful currency of Canada.

23.8 This Agreement will be governed by, construed and interpreted in accordance with the laws of the Province of British Columbia and the courts of competent jurisdiction, within the province of British Columbia, will have exclusive jurisdiction with respect to any legal actions commenced to enforce the provisions of this Agreement.

IN WITNESS WHEREOF the parties have executed this Agreement by their duly authorized representatives or officers as follows:

SIGNED on behalf of Her Majesty the Queen in Right of the Province of British Columbia by a duly authorized representative of the Minister of Transportation on the 19th day of September, 2003 in the presence of:

(Witness)


For the Minister of Transportation

THE COMMON SEAL of Argo Road Maintenance (Thompson) Inc., was hereunto affixed on the 12th day of Oct., 2003 in the presence of:

SIGNATURE
PRES
TITLE

(C/S)

SCHEDULES

PERFORMANCE BOND**No. 97502870****\$3,000,000.00**

KNOWN ALL PERSONS BY THESE PRESENTS that **ARGO ROAD MAINTENANCE (THOMPSON) INC.** as Principal, (the "Principal") and **ST. PAUL GUARANTEE INSURANCE COMPANY, 650 W. GEORGIA STREET, SUITE 2500, P.O. BOX 11542, VANCOUVER, BRITISH COLUMBIA, V6B 4N7** a corporation created and existing under the laws of Canada, and duly authorized to transact the business of Suretyship in Canada, as Surety (the "Surety") are, subject to the conditions hereinafter contained, held and firmly bound unto **Her Majesty the Queen in Right of the Province of British Columbia as represented by the Minister of Transportation**, as Obligee (the "Obligee"), in the amount of **THREE MILLION ----- AND 00/100 DOLLARS (\$3,000,000.00)** lawful money of Canada, for the payment of which sum, well and truly to be made, the Principal and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS the Principal has entered into a contract with the Obligee, dated the 22ND day of **SEPTEMBER, 2003** for **MAINTENANCE OF PROVINCIAL HIGHWAYS AND BRIDGES LOCATED IN SERVICE AREA #15 – THOMPSON** (the "Contract") which is incorporated by reference as part of this Bond.

AND WHEREAS, concurrently with the issuance of this Performance Bond the Surety has issued a Labour and Material Payment Bond which names Her Majesty the Queen in Right of the Province of British Columbia as represented by the Minister of Transportation, as Obligee (the "L&M Payment Bond").

NOW THEREFORE, the conditions of this obligation are such that if the Principal shall well and faithfully observe and perform all the obligations on the part of the Principal to be observed and performed in connection with the Contract then this obligation shall be void; otherwise it shall remain in full force and effect, on the following conditions:

1. If the Obligee declares an Event of Default, as defined in the Contract, then upon written notice of same being given by the Obligee to the Surety:
 - (a) if the work is not taken out of the Principal's hands by the Obligee, the Obligee may require the Surety to remedy the default giving rise to the Event of Default, in which case the Surety shall cause the Principal to remedy the Event of Default within thirty (30) days of the date the Surety received the written notice from the Obligee or, if the Principal has not remedied the Event of Default, the Surety shall, subject to the Bond Amount, remedy the Event of Default within a further period of fifteen (15) days; and/or
 - (b) the Obligee may, whether or not the Contract is terminated, and whether or not the Contract is taken out of the Principal's hands by the Obligee, take reasonable steps to cure the Event of Default itself and then make demand under this Bond for indemnification by the Principal and Surety for the costs thereof after making all reasonable adjustments and credits under the Contract, in which case the resulting cost, including but not limited to the costs of the Event of Default and administrative costs of the Obligee, determined by the Obligee, shall be paid by the Principal within thirty (30) days of demand by the Obligee or, failing payment by the Principal, shall be paid, subject to paragraph 2 of this Bond, by the Surety within the following fifteen (15) day period; and/or
 - (c) the Obligee may take the Contract out of the Principal's hands, in which case:
 - (i) if after written notice has been given to the Surety of the Event of Default, the Surety and the Obligee agree in writing, the Surety may complete or cause to be completed the Contract, through methods including, but not limited to using the employees, equipment and subcontractors of the Principal.
 - (ii) absent such an agreement,
 - (1) the Obligee will request proposals from not less than two maintenance contractors who are then performing highway maintenance services in other service areas in British Columbia;
 - (2) the Obligee will, with consultation from the Surety, if requested by the Surety, evaluate all proposals PROVIDED THAT the final selection of a replacement contractor shall be within the sole discretion of the Obligee, after consultation with the Surety;

If the Obligee considers the Event of Default to represent a material risk to public safety then the Obligee may take immediate steps to protect public safety by engaging others (the "Emergency Forces") to perform such services as the Obligee may reasonably decide are required for the purpose of ensuring services, works, safeguards, environmental protection and public

safety are maintained and, further, to ensure that necessary work shall reasonably proceed with minimal interruption. The Obligees and the Surety will meet at the reasonable request of the Surety, to explore methods of completing the work under the Contract, including engaging a permanent replacement contractor pursuant to the provisions of Clause 1(c) of this Bond. The Emergency Forces may remain in place until a replacement contractor is appointed or until other arrangements for completing the work or the Contract, acceptable to the Obligees, are made by the Surety.

Upon selection by the Obligees of a bidder acceptable to the Obligees, the Obligees will contract with such bidder. The Surety will pay, at the direction of the Obligees, not less frequently than every thirty (30) days, as work progresses, whether by Emergency Forces or by a replacement contractor or both, sufficient funds to pay by monthly instalments the difference between the cost of completion of all the obligations of the Principal under the Contract and the balance of the Contract price; but not exceeding, including other costs and damages by which the Surety may be liable hereunder, the Bond Amount. The term "balance of the Contract price" as used in this Bond means the total amount payable by the Obligees to the Principal under the Contract, less the amount properly paid by the Obligees to the Principal.

2. Unless otherwise agreed in writing by the Surety and the Obligees, all payments under this Bond will be made on a monthly basis such that within thirty (30) days of the end of any month for which a claim is made under this Bond, the Surety will pay to or at the direction of the Obligees:
 - (a) the difference between:
 - i. the amount of the payment that would have been due from the Obligees to the Principal for that month pursuant to the Contract, but for the default of the Principal; and
 - ii. the amount paid by the Obligees to other contractors to complete the obligations of the Principal under the contract for that month;
 - (b) the reasonable additional and actual direct costs incurred by the Obligees to select and retain the other contractors required to complete the work of the Principal and to direct the completion of the work for that month.

The cumulative total of the monthly payments will be subject to the final adjustment after the expiry of the original term of the Contract when all costs are known.

3. The requirement to make payment under this Bond will arise solely on the written demand for payment by the Obligees in respect of an Event of Default under the Contract or this Bond and the making of any payment under or pursuant to this Bond shall not be deemed to be an admission of liability on behalf of the Principal or Surety and will be made without prejudice to any right or cause of action which either or both the Principal or Surety may have against the Obligees. If payment has been made under or pursuant to the Bond by the Surety or if the Principal has paid to remedy the Event of Default or paid the Completion Costs, either the Principal or Surety may challenge the validity of the declaration of the Event of Default, the demand under this Bond, the accounting for Contract monies, the reasonableness or validity of the completion costs, or any other claim they may have relating to the Obligees's performance under the Contract and this Bond and make claim against the Obligees for damages.
4. Nothing herein contained shall release the Obligees from any duty to operate with the utmost good faith and to mitigate any costs or damages incurred as a result of the Event of Default. PROVIDED ALWAYS that the provision as to mitigation shall not be construed as requiring the Obligees to allow the Principal to complete the Contract.
5. Either or both the Principal or Surety may, by giving written notice to the Obligees within fourteen (14) days or receiving notice of an Event of Default from the Obligees, take the position that the notice of the Event of Default was wrongfully issued by the Obligees and claim for damages by suit, arbitration, or otherwise, provided however neither delivery of such notice, nor any litigation, arbitration or other dispute resolution process, actual or contemplated, shall in any way delay payment from the Principal or failing payment by the Principal then from the Surety, and any payment will be made without prejudice to the right of the Principal or Surety to pursue any claim against the Obligees by litigation, arbitration or otherwise.
6. If a Court of competent jurisdiction, or an arbitrator in any arbitration proceeding between the Obligees and any one or more of the Principal and Surety, where the agreement to arbitrate provides that the decision is to be final and binding on the parties, holds that funds are owing by the Obligees to the Principal or Surety in connection with the Contract or Bond, the Obligees shall, after the period for appeals has expired, provided no appeals have been filed, remit the amount of any judgement or award to either the Principal or the Surety, with interest as determined in accordance with the provisions of B.C. Regulation 215/83 entitled "Interest on Overdue Accounts Payable Regulation", as amended from time to time from the date of such decision by the Court or arbitrator. Subject to the judgement or award, such payment obligation shall be without prejudice to any rights available to the Obligees.

Performance Bond No. 97502870 (continued)

7. The Obligees shall account for any unpaid Contract monies, including any holdback monies, relating to the Contract up to the date of the Event of Default as declared by the Obligees, which are payable to the Principal, and upon written notice from the Surety shall apply those monies:
- (a) first, to pay for labour, material, equipment and services used by the Principal in the performance of the Contract prior to the Event of Default;
 - (b) second, to reimburse the Obligees for the difference between the cost of completion and the balance of the Contract price.
- Any excess and all remaining Contract monies shall be paid by the Obligees to the Surety. Subject to the terms of this Bond and the Bond Amount, the Surety shall be liable for and pay the Obligees for the difference between the cost of completion and the balance of the Contract price if the cost of completion exceeds the Contract price, and such other costs of completing the obligations of the Principal, including reasonable additional administrative costs of the Obligees, as determined by the Obligees, acting reasonably.
8. The Surety shall not be liable for any amount in excess of the Bond Amount. The Surety shall deliver to the Obligees timely notice of the amount from time to time paid under this Bond, and the Bond Amount shall be reduced by any amounts paid by the Surety to remedy or to cause to be remedied any Event of Default, notice of which has been provided by the Obligees to the Surety, with demand for payment, and by any amounts paid by the Surety under, or pursuant to its obligations under, this Bond.
9. The Obligees, whether or not an Event of Default has occurred or been declared, may advise the Surety in writing whenever:
- (a) a Notice to Comply is issued by the Obligees to the Principal;
 - (b) the Obligees issues written notice of an Event of Default to the Principal pursuant to Section 18.2 of Article 18 of the Contract; or
 - (c) the Obligees retains any holdback from any payment which, but for the holdback and the Obligees's reason for the holdback, would be due to the Principal under the Contract.
 - (d) Copies of the Notice to Comply, Notice of an Event of Default and Notice of Holdback may be provided to the Surety with the notice advising the Surety of same. Unless accompanied by a Declaration of Event of Default and a written demand by the Obligees to the Surety requiring the Surety to fulfil its obligations under the Bond, such advice and copies of such documents shall be considered to be for general information only and shall not constitute a declaration of an Event of Default nor a call upon this Bond.
10. Although the term of the Contract is ten (10) years commencing on SEPTEMBER 22ND, 2003 and ending on SEPTEMBER 21ST, 2013, the term of this Bond is for the first five (5) years of the Contract only, beginning at 12:01 am pst on the 22ND day of SEPTEMBER, 2003, and ending at 12:00 midnight pst on the 21ST day of SEPTEMBER, 2008, (the "Initial Term"). The Initial Term may be extended, solely at the option of the Surety, for an additional five (5) year period, being the second five (5) years of the Contract (the "Renewal Term"). No later than the last Working Day (as defined in the Contract) of the 54th month of the initial Term, the Surety shall either:
- (i) advise the Obligees in writing that the Surety is electing not to extend this Bond and the L&M Payment Bond for the Renewal Term; or
 - (ii) deliver to the Obligees a continuation certificate duly executed by the Surety and the Principal extending the term of this Bond and the L&M Payment Bond for the Renewal Period.
11. If the Surety elects not to extend this Bond and the L&M Payment Bond for the Renewal Term and the Principal fails to deliver to the Obligees replacement bonds (as required by Section 10.4 of the Contract) within 60 days following the last Working Day of the 54th month of the Initial Term, the Surety shall pay to the Obligees the sum of \$50,000.00. Such payment, which for all purposes shall be deemed to be a payment pursuant to this Bond, shall be payable to the Obligees at the conclusion of the Initial Term or the day on which the Obligees terminates the Contract or takes the Contract out of the hands of the Principal, whichever occurs first. If the Principal delivers replacement bonds to the Obligees as set out above, neither the Surety nor the Principal shall be obligated to pay the \$50,000 referred to above to the Obligees. The Surety's election not to extend this Bond and the L&M Payment Bond for the Renewal Term shall not constitute grounds for a claim under this Bond or the L&M Payment Bond notwithstanding that this may constitute an Event of Default by the Principal under the Contract.

- 12. If the Surety elects not to extend this Bond and the L&M Payment Bond for the Renewal Term the Principal and the Surety shall remain liable hereunder and in accordance with the terms hereof for all of the obligations of the Principal for the first five (5) years of the Contract, exclusive, in the case of the Surety, of the obligation to provide replacement bonds for the second five (5) years of the Contract. For greater certainty, this shall not relieve the Principal of its obligation to provide the replacement bonds as required by Section 10.4 of the Contract. Moreover, the Surety's election not to renew this Bond and the L&M Payment Bond for the Renewal Term is not intended to diminish the Obligees' rights, as against the Principal only, for any breach of the Contract.
- 13. No suit or action shall be instituted by the Obligees against the Surety, or by the Surety or the Principal against the Obligees, under or pursuant to this Bond, after the expiration of two years from (a) the expiry of the Initial Term if the Surety elects not to extend this Bond and the L&M Payment Bond for the Renewal Term, or (b) the date on which final payment under the Contract is due, if the Surety elects to extend this Bond and the L&M Payment Bond for the Renewal Term, whichever is applicable.
- 14. The penal sum of this Bond is not and shall not be deemed to be cumulative in the event the Surety elects to extend this Bond for the Renewal Term. For greater certainty, the penal sum for the Renewal Term notwithstanding any claims or payments whatsoever under this Bond in place in the Initial Term, shall be \$3,000,000.00.
- 15. All notices and demands to be given to the Surety under this Bond shall be given to the Surety at the following address:

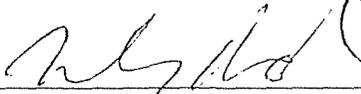
ST. PAUL GUARANTEE INSURANCE COMPANY
 650 W. GEORGIA STREET, SUITE 2500
 P.O. BOX 11542
 VANCOUVER BC V6B 4N7

Attention: MR. JOHN RAMSAY

IN WITNESS WHEREOF, the Principal, the Obligees and the Surety have Signed and Sealed this Bond this 12TH day of SEPTEMBER, 2003.

SIGNED AND SEALED in the presence of:

ARGO ROAD MAINTENANCE (THOMPSON) INC.

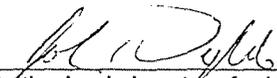


 For the Principal- Director

ST. PAUL GUARANTEE INSURANCE COMPANY



 GRAHAM S. BECK, Attorney in fact



 Authorized signatory for Her Majesty the Queen
 In Right of the Province of British Columbia as
 Represented by the Minister of Transportation

LABOUR AND MATERIAL PAYMENT BOND
(British Columbia Government Form)No. 97502870\$3,000,000.00

Note: This Bond is issued simultaneously with another Bond in favour of the Obligeo conditioned for the full and faithful performance of the contract.

KNOW ALL PERSONS BY THESE PRESENTS THAT **ARGO ROAD MAINTENANCE (THOMPSON) INC.** as Principal, hereinafter called the Principal, and **ST. PAUL GUARANTEE INSURANCE COMPANY, 650 W. GEORGIA STREET, SUITE 2500, P.O. BOX 11542, VANCOUVER, BRITISH COLUMBIA, V6B 4N7** a corporation created and existing under the laws of Canada, and duly authorized to transact the business of Suretyship in Canada, as Surety, hereinafter called the Surety are, subject to the conditions hereinafter contained, held and firmly bound unto **HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA AS REPRESENTED BY THE MINISTER OF TRANSPORTATION**, as Obligeo, hereinafter called the Obligeo, for the use and benefit of the Claimants (as defined below), their and each of their heirs, executors, administrators, successors and assigns, in the amount of **THREE MILLION ----- AND 00/100 DOLLARS (\$3,000,000.00)** of lawful money of Canada, for the payment of which sum, well and truly to be made, the Principal and the Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has entered into a written contract with the Obligeo, dated the 22ND day of **SEPTEMBER, 2003** for **MAINTENANCE OF PROVINCIAL HIGHWAYS AND BRIDGES LOCATED IN SERVICE AREA #15 – THOMPSON** (the "Contract") which contract documents are by reference made a part hereof.

AND WHEREAS, concurrently with the issuance of this Bond, the Surety has issued a Performance Bond which names Her Majesty the Queen in Right of the Province of British Columbia as represented by the Minister of Transportation, as Obligeo (the "Performance Bond").

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION is such that, if the Principal shall make payment to all Claimants for all labour and material used or reasonably required for use in the performance of the Contract, then this obligation shall be null and void; otherwise it shall remain in full force and effect, subject, however, to the following conditions:

1. A Claimant for the purpose of this Bond is defined as a person, firm or corporation having a direct contract with the Principal for labour, material, or both, used or reasonably required for use in the performance of the Contract, labour and material being construed to include that part of water, gas, power, light, heat, oil, gasoline, telephone service or rental equipment directly applicable to the Contract provided that a person, firm or corporation who rents equipment to the Principal to be used in the performance of the Contract under a contract which provides that all or any part of the rent is to be applied towards the purchase price thereof, shall only be a Claimant to the extent of the prevailing industrial rental value of such equipment for the period during which the equipment was used in the performance of the Contract. The prevailing industrial value of equipment shall be determined, insofar as it is practical to do so, in accordance with and in the manner provided for in the latest revised edition of the publication of the Canadian Construction Association titled "Rental Rates on Contractors Equipment" published prior to the period during which the equipment was used in the performance of the contract.
2. The Principal and the Surety, hereby jointly and severally agree with the Obligeo, that every Claimant who has not been paid as provided for under the terms of their contract with the Principal, before the expiration of a period of ninety (90) days after the date on which the last of such Claimant's work or labour was done or performed or materials were furnished by such Claimant, is entitled to make a claim or sue on this Bond, prosecute the suit to final judgment for such sum or sums as may be justly due to such Claimant under the terms of their contract with the Principal and have execution thereon. Provided that the Obligeo is not obliged to do or take any act, action or proceeding against the Surety on behalf of the Claimants, or any of them, to enforce the provisions of this Bond. Subject to the following limitations the Claimants, or any of them, may use the name of the Obligeo to sue on and enforce the provisions of this Bond. If any act, action or proceeding is taken either in the name of the Obligeo or by joining the Obligeo as a party to such proceeding, then such act, action or proceeding, shall be taken on the understanding and basis that the Claimants, or any of them, who take such act, action or proceeding shall indemnify and save harmless the Obligeo against all costs, charges and expenses or liabilities incurred thereon and any loss or damage resulting to the Obligeo by reason thereof.
3. No suit or action shall be commenced hereunder by any Claimant:
 - (a) unless such Claimant shall have given written notice, within the time limits hereinafter set forth, to each of the Principal, the Surety and the Obligeo, stating with substantial accuracy the amount claimed. Such notice shall be served by mailing the same by registered mail to the Principal, the Surety and the Obligeo, at any place where an office is regularly maintained for the transaction of business by such persons or served in any manner in which legal process may be served in the Province or other part of Canada in which the subject matter of the contract is located. Such notice shall be given
 - (1) in respect of any claim for the amount or any portion thereof, required to be held back from the Claimant by the Principal, under either the terms of the Claimant's contract with the Principal or under the Mechanic's Liens Legislation applicable to the Claimant's contract with the Principal whichever is the greater, within one hundred and twenty (120) days after such Claimant should have been paid in full under the Claimant's contract with the Principal.

(2) in respect of any claim other than for the holdback, or portion thereof, referred to above, within one hundred and twenty (120) days after the date upon which such Claimant did, or performed, the last of the work or labour or furnished the last of the materials for which such claim is made, under the Claimant's contract with the Principal;

(b) after the expiration of one (1) year following the earlier of:

- 1) the expiry of the Initial Term (as defined below) if the Surety elects not to extend this Bond for the Renewal Term (as defined below); or
- 2) the date on which the Principal ceased work on the Contract, including work performed under the guarantees provided in the Contract.

(c) other than in a Court of competent jurisdiction in a Province or Territory of Canada in which the subject matter of the contract, or any part thereof, is situated and not elsewhere, and the parties hereto agree to submit to the jurisdiction of such Court.

4. The Surety agrees not to take advantage of Article 1959 of the Civil Code of the Province of Quebec in the event that, by an act or an omission of a Claimant, the Surety can no longer be subrogated in the rights, hypothecs and privileges of said Claimant.
5. The amount of this Bond shall be reduced by, and to the extent of any payment or payments made in good faith, and in accordance with the provisions hereof, inclusive of the payment by the Surety of Mechanics' Liens which may be filed of record against the subject matter of the contract, whether or not claim for the amount of such lien be presented under and against this Bond.
6. The Surety shall not be liable for a greater sum than the specified penalty of this Bond.
7. Although the term of the Contract is ten (10) years commencing on SEPTEMBER 22ND, 2003 and ending on SEPTEMBER 21ST, 2013, the term of this Bond is for the first five (5) years of the Contract only, beginning at 12:01 am pst on the 22ND day of SEPTEMBER, 2003, and ending at 12:00 midnight pst on the 21ST day of SEPTEMBER, 2008, (the "Initial Term"). The Initial Term may be extended, solely at the option of the Surety, for an additional five (5) year period, being the second five (5) years of the Contract (the "Renewal Term"). No later than the last Working Day (as defined in the Contract) of the 54th month of the Initial Term, the Surety shall either:
 - a) advise the Obligee in writing that the Surety is electing not to extend this Bond and the Performance Bond for the Renewal Term; or
 - b) deliver to the Obligee a continuation certificate duly executed by the Surety and the Principal extending the term of this Bond as the Performance Bond for the Renewal Period.
- 8) If the Surety elects to not extend this Bond and the Performance Bond for the Renewal Term the Principal and the Surety shall remain liable hereunder and in accordance with the terms hereof for all of the obligations of the Principal for the first five (5) years of the Contract,
- 9) The penal sum of this Bond is not and shall not be deemed to be cumulative in the event the Surety elects to extend this Bond and the Performance Bond for the Renewal Term. For greater certainty, the penal sum for the Renewal Term notwithstanding any claims or payments whatsoever under the Bond in place in the Initial Term, shall be \$3,000,000.00.

IN WITNESS WHEREOF, the Principal and the Surety have Signed and Sealed this Bond this 12TH day of SEPTEMBER, 2003.

SIGNED AND SEALED
in the presence of:

ARGO ROAD MAINTENANCE (THOMPSON) INC.



For the Principal

SEAL

ST. PAUL GUARANTEE INSURANCE COMPANY



GRAHAM S. BECK, Attorney in fact

SEAL

SCHEDULE "2"

Annual Adjustment Process

Definitions

1. In this Schedule, unless the context otherwise requires:
 - (a) **"B.C. Road Builders"** means The B.C. Road Builders and Heavy Construction Association;
 - (b) **"Changes to Highways Adjustment Factor"** means, in respect of a Contract Year,
 - (i) an amount equivalent to the Daily Cost for the immediately preceding Contract Year which would have resulted (calculated in accordance with the provisions of Part 1 of the Cost Schedule) based on the assumptions that:
 - (A) any changes to the Highways made by the Province during that immediately preceding Contract Year under section 6.1 of this Agreement were made on the first day of that immediately preceding Contract Year,
 - (B) the 2% thresholds set out in sections 6.2 and 6.3 of this Agreement were not operative, and
 - (C) no adjustment in the Annual Price applicable to that immediately preceding Contract Year was made pursuant to Article 7 of this Agreementdivided by
 - (ii) an amount equivalent to the Daily Cost for the immediately preceding Contract Year which would have resulted based on the assumptions that:
 - (A) there were no changes to the Highways made by the Province during that immediately preceding Contract Year under section 6.1 of this Agreement, and
 - (B) no adjustment in the Annual Price applicable to that immediately preceding Contract Year was made pursuant to Article 7 of this Agreement expressed as a percentage;
 - (c) **"Changes to Maintenance Services Adjustment Factor"** means, in respect of a Contract Year,
 - (i) an amount equivalent to the Direct Cost Fee Component for the immediately preceding Contract Year which would have resulted (calculated in accordance with provisions of section 7.3 of this Agreement) based on the assumptions that

- (A) any changes to the Maintenance Services made by the Minister during that immediately preceding Contract Year under section 7.2 of this Agreement were made on the first day of that immediately preceding Contract Year, and
- (B) no adjustment in the Annual Price applicable to that immediately preceding Contract Year was made pursuant to Article 6 of this Agreement

divided by

- (ii) an amount equivalent to the Direct Cost Fee Component for the immediately preceding Contract Year which would have resulted (calculated in accordance with provisions of section 7.3 of this Agreement) based on the assumptions that
 - (A) there were no changes to the Maintenance Services made by the Minister during that immediately preceding Contract Year under section 7.2 of this Agreement, and
 - (B) no adjustment in the Annual Price applicable to that immediately preceding Contract Year was made pursuant to Article 6 of this Agreement

expressed as a percentage;

- (d) **"Fuel Index"** means the annual average of the diesel fuel price index for British Columbia published by Statistics Canada (Statistics Canada Table 329-0047) in respect of a calendar year or, if not available, of such other similar index selected by the Minister, after consultation with B.C. Road Builders;
- (e) **"Insurance Premium Adjustment Factor"** means 80% of any increase/decrease in the annual insurance premium payable amount verification delivered by the Contractor pursuant to Section 14.4(i) from the Insurer Premium Quote or from the annual insurance premium amount verification delivered by the Contractor pursuant to Section 14.4(i) and applicable on the commencement of the immediately preceding Contract Year, as the case may be, excluding any premium adjustments that may have been made during the preceding Contract Year;
- (f) **"Labour Index"** means annual average of the Fixed-weighted Indexes of Average Hourly Earnings, for all Employees, for Selected Industries, Canada, Provinces and Territories: British Columbia (Statistics Canada, Catalogue No. 72-002-XPB – Table 3) or, if not available, such other similar public sector wage index selected by the Minister, after consultation with B.C. Road Builders;
- (g) **"Price Index Adjustment Factor"** means, in respect of a calendar year, the aggregate of
 - (i) 40% of

- (A) the Labour Index for the immediately preceding calendar year, minus
- (B) the Labour Index for the calendar year immediately preceding the calendar year described in clause (A) of this subparagraph (i)

divided by the Labour Index for the calendar year immediately preceding the calendar year described in clause (A) of this subparagraph (i), and

(ii) 5% of

- (A) the Fuel Index for the immediately preceding calendar year, minus
- (B) the Fuel Index for the calendar year immediately preceding the calendar year described in clause (A) of this subparagraph (ii)

divided by the Fuel Index for the calendar year immediately preceding the calendar year described in clause (A) of this subparagraph (ii), and

(iii) 27.5% of

- (A) the Residual Index for the immediately preceding calendar year, minus
- (B) the Residual Index for the calendar year immediately preceding the calendar year described in clause (A) of this subparagraph (iii)

divided by the Residual Index for the calendar year immediately preceding the calendar year described in clause (A) of this subparagraph (iii).

- (h) **"Provider License Fee"** means the same as in the Provider License; and
- (i) **"Residual Index"** means the annual average of the non-residential building construction price index for Vancouver, British Columbia published by Statistics Canada (Statistics Canada Table 327-0039) in respect of a calendar year or if not available, of such other similar index selected by the Minister, after consultation with B.C. Road Builders.

Calculation of Price Index Adjustment Factor

2. Commencing with the calendar year beginning on January 1, 2004, the Minister will, by no later than the end of the month of April, of each calendar year, or as soon as reasonably practicable after publication of the Statistics Canada Catalogue referenced in section 1 of this Schedule:
 - (a) calculate the Price Index Adjustment Factor for the calendar year; and
 - (b) provide to the Contractor copies of the calculations.
3. Two sample Price Index Adjustment Factor calculations are set out in Appendix "2" attached to this Schedule.

Calculation of Other Adjustment Factors

4. By no later than the beginning of each Contract Year described in subsection 1.1 (r)(ii) and (iii) of this Agreement, the Minister will:
- (a) calculate the Changes to Highways Adjustment Factor and the Changes to Maintenance Services Adjustment Factor for the Contract Year;
 - (b) calculate the Adjusted Annual Price for the Contract Year in accordance with the formula set out in Appendix "1" attached to this Schedule;
 - (c) if the Changes to Highways Adjustment Factor for the Contract Year is other than zero, calculate revised quantities of Quantified Maintenance Services for the Contract Year by adjusting the quantity of Quantified Maintenance Services in effect at the beginning of the immediately preceding Contract Year by the Changes to Highways Adjustment Factor;
 - (d) calculate revised unit prices applicable to Quantified Maintenance Services for the Contract Year by adjusting the unit prices applicable to Quantified Maintenance Services in effect at the beginning of the immediately preceding Contract Year, subject to any changes to those unit prices determined during that immediately previous Contract Year in accordance with section 7.8 of this Agreement, by the Price Index Adjustment Factor; and
 - (e) calculate revised daily and yearly rates for the Cost Schedule for the Contract Year by adjusting the daily and yearly rates in the Cost Schedule in effect at the beginning of the immediately preceding Contract Year by the Price Index Adjustment Factor;

Provision of Calculations and Notice of Fees Adjustments

5. The Minister will provide to the Contractor copies of the calculations described in section 4 of this Schedule forthwith upon the completion of the calculations.

Calculation Disagreements

6. If the Contractor should disagree with any of the calculations referenced in section 5 of this Schedule, the Contractor may:
- (a) within 30 days of receipt of the calculations, notify the Province in writing of its disagreement, specifying the reasons therefor; and
 - (b) if the parties have not resolved a disagreement within 30 days of notification being given under subsection 6(a) of this Schedule, the Minister will refer the disagreement to arbitration pursuant to Article 19 of this Agreement, which arbitration will be conducted by an independent professional accountant selected by the Minister.

Calculations Final and Binding

7. Subject to section 6 of this Schedule, the calculations of the Minister described in section 4 of this Schedule will be final and binding on the parties.

Delivery of Revised Schedules and Tables

8. As soon as reasonably practicable after the calculations described in section 4 of this Schedule become final and binding pursuant to section 7 of this Schedule or Article 19 of this Agreement, the Minister will prepare and deliver to the Contractor:
- (a) a revised Cost Schedule;
 - (b) revised Schedule 5,
- reflecting those calculations and adjusted fees, as applicable.

Rounding

- 9.
- (a) The numbers used in any of the calculations made in accordance with this Schedule and the numbers resulting from the calculations made under subsection 4(a) of this Schedule will be rounded, as necessary, to five decimal places.
 - (b) The numbers resulting from the calculations made under subsections 4(b) and (c) of this Schedule will be rounded, as necessary, to whole numbers.
 - (c) The numbers resulting from the calculations made under subsections 4(d) and (e) of this Schedule will be rounded, as necessary, to two decimal places.

Changes in Bases of Indexes

10. If either the Labour, Fuel or Residual Index for a calendar year is published with a different base from that of the same index for the previous calendar year, the Minister may adjust the affected index so that the index for each calendar year has a common base prior to including the index in the calculation of the Price Index Adjustment Factor.

APPENDIX "1" (TO SCHEDULE "2")

Adjusted Annual Price Formula

1. The formula for calculating the Adjusted Annual Price for a Contract Year under section 4 (b) of this Schedule is:

$$[A \times B \times C \times D] +/- E$$

where the capital letters in this formula have the following meanings:

- "A" equals the Annual Price for the immediately preceding Contract Year prior to the making of any adjustments during that immediately preceding Contract Year pursuant to Articles 6 or 7 of this Agreement;
 - "B" equals the Changes to Highways Adjustment Factor for the Contract Year;
 - "C" equals the Changes to Maintenance Services Adjustment Factor for the Contract Year;
 - "D" equals one plus the Price Index Adjustment Factor for the last calendar year ending prior to the beginning of the Contract Year.
 - "E" is the Insurance Premium Adjustment Factor which shall be added to the formula in years where it represents an increase and subtracted from the formula in years where it represents a decrease.
2. A sample calculation of the Adjusted Annual Price is set out in Appendix "3" attached to this Schedule.

APPENDIX "2" (TO SCHEDULE "2")

Sample Price Index Adjustment Factor Calculation ⁽¹⁾

| INDEX | 2000 | 2001 | % Change | % Weighting | Inflation |
|--------------------------------------|-------------|-------------|-----------------|--------------------|-----------------------|
| Labour Index ⁽²⁾ | 103.5 | 105.2 | 1.64% | 40% | 0.657% |
| Fuel Index ⁽³⁾ | 137.4 | 133.1 | -3.13% | 5% | -0.157% |
| Residual Index ⁽⁴⁾ | 104.9 | 106.4 | 1.43% | 27.5% | <u>0.393%</u> |
| Price Index Adjustment Factor | | | | | <u>+0.893%</u> |

- (1) The numbers used in this sample calculation are for illustrative purposes only and on the assumption that an annual price adjustment is to be made during the specified year.
- (2) Source Statistics Canada, Catalogue No. 72-002-XPB – Table 3, annual average of the Fixed-weighted Indexes of Average Hourly Earnings, for all Employees, for Selected Industries, Canada, Provinces and Territories: British Columbia, 2000-2001.
- (3) Source: Statistics Canada, Statistics Canada Table 329-0047, annual average of the Diesel Fuel price index for British Columbia, 2000-2001.
- (4) Source: Statistics Canada, Statistics Canada Table 327-0039, annual average of the non-residential building construction price index for Vancouver, British Columbia, 2000-2001.

Sample Price Index Adjustment Factor Calculation No. 2⁽¹⁾

| INDEX | 1999 | 2000 | % Change | % Weighting | Inflation |
|--------------------------------------|-------------|-------------|-----------------|--------------------|----------------------|
| Labour Index ⁽²⁾ | 101.0 | 103.5 | 2.48% | 40% | 0.990% |
| Fuel Index ⁽³⁾ | 93.9 | 137.4 | 46.33% | 5% | 2.32% |
| Residual Index ⁽⁴⁾ | 102.8 | 104.9 | 2.04% | 27.5% | <u>0.562%</u> |
| Price Index Adjustment Factor | | | | | <u>3.872%</u> |

- (1) The numbers used in this sample calculation are for illustrative purposes only and on the assumption that an annual price adjustment is to be made during the specified year.
- (2) Source Statistics Canada, Catalogue No. 72-002-XPB – Table 3, annual average of the Fixed-weighted Indexes of Average Hourly Earnings, for all Employees, for Selected Industries, Canada, Provinces and Territories: British Columbia, 1999-2000

- (3) **Source: Statistics Canada, Statistics Canada Table 329-0047, annual average of the Diesel Fuel price index for British Columbia, 1999-2000**
- (4) **Source: Statistics Canada, Statistics Canada Table 327-0039, annual average of the non-residential building construction price index for Vancouver, British Columbia, 1999-2000**

APPENDIX "3" (TO SCHEDULE "2")

Sample Adjusted Annual Price Calculation

| | |
|--|------------------|
| Annual Price of \$12,000,000 for immediately preceding Contract Year | \$12,000,000 (A) |
|--|------------------|

Less:

| | |
|---|------------|
| As the case may be, the Insurer Premium Quote, or the annual insurance premium amount verification delivered by the Contractor pursuant to Section 14.4(i) and applicable on the commencement of the immediately preceding Contract Year, excluding any premium adjustments that may have been made during the course of that preceding Contract Year | (100,000) |
|---|------------|

\$11,900,000

| | | |
|---|-------|-------------|
| Changes to Highways Adjustment Factor (99%) | times | 0.99000 (B) |
|---|-------|-------------|

| | | |
|--|-------|-------------|
| Changes to Maintenance Services Adjustment Factor (102%) | times | 1.02000 (C) |
|--|-------|-------------|

| | | |
|--|-------|--------------------|
| 1 + Price Index Adjustment Factor (1 + 0.893%) | times | <u>1.00893 (D)</u> |
|--|-------|--------------------|

Plus:

| | |
|---|----------------|
| As the case may be, the Insurer Premium Quote, or the annual insurance premium amount verification delivered by the Contractor pursuant to Section 14.4(i) and applicable on the commencement of the immediately preceding Contract Year, excluding any premium adjustments that may have been made during the course of that preceding Contract Year | <u>100,000</u> |
|---|----------------|

| | |
|------------------------------|----------------------------|
| Adjusted Annual Price | <u>\$12,223,928</u> |
|------------------------------|----------------------------|

| | | |
|--|---|------------------|
| Plus/Minus the Insurance Premium Adjustment Premium Factor | * | <u>8,000 (E)</u> |
|--|---|------------------|

*assumes 10% (\$10,000) increase in insurance premium

| | |
|-----------------------|-----------------------------|
| Adjusted Annual Price | <u>\$ 12,231,928</u> |
|-----------------------|-----------------------------|

****The numbers used in this sample calculation are for illustrative purposes only.**

SCHEDULE "3"

Fee Schedule

PART 1 MAINTENANCE SERVICES - ANNUAL PRICE

1. For its provision of the Maintenance Services during a Contract Year, the Province will, subject to section 6 of this Schedule, pay to the Contractor the Annual Price applicable to the Contract Year, less the QMS Price payable in that Contract Year, which will be paid in equal installments on the Working Day immediately following the last day of each Contract Month during the Contract Year except for the installment applicable to the last Contract Month (or part thereof) during the Term, which will be paid 15 days after the end of the Term.
2. The Annual Price applicable to a Contract Year is the maximum amount payable by the Province to the Contractor for provision of Maintenance Services during that Contract Year, and each monthly payment described in section 1 of this Schedule
 - (a) constitutes the maximum amount payable to the Contractor for performing, during each Contract Month, the Maintenance Services and all other obligations of the Contractor under this Agreement, except Emergency Services and Additional Maintenance Services,
 - (b) comprises payment for 1/12th of the Quantified Maintenance Services, Routine Maintenance Services, and all other obligations to be performed by the Contractor, except Emergency Services and Additional Maintenance Services, during the applicable Contract Year, and

the Contractor will not be entitled to any additional compensation, notwithstanding the quantities of Quantified Maintenance Services and Routine Maintenance Services performed by the Contractor during the Contract Month corresponding to the applicable monthly payment.

PART 2 EMERGENCY SERVICES AND ADDITIONAL MAINTENANCE SERVICES - FEES

3. Fees for Emergency Services and Additional Maintenance Services will, at the Minister's sole discretion, be based on the Direct Plus Rates as determined in Schedule 19 or on the unit prices set forth in Schedule 5, in effect at the time the Emergency Services or Additional Maintenance Services were performed.

4. The Direct Plus Rates or the Unit Prices in effect under Schedule 5 will, at the Minister's sole discretion, be applied to determine whether or not the applicable Emergency and Additional Maintenance Caps have been achieved in respect of the applicable works and Emergencies, as the case may be.

PART 3 STATEMENT OF ACCOUNT

5. The Contractor will submit to the Province monthly, in arrears, at any time after the last day of a Contract Month during which the Contractor provides Emergency Services or Additional Maintenance Services, or both, a written statement of account in a form satisfactory to the Minister:
- (a) showing the units of each work activity claimed for Emergency Services or Additional Maintenance Services, or both, for that Contract Month; and
 - (b) listing in reasonable detail all Emergency Services or Additional Maintenance Services provided during that Contract Month.

PART 4 FINAL PAYMENT HOLDBACK

6. The Province may
- (a) retain as a holdback up to the full amount of the final monthly payment due under Part 1 of this Fee Schedule if, as of the due date of that payment the Minister is not satisfied that all work required to be performed by the Contractor under this Agreement during the Term has been completed;
 - (b) apply all or part of the amount retained as a holdback under subsection 6(a) to the cost to the Province of completing any work which the Contractor failed to perform during the Term, prior to paying any remaining balance of that amount to the Contractor.
7. No interest will be payable by the Province on any amount retained as a holdback in accordance with section 6 of this Schedule.

SCHEDULE "4"

Contractor Detail

Complete Corporate or Partnership Name: **Argo Road Maintenance (Thompson) Inc.**

Jurisdiction of Incorporation or Registration: **British Columbia**

Incorporation or Registration Number: **494387**

Date of Incorporation or formation of Partnership: **April 7, 1995**

Directors

Name

Address

Case Van Diemen

Robert A. Wills

Harley Hook

s22

Officers

Office Held

Harley Hook

President

Robert A. Wills

Secretary

Authorized Share Capital:

See attached Memorandum

Special Rights applicable to each class of Authorized Share:

See attached Part 27 of the Articles – Special Rights and Restrictions

Voting Agreements:

Nil

Encumbrances:

Nil

Shareholders/Partners:

Name

Address

No. of Shares Held

A.R.M. Holdings Inc.

**1655 Lucky Strike Place,
Kamloops, BC V1S 1W5**

A.R.M. Holdings Inc.

**1655 Lucky Strike Place,
Kamloops, BC V1S 1W5**

s21

SCHEDULE "A"

FORM 1

(Section 5)

COMPANY ACT

ALTERED MEMORANDUM

(As altered by a Special Resolution passed on the 10th day of August, 1995.)

I wish to be formed into a Company with limited liability under the Company Act in pursuance of this Memorandum.

1. The name of the Company is **Argo Road Maintenance (Thompson) Inc.**
2. The authorized capital of the Company consists of Three Million and Two Hundred Thousand Shares (3,200,000) divided into:
 - (a) One Hundred Thousand (100,000) Class A Shares without par value;
 - (b) One Hundred Thousand (100,000) Class B Shares without par value;
 - (c) One Million (1,000,000) Class C Shares without par value;
 - (d) One Million (1,000,000) Class D Shares without par value;
 - (e) One Million (1,000,000) Class E Shares with a par value of \$0.0001 each;

The Class A Shares, the Class B Shares, the Class C Shares, the Class D Shares and the Class E Shares shall have attached thereto the Special Rights and Restrictions set out in the Articles.

3. I agree to take the number, kind and class of shares in the Company set opposite my name.
-

PART 27

SPECIAL RIGHTS AND RESTRICTIONS

27.1 The rights and restrictions attached to the shares of the Company may be summarized as follows:

| Class | Dividend Entitlement | Voting Rights | Liquidation Entitlement | Redeemable | Retractable | Redemption Amount |
|-------|-------------------------------|---------------|-------------------------|------------|-------------|-------------------|
| A | Participating | Non-voting | 4th | No | No | N/A |
| B | Non-participating | Voting | 3rd | No | No | N/A |
| C & D | Participating (Conditionally) | Non-voting | 1st | Yes | Yes | Set by directors |
| E | Non-participating | Non-voting | 2nd | Yes | Yes | \$100 per share |

27.2 The shares of the Company have the following special rights and restrictions with respect to receipt of dividends:

- (a) in each year at the discretion of the directors, dividends may be paid on the class A shares out of all profits or surpluses available for distribution;
- (b) if in any year, the Company ceases to be a "small business corporation" as that term is defined in the Income Tax Act (Canada) so that the holder of the class C or class D shares would otherwise be deemed to receive an interest benefit under section 74.4 of that Act, then at the discretion of the directors dividends may be paid on the class C or class D shares out of all profits or surpluses available for distribution but such dividends may not exceed 4/5 of the amount equal to the deemed interest benefit that would otherwise arise under section 74.4;
- (c) dividends must not be paid on the class A shares if to do so would reduce the value of the net assets of the Company to less than the aggregate of the redemption amount of the issued class C, class D and class E shares;
- (d) dividends may be paid on one class of shares entitled to dividends to the exclusion of any other class of shares entitled to dividends; and
- (e) the holders of the class B and class E shares are not entitled to any payment of dividends on such shares.

27.3 The shares of the Company have the following special rights and restrictions with respect to voting rights:

- (a) at all meetings of the shareholders of the Company the holders of the class B shares are entitled to one vote for each class B share held;

- (b) the holders of the class A, class C, class D and class E shares are not entitled to vote at any meeting of the shareholders of the Company and they are not entitled to receive notice of or attend any meetings of the shareholders of the Company.

27.4 In the event of **liquidation, dissolution or winding-up** of the Company, whether voluntary or involuntary, or upon distribution of the assets of the Company among its members for the purpose of winding-up its affairs or upon a reduction or return of its capital the holders of the following classes of shares shall be entitled to receive the following amounts in the following order of priority:

| Class of Shares | Priority | Entitlement |
|-----------------|----------|---|
| Class C and D | 1 | Redemption amount only |
| Class E | 2 | Redemption amount only |
| Class B | 3 | Paid-up capital only |
| Class A | 4 | All remaining profits and assets of the Company |

27.5 The shares of the Company have the following special rights and restrictions with respect to **redemption**:

- (a) the class A and class B shares are not redeemable;
- (b) the class C, class D and class E shares are redeemable;
- (c) the Company may redeem the whole or any number of the issued class C, class D or class E shares on payment for each share to be redeemed of the redemption amount and no more provided however that not less than 21 days notice in writing of such redemption is given by mailing such notice to the registered holders of the shares to be redeemed specifying a date and place or places of redemption unless the holders of the shares to be redeemed waive any notice required to be given under this paragraph which waiver, whether given before or after the redemption, will cure any default in giving such notice and if notice as required of any redemption be given by the Company and an amount sufficient to redeem the shares be deposited with any trust company or chartered bank of Canada as specified in any notice given, on or before the date fixed for redemption, the holders thereof will thereafter have no rights against the Company in respect of such shares except upon the surrender of certificates for such shares to receive payment for them out of the monies so deposited;
- (d) for greater certainty the Company may redeem class C shares and not class D or class E shares or may redeem class D shares and not class C or class E shares or may redeem class E shares and not class C or class D shares and notwithstanding anything in these Articles to the contrary, if not all of the outstanding shares of any class are to be redeemed, the shares to be redeemed may be selected in such manner as the directors determine and need not be selected either in proportion to the number of shares registered in the name of each shareholder or from every or any particular holder of shares of that class;
- (e) if a part only of the shares of any class represented by any certificate are to be redeemed then a new certificate representing the shares which are not to be redeemed shall be issued at the expense of the Company; and

- (f) no shares of any particular class may be redeemed if to do so would reduce the value of the net assets of the Company to less than the aggregate of the redemption amount of all issued shares of all other classes which have rights on liquidation in priority to the rights of the class of the shares to be redeemed (as that priority is set out in paragraph 27.4).

27.6 The shares of the Company have the following special rights and restrictions with respect to **retraction**:

- (a) the class A and class B shares are not retractable;
- (b) the class C, class D and class E shares are retractable;
- (c) subject to the provisions of the Company Act, the Company will, upon receiving notice from a share-holder holding class C, class D or class E shares, redeem the number of class C, class D or class E shares registered in the name of the shareholders which are specified in the notice by paying to such shareholder for each class C, class D or class E share to be redeemed the redemption amount of the share and no more provided however that not less than 21 days notice in writing of such redemption must be given to the Company by the shareholder seeking to have the class C, class D or class E shares redeemed, such notice to be delivered by mailing to the registered office of the Company a notice specifying the number of class C, class D or class E shares to be redeemed and surrendering the necessary number of share certificates for cancellation unless the Company waives any notice required to be given under this paragraph which waiver, whether given before or after the redemption, cures any default in giving such notice; and
- (d) notwithstanding anything in these Articles to the contrary, any redemption of shares by the Company upon receipt of a retraction notice from any member holding class C, class D or class E shares need not be made on a pro rata basis among every member who holds shares of the class to be redeemed.

27.7 The class C and class D shares have the following **additional special rights and restrictions**:

- (a) the class C and class D shares will only be issued as consideration for the acquisition of property by the Company in circumstances where the transferor of such property and the Company have agreed to elect to effect the transfer of such property pursuant to the provisions of section 85 of the Income Tax Act (Canada);
- (b) the aggregate redemption amount of the class C or class D shares issued in connection with a purchase and sale transaction to which section 85 applies will be the amount by which:
 - (i) the aggregate fair market value of all the property acquired by the Company in the transaction to which section 85 applies and in respect of which the class C or class D shares were issued, exceeds,
 - (ii) the aggregate fair market value of all the consideration (other than any class C or class D shares in the Company or a right to receive any such shares) received from the Company by the transferor of such property,

as determined by the directors of the Company at the time of the issuance of the class C or class D shares, provided that the directors may, in accordance with the terms of any agreement between the Company and the holders of class C or class D shares, amend from time-to-time their determination of the aggregate redemption amount of the class C or class D shares after the time of the issuance of such shares;

- (c) the redemption amount of each class C or class D share issued in connection with a purchase and sale transaction to which section 85 applies will be determined by dividing the aggregate redemption amount for the class by the number of shares of the class issued in respect of such transaction; and
- (d) class C and class D shares shall only be issued in respect of a purchase and sale transaction to which section 85 applies if no other class C or class D shares are outstanding in respect of any other purchase and sale transaction to which section 85 applies.

27.8 The class E shares have the following **additional special rights and restrictions**:

- (a) the paid-up capital of each class E share is its par value; and
- (b) the redemption amount of each class E share is \$100.

| Full Name, Resident Address and Occupation of Subscriber | Number, Kind and Class of Shares taken by Subscriber |
|---|---|
|---|---|

s21, s22

| | |
|---------------------|-----|
| TOTAL SHARES TAKEN: | s21 |
|---------------------|-----|

DATED this 30th day of March, 1995.

SCHEDULE "4"

Contractor Detail

Complete Corporate or Partnership Name: **567102 B.C. Ltd.**

Jurisdiction of Incorporation or Registration: **British Columbia**

Incorporation or Registration Number: **567102**

Date of Incorporation or formation of Partnership: **June 23, 1998**

Directors

Name

Address

Case Van Diemen

Verita Van Diemen

s22

Officers

Office Held

Case Van Diemen

President

Verita Van Diemen

Secretary

Authorized Share Capital:

See attached Memorandum

Special Rights applicable to each class of Authorized Share:

See attached Part 27 of the Articles – Special Rights and Restrictions

Voting Agreements:

Encumbrances:

Shareholders/Partners:

Name

Address

No. of Shares Held

Case Van Diemen **As above**

Case Van Diemen **As above**

s21, s22

Verita Van Diemen **As above**

COMPANY ACT

MEMORANDUM

I wish to be formed into a Company with limited liability under the Company Act in pursuance of this Memorandum.

1. The name of the Company is 567102 B.C. LTD..
2. The authorized capital of the Company consists of Three Million and Two Hundred Thousand Shares (3,200,000) divided into:
 - (a) One Hundred Thousand (100,000) Class A Shares without par value;
 - (b) One Hundred Thousand (100,000) Class B Shares without par value;
 - (c) One Million (1,000,000) Class C Shares without par value;
 - (d) One Million (1,000,000) Class D Shares without par value;
 - (e) One Million (1,000,000) Class E Shares with a par value of \$0.01 each;

The Class A Shares, the Class B Shares, the Class C Shares, the Class D Shares and the Class E Shares shall have attached thereto the Special Rights and Restrictions set out in the Articles.

3. I agree to take the number and class of shares in the Company set opposite my name.

| Full Name(s), Residential Address(es); and Occupation(s) of Subscriber(s) | Number [and Kind] [and Class] of Shares Taken By Subscriber(s) |
|--|---|
|--|---|

s21, s22

DATED: June 22, 1998.

MM\SHELFCO\SHELF.ART

proposing transferor who shall not be obliged to sell to members in the aggregate less than the total number of shares or one or more classes of shares offered by the transfer notice, apportion the shares so offered among the members so accepting so far as may be according to the number of shares held by each respectively but only up to the amount accepted by such members respectively. Upon any such apportionment being made the proposing transferor shall be bound upon payment of the price to transfer the shares to the respective members to whom the directors have apportioned same. If, in any case, the proposing transferor, having become so bound fails in transferring any share, the Company may receive the purchase money for that share and shall upon receipt cause the name of the purchasing member to be entered in the register as the holder of the shares and cancel the certificate of the share held by the proposed transferor, whether the same shall be produced to the Company or not, and shall hold such purchase money in trust for the proposing transferor. The receipt of the Company for the purchase money shall be a good discharge to the purchasing member and after his name has been entered in the register the validity of the proceedings shall not be questioned by any person.

- (d) In the event that some or all of the shares offered shall not be sold under the preceding articles within the 14 day period referred to in article 26.1(b), the proposing transferor shall be at liberty for a period of 90 days after the expiration of that period to transfer such of the shares so offered as are not sold to any person provided that he shall not sell them at a price less than that specified in the transfer notice or on terms more favourable to a purchaser than those specified in the transfer notice.
- (e) The provisions as to transfer contained in this article shall not apply:
 - (i) If before the proposed transfer of shares is made, the transferor shall obtain consents to the proposed transfer from members of the Company, who at the time of the transfer are the registered holders of two-thirds or more of the issued shares of the class to be transferred of the Company or if the shares comprise more than one class, then from the registered holders of two-thirds or more of the shares of each class to be transferred and such consent shall be taken to be a waiver of the application to the preceding articles as regards such transfer; or
 - (ii) To a transfer of shares desired to be made merely for the purpose of effectuating the appointment of a new trustee for the owner thereof, provided that it is proved to the satisfaction of the Board that such is the case.

26.2 Notwithstanding anything contained in these articles the Directors may in their absolute discretion decline to register any transfer of shares and shall not be required to disclose their reasons therefor.

PART 27

SPECIAL RIGHTS AND RESTRICTIONS

27.1 The rights and restrictions attached to the shares of the Company may be summarized as follows:

| Class | Dividend Entitlement | Voting Rights | Liquidation Entitlement | Redeemable | Retractable | Redemption Amount |
|-------|-------------------------------|---------------|-------------------------|------------|-------------|-------------------|
| A | Participating | Non-voting | 3rd | No | No | N/A |
| B | Participating | Voting | 3rd | No | No | N/A |
| C & D | Participating (Conditionally) | Non-voting | 1st | Yes | Yes | Set by directors |
| E | Non-participating | Non-voting | 2nd | Yes | Yes | \$100 per share |

27.2 The shares of the Company have the following special rights and restrictions with respect to **receipt of dividends**:

- (a) in each year at the discretion of the directors, dividends may be paid on the class A and class B shares out of all profits or surpluses available for distribution;
- (b) if in any year, the Company ceases to be a "small business corporation" as that term is defined in the Income Tax Act (Canada) so that the holder of the class C or class D shares would otherwise be deemed to receive an interest benefit under section 74.4 of that Act, then at the discretion of the directors dividends may be paid on the class C or class D shares out of all profits or surpluses available for distribution but such dividends may not exceed 4/5 of the amount equal to the deemed interest benefit that would otherwise arise under section 74.4;
- (c) dividends must not be paid on the class A or class B shares if to do so would reduce the value of the net assets of the Company to less than the aggregate of the redemption amount of the issued class C, class D and class E shares;
- (d) dividends may be paid on one class of shares entitled to dividends to the exclusion of any other class of shares entitled to dividends; and
- (e) the holders of the class E shares are not entitled to any payment of dividends on such shares.

27.3 The shares of the Company have the following special rights and restrictions with respect to **voting rights**:

- (a) at all meetings of the shareholders of the Company the holders of the class B shares are entitled to one vote for each class B share held;
- (b) the holders of the class A, class C, class D and class E shares are not entitled to vote at any meeting of the shareholders of the Company and they are not entitled to receive notice of or attend any meetings of the shareholders of the Company.

27.4 In the event of **liquidation, dissolution or winding-up** of the Company, whether voluntary or involuntary, or upon distribution of the assets of the Company among its members for the purpose of winding-up its affairs or upon a reduction or return of its capital the holders of the

following classes of shares shall be entitled to receive the following amounts in the following order of priority:

| Class of Shares | Priority | Entitlement |
|-----------------|----------|---|
| Class C and D | 1 | Redemption amount only |
| Class E | 2 | Redemption amount only |
| Class A and B | 3 | All remaining profits and assets of the Company |

27.5 The shares of the Company have the following special rights and restrictions with respect to **redemption**:

- (a) the class A and class B shares are not redeemable;
- (b) the class C, class D and class E shares are redeemable;
- (c) the Company may redeem the whole or any number of the issued class C, class D or class E shares on payment for each share to be redeemed of the redemption amount and no more provided however that not less than 21 days notice in writing of such redemption is given by mailing such notice to the registered holders of the shares to be redeemed specifying a date and place or places of redemption unless the holders of the shares to be redeemed waive any notice required to be given under this paragraph which waiver, whether given before or after the redemption, will cure any default in giving such notice and if notice as required of any redemption be given by the Company and an amount sufficient to redeem the shares be deposited with any trust company or chartered bank of Canada as specified in any notice given, on or before the date fixed for redemption, the holders thereof will thereafter have no rights against the Company in respect of such shares except upon the surrender of certificates for such shares to receive payment for them out of the monies so deposited;
- (d) for greater certainty the Company may redeem class C shares and not class D or class E shares or may redeem class D shares and not class C or class E shares or may redeem class E shares and not class C or class D shares and notwithstanding anything in these Articles to the contrary, if not all of the outstanding shares of any class are to be redeemed, the shares to be redeemed may be selected in such manner as the directors determine and need not be selected either in proportion to the number of shares registered in the name of each shareholder or from every or any particular holder of shares of that class;
- (e) if a part only of the shares of any class represented by any certificate are to be redeemed then a new certificate representing the shares which are not to be redeemed shall be issued at the expense of the Company; and
- (f) no shares of any particular class may be redeemed if to do so would reduce the value of the net assets of the Company to less than the aggregate of the redemption amount of all issued shares of all other classes which have rights on liquidation in priority to the rights of the class of the shares to be redeemed (as that priority is set out in paragraph 27.4).

27.6 The shares of the Company have the following special rights and restrictions with respect to **retraction**:

- (a) the class A and class B shares are not retractable;
- (b) the class C, class D and class E shares are retractable;
- (c) subject to the provisions of the Company Act, the Company will, upon receiving notice from a share-holder holding class C, class D or class E shares, redeem the number of class C, class D or class E shares registered in the name of the shareholders which are specified in the notice by paying to such shareholder for each class C, class D or class E share to be redeemed the redemption amount of the share and no more provided however that not less than 21 days notice in writing of such redemption must be given to the Company by the shareholder seeking to have the class C, class D or class E shares redeemed, such notice to be delivered by mailing to the registered office of the Company a notice specifying the number of class C, class D or class E shares to be redeemed and surrendering the necessary number of share certificates for cancellation unless the Company waives any notice required to be given under this paragraph which waiver, whether given before or after the redemption, cures any default in giving such notice; and
- (d) notwithstanding anything in these Articles to the contrary, any redemption of shares by the Company upon receipt of a retraction notice from any member holding class C, class D or class E shares need not be made on a pro rata basis among every member who holds shares of the class to be redeemed.

27.7 The class C and class D shares have the following **additional special rights and restrictions**:

- (a) the class C and class D shares will only be issued as consideration for the acquisition of property by the Company in circumstances where the transferor of such property and the Company have agreed to elect to effect the transfer of such property pursuant to the provisions of section 85 of the Income Tax Act (Canada);
- (b) the aggregate redemption amount of the class C or class D shares issued in connection with a purchase and sale transaction to which section 85 applies will be the amount by which:
 - (i) the aggregate fair market value of all the property acquired by the Company in the transaction to which section 85 applies and in respect of which the class C or class D shares were issued, exceeds,
 - (ii) the aggregate fair market value of all the consideration (other than any class C or class D shares in the Company or a right to receive any such shares) received from the Company by the transferor of such property,as determined by the directors of the Company at the time of the issuance of the class C or class D shares, provided that the directors may, in accordance with the terms of any agreement between the Company and the holders of class C or class D shares, amend from time-to-time their determination of the aggregate redemption amount of the class C or class D shares after the time of the issuance of such shares;

- (c) the redemption amount of each class C or class D share issued in connection with a purchase and sale transaction to which section 85 applies will be determined by dividing the aggregate redemption amount for the class by the number of shares of the class issued in respect of such transaction; and
- (d) class C and class D shares shall only be issued in respect of a purchase and sale transaction to which section 85 applies if no other class C or class D shares are outstanding in respect of any other purchase and sale transaction to which section 85 applies.

27.8 The class E shares have the following **additional special rights and restrictions**:

- (a) the paid-up capital of each class E share is its par value; and
- (b) the redemption amount of each class E share is \$100.

| Full Name(s), Residential Address(es); and Occupation(s) of Subscriber(s) | Number [and Kind] [and Class] of Shares Taken By Subscriber(s) |
|---|--|
|---|--|

s21, s22

DATED: June 22, 1998.

SCHEDULE "4"

Contractor Detail

Complete Corporate or Partnership Name: **A.R.M. Holdings Inc.**

Jurisdiction of Incorporation or Registration: **British Columbia**

Incorporation or Registration Number: **672617**

Date of Incorporation or formation of Partnership: **Amalgamation Date: July 1, 2003**

Directors

Name

Address

Case Van Diemen

Robert A. Wills

Harley Hook

s22

Officers

Office Held

Case Van Diemen

President

Robert A. Wills

Vice-President

Harley Hook

Secretary

Authorized Share Capital:

See attached Memorandum

Special Rights applicable to each class of Authorized Share:

See attached Part 25 of the Articles – Special Rights and Restrictions

Voting Agreements:

Encumbrances:

Shareholders/Partners:

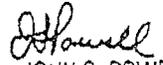
| <u>Name</u> | <u>Address</u> | <u>No. of Shares Held</u> |
|----------------------------|----------------|---------------------------|
| Robert Arnold Wills | | |
| Case Van Diemen | | s21, s22 |
| 567102 B.C. Ltd. | s22 | s21 |
| Verita Van Diemen | | s21, s22 |

FORM 1
(Section 5)

APPROVED

JUN 11 2003

COMPANY ACT


2 JOHN S. POWELL
REGISTRAR OF COMPANIES
PROVINCE OF BRITISH COLUMBIA

MEMORANDUM

OF

A.R.M. HOLDINGS INC.

I wish to be formed into a Company with limited liability under the *Company Act* in pursuance of this Memorandum.

1. The name of the Company is "A.R.M. Holdings Inc."
2. The authorized capital of the Company consists of 2,030,000 shares divided into:
 - 10,000 Class "A" common shares without par value;
 - 10,000 Class "B" common shares without par value;
 - 10,000 Class "C" non-voting common shares without par value;
 - 1,000,000 Class "D" preference shares with a par value of \$0.01 each; and
 - 1,000,000 Class "E" preference shares with a par value of \$0.01 each.

purchasing member to be entered in the register as the holder of the shares and cancel the certificate of the share held by the proposed transferor, whether the same shall be produced to the Company or not, and shall hold such purchase money in trust for the proposing transferor. The receipt of the Company for the purchase money shall be a good discharge to the purchasing member and after his name has been entered in the register the validity of the proceedings shall not be questioned by any person.

(d) In the event that some or all of the shares offered shall not be sold under the preceding articles within the fourteen day period referred to in article 24.1 (b), the proposing transferor shall be at liberty for a period of ninety days after the expiration of that period to transfer such of the shares so offered as are not sold to any person provided that he shall not sell them at a price less than that specified in the transfer notice or on terms more favourable to a purchaser than those specified in the transfer notice.

(e) The provisions as to transfer contained in this article shall not apply:

(i) if before the proposed transfer of shares is made, the transferor shall obtain consents to the proposed transfer from members of the Company who at the time of the transfer are the registered holders of two-thirds or more of the issued shares of the class to be transferred of the Company or if the shares comprise more than one class, then from the registered holders of two-thirds or more of the shares of each class to be transferred and such consent shall be taken to be a waiver of the application of the preceding articles as regards such transfer; or

(ii) to a transfer of shares desired to be made merely for the purpose of effectuating the appointment of a new trustee for the owner thereof, provided that it is proved to the satisfaction of the board that such is the case.

24.2 Notwithstanding anything contained in these articles, the directors may, in their absolute discretion, decline to register any transfer of shares and shall not be required to disclose their reasons therefor.

25 PART 25 - SPECIAL RIGHTS, PREFERENCES AND
RESTRICTIONS ATTACHING TO SHARES

25.1 The holders of the Class "A" common shares and the Class "B" common shares of the Company shall be exclusively entitled to receive notices of general meetings of the Company and to attend such meetings and vote thereat in respect of the election of directors and the transaction of other business competent to such meetings.

25.2 The holders of the Class "C" non-voting common shares, the Class "D" preference shares and the Class "E" preference shares shall not be entitled to receive notices of general meetings of the Company, nor to attend at and vote thereat; provided however

that the holders of the Class "C" non-voting common shares, the holders of the Class "D" preference shares and the holders of the Class "E" preference shares shall be entitled respectively to notice of and to attend any separate meeting of the holders of such shares, called for any of the purposes set forth herein.

- 25.3 The holders of all classes of shares of the Company shall rank equally in respect of dividends declared by the Company, and shall be entitled to receive and to be paid non-cumulative dividends in any given year of such an amount as may be determined by the directors of the Company, as and if declared by the directors of the Company from the surplus or net profits of the Company available for distribution as dividends; provided however that the directors shall be entitled to declare and pay dividends in any given year in such amount as they may in their absolute discretion decide, to the holders of one or more of the classes of shares of the Company to the exclusion of, and without being required to pay such dividends to, the holders of the other class or classes of shares of the Company; and further provided that if in any year the directors in their discretion shall fail to declare any dividend to the holders of any of the classes of the shares of the Company, then the right to the holders of any of the classes of the shares of the Company to any dividend in such year shall forever be extinguished.
- 25.4 No dividend shall be paid on any of the classes of shares if to do so would reduce the value of the net assets of the Company to less than the aggregate of the redemption amounts of the issued preference shares.
- 25.5 In the event of the liquidation, dissolution or winding up of the Company or of there being any distribution of its assets for the purpose of winding up its affairs, the holders of the Class "D" preference shares shall be entitled to be paid the redemption price on such shares and any dividends declared but unpaid on such shares out of the surplus assets of the Company in preference to and with priority over any payment or distribution of capital assets or money among the holders of the Class "A" common shares, the Class "B" common shares, the Class "C" non-voting common shares and the Class "E" preference shares of the Company, and after such payment the holders of the Class "D" preference shares shall not be entitled to any further participation in any distribution of the property or assets of the Company.
- 25.6 Subject to the preference in favour of the holders of the Class "D" preference shares in the event of liquidation, dissolution or winding up of the Company hereinbefore referred to, the holders of Class "E" preference shares shall be entitled to be paid the redemption price of such shares out of the surplus assets of the Company in preference to and with priority over any payment or distribution of capital assets or money among the holders of the Class "A" common shares, the Class "B" common shares and the Class "C" non-voting common shares of the Company, and after such payment the holders of the Class "E" preference shares shall not be entitled to any further participation in any distribution of the property or assets of the Company.
- 25.7 Subject to the preference in favour of the holders of the Class "D" preference shares and the Class "E" preference shares in the event of liquidation, dissolution or winding up of the Company hereinbefore referred to, the holders of the Class "B" common shares shall

be entitled to be paid the amount paid up on such shares out of the surplus assets of the Company in preference to and with priority over any payment or distribution of capital assets or money among the holders of the Class "A" common shares and the Class "C" non-voting common shares of the Company, and after such payment the holders of the Class "B" common shares shall not be entitled to any further participation in any distribution of the property or assets of the Company.

- 25.8 Subject to the preference in favour of the holders of the Class "D" preference shares, the Class "E" preference shares and the Class "B" common shares in the event of liquidation, dissolution or winding up of the Company hereinbefore referred to, the holders of the Class "A" common shares and the Class "C" non-voting common shares shall participate equally and rateably each with the other for the distribution of the profits of the Company available for payment of dividends or of its surplus assets on a winding up.
- 25.9 The said Class "D" preference shares and the Class "E" preference shares shall be redeemable at the option of the Company and may be redeemed by the Company as to the whole or as to any portion thereof with any moneys properly available for such purpose at any time and from time to time as the directors of the Company shall by resolution determine. In the event of any such determination on the part of the directors, notice in writing shall be given to the holders of such Class "D" preference shares or Class "E" preference shares to be redeemed at least five (5) days prior to the date fixed for the redemption thereof and on the expiration of that period the redemption price shall be paid to the holders of such shares so redeemed together with any dividends declared but unpaid thereon. In the event that the directors shall determine that less than the whole number of outstanding Class "D" preference shares or Class "E" preference shares shall be called for redemption, those shares to be redeemed at such time shall be redeemed pro rata.
- 25.10 Subject to the provisions of the *Company Act*, the Company shall, upon receiving notice as hereinafter provided from a holder of Class "D" preference shares or Class "E" preference shares, redeem the number of Class "D" preference shares or Class "E" preference shares registered in the name of the said shareholder which are specified in the notice by paying to such shareholder for each Class "D" preference share or Class "E" preference share to be redeemed the redemption price in respect thereof together with all dividends declared but unpaid thereon and no more. Not less than twenty-one (21) days' notice in writing of such redemption shall be given to the Company by the shareholder seeking to have the preference shares redeemed; such notice to be delivered by mailing to the registered office of the Company and to specify the number of Class "D" preference shares or Class "E" preference shares to be redeemed and to be accompanied by the necessary number of share certificates for cancellation. The Company may waive any notice required to be given under this paragraph, and such waiver, whether given before or after the redemption, shall cure any default in giving such notice.
- 25.11 The price per share at which the Class "D" preference shares shall be redeemed shall be determined by the directors of the Company at the time of issuance of such shares;

PROVIDED that in no event shall the redemption price of the Class "D" preference shares be less than the price or consideration for which such shares were issued.

- 25.12 The price per share at which the Class "E" preference shares shall be redeemed shall be the sum of One hundred (\$100.00) Dollars.
- 25.13 The provisions of the foregoing article 25 may be altered and amended only by a special resolution of the holders of the Class "A" common shares and the Class "B" common shares of the Company confirmed by resolutions passed at separate meetings of the respective holders of the Class "C" non-voting common shares, the holders of the Class "D" preference shares and the holders of the Class "E" preference shares of the Company and such confirmatory resolutions shall be deemed to be effective only if they are carried by not less than a three-quarter majority vote of the holders of such shares voting in person or by proxy at such separate meetings and for the purposes hereof such separate meetings shall be called and conducted in the manner as near as may be herein provided for general meetings of the Company and each holder of the respective classes of shares shall have one vote for each such share held by him.

SCHEDULE "5"

Quantified Maintenance Services

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|---|---|-----------------|-----------------|------------------------|------------|----------|
| Pavement Patching and Crack Sealing | Overlay Patch (isolated) | 100J | m2 | 0 | | |
| | Replacement Patch (isolated) | 100K | m2 | 0 | | |
| | Hot-in-place Patch | 100L | m2 | 0 | | |
| | Overlay Patch | 100M | m2 | 61,400 | | |
| | Replacement Patch | 100N | m2 | 5,000 | | |
| | Spray Patch | 100P | m2 | 3,500 | | |
| | Spray Patch (isolated) | 100Q | m2 | 0 | | |
| | crack sealing | 100R | lin m | 18,695 | | |
| Highway Surface Treatment | surface treatment | 110M | m2 | 14,600 | | |
| | surface treatment (isolated) | 110N | m2 | 0 | | |
| Gravel Surface Grading and Re-shaping | gravel surface Grading (Re-shape) | 130P | rd km | 829 | | |
| | gravel surface grading | 130Q | rd km | 1,560 | | |
| Dust Control and Base Stabilization | base sabilization | 140M | rd km | 130 | | |
| | dust control (initial yearly application) | 140P | rd km | 110 | | |
| Highway Surface and Shoulder Gravelling | gravelling - crush (isolated) | 150K | m3 | 0 | | s17, s21 |
| | gravelling - pit run (isolated) | 150L | m3 | 0 | | |
| | gravelling – crush | 150M | m3 | 26,000 | | |
| | graveling - pit run | 150N | m3 | 16,000 | | |
| | Shoulder gravelling (isolated) | 150P | m3 | 0 | | |
| | Shoulder gravelling | 150R | m3 | 500 | | |
| Highway Shoulder Maintenance | Shoulder grading | 160P | sh.km. | 800 | | |
| Road Base Maintenance | road base repair | 170P | m3 | 150 | | |
| Curb, Island and Barrier Maintenance | roadside concrete barriers | 220M | ea | 10 | | |
| | Median concrete barriers | 220N | ea | 10 | | |
| | machine-laid asphalt curb | 220P | lin m | 150 | | |
| | machine-laid concrete curb | 220R | lin m | 35 | | |
| Ditch and Watercourse Maintenance | ditch construction (new) | 250M | lin m | 2,500 | | |
| | ditch maintenance (machine) | 250P | lin m | 25,000 | | |
| | grader ditching | 250Q | lin m | 4,500 | | |
| Drainage Appliance Maintenance | catch basin (metal) | 260K | ea | 4 | | |

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|-------------------------------------|--|-----------------|-----------------|------------------------|------------|-------|
| | catch basin (concrete) | 260L | ea | 0 | | |
| | culvert/Flume install (to 400mm) | 260M | lin m | 160 | | |
| | culvert/Flume install (401mm to 600mm) | 260N | lin m | 60 | | |
| | culvert/flume install (601mm to 1200mm) | 260P | lin m | 10 | | |
| | culvert/Flume install (1201mm to 3000mm) | 260R | lin m | 0 | | |
| | Rip rap Instal (>50kg size) | | m3 | 100 | | |
| Roadside Vegetation Control | mowing (machine) | 350K | sh km | 1,385 | | |
| | mowing (hand cutting) | 350L | m2 | 648 | | |
| | brushing (machine) | 350M | sh km | 144 | | |
| | brushing (hand cutting) | 350N | m2 | 9,000 | | |
| | Danger Tree removal | 350P | ea | 20 | | |
| | overhead brushing | 350R | sh km | 0 | | |
| Roadside Fence Maintenance | chain link (Schedule 1 & 2) | 400P | lin m | 0 | | |
| | barbed wire (Schedule 1 & 2) | 400Q | lin m | 0 | | |
| | page wire (Schedule 1 & 2) | 400R | lin m | 0 | | |
| Sign System Maintenance | delineators | 440K | ea | 10 | | |
| | Sign System install (2 post > 3.2 m2) | 440L | ea | 12 | s17, s21 | |
| | Sign System install (1 post) | 440M | ea | 100 | | |
| | Sign System install (2 post < 3.2 m2) | 440N | ea | 2 | | |
| | Sign (to 1 m2) | 440P | ea | 50 | | |
| | Sign (1 m2 to 3.2 m2) | 440Q | ea | 5 | | |
| | Sign (> 3.2 m2) | 440R | ea | 2 | | |
| | Sign Face Overlay (to 1 m2) | 445P | ea | 0 | | |
| | Sign Face Overlay (1 m2 to 3.2 m2) | 445Q | ea | 0 | | |
| | Sign Face Overlay (> 3.2 m2) | 445R | ea | 0 | | |
| Bridge Deck Maintenance | timber Re-decking (Minor) | 500M | m2 | 567 | | |
| | timber Re-decking (Major) | 500N | m2 | 245 | | |
| | linseed oil/mineral spirit treatment | 500O | m2 | 7,334 | | |
| | concrete Deck repair | 500P | m2 | 280 | | |
| | timber Deck replacement | 500Q | m2 | 200 | | |
| | concrete Deck crack sealing | 500R | lin m | 997 | | |
| Bridge Joint Maintenance | Bridge Joint Armour replacement | 530M | lin m | 120 | | |
| | Bridge Joint seal replacement | 530P | cm2 | 53,410 | | |
| Minor Painting of Bridge Structures | steel surface painting | 570P | m2 | 100 | | |

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|--------------------------------------|---|-----------------|-----------------|------------------------|---------------------|------------------------|
| Concrete Structure Maintenance | steel rail painting | 570Q | lin m | 50 | | |
| | timber rail painting | 570R | lin m | 443 | | |
| | concrete repair | 600P | m2 | 30 | | |
| | epoxy injection | 600Q | cm3 | 3,099 | | |
| Timber Truss Bridge Maintenance | timber Truss member replacement | 620P | ea | 2 | | |
| | timber Truss Rods (drop/replace) | 620Q | ea | 1 | | |
| Timber and Log Structure Maintenance | timber Stringer replacement | 650P | ea | 10 | | |
| | log replacement (stringer/brow log/needle beam) | 650Q | ea | 0 | | |
| | timber Cap replacement | 650R | ea | 1 | | s17, s21 |
| Retaining Structure Maintenance | retaining structure component replacement | 660P | m2 | 14 | | |
| Provisional Sum | | | PS | -- | | |
| Roadside Fence Maintenance | Specialty Fences | 400M | | | | |
| Bridge Bearing Maintenance | Bridge Bearing replacement | 540P | | | | |
| Bridge Piling Maintenance | Bridge Pile replacement | 640M | | | | |
| TOTAL VALUE | | | | | \$ 45,830.64 | \$ 3,342,092.05 |

SCHEDULE "6"

Quality Management System

The Quality Management System ("QMS") will include the necessary processes and procedures to ensure performance of the Services. The processes and procedures will conform to, but are not limited to, the following Service Delivery Requirements:

- Maintenance Specifications;
- Work Identification and Planning;
- Stakeholder Communication;
- Environmental Compliance;
- Site Safety;
- Emergency Response;

Maintenance Specifications

The QMS will include processes and procedures to ensure compliance with the Maintenance Specifications.

Work Identification and Planning

The QMS will include a Work Identification Program which includes the processes to identify, prioritize, plan, schedule, manage, record and monitor completion of the Services.

Stakeholder Communication

The QMS will include processes to ensure that the Contractor:

- responds in a timely and appropriate manner to public complaints and requests;
- consults with local stakeholders including local industries (forestry, mining, oil and gas), the RCMP, local police authorities, local and regional governments, key commuters, transit authorities and school buses in order to take their needs into consideration when planning the delivery of Services;
- ensures optimum and proactive delivery of Services to local stakeholders whenever possible;
- prepares and releases traffic advisories approved by the Province, when Highway closures and/or lane closures occur or when weather conditions are unsafe or have the potential to become unsafe for Highway users;

- publishes names and telephone numbers of key Contractor personnel for local Highway users, police, emergency response services and other appropriate agencies; and
- provides a 24hour / 7 days per week toll free telephone service to receive and respond to reports of and requests for local and adjoining Service Area road conditions, potential or existing Highway hazards or other comments or concerns for Highway users, regulatory agencies, police and the Province.

Environmental Compliance

The QMS will include processes to ensure compliance with all environmental laws and regulations including obtaining all necessary permits, licences and authorities necessary in connection with the Services. This includes, but is not limited to, developing a Salt Management Plan and using best practices as described in the Transportation Association of Canada's (TAC) Salt Management Guide as required by Environment Canada under the Codes of Practice for the Environmental Management of Road Salts.

Site Safety

The QMS will include processes to ensure compliance with the responsibilities of a 'Prime Contractor' as defined in the Workers Compensation Act R.S.B.C. 1996 c.492; and as such, will comply with this Act and related regulations.

Emergency Response

The QMS will include processes to ensure the Contractor's staff contact information is available to the Ministry, local governments and emergency service providers and that notification will take place that may be required to respond to any and all emergencies, including but not limited to:

- earthquakes
- floods
- avalanches
- rock/landslides
- extended winter storms
- toxic spills

The QMS will include processes to ensure that the Contractor:

- trains its employees in procedures related to response/recovery and other types of emergency training as required by the Province;
- cooperates with the Province and other agencies when responding to emergencies; and
- completes all necessary paperwork and provides all necessary documentation and records (inclusive of taking photographs at emergency sites), as may be required by the Province or other agencies.

SCHEDULE "7"

Provider License

PART 1

1. In this Provider License,
 - (a) **"Provider License Fee"** means the sum that is equal to the aggregate of the monthly fees established for each repeater and for the control console set out in Part 2 of this Provider License, multiplied by the applicable number of months during a Contract Year, as those fees may be adjusted by the Province in accordance with this Agreement; and
 - (b) **"Provider System"** means
 - (i) the mountain-top radio equipment, control console equipment, telecommunications circuits, satellite back-up systems, and control room operating staff provided by the Province; and
 - (ii) the repeaters listed in Appendix "A" to this Provider License, as it may be modified or replaced by the Province, in the sole discretion of the Province, from time to time, by written notice to the Contractor.
2. The Province will provide the Provider System to the Contractor for the use of the Contractor in performing the Services on the terms and conditions set out in this Provider License.
3. The Contractor will use the Provider System solely for the purposes of performing the Services.
4. Any radio equipment owned by the Contractor and which may be used on the Provider System shall be approved by the Minister before being used on the Provider System.
5. Pursuant to section 4 of this Provider License the Contractor will take all reasonable means to repair faulty radio equipment not owned by the Province which detrimentally affects the normal operation of the Provider System and, if as a result of the Contractor's failure to perform its obligations under this section, work is undertaken by the Province to correct these faults, the value of such work will be charged to the Contractor in accordance with the rates described in subsection 10 of this Provider License.
6. The Provider System will at all times remain the property of the Province.
7. The Contractor will not cause or permit any maintenance, repairs, modifications or other work on the Provider System, except by a person or persons as directed by the Minister from time to time or with the prior written consent of the Minister.
8. The Province will, at the Province's expense, provide routine maintenance of the Provider System as the Minister in the Minister's sole discretion may consider necessary from time to time.

9. The Province may replace the Provider System or any part of the Provider System which the Minister determines, in the Minister's sole discretion, has exceeded its useful life expectancy.
10. The Contractor will, on demand, pay to the Province for maintenance provided by the Province, in the sole discretion of the Province, to radio and related equipment not included in the Provider System at \$70.00 per hour for labour, and materials at cost plus 10%, (Overtime charges will be calculated using the same overtime factors and conditions set out in the British Columbia Government Employee's Union Master Agreement) plus applicable taxes, and any applicable shipping and handling charges incurred by the Province.
11. In the event that the Provider System or any part of the Provider System is lost, stolen, damaged, destroyed, not working, disabled, or otherwise fails, the Contractor will, forthwith, upon becoming aware of the failure, disablement, loss, theft, damage, or destruction, send written notice to the Province concerning the loss, theft, damage, destruction, disablement, or failure, and the Province will, within a reasonable time after receiving this notice from the Contractor, arrange for repairs to be made to the Provider System or any part of the Provider System or for replacement of the Provider System or any part of the Provider System, as the case may be.
12. The Contractor will ensure that all of its personnel operating radio equipment through the Provider System are licensed to operate mobile radio equipment by Industry Canada.
13. The Contractor will use radios on the Provider System which have the following specifications:
 - Operating frequency 142-150Mhz
 - Maximum power output of SOW
 - Sub audible tone capable (CTCSS)
 - Narrow band channel spacing
 - Minimum of 24 channels
 - 12 button DTMF key pad
 - Transmitter time-out timer
 - Type approval from Industry Canada

PART 2

Fees

- 14. The Contractor will pay to the Province for each Contract Year of the Term the Provider License Fee, by paying on the first Working Day of each Contract Month the sum equal to the aggregate of the monthly fee rates set out in section 17 of this Provider License multiplied by the applicable number of repeaters and of control consoles, as the case may be.
- 15. The monthly fees for use of the Provider System subsequent to the First Contract Year may be adjusted by the Province, in its sole discretion, annually, by written notice to the Contractor.
- 16. All fees required to be paid by the Contractor to the Province under this Provider License are exclusive of applicable taxes.
- 17. The Provider License Fee for each Contract Year will be based on the monthly fee rates established for each repeater and each control console subject to this Provider License as specified in Appendix A of this section set out below, as those fees may be adjusted by the Province in accordance with the terms of the Agreement.

| <u>Description</u> | <u>Monthly Fee Rate</u> |
|---------------------------|---|
| Repeater | \$800.00 (for each repeater listed in Appendix "A" of this Schedule) |
| Control Console | \$800.00 |

APPENDIX "A" TO THE PROVIDER LICENSE

Repeaters

Savona
Baldy
Hagen
Domes

SCHEDULE "8"

Service Area

All those lands lying within the heavy black line shown on the map attached as Exhibit "A" and described in Exhibit "B".

EXHIBIT "A" (TO SCHEDULE "8")

Service Area Map

Service Area Boundary Map

Service Area 15 Thompson

LEGEND

- Towns
- Roads
- ▭ Service Area Boundary
- ▭ Land Area

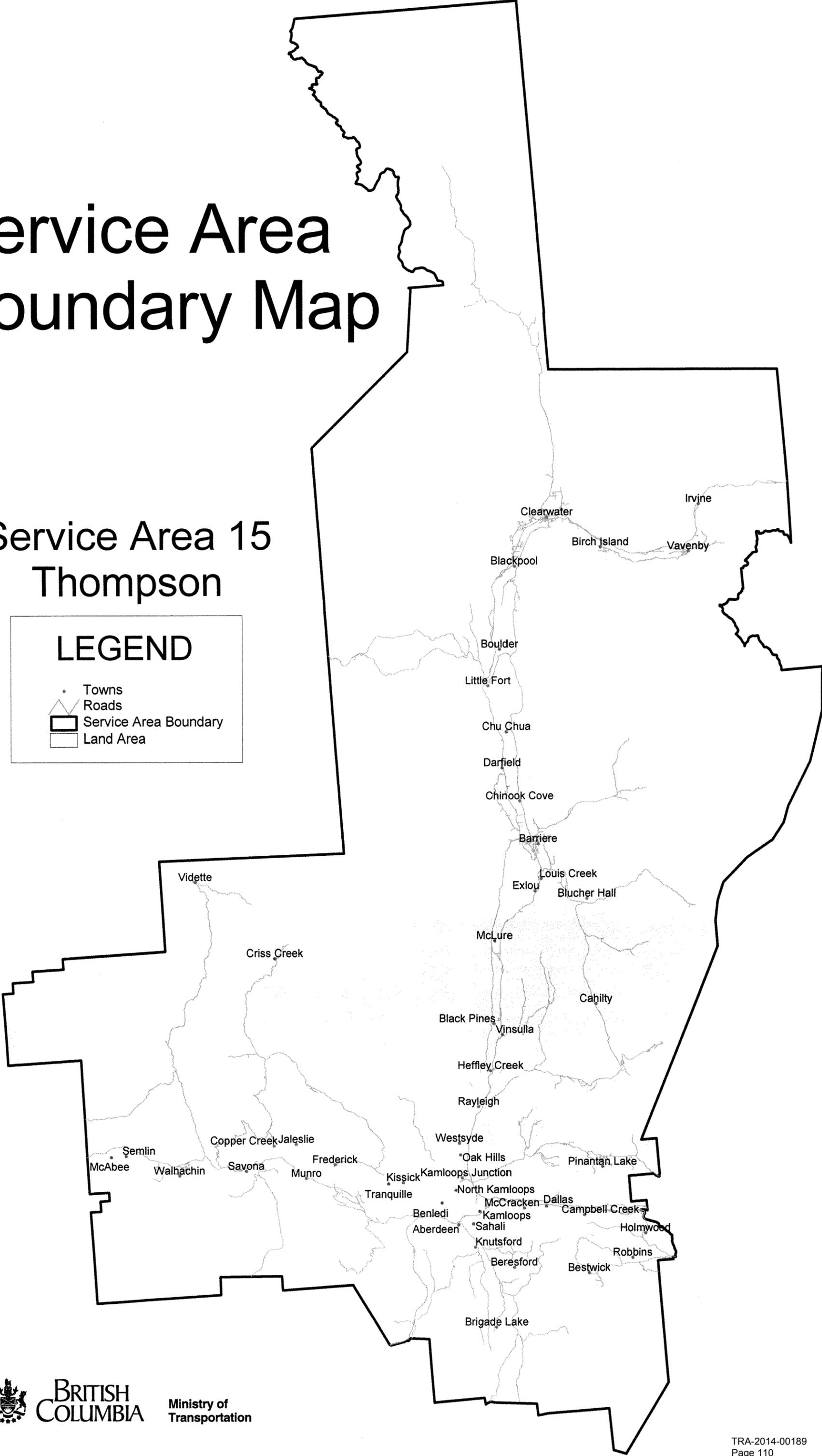


EXHIBIT B
METES & BOUNDS DESCRIPTION

Service Area 15, Thompson

Commencing at the northeast corner of District Lot 4424, Kamloops Division of Yale District; thence in a northeasterly direction to the southwest corner of Township 17, Range 14, West of the 6th Meridian; thence North along the Range boundary to the northeast corner of Twp.18, Rge.15, W6M; thence East along the South boundary of Twp.19, Rge.154, W6M, to DL 442; thence North and East along the boundary of DL 442 to the West boundary of Highway 97, Plan H83; thence northeasterly to the intersection of Highway 97 and Barnhartvale Road, thence in a northwesterly direction following the West edge of Highway 97 to the intersection of Highway 97 southbound and the Trans Canada; thence East along the South edge of the Trans Canada eastbound to the West abutment of the Rte 97 overpass, northwesterly along the West edge of the Rte 97 northbound overpass, and West along the North edge of the Trans Canada westbound to its intersection Rte 97 N/B; thence easterly to the North boundary of Plan H73; thence easterly along the North boundary of Plan H73 to the East boundary of Twp.19, Rge.15, W6M; thence North to the northeast quarter of Section 35, Twp.19, Rge.15, W6M; thence North along the Quarter-Section line to the northwest corner of the southeast quarter of Section 14, Twp.19, Rge.15, W6M; thence East along the Quarter-Section line of Section 13, Twp.20, Rge.15, W6M, and Sections 18 and 17, Twp.20, Rge.14, W6M to intersect with the Pinantan-Pritchard Road; thence southeasterly along the southwest boundary of the Pinantan-Pritchard Road to intersect with McNulty Road; thence northeasterly along the northwest boundary of McNulty Road until it intersects with the West boundary of the southeast quarter of Section 17, Twp.20, Rge.14, W6M; thence northerly along the Quarter-Section line to the northeast corner of the northwest quarter of Section 32, Twp.20, Rge.14, W6M; thence westerly to the northeast corner of Section 36, Twp.20, Rge.15, W6M; thence in a northeasterly direction through the northwest corner of Twp.22, Rge.13, W6M to a point in the middle of Adams Lake, thence following the centreline of Adams Lake North to a point on the Universal Transverse Mercator Grid (UTMG Zone 11 co-ordinates 330600E, 5697400N); thence West to the common boundary of the Adams Provincial Forest and the Barriere Provincial Forest; thence, generally northerly and easterly, along said common boundary to the junction of the Adams, Barriers and Raft Provincial Forests; thence, generally northerly and easterly, along the common boundary of the Adams and Raft Provincial Forests to a point on said boundary (UTMG Zone 11 co-ordinates 328500E, 5716900N); thence northerly through the northeast corner of District Lot 2955, KDYD and along the easterly boundary of District Lot 3885, KDYD to a point on the UTMG Zone 11 Northing Line 5746000 metres; thence westerly to Moil Creek, thence westerly along Moil Creek being the South boundary of Wells Gray Park. To the easterly boundary of Wells Park, being UTM Grid Ref.0655, 4950 map 92P northeast; thence northerly to a point on the Wells Gray Boundary which is 775 metres +/- North and 615 metres +/- East of the southeast corner of DL 2893. Thence northerly along the West boundary of District Lots 3492, 3493, 3997, 3507, 3508, 3998, extending North to an intersection point due East of the northeast corner of DL 2775, being a point in Azure Lake; thence westerly to the North Boundary 2775 and westerly again to a point of intersection on the Kamloops Yale Land District and Cariboo Land District Boundary. Thence southerly, easterly and westerly along said boundary to a point on said boundary (UTMG 684200E, 5763280N). thence South to a point on the South shore of Mahood Lake (UTMG 684200E, 5756300N); thence southerly to a point of the North Boundary of the North Nehalliston Provincial Forest (UTMG 684200E, 5753400N); thence in a southwesterly direction to the southeast corner of District Lot 8424. Lillooet Land District; thence South along the common boundary of the Kamloops Division of Yale Land District and the Lillooet Land District to its

intersection with UTMG Zone 10 Northing Line 5674000 metres; thence West along said Grid Line approximately 29.37 kilometres to a point (UTMG 641200E, 5674000N); thence South to the common boundary of the Kamloops Division of Yale Land District and the Lillooet Land District; thence westerly and southerly along said Land District boundary to a point due North of the northeast corner of Twp.23 Rge.24, W6M; thence South along the Eastern boundary of said Twp.23, Rge.24, to its southeast corner; thence East to the northwest corner of Twp.22, Rge.23, W6M; thence South to the northwest corner of Section 30, Twp.20, Rge.23, W6M; thence East to the northeast corner of Section 29, Twp.20, Rge.23, W6M; thence South and West along the boundaries of Section 29, Twp.20, Rge.23, W6M to the northeast corner of Section 19, Twp.20, Rge.23, W6M; thence South and West along the boundaries of Section 19, Twp.20 to its southwest corner; thence South to the southeast corner of Twp.19, Rge.24, W6M; thence East along the Range boundary to the southeast corner of Twp.19, Rge.22, W6M; thence North approximately 2.5 kilometres to a point on the East boundary of Twp.19, Rge.22 (UTMG 647930E, 5607600N); thence easterly to a point on the West boundary of Twp.19, Rge.20, W6M being approximately UTMG Zone 10 657650E, 5607330N; thence South to the southwest corner of Twp.19, Rge.20; thence South to the southwest corner of Twp.19, Rge.20; thence East to the southeast corner of Twp.19, Rge.20; thence in a southeasterly direction to the intersection of Meadow Creek Road and the on/off-ramps to Hwy 5 southbound; thence southeast following the North edge of the Walloper Underpass to the intersection of Meadow Creek Road and the on/off-ramps to Hwy 5 northbound; thence generally in a northeasterly direction, following the North boundary of the Meadow Creek Road to its junction with the Lac Le Jeune Road; thence East to a point 500 metres North of the South boundary of Twp.18, Rge.18, W6M (UTMG 680600E, 5596300N); thence South to a point on the South boundary of Twp.17, Rge.18, W6M (UTMG 680980E, 5586140N); thence East to a southeast corner of Twp.17, Rge.18, W6M; thence South to a point on the Eastern boundary of Section 36, Twp.16, Rge.18 (UTMG 689110E, 5585480N); thence northeasterly across Hwy 5A 130m North of the intersection of Hwy 5A and Old Kamloops Road; thence southeasterly to the northeast corner of District Lot 4268, KDYD; thence South to a point (UTMG 697350E, 5583400N); thence East along the North boundary of District Lot 4264, KDYD to the southeast corner of Section 28, Twp.16, Rge.16, W6M; thence East to the northeast corner of Section 24, Twp.16, Rge.16, W6M; thence South along the project of the Range Line to a point (UTMG 709060E, 5577300N); thence in a southeasterly direction to the northeast corner of District Lot 4424, KDYD at the Point of commencement.

EXHIBIT "B" (TO SCHEDULE "8")

Metes And Bounds Description

SCHEDULE "9"

(Left Intentionally Blank)

SCHEDULE "10"

Cost Schedule

PART 1

1. The cumulative net change in the Daily Cost or Revised Daily Cost, as the case may be, as a result of a notice under section 6.1 of this Agreement will be determined by:
 - (a) the formula set out in section 2 of this Schedule if the change is an addition or deletion of Highways;
 - (b) the formula set out in section 3 of this Schedule if the change is a change in classification of Highways; and
 - (c) where the Highways being added, deleted or changed in classification consist of more than one Summer Class of Highways, more than one Winter Class of Highways, or more than one rest area class, the applicable formula set out in section 2 or 3 of this Schedule will be applied separately to each portion of such Highways consisting of a single Summer Class of Highways, Winter Class of Highways or rest area class, as the case may be, as if each such portion were the only portion of the Highways being added, deleted or changed in classification and then the results will be aggregated.
2. The formula for calculating the change in Daily Cost or Revised Daily Cost, as the case may be, resulting from an addition or deletion of Highways is:

$$\frac{(A \times B + C \times D) \times F + G}{E}$$

where the capital letters in this formula have the following meanings:

- "A" equals the summer daily rate applicable to the Highways being added or deleted as specified in section 4 of this Schedule;
- "B" equals the number of Summer Season days remaining in the Contract Year as of the effective date of the addition or deletion;
- "C" equals the winter daily rate applicable to the Highways being added or deleted as specified in section 4 of this Schedule;
- "D" equals the number of Winter Season days remaining in the Contract Year as of the effective date of the addition or deletion;
- "E" equals the number of days remaining in the Contract Year as of the effective date of the addition or deletion;
- "F" equals the number of lane kilometres of Highways being added or deleted;

- "G"** equals the aggregate of
- (1) the number of rest areas of each class being added or deleted multiplied by their respective daily rates as specified in section 4 of this Schedule, and
 - (2) the number of square metres of bridge deck being added or deleted multiplied by the daily rate per square metre as specified in section 4 of this Schedule.
3. The formula for calculating the change in Daily Cost or Revised Daily Cost, as the case may be, resulting from a change in classification of Highway or the change of class of a rest area is:

$$\frac{[(A - B) \times C + (D - E) \times F] \times H + (J - K)}{G}$$

where the capital letters in this formula have the following meanings:

- "A"** equals the summer daily rate applicable to the Highways being changed in classification after the change in classification as specified in section 4 of this Schedule;
- "B"** equals the summer daily rate applicable to the Highways being changed in classification prior to the change in classification as specified in section 4 of this Schedule;
- "C"** equals the number of Summer Season days remaining in the Contract Year as of the effective date of the change in classification;
- "D"** equals the winter daily rate applicable to the Highways being changed in classification after the change in classification as specified in section 4 of this Schedule;
- "E"** equals the winter daily rate applicable to the Highways being changed in classification prior to the change in classification as specified in section 4 of this Schedule;
- "F"** equals the number of Winter Season days remaining in the Contract Year as of the effective date of the change in classification;
- "G"** equals the number of the days remaining in the Contract Year as of the effective date of the change in classification;
- "H"** equals the number of lane kilometres of Highways being changed in classification;
- "J"** equals the number of rest areas of each rest area class multiplied by their respective daily rates after a change in rest area class as specified in section 4 of this Schedule;
- "K"** equals the number of rest areas of each rest area class multiplied by their respective daily rates before a change in rest area class as specified in section 4 of this Schedule.

4. The following daily rates and definitions apply for the purposes of this Schedule:

| <u>Summer Class</u> | <u>Yearly Rate (per Lane Km)</u> | <u>Summer Daily Rate (per Lane Km) (Yearly Rate Divided by the Number of Summer Season Days Yearly)</u> | <u>Winter Class</u> | <u>Yearly Rate (per Lane Km)</u> | <u>Winter Daily Rate (per Lane Km) (Yearly Rate Divided by the Number of Winter Season Days Yearly)</u> |
|---------------------|----------------------------------|---|---------------------|----------------------------------|---|
| 1 | | | A | | |
| 2 | | | B | | |
| 3 | | | C | s17, s21 | |
| 4 | s17, s21 | | D | | |
| 5 | | | E | | |
| 6 | | | | | |
| 7 | | | | | |

"Summer Season" is between **Mar 16th** and **Oct 14th** is equal to **213** days yearly.

"Winter Season" is between **Oct 15th** and **Mar 15th** and is equal to **152** days yearly.

| | <u>Daily Rate</u> | <u>Unit</u> |
|--------------|-------------------|--------------|
| Rest Area: | | |
| Class A | | each |
| Class B | s17, s21 | each |
| Class C | | each |
| Bridge Deck: | | square metre |

The use of Summer Daily Rate and Winter Daily Rate in this Schedule is restricted to these calculations and will not be used for any other purpose under this Agreement.

PART 2

5. The Revised Daily Cost determined from time to time under subsection 6.3(b) of this Agreement will be the aggregate of:
- (a) the Daily Cost, and
 - (b) the total net change in Daily Cost calculated under Part 1 of this Schedule

all as determined by the Minister.

PART 3

6. This Schedule applies only to a change made during the First Contract Year as a result of a notice under section 6.1 of this Agreement.

SCHEDULE "11"

Highways

Report 2-3 Lane Length Summer Class -- by Managerial Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Summer Class 1 Length | Summer Class 2 Length | Summer Class 3 Length | Summer Class 4 Length | Summer Class 5 Length | Summer Class 6 Length | Summer Class 7 Length | Summer Class 8 Length | Summer Class 1-8 Length | Summer Class 1-7 Length |
|-----|----------|---------|---------------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| A | @ | 00001E | TRANS-CANADA EASTBND | 51.765 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 51.765 | 51.765 |
| A | @ | 00001W | TRANS-CANADA WESTBND | 63.953 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 63.953 | 63.953 |
| A | @ | 00005K | YELLOWHEAD South Bnd | 14.915 | 37.902 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 52.817 | 52.817 |
| A | @ | 00005Y | YELLOWHEAD North Bnd | 14.612 | 47.180 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 61.792 | 61.792 |
| A | @ | 00368E | HWY #5A EB1E ON RAMP | 0.390 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.390 | 0.390 |
| A | @ | 00368N | HWY #5A WB1W OFF RMP | 0.494 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.494 | 0.494 |
| A | @ | 00369E | COLUMBA EB1E OFF RMP | 1.513 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.513 | 1.513 |
| A | @ | 00369W | COLUMBA WB1W ON RAMP | 1.070 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.070 | 1.070 |
| A | @ | 00370E | SUMIT DR EB1E ON RMP | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 |
| A | @ | 00370W | SUMIT DR WB1W OFF RP | 0.572 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.572 | 0.572 |
| A | @ | 00372S | RUNAWAY LANE TCH #1E | 0.100 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.080 | 0.000 | 0.180 | 0.180 |
| A | @ | 00374N | YELLOWHD WB1W OFF RMP | 0.145 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.145 | 0.145 |
| A | @ | 00375E | VLYVW DR EB1E ON RMP | 0.332 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.332 | 0.332 |
| A | @ | 00375K | VALLEYVIEW DRIVE WB | 1.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.250 | 1.250 |
| A | @ | 00375N | VLYVW DR WB1W OFF RP | 0.425 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.425 | 0.425 |
| A | @ | 00375V | VALLEYVIEW DRIVE EB | 1.356 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.356 | 1.356 |
| A | @ | 00375W | VLYVW DR WB1W ON RMP | 0.137 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.137 | 0.137 |
| A | @ | 00383N | KIPP RD WB1W OFF RMP | 0.330 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.330 | 0.330 |
| A | @ | 00383W | KIPP RD WB1W ON RAMP | 0.290 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.290 | 0.290 |
| A | @ | 00386E | On ramp from Kokanee Way to Rte 1 E/E | 0.839 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.839 | 0.839 |
| A | @ | 00386S | Off Ramp from Rte 1E/B to Kokanee Wa | 0.803 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.803 | 0.803 |
| A | @ | 00388N | Off ramp from Rte 1 W/B to Kokanee Wa | 0.662 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.662 | 0.662 |
| A | @ | 00388W | On ramp from Kokanee Way to Rte 1 W/W | 1.071 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.071 | 1.071 |
| A | @ | 00392E | LAFARGE EB1E ON RAMP | 0.494 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.494 | 0.494 |
| A | @ | 00392N | LAFARGE WB1W OFF RMP | 0.413 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.413 | 0.413 |
| A | @ | 00392S | LAFARGE EB1E OFF RMP | 0.458 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.458 | 0.458 |
| A | @ | 00392W | LAFARGE WB1W ON RAMP | 0.483 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.483 | 0.483 |
| A | @ | 00501E | VLYVW DR SB5K OFF RP | 0.217 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.217 | 0.217 |
| A | @ | 00501W | BATL ST WB501E OFFRP | 0.100 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.100 | 0.100 |
| A | @ | 00560 | ALPINE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.534 | 0.000 | 0.000 | 0.534 | 0.534 |
| A | @ | 00685 | BARNHARTVALE ROAD | 0.000 | 0.000 | 0.000 | 32.006 | 1.430 | 0.000 | 0.000 | 0.000 | 33.436 | 33.436 |
| A | @ | 00739 | BEAR ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 00782 | BERESFORD ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 3.459 | 3.959 | 0.500 |
| A | @ | 00823 | BIRD LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 00867 | BLUE JAY LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 00918 | BOSTOCK ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.360 | 0.000 | 0.000 | 0.360 | 0.360 |
| A | @ | 00927 | BOTTA ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.716 | 3.642 | 4.358 | 0.716 |
| A | @ | 01015 | Burfield Dr. | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.510 | 0.000 | 0.000 | 1.510 | 1.510 |
| A | @ | 01030 | CAHILTY CRES | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.474 | 0.000 | 0.000 | 1.474 | 1.474 |

Report 2-3 Lane Length Summer Class -- by Managerial Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Summer Class 1 Length | Summer Class 2 Length | Summer Class 3 Length | Summer Class 4 Length | Summer Class 5 Length | Summer Class 6 Length | Summer Class 7 Length | Summer Class 8 Length | Summer Class 1-8 Length | Summer Class 1-7 Length |
|-----|----------|---------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| A | @ | 01032 | CAHILTY PLACE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.322 | 0.000 | 0.000 | 0.322 | 0.322 |
| A | @ | 01033 | CAHILTY ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.224 | 0.000 | 0.100 | 1.324 | 1.224 |
| A | @ | 01069 | CAMPBELL CREEK ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 7.936 | 22.994 | 0.000 | 0.000 | 30.930 | 30.930 |
| A | @ | 01073 | CAMPBELL MEADOWS RD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.206 | 0.000 | 0.850 | 3.056 | 2.206 |
| A | @ | 01075 | CAMPBELL RANGE ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 28.240 | 0.000 | 0.000 | 28.240 | 28.240 |
| A | @ | 01150 | CHIEF LOUIS WAY | 0.000 | 0.000 | 0.000 | 0.000 | 5.701 | 0.000 | 0.000 | 0.000 | 5.701 | 5.701 |
| A | @ | 01244 | COLD CREEK ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 4.498 | 12.700 | 1.112 | 9.175 | 27.485 | 18.310 |
| A | @ | 01297 | COSTER ADAMS ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.288 | 12.536 | 12.824 | 0.288 |
| A | @ | 01342 | CRIDGE ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.204 | 0.000 | 0.000 | 0.204 | 0.204 |
| A | @ | 01386 | Dallas Drive | 0.000 | 0.000 | 3.472 | 0.000 | 13.597 | 0.000 | 0.000 | 0.000 | 17.069 | 17.069 |
| A | @ | 01405 | DAVIDSON ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.800 | 0.000 | 1.800 | 1.800 |
| A | @ | 01463 | DELEEUEW ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 9.174 | 2.126 | 0.000 | 11.300 | 11.300 |
| A | @ | 01472 | DEMARNI ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.840 | 1.325 | 2.165 | 0.840 |
| A | @ | 01481 | DEMERS ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.500 |
| A | @ | 01595 | DOYLE DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.202 | 0.000 | 0.000 | 0.202 | 0.202 |
| A | @ | 01596 | DOYLE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.014 | 0.000 | 0.000 | 1.014 | 1.014 |
| A | @ | 01633 | DUNCAN ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.788 | 0.000 | 0.000 | 0.788 | 0.788 |
| A | @ | 01660 | DURANGO DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.586 | 0.000 | 0.000 | 2.586 | 2.586 |
| A | @ | 01791 | FINLAY DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.214 | 0.000 | 0.214 | 0.214 |
| A | @ | 01792 | FINLAY PLACE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.130 | 0.000 | 0.000 | 0.130 | 0.130 |
| A | @ | 01793 | FINLAY ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 12.262 | 0.000 | 0.000 | 12.262 | 12.262 |
| A | @ | 01799 | FISHER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.266 | 0.000 | 0.180 | 0.446 | 0.266 |
| A | @ | 01805 | FLEET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.222 | 0.000 | 0.000 | 0.222 | 0.222 |
| A | @ | 01970 | GEORGIA ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.000 | 0.200 | 0.200 |
| A | @ | 02015 | GOLDEN HORN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.374 | 0.874 | 0.000 | 2.248 | 2.248 |
| A | @ | 02051 | GOSSET ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.160 | 0.000 | 0.160 | 0.160 |
| A | @ | 02057 | GOULD ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.080 | 0.000 | 0.000 | 0.080 | 0.080 |
| A | @ | 02060 | GOWAN ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.402 | 0.899 | 3.301 | 2.402 |
| A | @ | 02121 | GULL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 02153 | HALE-VINNIE ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.270 | 2.788 | 1.746 | 6.804 | 5.058 |
| A | @ | 02236 | HARPER RANCH ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.134 | 0.000 | 0.000 | 4.134 | 4.134 |
| A | @ | 02238 | HARPER MOUNTAIN ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 10.954 | 0.000 | 10.954 | 10.954 |
| A | @ | 02240 | HARPER RN-PN ROAD | 0.000 | 0.000 | 0.000 | 1.558 | 0.230 | 1.235 | 4.960 | 11.183 | 19.166 | 7.983 |
| A | @ | 02291 | HEFFLEY CK DUMP ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.482 | 0.000 | 0.000 | 1.482 | 1.482 |
| A | @ | 02293 | HEFFLEY LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.532 | 0.000 | 0.000 | 2.532 | 2.532 |
| A | @ | 02296 | HEFFLEY-LOUIS CREEK | 0.000 | 0.000 | 46.108 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 46.108 | 46.108 |
| A | @ | 02321 | HENDERSON ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.986 | 0.000 | 0.238 | 1.224 | 0.986 |
| A | @ | 02330 | HIDDEN VALE RANCH RD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.006 | 0.000 | 2.006 | 2.006 |
| A | @ | 02376 | HILLTOP | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 |

Report 2-3 Lane Length Summer Class -- by Managerial Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Summer Class 1 Length | Summer Class 2 Length | Summer Class 3 Length | Summer Class 4 Length | Summer Class 5 Length | Summer Class 6 Length | Summer Class 7 Length | Summer Class 8 Length | Summer Class 1-8 Length | Summer Class 1-7 Length |
|-----|----------|---------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| A | @ | 02387 | HINES ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.642 | 0.060 | 0.000 | 0.702 | 0.702 |
| A | @ | 02404 | HOLBROOK PLACE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.000 | 0.000 | 0.200 | 0.200 |
| A | @ | 02405 | HOLBROOK RD | 0.000 | 0.000 | 0.000 | 0.000 | 2.512 | 0.000 | 0.000 | 0.000 | 2.512 | 2.512 |
| A | @ | 02423 | HOLMWOOD-ROBBINS RNG | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 8.000 | 8.000 | 0.000 |
| A | @ | 02439 | HOOK ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.692 | 0.000 | 1.692 | 1.692 |
| A | @ | 02439G | Hook EBound Off Ramp | 0.572 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.572 | 0.572 |
| A | @ | 02439H | Hook EBOUND ON RANP | 0.587 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.587 | 0.587 |
| A | @ | 02439I | HOOK WBOUND OFF RAMP | 0.471 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.471 | 0.471 |
| A | @ | 02439J | HOOK WBOUND ON RAMP | 0.616 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.616 | 0.616 |
| A | @ | 02450 | HORNE ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.410 | 2.410 | 0.000 |
| A | @ | 02486 | HYAS LAKE ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 7.354 | 0.000 | 0.000 | 7.354 | 7.354 |
| A | @ | 02547 | JARDINE ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.806 | 0.000 | 0.000 | 0.806 | 0.806 |
| A | @ | 02549 | JARVIS BLAIR ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.400 | 2.400 | 0.000 |
| A | @ | 02600 | JUNCTION ROAD | 0.000 | 0.000 | 0.000 | 1.491 | 0.000 | 0.000 | 0.000 | 0.000 | 1.491 | 1.491 |
| A | @ | 02647 | KEEL PLACE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.264 | 0.000 | 0.000 | 0.264 | 0.264 |
| A | @ | 02658 | KELSEY ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 02705 | KINNEAR ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.200 | 3.200 | 0.000 |
| A | @ | 02739 | KNOUFF LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 29.628 | 0.000 | 13.040 | 0.000 | 42.668 | 42.668 |
| A | @ | 02803 | LAKE BAY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.264 | 0.000 | 0.000 | 4.264 | 4.264 |
| A | @ | 02809 | LAKESHORE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.314 | 0.000 | 0.000 | 2.314 | 2.314 |
| A | @ | 02817 | LAKEVIEW DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.330 | 0.000 | 0.000 | 1.330 | 1.330 |
| A | @ | 02872 | LEESON-BLEEKER ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 9.600 | 0.000 | 9.600 | 9.600 |
| A | @ | 02969 | LOMA ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.372 | 0.000 | 0.372 | 0.372 |
| A | @ | 03009 | LOWER HEFFLEY LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.460 | 0.000 | 0.000 | 1.460 | 1.460 |
| A | @ | 03010 | LUTE ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.642 | 0.000 | 0.642 | 0.642 |
| A | @ | 03063 | McCREIGHT LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 03065 | MCCREIGHT RD | 0.000 | 0.000 | 0.000 | 0.000 | 1.746 | 0.000 | 0.000 | 0.000 | 1.746 | 1.746 |
| A | @ | 03074 | MCCULLY ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.256 | 0.000 | 0.256 | 0.256 |
| A | @ | 03101 | McGILLIVRAY CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.044 | 0.000 | 2.044 | 2.044 |
| A | @ | 03119 | MCGREGOR RD | 0.000 | 0.000 | 0.000 | 0.000 | 1.218 | 0.000 | 0.000 | 0.000 | 1.218 | 1.218 |
| A | @ | 03191 | MCTAVISH RD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.970 | 0.000 | 0.000 | 0.970 | 0.970 |
| A | @ | 03209 | MALLARD ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.564 | 0.000 | 0.046 | 0.610 | 0.564 |
| A | @ | 03231 | MAQUINNA RD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.362 | 0.000 | 0.000 | 0.362 | 0.362 |
| A | @ | 03259 | MARTINSON ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.800 | 4.800 | 0.000 |
| A | @ | 03297 | MEADOW LARK ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.488 | 0.000 | 0.488 | 0.488 |
| A | @ | 03318 | MINER ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 03347 | MONTE CREEK ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.882 | 0.000 | 0.000 | 1.882 | 1.882 |
| A | @ | 03349 | MONTY CR-PINANTAN RD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 5.400 | 0.000 | 1.300 | 6.700 | 5.400 |
| A | @ | 03358 | MOORE-RICHARDSON RD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.766 | 0.000 | 3.577 | 7.343 | 3.766 |

Report 2-3 Lane Length Summer Class -- by Managerial Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Summer Class 1 Length | Summer Class 2 Length | Summer Class 3 Length | Summer Class 4 Length | Summer Class 5 Length | Summer Class 6 Length | Summer Class 7 Length | Summer Class 8 Length | Summer Class 1-8 Length | Summer Class 1-7 Length |
|-----|----------|---------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| A | @ | 03389 | MOUNT LOLO ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 9.082 | 2.490 | 0.000 | 11.572 | 11.572 |
| A | @ | 03393 | MOUNT PAUL WAY | 0.000 | 3.519 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.519 | 3.519 |
| A | @ | 03530E | N. THOMPSON RV.EAST | 5.995 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 5.995 | 5.995 |
| A | @ | 03530W | N.THOMPSON RIV CON W | 4.314 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.314 | 4.314 |
| A | @ | 03535 | OAR ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.100 | 0.100 | 0.000 |
| A | @ | 03552 | OLD FERRY ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.712 | 0.000 | 0.000 | 1.712 | 1.712 |
| A | @ | 03599 | ORTON ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.220 | 0.000 | 0.000 | 1.220 | 1.220 |
| A | @ | 03622 | PALMER FORSYTH | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 12.840 | 0.000 | 0.000 | 12.840 | 12.840 |
| A | @ | 03631 | PARADISE RD | 0.000 | 0.000 | 0.000 | 0.000 | 2.316 | 0.000 | 0.000 | 0.000 | 2.316 | 2.316 |
| A | @ | 03635 | PARADISE LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 03688 | PAUL LAKE ROAD | 0.000 | 0.000 | 34.761 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 34.761 | 34.761 |
| A | @ | 03689 | PAUL LAKE DUMP ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.296 | 0.000 | 4.296 | 4.296 |
| A | @ | 03713 | PERCH | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 03748 | PINANTAN-PRITCHARD | 0.000 | 0.000 | 26.922 | 0.000 | 20.612 | 0.000 | 0.000 | 0.000 | 47.534 | 47.534 |
| A | @ | 03753 | PINE LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 03778 | PINTAIL ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.426 | 0.000 | 0.014 | 0.440 | 0.426 |
| A | @ | 03780 | PIVA ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.404 | 0.000 | 0.000 | 2.404 | 2.404 |
| A | @ | 03814 | POWELL ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 2.536 | 1.046 | 0.000 | 0.000 | 3.582 | 3.582 |
| A | @ | 03981 | RICHIE LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 04022 | RIVER HEIGHTS DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.082 | 0.000 | 0.000 | 2.082 | 2.082 |
| A | @ | 04057 | RIVER VISTA DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.256 | 0.000 | 0.000 | 1.256 | 1.256 |
| A | @ | 04066 | ROBBINS CREEK ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 8.036 | 0.000 | 0.000 | 8.036 | 8.036 |
| A | @ | 04070 | ROBBINS RANGE ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 36.676 | 0.000 | 0.000 | 36.676 | 36.676 |
| A | @ | 04088 | ROCHE LAKE ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 22.776 | 0.000 | 0.000 | 0.000 | 22.776 | 22.776 |
| A | @ | 04097 | ROCKFACE ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.420 | 0.000 | 0.420 | 0.420 |
| A | @ | 04100 | RONLYN COURT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.826 | 0.000 | 0.000 | 0.826 | 0.826 |
| A | @ | 04124 | ROSE HILL ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 11.842 | 0.000 | 0.000 | 11.842 | 11.842 |
| A | @ | 04303 | SALISH ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.824 | 0.000 | 0.000 | 0.824 | 0.824 |
| A | @ | 04310 | SCOTT ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.830 | 0.000 | 4.830 | 4.830 |
| A | @ | 04337 | SEPARATION ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 8.846 | 0.696 | 0.000 | 9.542 | 9.542 |
| A | @ | 04387 | SHAW | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.266 | 1.200 | 3.466 | 2.266 |
| A | @ | 04395 | SHEER ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 04404 | SHORE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 04412 | SHUSWAP ROAD | 0.000 | 0.000 | 0.000 | 39.568 | 13.704 | 0.000 | 0.000 | 0.000 | 53.272 | 53.272 |
| A | @ | 04430 | SINCLAIR ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.200 | 3.200 | 0.000 |
| A | @ | 04475 | SONORA ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.390 | 0.000 | 0.000 | 0.390 | 0.390 |
| A | @ | 04502 | STAINES ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.440 | 0.080 | 0.520 | 0.440 |
| A | @ | 04580 | STRACHAN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.714 | 0.000 | 0.000 | 1.714 | 1.714 |
| A | @ | 04582 | STRATE ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.270 | 0.270 | 0.000 |

Report 2-3 Lane Length Summer Class -- by Managerial Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Summer Class 1 Length | Summer Class 2 Length | Summer Class 3 Length | Summer Class 4 Length | Summer Class 5 Length | Summer Class 6 Length | Summer Class 7 Length | Summer Class 8 Length | Summer Class 1-8 Length | Summer Class 1-7 Length |
|---------------------------|----------|---------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| A | @ | 04584 | STRAWBERRY HEIGHTS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.964 | 19.600 | 21.564 | 1.964 |
| A | @ | 04593 | SULLIVAN VALLEY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 6.100 | 6.100 | 0.000 |
| A | @ | 04612 | SUN PEAKS | 0.000 | 0.000 | 18.520 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 18.520 | 18.520 |
| A | @ | 04677 | TEAL ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.760 | 0.000 | 0.000 | 0.760 | 0.760 |
| A | @ | 04710 | TOLKO ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.934 | 0.000 | 0.000 | 0.934 | 0.934 |
| A | @ | 04764 | TRAPP LAKE ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 22.200 | 2.800 | 25.000 | 22.200 |
| A | @ | 04810 | UPPER LOUIS CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 8.310 | 0.000 | 0.000 | 8.310 | 8.310 |
| A | @ | 04909 | WADDINGTON ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.120 | 0.000 | 0.120 | 0.120 |
| A | @ | 04973 | WATSON LARSON ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.846 | 0.000 | 0.000 | 4.846 | 4.846 |
| A | @ | 05082 | WITTNER ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 4.478 | 0.000 | 0.000 | 0.000 | 4.478 | 4.478 |
| A | @ | 05095 | WOODLAND ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 05200 | FAIRWAYS DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.416 | 0.000 | 0.000 | 1.416 | 1.416 |
| A | @ | 05201 | EAGLE COURT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.180 | 0.000 | 0.000 | 0.180 | 0.180 |
| A | @ | 05202 | SUNBURST DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.066 | 0.000 | 0.000 | 1.066 | 1.066 |
| A | @ | 05203 | SUNBURST PLACE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.410 | 0.000 | 0.000 | 0.410 | 0.410 |
| A | @ | 05204 | SUNDANCE DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.008 | 0.000 | 0.000 | 1.008 | 1.008 |
| A | @ | 05205 | VILLAGE PLACE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.334 | 0.000 | 0.000 | 0.334 | 0.334 |
| A | @ | 05206 | VILLAGE WAY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.662 | 0.000 | 0.000 | 0.662 | 0.662 |
| A | @ | 05207 | CREEKSIDE WAY | 0.000 | 0.000 | 0.000 | 1.598 | 0.000 | 0.000 | 0.000 | 0.000 | 1.598 | 1.598 |
| Sub Area - @ Total | | | | 172.244 | 88.601 | 129.783 | 76.221 | 134.918 | 265.731 | 99.936 | 104.680 | 1072.114 | 967.434 |
| AMA - A Total | | | | 172.244 | 88.601 | 129.783 | 76.221 | 134.918 | 265.731 | 99.936 | 104.680 | 1072.114 | 967.434 |
| B | @ | 00001 | TRANS-CANADA | 0.000 | 93.980 | 58.433 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 152.413 | 152.413 |
| B | @ | 00001E | TRANS-CANADA EASTBND | 19.524 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 19.524 | 19.524 |
| B | @ | 00001W | TRANS-CANADA WESTBND | 19.005 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 19.005 | 19.005 |
| B | @ | 00005A | PRINCETON-KAMLOOPS | 0.000 | 0.000 | 63.489 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 63.489 | 63.489 |
| B | @ | 00005N | COQUIHALLA NORTHBND | 0.000 | 53.226 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 53.226 | 53.226 |
| B | @ | 00005S | COQUIHALLA SOUTHBND | 0.000 | 72.338 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 72.338 | 72.338 |
| B | @ | 00099 | KAM LAKE REST AREA | 0.000 | 0.782 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.782 | 0.782 |
| B | @ | 00336N | WALLOPER N/B ON RAMP | 0.000 | 0.563 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.563 | 0.563 |
| B | @ | 00336S | WALLOPER S/B EXIT336 | 0.000 | 0.546 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.546 | 0.546 |
| B | @ | 00345B | COQ. BRAKE CHECK | 0.000 | 0.788 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.788 | 0.788 |
| B | @ | 00355 | INKS LAKE | 0.000 | 0.930 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.930 | 0.930 |
| B | @ | 00355E | INKS LK. N/B EXIT355 | 0.000 | 0.937 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.937 | 0.937 |
| B | @ | 00355N | INKS LK. N/B ON RAMP | 0.000 | 0.952 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.952 | 0.952 |
| B | @ | 00355S | INKS LK. S/B ON RAMP | 0.000 | 0.906 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.906 | 0.906 |
| B | @ | 00355W | INKS LK. S/B EXIT355 | 0.000 | 0.872 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.872 | 0.872 |
| B | @ | 00358E | SUGARLOAF N/B OFF RP | 0.000 | 0.759 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.759 | 0.759 |
| B | @ | 00358N | SUGARLOAF N/B ON RMP | 0.000 | 0.335 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.335 | 0.335 |
| B | @ | 00362S | #1E EXIT 362 COQ | 0.856 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.856 | 0.856 |

Report 2-3 Lane Length Summer Class -- by Managerial Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Summer Class 1 Length | Summer Class 2 Length | Summer Class 3 Length | Summer Class 4 Length | Summer Class 5 Length | Summer Class 6 Length | Summer Class 7 Length | Summer Class 8 Length | Summer Class 1-8 Length | Summer Class 1-7 Length |
|-----|----------|---------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| B | @ | 00362W | COQ.N/B EXIT 362 #1W | 1.544 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.544 | 1.544 |
| B | @ | 00363B | AFTON BICYCLE PATH | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.268 | 0.000 | 0.000 | 0.268 | 0.268 |
| B | @ | 00364 | WEIGH SCALE #1 EAST | 1.535 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.535 | 1.535 |
| B | @ | 00364B | AFTON BRAKE CHECK | 0.931 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.931 | 0.931 |
| B | @ | 00364E | WEIGH SCAL.#1E PK LT | 0.000 | 0.000 | 0.000 | 0.000 | 1.243 | 0.000 | 0.000 | 0.000 | 1.243 | 1.243 |
| B | @ | 00365 | WEIGH SCALE #1 WEST | 1.864 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.864 | 1.864 |
| B | @ | 00365W | WEIGH SCAL.#1W PK LT | 0.000 | 0.000 | 0.000 | 0.000 | 1.551 | 0.000 | 0.000 | 0.000 | 1.551 | 1.551 |
| B | @ | 00366 | COPPERHEAD DRIVE | 1.086 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.086 | 1.086 |
| B | @ | 00366E | COPPERHD #1E ON RAMP | 0.537 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.537 | 0.537 |
| B | @ | 00366N | #1W EXIT 366 COPPERH | 0.480 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.480 | 0.480 |
| B | @ | 00366S | #1E EXIT 366 COPPERH | 0.424 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.424 | 0.424 |
| B | @ | 00366W | COPPERHD #1W ON RAMP | 0.522 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.522 | 0.522 |
| B | @ | 00367 | PACIFIC WAY | 1.538 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.538 | 1.538 |
| B | @ | 00367C | HUGH ALLAN DRIVE | 0.167 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.167 | 0.167 |
| B | @ | 00367E | PACIFIC #1E ON RAMP | 0.397 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.397 | 0.397 |
| B | @ | 00367N | #1W EXIT 367 PACIFIC | 0.670 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.670 | 0.670 |
| B | @ | 00367S | #1E EXIT 367 PACIFIC | 0.573 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.573 | 0.573 |
| B | @ | 00367W | PACIFIC #1W ON RAMP | 0.625 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.625 | 0.625 |
| B | @ | 00368S | #1E EXIT 368 HWY 5A | 0.385 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.385 | 0.385 |
| B | @ | 00368W | HWY #5A #1W ON RAMP | 0.983 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.983 | 0.983 |
| B | @ | 00505 | ABBEY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.398 | 1.550 | 0.099 | 2.047 | 1.948 |
| B | @ | 00510 | ADA STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 00530 | AINSWORTH LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.094 | 0.094 | 0.000 |
| B | @ | 00588 | ANGLESEY RANCH | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.166 | 0.000 | 1.166 | 1.166 |
| B | @ | 00599 | ARCHER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 00607 | ASHCROFT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.438 | 0.000 | 0.654 | 2.092 | 1.438 |
| B | @ | 00644 | BALE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 00650 | BALLOU | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.444 | 0.000 | 0.400 | 0.844 | 0.444 |
| B | @ | 00660 | BANKS STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 00666 | BARCLAY STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.223 | 0.000 | 0.223 | 0.223 |
| B | @ | 00681 | BARNES LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.248 | 12.852 | 16.100 | 3.248 |
| B | @ | 00719 | BASS STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.332 | 0.000 | 0.332 | 0.332 |
| B | @ | 00727 | BEACH LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.290 | 0.290 | 0.000 |
| B | @ | 00742 | BEATON | 0.000 | 0.000 | 0.000 | 0.000 | 7.080 | 2.514 | 0.000 | 0.000 | 9.594 | 9.594 |
| B | @ | 00766 | BEDFORD STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 00780 | BENCH | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 00784 | BERKELEY STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 00900 | BONAPARTE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 01005 | BUCKHORN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 8.564 | 0.000 | 0.000 | 8.564 | 8.564 |

Report 2-3 Lane Length Summer Class -- by Managerial Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Summer Class 1 Length | Summer Class 2 Length | Summer Class 3 Length | Summer Class 4 Length | Summer Class 5 Length | Summer Class 6 Length | Summer Class 7 Length | Summer Class 8 Length | Summer Class 1-8 Length | Summer Class 1-7 Length |
|-----|----------|---------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| B | @ | 01009 | BUIE STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.700 | 0.000 | 0.000 | 0.700 | 0.700 |
| B | @ | 01018 | BURROWS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.105 | 0.000 | 0.000 | 0.105 | 0.105 |
| B | @ | 01025 | CACTUS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.004 | 0.000 | 1.004 | 1.004 |
| B | @ | 01093 | CANNELL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 12.600 | 12.600 | 0.000 |
| B | @ | 01112 | CAREY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.270 | 0.000 | 0.270 | 0.270 |
| B | @ | 01136 | CENTRAL AVENUE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.516 | 0.000 | 0.000 | 0.516 | 0.516 |
| B | @ | 01140 | CHERRY CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.422 | 0.000 | 1.422 | 1.422 |
| B | @ | 01141 | CHERRY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.648 | 0.000 | 0.000 | 0.648 | 0.648 |
| B | @ | 01143 | CHERRY CREEK STATION | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.470 | 1.170 | 1.640 | 0.470 |
| B | @ | 01189 | CHUWHELMS MOUNTAIN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 7.398 | 0.000 | 7.398 | 7.398 |
| B | @ | 01192 | CLARKE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.000 | 2.000 | 0.000 |
| B | @ | 01248 | COLLINS STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.150 | 0.000 | 0.150 | 0.150 |
| B | @ | 01280 | COPPER CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 34.110 | 0.000 | 0.000 | 34.110 | 34.110 |
| B | @ | 01385 | DALE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.488 | 0.000 | 0.000 | 0.488 | 0.488 |
| B | @ | 01411 | DAVIS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.787 | 0.000 | 0.787 | 0.000 |
| B | @ | 01420 | DEADMAN-CACHE CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 40.134 | 0.000 | 0.000 | 40.134 | 40.134 |
| B | @ | 01427 | DEADMAN VIDETTE | 0.000 | 0.000 | 0.000 | 30.454 | 36.902 | 62.158 | 0.000 | 0.000 | 129.514 | 129.514 |
| B | @ | 01440 | DEER DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 5.262 | 0.000 | 0.000 | 5.262 | 5.262 |
| B | @ | 01568 | DOE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.262 | 0.000 | 0.262 | 0.262 |
| B | @ | 01570 | DOGWOOD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 01585 | DOUGLAS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 01610 | DRURY LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.143 | 0.143 | 0.000 |
| B | @ | 01624 | DUFFY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.564 | 0.000 | 0.000 | 0.564 | 0.564 |
| B | @ | 01656 | WATSON DR. W. | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.048 | 0.000 | 0.000 | 1.048 | 1.048 |
| B | @ | 01678 | EDITH LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 10.126 | 6.082 | 5.096 | 21.304 | 16.208 |
| B | @ | 01747 | ERNEST | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.442 | 0.000 | 0.000 | 0.442 | 0.442 |
| B | @ | 01752 | EVANS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.516 | 0.000 | 0.000 | 0.516 | 0.516 |
| B | @ | 01820 | FOLEY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.674 | 0.674 | 0.000 |
| B | @ | 01891 | FREDERICK LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.888 | 0.888 | 0.000 |
| B | @ | 01892 | FREDERICK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 18.372 | 0.000 | 0.000 | 18.372 | 18.372 |
| B | @ | 01946 | GARDI | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.084 | 0.000 | 0.000 | 4.084 | 4.084 |
| B | @ | 02024 | GOOSE LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 16.248 | 9.554 | 0.000 | 25.802 | 25.802 |
| B | @ | 02067 | GRAHAM STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 02079 | GRASSLAND | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.700 | 0.700 | 0.000 |
| B | @ | 02094 | GREENSTONE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 43.448 | 0.000 | 0.000 | 43.448 | 43.448 |
| B | @ | 02172 | HAMILTON STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 02198 | HARBRIDGE DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.818 | 0.000 | 0.000 | 0.818 | 0.818 |
| B | @ | 02218 | HARDY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 | 0.000 |
| B | @ | 02222 | HARE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.192 | 0.000 | 0.000 | 0.192 | 0.192 |

Report 2-3 Lane Length Summer Class -- by Managerial Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Summer Class 1 Length | Summer Class 2 Length | Summer Class 3 Length | Summer Class 4 Length | Summer Class 5 Length | Summer Class 6 Length | Summer Class 7 Length | Summer Class 8 Length | Summer Class 1-8 Length | Summer Class 1-7 Length |
|-----|----------|---------|---------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| B | @ | 02276 | HAWK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 02279 | HAYWOOD FARMER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 16.060 | 0.000 | 0.000 | 16.060 | 16.060 |
| B | @ | 02369 | HILLCREST DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.446 | 0.000 | 0.000 | 0.446 | 0.446 |
| B | @ | 02454 | HOTEL LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.260 | 0.260 | 0.000 |
| B | @ | 02504 | INSKIP | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.774 | 0.000 | 0.000 | 1.774 | 1.774 |
| B | @ | 02522 | JACKSON | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.726 | 7.584 | 0.000 | 10.310 | 10.310 |
| B | @ | 02575 | JOHNSON | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 02582 | JONES | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.387 | 0.000 | 0.000 | 0.387 | 0.387 |
| B | @ | 02625 | KAMLOOPS LAKE DRIVE | 0.000 | 0.000 | 0.000 | 1.306 | 0.000 | 0.000 | 0.000 | 0.000 | 1.306 | 1.306 |
| B | @ | 02766 | LAC DU BOIS | 0.000 | 0.000 | 0.000 | 0.000 | 22.822 | 4.212 | 2.308 | 0.000 | 29.342 | 29.342 |
| B | @ | 02775 | LAC LE JEUNE | 0.000 | 0.000 | 0.000 | 0.000 | 32.408 | 0.000 | 0.000 | 0.000 | 32.408 | 32.408 |
| B | @ | 02855 | LAWRENCE STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 02856 | LAZY ACRES | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.107 | 0.000 | 0.107 | 0.107 |
| B | @ | 02865 | LEBLOND | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.562 | 0.000 | 1.562 | 1.562 |
| B | @ | 02868 | LEE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.900 | 0.900 | 0.000 |
| B | @ | 02976 | LONDON STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 02978 | LONG LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 5.160 | 31.166 | 0.000 | 0.000 | 36.326 | 36.326 |
| B | @ | 03025 | MCBRIDE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.288 | 0.460 | 0.748 | 0.288 |
| B | @ | 03146 | MCLEOD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.600 | 0.000 | 1.600 | 1.600 |
| B | @ | 03182 | McQUEEN CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 25.800 | 25.800 | 0.000 |
| B | @ | 03205 | MAGNER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.140 | 0.000 | 0.140 | 0.140 |
| B | @ | 03222 | MANNINGS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.330 | 0.000 | 0.000 | 3.330 | 3.330 |
| B | @ | 03294 | MEADOW | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.198 | 0.000 | 0.000 | 3.198 | 3.198 |
| B | @ | 03400 | MOWICH | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.224 | 0.000 | 0.224 | 0.224 |
| B | @ | 03418 | MURDOCK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 03451 | NEWBOLD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.091 | 0.000 | 0.091 | 0.091 |
| B | @ | 03646 | PARK LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.260 | 0.260 | 0.000 |
| B | @ | 03715 | PERCY STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.316 | 0.000 | 0.000 | 0.316 | 0.316 |
| B | @ | 03755 | PINECREST DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.042 | 0.000 | 0.000 | 4.042 | 4.042 |
| B | @ | 03756 | PINECREST PLACE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.284 | 0.000 | 0.284 | 0.284 |
| B | @ | 03781 | PIVOT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 03930 | RAILROAD AVENUE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.294 | 0.000 | 0.294 | 0.294 |
| B | @ | 03948 | RANCH | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 03950 | RED LAKE ACCESS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 03951 | RED LAKE DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.856 | 0.000 | 1.856 | 1.856 |
| B | @ | 04018 | RIVER GLEN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.160 | 0.160 | 0.000 |
| B | @ | 04098 | RODEO DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 6.770 | 0.000 | 0.000 | 6.770 | 6.770 |
| B | @ | 04178 | SABISTON CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 47.694 | 0.000 | 0.000 | 47.694 | 47.694 |
| B | @ | 04184 | SADDLE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

Report 2-3 Lane Length Summer Class -- by Managerial Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Summer Class 1 Length | Summer Class 2 Length | Summer Class 3 Length | Summer Class 4 Length | Summer Class 5 Length | Summer Class 6 Length | Summer Class 7 Length | Summer Class 8 Length | Summer Class 1-8 Length | Summer Class 1-7 Length |
|-----|----------|---------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| B | @ | 04195 | SAGE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 04227 | SANDY LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 04262 | SAVONA ACCESS | 0.000 | 0.000 | 0.000 | 9.087 | 0.000 | 0.000 | 0.000 | 0.000 | 9.087 | 9.087 |
| B | @ | 04264 | SAVONA CEMETERY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.576 | 0.000 | 0.000 | 1.576 | 1.576 |
| B | @ | 04265 | SAVONA DUMP | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.482 | 0.000 | 0.000 | 0.482 | 0.482 |
| B | @ | 04266 | SAVONA STATION | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.328 | 0.000 | 0.000 | 1.328 | 1.328 |
| B | @ | 04270 | SAVONA STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.342 | 0.032 | 0.000 | 0.000 | 0.374 | 0.374 |
| B | @ | 04273 | SAVONAS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.145 | 0.000 | 0.145 | 0.145 |
| B | @ | 04319 | SELBY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 04376 | SEVEN LAKES | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 9.584 | 0.000 | 21.800 | 31.384 | 9.584 |
| B | @ | 04439 | SIX MILE HILL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 5.430 | 24.570 | 30.000 | 5.430 |
| B | @ | 04492 | SPUR | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.170 | 0.170 | 0.000 |
| B | @ | 04535 | STEELE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 04536 | STEELHEAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.764 | 0.000 | 0.000 | 0.764 | 0.764 |
| B | @ | 04590 | STROM PLACE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.206 | 0.000 | 0.206 | 0.206 |
| B | @ | 04592 | SUGARLOAF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 9.752 | 0.000 | 9.752 | 9.752 |
| B | @ | 04613 | SUNDOWN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 04615 | SUNNYMEDE SQUARE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.130 | 0.000 | 0.130 | 0.130 |
| B | @ | 04679 | THOMPSON COURT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.158 | 0.200 | 0.358 | 0.158 |
| B | @ | 04680 | THOMPSON CRESCENT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.168 | 0.212 | 0.000 | 0.380 | 0.380 |
| B | @ | 04682 | THOMPSON RIVER DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 7.118 | 0.000 | 0.400 | 7.518 | 7.118 |
| B | @ | 04684 | THOMPSON RIVER DR W | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.244 | 0.000 | 1.350 | 2.594 | 1.244 |
| B | @ | 04695 | TINGLEY STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.826 | 0.000 | 0.000 | 0.826 | 0.826 |
| B | @ | 04733 | TRAIL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.160 | 0.160 | 0.000 |
| B | @ | 04738 | TRANQUILLE-CRISS CK | 0.000 | 0.000 | 0.000 | 0.000 | 48.658 | 70.926 | 0.000 | 0.000 | 119.584 | 119.584 |
| B | @ | 04791 | TUNKWA LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 49.282 | 0.000 | 0.000 | 0.000 | 49.282 | 49.282 |
| B | @ | 04825 | VALLEY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.414 | 0.000 | 0.000 | 1.414 | 1.414 |
| B | @ | 04848 | VAVASOUR | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.171 | 0.000 | 0.000 | 0.171 | 0.171 |
| B | @ | 04888 | VICTORIA STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 04903 | VISTA DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.572 | 0.000 | 0.000 | 0.572 | 0.572 |
| B | @ | 04927 | WALHACHIN | 0.000 | 0.000 | 0.000 | 0.000 | 10.316 | 0.000 | 0.747 | 1.442 | 12.505 | 11.063 |
| B | @ | 04930 | WALHACHIN STATION | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.738 | 0.000 | 1.738 | 1.738 |
| B | @ | 04946 | WALLACE STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 04967 | WATSON COURT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.116 | 0.000 | 0.116 | 0.116 |
| B | @ | 04970 | WATSON DR. EAST | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.650 | 0.000 | 0.000 | 1.650 | 1.650 |
| B | @ | 05009 | WEIR | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 10.066 | 0.000 | 0.767 | 10.833 | 10.066 |
| B | @ | 05018 | WESTSYDE | 0.000 | 0.000 | 0.000 | 41.634 | 0.000 | 0.000 | 0.000 | 0.000 | 41.634 | 41.634 |
| B | @ | 05060 | WILKINSON STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.336 | 0.000 | 0.000 | 0.336 | 0.336 |
| B | @ | 05061 | WILLOW LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

Report 2-3 Lane Length Summer Class -- by Managerial Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Summer Class 1 Length | Summer Class 2 Length | Summer Class 3 Length | Summer Class 4 Length | Summer Class 5 Length | Summer Class 6 Length | Summer Class 7 Length | Summer Class 8 Length | Summer Class 1-8 Length | Summer Class 1-7 Length |
|---------------------------|----------|---------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| B | @ | 05062 | WILLOW | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 05108 | YALE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 05120 | YARROW | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.218 | 0.000 | 0.000 | 0.218 | 0.218 |
| B | @ | 09997 | AFTON MINE ACCESS | 0.000 | 0.000 | 0.000 | 0.000 | 0.204 | 0.000 | 0.000 | 0.000 | 0.204 | 0.204 |
| Sub Area - @ Total | | | | 53.646 | 227.914 | 121.922 | 82.481 | 215.968 | 484.201 | 68.103 | 117.346 | 1371.581 | 1254.235 |
| AMA - B Total | | | | 53.646 | 227.914 | 121.922 | 82.481 | 215.968 | 484.201 | 68.103 | 117.346 | 1371.581 | 1254.235 |
| C | @ | 00005Y | YELLOWHEAD NORTH BND | 0.000 | 75.799 | 55.459 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 131.258 | 131.258 |
| C | @ | 00525 | AGATE BAY | 0.000 | 0.000 | 0.000 | 67.220 | 0.000 | 0.000 | 0.000 | 0.000 | 67.220 | 67.220 |
| C | @ | 00526 | AGATE BAY ACCESS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.090 | 0.000 | 0.000 | 0.090 | 0.090 |
| C | @ | 00535 | AIRFIELD | 0.000 | 0.000 | 0.000 | 0.000 | 2.000 | 0.000 | 0.000 | 0.000 | 2.000 | 2.000 |
| C | @ | 00540 | ALBERT LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.083 | 0.083 | 0.000 |
| C | @ | 00555 | ALLEN-MEEKER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.042 | 0.000 | 0.000 | 1.042 | 1.042 |
| C | @ | 00590 | ANNESTY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.476 | 0.000 | 0.000 | 0.476 | 0.476 |
| C | @ | 00605 | ARMOUR | 0.000 | 0.000 | 0.000 | 0.000 | 0.174 | 0.000 | 0.000 | 0.000 | 0.174 | 0.174 |
| C | @ | 00635 | BADGER CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 12.800 | 12.800 | 0.000 |
| C | @ | 00662 | BANNISTER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.150 | 0.000 | 0.087 | 0.237 | 0.150 |
| C | @ | 00670 | BARKLEY | 0.000 | 0.000 | 0.000 | 0.000 | 0.678 | 0.258 | 0.000 | 0.000 | 0.936 | 0.936 |
| C | @ | 00690 | BARRIERE BUSINESS | 0.000 | 0.000 | 0.258 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.258 | 0.258 |
| C | @ | 00697 | BARRIERE LAKES | 0.000 | 0.000 | 0.000 | 34.716 | 10.330 | 0.000 | 0.000 | 0.326 | 45.372 | 45.046 |
| C | @ | 00700 | BARRIERE NORTH | 0.000 | 0.000 | 0.000 | 0.000 | 20.844 | 0.000 | 0.000 | 0.000 | 20.844 | 20.844 |
| C | @ | 00705 | BARRIERE SOUTH | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.848 | 0.000 | 0.000 | 4.848 | 4.848 |
| C | @ | 00708 | BARRIERE TOWN | 0.000 | 0.000 | 7.775 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 7.775 | 7.775 |
| C | @ | 00715 | BARTLETT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.376 | 0.000 | 0.000 | 0.376 | 0.376 |
| C | @ | 00800 | BINGO RANCH | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.356 | 0.000 | 0.000 | 1.356 | 1.356 |
| C | @ | 00817 | BIRCH LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.650 | 0.000 | 0.000 | 2.650 | 2.650 |
| C | @ | 00827 | Bison Ranch Rd | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.600 | 0.600 | 0.000 |
| C | @ | 00830 | BLACK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.124 | 0.000 | 2.124 | 2.124 |
| C | @ | 00902 | BONAPARTE LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.900 | 0.000 | 1.900 | 1.900 |
| C | @ | 00909 | BORTHWICK AVENUE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.558 | 0.000 | 0.050 | 0.608 | 0.558 |
| C | @ | 00936 | BOULDER MOUNTAIN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 27.026 | 0.000 | 0.000 | 27.026 | 27.026 |
| C | @ | 00944 | BOWDEN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.872 | 0.000 | 3.600 | 4.472 | 0.872 |
| C | @ | 00945 | BRADFORD | 0.000 | 0.000 | 0.000 | 0.000 | 0.914 | 0.000 | 0.000 | 0.000 | 0.914 | 0.914 |
| C | @ | 01096 | CANYON | 0.000 | 0.000 | 0.000 | 0.000 | 0.584 | 0.000 | 0.000 | 0.000 | 0.584 | 0.584 |
| C | @ | 01120 | CARLSON | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.140 | 0.000 | 0.140 | 0.140 |
| C | @ | 01121 | CARLSTROM | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.404 | 0.000 | 0.000 | 0.404 | 0.404 |
| C | @ | 01138 | CHANNEL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.100 | 0.100 | 0.000 |
| C | @ | 01160 | CHIP | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 | 0.000 |
| C | @ | 01167 | CHINOOK COVE REST | 0.000 | 0.000 | 0.803 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.803 | 0.803 |
| C | @ | 01170 | CHRISTISON | 0.000 | 0.000 | 0.000 | 0.000 | 0.032 | 0.176 | 0.000 | 0.000 | 0.208 | 0.208 |

Report 2-3 Lane Length Summer Class -- by Managerial Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Summer Class 1 Length | Summer Class 2 Length | Summer Class 3 Length | Summer Class 4 Length | Summer Class 5 Length | Summer Class 6 Length | Summer Class 7 Length | Summer Class 8 Length | Summer Class 1-8 Length | Summer Class 1-7 Length |
|-----|----------|---------|---------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| C | @ | 01185 | CHU CHUA FERRY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.734 | 1.533 | 2.267 | 0.734 |
| C | @ | 01235 | CLOUGH | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.202 | 0.000 | 1.202 | 1.202 |
| C | @ | 01254 | COLT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.994 | 0.186 | 0.000 | 1.180 | 1.180 |
| C | @ | 01255 | CONNER | 0.000 | 0.000 | 0.000 | 0.000 | 1.254 | 0.000 | 0.000 | 0.122 | 1.376 | 1.254 |
| C | @ | 01290 | CORRIGAN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.100 | 0.100 | 0.000 |
| C | @ | 01318 | CREEK SIDE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.800 | 0.000 | 0.000 | 0.800 | 0.800 |
| C | @ | 01330 | CREST | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 | 0.000 |
| C | @ | 01360 | CROSS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.622 | 0.000 | 0.622 | 0.622 |
| C | @ | 01396 | DARFIELD CEMETERY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 | 0.000 |
| C | @ | 01400 | DARFIELD FRONTAGE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.286 | 0.070 | 0.356 | 0.286 |
| C | @ | 01436 | DEEJAY | 0.000 | 0.000 | 0.000 | 0.000 | 1.464 | 0.000 | 0.000 | 0.000 | 1.464 | 1.464 |
| C | @ | 01517 | DIANNA | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.412 | 0.000 | 0.194 | 0.606 | 0.412 |
| C | @ | 01544 | DISDERO | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.190 | 0.000 | 1.190 | 1.190 |
| C | @ | 01553 | DIXON CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 14.824 | 0.000 | 0.000 | 0.000 | 14.824 | 14.824 |
| C | @ | 01560 | DIXON MOUNTAIN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.380 | 0.000 | 0.333 | 3.713 | 3.380 |
| C | @ | 01562 | DIXON-SARGENT CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 |
| C | @ | 01645 | DUNLOP | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| C | @ | 01651 | DUNN LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 40.654 | 25.626 | 0.000 | 0.000 | 66.280 | 66.280 |
| C | @ | 01654 | DUNSMUIR | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.370 | 0.000 | 0.000 | 1.370 | 1.370 |
| C | @ | 01686 | EDWARDS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.586 | 0.000 | 1.586 | 1.586 |
| C | @ | 01719 | ELLIS LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.116 | 0.116 | 0.000 |
| C | @ | 01774 | FADEAR CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 25.552 | 0.000 | 0.000 | 25.552 | 25.552 |
| C | @ | 01798 | FIR | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.614 | 0.000 | 0.614 | 0.614 |
| C | @ | 01800 | FISHTRAP DUMP | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.282 | 0.000 | 0.000 | 0.282 | 0.282 |
| C | @ | 01801 | FISH TRAP REST AREA | 0.000 | 0.397 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.397 | 0.397 |
| C | @ | 01811 | FLUME | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.486 | 0.000 | 0.486 | 0.486 |
| C | @ | 01838 | FORSYTH | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.274 | 0.200 | 0.474 | 0.274 |
| C | @ | 01847 | FORTUNE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.370 | 0.000 | 0.000 | 0.370 | 0.370 |
| C | @ | 01848 | FORTUNE FRONTAGE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.700 | 0.000 | 0.000 | 0.700 | 0.700 |
| C | @ | 01856 | FOUQUET | 0.000 | 0.000 | 0.000 | 0.000 | 0.222 | 0.000 | 0.000 | 0.000 | 0.222 | 0.222 |
| C | @ | 01880 | FRASER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| C | @ | 01964 | GENIER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.156 | 0.162 | 0.000 | 0.318 | 0.318 |
| C | @ | 01967 | GENIER LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.160 | 0.000 | 1.480 | 5.640 | 4.160 |
| C | @ | 01985 | GIBBS | 0.000 | 0.000 | 0.000 | 0.000 | 0.626 | 0.000 | 0.000 | 0.000 | 0.626 | 0.626 |
| C | @ | 01990 | GILBERT DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.148 | 0.000 | 0.000 | 1.148 | 1.148 |
| C | @ | 02003 | GLENACRE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.190 | 0.000 | 0.000 | 2.190 | 2.190 |
| C | @ | 02009 | GLENGROVE PLACE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.580 | 0.000 | 0.580 | 0.580 |
| C | @ | 02010 | GLENGROVE | 0.000 | 0.000 | 0.000 | 0.000 | 6.942 | 0.000 | 0.000 | 0.000 | 6.942 | 6.942 |
| C | @ | 02012 | GLENTANNA | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.398 | 0.000 | 0.000 | 0.398 | 0.398 |

Report 2-3 Lane Length Summer Class -- by Managerial Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Summer Class 1 Length | Summer Class 2 Length | Summer Class 3 Length | Summer Class 4 Length | Summer Class 5 Length | Summer Class 6 Length | Summer Class 7 Length | Summer Class 8 Length | Summer Class 1-8 Length | Summer Class 1-7 Length |
|-----|----------|---------|---------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| C | @ | 02030 | GORDON CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.526 | 3.274 | 3.800 | 0.526 |
| C | @ | 02042 | GORMAN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.868 | 2.266 | 4.134 | 1.868 |
| C | @ | 02082 | GRAY PLACE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.190 | 0.000 | 0.000 | 0.190 | 0.190 |
| C | @ | 02101 | GREENWOOD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.090 | 0.090 | 0.000 |
| C | @ | 02134 | HAGEN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.832 | 0.000 | 0.832 | 0.832 |
| C | @ | 02135 | HAGGARD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.012 | 0.000 | 0.000 | 1.012 | 1.012 |
| C | @ | 02144 | HAIGH | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.534 | 0.068 | 0.000 | 0.602 | 0.602 |
| C | @ | 02162 | HALL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.658 | 0.000 | 0.200 | 0.858 | 0.658 |
| C | @ | 02255 | HART | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.370 | 0.000 | 0.000 | 0.370 | 0.370 |
| C | @ | 02258 | HARVIE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.002 | 0.000 | 0.000 | 2.002 | 2.002 |
| C | @ | 02278 | HAYES | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.300 | 0.300 | 0.000 |
| C | @ | 02296 | HEFFLEY LOUIS CREEK | 0.000 | 0.000 | 0.000 | 59.158 | 0.000 | 0.000 | 0.000 | 0.000 | 59.158 | 59.158 |
| C | @ | 02441 | HOOVERS FERRY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.388 | 0.100 | 0.488 | 0.388 |
| C | @ | 02517 | JACKPINE DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.270 | 0.270 | 0.000 |
| C | @ | 02540 | JANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.048 | 0.000 | 0.206 | 0.254 | 0.048 |
| C | @ | 02586 | JOSEPHINE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.664 | 0.000 | 2.664 | 2.664 |
| C | @ | 02631 | KAMLOOPS STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.364 | 0.000 | 0.400 | 0.764 | 0.364 |
| C | @ | 02645 | KEALTY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.452 | 0.000 | 0.000 | 3.452 | 3.452 |
| C | @ | 02706 | KIVI CRESCENT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.240 | 0.000 | 0.000 | 0.240 | 0.240 |
| C | @ | 02863 | LEAVITT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.834 | 0.000 | 0.834 | 0.834 |
| C | @ | 02899 | LEONIE CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.804 | 0.000 | 0.100 | 1.904 | 1.804 |
| C | @ | 02908 | LESTER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.304 | 0.304 | 0.000 |
| C | @ | 02926 | LILLEY | 0.000 | 0.000 | 0.000 | 0.000 | 0.294 | 0.192 | 0.000 | 0.000 | 0.486 | 0.486 |
| C | @ | 02960 | LODGEPOLE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.644 | 0.000 | 0.000 | 0.644 | 0.644 |
| C | @ | 02993 | LOUGHEED | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 | 0.000 |
| C | @ | 02996 | LOUIS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.300 | 0.300 | 0.000 |
| C | @ | 03000 | LOUIS CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 1.050 | 1.200 | 0.000 | 0.000 | 2.250 | 2.250 |
| C | @ | 03015 | LYONS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.664 | 0.000 | 1.664 | 1.664 |
| C | @ | 03083 | MCDOUGALL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.442 | 0.000 | 1.442 | 1.442 |
| C | @ | 03110 | McGOWAN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.336 | 0.000 | 0.336 | 0.336 |
| C | @ | 03134 | McLEAN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.934 | 0.000 | 0.000 | 0.934 | 0.934 |
| C | @ | 03155 | McLURE FERRY | 0.000 | 0.000 | 0.000 | 0.000 | 4.126 | 0.000 | 0.000 | 0.000 | 4.126 | 4.126 |
| C | @ | 03200 | MacCOLL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.414 | 0.000 | 0.414 | 0.414 |
| C | @ | 03207 | MacKENZIE LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 | 0.000 |
| C | @ | 03250 | MARSHALL LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.265 | 0.265 | 0.000 |
| C | @ | 03304 | MEYER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.496 | 0.000 | 1.496 | 1.496 |
| C | @ | 03310 | MILL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 | 0.000 |
| C | @ | 03325 | MITCHELL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.900 | 0.000 | 0.900 | 0.900 |
| C | @ | 03376 | MOUNTAIN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.804 | 0.000 | 0.200 | 3.004 | 2.804 |

Report 2-3 Lane Length Summer Class -- by Managerial Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Summer Class 1 Length | Summer Class 2 Length | Summer Class 3 Length | Summer Class 4 Length | Summer Class 5 Length | Summer Class 6 Length | Summer Class 7 Length | Summer Class 8 Length | Summer Class 1-8 Length | Summer Class 1-7 Length |
|-----|----------|---------|-----------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| C | @ | 03438 | NELSON | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.000 | 0.200 | 0.200 |
| C | @ | 03447 | NEWBERRY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.176 | 0.112 | 0.000 | 0.288 | 0.288 |
| C | @ | 03454 | NEWCASTLE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| C | @ | 03465 | NIND | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.130 | 0.000 | 0.130 | 0.130 |
| C | @ | 03525 | NORTH | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.508 | 0.000 | 1.702 | 2.210 | 0.508 |
| C | @ | 03563 | ORCHARD LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.408 | 0.000 | 0.000 | 1.408 | 1.408 |
| C | @ | 03593 | ORIOLE WAY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.638 | 0.000 | 0.000 | 1.638 | 1.638 |
| C | @ | 03609 | PAGE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.800 | 0.000 | 0.800 | 0.800 |
| C | @ | 03618 | PALMER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.800 | 0.800 | 0.000 |
| C | @ | 03634 | PARADISE LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.462 | 0.369 | 0.831 | 0.462 |
| C | @ | 03650 | PARK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.156 | 0.000 | 0.156 | 0.156 |
| C | @ | 03724 | PETERSON-BETTS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 7.064 | 0.000 | 0.000 | 7.064 | 7.064 |
| C | @ | 03762 | PINEGROVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.850 | 1.056 | 0.000 | 0.000 | 1.906 | 1.906 |
| C | @ | 03787 | POPLAR | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.300 | 0.000 | 0.000 | 0.300 | 0.300 |
| C | @ | 03816 | POWER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.892 | 0.000 | 1.340 | 2.232 | 0.892 |
| C | @ | 03841 | PRICE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.520 | 1.730 | 3.250 | 1.520 |
| C | @ | 03922 | QUARTZ | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.100 | 0.100 | 0.000 |
| C | @ | 03935 | RAILWAY AVENUE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.268 | 0.000 | 0.520 | 0.788 | 0.268 |
| C | @ | 03985 | RICHTER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.826 | 0.000 | 4.826 | 4.826 |
| C | @ | 04017 | RIVER BEND | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.100 | 0.100 | 0.000 |
| C | @ | 04074 | ROBIN DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 1.218 | 0.000 | 0.000 | 0.000 | 1.218 | 1.218 |
| C | @ | 04170 | RUSSELL STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.378 | 0.000 | 0.000 | 0.378 | 0.378 |
| C | @ | 04187 | SADLIER-BROWN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.186 | 0.000 | 0.000 | 0.186 | 0.186 |
| C | @ | 04204 | SALLE LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.104 | 0.104 | 0.000 |
| C | @ | 04205 | SALLE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.364 | 0.000 | 0.000 | 0.364 | 0.364 |
| C | @ | 04244 | SARGENT CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.694 | 0.000 | 0.694 | 0.694 |
| C | @ | 04253 | SAUL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.190 | 0.000 | 0.000 | 0.190 | 0.190 |
| C | @ | 04279 | SAWMILL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 |
| C | @ | 04385 | SHAVER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.214 | 0.000 | 0.000 | 0.214 | 0.214 |
| C | @ | 04403 | SHOOK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.428 | 0.000 | 0.200 | 0.628 | 0.428 |
| C | @ | 04425 | SIMPSON | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.400 | 0.400 | 0.000 |
| C | @ | 04432 | SINMAX CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.030 | 0.000 | 0.000 | 1.030 | 1.030 |
| C | @ | 04461 | SMITH LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.180 | 0.180 | 0.000 |
| C | @ | 04484 | SPRUCE CRESCENT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.470 | 0.000 | 0.000 | 1.470 | 1.470 |
| C | @ | 04503 | STAINES | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.392 | 0.000 | 0.000 | 0.392 | 0.392 |
| C | @ | 04530 | STATION | 0.000 | 0.000 | 0.000 | 0.000 | 0.994 | 0.000 | 0.000 | 0.000 | 0.994 | 0.994 |
| C | @ | 04575 | STONE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.576 | 0.000 | 0.108 | 0.684 | 0.576 |
| C | @ | 04593 | SULLIVAN VALLEY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.760 | 0.000 | 0.760 | 0.760 |
| C | @ | 04600 | SUMMER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.344 | 0.000 | 0.000 | 0.344 | 0.344 |

Report 2-3 Lane Length Summer Class -- by Managerial Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Summer Class 1 Length | Summer Class 2 Length | Summer Class 3 Length | Summer Class 4 Length | Summer Class 5 Length | Summer Class 6 Length | Summer Class 7 Length | Summer Class 8 Length | Summer Class 1-8 Length | Summer Class 1-7 Length |
|---------------------------|----------|---------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| C | @ | 04611 | SUMMERS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.152 | 0.000 | 0.000 | 0.152 | 0.152 |
| C | @ | 04685 | THUYA CREEK ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.860 | 0.000 | 0.000 | 0.860 | 0.860 |
| C | @ | 04686 | THUYA LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.203 | 0.000 | 0.203 | 0.203 |
| C | @ | 04800 | UNDERWOOD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.400 | 0.400 | 0.000 |
| C | @ | 04872 | VETERAN ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.872 | 0.000 | 0.300 | 1.172 | 0.872 |
| C | @ | 04890 | VINSULA FERRY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.650 | 1.122 | 1.772 | 0.650 |
| C | @ | 04895 | VINSULA-KNOUFF LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 23.940 | 0.000 | 0.000 | 0.000 | 23.940 | 23.940 |
| C | @ | 04900 | VINSULA STATION | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.430 | 0.000 | 0.430 | 0.430 |
| C | @ | 04905 | VISTA POINT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.938 | 0.000 | 0.000 | 3.938 | 3.938 |
| C | @ | 04954 | WALTERDALE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.114 | 0.792 | 0.000 | 1.906 | 1.906 |
| C | @ | 04997 | WEBB | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.370 | 0.000 | 0.370 | 0.370 |
| C | @ | 05018 | WESTSYDE | 0.000 | 0.000 | 0.000 | 11.332 | 0.000 | 33.876 | 0.000 | 0.000 | 45.208 | 45.208 |
| C | @ | 05064 | WILSON | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 8.588 | 9.348 | 0.000 | 17.936 | 17.936 |
| C | @ | 05091 | WOLSEY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.564 | 0.000 | 11.400 | 12.964 | 1.564 |
| C | @ | 05110 | YARD | 0.000 | 0.000 | 0.000 | 0.000 | 0.646 | 0.754 | 0.000 | 0.000 | 1.400 | 1.400 |
| C | @ | 05140 | YOKUM | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 |
| Sub Area - @ Total | | | | 0.000 | 76.196 | 64.295 | 172.426 | 134.660 | 194.868 | 46.971 | 54.144 | 743.560 | 689.416 |
| AMA - C Total | | | | 0.000 | 76.196 | 64.295 | 172.426 | 134.660 | 194.868 | 46.971 | 54.144 | 743.560 | 689.416 |
| D | @ | 00005Y | YELLOWHEAD North Bnd | 0.000 | 0.000 | 162.960 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 162.960 | 162.960 |
| D | @ | 00024 | 93 MILE TO LITTLE FT | 0.000 | 0.000 | 92.748 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 92.748 | 92.748 |
| D | @ | 00511 | ADAMS LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 8.158 | 0.000 | 0.000 | 8.158 | 8.158 |
| D | @ | 00550 | ALEXANDER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.504 | 0.000 | 0.000 | 0.504 | 0.504 |
| D | @ | 00557 | ALLINGHAM WAY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.492 | 3.498 | 0.000 | 3.990 | 3.990 |
| D | @ | 00581 | ANDERSON | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 00600 | ARCHIBALD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.030 | 0.000 | 0.184 | 1.214 | 1.030 |
| D | @ | 00620 | AULDGIRTH | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 9.580 | 0.000 | 0.000 | 9.580 | 9.580 |
| D | @ | 00626 | AZURE DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.344 | 0.000 | 0.000 | 0.344 | 0.344 |
| D | @ | 00640 | BAIN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.454 | 0.000 | 0.000 | 2.454 | 2.454 |
| D | @ | 00645 | BALL | 0.000 | 0.000 | 0.000 | 0.000 | 0.702 | 0.000 | 0.000 | 0.000 | 0.702 | 0.702 |
| D | @ | 00664 | BARBER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 5.350 | 0.000 | 0.000 | 5.350 | 5.350 |
| D | @ | 00676 | BARNARD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.210 | 0.000 | 0.000 | 0.210 | 0.210 |
| D | @ | 00721 | BATTLE MOUNTAIN ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.356 | 0.000 | 0.356 | 0.356 |
| D | @ | 00724 | BAUM | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 00730 | BEACH | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.078 | 0.000 | 0.000 | 0.078 | 0.078 |
| D | @ | 00736 | BEAN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.688 | 0.000 | 0.000 | 0.688 | 0.688 |
| D | @ | 00775 | BELCHAM LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.149 | 0.149 | 0.000 |
| D | @ | 00809 | BIRCH DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.722 | 0.000 | 0.000 | 2.722 | 2.722 |
| D | @ | 00813 | BIRCH ISLAND DUMP | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.164 | 0.000 | 4.164 | 4.164 |
| D | @ | 00815 | BIRCH ISLAND-LOST CR | 0.000 | 0.000 | 0.000 | 0.000 | 46.322 | 0.000 | 0.000 | 0.000 | 46.322 | 46.322 |

Report 2-3 Lane Length Summer Class -- by Managerial Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Summer Class 1 Length | Summer Class 2 Length | Summer Class 3 Length | Summer Class 4 Length | Summer Class 5 Length | Summer Class 6 Length | Summer Class 7 Length | Summer Class 8 Length | Summer Class 1-8 Length | Summer Class 1-7 Length |
|-----|----------|---------|------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| D | @ | 00816 | BIRCH LAKE DUMP | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.697 | 0.000 | 0.697 | 0.697 |
| D | @ | 00820 | BIRCH | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.430 | 0.000 | 0.000 | 3.430 | 3.430 |
| D | @ | 00826 | BIRCH ISLAND REST AREA | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.120 | 0.320 | 0.000 | 0.440 | 0.440 |
| D | @ | 00837 | BLACKPOOL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.824 | 0.000 | 0.000 | 0.824 | 0.824 |
| D | @ | 00838 | BLACKWATER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.602 | 0.752 | 0.200 | 3.554 | 3.354 |
| D | @ | 00848 | BLAIR PLACE | 0.000 | 0.000 | 0.000 | 0.000 | 0.460 | 0.000 | 0.000 | 0.000 | 0.460 | 0.460 |
| D | @ | 00854 | BLANCHARD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.420 | 0.000 | 0.000 | 0.420 | 0.420 |
| D | @ | 00884 | BO HILL PLACE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.200 | 0.000 | 0.000 | 1.200 | 1.200 |
| D | @ | 00892 | BOLDUC | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.230 | 0.000 | 0.000 | 1.230 | 1.230 |
| D | @ | 00935 | BOULDER CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.600 | 0.000 | 0.600 | 0.600 |
| D | @ | 00940 | BOUNDARY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.168 | 0.000 | 0.000 | 1.168 | 1.168 |
| D | @ | 00954 | BRADSHAW | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.788 | 0.000 | 1.788 | 1.788 |
| D | @ | 00983 | BROOKFIELD | 0.000 | 0.000 | 0.000 | 0.000 | 1.492 | 0.000 | 0.000 | 0.000 | 1.492 | 1.492 |
| D | @ | 01000 | BUCK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.418 | 0.000 | 0.000 | 0.418 | 0.418 |
| D | @ | 01017 | BURMAN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.080 | 0.000 | 0.000 | 1.080 | 1.080 |
| D | @ | 01040 | CAMERON | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.438 | 0.000 | 0.000 | 0.438 | 0.438 |
| D | @ | 01058 | CAMP TWO | 0.000 | 0.000 | 0.000 | 0.000 | 1.600 | 0.000 | 0.000 | 0.000 | 1.600 | 1.600 |
| D | @ | 01084 | CANDLE CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 1.432 | 10.430 | 0.000 | 0.000 | 11.862 | 11.862 |
| D | @ | 01102 | CAPOSTINSKY (Clwtr) | 0.000 | 0.000 | 0.000 | 0.000 | 0.404 | 0.000 | 0.000 | 0.000 | 0.404 | 0.404 |
| D | @ | 01103 | CAPOSTINSKY (Vavenby | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.800 | 0.000 | 0.000 | 0.800 | 0.800 |
| D | @ | 01114 | CARIBOU | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.020 | 0.000 | 2.020 | 2.020 |
| D | @ | 01126 | CAROLINE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.778 | 0.000 | 0.000 | 1.778 | 1.778 |
| D | @ | 01129 | CARTWRIGHT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.168 | 0.000 | 1.168 | 1.168 |
| D | @ | 01132 | CARY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.100 | 0.120 | 0.220 | 0.100 |
| D | @ | 01134 | CEDARHOLM | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.186 | 0.000 | 0.186 | 0.186 |
| D | @ | 01155 | CHILD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 01187 | CHURCH LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.163 | 0.163 | 0.000 |
| D | @ | 01188 | CHURCH STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.238 | 0.000 | 0.038 | 0.276 | 0.238 |
| D | @ | 01204 | CLEARWATER AIRPT ACC | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 01206 | CLEARWATER DUMP | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.856 | 0.000 | 0.000 | 2.856 | 2.856 |
| D | @ | 01209 | CLEARWATERS LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.149 | 0.149 | 0.000 |
| D | @ | 01210 | CLEARWATER STATION | 0.000 | 0.000 | 0.000 | 2.098 | 0.000 | 1.002 | 0.000 | 0.000 | 3.100 | 3.100 |
| D | @ | 01214 | CLEARWATER VALLEY | 0.000 | 0.000 | 0.000 | 84.806 | 51.704 | 0.000 | 0.000 | 0.000 | 136.510 | 136.510 |
| D | @ | 01217 | CLEARWATER VILLAGE | 0.000 | 0.000 | 0.000 | 10.556 | 0.000 | 0.000 | 0.000 | 0.000 | 10.556 | 10.556 |
| D | @ | 01226 | CLEAVELEY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.360 | 0.000 | 0.000 | 0.360 | 0.360 |
| D | @ | 01228 | CLIFF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.351 | 0.000 | 0.000 | 0.351 | 0.351 |
| D | @ | 01288 | CORRAL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 5.272 | 0.300 | 5.572 | 5.272 |
| D | @ | 01369 | CUTTS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.296 | 0.000 | 0.000 | 0.296 | 0.296 |
| D | @ | 01387 | DAMER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.158 | 0.000 | 0.158 | 0.158 |

Report 2-3 Lane Length Summer Class -- by Managerial Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Summer Class 1 Length | Summer Class 2 Length | Summer Class 3 Length | Summer Class 4 Length | Summer Class 5 Length | Summer Class 6 Length | Summer Class 7 Length | Summer Class 8 Length | Summer Class 1-8 Length | Summer Class 1-7 Length |
|-----|----------|---------|---------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| D | @ | 01412 | DAVOREN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.568 | 0.000 | 0.000 | 0.568 | 0.568 |
| D | @ | 01415 | DAVY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.948 | 0.000 | 0.000 | 1.948 | 1.948 |
| D | @ | 01429 | DECOSMOS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.526 | 0.000 | 0.000 | 0.526 | 0.526 |
| D | @ | 01431 | DEE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.278 | 0.000 | 0.278 | 0.278 |
| D | @ | 01433 | DEEG | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.188 | 0.000 | 1.188 | 1.188 |
| D | @ | 01445 | DE FUCA | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.120 | 0.000 | 0.120 | 0.120 |
| D | @ | 01454 | DEIGHTON | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 01490 | DESFOSSES | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.232 | 0.000 | 0.000 | 0.232 | 0.232 |
| D | @ | 01574 | DOHMS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.400 | 0.000 | 0.000 | 0.400 | 0.400 |
| D | @ | 01578 | DONCHI PLACE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.338 | 0.000 | 0.000 | 0.338 | 0.338 |
| D | @ | 01587 | DOWNIE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.364 | 0.000 | 0.000 | 1.364 | 1.364 |
| D | @ | 01642 | DUNLEVY | 0.000 | 0.000 | 0.000 | 0.000 | 1.602 | 0.000 | 0.000 | 0.000 | 1.602 | 1.602 |
| D | @ | 01651 | DUNN LAKE ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 45.928 | 13.198 | 0.000 | 0.000 | 59.126 | 59.126 |
| D | @ | 01669 | DUTCH LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 1.372 | 0.000 | 0.000 | 0.000 | 1.372 | 1.372 |
| D | @ | 01670 | EAGLE ISLAND | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.538 | 0.000 | 0.000 | 3.538 | 3.538 |
| D | @ | 01671 | EAKIN CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 48.950 | 0.000 | 0.000 | 48.950 | 48.950 |
| D | @ | 01672 | EDEN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.242 | 0.000 | 0.000 | 1.242 | 1.242 |
| D | @ | 01687 | EDWARDS STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.342 | 0.110 | 0.000 | 0.452 | 0.452 |
| D | @ | 01714 | ELLIOTT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.384 | 0.000 | 0.000 | 0.384 | 0.384 |
| D | @ | 01738 | EMERY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.180 | 0.000 | 0.180 | 0.180 |
| D | @ | 01758 | EVERGREEN PLACE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.178 | 0.000 | 0.000 | 0.178 | 0.178 |
| D | @ | 01778 | FAWN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.076 | 0.000 | 0.000 | 1.076 | 1.076 |
| D | @ | 01783 | FERRY ROAD [B.Pool] | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.636 | 0.000 | 0.000 | 1.636 | 1.636 |
| D | @ | 01784 | FERRY Rd. [L.Ft.] | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.574 | 0.000 | 0.000 | 0.574 | 0.574 |
| D | @ | 01790 | FIELD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 01808 | FLEMING | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 01829 | FOOTE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.554 | 0.000 | 0.000 | 0.554 | 0.554 |
| D | @ | 01832 | FORD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.418 | 0.092 | 0.000 | 0.510 | 0.510 |
| D | @ | 01919 | GAGGIN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.476 | 0.000 | 0.000 | 0.476 | 0.476 |
| D | @ | 01937 | GALIANO | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.806 | 0.000 | 0.000 | 0.806 | 0.806 |
| D | @ | 01997 | GILL CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.966 | 0.000 | 0.000 | 0.966 | 0.966 |
| D | @ | 02000 | GLEN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.518 | 0.000 | 0.000 | 0.518 | 0.518 |
| D | @ | 02069 | GRANT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.294 | 0.900 | 0.000 | 1.194 | 1.194 |
| D | @ | 02108 | GREER | 0.000 | 0.000 | 0.000 | 0.000 | 2.444 | 0.000 | 0.000 | 0.000 | 2.444 | 2.444 |
| D | @ | 02117 | GROUSE CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.532 | 0.000 | 0.000 | 0.532 | 0.532 |
| D | @ | 02126 | GURU NANAK PLACE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.266 | 0.000 | 0.000 | 0.266 | 0.266 |
| D | @ | 02189 | HANSEN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.100 | 0.000 | 0.100 | 0.100 |
| D | @ | 02207 | HARBY PLACE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.264 | 0.000 | 0.000 | 0.264 | 0.264 |
| D | @ | 02209 | HARBY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.444 | 0.000 | 0.000 | 1.444 | 1.444 |

Report 2-3 Lane Length Summer Class -- by Managerial Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Summer Class 1 Length | Summer Class 2 Length | Summer Class 3 Length | Summer Class 4 Length | Summer Class 5 Length | Summer Class 6 Length | Summer Class 7 Length | Summer Class 8 Length | Summer Class 1-8 Length | Summer Class 1-7 Length |
|-----|----------|---------|------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| D | @ | 02227 | HARMON | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.746 | 0.000 | 0.000 | 4.746 | 4.746 |
| D | @ | 02284 | HAYWOOD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.814 | 0.000 | 0.000 | 0.814 | 0.814 |
| D | @ | 02285 | HAZEL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.744 | 0.000 | 0.000 | 0.744 | 0.744 |
| D | @ | 02286 | HEATHER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.192 | 0.000 | 0.000 | 1.192 | 1.192 |
| D | @ | 02308 | HELMCKEN FALLS ROAD | 0.000 | 0.000 | 0.000 | 8.144 | 0.000 | 0.000 | 0.000 | 0.000 | 8.144 | 8.144 |
| D | @ | 02312 | HELMCKEN STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.716 | 0.000 | 0.000 | 0.716 | 0.716 |
| D | @ | 02315 | HELSD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 02327 | HERN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.600 | 0.000 | 0.000 | 0.600 | 0.600 |
| D | @ | 02374 | HILLSIDE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.406 | 0.000 | 0.000 | 0.406 | 0.406 |
| D | @ | 02396 | HOIRUP | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.576 | 0.934 | 1.260 | 5.770 | 4.510 |
| D | @ | 02418 | HOLLAND | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.234 | 0.000 | 0.000 | 1.234 | 1.234 |
| D | @ | 02432 | HOMER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 02462 | HUMMINGBIRD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.450 | 0.000 | 0.000 | 0.450 | 0.450 |
| D | @ | 02468 | HUNDSBEDT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.486 | 0.000 | 0.000 | 0.486 | 0.486 |
| D | @ | 02488 | HYDRO | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.748 | 0.000 | 0.000 | 0.748 | 0.748 |
| D | @ | 02513 | INSTITUTE STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.348 | 0.000 | 0.000 | 0.348 | 0.348 |
| D | @ | 02544 | JANICE LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 02558 | JENKINS | 0.000 | 0.000 | 0.000 | 0.000 | 2.842 | 0.000 | 0.000 | 0.000 | 2.842 | 2.842 |
| D | @ | 02566 | JIM LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.172 | 0.172 | 0.000 |
| D | @ | 02580 | JOHNSTON | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.612 | 0.000 | 0.000 | 1.612 | 1.612 |
| D | @ | 02583 | JONES CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 |
| D | @ | 02589 | JOYCE LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.410 | 0.000 | 0.000 | 0.410 | 0.410 |
| D | @ | 02609 | K.P. | 0.000 | 0.000 | 0.000 | 0.000 | 5.130 | 0.000 | 0.000 | 0.000 | 5.130 | 5.130 |
| D | @ | 02676 | KENNEDY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.542 | 0.000 | 0.000 | 0.542 | 0.542 |
| D | @ | 02685 | KERSHAW | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.496 | 0.000 | 0.000 | 0.496 | 0.496 |
| D | @ | 02704 | KIDD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.488 | 0.000 | 0.000 | 0.488 | 0.488 |
| D | @ | 02748 | KURYLOWICH | 0.000 | 0.000 | 0.000 | 0.000 | 0.492 | 0.000 | 0.000 | 0.000 | 0.492 | 0.492 |
| D | @ | 02811 | LAKE SUMMIT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.020 | 0.000 | 0.000 | 1.020 | 1.020 |
| D | @ | 02818 | LAKEVIEW | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.668 | 0.000 | 0.000 | 0.668 | 0.668 |
| D | @ | 02845 | LATREMOUILLE STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.338 | 0.000 | 0.000 | 0.338 | 0.338 |
| D | @ | 02854 | LAWRENCE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.590 | 0.000 | 0.000 | 1.590 | 1.590 |
| D | @ | 02881 | LEMIEUX CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 21.142 | 0.000 | 0.000 | 21.142 | 21.142 |
| D | @ | 02890 | LEMPFRIT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.194 | 0.000 | 0.000 | 0.194 | 0.194 |
| D | @ | 02917 | LIGHT BROWN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.060 | 0.000 | 0.060 | 0.060 |
| D | @ | 02929 | LT. FORT REST AREA RD. | 0.000 | 0.000 | 0.000 | 0.000 | 0.650 | 0.000 | 0.000 | 0.000 | 0.650 | 0.650 |
| D | @ | 02949 | LLOYD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.342 | 0.000 | 0.000 | 3.342 | 3.342 |
| D | @ | 02955 | LODGE DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 1.452 | 0.000 | 0.000 | 0.000 | 1.452 | 1.452 |
| D | @ | 03005 | LOUISE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.254 | 0.000 | 0.254 | 0.254 |
| D | @ | 03029 | MCCARTHY CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.938 | 0.236 | 0.000 | 3.174 | 3.174 |

Report 2-3 Lane Length Summer Class -- by Managerial Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Summer Class 1 Length | Summer Class 2 Length | Summer Class 3 Length | Summer Class 4 Length | Summer Class 5 Length | Summer Class 6 Length | Summer Class 7 Length | Summer Class 8 Length | Summer Class 1-8 Length | Summer Class 1-7 Length |
|-----|----------|---------|--------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| D | @ | 03038 | McCLENNAN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 | 0.000 |
| D | @ | 03047 | McCORVIE | 0.000 | 0.000 | 0.000 | 0.000 | 4.808 | 0.000 | 0.000 | 0.000 | 4.808 | 4.808 |
| D | @ | 03056 | McCRACKEN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.254 | 0.000 | 0.000 | 1.254 | 1.254 |
| D | @ | 03092 | McGARRIGLE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.344 | 0.000 | 0.000 | 0.344 | 0.344 |
| D | @ | 03137 | McLELLAN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.564 | 0.000 | 0.000 | 0.564 | 0.564 |
| D | @ | 03160 | McMARTIN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 03164 | McMURPHY STATION | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.730 | 0.000 | 0.730 | 0.730 |
| D | @ | 03173 | McNAB | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 5.904 | 0.000 | 0.000 | 5.904 | 5.904 |
| D | @ | 03218 | MANN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.101 | 0.600 | 0.701 | 0.101 |
| D | @ | 03232 | MAQUINNA | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 03238 | MARFIELD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 03267 | MAY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 03307 | MICKEY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.030 | 0.000 | 0.030 | 0.030 |
| D | @ | 03308 | MILEEN COURT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.140 | 0.000 | 0.000 | 0.140 | 0.140 |
| D | @ | 03309 | MILEEN DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.280 | 0.000 | 0.000 | 0.280 | 0.280 |
| D | @ | 03311 | MILLER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.206 | 0.000 | 0.000 | 2.206 | 2.206 |
| D | @ | 03331 | MOILLIET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.208 | 0.000 | 0.000 | 0.208 | 0.208 |
| D | @ | 03371 | MOUL CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.070 | 0.000 | 0.070 | 0.070 |
| D | @ | 03383 | MOUNTAINVIEW | 0.000 | 0.000 | 0.000 | 0.000 | 1.292 | 0.000 | 0.000 | 0.000 | 1.292 | 1.292 |
| D | @ | 03392 | MOUNT OLIE STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.098 | 0.000 | 0.000 | 1.098 | 1.098 |
| D | @ | 03420 | MURTLE CRESCENT | 0.000 | 0.000 | 0.000 | 0.000 | 1.606 | 0.000 | 0.000 | 0.360 | 1.966 | 1.606 |
| D | @ | 03422 | MURTLE ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.900 | 0.000 | 0.000 | 0.000 | 0.900 | 0.900 |
| D | @ | 03429 | MUSGRAVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.728 | 0.000 | 0.000 | 1.728 | 1.728 |
| D | @ | 03434 | NAKISKA | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 03474 | NOBLE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.752 | 0.000 | 0.000 | 0.752 | 0.752 |
| D | @ | 03492 | NORFOLK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.596 | 0.186 | 0.000 | 0.782 | 0.782 |
| D | @ | 03521 | NORRIS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.942 | 0.000 | 0.000 | 4.942 | 4.942 |
| D | @ | 03545 | OGDEN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.422 | 0.000 | 0.000 | 0.422 | 0.422 |
| D | @ | 03554 | OLD NORTH THOMPSON | 0.000 | 0.000 | 0.000 | 22.695 | 0.000 | 0.000 | 0.000 | 0.000 | 22.695 | 22.695 |
| D | @ | 03560 | OPAX | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.362 | 0.000 | 0.000 | 0.362 | 0.362 |
| D | @ | 03590 | O'REILY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 | 0.000 |
| D | @ | 03643 | PARK DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 4.146 | 0.000 | 0.000 | 0.000 | 4.146 | 4.146 |
| D | @ | 03652 | PARKER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 03697 | PEARCE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 | 0.000 |
| D | @ | 03706 | PEAVINE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.958 | 0.000 | 0.000 | 1.958 | 1.958 |
| D | @ | 03739 | PETROL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.308 | 0.000 | 0.000 | 2.308 | 2.308 |
| D | @ | 03740 | PHILLIPS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.926 | 0.000 | 0.000 | 0.926 | 0.926 |
| D | @ | 03783 | PLANER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 03886 | PUMPING STATION | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.056 | 0.000 | 0.000 | 2.056 | 2.056 |

Report 2-3 Lane Length Summer Class -- by Managerial Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Summer Class 1 Length | Summer Class 2 Length | Summer Class 3 Length | Summer Class 4 Length | Summer Class 5 Length | Summer Class 6 Length | Summer Class 7 Length | Summer Class 8 Length | Summer Class 1-8 Length | Summer Class 1-7 Length |
|-----|----------|---------|---------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| D | @ | 03920 | PYE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.606 | 0.000 | 0.606 | 0.606 |
| D | @ | 03921 | QUARRY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 03926 | RAFT RIVER | 0.000 | 0.000 | 0.000 | 0.000 | 3.038 | 0.000 | 0.000 | 0.000 | 3.038 | 3.038 |
| D | @ | 03927 | RAFT RIVER North | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.364 | 0.000 | 0.000 | 0.364 | 0.364 |
| D | @ | 03928 | RAFT RIVER FRONTAGE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.762 | 0.000 | 0.000 | 0.762 | 0.762 |
| D | @ | 03949 | RAY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.708 | 0.000 | 0.000 | 0.708 | 0.708 |
| D | @ | 03980 | RICHIE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.766 | 0.000 | 0.000 | 0.766 | 0.766 |
| D | @ | 03989 | RIDGE DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.170 | 0.000 | 0.000 | 0.170 | 0.170 |
| D | @ | 04027 | RIVERSIDE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.352 | 0.000 | 0.000 | 0.352 | 0.352 |
| D | @ | 04045 | RIVERVIEW CRESCENT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.032 | 0.000 | 0.000 | 1.032 | 1.032 |
| D | @ | 04078 | ROBSON PLACE | 0.000 | 0.000 | 0.000 | 0.000 | 0.300 | 0.000 | 0.000 | 0.000 | 0.300 | 0.300 |
| D | @ | 04079 | ROBSON STREET | 0.000 | 0.000 | 0.000 | 0.000 | 1.464 | 0.000 | 0.000 | 0.000 | 1.464 | 1.464 |
| D | @ | 04133 | ROUND TOP | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 7.606 | 0.000 | 0.000 | 7.606 | 7.606 |
| D | @ | 04136 | ROY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.176 | 0.000 | 0.212 | 0.388 | 0.176 |
| D | @ | 04142 | RUBY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.286 | 0.000 | 0.000 | 0.286 | 0.286 |
| D | @ | 04151 | RUDLANG | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 04156 | RUPEL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 04169 | RUSSELL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.450 | 0.950 | 1.400 | 0.450 |
| D | @ | 04226 | SANDHILL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.402 | 0.000 | 0.000 | 3.402 | 3.402 |
| D | @ | 04288 | SCHMIDT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.224 | 0.000 | 0.000 | 2.224 | 2.224 |
| D | @ | 04291 | SCHOOL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.332 | 0.000 | 0.000 | 0.332 | 0.332 |
| D | @ | 04306 | SCOTT DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.014 | 0.000 | 0.000 | 1.014 | 1.014 |
| D | @ | 04448 | SKINNER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.964 | 0.000 | 3.964 | 3.964 |
| D | @ | 04457 | SMALL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 04521 | STAR LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.400 | 0.000 | 3.400 | 3.400 |
| D | @ | 04539 | STEGG | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.624 | 0.000 | 0.000 | 0.624 | 0.624 |
| D | @ | 04629 | SUNSHINE VALLEY | 0.000 | 0.000 | 0.000 | 0.000 | 5.014 | 0.000 | 0.000 | 0.000 | 5.014 | 5.014 |
| D | @ | 04644 | SWANSON | 0.000 | 0.000 | 0.000 | 0.000 | 1.652 | 0.000 | 0.000 | 0.000 | 1.652 | 1.652 |
| D | @ | 04660 | TAREN DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.600 | 0.000 | 0.000 | 0.600 | 0.600 |
| D | @ | 04663 | TAYLOR RD. | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.060 | 0.000 | 0.000 | 0.060 | 0.060 |
| D | @ | 04681 | THOMPSON DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.944 | 0.000 | 0.000 | 0.944 | 0.944 |
| D | @ | 04729 | TOMYN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 04766 | TRAUB | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.464 | 0.000 | 0.000 | 1.464 | 1.464 |
| D | @ | 04773 | TROUT CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.714 | 0.000 | 0.000 | 4.714 | 4.714 |
| D | @ | 04782 | TRUTCH | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.414 | 0.000 | 0.000 | 0.414 | 0.414 |
| D | @ | 04857 | VANENBY Bridge | 0.000 | 0.000 | 0.000 | 4.070 | 0.000 | 0.000 | 0.000 | 0.000 | 4.070 | 4.070 |
| D | @ | 04863 | VAVENBY FERRY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.300 | 0.000 | 0.300 | 0.300 |
| D | @ | 04867 | VERN ANN PLACE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.148 | 0.000 | 0.000 | 0.148 | 0.148 |
| D | @ | 04918 | WADLEGGER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.786 | 0.000 | 0.000 | 0.786 | 0.786 |

Report 2-3 Lane Length Summer Class -- by Managerial Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Summer Class 1 Length | Summer Class 2 Length | Summer Class 3 Length | Summer Class 4 Length | Summer Class 5 Length | Summer Class 6 Length | Summer Class 7 Length | Summer Class 8 Length | Summer Class 1-8 Length | Summer Class 1-7 Length |
|----------------------------|----------|---------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| D | @ | 04945 | WALKER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.786 | 0.000 | 0.000 | 0.786 | 0.786 |
| D | @ | 04963 | WATER STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 04976 | WATTS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 05000 | WEBBER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.132 | 0.000 | 0.000 | 1.132 | 1.132 |
| D | @ | 05033 | WHITE ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.490 | 0.000 | 0.000 | 0.490 | 0.490 |
| D | @ | 05042 | WHYMPER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.190 | 0.000 | 0.000 | 0.190 | 0.190 |
| D | @ | 05055 | WILDWOOD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.726 | 0.000 | 0.000 | 0.726 | 0.726 |
| D | @ | 05063 | WILSON LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.149 | 0.000 | 0.149 | 0.000 |
| D | @ | 05073 | WINDPASS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 15.712 | 0.000 | 0.000 | 15.712 | 15.712 |
| D | @ | 05093 | WOOD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.092 | 0.000 | 0.092 | 0.092 |
| D | @ | 05100 | WOREBY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.290 | 0.263 | 0.000 | 0.553 | 0.553 |
| D | @ | 05105 | WYNDHAVEN COURT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.104 | 0.000 | 0.104 | 0.104 |
| D | @ | 05106 | WYNDHAVEN DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.210 | 0.000 | 0.000 | 1.210 | 1.210 |
| D | @ | 05107 | WYNDHAVEN PLACE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.924 | 0.000 | 0.000 | 0.924 | 0.924 |
| D | @ | 05145 | YOUNG | 0.000 | 0.000 | 0.000 | 1.206 | 0.000 | 0.000 | 0.000 | 0.000 | 1.206 | 1.206 |
| D | @ | 06100 | HIGHWAY 24 RUNAWAY 1 | 0.000 | 0.000 | 0.350 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.350 | 0.350 |
| D | @ | 06101 | HIGHWAY 24 RUNAWAY 2 | 0.000 | 0.000 | 0.280 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.280 | 0.280 |
| D | @ | 06102 | HIGHWAY 24 RUNAWAY 3 | 0.000 | 0.000 | 0.346 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.346 | 0.346 |
| D | @ | 06103 | HIGHWAY 24 RUNAWAY 4 | 0.000 | 0.000 | 0.600 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.600 | 0.600 |
| Sub Area - @ Total | | | | 0.000 | 0.000 | 257.284 | 133.575 | 190.248 | 274.979 | 35.827 | 6.606 | 898.519 | 891.913 |
| AMA - D Total | | | | 0.000 | 0.000 | 257.284 | 133.575 | 190.248 | 274.979 | 35.827 | 6.606 | 898.519 | 891.913 |
| Contract Area Total | | | | 225.890 | 392.711 | 573.284 | 464.703 | 675.794 | 1219.779 | 250.837 | 282.776 | 4085.774 | 3802.998 |

Report 2-4 Lane Length Winter Class -- By Area Manager Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Winter class A length | Winter class B length | Winter class C length | Winter class D length | Winter class E length | Winter class F length | Winter class A-F length | Winter class A-E length |
|-----|----------|---------|---------------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| A | @ | 00001E | TRANS-CANADA EASTBND | 51.765 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 51.765 | 51.765 |
| A | @ | 00001W | TRANS-CANADA WESTBND | 63.953 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 63.953 | 63.953 |
| A | @ | 00005K | YELLOWHEAD South Bnd | 52.817 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 52.817 | 52.817 |
| A | @ | 00005Y | YELLOWHEAD North Bnd | 61.792 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 61.792 | 61.792 |
| A | @ | 00368E | HWY #5A EB1E ON RAMP | 0.390 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.390 | 0.390 |
| A | @ | 00368N | HWY #5A WB1W OFF RMP | 0.494 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.494 | 0.494 |
| A | @ | 00369E | COLUMBA EB1E OFF RMP | 1.513 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.513 | 1.513 |
| A | @ | 00369W | COLUMBA WB1W ON RAMP | 1.070 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.070 | 1.070 |
| A | @ | 00370E | SUMIT DR EB1E ON RMP | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 |
| A | @ | 00370W | SUMIT DR WB1W OFF RP | 0.572 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.572 | 0.572 |
| A | @ | 00372S | RUNAWAY LANE TCH #1E | 0.100 | 0.000 | 0.000 | 0.000 | 0.080 | 0.000 | 0.180 | 0.180 |
| A | @ | 00374N | YELOWHD WB1W OFF RMP | 0.145 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.145 | 0.145 |
| A | @ | 00375E | VLYVW DR EB1E ON RMP | 0.332 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.332 | 0.332 |
| A | @ | 00375K | VALLEYVIEW DRIVE WB | 1.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.250 | 1.250 |
| A | @ | 00375N | VLYVW DR WB1W OFF RP | 0.425 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.425 | 0.425 |
| A | @ | 00375V | VALLEYVIEW DRIVE EB | 1.356 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.356 | 1.356 |
| A | @ | 00375W | VLYVW DR WB1W ON RMP | 0.137 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.137 | 0.137 |
| A | @ | 00383N | KIPP RD WB1W OFF RMP | 0.330 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.330 | 0.330 |
| A | @ | 00383W | KIPP RD WB1W ON RAMP | 0.290 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.290 | 0.290 |
| A | @ | 00386E | On ramp from Kokanee Way to Rte 1 E/B | 0.839 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.839 | 0.839 |
| A | @ | 00386S | Off Ramp from Rte 1E/B to Kokanee Wa | 0.803 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.803 | 0.803 |
| A | @ | 00388N | Off ramp from Rte 1 W/B to Kokanee Wa | 0.662 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.662 | 0.662 |
| A | @ | 00388W | On ramp from Kokanee Way to Rte 1 W/ | 1.071 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.071 | 1.071 |
| A | @ | 00392E | LAFARGE EB1E ON RAMP | 0.494 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.494 | 0.494 |
| A | @ | 00392N | LAFARGE WB1W OFF RMP | 0.413 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.413 | 0.413 |
| A | @ | 00392S | LAFARGE EB1E OFF RMP | 0.458 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.458 | 0.458 |
| A | @ | 00392W | LAFARGE WB1W ON RAMP | 0.483 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.483 | 0.483 |
| A | @ | 00501E | VLYVW DR SB5K OFF RP | 0.217 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.217 | 0.217 |
| A | @ | 00501W | BATL ST WB501E OFFRP | 0.100 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.100 | 0.100 |
| A | @ | 00560 | ALPINE | 0.000 | 0.000 | 0.000 | 0.534 | 0.000 | 0.000 | 0.534 | 0.534 |
| A | @ | 00685 | BARNHARTVALE ROAD | 0.000 | 0.000 | 33.436 | 0.000 | 0.000 | 0.000 | 33.436 | 33.436 |
| A | @ | 00739 | BEAR ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 00782 | BERESFORD ROAD | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 3.459 | 3.959 | 0.500 |
| A | @ | 00823 | BIRD LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 00867 | BLUE JAY LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 00918 | BOSTOCK ROAD | 0.000 | 0.000 | 0.000 | 0.360 | 0.000 | 0.000 | 0.360 | 0.360 |
| A | @ | 00927 | BOTTA ROAD | 0.000 | 0.000 | 0.000 | 0.716 | 0.000 | 3.642 | 4.358 | 0.716 |
| A | @ | 01015 | Burfield Dr. | 0.000 | 0.000 | 0.000 | 1.510 | 0.000 | 0.000 | 1.510 | 1.510 |
| A | @ | 01030 | CAHILTY CRES | 0.000 | 0.000 | 0.000 | 1.474 | 0.000 | 0.000 | 1.474 | 1.474 |

Report 2-4 Lane Length Winter Class -- By Area Manager Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Winter class A length | Winter class B length | Winter class C length | Winter class D length | Winter class E length | Winter class F length | Winter class A-F length | Winter class A-E length |
|-----|----------|---------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| A | @ | 01032 | CAHILTY PLACE | 0.000 | 0.000 | 0.000 | 0.322 | 0.000 | 0.000 | 0.322 | 0.322 |
| A | @ | 01033 | CAHILTY ROAD | 0.000 | 0.000 | 0.000 | 1.224 | 0.000 | 0.100 | 1.324 | 1.224 |
| A | @ | 01069 | CAMPBELL CREEK ROAD | 0.000 | 0.000 | 7.936 | 22.994 | 0.000 | 0.000 | 30.930 | 30.930 |
| A | @ | 01073 | CAMPBELL MEADOWS RD | 0.000 | 0.000 | 0.000 | 2.206 | 0.000 | 0.850 | 3.056 | 2.206 |
| A | @ | 01075 | CAMPBELL RANGE ROAD | 0.000 | 0.000 | 1.934 | 26.306 | 0.000 | 0.000 | 28.240 | 28.240 |
| A | @ | 01150 | CHIEF LOUIS WAY | 0.000 | 0.000 | 0.000 | 5.701 | 0.000 | 0.000 | 5.701 | 5.701 |
| A | @ | 01244 | COLD CREEK ROAD | 0.000 | 0.000 | 0.896 | 17.414 | 0.000 | 9.175 | 27.485 | 18.310 |
| A | @ | 01297 | COSTER ADAMS ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.288 | 12.536 | 12.824 | 0.288 |
| A | @ | 01342 | CRIDGE ROAD | 0.000 | 0.000 | 0.000 | 0.204 | 0.000 | 0.000 | 0.204 | 0.204 |
| A | @ | 01386 | Dallas Drive | 3.472 | 0.000 | 13.597 | 0.000 | 0.000 | 0.000 | 17.069 | 17.069 |
| A | @ | 01405 | DAVIDSON ROAD | 0.000 | 0.000 | 0.000 | 1.800 | 0.000 | 0.000 | 1.800 | 1.800 |
| A | @ | 01463 | DELEEUW ROAD | 0.000 | 0.000 | 0.000 | 9.174 | 2.126 | 0.000 | 11.300 | 11.300 |
| A | @ | 01472 | DEMARNI ROAD | 0.000 | 0.000 | 0.000 | 0.840 | 0.000 | 1.325 | 2.165 | 0.840 |
| A | @ | 01481 | DEMERS ROAD | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.500 |
| A | @ | 01595 | DOYLE DRIVE | 0.000 | 0.000 | 0.000 | 0.202 | 0.000 | 0.000 | 0.202 | 0.202 |
| A | @ | 01596 | DOYLE | 0.000 | 0.000 | 1.014 | 0.000 | 0.000 | 0.000 | 1.014 | 1.014 |
| A | @ | 01633 | DUNCAN ROAD | 0.000 | 0.000 | 0.000 | 0.788 | 0.000 | 0.000 | 0.788 | 0.788 |
| A | @ | 01660 | DURANGO DRIVE | 0.000 | 0.000 | 0.000 | 2.586 | 0.000 | 0.000 | 2.586 | 2.586 |
| A | @ | 01791 | FINLAY DRIVE | 0.000 | 0.000 | 0.000 | 0.214 | 0.000 | 0.000 | 0.214 | 0.214 |
| A | @ | 01792 | FINLAY PLACE | 0.000 | 0.000 | 0.000 | 0.130 | 0.000 | 0.000 | 0.130 | 0.130 |
| A | @ | 01793 | FINLAY ROAD | 0.000 | 0.000 | 12.028 | 0.234 | 0.000 | 0.000 | 12.262 | 12.262 |
| A | @ | 01799 | FISHER | 0.000 | 0.000 | 0.000 | 0.266 | 0.000 | 0.180 | 0.446 | 0.266 |
| A | @ | 01805 | FLEET | 0.000 | 0.000 | 0.000 | 0.222 | 0.000 | 0.000 | 0.222 | 0.222 |
| A | @ | 01970 | GEORGIA ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.000 | 0.200 | 0.200 |
| A | @ | 02015 | GOLDEN HORN | 0.000 | 0.000 | 0.000 | 1.374 | 0.874 | 0.000 | 2.248 | 2.248 |
| A | @ | 02051 | GOSSET ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.160 | 0.160 | 0.000 |
| A | @ | 02057 | GOULD ROAD | 0.000 | 0.000 | 0.000 | 0.080 | 0.000 | 0.000 | 0.080 | 0.080 |
| A | @ | 02060 | GOWAN ROAD | 0.000 | 0.000 | 0.000 | 2.402 | 0.000 | 0.899 | 3.301 | 2.402 |
| A | @ | 02121 | GULL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 02153 | HALE-VINNIE ROAD | 0.000 | 0.000 | 0.000 | 5.058 | 0.000 | 1.746 | 6.804 | 5.058 |
| A | @ | 02236 | HARPER RANCH ROAD | 0.000 | 0.000 | 4.134 | 0.000 | 0.000 | 0.000 | 4.134 | 4.134 |
| A | @ | 02238 | HARPER MOUNTAIN ROAD | 0.000 | 10.954 | 0.000 | 0.000 | 0.000 | 0.000 | 10.954 | 10.954 |
| A | @ | 02240 | HARPER RN-PN ROAD | 0.000 | 0.000 | 1.991 | 1.032 | 0.000 | 16.143 | 19.166 | 3.023 |
| A | @ | 02291 | HEFFLEY CK DUMP ROAD | 0.000 | 0.000 | 0.000 | 1.482 | 0.000 | 0.000 | 1.482 | 1.482 |
| A | @ | 02293 | HEFFLEY LAKE | 0.000 | 0.000 | 0.000 | 2.532 | 0.000 | 0.000 | 2.532 | 2.532 |
| A | @ | 02296 | HEFFLEY-LOUIS CREEK | 0.000 | 46.108 | 0.000 | 0.000 | 0.000 | 0.000 | 46.108 | 46.108 |
| A | @ | 02321 | HENDERSON ROAD | 0.000 | 0.000 | 0.000 | 0.986 | 0.000 | 0.238 | 1.224 | 0.986 |
| A | @ | 02330 | HIDDEN VALE RANCH RD | 0.000 | 0.000 | 0.000 | 2.006 | 0.000 | 0.000 | 2.006 | 2.006 |
| A | @ | 02376 | HILLTOP | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 |

Report 2-4 Lane Length Winter Class -- By Area Manager Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Winter class A length | Winter class B length | Winter class C length | Winter class D length | Winter class E length | Winter class F length | Winter class A-F length | Winter class A-E length |
|-----|----------|---------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| A | @ | 02387 | HINES ROAD | 0.000 | 0.000 | 0.632 | 0.010 | 0.000 | 0.060 | 0.702 | 0.642 |
| A | @ | 02404 | HOLBROOK PLACE | 0.000 | 0.000 | 0.000 | 0.200 | 0.000 | 0.000 | 0.200 | 0.200 |
| A | @ | 02405 | HOLBROOK RD | 0.000 | 0.000 | 1.810 | 0.702 | 0.000 | 0.000 | 2.512 | 2.512 |
| A | @ | 02423 | HOLMWOOD-ROBBINS RNG | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 8.000 | 8.000 | 0.000 |
| A | @ | 02439 | HOOK ROAD | 0.000 | 0.000 | 0.000 | 1.692 | 0.000 | 0.000 | 1.692 | 1.692 |
| A | @ | 02439G | Hook EBound Off Ramp | 0.572 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.572 | 0.572 |
| A | @ | 02439H | Hook EBOUND ON RANP | 0.587 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.587 | 0.587 |
| A | @ | 02439I | HOOK WBOUND OFF RAMP | 0.471 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.471 | 0.471 |
| A | @ | 02439J | HOOK WBOUND ON RAMP | 0.616 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.616 | 0.616 |
| A | @ | 02450 | HORNE ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.410 | 2.410 | 0.000 |
| A | @ | 02486 | HYAS LAKE ROAD | 0.000 | 0.000 | 0.000 | 7.354 | 0.000 | 0.000 | 7.354 | 7.354 |
| A | @ | 02547 | JARDINE ROAD | 0.000 | 0.000 | 0.000 | 0.806 | 0.000 | 0.000 | 0.806 | 0.806 |
| A | @ | 02549 | JARVIS BLAIR ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.400 | 2.400 | 0.000 |
| A | @ | 02600 | JUNCTION ROAD | 0.000 | 0.000 | 0.000 | 1.491 | 0.000 | 0.000 | 1.491 | 1.491 |
| A | @ | 02647 | KEEL PLACE | 0.000 | 0.000 | 0.000 | 0.264 | 0.000 | 0.000 | 0.264 | 0.264 |
| A | @ | 02658 | KELSEY ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 02705 | KINNEAR ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.200 | 3.200 | 0.000 |
| A | @ | 02739 | KNOUFF LAKE | 0.000 | 0.000 | 29.628 | 0.000 | 0.000 | 13.040 | 42.668 | 29.628 |
| A | @ | 02803 | LAKE BAY | 0.000 | 0.000 | 0.000 | 4.264 | 0.000 | 0.000 | 4.264 | 4.264 |
| A | @ | 02809 | LAKESHORE | 0.000 | 0.000 | 0.000 | 2.314 | 0.000 | 0.000 | 2.314 | 2.314 |
| A | @ | 02817 | LAKEVIEW DRIVE | 0.000 | 0.000 | 0.000 | 1.330 | 0.000 | 0.000 | 1.330 | 1.330 |
| A | @ | 02872 | LEESON-BLEEKER ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 9.600 | 9.600 | 0.000 |
| A | @ | 02969 | LOMA ROAD | 0.000 | 0.000 | 0.000 | 0.372 | 0.000 | 0.000 | 0.372 | 0.372 |
| A | @ | 03009 | LOWER HEFFLEY LAKE | 0.000 | 0.000 | 0.000 | 1.460 | 0.000 | 0.000 | 1.460 | 1.460 |
| A | @ | 03010 | LUTE ROAD | 0.000 | 0.000 | 0.000 | 0.642 | 0.000 | 0.000 | 0.642 | 0.642 |
| A | @ | 03063 | McCREIGHT LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 03065 | MCCREIGHT RD | 0.000 | 0.000 | 0.000 | 1.746 | 0.000 | 0.000 | 1.746 | 1.746 |
| A | @ | 03074 | MCCULLY ROAD | 0.000 | 0.000 | 0.000 | 0.256 | 0.000 | 0.000 | 0.256 | 0.256 |
| A | @ | 03101 | McGILLIVRAY CREEK | 0.000 | 0.000 | 2.044 | 0.000 | 0.000 | 0.000 | 2.044 | 2.044 |
| A | @ | 03119 | MCGREGOR RD | 0.000 | 0.000 | 0.000 | 1.218 | 0.000 | 0.000 | 1.218 | 1.218 |
| A | @ | 03191 | MCTAVISH RD | 0.000 | 0.000 | 0.000 | 0.970 | 0.000 | 0.000 | 0.970 | 0.970 |
| A | @ | 03209 | MALLARD ROAD | 0.000 | 0.000 | 0.000 | 0.564 | 0.000 | 0.046 | 0.610 | 0.564 |
| A | @ | 03231 | MAQUINNA RD | 0.000 | 0.000 | 0.000 | 0.362 | 0.000 | 0.000 | 0.362 | 0.362 |
| A | @ | 03259 | MARTINSON ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.800 | 4.800 | 0.000 |
| A | @ | 03297 | MEADOW LARK ROAD | 0.000 | 0.000 | 0.000 | 0.488 | 0.000 | 0.000 | 0.488 | 0.488 |
| A | @ | 03318 | MINER ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 03347 | MONTE CREEK ROAD | 0.000 | 0.000 | 0.810 | 1.072 | 0.000 | 0.000 | 1.882 | 1.882 |
| A | @ | 03349 | MONTY CR-PINANTAN RD | 0.000 | 0.000 | 0.000 | 5.400 | 0.000 | 1.300 | 6.700 | 5.400 |
| A | @ | 03358 | MOORE-RICHARDSON RD | 0.000 | 0.000 | 0.000 | 3.766 | 0.000 | 3.577 | 7.343 | 3.766 |

Report 2-4 Lane Length Winter Class -- By Area Manager Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Winter class A length | Winter class B length | Winter class C length | Winter class D length | Winter class E length | Winter class F length | Winter class A-F length | Winter class A-E length |
|-----|----------|---------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| A | @ | 03389 | MOUNT LOLO ROAD | 0.000 | 0.000 | 0.000 | 11.572 | 0.000 | 0.000 | 11.572 | 11.572 |
| A | @ | 03393 | MOUNT PAUL WAY | 3.519 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.519 | 3.519 |
| A | @ | 03530E | N. THOMPSON RV.EAST | 5.995 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 5.995 | 5.995 |
| A | @ | 03530W | N.THOMPSON RIV CON W | 4.314 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.314 | 4.314 |
| A | @ | 03535 | OAR ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.100 | 0.100 | 0.000 |
| A | @ | 03552 | OLD FERRY ROAD | 0.000 | 0.000 | 0.000 | 1.712 | 0.000 | 0.000 | 1.712 | 1.712 |
| A | @ | 03599 | ORTON ROAD | 0.000 | 0.000 | 0.000 | 1.220 | 0.000 | 0.000 | 1.220 | 1.220 |
| A | @ | 03622 | PALMER FORSYTH | 0.000 | 0.000 | 0.000 | 12.840 | 0.000 | 0.000 | 12.840 | 12.840 |
| A | @ | 03631 | PARADISE RD | 0.000 | 0.000 | 0.000 | 2.316 | 0.000 | 0.000 | 2.316 | 2.316 |
| A | @ | 03635 | PARADISE LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 03688 | PAUL LAKE ROAD | 0.000 | 29.707 | 5.054 | 0.000 | 0.000 | 0.000 | 34.761 | 34.761 |
| A | @ | 03689 | PAUL LAKE DUMP ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.296 | 4.296 | 0.000 |
| A | @ | 03713 | PERCH | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 03748 | PINANTAN-PRITCHARD | 0.000 | 0.000 | 47.534 | 0.000 | 0.000 | 0.000 | 47.534 | 47.534 |
| A | @ | 03753 | PINE LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 03778 | PINTAIL ROAD | 0.000 | 0.000 | 0.000 | 0.426 | 0.000 | 0.014 | 0.440 | 0.426 |
| A | @ | 03780 | PIVA ROAD | 0.000 | 0.000 | 0.000 | 2.404 | 0.000 | 0.000 | 2.404 | 2.404 |
| A | @ | 03814 | POWELL ROAD | 0.000 | 0.000 | 0.000 | 3.582 | 0.000 | 0.000 | 3.582 | 3.582 |
| A | @ | 03981 | RICHIE LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 04022 | RIVER HEIGHTS DRIVE | 0.000 | 0.000 | 0.000 | 2.082 | 0.000 | 0.000 | 2.082 | 2.082 |
| A | @ | 04057 | RIVER VISTA DRIVE | 0.000 | 0.000 | 0.000 | 1.256 | 0.000 | 0.000 | 1.256 | 1.256 |
| A | @ | 04066 | ROBBINS CREEK ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 8.036 | 0.000 | 8.036 | 8.036 |
| A | @ | 04070 | ROBBINS RANGE ROAD | 0.000 | 0.000 | 36.676 | 0.000 | 0.000 | 0.000 | 36.676 | 36.676 |
| A | @ | 04088 | ROCHE LAKE ROAD | 0.000 | 0.000 | 0.000 | 22.776 | 0.000 | 0.000 | 22.776 | 22.776 |
| A | @ | 04097 | ROCKFACE ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.420 | 0.420 | 0.000 |
| A | @ | 04100 | RONLYN COURT | 0.000 | 0.000 | 0.000 | 0.826 | 0.000 | 0.000 | 0.826 | 0.826 |
| A | @ | 04124 | ROSE HILL ROAD | 0.000 | 0.000 | 0.000 | 11.842 | 0.000 | 0.000 | 11.842 | 11.842 |
| A | @ | 04303 | SALISH ROAD | 0.000 | 0.000 | 0.000 | 0.824 | 0.000 | 0.000 | 0.824 | 0.824 |
| A | @ | 04310 | SCOTT ROAD | 0.000 | 0.000 | 0.000 | 2.382 | 0.000 | 2.448 | 4.830 | 2.382 |
| A | @ | 04337 | SEPARATION ROAD | 0.000 | 0.000 | 0.000 | 9.542 | 0.000 | 0.000 | 9.542 | 9.542 |
| A | @ | 04387 | SHAW | 0.000 | 0.000 | 0.000 | 2.266 | 0.000 | 1.200 | 3.466 | 2.266 |
| A | @ | 04395 | SHEER ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 04404 | SHORE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 04412 | SHUSWAP ROAD | 0.000 | 0.000 | 31.476 | 21.796 | 0.000 | 0.000 | 53.272 | 53.272 |
| A | @ | 04430 | SINCLAIR ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.200 | 3.200 | 0.000 |
| A | @ | 04475 | SONORA ROAD | 0.000 | 0.000 | 0.000 | 0.390 | 0.000 | 0.000 | 0.390 | 0.390 |
| A | @ | 04502 | STAINES ROAD | 0.000 | 0.000 | 0.000 | 0.440 | 0.000 | 0.080 | 0.520 | 0.440 |
| A | @ | 04580 | STRACHAN | 0.000 | 0.000 | 0.000 | 1.714 | 0.000 | 0.000 | 1.714 | 1.714 |
| A | @ | 04582 | STRATE ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.270 | 0.270 | 0.000 |

Report 2-4 Lane Length Winter Class -- By Area Manager Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Winter class A length | Winter class B length | Winter class C length | Winter class D length | Winter class E length | Winter class F length | Winter class A-F length | Winter class A-E length |
|---------------------------|----------|---------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| A | @ | 04584 | STRAWBERRY HEIGHTS | 0.000 | 0.000 | 0.000 | 1.964 | 0.000 | 19.600 | 21.564 | 1.964 |
| A | @ | 04593 | SULLIVAN VALLEY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 6.100 | 6.100 | 0.000 |
| A | @ | 04612 | SUN PEAKS | 0.000 | 18.520 | 0.000 | 0.000 | 0.000 | 0.000 | 18.520 | 18.520 |
| A | @ | 04677 | TEAL ROAD | 0.000 | 0.000 | 0.000 | 0.760 | 0.000 | 0.000 | 0.760 | 0.760 |
| A | @ | 04710 | TOLKO ROAD | 0.000 | 0.000 | 0.000 | 0.934 | 0.000 | 0.000 | 0.934 | 0.934 |
| A | @ | 04764 | TRAPP LAKE ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 22.200 | 2.800 | 25.000 | 22.200 |
| A | @ | 04810 | UPPER LOUIS CREEK | 0.000 | 0.000 | 0.000 | 8.310 | 0.000 | 0.000 | 8.310 | 8.310 |
| A | @ | 04909 | WADDINGTON ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.120 | 0.120 | 0.000 |
| A | @ | 04973 | WATSON LARSON ROAD | 0.000 | 0.000 | 0.000 | 4.846 | 0.000 | 0.000 | 4.846 | 4.846 |
| A | @ | 05082 | WITTNER ROAD | 0.000 | 0.000 | 0.000 | 4.478 | 0.000 | 0.000 | 4.478 | 4.478 |
| A | @ | 05095 | WOODLAND ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| A | @ | 05200 | FAIRWAYS DRIVE | 0.000 | 0.000 | 0.000 | 1.416 | 0.000 | 0.000 | 1.416 | 1.416 |
| A | @ | 05201 | EAGLE COURT | 0.000 | 0.000 | 0.000 | 0.180 | 0.000 | 0.000 | 0.180 | 0.180 |
| A | @ | 05202 | SUNBURST DRIVE | 0.000 | 0.000 | 0.000 | 1.066 | 0.000 | 0.000 | 1.066 | 1.066 |
| A | @ | 05203 | SUNBURST PLACE | 0.000 | 0.000 | 0.000 | 0.410 | 0.000 | 0.000 | 0.410 | 0.410 |
| A | @ | 05204 | SUNDANCE DRIVE | 0.000 | 0.000 | 0.000 | 1.008 | 0.000 | 0.000 | 1.008 | 1.008 |
| A | @ | 05205 | VILLAGE PLACE | 0.000 | 0.000 | 0.000 | 0.334 | 0.000 | 0.000 | 0.334 | 0.334 |
| A | @ | 05206 | VILLAGE WAY | 0.000 | 0.000 | 0.000 | 0.662 | 0.000 | 0.000 | 0.662 | 0.662 |
| A | @ | 05207 | CREEKSIDE WAY | 0.000 | 1.598 | 0.000 | 0.000 | 0.000 | 0.000 | 1.598 | 1.598 |
| Sub Area - @ Total | | | | 264.317 | 106.887 | 232.630 | 294.692 | 33.804 | 139.784 | 1072.114 | 932.330 |
| AMA - A Total | | | | 264.317 | 106.887 | 232.630 | 294.692 | 33.804 | 139.784 | 1072.114 | 932.330 |
| B | @ | 00001 | TRANS-CANADA | 93.980 | 58.433 | 0.000 | 0.000 | 0.000 | 0.000 | 152.413 | 152.413 |
| B | @ | 00001E | TRANS-CANADA EASTBND | 19.524 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 19.524 | 19.524 |
| B | @ | 00001W | TRANS-CANADA WESTBND | 19.005 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 19.005 | 19.005 |
| B | @ | 00005A | PRINCETON-KAMLOOPS | 0.000 | 63.489 | 0.000 | 0.000 | 0.000 | 0.000 | 63.489 | 63.489 |
| B | @ | 00005N | COQUIHALLA NORTHBND | 53.226 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 53.226 | 53.226 |
| B | @ | 00005S | COQUIHALLA SOUTHBND | 72.338 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 72.338 | 72.338 |
| B | @ | 00099 | KAM LAKE REST AREA | 0.782 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.782 | 0.782 |
| B | @ | 00336N | WALLOPER N/B ON RAMP | 0.563 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.563 | 0.563 |
| B | @ | 00336S | WALLOPER S/B EXIT336 | 0.546 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.546 | 0.546 |
| B | @ | 00345B | COQ. BRAKE CHECK | 0.788 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.788 | 0.788 |
| B | @ | 00355 | INKS LAKE | 0.930 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.930 | 0.930 |
| B | @ | 00355E | INKS LK. N/B EXIT355 | 0.937 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.937 | 0.937 |
| B | @ | 00355N | INKS LK. N/B ON RAMP | 0.952 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.952 | 0.952 |
| B | @ | 00355S | INKS LK. S/B ON RAMP | 0.906 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.906 | 0.906 |
| B | @ | 00355W | INKS LK. S/B EXIT355 | 0.872 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.872 | 0.872 |
| B | @ | 00358E | SUGARLOAF N/B OFF RP | 0.759 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.759 | 0.759 |
| B | @ | 00358N | SUGARLOAF N/B ON RMP | 0.335 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.335 | 0.335 |
| B | @ | 00362S | #1E EXIT 362 COQ | 0.856 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.856 | 0.856 |

Report 2-4 Lane Length Winter Class -- By Area Manager Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Winter class A length | Winter class B length | Winter class C length | Winter class D length | Winter class E length | Winter class F length | Winter class A-F length | Winter class A-E length |
|-----|----------|---------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| B | @ | 00362W | COQ.N/B EXIT 362 #1W | 1.544 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.544 | 1.544 |
| B | @ | 00363B | AFTON BICYCLE PATH | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.268 | 0.268 | 0.000 |
| B | @ | 00364 | WEIGH SCALE #1 EAST | 1.535 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.535 | 1.535 |
| B | @ | 00364B | AFTON BRAKE CHECK | 0.931 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.931 | 0.931 |
| B | @ | 00364E | WEIGH SCAL.#1E PK LT | 0.000 | 0.000 | 1.243 | 0.000 | 0.000 | 0.000 | 1.243 | 1.243 |
| B | @ | 00365 | WEIGH SCALE #1 WEST | 1.864 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.864 | 1.864 |
| B | @ | 00365W | WEIGH SCAL.#1W PK LT | 0.000 | 0.000 | 1.551 | 0.000 | 0.000 | 0.000 | 1.551 | 1.551 |
| B | @ | 00366 | COPPERHEAD DRIVE | 1.086 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.086 | 1.086 |
| B | @ | 00366E | COPPERHD #1E ON RAMP | 0.537 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.537 | 0.537 |
| B | @ | 00366N | #1W EXIT 366 COPPERH | 0.480 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.480 | 0.480 |
| B | @ | 00366S | #1E EXIT 366 COPPERH | 0.424 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.424 | 0.424 |
| B | @ | 00366W | COPPERHD #1W ON RAMP | 0.522 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.522 | 0.522 |
| B | @ | 00367 | PACIFIC WAY | 1.538 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.538 | 1.538 |
| B | @ | 00367C | HUGH ALLAN DRIVE | 0.167 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.167 | 0.167 |
| B | @ | 00367E | PACIFIC #1E ON RAMP | 0.397 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.397 | 0.397 |
| B | @ | 00367N | #1W EXIT 367 PACIFIC | 0.670 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.670 | 0.670 |
| B | @ | 00367S | #1E EXIT 367 PACIFIC | 0.573 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.573 | 0.573 |
| B | @ | 00367W | PACIFIC #1W ON RAMP | 0.625 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.625 | 0.625 |
| B | @ | 00368S | #1E EXIT 368 HWY 5A | 0.385 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.385 | 0.385 |
| B | @ | 00368W | HWY #5A #1W ON RAMP | 0.983 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.983 | 0.983 |
| B | @ | 00505 | ABBEY | 0.000 | 0.000 | 0.000 | 0.398 | 0.000 | 1.649 | 2.047 | 0.398 |
| B | @ | 00510 | ADA STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 00530 | AINSWORTH LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.094 | 0.094 | 0.000 |
| B | @ | 00588 | ANGLESEY RANCH | 0.000 | 0.000 | 0.000 | 1.166 | 0.000 | 0.000 | 1.166 | 1.166 |
| B | @ | 00599 | ARCHER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 00607 | ASHCROFT | 0.000 | 0.000 | 0.000 | 1.438 | 0.000 | 0.654 | 2.092 | 1.438 |
| B | @ | 00644 | BALE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 00650 | BALLOU | 0.000 | 0.000 | 0.000 | 0.444 | 0.000 | 0.400 | 0.844 | 0.444 |
| B | @ | 00660 | BANKS STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 00666 | BARCLAY STREET | 0.000 | 0.000 | 0.000 | 0.166 | 0.000 | 0.057 | 0.223 | 0.166 |
| B | @ | 00681 | BARNES LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 16.100 | 16.100 | 0.000 |
| B | @ | 00719 | BASS STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.332 | 0.000 | 0.332 | 0.332 |
| B | @ | 00727 | BEACH LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.290 | 0.290 | 0.000 |
| B | @ | 00742 | BEATON | 0.000 | 0.000 | 7.080 | 2.514 | 0.000 | 0.000 | 9.594 | 9.594 |
| B | @ | 00766 | BEDFORD STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 00780 | BENCH | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 00784 | BERKELEY STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 00900 | BONAPARTE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 01005 | BUCKHORN | 0.000 | 0.000 | 8.564 | 0.000 | 0.000 | 0.000 | 8.564 | 8.564 |

Report 2-4 Lane Length Winter Class -- By Area Manager Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Winter class A length | Winter class B length | Winter class C length | Winter class D length | Winter class E length | Winter class F length | Winter class A-F length | Winter class A-E length |
|-----|----------|---------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| B | @ | 01009 | BUJE STREET | 0.000 | 0.000 | 0.000 | 0.700 | 0.000 | 0.000 | 0.700 | 0.700 |
| B | @ | 01018 | BURROWS | 0.000 | 0.000 | 0.000 | 0.105 | 0.000 | 0.000 | 0.105 | 0.105 |
| B | @ | 01025 | CACTUS | 0.000 | 0.000 | 0.000 | 1.004 | 0.000 | 0.000 | 1.004 | 1.004 |
| B | @ | 01093 | CANNELL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 12.600 | 12.600 | 0.000 |
| B | @ | 01112 | CAREY | 0.000 | 0.000 | 0.000 | 0.270 | 0.000 | 0.000 | 0.270 | 0.270 |
| B | @ | 01136 | CENTRAL AVENUE | 0.000 | 0.000 | 0.000 | 0.516 | 0.000 | 0.000 | 0.516 | 0.516 |
| B | @ | 01140 | CHERRY CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 1.422 | 0.000 | 1.422 | 1.422 |
| B | @ | 01141 | CHERRY | 0.000 | 0.000 | 0.000 | 0.648 | 0.000 | 0.000 | 0.648 | 0.648 |
| B | @ | 01143 | CHERRY CREEK STATION | 0.000 | 0.000 | 0.000 | 0.470 | 0.000 | 1.170 | 1.640 | 0.470 |
| B | @ | 01189 | CHUWHELMS MOUNTAIN | 0.000 | 0.000 | 0.000 | 7.398 | 0.000 | 0.000 | 7.398 | 7.398 |
| B | @ | 01192 | CLARKE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.000 | 2.000 | 0.000 |
| B | @ | 01248 | COLLINS STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.150 | 0.000 | 0.150 | 0.150 |
| B | @ | 01280 | COPPER CREEK | 0.000 | 0.000 | 0.000 | 34.110 | 0.000 | 0.000 | 34.110 | 34.110 |
| B | @ | 01385 | DALE | 0.000 | 0.000 | 0.000 | 0.488 | 0.000 | 0.000 | 0.488 | 0.488 |
| B | @ | 01411 | DAVIS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.787 | 0.787 | 0.000 |
| B | @ | 01420 | DEADMAN-CACHE CREEK | 0.000 | 0.000 | 0.000 | 40.134 | 0.000 | 0.000 | 40.134 | 40.134 |
| B | @ | 01427 | DEADMAN VIDETTE | 0.000 | 0.000 | 36.474 | 80.046 | 0.000 | 12.994 | 129.514 | 116.520 |
| B | @ | 01440 | DEER DRIVE | 0.000 | 0.000 | 3.082 | 2.180 | 0.000 | 0.000 | 5.262 | 5.262 |
| B | @ | 01568 | DOE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.262 | 0.262 | 0.000 |
| B | @ | 01570 | DOGWOOD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 01585 | DOUGLAS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 01610 | DRURY LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.143 | 0.143 | 0.000 |
| B | @ | 01624 | DUFFY | 0.000 | 0.000 | 0.000 | 0.564 | 0.000 | 0.000 | 0.564 | 0.564 |
| B | @ | 01656 | WATSON DR. W. | 0.000 | 0.000 | 1.048 | 0.000 | 0.000 | 0.000 | 1.048 | 1.048 |
| B | @ | 01678 | EDITH LAKE | 0.000 | 0.000 | 0.000 | 16.208 | 0.000 | 5.096 | 21.304 | 16.208 |
| B | @ | 01747 | ERNEST | 0.000 | 0.000 | 0.000 | 0.442 | 0.000 | 0.000 | 0.442 | 0.442 |
| B | @ | 01752 | EVANS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.516 | 0.516 | 0.000 |
| B | @ | 01820 | FOLEY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.674 | 0.674 | 0.000 |
| B | @ | 01891 | FREDERICK LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.888 | 0.888 | 0.000 |
| B | @ | 01892 | FREDERICK | 0.000 | 0.000 | 0.000 | 0.000 | 18.372 | 0.000 | 18.372 | 18.372 |
| B | @ | 01946 | GARDI | 0.000 | 0.000 | 1.982 | 2.102 | 0.000 | 0.000 | 4.084 | 4.084 |
| B | @ | 02024 | GOOSE LAKE | 0.000 | 0.000 | 0.000 | 16.248 | 9.554 | 0.000 | 25.802 | 25.802 |
| B | @ | 02067 | GRAHAM STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 02079 | GRASSLAND | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.700 | 0.700 | 0.000 |
| B | @ | 02094 | GREENSTONE | 0.000 | 0.000 | 0.000 | 43.448 | 0.000 | 0.000 | 43.448 | 43.448 |
| B | @ | 02172 | HAMILTON STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 02198 | HARBRIDGE DRIVE | 0.000 | 0.000 | 0.000 | 0.818 | 0.000 | 0.000 | 0.818 | 0.818 |
| B | @ | 02218 | HARDY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 | 0.000 |
| B | @ | 02222 | HARE | 0.000 | 0.000 | 0.000 | 0.192 | 0.000 | 0.000 | 0.192 | 0.192 |

Report 2-4 Lane Length Winter Class -- By Area Manager Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Winter class A length | Winter class B length | Winter class C length | Winter class D length | Winter class E length | Winter class F length | Winter class A-F length | Winter class A-E length |
|-----|----------|---------|---------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| B | @ | 02276 | HAWK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 02279 | HAYWOOD FARMER | 0.000 | 0.000 | 0.000 | 16.060 | 0.000 | 0.000 | 16.060 | 16.060 |
| B | @ | 02369 | HILLCREST DRIVE | 0.000 | 0.000 | 0.000 | 0.446 | 0.000 | 0.000 | 0.446 | 0.446 |
| B | @ | 02454 | HOTEL LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.260 | 0.260 | 0.000 |
| B | @ | 02504 | INSKIP | 0.000 | 0.000 | 0.000 | 1.774 | 0.000 | 0.000 | 1.774 | 1.774 |
| B | @ | 02522 | JACKSON | 0.000 | 0.000 | 0.000 | 2.726 | 7.584 | 0.000 | 10.310 | 10.310 |
| B | @ | 02575 | JOHNSON | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 02582 | JONES | 0.000 | 0.000 | 0.000 | 0.387 | 0.000 | 0.000 | 0.387 | 0.387 |
| B | @ | 02625 | KAMLOOPS LAKE DRIVE | 0.000 | 0.000 | 1.306 | 0.000 | 0.000 | 0.000 | 1.306 | 1.306 |
| B | @ | 02766 | LAC DU BOIS | 0.000 | 0.000 | 22.822 | 0.000 | 6.520 | 0.000 | 29.342 | 29.342 |
| B | @ | 02775 | LAC LE JEUNE | 0.000 | 0.000 | 32.408 | 0.000 | 0.000 | 0.000 | 32.408 | 32.408 |
| B | @ | 02855 | LAWRENCE STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 02856 | LAZY ACRES | 0.000 | 0.000 | 0.000 | 0.107 | 0.000 | 0.000 | 0.107 | 0.107 |
| B | @ | 02865 | LEBLOND | 0.000 | 0.000 | 0.000 | 1.562 | 0.000 | 0.000 | 1.562 | 1.562 |
| B | @ | 02868 | LEE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.900 | 0.900 | 0.000 |
| B | @ | 02976 | LONDON STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 02978 | LONG LAKE | 0.000 | 5.160 | 31.166 | 0.000 | 0.000 | 0.000 | 36.326 | 36.326 |
| B | @ | 03025 | MCBRIDE | 0.000 | 0.000 | 0.000 | 0.288 | 0.000 | 0.460 | 0.748 | 0.288 |
| B | @ | 03146 | MCLEOD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.600 | 1.600 | 0.000 |
| B | @ | 03182 | McQUEEN CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 25.800 | 25.800 | 0.000 |
| B | @ | 03205 | MAGNER | 0.000 | 0.000 | 0.000 | 0.000 | 0.140 | 0.000 | 0.140 | 0.140 |
| B | @ | 03222 | MANNINGS | 0.000 | 0.000 | 0.000 | 3.330 | 0.000 | 0.000 | 3.330 | 3.330 |
| B | @ | 03294 | MEADOW | 0.000 | 0.000 | 0.000 | 3.198 | 0.000 | 0.000 | 3.198 | 3.198 |
| B | @ | 03400 | MOWICH | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.224 | 0.224 | 0.000 |
| B | @ | 03418 | MURDOCK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 03451 | NEWBOLD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.091 | 0.091 | 0.000 |
| B | @ | 03646 | PARK LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.260 | 0.260 | 0.000 |
| B | @ | 03715 | PERCY STREET | 0.000 | 0.000 | 0.000 | 0.316 | 0.000 | 0.000 | 0.316 | 0.316 |
| B | @ | 03755 | PINECREST DRIVE | 0.000 | 0.000 | 0.000 | 4.042 | 0.000 | 0.000 | 4.042 | 4.042 |
| B | @ | 03756 | PINECREST PLACE | 0.000 | 0.000 | 0.000 | 0.284 | 0.000 | 0.000 | 0.284 | 0.284 |
| B | @ | 03781 | PIVOT | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 03930 | RAILROAD AVENUE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.294 | 0.294 | 0.000 |
| B | @ | 03948 | RANCH | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 03950 | RED LAKE ACCESS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 03951 | RED LAKE DRIVE | 0.000 | 0.000 | 0.000 | 1.856 | 0.000 | 0.000 | 1.856 | 1.856 |
| B | @ | 04018 | RIVER GLEN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.160 | 0.160 | 0.000 |
| B | @ | 04098 | RODEO DRIVE | 0.000 | 0.000 | 0.000 | 6.770 | 0.000 | 0.000 | 6.770 | 6.770 |
| B | @ | 04178 | SABISTON CREEK | 0.000 | 0.000 | 0.000 | 47.694 | 0.000 | 0.000 | 47.694 | 47.694 |
| B | @ | 04184 | SADDLE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

Report 2-4 Lane Length Winter Class -- By Area Manager Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Winter class A length | Winter class B length | Winter class C length | Winter class D length | Winter class E length | Winter class F length | Winter class A-F length | Winter class A-E length |
|-----|----------|---------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| B | @ | 04195 | SAGE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 04227 | SANDY LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 04262 | SAVONA ACCESS | 0.000 | 0.000 | 9.087 | 0.000 | 0.000 | 0.000 | 9.087 | 9.087 |
| B | @ | 04264 | SAVONA CEMETERY | 0.000 | 0.000 | 0.000 | 1.576 | 0.000 | 0.000 | 1.576 | 1.576 |
| B | @ | 04265 | SAVONA DUMP | 0.000 | 0.000 | 0.000 | 0.482 | 0.000 | 0.000 | 0.482 | 0.482 |
| B | @ | 04266 | SAVONA STATION | 0.000 | 0.000 | 0.000 | 1.328 | 0.000 | 0.000 | 1.328 | 1.328 |
| B | @ | 04270 | SAVONA STREET | 0.000 | 0.000 | 0.342 | 0.032 | 0.000 | 0.000 | 0.374 | 0.374 |
| B | @ | 04273 | SAVONAS | 0.000 | 0.000 | 0.000 | 0.000 | 0.145 | 0.000 | 0.145 | 0.145 |
| B | @ | 04319 | SELBY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 04376 | SEVEN LAKES | 0.000 | 0.000 | 0.000 | 9.584 | 0.000 | 21.800 | 31.384 | 9.584 |
| B | @ | 04439 | SIX MILE HILL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 30.000 | 30.000 | 0.000 |
| B | @ | 04492 | SPUR | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.170 | 0.170 | 0.000 |
| B | @ | 04535 | STEELE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 04536 | STEELHEAD | 0.000 | 0.000 | 0.000 | 0.764 | 0.000 | 0.000 | 0.764 | 0.764 |
| B | @ | 04590 | STROM PLACE | 0.000 | 0.000 | 0.000 | 0.206 | 0.000 | 0.000 | 0.206 | 0.206 |
| B | @ | 04592 | SUGARLOAF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 9.752 | 9.752 | 0.000 |
| B | @ | 04613 | SUNDOWN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 04615 | SUNNYMEDE SQUARE | 0.000 | 0.000 | 0.000 | 0.130 | 0.000 | 0.000 | 0.130 | 0.130 |
| B | @ | 04679 | THOMPSON COURT | 0.000 | 0.000 | 0.000 | 0.158 | 0.000 | 0.200 | 0.358 | 0.158 |
| B | @ | 04680 | THOMPSON CRESCENT | 0.000 | 0.000 | 0.168 | 0.000 | 0.212 | 0.000 | 0.380 | 0.380 |
| B | @ | 04682 | THOMPSON RIVER DRIVE | 0.000 | 0.000 | 0.000 | 7.118 | 0.000 | 0.400 | 7.518 | 7.118 |
| B | @ | 04684 | THOMPSON RIVER DR W | 0.000 | 0.000 | 0.000 | 1.244 | 0.000 | 1.350 | 2.594 | 1.244 |
| B | @ | 04695 | TINGLEY STREET | 0.000 | 0.000 | 0.826 | 0.000 | 0.000 | 0.000 | 0.826 | 0.826 |
| B | @ | 04733 | TRAIL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.160 | 0.160 | 0.000 |
| B | @ | 04738 | TRANQUILLE-CRISS CK | 0.000 | 0.000 | 63.560 | 56.024 | 0.000 | 0.000 | 119.584 | 119.584 |
| B | @ | 04791 | TUNKWA LAKE | 0.000 | 0.000 | 0.000 | 49.282 | 0.000 | 0.000 | 49.282 | 49.282 |
| B | @ | 04825 | VALLEY | 0.000 | 0.000 | 0.000 | 1.414 | 0.000 | 0.000 | 1.414 | 1.414 |
| B | @ | 04848 | VAVASOUR | 0.000 | 0.000 | 0.000 | 0.171 | 0.000 | 0.000 | 0.171 | 0.171 |
| B | @ | 04888 | VICTORIA STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 04903 | VISTA DRIVE | 0.000 | 0.000 | 0.000 | 0.572 | 0.000 | 0.000 | 0.572 | 0.572 |
| B | @ | 04927 | WALHACHIN | 0.000 | 0.000 | 10.316 | 0.000 | 0.339 | 1.850 | 12.505 | 10.655 |
| B | @ | 04930 | WALHACHIN STATION | 0.000 | 0.000 | 0.000 | 1.738 | 0.000 | 0.000 | 1.738 | 1.738 |
| B | @ | 04946 | WALLACE STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 04967 | WATSON COURT | 0.000 | 0.000 | 0.000 | 0.116 | 0.000 | 0.000 | 0.116 | 0.116 |
| B | @ | 04970 | WATSON DR. EAST | 0.000 | 0.000 | 0.000 | 1.650 | 0.000 | 0.000 | 1.650 | 1.650 |
| B | @ | 05009 | WEIR | 0.000 | 0.000 | 10.066 | 0.000 | 0.000 | 0.767 | 10.833 | 10.066 |
| B | @ | 05018 | WESTSYDE | 0.000 | 0.000 | 41.634 | 0.000 | 0.000 | 0.000 | 41.634 | 41.634 |
| B | @ | 05060 | WILKINSON STREET | 0.000 | 0.000 | 0.336 | 0.000 | 0.000 | 0.000 | 0.336 | 0.336 |
| B | @ | 05061 | WILLOW LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

Report 2-4 Lane Length Winter Class -- By Area Manager Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Winter class A length | Winter class B length | Winter class C length | Winter class D length | Winter class E length | Winter class F length | Winter class A-F length | Winter class A-E length |
|---------------------------|----------|---------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| B | @ | 05062 | WILLOW | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 05108 | YALE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B | @ | 05120 | YARROW | 0.000 | 0.000 | 0.000 | 0.218 | 0.000 | 0.000 | 0.218 | 0.218 |
| B | @ | 09997 | AFTON MINE ACCESS | 0.000 | 0.000 | 0.000 | 0.204 | 0.000 | 0.000 | 0.204 | 0.204 |
| Sub Area - @ Total | | | | 281.560 | 127.082 | 285.061 | 479.068 | 44.770 | 154.040 | 1371.581 | 1217.541 |
| AMA - B Total | | | | 281.560 | 127.082 | 285.061 | 479.068 | 44.770 | 154.040 | 1371.581 | 1217.541 |
| C | @ | 00005Y | YELLOWHEAD NORTH BND | 131.258 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 131.258 | 131.258 |
| C | @ | 00525 | AGATE BAY | 0.000 | 0.000 | 67.220 | 0.000 | 0.000 | 0.000 | 67.220 | 67.220 |
| C | @ | 00526 | AGATE BAY ACCESS | 0.000 | 0.000 | 0.000 | 0.090 | 0.000 | 0.000 | 0.090 | 0.090 |
| C | @ | 00535 | AIRFIELD | 0.000 | 0.000 | 2.000 | 0.000 | 0.000 | 0.000 | 2.000 | 2.000 |
| C | @ | 00540 | ALBERT LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.083 | 0.083 | 0.000 |
| C | @ | 00555 | ALLEN-MEEKER | 0.000 | 0.000 | 0.000 | 1.042 | 0.000 | 0.000 | 1.042 | 1.042 |
| C | @ | 00590 | ANNESTY | 0.000 | 0.000 | 0.000 | 0.476 | 0.000 | 0.000 | 0.476 | 0.476 |
| C | @ | 00605 | ARMOUR | 0.000 | 0.000 | 0.000 | 0.174 | 0.000 | 0.000 | 0.174 | 0.174 |
| C | @ | 00635 | BADGER CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 12.800 | 12.800 | 0.000 |
| C | @ | 00662 | BANNISTER | 0.000 | 0.000 | 0.000 | 0.150 | 0.000 | 0.087 | 0.237 | 0.150 |
| C | @ | 00670 | BARKLEY | 0.000 | 0.000 | 0.678 | 0.258 | 0.000 | 0.000 | 0.936 | 0.936 |
| C | @ | 00690 | BARRIERE BUSINESS | 0.000 | 0.000 | 0.258 | 0.000 | 0.000 | 0.000 | 0.258 | 0.258 |
| C | @ | 00697 | BARRIERE LAKES | 0.000 | 0.000 | 45.046 | 0.000 | 0.000 | 0.326 | 45.372 | 45.046 |
| C | @ | 00700 | BARRIERE NORTH | 0.000 | 0.000 | 20.844 | 0.000 | 0.000 | 0.000 | 20.844 | 20.844 |
| C | @ | 00705 | BARRIERE SOUTH | 0.000 | 0.000 | 4.848 | 0.000 | 0.000 | 0.000 | 4.848 | 4.848 |
| C | @ | 00708 | BARRIERE TOWN | 0.000 | 0.000 | 7.775 | 0.000 | 0.000 | 0.000 | 7.775 | 7.775 |
| C | @ | 00715 | BARTLETT | 0.000 | 0.000 | 0.000 | 0.376 | 0.000 | 0.000 | 0.376 | 0.376 |
| C | @ | 00800 | BINGO RANCH | 0.000 | 0.000 | 0.000 | 1.356 | 0.000 | 0.000 | 1.356 | 1.356 |
| C | @ | 00817 | BIRCH LANE | 0.000 | 0.000 | 0.000 | 2.650 | 0.000 | 0.000 | 2.650 | 2.650 |
| C | @ | 00827 | Bison Ranch Rd | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.600 | 0.600 | 0.000 |
| C | @ | 00830 | BLACK | 0.000 | 0.000 | 0.000 | 2.124 | 0.000 | 0.000 | 2.124 | 2.124 |
| C | @ | 00902 | BONAPARTE LAKE | 0.000 | 0.000 | 0.000 | 0.696 | 0.000 | 1.204 | 1.900 | 0.696 |
| C | @ | 00909 | BORTHWICK AVENUE | 0.000 | 0.000 | 0.558 | 0.000 | 0.000 | 0.050 | 0.608 | 0.558 |
| C | @ | 00936 | BOULDER MOUNTAIN | 0.000 | 0.000 | 27.026 | 0.000 | 0.000 | 0.000 | 27.026 | 27.026 |
| C | @ | 00944 | BOWDEN | 0.000 | 0.000 | 0.000 | 0.872 | 0.000 | 3.600 | 4.472 | 0.872 |
| C | @ | 00945 | BRADFORD | 0.000 | 0.000 | 0.914 | 0.000 | 0.000 | 0.000 | 0.914 | 0.914 |
| C | @ | 01096 | CANYON | 0.000 | 0.000 | 0.584 | 0.000 | 0.000 | 0.000 | 0.584 | 0.584 |
| C | @ | 01120 | CARLSON | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.140 | 0.140 | 0.000 |
| C | @ | 01121 | CARLSTROM | 0.000 | 0.000 | 0.000 | 0.404 | 0.000 | 0.000 | 0.404 | 0.404 |
| C | @ | 01138 | CHANNEL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.100 | 0.100 | 0.000 |
| C | @ | 01160 | CHIP | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 | 0.000 |
| C | @ | 01167 | CHINOOK COVE REST | 0.803 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.803 | 0.803 |
| C | @ | 01170 | CHRISTISON | 0.000 | 0.000 | 0.032 | 0.176 | 0.000 | 0.000 | 0.208 | 0.208 |

Report 2-4 Lane Length Winter Class -- By Area Manager Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Winter class A length | Winter class B length | Winter class C length | Winter class D length | Winter class E length | Winter class F length | Winter class A-F length | Winter class A-E length |
|-----|----------|---------|---------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| C | @ | 01185 | CHU CHUA FERRY | 0.000 | 0.000 | 0.000 | 0.000 | 0.734 | 1.533 | 2.267 | 0.734 |
| C | @ | 01235 | CLOUGH | 0.000 | 0.000 | 0.000 | 1.202 | 0.000 | 0.000 | 1.202 | 1.202 |
| C | @ | 01254 | COLT | 0.000 | 0.000 | 0.994 | 0.186 | 0.000 | 0.000 | 1.180 | 1.180 |
| C | @ | 01255 | CONNER | 0.000 | 0.000 | 1.254 | 0.000 | 0.000 | 0.122 | 1.376 | 1.254 |
| C | @ | 01290 | CORRIGAN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.100 | 0.100 | 0.000 |
| C | @ | 01318 | CREEK SIDE | 0.000 | 0.000 | 0.000 | 0.800 | 0.000 | 0.000 | 0.800 | 0.800 |
| C | @ | 01330 | CREST | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 | 0.000 |
| C | @ | 01360 | CROSS | 0.000 | 0.000 | 0.000 | 0.622 | 0.000 | 0.000 | 0.622 | 0.622 |
| C | @ | 01396 | DARFIELD CEMETERY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 | 0.000 |
| C | @ | 01400 | DARFIELD FRONTAGE | 0.000 | 0.000 | 0.000 | 0.286 | 0.000 | 0.070 | 0.356 | 0.286 |
| C | @ | 01436 | DEEJAY | 0.000 | 0.000 | 1.464 | 0.000 | 0.000 | 0.000 | 1.464 | 1.464 |
| C | @ | 01517 | DIANNA | 0.000 | 0.000 | 0.000 | 0.412 | 0.000 | 0.194 | 0.606 | 0.412 |
| C | @ | 01544 | DISDERO | 0.000 | 0.000 | 0.000 | 1.190 | 0.000 | 0.000 | 1.190 | 1.190 |
| C | @ | 01553 | DIXON CREEK | 0.000 | 0.000 | 14.824 | 0.000 | 0.000 | 0.000 | 14.824 | 14.824 |
| C | @ | 01560 | DIXON MOUNTAIN | 0.000 | 0.000 | 3.380 | 0.000 | 0.000 | 0.333 | 3.713 | 3.380 |
| C | @ | 01562 | DIXON-SARGENT CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 |
| C | @ | 01645 | DUNLOP | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| C | @ | 01651 | DUNN LAKE | 0.000 | 0.000 | 40.654 | 25.626 | 0.000 | 0.000 | 66.280 | 66.280 |
| C | @ | 01654 | DUNSMUIR | 0.000 | 0.000 | 1.370 | 0.000 | 0.000 | 0.000 | 1.370 | 1.370 |
| C | @ | 01686 | EDWARDS | 0.000 | 0.000 | 0.000 | 1.586 | 0.000 | 0.000 | 1.586 | 1.586 |
| C | @ | 01719 | ELLIS LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.116 | 0.116 | 0.000 |
| C | @ | 01774 | FADEAR CREEK | 0.000 | 0.000 | 25.552 | 0.000 | 0.000 | 0.000 | 25.552 | 25.552 |
| C | @ | 01798 | FIR | 0.000 | 0.000 | 0.000 | 0.614 | 0.000 | 0.000 | 0.614 | 0.614 |
| C | @ | 01800 | FISHTRAP DUMP | 0.000 | 0.000 | 0.000 | 0.282 | 0.000 | 0.000 | 0.282 | 0.282 |
| C | @ | 01801 | FISH TRAP REST AREA | 0.397 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.397 | 0.397 |
| C | @ | 01811 | FLUME | 0.000 | 0.000 | 0.000 | 0.486 | 0.000 | 0.000 | 0.486 | 0.486 |
| C | @ | 01838 | FORSYTH | 0.000 | 0.000 | 0.000 | 0.274 | 0.000 | 0.200 | 0.474 | 0.274 |
| C | @ | 01847 | FORTUNE | 0.000 | 0.000 | 0.032 | 0.338 | 0.000 | 0.000 | 0.370 | 0.370 |
| C | @ | 01848 | FORTUNE FRONTAGE | 0.000 | 0.000 | 0.700 | 0.000 | 0.000 | 0.000 | 0.700 | 0.700 |
| C | @ | 01856 | FOUQUET | 0.000 | 0.000 | 0.222 | 0.000 | 0.000 | 0.000 | 0.222 | 0.222 |
| C | @ | 01880 | FRASER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| C | @ | 01964 | GENIER | 0.000 | 0.000 | 0.000 | 0.156 | 0.000 | 0.162 | 0.318 | 0.156 |
| C | @ | 01967 | GENIER LAKE | 0.000 | 0.000 | 0.000 | 4.160 | 0.000 | 1.480 | 5.640 | 4.160 |
| C | @ | 01985 | GIBBS | 0.000 | 0.000 | 0.626 | 0.000 | 0.000 | 0.000 | 0.626 | 0.626 |
| C | @ | 01990 | GILBERT DRIVE | 0.000 | 0.000 | 1.148 | 0.000 | 0.000 | 0.000 | 1.148 | 1.148 |
| C | @ | 02003 | GLENACRE | 0.000 | 0.000 | 2.190 | 0.000 | 0.000 | 0.000 | 2.190 | 2.190 |
| C | @ | 02009 | GLENGROVE PLACE | 0.000 | 0.000 | 0.000 | 0.580 | 0.000 | 0.000 | 0.580 | 0.580 |
| C | @ | 02010 | GLENGROVE | 0.000 | 0.000 | 6.942 | 0.000 | 0.000 | 0.000 | 6.942 | 6.942 |
| C | @ | 02012 | GLENTANNA | 0.000 | 0.000 | 0.000 | 0.398 | 0.000 | 0.000 | 0.398 | 0.398 |

Report 2-4 Lane Length Winter Class -- By Area Manager Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Winter class A length | Winter class B length | Winter class C length | Winter class D length | Winter class E length | Winter class F length | Winter class A-F length | Winter class A-E length |
|-----|----------|---------|---------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| C | @ | 02030 | GORDON CREEK | 0.000 | 0.000 | 0.000 | 0.526 | 0.000 | 3.274 | 3.800 | 0.526 |
| C | @ | 02042 | GORMAN | 0.000 | 0.000 | 0.000 | 1.868 | 0.000 | 2.266 | 4.134 | 1.868 |
| C | @ | 02082 | GRAY PLACE | 0.000 | 0.000 | 0.000 | 0.190 | 0.000 | 0.000 | 0.190 | 0.190 |
| C | @ | 02101 | GREENWOOD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.090 | 0.090 | 0.000 |
| C | @ | 02134 | HAGEN | 0.000 | 0.000 | 0.000 | 0.832 | 0.000 | 0.000 | 0.832 | 0.832 |
| C | @ | 02135 | HAGGARD | 0.000 | 0.000 | 0.000 | 1.012 | 0.000 | 0.000 | 1.012 | 1.012 |
| C | @ | 02144 | HAIGH | 0.000 | 0.000 | 0.000 | 0.602 | 0.000 | 0.000 | 0.602 | 0.602 |
| C | @ | 02162 | HALL | 0.000 | 0.000 | 0.000 | 0.658 | 0.000 | 0.200 | 0.858 | 0.658 |
| C | @ | 02255 | HART | 0.000 | 0.000 | 0.000 | 0.370 | 0.000 | 0.000 | 0.370 | 0.370 |
| C | @ | 02258 | HARVIE | 0.000 | 0.000 | 0.000 | 2.002 | 0.000 | 0.000 | 2.002 | 2.002 |
| C | @ | 02278 | HAYES | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.300 | 0.300 | 0.000 |
| C | @ | 02296 | HEFFLEY LOUIS CREEK | 0.000 | 0.000 | 59.158 | 0.000 | 0.000 | 0.000 | 59.158 | 59.158 |
| C | @ | 02441 | HOOVERS FERRY | 0.000 | 0.000 | 0.000 | 0.388 | 0.000 | 0.100 | 0.488 | 0.388 |
| C | @ | 02517 | JACKPINE DRIVE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.270 | 0.270 | 0.000 |
| C | @ | 02540 | JANE | 0.000 | 0.000 | 0.048 | 0.000 | 0.000 | 0.206 | 0.254 | 0.048 |
| C | @ | 02586 | JOSEPHINE | 0.000 | 0.000 | 0.000 | 1.508 | 0.000 | 1.156 | 2.664 | 1.508 |
| C | @ | 02631 | KAMLOOPS STREET | 0.000 | 0.000 | 0.000 | 0.364 | 0.000 | 0.400 | 0.764 | 0.364 |
| C | @ | 02645 | KEALTY | 0.000 | 0.000 | 2.952 | 0.500 | 0.000 | 0.000 | 3.452 | 3.452 |
| C | @ | 02706 | KIVI CRESCENT | 0.000 | 0.000 | 0.000 | 0.240 | 0.000 | 0.000 | 0.240 | 0.240 |
| C | @ | 02863 | LEAVITT | 0.000 | 0.000 | 0.000 | 0.834 | 0.000 | 0.000 | 0.834 | 0.834 |
| C | @ | 02899 | LEONIE CREEK | 0.000 | 0.000 | 0.000 | 1.804 | 0.000 | 0.100 | 1.904 | 1.804 |
| C | @ | 02908 | LESTER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.304 | 0.304 | 0.000 |
| C | @ | 02926 | LILLEY | 0.000 | 0.000 | 0.294 | 0.192 | 0.000 | 0.000 | 0.486 | 0.486 |
| C | @ | 02960 | LODGEPOLE | 0.000 | 0.000 | 0.000 | 0.644 | 0.000 | 0.000 | 0.644 | 0.644 |
| C | @ | 02993 | LOUGHEED | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 | 0.000 |
| C | @ | 02996 | LOUIS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.300 | 0.300 | 0.000 |
| C | @ | 03000 | LOUIS CREEK | 0.000 | 0.000 | 1.050 | 1.200 | 0.000 | 0.000 | 2.250 | 2.250 |
| C | @ | 03015 | LYONS | 0.000 | 0.000 | 0.000 | 1.664 | 0.000 | 0.000 | 1.664 | 1.664 |
| C | @ | 03083 | MCDUGALL | 0.000 | 0.000 | 0.000 | 1.442 | 0.000 | 0.000 | 1.442 | 1.442 |
| C | @ | 03110 | McGOWAN | 0.000 | 0.000 | 0.000 | 0.336 | 0.000 | 0.000 | 0.336 | 0.336 |
| C | @ | 03134 | McLEAN | 0.000 | 0.000 | 0.000 | 0.934 | 0.000 | 0.000 | 0.934 | 0.934 |
| C | @ | 03155 | McLURE FERRY | 0.000 | 0.000 | 4.126 | 0.000 | 0.000 | 0.000 | 4.126 | 4.126 |
| C | @ | 03200 | MacCOLL | 0.000 | 0.000 | 0.000 | 0.414 | 0.000 | 0.000 | 0.414 | 0.414 |
| C | @ | 03207 | MacKENZIE LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 | 0.000 |
| C | @ | 03250 | MARSHALL LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.265 | 0.265 | 0.000 |
| C | @ | 03304 | MEYER | 0.000 | 0.000 | 0.000 | 1.496 | 0.000 | 0.000 | 1.496 | 1.496 |
| C | @ | 03310 | MILL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 | 0.000 |
| C | @ | 03325 | MITCHELL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.900 | 0.900 | 0.000 |
| C | @ | 03376 | MOUNTAIN | 0.000 | 0.000 | 2.804 | 0.000 | 0.000 | 0.200 | 3.004 | 2.804 |

Report 2-4 Lane Length Winter Class -- By Area Manager Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Winter class A length | Winter class B length | Winter class C length | Winter class D length | Winter class E length | Winter class F length | Winter class A-F length | Winter class A-E length |
|-----|----------|---------|-----------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| C | @ | 03438 | NELSON | 0.000 | 0.000 | 0.000 | 0.200 | 0.000 | 0.000 | 0.200 | 0.200 |
| C | @ | 03447 | NEWBERRY | 0.000 | 0.000 | 0.000 | 0.176 | 0.000 | 0.112 | 0.288 | 0.176 |
| C | @ | 03454 | NEWCASTLE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| C | @ | 03465 | NIND | 0.000 | 0.000 | 0.000 | 0.130 | 0.000 | 0.000 | 0.130 | 0.130 |
| C | @ | 03525 | NORTH | 0.000 | 0.000 | 0.000 | 0.508 | 0.000 | 1.702 | 2.210 | 0.508 |
| C | @ | 03563 | ORCHARD LAKE | 0.000 | 0.000 | 1.408 | 0.000 | 0.000 | 0.000 | 1.408 | 1.408 |
| C | @ | 03593 | ORIOLE WAY | 0.000 | 0.000 | 0.000 | 1.638 | 0.000 | 0.000 | 1.638 | 1.638 |
| C | @ | 03609 | PAGE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.800 | 0.800 | 0.000 |
| C | @ | 03618 | PALMER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.800 | 0.800 | 0.000 |
| C | @ | 03634 | PARADISE LAKE | 0.000 | 0.000 | 0.000 | 0.462 | 0.000 | 0.369 | 0.831 | 0.462 |
| C | @ | 03650 | PARK | 0.000 | 0.000 | 0.000 | 0.156 | 0.000 | 0.000 | 0.156 | 0.156 |
| C | @ | 03724 | PETERSON-BETTS | 0.000 | 0.000 | 0.000 | 7.064 | 0.000 | 0.000 | 7.064 | 7.064 |
| C | @ | 03762 | PINEGROVE | 0.000 | 0.000 | 0.850 | 1.056 | 0.000 | 0.000 | 1.906 | 1.906 |
| C | @ | 03787 | POPLAR | 0.000 | 0.000 | 0.000 | 0.300 | 0.000 | 0.000 | 0.300 | 0.300 |
| C | @ | 03816 | POWER | 0.000 | 0.000 | 0.892 | 0.000 | 0.000 | 1.340 | 2.232 | 0.892 |
| C | @ | 03841 | PRICE | 0.000 | 0.000 | 0.000 | 1.520 | 0.000 | 1.730 | 3.250 | 1.520 |
| C | @ | 03922 | QUARTZ | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.100 | 0.100 | 0.000 |
| C | @ | 03935 | RAILWAY AVENUE | 0.000 | 0.000 | 0.000 | 0.268 | 0.000 | 0.520 | 0.788 | 0.268 |
| C | @ | 03985 | RICHTER | 0.000 | 0.000 | 0.000 | 4.826 | 0.000 | 0.000 | 4.826 | 4.826 |
| C | @ | 04017 | RIVER BEND | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.100 | 0.100 | 0.000 |
| C | @ | 04074 | ROBIN DRIVE | 0.000 | 0.000 | 1.218 | 0.000 | 0.000 | 0.000 | 1.218 | 1.218 |
| C | @ | 04170 | RUSSELL STREET | 0.000 | 0.000 | 0.378 | 0.000 | 0.000 | 0.000 | 0.378 | 0.378 |
| C | @ | 04187 | SADLIER-BROWN | 0.000 | 0.000 | 0.000 | 0.186 | 0.000 | 0.000 | 0.186 | 0.186 |
| C | @ | 04204 | SALLE LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.104 | 0.104 | 0.000 |
| C | @ | 04205 | SALLE | 0.000 | 0.000 | 0.000 | 0.364 | 0.000 | 0.000 | 0.364 | 0.364 |
| C | @ | 04244 | SARGENT CREEK | 0.000 | 0.000 | 0.000 | 0.694 | 0.000 | 0.000 | 0.694 | 0.694 |
| C | @ | 04253 | SAUL | 0.000 | 0.000 | 0.000 | 0.190 | 0.000 | 0.000 | 0.190 | 0.190 |
| C | @ | 04279 | SAWMILL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 |
| C | @ | 04385 | SHAVER | 0.000 | 0.000 | 0.000 | 0.214 | 0.000 | 0.000 | 0.214 | 0.214 |
| C | @ | 04403 | SHOOK | 0.000 | 0.000 | 0.000 | 0.428 | 0.000 | 0.200 | 0.628 | 0.428 |
| C | @ | 04425 | SIMPSON | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.400 | 0.400 | 0.000 |
| C | @ | 04432 | SINMAX CREEK | 0.000 | 0.000 | 0.000 | 1.030 | 0.000 | 0.000 | 1.030 | 1.030 |
| C | @ | 04461 | SMITH LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.180 | 0.180 | 0.000 |
| C | @ | 04484 | SPRUCE CRESCENT | 0.000 | 0.000 | 0.000 | 1.470 | 0.000 | 0.000 | 1.470 | 1.470 |
| C | @ | 04503 | STAINES | 0.000 | 0.000 | 0.000 | 0.392 | 0.000 | 0.000 | 0.392 | 0.392 |
| C | @ | 04530 | STATION | 0.000 | 0.000 | 0.994 | 0.000 | 0.000 | 0.000 | 0.994 | 0.994 |
| C | @ | 04575 | STONE | 0.000 | 0.000 | 0.000 | 0.576 | 0.000 | 0.108 | 0.684 | 0.576 |
| C | @ | 04593 | SULLIVAN VALLEY | 0.000 | 0.000 | 0.000 | 0.760 | 0.000 | 0.000 | 0.760 | 0.760 |
| C | @ | 04600 | SUMMER | 0.000 | 0.000 | 0.000 | 0.344 | 0.000 | 0.000 | 0.344 | 0.344 |

Report 2-4 Lane Length Winter Class -- By Area Manager Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Winter class A length | Winter class B length | Winter class C length | Winter class D length | Winter class E length | Winter class F length | Winter class A-F length | Winter class A-E length |
|---------------------------|----------|---------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| C | @ | 04611 | SUMMERS | 0.000 | 0.000 | 0.000 | 0.152 | 0.000 | 0.000 | 0.152 | 0.152 |
| C | @ | 04685 | THUYA CREEK ROAD | 0.000 | 0.000 | 0.000 | 0.860 | 0.000 | 0.000 | 0.860 | 0.860 |
| C | @ | 04686 | THUYA LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.203 | 0.203 | 0.000 |
| C | @ | 04800 | UNDERWOOD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.400 | 0.400 | 0.000 |
| C | @ | 04872 | VETERAN ROAD | 0.000 | 0.000 | 0.000 | 0.872 | 0.000 | 0.300 | 1.172 | 0.872 |
| C | @ | 04890 | VINSULA FERRY | 0.000 | 0.000 | 0.000 | 0.344 | 0.000 | 1.428 | 1.772 | 0.344 |
| C | @ | 04895 | VINSULA-KNOUFF LAKE | 0.000 | 0.000 | 23.940 | 0.000 | 0.000 | 0.000 | 23.940 | 23.940 |
| C | @ | 04900 | VINSULA STATION | 0.000 | 0.000 | 0.000 | 0.000 | 0.430 | 0.000 | 0.430 | 0.430 |
| C | @ | 04905 | VISTA POINT | 0.000 | 0.000 | 0.000 | 3.938 | 0.000 | 0.000 | 3.938 | 3.938 |
| C | @ | 04954 | WALTERDALE | 0.000 | 0.000 | 0.000 | 1.906 | 0.000 | 0.000 | 1.906 | 1.906 |
| C | @ | 04997 | WEBB | 0.000 | 0.000 | 0.000 | 0.370 | 0.000 | 0.000 | 0.370 | 0.370 |
| C | @ | 05018 | WESTSYDE | 0.000 | 0.000 | 45.208 | 0.000 | 0.000 | 0.000 | 45.208 | 45.208 |
| C | @ | 05064 | WILSON | 0.000 | 0.000 | 8.588 | 9.348 | 0.000 | 0.000 | 17.936 | 17.936 |
| C | @ | 05091 | WOLSEY | 0.000 | 0.000 | 1.564 | 0.000 | 0.000 | 11.400 | 12.964 | 1.564 |
| C | @ | 05110 | YARD | 0.000 | 0.000 | 0.646 | 0.754 | 0.000 | 0.000 | 1.400 | 1.400 |
| C | @ | 05140 | YOKUM | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 |
| Sub Area - @ Total | | | | 132.458 | 0.000 | 435.253 | 115.558 | 1.164 | 59.127 | 743.560 | 684.433 |
| AMA - C Total | | | | 132.458 | 0.000 | 435.253 | 115.558 | 1.164 | 59.127 | 743.560 | 684.433 |
| D | @ | 00005Y | YELLOWHEAD North Bnd | 162.960 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 162.960 | 162.960 |
| D | @ | 00024 | 93 MILE TO LITTLE FT | 0.000 | 92.748 | 0.000 | 0.000 | 0.000 | 0.000 | 92.748 | 92.748 |
| D | @ | 00511 | ADAMS LAKE | 0.000 | 0.000 | 8.158 | 0.000 | 0.000 | 0.000 | 8.158 | 8.158 |
| D | @ | 00550 | ALEXANDER | 0.000 | 0.000 | 0.000 | 0.504 | 0.000 | 0.000 | 0.504 | 0.504 |
| D | @ | 00557 | ALLINGHAM WAY | 0.000 | 0.000 | 0.000 | 3.990 | 0.000 | 0.000 | 3.990 | 3.990 |
| D | @ | 00581 | ANDERSON | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 00600 | ARCHIBALD | 0.000 | 0.000 | 1.030 | 0.000 | 0.000 | 0.184 | 1.214 | 1.030 |
| D | @ | 00620 | AULDGIRTH | 0.000 | 0.000 | 9.580 | 0.000 | 0.000 | 0.000 | 9.580 | 9.580 |
| D | @ | 00626 | AZURE DRIVE | 0.000 | 0.000 | 0.000 | 0.344 | 0.000 | 0.000 | 0.344 | 0.344 |
| D | @ | 00640 | BAIN | 0.000 | 0.000 | 0.000 | 2.454 | 0.000 | 0.000 | 2.454 | 2.454 |
| D | @ | 00645 | BALL | 0.000 | 0.000 | 0.702 | 0.000 | 0.000 | 0.000 | 0.702 | 0.702 |
| D | @ | 00664 | BARBER | 0.000 | 0.000 | 0.000 | 5.350 | 0.000 | 0.000 | 5.350 | 5.350 |
| D | @ | 00676 | BARNARD | 0.000 | 0.000 | 0.000 | 0.210 | 0.000 | 0.000 | 0.210 | 0.210 |
| D | @ | 00721 | BATTLE MOUNTAIN ROAD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.356 | 0.356 | 0.000 |
| D | @ | 00724 | BAUM | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 00730 | BEACH | 0.000 | 0.000 | 0.000 | 0.078 | 0.000 | 0.000 | 0.078 | 0.078 |
| D | @ | 00736 | BEAN | 0.000 | 0.000 | 0.000 | 0.688 | 0.000 | 0.000 | 0.688 | 0.688 |
| D | @ | 00775 | BELCHAM LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.149 | 0.149 | 0.000 |
| D | @ | 00809 | BIRCH DRIVE | 0.000 | 0.000 | 2.722 | 0.000 | 0.000 | 0.000 | 2.722 | 2.722 |
| D | @ | 00813 | BIRCH ISLAND DUMP | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.164 | 4.164 | 0.000 |
| D | @ | 00815 | BIRCH ISLAND-LOST CR | 0.000 | 0.000 | 46.322 | 0.000 | 0.000 | 0.000 | 46.322 | 46.322 |

Report 2-4 Lane Length Winter Class -- By Area Manager Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Winter class A length | Winter class B length | Winter class C length | Winter class D length | Winter class E length | Winter class F length | Winter class A-F length | Winter class A-E length |
|-----|----------|---------|------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| D | @ | 00816 | BIRCH LAKE DUMP | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.697 | 0.697 | 0.000 |
| D | @ | 00820 | BIRCH | 0.000 | 0.000 | 0.000 | 3.430 | 0.000 | 0.000 | 3.430 | 3.430 |
| D | @ | 00826 | BIRCH ISLAND REST AREA | 0.000 | 0.000 | 0.000 | 0.000 | 0.440 | 0.000 | 0.440 | 0.440 |
| D | @ | 00837 | BLACKPOOL | 0.000 | 0.000 | 0.000 | 0.824 | 0.000 | 0.000 | 0.824 | 0.824 |
| D | @ | 00838 | BLACKWATER | 0.000 | 0.000 | 0.000 | 2.602 | 0.000 | 0.952 | 3.554 | 2.602 |
| D | @ | 00848 | BLAIR PLACE | 0.000 | 0.000 | 0.000 | 0.460 | 0.000 | 0.000 | 0.460 | 0.460 |
| D | @ | 00854 | BLANCHARD | 0.000 | 0.000 | 0.000 | 0.420 | 0.000 | 0.000 | 0.420 | 0.420 |
| D | @ | 00884 | BO HILL PLACE | 0.000 | 0.000 | 0.000 | 1.200 | 0.000 | 0.000 | 1.200 | 1.200 |
| D | @ | 00892 | BOLDUC | 0.000 | 0.000 | 0.000 | 1.230 | 0.000 | 0.000 | 1.230 | 1.230 |
| D | @ | 00935 | BOULDER CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.600 | 0.000 | 0.600 | 0.600 |
| D | @ | 00940 | BOUNDARY | 0.000 | 0.000 | 0.000 | 1.168 | 0.000 | 0.000 | 1.168 | 1.168 |
| D | @ | 00954 | BRADSHAW | 0.000 | 0.000 | 0.000 | 1.710 | 0.000 | 0.078 | 1.788 | 1.710 |
| D | @ | 00983 | BROOKFIELD | 0.000 | 0.000 | 1.492 | 0.000 | 0.000 | 0.000 | 1.492 | 1.492 |
| D | @ | 01000 | BUCK | 0.000 | 0.000 | 0.000 | 0.418 | 0.000 | 0.000 | 0.418 | 0.418 |
| D | @ | 01017 | BURMAN | 0.000 | 0.000 | 0.000 | 1.080 | 0.000 | 0.000 | 1.080 | 1.080 |
| D | @ | 01040 | CAMERON | 0.000 | 0.000 | 0.000 | 0.438 | 0.000 | 0.000 | 0.438 | 0.438 |
| D | @ | 01058 | CAMP TWO | 0.000 | 0.000 | 1.600 | 0.000 | 0.000 | 0.000 | 1.600 | 1.600 |
| D | @ | 01084 | CANDLE CREEK | 0.000 | 0.000 | 11.862 | 0.000 | 0.000 | 0.000 | 11.862 | 11.862 |
| D | @ | 01102 | CAPOSTINSKY (Clwtr) | 0.000 | 0.000 | 0.000 | 0.404 | 0.000 | 0.000 | 0.404 | 0.404 |
| D | @ | 01103 | CAPOSTINSKY (Vavenby | 0.000 | 0.000 | 0.800 | 0.000 | 0.000 | 0.000 | 0.800 | 0.800 |
| D | @ | 01114 | CARIBOU | 0.000 | 0.000 | 0.000 | 0.000 | 2.020 | 0.000 | 2.020 | 2.020 |
| D | @ | 01126 | CAROLINE | 0.000 | 0.000 | 0.000 | 1.778 | 0.000 | 0.000 | 1.778 | 1.778 |
| D | @ | 01129 | CARTWRIGHT | 0.000 | 0.000 | 0.000 | 1.168 | 0.000 | 0.000 | 1.168 | 1.168 |
| D | @ | 01132 | CARY | 0.000 | 0.000 | 0.000 | 0.100 | 0.000 | 0.120 | 0.220 | 0.100 |
| D | @ | 01134 | CEDARHOLM | 0.000 | 0.000 | 0.000 | 0.186 | 0.000 | 0.000 | 0.186 | 0.186 |
| D | @ | 01155 | CHILD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 01187 | CHURCH LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.163 | 0.163 | 0.000 |
| D | @ | 01188 | CHURCH STREET | 0.000 | 0.000 | 0.000 | 0.238 | 0.000 | 0.038 | 0.276 | 0.238 |
| D | @ | 01204 | CLEARWATER AIRPT ACC | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 01206 | CLEARWATER DUMP | 0.000 | 0.000 | 2.856 | 0.000 | 0.000 | 0.000 | 2.856 | 2.856 |
| D | @ | 01209 | CLEARWATERS LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.149 | 0.149 | 0.000 |
| D | @ | 01210 | CLEARWATER STATION | 0.000 | 0.000 | 2.098 | 0.000 | 1.002 | 0.000 | 3.100 | 3.100 |
| D | @ | 01214 | CLEARWATER VALLEY | 0.000 | 0.000 | 69.730 | 15.076 | 51.704 | 0.000 | 136.510 | 136.510 |
| D | @ | 01217 | CLEARWATER VILLAGE | 0.000 | 0.000 | 10.556 | 0.000 | 0.000 | 0.000 | 10.556 | 10.556 |
| D | @ | 01226 | CLEAVELEY | 0.000 | 0.000 | 0.360 | 0.000 | 0.000 | 0.000 | 0.360 | 0.360 |
| D | @ | 01228 | CLIFF | 0.000 | 0.000 | 0.000 | 0.351 | 0.000 | 0.000 | 0.351 | 0.351 |
| D | @ | 01288 | CORRAL | 0.000 | 0.000 | 0.000 | 5.272 | 0.000 | 0.300 | 5.572 | 5.272 |
| D | @ | 01369 | CUTTS | 0.000 | 0.000 | 0.000 | 0.296 | 0.000 | 0.000 | 0.296 | 0.296 |
| D | @ | 01387 | DAMER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.158 | 0.158 | 0.000 |

Report 2-4 Lane Length Winter Class -- By Area Manager Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Winter class A length | Winter class B length | Winter class C length | Winter class D length | Winter class E length | Winter class F length | Winter class A-F length | Winter class A-E length |
|-----|----------|---------|---------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| D | @ | 01412 | DAVOREN | 0.000 | 0.000 | 0.000 | 0.568 | 0.000 | 0.000 | 0.568 | 0.568 |
| D | @ | 01415 | DAVY | 0.000 | 0.000 | 0.000 | 1.948 | 0.000 | 0.000 | 1.948 | 1.948 |
| D | @ | 01429 | DECOSMOS | 0.000 | 0.000 | 0.000 | 0.526 | 0.000 | 0.000 | 0.526 | 0.526 |
| D | @ | 01431 | DEE | 0.000 | 0.000 | 0.000 | 0.278 | 0.000 | 0.000 | 0.278 | 0.278 |
| D | @ | 01433 | DEEG | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.188 | 1.188 | 0.000 |
| D | @ | 01445 | DE FUCA | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.120 | 0.120 | 0.000 |
| D | @ | 01454 | DEIGHTON | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 01490 | DESFOSES | 0.000 | 0.000 | 0.000 | 0.232 | 0.000 | 0.000 | 0.232 | 0.232 |
| D | @ | 01574 | DOHMS | 0.000 | 0.000 | 0.000 | 0.400 | 0.000 | 0.000 | 0.400 | 0.400 |
| D | @ | 01578 | DONCHI PLACE | 0.000 | 0.000 | 0.000 | 0.338 | 0.000 | 0.000 | 0.338 | 0.338 |
| D | @ | 01587 | DOWNIE | 0.000 | 0.000 | 0.000 | 1.364 | 0.000 | 0.000 | 1.364 | 1.364 |
| D | @ | 01642 | DUNLEVY | 0.000 | 0.000 | 0.000 | 1.602 | 0.000 | 0.000 | 1.602 | 1.602 |
| D | @ | 01651 | DUNN LAKE ROAD | 0.000 | 0.000 | 45.928 | 13.198 | 0.000 | 0.000 | 59.126 | 59.126 |
| D | @ | 01669 | DUTCH LAKE | 0.000 | 0.000 | 1.372 | 0.000 | 0.000 | 0.000 | 1.372 | 1.372 |
| D | @ | 01670 | EAGLE ISLAND | 0.000 | 0.000 | 0.000 | 3.538 | 0.000 | 0.000 | 3.538 | 3.538 |
| D | @ | 01671 | EAKIN CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 48.950 | 0.000 | 48.950 | 48.950 |
| D | @ | 01672 | EDEN | 0.000 | 0.000 | 0.000 | 1.242 | 0.000 | 0.000 | 1.242 | 1.242 |
| D | @ | 01687 | EDWARDS STREET | 0.000 | 0.000 | 0.000 | 0.342 | 0.000 | 0.110 | 0.452 | 0.342 |
| D | @ | 01714 | ELLIOTT | 0.000 | 0.000 | 0.000 | 0.384 | 0.000 | 0.000 | 0.384 | 0.384 |
| D | @ | 01738 | EMERY | 0.000 | 0.000 | 0.000 | 0.180 | 0.000 | 0.000 | 0.180 | 0.180 |
| D | @ | 01758 | EVERGREEN PLACE | 0.000 | 0.000 | 0.000 | 0.178 | 0.000 | 0.000 | 0.178 | 0.178 |
| D | @ | 01778 | FAWN | 0.000 | 0.000 | 0.000 | 1.076 | 0.000 | 0.000 | 1.076 | 1.076 |
| D | @ | 01783 | FERRY ROAD [B.Pool] | 0.000 | 0.000 | 0.000 | 1.636 | 0.000 | 0.000 | 1.636 | 1.636 |
| D | @ | 01784 | FERRY Rd. [L.Ft.] | 0.000 | 0.000 | 0.000 | 0.574 | 0.000 | 0.000 | 0.574 | 0.574 |
| D | @ | 01790 | FIELD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 01808 | FLEMING | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 01829 | FOOTE | 0.000 | 0.000 | 0.000 | 0.554 | 0.000 | 0.000 | 0.554 | 0.554 |
| D | @ | 01832 | FORD | 0.000 | 0.000 | 0.000 | 0.418 | 0.000 | 0.092 | 0.510 | 0.418 |
| D | @ | 01919 | GAGGIN | 0.000 | 0.000 | 0.000 | 0.476 | 0.000 | 0.000 | 0.476 | 0.476 |
| D | @ | 01937 | GALIANO | 0.000 | 0.000 | 0.806 | 0.000 | 0.000 | 0.000 | 0.806 | 0.806 |
| D | @ | 01997 | GILL CREEK | 0.000 | 0.000 | 0.000 | 0.966 | 0.000 | 0.000 | 0.966 | 0.966 |
| D | @ | 02000 | GLEN | 0.000 | 0.000 | 0.000 | 0.518 | 0.000 | 0.000 | 0.518 | 0.518 |
| D | @ | 02069 | GRANT | 0.000 | 0.000 | 0.000 | 1.194 | 0.000 | 0.000 | 1.194 | 1.194 |
| D | @ | 02108 | GREER | 0.000 | 0.000 | 2.444 | 0.000 | 0.000 | 0.000 | 2.444 | 2.444 |
| D | @ | 02117 | GROUSE CREEK | 0.000 | 0.000 | 0.000 | 0.532 | 0.000 | 0.000 | 0.532 | 0.532 |
| D | @ | 02126 | GURU NANAK PLACE | 0.000 | 0.000 | 0.000 | 0.266 | 0.000 | 0.000 | 0.266 | 0.266 |
| D | @ | 02189 | HANSEN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.100 | 0.100 | 0.000 |
| D | @ | 02207 | HARBY PLACE | 0.000 | 0.000 | 0.000 | 0.264 | 0.000 | 0.000 | 0.264 | 0.264 |
| D | @ | 02209 | HARBY | 0.000 | 0.000 | 0.000 | 1.444 | 0.000 | 0.000 | 1.444 | 1.444 |

Report 2-4 Lane Length Winter Class -- By Area Manager Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Winter class A length | Winter class B length | Winter class C length | Winter class D length | Winter class E length | Winter class F length | Winter class A-F length | Winter class A-E length |
|-----|----------|---------|------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| D | @ | 02227 | HARMON | 0.000 | 0.000 | 0.000 | 4.746 | 0.000 | 0.000 | 4.746 | 4.746 |
| D | @ | 02284 | HAYWOOD | 0.000 | 0.000 | 0.000 | 0.814 | 0.000 | 0.000 | 0.814 | 0.814 |
| D | @ | 02285 | HAZEL | 0.000 | 0.000 | 0.000 | 0.744 | 0.000 | 0.000 | 0.744 | 0.744 |
| D | @ | 02286 | HEATHER | 0.000 | 0.000 | 0.000 | 1.192 | 0.000 | 0.000 | 1.192 | 1.192 |
| D | @ | 02308 | HELMCKEN FALLS ROAD | 0.000 | 0.000 | 0.000 | 8.144 | 0.000 | 0.000 | 8.144 | 8.144 |
| D | @ | 02312 | HELMCKEN STREET | 0.000 | 0.000 | 0.000 | 0.716 | 0.000 | 0.000 | 0.716 | 0.716 |
| D | @ | 02315 | HELSD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 02327 | HERN | 0.000 | 0.000 | 0.000 | 0.600 | 0.000 | 0.000 | 0.600 | 0.600 |
| D | @ | 02374 | HILLSIDE | 0.000 | 0.000 | 0.406 | 0.000 | 0.000 | 0.000 | 0.406 | 0.406 |
| D | @ | 02396 | HOIRUP | 0.000 | 0.000 | 0.000 | 3.576 | 0.000 | 2.194 | 5.770 | 3.576 |
| D | @ | 02418 | HOLLAND | 0.000 | 0.000 | 0.000 | 1.234 | 0.000 | 0.000 | 1.234 | 1.234 |
| D | @ | 02432 | HOMER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 02462 | HUMMINGBIRD | 0.000 | 0.000 | 0.000 | 0.450 | 0.000 | 0.000 | 0.450 | 0.450 |
| D | @ | 02468 | HUNDSBEDT | 0.000 | 0.000 | 0.000 | 0.486 | 0.000 | 0.000 | 0.486 | 0.486 |
| D | @ | 02488 | HYDRO | 0.000 | 0.000 | 0.000 | 0.748 | 0.000 | 0.000 | 0.748 | 0.748 |
| D | @ | 02513 | INSTITUTE STREET | 0.000 | 0.000 | 0.348 | 0.000 | 0.000 | 0.000 | 0.348 | 0.348 |
| D | @ | 02544 | JANICE LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 02558 | JENKINS | 0.000 | 0.000 | 2.842 | 0.000 | 0.000 | 0.000 | 2.842 | 2.842 |
| D | @ | 02566 | JIM LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.172 | 0.172 | 0.000 |
| D | @ | 02580 | JOHNSTON | 0.000 | 0.000 | 0.000 | 1.612 | 0.000 | 0.000 | 1.612 | 1.612 |
| D | @ | 02583 | JONES CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 |
| D | @ | 02589 | JOYCE LANE | 0.000 | 0.000 | 0.000 | 0.410 | 0.000 | 0.000 | 0.410 | 0.410 |
| D | @ | 02609 | K.P. | 0.000 | 0.000 | 5.130 | 0.000 | 0.000 | 0.000 | 5.130 | 5.130 |
| D | @ | 02676 | KENNEDY | 0.000 | 0.000 | 0.000 | 0.542 | 0.000 | 0.000 | 0.542 | 0.542 |
| D | @ | 02685 | KERSHAW | 0.000 | 0.000 | 0.000 | 0.496 | 0.000 | 0.000 | 0.496 | 0.496 |
| D | @ | 02704 | KIDD | 0.000 | 0.000 | 0.000 | 0.488 | 0.000 | 0.000 | 0.488 | 0.488 |
| D | @ | 02748 | KURYLOWICH | 0.000 | 0.000 | 0.492 | 0.000 | 0.000 | 0.000 | 0.492 | 0.492 |
| D | @ | 02811 | LAKE SUMMIT | 0.000 | 0.000 | 0.000 | 1.020 | 0.000 | 0.000 | 1.020 | 1.020 |
| D | @ | 02818 | LAKEVIEW | 0.000 | 0.000 | 0.000 | 0.668 | 0.000 | 0.000 | 0.668 | 0.668 |
| D | @ | 02845 | LATREMOUILLE STREET | 0.000 | 0.000 | 0.000 | 0.338 | 0.000 | 0.000 | 0.338 | 0.338 |
| D | @ | 02854 | LAWRENCE | 0.000 | 0.000 | 0.000 | 1.590 | 0.000 | 0.000 | 1.590 | 1.590 |
| D | @ | 02881 | LEMIEUX CREEK | 0.000 | 0.000 | 21.142 | 0.000 | 0.000 | 0.000 | 21.142 | 21.142 |
| D | @ | 02890 | LEMPFRIT | 0.000 | 0.000 | 0.000 | 0.194 | 0.000 | 0.000 | 0.194 | 0.194 |
| D | @ | 02917 | LIGHT BROWN | 0.000 | 0.000 | 0.000 | 0.060 | 0.000 | 0.000 | 0.060 | 0.060 |
| D | @ | 02929 | LT. FORT REST AREA RD. | 0.000 | 0.000 | 0.000 | 0.000 | 0.650 | 0.000 | 0.650 | 0.650 |
| D | @ | 02949 | LLOYD | 0.000 | 0.000 | 0.000 | 3.342 | 0.000 | 0.000 | 3.342 | 3.342 |
| D | @ | 02955 | LODGE DRIVE | 0.000 | 0.000 | 1.452 | 0.000 | 0.000 | 0.000 | 1.452 | 1.452 |
| D | @ | 03005 | LOUISE | 0.000 | 0.000 | 0.000 | 0.254 | 0.000 | 0.000 | 0.254 | 0.254 |
| D | @ | 03029 | MCCARTHY CREEK | 0.000 | 0.000 | 0.000 | 2.938 | 0.236 | 0.000 | 3.174 | 3.174 |

Report 2-4 Lane Length Winter Class -- By Area Manager Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Winter class A length | Winter class B length | Winter class C length | Winter class D length | Winter class E length | Winter class F length | Winter class A-F length | Winter class A-E length |
|-----|----------|---------|--------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| D | @ | 03038 | McCLENNAN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 | 0.000 |
| D | @ | 03047 | McCORVIE | 0.000 | 0.000 | 4.808 | 0.000 | 0.000 | 0.000 | 4.808 | 4.808 |
| D | @ | 03056 | McCRACKEN | 0.000 | 0.000 | 0.000 | 1.254 | 0.000 | 0.000 | 1.254 | 1.254 |
| D | @ | 03092 | McGARRIGLE | 0.000 | 0.000 | 0.000 | 0.344 | 0.000 | 0.000 | 0.344 | 0.344 |
| D | @ | 03137 | McLELLAN | 0.000 | 0.000 | 0.000 | 0.564 | 0.000 | 0.000 | 0.564 | 0.564 |
| D | @ | 03160 | McMARTIN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 03164 | McMURPHY STATION | 0.000 | 0.000 | 0.000 | 0.000 | 0.730 | 0.000 | 0.730 | 0.730 |
| D | @ | 03173 | McNAB | 0.000 | 0.000 | 0.000 | 5.904 | 0.000 | 0.000 | 5.904 | 5.904 |
| D | @ | 03218 | MANN | 0.000 | 0.000 | 0.000 | 0.101 | 0.000 | 0.600 | 0.701 | 0.101 |
| D | @ | 03232 | MAQUINNA | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 03238 | MARFIELD | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 03267 | MAY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 03307 | MICKEY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.030 | 0.030 | 0.000 |
| D | @ | 03308 | MILEEN COURT | 0.000 | 0.000 | 0.000 | 0.140 | 0.000 | 0.000 | 0.140 | 0.140 |
| D | @ | 03309 | MILEEN DRIVE | 0.000 | 0.000 | 0.000 | 0.280 | 0.000 | 0.000 | 0.280 | 0.280 |
| D | @ | 03311 | MILLER | 0.000 | 0.000 | 0.000 | 2.206 | 0.000 | 0.000 | 2.206 | 2.206 |
| D | @ | 03331 | MOILLIET | 0.000 | 0.000 | 0.000 | 0.208 | 0.000 | 0.000 | 0.208 | 0.208 |
| D | @ | 03371 | MOUL CREEK | 0.000 | 0.000 | 0.000 | 0.000 | 0.070 | 0.000 | 0.070 | 0.070 |
| D | @ | 03383 | MOUNTAINVIEW | 0.000 | 0.000 | 1.292 | 0.000 | 0.000 | 0.000 | 1.292 | 1.292 |
| D | @ | 03392 | MOUNT OLIE STREET | 0.000 | 0.000 | 1.098 | 0.000 | 0.000 | 0.000 | 1.098 | 1.098 |
| D | @ | 03420 | MURTLE CRESCENT | 0.000 | 0.000 | 1.606 | 0.000 | 0.000 | 0.360 | 1.966 | 1.606 |
| D | @ | 03422 | MURTLE ROAD | 0.000 | 0.000 | 0.000 | 0.900 | 0.000 | 0.000 | 0.900 | 0.900 |
| D | @ | 03429 | MUSGRAVE | 0.000 | 0.000 | 0.000 | 1.728 | 0.000 | 0.000 | 1.728 | 1.728 |
| D | @ | 03434 | NAKISKA | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 03474 | NOBLE | 0.000 | 0.000 | 0.000 | 0.752 | 0.000 | 0.000 | 0.752 | 0.752 |
| D | @ | 03492 | NORFOLK | 0.000 | 0.000 | 0.000 | 0.596 | 0.000 | 0.186 | 0.782 | 0.596 |
| D | @ | 03521 | NORRIS | 0.000 | 0.000 | 0.000 | 4.942 | 0.000 | 0.000 | 4.942 | 4.942 |
| D | @ | 03545 | OGDEN | 0.000 | 0.000 | 0.000 | 0.422 | 0.000 | 0.000 | 0.422 | 0.422 |
| D | @ | 03554 | OLD NORTH THOMPSON | 0.000 | 0.000 | 22.695 | 0.000 | 0.000 | 0.000 | 22.695 | 22.695 |
| D | @ | 03560 | OPAX | 0.000 | 0.000 | 0.000 | 0.362 | 0.000 | 0.000 | 0.362 | 0.362 |
| D | @ | 03590 | O'REILY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 | 0.000 |
| D | @ | 03643 | PARK DRIVE | 0.000 | 0.000 | 4.146 | 0.000 | 0.000 | 0.000 | 4.146 | 4.146 |
| D | @ | 03652 | PARKER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 03697 | PEARCE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 | 0.000 |
| D | @ | 03706 | PEAVINE | 0.000 | 0.000 | 0.000 | 1.958 | 0.000 | 0.000 | 1.958 | 1.958 |
| D | @ | 03739 | PETROL | 0.000 | 0.000 | 0.000 | 2.308 | 0.000 | 0.000 | 2.308 | 2.308 |
| D | @ | 03740 | PHILLIPS | 0.000 | 0.000 | 0.000 | 0.926 | 0.000 | 0.000 | 0.926 | 0.926 |
| D | @ | 03783 | PLANER | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 03886 | PUMPING STATION | 0.000 | 0.000 | 0.000 | 2.056 | 0.000 | 0.000 | 2.056 | 2.056 |

Report 2-4 Lane Length Winter Class -- By Area Manager Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Winter class A length | Winter class B length | Winter class C length | Winter class D length | Winter class E length | Winter class F length | Winter class A-F length | Winter class A-E length |
|-----|----------|---------|---------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| D | @ | 03920 | PYE | 0.000 | 0.000 | 0.000 | 0.606 | 0.000 | 0.000 | 0.606 | 0.606 |
| D | @ | 03921 | QUARRY | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 03926 | RAFT RIVER | 0.000 | 0.000 | 0.000 | 3.038 | 0.000 | 0.000 | 3.038 | 3.038 |
| D | @ | 03927 | RAFT RIVER North | 0.000 | 0.000 | 0.000 | 0.364 | 0.000 | 0.000 | 0.364 | 0.364 |
| D | @ | 03928 | RAFT RIVER FRONTAGE | 0.000 | 0.000 | 0.000 | 0.762 | 0.000 | 0.000 | 0.762 | 0.762 |
| D | @ | 03949 | RAY | 0.000 | 0.000 | 0.000 | 0.708 | 0.000 | 0.000 | 0.708 | 0.708 |
| D | @ | 03980 | RICHIE | 0.000 | 0.000 | 0.000 | 0.766 | 0.000 | 0.000 | 0.766 | 0.766 |
| D | @ | 03989 | RIDGE DRIVE | 0.000 | 0.000 | 0.000 | 0.170 | 0.000 | 0.000 | 0.170 | 0.170 |
| D | @ | 04027 | RIVERSIDE | 0.000 | 0.000 | 0.000 | 0.352 | 0.000 | 0.000 | 0.352 | 0.352 |
| D | @ | 04045 | RIVERVIEW CRESCENT | 0.000 | 0.000 | 0.000 | 1.032 | 0.000 | 0.000 | 1.032 | 1.032 |
| D | @ | 04078 | ROBSON PLACE | 0.000 | 0.000 | 0.000 | 0.300 | 0.000 | 0.000 | 0.300 | 0.300 |
| D | @ | 04079 | ROBSON STREET | 0.000 | 0.000 | 1.464 | 0.000 | 0.000 | 0.000 | 1.464 | 1.464 |
| D | @ | 04133 | ROUND TOP | 0.000 | 0.000 | 0.000 | 7.606 | 0.000 | 0.000 | 7.606 | 7.606 |
| D | @ | 04136 | ROY | 0.000 | 0.000 | 0.000 | 0.176 | 0.000 | 0.212 | 0.388 | 0.176 |
| D | @ | 04142 | RUBY | 0.000 | 0.000 | 0.000 | 0.286 | 0.000 | 0.000 | 0.286 | 0.286 |
| D | @ | 04151 | RUDLANG | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 04156 | RUPEL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 04169 | RUSSELL | 0.000 | 0.000 | 0.000 | 0.000 | 0.450 | 0.950 | 1.400 | 0.450 |
| D | @ | 04226 | SANDHILL | 0.000 | 0.000 | 0.000 | 3.402 | 0.000 | 0.000 | 3.402 | 3.402 |
| D | @ | 04288 | SCHMIDT | 0.000 | 0.000 | 0.000 | 2.224 | 0.000 | 0.000 | 2.224 | 2.224 |
| D | @ | 04291 | SCHOOL | 0.000 | 0.000 | 0.332 | 0.000 | 0.000 | 0.000 | 0.332 | 0.332 |
| D | @ | 04306 | SCOTT DRIVE | 0.000 | 0.000 | 0.000 | 1.014 | 0.000 | 0.000 | 1.014 | 1.014 |
| D | @ | 04448 | SKINNER | 0.000 | 0.000 | 0.000 | 0.000 | 1.002 | 2.962 | 3.964 | 1.002 |
| D | @ | 04457 | SMALL | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 04521 | STAR LAKE | 0.000 | 0.000 | 0.000 | 0.000 | 0.594 | 2.806 | 3.400 | 0.594 |
| D | @ | 04539 | STEGG | 0.000 | 0.000 | 0.000 | 0.624 | 0.000 | 0.000 | 0.624 | 0.624 |
| D | @ | 04629 | SUNSHINE VALLEY | 0.000 | 0.000 | 5.014 | 0.000 | 0.000 | 0.000 | 5.014 | 5.014 |
| D | @ | 04644 | SWANSON | 0.000 | 0.000 | 1.652 | 0.000 | 0.000 | 0.000 | 1.652 | 1.652 |
| D | @ | 04660 | TAREN DRIVE | 0.000 | 0.000 | 0.000 | 0.600 | 0.000 | 0.000 | 0.600 | 0.600 |
| D | @ | 04663 | TAYLOR RD. | 0.000 | 0.000 | 0.000 | 0.060 | 0.000 | 0.000 | 0.060 | 0.060 |
| D | @ | 04681 | THOMPSON DRIVE | 0.000 | 0.000 | 0.000 | 0.944 | 0.000 | 0.000 | 0.944 | 0.944 |
| D | @ | 04729 | TOMYN | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 04766 | TRAUB | 0.000 | 0.000 | 0.000 | 1.464 | 0.000 | 0.000 | 1.464 | 1.464 |
| D | @ | 04773 | TROUT CREEK | 0.000 | 0.000 | 0.000 | 4.714 | 0.000 | 0.000 | 4.714 | 4.714 |
| D | @ | 04782 | TRUTCH | 0.000 | 0.000 | 0.000 | 0.414 | 0.000 | 0.000 | 0.414 | 0.414 |
| D | @ | 04857 | VANENBY Bridge | 0.000 | 0.000 | 4.070 | 0.000 | 0.000 | 0.000 | 4.070 | 4.070 |
| D | @ | 04863 | VAVENBY FERRY | 0.000 | 0.000 | 0.000 | 0.000 | 0.300 | 0.000 | 0.300 | 0.300 |
| D | @ | 04867 | VERN ANN PLACE | 0.000 | 0.000 | 0.000 | 0.148 | 0.000 | 0.000 | 0.148 | 0.148 |
| D | @ | 04918 | WADLEGGER | 0.000 | 0.000 | 0.000 | 0.786 | 0.000 | 0.000 | 0.786 | 0.786 |

Report 2-4 Lane Length Winter Class -- By Area Manager Area -- 24-FEB-03

Contract Area:15

| AMA | Sub Area | Hwy Num | Hwy Name | Winter class A length | Winter class B length | Winter class C length | Winter class D length | Winter class E length | Winter class F length | Winter class A-F length | Winter class A-E length |
|----------------------------|----------|---------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| D | @ | 04945 | WALKER | 0.000 | 0.000 | 0.000 | 0.786 | 0.000 | 0.000 | 0.786 | 0.786 |
| D | @ | 04963 | WATER STREET | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 04976 | WATTS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D | @ | 05000 | WEBBER | 0.000 | 0.000 | 0.000 | 1.132 | 0.000 | 0.000 | 1.132 | 1.132 |
| D | @ | 05033 | WHITE ROAD | 0.000 | 0.000 | 0.000 | 0.490 | 0.000 | 0.000 | 0.490 | 0.490 |
| D | @ | 05042 | WHYMPER | 0.000 | 0.000 | 0.000 | 0.190 | 0.000 | 0.000 | 0.190 | 0.190 |
| D | @ | 05055 | WILDWOOD | 0.000 | 0.000 | 0.000 | 0.726 | 0.000 | 0.000 | 0.726 | 0.726 |
| D | @ | 05063 | WILSON LANE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.149 | 0.149 | 0.000 |
| D | @ | 05073 | WINDPASS | 0.000 | 0.000 | 0.000 | 15.712 | 0.000 | 0.000 | 15.712 | 15.712 |
| D | @ | 05093 | WOOD | 0.000 | 0.000 | 0.000 | 0.092 | 0.000 | 0.000 | 0.092 | 0.092 |
| D | @ | 05100 | WOREBY | 0.000 | 0.000 | 0.290 | 0.000 | 0.263 | 0.000 | 0.553 | 0.553 |
| D | @ | 05105 | WYNDHAVEN COURT | 0.000 | 0.000 | 0.000 | 0.104 | 0.000 | 0.000 | 0.104 | 0.104 |
| D | @ | 05106 | WYNDHAVEN DRIVE | 0.000 | 0.000 | 0.000 | 1.210 | 0.000 | 0.000 | 1.210 | 1.210 |
| D | @ | 05107 | WYNDHAVEN PLACE | 0.000 | 0.000 | 0.000 | 0.924 | 0.000 | 0.000 | 0.924 | 0.924 |
| D | @ | 05145 | YOUNG | 0.000 | 0.000 | 1.206 | 0.000 | 0.000 | 0.000 | 1.206 | 1.206 |
| D | @ | 06100 | HIGHWAY 24 RUNAWAY 1 | 0.000 | 0.350 | 0.000 | 0.000 | 0.000 | 0.000 | 0.350 | 0.350 |
| D | @ | 06101 | HIGHWAY 24 RUNAWAY 2 | 0.000 | 0.280 | 0.000 | 0.000 | 0.000 | 0.000 | 0.280 | 0.280 |
| D | @ | 06102 | HIGHWAY 24 RUNAWAY 3 | 0.000 | 0.346 | 0.000 | 0.000 | 0.000 | 0.000 | 0.346 | 0.346 |
| D | @ | 06103 | HIGHWAY 24 RUNAWAY 4 | 0.000 | 0.600 | 0.000 | 0.000 | 0.000 | 0.000 | 0.600 | 0.600 |
| Sub Area - @ Total | | | | 162.960 | 94.324 | 301.903 | 208.982 | 109.011 | 21.339 | 898.519 | 877.180 |
| AMA - D Total | | | | 162.960 | 94.324 | 301.903 | 208.982 | 109.011 | 21.339 | 898.519 | 877.180 |
| Contract Area Total | | | | 841.295 | 328.293 | 1254.847 | 1098.300 | 188.749 | 374.290 | 4085.774 | 3711.484 |

SCHEDULE "12"

Equipment Fleet Operations Policy

MINISTRY OF TRANSPORTATION EQUIPMENT FLEET OPERATIONS POLICY FOR MINISTRY AND MAINTENANCE CONTRACTOR VEHICLES AND EQUIPMENT

The following are the **minimum standards** for the operation of ministry and maintenance contractors' equipment fleets. This policy applies to vehicles and equipment licensed for operation on Provincial Highways including **all Ministry-owned or leased and contractor-owned or leased equipment**.

DEFINITIONS

- (a) **Contractor Operational Vehicles:** Vehicles used in the performance or inspection of activities related to maintenance of the highway system; includes vehicles used to transport workers to the work site
- (b) **High Conspicuity Lighting:** Technically improved lighting for severe visibility environment approved by the Ministry
- (c) **High Visibility Markings:** Light reflective surfaces or striping
- (d) **Highways:** As defined in Article 1 of this Maintenance Agreement
- (e) **Ministry Operational Vehicles:** Vehicles used in the performance or inspection of activities related to the design, construction, rehabilitation and maintenance of the highway system; includes vehicles used to transport workers to the work site
- (f) **Non-Operational Vehicles:** Vehicles used for going from point A to point B without stopping on the road or on the side of the road to perform or inspect work or to transport workers to the work site
- (g) **Performing or Inspecting Work:** Performance or inspection of activities related to the design, construction, rehabilitation or maintenance of the highway system.

GUIDING PRINCIPLES:

1. All Operational Vehicles and Equipment used to perform work on provincial Highways shall be at least 80% yellow.
2. Equipment lighting shall conform to Division 4 of the Motor Vehicle Act Regulations (B.C. Reg. 26/58).

POLICY:

1.
 - (a) All Contractor Operational Vehicles and Equipment shall be painted at least 80% yellow (Sherwin-Williams # 36889-67); outfitted with a fixed amber rotating or strobe light as outlined in Section 3 below; and must be clearly identified as a maintenance contractor vehicle (See Appendix C).
 - (b) Contractors' employees shall not use personal vehicles on mileage to Perform or Inspect Work, unless the vehicles are painted yellow and are outfitted with a magnetic-mount amber rotating or strobe light as outlined in Section 3.
2.
 - (a) All Ministry Operational Vehicles and Equipment shall be painted at least 80% yellow (Sherwin-Williams # 36889-67); outfitted with a fixed amber rotating or strobe light as outlined in Section 3 below; and must be clearly identified as a ministry vehicle (See Appendix C).
 - (b) Ministry staff Performing or Inspecting Work using their personal vehicles (i.e., on mileage) shall use a temporary magnetic-mount amber rotating or strobe light (light output must meet criteria outlined in Section 3 below). Should the operator request a permanently mounted light, the ministry will provide and install one at no cost to the operator.
3. All fixed amber rotating or strobe lights shall meet the following criteria:
 - (a) 360° visibility;
 - (b) visible under all operating conditions;
 - (c) light intensity sufficient to warn motorists under variable operating conditions;
 - (d) high intensity lamps utilized during daylight hours; lamps must be dimmable for night work; and
 - (e) light duration of at least 30% of the on/off cycle.
 - (f) Technically improved lighting, tested and approved by the Ministry may be used, provided the standards outlined in this policy are not altered in a way that would affect public or operator safety.

4. All Equipment (contractor and ministry) which restricts traffic flow (e.g. sanding/clearing trucks, sweeping trucks, graders) must display High Visibility Markings and High Conspicuity Lighting (See Appendices A and B). Lighting used to warn traffic of over width projections must have light intensity sufficient to warn motorists under all variable operating conditions.
5. Non-Operational Vehicles (contractor and ministry) are exempt from this policy.

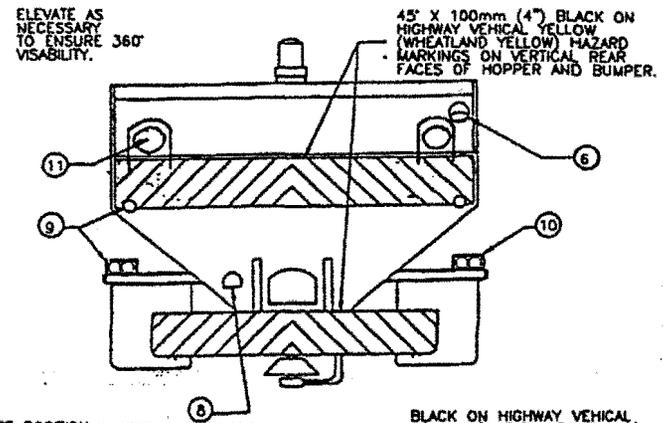
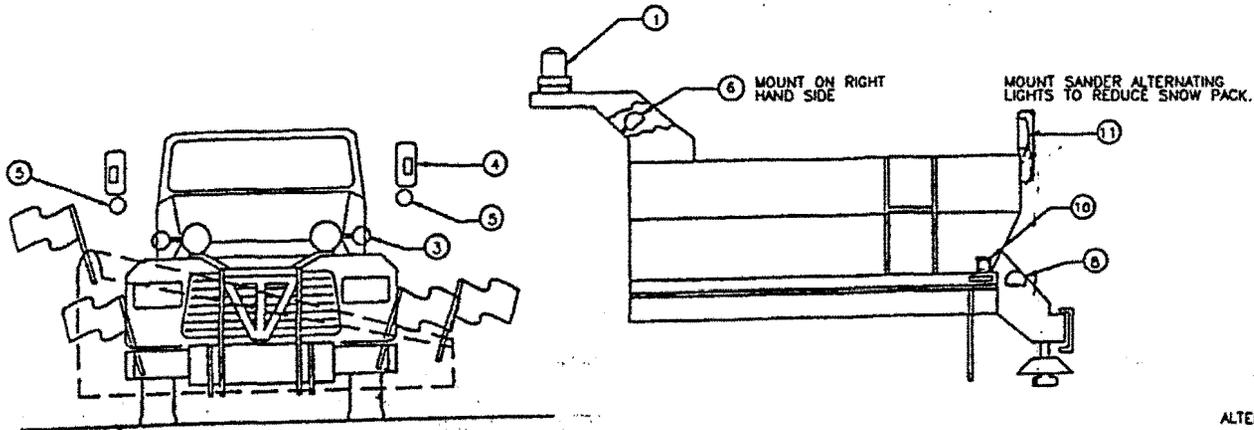
The following are the **minimum standards** for the operation of **sub-contracted/hired/rented equipment** provided the equipment is not operating on a regular basis, i.e., 180 days or more a year. Equipment operating 180 days or more a year shall comply with the standards for ministry or contractor owned equipment.

Sub-contracted/hired/rented equipment:

1. is exempt from the colour requirements outlined in this policy;
2. shall comply with the Traffic Control Manual for Work on Roadways;
3. shall display a temporary magnetic-mount amber rotating or strobe light provided the light output is not diminished from the above noted standards;
4. equipment used for winter maintenance activities shall display High Visibility Markings and High Conspicuity Lighting (See Appendices A and B).

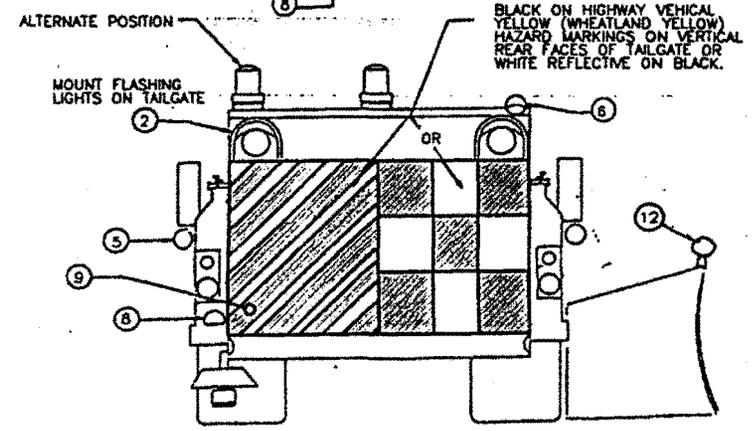
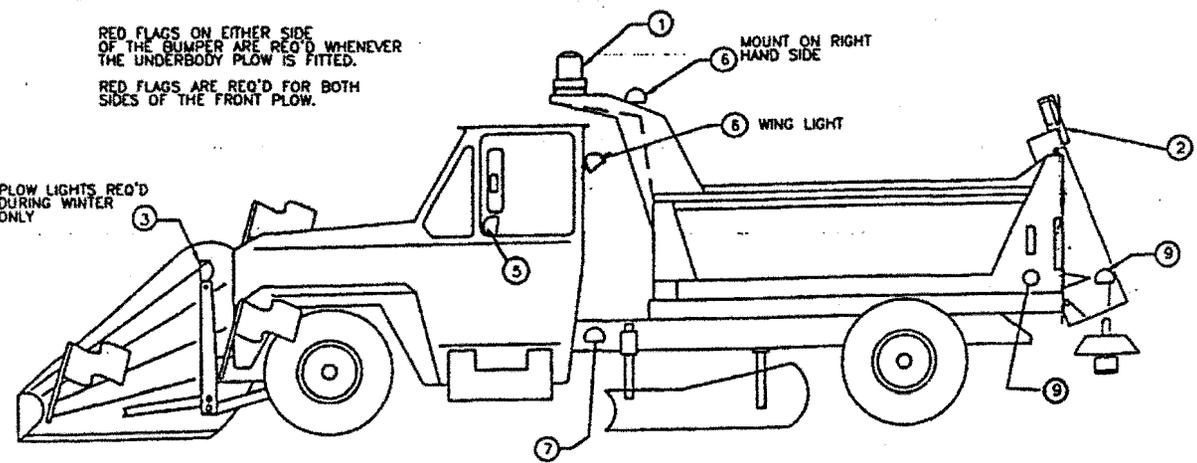
[See attached Appendices]

APPENDIX A



RED FLAGS ON EITHER SIDE OF THE BUMPER ARE REQ'D WHENEVER THE UNDERBODY PLOW IS FITTED.
RED FLAGS ARE REQ'D FOR BOTH SIDES OF THE FRONT PLOW.

PLOW LIGHTS REQ'D DURING WINTER ONLY



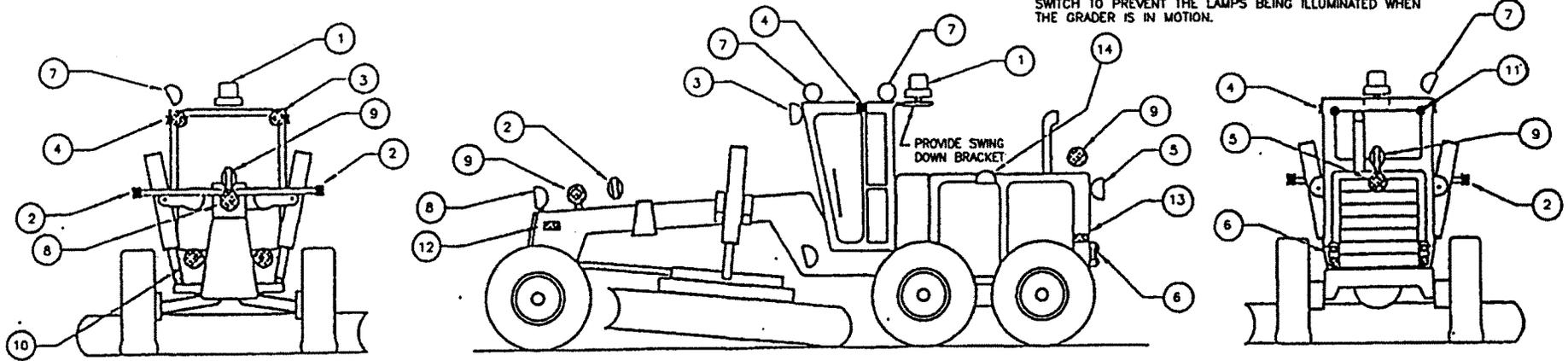
STANDARD LIGHTING CONFIGURATION FOR SANDING/CLEARING TRUCKS

| ITEM | DESCRIPTION | QTY | |
|------|---|-----|----------|
| 1 | WARNING LIGHT, ROTATING AMBER OR STROBE | 1 | |
| 2 | TAILGATE WARNING LIGHTS, FLASHING AMBER | 2 | |
| 3 | SNOWPLOW LIGHTS C/W TURN SIGNALS | 2 | |
| 4 | MIRROR SIDE CLEARANCE LIGHT, MIRROR HEAD | 2 | OPTIONAL |
| 5 | BACK-UP LIGHTS, WHITE #4415 SEAL BEAM | 2 | |
| 6 | WING/DUMP/HOPPER BOX LIGHT, AMBER ONLY | 1 | OPTIONAL |
| 7 | UNDERBODY PLOW LIGHT, AMBER ONLY | 1 | OPTIONAL |
| 8 | SANDER SPINNER LIGHT, AMBER ONLY | 1 | OPTIONAL |
| 9 | REFLECTOR, RED | 4 | |
| 10 | TAIL/STOP LIGHT SYSTEM (4 LAMP SYSTEM) | 4 | |
| 11 | HOPPER RAMP LIGHT, FLASHING AMBER (AS IN ITEM #2) | 2 | |
| 12 | WING FLASH LIGHT, FLASHING AMBER OR STROBE | 1 | |

NOTE: ALL LAMPS TO MEET OR EXCEED MINISTRY OF TRANSPORTATION AND HIGHWAYS SPECIFICATIONS.

| | | | |
|----------------|-----------------|-----------------------------|--|
| SCALE NO SCALE | | DESIGNED: _____ DATE: _____ |  Province of British Columbia MINISTRY OF TRANSPORTATION AND HIGHWAYS |
| REV. FILE | | CHECKED: _____ DATE: _____ | |
| DESCRIPTION | | DRAWN: _____ DATE: _____ | SAFETY LIGHTING STANDARD |
| REVISIONS | | APPROVED: _____ DATE: _____ | |
| PROPOSED BY: | RECOMMENDED BY: | ACCEPTED FOR CONSTRUCTION: | PREPARED BY: _____ DATE: _____ FILE NO: _____ TBA-2014-00189 Page 164 |

APPENDIX B



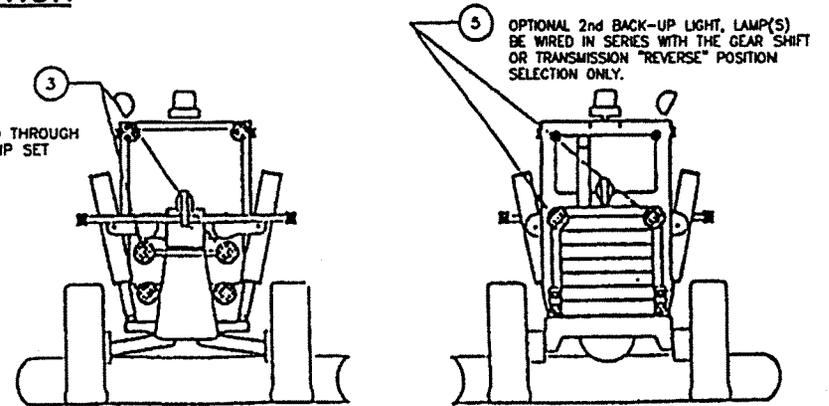
STANDARD LIGHTING CONFIGURATION FOR GRADERS

DRIVE LIGHT (ITEM #8) TO OPERATE WHEN HIGH BEAM IS USED ON HEAD LIGHTS (ITEM #3).

INTERSECTION LIGHTS (ITEM #9) AND REAR AMBER WARNING (ITEM #11) TO BE CONTROLLED BY SEPERATE SWITCHES.

TURN SIGNALS TO FUNCTION AS 4-WAY FLASH HAZARD WARNING LIGHTS.

OPTIONAL 2nd HEADLAMP SET SHALL BE WIRED THROUGH SWITCH TO PREVENT MORE THAN ONE HEADLAMP SET FROM BEING ON AT ONE TIME



OPTIONAL HEADLAMP & BACK-UP LIGHTING

| ITEM | DESCRIPTION | |
|------|---|----------|
| 1 | WARNING LIGHT, ROTATING AMBER OR STROBE | |
| 2 | TURNING SIGNAL, SIDE MARKER | |
| 3 | HEAD LIGHTS | |
| 4 | CLEARANCE LIGHTS, SIDE MARKER | |
| 5 | BACK-UP LAMP | |
| 6 | TAIL/STOP/TURN SIDE MARKER | |
| 7 | WING LIGHTS | |
| 8 | DRIVING LIGHTS | |
| 9 | INTERSECTION LIGHTS | |
| 10 | BLADE LIGHTS | |
| 11 | REAR AMBER WARNING | |
| 12 | FRONT REAR AMBER | |
| 13 | REAR RED | |
| 14 | REAR TAIL LIGHTS | OPTIONAL |

NOTE: ALL LAMPS TO MEET OR EXCEED MINISTRY OF TRANSPORTATION AND HIGHWAYS SPECIFICATIONS.

| | | | | |
|----------------|------|---------------------------|--|------|
| SCALE NO SCALE | | DESIGNED _____ DATE _____ |  Province of British Columbia MINISTRY OF TRANSPORTATION AND HIGHWAYS | |
| | | CHECKED _____ DATE _____ | | |
| | | DRAWN _____ DATE _____ | SAFETY LIGHTING STANDARD | |
| Rev. | Date | Description | | Int. |
| | | | | |
| | | | | |
| DRAWN BY _____ | | TRA-2014-00189 | ACCEPTED FOR CONTROL | |
| DATE _____ | | Page 165 | REGIONAL DIRECTOR OF HIGHWAYS | |

EXHIBIT "A"
(TO APPENDIX "A" Gravel Licence)

SCHEDULE "13"

Gravel License

1. Definitions

1.1 In this Gravel License, unless the context otherwise requires:

- (a) "**BCBC Improvements**" means any Premises or Building Equipment existing on the Gravel Pits at any time during the Term;
- (b) "**Building Equipment**" means the same as in the Facilities License;
- (c) "**Contractor's Stockpiles**" means
 - (i) all stockpiles of Material processed by or for the Contractor with Pit-Run from the Gravel Pits, and
 - (ii) all stockpiles of Material located at the Gravel Pits processed by or for the previous highway maintenance contractor or the Province and which have been sold or transferred to the use of the Contractor;
- (d) "**Gravel Fees Appendix**" means the fee provisions attached as Appendix "B" attached to this Gravel License;
- (e) "**Gravel Pits**" means those gravel pits described in Appendix "A" attached to this Gravel License;
- (f) "**Material**" means Pit-Run, winter abrasive (with or without salt), crush, sealcoat and any other aggregate used for maintenance of highways which may be processed from Pit-Run and includes any by-products resulting from the processing of Pit-Run;
- (g) "**Pit-Run**" means pit-run granular aggregate;
- (h) "**Premises**" means the same as in the Facilities License; and
- (i) "**Subsisting Rights**" means
 - (i) all subsisting grants to or rights of any person made or acquired under the *Land Act*, R.S.B.C. 1996, c. 245, *Coal Act*, R.S.B.C. 1996, c. 51, the *Forest Act*, R.S.B.C. 1996, c. 157, the *Mineral Tenure Act*, R.S.B.C. 1996, c. 292, or any extension or renewal of the same, whether or not the Contractor has actual notice of them,
 - (ii) any prior dispositions made pursuant to the *Land Act*, R.S.B.C. 1996, c. 245, and

- (iii) the exceptions and reservations of rights, interests, privileges and titles referred to in section 50 of the *Land Act*.

2. Limits on License

- 2.1 In this Agreement, unless the context otherwise requires:
- 2.2 The Contractor acknowledges and agrees that this Gravel License does not grant to the Contractor any proprietary or property rights or interests in any of the Gravel Pits or in any of the Material at the Gravel Pits.
- 2.3 This Gravel License is subject to all Subsisting Rights.
- 2.4 The Contractor acknowledges and agrees with the Province that:
 - (a) any interference with the rights of the Contractor under this Gravel License by virtue of the exercise or operation of any of the Subsisting Rights will not constitute a breach of the Province's obligations under this Gravel License and the Contractor releases and discharges the Province from and against any claim for loss or damage arising directly or indirectly out of any such interference;
 - (b) all costs and expenses, direct or indirect, that arise out of any interference by the Contractor with any of the Subsisting Rights will be borne by the Contractor; and
 - (c) the Contractor will not commence or maintain proceedings under section 65 of the *Land Act* in respect of any interference with rights of the Contractor under this Gravel License arising directly or indirectly out of the exercise or operation of any of the Subsisting Rights.

3. Contractor's Covenants

3.1 The Contractor will:

- (a) only use Material removed from the Gravel Pits for the purpose of performing its obligations under the Maintenance Agreement;
- (b) not remove Material from the Gravel Pits except from locations or stockpiles on the Gravel Pits approved by the Minister or from the Contractor's Stockpiles;
- (c) clearly mark and segregate each of the Contractor's Stockpiles from other stockpiles in a manner satisfactory to the Minister;
- (d) conduct its operations at the Gravel Pits in accordance with any applicable "pit development plan" as may be established by the Province from time to time;
- (e) not place or maintain any improvements on any of the Gravel Pits without the prior written consent of the Minister;
- (f) make and keep each of the Gravel Pits in a safe, clean and sanitary condition satisfactory to the Minister and, unless otherwise specified by notice in writing by the Minister to the Contractor, make and keep safe, clean and sanitary any improvements at the Gravel Pits;
- (g) comply with any directives issued by the Minister in respect of environmental protection or preservation arising from the Contractor's occupation or use of the Gravel Pits;
- (h) permit the authorized representatives of the Minister to enter any of the Gravel Pits at any time for any purpose;
- (i) provide adequate security for each of the Gravel Pits and prevent entry to the Gravel Pits or removal of Material from the Gravel Pits by persons unauthorized by the Minister;
- (j) provide drainage control measures at the Gravel Pits as required by the Province;
- (k) not interfere with the activities of any person authorized by the Minister to enter on and use any of the Gravel Pits under a prior or subsequent license granted by the Province;
- (l) arrange, at the written request of the Minister and at the expense of the Contractor, for a quantity survey to be undertaken by a person reasonably qualified to do so in the opinion of the Minister to confirm the quantity of Material removed from the Gravel Pits or located in the Contractor's Stockpiles, or both;
- (m) comply with any gravel management plan of the Province as may be made applicable to any or all of the Gravel Pits by notice in writing from the Minister to the Contractor from time to time;

- (n) permit persons authorized by the Province to enter on any of the Gravel Pits and remove Material except from the Contractor's Stockpiles;
- (o) pay and discharge when due all taxes, levies, charges and assessments now or hereafter assessed, levied or charged which relate to the Gravel Pits or any improvements on the Gravel Pits provided that if the Contractor does not pay the taxes as required the Province will have the right to pay such charges and to recover the same forthwith from the Contractor unless such taxes are being contested in good faith by the Contractor and the Contractor may in law withhold payment of them and in such event the Contractor will pay all costs of contestation and will not in any way render any of the Gravel Pits subject to seizure;
- (p) observe, abide by and comply with all laws, bylaws, orders, directions, ordinances and regulations of any competent governmental authority in any way affecting the Gravel Pits, improvements on the Gravel Pits, or their use;
- (q) not commit or suffer any willful or voluntary waste, spoil or destruction of the Gravel Pits or the Material or do or cause or permit to be done on the Gravel Pits anything that may be or become a nuisance or annoyance to the owners or occupiers of adjoining land other than as expressly authorized under this Gravel License;
- (r) not remove from the Gravel Pits any Material processed by or for the Contractor until
 - (i) the quantity survey report in respect of such Material has been delivered to the Province in accordance with section 3 of the Gravel Fees Appendix, and
 - (ii) the Gravel Usage fee in respect of such Material has been paid to the Province in accordance with section 1 of the Gravel Fees Appendix;
- (s) not remove Pit-Run from the Gravel Pits for processing outside the Gravel Pits without the prior approval of the Minister;
- (t) not remove processed Material from the Gravel Pits for storing or stockpiling outside the Gravel Pits without the prior approval of the Minister;
- (u) pay for the cost of the supply to, or use and consumption on, the Gravel Pits of electricity, gas, water and other utilities provided that the cost of such utilities is determined by separate metering;
- (v) unless otherwise directed by the Minister, at all times keep and maintain any improvements, save for any BCBC Improvements, on the Gravel Pits, in a state of repair and condition at least equivalent to the state of repair and condition of such improvements at the commencement of the Term, or at the time the improvements were made, whichever is later, and to the same extent as would a prudent and careful owner in occupation, reasonable wear and tear only excepted; and

- (w) repair any improvements, save for any BCBC Improvements, on the Gravel Pits in accordance with directives as may be issued by the Province from time to time.

3.2 The Contractor will perform its obligations set out in Appendix "C" attached to this Gravel License.

4. Province's Covenants

4.1 The Province will:

- (a) advise the Contractor from time to time of the identity of those persons authorized by the Province to enter on and use any of the Gravel Pits;
- (b) within 30 days after the Commencement Date, provide the Contractor with a report (showing quantities and locations) of all stockpiles of Material at the Gravel Pits as of the Commencement Date;
- (c) within 30 days after each Anniversary Date and the Expiry Date, provide the Contractor with a report showing the quantity of Material removed during the immediately preceding Contract Year from each Gravel Pit by the Province or persons authorized by the Province (other than the Contractor); and
- (d) not, without the consent of the Contractor, remove or authorize other persons to remove Material from the Contractor's Stockpiles.

5. Fees

5.1 In consideration of the license granted by the Province to the Contractor in this Gravel License, the Contractor will pay fees to the Province in accordance with the Gravel Fees Appendix.

6. Records and Reports

6.1 The Contractor will maintain records of:

- (a) all Pit-Run removed from the Gravel Pits and used in unprocessed form for the purposes of the Maintenance Agreement; and
 - (b) all Pit-Run from the Gravel Pits processed by the Contractor into other Material
- in such form and containing such information as the Minister may reasonably require.

6.2 The Contractor will:

- (a) permit the Minister or representatives of the Minister to attend at the offices of the Contractor to examine the records described in section 6.1 of this Gravel License during normal office hours; and

- (b) upon the written request of the Minister, deliver to the Province copies of such records within 10 days after the request.
- 6.3** The Contractor will establish and maintain proper books of account and cause to be made therein accurate entries of all transactions in relation to removal of Material from the Gravel Pits during the Term and at all reasonable times will supply to the Province such information relating to removal of Material from the Gravel Pits as the Minister may reasonably require.
- 6.4** The Contractor will, no later than the end of January of each year of the Term, deliver to the Province a detailed statement, in a form satisfactory to the Minister, showing for each Gravel Pit the quantity of Pit-Run removed from the Gravel Pit and used by the Contractor in unprocessed form during the previous calendar year (or portion thereof), during the Term.

7. Termination

- 7.1** The Province may, in its sole discretion, delete any of the Gravel Pits from this Gravel License by giving to the Contractor at least 30 days written notice of the deletion and sections 7.2, 7.3 and 7.4 of this Gravel License will apply to any deleted Gravel Pit as if this Agreement had been terminated or had expired in respect of that Gravel Pit as of the effective date of deletion.
- 7.2** On the expiration or termination of this Agreement, the Contractor will
- (a)** cease occupation of the Gravel Pits; and
 - (b)** remove all buildings, machinery, plant equipment, apparatus and any other improvements or fixtures owned or leased by the Contractor located at the Gravel Pits.
- 7.3** Any buildings, machinery, plant equipment, apparatus and other improvements or fixtures owned or leased by the Contractor remaining at the Gravel Pits later than 30 days after expiration or termination of this Agreement:
- (a)** will be absolutely forfeited to and become the property of the Province; and
 - (b)** may be removed from the Gravel Pits by the Province and the Contractor will pay to the Province, on demand, all costs of removal.
- 7.4** If, on the expiration or termination of this Agreement, the Contractor has not made arrangements with the prior written approval of the Province to transfer the Contractor's rights in respect of Material in the Contractor's Stockpiles to the highway maintenance contractor retained by the Province to replace the Contractor, then the Province will:
- (a)** arrange for a quantity survey of all processed Material (excluding processing by-products) in the Contractor's Stockpiles to be undertaken by a person reasonably qualified to do so in the opinion of the Minister; and
 - (b)** make a payment to the Contractor of \$2 per cubic metre of such Material that is in the Contractor's Stockpiles and that is in accordance with the Province's specifications, based on the quantity survey undertaken pursuant to subsection 7.4(a).

8. Interpretation

- 8.1** Unless the context otherwise requires, any reference to "this Gravel License" means this schedule and all of the appendices attached to it.
- 8.2** The headings or captions in this Gravel License are inserted for convenience only and do not form a part of this Gravel License and in no way define, limit, alter or enlarge the scope or meaning of any provision of this Gravel License.
- 8.3** Each appendix attached to this Gravel License is an integral part of this Gravel License as if set out at length in the body of this Gravel License.

APPENDIX "A" (TO GRAVEL LICENSE)

Gravel Pits

1. Subject to any deletions made by the Province under section 7.1 of this Gravel License, the Gravel Pits are those gravel pits identified by the following numbers on the map attached as Exhibit "A" to this Appendix:

| Gravel Pit Number | Gravel Pit Name | Gravel Usage Fee Rate (\$1.75 /cubic metre) |
|--------------------------|------------------------|--|
| 2833 | Brookfield | \$1.75 |
| 0324 | Little Fort | \$1.75 |
| 0296 | Heffley Tod Mountain | \$1.75 |
| 2812 | Tolko Site | \$1.75 |
| 0283 | Todd Hill | \$1.75 |
| 0288 | Savona Sand | \$1.75 |
| 0276 | Watson | \$1.75 |
| 0285 | Peterson Scott | \$1.75 |
| 0289 | Schell Sand | \$1.75 |
| 3110 | Sylvestre | \$1.75 |
| 0292 | Tranquille | \$1.75 |
| 0280 | Heffley | \$1.75 |
| 2689 | Porcupine | \$1.75 |
| 2550 | Leavitt pit | \$1.75 |
| 0328 | Jamieson pit | \$1.75 |

2. The area of each individual gravel pit described in section 1 of this Appendix is the area historically used by the Province and the Province's contractors for gravel pit purposes as indicated by the records of the Minister.
3. Exhibit "A" to this Appendix also includes a Gravel Pit and Stockpile Site Reference Worksheet (the "Worksheet") which sets out the names and numbers of the Gravel Pits listed in Section 1 of this Appendix. The Worksheet also sets out the names and numbers of additional pits which may be subsequently added to the Gravel Pits listed in Section 1 of the Appendix subject to agreement between the Province and the Contractor.

Pit Listing Reference Worksheet
Contract Area 15

| Src_id | Src_name | Src_type | Region | Contract |
|---------------|----------------------|-----------------|-------------------|-----------------|
| 0276 | Watson | Gravel Pit | Southern Interior | 15 |
| 0278 | Knutsford | Gravel Pit | Southern Interior | 15 |
| 0280 | Heffley | Gravel Pit | Southern Interior | 15 |
| 0283 | Todd Hill | Gravel Pit | Southern Interior | 15 |
| 0284 | Larson Hill | Gravel Pit | Southern Interior | 15 |
| 0285 | Peterson Scott | Gravel Pit | Southern Interior | 15 |
| 0288 | Savona Sand | Gravel Pit | Southern Interior | 15 |
| 0289 | Schell Sand | Gravel Pit | Southern Interior | 15 |
| 0292 | Tranquille | Gravel Pit | Southern Interior | 15 |
| 0296 | Heffley Tod Mountain | Gravel Pit | Southern Interior | 15 |
| 0298 | Campbell | Gravel Pit | Southern Interior | 15 |
| 0303 | Boundary | Gravel Pit | Southern Interior | 15 |
| 0304 | Eight Mile | Gravel Pit | Southern Interior | 15 |
| 0306 | Park | Gravel Pit | Southern Interior | 15 |
| 0307 | Devick | Borrow Pit | Southern Interior | 15 |
| 0310 | Tunkwa Lake Road | Gravel Pit | Southern Interior | 15 |
| 0312 | Bear Creek | Gravel Pit | Southern Interior | 15 |
| 0320 | Saunders | Gravel Pit | Southern Interior | 15 |
| 0321 | Johnson | Gravel Pit | Southern Interior | 15 |
| 0322 | Candle Creek | Gravel Pit | Southern Interior | 15 |
| 0324 | Little Fort | Gravel Pit | Southern Interior | 15 |
| 0326 | Deadman Creek | Gravel Pit | Southern Interior | 15 |
| 0328 | Jamieson Creek | Gravel Pit | Southern Interior | 15 |
| 0341 | Barriere North | Gravel Pit | Southern Interior | 15 |
| 0343 | Hole In The Wall | Gravel Pit | Southern Interior | 15 |
| *0344 | Windpass | Gravel Pit | Southern Interior | 15 |
| 0345 | New Chu Chua | Gravel Pit | Southern Interior | 15 |
| *0346 | Stone Road | Gravel Pit | Southern Interior | 15 |
| 0347 | Copper Creek | Gravel Pit | Southern Interior | 15 |
| *0348 | Laurel Lake | Gravel Pit | Southern Interior | 15 |
| *0354 | Whitcroft | Gravel Pit | Southern Interior | 15 |
| 0357 | Inks Yard | Stockpile | Southern Interior | 15 |
| *2292 | Kwattlenemo Pit | Gravel Pit | Southern Interior | 15 |
| 2549 | Cartwright | Gravel Pit | Southern Interior | 15 |
| 2550 | Leavitt | Gravel Pit | Southern Interior | 15 |
| *2664 | Eileen Lake | Gravel Pit | Southern Interior | 15 |
| 2689 | Porcupine | Gravel Pit | Southern Interior | 15 |
| *2774 | Bailey Chute | Gravel Pit | Southern Interior | 15 |
| *2777 | Rock Quarry | Quarry | Southern Interior | 15 |
| 2812 | Tolko | Stockpile | Southern Interior | 15 |
| *2823 | Criss Creek | Gravel Pit | Southern Interior | 15 |
| *2842 | Darlington Quarry | Quarry | Southern Interior | 15 |
| 2930 | Corral Road | Gravel Pit | Southern Interior | 15 |
| 3010 | Sylvestre Creek | Gravel Pit | Southern Interior | 15 |

*Indicates Pits with Limited Use please contact the Gravel Manager for futher information!

APPENDIX "B" (TO GRAVEL LICENSE)

Gravel Fees Appendix

Gravel Usage Fees

1. The Contractor will pay to the Province a Gravel Usage fee at the applicable rate established for the Gravel Pits as set out in section 1 of Appendix "A" based on the quantity of Pit-Run from the Gravel Pits used by the Contractor, which fees will be paid by set-off at the same time a quantity survey is required to be delivered to the Province in accordance with section 3 of this Appendix.
2. The Gravel Usage fee, subsequent to the First Contract Year will be adjusted annually by the Province, in its sole discretion and on written notice of adjustment to the Contractor.

Quantity Surveys

3. The Contractor will, within 15 days of the completion of any Material processing operations conducted by or for the Contractor using Pit-Run from the Gravel Pits, deliver to the Province a quantity survey report produced by a person reasonably qualified to do so in the opinion of the Minister certifying the quantity of Pit-Run used by the Contractor in such completed processing operations, which report will form the basis for calculating the fees payable under section 1 of this Appendix.

Fees Exclusive of Taxes

4. All fees required to be paid by the Contractor to the Province under this Gravel License are exclusive of applicable taxes.

APPENDIX "C" (TO GRAVEL LICENSE)

Obligations under *Mines Act*

In this Appendix:

1.
 - (a) "Act" means the *Mines Act*, R.S.B.C. 1996, c. 293;
 - (b) "Code" means the health, safety and reclamation code prescribed under the Act, as it may be amended from time to time; and
 - (c) "Manager" means a manager as defined in the Act.
2. The Contractor will in respect of the Gravel Pits comply with any and all obligations of a Manager described in the Act and the Code.
3. The Contractor will:
 - (a) at least 2 weeks prior to the commencement of any operations at a Gravel Pit which is expected to utilize in excess of 1000m³ of Material, advise the Province of the nature and anticipated duration of the operations;
 - (b) install and maintain "No Entry" signs satisfactory to the Province at each road entrance to a Gravel Pit;
 - (c) comply with any order made under section 14(3) of the Act directed to the Contractor or to the Province by virtue of any activities or operations of the Contractor at a Gravel Pit;
 - (d) restrict hours of employment at the Gravel Pits in accordance with sections 1.5.1 to 1.5.5 of the Code;
 - (e) establish an Occupational Health & Safety Committee for each Gravel Pit in accordance with section 1.6.1 of the Code; and
 - (f) as soon as it is practical to do so, advise the Province of any notifications made or reports prepared under sections 1.7.1 to 1.7.4 of the Code or section 15(6) of the Act.

SCHEDULE "14"

Dispute Resolution Protocol

DISPUTE RESOLUTION PROCESS

BETWEEN

**THE MAINTENANCE SECTOR OF
B.C. ROAD BUILDERS &
HEAVY CONSTRUCTION ASSOCIATION**

AND

THE MINISTRY OF TRANSPORTATION

DISPUTE RESOLUTION PROCESS

The process has been established as a protocol to assist in resolving disputes without creating legal obligations on either party. It is not an arbitration agreement established under the Commercial Arbitration Act.

A Maintenance Contractor wishing to resolve a dispute of a decision or direction of the Ministry of Transportation pursuant to a contract for the provision of road and bridge maintenance may elect to use the Dispute Resolution Process as follows:

Part 1 - Local Resolution

- 1.** The Contractor and the local District Manger Transportation meet to discuss and attempt to resolve the dispute.
- 2.** If there is no resolution within 5 calendar days of this meeting, the Contractor sets out his position and proposed resolution in writing in a format similar to Form A attached, stating the applicable

contract and License articles or clauses involved, and forwards the same to the local Regional Director.

3. The Regional Director, on behalf of the Ministry, must provide a written response in a format similar to Form B attached, within 14 calendar days of receipt of the Contractor's proposal, not including statutory holidays. This response must either;
 - (a) indicate agreement with the Contractor's position and proposed resolution; or
 - (b) propose an alternative to the Contractor's resolution with written reasons for the alternative; or
 - (c) reject the Contractor's resolution with written reasons for the rejection.
 - (d) If the Ministry fails to provide a written response within this time period, the Contractor can immediately file a dispute with the Dispute Review Panel.
4. If either 3(b) or 3(c) above occur, the Contractor may either accept the Ministry's response, or file a dispute with the Dispute Review Panel.
5. Time limits may be extended by mutual written agreement, but extensions cannot exceed, an additional 14 calendar days in total.

Part II - Request for Dispute Review Panel

When a dispute is not resolved at the local level and the Contractor wishes to file a dispute with the Dispute Review Panel, the following process is to be followed:

1. The request to convene a meeting of the Dispute Review Panel will be in writing and submitted on a Form A attached.
2. The request will be sent to the Secretary, Dispute Review Panel, Ministry of Transportation, P.O. Box 9850 Stn Prov Govt, Victoria, B.C. V8W 9T5 Attention: Director, Construction and Maintenance Branch, with a copy to the B.C. Road Builders & Heavy Construction Association.
3. The Secretary will notify the Director, Construction and Maintenance Branch, and the Regional Director within whose area the dispute is located, that a Dispute Review Panel is being established.
4. The Regional Director will state the Ministry position in a format as shown in Form B, and forward same to the Secretary for distribution to the Dispute Review Panel.
5. The Secretary will establish a Dispute Review Panel according to the conditions outlined in Part III, Dispute Resolution and Review Guidelines.

6. If the dispute is resolved directly between the Contractor and the Ministry prior to the convening of a Panel, then upon both the Ministry and the Contractor advising the Secretary in writing that the dispute is resolved, the dispute will be deleted from the Panel's agenda.

Part III - Dispute Resolution and Review Guidelines

1. Principles of Dispute Resolution Process and Dispute Review Panel
 - (a) promote positive working relations;
 - (b) arrive at fair and equitable solutions to the disputes that are available within the contract;
 - (c) settle disputes in a prompt, effective, and amicable manner;
 - (d) while a dispute is being reviewed, contractors will continue to execute the work on the understanding that, if a Panel rules in the Contractor's favor, any remedies due the Contractor and supported by detailed records will be adhered to by the Ministry. The Panel will determine the effective date of remedies due to the Contractor based on evidence presented in the Review;
 - (e) the Contractor and the Ministry agree to abide by this dispute resolution process until the last 2003-2004 highway maintenance contract has terminated. A review of the Dispute Resolution Process can be requested at any time by either party;
 - (f) future guidelines changes may be recommended by a Panel and sent back to the joint Ministry and Contractor subcommittee on dispute resolution;
 - (g) throughout the dispute resolution process it is expected that both parties will continue to dialogue and seek remedies between them and not solely rely on the Dispute Review Panel for resolution;
2. Membership of Panel
 - (a) 2 Ministry members;
 - (b) 2 Contractors members;
 - (c) 1 Chairperson, non-voting member;
 - (d) 1 Secretary, non-voting member provided by the Ministry.
3. Evidence and Information for Panel Meetings
 - (a) written submission from each party;

- (b) maintenance contract and all appended material or documents referred to therein, and all amendments;
- (c) additional evidence as considered relevant by the Panel;
- (d) expert opinion(s) as required or limited by the Panel;
- (e) facts and/or evidence relevant to the dispute (in written or oral form);
- (f) Ministry and/or contractor records touching on matters at issue;
- (g) disputing parties to provide frank, candid and timely disclosure of all relevant facts, documents, information and photographs relevant to the dispute;
- (h) Contractor and the Ministry each have the option to provide oral evidence before the Panel and the Panel reserves the right to request verbal presentations from either party; and
- (i) decisions made by a Panel will be based upon evidence submitted at a Panel hearing. The only additional evidence a Panel is entitled to consider will be that derived from site visits if required.

4. Administration of Dispute Resolution Process

- (a) The Panel is to convene the first Wednesday of every month, if there are any disputes to be resolved;
- (b) All disputes to be filed with the Ministry - Attention: Secretary Dispute Resolution, with copy to B.C. Road Builders & Heavy Construction Association - Attention: President. These submissions must be presented 14 calendar days in advance of a Panel meeting date so that evidence can be reviewed;
- (c) The Secretary provides only administrative services and will not vote on Panel decisions. Administration will include organizing documents, arranging for meeting rooms, mail out dispute information and requests to Panel members, mail out decisions to disputing parties, and other matters of an administrative, not decision making, character;
- (d) Chairperson writes Panel decisions;
- (e) Whenever possible existing Ministry, BC Road Builder & Heavy Construction Association or Contractor facilities to be used for meetings unless Panel members mutually agree to meet elsewhere;
- (f) In filing a dispute, a Contractor agrees to follow this dispute resolution process to its completion and abide by the decision if accepted;
- (g) When a dispute is filed, the Ministry agrees to follow the Dispute Resolution Process to its completion and abide by the decision if accepted; and

- (h) The Panel reserves the right to limit the number of disputes being heard to a maximum of three, in order of submission, at any given meeting. However, if the Panel feels that more can be dealt with at a single meeting, then additional disputes in order of submission can be heard.

5. Panel Members

- (a) The Director, Construction and Maintenance Branch, or his designate, will be a permanent Ministry Panel member. In addition, the Ministry will create a roster of Senior Managers. The second Ministry Panel members will be selected by the Secretary from this roster on a rotational basis;
- (b) The Chairperson of the Maintenance Sector of B.C. Road Builders & Heavy Construction Association, or his designate, will be a permanent Contractor Panel Member. In addition, the Contractors will create a roster of Senior Manager Panel Candidates. The second Contractor Panel member will be selected by the Secretary from this roster on a rotational basis;
- (c) The Secretary will select a Chairperson for each Panel meeting. The Chairperson shall be an independent, third party individual agreeable to the Director, Construction and Maintenance Branch, and to the Chairperson of the Maintenance Sector; the Chairperson may be selected;
- (d) New Panel members, except those designated permanent, will be appointed for each Panel hearing;
- (e) Substitute Panel members will be allowed whenever a conflict of interest is apparent, e.g. dispute from a Panel member's service area and/or region. Replacements are to be candidates selected according to the process identified above; and
- (f) If an issue before a Panel member relates to a matter which, in the case of a Contractor, raises a conflict of interest or in the case of the Ministry relates to a decision made by the Panel member, then that Panel member will appoint a designate to hear the matter in their place.

6. Meetings

- (a) The Panel shall convene with all four (4) members plus the Secretary and Chairperson in attendance;
- (b) The Chairperson shall conduct and facilitate the hearings of the Panel, but will not be able to vote on Panel decisions;
- (c) At a Panel Meeting:

- (i) the Contractor will present his case including any supporting evidence, documentation or witnesses. After the Contractor has finished, the Ministry will present its case including any supporting evidence, documentation or witnesses;
 - (ii) the Contractor and/or the Ministry representative may each question the other on any matter directly related to the dispute;
 - (iii) the Panel may question either the Contractor or the Ministry representative about any matter deemed relevant;
 - (iv) the Contractor will make any concluding remarks together with their proposed resolution of the dispute. After the Contractor has finished, the Ministry Representative will make any concluding remarks together with their proposed resolution of the dispute;
 - (v) the Panel will discuss the dispute in the absence of the Contractor and Ministry Representative and endeavor to render a decision on the day of the Panel hearing;
 - (vi) the Panel cannot delay a decision or request additional information, unless such delay or information is related to the need for a job site visit and the panel unanimously approves such a delay, in which case a decision will be provided within the time limits established herein; and
 - (vii) if the Panel is unable to reach a majority decision, a "No Decision" finding will be made.
- (d) Following a "Decision" or "No Decision" of the Panel, the Chairperson will set the decision in writing and have the Secretary communicate the decision to the parties.

7. Costs

- (a) The Ministry and Contractor will pay all normal out-of-pocket costs for respective Panel members. Such expenses will include travel, meals, hotel and other reasonable costs incidental to the hearing;
- (b) A per diem will be paid to the Chairperson together with the out-of-pocket expenses, and will be paid equally by the Ministry and the Contractor;
- (c) Unusual expenses such as site visits or third party costs will not be paid unless reasonably necessary and agreed by the parties prior to any costs that are incurred. Expenses for site visits shall be paid as outlined in a) and b) above and third party expenses will be shared equally by the Ministry and the Contractor;
- (d) To administer the Contractor's side of expenses, B.C. Road Builders & Heavy Construction Association will charge travel expenses for Contractor Panel members and the Chairperson to the Contractors whose disputes are heard at a given Panel meeting. Such

charges will be payable pro rata by each Contractor with a dispute. Third party costs and site visit expenses for a specific dispute will not be shared pro rata but will be charged to the specific Contractor involved.

8. Panel Decisions

- (a) The decision making powers of the Panel will be limited to the interpretation of the Maintenance Contract and all appended material or documents referred to therein. The Panel will not establish amendments to the Maintenance Contract or related material;
- (b) The Panel Chairperson will provide a written response to disputes within 14 calendar days of a dispute being heard. The Chairperson will communicate decisions by fax followed by regular mail;
- (c) Within 14 days of the Panel decision, the parties will either enter into a written Agreement to be bound by the terms of the Panel's decision or notify the other party that they don't accept the Panel's decision and will pursue other remedies. If accepted, the Ministry will, within an additional 14 calendar days, distribute the results of a Panel's decision to all regions and contractors;
- (d) Panel members agree to keep the details of the dispute and any Panel decision confidential until the parties have agreed to accept or reject the Panel's decision;
- (e) If the Panel's decision results in the need for compensation to the Contractor, then it will be handled under the forms of the Contract within the scope of Articles 5, 6, 7 or Article 12, Schedule 3, Part 2, Emergency Service and Additional Maintenance Services - Fees. The Panel will indicate in its decision which Articles are applicable; and
- (f) By mutual agreement, time limits may be extended for additional periods of 14 days.

"FORM A"

The Secretary
Dispute Review Panel
Ministry of Transportation
P.O. Box 9850 Stn Prov Govt
Victoria, British Columbia
V8W 9T5

Dear Sir/Madam:

Please proceed with the establishment of a Dispute Review Panel for

A) Service Area: _____ Region: _____

B) Nature of Dispute: State Contract of License Clause, Articles or Maintenance Services Clause in dispute (use additional sheets if necessary).

C) Proposed Resolution: (use additional sheets if necessary)

D) Contractor contact for this dispute:

Name: _____ Title: _____

Address: _____

Phone No: _____ Fax No: _____

E) District Manager Transportation for this Service Area:

Name: _____ Title: _____

Address: _____

Phone No: _____ Fax No: _____

F) We acknowledge having received and read a copy of the Dispute of Resolution Process Part I, Part II and Part III and agree to abide by its terms and conditions.

Authorized Signatory

Contractor Name

"FORM B"

The Secretary
Dispute Resolution Panel
Ministry of Transportation
P.O. Box 9850 Stn Prov Govt
Victoria, British Columbia
V8W 9T5

Dear Sir/Madam:

RE: Dispute
Service Area _____

The Ministry's position on the dispute is the following:

A)

B) Nature of Dispute: _____

C) Ministry position and proposed resolution:

D) Regional Director

Name:

Address:

Phone No: _____ Fax No:

COMMERCIAL VEHICLES PERMIT AGREEMENT

Service Area No. 15

THIS COMMERCIAL VEHICLES PERMIT AGREEMENT dated for reference the 22nd day of September, 2003.

BETWEEN

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA, as represented by the Minister of Transportation and the Minister of Public Safety & the Solicitor General (the "Province")

AND

Argo Road Maintenance (Thompson) Inc., a body corporate, incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 494387 and having its registered office at 700 – 275 Lansdowne Street, Kamloops, British Columbia, V2C 6H6 (the "Contractor")

WHEREAS

- A. The Province may, when it is in the public interest, enter into agreements exempting in whole or in part, commercial vehicles from the *Commercial Transport Act* and regulations made thereunder, and from fees prescribed therein, and may in such agreements prescribe conditions for the operation of such commercial vehicles on designated highways;
- B. The Province, having determined that it is in the public interest, hereby enters into this Commercial Vehicles Permit Agreement whereby certain exemptions are granted on the terms and conditions set out in this Commercial Vehicles Permit Agreement.
- C. This Commercial Vehicles Permit Agreement is entered into concurrently with the Maintenance Agreement (herein defined).

NOW THEREFORE in consideration of the premises and the covenants contained herein and for other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged by the Province), the parties agree as follows:

Definitions

1.01 In this Commercial Vehicles Permit Agreement, unless the context otherwise requires:

- (a) "CTA" means the *Commercial Transport Act*, R.S.B.C. 1996, c. 58, as amended;
- (b) "CT Regulations" means the *Commercial Transport Regulations* BC Reg. 30/78, made pursuant to the CTA, as amended;

- (c) **"CT Fees Regulation"** means the *Commercial Transport Fees Regulation* BC Reg. 328/91, made pursuant to the CTA, as amended;
- (d) **"Event of Default"** means any event described in section 9.03 of this Commercial Vehicles Permit Agreement;
- (e) **"Maintenance Agreement"** means that highway maintenance agreement entitled "Maintenance Agreement", dated as of the date of this Commercial Vehicles Permit Agreement and made between Her Majesty the Queen in Right of the Province of British Columbia, represented by the Minister of Transportation and the Contractor, as that agreement may be amended from time to time;
- (f) **"Maintenance Services"** has the meaning ascribed to it in the Maintenance Agreement;
- (g) **"Services"** has the meaning ascribed to it in the Maintenance Agreement;
- (h) **"Specialized Equipment"** means any equipment, other than a Vehicle, used by the Contractor to perform the Services;
- (i) **"Term"** has the meaning ascribed to it in the Maintenance Agreement;
- (j) **"Vehicle"** means a truck, as defined in Regulation No. 26/58 made pursuant to the *Motor Vehicle Act*, R.S.B.C. 1996, c. 318, used by the Contractor to perform the Services; and
- (k) **"Winter Services"** means the provision of labour, materials and equipment for the purpose of winter maintenance of highways as described in Chapter 3 of the Maintenance Services.

Dimensional restrictions

2.01 Vehicles are exempt from the width restrictions in section 7.10 of the CT Regulations as follows.

- (a) A Vehicle without plow blade attachments may not exceed 2.6 metres in total outside width, including its load.
- (b) Plow blades installed on a Vehicle may not exceed 5.2 metres in total outside width. The following will apply to plow blades:
 - (i) No plow extensions are permitted to extend past the left side of a vehicle unless:
 - (A) the left side plow extension is immediately retractable by the driver, using cab controls while performing plowing operations; and
 - (B) the left side extension must have a flashing 10 cm size amber light installed on the plow left extremity, the flashing light to be visible front and rear.

- (c) If a Vehicle, including its plow blade attachments, has a total outside width of 3.2 metres or less, the Contractor shall display red flags on each end of the front bumper of the Vehicle, in lieu of complying with section 8.05 of the CT Regulations.
- (d) If a Vehicle, including its plow blade attachments, has a total outside width greater than 3.2 metres, the Contractor shall
 - (i) display red flags on each end of the front bumper of the Vehicle;
 - (ii) mount on and display from the Vehicle amber flashing or rotating lights visible from all directions and operating as safety devices, in lieu of complying with section 8.05 of the CT Regulations; and
 - (iii) flashing 10 cm size amber lights and red flags must be mounted on the extremities of all right side wings and all plow extensions, left or right side, visible from front and rear. These requirements are necessary to provide safety to the travelling motorist and provide controlled operation of the plow truck under varying operational requirements (i.e., plowing over centerline).

2.02 If the Contractor installs plow blades on a Vehicle:

- (a) the Contractor shall retract or remove all wing plow extensions when the Vehicle is not used in the actual process of providing Winter Services; and
- (b) where plow blades are installed on the front of a Vehicle for the purpose of providing the Services at any time during the Term,
 - (i) the front blades on single steering axle Vehicles may not project more than 5.0 metres forward of the centre of the front steering axle of the Vehicle,
 - (ii) the front blades on tandem steering axel vehicles may not project more than 5.6 metres forward of the centre of the front steering axle of the Vehicle,
 - (iii) the Contractor shall,
 - (A) display red flags on each end of the front bumper of the Vehicle,
 - (B) mount on and display from the Vehicle incandescent amber flashing or rotating lights visible from all directions and operating as safety devices, lights must meet the Ministry of Transportation's Equipment Fleet Operations Policy, and
 - (C) retract or reduce the front blades when the Vehicle is not used in the actual process of providing the Services.

2.03 Specialized Equipment which is being operated for the purpose of performing the Services, at any time during the Term, including travel to and from locations where the Services are to be performed is exempt from the width restrictions in section 7.10 of the CT Regulations as follows:

- (a) if the Specialized Equipment has a total outside width greater than 2.6 metres and no more than 5.2 metres, the Contractor shall

- (i) prominently display red flags on each end of the front bumper or of the front chassis of the Specialized Equipment, as applicable, and
 - (ii) mount on and display from the Specialized Equipment incandescent amber flashing or rotating lights visible from all directions and operating as safety devices; and
- (b) where blade extensions are installed on Specialized Equipment, the Contractor shall retract or reduce the blade extensions when the Specialized Equipment is not used in the actual process of providing the Services, at any time during the Term.

Tire load weight restrictions

3.01 Vehicles which are being operated for the purpose of performing the Winter Services, including travel to and from locations where the Winter Services are to be performed are exempt from certain tire load weight restrictions in the CT Regulations, as follows:

- (a) for single drive axle Vehicles, gross load on the steering axle tires may not exceed 110% of the weight set forth in section 7.29(2)(a) and 7.32(3)(a)(i) of the CT Regulations, and the gross load on the drive axle tires may not exceed 115% of the weights set forth in sections 7.29 (2)(a), 7.31(2)(a) and 7.32(3)(a)(i) of the CT Regulations; and
- (b) for tandem drive axle vehicles,
 - (i) gross load on the steering axle tires may not exceed 110% of the weight set forth in sections 7.29(2)(a), 7.31(2)(a) and 7.32(3)(a)(i) of the CT Regulations, and
 - (ii) gross load on the tandem axle tires may not exceed 100% of the weight set forth in sections 7.29(2)(a), 7.31(2)(b) and 7.32(3)(a)(i) of the CT Regulations.

Axle load weight restrictions

4.01 Vehicles and Specialized Equipment which are being operated for the purpose of performing the Winter Services, including travel to and from locations where the Winter Services are to be performed are exempt from certain axle load weight restrictions set forth in the CT Regulations as follows:

- (a) for single drive axle Vehicles, gross load on the drive axle may not exceed 115% of the weight set forth in sections 7.29(2)(a), 7.31(2)(a) and 7.32(3)(a)(i) of the CT Regulations;
- (b) for tandem drive axle Vehicles,
 - (i) gross load on the steering axle may not exceed 110% of the weight set forth in sections 7.29(2)(a), 7.31(2)(a) and 7.32(3)(a)(i) of the CT Regulations, and
 - (ii) gross load on the tandem drive axles may not exceed 100% of the weight set forth in section 7.31(2)(b) and 7.32(3)(a)(i) of the CT Regulations; and

- (c) for Specialized Equipment equipped with blades, buckets or other snow plowing or snow removal apparatus, gross axle load may not exceed 110% of the weight set forth in sections 7.31(2)(a), 7.31(2)(b) and 7.32(3)(a)(i) of the CT Regulations.

Application of permit

- 5.01** This Commercial Vehicles Permit Agreement is effective only during the Term, and applies only to Vehicles and Specialized Equipment capable of traveling on their own wheels which are owned or leased to the Contractor and only while being operated for the purpose of performing the Services at any time during the Term, or, where expressly stated, the Winter Services, as described in this Commercial Vehicles Permit Agreement, including travel to and from locations where the Services or the Winter Services are to be performed. This Commercial Vehicle Permit Agreement does not apply to sub-contracted/hired/rented equipment.
- 5.02** Persons who operate Vehicles or Specialized Equipment in accordance with this Commercial Vehicles Permit Agreement are exempt from section 7.05(14) of the CT Regulations and may operate Vehicles and Specialized Equipment seven days per week.

Free permit

- 6.01** Subject to the terms and conditions of this Commercial Vehicles Permit Agreement, the Province shall not require the Contractor to pay for the Province's issuance to the Contractor pursuant to the CTA or the CT Fees Regulation of any permit to use Vehicles or Specialized Equipment in the manner contemplated by this Commercial Vehicles Permit Agreement.

Production of permit

- 7.01** The Contractor has a period of 36 hours from demand by the Province within which to produce, to the satisfaction of the Province, evidence that the Contractor has obtained this Commercial Vehicles Permit Agreement. During the 36 hour period, the Province shall not prohibit the Contractor's operation of Vehicles or Specialized Equipment as contemplated by this Commercial Vehicles Permit Agreement.

Compliance with other laws

- 8.01** The Contractor shall comply with all laws pertaining to the operation of the Vehicles and Specialized Equipment except as exempted by this Commercial Vehicles Permit Agreement.

Termination

- 9.01** The Province may at any time during the Term terminate this Commercial Vehicles Permit Agreement, in whole or in part, by written notice to the Contractor if the Province considers such termination to be in the public interest.
- 9.02** If, for any reason, the Maintenance Agreement is terminated or is taken out of the hands of the Contractor, then this Commercial Vehicles Permit Agreement will automatically terminate effective

on the date of termination of the Maintenance Agreement or on the date that the Maintenance Agreement is taken out of the hands of the Contractor, as the case may be.

- 9.03** - Any of the following events will constitute an event of default under this Commercial Vehicles Permit Agreement whether the event is voluntary, involuntary or results from the operation of law or any judgment or order of any court or administrative or government body:
- (a) an Event of Default, as defined in the Maintenance Agreement, occurs under section 18.1 of the Maintenance Agreement; or
 - (b) the Contractor fails to observe, perform or comply with any term of this Commercial Vehicles Permit Agreement;
- and upon the happening of an Event of Default, the Province may exercise any right or remedy which the Province may have at law or in equity, including without limitation termination of this Commercial Vehicles Permit Agreement, in whole or in part.

Notices

- 10.01** - Any notice, document, statement, report, demand to be given or made under this Commercial Vehicles Permit Agreement, will be in writing and may be given or made by personal delivery to the party to whom it is to be given or made, or by mailing in Canada with postage prepaid addressed,
- (a) if to the Province or the Minister (or both of them):

**Ministry of Transportation
Thompson Nicola District Office
1285 Dalhousie Drive
Kamloops, British Columbia
V2C 5Z5**

Attention: District Manager

with a copy to:

**Ministry of Transportation
Maintenance Programs
Construction and Maintenance Branch
4C-940 Blanshard Street
Victoria, British Columbia
V8W 3E6**

Attention: Maintenance and Equipment Administrator

(b) and if to the Contractor:

**Argo Road Maintenance (Thompson) Inc.
1655 Lucky Strike Place
Kamloops, British Columbia
V1S 1W5**

Attention: President

and any such notice, document, statement, report, or demand so mailed will be deemed given to and received by the addressee on the third business day after the mailing of the same except in the event of disruption of postal services in Canada in which case any such notice, document, statement, report, demand or payment will be deemed given to and received by the addressee when actually delivered to the particular address set out above.

10.02 Any notice, document, report, statement or demand desired or required to be given or made under this Commercial Vehicles Permit Agreement may be transmitted by facsimile transmission from either the Province or the Contractor and will be conclusively deemed validly given to and received by the intended recipient when so transmitted if transmitted to the following numbers:

(a) (a) If to the Contractor: **(250) 374-6692**

(b) (b) If to the Province or the Minister: **(250) 828-4872** with a copy to: **(250) 356-7276**.

10.03 Either party may, from time to time, advise the other by notice in writing of any change of address or facsimile number of the party giving such notice and, from and after the giving of such notice, the address or facsimile number therein specified will, for purposes of this Commercial Vehicles Permit Agreement, be deemed to be the address or facsimile number of the party giving such notice.

Miscellaneous

11.01 The Contractor will treat as confidential and will not, without the prior written consent of the Province, publish, release, or disclose, or permit to be published, released or disclosed either before or after the expiration or sooner termination of this Commercial Vehicles Permit Agreement, any information supplied to, obtained by, or which comes to the knowledge of the Contractor as a result of this Commercial Vehicles Permit Agreement, except insofar as such publication, release or disclosure is required by law or is necessary to enable the Contractor to fulfill the obligations of the Contractor under this Commercial Vehicles Permit Agreement.

11.02 This Commercial Vehicles Permit Agreement constitutes the entire agreement between the parties in respect of the subject matter of this Commercial Vehicles Permit Agreement and no understandings, representations, contracts, or agreements, oral or otherwise, exist between the parties with respect to the subject matter of this Commercial Vehicles Permit Agreement except as

expressly set out in this Commercial Vehicles Permit Agreement. The Contractor agrees that in entering into this Commercial Vehicles Permit Agreement the Contractor has not and does not rely upon any previous representation of the Province, or of servants, employees, agents, or representatives of the Province, whether expressed or implied, or upon any inducement or agreement of any kind or nature. All prior understandings, negotiations, representations, contracts or agreements are hereby canceled.

- 11.03** The Contractor will not without the prior written consent of the Province assign, either directly or indirectly, this Commercial Vehicles Permit Agreement or any right of the Contractor under this Commercial Vehicles Permit Agreement.
- 11.04** The Province may, without the prior consent of the Contractor, assign in whole or in part, either directly or indirectly, this Commercial Vehicles Permit Agreement or any rights of the Province under this Agreement.
- 11.05** The Contractor will use its best efforts to co-operate with the Province, and any other interested parties to effect a full or partial assignment of the Province's rights and obligations under this Commercial Vehicles Permit Agreement and this obligation will survive the expiration, termination or assignment of this Commercial Vehicles Permit Agreement.
- 11.06** Each of the parties will, upon the reasonable request of the other, make, do, execute or cause to be made, done or executed all further and other lawful acts, deeds, things, devices, documents, instruments and assurances whatever for the better or more perfect and absolute performance of the terms and conditions of this Commercial Vehicles Permit Agreement.
- 11.07** Public disclosure of this Commercial Vehicles Permit Agreement and any documents or other records pertaining to this Commercial Vehicles Permit Agreement which are in the custody or under the control of the Province, will be governed by the *Freedom of Information and Protection of Privacy Act*, R.S.B.C. 1996, c.165.
- 11.08** Time will be of the essence of this Commercial Vehicles Permit Agreement.
- 11.09** All provisions of this Commercial Vehicles Permit Agreement in favour of the Province and all rights and remedies of the Province, either at law or in equity, will survive the expiration or sooner termination of this Commercial Vehicles Permit Agreement.
- 11.10** This Commercial Vehicles Permit Agreement will enure to the benefit of and be binding upon the Province and its assigns and the Contractor and its successors and permitted assigns.
- 11.11** No waiver by either party of a breach or default by the other party in the observance, performance or compliance of any of its obligations under this Commercial Vehicles Permit Agreement will be effective unless it is in writing and no such waiver will be deemed or construed to be a waiver of any other breach or default and failure or delay on the part of either party to complain of an act or failure of the other party or to declare such other party in default, irrespective of how long such failure or delay continues, will not constitute a waiver by such party of any of its rights against the other party.

- 11.12** If any provision of this Commercial Vehicles Permit Agreement or the application thereof to any person or circumstance is invalid or unenforceable to any extent, the remainder of this Commercial Vehicles Permit Agreement and the application of such provision to any other person or circumstance will not be affected or impaired thereby and will be valid and enforceable to the extent permitted by law.
- 11.13** This Commercial Vehicles Permit Agreement may only be amended by a further written agreement executed by both parties.

Interpretation

- 12.01** A reference in this Commercial Vehicles Permit Agreement:
- (a) to a statute whether or not that statute has been defined, means a statute of the Province of British Columbia unless otherwise stated and includes every amendment to it, every regulation made under it and any enactment passed in substitution therefor or in replacement thereof; and
 - (b) to any other agreement between the parties means that other agreement as it may be amended from time to time by the parties.
- 12.02** Unless the context otherwise requires, any reference to "this Commercial Vehicles Permit Agreement" means this instrument and any reference in this Commercial Vehicles Permit Agreement to any article, section, subsection or paragraph by number is a reference to the appropriate article, section, subsection or paragraph in this Commercial Vehicles Permit Agreement.
- 12.03** The headings or captions in this Commercial Vehicles Permit Agreement are inserted for convenience only and do not form a part of this Commercial Vehicles Permit Agreement and in no way define, limit, alter or enlarge the scope or meaning of any provision of this Commercial Vehicles Permit Agreement.
- 12.04** In this Commercial Vehicles Permit Agreement, "person" includes a corporation, firm, association and any other legal entity and wherever the singular or masculine is used it will be construed as if the plural, the feminine or the neuter, and wherever the plural or the feminine or the neuter is used it will be construed as the singular or masculine, as the case may be, had been used where the context or the parties so require.
- 12.05** In this Commercial Vehicles Permit Agreement, the words "including" and "includes", when following any general term or statement, are not to be construed as limiting the general term or statement to the specific items or matters set forth or to similar items or matters, but rather as permitting the general term or statement to refer to all other items or matters that could reasonably fall within the broadest possible scope of the general term or statement.

12.06 All dollar amounts expressed in this Commercial Vehicles Permit Agreement refer to lawful currency of Canada.

12.07 This Commercial Vehicles Permit Agreement will be governed by, construed and interpreted in accordance with the laws of the Province of British Columbia and the courts of competent jurisdiction, within the province of British Columbia, will have exclusive jurisdiction with respect to any legal actions commenced to enforce the provisions of this Commercial Vehicles Permit Agreement.

IN WITNESS WHEREOF the parties have executed this Agreement by their duly authorized representatives or officers as follows:

SIGNED on behalf of Her Majesty the Queen in Right of the Province of British Columbia by a duly authorized representative of the Minister of Transportation on the 19th day of September, 2003,



For the Minister of Transportation

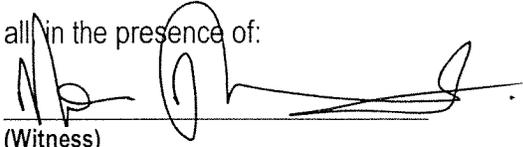
and

by a duly authorized representative of the Minister of Public Safety & the Solicitor General on the 19th day of September, 2003,



For the Minister of Public Safety & the Solicitor General

all in the presence of:



(Witness)

THE COMMON SEAL of Argo Road Maintenance (Thompson) Inc., was hereunto affixed on the 12th day of Sept, 2003 in the presence of:


SIGNATURE

(C/S)

PRES
TITLE

AGREEMENT TO LEASE OR SUBLEASE

SA# 15

This agreement refers to the New Maintenance Facility at: Barriere on this
15th day of April, 2002.

BETWEEN:

Her Majesty the Queen in Right of the Province of British Columbia
as represented by the Minister of Transportation

("the Province")

OF THE FIRST PART

AND:

ARGO ROAD MAINTENANCE (THOMPSON) INC.

("the Contractor")

OF THE SECOND PART

WHEREAS:

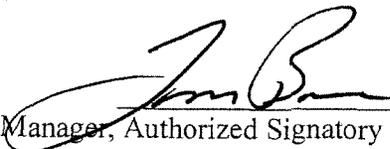
- A. The Province and the Contractor are parties to a road and bridge maintenance agreement, originally dated for reference the 22nd day of September, 1995, as extended and amended pursuant to subsequent agreements (hereinafter together referred to as "the Maintenance Agreement");
- B. The Maintenance Agreement is for the provision of road and bridge maintenance services by the Contractor for highways within Service Area 15 (Kamloops);
- C. The Contractor wishes to make provision for its maintenance facility needs pursuant to a new regime whereby the Contractor will arrange to supply its own maintenance facility;
- D. The Province agrees to the new regime, on certain terms and conditions;

ACCORDINGLY, the parties agree as follows:

- 1. (1) The Contractor will build, purchase or cause to be supplied a maintenance facility of its own ("the New Facility");
- (2) For the residual term of the Maintenance Agreement:
 - (i) The base rent of the New Facility payable by the Province to the Contractor shall be \$34,125 per annum, \$2,843.75 per month, commencing June 1, 2002;

- (ii) The base rent includes the land, the improvements, asset maintenance and trade equipment as more particularly described in Schedule "A" as attached.
2. The New Facility will contain, at a minimum, the land, improvements, asset maintenance and equipment as described in Schedule "A" attached hereto.
3. (1) If any of the following shall occur:
- (i) The Contractor does not bid in the next competitive round;
 - (ii) The Contractor bids but is unsuccessful; or
 - (iii) The Contractor or succeeding contractor (the New Contractor), for any reason whatsoever, loses the contractual right to provide road and bridge maintenance services within Service Area 15 (Kamloops);
- then the Contractor shall make the New Facility available to the New Contractor or a subsequent contractor (Subsequent Contractor), as the case may be.
- (2) For a period of ten (10) years from the commencement date of Round 5 of the road and bridge maintenance agreement, the Contractor shall lease the New Facility to the New Contractor or Subsequent Contractor on the following terms:
- (i) The base rent shall be as follows: \$34,125 per annum, \$2,843.75 per month;
 - (iv) The base rent includes the land, the improvements, asset maintenance and trade equipment as more particularly described in Schedule "A" as attached;
 - (v) The tenant shall also pay all taxes, utilities and all operating costs for the facility as shown in Schedule "B" as attached;
 - (vi) The other terms and conditions of the lease will be those that are found in a commercial lease for a similar type facility. In the event that the parties are unable to agree on the terms and conditions, then possession shall be given to the tenant and the parties agree to resort to binding arbitration in accordance with the provisions of the *Commercial Arbitration Act, S.B.C. 1986 C.3.*
4. The Contractor agrees to obtain and maintain reasonable insurance as required by the Manager, Insurance and Bonds, Ministry of Transportation;
5. (1) If the Contractor shall become obliged, pursuant to Paragraph 3 (1) of this agreement, to make the New Facility available to the New Contractor or Subsequent Contractor, as the case may be, then the Province shall, in turn, oblige the New Contractor or Subsequent Contractor to accept the New Facility on the terms as set out herein;
- (2) The Province shall impose the obligation on the New Contractor or Subsequent Contractor by way of an appropriate covenant in the road and bridge maintenance agreement which the Province makes with the New Contractor or Subsequent Contractor, as the case may be;

- (3) The Province agrees to enforce the aforesaid covenant on the New Contractor or Subsequent Contractor, as the case may be;
 - (4) From time to time, the Contractor shall have the right to assign the rights and obligations of the Contractor under this agreement to the owner of the New Facility (the "Owner"), and the Owner shall perform the obligations of the Contractor and shall enforce the obligations of the New Contractor or Subsequent Contractor, as the case may be, under this agreement as though the Owner were the Contractor.
6. The obligations of the Province arising from this agreement come to an end if and when the Contractor or its assignee, and the New Contractor or Subsequent Contractor enter into a lease for the New Facility.


Tom Bone, General Manager, Authorized Signatory of the Contractor


Sherry Eland, District Manager, Authorized Signatory of the Province

Schedule "A"

LAND, IMPROVEMENTS AND EQUIPMENT

New Facility: 3,500 square feet (steel building) on 1.4 acres of land

Lease Will Also Include:

- ◆ Fenced Area
- ◆ Vehicle Exhaust System
- ◆ Compressor
- ◆ 30' x 32' Salt Shed

The remainder of improvements are as per attached site plan (labeled 6A)

SCHEDULE "B"

| (A) ITEM | (B) To Be Provided by Landlord, Cost Borne by Tenant | (C) To Be Provided by Tenant, Cost Borne by Tenant | (D) Does Not Apply |
|--|---|---|---------------------------------------|
| <u>CLEANING</u> | | | |
| Janitorial Service and Supplies | | X | |
| Window Cleaning Interior | | X | |
| Window Cleaning Exterior | | X | |
| <u>GROUNDS</u> | | | |
| Maintenance of Landscaping and Common Area Costs | | X | |
| Snow Removal | | X | |
| <u>HVAC</u> | | | |
| Preventative Servicing and Minor Repairs of HVAC System | | X | |
| <u>ELECTRICAL</u> | | | |
| Lamp and Tube Replacement | | X | |
| Preventative Servicing and Minor Repairs | | X | |
| <u>NON-ENERGY UTILITIES</u> | | | |
| Garbage/Recycle Containment and Removal | | X | |
| Water and Sewage | | X | |
| <u>FUELS</u> | | | |
| Heating | | X | |
| <u>ELECTRICITY</u> | | | |
| Electricity | | X | |
| <u>INSURANCE</u> | | | |
| Fire and Extended Coverage Perils P.L. and P.D. | | X | |
| <u>TAXES</u> | | | |
| Property Taxes | X | | |
| Other Taxes | | X | |

SA# 15

AGREEMENT TO LEASE OR SUBLEASE

This agreement refers to the New Maintenance Facility at: Kamloops on this
15 th day of April, 2002.

BETWEEN:

Her Majesty the Queen in Right of the Province of British Columbia
as represented by the Minister of Transportation

("the Province")

OF THE FIRST PART

AND:

ARGO ROAD MAINTENANCE (THOMPSON) INC.

("the Contractor")

OF THE SECOND PART

WHEREAS:

- A. The Province and the Contractor are parties to a road and bridge maintenance agreement, originally dated for reference the 22nd day of September, 1995, as extended and amended pursuant to subsequent agreements (hereinafter together referred to as "the Maintenance Agreement");
- B. The Maintenance Agreement is for the provision of road and bridge maintenance services by the Contractor for highways within Service Area 15 (Kamloops);
- C. The Contractor wishes to make provision for its maintenance facility needs pursuant to a new regime whereby the Contractor will arrange to supply its own maintenance facility;
- D. The Province agrees to the new regime, on certain terms and conditions;

ACCORDINGLY, the parties agree as follows:

- 1. (1) The Contractor will build, purchase or cause to be supplied a maintenance facility of its own ("the New Facility");
- (2) For the residual term of the Maintenance Agreement:
 - (i) The base rent of the New Facility payable by the Province to the Contractor shall be \$200,000 per annum, \$16,667.67 per month, commencing August 1, 2002;

- (ii) The base rent includes the land, the improvements, asset maintenance and trade equipment as more particularly described in Schedule "A" as attached.
- 2. The New Facility will contain, at a minimum, the land, improvements, asset maintenance and equipment as described in Schedule "A" attached hereto.
- 3. (1) If any of the following shall occur:
 - (i) The Contractor does not bid in the next competitive round;
 - (ii) The Contractor bids but is unsuccessful; or
 - (iii) The Contractor or succeeding contractor (the New Contractor), for any reason whatsoever, loses the contractual right to provide road and bridge maintenance services within Service Area 15 (Kamloops);then the Contractor shall make the New Facility available to the New Contractor or a subsequent contractor (Subsequent Contractor), as the case may be.
- (2) For a period of ten (10) years from the commencement date of Round 5 of the road and bridge maintenance agreement, the Contractor shall lease the New Facility to the New Contractor or Subsequent Contractor on the following terms:
 - (i) The base rent shall be as follows: \$200,000 per annum, \$16,666.67 per month;
 - (ii) The base rent includes the land, the improvements, asset maintenance and trade equipment as more particularly described in Schedule "A" as attached;
 - (iii) The tenant shall also pay all taxes, utilities and all operating costs for the facility as shown in Schedule "B" as attached;
 - (iv) The other terms and conditions of the lease will be those that are found in a commercial lease for a similar type facility. In the event that the parties are unable to agree on the terms and conditions, then possession shall be given to the tenant and the parties agree to resort to binding arbitration in accordance with the provisions of the *Commercial Arbitration Act, S.B.C. 1986 C.3.*
- 4. The Contractor agrees to obtain and maintain reasonable insurance as required by the Manager, Insurance and Bonds, Ministry of Transportation;
- 5. (1) If the Contractor shall become obliged, pursuant to Paragraph 3 (1) of this agreement, to make the New Facility available to the New Contractor or Subsequent Contractor, as the case may be, then the Province shall, in turn, oblige the New Contractor or Subsequent Contractor to accept the New Facility on the terms as set out herein;
- (2) The Province shall impose the obligation on the New Contractor or Subsequent Contractor by way of an appropriate covenant in the road and bridge maintenance agreement which the Province makes with the New Contractor or Subsequent Contractor, as the case may be;

- (3) The Province agrees to enforce the aforesaid covenant on the New Contractor or Subsequent Contractor, as the case may be;
 - (4) From time to time, the Contractor shall have the right to assign the rights and obligations of the Contractor under this agreement to the owner of the New Facility (the "Owner"), and the Owner shall perform the obligations of the Contractor and shall enforce the obligations of the New Contractor or Subsequent Contractor, as the case may be, under this agreement as though the Owner were the Contractor.
6. The obligations of the Province arising from this agreement come to an end if and when the Contractor or its assignee, and the New Contractor or Subsequent Contractor enter into a lease for the New Facility.


Tom Bone, General Manager, Authorized Signatory of the Contractor


Sherry Eland, District Manager, Authorized Signatory of the Province

Schedule "A"

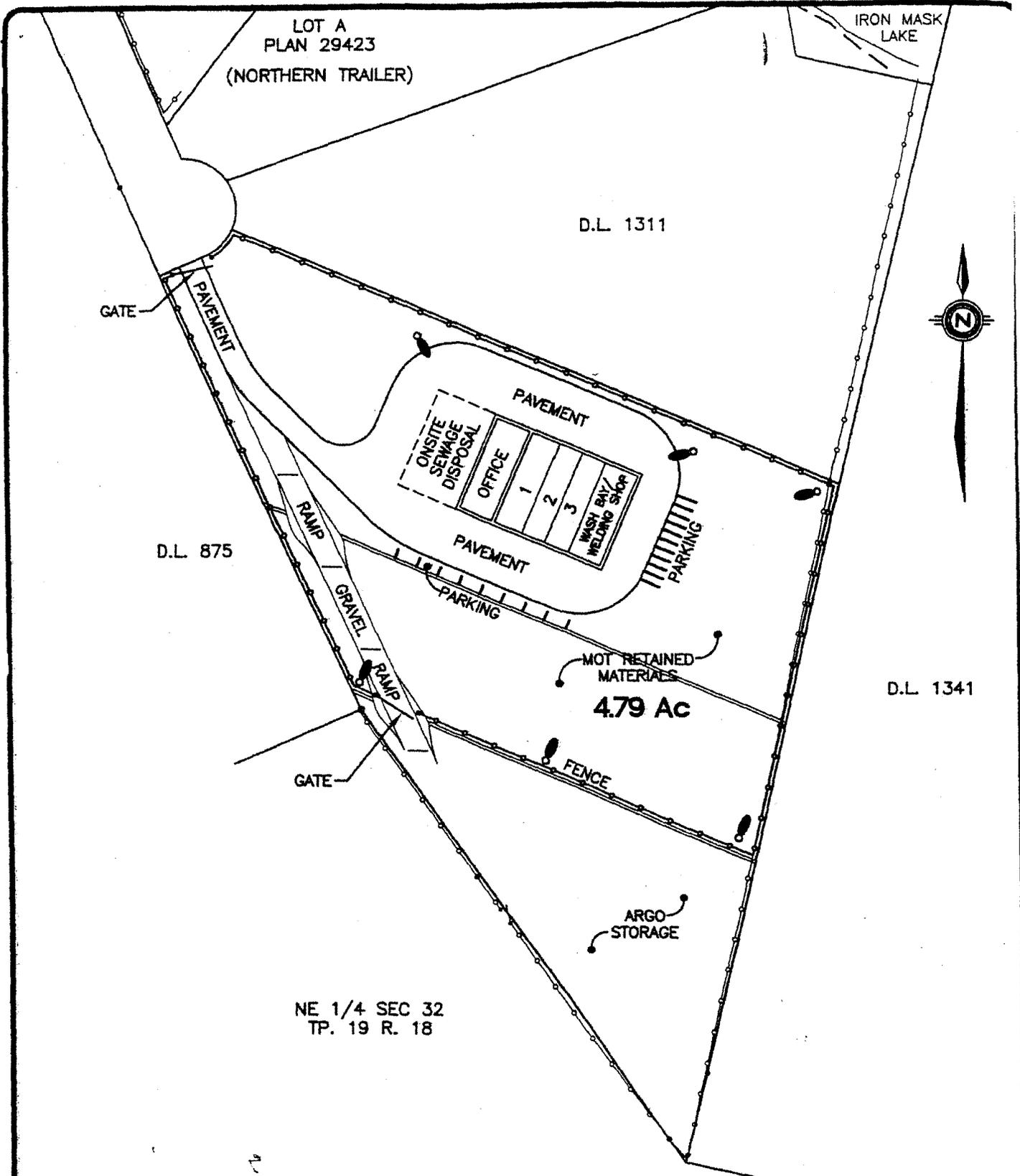
LAND, IMPROVEMENTS AND EQUIPMENT

New Facility: 13,500 square feet (concrete structure) on 4 acres of Land

Lease Will Also Include:

- ◆ Fenced, Secure and Lighted Area, including pavement and parking.
- ◆ 2 - 3 ton Overhead Cranes (1 in Welding area & 1 in Main Facility)
- ◆ Vehicle Exhaust System
- ◆ Welding Bay
- ◆ Wash Bay
- ◆ 3 Mechanic Drive Through Bays

Remainder of improvements are as per attached Site Plan (labeled 3A)



LOT A
PLAN 29423
(NORTHERN TRAILER)

IRON MASK
LAKE

D.L. 1311

GATE

PAVEMENT

ON-SITE
SEWAGE
DISPOSAL

OFFICE

PAVEMENT

1

2

3

WASH BAY/
WELDING SHOP

PAVEMENT

PARKING

D.L. 875

RAMP

GRAVEL

RAMP

PARKING

MOT RETAINED
MATERIALS

4.79 Ac

D.L. 1341

GATE

FENCE

ARGO
STORAGE

NE 1/4 SEC 32
TP. 19 R. 18



R.D. LEWIS & ASSOCIATES LTD.
 AGRICULTURAL & MUNICIPAL ENGINEERING CONSULTANTS
 781A NOTRE DAME DRIVE, KAMLOOPS, BC, V2C 5N8
 PHONE (250) 374-5252 FAX (250) 372-8338
 EMAIL: rdlewis@rd-lewis.com

ARGO ROAD MAINTENANCE - (THOMPSON) INC.

PROPOSED SUBDIVISION

DESIGN BY: RDL

DRAWN BY: RPH

SCALE: N.T.S.

DATE: 02-01-17

DRAWING NO. 2153-1

SCHEDULE "B"

| (A) ITEM | (B) To Be Provided by Landlord, Cost Borne by Tenant | (C) To Be Provided by Tenant, Cost Borne by Tenant | (D) Does Not Apply |
|--|--|--|-----------------------------|
| <u>CLEANING</u> | | | |
| Janitorial Service and Supplies | | X | |
| Window Cleaning Interior | | X | |
| Window Cleaning Exterior | | X | |
| <u>GROUNDS</u> | | | |
| Maintenance of Landscaping and Common Area Costs | | X | |
| Snow Removal | | X | |
| <u>HVAC</u> | | | |
| Preventative Servicing and Minor Repairs of HVAC System | | X | |
| <u>ELECTRICAL</u> | | | |
| Lamp and Tube Replacement | | X | |
| Preventative Servicing and Minor Repairs | | X | |
| <u>NON-ENERGY UTILITIES</u> | | | |
| Garbage/Recycle Containment and Removal | | X | |
| Water and Sewage | | X | |
| <u>FUELS</u> | | | |
| Heating | | X | |
| <u>ELECTRICITY</u> | | | |
| Electricity | | X | |
| <u>INSURANCE</u> | | | |
| Fire and Extended Coverage Perils P.L. and P.D. | | X | |
| <u>TAXES</u> | | | |
| Property Taxes | X | | |
| Other Taxes | | X | |

SCHEDULE "17"

Subcontracting Procedures

1. The Contractor will comply with the following procedures in retaining Subcontractors:
 - (a) contracts estimated to have a value of less than \$25,000
 - (i) at least three written quotes will be requested from contractors based within the Service Area, (or such other area as may be approved by the Minister) due at a specific time and place,
 - (ii) requests for quotes will be rotated to fairly distribute work among all eligible contractors based within the area described in paragraph 1 (a) (i) of this Schedule to the satisfaction of the Minister,
 - (iii) the contract will in each case be awarded to the contractor submitting the lowest quote and capable of doing the work in the reasonable opinion of the Contractor, and
 - (iv) information concerning any quotes submitted will be made available by the Contractor to each person submitting a quote for a particular contract at the request of such person; and
 - (b) contracts estimated to have a value over \$25,000
 - (i) all contracts are to be publicly advertised with a request for tenders due at a specific time and place to be opened in public, and
 - (ii) the contract will be awarded to the contractor submitting the lowest valid tender that meets the conditions of the tender call and capable of doing the work in the reasonable opinion of the Contractor.

SCHEDULE "18"

INSURANCE REQUIREMENTS MAINTENANCE AGREEMENTS

1. ISSUANCE OF INSURANCE

All insurance coverage will be issued with insurers acceptable to the Minister, and issued by companies licensed to transact business in the Province of British Columbia.

2. EVIDENCE OF COVERAGE

The following evidence of coverage will be supplied by the Contractor:

File originals or signed, certified copies of all current policies and any other endorsements necessary to comply with these insurance specifications and any other requirements outlined in the Maintenance Agreement with: The Manager, Insurance and Bonds, Ministry of Transportation, PO Box 9850 STN Prov Govt, 4th Floor, 940 Blanshard Street, Victoria, B.C. V8W 9T5.

Any endorsements issued to satisfy the specific requirements outlined in these documents must be countersigned, and only original or certified copies of endorsements are acceptable.

For Automobile Liability insurance, a duly executed Insurance Corporation of British Columbia APV 47 form may be used for evidence of coverage or renewal provided that if excess limits are purchased through private insurers, evidence will be provided by way of signed, certified copies of such policies.

3. LIABILITY POLICIES

3.1 THIRD PARTY LIABILITY INSURANCE

Comprehensive (Commercial) General Liability insurance including non-owned automobile and contractual liability insurance will be arranged with inclusive limits of not less than **TEN MILLION DOLLARS (\$10,000,000.00)** for bodily injury, death, and property damage arising from any one accident or occurrence. The insurance policy will indemnify the named insureds and the additional insureds under the policy for any sum or sums which the insured may become liable to pay or shall pay for bodily injury, death or property damage or for loss of use thereof, arising out of or resulting from the work or operations of the Contractor or subcontractors, including all persons, firms or corporations who perform any of the work, in connection with the Maintenance Agreement, anywhere within Canada and the United States of America. In addition to the above limits, such liability insurance will also pay all costs, charges, and expenses in connection with any claims that may require to be contested by the insureds anywhere within Canada and the United States of America.

EXTENSION OF COVERAGE

Such liability insurance will cover all liability arising out of completed operations, blanket written contractual, contingent employers liability, non-owned automobile liability, and liability assumed by the Contractor in connection with and applicable to this Maintenance Agreement.

IF the Maintenance Agreement includes an Agreement to Lease or Sublease a Yard from the British Columbia Buildings Corporation (BCBC) then such liability insurance will cover pollution liability (minimum coverage Sudden and Accidental) in amounts not less than **TWO MILLION DOLLARS (\$2,000,000.00)**.

EXCLUSIONS NOT PERMITTED

Claims arising out of the legal liability imposed upon the insureds at common law and extended by Statute for bodily injury or death to employees of the insured, except that this exclusion shall not apply to the liability imposed upon or assumed by the insured under any Workers' Compensation Statute or for assessments by any Workers' Compensation Board.

Liability assumed by the insureds under contract with railroad companies for the use and operation of railway sidings or crossings.

Liability assumed by the Contractor under and applicable to any Gravel Licenses.

Liability arising out of all products where the material is supplied by the Contractor.

Any tort liability assumed by the Contractor under the Maintenance Agreement.

Other types of services not listed above, to be performed by the Contractor under the Maintenance Agreement.

IF vessels owned, leased or operated in the course of the Maintenance Agreement are covered under the Comprehensive (Commercial) General Liability policy, then the Contractor will ensure that at all times during the term of the Maintenance Agreement the minimum limits and amounts as required by the Marine Liability Act and or regulations to the Marine Liability Act are maintained. The Contractor will be responsible for ensuring that any changes to the requirements of the Marine Liability Act and/or the regulations of the Marine Liability Act are reflected in the insurance coverage provided. Notwithstanding the requirements of the Marine Liability Act, the limits under the Comprehensive (Commercial) General Liability insurance must not be less than **\$10,000,000 (TEN MILLION)**.

DEDUCTIBLE

A **maximum** deductible on the primary insurance policy will be allowed for any one accident or per occurrence of up to **FIFTY THOUSAND DOLLARS (\$50,000.00)** on the primary insurance policy. Payment of any deductible will be the responsibility of the Contractor.

SELF-INSURED RETENTION

A **maximum** self-insured retention of up to **FIFTY THOUSAND DOLLARS (\$50,000.00)** for any one accident or per occurrence will be permitted for Contractors providing umbrella/excess liability insurance subject to having a **minimum** primary insurance policy of **TWO MILLION DOLLARS (\$2,000,000.00)** underlying the umbrella/excess.

3.2. PROTECTION AND INDEMNITY INSURANCE

IF vessels are owned, leased or operated in the course of the Maintenance Agreement by the Contractor, and are not covered under the general liability policy, then the Contractor will provide Protection and Indemnity insurance with limits of not less than **TEN MILLION DOLLARS (\$10,000,000.00)** for such vessels. Such Protection and Indemnity insurance will include four-fourths collision liability insurance. The Contractor will be responsible for ensuring that any changes to the requirements of the Marine Liability Act and/or the regulations of the Marine Liability Act are reflected in the insurance coverage provided. Notwithstanding the requirements of the Marine Liability Act, the limits must not be less than **TEN MILLION DOLLARS (\$10,000,000.00)**.

3.3. AERIAL TRAMS AND/OR FERRIES

IF aerial trams or ferries operated in the course of the Maintenance Agreement are not covered under the Comprehensive (Commercial) General Liability policy, then the Contractor will obtain and maintain insurance applying to all aerial trams or ferries operated in the course of the Maintenance Agreement. The Contractor shall ensure that at all times during the term of the Maintenance Agreement the minimum limits and amounts of not less than **TEN MILLION DOLLARS (\$10,000,000)** are maintained.

3.4. AUTOMOBILE INSURANCE

Automobile Liability coverage with inclusive limits of not less than **TEN MILLION DOLLARS (\$10,000,000.00)** providing third party liability and accident benefits insurance and automobile physical damage insurance including collision and comprehensive coverage must be provided for all vehicles required by law to be licensed that are owned, leased or rented by the Contractor, and that are used in the performance of the Maintenance Agreement.

3.5. AIRCRAFT INSURANCE

IF aircraft (including helicopters) are used in the performance of the Maintenance Agreement and are owned, leased or rented by the Contractor, then third party liability coverage with inclusive limits of not less than **TEN MILLION DOLLARS (\$10,000,000.00)** must be provided.

4. ADDITIONAL CONDITIONS FOR ALL LIABILITY POLICIES (except Owned Automobile Liability Insurance)

Contractual Liability - the insurance provision set out above is the minimum coverage required by the Province under the Maintenance Agreement.

Each Liability Policy will (except Owned Automobile Liability Insurance) be endorsed as follows:

Notwithstanding any other terms, conditions, or exclusions elsewhere in this policy, it is understood and agreed that this policy is extended to include insurance coverages and clauses as follows:

Her Majesty the Queen in Right of the Province of British Columbia as represented by the Minister of Transportation, together with the employees, agents, and servants of the Minister, hereinafter referred to as the Additional Insured, is added as an Additional Insured, in respect of liability arising from the work or operations of the Insured in any way relating to maintenance of Highways within the Service Area including under the Maintenance Agreement.

The unqualified word "insured" also includes Contractors and subcontractors including all persons, firms, or corporations who perform any part of the work under this Maintenance Agreement.

The insurance as is afforded by this policy shall apply in the same manner and to the same extent as though a separate policy had been issued to each insured. Any breach of a condition of the policy by any Insured shall not affect the protection given by this policy to any other insured. The inclusion herein of more than one Insured shall not operate to increase the limit of liability under this policy.

Hazardous operations such as excavation, pile driving, shoring, blasting, under-pinning, or demolition work or any other operation or work to be performed by the Contractor or subcontractors, including all persons, firms or corporations who perform any of the work in connection with the Maintenance Agreement, will not be excluded from insurance coverage, where such type of work or operation is to be performed under the Maintenance Agreement subject to prior notification to the insurer by the Contractor.

5. PROPERTY POLICIES

5.1 EQUIPMENT INSURANCE

The Contractor will obtain, maintain and provide evidence of "ALL-RISKS" insurance coverage, satisfactory to the Province, covering all equipment utilized in the performance of the services under the Maintenance Agreement that is owned, rented, or leased by the Contractor, or for which the Contractor may be responsible.

Policies must include the following Waiver of Subrogation:

In the event of any third party loss or damage or any physical loss or damage to the work, or Contractor's equipment, the settlement or payment of the subsequent claim shall be made without the right of subrogation against her Majesty the Queen as represented by the Minister or any employees, servants or agents of the Minister.

6. ADDITIONAL REQUIREMENTS FOR ALL POLICIES

6.1 NOTICE OF CANCELLATION, ETC.

The required insurance will not be cancelled, removed, reduced, materially changed or altered except upon written consent of the Minister, and in this connection thirty (30) days prior notice in writing must be given by Registered Mail to: The Manager, Insurance and Bonds, Ministry of Transportation, PO Box 9850 STN Prov Govt, 4th Floor, 940 Blanshard Street, Victoria, B.C. V8W 9T5.

6.2. PRIMARY INSURANCE

All the foregoing insurance will be primary and not require the sharing of any loss by any other insurer of the Province.

6.3. EVIDENCE OF RENEWAL

The Contractor will furnish evidence of the renewal or extension the required policy(s) by certified copy of a renewal certificate(s) or by endorsement(s) to the policy(s) which is to be received by The Manager, Insurance and Bonds at least thirty (30) days prior to the expiry date of the policy.

THE PROVINCE ASSUMES NO RESPONSIBILITY FOR THE ADEQUACY OF THE INSURANCE EFFECTED IN FAVOUR OF THE CONTRACTOR OR THE PROVINCE UNDER THE MAINTENANCE AGREEMENT.

SCHEDULE "19"

Direct Plus Rates Schedule

- 1.1** Payment to the Contractor on the basis of the Direct Plus Rates contained in this Schedule will, subject to the terms of this Agreement, including without limitation, the maximum limitations set out in section 20.1(b)(iv) and the exclusion for wages, salaries and benefits described in section 20.1(b)(ii)(B), be calculated in accordance with the terms, conditions and rates set out in this Schedule.
- 1.2** The Province may, from time to time, in the sole discretion of the Province, modify or replace this Schedule or any part of this Schedule.
- 1.3** Payment to the Contractor on the basis of the Direct Plus Rates described in this Schedule will constitute full and final payment for any and all costs and expenses incurred by the Contractor in connection with providing the Emergency Services and the Additional Maintenance Services described in section 3 of the Fee Schedule and subject to the limitations and exclusions set out in Article 20.0, the Routine Maintenance Services described in section 20.1(b)(ii)(B), including without limitation, labour, materials, equipment, mobilization, subcontracting, overhead, profit, any and all applicable federal and provincial taxes, insurance, bonding, tools and equipment, including for the use and operation of such tools and equipment.
- 1.4** The payment of fees under this Schedule is conditional on the Contractor providing to the Province written statements of account in respect of any and all fees claimed, including evidence satisfactory to the Minister, of recorded time and hourly rates of pay for labour and supervision, as the case may be.

2. Labour

- 2.1** Fees for labour will, subject to the terms of this Agreement, be an amount equal to the total of:
- (a)** the actual wages and salaries, including benefits, food and lodging, paid or incurred directly by the Contractor in respect of the Contractor's labour and supervisory personnel who are actively and necessarily engaged on the particular item of work performed by the Contractor, if supported by written statements of account establishing to the satisfaction of the Minister, recorded time and hourly rates of pay for that labour and supervision,
 - (b)** plus 20% of the total costs calculated under subsection 2.1 (a) of this Schedule to cover the Contractor's profit, and any and all other costs of the Contractor, including without limitation, the Contractor's overhead, supervision, insurance and bonding costs and expenses.

2.2 The fees for labour will not include

- (a) any payment or costs incurred by the Contractor for operators of Hired Equipment, as described in the Hired Equipment Policy;
- (b) labour costs incurred by the Contractor in connection with or under subcontracts;
- (c) costs incurred by the Contractor for general supervision, administration, or management time spent on the item of work.

3. Equipment

3.1 Fees for equipment will, subject to the terms of this Agreement, be an amount equal to the total of the following items, plus 15%.

- (a) Fees for equipment owned or leased by the Contractor will be an amount equal to the applicable "All Found Less Operator" rate set out in the "Equipment Rental Rate Guide" published by the B.C. Road Builders & Heavy Construction Association and authorized by the Province, in effect at the time that the item of work is performed, or, if the Equipment Rental Rate Guide is silent as to the applicable rate, the rate will be the rate that is agreed upon by the Province and the Contractor prior to use of the equipment in the performance of the applicable item of work, being full payment and reimbursement for all fuel, oil, lubrication, repairs, maintenance, and other costs incidental to owning and operating the equipment.
- (b) Fees for hired equipment will be an amount equal to the applicable "All Found" rate set out in the Equipment Rental Rate Guide described in subsection 3.1 (a) of this Schedule, in effect at the time that the applicable item of work is performed, or, if the Equipment Rental Rate Guide is silent as to the applicable rate, the rate will be the rate that is agreed upon by the Province and the Contractor prior to use of the equipment in the performance of the applicable item of work is performed, being full payment and reimbursement for the operator, and for all fuel, oil, lubrication, repairs, maintenance, and other costs incidental to owning and operating the equipment.

4. Materials

4.1 Fees for materials will, subject to the terms of this Agreement, be an amount equal to the aggregate of the following items, plus 10%.

- (a) Fees for materials will be an amount equal to the actual costs incurred by the Contractor for materials supplied in the performance of the applicable item of work at invoice costs (which includes all freight and express charges, all taxes, and all other costs incurred by the Contractor to supply the materials delivered and used to perform the applicable item of work, at the site).

- (b) Fees for subcontracts will be an amount equal to actual costs incurred by the Contractor for subcontracts with Subcontractors in the performance of the applicable item of work at invoice costs.

SCHEDULE "20"

Automated Weather Stations Schedule

PART 1

1. General Terms

1.01 In this Schedule, unless the context otherwise requires:

- (a) **"Automated Weather Stations"** means the automated weather stations described in Table "A" of Part "3" of this Schedule, as it may be revised and replaced by the Province, in accordance with the terms of this Schedule;
- (b) **"Automated Weather Stations Fee"** means the sum described in Part "2" of this Schedule;
- (c) **"RWIS Material"** means any and all findings, data, designs, plans, source code, specifications, working papers, reports, documents and material relating to the Automated Weather Stations and the RWIS Web Site, or to either of them, that have been acquired by or licenced to the Province or acquired by the Contractor as a result of this Agreement but does not include pre-existing proprietary materials of the Contractor;
- (d) **"Road Temperature and Conditions Forecasts"** means the daily road temperature and conditions forecasts available on the RWIS Web Site during the period commencing on the first day of November and ending on the last day of March for each Contract Year;
- (e) **"RWIS Information"** means
 - (i) the atmospheric and road information, data, and statistics, and other material, transmitted from the Automated Weather Stations and available on the RWIS Web Site; and
 - (ii) the Road Temperature and Conditions Forecasts;
- (f) **"RWIS Web Site"** means the Provincial Road Weather Information System internet Web Site; and
- (g) **"Undertaking of Confidentiality"** means an undertaking of confidentiality and web site use in the form set out in Appendix "A" to this Schedule and entitled "Undertaking of Confidentiality and Web Site Use Form".

1.02 The Province will provide to the Contractor access to the RWIS Web Site and the RWIS Material, on the terms and conditions of this Agreement, for the sole purpose of accessing

the RWIS Information for its information in connection with the performance by the Contractor of the Services in accordance with the terms of this Agreement.

- 1.03** The Contractor will not reproduce or in any way use or apply any of the RWIS Material or the RWIS Information except in the performance of the Services in accordance with the terms of this Agreement.
- 1.04** In performing the Services, the Contractor is not obliged to, but may in its sole and reasonable discretion, use the RWIS Information.
- 1.05** The RWIS Information is provided "as is", and the Province does not, expressly or impliedly, give or make any representation, guarantee, or warranty, including without limitation any warranty of fitness for any particular purpose, and assumes no duty or obligation whatsoever, in contract or tort in connection with the RWIS Web Site, accessing the RWIS Information, or the RWIS Information.
- 1.06** The RWIS Information is not intended to be and must not be
- (a)** construed in any way as giving directions in connection with the performance of the Services, or of this Agreement;
 - (b)** used as substitution for atmospheric, climatological, and road conditions data, statistics, information, and forecasts that may be available from any and all available sources; or
 - (c)** for the Contractor's own inspections, patrols, monitoring, investigations, and assessments, opinions, and conclusions, in connection with and relating to any and all aspects of the performance of the Services.
- 1.07** The Contractor remains fully responsible to undertake and perform any and all inspections, patrols, monitoring, investigations and assessments of any and all circumstances and conditions, in connection with and relating to the performance of the Services, and the Contractor will take any and all steps necessary, in the sole and reasonable discretion of the Contractor, to inform and assure itself as to any such circumstances or conditions.
- 1.08** Without restricting the generality of section 22.3 of this Agreement, the Contractor will comply with such directions as the Province may make with respect to ensuring confidentiality, which direction may include, without limitation, the following:
- (a)** restrictions upon access to confidential information or the RWIS Material;
 - (b)** restrictions upon reproduction of confidential information or the RWIS Material;
 - (c)** restrictions upon uses to which confidential information or RWIS Material may be put;

- (d) imposition of other procedures to ensure secrecy, both prior to and subsequent to termination of this Agreement; and
 - (e) a requirement that each employee, contractor or sub-contractor of the Contractor will sign and deliver the Undertaking of Confidentiality with the Province.
- 1.09 The Contractor must obtain and comply with the terms of any user's licence which is required to use the RWCS Material or to access the RWIS Web Site, if required by the Province or any other party who has the legal right to impose this requirement as a condition of use.
- 1.10 The Contractor must secure the necessary training for its employees, subcontractors or authorized agents who will be using the RWIS Material or accessing the RWIS Web Site as may be required by the Province.

PART 2

2. Automated Weather Station Fee

- 2.01 The Contractor will pay to the Province on the Commencement Date and on each Anniversary Date, the Automated Weather Stations Fee, as calculated in accordance with the terms of section 2.02 of this Schedule.
- 2.02 The Automated Weather Stations Fee is the sum equal to the aggregate of the annual fees established for each of the Automated Weather Stations, as set out in the Table "A" of Part "3" of this Schedule that is in effect as at the Commencement Date or on the applicable Anniversary Date, as the case may be, and the Automated Weather Stations Fee will not be adjusted to reflect portions of a Contract Year during which any deletions or additions of automated weather stations may have been effected.
- 2.03 The Automated Weather Station Fee, subsequent to the First Contract Year, may be adjusted annually by the Province, in its sole discretion, on written notice to the Contractor.
- 2.04 The Automated Weather Stations Fee required to be paid by the Contractor to the Province under this Schedule is exclusive of applicable taxes.

PART 3

3. Automated Weather Station

- 3.01 Subject to any additions or deletions made by the Province in accordance with the terms of this Schedule, the Automated Weather Stations are those automated weather stations listed below in Table "A":

Table "A"

| Station Name | Station Number | Station Location | Annual Fee |
|---------------|----------------|--|------------|
| Waloper | 21091 | North End of Coquihalla Phase II – 12 km south of Northbound Break Check | \$6,500.00 |
| Barriere Raws | 21123 | Highway 5 approx 13 km south of Barriere at the Barriere Bluffs | \$6,500.00 |

- 3.02** The Province may, from time to time, in the sole discretion of the Province,
- (a) and after consultation with the Contractor, add automated weather stations to Table "A" of section 3.01 of this Schedule; or
 - (b) delete any of the automated weather stations from Table "A" of section 3.01 of this Schedule,
- by written notice to the Contractor setting out the applicable deletions or additions, as the case may be, and the effective date of such deletions or additions.
- 3.03** The annual fees payable by the Contractor to the Province in respect of each additional automated weather station provided by the Province will be equal to the annual fees payable in respect of each automated weather station set out in Table "A" of section 3.01 of this Schedule during the Contract Year immediately preceding the addition of the applicable automated weather station, unless otherwise agreed to in writing between the Contractor and the Province by not later than the effective date of such addition.
- 3.04** If the Province
- (a) deletes any of the Automated Weather Stations under section 3.02 of this Schedule, the Automated Weather Stations Fee due on the next Anniversary Date will be reduced by the applicable annual license fee established for each deleted Automated Weather Station as set out in Table "A" of section 3.01, as it may be revised and replaced by the Province in accordance with this Schedule;
 - (b) adds automated weather stations to Table "A" under section 3.02 of this Schedule, the Automated Weather Stations Fee due on the next Anniversary Date will be increased by the applicable annual license fee established for each additional Automated Weather Station in accordance with this Schedule.
- 3.05** By not later than the effective date of any deletion or addition contemplated in section 3.02 of this Schedule, the Province will prepare and deliver to the Contractor a revised Table "A" of section 3.01 reflecting the applicable deletions or additions, as the case may be, and the revised Table "A" will replace the prior existing Table "A" and will be in effect from the effective date of the deletions or additions, as the case may be.

UNDERTAKING OF CONFIDENTIAL AND WEB SITE USE FORM

Re: Access to and use of the Provincial Road Weather Information System Internet Web Site (the "RWIS Web Site")

Argo Road Maintenance (Thompson) Inc., (the "Contractor") has executed the **MAINTENANCE AGREEMENT** dated the 22nd day of September, 2003 (the "Maintenance Agreement") with Her Majesty the Queen in the right of the Province of British Columbia, as represented by the Minister of Transportation (the "Province") to provide certain highways maintenance services defined in the Maintenance Agreement as the "Services" (the "Services") in Service Area No. 15. The Province may, in connection with the performance of the Maintenance Agreement, disclose to the Contractor and to the Contractor's employees, contractors or subcontractors, findings, data, source code, designs, plans, specifications, working papers, reports, documents and other material (the "RWIS Material") on the RWIS Web Site or by other means.

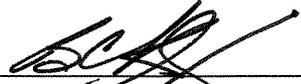
IN CONSIDERATION of the Province providing me with a password to access the Web Site, I, Tom Bone, an employee of the Contractor, undertake and agree as follows:

1. I will treat as confidential and will not, without the prior written consent of the Province use, publish, disclose or permit to be used, published or disclosed either during or after the end of my access to the RWIS Web Site, any RWIS Material that comes to my knowledge, or is supplied to or obtained by me, as a result of my access to the RWIS Material on the RWIS Web Site or in connection with the performance of the Maintenance Agreement except:
 - (a) insofar as such use, publication, or disclosure is necessary to enable me to perform the tasks assigned to me as a result of my access or in connection with the performance of the Maintenance Agreement;
 - (b) insofar as such use, publication, or disclosure is required by law including, without limitation, the *Freedom of Information and Privacy Act* (British Columbia); or
 - (c) insofar as the data or information to be used, published, or disclosed is general public knowledge or was in my possession prior to my access.

2. I agree that my access to the RWIS Web Site is contingent upon the following:
 - (a) only I as an individual authorized to access the RWIS Web Site may access the RWIS Web Site; and
 - (b) I will keep the RWIS Web Site password confidential, out of site and not share it with any other person or individual.

3. I agree that the Province may, without further notice to me, end my access to the RWIS Web Site if I do not adhere to the provisions contained in this Undertaking of Confidentiality and Web Site Use Form.
4. Upon the ending of my access to the RWIS Web Site or if I am no longer performing the Services in connection with the Maintenance Agreement, I will, as directed by the Province, either deliver to the Province or destroy by confidential means, without retaining copies, all RWIS Material in my possession.

SIGNED, SEALED AND DELIVERED)
this 12th day of September, 2003, in the)
presence of:)

Signature: )

Address: 1962 Glenwood Dr)
KAMLOOPS BC)

Occupation: C.A.)

Name (Print): B.C. KENT)



TOM BONE



**BRITISH
COLUMBIA**

MINISTRY OF TRANSPORTATION

SCHEDULE "21"

Maintenance Specifications

2003-2004

HIGHWAY MAINTENANCE CONTRACTS

MAINTENANCE SPECIFICATIONS

FEBRUARY 2003

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INTRODUCTION

The Maintenance Specifications are described in this document under the following categories:

- Surface Maintenance
- Drainage Maintenance
- Winter Maintenance
- Roadside Maintenance
- Traffic Maintenance
- Structure Maintenance
- Emergency Maintenance
- Inspection

A. MAINTENANCE SERVICES

Maintenance Services are comprised of two general groups of maintenance activities as follows:

- | | |
|---------------------------------|---|
| Routine Maintenance Services | Consists generally of the maintenance and repair of the Highway and Bridge infrastructure: <ol style="list-style-type: none">1. to a condition that is safe for the travelling public and other Highway Users;2. that is of an unpredictable and/ or non-quantifiable and/ or non-measurable nature as implied by the response times, frequencies and other conditions specified;3. of such a predictable and/ or cyclical nature that the quantity of work is determined by the frequency specified; and4. that is not specifically described as Quantified Maintenance Services. |
| Quantified Maintenance Services | Consists generally of the maintenance and repair of the Highway and Bridge infrastructure: <ol style="list-style-type: none">1. to a condition that is safe for the travelling public and other Highway Users;2. that is of a reasonably predictable or seasonal in nature;3. that is of a minor restorative nature affecting the life cycle of the Highway and Bridge infrastructure; or4. that is quantifiable and measurable; and5. that is to be planned within the Contract Year to the limit of the identified quantities. |

Maintenance Services are set out in each Maintenance Specification in the following manner:

| | | |
|---|-----|---|
| Section 1 Objective | | The objective or intent of each Maintenance Specification. |
| Section 2 General Performance Specifications | 2.1 | a brief description of the requirements for Routine Maintenance Services; |
| | 2.2 | a brief description of the requirements for Quantified Maintenance Services. |
| Section 3 Detailed Performance Specifications | 3.1 | a detailed description of the requirements for Routine Maintenance Services, including locations, time frames and materials; |
| | 3.2 | a detailed description of the requirements for Quantified Maintenance Services, including locations, time frames and materials. |
| Section 4 Warranty | | The warranty provisions, when applicable. |

B. MATERIALS

Whenever Section B of the Introduction to these Maintenance Specifications is referenced, the Contractor will use materials:

- in accordance with the Standard Specifications for Highway Construction; or
- in accordance with the Approved Products List; or
- as approved in writing by the Province.

B.1 Whenever Section B1 of the Introduction to these Maintenance Specifications is referenced, the Contractor will use materials and procedures in accordance with:

- the Standard Specifications for Highway Construction; or
- the Approved Products List; or
- materials as approved in writing by the Province.

C. INTERPRETATION

Words in these Maintenance Specifications will bear the meaning assigned to them in Chapter 9 of these Maintenance Specifications and in Article I of the Maintenance Agreement. In the event of a conflict between the meaning of a word assigned by Chapter 9 of these Maintenance Specifications and the meaning assigned by Article I of the Maintenance Agreement, the former meaning will prevail.

Whenever more than one Maintenance Specification or more than one part of a Maintenance Specification applies to a particular Highway location, condition, circumstance or activity, the Contractor will comply with each and every applicable Maintenance Specification or part of a Maintenance Specification.

D. WARRANTIES

The warranties set out in these Maintenance Specifications will survive the expiration or termination of the Maintenance Agreement. Where a Contractor performs work as a result of a deficiency covered by a warranty in these Maintenance Specifications, the Contractor will not be credited for that work under Quantified Maintenance Services.

E. MAINTENANCE SERVICES COMPLETION

Wherever the time within which work must be performed by the Contractor under these Maintenance Specifications exceeds the time remaining in the Term, the Contractor will, notwithstanding any other provision of these Maintenance Specifications, perform the work prior to the end of the Term.

F. ROAD INVENTORY MANAGEMENT SYSTEM

- a) That part of the Province's Road Inventory and Maintenance System (RIMS) relating to the Service Area, including the Area Specific Information and the Bridge and Yard Information set out in Volume III and Volume IV of the Request for Proposals for the Service Area, is incorporated by reference and forms a part of these Maintenance Specifications.
- b) The Province may from time to time, and in its sole discretion, add to, delete from, or modify the information set out in the RIMS.
- c) If the Contractor identifies any discrepancies between the RIMS information for the Service Area and the road features actually present in the Service Area, the Contractor will notify the Province immediately of any such discrepancies.

G. ADDITIONAL MAINTENANCE SERVICES

Certain Maintenance Specifications, mostly related to structure maintenance in Chapter 6, include a description of any fiscal financial responsibility or other specified financial capping, in order to limit the Contractor's exposure or risk. Any work which the Province directs the Contractor to perform beyond the specified financial caps will be performed by the Contractor as Additional Maintenance Services.

If the Contractor estimates that the cost to repair the Highway exceeds the financial caps identified in the respective Maintenance Specifications, the following will apply:

- a) the Contractor must immediately notify the Province and must provide an estimate, in writing, of the costs to repair the Highway;
- b) the Contractor must continue to perform the services as set out in the applicable Maintenance Specification, or until notified by the Province to cease;
- c) the Province may elect to do any one or more of the following:
 - i) instruct the Contractor to complete the work, or part thereof, in which case the Contractor will be entitled to payment in accordance with the terms of Part 2 of the Fee Schedule for the actual cost to the Contractor of completing the work that:
 - 1. is in excess of the financial caps set out in the applicable Maintenance Specification; and
 - 2. is included in the estimate provided under a) above; or

- ii) instruct another Contractor to complete the work, or part thereof; or
- iii) complete the work, or part thereof.

H. EMERGENCY MAINTENANCE SERVICES

For the Maintenance Specifications for *Flood Control and Washout Response*, *Mud, Earth and Rock Slide Response* and *Structure Damage Response*, the following will apply:

1. The Contractor's liability, in each of the above Maintenance Specifications, will be limited to two occurrences of \$25,000 each and to a maximum of \$5,000 for each subsequent occurrence.
2. If the Contractor estimates that at any Emergency Site, for any single occurrence of an emergency, the cost to repair the Highway in accordance with the respective Maintenance Specifications, exceeds the financial caps in 1. above, then the following will apply:
 - a) the Contractor must immediately notify the Province and must provide an estimate, in writing, of the costs to repair the Highway;
 - b) the Contractor must continue to perform the services as set out in the applicable Maintenance Specification, or until notified by the Province to cease;
 - c) the Province may elect to do any one or more of the following:
 - i) instruct the Contractor to complete the work, or part thereof, in which case the Contractor will be entitled to payment in accordance with the terms of Part II of the Fee Schedule for the actual cost to the Contractor of completing the work that:
 1. is in excess of the financial caps in 1. above; and
 2. is included in the estimate provided under 2. a) above; or
 - ii) instruct another Contractor to complete the work, or part thereof; or
 - iii) complete the work, or part thereof.

3. The Contractor's combined liability for the three Maintenance Specifications listed above (*Flood Control and Washout Response, Mud, Earth and Rock Slide Response* and *Structure Damage Response*) will be limited to 2% of the annual contract price. The following occurrences will be credited towards the 2% cap:
 - a) all occurrences greater than \$10,000 before the two occurrences of \$25,000;
 - b) the two occurrences of \$25,000;
 - c) all occurrences up to \$5,000 after the two occurrences of \$25,000.
4. Should the Contractor choose to apply Quantified Maintenance Services work credits towards any of the above occurrences, the value of those work credits will not be applied to the 2% cap.

Any Additional or Emergency Maintenance Services work over and above the stated caps will not be applied to the 2% cap.

Should the Contractor recover all or part of the cost of responding to an event through a Damage to Government Property claim, it will not be counted as an Emergency Event or count towards the 2% cap.

I. DAMAGE TO GOVERNMENT PROPERTY

All damages to Government Property will be repaired as Routine Maintenance Services regardless of whether the costs to repair those damages are recoverable by the Province from third parties or whether the Province reimburses the Contractor for any costs recovered.

All damages to Government Property caused by the Contractor are to be repaired by the Contractor as Routine Maintenance Services and will not be recoverable.

J. REFERENCED MANUALS

The following sets out a list of manuals that are referenced throughout these Maintenance Specifications and are required by the Contractor to perform the Maintenance Services. It is the Contractor's obligation to obtain these manuals and maintain them throughout the term of the Maintenance Agreement.

Canutec Emergency Response Guidebook, Transport Canada, Response and Operations Division

Manual of Standard Traffic Signs and Pavement Markings, Ministry of Transportation, September 2000 Edition

Can be accessed through the following Internet address:

<http://www.th.gov.bc.ca/bchighways/operations/hwyeng/electrical/MoST&PM.pdf>

Pavement Surface Condition Rating Manual, Ministry of Transportation, 2002

Can be accessed through the following Internet address:

http://www.th.gov.bc.ca/bchighways/operations/const_maint/contract_serv/con_serv.htm

Recognized Products List, Ministry of Transportation, August 2002 Edition

Can be accessed through the following Internet address:

<http://www.th.gov.bc.ca/bchighways/operations/hwyeng/geotech/geotech.htm>

Sign Pattern Manual, Ministry of Transportation, February 2003

Can be accessed through the following Internet address:

<http://www.th.gov.bc.ca/bchighways/operations/hwyeng/geomt/geometsigns.htm>

Snow Avalanche Safety Measures for Highways Manual, Ministry of Transportation, 2003

Can be accessed through the following Internet address:

http://www.th.gov.bc.ca/bchighways/operations/const_maint/snowavalanche/snow_av.htm

Specifications for Standard Highway Sign Materials, Fabrication and Supply, Ministry of Transportation, April 2003

Can be accessed through the following Internet address:

<http://www.th.gov.bc.ca/bchighways/operations/hwyeng/geometsigns.htm>

Standard Specifications for Highway Construction, Ministry of Transportation, 2003

To be purchased from the following Internet address:

<http://www.publications.gov.bc.ca/queries/help.html>

Or viewed at:

http://www.th.gov.bc.ca/bchighways/operations/const_maint/contract_serv/standardspecs.htm

Traffic Control Manual of Work on Roadways, Ministry of Transportation, 1999
Consolidated Office Edition

Can be accessed through the following Internet address:

[http://www.th.gov.bc.ca/bchighways/operations/hwyeng/eng_publications/TCM/Traffic Control Manual.htm](http://www.th.gov.bc.ca/bchighways/operations/hwyeng/eng_publications/TCM/Traffic_Control_Manual.htm)

Although not specifically referenced throughout these Maintenance Specifications, the Contractor should be aware of the Best Management Practices guidelines.

Can be accessed through the following Internet address:

http://www.th.gov.bc.ca/bchighways/operations/hwyeng/eng_publications/best_practices/bestpractice.htm

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 1-100

HIGHWAY PAVEMENT PATCHING AND CRACK SEALING

1. OBJECTIVE

To ensure paved Highway surfaces are safe, smooth, stable, and sealed; and, to prevent moisture from penetrating the pavement surface.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must construct Temporary Patches where pavement deficiencies are unsafe or have the potential to become unsafe for Highway Users.

2.2 Quantified Maintenance Services

The Contractor must:

- a) construct Permanent patches; and
- b) seal cracks.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) construct Temporary Patches to correct pavement deficiencies such as, but not limited to:
 - i) Pot-holes;
 - ii) Bleeding;
 - iii) Distortions;
- b) ensure that finished patches are consistent with the line, grade, and crossfall of the adjacent pavement; and

- c) not remove and replace Temporary Patches with a Permanent Patch where the Temporary Patch is performing to the specifications of a Permanent Patch.

3.1.1 Performance Time Frames

- a) The following table establishes the maximum time, from the time the deficiency was detected by or reported to the Contractor, within which the Contractor must complete repairs to each deficiency based on the severity rating in the Pavement Surface Condition Rating Manual:

| Pavement Deficiency | Severity | Summer Highway Classification | | | | |
|---|----------|-------------------------------|-----|------|------|-------|
| | | 1 & 2 | 3 | 4 | 5 | 6 & 7 |
| Pot-hole on Travelled Lane or inner Shoulder of curved Highway sections | high | 24 h | 2 d | 3 d | 7 d | 14 d |
| Pot-hole on outside Shoulder of curved Highway sections and tangents | high | 3 d | 7 d | 10 d | 21 d | 45 d |
| Pot-hole on right edge of divided Highway in the direction of travel | high | 24 h | 2 d | 3 d | 7 d | 14 d |
| Pot-hole on left edge of divided Highway in the direction of travel | high | 3 d | 7 d | 10 d | 21 d | 45 d |
| Bleeding on Travelled Lane, or inside Shoulder of curved Highway sections | high | 24 h | 2 d | 3 d | 7 d | 14 d |
| Distortions presenting a safety hazard | high | 24 h | 2 d | 3 d | 7 d | 14 d |

Legend

h - hours

d – days

3.2 Quantified Maintenance Services

The Contractor must:

- a) ensure that finished patches are consistent with the line, grade and crossfall of the adjacent pavement;
- b) ensure that the edges of the patch that tie in elevation to existing pavements are feathered to an angle of no less than 30 degrees from a line perpendicular to the centreline;
- c) ensure that Shoulders are built up and Compacted to match the pavement elevation and are consistent with the line, grade, and crossfall of the adjacent Shoulders;
- d) ensure that Overlay Patches are compacted to a minimum thickness of not less than 50 mm and at an average application rate of not less than 120 kilograms per square metre;
- e) ensure that patches are constructed to a depth equal to that of the distressed pavement but never less than 60 mm;
- f) ensure that the root cause of the pavement failure is determined and reasonable attempts are made to deal with the failure before commencing repairs;
- g) ensure that paved bicycle and/ or pedestrian paths adjacent to Travelled Lanes are patched as part of the Highway;
- h) ensure that paved bicycle and/ or pedestrian paths not adjacent to Travelled Lanes are maintained to the same standard as the adjacent or nearest Highway;
- i) ensure that Weigh-in-motion Sites are maintained in accordance with the Province's instructions;
- j) measure the size of the patch to include the area required to maintain a smooth, stable and safe pavement surface;
- k) seal cracks; and
- l) when crack sealing, give priority to newer pavements, Travelled Lanes and areas where the cracks have the potential to develop into other deficiencies.

3.2.1 Performance Time Frames

- a) The following table establishes the maximum time, from the time weather conditions are conducive to perform the work, within which the Contractor must complete repairs to each deficiency based on the Severity and Density ratings in the Pavement Surface Condition Rating Manual:

| Pavement Deficiency | Severity | Density | Summer Highway Classification | | | | |
|---|----------|-------------|-------------------------------|------|------|------|-----|
| | | | 1 & 2 | 3 | 4 | 5 | 6 |
| Shoving | high | frequent | 21 d | 21 d | 21 d | 21 d | 1 m |
| Distortion | high | frequent | 21 d | 21 d | 1 m | 3 m | 6 m |
| Aligatored areas without Distortion | moderate | frequent | 21 d | 1 m | 3 m | 6 m | 1 y |
| Aligatored areas with Distortion, broken or missing materials | high | frequent | 21 d | 21 d | 1 m | 3 m | 6 m |
| Pot-holes | low | through out | 21 d | 21 d | 1 m | 3 m | 6 m |
| Bleeding | moderate | frequent | 21 d | 21 d | 1 m | 3 m | 6 m |
| Ravelling | high | extensive | 21 d | 1 m | 3 m | 6 m | 1 y |
| Rutting | moderate | extensive | 21 d | 21 d | 1 m | 3 m | 6 m |
| all Longitudinal Cracking | moderate | frequent | 1 y | 1 y | 1 y | 1 y | 1 y |
| Pavement Edge Cracking | moderate | frequent | 1 y | 1 y | 1 y | 1 y | 1 y |
| Transverse Cracking | moderate | any | 1 y | 1 y | 1 y | 1 y | 1 y |

Legend

d - days
m - months
y - years

Note: For the purposes of calculating Density in the above table, the length of the section to be rated will be 20 metres and will start at the beginning of the deficiency and continue in the direction of traffic flow.

- b) The Contractor must plan to perform all identified Permanent Patches and crack sealing within the Contract Year to the limit of the identified quantities. Where identified work exceeds the available quantities in any Contract Year the Contractor must ensure identified repairs are carried out in order of priority to ensure safety and to protect the infrastructure.

3.3 Materials

Refer to Section B of the Introduction to these Maintenance Specifications.

4. WARRANTY

The Contractor warrants all Permanent Patches against defects for a period of 365 days from the completion of those Maintenance Services. The Contractor must rectify all defects covered by this warranty and all other ancillary work performed under other Maintenance Specifications, without credit for such work, within 1 month of detection by or notification to the Contractor by the Ministry.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 1-110

HIGHWAY SURFACE TREATMENT

1. OBJECTIVE

To provide safe, durable, dust-free, impermeable travelling surfaces that facilitate the safe and efficient movement of traffic; and to protect the underlying infrastructure.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

Not applicable to this Maintenance Specification.

2.2 Quantified Maintenance Services

The Contractor must:

- a) treat paved and Sealed roads where Ravelling, weathering, fatigue, traction-loss or other surface deficiencies are present; and
- b) treat gravel surfaces where there is a need to provide a dust-free durable surface.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

Not applicable to this Maintenance Specification.

3.1.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.2 Quantified Maintenance Services

The Contractor must:

- a) prepare roads prior to surface treatment;
- b) complete any required Road Base repairs in accordance the Maintenance Specification for *Road Base Maintenance*, with credit

for such work under the Maintenance Specification for *Road Base Maintenance*;

- c) patch paved Highway surfaces as required to provide a smooth and stable base in accordance with the Maintenance Specification for *Highway Pavement Patching and Crack Sealing*, with credit for such work under the Maintenance Specification for *Highway Pavement Patching and Crack Sealing*;
- d) Re-shape gravel surfaces as required to prepare the base in accordance with the Maintenance Specification for *Grading and Re-shaping*, with credit for such work under the Maintenance Specification for *Grading and Re-shaping*; and
- e) haul and place additional gravel as required in accordance with the Maintenance Specification for *Highway Surface and Shoulder Gravelling*, with credit for such work under the Maintenance Specification for *Highway Surface and Shoulder Gravelling*.

3.2.1 Performance Time Frames

The Contractor must plan to perform all identified surface treatment within the Contract Year to the limit of the identified quantities. Where identified work exceeds the available quantities in any Contract Year the Contractor must ensure identified repairs are carried out in order of priority to ensure safety and to protect the infrastructure.

3.3 Materials

Refer to Section B of the Introduction to these Maintenance Specifications.

4. WARRANTY

The Contractor warrants all Highway surface treatment against defects for a period of 365 days from the completion of those Maintenance Services. The Contractor must rectify all defects covered by this warranty and all other ancillary work performed under other Maintenance Specifications, without credit for such work, within 1 month of detection by or notification to the Contractor by the Ministry.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 1-130

GRAVEL SURFACE GRADING AND RE-SHAPING

1. OBJECTIVE

To maintain Dirt and Gravel Highway surfaces in a safe and stable condition and to promote efficient drainage.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

Not applicable to this Maintenance Specification.

2.2 Quantified Maintenance Services

The Contractor must:

- a) perform Re-shaping where the Crown and Superelevation of the Dirt and Gravel Highway requires re-establishment to protect Highway Users from situations that are unsafe or have the potential to become unsafe; and
- b) perform surface Grading where surface deformities exist and where the Crown and Superelevation of the Dirt and Gravel Highway require re-working to protect Highway Users from situations that are unsafe or have the potential to become unsafe.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

Not applicable to this Maintenance Specification.

3.1.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.2 Quantified Maintenance Services

The Contractor must:

- a) perform Re-shaping to ensure the surface is smooth and Compacted;
- b) perform Re-shaping to ensure that the surface will
 - i) have a Superelevation;
 - ii) have a Crown with a vertical rise of 4 centimetres for every 1 metre of Dirt and Gravel Highway surface;
- c) perform Re-shaping to ensure that lost materials are retrieved from the Shoulder side slopes;
- d) perform Grading to ensure that the surface is smooth and stable;

3.2.1 Performance Time Frames

- a) The following table establishes the maximum time from the time the deficiency was detected by or reported to the Contractor, within which the Contractor must complete the repair of the following deficiencies:

| Gravel Surface Deficiencies | Summer Highway Classification | | | |
|---|-------------------------------|------|------|------|
| | 3 & 4 | 5 | 6 | 7 |
| i) Pot-hole (average more than 1 per 25 metres of road), Rutting, Ponding and Wash-boarding (exceeding 30 mm depth) | 2 d | 3 d | 6 d | 15 d |
| ii) loss of aggregates (needs reclaimed material) | 4 d | 5 d | 15 d | 30 d |
| iii) 1) lack of uniform Shoulder edge 2) loose material (exceeding 50 mm depth) | 5 d | 15 d | 1 m | 2 m |

Legend

d – days

m – months

- b) In situations of significant public and stakeholder demands for Maintenance Services required under this Specification, the Contractor must provide an immediate response at an appropriate level; and
- c) The Contractor must plan to perform all identified Grading and Reshaping within the Contract Year to the limit of the identified quantities. Where identified work exceeds the available quantities in any Contract Year the Contractor must ensure identified repairs are carried out in order of priority to ensure safety and to protect the infrastructure.

3.3 Materials

Not applicable to this Maintenance Specification.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 1-140

DUST CONTROL AND BASE STABILIZATION

1. OBJECTIVE

To maintain Dirt and Gravel Highway surfaces in a stable condition with minimal dust which will facilitate the safe and efficient movement of traffic and protect adjacent properties and watercourses.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must re-apply dust palliative product as required by this Specification at locations where dust palliative products have been applied previously within the season.

2.2 Quantified Maintenance Services

The Contractor must:

- a) apply dust palliative product to control dust; and
- b) supply maintenance services to perform base stabilization.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must re-apply dust palliative product as required to prevent and/or minimize dust problems at dust sites treated previously in the season.

3.1.1 Performance Time Frames

The Contractor must re-apply a dust palliative product within a maximum of 2 days from the time the dust problem was detected by or reported to the Contractor.

3.2 Quantified Maintenance Services

The Contractor must:

- a) prepare the section of the Dirt and Gravel Highway to receive base stabilization by Re-shaping in compliance with the Maintenance Specification for *Gravel Surface Grading and Re-shaping*, with no credit for Re-shaping under the Maintenance Specification for *Gravel Surface Grading and Re-shaping*;
- b) carry out base stabilization by treating the entire Dirt and Gravel Highway surface, except for one metre on each side;
- c) maintain Dirt and Gravel Highway surfaces in a stable condition with minimal dust by applying dust palliative product for widths, distances and at locations established in the following table:

| | | Summer Highway Classification | | |
|---------------------------------|---|---|--|--|
| i) Width | | 3 & 4 | 5 | 6 |
| | minimum application width (total) | 4.5 metres | 3.5 metres | 3.0 metres |
| ii) Location for Control | | 3 & 4 | 5 | 6 |
| (A) | residences, commercial businesses, community halls, hospitals and churches | a strip not less than 100 metres long, 50 metres each side of a point perpendicular to a building within 100 metres of the Travelled Lane | a strip not less than 100 metres long, 50 metres each side of a point perpendicular to a building within 75 metres of the Travelled Lane | a strip not less than 100 metres long, 50 metres each side of a point perpendicular to a building within 50 metres of the Travelled Lane |
| (B) | school zone Sign, playground Sign, stop Sign, Railway Crossing Sign and Bridge approaches Sign | strip 60 metres along the Highway(s) in all directions of the Sign | strip 60 metres along the Highway(s) in all directions of the Sign | strip 60 metres along the Highway(s) in all directions of the Sign |
| (C) | school zones, school bus pullouts, playgrounds, Rest Areas, lay-bys, stops of interest and cemeteries | strip through identified area and extending 40 metres either side | strip through identified area and extending 40 metres either side | strip through identified area and extending 40 metres either side |
| (D) | Bridge approaches and cattleguards | strip extending 30 metres in every direction of the Bridge approach | strip extending 30 metres in every direction of the Bridge approach | strip extending 30 metres in every direction of the Bridge approach |

| ii) Location for Control | 3 & 4 | 5 | 6 |
|---|--|--|--|
| (E) orchards (more than 10 trees) and vineyards within 50 metres of the Highway | strip extending 20 metres either side of the adjacent Highway frontage | strip extending 20 metres either side of the adjacent Highway frontage | strip extending 20 metres either side of the adjacent Highway frontage |
| (F) Highways with 40 or more commercial and industrial-type vehicles per day with 3 or more axles | entire Travelled Lanes | curves and alongside lakes and rivers | curves and alongside lakes and rivers |
| (G) other dust sites designated by the Province | continuous application for entire length of dust site | continuous application for entire length of dust site | continuous application for entire length of dust site |

Notes:

1. Each of the locations identified in the above table is considered a dust site.
2. Use continuous application if 8 or more dust sites per kilometre.
3. Where there is doubt as to locations requiring dust control, the Province will make the final determination.
4. Dust control must be applied at locations on Class 7 Highways as directed by the Province.

3.2.1 Performance Time Frames

The Contractor must:

- a) schedule dust control applications for each season prior to commencement of that season;
- b) start dust control applications within 5 days from the time the dust problem was detected by or reported to the Contractor; and
- c) plan to perform all identified dust control and base stabilization within the Contract Year to the limit of the identified quantities. Where identified work exceeds the available quantities the Contractor must ensure repairs are identified and carried out in order of priority to ensure safety and to protect the infrastructure.

3.3 Materials

Refer to Section B of the Introduction to these Maintenance Specifications.

4. WARRANTY

The Contractor warrants all base stabilization against defects for a period of 365 days from the completion of those Maintenance Services. The Contractor must rectify all defects covered by this warranty and all other ancillary work performed under other Maintenance Specifications, without credit for such work, within 1 month of detection by or notification to the Contractor by the Ministry.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 1-150

HIGHWAY SURFACE AND SHOULDER GRAVELLING

1. OBJECTIVE

To provide a uniform, smooth gravel surface to protect Highway Users from unsafe conditions and to strengthen roads.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

Not applicable to this Maintenance Specification.

2.2 Quantified Maintenance Services

The Contractor must:

- a) apply gravel to Dirt and Gravel Highways to ensure a smooth condition with sufficient gravel depth to restore Superelevation and proper Crown;
- b) apply gravel to Dirt and Gravel Highways that require strengthening;
- c) apply gravel to Shoulders to widen and/or reconstruct existing gravel Shoulders where Shoulder settlement or erosion exists for a continuous length greater than 100 metres; and
- d) ensure all surfaces are Compacted.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

Not applicable to this Maintenance Specification.

3.1.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.2 Quantified Maintenance Services

The Contractor must:

- a) repair deficiencies, including but not limited to Pot-holes, loss of traction, soft sections and Rutting, as required on Dirt and Gravel Highway surfaces;
- b) repair Dirt and Gravel Highway surfaces that:
 - i) become soft and muddy;
 - ii) have insufficient aggregate which causes clay or Fines to be exposed, or causes bedrock or rocks, that cannot be removed, to be exposed during Grading; and/or;
 - iii) have insufficient aggregate available to restore the Crown and/or the Superelevation when Grading in accordance with the Maintenance Specification for *Gravel Surface Grading and Re-shaping*.
- c) apply gravel to Dirt and Gravel Highway surfaces that have not been previously gravelled and/or require strengthening;
- d) widen or re-construct existing gravel Shoulders, where Shoulder settlement or erosion exists for a continuous length greater than 100 metres, to a condition that is smooth, free-draining, and consistent in width, line, grade and crossfall;
- e) perform all Grading associated with Sections 3.2 a), b), c) and d) above in accordance with the Maintenance Specification for *Gravel Surface Grading and Re-shaping* with no credit for this Grading under the Maintenance Specification for *Gravel Surface Grading and Re-shaping*;
- f) evaluate the Dirt and Gravel Highway to be gravelled to ensure that the Road Base is stable and where it is unstable, repair the area in accordance with the Maintenance Specification for *Road Base Maintenance*, prior to undertaking Highway surface gravelling, with credit for this work under the Maintenance Specification for *Road Base Maintenance*.

Note:

The Contractor must provide the Province with information necessary to support the method used to determine volume of aggregate hauled.

3.2.1 Performance Time Frames

The following table establishes the maximum time, from the time the deficiency was detected by or reported to the Contractor, within which the Contractor must complete the repair of the following deficiencies:

- a) gravel surface deficiencies

| Gravel Surface Deficiency | Summer Highway Classification | | | | |
|-------------------------------------|-------------------------------|-----|-----|-----|------|
| | 3 | 4 | 5 | 6 | 7 |
| i) Pot-holes | 2 d | 2 d | 3 d | 6 d | 15 d |
| ii) surface soft and/or muddy | 24 h | 2 d | 3 d | 6 d | 15 d |
| iii) loss of traction | 24 h | 2 d | 3 d | 6 d | 15 d |
| iv) surface softening when wetted | 30 d | 2 m | 6 m | 9 m | 1 y |
| v) insufficient surfacing aggregate | 30 d | 2 m | 6 m | 9 m | 1 y |

- b) Shoulder surface deficiencies

| Shoulder Surface Deficiency | Summer Highway Classification | | | | |
|--|-------------------------------|------|------|-----|-------|
| | 1 & 2 | 3 | 4 | 5 | 6 & 7 |
| i) loose or soft Shoulders | 14 d | 30 d | 45 d | 3 m | 6 m |
| ii) loss of line, grade, and crossfall | 3 m | 6 m | 9 m | 1 y | 1 y |

Legend

h - hours
d - days
m - months
y - years

- c) The Contractor must plan to address all identified gravelling within the Contract Year to the limit of the identified quantities. Where identified work exceeds the available quantities the Contractor must ensure repairs are identified and carried out in order of priority to ensure safety and to protect the infrastructure.

3.3 Materials

Refer to Section B of the Introduction to these Maintenance Specifications.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 1-160

HIGHWAY SHOULDER MAINTENANCE

1. OBJECTIVE

To provide a smooth and safe stopping area with free-flowing drainage off the Travelled Lanes and through the Road Base.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

Not applicable to this Maintenance Specification.

2.2 Quantified Maintenance Services

The Contractor must:

- a) maintain Highway Shoulders in a condition that is safe, smooth, stable, free-draining, Compacted, free of vegetation; and
- b) repair Highway Shoulders that have been damaged by erosion, settlement or traffic use when the deficiencies are site-specific and less than 100 m in length.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

Not applicable to this Maintenance Specification.

3.1.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.2 Quantified Maintenance Services

The Contractor must:

- a) control, remove and dispose of any vegetation from the Shoulder tops, except at locations where vegetation is not harmful, or where it is effective and necessary to prevent erosion and to stabilize the Shoulders;
- b) repair Shoulders that have settled or eroded and place sub-surface materials in accordance with the Maintenance Specification for *Road Base Maintenance*, with credit for this work under the *Road Base Maintenance Specification*;
- c) ensure the Shoulder tops are Compacted;
- d) correct Shoulder deficiencies such as settlements and eroded areas where such deficiencies are less than 100 m in continuous length;
- e) perform all Grading associated with 3.1 d) above in accordance with the Maintenance Specification for *Gravel Surface Grading and Re-shaping* with credit for this Grading under the Maintenance Specification for *Gravel Surface Grading and Re-shaping*;
- f) remove any granular or other material from the pavement surface in accordance with the Maintenance Specification for *Pavement Surface Cleaning* with no credit for this cleaning under the Maintenance Specification for *Pavement Surface Cleaning*;
- g) repair paved and treated Shoulder tops on paved Highways in accordance with the Maintenance Specification for *Highway Pavement Patching and Crack Sealing* with credit for this patching under the Maintenance Specification for *Highway Pavement Patching and Crack Sealing*; and
- h) widen, reconstruct or gravel the Shoulders in areas of continuous Shoulder settlement or erosion greater than 100 m in continuous length in accordance with the Maintenance Specification for *Highway Surface and Shoulder Gravelling* with credit for this gravelling under the Maintenance Specification for *Highway Surface and Shoulder Gravelling*.

Notes:

- 1. The Contractor will not grade the area where there is a Median, Roadside barrier or curbing between the pavement and the gravel Shoulder top; and

2. The Contractor will not undertake *Highway Shoulder Maintenance* where owners of property adjacent to Highways maintain a lawn up to the edge of the pavement provided the lawn does not impede the drainage of the Highway surface.

3.2.1 Performance Time Frames

Not applicable to this Maintenance Specification.

- a) The following table establishes the maximum time, from the time the deficiency was detected by or reported to the Contractor, within which the Contractor must complete the repair of the following deficiencies:

| Shoulder Surface Deficiency | Summer Highway Classification | | | | |
|--|-------------------------------|------|-----|------|------|
| | 1&2 | 3 | 4 | 5 | 6&7 |
| i) pavement edge drop-off 5 cm or more in depth on the inside edge of curving Highways | 24 h | 24 h | 3 d | 7 d | 14 d |
| ii) pavement edge drop-off 5 cm or more in depth other than a) above | 3 d | 3 d | 6 d | 14 d | 14 d |
| iii) settled and eroded sections more than 5 cm in depth presenting a safety hazard | 3 d | 3 d | 6 d | 14 d | 14 d |
| iv) loose or soft Shoulders presenting a safety hazard | 3 d | 3 d | 6 d | 14 d | 14 d |
| v) loss of line, grade, and crossfall presenting a safety hazard | 3 d | 3 d | 6 d | 14 d | 14 d |
| vi) removal of vegetation presenting a safety hazard | 3 d | 3 d | 6 d | 14 d | 14 d |
| vii) loss of line, grade and crossfall not presenting a safety hazard but requiring gravelling | 3 m | 3 m | 9 m | 1 y | 1 y |
| viii) removal of turf, Sod and other vegetation | 6 m | 6 m | 6 m | 1 y | 1 y |
| ix) prevent vegetation growth | 1 y | 1 y | --- | --- | --- |

Legend

h - hours

d – days

m - months

y – years

- b) The Contractor must plan to address all identified Shoulder maintenance within the Contract Year to the limit of the identified quantities. Where identified work exceeds the available quantities the Contractor must ensure repairs are identified and carried out in order of priority to ensure safety and to protect the infrastructure.

3.3 Materials

Refer to Section B of the Introduction of these Maintenance Specifications.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 1-170

ROAD BASE MAINTENANCE

1. OBJECTIVE

To provide a supporting structure and drainage for Highway surfaces.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

Not applicable to this Maintenance Specification.

2.2 Quantified Maintenance Services

The Contractor must remove unsuitable materials in areas where Road Bases have failed to provide adequate strength and drainage to support imposed vehicle loading, as evidenced by surface deficiencies; and reconstruct Road Bases with suitable materials.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

Not applicable to this Maintenance Specification.

3.1.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.2 Quantified Maintenance Services

The Contractor must:

- a) identify and correct the source of Road Base failure;
- b) remove unsuitable materials;
- c) provide free drainage from excavation;
- d) complete Backfill with suitable materials;

- e) compact materials in accordance with the Standard Specifications for Highway Construction;
- f) use material consistent with adjacent Highway materials;
- g) apply dust palliative products on Dirt and Gravel Highways in accordance with the Maintenance Specification for *Dust Control and Base Stabilization*, with no credit for dust control under the Maintenance Specification for *Dust Control and Base Stabilization*;
- h) restore Hard Surfaced Highways in accordance with the Maintenance Specifications for *Highway Pavement Patching and Crack Sealing, Highway Surface Treatment and Concrete Bridge Deck Maintenance*, with credit for such work under the aforementioned Maintenance Specifications; and
- i) install drainage appliances in accordance with the Maintenance Specification for *Drainage Appliance Maintenance*, with credit for such drainage appliance maintenance under the Maintenance Specification for *Drainage Appliance Maintenance*.

3.2.1 Performance Time Frames

The Contractor must plan to perform all identified Road Base repairs within the Contract Year to the limit of the identified quantities. Where identified work exceeds the available quantities the Contractor must ensure repairs are identified and carried out in order of priority to ensure safety and to protect the infrastructure.

3.3 Materials

Refer to Section B of the Introduction to these Maintenance Specifications.

4. WARRANTY

The Contractor warrants all Road Base repairs against defects for a period of 365 days from the completion of those maintenance services. The Contractor must rectify all defects covered by this warranty and all other ancillary work performed under other Maintenance Specifications, without credit for such work, within 1 month of detection by or notification to the Contractor by the Ministry.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 1-180

PAVEMENT SURFACE CLEANING

1. OBJECTIVE

To protect Highway Users from unsafe pavement surface conditions and to facilitate drainage.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must restore pavement surfaces to a safe, clean and free-draining condition.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) clean Hard Surfaced Highways by removing accumulations of dirt, Debris, sand and/or gravel from the Travelled Lanes, centerlines, Shoulders, curbs, intersections, traffic islands and along Medians and/or Roadside barriers throughout the year to provide a safe, clean, free-draining condition;
- b) clean paved bicycle and pedestrian paths; and
- c) ensure that traffic control is implemented in accordance with the Manual for Traffic Control and Work on Roadways during pavement cleaning operations so that hazardous conditions are not created for Highway Users.

3.1.1 Performance Time Frames

The Contractor must:

- (a) clean Hard Surfaced Highways in accordance with the frequencies established in the following table:

| Routes and Highway Classification | Minimum Pavement Surface Cleaning Frequency |
|---------------------------------------|---|
| (i) all four lane and Urban Highways | every 120 days |
| | |
| (ii) all other Hard Surfaced Highways | once annually |
| | |

- (b) program for major pavement marking, for which the Province will provide a general painting schedule in the spring of each year and a detailed schedule at least one week in advance of line marking;
- (c) complete spring surface cleaning of Hard Surfaced Highways within 1 month of the last winter abrasive application or when the application of Winter Abrasives is no longer anticipated;
- (d) notwithstanding the above, within 7 days from the time the accumulation was detected by or reported to the Contractor, clean Hard Surfaced Highways where dirt, Debris, sand and/or gravel have accumulated and:
 - i) obscures line visibility, or;
 - ii) creates a visibility problem for Highway Users, or;
 - iii) creates an air quality problem that conflicts with local by-laws;
- (e) notwithstanding the above, perform cleaning work where sand and silt have accumulated adjacent to curbing or barriers which impairs the free flow of drainage paths in accordance with the Performance Time Frames in the Maintenance Specification for *Curb, Island and Barrier Maintenance*, with no credit for such work under the Maintenance Specification for *Curb, Island and Barrier Maintenance*;

- (f) notwithstanding the above, immediately, upon detection by or notification to the Contractor, remove any dirt, Debris, sand and/or gravel on paved surfaces which pose a hazard to Highway Users; and
- (g) clean paved bicycle and pedestrian paths in accordance with the Performance Time Frames and other applicable conditions as per the adjacent or nearest Highway.

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.3 Materials

Not applicable to this Maintenance Specification.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 1-190

DEBRIS REMOVAL

1. OBJECTIVE

To protect Highway Users from situations that are unsafe or have the potential to become unsafe.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must maintain the Travelled Lanes, Shoulders, and Roadsides in a safe and unobstructed condition.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) remove Debris in accordance with the Performance Time Frames set out in Section 3.1.1;
- b) if the Debris is too large for immediate removal, secure the area in accordance with the Maintenance Specification for *Highway Traffic Control*;
- c) establish additional patrols through the area when Debris over 1000 cc on the Travelled Lanes, Shoulders, and sidewalks is detected or reported to the Contractor more than once in a 24 hour period so that Debris is removed within the Performance Time Frames specified in Section 3.1.1, and discontinue the additional patrols when the frequency of Debris over 1000 cc falling on the Travelled Lanes, Shoulders, and sidewalks is less than 2 in a 24 hour period;

- d) dispose of dead animals in a manner acceptable to local regulatory agencies.

Note: For volumes of Debris on Travelled Lanes or Shoulders that are greater than 10 cubic metres per location, the Maintenance Specification for *Mud, Earth and Rock Slide Response* will apply.

3.1.1 Performance Time Frames

The following table establishes the maximum time, from the time the Debris was detected by or reported to the Contractor, within which the Contractor must start the removal of Debris:

| Obstruction | Summer Highway Classification | | | | |
|--|-------------------------------|--------|------|------|------|
| | 1&2 | 3 | 4 | 5 | 6&7 |
| a) Debris or spilled material over 1000 cc on the Travelled Lanes and sidewalks | 60 min | 60 min | 3 h | 5 h | 24 h |
| b) Debris or spilled material equal to or less than 1000 cc on the Travelled Lanes and sidewalks | 60 min | 3 h | 5 h | 24 h | 2 d |
| c) dead animals on the Shoulders and sidewalks | 60 min | 3 h | 5 h | 24 h | 2 d |
| d) dead animals on the Right-of-way, excluding Travelled Lanes, Shoulders and sidewalks | 3 h | 5 h | 24 h | 2 d | 3 d |
| e) Debris or spilled material more than 1000 cc on the Shoulders | 5 h | 24 h | 2 d | 3 d | 7 d |
| f) Debris or spilled material equal to or less than 1000 cc on the Shoulders | 24 h | 2 d | 3 d | 7 d | 14 d |

Legend

min - minutes
h - hours
d - days

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.3 Materials

Not applicable to this Maintenance Specification.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 1-200

HIGHWAY STRUCTURES MAINTENANCE

1. OBJECTIVE

To provide a safe environment for Highway Users and to maximize the functional life of the Highway structures.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

All services for this Maintenance Specification are Routine.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) repair, clean and restore to a fully functional condition, cattleguards and gates, pedestrian underpasses, arrestor beds, Dragnet Vehicle Arresting Barriers and other Highway structures that have been damaged or have deteriorated to a state that is unsafe or has the potential to become unsafe for Highway Users;
- b) remove dirt, Debris and vegetation from cattleguards to a minimum depth of 45 cm measured from the top of the cattleguards;
- c) maintain all Underpass floors and walls, ramp walls, sidewalks, stairways and walkways free of all dirt, grime and winter chemicals;
- d) maintain Underpass walls in a uniformly-painted condition using paint materials and colours approved in writing by the Province;
- e) maintain pedestrian underpass lighting in Rural areas in a lights-on condition during all hours of darkness;

- f) maintain arrestor beds in accordance with the Province's written instructions as may be amended from time to time for the particular structure or installation;
- g) repair or replace Dragnet Vehicle Arresting Barrier components that have been damaged, destroyed or are missing;
- h) maintain concrete Highway structures in accordance with the Maintenance Specification for *Concrete Structure Maintenance*, with credit for the concrete patching under the Maintenance Specification for *Concrete Structure Maintenance*;
- i) maintain corrugated steel Highway structures in accordance with the Maintenance Specification for *Multiplate Structure Maintenance*, with no credit for the work under the Maintenance Specification for *Multiplate Structure Maintenance*; and
- j) maintain asphalt components of Highway structures in accordance with the Maintenance Specification for *Highway Pavement Patching and Crack Sealing*, with credit for the patching under the Maintenance Specification for *Highway Pavement Patching and Crack Sealing*.

3.1.1 Performance Time Frames

The following table establishes the maximum time, from the time the deficiency was detected by or reported to the Contractor, within which the Contractor must complete the repair of the following deficiencies:

| Maintenance Requirement | Summer Highway Classification | | | | |
|---|-------------------------------|------|-----|-----|-------|
| | 1 & 2 | 3 | 4 | 5 | 6 & 7 |
| a) Debris on sidewalks, stairways and Underpass floors | 24 h | 24 h | 2 d | 2 d | 2 d |
| b) any malfunction to arrestor beds | 24 h | 24 h | 2 d | 2 d | 2 d |
| c) damaged, destroyed or missing components of Dragnet Vehicle Arresting Barriers | 3 d | 3 d | 3 d | 3 d | 3 d |
| d) broken, bent or damaged cattleguards | 24 h | 2 d | 3 d | 5 d | 10 d |

| Maintenance Requirement | Summer Highway Classification | | | | |
|--|-------------------------------|------|------|------|-------|
| | 1 & 2 | 3 | 4 | 5 | 6 & 7 |
| e) mismatched grades on cattleguard crossings | 24 h | 2 d | 3 d | 5 d | 10 d |
| f) cleaning of cattleguards | 15 d | 15 d | 30 d | 30 d | 30 d |
| g) lights out in pedestrian Underpasses | 2 d | 4 d | 6 d | 10 d | 20 d |
| h) walls requiring patching or support | 10 d | 20 d | 30 d | 50 d | 100 d |
| i) sand accumulations on sidewalks, stairways, walkways and Underpass floors | 30 d | 2 m | 3 m | 5 m | 10 m |

Legend

h - hours
d - days
m - months

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.2.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.3 Materials

Refer to Section B of the Introduction to these Maintenance Specifications.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 1-220

CURB, ISLAND AND BARRIER MAINTENANCE

1. OBJECTIVE

To provide a safe operating environment for Highway Users and to allow for adequate drainage.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must maintain and repair all curbs, traffic islands, Roadside barriers and Median barriers, anti-glare screen, reflectors and impact attenuators to ensure that they are clean, highly visible, free of any Debris obstructing drainage and properly connected and positioned as safety devices.

2.2 Quantified Maintenance Services

The Contractor must:

- a) replace all curbs, traffic islands, Roadside barriers and Median barriers, anti-glare screens, reflectors and impact attenuators that fail to function as originally designed;
- b) construct new asphalt and/or concrete curbs as directed by the Province; and
- c) install new barriers as directed by the Province.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) maintain painted surfaces;
- b) repair chipped or scarred areas;

- c) remove dirt and Debris every spring to summer season when temperatures are above 5 degrees celsius and no further winter Highway maintenance is reasonably expected;
- d) re-align barriers as required to ensure safety of the Highway Users;
and
- e) remove drainage obstructions as required throughout the year.

3.1.1 Performance Time Frames

The Contractor must:

- a) start repair of concrete barriers with damage of less than 900 square centimetres of surface area using material of the same type and quality as the existing installation, or by using an epoxy repair product approved in writing by the Province, within 3 days from the time the deficiency was detected by or reported to the Contractor;
- b) clean all drainage holes once annually to ensure the free passage of water;
- c) notwithstanding 3.1.1 b) above:
 - i) when a blockage is causing Ponding in the Travelled Lanes, clean affected drainage holes of Debris within 12 hours from the time the deficiency was detected by or reported to the Contractor;
 - ii) when a blockage is causing a situation that is unsafe or has the potential to become unsafe to the Highway User, clean affected drainage holes of Debris immediately;
- d) complete the realignment of rails, curbs and concrete barriers as required to restore the designed alignment within 3 days from the time the deficiency was detected by or reported to the Contractor;
- e) treat or paint all wood components every 2 years to protect them from the elements, with the same material as on the existing components; notwithstanding the aforementioned, the Contractor must treat or paint wood components where wood is exposed or paint is cracked within 9 months from the time the deficiency was detected by or reported to the Contractor;

- f) paint end sections of concrete barrier with the same material as on the existing component once each year or, with prior written approval of the Province, initiate a planned program to eradicate paint on these components as they deteriorate;
- g) undertake maintenance of areas chipped or scarred by snowplows, other equipment or vandalism within 90 days from the time the deficiency was detected by or reported to the Contractor;
- h) replace damaged or missing concrete barrier reflectors in accordance with the Maintenance Specification for *Sign System Maintenance*, with no credit for the replacements under the Maintenance Specification for *Sign System Maintenance*;
- i) repair or replace all wood and steel components if posts are rotted, broken, settled or damaged and/or if steel rail is bent, rusted or damaged, within 6 months from the time the deficiency was detected by or reported to the Contractor;
- j) restore a smooth, stable condition to broken or Pot-holed asphalt, rock-paved or bricked traffic island surfaces within 15 days from the time the deficiency was detected by or reported to the Contractor;
- k) replace damaged, destroyed and missing impact attenuators, supports or fasteners within a 3 days from the time the deficiency was detected by or reported to the Contractor; and
- l) replace damaged, destroyed and missing anti-glare screen components within 7 days from the time the deficiency was detected by or reported to the Contractor.

3.2 Quantified Maintenance Services

The Contractor must:

- a) construct new asphalt concrete curb and concrete curb; and
- b) replace concrete barriers with damage in excess of 900 square centimetres or where there is structural damage including cracking and/or breakage.

3.2.1 Performance Time Frames

- a) The Contractor must repair or replace cracked and broken curbs as required to provide a smooth, sound and interconnected curb within 15 days from the time the deficiency was detected by or reported to the Contractor; and
- b) The Contractor must plan to perform all identified curb and barrier replacements and installations within the Contract Year to the limit of the identified quantities. Where identified work exceeds the available quantities the Contractor must ensure repairs are identified and carried out in order of priority to ensure safety and to protect the infrastructure.

3.3 Materials

Refer to Section B of the Introduction to these Maintenance Specifications.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 1-230

RAILWAY CROSSING MAINTENANCE

1. OBJECTIVE

To keep vehicular crossings of railway tracks in a safe condition for Highway Users and ensure proper operation of the railway.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must:

- a) repair Railway Crossing surfaces under the direction of the Railway Authority and in accordance with the Railway Crossing agreement with the Province;
- b) maintain Railway Crossing Approaches in accordance with the following protocol requirements:
 - i) when maintenance work is required within three (3) metres of a rail, the Contractor must obtain a permit from the Railway Authority and make a copy of the permit available at the work site and at the local Ministry district office upon commencement of the work;
 - ii) when maintenance work is required within ten (10) metres of a rail, the Contractor must inform the Railway Authority, arrange for a mutually-agreeable work schedule and ascertain the level of protection the Railway Authority considers necessary, and
 - iii) when the Railway Authority performs maintenance work that is a cost responsibility of the Province, the Contractor must pay the Railway Authority invoices for such work and will not be reimbursed by the Province.

2.2 Quantified Maintenance

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) advise the Railway Authority immediately, from the time any deficiency was detected by or reported to the Contractor and respond immediately to safeguard Highway Users and railway traffic;
- b) under the direction of the Railway Authority, repair all Railway Crossings where the Province is responsible for a portion of the Railway Crossing maintenance costs (these Railway Crossings are listed in RIMS), and when:
 - i) the difference in elevation between the rail and the adjacent Highway surface is 25 mm or greater and requires re-setting the surface to matching grade; or when a crossing component is loose or presents a condition that is unsafe for either Highway Users or rail traffic; or
 - ii) water or Debris accumulates at the Railway Crossing;
- c) reset Railway Crossings and Approaches in accordance with the following:
 - i) the Maintenance Specification for *Highway Pavement Patching and Crack Sealing* for Hard Surfaced Highways, with no credit under the Maintenance Specification for *Highway Pavement Patching and Crack Sealing*; or
 - ii) the Maintenance Specification for *Highway Surface and Shoulder Gravelling* for Dirt and Gravel Highways, with no credit under the Maintenance Specification for *Highway Surface and Shoulder Gravelling*.

3.1.1 Performance Time Frames

The following table establishes the time, from the time the deficiency was detected by or reported to the Contractor, within which the Contractor must complete the repair of the following deficiencies:

| Railway Crossing Deficiency | Summer Highway Classification | | | | |
|---|-------------------------------|-----|-----|-----|------|
| | 1&2 | 3 | 4 | 5 | 6&7 |
| a) repair of broken, loose or damaged Railway Crossings | 24 h | 2 d | 3 d | 5 d | 10 d |
| b) repair of mismatched grades on Railway Crossing | 24 h | 2 d | 3 d | 5 d | 10 d |
| c) removal of water accumulation | 24 h | 2 d | 3 d | 5 d | 10 d |

Legend

h - hours

d - days

Note: The Contractor must seek approval of the Railway Authority so that repairs are completed within the time frames listed above. If the Railway Authority does not permit this scheduling, the Contractor must reschedule the repairs in accordance with the Railway Authority's requirements.

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.3 Materials

Refer to Section B of the Introduction to these Maintenance Specifications.

The Contractor must provide all materials of at least equal quality to the materials that exist at the Railway Crossing and of a quality acceptable to the Railway Authority.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 2-250

DITCH AND WATERCOURSE MAINTENANCE

1. OBJECTIVE

To provide safe, unobstructed drainage for all Highway surface runoffs, natural Roadside runoffs and ditches; and to create a collection area for Debris and ice and snow.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must clean and remove Debris from ditches and watercourses where earth moving equipment is not required.

2.2 Quantified Maintenance Services

The Contractor must:

- a) clean ditches and watercourses using earth moving equipment;
- b) remove Debris, Debris Dams and sloughs from ditches and watercourses using earth moving equipment;
- c) repair damage to embankments and Backslopes caused by erosion using earth moving equipment;
- d) restore and/or correct the cross section and grade of ditches and watercourses using earth moving equipment; and
- e) construct new ditches or reconstruct ditches using earth moving equipment.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) hand-clean ditches and watercourses; and
- b) notify the Province of any obstructions to water flow which threaten the integrity of the Highway;

3.1.1 Performance Time Frames

- a) The following establishes the maximum time, from the time the deficiency was detected by or reported to the Contractor, within which the Contractor must complete the repair of the following deficiencies:

| | Summer Highway Classification | | | | |
|------------------------|-------------------------------|--------|-----|-----|-----|
| | 1&2 | 3 | 4 | 5 | 6&7 |
| during high water flow | 60 min | 90 min | 2 h | 3 h | 4 h |
| | | | | | |
| at other times | 2 m | 3 m | 4 m | 6 m | 6 m |

Legend

min – minutes

h - hours

d – days

m - months

- b) The Contractor must notify the Province immediately of any obstructions to water flow which threaten the integrity of the Highway.

3.2 Quantified Maintenance Services

The Contractor must:

- a) remove obstructions preventing the free flow of water, including obstructions which may be a considerable distance upstream from the Highway, adjacent to the Highway or immediately downstream;
- b) restore the capacity and/or profile of the ditch;

- c) clean ditches;
- d) repair and stabilize Backslopes where a watercourse has caused erosion;
- e) restore ditch elevations below the bottom elevation of the sub-base to ensure free drainage of the Highway;
- f) widen and deepen ditches at culvert entrance locations, other drainage appliance or structure locations, to provide a collection area and prevent the culvert or other drainage appliance or structure from becoming obstructed;
- g) when correcting the ditch profile, re-set or replace drainage appliances in accordance with the Maintenance Specification for *Drainage Appliance Maintenance*, with credit for such work under the Maintenance Specification for *Drainage Appliance Maintenance*;
- h) clean Off-takes and drainage easements to ensure efficient drainage of the Right-of-way;
- i) ensure that Shoulder width is not reduced or undermined during the provision of the services; and
- j) dispose of waste material from ditching operations in a manner and location that complies with applicable legislation and regulations.

Notes:

1. The Contractor is not required to establish new ditches in solid rock under this Maintenance Specification.
2. The Contractor will not get credit under this Maintenance Specification for removing snow and ice from ditches.

3.2.1 Performance Time Frames

- a) The following table establishes the maximum time, from the time the deficiency was detected by or reported to the Contractor, within which the Contractor must complete the repair of the following deficiencies:

| | Summer Highway Classification | | | | |
|------------------------|--------------------------------------|----------|----------|----------|----------------|
| | 1&2 | 3 | 4 | 5 | 6&7 |
| during high water flow | 60 min | 90 min | 2 h | 3 h | 4 h |
| | | | | | |
| other times | 2 m | 3 m | 4 m | 6 m | 6 m |

Legend

min - minutes

h - hours

m – months

- b) The Contractor must plan to perform all identified ditch and watercourse maintenance within the Contract Year to the limit of the identified quantities. Where identified work exceeds the available quantities the Contractor must ensure repairs are identified and carried out in order of priority to ensure safety and to protect the infrastructure.

3.3 Materials

Not applicable to this Maintenance Specification.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 2-260

DRAINAGE APPLIANCE MAINTENANCE

1. OBJECTIVE

To ensure that Highway surfaces are safe and efficiently drained; water is efficiently channelled, contained and/or carried to ditches and watercourses; to prevent any erosion of Highways and/or adjacent properties; and to ensure that drainage appliances will accommodate peak runoff.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must clean and repair drainage appliances.

2.2 Quantified Maintenance Services

The Contractor must replace existing or install new drainage appliances.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) remove Debris, winter abrasive, and sedimentation from drainage appliances;
- b) maintain all Highway drainage appliances, trash racks and related hardware in working condition;
- c) repair any worn, bent, broken, folded, disconnected, unravelled or damaged drainage appliances; and
- d) maintain biofiltration systems as specified in Local Area Specifications.

3.1.1 Performance Time Frames

- a) The following table establishes the maximum time from the time the deficiency was detected by or reported to the Contractor, within which the Contractor must start the removal of obstructions and repair to drainage appliances during periods of high water flow:

| Summer Highway Classification | | | | |
|-------------------------------|-----|-----|------|------|
| 1&2 | 3 | 4 | 5 | 6&7 |
| 2 h | 4 h | 8 h | 16 h | 32 h |

Legend

h – hours

- b) The following table establishes the maximum time from the time the deficiency was detected by or reported to the Contractor, within which the Contractor must start the removal of obstructions and repair to drainage appliances at times other than listed in 3.1.1 a):

| Summer Highway Classification | | |
|-------------------------------|-----|-------------|
| 1&2 | 3 | 4, 5, 6 & 7 |
| 3 m | 4 m | 6 m |

Legend

m – months

- c) Notwithstanding 3.1.1 b), the Contractor must remove any obstruction or repair a damaged drainage appliance having a reduction in water flow capacity of 50 percent or more, or where there is a history of drainage problems, within seven days from the time the deficiency was detected by or reported to the Contractor.

3.2 Quantified Maintenance Services

The Contractor must:

- a) replace any missing appliances and/or any worn, bent, broken, or damaged appliances including appurtenances, if repair is not practicable;

- b) if patching is not practicable, replace damaged asphalt curbs, flumes and spillways, in accordance with the Maintenance Specification for *Curb, Island and Barrier Maintenance*, with credit for replacement under the Maintenance Specification for *Curb, Island and Barrier Maintenance*;
- c) install new drainage appliances;
- d) place Rip-rap to fill Scour and erosion of foundation material and to prevent future erosion at the inlet and/or outlet of the drainage appliance as approved in writing by the Province and in accordance with the Maintenance Specification for *Shore, Bank and Watercourse Maintenance*, with credit for the Rip-rap under the Maintenance Specification for *Shore, Bank and Watercourse Maintenance*, and

Note: If it is estimated by the Contractor and confirmed by the Province that at any particular time and at any particular drainage appliance, the cost of the repair exceeds \$35,000, refer to Section G of the Introduction to these Maintenance Specifications.

3.2.1 Performance Time Frames

- a) The following table establishes the maximum time from the time the deficiency was detected by or reported to the Contractor, within which the Contractor must start to replace drainage appliances during periods of high volume water flow:

| Summer Highway Classification | | | | |
|--------------------------------------|----------|----------|----------|----------------|
| 1&2 | 3 | 4 | 5 | 6&7 |
| 2 h | 4 h | 8 h | 16 h | 32 h |

Legend
h – hours

- b) The following table establishes the maximum time from the time the deficiency was detected by or reported to the Contractor, within which the Contractor must start to replace drainage appliances at times other than stated in 3.2.1 a):

| Summer Highway Classification | | |
|--------------------------------------|----------|--------------------|
| 1&2 | 3 | 4,5,6&7 |
| 3 m | 4 m | 6 m |

Legend

m – months

- c) Notwithstanding the 3.2.1 b), the Contractor must replace a damaged drainage appliance having a reduction in water flow capacity of 50 percent or more, or where there is a history of drainage problems, within seven days from the time the deficiency was detected by or reported to the Contractor.
- d) The Contractor must plan to perform all identified drainage appliance replacements and installations within the Contract Year to the limit of the identified quantities. Where identified work exceeds the available quantities the Contractor must ensure repairs are identified and carried out in order of priority to ensure safety and to protect the infrastructure.

3.3 Materials

Refer to Section B1 of the Introduction to these Maintenance Specifications.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 2-270

SHORE, BANK AND WATERCOURSE MAINTENANCE

1. OBJECTIVE

To ensure Highways are safe; and to prevent or repair damage to the Highway and its structures.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must remove obstructions, beaver dams and Debris from natural and man-made shores, banks and watercourses that reduce the capacity of the watercourses to the extent that it threatens or could threaten the integrity of the Highway.

2.2 Quantified Maintenance Services

The Contractor must place Rip-rap where there has been or there is potential for Scour and erosion of natural or man-made shores and their banks.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) remove all obstructions, beaver dams and Debris that threaten to break open and cause excessive channel flow or Debris Flows with resultant damage to the Highway and its structures;
- b) remove all trees leaning toward the watercourse and threatening to fall into the water;
- c) provide for adequate catchment areas for future material containment;
- d) dispose of all removed Debris in a manner acceptable to local regulatory agencies;

- e) inspect Highways and structures during periods of heavy rainfall or rapid melting to ensure watercourses are contained and shores and banks are not being Scoured or eroded; and
- f) prepare areas to receive Rip-rap.

3.1.1 Performance Time Frames

The Contractor must:

- a) immediately, upon detection by or notification to the Contractor that a shore or bank is being eroded, a watercourse is not contained or there is a likelihood it will not be contained, initiate traffic control necessary to protect Highway Users and initiate Highway closure procedures, if necessary, in accordance with the Maintenance Specification for *Highway Traffic Control*; and
- b) remove upstream obstructions and Debris annually.

3.2 Quantified Maintenance Services

The Contractor must place Rip-rap of (class) 50 kg or greater, sufficient to withstand a water flow representing a One Hundred Year Flood.

3.2.1 Performance Time Frames

The Contractor must:

- a) place Rip-rap required for locations identified in Section 3.1.1.a) within 2 hours from the time the deficiency was detected by or reported to the Contractor, and after determining that it is safe to proceed with the work or, if the Contractor's assessment indicates that the work cannot safely commence within 2 hours, the Contractor must notify the Province and must commence work when the Province notifies the Contractor it safe to do so;
- b) complete maintenance repairs to shores, banks and watercourses within 5 days of the elimination of the obstruction;

- c) plan to perform all identified Rip-rap placement within the Contract Year to the limit of the identified quantities. Where identified work exceeds the available quantities in any Contract Year, the Contractor must ensure identified repairs are carried out in order of priority to ensure safety and to protect the infrastructure.

3.3 Materials

Refer to Section B of the Introduction to these Maintenance Specifications.

4. WARRANTY

The Contractor warrants all Shore, Bank and Watercourse Maintenance Services against defects for a period of 365 days from the completion of those Maintenance Services. The Contractor must rectify all defects covered by this warranty and all other ancillary work performed under other Maintenance Specifications, without credit for such work, within 1 month of detection by or notification to the Contractor by the Ministry.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 2-280

ENGINEERED WETLAND AND WATER QUALITY POND MAINTENANCE

1. OBJECTIVE

To maintain engineered wetlands and water quality ponds to allow settling of suspended sediments from road runoff, and filtering of road runoff prior to discharge downstream.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must clean and repair, by hand, drainage appliances, including cleaning and removing Debris from inlets and outlets.

2.2 Quantified Maintenance Services

The Contractor must replace existing or install new drainage appliances when required; clean and remove, by machine, Debris from inlets and outlets.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) notify the Province of build up of sedimentation and damage to drainage appliances;
- b) remove Debris from pond inlets and outlets;
- c) remove and dispose of accumulated sediments from the pond settling areas, as directed by the Province;
- d) repair any worn, bent, broken, or damaged appliances.

3.1.1 Performance Time Frames

The Contractor must:

- a) immediately, from the time the deficiency was detected by or reported to the Contractor, notify the Province of build up of sedimentation and damage to drainage appliances; and
- b) remove sedimentation, by hand, as directed by the Province; and
- c) repair, by hand, any worn, bent, broken or damaged appliances, as directed by the Province

3.2 Quantified Maintenance Services

The Contractor must:

- a) replace any missing appliances and/or any worn, bent, broken, or damaged appliances, or install new drainage appliances, in accordance with the Maintenance Specification for *Drainage Appliance Maintenance* (subject to section 3.2.1 d) , with credit for such work under the Maintenance Specification for *Drainage Appliance Maintenance* if repair is not practicable;
- b) place Rip-rap where necessary to prevent erosion, in accordance with the Maintenance Specification for *Shore, Bank and Watercourse Maintenance* (subject to 3.2.1 d), with credit for such work under the Maintenance Specification for *Shore, Bank and Watercourse Maintenance*; and
- c) clean and remove Debris from inlets and outlets.

3.2.1 Performance Time Frames

The Contractor must:

- a) replace and install new drainage appliances as directed by the Province;
- b) place Rip-rap as directed by the Province;
- c) clean and remove Debris from inlets and outlets as directed by the Province; and

- d) comply with the Performance Time Frames in this Maintenance Specification and not the respective Performance Time Frames outlined in the Maintenance Specification for *Drainage Appliance Maintenance* and *Shore, Bank and Watercourse Maintenance*.

3.3 Materials

Not applicable to this Maintenance Specification.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 3-300

HIGHWAY SNOW REMOVAL

1. OBJECTIVE

To remove loose snow, slush and compact snow; to protect Highway Users from situations that are unsafe; to ensure the safe and efficient movement of traffic and to ensure that the Contractor utilizes and deploys, those resources that are required to comply with this Specification, in a manner which anticipates and responds in advance of a snowfall.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

All services for this Maintenance Specification are Routine.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) remove snow on the full width of the Travelled Lanes to ensure that accumulations remain below the Maximum Allowable Accumulations shown on the table in Section 3.1.1.a)i);
- b) when snowfall is forecast, proactively:
 - i) increase snow and weather observations, monitoring and review current weather station information;
 - ii) increase weather forecast monitoring;
 - iii) extrapolate from observations and broader weather forecasts to anticipate local road conditions;

- iv) increase patrols as outlined in the Maintenance Specification for *Highway Patrol*;
 - v) notify and deploy resources in advance, which are sufficient to respond to anticipated snowfall. Resources must be deployed to key geographic areas (e.g.: mountain passes, higher elevations, known frequent snowfall and/or blowing snow areas) prior to the occurrence of the anticipated snowfall to ensure that snow and slush removal will commence early in severely impacted areas;
 - vi) communicate internally and externally of actions to be taken; and
- c) in response to unforeseen snowfall:
- i) notify/deploy resources; and
 - ii) remove snow and slush in accordance with the time frames outlined in section 3.1.1;
- d) ensure optimum proactive service to local stakeholders including but not limited to, local industries (forestry, mining, oil and gas), the RCMP, local and regional governments, key commuters and school buses. The routes used by these stakeholders are to receive priority service, in the allocation of resources to their road classifications, and specific to their individual needs;
- e) during extended periods of extreme cold, remedy unsafe conditions such as, but not limited to, ice on the Travelled Lanes and those conditions arising from melt and refreeze situations;
- f) keep Shoulders clear more frequently in areas of high pedestrian use, in consultation with local stakeholders;
- g) plow Overpass and interchanges without throwing snow onto underlying Highways or railways; and
- h) keep free of snow, ice and slush, Rest Areas, pull-outs, parking areas, Weigh Scale Areas, and other areas designated by the Province with the same priority as a Highway of the next lower class from the adjacent Highway (e.g.; adjacent highway is class “B” then maintenance of the Rest Area is Class “C”) and designated chain-up areas with the same priority as the adjacent Highway.

3.1.1 Performance Time Frames

a) Maximum Allowable Accumulations

- i) The Contractor must start removing snow on the full width of the Travelled Lanes, ensuring that accumulations remain below the Maximum Allowable Accumulations shown in the table below:

| Winter Highway Classification | Maximum Allowable Accumulation | | |
|-------------------------------|--------------------------------|--------------|-----------------|
| | One Lane Each Direction | Second Lanes | All Other Lanes |
| A | 4.0 cm | 8.0 cm | 12.0 cm |
| B | 6.0 cm | 10.0 cm | 16.0 cm |
| C | 10.0 cm | n/a | 20.0 cm |
| D | 15.0 cm | n/a | n/a |
| E | 25.0 cm | n/a | n/a |

- ii) Notwithstanding the foregoing Maximum Allowable Accumulation, plowing of slush and removal of broken compact snow from the Travelled Lanes that is unsafe must be completed within the following timeframes:

| Winter Highway Classification | | | |
|-------------------------------|---------|---------|-----|
| A | B | C | D |
| 90 min | 2 hours | 6 hours | n/a |

Legend

min – minutes

h - hours

b) Completion of Snow Removal

The Contractor must complete removal of loose snow and slush from Highway surfaces on all Travelled Lanes on Winter Class A, B, and C Highways within 2 days of the end of the last measurable snowfall. Class D Highways shall be plowed within 2 days once the accumulation exceeds 5 cm. In allocating resources, appropriate attention must be given to areas known to be impacted first by snowfall and slush weather events (e.g.: mountain passes, higher elevation, known frequent snowfall and blowing snow areas).

- c) The following table establishes the time from end of the last measurable snowfall and snow removal operations on the Travelled Lanes have been completed, within which the Contractor must remove compacted snow or ice from all Travelled Lanes with paved Highway surfaces:

| Winter Highway Classification | | | |
|--------------------------------------|----------|----------|----------|
| A | B | C | D |
| 2 d | 3 d | 7 d | 21 d |

Legend

d – days

- d) If extended periods of extreme cold make it impossible for the Contractor to comply with 3.1.1 c), the Contractor must remedy unsafe conditions including but not limited to, roughness and slippery surfaces.
- e) The following table establishes the time from the end of the last measurable snowfall within which the Contractor must push snow and ice beyond the Shoulder edge:

| Winter Highway Classification | | | |
|--------------------------------------|----------|----------|----------|
| A | B | C | D |
| 4 d | 6 d | 10 d | 24 d |

Legend

d – days

- f) Notwithstanding the above, on Class A and B Highways, at all Superelevated curves and other locations where the Shoulder edge is higher than the Travelled Lanes, the Contractor must push snow and ice beyond the Shoulder edge within two days of the end of the last measurable snowfall to prevent snowmelt drainage onto the Travelled lanes. When Guardrail prevents the complete removal of the snow to the Shoulder edge, the Contractor must deal with any resulting condition that is unsafe or has the potential to be unsafe.

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.2.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.3 Materials

Not applicable to this Maintenance Specification.

4. WARRANTY

Not applicable to this Maintenance Specification.

BC MINISTRY OF TRANSPORTATION

Maintenance Specification 3-310

WINTER ABRASIVE AND CHEMICAL SNOW AND ICE CONTROL

1. OBJECTIVE

To facilitate the safe and efficient movement of traffic on Highways in winter conditions through the use of Winter Abrasives and chemical snow and ice control applications, and to ensure that the Contractor utilizes and deploys, those resources that are required to comply with this Specification, in a manner which anticipates and responds in advance of a Weather Event as defined in the Maintenance Specification.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1. Routine Maintenance Services

All services for this Maintenance Specification are Routine.

2.2. Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1. Routine Maintenance Services

The Contractor must:

- a) provide proactive winter maintenance services, in advance of and during a forecasted weather event, by:
 - i) applying Winter Abrasives and/or chemicals to minimize the development of Slippery surface conditions on Highways and to facilitate the removal of snow, compact snow and ice, as appropriate for the location. For the purposes of this Specification, a Weather Event includes any meteorological condition that permits the development of hazardous Slippery surface conditions which requires the application of Winter Abrasives, anti-icing or De-icing Chemicals and/or snow removal procedures to maintain or re-establish safe winter driving conditions;
 - ii) increasing monitoring of road temperatures and condition forecasts through Road Weather Information Systems

(RWIS), other available forecast and information systems and patrols as necessary, to support the appropriate pre-Weather Event deployment of resources;

- iii) notifying and deploying resources in advance of a Weather Event as required. Resources should be deployed and located to key geographic areas (e.g.: mountain passes, higher elevation, known frequent snowfall and/or blowing snow, Black Ice areas) prior to the occurrence of the forecasted Weather Event in order that Winter Abrasives and chemical snow and ice control can commence prior to, and during the anticipated weather and surface conditions;
- b) when a non-forecast event occurs and when hazardous Slippery conditions are detected by or reported to the Contractor, immediately deploy resources to restore surface traction by applying Winter Abrasive and/or chemicals when hazardous Slippery conditions are detected by or reported to the Contractor;
- c) acquire and utilize Road Temperature and Condition (RTC) forecasts to determine if a Weather Event could develop that would reduce surface traction on the Highway surface; and, in advance of a forecasted event, respond by pre-treating the Highway surface with Winter Abrasives or anti-icing chemicals, as appropriate for the location;
- d) utilize RWIS data to monitor existing and developing conditions in order to better time the application of Winter Abrasives or chemicals, as appropriate for the location, in advance of a Weather Event;
- e) utilize RWIS data, if available, to determine if previous chemical application residuals are sufficient to maintain pre-weather event surface traction when a Weather Event is forecast, and to determine if applications of additional anti-icing or De-icing Chemicals are required to maintain surface traction; and
- f) utilize other methodologies that may be available, such as thermal mapping, in conjunction with RTC forecasts and other road and weather forecast services, to better identify the locations and areas that may develop hazardous surface conditions as a result of a Weather Event.

3.1.1. Performance Time Frames

The Contractor must:

- a) deploy resources to appropriate key locations (e.g.: mountain passes, higher elevation, known frequent snowfall and/or blowing snow, Black Ice areas) and at locations indicated by the road and weather condition forecast, at least 60 minutes in advance of a forecasted Weather Event or forecasted hazardous road conditions such as snowfall, Black Ice and freezing rain;
- b) restore traction within the response times, from the time the deficiency was detected by or reported to the Contractor, as specified in the following table:

| Condition | Location | Winter Highway Classification | | | |
|--|--|-------------------------------|-----------------------|-----------------------|-----------------------|
| | | A | B | C | D |
| (i) from beginning and or during snowfall event | hills over 5% gradient (one lane each direction) | 60 min | 90 min | 2 h | 4 h |
| | curves under 60 kilometres per hour | 60 min | 90 min | 2 h | 4 h |
| | school zones & intersections | 90 min | 2 h | 3 h | 6 h |
| | other locations | 2 h | 3 h | 4 h | 8 h |
| (ii) Freezing rain | all locations | 2 h | 3 h | 5 h | 6 h |
| (iii) Black Ice | all locations | 2 h | 3 h | 5 h | 6 h |
| (iv) after snowfall | all hills (all lanes) | 5 h | 8 h | 24 h | 48 h |
| | all curves | 5 h | 8 h | 24 h | 48 h |
| | all other locations | 24 h | 36 h | 3 d | as required |
| (v) when Slippery surfaces are encountered during patrol | all locations | immediate application | immediate application | immediate application | immediate application |

Legend

min - minutes

h – hours

d – days

- c) prioritize locations within the Highway Classifications, such as mountain passes, higher elevation areas, areas known for the formation of Black Ice, accident sites, Bridge Decks and locations known to be unsafe;

- d) remove compact snow or ice remaining on paved Highway surfaces, after snowfalls have ended, and snow removal operations on the Travelled Lanes have been completed, within the times specified in the table below:

| Winter Highway Classification | | | |
|--------------------------------------|----------|----------|----------|
| A | B | C | D |
| 2 d | 3 d | 7 d | 21 d |

Legend

d – days

- e) in extended periods of extreme cold, remedy unsafe conditions immediately.

3.2. Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.2.1. Performance Time Frames

Not applicable to this Maintenance Specification.

3.3 Materials

The Contractor must:

- a) use materials and chemicals used in snow and ice control from the Recognized Products Lists or as accepted in writing by the Province for use on Highways;
- b) use materials in accordance with the maximum allowable particle size for Winter Abrasives and the mean Gradation limits when tested according to ASTM Designations C136 and C117, and as shown on the following table:

| | Winter Highway Classification | | |
|---------------------------|--------------------------------------|---|--|
| | Class A & B | all Class C and Class D paved only | all Class D gravel Highways |
| (i) maximum particle size | 12.5 mm | 16 mm | 19 mm |
| (ii) metric screen size | | | |
| 19 mm | N/A | N/A | 100 |
| 16 mm | N/A | 100 | N/A |
| 12.5 mm | 100 | N/A | N/A |
| 9.5 mm | N/A | 80-100 | 80-100 |
| 4.75 mm | 50-95 | 50-95 | 50-95 |
| 2.36 mm | 30-80 | 30-80 | 30-80 |
| 0-0.600 mm | 10-50 | 10-50 | 10-50 |
| 0-0.300 mm | 0-25 | 0-25 | 0-25 |
| 0-0.075 mm | 0-6 | 0-6 | 0-6 |

Note: The figures shown in the above table represent the percent of material which passes through that particular screen size.

4. **WARRANTY**

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 3-320

ROADSIDE SNOW AND ICE CONTROL

1. OBJECTIVE

To maintain the Roadside free of accumulated snow and ice that is unsafe for Highway Users and/or properties; or threatens the functional integrity of the Highway.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

All services for this Maintenance Specification are Routine.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) protect the Highway from drifting snow and falling Debris, snow and ice;
- b) remove Sight Distance obstructions;
- c) remove all loose snow and ice from sidewalks, stairways and walkways on Highways, Pedestrian Overpasses and pedestrian tunnels;
- d) clear snow accumulations from intersections, Medians and around Roadside and Median barriers and Sign Systems;
- e) remove snow and ice from rock faces, tunnel walls, Bridges, and all other overhead features;
- f) remove snow and ice from cattleguard structures;

- g) remove snow and ice encroaching, overhanging or otherwise accumulating above the Travelled Lanes and Shoulder tops;
- h) remove snow and ice from information kiosks and other tourist information facilities, as directed by the Province;
- i) provide storage requirements for continuing winter maintenance operations;
- j) remove snow and ice to facilitate drainage;
- k) restore flow in frozen drainage structures;
- l) restore overhead clearances to utility lines reduced by Highway snow removal operations;
- m) erect snow fences in Drifting problem areas as necessary;
- n) construct Snow Berms as required in conjunction with snow fences to prevent Drifting. Where snowfall accumulations exceed one metre in depth, the Contractor must plow snow from behind the snow fences to form trenches to catch blowing snow;
- o) be responsible to obtain permission for snow fence or Snow Berm erection from private landowners when necessary;
- p) ensure traction has been restored by Winter Abrasive application on sidewalks and walkways having grades over 5 percent;
- q) clear a minimum of 75% of the sidewalk width on Bridge structures of snow and ice; and in areas constricted by the structure to one metre or less in width, clear the sidewalk to full width;
- r) remove all snow from overhead structures, such as Bridges and pedestrian overpasses in a manner that will not endanger vehicles, pedestrians, property, railways or other facilities below and where snow removal is restricted, remove snow from the structure and dispose of in an appropriate location;
- s) remove snow accumulations and ice deposits in excess of 30 cm in depth from the top of Roadside or Median barriers or Bridge railings; and
- t) protect Highway Users from snow accumulations and ice deposits such as on overhead Signs, Bridges, and rock faces that have historically affected the Travelled Lanes, or in identified locations.

3.1.1 Performance Time Frames

The Contractor must:

- a) complete the clearing of snow and ice on Highways, and restore traction on pedestrian facilities, commencing from the time snow removal on adjacent Highways is completed, within the times shown on the table below:

| | Highway Classification | | | | |
|---|------------------------|------|------|------|------|
| | A | B | C | D | E |
| (i) Bridge sidewalks | 24 h | 24 h | 24 h | 3 d | n/a |
| (ii) Pedestrian Overpasses or Underpasses | 24 h | 24 h | 24 h | n/a | n/a |
| (iii) sidewalks, walkways, and sidewalk approaches to structures, information kiosks and other tourist information facilities | 36 h | 36 h | 36 h | 3 d | n/a |
| (iv) intersections, Medians, Railway Crossings and Railway Crossing Approaches | 2 d | 3 d | 8 d | 12 d | 20 d |
| (v) Roadside and Median barriers | 2 d | 3 d | 8 d | 12 d | 20 d |
| (vi) Sight Distance obstructions | 3 d | 5 d | 8 d | 12 d | 20 d |

Legend

h - hours

d – days

- b) start removing snow from ditches and/or restoring flow in drainage structures, commencing from the time the deficiency was detected by or reported to the Contractor, within the times shown in the table below:

| Highway Classification | | | |
|-------------------------------|----------|----------|----------|
| A & B | C | D | E |
| 4 h | 12 h | 24 h | 3 d |

Legend

h - hours

d – days

- c) complete construction or maintenance of Snow Berms and snow fences as follows:
 - i) prior to the first annual snowfall for snow fences;
 - ii) once sufficient snow has fallen for Snow Berms; and
 - iii) prior to snowfall depths exceeding 1 metre for the construction of trenches behind snow fences;
- d) remove all snow and ice accumulating on rock faces, tunnel walls, Bridges and all other overhead features within 8 hours from the time the deficiency was detected by or reported to the Contractor;
- e) remove snow and ice from cattleguards within 8 hours from the time the deficiency was detected by or reported to the Contractor;
- f) where a Sight Distance obstruction occurs at an intersection of Highways of different Classifications, use the Performance Time Frame as established in this Maintenance Specification for the Highway that is designated at the higher Classification; and
- g) restore vertical clearances to overhead utilities reduced by snow plowing operations within 3 days after completion of the snow plowing operation.

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.2.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.3 Materials

Winter Abrasives must be in accordance with the Maintenance Specification for *Winter Abrasives and Chemical Snow and Ice Control*.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 3-340

HIGHWAY CONDITION REPORTING

1. OBJECTIVE

To communicate Highway conditions to Highway Users, regulatory agencies, police authorities and the Province.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

All services for this Maintenance Specification are Routine.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) observe and record weather and road conditions; and prepare and submit Highway condition reports electronically, using internet technology, and in a format prescribed by the Province, with the following information:
 - i) Highway surface conditions;
 - ii) weather;
 - iii) visibility
 - iv) maintenance activities
 - v) load restrictions;
 - vi) travel advice; and
 - vii) full or partial Highway delays and closures and the reason for the delays and closures;
- b) report to the Province, through the District Manager of Transportation, all motor vehicle accident fatalities and other significant incidents on Highways;

- c) prepare and release traffic advisories approved by the Province, where Highway closures, lane closures and/or weather conditions are unsafe or have the potential to become unsafe for Highway Users;
- d) communicate with appropriate regulatory agencies and police authorities when conditions on the Highway require the involvement of those agencies and/or police;
- e) publish names and telephone numbers of key Contractor personnel for local Highway Users, police and other agencies; and
- f) provide a toll-free telephone service attended by an individual 24 hours per day, 7 days a week to respond to reports of and requests for local and adjoining service area road conditions; and potential or existing Highway hazards; to receive and record complaints or other comments or concerns from Highway Users, regulatory agencies, police authorities and the Province.

Note: The Contractor will not refer Highway Users to the Province's 1-900 number for service area specific and adjoining service area information.

3.1.1 Performance Time Frames

The Contractor must:

- a) prepare and deliver an updated Highway condition report to the Province at 5:00 a.m., 9:00 a.m. and 1:00 p.m. daily from October 1 to April 30;
- b) prepare and deliver the updated Highway condition report to the Province at 7:00 a.m. and 3:00 p.m. daily from May 1 to September 30;
- c) report immediately to the Province any adverse or extreme road surface conditions and changes in weather conditions affecting visibility and/or driving conditions or as specified by the Province; and
- d) prepare and release immediately, upon approval by the Province, travel advisories as necessary to inform Highway Users of conditions identified in 3.1.c) above;

- e) communicate to the Province, no later than 3:00 p.m. on the day preceding the commencement of the maintenance activity, any plans for maintenance activities which require partial closures, lane closures or cause traffic delays; and
- f) report to the Province, recommendations for changes to the Province's driver information display Signs, as defined in the Province's driver information display Sign policy, as may be amended or replaced by the Province from time to time.

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.2.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.3 Materials

Not applicable to this Maintenance Specification.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 4-350

ROADSIDE VEGETATION CONTROL

1. OBJECTIVE

To ensure visibility for Highway Users; to control noxious weeds; to facilitate effective drainage.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

Not applicable to this Maintenance Specification.

2.2 Quantified Maintenance Services

The Contractor must:

- a) control vegetation at locations beyond the Shoulder edge where vegetation obstructs visibility or where noxious weeds are present;
- b) control vegetation within Rest Areas and other roadside facilities where vegetation restricts the intended use of the facility; and
- c) eliminate Danger Trees that are unsafe or have the potential to become unsafe for Highway Users and/or adjacent properties.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

Not applicable to this Maintenance Specification.

3.1.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.2 Quantified Maintenance Services

The Contractor must:

- a) remove vegetation beyond the Shoulder edge that:
 - i) causes Sight Distance obstructions on curves or at intersections of Highways and at accesses;
 - ii) causes Sight Distance obstructions at Railway Crossings or Railway Crossing Approaches;
 - iii) obscures the visibility of Signs, delineators, animal reflectors, other Roadside features or for Highway Users;
 - iv) impedes drainage; and
 - v) is classified as Noxious Weeds;
- b) not allow vegetation in Rest Areas to be above 8 cm in the following areas:
 - i) within 1.8 meters of pathways, picnic tables, buildings and other Rest Area facilities as required to provide access;
 - ii) within 1.8 meters of Highways and parking areas where vegetation restricts visibility and is unsafe or has the potential to become unsafe to Rest Area users;
- c) remove Danger Trees that are unsafe or have the potential to become unsafe to Highway Users and/or adjacent lands;
- d) remove overhanging limbs within any Right-of-way that are at an elevation of between 0 and 8 meters above the Travelled Lanes as follows:
 - i) within 3 meters of the Shoulder edge on Class 1 to 3 Highways; and
 - ii) within 2 meters of the Shoulder edge on Class 4 to 7 Highways;

- e) remove vegetation when maximum height above the Travelled Lane is reached and is as specified in the table below:

| Summer Highway Classification | VEGETATION ZONE Distance from the Shoulder edge where vegetation control is required | Vegetation control is required when trees and brush exceed this height within vegetation zone |
|-------------------------------|--|---|
| Medians and interchanges | 1.5 to 15 metres | 2 metres |
| Class 1 - 6 Highways | 0 to 1.8 metres | .5 metres |
| Class 1-3 Highways | 1.8-7 metres | 3 metres |
| Class 4-6 Highways | 1.8 to 5 metres | 4 metres |
| Class 7 Highways | 0-1.8 metres | 4 metres |

- f) dispose of vegetation control cuttings that represent a hazard, obstruct drainage or create a nuisance;
- g) remove vegetation as necessary to reduce winter icing problems;
- h) remove vegetation within a 5 meter perimeter of Bridges and other structures to facilitate inspections and maintenance;
- i) not remove vegetation, except for Danger Trees, where ground elevation where the vegetation is located is more than 3 metres above or below the Travelled Lane elevation;
- j) on public Highways under section 4 of the Highway Act, brush to the fence line where fences have been erected by the landowner through private property or to the brush line from previous brushing;

Note: Where fences or previous brushing lines do not exist, the Contractor must obtain permission of the landowners to proceed with the maintenance work. Where permission is denied, the Contractor must advise the Province.

Only where section 4 Highways pass through properties where the status of the Highway is the subject of litigation, where the Province determines that the status is questionable, or where it runs through Federal lands, is the Right-of-way considered to be limited to the working surface. In disputed cases, the Contractor must take adequate steps to ensure public safety in regard to travel on the Highway before leaving the location.

- k) remove Danger Trees and vegetation on private land that restrict Sight Distance and are unsafe or have the potential to become unsafe for Highway Users, after securing permission from the landowner, or if unable to secure permission in a timely manner, notify the Province immediately and perform vegetation control as directed by the Province;
- l) remove vegetation that obstructs drainage in accordance with the Maintenance Specification for *Ditch and Watercourse Maintenance*, with credit for the work under the Maintenance Specification for *Ditch and Watercourse Maintenance*, only if it is completed with earth moving equipment; and
- m) control vegetation from the Shoulder edge to the edge of the pavement in accordance with the Maintenance Specification for *Highway Shoulder Maintenance*.

Note: The Contractor will not be required to:

- 1. control vegetation beyond the ditch Backslope in provincial parks unless such vegetation is unsafe or has potential to become unsafe for Highway Users or as otherwise directed by the Province.
- 2. remove standing timber except where it is unsafe or has the potential to become unsafe for Highway Users.

3.2.1 Performance Time Frames

The Contractor must:

- a) remove vegetation beyond the Shoulder edge as identified in 3.2. a) within 4 days from the time the deficiency was detected by or reported to the Contractor;
- b) remove vegetation in Rest Areas as identified in 3.2. b) within 14 days from the time the deficiency was detected by or reported to the Contractor;

- c) remove Danger Trees within 7 days from the time the deficiency was detected by or reported to the Contractor;
- d) identify and flag any Danger Tree site immediately from the time the deficiency was detected by or reported to the Contractor;
- e) cut noxious weeds prior to the development of seed;
- f) plan to perform all identified vegetation control within the Contract Year to the limit of the identified quantities. Where identified work exceeds the available quantities in any Contract Year, the Contractor must ensure identified repairs are carried out in order of priority to ensure safety and to protect the infrastructure.

3.3 Materials

Not applicable to this Maintenance Specification.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 4-370

LITTER COLLECTION AND GRAFFITI REMOVAL

1. OBJECTIVE

To keep Highways clean and tidy.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must:

- a) remove litter and graffiti from Highways that is visible from the Travelled Lanes;
- b) locate and empty litter receptacles at Rest Areas, Pull-outs and at Weigh Scale Areas;
- c) remove graffiti from the Right-of-way to return the marked surface to the original condition if possible. If the graffiti material cannot be removed, apply covering paint of an appropriate colour in a manner to minimize the aesthetic impacts of the repair and in accordance with the paint manufacturer's specifications; and
- d) report vehicles or equipment abandoned on the Right-of-way to the RCMP or the local police.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

3.1.1 Performance Time Frames

The Contractor must:

- a) collect litter in compliance with the minimum litter collection frequencies specified in the following table:

| Summer Highway Classification | Minimum Frequency of Debris and Litter Collection |
|--|---|
| Highways with traffic volumes over 50,000 vehicles per day | every 7 d |
| Highway 1 and other Lower Mainland multi-lane Highways, 4-lane Highways on Vancouver Island and other Urban Freeways | every 14 d |
| other Urban Highways | every 21 d |
| other Class 1 Highways | every 30 d |
| other Class 2 Highways and designated routes to garbage disposal sites | every 60 d |
| other Class 3 Highways | every 90 d |
| all other Highways | every 6 m |

Legend

d – days

m – months

- b) remove or cover graffiti on natural features and Highway inventory within the times listed in the following table:

| Summer Highway Classification | | | | |
|--------------------------------------|----------|----------|----------|----------------|
| 1&2 | 3 | 4 | 5 | 6&7 |
| 3 d | 6 d | 9 d | 15 d | 30 d |

Legend

d - days

- c) empty litter receptacles every three days or when they become full, whichever occurs first; and
- d) pick up and remove all litter in and around Rest Areas, Pull-outs and at Weigh Scale Areas at the same time as litter receptacles are emptied.

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.1.2 Performance Time Frames

Not applicable to this Maintenance Specification.

3.2 Materials

Not applicable to this Maintenance Specification.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 4-380

REST AREA AND ROADSIDE FACILITY MAINTENANCE

1. OBJECTIVE

To provide safe, clean and sanitary toilet and picnic facilities for Highway Users.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must maintain all structures, fixtures and appliances at Rest Area sites and Roadside facilities.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) clean and disinfect all plumbing fixtures and mirrors;
- b) clean and disinfect all sanitary and waste receptacles, floors, wall bases and dispensers of supplies;
- c) maintain and stock all dispensers with supplies;
- d) ensure that floor drains and traps are operational;
- e) ensure buildings and structures are free of all cobwebs;
- f) clean, refinish or re-paint all building surfaces damaged by graffiti;
- g) remove snow and ice from the outer entrance doors, floor areas and walkways;

- h) install interior winter vent covers before first snowfall (or before October 15 of each year at the latest) and remove the covers April 1 of each year at the latest;
- i) clean, varnish and seal as required picnic table tops and seats, wood seats and base ends;
- j) remove all Debris from areas surrounding the building and clean concrete, asphalt and gravel walkways;
- k) clean light fixtures and ensure they are functional and properly assembled;
- l) ensure that septic and holding tanks, septic fields and sewage lagoons are operating properly at all times;
- m) maintain composting toilets in accordance with the operating manual for that particular composting toilet;
- n) maintain, repair and/or replace as required all structures, heating systems, water systems, walkways, fixtures and appliances;
- o) provide vegetation control in accordance with the Maintenance Specification for *Roadside Vegetation Control*, with credit for such work under the Maintenance Specification for *Roadside Vegetation Control*;
- p) report acts of vandalism and misuse of a Rest Area or Roadside facility to the police and the Province;
- q) remove or cover Rest Area and Roadside facility advance and directional signing and board over or lock entrance doors for those facilities that are closed during the winter in accordance with the requirements for each particular facility;
- r) maintain Rest Area access roads and parking lots in accordance with all specifications for roads of one Classification lower than the adjacent Highway; and

Note: If it is estimated by the Contractor and confirmed by the Province, that at any particular time for a Rest Area or Roadside facility, the costs to repair or replace a structure, heating system, water system, sewer system, fixture or appliance, exceeds \$10,000, refer to Section G of the Introduction to these Maintenance Specifications.

3.1.1 Performance Time Frames

The Contractor must:

- a) repair any failure of heating, water supply or sewer system at a Rest Area or Roadside facilities within two hours from the time the deficiency was detected by or reported to the Contractor;
- b) repair any structural components such as broken doors, broken or missing roof vents or roof leaks within 2 hours from the time the deficiency was detected by or reported to the Contractor; and, immediately respond to any major repairs, as determined by the Contractor and approved in writing by the Province, completing those agreed to major repairs within 14 days of receiving approval;
- c) perform maintenance on the facilities within the minimum frequencies indicated on the following table:

| Facilities Maintenance | Class A Rest Areas | |
|--|---|---|
| | Oct. 15 to March 31 each year (inclusive) | April 1 to Oct. 14 of each year (inclusive) |
| i) clean plumbing fixtures including exterior surfaces of structures | daily | daily |
| ii) check or inspect structures for damaged, missing or faulty components and complete repairs or replacement | daily | daily |
| iii) ensure that all heating apparatuses are in working order and that thermostats are set properly | daily | daily or more often if required |
| iv) clean and restock toiletry receptacles | as required | as required |
| v) clean and disinfect floors including wall bases, drains and traps | 3 times per week | daily |
| vi) clean interior surfaces of partitions, seats, walls including the enamel surfaces, piping and toilet seat hinges | 3 times per week | 3 times per week |

| Facilities Maintenance | Class A Rest Areas | |
|---|---|---|
| | Oct. 15 to March 31 each year (inclusive) | April 1 to Oct. 14 of each year (inclusive) |
| vii) clear all cobwebs from inside and outside of buildings | daily | daily or more often if required |
| viii) remove marks and graffiti from walls | daily | daily or more often if required |
| ix) remove litter in the area surrounding the building and sweep walkways and remove weeds | daily | daily or more often if required |
| x) empty and recharge chemical toilets, pump out pit toilets, and maintain a clean, sanitary and odour-free facility | daily | daily or more often if required |
| xi) remove snow from the outer entrance doors; remove drifting or tracked-in snow in the vestibule areas and clear snow and ice off abutting concrete pads under the drip line of the building roofs; apply salt or other chemicals to ensure paths are kept in a safe condition free from ice and snow | daily | daily or more often if required |
| xii) clean and/or wash interior walls, ceilings and light fixtures to maintain sanitary conditions | weekly | weekly or more often if required |
| xiii) charge pit toilets with a commercial enzyme | monthly | weekly |
| xiv) monitor sewage level of disposal systems and ensure proper functioning | bi-monthly | monthly |
| xv) clean concrete terrazzo picnic table tops | bi-monthly | weekly |
| xvi) prepare concrete terrazzo table tops and apply a minimum of one coat of terrazzo sealer; sand down to base wood and varnish picnic table seats | yearly | yearly |

Note: For Class B and C Rest Areas, the Contractor must perform maintenance described in Section 3.1.1. i), iii), iv), xi) and xii) twice weekly during October 15 through March 31 of each year, three times per week during April 1 through October 14 of each year, and all other maintenance in accordance with the frequencies specified for Class A Rest Areas. The Contractor must maintain appliances located at other Roadside facilities at the same frequencies as indicated for a Class C Rest Area. Some Rest Areas, as determined by the Province, may be closed over the winter months or during other specified periods in which case these maintenance requirements are suspended during the closure.

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.2.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.3 Materials

Refer to Section B of the Introduction of these Maintenance Specifications.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 4-400

ROADSIDE FENCE MAINTENANCE

1. OBJECTIVE

To prevent game, Wildlife, Livestock and pedestrians from entering onto the Highway, restore the functionality of Specialty Fences.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must:

- a) repair fences along Schedule 1 and Schedule 2 Highways; and
- b) provide initial traffic control until police authorities or Livestock owners arrive at the scene.

2.2 Quantified Maintenance Services

The Contractor must perform permanent repairs on fences.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) make temporary repairs to fences along Schedule 1 and Schedule 2 Highways to restore the functionality of any section of fence that has been damaged as a result of the following:
 - i) motor vehicle accidents;
 - ii) acts of vandalism;
 - iii) fallen trees from the Right-of-way;
 - iv) slides, fire, flood; or
 - v) other natural occurrences; and

- b) provide initial traffic control in accordance with the Maintenance Specification for *Highway Traffic Control* until the police or livestock owners are on site to remove the livestock.

3.1.1 Performance Time Frames

The Contractor must:

- a) start temporary repairs within 1 hour, from the time the deficiency was detected by or reported to the Contractor, to fences along Schedule 1 and Schedule 2 Highways when the damage is the result of one of the conditions described in 3.1 a); and where livestock is loose, or has the potential to get loose;
- b) start temporary repairs within 24 hours, from the time the deficiency was detected by or reported to the Contractor, to fences along Schedule 1 and Schedule 2 Highways when the damage is the result of one of the conditions described in 3.1 a); and where no livestock is loose, or has the potential to get loose.

3.2 Quantified Maintenance Services

The Contractor must:

- a) make permanent repairs to or construct new Specialty Fences;
- b) make permanent repairs to fences along Schedule 1 and Schedule 2 Highways when the damage is the result of one of the conditions described in section 3.1 a);
- c) repair all fences consistent with the existing type of fence or as approved in writing by the Province.

3.2.1 Performance Time Frames

The Contractor must:

- a) commence temporary repairs to Specialty Fences, when the repair is of a safety-related nature, within 1 hour from the time the deficiency was detected by or reported to the Contractor;
- b) complete permanent repairs to Specialty Fences within 7 days from the time the deficiency was detected by or reported to the Contractor;

- c) complete permanent repairs to fences along Schedule 1 and Schedule 2 Highways within 7 days from the time the deficiency was detected by or reported to the Contractor; and
- d) plan to perform all identified fence repairs and installations within the Contract Year to the limit of the identified quantities. Where identified work exceeds the available quantities in any Contract Year, the Contractor must ensure identified repairs are carried out in order of priority to ensure safety and to protect the infrastructure;
- e) for permanent repairs to, or construction of Specialty Fences, the Contractor and the Province will negotiate a price for the work to the limit of the Quantified Provisional Sum identified for such work within the Contract Year and the Contractor must complete such work in accordance with this Maintenance Specification.

3.3 Materials

Refer to Section B of the Introduction of these Maintenance Specifications.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 5-440

SIGN SYSTEM MAINTENANCE

1. OBJECTIVE

To regulate and facilitate the safe and orderly movement of traffic.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must:

- a) clean and repair existing Sign Systems and their components;
- b) reset Sign Systems that are accidentally knocked or blown down;
- c) relocate Sign Systems and Pickets that need to be removed and re-installed due to seasonal requirements or due to changing needs or conditions; and
- d) replace reflectors and Pickets.

2.2 Quantified Maintenance Services

The Contractor must:

- a) replace or install new Sign Face Overlays, Signs and Sign Systems;
and
- b) relocate, due to policy changes, Signs and Sign Systems as required by the Province.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) keep all Sign Systems and Pickets clean, legible, adequately reflectorized, erect and correctly located in accordance with the Sign Manuals and the Province's Policy for Highway Signs as outlined in Appendix "A" of this Maintenance Specification, or as otherwise specified by the Province;
- b) relocate Sign Systems at Highway locations that are required to be removed and re-installed due to seasonal requirements or due to changing needs or conditions, at those Highway locations determined by the Province;
- c) replace reflectors with the same type, size and quality as existing and in accordance with the sign manuals listed in Section J of the Introduction to these Maintenance Specifications;
- d) replace Pickets;
- e) obtain prior approval from the Province for all re-ordering and design of guide signs and special information signs; and
- f) remove, store and be responsible for any illegal or unauthorized Signs or Sign Systems on the Highways, as directed by the Province.

3.1.1 Performance Time Frames

- a) The following table establishes the maximum time from the time the deficiency was detected by or reported to the Contractor, within which the Contractor must complete the cleaning, resetting, repair, and/or relocation of Sign Systems and Pickets:

| Type of Sign marking (in accordance with the Sign Manuals) | Summer Highway Classification | | |
|--|-------------------------------|------|-------|
| | 1&2 | 3&4 | 5,6&7 |
| (i) regulatory and warning | 24 h | 24 h | 24 h |
| (ii) school and pedestrian | 24 h | 2 d | 3 d |
| (iii) delineators and Pickets | 24 h | 2 d | 3 d |
| (iv) parking and stopping | 24 h | 2 d | 3 d |
| (vii) direction (guide) | 2 d | 3 d | 7 d |

| Type of Sign marking (in accordance with the Sign Manuals) | Summer Highway Classification | | |
|--|-------------------------------|-----|-------|
| | 1&2 | 3&4 | 5,6&7 |
| (viii) information | 2 d | 3 d | 7 d |
| (ix) service and attraction | 2 d | 3 d | 7 d |
| (x) all other Signs | 7 d | 7 d | 7 d |

Legend

d – days

The Contractor must:

- b) notwithstanding 3.1.1 a), make temporary repairs to any regulatory or warning Sign that is determined to be a Damaged Sign as described in Appendix A of this Maintenance Specification or if any stop or yield Sign is missing; and initiate installation of temporary signage or provide traffic control in accordance with the Maintenance Specification for *Highway Traffic Control* immediately, from the time the deficiency was detected by or reported to the Contractor;
- c) touch up or re-paint all Sign and delineator posts when the surface is discoloured or damaged and re-paint all wood posts a minimum of once every three years;
- d) relocate Sign Systems and Pickets required to be removed and reinstalled due to seasonal requirements or changing needs or conditions within 7 days from receiving direction from the Province;
- e) replace surface reflectors within 10 days from the time the deficiency was detected by or reported to the Contractor, where more than 25 percent of the reflectors along any continuous 500-metre section of Highway are missing, damaged or have lost their reflectivity;
- f) replace surface reflectors within 30 days from the time the deficiency was detected by or reported to the Contractor, where less than 25 percent of the reflectors along any continuous 500-metre section of Highway are missing, damaged or have lost their reflectivity; and

- g) replace Guardrail and animal reflectors within 30 days from the time the deficiency was detected by or reported to the Contractor, where more than 25 percent of the reflectors along any continuous 500-metre section of Highway are missing, damaged or have lost their reflectivity.

3.2 Quantified Maintenance Services

The Contractor must:

- a) replace or install new Sign Face Overlays, Signs and Sign Systems; and
- b) relocate Signs and Sign Systems as required by the Province because of policy changes.

Note: The Contractor will not mount Signs on poles or structures without the prior approval of the Province and/or the owner of the poles or structures.

3.2.1 Performance Time Frames

The Contractor must:

- a) replace or install new regulatory, warning or school and pedestrian Sign Face Overlays, Signs and/or Sign Systems within 24 hours from receiving direction from the Province;
- b) order, replace or install new guide or information Sign Face Overlays, Signs and/or Sign Systems as follows:
 - i) order within 24 hours of receiving direction from the Province; and
 - ii) install within 24 hours of delivery.
- c) install delineators and all other Sign Face Overlays, Signs and/or Sign Systems within 7 days of receiving direction from the Province; and
- d) plan to perform all required Sign Face Overlays, Signs and Sign System deficiencies within the Contract Year to the limit of the identified quantities. Where identified work exceeds the available quantities the Contractor must ensure repairs are identified and carried out in order of priority to ensure safety and to protect the infrastructure.

3.3 Materials

The Contractor must ensure that:

- a) Sign Face Overlays, Signs and Sign Systems must be as specified in the Specifications for Standard Highway Sign Materials, Fabrication and Supply; and in the Sign Pattern Manual;
- b) metal posts and battens are made of perforated, Galvanized steel square tubing or of other material as approved in writing by the Province;
- c) all wooden posts and battens are pressure-treated wood S4S, with dimensions, colour and shape as specified in the Standard Specifications for Highway Construction;
- d) metal or concrete posts for delineators are as specified in the Sign Manuals and that plastic or fiberglass delineator posts are in accordance with the Standard Specifications for Highway Construction;
- e) oil-base, solid colour stain or oil-base exterior paint, compatible primer paint and standard paint colours are as specified in the Sign Manuals, with all materials meeting the CGSB specifications as to quality, coverage and colour in accordance with the Standard Specifications for Highway Construction;
- f) all hardware is of non-corrosive material to avoid discolouration of Sign and delineator faces;
- g) delineator reflectors and reflective sheeting are in accordance with the Sign Manuals;
- h) concrete and other materials used for production and fabrication of Sign bases are in accordance with the Sign Manuals, Standard Specifications for Highway Construction or as otherwise approved in writing by the Province;
- i) Pickets, animal reflectors and other materials are as approved in writing by the Province; and
- j) Guardrail reflectors are as specified in the Standard Specifications for Highway Construction.

4. WARRANTY

Not applicable to this Maintenance Specification.

BC MINISTRY OF TRANSPORTATION

Maintenance Specification

SIGN SYSTEM MAINTENANCE

APPENDIX "A"

Policy for Highway Signs

Poorly maintained Signs and other Sign Systems reduce Highway safety and spoil the appearance of an otherwise well maintained Highway. To be respected by Highway Users and to be useful and effective, Sign Systems must be correctly used and correctly placed.

Effective Signing requires:

- a) selection of the correct Sign System for a particular situation;
- b) correct location of the Sign System; and
- c) ongoing maintenance to ensure that the Sign and its post(s) are in good condition.

In order to meet the requirements of this policy, the Contractor must engage in practices that ensure that all Signs and other Sign Systems are correctly placed, clearly display the necessary messages to ensure the safe and orderly movement of traffic, and meet other safety, aesthetic and economic benefits. This requires that the Contractor carry out its obligations in accordance with this Maintenance Specification in a manner that minimizes the overall deterioration of Signs and other Sign Systems.

The following descriptions of "Sign Deterioration" and "damaged Sign" must be referred to in this Maintenance Specification:

"Sign Deterioration"

Each Sign face will be kept visible and legible under both day and night time conditions. It should be noted that all Signs will gradually deteriorate to a point where the Signs must be Refurbished or replaced. The retro-reflective sheeting of Signs deteriorates from the effects of sunlight, weather, airborne particles, and air pollution. Dirt from road spray, snow and ice removal from the roadway, and air pollution may collect on the Sign sheeting, and, if unchecked, will severely affect the night time visibility of the Sign.

A Sign face is considered to have lost its retro-reflectivity for night time display when the area of limited retro-reflectivity or blotchy reflectiveness exceeds 25% of the Sign face area. A Sign face is also considered to have lost its retro-reflectivity when the

reduced retro-reflectivity, as determined by the Province, overrides the ability of the Sign text, colour, or legend to be effectively presented to the travelling public or other intended audience.

"Damaged Sign"

A Sign is considered to be a damaged Sign where:

- a) the Sign is not flat (planar) and properly oriented to the travelling public or other intended audience;
- b) either 10 square cm or 1% (whichever is greater) of the Sign face area is damaged, dented, vandalized or otherwise not as new; or
- c) in the opinion of the Province, the intended message to the travelling public or other intended audience is unclear or confusing.

Managing Sign and Other Sign Systems Maintenance

The Province does not currently have a comprehensive or consolidated "Sign Maintenance Manual". It is therefore expected that the Contractor will develop an integrated process to accomplish an effective Sign maintenance program.

Contractors will base their program on the contents of the following publication or other sources as approved by the Province:

Maintenance Management of Street and Highway Signs
NCHRP Synthesis 157

ISSN 0547-5570
ISBN 0-309-04910-5

available from:

Transportation Research Board
National Research Council
2101 Constitution Avenue, N.W.
Washington, DC 20418

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 5-450

TEMPORARY LINE MARKING AND ERADICATION

1. OBJECTIVE

To facilitate the safe and orderly movement of traffic.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must:

- a) place temporary line markings as required to delineate traffic lanes between the centreline, lane lines and turning lanes at locations where the absence of or deficiencies in pavement markings are unsafe or have the potential to become unsafe for Highway Users; and
- b) eradicate line markings as required.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) place temporary line marking tape on all existing and new pavement surfaces required as a consequence of the Contractor's provision of the Maintenance Services;
- b) ensure that all temporary line markings are well-defined, clear, distinct and in accordance with the Manual of Standard Traffic Signs and Pavement Markings;
- c) ensure that line markings bond to the surface will last for up to 1 month or until the permanent markings are applied;

- d) remove or completely eradicate line markings which are superfluous or obsolete or as directed by the Province;
- e) ensure that the surface is not damaged as a result of any grinding or other eradication technique used to remove temporary line markings; and
- f) remove paint or other pavement marking materials and dispose of the residue in a manner acceptable to regulatory agencies.

3.1.1 Performance Time Frames

The Contractor must:

- a) when temporary line markings are required as a consequence of the Contractor's provision of Maintenance Services, place temporary line markings and eradicate temporary and permanent line markings within 3 hours of completing such Maintenance Services; and
- b) gather and remove from the work site on a daily basis all refuse resulting from activities provided within this Maintenance Specification.

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.2.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.3 Materials

Refer to the Manual of Standard Traffic Signs & Pavement Markings.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 5-470

HIGHWAY TRAFFIC CONTROL

1. OBJECTIVE

To keep Highways safe; and to minimize delays for, and advise Highway Users of the duration and cause of delays.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must:

- a) perform traffic control in conjunction with the delivery of the Maintenance Services;
- b) perform traffic control for road closures; and
- c) perform initial traffic control in response to all situations on the Highway that are unsafe or have the potential to become unsafe.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) initiate traffic control or request a Highway closure, as appropriate, upon detection or notification of a hazard or potential hazard;
- b) perform traffic control for complete closures of Highways;

- c) provide traffic control as required during the performance of the Maintenance Services; utilize the Traffic Control Manual for Work on Roadways as the primary reference for the placement and use of traffic control devices and for traffic control procedures, and use in conjunction with other Sign manuals;
- d) notwithstanding the Traffic Control Manual for Work on Roadways, perform the following in connection with traffic control for working personnel and equipment:
 - i) whenever lane closures reduce a two-way road to a single lane, a traffic control person must be used to control traffic whenever traffic volume exceeds 100 vehicles per hour, counted in both directions;
 - ii) in connection with continuously slow-moving operations, use a Shadow Vehicle and associated traffic control devices on all Class 1-3 Highways, except where the use of a Shadow Vehicle would be hazardous because of poor alignment, gradient or other Sight Distance obstruction, then the Contractor must use traffic control persons and/or other traffic control procedures; equipment used for snow removal and/or abrasive or chemical applications is excluded from this requirement;
- e) where traffic flow is restricted due to the operations of the Contractor and the delay exceeds 20 minutes, adjust the operations or terminate work until the traffic volume eases;
- f) obtain the prior written approval of the Province to use portable lane control signals. The Contractor must monitor traffic flows and adjust the timing to ensure optimum traffic flow and safety; and
- g) obtain the prior written approval of the Province temporary traffic control signals. The design and timing of temporary signals must also receive prior written approval of the Province and must comply with the relevant sections of the Motor Vehicle Act and of the Regulations pursuant to the Motor Vehicle Act.

3.1.1 Performance Time Frames

The Contractor must perform traffic control immediately, from the time the deficiency was detected by or reported to the Contractor.

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.2.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.3 Materials

Not applicable to this Maintenance Specification.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 6-500

BRIDGE DECK MAINTENANCE

1. OBJECTIVE

To provide safe, uniform, smooth, stable and durable surfaces on Bridge Decks and to maximize the functional life of the structure.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must complete temporary repairs to Bridge Deck Systems.

2.2 Quantified Maintenance Services

The Contractor must perform permanent repairs to deteriorated concrete, asphalt and timber Bridge Deck systems, including but not limited to concrete restoration, concrete crack sealing, timber plank replacement or replacement of complete or major portions of timber Decks with or without cross-ties.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) complete temporary repairs to Bridge Deck Systems in accordance with Section B of the Introduction of these Maintenance Specifications and the manufacturer's specifications; and
- b) restore Bridge Deck systems to a safe, durable, even and free-draining condition and that is securely fastened or bonded to the support structure.

3.1.1 Performance Time Frames

The following table establishes the maximum time from the time the deficiency was detected by or reported to the Contractor, within which the Contractor must complete the repair of the following deficiencies:

| Deck Deficiency | Summer Highway Classification | | | |
|---|-------------------------------|------------|-------------|--------------|
| | 1&2 | 3&4 | 5,6 &7 | 8 |
| a) Pot-holes in concrete and asphalt Decks - Travelled Lane - remainder of Deck | 4 h 2 d | 6 h 3 d | 24 h 5 d | 16 d 30 d |
| b) loose, broken or rotted timber Deck planks - Travelled Lane - remainder of Deck | 4 h 2 d | 6 h 3 d | 24 h 5 d | 16 d 30 d |
| c) loose sections, broken welds on steel Decks - Travelled Lane - remainder of Deck | 4 h 2 d | 6 h 3 d | 24 h 5 d | 16 d 30 d |
| d) welding, repair, and tightening of steel Deck systems | 7 d | 15 d | 2 m | 6 m |

Legend

h - hours
d – days
m – months

3.2 Quantified Maintenance Services

The Contractor must:

- a) complete permanent repairs to the Bridge Deck systems in accordance with Section B of the Introduction to these Maintenance Specifications and the manufacturer’s specifications; and

- b) restore the Bridge Deck Systems to the following specifications:
 - i) smooth and safe Wearing Surface;
 - ii) repaired area is not to be restricted to visibly deteriorated area;
 - iii) concrete Deck repairs are to be sound, durable and well bonded to the prepared surface;
 - iv) concrete patch finish is to be tined or broomed;
 - v) concrete Bridge Deck cracks sealed to a minimum depth of 6 mm;
 - vi) patch or crack repair is to match existing Deck profile;
 - vii) timber Deck repair is to be structurally sound, tight-fitting and securely fastened; and
 - viii) timber planks replaced when wear or deterioration exceeds 25% of cross-section.
- c) repair or replace asphalt Wearing Surfaces in accordance with the Maintenance Specification for *Highway Pavement Patching and Crack Sealing*, with credit for such work under the Maintenance Specification for *Highway Pavement Patching and Crack Sealing*. Where the intent of the overlay is to provide a waterproofing layer, a pre-fabricated membrane must be applied first.

3.2.1 Performance Time Frames

The Contractor must:

- a) complete the repair of the deficiencies within 6 months from the time the deficiency was detected by or reported to the Contractor; and

- b) apply linseed oil/mineral spirit in accordance with the following frequencies:
 - i) first re-application – one-year-old concrete surface treatment;
 - ii) second re-application – two-year-old concrete surface treatment;
 - iii) third re-application – four-year-old concrete surface treatment; and
 - iv) fourth re-application – six-year-old concrete surface treatment;
- c) The Contractor must plan to perform all identified Bridge Deck repairs within the Contract Year to the limit of the identified quantities. Where identified work exceeds the available quantities in any Contract Year the Contractor must ensure identified repairs are carried out in order of priority to ensure safety and to protect the infrastructure.

3.3 Materials

The Contractor must:

- a) refer to Section B of the Introduction to these Maintenance Specifications;
- b) use timber Deck materials in accordance with the following:
 - i) cross-ties must be number 1 or better grade, S2S Douglas Fir, cross-ties must be a minimum of 150 mm X 150 mm (6 inch by 6 inch) by the full width the Bridge Deck. Size tolerance is plus or minus 3 mm and maximum Wane allowed must be 10 mm on any surface and cross-ties must be preservative-treated;
 - ii) laminated Decking material must be preservative-treated;
 - iii) re-Decking planks must be of number 1 grade and Wane free, SIS2E, Heart-Side surfaced, 100 mm X 250 mm (4 inch by 10 inch) Douglas Fir, in minimum 4.9 metre (16 foot) lengths laid Heart-Side down;

- iv) all fasteners must be hot-dip Galvanized;
- v) Bridge railing and Bridge post material replaced during timber re-Decking must be in accordance with the Maintenance Specification for *Bridge Railing Maintenance*, with no credit for such work under the Maintenance Specification for *Bridge Railing Maintenance*;
- vi) Ekki Wood, where specified for use by the Province, is normally ordered by actual dimensions and must be in accordance with the following requirements:
 - 1) minimum modulus of rupture in static bending must be 150 MPa;
 - 2) minimum crushing strength will be 70 MPa;
 - 3) timbers must be free of Heartwood, Sapwood, and Wane except members larger than 350 mm by 350 mm which may contain Boxed Heartwood;
 - 4) sound, tight and well-spaced knots not larger than 50 mm are permitted at a maximum of one knot per linear metre of board length;
 - 5) maximum Crook must be 25 mm. Surface checks and Splits must have a maximum length of 150 mm. Slope of Grain will be 1:10 maximum;
 - (6) size tolerance must be plus or minus 3 mm; and
 - (7) Galvanized lag bolts must be used on Ekki Wood Decking;

4. WARRANTY

The Contractor warrants all Bridge Deck maintenance against defects for a period of 365 days from the completion of those Maintenance Services. The Contractor must rectify all defects covered by this warranty and all other ancillary work performed under other Maintenance Specifications, without credit for such work, within 1 month of detection by or notification to the Contractor by the Ministry.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 6-510

BRIDGE AND STRUCTURE CLEANING

1. OBJECTIVE

To preserve the Bridges and structures; and to remove dirt, Debris, and deleterious materials that are unsafe or have the potential to become unsafe for Highway Users.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must clean Bridges, structures, and associated components.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) clean all surfaces (horizontal and vertical) on Bridges, structures and associated components;
- b) clean railings and Truss members to a minimum height of 3 metres above the Deck surface;
- c) ensure that cleaning of Underpasses, Overpasses, Flyovers and Overheads is performed without damage to property or cause injury to Highway Users; and

Note: The Contractor must not perform Bridge and structure cleaning when temperatures are 0 degrees celsius or less, or when such temperatures are anticipated within 24 hours.

3.1.1 Performance Time Frames

The Contractor must:

- a) clean all Bridges, structures and associated components in the spring of each year when reasonable assessment indicates no further Winter Abrasives or chemicals will be applied and within the earliest allowable environmental window, as specified by the appropriate environmental agencies, or by June 30th of each year, whichever comes first;
- b) comply with the following table which establishes the maximum time, from the time dirt, Debris, and deleterious materials that are unsafe or have the potential to become unsafe for Highway Users are detected by or reported to the Contractor, within which the Contractor must complete the cleaning to the following Bridge decks and sidewalks:

| Deck and Sidewalk Locations | Time to complete |
|--|-------------------------|
| (i) Fraser River crossings (Oak Street to Port Mann) Lions Gate Bridge Second Narrows Bridge | 30 d |
| (ii) Urban Freeways except as described in (i) | 90 d |
| (iii) Urban Highways except as described in (i) and (ii) | 6 m |
| (iv) all other Highways | 1 y |

Legend

- d -days
- m – months
- y - years

- c) immediately clean structures when conditions are of an urgent nature such as, but not limited to, storm events, Debris accumulation and/or accidents; and
- d) clean and remove foreign objects from any surfaces where free drainage of the surface is impaired or cause moisture retention on surfaces, within 14 days from the time the deficiency was detected by or reported to the Contractor.

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.3 Materials

Not applicable to this Maintenance Specification.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 6-520

BRIDGE DRAIN AND FLUME MAINTENANCE

1. OBJECTIVE

To provide effective drainage that carries water away as quickly as possible from Bridge Decks, Substructures and Foundations.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must repair and replace, Bridge Drains and Flumes and related components that have deteriorated to a condition that is unsafe or has the potential to become unsafe for Highway Users; and to prevent further deterioration of the Bridge structure.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) perform Bridge Drain and Flume maintenance in accordance with Section B1 of the Introduction;
- b) remove trapped or Ponding water to prevent damage to Bridge Decks, Bearings and Substructures;
- c) clear catchment areas that have become clogged;
- d) maintain Flumes to carry water from drain pipes down Fill Slopes and away from Bridge Abutment Fills and Wing Walls;
- e) ensure that steel grills are securely anchored; and
- f) clear, repair or replace all grills, Drain pipes, Flumes and funnels that are clogged, rusted, damaged, separated or missing.

3.1.1 Performance Time Frames

The Contractor must:

- a) complete cleaning and unplugging of any clogged steel grill or Drain pipe that causes Ponding on Bridge Decks within a Maximum Response Time of one hour from the time the deficiency was detected by or reported to the Contractor;
- b) complete unplugging of any grills, Drain pipes or Flumes that are plugged, but do not cause Ponding on Bridge Decks, within 14 days from the time the deficiency was detected by or reported to the Contractor;
- c) inspect Drains and Flumes monthly, or more frequently if required, to identify drainage problems in areas that historically have frequently plugged drains; and
- d) complete repair or replacement of damaged or missing grills, Drain pipes or Flumes within 14 days from the time the deficiency was detected by or reported to the Contractor, or commence immediate repairs or replacements when the deficiency is detected by or reported to the Contractor if they are unsafe or have the potential to become unsafe.

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.2.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.3 Materials

Refer to Section B1 of the Introduction to these Maintenance Specifications.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 6-530

BRIDGE JOINT MAINTENANCE

1. OBJECTIVE

To provide a safe, smooth and stable condition for Highway Users and to maximize the functional life of the Bridge.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must maintain, repair or re-seal Bridge Joints and Bridge Joint Armours that are unsafe or have the potential to become unsafe.

2.2 Quantified Maintenance Services

The Contractor must replace full or sectional lengths of Bridge Joints, seals and Bridge Joint Armours that are unsafe or have the potential to become unsafe; or that would accelerate the deterioration of elements such as Bearings, Bearing seats or Ballast Walls.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) re-seal and repair components of Bridge Joints and Bridge Joint Armours in accordance with Section B1 of the Introduction to these Maintenance Specifications;
- b) repair or re-seal Bridge Joints that are mis-aligned, cracked, worn, shrivelled, leaking, separated from joint walls or abraded;
- c) repair joint Anchor Bolts that are damaged, rusted, loose or missing;
- d) repair Armour that is bent, gouged, loose, separated or missing from the concrete Deck; and
- e) repair steel Finger Joints and Sliding Plate Joints that are loose, cracked, have broken welds or have missing components.

3.1.1 Performance Time Frames

The Contractor must:

- a) commence maintenance and repairs to Bridge Joints, Bridge Joint Armours and joint Anchor Bolts that are unsafe or have the potential to become unsafe immediately, from the time the deficiency was detected by or reported to the Contractor; and
- b) complete all maintenance and repairs to Bridge Joints, Bridge Joint Armours and joint Anchor Bolts which have the potential to reduce the functional life of the structure within the following times:

| | Highway Classification | | | | |
|---|------------------------|------|-----|-----|-------|
| | 1 & 2 | 3 | 4 | 5 | 6 & 7 |
| a) repair damaged Bridge Joint components | 2 m | 90 d | 6 m | 6 m | 6 m |
| b) repair concrete and armour | 4 m | 6 m | 6 m | 6 m | 6 m |

Legend

d - days

m - months

3.2 Quantified Maintenance Services

The Contractor must replace Bridge Joints, seals and Bridge Joint Armours in accordance with Section B1 of the Introduction to these Maintenance Specifications, or the manufacturer's specifications, or the Bridge Structural Engineer's design, as applicable.

Notes:

1. The Contractor will not be required to perform complete replacement of Finger Joints under this Maintenance Specification.

2. If it is estimated by the Contractor and confirmed by the Province that, at any particular time, on any particular Bridge, the cost to replace Bridge Joints, seals or Bridge Joint Armours exceeds \$35,000, refer to Section G of the Introduction, unless it is mutually agreed to between the Province and the Contractor to continue to perform the work as Quantified Maintenance Services.
3.
 - The area of strip Bridge Joint seals will be determined by using the maximum rated gap according to the manufacturer's specifications, and multiplying that width by the length of seal installed;
 - The area of compression Bridge Joint seals will be determined by using the nominal width of uncompressed seal and multiplying that width by the length of seal installed;
 - The area of poured-in-place Bridge Joint seals will be determined by using the nominal width of Bridge Joint gap as measured at the time of placement and multiplying that width by the length of Bridge Joint filled.

3.2.1 Performance Time Frames

- a) The following table establishes the maximum time from the time the deficiency was detected by or reported to the Contractor, within which the Contractor must complete the replacement of Bridge joint seals:

| Bridge Joint Seal Replacement | Summer Highway Classification | |
|-------------------------------|-------------------------------|-------|
| | | 1 & 2 |
| | 4 m | 6 m |

Legend

m - months

- b) The Contractor must plan to perform all identified Bridge Joint replacements within the Contract Year to the limit of the identified quantities. Where identified work exceeds the available quantities in any Contract Year the Contractor must ensure identified repairs are carried out in order of priority to ensure safety and to protect the infrastructure

3.3 Materials

Refer to Section B1 of the Introduction to these Maintenance Specifications, or the manufacturer's specifications, or the Bridge Structural Engineer's design, as applicable.

4. WARRANTY

The Contractor warrants all Bridge Joint replacements against defects for a period of 365 days from the completion of those Maintenance Services. The Contractor must rectify all defects covered by this warranty and all other ancillary work performed under other Maintenance Specifications, without credit for such work, within 1 month of detection by or notification to the Contractor by the Ministry.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 6-540

BRIDGE BEARING MAINTENANCE

1. OBJECTIVE

To ensure that Superstructure loads are properly transmitted and distributed to the Substructure and that the Superstructure is free to undergo necessary movements without developing damaging stresses that may limit the functional life of the Bridge.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must clean, lubricate, re-align, re-Grout and repair Bridge Bearings.

2.2 Quantified Maintenance Services

The Contractor must replace entire Bridge Bearings and associated components that are unsafe or have the potential to be unsafe or have deteriorated to the condition where maintenance and repair will not restore the original design function of the particular Bridge Bearing, as determined by the Bridge Structural Engineer.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) clean, lubricate, re-align, re-Grout and repair Bridge Bearings in accordance with the manufacturer's specifications or original design specifications;
- b) maintain and clean all Bridge Bearings and associated components that are rusty, mis-aligned, or are covered with Winter Abrasives, dirt or Debris;
- c) repair all pads that are damaged, crushed, cracked, split, bulging or torn;
- d) repair Anchor Bolts and Pins that are damaged or missing; and

- e) repair concrete pads and Bearing areas that are cracked or spalled.

3.1.1 Performance Time Frames

The Contractor must:

- a) immediately start repairs on Bridge Bearings that are unsafe or have the potential to become unsafe, as determined by a Bridge Structural Engineer;
- b) complete re-aligning and repairing Bearings, repairing or replacing Anchor Bolts and re-Grouting concrete pads and Bearing areas within 6 months from the time the deficiency was detected by or reported to the Contractor; and
- c) lubricate Bearings once annually or in accordance with the manufacturer's recommendation.

3.2 Quantified Maintenance Services

The Contractor must:

- a) replace deteriorated Bearings and associated components with a replacement Bearing as originally designed or as designed by the Bridge Structural Engineer;
- b) use an installation and jacking procedure, prepared by a Professional Engineer retained by the Contractor, and approved in writing by the Province;

Note: The Contractor will not be required to replace Bridge Bearings where the costs, including all associated components, Bridge jacking, engineering and traffic control, exceed \$35,000 for any particular Bridge Bearing, as calculated by the Bridge Structural Engineer unless mutually agreed by the Contractor and the Province. If the cost is \$35,000 or less, the Contractor and the Province will negotiate a price for the work to the limit of the Quantified Provisional Sum identified for such work within the Contract Year and the Contractor must complete such work in accordance with this Maintenance Specification.

3.2.1 Performance Time Frames

The Contractor and the Province will negotiate the time frames for each Bridge Bearing replacement.

3.3 Materials

Refer to Section B of the Introduction to these Maintenance Specifications.

4. WARRANTY

The Contractor warrants all Bridge Bearing replacements against defects for a period of 365 days from the completion of those Maintenance Services. The Contractor must rectify all defects covered by this warranty and all other ancillary work performed under other Maintenance Specifications, without credit for such work, within 1 month of detection by or notification to the Contractor by the Ministry.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 6-560

BAILEY AND ACROW BRIDGE MAINTENANCE

1. OBJECTIVE

To ensure the safety of Highway Users and to maintain the structural integrity and a sufficient load-carrying capacity for the intended use.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must maintain and store Emergency Bailey and Acrow bridging inventory.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) maintain Bailey and Acrow Bridges in accordance with Section B1 of the Introduction to these Maintenance Specifications;
- b) maintain, repair or replace all damaged or deteriorated Bailey and Acrow components;
- c) check and tighten Sway Braces, Transom Clamps, and Pins in accordance with the manufacturer's specifications; and
- d) perform welding repairs only with the prior written approval of the Province.

3.1.1 Performance Time Frames

The Contractor must:

- a) immediately notify the Province of any incidents of damage and report any indications of potential risk of structural failure in order that a Bridge Structural Engineer may conduct an assessment;
- b) if the Bridge Structural Engineer determines that there is a risk of structural failure under loading, immediately, as directed in writing by the Province, take the following actions:
 - i) restrict allowable loading of the Bridge;
 - ii) close the Bridge to all vehicular traffic; or
 - iii) close the Bridge to all use;
- c) within 48 hours, from the time the deficiency was detected by or reported to the Contractor, repair or replace any deficient components;
- d) notwithstanding 3.1.1 c), where any component is damaged or deteriorated, but still allows the Bridge to remain structurally sound without a reduction in the load-carrying capacity and to remain safe for Highway Users, as determined by a Bridge Structural Engineer, the components must be repaired or replaced by the Contractor within two months from the time the deficiency was detected by or reported to the Contractor;
- e) repair, replace and/or tighten Sway Braces, Transom Clamps, End Posts, Panel Pins or bolts within one day, from the time the deficiency was detected by or reported to the Contractor;
- f) replace or tighten any damaged, missing or loose bolts or Pins within two hours from the time the deficiency was detected by or reported to the Contractor; and
- g) tighten Sway Braces, Transom Clamps, and bolts annually.

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.2.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.3 Materials

The Contractor must:

- a) provide Panels of the same steel section and steel grade as the Panels on the existing Bailey or Acrow Bridge. If an existing Bailey Bridge contains Panels of differing steel section and/or steel grade, then replacement Panels must be at least equal to the strength of the damaged Panel as indicated on the attached list of “Bailey Panel Types”;
- b) ensure Bailey BB1 “I” section Panels and American BB1 channel section Panels are not used as a replacement component in any assembled structure;
- c) refer to the Appendix to this Maintenance Specification for a list of acceptable Bailey Panel types; and
- d) refer to section B of the Introduction of these Maintenance Specifications for all other materials.

4. WARRANTY

Not applicable to this Maintenance Specification.

BAILEY/ACROW PANEL TYPES

- (i) - Bailey (BB1) with "I" – section verticals and diagonals.
 - Production pre-war to approximately 1979? by two manufacturers.
 - Earliest panels have smaller 6" x 6" mid-panel Gusset plates vs. more common 9" x 9" plates. Post 1970 panels have reinforcements at sway brace slots to improve fatigue resistance. Some panels TSBB1 circa 1970 had built-in Transom Clamps.
 - Strength: - steel grade 50C yield 51.5 ksi
 - allowable single-storey shear 33.6 kips

- (ii) - Bailey (BB1) Wartime AMERICAN Panels
 - These panels have channel-section verticals and diagonals. Steel members may have "U.S. Steel" rolling stamps or "Carnegie U.S.A."
 - The chord channels are 4" x 1 3/4", which are different than all other Bailey Panels which have 4" x 2" chord channels.
 - Strength data is unavailable. They are assumed to be as strong as the "I" section panels.

- (iii) - Bailey MJBB1Super Panel
 - circa 1966
 - chords 4" x 2" channel
 - diagonals/verticals 3" x 1 1/2" channel
 - strength: - steel grade 50C yield 51.5 ksi
 - allowable single-storey shear 45 kips

Note: The "super" does not designate high strength steel; it merely designates that it is not a "I" section panel.

- (iv) - Bailey MJBB1001 Superlife Panels
 - circa 1970
 - same as MJBB1 but with improved fatigue details.
 - strength: - steel grade 50C yield 51.5 ksi
 - allowable single-storey shear 45 kips

- (v) - Bailey TSBB475 - Shear panels
 - 1970 to 1976?
 - Bailey TSBB1 - Low strength
 - circa 1979
 - Tubular verticals and diagonals; otherwise same as BB1
 - Strength: - steel grade 50C yield 51.5 ksi
 - allowable single-storey shear 54 kips

- (vi) - Bailey TSBB1 High strength
 - after 1980 or 1982?
 - identical to low-strength model - only way to distinguish is if panels/chords were marked or if a paper trail exists
 - Strength: - steel grade 55C yield 65 ksi
 - allowable single-storey shear 54 kips

- (vii) - Compact Bailey
 - These panels come in standard and high shear strength models. Transoms are located adjacent to verticals. No Rakers are used. Chord reinforcing comes in light and heavy sizes and need not be placed on all Truss lines.
 - Strength: - steel grade 55C yield 65 ksi
 - allowable single-storey shear 50 kips standard

- (viii) - Acrow Series 100 or 300
 - These panels are unique. Transoms are located 2 per bay inside the diamonds. Rakers are used. Panel height is traditional 5 feet.
 - Strength: - steel grade 55C yield 65 ksi
 - allowable single-storey shear 56 kips

- (ix) - Acrow Series 700
 - similar to series 100 except panel height is 7.5 feet
 - Chord reinforcing comes in light and heavy sizes and need not be placed on all truss lines. As of December 1994, no series 700 exists in Ministry stock.

- (x) - Universal Bridging
 - Similar to Compact Bailey except panel height is 8 feet. No Ministry stock as of December 1994.

Note: BB.....Bailey Bridging
 TS.....“Thomas Storey Ltd.”
 MJ.....“Mabey & Johnson Ltd.”

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 6-570

MINOR PAINTING OF BRIDGE STRUCTURES

1. OBJECTIVE

To prevent corrosion in steel components and rot in timber components of Bridge structures, and to present a neat and tidy appearance.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

Not applicable to this Maintenance Specification.

2.2 Quantified Maintenance Services

The Contractor must maintain previously coated surfaces or apply new coated surfaces to Bridge structures and associated components.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

Not applicable to this Maintenance Specification.

3.1.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.2 Quantified Maintenance Services

The Contractor must:

- a) perform minor painting of Bridge structures and associated components in accordance with Section B1 of the Introduction to these Maintenance Specifications or the manufacturer's specifications;
- b) prepare and coat all surfaces of Bridge structures and steel rail systems to a minimum level of SSPC SP6, where the coating system is deteriorated, broken or damaged and the steel is corroding and rust is apparent; and

- c) prepare and coat surfaces of timber rail systems, where the coating system is deteriorated, broken or damaged.

3.2.1 Performance Time Frames

The Contractor must plan to perform all identified minor painting of Bridge structures within the Contract Year to the limit of the identified quantities. Where identified work exceeds the available quantities in any Contract Year the Contractor must ensure identified repairs are carried out in order of priority to ensure safety and to protect the infrastructure.

3.3 Materials

The Contractor must supply and use the same type and quality of material as on the existing structure or an alternate material as proposed by the Contractor and approved in writing by the Province.

4. WARRANTY

The Contractor warrants all minor painting of Bridge structures against defects for a period of 365 days from the completion of those Maintenance Services. The Contractor must rectify all defects covered by this warranty and all other ancillary work performed under other Maintenance Specifications, without credit for such work, within 1 month of detection by or notification to the Contractor by the Ministry.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 6-600

CONCRETE STRUCTURE MAINTENANCE

1. OBJECTIVE

To restore and maintain the integrity and durability of concrete structures; to ensure the safety of Highway Users; and to maximize the functional life of the structures.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

Not applicable to this Maintenance Specification.

2.2 Quantified Maintenance Services

The Contractor must maintain and repair concrete structures and associated components.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

Not applicable to this Maintenance Specification.

3.2 Quantified Maintenance Services

The Contractor must:

- a) maintain and repair concrete structures in accordance with Section B1 of the Introduction to these Maintenance Specifications or in accordance with the manufacturer's specifications;
- b) perform all concrete repairs in a manner that ensures a sound, durable, and well-bonded patch to the prepared surface;
- c) remove all deteriorated concrete at the repair site;
- d) finish concrete surfaces to match the adjacent finished concrete surface profiles;

- e) not allow tolerances or deviations of concrete to exceed the following limits:
 - i) Deck surface $\pm 3\text{mm}$
 - ii) patches on other surfaces $\pm 5\text{ mm}$
 - iii) cross-sectional dimensions $\pm 25\text{ mm}$
 - iv) cover to Reinforcing Steel minimum 50 mm
 - v) separation from other reinforcing minimum 25 mm

Note: The above deviations are allowable only if they do not prevent the required fit of structural members;

- f) seal non-structural cracks;
- g) repair structural cracks by pressure injection of an epoxy material in accordance with the manufacturer's specifications;
- h) remove excess epoxy to match existing surface profile; and
- i) perform crack sealing of concrete wearing surfaces in accordance with the Maintenance Specification for *Bridge Deck Maintenance*, with credit for such work under the Maintenance Specification for *Bridge Deck Maintenance*.

Note: If it is estimated by the Contractor and confirmed by the Province that at any particular time, at any particular Bridge, the cost of maintaining or repairing concrete structures or associated components exceeds \$35,000, refer to Section G of the Introduction to these Maintenance Specifications; unless it is mutually agreed to between the Province and the Contractor to continue to perform the work as Quantified Maintenance Services.

3.2.1 Performance Time Frames

The Contractor must:

- a) notify the Province immediately, from the time the deterioration or damage to the concrete structure was detected by or reported to the Contractor;

- b) respond immediately if the Bridge Structural Engineer determines that there is risk of structural failure under loading, by doing one of the following, as approved in writing by the Province:
 - (i) restrict allowable loading on the structure;
 - (ii) close the structure to all vehicular traffic;
 - (iii) close the structure to all use;
 - (iv) start repairs immediately as instructed by the Bridge Structural Engineer;
 - (v) complete repairs within three months, or within a time frame that is appropriate to the nature and urgency of the repair as determined by the Bridge Structural Engineer;
- c) complete all other concrete repairs within 6 months, from the time the deficiency was detected by or reported to the Contractor;
- d) perform epoxy injection within 6 months, from the time the deficiency was detected by or reported to the Contractor; and
- e) plan to perform all identified concrete structure repairs within the Contract Year to the limit of the identified quantities. Where identified work exceeds the available quantities in any Contract Year the Contractor must ensure identified repairs are carried out in order of priority to ensure safety and to protect the infrastructure.

3.3 Materials

The Contractor must:

- a) supply and use materials of the same type and quality as the existing material or refer to Section B of the Introduction to these Maintenance Specifications;
- b) meet the following concrete mixes and patching material specifications:

| | minimum compressive strength at 28 days | maximum nominal size aggregate mm | maximum Water/Cement ratio by weight | air content % | Slump maximum mm |
|----------------------------------|--|--|---|------------------------------|---------------------------------|
| 1. Deck and Parapet | 35 MPa | 20 | 0.42 | 6 (+/-1) | 50 |
| 2. Abutments, Piers and Footings | 30 MPa | 28 | 0.45 | 5 (+/-1) | 75 |

- c) achieve minimum 28 day compressive strength of 35 MPa for Cementitious, non-shrink, non-metallic Grout which may be polymer-modified.

4. WARRANTY

The Contractor warrants all concrete structure repairs against defects for a period of 365 days from the completion of those Maintenance Services. The Contractor must rectify all defects covered by this warranty and all other ancillary work performed under other Maintenance Specifications, without credit for such work, within 1 month of detection by or notification to the Contractor by the Ministry.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 6-605

STEEL AND ALUMINUM STRUCTURE MAINTENANCE

1. OBJECTIVE

To restore and maintain the integrity and durability of steel and aluminum structures; to ensure the safety of Highway Users; and to maximize the functional life of the structures.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must maintain and repair steel and aluminum structures and associated components that are unsafe or have the potential to become unsafe.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) maintain and repair steel and aluminum structures;
- b) repair and/or replace lost, missing, deteriorated, or corroded rivets, bolts and associated components, including but not limited to, catwalks, ladders, working platforms and fall arrest systems;
- c) replace deteriorated steel or aluminum members; and

Note: If it is estimated by the Contractor and confirmed by the Province that, at any particular time, and at any particular structure, the cost to maintain or repair a steel and aluminum structure exceeds \$35,000, refer to Section G of the Introduction.

3.1.1 Performance Time Frames

The Contractor must:

- a) notify the Province immediately, from the time the deterioration or damage to the steel and aluminum structure was detected by or reported to the Contractor;
- b) respond immediately if the Bridge Structural Engineer determines that there is risk of structural failure under loading, by doing one of the following, as approved in writing by the Province:
 - (i) restrict allowable loading on the structure;
 - (ii) close the structure to all vehicular traffic;
 - (iii) close the structure to all use;
 - (iv) start repairs immediately as instructed by the Bridge Structural Engineer;
 - (v) complete repairs within three months, or within a time frame that is appropriate to the nature and urgency of the repair as determined by the Bridge Structural Engineer; and
- c) complete all other steel and aluminum structure maintenance within four months, from the time the deficiency was detected by or reported to the Contractor.

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.2.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.3 Materials

The Contractor must supply and use materials of the same type and quality as the existing material or refer to Section B of the Introduction to these Maintenance Specifications.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 6-620

TIMBER TRUSS BRIDGE MAINTENANCE

1. OBJECTIVE

To preserve the durability and load carrying capacity of the structures.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must:

- a) maintain and repair timber Truss Bridges and associated components;
- b) repair timber Truss Portals; and
- c) tighten, repair or replace fastening hardware.

2.2 Quantified Maintenance Services

The Contractor must replace timber Truss End Posts, Truss Rods, Truss Portals, all Braces, Floor Beams and corbels.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) maintain and repair deteriorated timber Truss Bridge components in accordance with the specifications referred to in Section B1 of the Introduction to these Maintenance Specifications or in accordance with the original design specifications;
- b) tighten Flashing; and tighten and replace all fasteners;
- c) treat all freshly sawn or drilled timber members with preservatives;
- d) repair or replace deteriorated cast components;
- e) replace Flashing that is torn, missing or otherwise required to be installed for protection of the structure;

- f) Camber top and bottom Laminated Chords by tightening all Truss Rods evenly and systematically until all Counter Braces are bearing at both ends; the procedure for doing so must be approved in writing by the Province;
- g) refrain from excessive tightening of Truss Rods in an attempt to lift more Camber into the Truss; in the event that the Chord Cambers are not smooth or even in profile after all Counter Braces are bearing both ends, the Province may require the Contractor to Shim and/or cut Counter Brace lengths;
- h) tighten all Lateral Rods evenly to maintain a straight and uniform Chord line; and
- i) refrain from patching, welding or splicing, unless a procedure is prepared by a Professional Engineer retained by the Contractor and approved in writing by the Province.

3.1.1 Performance Time Frames

The Contractor must:

- a) initiate Traffic Control in accordance with the Maintenance Specification for *Highway Traffic Control*, immediately from the time a deficiency is detected by or reported to the Contractor that may affect the structure and/or the safety of Highway Users;
- b) notify the Province immediately so that the Bridge Structural Engineer can be assigned to assess the deficiency and risk of structural failure;
- c) respond immediately if the Bridge Structural Engineer determines that there is risk of structural failure under loading, by doing one of the following, as approved in writing by the Province:
 - i) restrict allowable loading on the Bridge;
 - ii) close the Bridge to all vehicular traffic; or

- iii) close the Bridge to all use;
 - iv) immediately commence maintenance repairs after receiving instructions from the Bridge Structural Engineer, except where the damage will require complete re-construction of the structure as determined by the Province;
- d) complete the repair of the following deficiencies within the maximum time, from the time the deficiency was detected by or reported to the Contractor:

| Component and Damage | Action and Maximum Response Time |
|---|---|
| i) torn, loose or missing Flashing | repair or replace within 6 m |
| ii) Flashing not previously installed | install within 12 m |
| iii) non-structural damage or deterioration to Portals, Braces and lateral Braces | repair within 6 m |
| iv) damaged or loose Truss Rods; damaged, loose, or missing fasteners | repair within 2 m |
| vi) adjusting the Camber | as required |

Legend
m - months

3.2 Quantified Maintenance Services

The Contractor must replace deteriorated timber Truss components in accordance with the specifications referred to in Section B1 of the Introduction to these Maintenance Specifications or in accordance with the original design specifications.

Notes:

1. The Contractor will not be responsible for replacing structural members associated with complete Bridge replacement or complete replacement of either top or bottom Chords unless mutually agreed between the Contractor and the Province.
2. If it is estimated by the Contractor and confirmed by the Province that, at any particular time, and at any particular Bridge, the cost to replace timber Truss components exceeds \$35,000, refer to Section G of the Introduction, unless it is mutually agreed to between the Province and the Contractor to continue to perform the work as Quantified Maintenance Services. .

3.2.1 Performance Time Frames

The Contractor must:

- a) replace Truss Rods or Lateral Rods, or deteriorated End Posts, Main Braces, Counter Braces, Floor Beams and/ or corbels within 2 months from the time the deficiency was detected by or reported to the Contractor; and
- b) plan to perform all identified timber Truss component replacements within the Contract Year to the limit of the identified quantities. Where identified work exceeds the available quantities in any Contract Year, the Contractor must ensure identified repairs are carried out in order of priority to ensure safety and to protect the infrastructure

3.3 Materials

Supply and use materials of the same type and quality as the existing material or refer to Section BI of the Introduction to these Maintenance Specifications.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 6-640

BRIDGE PILING MAINTENANCE

1. OBJECTIVE

To ensure structural strength, to prevent Scour and to maintain the impact resistance of Bridge Pilings.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must maintain and repair Pilings, Trash Racks and associated components that are unsafe or have the potential to become unsafe for Highway Users.

2.2 Quantified Maintenance Services

The Contractor must replace deteriorated Bridge Pilings and associated components where maintenance and repair will not restore the original design function of the particular Piling, as determined by the Bridge Structural Engineer.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) maintain or repair damaged Bridge Pilings and associated components as required in accordance to the specifications referred to in Section B1 of the Introduction to these Maintenance Specifications;
- b) splice Piles only if the base of the Pile is sound;
- c) tighten loose cables and fasteners;
- d) replace broken or missing cables and fasteners;
- e) repair or replace damaged or missing Flashing and Armour; and install Flashing and Armour where previously none was in place;

- f) repair damaged Trash Racks; and
- g) remove accumulated Debris as soon as access permits and dispose of Debris in a manner acceptable to regulatory agencies.

3.1.1 Performance Time Frames

The Contractor must:

- a) initiate Traffic Control in accordance with the Maintenance Specification for *Highway Traffic Control*, immediately from the time a deficiency is detected by or reported to the Contractor that may affect the structure and/or the safety of Highway Users;
- b) notify the Province immediately so that the Bridge Structural Engineer can be assigned to assess the deficiency and risk of structural failure;
- c) respond immediately if the Bridge Structural Engineer determines that there is risk of structural failure under loading, by doing one of the following, as approved in writing by the Province:
 - i) restrict allowable loading on the Bridge;
 - ii) close the Bridge to all vehicular traffic; or
 - iii) close the Bridge to all use;
 - iv) commence repairs within 2 days after receiving instructions from the Bridge Structural Engineer, except where the damage will require complete re-construction as determined by the Province, unless mutually agreed by the Contractor and the Province; and
- d) complete maintenance and repair to Pilings and associated components within 6 months from the time the deficiency was detected by or reported to the Contractor.

3.2 Quantified Maintenance Services

The Contractor must:

- a) replace Pilings and associated components in accordance with Section B1 of the Introduction to these Maintenance Specifications;
- b) use Pile types and installation procedures, prepared by a Professional Engineer retained by the Contractor, and approved in writing by the Province; and
- c) replace Trash Racks that cannot be repaired.

Notes:

1. The Contractor is not responsible for replacing concrete Bridge Piles under this Maintenance Specification
2. The Contractor will not be required to replace Piles where the costs, including all associated components, Bridge jacking, engineering and traffic control, exceed \$35,000, at any particular time, for a Piling located at a particular structure, as calculated by the Bridge Structural Engineer unless mutually agreed by the Contractor and the Province. If the cost is \$35,000 or less, the Contractor and the Province will negotiate a price for the work to the limit of the Quantified Provisional Sum identified for such work within the Contract Year.

3.2.1 Performance Time Frames

The Contractor must:

- a) commence emergency replacement of Bridge Piles and associated components within 2 days, from the time directed to do so by the Province, where the safety of Highway Users and structural integrity is compromised, except where the damage requires complete re-construction of the Pile Bent or Bridge structure, as determined by the Province; and
- b) complete non-emergency replacement of Piles and associated components within 6 months, from the time the deficiency was detected by or reported to the Contractor;

3.3 Materials

Refer to Section B1 of the Introduction to these Maintenance Specifications.

4. WARRANTY

The Contractor warrants all Pile replacements against defects for a period of 365 days from the completion of those Maintenance Services. The Contractor must rectify all defects covered by this warranty and all other ancillary work performed under other Maintenance Specifications, without credit for such work, within 1 month of detection by or notification to the Contractor by the Ministry.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 6-650

TIMBER AND LOG STRUCTURE MAINTENANCE

1. OBJECTIVE

To preserve the durability and load carrying capacity of timber and log structures.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must maintain and repair all timber and log structures and their associated components that are unsafe or have the potential to become unsafe.

2.2 Quantified Maintenance Services

The Contractor must replace timber and log Stringers, Brow Logs, Needle Beams and timber Caps where maintenance and repair will not restore the original design function of the particular structure, as determined by the Bridge Structural Engineer.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) maintain and repair timber and log structures and associated components in accordance with Section B1 of the Introduction of these Maintenance Specifications;
- b) ensure that the durability and load carrying capacity of the structure is maintained while repairing the structure; and
- c) bolt Brow Logs (not cable-wrap them) to the log Stringers or Needle Beams.

3.1.1 Performance Time Frames

The Contractor must:

- a) initiate Traffic Control in accordance with the Maintenance Specification for *Highway Traffic Control*, immediately from the time a deficiency is detected by or reported to the Contractor that may affect the structure and/or the safety of Highway Users;
- b) notify the Province immediately so that the Bridge Structural Engineer can be assigned to assess the deficiency and risk of structural failure;
- c) respond immediately if the Bridge Structural Engineer determines that there is risk of structural failure under loading, by doing one of the following, as approved in writing by the Province:
 - i) restrict allowable loading on the Bridge;
 - ii) close the Bridge to all vehicular traffic; or
 - iii) close the Bridge to all use;
 - iv) commence repairs within 2 days after receiving instructions from the Bridge Structural Engineer, except where the damage will require complete re-construction as determined by the Province, unless mutually agreed by the Contractor and the Province; and
- d) complete maintenance and repairs to timber or log structures in accordance with the times, from the time the deficiency was detected by or reported to the Contractor, established in the following table :

| Activity | Highway Classification | |
|--|------------------------|-------------|
| | 1, 2 & 3 | 4, 5, 6 & 7 |
| repair timber or log Stringers, Brow Logs, Needle Beams and Caps | 3 m | 6 m |
| repair Braces and other structural components | 3 m | 6 m |
| install temporary support | 3 m | 6 m |
| tighten loose timber joints, bolts, fastenings, cables and other structural components | 1 m | 4 m |

Legend
m – months

3.2 Quantified Maintenance Services

The Contractor:

- a) must replace timber and log Stringers, Brow Logs, Needle Beams and timber Caps in accordance Section B1 of the Introduction to these Maintenance Specifications; and
- b) must construct temporary support, in a manner approved in writing by the Province, when replacing timber Stringers, Caps and Braces.

Notes:

- 1. The Contractor will not be responsible for replacing Laminated Stringers.
- 2. The Contractor will not be responsible for replacing timber or log stringers associated with complete Bridge replacement, unless mutually agreed between the Contractor and the Province.

3.2.1 Performance Time Frames

- a) The following table establishes the maximum time, from the time the deficiency was detected by or reported to the Contractor, within which the Contractor must complete the repair of the following deficiencies:

| Maximum Response Times | | |
|---|------------------------|-------------|
| Quantified Maintenance Activity | Highway Classification | |
| | 1, 2 & 3 | 4, 5, 6 & 7 |
| replace timber or log Stringers, Brow Logs, Needle Beams and Caps | 3 months | 6 months |

- b) The Contractor must plan to perform all identified timber and log structure component replacement within the Contract Year to the limit of the identified quantities. Where identified work exceeds the available quantities in any Contract Year, the Contractor must ensure identified repairs are carried out in order of priority to ensure safety and to protect the infrastructure.

3.3 Materials

The Contractor must:

- a) refer to section B1 of the Introduction to these Maintenance Specifications; and
- b) replace timber material with preservative-treated Douglas Fir timber of the following standard sizes, unless otherwise approved by the Province in writing;
 - i) timber Stringers, 150 mm x 400 mm (6 inch x 16 inch) select structural grade or as specified or directed by the Province;
 - ii) timber Caps, Sills 305 mm x 305 mm minimum (12 inch x 12 inch) Number 1 grade;
 - iii) timber Box Beam Caps 305 mm x 355 mm (12 inch x 14 inch) Number 1 grade; and
- c) logs for structural repair must be cut from live Cedar or Douglas Fir species, and must be cut in mid-winter and allowed to cure for a minimum of 30 days prior to peeling and placing, unless otherwise approved in writing by the Province.

4. WARRANTY

The Contractor warrants all timber and log structure component replacements against defects for a period of 365 days from the completion of those Maintenance Services. The Contractor must rectify all defects covered by this warranty and all other ancillary work performed under other Maintenance Specifications, without credit for such work, within 1 month of detection by or notification to the Contractor by the Ministry.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 6-660

RETAINING STRUCTURE MAINTENANCE

1. OBJECTIVE

To ensure the continued safe and stable condition of all Retaining Structures and associated components.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must clean out Debris behind the Retaining Structures and maintain and repair Retaining Structures and associated components that are unsafe or have the potential to become unsafe for Highway Users.

2.2 Quantified Maintenance Services

The Contractor must replace Retaining Structure components where maintenance and repair will not restore the original function of the structure.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) repair Retaining Structure components in accordance with Section B1 of the Introduction to these Maintenance Specifications;
- b) repair or reinforce any portion of a Retaining Structure showing signs of deterioration, deflection or settlement;
- c) repair Retaining Structures showing signs of continued movements, as recommended by a Geotechnical Engineer in consultation with a Bridge Structural Engineer, and as approved in writing by the Province;

- d) repair timber and log Retaining Structure components in accordance with the Maintenance Specification for *Bridge Piling Maintenance* (subject to section 3.2.1 b), with no credit for this work under the Maintenance Specification for *Bridge Piling Maintenance*;
- e) clean out accumulations of Debris behind Retaining Structures when the Debris prevents the Retaining Structure from functioning as designed; and dispose of Debris in a manner acceptable to regulatory agencies; and
- f) perform traffic control in accordance with the Maintenance Specification for *Highway Traffic Control*, whenever a structure and/or the safety of Highway Users is threatened.

3.1.1 Performance Time Frames

The Contractor must:

- a) initiate Traffic Control in accordance with the Maintenance Specification for *Highway Traffic Control*, immediately from the time a deficiency is detected by or reported to the Contractor;
- b) commence maintenance repairs within 24 hours from receiving written approval by the Province to proceed;
- c) maintain and repair Retaining Structure deficiencies within the time, from the time the deficiency was detected by or reported to the Contractor, established in the table below:

| | 1 & 2 | 3 | 4 | 5, 6 & 7 |
|-----------------------|------------------|----------|----------|---------------------|
| Maximum Response Time | 1 m | 2 m | 4 m | 6 m |

- d) clean out accumulations of Debris behind Retaining Structures annually, or as required to ensure the structure functions as designed.

Legend

m – months

3.2 Quantified Maintenance Services

The Contractor must:

- a) replace components of Retaining Structures in accordance with Section B1 of the Introduction to these Maintenance Specifications;
- b) replace concrete Retaining Structure components in accordance with the Maintenance Specification for *Concrete Structure Maintenance* (subject to section 3.2.1 b), with credit for this work under the Maintenance Specification for *Concrete Structure Maintenance*; and
- c) replace timber and log Retaining Structure components in accordance with the Maintenance Specification for *Bridge Piling Maintenance* (subject to section 3.2.1 b), with credit for this work under the Maintenance Specification for *Bridge Piling Maintenance*.

Note: The Contractor will not be responsible for replacing entire Retaining Structures, unless mutually agreed to by the Contractor and the Province.

3.2.1 Performance Time Frames

The Contractor must:

- a) complete the replacement of Retaining Structure components within six months, from the time the deficiency was detected by or reported to the Contractor;
- b) comply with the Performance Time Frames in this Maintenance Specification and not the respective Performance Time Frames outlined in the *Concrete Structure Maintenance* and the *Bridge Piling Maintenance*; and
- c) plan to perform all identified Retaining Structure component replacement within the Contract Year to the limit of the identified quantities. Where identified work exceeds the available quantities in any Contract Year, the Contractor must ensure identified repairs are carried out in order of priority to ensure safety and to protect the infrastructure

3.3 Materials

The Contractor must:

- a) refer to Section B1 of the Introduction to these Maintenance Specifications; and
- b) supply timber material that is incised and preservative-treated Douglas Fir, Number 2, minimum size (150 mm x 200 mm) or the same size, as existing.

4. WARRANTY

The Contractor warrants all Retaining Structure maintenance against defects for a period of 365 days from the completion of those Maintenance Services. The Contractor must rectify all defects covered by this warranty and all other ancillary work performed under other Maintenance Specifications, without credit for such work, within 1 month of detection by or notification to the Contractor by the Ministry.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 6-680

MULTIPLATE STRUCTURE MAINTENANCE

1. OBJECTIVE

To allow unimpeded flow through Multiplate structures and to maximize the functional life of these structure.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must maintain, repair and/or replace components of Multiplate structures and bank and watercourse protection that are unsafe or have the potential to become unsafe for Highway Users or adversely effect the functional life of the structure.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) maintain repair and/or replace Multiplate structure components in accordance with Section B1 of the Introduction to these Maintenance Specifications;
- b) protect the floor area using steel plates or concrete, as instructed by the Bridge Structural Engineer or as approved in writing by the Province;
- c) replace Scoured and/or eroded foundation material at the inlet, outlet, shore, bank and watercourse with concrete or angular rock in accordance with the Maintenance Specification for *Shore, Bank and Watercourse Maintenance* (subject to section 3.1.1 f), with credit for such work under the Maintenance Specification for *Shore, Bank and Watercourse Maintenance*;

- d) maintain and repair concrete in accordance with the Maintenance Specification for *Concrete Structure Maintenance* (subject to section 3.1.1 f), with credit for such work under the Maintenance Specification for *Concrete Structure Maintenance*; and
- e) maintain and repair asphalt surfaces in accordance with the Maintenance Specification for *Highway Pavement Patching and Crack Sealing* (subject to section 3.1.1 f), with credit for such work under the Maintenance Specification for *Highway Pavement Patching and Crack Sealing*.

Note: If it is estimated by the Contractor and confirmed by the Province that, at any particular time, at any particular structure, the cost of maintaining, repairing or replacing components of a Multiplate structure exceeds \$35,000, refer to Section G of the Introduction to these Maintenance Specifications.

3.1.1 Performance Time Frames

The Contractor must:

- a) initiate Traffic Control in accordance with the Maintenance Specification for *Highway Traffic Control*, immediately from the time a deficiency is detected by or reported to the Contractor that may affect the structure and/or the safety of Highway Users;
- b) notify the Province immediately so that the Bridge Structural Engineer can be assigned to assess the deficiency and risk of structural failure;
- c) respond immediately if the Bridge Structural Engineer determines that there is risk of structural failure under loading, by doing one of the following, as approved in writing by the Province:
 - i) restrict allowable loading on the Multiplate structure;
 - ii) close the Multiplate structure to all vehicular traffic; or
 - iii) close the Multiplate structure to all use;
- d) tighten or replace loose, damaged or missing bolts within 10 days, from the time the deficiency was detected by or reported to the Contractor, or as soon as conditions allow;

- e) repair Multiplate structures and protect the Multiplate structure from Scour and erosion to the inlet, outlet and foundation, within 6 months from the time the deficiency was detected by or reported to the Contractor; and
- f) comply with the Performance Time Frames in this Maintenance Specification and not the respective Performance Time Frames outlined in the *Maintenance Specification for Concrete Structure Maintenance; Highway Pavement Patching and Crack Sealing; and Shore, Bank and Watercourse Maintenance.*

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.2.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.3 Materials

Refer to section B1 of the Introduction to these Maintenance Specifications.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 6-690

BRIDGE RAILING MAINTENANCE

1. OBJECTIVE

To provide a structurally sound and safe barrier between pedestrians, vehicles and hazards and to maximize the functional life of the Bridge railing.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must maintain, repair and replace, as required, Bridge rail systems and Parapets that are unsafe or have the potential to become unsafe for Highway Users.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) maintain, repair and replace Bridge rail systems and Parapets to original design;
- b) perform concrete repairs in accordance with the Maintenance Specification for *Concrete Structure Maintenance* (subject to section 3.1.1 e), with credit for such work under the Maintenance Specification for *Concrete Structure Maintenance*;
- c) perform minor painting of Bridge rail systems in accordance with the Maintenance Specification for *Minor Painting of Bridge Structures* (subject to section 3.1.1 e), with credit for such painting under the *Minor Painting of Bridge Structures*;
- d) install a temporary barrier or railing where required, to ensure the safety of Highway Users; and

- e) perform traffic control, as required, in accordance with the Maintenance Specification for *Highway Traffic Control*.

Note: If it is estimated by the Contractor and confirmed by the Province that at any particular time, at any particular Bridge, the cost of maintaining, repairing or replacing deficient Bridge railings exceeds \$35,000, refer to Section G of the Introduction to these Maintenance Specifications.

3.1.1 Performance Time Frames

The Contractor must:

- a) immediately notify the Province of any deficiency of any Bridge railing which is unsafe or has the potential to become unsafe for Highway Users;
- b) immediately provide traffic control under situations described in 3.1.1 a);
- c) complete installation of temporary railing, as required, within 24 hours, from the time the deficiency was detected by or reported to the Contractor;
- d) complete maintenance, repairs and/or replacement within 2 months, from the time the deficiency was detected by or reported to the Contractor; and
- e) comply with the Performance Time Frames in this Maintenance Specification and not the respective Performance Time Frames outlined in the *Concrete Structure Maintenance and Minor Painting of Bridge Structures*.

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.2.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.3 Materials

- a) Refer to Section B of the Introduction to these Maintenance Specifications; and
- b) in accordance with the following:
 - i) timber must be Number 1 Douglas Fir species and must meet the following minimum specifications:
 1. timber End Posts must be rough cut and 250 mm x 250 mm (10 inch x 10 inch), intermediate posts must be S2E 150 mm x 150 mm (6 inch x 6 inch);
 2. timber railing must be S4S 75 mm x 200 mm (3 inch x 8 inch x 16 feet) or as approved in writing by the Province, fastened with 200 mm Galvanized nails;
 3. timber Wheelguards must be untreated, rough cut to and 200 mm x 200 mm x 4.9 metres (8 inch x 8 inch x 16 feet) or as otherwise approved by the Province, and maximum Wane allowed on any surface must be 10 mm; and
 - ii) all fasteners must be hot-dip Galvanized.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 6-740

DEBRIS TORRENT STRUCTURE MAINTENANCE

1. OBJECTIVE

To ensure the safety of Highway Users and to ensure the continued structural and functional integrity of Debris Torrent Structures.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

All services for this Maintenance Specification are Routine.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) maintain, repair and/or replace components of Debris Torrent Structures in accordance with Section B1 of the Introduction to these Maintenance Specifications;
- b) remove Debris from the Flume, basin area, and from around the Debris Torrent Structure;
- c) remove any blockage or sediment from relief wells to ensure free drainage into the discharge manifold;
- d) remove and replace all dissipater panels that are damaged or worn, as determined by the Province;
- e) maintain all piezometers associated with Debris Torrent Structures as directed by the Province;

- f) maintain all paved Highway surfaces including access Highways and parking areas in accordance with the Maintenance Specification for *Highway Pavement Patching and Crack Sealing* (subject to 3.1.1e), with credit for such work under the Maintenance Specification for *Highway Pavement Patching and Crack Sealing*;
- g) maintain grillage beams and all concrete structures in accordance with the Maintenance Specification for *Concrete Structure Maintenance* (subject to 3.1.1e), with credit for such work under the Maintenance Specification for *Concrete Structure Maintenance*; and
- h) seal concrete cracks in accordance with the Maintenance Specification for *Bridge Deck Maintenance* (subject to 3.1.1e), with credit for such work under the Maintenance Specification for *Bridge Deck Maintenance*.

Note: If it is estimated by the Contractor and confirmed by the Province that at any particular time and at any particular structure, the cost to maintain, repair or replace components of a structure exceeds \$35,000, refer to Section G of the Introduction to these Maintenance Specifications.

3.1.1 Performance Time Frames

The Contractor must:

- a) clear Flume and basin areas of Debris within one month of any Debris Event or as specified by the Province;
- b) clear Flume and basin areas of Debris at least once annually;
- c) repair or replace damaged grillage beams, concrete surfaces, dissipater panels, asphalt pavements, piezometers and relief wells within two months from the time the deficiency was detected by or reported to the Contractor;
- d) clean relief wells at least once annually; and
- e) comply with the Performance Time Frames in this Maintenance Specification and not the respective Performance Time Frames outlined in the *Pavement Patching and Crack Sealing*, *Concrete Structure Maintenance* and *Bridge Deck Maintenance*.

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.2.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.3 Materials

Refer to section B1 of the Introduction to these Maintenance Specifications.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 7-760

FLOOD CONTROL AND WASHOUT RESPONSE

1. OBJECTIVE

To safeguard Highway Users and adjacent properties; to prevent damage to Highways and Bridges; to restore traffic movement and to repair damage caused by flood and washout events.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

All services for this Maintenance Specification are Routine.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) prepare for floods and washouts;
- b) take all actions required to control the flow of water on or adjacent to Highways;
- c) take all actions required to protect and repair Highways and Bridges;
- d) provide traffic control in accordance with the Maintenance Specification for *Highway Traffic Control*;
- e) close sections of a Highway, as approved in writing by the Province, and provide detours of up to a maximum additional travel length of 3.5 kilometres, where necessary;

- f) place Rip-rap in accordance with the Maintenance Specification for *Shore, Bank and Watercourse Maintenance*, with credit for such work under the Maintenance Specification for *Shore, Bank and Watercourse Maintenance*; and
- g) patrol effected Highways in accordance with the Maintenance Specification for *Highway Patrol*.

Note: Refer to Section H of the Introduction to these Maintenance Specifications.

3.1.1 Performance Time Frames

The Contractor must:

- a) inspect immediately, from the time the deficiency was detected by or reported to the Contractor, any potential for damage caused by flooding or washout conditions, and implement traffic control as necessary;
- b) when an event of a flood or washout effects the Travelled Lanes, immediately establish at least one through lane for traffic, and commence work to restore the Highway;
- c) immediately inform the Province where floods or washouts result in Highway closures;
- d) within 2 days of the end of the storm or other event, identify any potential for flooding and/or washout and notify the Province, in writing, with a complete list of the locations;
- f) perform flood control and washout response in accordance with the Maximum Response Times indicated in the table below:

| Washout Category | Summer Highway Classification | | | | |
|---|-------------------------------|-----|--------|---------|------|
| | 1&2 | 3 | 4 | 5 | 6&7 |
| (i) washouts completely cutting a Highway and isolating a community | 45 min | 1 h | 90 min | 150 min | 4 h |
| (ii) washouts completely cutting a numbered route or main Highway other than those covered by (i) above | 90 min | 2 h | 3 h | n/a | n/a |
| (iii) washouts cutting one or more lanes of a Highway | 4 h | 6 h | 9 h | 15 h | 24 h |

Legend

h - hours

min – minutes

3.2 Quantified Maintenance Services

Not Applicable to this Maintenance Specification.

3.3 Materials

Refer to Section B of the Introduction to these Maintenance Specifications.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 7-770

MUD, EARTH AND ROCK SLIDE RESPONSE

1. OBJECTIVE

To safeguard Highway Users and adjacent properties; to restore traffic movement and to repair damage to Highways and Bridges caused by mud, earth and rock slides.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

All services for this Maintenance Specification are Routine.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) provide traffic control in accordance with the Maintenance Standard for *Highway Traffic Control*, in response to a mud, earth or rock slide ;
- b) provide detours around the effected section of Highway of up to a maximum additional travel length of 3.5 kilometres, where necessary;
- c) remove mud, earth or rock deposits effecting the function of the Highway;
- d) monitor and patrol areas suspected of being unstable, as directed by the Province;

- e) control locations subject to slides exceeding 100 cubic metres of mud, earth or rock. The Province will arrange for a Geotechnical Engineer to investigate the site and the Contractor must perform work in accordance with the recommendations of the Geotechnical Engineer to prevent rockfall from reaching the Shoulder top and Travelled Lanes; and
- f) repair any damage to Highway infrastructure resulting from mud, earth and rock slide events in accordance with the appropriate Maintenance Specification, with credit for such work under the appropriate Maintenance Specification.

Notes:

1. Slope stability treatment involving rock bolting, wire mesh or geofabric installation is not required by this Maintenance Specification.
2. Refer to Section H of the Introduction to these Maintenance Specifications.

3.1.1 Performance Time Frames

The Contractor must:

- a) inspect immediately, from the time the deficiency was detected by or reported to the Contractor, any potential for damage caused by mud, earth or rock slides, and implement traffic control as necessary;
- b) when an event of a mud, earth or rock slide effects the Travelled Lanes, immediately establish at least one through lane for traffic, and commence work to restore the Highway;
- c) immediately inform the Province where slides result in Highway closures;
- d) within 2 days of the end of the storm or other event, identify any potential for flooding and/or washout and notify the Province, in writing, with a complete list of the locations;
- e) control, at times directed by the Province, all known locations that are subject to annual slides of less than 100 cubic metres of mud, earth or rock;

- f) control locations subject to slides exceeding 100 cubic metres of mud, earth or rock in accordance with the recommendation of the Geotechnical Engineer;
- g) immediately advise the Province in the event of a slide exceeding 100 cubic metres effecting the Highway, or if there are indications of a potential slide of this size or greater; and
- h) start repairs in accordance with the maximum response times established in the table below:

| | | Summer Highway Classification | | | | |
|-------|---|-------------------------------|-----|--------|---------|-------|
| | | 1 & 2 | 3 | 4 | 5 | 6 & 7 |
| (i) | slides completely blocking a Highway and isolating a community | 45 min | 1 h | 90 min | 150 min | 4 h |
| (ii) | slides completely blocking a numbered route or main Highway not included in (i) above | 90 min | 2 h | 3 h | n/a | n/a |
| (iii) | slides blocking only one or more lanes and restricting traffic | 4 h | 6 h | 9 h | 15 h | 24 h |

Legend

h – hours

min - minutes

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.2.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.3 Materials

Refer to Section B of the Introduction.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification 7-780

HIGHWAY INCIDENT AND VANDALISM RESPONSE

1. OBJECTIVE

To protect Highway Users from conditions that are unsafe or have the potential to become unsafe; and to restore the movement of traffic.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

All services for this Maintenance Specification are Routine.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) provide initial traffic control in accordance with the Maintenance Specification for *Highway Traffic Control*, in response to incidents on the Highway e.g., motor vehicle accidents, spills) until police and/or other authorities arrive at the scene; if no other authorities are required to attend the scene, the Contractor will remain at the scene until normal traffic flow is restored;
- b) prepare for and respond to incidents and vandalism on Highways by:
 - i) securing the area as required to ensure the safety of Highway Users;
 - ii) communicating incidents involving Highway closures to the Province in accordance with the Maintenance Specification for *Highway Condition Reporting*;

- iii) containing spills on Highways in conjunction with and cooperation with regulatory agencies, police authorities and the Province;
 - iv) removing vehicles from the Travelled Lanes and Shoulders, as necessary (where this service is not provided by others);
 - v) removing and disposing of cargo and Debris from the Travelled Lanes and Shoulders, to restore traffic flow;
 - vi) documenting all associated costs of removing vehicles, cargo and Debris from the Highway;
 - vii) completing a Chargeable Maintenance Costs report and forwarding that report to the Province; and
 - viii) repairing any damage to Highways caused by incidents or vandalism in accordance with the applicable Maintenance Specification, with credit for such work under the applicable Maintenance Specification if the cost of such work is not recovered under Chargeable Maintenance Costs.
- c) ensure the safety of Highway Users in the event of a spill within Rights-of-way involving Dangerous Goods as defined in the Transportation of Dangerous Goods Act and Regulations (TDG) in accordance with the Canutec Emergency Response Guidebook (ERG) by:
- i) alerting the Province, police authorities, and Provincial Emergency Program personnel, as required to identify the material and respond to the emergency, and respond as appropriate and in accordance with all applicable laws and regulations;
 - ii) training field personnel and field supervisors in accordance with all applicable laws and regulations for Dangerous Goods material identification and risk assessment; and
 - iii) closing and keeping the Highway closed using, at minimum, Guide 111 of the ERG until the hazard and/or material is identified and appropriate actions have been determined and performed in accordance with all applicable guides, laws and regulations;

Note: Transport Canada's Response and Operations Division operates CANUTEC to provide a 24-hour Dangerous Goods reference, data bank and expert assistance service.

- d) evacuating the area if an explosion is possible;
- e) establishing and recording information as per TDG Regulation Part 8; 8.1- 8.3; and the WCB Act Division 10 – 172; and
- f) documenting traffic incidents attended by the Contractor, i.e. taking photographs, diary notes, recording Highway conditions and locations relating to; and delivering such documents to the Province, when requested.

Note: Parties responsible for the incident, their insurers, or agencies which have jurisdiction over the incident are expected to bear all of the costs of vehicle recovery, cleanup, accident investigation and traffic control. Notwithstanding the above, should the Contractor determine that actions undertaken by others, or failed to be undertaken by others, have the potential to present a hazard to Highway Users, the Contractor will take all necessary actions to protect Highway Users and may submit a claim to the Province for cost recovery.

3.1.1 Performance Time Frames

The Contractor must:

- a) immediately, from the time the incident was detected by or reported to the Contractor, implement traffic control;
- b) within 3 days of the date of request by the Province, forward all photographs, documentation and records;
- c) repair damage to Highways in accordance with the appropriate Maintenance Specification and their Performance Time Frames; and
- d) within one week of the incident or act of vandalism, complete a Chargeable Maintenance Cost report and send photographs of the damage .

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.2.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.3 Materials

Refer to Section B of the Introduction.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 7-790

SNOW AVALANCHE RESPONSE

1. OBJECTIVE

To safeguard Highway Users against avalanches and to minimize road closures.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must:

- a) respond to snow avalanches in accordance with the following Ministry of Transportation Snow Avalanche Manuals;
- b) consider the following while planning and carrying out work:
 - i) the safety of Highway Users who travel through or within designated avalanche hazard areas; and
 - ii) the minimization of avalanche related road closures;
- c) ensure that operational personnel working within a designated avalanche area have complete and current training in and awareness of snow avalanche response procedures including the following:
 - i) One Day Avalanche Safety Training;
 - ii) Search and Rescue Procedures;
 - iii) Explosive Spill Plan;
 - iv) Avalanche Personnel Check-in Procedures;
 - v) Mock Rescue Practice; and
 - vi) Familiarity of Avalanche Terrain within Service Area.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) provide effective and efficient response and services in the event of a snow avalanche directly or indirectly effecting Highways, by supplying an adequate quantity and quality of equipment, and trained individuals;
- b) maintain and replace lost or stolen avalanche safety equipment supplied by the Ministry, unless otherwise specified in writing by the Province and as defined in the following:
 - i) Snow Avalanche Safety Measures for Highways Manual;
 - ii) Instructions on Weather Observations Manual; and
 - iii) Sign Manuals.
- c) comply with Highway maintenance restrictions as per the Five Level Avalanche forecasts and specific operational procedures, as provided by the local avalanche technicians;
- d) notify local Ministry avalanche personnel of any significant avalanche occurrences either above or on the Highway and report any changes in weather conditions associated with rising avalanche hazard conditions;
- e) ensure vehicle access to snow avalanche facilities, including but not limited to Gun Platforms, Rescue Caches and Explosive Magazines;
- f) ensure access to and relocate avalanche gates as required;
- g) remove avalanche Debris and snow from the Highway including Debris from any adjacent avalanche catchment areas and static avalanche defence structures;

- h) initiate as required and participate in snow avalanche search and rescue efforts to recover vehicles and/or Highway Users buried in a snow avalanche; and
- i) in the event of an avalanche, provide traffic control in accordance with the Maintenance Specification for *Highway Traffic Control*; and notify the Province and establish Highway closures as required to ensure the safety of Highway Users.

3.1.1 Performance Time Frames

The Contractor must:

- a) immediately, from the time an avalanche is detected by or reported to the Contractor, inform the Province and provide traffic control when required;
- b) respond to snow avalanche conditions within the maximum response times shown on the table below:

| Condition | Maximum Response Time |
|---|---|
| (i) initiate Avalanche Search and Rescue Plan (as necessary), and prepare for and participate in search and rescue effort | immediately |
| (ii) provide access to avalanche gates and vehicle access to snow avalanche facilities | 30 minutes, from the time notified by Ministry Snow Avalanche Technician |
| (iii) start clearing snow avalanche deposits from the Highway | immediately, on approval from the Ministry Snow Avalanche Technician |
| (iv) start with intent to completely remove clearing adjacent catchment areas and snow avalanche safety structures | within 24 hours, from time approval is obtained from the Ministry Snow Avalanche Technician |

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.3 Materials

The Contractor must supply materials and equipment necessary to support avalanche safety measures.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 7-800

STRUCTURE DAMAGE RESPONSE

1. OBJECTIVE

To ensure the safety of Highway Users, to restore all effected structures to their original condition, and to maximize their functional life.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

All services for this Maintenance Specification are Routine.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) repair Highway structures to a safe and stable condition in accordance with the specifications referred to in Section B of the Introduction;
- b) notify the Province where the safety of Highway Users is effected, so that the Bridge Structural Engineer may make an inspection;
- c) mobilize to brace and support the structure;
- d) respond immediately if the Bridge Structural Engineer determines that there is risk of structural failure under loading, by doing one of the following, as approved in writing by the Province:
 - i) restrict allowable loading on the Bridge;
 - ii) close the Bridge to all vehicular traffic; or

- iii) close the Bridge to all use;
- iv) construct a detour route of a maximum length of 3.5 km;
- e) reinforce all Fracture Critical members with temporary bracing or cables if the Bridge Structural Engineer determines that the structure is sufficiently safe to work on;
- f) close any structure with damaged Fracture Critical members to all traffic until repairs have been completed in accordance with the recommendations of the Bridge Structural Engineer;
- g) place temporary barrier or railing in accordance with the Maintenance Specification for *Bridge Railing Maintenance*, with no credit for such work under the Maintenance Specification for *Bridge Railing Maintenance*;
- h) complete and file a Chargeable Maintenance Costs report as applicable; and
- i) take and forward photographs of the damage to the Province with the Chargeable Maintenance Costs report.

Note: Refer to Section H of the Introduction to these Maintenance Specifications.

3.1.1 Performance Time Frames

The Contractor must:

- a) immediately, from the time the damage was detected by or reported to the Contractor, notify the Province of any damage to any structure, so that the Bridge Structural Engineer may make an inspection;
- b) start installation of temporary barriers or railing placements within 24 hours, from the time the damage was detected by or reported to the Contractor; and
- c) perform all other required repairs in accordance with the applicable Maintenance Specification and their respective Performance Time Frames.

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.2.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.3 Materials

Refer to Section B of the Introduction to these Maintenance Specifications.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 7-810

BAILEY AND ACROW EMERGENCY INSTALLATION

1. OBJECTIVE

To replace any Bridge that has collapsed or has the potential to collapse.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

Not Applicable to this Maintenance Specification.

2.2 Quantified Maintenance Services

The Contractor must:

- a) maintain Ministry Bailey or Acrow emergency Bridge stockpiles;
and
- b) when an immediate traffic crossing is required on a Highway,
replace a Bridge which has collapsed or has the potential to
collapse.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

Not applicable to this Maintenance Specification.

3.1.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.2 Quantified Maintenance Services

The Contractor:

- a) must install and dismantle each Bailey or Acrow structure, as
directed by the Province or in accordance with the manufacturer's
specifications;

- b) must store components of Bailey or Acrow emergency materials to ensure quick access and inspection;
- c) must ensure that incompatible components, such as those components supplied by Mabey & Johnson Ltd. (Compact Bailey), are not mixed in with other Bailey or Acrow materials;
- d) must identify any damaged components during the dismantling procedure by marking such components with fluorescent paint at the damaged section and setting these components aside for repair or disposal;
- e) must haul, load and unload material at the emergency site and return material to the stockpile site when the emergency replacement is required within the Service Area;
- f) must load and unload material at the stockpile site within the Service Area, for emergencies inside or outside the Service Area;
- g) must install timber decking in accordance with the Maintenance Specification for *Bridge Deck Maintenance*;
- h) must install steel decking, where it is supplied by the Province, in accordance with the Maintenance Specification for *Bridge Deck Maintenance*;
- i) will be entitled to a separate payment for each installation and dismantling of reinforced and non-reinforced Bailey or Acrow Bridge panel and all other associated components, including Launching Nose and metal Decking, loading and unloading at the Bridge site, or the stockpile site, for the particular structure indicated, in accordance with Part 2 of the Fee Schedule; and
- j) will be entitled to payment for supply of timber Deck materials required for emergency Bailey or Acrow Bridge maintenance in accordance with Part 2 of the Fee Schedule.

3.2.1 Performance Time Frames

The Contractor must:

- a) immediately, from the time the deficiency was detected by or reported to the Contractor, report to the Province any collapse or loss of any Bridge or structure, or any damage to a Bridge or structure which may require the installation of a Bailey or Acrow Bridge;
- b) immediately, upon approval by the Province, start installation of an emergency Bailey or Acrow Bridge and complete the work as soon as is reasonably possible; and
- c) schedule dismantling, as directed by the Province, and complete all dismantling and return emergency material to the stockpile site within a 1 month of receipt of such direction.

3.3 Materials

The Contractor must supply sufficient emergency timber Deck material to complete deck requirements, in accordance with the Maintenance Specification for *Bridge Deck Maintenance*, where emergency Bailey or Acrow stockpile resides within the Service Area.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 8-830

HIGHWAY INSPECTION

1. OBJECTIVE

To develop a comprehensive knowledge of Highway conditions to support a work identification and planning program; to identify deficiencies that require maintenance; and to identify conditions, not covered by these Maintenance Specifications, that could effect the Highway.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

All services for this Maintenance Specification are Routine.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) inspect annually all Highways and components of the Highway system within the Service Area; and document results;
- b) conduct additional inspections in response to any condition reported by the public, regulatory agencies, police authorities and the Province, that is unsafe or has the potential to become unsafe; and
- c) report to the Province any hazardous or deficient condition that is not covered by the Maintenance Agreement or this Maintenance Specification.

3.1.1 Performance Time Frames

The Contractor must:

- a) inspect annually all Highways and components of the Highway and reflect findings in the work identification and planning program; and
- b) respond immediately to reports by the public, regulatory agencies, police authorities and the Province, of any condition that is unsafe or has the potential to become unsafe
- c) immediately report to the Province any hazardous or deficient condition that is not covered by the Maintenance Agreement or this Maintenance Specification. .

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.1.2 Performance Time Frames

Not applicable to this Maintenance Specification.

3.2 Materials

Not applicable to this Maintenance Specification.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 8-840

HIGHWAY PATROL

1. OBJECTIVE

To identify conditions that are unsafe or have the potential to become unsafe; to identify conditions that could threaten the infrastructure; and attend to existing or changing conditions.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

All services for this Maintenance Specification are Routine.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) At all times other than identified in 3.1 b), c), d) and e), patrol all Highways in accordance with the frequencies established in 3.1.1 a) i) 1;
- b) during periods of high water flow, patrol all Highways in accordance with the frequencies established in 3.1.1 a) i) 2; give appropriate attention to areas known to be impacted first by high water flow;
- c) when freezing temperatures and/or snow fall are not present or forecast, patrol all Highways in accordance with the frequencies established in 3.1.1 a) ii) 1;
- d) during periods of snowfall, patrol all Highways in accordance with the frequencies established in 3.1.1 a) ii) 2;

- e) when temperatures are fluctuating between freezing and thawing, increase patrols to a frequency that will allow the Contractor to respond to changing conditions; and, give appropriate attention to areas known to be impacted first by weather events, as defined in section 3.1.1 a) of the Maintenance Specification for *Winter Abrasives and Chemical Snow and Ice Control*; and
- f) ensure patrol vehicles are prepared to deal with conditions when detected, by carrying Winter Abrasive or De-Icing Chemical. The Contractor may patrol using vehicles not equipped to apply chemical or abrasive if Highway surface conditions are bare and dry and if they can reasonably be expected to remain so. Under no circumstances will the contractor use vehicles not equipped to apply chemical or abrasive when precipitation is present, anticipated or forecast, or when freeze-thaw situations are present, anticipated or forecast, or when other Slippery conditions are present, anticipated or forecast.

3.1.1 Performance Time Frames

The Contractor must:

- a) complete patrols of Highways in accordance with the frequencies established in the tables below for each Highway Classification:
 - i) Summer Highway Classification

| | 1 & 2 | 3 | 4 | 5 | 6 & 7 |
|--------------------------------------|------------------|----------|----------|----------|------------------|
| 1. at all times | 24 h | 2 d | 7 d | 14 d | 21 d |
| 2. during periods of high water flow | 2 h | 4 h | 8 h | 16 h | 32 h |

Legend
 h – hours
 d – days

ii) Winter Highway Classification

| | A | B | C | D | E |
|-------------------------------------|----------|----------|----------|----------|----------|
| 1. at all times | 24 h | 2 d | 7 d | 14 d | 21 d |
| | | | | | |
| 2. winter patrols (during snowfall) | 4 h | 8 h | 16 h | 24 h | 36 h |

Legend

h – hours

d – days

- b) report to the Province all rockfall onto the Travelled Lanes and Shoulder tops which have occurred during the previous month within 7 days of the end of each month using the Rockfall Report;
- c) take immediate and appropriate action during patrols to protect Highway Users from unsafe situations; and
- d) report to the Province immediately, upon detection or notification, any conditions which effect the Highway in performing its designed function but which are not specifically identified in these Maintenance Specifications.

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.2.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.3 Materials

Not applicable to this Maintenance Specification.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 8-850

BRIDGE AND STRUCTURE INSPECTION

1. OBJECTIVE

To develop a comprehensive knowledge of the condition of all Bridges, other structures and associated components to support a work identification and planning program; to identify deficiencies that require maintenance; and to identify conditions, not covered by these Maintenance Specifications, that could effect the Bridges, other structures and associated components.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

All services for this Maintenance Specification are Routine.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) inspect all Bridges, other structures and associated components within the Service Area; and document the results;
- b) conduct additional inspections of Bridges and other structures which have been effected by, but not limited to, impact from vehicles or their loads, vessels or their loads, flooding, Debris, water, high winds, vandalism, fire and/or excessive heat, earthquakes, excessive loading vibration and excessive settlement or movement of structure foundations;
- c) report to the Province any hazardous or deficient conditions that are not covered by the Maintenance Agreement or these Maintenance Specifications;

- d) monitor deficiencies and movement of structures and their components and notify the Province of any potentially hazardous or unsafe condition; and
- e) give special attention during inspections to Bridges with sub-standard load carrying capacity to ensure that existing capacities are maintained or improved; ensure load restrictions are signed on all Bridges with load restrictions.

3.1.1 Performance Time Frames

The Contractor must:

- a) inspect Bridges, other structures and associated components within the minimum frequencies established in the following table:

| Structure Type | Summer Highway Classification | | | |
|---|-------------------------------|------|-------|-------|
| | 1 & 2 | 3 | 4 & 5 | 6 & 7 |
| (i) Bailey and Acrow Bridges | 14 d | 21 d | 2 m | 3 m |
| (ii) timber Truss Bridges | 21 d | 1 m | 1 m | 1 m |
| (iii) log Stringer Bridges | n/a | 3 m | 6 m | 1 y |
| (iv) other timber Bridges | 2 m | 3 m | 6 m | 1 y |
| (v) concrete and steel Bridges and other structures | 4 m | 6 m | 1 y | 1 y |
| (vi) Multiplate structures | 6 m | 1 y | 1 y | 1 y |
| (vii) Sign Bridges | 1 y | 1 y | 1 y | 1 y |

Legend

d - days
m – months
y – years

- b) notwithstanding the above table, immediately, from the time the deficiency was detected by or reported to the Contractor, inspect a Bridge or structure with a safety or structural deficiency, and continue inspections at a frequency determined by the Bridge Structural Engineer;

- c) initiate, upon Commencement Date, an inspection of all Bridges, structures and associated components which is to be attended by representatives of the Province and the Contractor, on a schedule acceptable to the Province, and complete the inspection within 3 months; and
- d) operate backup power units, compressors, and other related equipment for a minimum of one hour each month, on a schedule acceptable to the Province.

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.2.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.3 Materials

Not applicable to this Maintenance Specification.

4. WARRANTY

Not applicable to this Maintenance Specification.

Highway and Structure Maintenance Definitions

In these Maintenance Specifications, unless the context otherwise requires, the following terms will have the following meanings ascribed to them:

| | |
|--------------|---|
| ASTM | American Society for Testing and Materials. |
| Abutment | a wall supporting the end of a Bridge or Span and retaining the approach Fill. |
| Acrow | a proprietary name for a modular steel Panel Bridge similar to a Bailey Bridge. |
| Alligatored | an area of pavement identified by a checkerboard of cracks giving an alligator hide appearance that may or may not be accompanied by surface distortion. |
| Anchor Bolt | a Foundation bolt (including hardware), drift spike, or any other device used for holding any mechanism or structure down. It may or may not be threaded. |
| Armour | metal covering used at joints or around Piles, including rigidly affixed anchorages, to protect the underlying material. |
| Backfill | earth or other material used to replace material removed during construction, such as in culvert trenches, and behind Bridge Abutments and Retaining Walls. Also refers to material placed in Binwalls and between an old structure and a new lining. |
| Backslope | the slope at the opposite side of a Highway ditch from the Shoulder, and extending up to the natural ground level. |
| Bailey | a modular Bridge made of interchangeable latticed steel Panels coupled with pins. Used primarily as an emergency or temporary Bridge. |
| Ballast Wall | the section of an Abutment, above the Bridge Seats, that retains the adjacent Fill. |

| | |
|---------------|--|
| Bearing | <p>Superstructure support elements between the Bridge Seats and the Bridge Superstructure. Composed of steel, rubber, etc. separated into two general categories as follows:</p> <p>(a) fixed allows only rotational movements.</p> <p>(b) expansion allows longitudinal as well as rotational movements.</p> <p>Note: Refer to drawings for specific Bridges.</p> |
| Bent | a line of columns built as a structural unit, transverse to the Bridge and supporting the load of the Superstructure. |
| Black Ice | a very dangerous, Slippery condition on a pavement surface created by transparent ice on the dark asphalt, which is found at times in such locations as in shaded areas and is not normally noticeable in advance of driving onto Highway sections with such a condition. |
| Bleeding | an area where the asphalt mix is too rich, leading to the asphalt oozing to the surface in puddles and leaving a slick and slippery area. |
| Box Beam | concrete box Stringers which are precast for quick assembly at a Bridge site. When placed side by side these form the Deck as well and are often temporarily used as-is for a traffic Wearing Surface. |
| Braces | a diagonal, or sometimes horizontal, structural member used to stiffen a structure. |
| Bridge | a structure providing a means of transit for pedestrians and/or vehicles above the land and/or water surface of a valley, arroyo, gorge, river, stream, lake, canal, tidal inlet, gut or strait, above a Highway, railway or other obstruction, whether natural or artificial. The essential parts of a Bridge are: (1) the Substructure consisting of its Abutments and Pier or Piers supporting the Superstructure, (2) the Superstructure slab, girder, Truss, arch or other span or spans supporting the Highway loads and transferring them the Substructure, and (3) the Highway and its incidental parts functioning to receive and transmit traffic loads. |
| Bridge Joints | includes expansion joints, sealed joints, Finger Joints, Sliding Plate Joints and all other Deck joints. |

| | |
|----------------------------|--|
| Bridge Structural Engineer | a Civil Engineer registered with the Association of Professional Engineers of B.C., specializing in Bridge structural design, construction and maintenance and employed or retained by the Province for professional advice regarding structural matters. |
| Brow Log | a log placed above the Deck surface used as a Wheelguard. May act as an additional load-carrying Stringer if tied to the structure via Needle Beams. |
| CGSB | Canadian Government Specifications Board. CGSB specifications may be obtained from Canadian Government Specification Board, Ottawa, Ontario, K2A 0S5. |
| Camber | slight arch built into the longitudinal profile of a beam to accommodate deflections due to Dead Loads and Live Loads. |
| Cap | a horizontal member on an Abutment or Pier to distribute the loads of the Bridge. The Stringers or Bearings rest on the Cap. |
| Cementitious | having the properties of cement; essentially composed of cement. |
| Chord | the upper and lower longitudinal members of a Truss. |
| Class | see Classification. |
| Classification | designates the kinds and levels of Maintenance Services to be provided according to the amount and type of service the Highway is expected to provide, and for each individual Highway or portion of Highway is the Class which the Province's records designate, and as may be amended from time to time by the Province. The Minister may, at the sole discretion of the Minister, from time to time, change the Class of a Highway dependent upon other factors than indicated in this definition. Classifications of Highways in the Service Area are included in RIMS. The Summer Classification is generally based on, but not limited to, the following: |

SUMMER CLASSIFICATION

| <u>Class</u> | <u>A.D.T. (average daily traffic)</u> <u>Vehicles per Day</u> |
|--------------|--|
| 1 | over 10,000 |
| 2 | 5,000 - 10,000 |
| 3 | 1,000 - 5,000 |
| 4 | 500 - 1,000 |
| 5 | 100 - 500 |
| 6 * | 10 - 100 |
| 7 * | 0 - 10 |
| 8 | a Highway, typically without a constructed road but for which maintenance responsibilities exist for such things as danger tree removal and drainage, and which may also have other improvements to maintain such as pedestrian and bicycle paths. |

*Roads Classed 6 or 7 with heavy industrial use will be increased one Class in RIMS.

Winter Classification is generally based on but not limited to the following:

WINTER CLASSIFICATION

| <u>Class</u> | <u>Definition</u> |
|--------------|---|
| A | high volume traffic (over 5,000 winter average daily traffic count) or commuter routes and certain expressways and Freeways through mountain passes, as determined by the Province. They are heavy commuter traffic routes extended to include the bulk of vehicles commuting daily to a center and cut-off where traffic drops below 2,500 <u>winter</u> average daily traffic count. Very high volume ski hill and commuter routes. |
| B | all trunk and main routes (or portion thereof as designated by the Province) not included in Class A, with a cut-off traffic volume of 1,000 winter average daily traffic count. Lower volume ski hill and commuter routes. |
| C | all school bus routes and industrial (truck) traffic routes (more than 25% trucks) not included in Class A and B. |
| D | all other regularly maintained winter routes. |
| E | all other irregularly maintained winter routes. |
| F | roads not maintained in the winter, or not open, or not maintained by the Minister. |

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| Commencement Date | the first day of the Term, as described in the Maintenance Agreement. |
| Compacted | when an unloaded pick-up truck driven over the surface leaves an indentation of no more than 5mm. |
| Contract Year | has the same meaning as defined in Article I of the Maintenance Agreement. |
| Counter Brace | a Truss diagonal member inclined in the opposite direction to the Main Braces. Smaller than the Main Braces. |
| Crook | this is a deviation edgewise from a straight line drawn from end to end of a piece of lumber, whereas “twist” is a deviation flatwise including a curl, and “bow” is a deviation flatwise only. |
| Crown | this is the vertical rise in elevation from the outside edge to the centerline on straight sections of Highway, used to ensure run-off drainage. |
| Danger Tree | a tree that poses a threat or has the potential to pose a threat to Highway Users or to property because of recent lean, significant physical damage, deterioration of limbs, stem or root system or a combination of these. |
| Debris | litter, rubbish, vegetation, fallen rocks, dead animals, spilled materials, brush, branches or other tree components or other items, which are not part of the Highway by intention. |
| Debris Dam | congested Debris obstructing the free movement of water in a stream. |
| Debris Flow | brush, trash, floating logjams, cable connected log fin booms, etc. all moving in a stream at high water. Sometimes collecting on Bridge Piers, dolphins, or Trash Racks. |
| Debris Torrent Structure | any structure which by design and/or function acts to control the flow of, or contain, Debris or Debris Flows, including but not limited to Debris impound basins, avalanche berms, avalanche deflector mounds, basins associated with snowsheds. |
| Deck | the portion of a Bridge that supports the Highway, from the top of the major structural members to the Wearing Surface, and designed to distribute loads evenly across the Bridge. |

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| Decking | timber planking used as a Wearing Surface on the Deck of a timber Bridge. |
| De-Icing Chemical | material used to remove or assist the removal of ice and compacted snow from the pavement surface by chemical means. |
| Density | as defined in the Pavement Surface Condition Rating Manual. |
| Dirt and Gravel Highway | unpaved Highway, including the following components: the top surface of the Highway and the area between the outside edge of the top surface and the bottom of the ditch, known as the side slopes. Furthermore, the Dirt and Gravel Highway edge is the breakpoint between the extreme outside edge of the top surface and the side slopes. |
| Distortions | as defined in the Pavement Surface Condition Rating Manual. |
| Dragnet Vehicle Arresting Barrier | a device to bring errant vehicles to a safe controlled stop by absorbing the energy of the moving mass by way of a series of self contained units each containing spools of specially selected steel alloy tapes, or energy absorbers, and a series of special fabric nets or cables. |
| Drain | an aperture through a wall, curb, or Deck to provide egress for water that would otherwise accumulate on the Bridge. |
| Drifting | accumulation of snow caused by wind action close to the surface of the ground. |
| Ekki Wood | (<i>lophira procera</i>) a tropical hardwood species used for timber Decking on Bridges. |
| Emergency Site | a geographically limited location where the damage is limited by the bounds of undisturbed road structure, including but not limited to: <ul style="list-style-type: none"> i) if a road parallels a stream that has eroded the road in several different locations, they will be considered different emergency “sites”; ii) if a road parallels a stream that has flooded at a location and the water has returned to the stream at another location(s), causing a washout(s) then this will be considered “one site”; iii) a stream paralleling a road and producing separated “floods and water returns” will be considered “different sites”; |

- iv) a slide originating at one location and impacting on the road at one or more locations will be “one site”; and
- v) slides originating at different locations will be considered “different sites”.

A subsequent event causing damage to a previous site, that had been fully reconditioned to its original state, will generate a “new site”. An event or events that cause further damage to an existing site, not fully remedied and still within the response time of the pertinent specifications will be considered as an extension of the original site.

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| End Post | the last diagonal member at the end of a Truss, or the vertical member at the end of a Bailey or Acrow Bridge. |
| Fines | very small particles of material (under 200 micrometres in size), typically the size of fine silt or clay particles. Fines act as a binder or glue when intermixed with sand and gravel. |
| Finger Joint | an expansion Joint in which the opening is spanned by meshing steel fingers or teeth. |
| Flashing | sheet metal used as waterproofing or Armour for timber or log members. |
| Floor Beam | transverse members which support the Stringers and transmit the load to the main Girders or load carrying members. Steel Pier Caps on reinforced concrete Pier columns are a special type of Floor Beam. |
| Flume | an open channel or conduit of metal, concrete, or wood used to direct water away from a drain. |
| Flyover | a structure carrying one-way traffic over a Highway. |
| Footing | the portion of the Substructure resting on the ground. |
| Foundation | <ul style="list-style-type: none"> (i) the supporting soil material upon which the structural portion of the Bridge is placed. (ii) portions of the Bridge (usually below ground) which distribute the pressure to the soil or artificial supports. Similar to Footing. |

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| Fracture Critical | any member for which failure is likely to result in the collapse of the structure. |
| Freeway | multi-lane Highway with fully controlled access. |
| Galvanized | steel or iron item which has a coating of zinc applied for rust protection. |
| Geotechnical Engineer | a Geological Engineer registered with the Association of Professional Engineers of B.C., and employed or retained by the Province for professional advice regarding geotechnical matters. |
| Gradation | the distribution of size of material particles from coarse to very fine, determined by quantities retained on screens of decreasing mesh size or spacing. |
| Grading | the machine blading of dirt or gravel Highway surfaces to remove Raveling and Rutting and establish proper cross-section. |
| Grout | a fluid mixture of cement, sand, and water that can be poured or pumped easily. |
| Guardrail | barrier fastened to the edge of a Bridge Deck to prevent vehicles from running over the side of the Bridge. |
| Gusset | a plate serving to connect the elements of a member or the members of a structure and to hold them in the correct alignment and/or position at a joint. |
| Hard Surfaced Highways | all Highways which do not have a dirt or gravel surface. |
| Heart-Side | the face of a timber that was closest to the centre of the tree. Growth rings are concave on the Heart-Side. |
| Heartwood | timber members that contain the center annual rings of the original tree, or the soft central core. |
| Highway | has the meaning ascribed to it in the Maintenance Agreement. |
| Highway User | any person or persons, regardless of form of transportation, that use any lands or facilities within the jurisdiction of the Ministry of Transportation. |

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| Hot-in-place Patch | a Permanent Patch using existing asphalt and re-cycling and re-applying it at the same location. |
| Laminated | transverse members of a laminated Bridge Deck having the same function as Cross-Ties. Usually preservative treated two-inch nominal sized lumber tightly placed perpendicular to the traffic direction and vertically on edge over the Stringers, then nailed to the Stringers and each other. May also be parallel to the traffic (longitudinally laminated). |
| Lateral Rod | a horizontal, transverse tension rod. |
| Launching Nose | this is a length of Bailey or Acrow Bridge structure which is used to help launch the Bridge. The Launching Nose is raised from the normal horizontal position by pinning, allowing it to make contact with a Roller at the other end of a Span to continue the launching process. Once the structure is fully in position the Launching Nose is removed. |
| Livestock | as defined in the <u>Livestock Act</u> . |
| Longitudinal Cracking | includes Longitudinal Wheel Path Cracking and Longitudinal Joint Cracking as defined in the Pavement Surface Condition Rating Manual. |
| Lower Mainland | the area to the south of a straight line from Horseshoe Bay east to Hope and then proceeding due south to the Canada-USA border and then proceeding west along the Canada-USA border to the Strait of Georgia. |
| Main Brace | a primary diagonal member in a Truss. |
| Maintenance Services | the same meaning as described in Article I of the Maintenance Agreement. |
| Maintenance Specification | the Maintenance Specification of the Province for the particular maintenance activity described in this Maintenance Specifications Manual. |
| Median | the portion of a divided Highway separating the traveled ways for traffic in opposing directions. |
| Multiplate | a steel culvert, three metres or more in diameter, fully or partially factory assembled or field assembled by bolting together a number of |

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| | corrugated steel plates. When less than three metres in diameter it will be considered to be a culvert. |
| Needle Beam | a transverse log, timber, or steel beam placed under the Stringers and fastened to them to make them act as a unit. Used to join the Stringers and trussing system. |
| Number 1 | lumber grading in accordance with the National Lumber Grades Authorities Standard Grading Rules for Canadian Lumber. |
| Number 2 | lumber grading in accordance with the National Lumber Grades Authorities Standard Grading Rules for Canadian Lumber. |
| Off-take | the extension of ditches away from the line of the Highway and toward the Right-of-way boundary or low ground for the purpose of de-watering a Highway Road Base or eliminating excessive Roadside water flow and erosion. |
| One Hundred Year Flood | a term describing the stream or river's maximum expected peak flow within a period of 100 years, computed from hydrological data, watershed information and historical annual peak flow data. |
| Overhead | a Bridge carrying a Highway over a railway, or a railway and another facility. |
| Overlay Patch | a Permanent Patch that consists of a layer of new asphalt over an existing asphaltic pavement, or a new layer of asphalt or concrete on a Bridge deck. |
| Overpass | a grade separated structure where the Highway passes over an intersecting Highway or railway. |
| Panel | the main load carrying member in a Bailey or Acrow Bridge structure. Panels are pinned together end to end and connected side by side where necessary to form continuous Girder Trusses from bank to bank. A traffic surface Deck is mounted between the bottom Chords of the Panels. |
| Parapet | a wall-like member of reinforced concrete integrally connected to the sidewalk portion of a Bridge to serve as a protective barrier for vehicular or pedestrian traffic. |
| Pedestrian Overpass | a Bridge carrying pedestrians over a Highway. |

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| Permanent patch | a patch that lasts as long as the adjacent surface. |
| Pickets | a vertical element used to mark Highway features. |
| Pier | an intermediate vertical support (Substructure) used to join and support the two Spans. |
| Pile | a structural column driven deep into the ground (at least two metres) to provide support for structures built on soft ground. Piles are used for Abutments and Piers and for protective dolphins and retaining walls. |
| Piling | a structure or group of Piles. |
| Pin | a cylindrical bar used as a means of connecting, holding in position, and transmitting the stresses of the members forming a Truss or framed joint. |
| Ponding | large puddles of water trapped on the Highway surface. |
| Portal | the clear unobstructed space of a through Bridge forming the entrance to the Bridge. The entire Portal member of the top Chord bracing which fixes the uppermost limit of the vertical clearance. |
| Pot-hole | on a paved or Sealed Highway, an area where a piece of pavement has broken free and been removed, leaving a hole, usually the depth of the asphalt pavement layer and on a gravel Highway, a hole in which water puddles. |
| Pull-outs | these are widened areas alongside Shoulders of the Highway, where vehicles may pull off the traveled surface. Usually a site where a litter receptacle is located and may include an historical marker, picnic tables or other features. |
| Quantified Maintenance Services | one of the maintenance Services, as defined in Article I of the Maintenance Agreement and in the introduction to these Maintenance Specifications. |
| Railway Authority | a company which, under the <u>Railway Act</u> , has control of and is responsible for the rail portion of a Railway Crossing. |
| Railway Crossing | Highway surface common to both the Railway Authority and the Province bounded by a length equal to the length from end of tie to end of tie and a width equal to the Highway width from Shoulder point to Shoulder point plus one-half metre each side. |

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| Railway Crossing Approach | the Highway prism including ditches on the Railway Authority's property from the Railway Crossing outward to the edge of the Railway Authority's Right-of-way. |
| Rakers | these members, in Bailey and Acrow Bridges structures, are the stabilizers that connect between Transoms and the top hole in a Panel vertical section. |
| Ravelling | on a paved Highway, an area where the asphalt mix is too lean, leading to the aggregate popping out of the mix or breaking away under wear and on a gravel Highway, where the coarse aggregate is loose and there are not enough Fines to allow compaction to a tight surface. |
| Re-decking | the replacement of a Bridge Wearing Surface. On timber structures this includes: planking, Wheelguards and shims, rail posts, post braces and railing, and may include cross ties. Minor Re-decking involves no replacement of cross-ties; Major Re-decking involves the replacement of cross-ties. |
| Refurbish | for the purposes of the Maintenance Specification for Sign System Maintenance only, it means the removal of the Sign from the field to a Sign shop, stripped of the old Sign face by a chemical or grinding process, and an addition of a new face to the Sign blank. Sign overlaying done at the Sign shop is also considered as being Refurbished. |
| Reinforcing Steel | steel bars embedded in concrete structures during forming and manufacture. These bars add tension strength to concrete and resist contraction or expansion due to temperature change. |
| Replacement Patch | a Permanent Patch consisting of new asphalt in place of the existing asphaltic pavement or concrete on a Bridge . |
| Re-shaping | the machine blading of Dirt and Gravel Highways from ditch line to ditch line, to re-establish the proper shape of the Highway including Shoulder edges and Crown. This process also brings aggregate and Fines back onto the surface from Shoulders and ditches and involves a deeper cut than Grading. |

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| Rest Area | <p>a safety Rest Area is a developed Roadside area for the use of the traveling public, containing washrooms, litter receptacles and other facilities as follows:</p> <ul style="list-style-type: none"> a) Class "A" a major full service facility, containing a large, permanent building with sinks, usually with 9 or more flush or composting toilets, power, and illumination of pedestrian and/or parking facilities. These sites may also contain a tourist information facility operated by others. b) Class "B" a moderate sized facility containing a permanent building, usually with 4 or more flush or composting toilets c) Class "C" a small facility containing one or more one-person structures with pit or chemical toilet facilities. |
| Retaining Structure | a vertical structure designed to resist the horizontal earth pressures of a Fill or other material and/or a structure designed to prevent material from spilling onto the Highway. |
| Right-of-way | the legally defined property on which the Highway is situated. |
| Rip-rap | protective cover of large stone, rock or concrete of various sizes placed compactly or irregularly to prevent and protect stream banks, sides of fills around Abutments or Piers, the Travelled Lanes and other Highway features from Scour, Debris and erosion. |
| Road Base | the portion of Highway subsurface on which the traveling surface or wearing surface is placed. |
| Roadside | that part of the public Highway between the edge of Shoulder and the Highway Right-of-way boundary, including the sidewalk. It does not include the Shoulder. |
| Routine | one of the Maintenance Services, as defined in Article 1 of the Maintenance Agreement and in the Introduction to these Maintenance Specifications. |
| Rural | all areas outside Urban boundaries. |
| Rutting | deformation of the surface of the road in the vehicle wheelpath due to repetitive passes of vehicle tires. |
| S4S | a timber surfacing designation meaning Surfaced Four Sides. |

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| Sapwood | outer layers of growth of a tree between the bark and the Heartwood which contains the sap. |
| Schedule 1 | <p>as defined by section 19.07 of the <u>Motor Vehicle Act Regulations</u>, designating those Highways which cannot be used by the following:</p> <ul style="list-style-type: none"> a) vehicles drawn by animals; b) livestock, as defined in the <u>Livestock Act</u>; c) farm implements and farm machinery, whether self-propelled or towed; d) pedestrians, unless attending a disabled vehicle; e) vehicles incapable of maintaining a minimum speed of 60 km/h on level Highway, except construction or maintenance equipment while working on or traveling to or from a worksite located on a Highway named in Schedule 1. |
| Schedule 2 | as defined by section 19.08 of the <u>Motor Vehicle Act Regulations</u> , designating those Highways where fencing will be erected if livestock are at large on the adjacent land. |
| Scour | <p>the local lowering of the streambed by the erosive action of water.</p> <ul style="list-style-type: none"> (i) general Scour occurs in a waterway opening as a result of obstruction of the flow. (ii) local Scour occurs at a Pier or Abutment as a result of local obstruction of the flow. (iii) natural Scour is the Scour of a streambed resulting from natural phenomena, such as channel meandering. |
| Sealed | <p>a gravel Highway surface on which emulsified oil and aggregate has been alternatively spread, including compaction for particle set, building up an asphaltic pavement layer.</p> <p>or/ a paved Highway surface on which asphaltic products have been used to seal cracks, extend life expectancy of the paved Highway and create a skid resistant surface.</p> |

- Services as defined in Article I of the Maintenance Agreement and the introduction to these Maintenance Specifications including: Routine Maintenance Services, Quantified Maintenance Services, Emergency Services and Additional Maintenance Services
- Severity as defined in the Pavement Surface Condition Rating Manual.
- Shadow Vehicle a vehicle used as a mobile advance warning device, as described in the "Traffic Control Manual for Work on Roadways".
- Shim to support, level, or adjust the fit by using thin, often tapered pieces of material.
- Shoulder the area between the edge of the outside traffic lane and the ditch, including the following components: Shoulder top, Shoulder edge, and Shoulder side slope. Furthermore, the Shoulder edge is the breakpoint between the Shoulder top and the Shoulder side slope.
- Shoving a longitudinal displacement of a localized area of a pavement surface, generally caused by braking or accelerating vehicles and usually located on hills and at intersections.
- Sight Distance driver visibility of the Highway, Signs and intersections at minimum distance to safely drive the Highway at these locations.
- a) for the purposes of removing all movable obstructions (i.e. brush, tall grass, vehicles, etc.) from the Highway Right-of-way, the following minimum Sight Distances will be met:
- (i) for vehicles traveling on any traveled portion of a Highway:

| <u>Summer Highway Classification</u> | <u>Minimum Highway Sight Distance</u> |
|--|---|
| 1, 2, 3 | 330 m |
| 4 & 5 | 200 m |
| 6 & 7 | 75 m |

- (ii) for vehicles stopped at an intersection a distance of 2 metres behind the applicable legal stopping location for the highway at that point and intersection, visibility in both directions to the traveled portion of the Highway will be:

| <u>Summer Highway Classification</u> | <u>Minimum Highway Sight Distance</u> |
|--------------------------------------|---------------------------------------|
| 1, 2, 3 | 300 m |
| 4 & 5 | 200 m |
| 6 & 7 | 100 m |

- (iii) for vehicles on the traveled portion of the Highway the minimum Sight Distance to Highway signs will be:

| <u>Summer Highway Classification</u> | <u>Minimum Highway Sight Distance</u> |
|--------------------------------------|---------------------------------------|
| 1 | 500 m |
| 2 & 3 | 300 m |
| 4 & 5 | 150 m |
| 6 & 7 | 75 m |

- b) Sight Distance for traffic control requirements will be defined as the length of unobstructed Highway visible to the driver and the following values (as a function of the posted speed limit) will be the minimum distances acceptable to the Province. Sight Distance less than set out below will require additional control as defined in the Sign Manuals:

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| 50 kilometres per hour | 80 metres |
| 60 kilometres per hour | 110 metres |
| 70 kilometres per hour | 130 metres |
| 80 kilometres per hour | 170 metres |
| 90 kilometres per hour | 200 metres |
| 100 kilometres per hour | 250 metres |
| 110 kilometres per hour | 300 metres |

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| Sign | a lettered board, message or other display which includes all regulatory, warning, guide or informational, advisory, construction and maintenance, route markers and all special or other messages/displays under the Provincial jurisdiction as defined by the Province but excluding electronically controlled messages/displays; a sign includes the Sign Face Overlay. |
| Sign Bridge | an overhead sign support structure, typically of truss construction, with the horizontal member either supported at both ends or cantilevered over the Traveled Lanes. Type L, M, or H galvanized post davits are not considered to be Sign Bridges. |
| Sign Face Overlay | the layer of the Sign which contains the message, and which is applied to the aluminum, wood or steel sign. |
| Sign System | includes all regulatory, warning, guide or informational, advisory, construction and maintenance, route marker Signs, Sign Bridges, avalanche gates, delineators, hazard markers, Signs, Sign Face Overlay, posts, hardware (i.e. nuts, bolts, washers, rivets, etc.) and all special Signs, under other Provincial jurisdictions, as defined by the Province but excluding electronically controlled signage. |
| Sill | horizontal structural member set directly on the ground surface, or embedded only to a firm surface level. Usually a temporary base for a temporary support (see False Bent) or bracing. |
| Sliding Plate Joint | an expansion Joint in which the opening is covered by a steel plate attached to only one side of the joint. |
| Slippery | any road condition which causes an increase in normal dry surface stopping distances as a result of buildup of frost, ice, slush or snow. |
| Slope Of Grain | the deviation of the line of fibres in a timber member from a straight line parallel to the sides of the piece. |
| Slump | a measure of the workability and flowability of concrete. Slump varies with water, air, and admixture content and the temperature of the concrete. |
| Snow Avalanche Technician | a snow avalanche technician designated by the Province as such. |

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| Snow Berm | a windrow of snow constructed for the purpose of accumulating Drifting snow. |
| Sod | a mat of grass roots and fibres containing earth and granular aggregate. |
| Spall | circular or oval depression in concrete resulting from separation of a portion of the surface, at a fracture. Usually part of the rim is perpendicular to the surface. |
| Specialty Fences | all fences other than those installed on Schedule 1 or Schedule 2 Highways for the purposes of containing Livestock. |
| Split | a through longitudinal separation of the wood cells at the end of a piece of lumber. |
| Spray Patch | a Permanent Patch that consists of a layer of asphalt, covered with aggregate over existing asphaltic pavement. |
| SSPC | Steel Structures Painting Council. A society concerned with the use of coatings to protect industrial steel structures. |
| Stringer | longitudinal beams supporting the Bridge Deck, and in large Bridges or Trusses, framed into or upon the Floor Beams. |
| Substructure | Abutments, Piers, their Foundations and protective works which form the Bridge Substructure supporting the Superstructure above. |
| Summer Highway Classification | see Classification. |
| Superelevation | this is the vertical rise in elevation from the outside edge of a Highway surface, to the inside edge on a curving section of Highway. |
| Superstructure | the entire structure of a Bridge resting on the Piers and Abutments, consisting of Stringers, Decking, Trusses, sidewalks, Wearing Surface and railing. |

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| Sway Brace | <ul style="list-style-type: none"> (i) a piece bolted or otherwise secured in an inclined position upon the side of a Pile or frame Bent between the Cap and Sills to add rigidity to the assemblage. (ii) a component of Bailey or Acrow Bridges, used to square each bay of the Bridge and prevent sway movements of the Bridge. |
| Temporary Patch | a temporary correction of pavement deficiencies to address safety issues. |
| Transom Clamps | these are vise-type clamps with a swinging bolt at one end, used on Bailey and Acrow Bridge structures to hold the Transom securely to the bottom Chord of Panels. |
| Transoms | the Deck supporting cross member in a Bailey or Acrow Bridge structure, spanning between the bottom Chords of the Panels in these Bridges. |
| Transverse Cracking | as defined in the Pavement Surface Condition Rating Manual. |
| Trash Rack | a pervious barrier constructed to catch Debris and prevent blockage of a Bridge or the inlet of a culvert or Multiplate. |
| Travelled Lane | <p>the surface of a Highway:</p> <ul style="list-style-type: none"> (i) between the painted shoulder line on one side and the painted Shoulder line on the other side, or (ii) in the absence of Shoulder lines - from asphalt edge to asphalt edge, or (iii) in the absence of hard surfacing refer to the definition of Dirt and Gravel Highway. <p>The travelable portions of Rest Areas, pullout areas, parking areas, Weigh Scale Areas, and any other vehicle-accessible portions within the Right-of-way are included.</p> |
| Treated | a gravel Highway surface on which emulsified asphalt and aggregate has been alternatively spread, including compaction for particle set, building up an asphaltic pavement layer. |

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| Truss | a jointed Bridge structure having an open built web construction so arranged that the frame is divided into a series of triangular figures with its component straight members primarily stressed axially only. |
| Truss Rod | a vertical Tension Rod. |
| Underpass | a Bridge carrying a Highway beneath another feature including a Highway of less traffic volume. |
| Urban | within a Municipality as the term is defined in the <u>Local Government Act</u> , or within a distance of 3 kilometres of a municipal boundary, or extending out to the limit of residential or commercial development, whichever comes first. |
| Wane | bark or lack of wood from any cause, except eased edges, on the edge or corner of a piece of lumber. |
| Wash-boarding | transverse ridges, ripples or small bumps on a gravel/dirt Highway surface (right angles to travel), usually on hills or steeper sections, leading to very rough, vibrating or chattering ride. |
| Water/Cement Ratio | the mass ratio of the water to the cement contained in a unit volume of concrete. Usually between 0.40 and 0.45 for normal concrete. |
| Wearing Surface | the surface portion of a Bridge Deck directly in contact with the wheels of vehicles. |
| Weigh-in-motion Sites | a facility that uses sensors in the pavement for weighing vehicles while they are in motion. |
| Weigh Scale Area | a facility within Highway Right-of-way which may be used by the Province for the purpose of commercial vehicle weighing, including but not limited to the traveling and parking areas, buildings and scale, signing and signals. |
| Wheelguard | a steel or timber piece placed longitudinally along the side of the Highway to guide the movements of vehicle wheels and safeguard the Bridge Trusses, railings and other constrictions existing outside the Highway from collision with the vehicles and their loads. |
| Wildlife | as defined in the <u>Wildlife Act</u> . |

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| Winter Abrasive | the sand or fine gravel applied to Highway surfaces during winter snow and ice conditions to provide traction for vehicles. May or may not contain De-Icing Chemicals. |
| Winter Highway Classification | see Classification. |

QUANTIFIED MAINTENANCE SERVICES

LIST OF ACTIVITIES

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Contract Year Quantity | Unit of Measure |
|--|---|-----------------|------------------------|-----------------|
| Pavement Patching and Crack Sealing | Overlay Patch (isolated) | 100J | xxx | m2 |
| | Replacement Patch (isolated) | 100K | xxx | m2 |
| | Hot-in-place Patch | 100L | xxx | m2 |
| | Overlay Patch | 100M | xxx | m2 |
| | Replacement Patch | 100N | xxx | m2 |
| | Spray Patch | 100P | xxx | m2 |
| | Spray Patch (isolated) | 100Q | xxx | m2 |
| | crack sealing | 100R | xxx | lin m |
| Highway Surface Treatment | surface treatment | 110M | xxx | m2 |
| | surface treatment (isolated) | 110N | xxx | m2 |
| Gravel Surface Grading and Re-shaping | gravel surface Grading (Re-shape) | 130P | xxx | rd km |
| | gravel surface Grading | 130Q | xxx | rd km |
| Dust Control and Base Stabilization | base sabilization | 140M | xxx | rd km |
| | dust control (initial yearly application) | 140P | xxx | rd km |
| Highway Surface and Shoulder Graveling | gravelling - crush (isolated) | 150K | xxx | m3 |
| | gravelling - pit run (isolated) | 150L | xxx | m3 |
| | gravelling - crush | 150M | xxx | m3 |
| | gravelling - pit run | 150N | xxx | m3 |
| | Shoulder gravelling (isolated) | 150P | xxx | m3 |
| | Shoulder gravelling | 150R | xxx | m3 |
| Highway Shoulder Maintenance | Shoulder Grading | 160P | xxx | sh km |
| Road Base Maintenance | road base repair | 170P | xxx | m3 |
| Curb, Island and Barrier Maintenance | roadside concrete barriers | 220M | xxx | ea |
| | Median concrete barriers | 220N | xxx | ea |
| | machine-laid asphalt curb | 220P | xxx | lin m |
| | machine-laid concrete curb | 220R | xxx | lin m |
| Ditch and Watercourse Maintenance | ditch construction (new) | 250M | xxx | lin m |
| | ditch maintenance (machine) | 250P | xxx | lin m |
| | grader ditching | 250Q | xxx | lin m |
| Drainage Appliance Maintenance | catch basin (metal) | 260K | xxx | ea |
| | catch basin (concrete) | 260L | xxx | ea |
| | culvert/Flume install (to 400mm) | 260M | xxx | lin m |
| | culvert/Flume install (401mm to 600mm) | 260N | xxx | lin m |
| | culvert/Flume install (601mm to 1200mm) | 260P | xxx | lin m |
| | culvert/Flume install (1201mm to 3000mm) | 260R | xxx | lin m |

QUANTIFIED MAINTENANCE SERVICES

LIST OF ACTIVITIES

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Contract Year Quantity | Unit of Measure |
|---|---|-----------------|------------------------|-----------------|
| Shore, Bank and Watercourse Maintenance | Rip-rap install (> 50kg size) | 270M | xxx | m3 |
| Roadside Vegetation Control | mowing (machine) | 350K | xxx | sh km |
| | mowing (hand cutting) | 350L | xxx | m2 |
| | brushing (machine) | 350M | xxx | sh km |
| | brushing (hand cutting) | 350N | xxx | m2 |
| | Danger Tree removal | 350P | xxx | ea |
| | overhead brushing | 350R | xxx | sh km |
| Roadside Fence Maintenance | chain link (Schedule 1 & 2) | 400P | xxx | lin m |
| | barbed wire (Schedule 1 & 2) | 400Q | xxx | lin m |
| | page wire (Schedule 1 & 2) | 400R | xxx | lin m |
| Sign System Maintenance | delineators | 440K | xxx | ea |
| | Sign System install (2 post > 3.2 m2) | 440L | xxx | ea |
| | Sign System install (1 post) | 440M | xxx | ea |
| | Sign System install (2 post < 3.2 m2) | 440N | xxx | ea |
| | Sign (to 1 m2) | 440P | xxx | ea |
| | Sign (1 m2 to 3.2 m2) | 440Q | xxx | ea |
| | Sign (> 3.2 m2) | 440R | xxx | ea |
| | Sign Face Overlay (to 1 m2) | 445P | xxx | ea |
| | Sign Face Overlay (1 m2 to 3.2 m2) | 445Q | xxx | ea |
| | Sign Face Overlay (> 3.2 m2) | 445R | xxx | ea |
| Bridge Deck Maintenance | timber Re-decking (Minor) | 500M | xxx | m2 |
| | timber Re-decking (Major) | 500N | xxx | m2 |
| | linseed oil/mineral spirit treatment | 500O | xxx | m2 |
| | concrete Deck repair | 500P | xxx | m2 |
| | timber Deck replacement | 500Q | xxx | m2 |
| | concrete Deck crack sealing | 500R | xxx | lin m |
| Bridge Joint Maintenance | Bridge Joint Armour replacement | 530M | xxx | lin m |
| | Bridge Joint seal replacement | 530P | xxx | cm2 |
| Minor Painting of Bridge Structures | steel surface painting | 570P | xxx | m2 |
| | steel rail painting | 570Q | xxx | lin m |
| | timber rail painting | 570R | xxx | lin m |
| Concrete Structure Maintenance | concrete repair | 600P | xxx | m2 |
| | epoxy injection | 600Q | xxx | cm3 |
| Timber Truss Bridge Maintenance | timber Truss member replacement | 620P | xxx | ea |
| | timber Truss Rods (drop/replace) | 620Q | xxx | ea |
| Timber and Log Structure Maintenance | timber Stringer replacement | 650P | xxx | ea |
| | log replacement (stringer/brow log/needle beam) | 650Q | xxx | ea |
| | timber Cap replacement | 650R | xxx | ea |

QUANTIFIED MAINTENANCE SERVICES

LIST OF ACTIVITIES

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Contract Year Quantity | Unit of Measure |
|----------------------------------|---|------------------------|-------------------------------|------------------------|
| Retaining Structure Maintenance | Retaining Structure component replacement | 660P | xxx | m2 |
| Provisional Sum | | | \$xxx | PS |
| Roadside Fence Maintenance | Specialty Fences | 400M | | |
| Bridge Bearing Maintenance | Bridge Bearing replacement | 540P | | |
| Bridge Piling Maintenance | Bridge Pile replacement | 640M | | |



BRITISH
COLUMBIA

Ministry of Transportation

SCHEDULE "22"

Local Area Specifications

B.C. MINISTRY OF TRANSPORTATION
SA 15 - LOCAL AREA SPECIFICATION #1
LITTLE FORT FERRY

1. DEFINITIONS

1.1 For the purpose of these Local Area Specifications, the following Definitions, in addition to those in the Agreement, shall apply

- (a) **"B.C.G.E.U."** means The British Columbia Government Employees Union.
- (b) **"Buildings"** means all of the buildings and structures situate on the Site
- (c) **"Dock"** means the platform utilized in loading and off-loading vessels; including the Reaction Ferry together with any and all tie-up docks and landings.
- (d) **"Employees"** means those employees of the Province, being members of the BCGEU, currently working at the Site and any and all new employees hired by the Contractor during the term of this Agreement. Currently there are employed two full time employees and one auxillary employee hired as a replacement, as relief for holiday and sick time and additional assistance when required.
- (e) **"Equipment"** means all chattels owned by the Province situated on the Site and used in connection with the maintenance and operation of the Reaction and the Ferry Facility.
- (f) **"Ferry Facility"** means the Buildings and Grounds, fixtures and Equipment situated on the Site and used in connection with the Operation of the Reaction Ferry, and in particular, without restriction, those referred to in Appendix "A".
- (g) **"Ferry Maintenance and Operations Manuals"** means those certain manuals prepared by the Province to provide assistance and direction in connection with the operation of the Reaction Ferry and the Ferry Facility and include, without restriction
 - CSA specifications for 'Passenger Ropeways';
 - The Province's 'Specification of Cleaning, Re-lubricating, Non-destructive Testing and Reporting'
 - The Province's Reaction Ferry Maintenance and Operations Manuals;

The Manuals can be accessed through the following Internet address:

http://www.th.gov.bc.ca/BCHighways/operations/marine/marinepubs/marine_pubs.

Additional site specific detailed specifications and instructions on the maintenance and operation of the Reaction and Aerial ferries is available to the Contractor at appropriate District Office. This additional information is considered part of the Ferry Maintenance and Operations Manual.

- (h) **"Final Condition Survey"** means a survey of the composition and condition of the Reaction Ferry, the Ferry Facility and Equipment on the Site to be carried out as determined by the Province within thirty days prior to the termination of this Agreement.
- (i) **"Grounds"** means the land surrounding the Buildings, the Docks and Ramps and includes the Parking Lot and any access roads to the Site.
- (j) **"Initial Condition Survey"** means a Survey of the composition and condition of the Reaction Ferry, the Ferry Facility and Equipment on the Site to be carried out as determined by the Province within thirty days following the execution of this Agreement.
- (k) **"Main Span Wire Rope"** means the large steel-braided cable which is connected to a Tower on each side of the river within the Site and to which the Reaction Ferry is attached.
- (l) **"Movable Ramp"** means a ramp that is moved by raising one or more spans capable of being raised, turned, lifted or slid from its normal vehicular and/or pedestrian service location to provide for the passage of vessels.
- (m) **"Parking Lot"** means that part of the Grounds utilized for the parking of motor vehicles.
- (n) **"Ramp"** means a movable wedge shaped extension of the roadway that slopes from ground level up to another level such as onto the ferry apron, which is constructed of wood, steel or is a stationary concrete running surface that extends into the water and abuts a Dock or apron.
- (o) **"Reaction Ferry"** means the vessel located at the Site which is constructed using two steel pontoons placed parallel to each other and having a timber deck over steel bridging, connected to the Main Span Wire Rope which utilizes the river's current to propel itself from one side of the river to the other.
- (p) **"Site"** means the location where the Reaction Ferry is operated and includes the land upon which the Ferry Facility and the Towers are situate

- (q) **"Towers"** means the two steel constructed frameworks that support the Main Span Wire Rope which are anchored into the ground on each side of the River within the Site.

2. EMPLOYMENT OF BCGEU MEMBERS

- 2.1** The Contractor shall, immediately following execution of this Agreement offer to hire all Employees at their respective present positions.
- 2.2** The Contractor shall, when offering employment to the Employees, utilize the form attached hereto as Appendix "F" in determining which Employees determine to accept or reject the offer of employment by the Contractor. The Contractor shall deliver completed copies of the same to the Province.
- 2.3** Prior to offering employment to new Employees, the Contractor shall undertake a Criminal Record Check of all prospective employees and shall hire only those individuals whose background would make them fit for employment.

3. AMENDMENTS TO FERRY MAINTENANCE AND OPERATIONS MANUAL

The Province shall be at liberty at any time and from time to time to amend the provisions of the Ferry Maintenance and Operations Manuals and upon doing so it shall so advise the Contractor in writing of the amendments made thereto. The Contractor shall at all times comply with all of the provisions of the Ferry Maintenance and Operations Manuals as revised from time to time.

4. DOCK AND RAMP MAINTENANCE

The Contractor shall at all times ensure that the Docks and Ramps are maintained in keeping with the provisions of Appendix "B" entitled "Dock and Ramp Maintenance".

5. REACTION FERRY MAINTENANCE

The Contractor shall at all times ensure that the Reaction Ferries are maintained in keeping with the provisions of Appendix "C" entitled "Reaction Ferry Maintenance".

6. REACTION FERRY OPERATION

The Contractor shall at all times ensure that the Reaction Ferries are operated in keeping with the provisions of Appendix "D" entitled "Reaction Ferry Operation".

7. FERRY FACILITY MAINTENANCE

The Contractor shall at all times ensure that the Ferry Facility is maintained in keeping with the provisions of Appendix "E" entitled "Ferry Facility Maintenance".

8. EQUIPMENT MAINTENANCE

The Contractor shall ensure that at all times the Equipment is maintained to their present condition or better and in keeping with the provisions of the Maintenance and Operation Manuals. Any Equipment utilized in connection with the maintenance of the Grounds, including, lawnmowers, chainsaws and weed cutters, shall be properly stored and maintained in order to ensure that they are at all times in proper working order. Equipment on the Reaction Ferry, without limitation, outboards and electrical equipment shall likewise be maintained and tested frequently in order to ensure that the same will be available if and when required. Any Equipment that becomes dysfunctional or uneconomical to repair shall be replaced by the Contractor by Equipment of similar or better quality than that found at the Initial Condition Survey and such replaced Equipment shall become the property of the Province.

9. INITIAL AND FINAL CONDITION SURVEYS

The Contractor shall arrange, at its cost, for both an Initial Condition Survey and a Final Condition Survey to be carried out by a qualified surveyor as approved by the Province. In the event the Final Condition Survey determines that any or all of the Reaction Ferry, Docks, Ramps, Movable Ramps, associated components and the Equipment is not in the same or better condition than it was at the time of the Initial Condition Survey, then repairs and replacement shall be completed and the Contractor shall bear the cost of the same.

10. MAINTENANCE SPECIFICATIONS

These Local Area Specifications form part of the Maintenance Specifications and, in the event of any inconsistency, will take precedence over the specifications set out in Schedule 21 of this Agreement.

APPENDIX "A"

Asset Inventory – Little Fort Ferry

Major Items:

- Reaction Ferry and associated components such as fire extinguishers, life vests, generator, steering motor, lockers, winches, etc
- Reaction Ferry Towers, Main Wire Rope and associated components
- Docks and Ramps
- 22' aluminum rescue boat, together with outboard motor and accessories
- outboard steering motor (spare)
- Honda generator – 5000 watt
- propane storage tank
- office trailer and accessories
- two storage sheds, one heated
- fuel storage tank (800 litres) and compound
- parking lot area
- picnic table
- hand tools and accessories
- all power tools

APPENDIX "B"

DOCK AND RAMP MAINTENANCE

Little Fort

1. OBJECTIVE

To ensure the safe and efficient function of the Docks, Ramps, Movable Ramps and Parking Lots and to maximize the functional life of those structures.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

All services for this Local Area Specification are Routine.

2.2 Quantified Maintenance Services

Not applicable to this Local Area Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) maintain, repair and replace, as required, all components comprising the Docks, Ramps and Movable Ramps and associated components in accordance with Section B1 of the Introduction to the Maintenance Specifications and the Ferry Maintenance and Operations Manuals;
- b) schedule maintenance activities so as to minimize delays to the public; Where the work cannot be scheduled outside of normal operating hours and will result in a service interruption for the Reaction Ferry, the Contractor shall so notify the public two days in advance of the scheduled work;
- c) keep all bearings, cables, cable saddles, travellers and other movable/mechanical components of Docks, Ramps and Movable Ramps lubricated and maintained at all times;
- d) adjust Docks, Ramps and Movable Ramps, including counter balances as required;

- e) with prior approval by the Province, remove Docks, Ramps and Movable Ramps from the water and embankments prior to winter ice conditions and, as required during extreme conditions of high water or flooding and/or unusual Debris quantities, and return the same to service when conditions permit;
- f) maintain, repair and/or replace railings at the Docks in accordance with the Maintenance Specification for *Bridge Railing Maintenance* (subject to 3.1.1 f);
- g) paint the Docks and associated components in accordance with the Maintenance Specification for *Minor Painting of Bridge Structures* (subject to 3.1.1 f), with credit for such work under the Maintenance Specification for *Minor Painting of Bridge Structures*;
- h) maintain, repair and/or replace Deck systems on Docks, Ramps and Movable Ramps in accordance with the Maintenance Specification for *Bridge Deck Maintenance* (subject to 3.1.1 f), with credit for such work under the Maintenance Specification for *Bridge Deck Maintenance*; and the Maintenance Specification for *Concrete Structure Maintenance*, with credit for such work under the Maintenance Specification for *Concrete Structure Maintenance*;
- i) perform snow removal and application of Winter Abrasives or other products to ensure good traction at the Parking Lots, Docks, Ramps and Movable Ramps in accordance with the Maintenance Specification for *Winter Abrasives and Chemical Snow and Ice Control*; and the Maintenance Specification for *Highway Snow Removal*;
- j) maintain and/or repair the existing Parking Lots in accordance with the Maintenance Specification for *Highway Pavement Patching and Crack Sealing* (subject to 3.1.1 f), with credit for such work under the Maintenance Specification for *Highway Pavement Patching and Crack Sealing*; and the Maintenance Specification for *Gravel Surface Grading and Re-shaping* (subject to 3.1.1 f), with credit for such work under the Maintenance Specification for *Gravel Surface Grading and Re-shaping*;
- k) clean all pavement and concrete surfaces and in accordance with the Maintenance Specification for *Pavement Surface Cleaning* (subject to 3.1.1 f);
- l) remove garbage in accordance with the Maintenance Specification for *Rest Area and Roadside Facility Maintenance* (subject to 3.1.1 f);

- m) complete Initial and Final Condition Surveys of the Dock, Ramp, Movable Ramp and associated components by a qualified surveyor approved in writing by the Province.
- n) return the Dock, Ramp, Movable Ramp and associated components to the Province at the end of the Term in substantially the same condition as at the commencement of the Term, as documented in the Initial Condition Survey.

Note: If it is estimated by the Contractor and confirmed by the Province that, at any particular time, the cost to maintain the Dock, Ramp, Movable Ramp and associated components exceeds \$35,000, refer to Section G of the Introduction to the Maintenance Specifications.

3.1.1 Performance Time Frames

The Contractor must

- a) complete Routine Maintenance Services within the Maximum Response Times indicated in the table below:

| Maintenance Activity | Maximum Response Time |
|--|------------------------------|
| (i) adjust Docks, Ramps and Movable Ramps for water level, or remove from the water in case of emergencies | 4 h |
| (ii) maintain and repair Dock, Ramp and Movable Ramp structure Deck systems | 24 h |
| (iii) maintain and repair Parking Lots, including pavement patching, Debris and garbage removal | 5 d |
| (iv) maintain and repair other Dock, Ramp and Movable Ramp structure components | 10 d |
| (v) normal removal from or placement in water of Docks, Ramps and Movable Ramps | 5 d |

Legend

h - hours

d - days

- b) immediately respond to any damage which threatens the stability of the Dock, Ramp or Movable Ramp structure and/or the safety of Highway

Users, in accordance with the Maintenance Specification for *Structural Damage Response*;

- c) immediately respond to any damage or condition that results in the Docks, Ramps, and Movable Ramps being inoperable;
- d) in the spring, prior to the Reaction Ferry being put into service, perform annual inspections, maintenance and repair of the Docks, Ramps, Moveable Ramps and associated components in accordance with the Ferry Maintenance and Operations Manuals and this Local Area Specification;
- e) remove snow and apply Winter Abrasives and/or chemicals on approach Highways, parking areas, Docks, Ramps and Movable Ramps, in accordance with the Performance Time Frames in the Maintenance Specifications for *Highway Snow Removal* and the Maintenance Specifications for *Winter Abrasives and Chemical Snow and Ice Control* as specified for the Classification of the Highway at the Dock site;
- f) remove snow and apply Winter Abrasives and/or chemicals in parking areas at the same frequency as the Highway leading up to the Docks;
- g) complete the Initial Condition Survey of the Dock and Ramp within 30 days of the commencement date and the Final Condition Survey 30 days prior to the end of the contract; and
- g) comply with the Performance Time Frames in this Local Area Specification which will take precedence over Performance Time Frames in other applicable Maintenance Specifications.

3.2 Quantified Maintenance Services

Not applicable to this Local Area Specification.

3.2.1 Performance Time Frames

Not applicable to this Local Area Specification.

3.3 Materials

Refer to Section B1 of the Introduction to the Maintenance Specifications.

The wire rope material must be of the same type and at least equal in quality as the existing material. All other material must be of the same type and quality as existing material.

4. WARRANTY

Not applicable to this Maintenance Specification.

APPENDIX "C"

REACTION FERRY MAINTENANCE

Little Fort

1. OBJECTIVE

To ensure the safety of the Highway Users and to maximize the functional life of the Reaction Ferry.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

All services for this Local Area Specification are Routine.

2.2 Quantified Maintenance Services

Not applicable to this Local Area Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) maintain and repair the Reaction Ferry and associated components in accordance with Section B1 of the Introduction to the Maintenance Specifications and the Ferry Maintenance and Operations Manuals;
- b) schedule maintenance activities to minimize delays to the public; where the work cannot be scheduled outside of normal operating hours and will result in a service interruption, the Contractor must notify the public two days in advance of the scheduled work;
- c) maintain, repair and/or replace electrical and mechanical systems and associated components, together with any and all luminaires;
- d) maintain, repair and replace safety boat, outboard engines and associated components;
- e) maintain and supply safety equipment to meet the requirements of the Ferry Maintenance and Operations Manuals;

- f) maintain ferry Decks and aprons in accordance with the Maintenance Specification for *Bridge Deck Maintenance* (subject to section 3.1.1 g), with credit for such work under the Maintenance Specification for *Bridge Deck Maintenance*;
- g) maintain ferry railings and fence systems in accordance with the Maintenance Specification for *Bride Railing Maintenance*;
- h) maintain painted components on the Reaction Ferry in accordance with the Maintenance Specification for *Minor Painting of Bridge Structures*, with credit for such work under the Maintenance Specification for *Minor Painting of Bridge Structures*;
- i) maintain Bailey and Acrow components in accordance with the Maintenance Specification for *Bailey and Acrow Bridge Maintenance*;
- j) inspect, clean, lubricate, non-destructive test, repair and replace Reaction Ferry wire ropes (including Main Span Wire Rope), sheaves and associated components, in accordance with Ferry Maintenance and Operations Manuals and established maintenance schedules. All inspection, testing and cleaning of Main Span Wire Ropes will be conducted by an independent third party and certified by an engineer;
- k) provide written inspection reports of all Reaction Ferry and associated components to the Province;
- l) remove the Reaction Ferry from the water at the end of the operating season and return the ferry to service at the start of the operating season;
- m) protect the Reaction Ferry from potential hazards and extreme conditions; if conditions warrant, remove the Reaction Ferry from the water and return the ferry to service when conditions permit, or as directed in writing by the Province;
- n) maintain all fire extinguisher and fire suppression equipment on the Reaction Ferry and safety boat; and
- o) respond to any damage that threatens the structural stability or integrity of the Reaction Ferry, associated components and safety boat in accordance with the Maintenance Specification for *Structural Damage Response*;
- p) complete Initial and Final Condition Surveys of the Reaction Ferry and associated components by a qualified surveyor approved in writing by the Province;
- q) return the Reaction Ferry and associated components to the Province at the end of the Term in substantially the same condition as at the

commencement of the Term as documented in the Initial Condition Survey.

Note: If it is estimated by the Contractor and confirmed by the Province that, at any particular time, the cost to maintain the Reaction Ferry exceeds \$35,000, refer to Section G of the Introduction to the Maintenance Specifications.

3.1.1 Performance Time Frames

The Contractor shall:

- a) immediately respond to situations that are unsafe or have the potential to become unsafe for Highway Users or when the Reaction Ferry cannot function as intended;
- b) immediately maintain and repair electrical, mechanical systems and associated components that are necessary for the safe and efficient operation of the Reaction Ferry and safety boat;
- c) immediately notify the Province of any deficiencies detected on the Main Span Wire Rope;
- d) during the operational season, complete Routine Maintenance Services within the times shown on the table below:

| Maintenance Activity | Maximum Response Time |
|--|-----------------------|
| i) repair or replace steering paddles | 4 h |
| ii) maintain and repair electrical and mechanical systems and associated components on Reaction Ferry, Towers and safety boat other than in 3.1.1 b); | 1 d |
| iii) replace steering or apron cables | 1 d |
| iv) maintain and repair ferry Deck and apron | 1 d |
| v) maintain and repair railings and fencing | 7 d |
| vi) maintain, repair or replace Reaction Ferry Tower components, including but not limited to anchors, sheaves, winches, wind line and Main Span Wire Rope | 7 d |
| vii) maintain, repair or replace all other components | 7 d |

Legend

h - hours

d – days

- e) in the spring, prior to the Reaction Ferry being put into service, perform annual inspections, maintenance and repair of the Reaction Ferry and ferry components in accordance with the Ferry Maintenance and Operations Manuals and this Local Area Specification;
- f) perform all other inspections in accordance with the frequencies established in the Ferry Maintenance and Operations Manuals unless the Province directs the Contractor to perform more frequent inspections;
- g) comply with the Performance Time Frames in this Local Area Specification which will take precedence over Performance Time Frames in other applicable Maintenance Specifications; and
- h) Complete the Initial Condition Survey of the Reaction Ferry within 30 days of the commencement date and the Final Condition Survey 30 days prior to the end of the contract.

3.2 Quantified Maintenance Services

Not applicable to this Local Area Specification.

3.2.1 Performance Time Frames

Not applicable to this Local Area Specification.

3.3 Materials

The Contractor must:

- a) refer to section B1 of the Introduction to the Maintenance Specifications;
- b) supply and use recommended lubricants, oils and grease materials;
- c) ensure that timber paddle material will be of Number 1 grade, S1S2E Heart-Side surfaced 100mm x 300 mm (4 x 12 inches), or as specified by the Province, cut to the same length as the existing paddle;
- d) ensure that steering cable material will be 16 mm (5/8 inch), 6 X 19 IWRC IP Langs lay. Apron cable will be 10 mm (3/8 inch), 6 X 19 1WRC IP or the same type and quality as existing material, and all other cables are to be replaced with material the same size and at least equal in quality as existing;
- e) supply mechanical, electrical systems and related component materials;
and
- f) supply safety equipment and associated component material.

4. WARRANTY

Not applicable to this Local Area Specification.

APPENDIX "D"

REACTION FERRY OPERATION

LITTLE FORT

1. OBJECTIVE

To provide on-demand Reaction Ferry service at Little Fort; and to ensure the safe and efficient passage of vehicular and pedestrian traffic.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

All services for this Local Area Specification are Routine.

2.2 Quantified Maintenance Services

Not applicable to this Local Area Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) operate the Reaction Ferry in accordance the Ferry Maintenance and Operations Manuals;
- b) update and maintain the Reaction Ferry Maintenance and Operations Manual with respect to contact names, numbers and other operational changes due to the transfer of duties from the Province to the Contractor and to reflect current conditions at the Site; all changes to the Manuals must be approved in writing by the Province;
- c) consult with the Ministry where there are discrepancies between the Ferry Maintenance and Operations Manuals and the requirements of this specification. The Province, at its sole discretion, will determine which will apply;
- d) respond to on-demand vehicle and passenger ferry service during regular operating hours, i.e., 7 days a week, during the time frames outlined in the table below:

| Little Fort Ferry - regular operating hours | | |
|--|-----------------|-----------------|
| 7:00am – noon | 1:00pm – 5:00pm | 6:00pm – 7:00pm |

- e) respond to emergency requests for vehicle and passenger ferry service outside regular operating hours; and provide assistance to emergency service providers, e.g., RCMP, ambulance attendants, as required;
- f) not charge a fee, toll or other form of remuneration for the provision of the ferry service or other use of the Ferry Facility;
- g) not use the ferry for any purpose other than to provide a ferry service, as may be warranted in an emergency or as directed by the Province;
- h) not deny access to Highway Users except in the following circumstances;
 - i. if an individual fails to comply with the operational requirements of the ferry and providing access could result in danger to other Highway Users, the ferry operator or in damage to the infrastructure, in which case the Contractor must immediately seek approval from the District Manager of Transportation for denying access.
 - ii. if providing access to an individual could result in immediate danger to the ferry operator, other Highway Users, his/her self, or in damage to the infrastructure, in which case the Contractor may deny access but must notify the District Manager of Transportation;
- i) only provide service for overweight vehicles with the written approval of the District Manager of Transportation;
- j) provide access to provincial and federal authorities responsible for water surveys; such requests will be scheduled to minimize delays to the public and, whenever possible, be scheduled outside of regular operating hours;
- k) dock the ferry at the west side terminal after normal operating hours;
- l) operate the Reaction Ferry as long as river conditions allow the safe operation of the ferry and until it is no longer feasible to carry pedestrian traffic; the Contractor must consult with and seek approval by the Province prior to stopping the Reaction Ferry service. The Contractor must return the Reaction Ferry to service as soon as river conditions allow the safe operation and transport of pedestrian traffic;
- m) post notices of ferry service interruptions in excess of 30 minutes and notify the Ministry of Transportation District Office of such interruptions;
- n) notify the Provincial Highway Condition Center (PHCC), and other contacts as directed by the Province, of any ferry closure that is estimated

to be longer than four hours; the Contractor must also notify these same contacts when the ferry is back in service;

- o) change ferry operation sign tabs to indicate operational status, where applicable
- p) install and maintain signs displaying the name of the Contractor, hours of operation and contact numbers, including contact numbers for after hour emergencies; these signs must be of same quality and size as existing;
- q) provide, for the duration of the Contract, uniforms to employees of equivalent quantity, quality and style as existing; and ensure that uniforms are clean and in a good state of repair;
- r) at the start of the Contract, remove Provincial identification crests from existing uniforms and replace with crests displaying the Contractor's name and/or logo; and
- s) complete, retain or submit required documentation listed in section 3.1.1 below and in the Ferry Maintenance and Operations Manuals.

3.1.1 Performance Time Frames

The Contractor shall:

- a) during normal operating hours, provide ferry service immediately upon request of the Highway User;
- b) outside normal operating hours, provide emergency ferry service within 30 minutes of the request for service;
- c) when denying access to a Highway User, notify the District Manager of Transportation within 30 minutes of the incident and follow up within 24 hours with a written report describing the incident and the justification for denying access;
- d) submit to the Province the following reports within the timeframes indicated
 - i. monthly traffic statistics and monthly downtime reports in electronic and hard copy format no later than seven days after the end of each month;
 - ii. annual inspections of the Reaction Ferry at the start of each operational season;

- iii. annual inspection/cleaning report for main track ropes located at Reaction Ferry within 30 days of completion;
- d) complete and record the following information at the frequency indicated below:
 - i) monthly Reaction Ferry drills;
 - ii) complete and record monthly Reaction Ferry person overboard retrieval and evacuation drills when in operation;
- e) complete and submit other reports in accordance with the timeframes outlined in the Ferry Maintenance and Operations Manuals; and
- f) make changes to the Ferry Maintenance and Operations Manual within 30 days after the commencement date of the contract.

3.2 Quantified Maintenance Services

Not applicable to this Local Area Specification.

3.2.1 Performance Time Frames

Not applicable to this Local Area Specification.

3.3 Materials

The Contractor must supply all materials required to complete the safe operation of the Reaction Ferry and associated components including, but not limited to, safety equipment, office and cleaning supplies, crew requirements, communications systems at least equal, in quality and quantity, to that existed prior to the commencement of the Term, personal flotation devices, tools and fuel.

4. WARRANTY

Not applicable to this Local Area Specification.

APPENDIX "E"

FERRY FACILITY MAINTENANCE

Little Fort

1. OBJECTIVE

To provide a safe, clean and well maintained Ferry Facility.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must clean and maintain all grounds, structures, fixtures and appliances at the Ferry Facility.

2.2 Quantified Maintenance Services

Not applicable to this Local Area Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) maintain a regular program of redecoration and refurbishment of the ferry buildings including interior and exterior walls, roof, doors, ceiling and floors to ensure the aesthetic and structural integrity of the buildings is maintained;
- b) clean, maintain, repair and/or replace all walls, floors, ceilings, windows, drapes, blinds, cupboards, fixtures and furniture;
- c) complete general housekeeping duties;
- d) clean, refinish or re-paint all building surfaces damaged by graffiti;
- e) maintain and repair all fuel storage systems;
- f) remove snow and ice from the outer entrance doors, floor areas and walkways;
- g) clean, varnish and seal as required picnic table tops and seats, wood seats and base ends;

- h) remove all Debris from areas surrounding the building and clean asphalt and gravel walkways;
- i) maintain, repair and/or replace as required all heating systems, electrical systems, walkways, fixtures and appliances;
- j) maintain or replace smoke detectors, fire extinguishers and emergency lighting ;
- k) not allow vegetation to exceed 8 cm in height;
- l) remove noxious weeds;
- m) provide sanitary storage and disposal of all refuse;
- n) provide rodent and pest control;
- o) report acts of vandalism and misuse of the Ferry Facility to the police and the Province;
- p) return the Ferry Facility to the Province at the end of the Term in substantially the same condition as at the commencement of the Term.

Note: If it is estimated by the Contractor and confirmed by the Province, that at any particular time for a Ferry Facility, the costs to repair or replace a structure, heating system, water system, sewer system, fixture or appliance, exceeds \$10,000, refer to Section G of the Introduction to these Maintenance Specifications.

3.1.1 Performance Time Frames

The Contractor shall:

- a) perform maintenance on the Ferry Facility within the minimum frequencies indicated on the following table:

| Ferry Facility Maintenance | Response Times |
|--|--|
| i) Maintain a regular program of redecoration and refurbishment of the ferry buildings including interior and exterior walls, roof, doors, ceiling and floors; | annually |
| ii) maintain, repair and/or replace all walls, ceilings, windows, drapes, blinds, cupboards, fixtures and furniture | within 7 days upon detection of deficiency |
| iii) clean all walls, floors, ceilings, windows, drapes, blinds, cupboards, fixtures, and furniture | monthly |
| iv) clean, refinish or re-paint all building surfaces damaged by graffiti; | within 2 days upon detection of deficiency |
| v) maintain and repair all fuel storage systems; | immediately upon detection of deficiency |
| vi.) remove snow and ice from the outer entrance doors, floor areas and walkways; | daily as required |
| vii.) clean, varnish and seal as required picnic table tops and seats, wood seats and base ends; | annually in the spring |
| viii.) remove all Debris from areas surrounding the building and clean concrete, asphalt and gravel walkways; | daily as required |
| ix.) maintain, repair and/or replace as required all heating systems, electrical systems, walkways, fixtures and appliances; | immediately upon detection of deficiency |
| x.) general housekeeping | daily |

| Ferry Facility Maintenance | Response Times |
|--|--|
| xi.) inspect, maintain or replace smoke detectors, fire extinguishers and emergency lighting; | inspect monthly and maintain or replace immediately upon detection of deficiency |
| xii.) vegetation control | not to exceed 8 cm in height |
| xiii.) remove noxious weeds; | immediately upon detection of deficiency |
| xiv.) provide sanitary storage and disposal of all refuse | storage daily and disposal weekly |
| xv.) provide rodent and pest control | immediately upon detection |
| xvi.) report acts of vandalism and misuse of the Ferry Facility to the police and the Province | immediately upon detection |

3.2 Quantified Maintenance Services

Not applicable to this Local Area Specification.

3.2.1 Performance Time Frames

Not applicable to this Local Area Specification.

3.3 Materials

The Contractor must supply all materials required to clean, maintain and repair the Ferry Facility including the supply of electricity and fuel as required for the purposes of lighting, heating and providing a power source.

4. WARRANTY

Not applicable to this Local Area Specification.

APPENDIX "F"

EMPLOYMENT OFFER

EMPLOYEE OPTION FORM

Employee Name:

Employee Number: 000000

Business Area

Business Address

City/Postal Code

I accept the offer of employment and will to transfer to
Company X

Or

I decline the offer of employment and choose to remain
Within government

Signature of Employee

Date

Return this form, signed and dated, to:

Name of Contact

Title

Business Area

Business Address

Facsimile: (###) ###-####

SCHEDULE "23"

StockPile License

Definitions

1.01 In this Stockpile License, unless the context otherwise requires:

- (a) **"BCBC Improvements"** means any Premises or Building Equipment existing on the Stockpile Sites at any time during the Term;
- (b) **"Building Equipment"** means the same as in the Facilities License;
- (c) **"Contractor's Stockpiles"** means
 - (i) all stockpiles of Material located at the Stockpile Sites unprocessed or processed by or for the Contractor; and
 - (ii) all stockpiles of Material located at the Stockpile Sites processed by or for the previous highway maintenance contractor or the Province and which have been sold or transferred to the use of the Contractor;
- (d) **"Material"** means the same as in the Gravel License;
- (e) **"Stockpile Sites"** means the stockpile sites described in Appendix "I" attached to this Stockpile License; and
- (f) **"Subsisting Rights"** means the same as in the Gravel License.

Limits on License

2.01 The Contractor acknowledges and agrees that this Stockpile License does not grant to the Contractor any proprietary or property rights or interests in the Stockpile Sites.

2.02 This Stockpile License is subject to all Subsisting Rights.

2.03 The Contractor acknowledges and agrees with the Province that:

- (a) any interference with the rights of the Contractor under this Stockpile License by virtue of the exercise or operation of any of the Subsisting Rights will not constitute a breach of the obligations of the Province under this Stockpile License and the Contractor releases and discharges the Province from and against any claim for loss or damage arising directly or indirectly out of any such interference;
- (b) all costs and expenses, direct or indirect, that arise out of any interference by the Contractor with any of the Subsisting Rights will be borne by the Contractor; and
- (c) the Contractor will not commence or maintain proceedings under section 65 of the *Land Act*, R.S.B.C. 1996, c. 245, in respect of any interference with rights of the Contractor under this Stockpile License arising directly or indirectly out of the exercise or operation of any of the Subsisting Rights.

Contractor's Covenants

3.01 The Contractor will:

- (a) enter upon and occupy the Stockpile Sites solely for the purpose of storing and stockpiling the Material in order to perform its obligations under the Maintenance Agreement, and in accordance with the terms and conditions of this Stockpile License;
- (b) not bring, keep, store, or stockpile or suffer to be brought, kept, stored, or stockpiled in or upon the Stockpile Sites any equipment, machinery, vehicles, supplies, goods, structures, substances or things other than the Material without the prior written consent of the Minister;
- (c) not remove Material from the Stockpile Sites except from locations or stockpiles approved by the Minister or from the Contractor's Stockpiles;
- (d) clearly mark and segregate from other stockpiles each of the Contractor's Stockpiles in a manner satisfactory to the Minister;
- (e) not place or maintain any improvements on any of the Stockpile Sites without the prior written consent of the Minister;
- (f) comply with any directives issued by the Minister in respect of environmental protection or preservation arising from the Contractor's occupation or use of the Stockpile Sites;
- (g) provide adequate security for each of the Stockpile Sites and prevent entry to the Stockpile Sites or removal of Material from the Stockpile Sites by persons unauthorized by the Minister;
- (h) provide drainage control measures at the Stockpile Sites as required by the Province;
- (i) not interfere with the activities of any person authorized by the Minister to enter upon and use any of the Stockpile Sites under a prior or subsequent licence granted by the Province;
- (j) permit persons authorized by the Province to enter on any of the Stockpile Sites and remove Material except from the Contractor's Stockpiles;
- (k) observe, abide by and comply with all laws, bylaws, orders, directions, ordinances and regulations of any competent governmental authority in any way affecting the Stockpile Sites, any improvements on the Stockpile Sites, or their use;
- (l) make and keep each of the Stockpile Sites in a safe, clean and sanitary condition satisfactory to the Minister and, unless otherwise specified by notice in writing by the Minister to the Contractor, make and keep safe, clean and sanitary any improvements at the Stockpile Sites;
- (m) not commit or suffer any willful or voluntary waste, spoil or destruction on the Stockpile Sites or do or cause or permit to be done on the Stockpile Sites anything that may be or become a nuisance or annoyance to the owners or occupiers of adjoining land other than as expressly

authorized under this Stockpile License;

- (n) permit the authorized representatives of the Minister to enter upon the Stockpile Sites at any time for any purpose;
- (o) pay and discharge when due all taxes, levies, charges and assessments now or hereafter assessed, levied or charged which relate to the Stockpile Sites or any improvements on the Stockpile Sites provided that if the Contractor does not pay the taxes as required the Province will have the right to pay such charges and to recover the same forthwith from the Contractor unless such taxes are being contested in good faith by the Contractor and the Contractor may in law withhold payment of them and in such event the Contractor will pay all costs of contestation and will not in any way render any of the Stockpile Sites subject to seizure;
- (p) pay for the cost of the supply to, or use and consumption on the Stockpile Sites of electricity, gas, water and other utilities provided that the cost of such utilities is determined by separate metering;
- (q) unless otherwise directed by the Minister, at all times keep and maintain any improvements, save for any BCBC Improvements, on the Stockpile Sites, in a state of repair and condition at least equivalent to the state of repair and condition of such improvements at the commencement of the Term or at the time that the improvements were made, whichever is later, and to the same extent as would a prudent and careful owner in occupation, reasonable wear and tear only excepted; and
- (r) repair any improvements, save for any BCBC Improvements, on the Stockpile Sites in accordance with directives as may be issued by the Province from time to time.

Province's Covenants

4.01 The Province will:

- (a) advise the Contractor from time to time of the identity of those persons authorized by the Province to enter upon and use any of the Stockpile Sites;
- (b) within 30 days after the Commencement Date, provide the Contractor with an inventory (showing quantities and locations) of all stockpiles of Material at the Stockpile Sites as at the Commencement Date;
- (c) within 7 days of each Anniversary Date and of the Expiry Date, provide the Contractor with a report showing the quantity of Material removed during the preceding Contract Year from each Stockpile Site by the Province or persons authorized by the Province (other than the Contractor); and
- (d) not, without the consent of the Contractor, remove or authorize other persons to remove Material from the Contractor's Stockpiles.

Termination

5.01 The Province may, in its sole discretion, delete any of Stockpile Sites from this

Stockpile License by giving to the Contractor at least **30** days written notice of the deletion and sections 5.02, 5.03, and 5.04, of this Stockpile License will apply to any deleted Stockpile Site as if this Agreement had been terminated or had expired in respect of that Stockpile Site as of the effective date of deletion.

- 5.02** On the expiration or earlier termination of this Agreement, the Contractor will
- (a) cease occupation of the Stockpile Sites; and
 - (b) remove all buildings, machinery, plant equipment, apparatus and any other improvements or fixtures of the Contractor at the Stockpile Sites.
- 5.03** Any buildings, machinery, plant equipment, apparatus and any other improvements or fixtures of the Contractor remaining at the Stockpile Sites later than 30 days after expiration or termination of this Agreement:
- (a) will be absolutely forfeited to and become the property of the Province; and
 - (b) may be removed from the Stockpile Sites by the Province and the Contractor will pay to the Province, on demand, all expenses incurred by the Province, including the costs of removal.
- 5.04** If, on the expiration or termination of this Agreement, the Contractor has not made arrangements with the prior written approval of the Province to transfer the Contractor's rights in respect of Material in the Contractor's Stockpiles to the highway maintenance contractor retained by the Province to replace the Contractor, then the Province will:
- (a) arrange for a quantity survey of all processed Material (excluding processing by-products) in the Contractor's Stockpiles to be undertaken by a person reasonably qualified to do so in the opinion of the Province; and
 - (b) make a payment to the Contractor of \$1.75 per cubic metre of such Material in the Contractor's Stockpiles based on the quantity survey undertaken pursuant to subsection 5.04(a) provided that the Material is in accordance with the Province's specifications.

Interpretation

- 6.01** Unless the context otherwise requires, any reference to "this Stockpile License" means this schedule and appendix attached to it.
- 6.02** The headings or captions in this Stockpile License are inserted for convenience only and do not form a part of this Stockpile License and in no way define, limit, alter or enlarge the scope or meaning of any provision of this Stockpile License.
- 6.03** Each appendix attached to this Stockpile License is an integral part of this Stockpile License as if set out at length in the body of this Stockpile License.

APPENDIX "I" (TO STOCKPILE LICENSE)

| STOCKPILE NO. | STOCKPILE NAME |
|----------------------|------------------------|
| 0357 | Inks Yard |
| 0003 | Chief Louis Way |

**AMENDMENTS FOR SERVICE AREA # 15
2003/2004**

| | Contract Start Date: September 22, 2003 | Original Contract \$10,250,000 | |
|--------------|--|---------------------------------------|-------------------------------|
| TAB # | DESCRIPTION OF AMENDMENT OR AGREEMENT | AMENDMENT DATE | REVISED CONTRACT VALUE |
| 1. | McLure Ferry Amending Agreement #1 - LAS#2 | December 17, 2003 | \$10,450,000 |
| 2. | Article 7 - Instruction #1 | February 4, 2004 | |
| 3. | Article 6 - Instruction # 15 - 101 | August 4, 2004 | |
| 4. | Amending Agreement # 2 | July 5, 2004 | |
| 5. | Amending Agreement # 3 | July 27, 2004 | |
| 6. | Article 7 - Instruction #2 | October 18, 2004 | |
| 7. | Annual Adjustment Year 2 | September 22, 2004 | \$10,539,439 |
| 8. | Article 6 - Instruction #15-201 | December 21, 2004 | |
| 9. | Annual Adjustment Year 3 | September 22, 2005 | \$11,035,178 |
| 10. | Article 6 - Instruction #15-301 | December 9, 2005 | |
| 11. | Article 6 - Instruction #15-302 | September 19, 2006 | |
| 12. | Annual Adjustment Year 4 | September 22, 2006 | \$11,564,261 |
| 13. | Article 6 - Instruction #15-401 | November 1, 2006 | |
| 14. | Article 7 - Instruction #3 Traffic Control | February 22, 2007 | |
| 15. | Article 6 - Instruction #15-402 | May 23, 2007 | |
| 16. | Clarification Agreement - Labour Index | June 8, 2007 | |
| 17. | Article 6 - Instruction #15-403 | July 23, 2007 | |
| 18. | Article 6 - Instruction #15-404 | August 21, 2007 | |
| 19. | Article 6 - Instruction #15-405 | August 31, 2007 | |
| 20. | Annual Adjustment Year 5 | September 22, 2007 | \$12,104,605 |
| 21. | Article 6 - Instruction #15-501 | October 25, 2007 | |
| 22. | Amending Agreement #4 - Dispute Resolution | November 29, 2007 | |
| 23. | Article 6 - Instruction #15-502 | July 3, 2008 | |
| 24. | Article 6 - Instruction #15-503 | September 17, 2008 | |
| 25. | Annual Adjustment Year 6 | September 22, 2008 | \$12,753,077 |
| 26. | Article 7 - Instruction #4 Snow Avalanche | October 2008 | |
| 27. | Article 6 - Instruction #15-601 | November 5, 2008 | |
| 28. | Article 6 - Instruction #15-602 | September 21, 2009 | |
| 29. | Article 6 - Instruction #15-603 | September 18, 2009 | |
| 30. | Annual Adjustment - Year 7 | September 22, 2009 | \$13,318,802 |
| 31. | Article 6 - Instruction #15-701 | December 6, 2009 | |
| 32. | Article 6 - Instruction #15-702 | September 21, 2010 | |
| 33. | Article 6 - Instruction #15-703 | September 21, 2010 | |
| 34. | Annual Adjustment - Year 8 | September 22, 2010 | \$12,690,333 |
| 35. | Article 6 - Instruction #15-801 | February 16, 2011 | |
| | ...continued next page | | |

**AMENDING AGREEMENT # 1
SERVICE AREA # 15**

DEC 23 2003

THIS AMENDING AGREEMENT dated for reference the 17th day of December, 2003.

BETWEEN:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA

represented by the Minister of Transportation

(the "Province")

OF THE FIRST PART

AND:

Argo Road Maintenance (Thompson) Inc., a body corporate, incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. **494387** and having its registered office at **700 – 275 Lansdowne Street, Kamloops, British Columbia, V2C 6H6.**

(the "Contractor")

OF THE SECOND PART

WHEREAS:

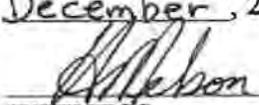
- A. The Province and the Contractor entered into an agreement (the "Maintenance Agreement") dated for reference the 22nd day of September, 2003, for the provision of providing certain highways maintenance services; and
- B. The Province and the Contractor wish to amend Schedule "22" entitled "Local Area Specifications" of the Maintenance Agreement.

NOW THEREFORE for valuable consideration, the parties agree as follows:

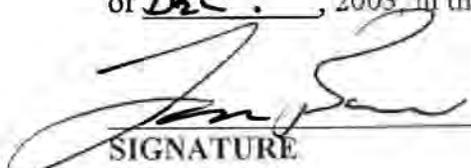
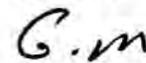
- 1 The agreement ("Maintenance Agreement") is amended by adding the attached Schedule "22", Local Area Specification # 2, McLure Ferry.

2. The provisions of Schedule "22", Local Area Specification # 2, as amended by this Amending Agreement, are hereby ratified and confirmed to take effect as of December 15, 2003.
3. The Parties agree that for the Term of the Agreement, an additional annual payment of \$200,000, divided into 12 equal payments, will be paid to the Contractor. The First Contract Year of the Agreement will be prorated to reflect the effective date of this Amending Agreement, see attached Appendix "A", Revised Payment Schedule, First Contract Year.
4. Time will remain of the essence of the Maintenance Agreement and be of the essence of this Amending Agreement.
5. The Schedule attached to this Amending Agreement is an integral part of this Amending Agreement as if set out in full in the body of this Amending Agreement.
6. References to the Maintenance Agreement will be deemed to refer to the Maintenance Agreement as amended by this Amending Agreement.

IN WITNESS WHEREOF, the parties have executed this Amending Agreement on the date indicated below.

SIGNED on behalf of **Her Majesty the Queen in Right of the Province of British Columbia** by a duly authorized representative of the Minister of Transportation on the 17th day of December, 2003 in the presence of:

 WITNESS


 For the Minister of Transportation

THE common seal of **Argo Road Maintenance (Thompson) Inc.**, was hereunto affixed on the 17 day of Dec., 2003 in the presence of:

 SIGNATURE

 TITLE

(C/S)

APPENDIX "A"

**Revised Payment Schedule
First Contract Year
SA#15**

| Payment Date | Payment Period | Payment | |
|---------------------|--|-----------------------|---|
| December 22/03 | December 15/03 - December 21/03 | \$3,835.62 | *Top up for effective date of amendment |
| January 22/04 | December 22/03 – January 21/04 | \$867,629.38 | |
| February 22/04 | January 22/04 – February 21/04 | \$867,629.38 | |
| March 22/04 | February 22/04 – March 21/04 | \$867,629.38 | |
| April 22/04 | March 22/04 – April 21/04 | \$867,629.38 | |
| May 22/04 | April 22/04 – May 21/04 | \$867,629.38 | |
| June 22/04 | May 22/04 – June 21/04 | \$867,629.38 | |
| July 22/04 | June 22/04 – July 21/04 | \$867,629.38 | |
| August 22/04 | July 22/04 – August 21/04 | \$867,629.38 | |
| September 22/04 | August 22/04 – September 21/04 | \$867,629.38 | |
| | Revised Payment Schedule Effective December 15/03 & up to the 1st Anniversary Date | \$7,812,500.00 | |

up to the 1st Anniversary Date



SCHEDULE "22"
LOCAL AREA SPECIFICATION # 2
SERVICE AREA # 15

B.C. MINISTRY OF TRANSPORTATION
SA 15 - LOCAL AREA SPECIFICATION #2
McLURE FERRY

1. DEFINITIONS

1.1 For the purpose of these Local Area Specifications, the following Definitions, in addition to those in the Agreement, shall apply

- (a) “**B.C.G.E.U.**” means The British Columbia Government Employees Union.
- (b) “**Buildings**” means all of the buildings and structures situated on the Site.
- (c) “**Dock**” means the platform utilized in loading and off-loading vessels; including the Reaction Ferry together with any and all tie-up docks and landings.
- (d) “**Employees**” means those employees of the Province, being members of the BCGEU, currently working at the Site and any and all new employees hired by the Contractor during the term of this Agreement. Currently there are employed two seasonal full time employees and three auxiliary employees hired as a replacement, as relief for holiday and sick time and additional assistance when required.
NOTE: One full time seasonal employee will be taking the Early Retirement Incentive Package and one auxiliary will be 65 years of age in spring 2004 so the Contractor is not required to offer them employment.
- (e) “**Equipment**” means all chattels owned by the Province situated on the Site and used in connection with the maintenance and operation of the Reaction and the Ferry Facility.
- (f) “**Ferry Facility**” means the Buildings and Grounds, fixtures and Equipment situated on the Site and used in connection with the Operation of the Reaction Ferry, and in particular, without restriction, those referred to in Appendix “A”.
- (g) “**Ferry Maintenance and Operations Manuals**” means those certain manuals prepared by the Province to provide assistance and direction in connection with the operation of the Reaction Ferry and the Ferry Facility and include, without restriction

- CSA specifications for ‘Passenger Ropeways’;

- The Province's 'Specification of Cleaning, Re-lubricating, Non-destructive Testing and Reporting'
- The Province's Reaction Ferry Maintenance and Operations Manuals;

The Manuals can be accessed through the following Internet address:

http://www.th.gov.bc.ca/BCHighways/operations/marine/marinepubs/marine_pubs.

Additional site specific detailed specifications and instructions on the maintenance and operation of the Reaction and Aerial ferries is available to the Contractor at appropriate District Office. This additional information is considered part of the Ferry Maintenance and Operations Manual.

- (h) **“Final Condition Survey”** means a survey of the composition and condition of the Reaction Ferry, the Ferry Facility and Equipment on the Site to be carried out as determined by the Province within thirty days prior to the termination of this Agreement.
- (i) **“Grounds”** means the land surrounding the Buildings, the Docks and Ramps and includes the Parking Lot and any access roads to the Site.
- (j) **“Initial Condition Survey”** means a Survey of the composition and condition of the Reaction Ferry, the Ferry Facility and Equipment on the Site to be carried out as determined by the Province within thirty days following the execution of this Agreement.
- (k) **“Main Span Wire Rope”** means the large steel-braided cable which is connected to a Tower on each side of the river within the Site and to which the Reaction Ferry is attached.
- (l) **“Movable Ramp”** means a ramp that is moved by raising one or more spans capable of being raised, turned, lifted or slid from its normal vehicular and/or pedestrian service location to provide for the passage of vessels.
- (m) **“Parking Lot”** means that part of the Grounds utilized for the parking of motor vehicles.
- (n) **“Ramp”** means a movable wedge shaped extension of the roadway that slopes from ground level up to another level such as onto the ferry apron, which is constructed of wood, steel or is a stationary concrete running surface that extends into the water and abuts a Dock or apron.
- (o) **“Reaction Ferry”** means the vessel located at the Site which is constructed using two steel pontoons placed parallel to each other and having a timber deck over steel bridging, connected to the Main Span Wire Rope which utilizes the river's current to propel itself from one side of the river to the other.

- (p) **“Site”** means the location where the Reaction Ferry is operated and includes the land upon which the Ferry Facility and the Towers are situated.
- (q) **“Towers”** means the two steel constructed frameworks that support the Main Span Wire Rope which are anchored into the ground on each side of the River within the Site.

2. EMPLOYMENT OF BCGEU MEMBERS

- 2.1 The Contractor shall, immediately following execution of this Agreement offer to hire all Employees at their respective present positions (**see NOTE in Definitions 1.1 d) Employees**).
- 2.2 The Contractor shall, when offering employment to the Employees, utilize the form attached hereto as Appendix “F” in determining which Employees decidedecide to accept or reject the offer of employment by the Contractor. The Contractor shall deliver completed copies of the same to the Province.
- 2.3 Prior to offering employment to new Employees, the Contractor shall undertake a Criminal Record Check of all prospective employees and shall hire only those individuals whose background would make them fit for employment.

3. AMENDMENTS TO FERRY MAINTENANCE AND OPERATIONS MANUAL

The Province shall be at liberty at any time and from time to time to amend the provisions of the Ferry Maintenance and Operations Manuals and upon doing so it shall so advise the Contractor in writing of the amendments made thereto. The Contractor shall at all times comply with all of the provisions of the Ferry Maintenance and Operations Manuals as revised from time to time.

4. DOCK AND RAMP MAINTENANCE

The Contractor shall at all times ensure that the Docks and Ramps are maintained in keeping with the provisions of Appendix “B” entitled “Dock and Ramp Maintenance”.

5. REACTION FERRY MAINTENANCE

The Contractor shall at all times ensure that the Reaction Ferries are maintained in keeping with the provisions of Appendix “C” entitled “Reaction Ferry Maintenance”.

6. REACTION FERRY OPERATION

The Contractor shall at all times ensure that the Reaction Ferries are operated in keeping with the provisions of Appendix “D” entitled “Reaction Ferry Operation”.

7. FERRY FACILITY MAINTENANCE

The Contractor shall at all times ensure that the Ferry Facility is maintained in keeping with the provisions of Appendix "E" entitled "Ferry Facility Maintenance".

8. EQUIPMENT MAINTENANCE

The Contractor shall ensure that at all times the Equipment is maintained to their present condition or better and in keeping with the provisions of the Maintenance and Operation Manuals. Any Equipment utilized in connection with the maintenance of the Grounds, including, lawnmowers, chainsaws and weed cutters, shall be properly stored and maintained in order to ensure that they are at all times in proper working order. Equipment on the Reaction Ferry, without limitation, outboards and electrical equipment shall likewise be maintained and tested frequently in order to ensure that the same will be available if and when required. Any Equipment that becomes dysfunctional or uneconomical to repair shall be replaced by the Contractor with Equipment of similar or better quality than that found at the Initial Condition Survey and such replaced Equipment shall become the property of the Province.

9. INITIAL AND FINAL CONDITION SURVEYS

The Contractor shall arrange, at its cost, for both an Initial Condition Survey and a Final Condition Survey to be carried out by a qualified surveyor as approved by the Province. In the event the Final Condition Survey determines that any or all of the Reaction Ferry, Docks, Ramps, Movable Ramps, associated components and the Equipment is not in the same or better condition than it was at the time of the Initial Condition Survey, then repairs and replacement shall be completed and the Contractor shall bear the cost of the same.

APPENDIX "A"

Asset Inventory – McLure Ferry

Major Items:

- Reaction Ferry and associated components such as fire extinguishers, life vests, generator, steering motor, lockers, winches, etc
- Reaction Ferry Towers, Main Wire Rope and associated components
- Docks and Ramps
- 22' aluminum rescue boat, together with outboard motor and accessories
- Honda generator – 5000 watt
- propane storage tank
- office and accessories
- one storage shed
- fuel storage tank (800 litres) and compound
- parking lot area
- picnic table
- hand tools and accessories
- all power tools

APPENDIX "B"

DOCK AND RAMP MAINTENANCE

McLure Ferry

1 OBJECTIVE

To ensure the safe and efficient function of the Docks, Ramps, Movable Ramps and Parking Lots and to maximize the functional life of those structures.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

All services for this Local Area Specification are Routine.

2.2 Quantified Maintenance Services

Not applicable to this Local Area Specification.

3. 3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) maintain, repair and replace, as required, all components comprising the Docks, Ramps and Movable Ramps and associated components in accordance with Section B1 of the Introduction to the Maintenance Specifications and the Ferry Maintenance and Operations Manuals;
- b) schedule maintenance activities so as to minimize delays to the public; Where the work cannot be scheduled outside of normal operating hours and will result in a service interruption for the Reaction Ferry, the Contractor shall so notify the public two days in advance of the scheduled work;
- c) keep all bearings, cables, cable saddles, travellers and other movable/mechanical components of Docks, Ramps and Movable Ramps lubricated and maintained at all times;
- d) adjust Docks, Ramps and Movable Ramps, including counter balances as required;

- e) with prior approval by the Province, remove Docks, Ramps and Movable Ramps from the water and embankments prior to winter ice conditions and, as required during extreme conditions of high water or flooding and/or unusual Debris quantities, and return the same to service when conditions permit;
- f) maintain, repair and/or replace railings at the Docks in accordance with the Maintenance Specification for *Bridge Railing Maintenance* (subject to 3.1.1 h);
- g) paint the Docks and associated components in accordance with the Maintenance Specification for *Minor Painting of Bridge Structures* (subject to 3.1.1 h), with credit for such work under the Maintenance Specification for *Minor Painting of Bridge Structures*;
- h) maintain, repair and/or replace Deck systems on Docks, Ramps and Movable Ramps in accordance with the Maintenance Specification for *Bridge Deck Maintenance* (subject to 3.1.1 h), with credit for such work under the Maintenance Specification for *Bridge Deck Maintenance*; and the Maintenance Specification for *Concrete Structure Maintenance*, with credit for such work under the Maintenance Specification for *Concrete Structure Maintenance*;
- i) perform snow removal and application of Winter Abrasives or other products to ensure good traction at the Parking Lots, Docks, Ramps and Movable Ramps in accordance with the Maintenance Specification for *Winter Abrasives and Chemical Snow and Ice Control*; and the Maintenance Specification for *Highway Snow Removal*;
- j) maintain and/or repair the existing Parking Lots in accordance with the Maintenance Specification for *Highway Pavement Patching and Crack Sealing* (subject to 3.1.1 h), with credit for such work under the Maintenance Specification for *Highway Pavement Patching and Crack Sealing*; and the Maintenance Specification for *Gravel Surface Grading and Re-shaping* (subject to 3.1.1h), with credit for such work under the Maintenance Specification for *Gravel Surface Grading and Re-shaping*;
- k) clean all pavement and concrete surfaces and in accordance with the Maintenance Specification for *Pavement Surface Cleaning* (subject to 3.1.1 h);
- l) remove garbage in accordance with the Maintenance Specification for *Rest Area and Roadside Facility Maintenance* (subject to 3.1.1 h);

- m) complete Initial and Final Condition Surveys of the Dock, Ramp, Movable Ramp and associated components by a qualified surveyor approved in writing by the Province.
- n) return the Dock, Ramp, Movable Ramp and associated components to the Province at the end of the Term in substantially the same condition as at the commencement of the Term, as documented in the Initial Condition Survey.

Note: If it is estimated by the Contractor and confirmed by the Province that, at any particular time, the cost to maintain the Dock, Ramp, Movable Ramp and associated components exceeds \$35,000, refer to Section G of the Introduction to the Maintenance Specifications.

3.1.1 Performance Time Frames

The Contractor must

- a) complete Routine Maintenance Services within the Maximum Response Times indicated in the table below:

| Maintenance Activity | Maximum Response Time |
|--|-----------------------|
| (i) adjust Docks, Ramps and Movable Ramps for water level, or remove from the water in case of emergencies | 4 h |
| (ii) maintain and repair Dock, Ramp and Movable Ramp structure Deck systems | 24 h |
| (iii) maintain and repair Parking Lots, including pavement patching, Debris and garbage removal | 5 d |
| (iv) maintain and repair other Dock, Ramp and Movable Ramp structure components | 10 d |
| (v) normal removal from or placement in water of Docks, Ramps and Movable Ramps | 5 d |

Legend

h - hours

d - days

- b) immediately respond to any damage which threatens the stability of the Dock, Ramp or Movable Ramp structure and/or the safety of Highway

Users, in accordance with the Maintenance Specification for *Structural Damage Response*;

- c) immediately respond to any damage or condition that results in the Docks, Ramps, and Movable Ramps being inoperable;
- d) in the spring, prior to the Reaction Ferry being put into service, perform annual inspections, maintenance and repair of the Docks, Ramps, Moveable Ramps and associated components in accordance with the Ferry Maintenance and Operations Manuals and this Local Area Specification;
- e) remove snow and apply Winter Abrasives and/or chemicals on approach Highways, parking areas, Docks, Ramps and Movable Ramps, in accordance with the Performance Time Frames in the Maintenance Specifications for *Highway Snow Removal* and the Maintenance Specifications for *Winter Abrasives and Chemical Snow and Ice Control* as specified for the Classification of the Highway at the Dock site;
- f) remove snow and apply Winter Abrasives and/or chemicals in parking areas at the same frequency as the Highway leading up to the Docks;
- g) complete the Initial Condition Survey of the Dock and Ramp within 30 days of the commencement date and the Final Condition Survey 30 days prior to the end of the contract; and
- h) comply with the Performance Time Frames in this Local Area Specification which will take precedence over Performance Time Frames in other applicable Maintenance Specifications.

3.2 Quantified Maintenance Services

Not applicable to this Local Area Specification.

3.2.1 Performance Time Frames

Not applicable to this Local Area Specification.

3.3 Materials

Refer to Section B1 of the Introduction to the Maintenance Specifications.

The wire rope material must be of the same type and at least equal in quality as the existing material. All other material must be of the same type and quality as existing material.

4. WARRANTY

Not applicable to this Maintenance Specification.



APPENDIX "C"

REACTION FERRY MAINTENANCE

McClure Ferry

1 OBJECTIVE

To ensure the safety of the Highway Users and to maximize the functional life of the Reaction Ferry.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

All services for this Local Area Specification are Routine.

2.2 Quantified Maintenance Services

Not applicable to this Local Area Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) maintain and repair the Reaction Ferry and associated components in accordance with Section B1 of the Introduction to the Maintenance Specifications and the Ferry Maintenance and Operations Manuals;
- b) schedule maintenance activities to minimize delays to the public; where the work cannot be scheduled outside of normal operating hours and will result in a service interruption, the Contractor must notify the public two days in advance of the scheduled work;
- c) maintain, repair and/or replace electrical and mechanical systems and associated components, together with any and all luminaires;
- d) maintain, repair and replace safety boat, outboard engines and associated components;
- e) maintain and supply safety equipment to meet the requirements of the Ferry Maintenance and Operations Manuals;

- f) maintain ferry Decks and aprons in accordance with the Maintenance Specification for *Bridge Deck Maintenance* (subject to section 3.1.1 g), with credit for such work under the Maintenance Specification for *Bridge Deck Maintenance*;
- g) maintain ferry railings and fence systems in accordance with the Maintenance Specification for *Bride Railing Maintenance*;
- h) maintain painted components on the Reaction Ferry in accordance with the Maintenance Specification for *Minor Painting of Bridge Structures*, with credit for such work under the Maintenance Specification for *Minor Painting of Bridge Structures*;
- i) maintain Bailey and Acrow components in accordance with the Maintenance Specification for *Bailey and Acrow Bridge Maintenance*;
- i) inspect, clean, lubricate, non-destructive test, repair and replace Reaction Ferry wire ropes (including Main Span Wire Rope), sheaves and associated components, in accordance with Ferry Maintenance and Operations Manuals and established maintenance schedules. All inspection, testing and cleaning of Main Span Wire Ropes will be conducted by an independent third party and certified by an engineer;
- k) provide written inspection reports of all Reaction Ferry and associated components to the Province;
- l) remove the Reaction Ferry from the water at the end of the operating season and return the ferry to service at the start of the operating season;
- m) protect the Reaction Ferry from potential hazards and extreme conditions; if conditions warrant, remove the Reaction Ferry from the water and return the ferry to service when conditions permit, or as directed in writing by the Province;
- n) maintain all fire extinguisher and fire suppression equipment on the Reaction Ferry and safety boat; and
- o) respond to any damage that threatens the structural stability or integrity of the Reaction Ferry, associated components and safety boat in accordance with the Maintenance Specification for *Structural Damage Response*;
- p) complete Initial and Final Condition Surveys of the Reaction Ferry and associated components by a qualified surveyor approved in writing by the Province;
- q) return the Reaction Ferry and associated components to the Province at the end of the Term in substantially the same condition as at the

commencement of the Term as documented in the Initial Condition Survey.

Note: If it is estimated by the Contractor and confirmed by the Province that, at any particular time, the cost to maintain the Reaction Ferry exceeds \$35,000, refer to Section G of the Introduction to the Maintenance Specifications.

3.1.1 Performance Time Frames

The Contractor shall:

- a) immediately respond to situations that are unsafe or have the potential to become unsafe for Highway Users or when the Reaction Ferry cannot function as intended;
- b) immediately maintain and repair electrical, mechanical systems and associated components that are necessary for the safe and efficient operation of the Reaction Ferry and safety boat;
- c) immediately notify the Province of any deficiencies detected on the Main Span Wire Rope;
- d) during the operational season, complete Routine Maintenance Services within the times shown on the table below:

| | Maintenance Activity | Maximum Response Time |
|------|--|------------------------------|
| i) | repair or replace steering paddles | 4 h |
| ii) | maintain and repair electrical and mechanical systems and associated components on Reaction Ferry, Towers and safety boat other than in 3.1.1 b); | 1 d |
| iii) | replace steering or apron cables | 1 d |
| iv) | maintain and repair ferry Deck and apron | 1 d |
| v) | maintain and repair railings and fencing | 7 d |
| vi) | maintain, repair or replace Reaction Ferry Tower components, including but not limited to anchors, sheaves, winches, wind line and Main Span Wire Rope | 7 d |
| vii) | maintain, repair or replace all other components | 7 d |

Legend

h - hours

d – days

- e) in the spring, prior to the Reaction Ferry being put into service, perform annual inspections, maintenance and repair of the Reaction Ferry and ferry components in accordance with the Ferry Maintenance and Operations Manuals and this Local Area Specification;
- f) perform all other inspections in accordance with the frequencies established in the Ferry Maintenance and Operations Manuals unless the Province directs the Contractor to perform more frequent inspections;
- g) comply with the Performance Time Frames in this Local Area Specification which will take precedence over Performance Time Frames in other applicable Maintenance Specifications; and
- h) Complete the Initial Condition Survey of the Reaction Ferry within 30 days of the commencement date and the Final Condition Survey 30 days prior to the end of the contract.

3.2 Quantified Maintenance Services

Not applicable to this Local Area Specification.

3.2.1 Performance Time Frames

Not applicable to this Local Area Specification.

3.3 Materials

The Contractor must:

- a) refer to section B1 of the Introduction to the Maintenance Specifications;
- b) supply and use recommended lubricants, oils and grease materials;
- c) ensure that timber paddle material will be of Number 1 grade, S1S2E Heart-Side surfaced 100mm x 300 mm (4 x 12 inches), or as specified by the Province, cut to the same length as the existing paddle;
- d) ensure that steering cable material will be 16 mm (5/8 inch), 6 X 19 IWRC IP Langs lay. Apron cable will be 16 mm (5/8 inch), 6 X 19 1WRC IP or the same type and quality as existing material, and all other cables are to be replaced with material the same size and at least equal in quality as existing;
- e) supply mechanical, electrical systems and related component materials;
and
- f) supply safety equipment and associated component material.

4. WARRANTY

Not applicable to this Local Area Specification.

APPENDIX "D"

REACTION FERRY OPERATION

McLure Ferry

1. OBJECTIVE

To provide on-demand Reaction Ferry service at McLure; and to ensure the safe and efficient passage of vehicular and pedestrian traffic.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

All services for this Local Area Specification are Routine.

2.2 Quantified Maintenance Services

Not applicable to this Local Area Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) operate the Reaction Ferry in accordance the Ferry Maintenance and Operations Manuals;
- b) update and maintain the Reaction Ferry Maintenance and Operations Manual with respect to contact names, numbers and other operational changes due to the transfer of duties from the Province to the Contractor and to reflect current conditions at the Site; all changes to the Manuals must be approved in writing by the Province;
- c) consult with the Ministry where there are discrepancies between the Ferry Maintenance and Operations Manuals and the requirements of this specification. The Province, at its sole discretion, will determine which will apply;
- d) respond to on-demand vehicle and passenger ferry service during regular operating hours, i.e., 7 days a week, during the time frames outlined in the table below:

| McLure Ferry - regular operating hours | | |
|---|-----------------|-----------------|
| 7:00am – noon | 1:00pm – 5:00pm | 6:00pm – 7:00pm |

- e) respond to emergency requests for vehicle and passenger ferry service outside regular operating hours; and provide assistance to emergency service providers, e.g., RCMP, ambulance attendants, as required;
- f) not charge a fee, toll or other form of remuneration for the provision of the ferry service or other use of the Ferry Facility;
- g) not use the ferry for any purpose other than to provide a ferry service, as may be warranted in an emergency or as directed by the Province;
- h) not deny access to Highway Users except in the following circumstances;
 - i. if an individual fails to comply with the operational requirements of the ferry and providing access could result in danger to other Highway Users, the ferry operator or in damage to the infrastructure, in which case the Contractor must immediately seek approval from the District Manager of Transportation for denying access.
 - ii. if providing access to an individual could result in immediate danger to the ferry operator, other Highway Users, his/her self, or in damage to the infrastructure, in which case the Contractor may deny access but must notify the District Manager of Transportation;
- i) only provide service for overweight vehicles with the written approval of the District Manager of Transportation;
- j) provide access to provincial and federal authorities responsible for water surveys; such requests will be scheduled to minimize delays to the public and, whenever possible, be scheduled outside of regular operating hours;
- k) dock the ferry at the east side terminal after normal operating hours;
- l) operate the Reaction Ferry as long as river conditions allow the safe operation of the ferry and until it is no longer feasible to carry pedestrian traffic; the Contractor must consult with and seek approval by the Province prior to stopping the Reaction Ferry service. The Contractor must return the Reaction Ferry to service as soon as river conditions allow the safe operation and transport of pedestrian traffic;
- m) post notices of ferry service interruptions in excess of 30 minutes and notify the Ministry of Transportation District Office of such interruptions;
- n) notify the Provincial Highway Condition Center (PHCC), and other contacts as directed by the Province, of any ferry closure that is estimated

to be longer than four hours; the Contractor must also notify these same contacts when the ferry is back in service;

- o) change ferry operation sign tabs to indicate operational status, where applicable
- p) install and maintain signs displaying the name of the Contractor, hours of operation and contact numbers, including contact numbers for after hour emergencies; these signs must be of same quality and size as existing;
- q) provide, for the duration of the Contract, uniforms to employees of equivalent quantity, quality and style as existing; and ensure that uniforms are clean and in a good state of repair;
- r) at the start of the Contract, remove Provincial identification crests from existing uniforms and replace with crests displaying the Contractor's name and/or logo; and
- s) complete, retain or submit required documentation listed in section 3.1.1 below and in the Ferry Maintenance and Operations Manuals.

3.1.1 Performance Time Frames

The Contractor shall:

- a) during normal operating hours, provide ferry service immediately upon request of the Highway User;
- b) outside normal operating hours, provide emergency ferry service within 30 minutes of the request for service;
- c) when denying access to a Highway User, notify the District Manager of Transportation within 30 minutes of the incident and follow up within 24 hours with a written report describing the incident and the justification for denying access;
- d) submit to the Province the following reports within the timeframes indicated

monthly traffic statistics and monthly downtime reports in electronic and hard copy format no later than seven days after the end of each month;

- ii. annual inspections of the Reaction Ferry at the start of each operational season;



- iii. annual inspection/cleaning report for main track ropes located at Reaction Ferry within 30 days of completion;
- d) complete and record the following information at the frequency indicated below:
 - i) monthly Reaction Ferry drills;
 - ii) monthly Reaction Ferry person overboard retrieval and evacuation drills when in operation;
- e) complete and submit other reports in accordance with the timeframes outlined in the Ferry Maintenance and Operations Manuals; and
- f) make changes to the Ferry Maintenance and Operations Manual within 30 days after the commencement date of the contract.

3.2 Quantified Maintenance Services

Not applicable to this Local Area Specification.

3.2.1 Performance Time Frames

Not applicable to this Local Area Specification.

3.3 Materials

The Contractor must supply all materials required to complete the safe operation of the Reaction Ferry and associated components including, but not limited to, safety equipment, office and cleaning supplies, crew requirements, communications systems at least equal, in quality and quantity, to that existed prior to the commencement of the Term, personal flotation devices, tools and fuel.

4. WARRANTY

Not applicable to this Local Area Specification.

APPENDIX "E"

FERRY FACILITY MAINTENANCE

McLure Ferry

1. OBJECTIVE

To provide a safe, clean and well maintained Ferry Facility.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must clean and maintain all grounds, structures, fixtures and appliances at the Ferry Facility.

2.2 Quantified Maintenance Services

Not applicable to this Local Area Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) maintain a regular program of redecoration and refurbishment of the ferry buildings including interior and exterior walls, roof, doors, ceiling and floors to ensure the aesthetic and structural integrity of the buildings is maintained;
- b) clean, maintain, repair and/or replace all walls, floors, ceilings, windows, drapes, blinds, cupboards, fixtures and furniture;
- c) complete general housekeeping duties;
- d) clean, refinish or re-paint all building surfaces damaged by graffiti;
- e) maintain and repair all fuel storage systems;
- f) remove snow and ice from the outer entrance doors, floor areas and walkways;
- g) clean, varnish and seal as required picnic table tops and seats, wood seats and base ends;

- 
- h) remove all Debris from areas surrounding the building and clean asphalt and gravel walkways;
 - i) maintain, repair and/or replace as required all heating systems, electrical systems, walkways, fixtures and appliances;
 - j) maintain or replace smoke detectors, fire extinguishers and emergency lighting ;
 - k) not allow vegetation to exceed 8 cm in height;
 - l) remove noxious weeds;
 - m) provide sanitary storage and disposal of all refuse;
 - n) provide rodent and pest control;
 - o) report acts of vandalism and misuse of the Ferry Facility to the police and the Province;
 - p) return the Ferry Facility to the Province at the end of the Term in substantially the same condition as at the commencement of the Term.

Note: If it is estimated by the Contractor and confirmed by the Province, that at any particular time for a Ferry Facility, the costs to repair or replace a structure, heating system, water system, sewer system, fixture or appliance, exceeds \$10,000, refer to Section G of the Introduction to these Maintenance Specifications.

3.1.1 Performance Time Frames

The Contractor shall:

- a) perform maintenance on the Ferry Facility within the minimum frequencies indicated on the following table:

| Ferry Facility Maintenance | Response Times |
|--|--|
| i) Maintain a regular program of redecoration and refurbishment of the ferry buildings including interior and exterior walls, roof, doors, ceiling and floors; | annually |
| ii) maintain, repair and/or replace all walls, ceilings, windows, drapes, blinds, cupboards, fixtures and furniture | within 7 days upon detection of deficiency |
| iii) clean all walls, floors, ceilings, windows, drapes, blinds, cupboards, fixtures, and furniture | monthly |
| iv) clean, refinish or re-paint all building surfaces damaged by graffiti; | within 2 days upon detection of deficiency |
| v) maintain and repair all fuel storage systems; | immediately upon detection of deficiency |
| vi.) remove snow and ice from the outer entrance doors, floor areas and walkways; | daily as required |
| vii.) clean, varnish and seal as required picnic table tops and seats, wood seats and base ends; | annually in the spring |
| viii.) remove all Debris from areas surrounding the building and clean concrete, asphalt and gravel walkways; | daily as required |
| ix.) maintain, repair and/or replace as required all heating systems, electrical systems, walkways, fixtures and appliances; | immediately upon detection of deficiency |
| x.) general housekeeping | daily |

| Ferry Facility Maintenance | Response Times |
|--|--|
| xi.) inspect, maintain or replace smoke detectors, fire extinguishers and emergency lighting; | inspect monthly and maintain or replace immediately upon detection of deficiency |
| xii.) vegetation control | not to exceed 8 cm in height |
| xiii.) remove noxious weeds; | immediately upon detection of deficiency |
| xiv.) provide sanitary storage and disposal of all refuse | storage daily and disposal weekly |
| xv.) provide rodent and pest control | immediately upon detection |
| xvi.) report acts of vandalism and misuse of the Ferry Facility to the police and the Province | immediately upon detection |

3.2 Quantified Maintenance Services

Not applicable to this Local Area Specification.

3.2.1 Performance Time Frames

Not applicable to this Local Area Specification.

3.3 Materials

The Contractor must supply all materials required to clean, maintain and repair the Ferry Facility including the supply of electricity and fuel as required for the purposes of lighting, heating and providing a power source.

4. WARRANTY

Not applicable to this Local Area Specification.

APPENDIX "F"

EMPLOYMENT OFFER

| EMPLOYEE OPTION FORM | |
|--|--|
| Employee Name: Business Area Business Address City/Postal Code | Employee Number: 000000 |
| <input type="checkbox"/> | I accept the offer of employment and will to transfer to Company X |
| | Or |
| <input type="checkbox"/> | I decline the offer of employment and choose to remain Within government |
| _____ Signature of Employee | _____ Date |

Return this form, signed and dated, to:

Name of Contact
Title
Business Area
Business Address

Facsimile: (###) ###-####

Instruction # 1 (Article VII)

Service Area No. 15

FILE COPY

To: Argo Road Maintenance (Thompson) Inc.
1655 Lucky Strike Place
Kamloops BC V1S 1W5

Re: **Maintenance Agreement (the "Agreement"), and as amended, dated
September 22, 2003 between:**

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH
COLUMBIA, represented by the Minister of Transportation ("the Province")

OF THE FIRST PART

and

Argo Road Maintenance (Thompson) Inc., a body corporate, incorporated under
the laws of the Province of British Columbia under Certificate of Incorporation
No. 494387 having its registered office at 700 – 275 Landsdowne Street,
Kamloops, British Columbia, V2C 6H6 (the "Contractor")

OF THE SECOND PART

NOTICE

1.01 Pursuant to section 7.2 of the Agreement the following changes to the
Agreement, specifically Schedule 21 – Maintenance Services, become effective
immediately:

Introduction

Chapter 7-760 – Flood Control and Washout Response

Chapter 7-770 – Mud, Earth and Rockslide Response

Chapter 7-800 – Structure Damage Response

Chapter 6-660 - Retaining Structure Maintenance

Chapter 9 – Definitions

Refer to Appendix 1 for a description of the revision to each Chapter.

ADJUSTMENT CALCULATIONS

Nil cost impact.

CONTRACT ADJUSTMENTS

Nil Cost Impact.

Dated this 4th day of February, 2004

RECEIVED

FEB 10 2004

Ministry of Transportation
Highways Department
Headquarters



Sherry Eland
District Manager, Transportation
Thompson-Nicola District
Duly authorized representative
Of the Minister of Transportation

cc: The St. Paul Companies, Inc., St. Paul Guarantee Insurance Company
Maintenance & Equipment Administrator
Ministry Solicitor

APPENDIX 1

| Paragraph / Clause # | Paragraph Name | Revision |
|--|--|--|
| Schedule 21 Maintenance Specifications | Introduction | Section H – Emergency Services, item 4 clarifies Province's right to approve the use of Quantified Maintenance Services |
| | Chapter 6-660 Retaining Structure Maintenance | Cleaned up formatting, no change in services or response times |
| | Chapter 7-760 Flood and Washout Response | Section 3.1 c) clarifies Province's right to approve the use of Quantified Maintenance Services; Section 3.1 d) clarifies that any work to repair infrastructure is in accordance with the applicable Maintenance Specifications; |
| | Chapter 7-770 Mud Earth and Rockslide Response | Section 3.1 f) clarifies Province's right to approve the use of Quantified Maintenance Services |
| | Chapter 7-800 Structure Damage Response | Section 3.1 j) clarifies that any work to repair infrastructure is in accordance with the applicable Maintenance Specifications and the Province's right to approve the use of Quantified Maintenance Services. |
| | Definitions: | Specialty Fences: new definition Danger Tree: new definition |



Ministry of Transportation
441 Columbia St.
Kamloops BC V2C 2T3

To: The St. Paul Companies, Inc.
St. Paul Guarantee Insurance Company
650 W Georgia Street, Suite 2500
P.O. Box 11542
Vancouver, BC V6B 4N7

Re: **Performance Bond No. 97502870**
Labour and Material Payment Bond No. 97502870
In respect of:

Maintenance Agreement (the "Agreement") and as amended, dated September 22, 2003, between Her Majesty The Queen In Right Of The Province Of British Columbia, represented by the Minister of Transportation and Argo Road Maintenance (Thompson) Inc., Incorporation No. 494387.

Take notice that pursuant to Article VII of the Agreement, the changes described in the attached instruction are to become effective February 4, 2004.

Within ten days, please acknowledge receipt and consent of this instruction by signing the enclosed duplicate copy of this letter and returning it to the undersigned at the address given above.

Dated this 4th day of February, 2004

Sherry Eland
District Manager, Transportation
Thompson-Nicola District
Duly authorized representative of the Minister
of Transportation

Acknowledged receipt and consented this _____ day of _____, 2004.

Bonding Agent Signature

Enclosure

cc: Maintenance & Equipment Administrator
Ministry Solicitor



MINISTRY OF TRANSPORTATION

SCHEDULE "21"

Maintenance Specifications

2003-2004

HIGHWAY MAINTENANCE CONTRACTS

MAINTENANCE SPECIFICATIONS

FEBRUARY 2003

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INTRODUCTION

The Maintenance Specifications are described in this document under the following categories:

- Surface Maintenance
- Drainage Maintenance
- Winter Maintenance
- Roadside Maintenance
- Traffic Maintenance
- Structure Maintenance
- Emergency Maintenance
- Inspection

A. MAINTENANCE SERVICES

Maintenance Services are comprised of two general groups of maintenance activities as follows:

- Routine Maintenance Services Consists generally of the maintenance and repair of the Highway and Bridge infrastructure:
1. to a condition that is safe for the travelling public and other Highway Users;
 2. that is of an unpredictable and/ or non-quantifiable and/ or non-measurable nature as implied by the response times, frequencies and other conditions specified;
 3. of such a predictable and/ or cyclical nature that the quantity of work is determined by the frequency specified; and
 4. that is not specifically described as Quantified Maintenance Services.
- Quantified Maintenance Services Consists generally of the maintenance and repair of the Highway and Bridge infrastructure:
1. to a condition that is safe for the travelling public and other Highway Users;
 2. that is of a reasonably predictable or seasonal in nature;
 3. that is of a minor restorative nature affecting the life cycle of the Highway and Bridge infrastructure; or
 4. that is quantifiable and measurable; and
 5. that is to be planned within the Contract Year to the limit of the identified quantities.

Maintenance Services are set out in each Maintenance Specification in the following manner:

| | |
|---|---|
| Section 1 Objective | The objective or intent of each Maintenance Specification. |
| Section 2 General Performance Specifications | 2.1 a brief description of the requirements for Routine Maintenance Services; |
| | 2.2 a brief description of the requirements for Quantified Maintenance Services. |
| Section 3 Detailed Performance Specifications | 3.1 a detailed description of the requirements for Routine Maintenance Services, including locations, time frames and materials; |
| | 3.2 a detailed description of the requirements for Quantified Maintenance Services, including locations, time frames and materials. |
| Section 4 Warranty | The warranty provisions, when applicable. |

B. MATERIALS

Whenever Section B of the Introduction to these Maintenance Specifications is referenced, the Contractor will use materials:

- in accordance with the Standard Specifications for Highway Construction; or
- in accordance with the Approved Products List; or
- as approved in writing by the Province.

B.1 Whenever Section B1 of the Introduction to these Maintenance Specifications is referenced, the Contractor will use materials and procedures in accordance with:

- the Standard Specifications for Highway Construction; or
- the Approved Products List; or
- materials as approved in writing by the Province.

C. INTERPRETATION

Words in these Maintenance Specifications will bear the meaning assigned to them in Chapter 9 of these Maintenance Specifications and in Article I of the Maintenance Agreement. In the event of a conflict between the meaning of a word assigned by Chapter 9 of these Maintenance Specifications and the meaning assigned by Article I of the Maintenance Agreement, the former meaning will prevail.

Whenever more than one Maintenance Specification or more than one part of a Maintenance Specification applies to a particular Highway location, condition, circumstance or activity, the Contractor will comply with each and every applicable Maintenance Specification or part of a Maintenance Specification.

D. WARRANTIES

The warranties set out in these Maintenance Specifications will survive the expiration or termination of the Maintenance Agreement. Where a Contractor performs work as a result of a deficiency covered by a warranty in these Maintenance Specifications, the Contractor will not be credited for that work under Quantified Maintenance Services.

E. MAINTENANCE SERVICES COMPLETION

Wherever the time within which work must be performed by the Contractor under these Maintenance Specifications exceeds the time remaining in the Term, the Contractor will, notwithstanding any other provision of these Maintenance Specifications, perform the work prior to the end of the Term.

F. ROAD INVENTORY MANAGEMENT SYSTEM

- a) That part of the Province's Road Inventory and Maintenance System (RIMS) relating to the Service Area, including the Area Specific Information and the Bridge and Yard Information set out in Volume III and Volume IV of the Request for Proposals for the Service Area, is incorporated by reference and forms a part of these Maintenance Specifications.
- b) The Province may from time to time, and in its sole discretion, add to, delete from, or modify the information set out in the RIMS.
- c) If the Contractor identifies any discrepancies between the RIMS information for the Service Area and the road features actually present in the Service Area, the Contractor will notify the Province immediately of any such discrepancies.

G. ADDITIONAL MAINTENANCE SERVICES

Certain Maintenance Specifications, mostly related to structure maintenance in Chapter 6, include a description of any fiscal financial responsibility or other specified financial capping, in order to limit the Contractor's exposure or risk. Any work which the Province directs the Contractor to perform beyond the specified financial caps will be performed by the Contractor as Additional Maintenance Services.

If the Contractor estimates that the cost to repair the Highway exceeds the financial caps identified in the respective Maintenance Specifications, the following will apply:

- a) the Contractor must immediately notify the Province and must provide an estimate, in writing, of the costs to repair the Highway;
- b) the Contractor must continue to perform the services as set out in the applicable Maintenance Specification, or until notified by the Province to cease;
- c) the Province may elect to do any one or more of the following:
 - i) instruct the Contractor to complete the work, or part thereof, in which case the Contractor will be entitled to payment in accordance with the terms of Part 2 of the Fee Schedule for the actual cost to the Contractor of completing the work that:
 - 1. is in excess of the financial caps set out in the applicable Maintenance Specification; and
 - 2. is included in the estimate provided under a) above; or

- ii) instruct another Contractor to complete the work, or part thereof; or
- iii) complete the work, or part thereof.

H. EMERGENCY MAINTENANCE SERVICES

For the Maintenance Specifications for *Flood Control and Washout Response, Mud, Earth and Rock Slide Response* and *Structure Damage Response*, the following will apply:

1. Subject to clause 3, the Contractor's liability, in each of the above Maintenance Specifications, will be limited in each contract year to two occurrences of \$25,000 each and to a maximum of \$5,000 for each subsequent occurrence.
2. If the Contractor estimates that at any Emergency Site, for any single occurrence of an emergency, the cost to repair the Highway in accordance with the respective Maintenance Specifications, exceeds the financial caps in 1. above, then the following will apply:
 - a) the Contractor must immediately notify the Province and must provide an estimate, in writing, of the costs to repair the Highway;
 - b) the Contractor must continue to perform the services as set out in the applicable Maintenance Specification, or until notified by the Province to cease;
 - c) the Province may elect to do any one or more of the following:
 - i) instruct the Contractor to complete the work, or part thereof, in which case the Contractor will be entitled to payment in accordance with the terms of Part II of the Fee Schedule for the actual cost to the Contractor of completing the work that:
 1. is in excess of the financial caps in 1. above; and
 2. is included in the estimate provided under 2. a) above; or
 - ii) instruct another Contractor to complete the work, or part thereof; or
 - iii) complete the work, or part thereof.

3. In each contract year, the Contractor's combined liability for the three Maintenance Specifications listed above (*Flood Control and Washout Response, Mud, Earth and Rock Slide Response and Structure Damage Response*) will be limited to 2% of the annual contract price. The following occurrences will be credited towards the 2% cap:
 - a) all occurrences greater than \$10,000 before the two occurrences of \$25,000;
 - b) the two occurrences of \$25,000;
 - c) all occurrences up to \$5,000 after the two occurrences of \$25,000.
4. Should the Province and the Contractor mutually agree to apply Quantified Maintenance Services work credits towards an emergency event, the value of those work credits will not be included in the value of the emergency caps (\$25,000 or \$5,000) or be applied to the 2% cap.

Any Additional or Emergency Maintenance Services work over and above the stated caps will not be applied to the 2% cap.

Should the Contractor recover all or part of the cost of responding to an event through a Damage to Government Property claim, it will not be counted as an Emergency Event or count towards the 2% cap.

I. DAMAGE TO GOVERNMENT PROPERTY

All damages to Government Property will be repaired as Routine Maintenance Services regardless of whether the costs to repair those damages are recoverable by the Province from third parties or whether the Province reimburses the Contractor for any costs recovered.

All damages to Government Property caused by the Contractor are to be repaired by the Contractor as Routine Maintenance Services and will not be recoverable.

J. REFERENCED MANUALS

The following sets out a list of manuals that are referenced throughout these Maintenance Specifications and are required by the Contractor to perform the Maintenance Services. It is the Contractor's obligation to obtain these manuals and maintain them throughout the term of the Maintenance Agreement.

Canutec Emergency Response Guidebook, Transport Canada, Response and Operations Division

Manual of Standard Traffic Signs and Pavement Markings, Ministry of Transportation, September 2000 Edition

Can be accessed through the following Internet address:

http://www.th.gov.bc.ca/publications/eng_publications/eng_pubs.htm

Pavement Surface Condition Rating Manual, Ministry of Transportation, 2002

Can be accessed through the following Internet address:

http://www.th.gov.bc.ca/publications/const_maint/cmb_publications.htm

Recognized Products List, Ministry of Transportation, August 2002 Edition

Can be accessed through the following Internet address:

http://www.th.gov.bc.ca/publications/eng_publications/eng_pubs.htm

Sign Pattern Manual, Ministry of Transportation, February 2003

Can be accessed through the following Internet address:

http://www.th.gov.bc.ca/publications/eng_publications/eng_pubs.htm

Snow Avalanche Safety Measures for Highways Manual, Ministry of Transportation, 2003

Can be accessed through the following Internet address:

http://www.th.gov.bc.ca/mot_org/const_maint/snowavalanche/snow_av.htm

Specifications for Standard Highway Sign Materials, Fabrication and Supply, Ministry of Transportation, April 2003

Can be accessed through the following Internet address:

http://www.th.gov.bc.ca/publications/eng_publications/eng_pubs.htm

Standard Specifications for Highway Construction, Ministry of Transportation, 2003

To be purchased from the following Internet address:

<http://www.publications.gov.bc.ca/queries/help.html>

Or viewed at:

http://www.th.gov.bc.ca/publications/const_maint/cmb_publications.htm

Traffic Control Manual of Work on Roadways, Ministry of Transportation, 1999
Consolidated Office Edition

Can be accessed through the following Internet address:

http://www.th.gov.bc.ca/publications/eng_publications/eng_pubs.htm

Although not specifically referenced throughout these Maintenance Specifications, the Contractor should be aware of the Best Management Practices guidelines.

To be released early in 2004

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 6-660

RETAINING STRUCTURE MAINTENANCE

1. OBJECTIVE

To ensure the continued safe and stable condition of all Retaining Structures and associated components.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must clean out Debris behind the Retaining Structures and maintain and repair Retaining Structures and associated components that are unsafe or have the potential to become unsafe for Highway Users.

2.2 Quantified Maintenance Services

The Contractor must replace Retaining Structure components where maintenance and repair will not restore the original function of the structure.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) repair Retaining Structure components in accordance with Section B1 of the Introduction to these Maintenance Specifications;
- b) repair or reinforce any portion of a Retaining Structure showing signs of deterioration, deflection or settlement;
- c) repair Retaining Structures showing signs of continued movements, as recommended by a Geotechnical Engineer in consultation with a Bridge Structural Engineer, and as approved in writing by the Province;

- d) repair timber and log Retaining Structure components in accordance with the Maintenance Specification for *Bridge Piling Maintenance* (subject to section 3.2.1 b), with no credit for this work under the Maintenance Specification for *Bridge Piling Maintenance*;
- e) clean out accumulations of Debris behind Retaining Structures when the Debris prevents the Retaining Structure from functioning as designed; and dispose of Debris in a manner acceptable to regulatory agencies; and
- f) perform traffic control in accordance with the Maintenance Specification for *Highway Traffic Control*, whenever a structure and/or the safety of Highway Users is threatened.

3.1.1 Performance Time Frames

The Contractor must:

- a) initiate Traffic Control in accordance with the Maintenance Specification for *Highway Traffic Control*, immediately from the time a deficiency is detected by or reported to the Contractor;
- b) commence maintenance repairs within 24 hours from receiving written approval by the Province to proceed;
- c) maintain and repair Retaining Structure deficiencies within the time, from the time the deficiency was detected by or reported to the Contractor, established in the table below:

| | 1 & 2 | 3 | 4 | 5, 6 & 7 |
|-----------------------|-------|-----|-----|----------|
| Maximum Response Time | 1 m | 2 m | 4 m | 6 m |

- d) clean out accumulations of Debris behind Retaining Structures annually, or as required to ensure the structure functions as designed.

Legend

m – months

3.2 Quantified Maintenance Services

The Contractor must:

- a) replace components of Retaining Structures in accordance with Section B1 of the Introduction to these Maintenance Specifications;
- b) replace concrete Retaining Structure components in accordance with the Maintenance Specification for *Concrete Structure Maintenance* (subject to section 3.2.1 b), with credit for this work under the Maintenance Specification for *Concrete Structure Maintenance*; and
- c) replace timber and log Retaining Structure components in accordance with the Maintenance Specification for *Bridge Piling Maintenance* (subject to section 3.2.1 b), with credit for this work under the Maintenance Specification for *Bridge Piling Maintenance*.

Note: The Contractor will not be responsible for replacing entire Retaining Structures, unless mutually agreed to by the Contractor and the Province.

3.2.1 Performance Time Frames

The Contractor must:

- a) complete the replacement of Retaining Structure components within six months, from the time the deficiency was detected by or reported to the Contractor;
- b) comply with the Performance Time Frames in this Maintenance Specification and not the respective Performance Time Frames outlined in the *Concrete Structure Maintenance* and the *Bridge Piling Maintenance*; and
- c) plan to perform all identified Retaining Structure component replacement within the Contract Year to the limit of the identified quantities. Where identified work exceeds the available quantities in any Contract Year, the Contractor must ensure identified repairs are carried out in order of priority to ensure safety and to protect the infrastructure

3.3 Materials

The Contractor must:

- a) refer to Section B1 of the Introduction to these Maintenance Specifications; and
- b) supply timber material that is incised and preservative-treated Douglas Fir, Number 2, minimum size (150 mm x 200 mm) or the same size, as existing.

4. WARRANTY

The Contractor warrants all Retaining Structure maintenance against defects for a period of 365 days from the completion of those Maintenance Services. The Contractor must rectify all defects covered by this warranty and all other ancillary work performed under other Maintenance Specifications, without credit for such work, within 1 month of detection by or notification to the Contractor by the Ministry.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 7-760

FLOOD CONTROL AND WASHOUT RESPONSE

1. OBJECTIVE

To safeguard Highway Users and adjacent properties; to prevent damage to Highways and Bridges; to restore traffic movement and to repair damage caused by flood and washout events.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

All services for this Maintenance Specification are Routine.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) prepare for floods and washouts;
- b) take all actions required to control the flow of water on or adjacent to Highways;
- c) take all actions required to protect the Highway, including placing Rip-rap in accordance with the Maintenance Specification for *Shore, Bank and Watercourse Maintenance*, with no credit for such work under the Maintenance Specification for *Shore, Bank and Watercourse Maintenance*, unless mutually agreed to between the Province and the Contractor;
- d) repair any damage to Highway infrastructure resulting from floods and/or washout events in accordance with the relevant Maintenance Specifications, with no credit for such work under those Maintenance Specifications, unless mutually agreed to between the Province and the Contractor;

- e) provide traffic control in accordance with the Maintenance Specification for *Highway Traffic Control*;
- f) close sections of a Highway, as approved in writing by the Province, and provide detours of up to a maximum additional travel length of 3.5 kilometres, where necessary;
- g) patrol effected Highways in accordance with the Maintenance Specification for *Highway Patrol*.

Note: Refer to Section H of the Introduction to these Maintenance Specifications.

3.1.1 Performance Time Frames

The Contractor must:

- a) inspect immediately, from the time the deficiency was detected by or reported to the Contractor, any potential for damage caused by flooding or washout conditions, and implement traffic control as necessary;
- b) when an event of a flood or washout effects the Travelled Lanes, immediately establish at least one through lane for traffic, and commence work to restore the Highway;
- c) immediately inform the Province where floods or washouts result in Highway closures;
- d) within 2 days of the end of the storm or other event, identify any potential for flooding and/or washout and notify the Province, in writing, with a complete list of the locations;
- f) perform flood control and washout response in accordance with the Maximum Response Times indicated in the table below:

| Washout Category | Summer Highway Classification | | | | |
|---|-------------------------------|-----|--------|---------|------|
| | 1&2 | 3 | 4 | 5 | 6&7 |
| (i) washouts completely cutting a Highway and isolating a community | 45 min | 1 h | 90 min | 150 min | 4 h |
| (ii) washouts completely cutting a numbered route or main Highway other than those covered by (i) above | 90 min | 2 h | 3 h | n/a | n/a |
| (iii) washouts cutting one or more lanes of a Highway | 4 h | 6 h | 9 h | 15 h | 24 h |

Legend

h - hours

min – minutes

3.2 Quantified Maintenance Services

Not Applicable to this Maintenance Specification.

3.3 Materials

Refer to Section B of the Introduction to these Maintenance Specifications.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 7-770

MUD, EARTH AND ROCK SLIDE RESPONSE

1. OBJECTIVE

To safeguard Highway Users and adjacent properties; to restore traffic movement and to repair damage to Highways and Bridges caused by mud, earth and rock slides.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

All services for this Maintenance Specification are Routine.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) provide traffic control in accordance with the Maintenance Standard for *Highway Traffic Control*, in response to a mud, earth or rock slide ;
- b) provide detours around the effected section of Highway of up to a maximum additional travel length of 3.5 kilometres, where necessary;
- c) remove mud, earth or rock deposits effecting the function of the Highway;
- d) monitor and patrol areas suspected of being unstable, as directed by the Province;

- e) control locations subject to slides exceeding 100 cubic metres of mud, earth or rock. The Province will arrange for a Geotechnical Engineer to investigate the site and the Contractor must perform work in accordance with the recommendations of the Geotechnical Engineer to prevent rockfall from reaching the Shoulder top and Travelled Lanes; and
- f) repair any damage to Highway infrastructure resulting from mud, earth and rock slide events in accordance with the appropriate Maintenance Specification, with no credit for such work under those Maintenance Specification, unless mutually agreed to between the Province and the Contractor.

Notes:

- 1. Slope stability treatment involving rock bolting, wire mesh or geofabric installation is not required by this Maintenance Specification.
- 2. Refer to Section H of the Introduction to these Maintenance Specifications.

3.1.1 Performance Time Frames

The Contractor must:

- a) inspect immediately, from the time the deficiency was detected by or reported to the Contractor, any potential for damage caused by mud, earth or rock slides, and implement traffic control as necessary;
- b) when an event of a mud, earth or rock slide effects the Travelled Lanes, immediately establish at least one through lane for traffic, and commence work to restore the Highway;
- c) immediately inform the Province where slides result in Highway closures;
- d) within 2 days of the end of the storm or other event, identify any potential for flooding and/or washout and notify the Province, in writing, with a complete list of the locations;
- e) control, at times directed by the Province, all known locations that are subject to annual slides of less than 100 cubic metres of mud, earth or rock;

- f) control locations subject to slides exceeding 100 cubic metres of mud, earth or rock in accordance with the recommendation of the Geotechnical Engineer;
- g) immediately advise the Province in the event of a slide exceeding 100 cubic metres effecting the Highway, or if there are indications of a potential slide of this size or greater; and
- h) start repairs in accordance with the maximum response times established in the table below:

| | | Summer Highway Classification | | | | |
|-------|---|-------------------------------|-----|--------|---------|-------|
| | | 1 & 2 | 3 | 4 | 5 | 6 & 7 |
| (i) | slides completely blocking a Highway and isolating a community | 45 min | 1 h | 90 min | 150 min | 4 h |
| (ii) | slides completely blocking a numbered route or main Highway not included in (i) above | 90 min | 2 h | 3 h | n/a | n/a |
| (iii) | slides blocking only one or more lanes and restricting traffic | 4 h | 6 h | 9 h | 15 h | 24 h |

Legend

h – hours

min - minutes

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.2.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.3 Materials

Refer to Section B of the Introduction.

4. WARRANTY

Not applicable to this Maintenance Specification.

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 7-800

STRUCTURE DAMAGE RESPONSE

1. OBJECTIVE

To ensure the safety of Highway Users, to restore all effected structures to their original condition, and to maximize their functional life.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

All services for this Maintenance Specification are Routine.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) repair Highway structures to a safe and stable condition in accordance with the specifications referred to in Section B of the Introduction;
- b) notify the Province where the safety of Highway Users is effected, so that the Bridge Structural Engineer may make an inspection;
- c) mobilize to brace and support the structure;
- d) respond immediately if the Bridge Structural Engineer determines that there is risk of structural failure under loading, by doing one of the following, as approved in writing by the Province:
 - i) restrict allowable loading on the Bridge;
 - ii) close the Bridge to all vehicular traffic; or

- iii) close the Bridge to all use;
- iv) construct a detour route of a maximum length of 3.5 km;
- e) reinforce all Fracture Critical members with temporary bracing or cables if the Bridge Structural Engineer determines that the structure is sufficiently safe to work on;
- f) close any structure with damaged Fracture Critical members to all traffic until repairs have been completed in accordance with the recommendations of the Bridge Structural Engineer;
- g) place temporary barrier or railing in accordance with the Maintenance Specification for *Bridge Railing Maintenance*, with no credit for such work under the Maintenance Specification for *Bridge Railing Maintenance*;
- h) complete and file a Chargeable Maintenance Costs report as applicable;
- i) take and forward photographs of the damage to the Province with the Chargeable Maintenance Costs report; and
- j) repair any damage to the structure in accordance with the applicable Maintenance Specifications, with no credit for such work under those Maintenance Specifications, unless mutually agreed to between the Province and the Contractor.

Note: Refer to Section H of the Introduction to these Maintenance Specifications.

3.1.1 Performance Time Frames

The Contractor must:

- a) immediately, from the time the damage was detected by or reported to the Contractor, notify the Province of any damage to any structure, so that the Bridge Structural Engineer may make an inspection;
- b) start installation of temporary barriers or railing placements within 24 hours, from the time the damage was detected by or reported to the Contractor; and

- c) perform all other required repairs in accordance with the applicable Maintenance Specification and their respective Performance Time Frames.

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.2.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.3 Materials

Refer to Section B of the Introduction to these Maintenance Specifications.

4. WARRANTY

Not applicable to this Maintenance Specification.

Highway and Structure Maintenance Definitions

In these Maintenance Specifications, unless the context otherwise requires, the following terms will have the following meanings ascribed to them:

| | |
|--------------|---|
| ASTM | American Society for Testing and Materials. |
| Abutment | a wall supporting the end of a Bridge or Span and retaining the approach Fill. |
| Acrow | a proprietary name for a modular steel Panel Bridge similar to a Bailey Bridge. |
| Alligatored | an area of pavement identified by a checkerboard of cracks giving an alligator hide appearance that may or may not be accompanied by surface distortion. |
| Anchor Bolt | a Foundation bolt (including hardware), drift spike, or any other device used for holding any mechanism or structure down. It may or may not be threaded. |
| Armour | metal covering used at joints or around Piles, including rigidly affixed anchorages, to protect the underlying material. |
| Backfill | earth or other material used to replace material removed during construction, such as in culvert trenches, and behind Bridge Abutments and Retaining Walls. Also refers to material placed in Binwalls and between an old structure and a new lining. |
| Backslope | the slope at the opposite side of a Highway ditch from the Shoulder, and extending up to the natural ground level. |
| Bailey | a modular Bridge made of interchangeable latticed steel Panels coupled with pins. Used primarily as an emergency or temporary Bridge. |
| Ballast Wall | the section of an Abutment, above the Bridge Seats, that retains the adjacent Fill. |

| | |
|---------------|--|
| Bearing | <p>Superstructure support elements between the Bridge Seats and the Bridge Superstructure. Composed of steel, rubber, etc. separated into two general categories as follows:</p> <p>(a) fixed allows only rotational movements.</p> <p>(b) expansion allows longitudinal as well as rotational movements.</p> <p>Note: Refer to drawings for specific Bridges.</p> |
| Bent | a line of columns built as a structural unit, transverse to the Bridge and supporting the load of the Superstructure. |
| Black Ice | a very dangerous, Slippery condition on a pavement surface created by transparent ice on the dark asphalt, which is found at times in such locations as in shaded areas and is not normally noticeable in advance of driving onto Highway sections with such a condition. |
| Bleeding | an area where the asphalt mix is too rich, leading to the asphalt oozing to the surface in puddles and leaving a slick and slippery area. |
| Box Beam | concrete box Stringers which are precast for quick assembly at a Bridge site. When placed side by side these form the Deck as well and are often temporarily used as-is for a traffic Wearing Surface. |
| Braces | a diagonal, or sometimes horizontal, structural member used to stiffen a structure. |
| Bridge | a structure providing a means of transit for pedestrians and/or vehicles above the land and/or water surface of a valley, arroyo, gorge, river, stream, lake, canal, tidal inlet, gut or strait, above a Highway, railway or other obstruction, whether natural or artificial. The essential parts of a Bridge are: (1) the Substructure consisting of its Abutments and Pier or Piers supporting the Superstructure, (2) the Superstructure slab, girder, Truss, arch or other span or spans supporting the Highway loads and transferring them the Substructure, and (3) the Highway and its incidental parts functioning to receive and transmit traffic loads. |
| Bridge Joints | includes expansion joints, sealed joints, Finger Joints, Sliding Plate Joints and all other Deck joints. |

| | |
|----------------------------|---|
| Bridge Structural Engineer | a Civil Engineer registered with the Association of Professional Engineers of B.C., specializing in Bridge structural design, construction and maintenance and employed or retained by the Province for professional advice regarding structural matters. |
| Brow Log | a log placed above the Deck surface used as a Wheelguard. May act as an additional load-carrying Stringer if tied to the structure via Needle Beams. |
| CGSB | Canadian Government Specifications Board. CGSB specifications may be obtained from Canadian Government Specification Board, Ottawa, Ontario, K2A 0S5. |
| Camber | slight arch built into the longitudinal profile of a beam to accommodate deflections due to Dead Loads and Live Loads. |
| Cap | a horizontal member on an Abutment or Pier to distribute the loads of the Bridge. The Stringers or Bearings rest on the Cap. |
| Cementitious | having the properties of cement; essentially composed of cement. |
| Chord | the upper and lower longitudinal members of a Truss. |
| Class | see Classification. |
| Classification | <p>designates the kinds and levels of Maintenance Services to be provided according to the amount and type of service the Highway is expected to provide, and for each individual Highway or portion of Highway is the Class which the Province's records designate, and as may be amended from time to time by the Province.</p> <p>The Minister may, at the sole discretion of the Minister, from time to time, change the Class of a Highway dependent upon other factors than indicated in this definition.</p> <p>Classifications of Highways in the Service Area are included in RIMS.</p> <p>The Summer Classification is generally based on, but not limited to, the following:</p> |

SUMMER CLASSIFICATION

| <u>Class</u> | <u>A.D.T. (average daily traffic)</u> <u>Vehicles per Day</u> |
|--------------|--|
| 1 | over 10,000 |
| 2 | 5,000 - 10,000 |
| 3 | 1,000 - 5,000 |
| 4 | 500 - 1,000 |
| 5 | 100 - 500 |
| 6 * | 10 - 100 |
| 7 * | 0 - 10 |
| 8 | a Highway, typically without a constructed road but for which maintenance responsibilities exist for such things as danger tree removal and drainage, and which may also have other improvements to maintain such as pedestrian and bicycle paths. |

*Roads Classed 6 or 7 with heavy industrial use will be increased one Class in RIMS.

Winter Classification is generally based on but not limited to the following:

WINTER CLASSIFICATION

| <u>Class</u> | <u>Definition</u> |
|--------------|---|
| A | high volume traffic (over 5,000 winter average daily traffic count) or commuter routes and certain expressways and Freeways through mountain passes, as determined by the Province. They are heavy commuter traffic routes extended to include the bulk of vehicles commuting daily to a center and cut-off where traffic drops below 2,500 <u>winter</u> average daily traffic count. Very high volume ski hill and commuter routes. |
| B | all trunk and main routes (or portion thereof as designated by the Province) not included in Class A, with a cut-off traffic volume of 1,000 winter average daily traffic count. Lower volume ski hill and commuter routes. |
| C | all school bus routes and industrial (truck) traffic routes (more than 25% trucks) not included in Class A and B. |
| D | all other regularly maintained winter routes. |
| E | all other irregularly maintained winter routes. |
| F | roads not maintained in the winter, or not open, or not maintained by the Minister. |

Commencement Date the first day of the Term, as described in the Maintenance Agreement.

| | |
|--------------------------|---|
| Compacted | when an unloaded pick-up truck driven over the surface leaves an indentation of no more than 5mm. |
| Contract Year | has the same meaning as defined in Article I of the Maintenance Agreement. |
| Counter Brace | a Truss diagonal member inclined in the opposite direction to the Main Braces. Smaller than the Main Braces. |
| Crook | this is a deviation edgewise from a straight line drawn from end to end of a piece of lumber, whereas “twist” is a deviation flatwise including a curl, and “bow” is a deviation flatwise only. |
| Crown | this is the vertical rise in elevation from the outside edge to the centerline on straight sections of Highway, used to ensure run-off drainage. |
| Danger Tree | any tree deemed to be hazardous using a recognized assessment methodology such as that recognized by the Wildlife Tree Committee of British Columbia or the International Society of Arboriculture. |
| Debris | litter, rubbish, vegetation, fallen rocks, dead animals, spilled materials, brush, branches or other tree components or other items, which are not part of the Highway by intention. |
| Debris Dam | congested Debris obstructing the free movement of water in a stream. |
| Debris Flow | brush, trash, floating logjams, cable connected log fin booms, etc. all moving in a stream at high water. Sometimes collecting on Bridge Piers, dolphins, or Trash Racks. |
| Debris Torrent Structure | any structure which by design and/or function acts to control the flow of, or contain, Debris or Debris Flows, including but not limited to Debris impound basins, avalanche berms, avalanche deflector mounds, basins associated with snowsheds. |
| Deck | the portion of a Bridge that supports the Highway, from the top of the major structural members to the Wearing Surface, and designed to distribute loads evenly across the Bridge. |
| Decking | timber planking used as a Wearing Surface on the Deck of a timber Bridge. |

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| De-Icing Chemical | material used to remove or assist the removal of ice and compacted snow from the pavement surface by chemical means. |
| Density | as defined in the Pavement Surface Condition Rating Manual. |
| Dirt and Gravel Highway | unpaved Highway, including the following components: the top surface of the Highway and the area between the outside edge of the top surface and the bottom of the ditch, known as the side slopes. Furthermore, the Dirt and Gravel Highway edge is the breakpoint between the extreme outside edge of the top surface and the side slopes. |
| Distortions | as defined in the Pavement Surface Condition Rating Manual. |
| Dragnet Vehicle Arresting Barrier | a device to bring errant vehicles to a safe controlled stop by absorbing the energy of the moving mass by way of a series of self contained units each containing spools of specially selected steel alloy tapes, or energy absorbers, and a series of special fabric nets or cables. |
| Drain | an aperture through a wall, curb, or Deck to provide egress for water that would otherwise accumulate on the Bridge. |
| Drifting | accumulation of snow caused by wind action close to the surface of the ground. |
| Ekki Wood | (Irophira procera) a tropical hardwood species used for timber Decking on Bridges. |
| Emergency Site | a geographically limited location where the damage is limited by the bounds of undisturbed road structure, including but not limited to: <ul style="list-style-type: none"> i) if a road parallels a stream that has eroded the road in several different locations, they will be considered different emergency “sites”; ii) if a road parallels a stream that has flooded at a location and the water has returned to the stream at another location(s), causing a washout(s) then this will be considered “one site”; iii) a stream paralleling a road and producing separated “floods and water returns” will be considered “different sites”; |

- iv) a slide originating at one location and impacting on the road at one or more locations will be “one site”; and
- v) slides originating at different locations will be considered “different sites”.

A subsequent event causing damage to a previous site, that had been fully reconditioned to its original state, will generate a “new site”. An event or events that cause further damage to an existing site, not fully remedied and still within the response time of the pertinent specifications will be considered as an extension of the original site.

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| End Post | the last diagonal member at the end of a Truss, or the vertical member at the end of a Bailey or Acrow Bridge. |
| Fines | very small particles of material (under 200 micrometres in size), typically the size of fine silt or clay particles. Fines act as a binder or glue when intermixed with sand and gravel. |
| Finger Joint | an expansion Joint in which the opening is spanned by meshing steel fingers or teeth. |
| Flashing | sheet metal used as waterproofing or Armour for timber or log members. |
| Floor Beam | transverse members which support the Stringers and transmit the load to the main Girders or load carrying members. Steel Pier Caps on reinforced concrete Pier columns are a special type of Floor Beam. |
| Flume | an open channel or conduit of metal, concrete, or wood used to direct water away from a drain. |
| Flyover | a structure carrying one-way traffic over a Highway. |
| Footing | the portion of the Substructure resting on the ground. |
| Foundation | <ul style="list-style-type: none"> (i) the supporting soil material upon which the structural portion of the Bridge is placed. (ii) portions of the Bridge (usually below ground) which distribute the pressure to the soil or artificial supports. Similar to Footing. |
| Fracture Critical | any member for which failure is likely to result in the collapse of the structure. |

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| Freeway | multi-lane Highway with fully controlled access. |
| Galvanized | steel or iron item which has a coating of zinc applied for rust protection. |
| Geotechnical Engineer | a Geological Engineer registered with the Association of Professional Engineers of B.C., and employed or retained by the Province for professional advice regarding geotechnical matters. |
| Gradation | the distribution of size of material particles from coarse to very fine, determined by quantities retained on screens of decreasing mesh size or spacing. |
| Grading | the machine blading of dirt or gravel Highway surfaces to remove Raveling and Rutting and establish proper cross-section. |
| Grout | a fluid mixture of cement, sand, and water that can be poured or pumped easily. |
| Guardrail | barrier fastened to the edge of a Bridge Deck to prevent vehicles from running over the side of the Bridge. |
| Gusset | a plate serving to connect the elements of a member or the members of a structure and to hold them in the correct alignment and/or position at a joint. |
| Hard Surfaced Highways | all Highways which do not have a dirt or gravel surface. |
| Heart-Side | the face of a timber that was closest to the centre of the tree. Growth rings are concave on the Heart-Side. |
| Heartwood | timber members that contain the center annual rings of the original tree, or the soft central core. |
| Highway | has the meaning ascribed to it in the Maintenance Agreement. |
| Highway User | any person or persons, regardless of form of transportation, that use any lands or facilities within the jurisdiction of the Ministry of Transportation. |
| Hot-in-place Patch | a Permanent Patch using existing asphalt and re-cycling and re-applying it at the same location. |

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| Laminated | transverse members of a laminated Bridge Deck having the same function as Cross-Ties. Usually preservative treated two-inch nominal sized lumber tightly placed perpendicular to the traffic direction and vertically on edge over the Stringers, then nailed to the Stringers and each other. May also be parallel to the traffic (longitudinally laminated). |
| Lateral Rod | a horizontal, transverse tension rod. |
| Launching Nose | this is a length of Bailey or Acrow Bridge structure which is used to help launch the Bridge. The Launching Nose is raised from the normal horizontal position by pinning, allowing it to make contact with a Roller at the other end of a Span to continue the launching process. Once the structure is fully in position the Launching Nose is removed. |
| Livestock | as defined in the <u>Livestock Act</u> . |
| Longitudinal Cracking | includes Longitudinal Wheel Path Cracking and Longitudinal Joint Cracking as defined in the Pavement Surface Condition Rating Manual. |
| Lower Mainland | the area to the south of a straight line from Horseshoe Bay east to Hope and then proceeding due south to the Canada-USA border and then proceeding west along the Canada-USA border to the Strait of Georgia. |
| Main Brace | a primary diagonal member in a Truss. |
| Maintenance Services | the same meaning as described in Article I of the Maintenance Agreement. |
| Maintenance Specification | the Maintenance Specification of the Province for the particular maintenance activity described in this Maintenance Specifications Manual. |
| Median | the portion of a divided Highway separating the traveled ways for traffic in opposing directions. |
| Multiplate | a steel culvert, three metres or more in diameter, fully or partially factory assembled or field assembled by bolting together a number of corrugated steel plates. When less than three metres in diameter it will be considered to be a culvert. |

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| Needle Beam | a transverse log, timber, or steel beam placed under the Stringers and fastened to them to make them act as a unit. Used to join the Stringers and trussing system. |
| Number 1 | lumber grading in accordance with the National Lumber Grades Authorities Standard Grading Rules for Canadian Lumber. |
| Number 2 | lumber grading in accordance with the National Lumber Grades Authorities Standard Grading Rules for Canadian Lumber. |
| Off-take | the extension of ditches away from the line of the Highway and toward the Right-of-way boundary or low ground for the purpose of de-watering a Highway Road Base or eliminating excessive Roadside water flow and erosion. |
| One Hundred Year Flood | a term describing the stream or river's maximum expected peak flow within a period of 100 years, computed from hydrological data, watershed information and historical annual peak flow data. |
| Overhead | a Bridge carrying a Highway over a railway, or a railway and another facility. |
| Overlay Patch | a Permanent Patch that consists of a layer of new asphalt over an existing asphaltic pavement, or a new layer of asphalt or concrete on a Bridge deck. |
| Overpass | a grade separated structure where the Highway passes over an intersecting Highway or railway. |
| Panel | the main load carrying member in a Bailey or Acrow Bridge structure. Panels are pinned together end to end and connected side by side where necessary to form continuous Girder Trusses from bank to bank. A traffic surface Deck is mounted between the bottom Chords of the Panels. |
| Parapet | a wall-like member of reinforced concrete integrally connected to the sidewalk portion of a Bridge to serve as a protective barrier for vehicular or pedestrian traffic. |
| Pedestrian Overpass | a Bridge carrying pedestrians over a Highway. |
| Permanent patch | a patch that lasts as long as the adjacent surface. |
| Pickets | a vertical element used to mark Highway features. |

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| Pier | an intermediate vertical support (Substructure) used to join and support the two Spans. |
| Pile | a structural column driven deep into the ground (at least two metres) to provide support for structures built on soft ground. Piles are used for Abutments and Piers and for protective dolphins and retaining walls. |
| Piling | a structure or group of Piles. |
| Pin | a cylindrical bar used as a means of connecting, holding in position, and transmitting the stresses of the members forming a Truss or framed joint. |
| Ponding | large puddles of water trapped on the Highway surface. |
| Portal | the clear unobstructed space of a through Bridge forming the entrance to the Bridge. The entire Portal member of the top Chord bracing which fixes the uppermost limit of the vertical clearance. |
| Pot-hole | on a paved or Sealed Highway, an area where a piece of pavement has broken free and been removed, leaving a hole, usually the depth of the asphalt pavement layer and on a gravel Highway, a hole in which water puddles. |
| Pull-outs | these are widened areas alongside Shoulders of the Highway, where vehicles may pull off the traveled surface. Usually a site where a litter receptacle is located and may include an historical marker, picnic tables or other features. |
| Quantified Maintenance Services | one of the maintenance Services, as defined in Article I of the Maintenance Agreement and in the introduction to these Maintenance Specifications. |
| Railway Authority | a company which, under the <u>Railway Act</u> , has control of and is responsible for the rail portion of a Railway Crossing. |
| Railway Crossing | Highway surface common to both the Railway Authority and the Province bounded by a length equal to the length from end of tie to end of tie and a width equal to the Highway width from Shoulder point to Shoulder point plus one-half metre each side. |
| Railway Crossing Approach | the Highway prism including ditches on the Railway Authority's property from the Railway Crossing outward to the edge of the Railway Authority's Right-of-way. |

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| Rakers | these members, in Bailey and Acrow Bridges structures, are the stabilizers that connect between Transoms and the top hole in a Panel vertical section. |
| Ravelling | on a paved Highway, an area where the asphalt mix is too lean, leading to the aggregate popping out of the mix or breaking away under wear and on a gravel Highway, where the coarse aggregate is loose and there are not enough Fines to allow compaction to a tight surface. |
| Re-decking | the replacement of a Bridge Wearing Surface. On timber structures this includes: planking, Wheelguards and shims, rail posts, post braces and railing, and may include cross ties. Minor Re-decking involves no replacement of cross-ties; Major Re-decking involves the replacement of cross-ties. |
| Refurbish | for the purposes of the Maintenance Specification for Sign System Maintenance only, it means the removal of the Sign from the field to a Sign shop, stripped of the old Sign face by a chemical or grinding process, and an addition of a new face to the Sign blank. Sign overlaying done at the Sign shop is also considered as being Refurbished. |
| Reinforcing Steel | steel bars embedded in concrete structures during forming and manufacture. These bars add tension strength to concrete and resist contraction or expansion due to temperature change. |
| Replacement Patch | a Permanent Patch consisting of new asphalt in place of the existing asphaltic pavement or concrete on a Bridge . |
| Re-shaping | the machine blading of Dirt and Gravel Highways from ditch line to ditch line, to re-establish the proper shape of the Highway including Shoulder edges and Crown. This process also brings aggregate and Fines back onto the surface from Shoulders and ditches and involves a deeper cut than Grading. |

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| Rest Area | a safety Rest Area is a developed Roadside area for the use of the traveling public, containing washrooms, litter receptacles and other facilities as follows: <ul style="list-style-type: none"> a) Class "A" a major full service facility, containing a large, permanent building with sinks, usually with 9 or more flush or composting toilets, power, and illumination of pedestrian and/or parking facilities. These sites may also contain a tourist information facility operated by others. b) Class "B" a moderate sized facility containing a permanent building, usually with 4 or more flush or composting toilets c) Class "C" a small facility containing one or more one-person structures with pit or chemical toilet facilities. |
| Retaining Structure | a vertical structure designed to resist the horizontal earth pressures of a Fill or other material and/or a structure designed to prevent material from spilling onto the Highway. |
| Right-of-way | the legally defined property on which the Highway is situated. |
| Rip-rap | protective cover of large stone, rock or concrete of various sizes placed compactly or irregularly to prevent and protect stream banks, sides of fills around Abutments or Piers, the Travelled Lanes and other Highway features from Scour, Debris and erosion. |
| Road Base | the portion of Highway subsurface on which the traveling surface or wearing surface is placed. |
| Roadside | that part of the public Highway between the edge of Shoulder and the Highway Right-of-way boundary, including the sidewalk. It does not include the Shoulder. |
| Routine | one of the Maintenance Services, as defined in Article 1 of the Maintenance Agreement and in the Introduction to these Maintenance Specifications. |
| Rural | all areas outside Urban boundaries. |
| Rutting | deformation of the surface of the road in the vehicle wheelpath due to repetitive passes of vehicle tires. |
| S4S | a timber surfacing designation meaning Surfaced Four Sides. |

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| Sapwood | outer layers of growth of a tree between the bark and the Heartwood which contains the sap. |
| Schedule 1 | <p>as defined by section 19.07 of the <u>Motor Vehicle Act Regulations</u>, designating those Highways which cannot be used by the following:</p> <ul style="list-style-type: none"> a) vehicles drawn by animals; b) livestock, as defined in the <u>Livestock Act</u>; c) farm implements and farm machinery, whether self-propelled or towed; d) pedestrians, unless attending a disabled vehicle; e) vehicles incapable of maintaining a minimum speed of 60 km/h on level Highway, except construction or maintenance equipment while working on or traveling to or from a worksite located on a Highway named in Schedule 1. |
| Schedule 2 | as defined by section 19.08 of the <u>Motor Vehicle Act Regulations</u> , designating those Highways where fencing will be erected if livestock are at large on the adjacent land. |
| Scour | <p>the local lowering of the streambed by the erosive action of water.</p> <ul style="list-style-type: none"> (i) general Scour occurs in a waterway opening as a result of obstruction of the flow. (ii) local Scour occurs at a Pier or Abutment as a result of local obstruction of the flow. (iii) natural Scour is the Scour of a streambed resulting from natural phenomena, such as channel meandering. |
| Sealed | <p>a gravel Highway surface on which emulsified oil and aggregate has been alternatively spread, including compaction for particle set, building up an asphaltic pavement layer.</p> <p>or/ a paved Highway surface on which asphaltic products have been used to seal cracks, extend life expectancy of the paved Highway and create a skid resistant surface.</p> |

Services as defined in Article I of the Maintenance Agreement and the introduction to these Maintenance Specifications including: Routine Maintenance Services, Quantified Maintenance Services, Emergency Services and Additional Maintenance Services

Severity as defined in the Pavement Surface Condition Rating Manual.

Shadow Vehicle a vehicle used as a mobile advance warning device, as described in the "Traffic Control Manual for Work on Roadways".

Shim to support, level, or adjust the fit by using thin, often tapered pieces of material.

Shoulder the area between the edge of the outside traffic lane and the ditch, including the following components: Shoulder top, Shoulder edge, and Shoulder side slope. Furthermore, the Shoulder edge is the breakpoint between the Shoulder top and the Shoulder side slope.

Shoving a longitudinal displacement of a localized area of a pavement surface, generally caused by braking or accelerating vehicles and usually located on hills and at intersections.

Sight Distance driver visibility of the Highway, Signs and intersections at minimum distance to safely drive the Highway at these locations.

a) for the purposes of removing all movable obstructions (i.e. brush, tall grass, vehicles, etc.) from the Highway Right-of-way, the following minimum Sight Distances will be met:

(i) for vehicles traveling on any traveled portion of a Highway:

| <u>Summer Highway Classification</u> | <u>Minimum Highway Sight Distance</u> |
|--------------------------------------|---------------------------------------|
| 1, 2, 3 | 330 m |
| 4 & 5 | 200 m |
| 6 & 7 | 75 m |

- (ii) for vehicles stopped at an intersection a distance of 2 metres behind the applicable legal stopping location for the highway at that point and intersection, visibility in both directions to the traveled portion of the Highway will be:

| <u>Summer Highway Classification</u> | <u>Minimum Highway Sight Distance</u> |
|--------------------------------------|---------------------------------------|
| 1, 2, 3 | 300 m |
| 4 & 5 | 200 m |
| 6 & 7 | 100 m |

- (iii) for vehicles on the traveled portion of the Highway the minimum Sight Distance to Highway signs will be:

| <u>Summer Highway Classification</u> | <u>Minimum Highway Sight Distance</u> |
|--------------------------------------|---------------------------------------|
| 1 | 500 m |
| 2 & 3 | 300 m |
| 4 & 5 | 150 m |
| 6 & 7 | 75 m |

- b) Sight Distance for traffic control requirements will be defined as the length of unobstructed Highway visible to the driver and the following values (as a function of the posted speed limit) will be the minimum distances acceptable to the Province. Sight Distance less than set out below will require additional control as defined in the Sign Manuals:

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| 50 kilometres per hour | 80 metres |
| 60 kilometres per hour | 110 metres |
| 70 kilometres per hour | 130 metres |
| 80 kilometres per hour | 170 metres |
| 90 kilometres per hour | 200 metres |
| 100 kilometres per hour | 250 metres |
| 110 kilometres per hour | 300 metres |

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| Sign | a lettered board, message or other display which includes all regulatory, warning, guide or informational, advisory, construction and maintenance, route markers and all special or other messages/displays under the Provincial jurisdiction as defined by the Province but excluding electronically controlled messages/displays; a sign includes the Sign Face Overlay. |
| Sign Bridge | an overhead sign support structure, typically of truss construction, with the horizontal member either supported at both ends or cantilevered over the Traveled Lanes. Type L, M, or H galvanized post davits are not considered to be Sign Bridges. |
| Sign Face Overlay | the layer of the Sign which contains the message, and which is applied to the aluminum, wood or steel sign. |
| Sign System | includes all regulatory, warning, guide or informational, advisory, construction and maintenance, route marker Signs, Sign Bridges, avalanche gates, delineators, hazard markers, Signs, Sign Face Overlay, posts, hardware (i.e. nuts, bolts, washers, rivets, etc.) and all special Signs, under other Provincial jurisdictions, as defined by the Province but excluding electronically controlled signage. |
| Sill | horizontal structural member set directly on the ground surface, or embedded only to a firm surface level. Usually a temporary base for a temporary support (see False Bent) or bracing. |
| Sliding Plate Joint | an expansion Joint in which the opening is covered by a steel plate attached to only one side of the joint. |
| Slippery | any road condition which causes an increase in normal dry surface stopping distances as a result of buildup of frost, ice, slush or snow. |
| Slope Of Grain | the deviation of the line of fibres in a timber member from a straight line parallel to the sides of the piece. |
| Slump | a measure of the workability and flowability of concrete. Slump varies with water, air, and admixture content and the temperature of the concrete. |
| Snow Avalanche Technician | a snow avalanche technician designated by the Province as such. |
| Snow Berm | a windrow of snow constructed for the purpose of accumulating Drifting snow. |

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| Sod | a mat of grass roots and fibres containing earth and granular aggregate. |
| Spall | circular or oval depression in concrete resulting from separation of a portion of the surface, at a fracture. Usually part of the rim is perpendicular to the surface. |
| Specialty Fences | all fences other than those installed on Schedule 1 or Schedule 2 Highways for which the Province is responsible, e.g., fences in Rest Areas, at bridge ends, etc. |
| Split | a through longitudinal separation of the wood cells at the end of a piece of lumber. |
| Spray Patch | a Permanent Patch that consists of a layer of asphalt, covered with aggregate over existing asphaltic pavement. |
| SSPC | Steel Structures Painting Council. A society concerned with the use of coatings to protect industrial steel structures. |
| Stringer | longitudinal beams supporting the Bridge Deck, and in large Bridges or Trusses, framed into or upon the Floor Beams. |
| Substructure | Abutments, Piers, their Foundations and protective works which form the Bridge Substructure supporting the Superstructure above. |
| Summer Highway Classification | see Classification. |
| Superelevation | this is the vertical rise in elevation from the outside edge of a Highway surface, to the inside edge on a curving section of Highway. |
| Superstructure | the entire structure of a Bridge resting on the Piers and Abutments, consisting of Stringers, Decking, Trusses, sidewalks, Wearing Surface and railing. |

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| Sway Brace | <ul style="list-style-type: none"> (i) a piece bolted or otherwise secured in an inclined position upon the side of a Pile or frame Bent between the Cap and Sills to add rigidity to the assemblage. (ii) a component of Bailey or Acrow Bridges, used to square each bay of the Bridge and prevent sway movements of the Bridge. |
| Temporary Patch | a temporary correction of pavement deficiencies to address safety issues. |
| Transom Clamps | these are vise-type clamps with a swinging bolt at one end, used on Bailey and Acrow Bridge structures to hold the Transom securely to the bottom Chord of Panels. |
| Transoms | the Deck supporting cross member in a Bailey or Acrow Bridge structure, spanning between the bottom Chords of the Panels in these Bridges. |
| Transverse Cracking | as defined in the Pavement Surface Condition Rating Manual. |
| Trash Rack | a pervious barrier constructed to catch Debris and prevent blockage of a Bridge or the inlet of a culvert or Multiplate. |
| Travelled Lane | <p>the surface of a Highway:</p> <ul style="list-style-type: none"> (i) between the painted shoulder line on one side and the painted Shoulder line on the other side, or (ii) in the absence of Shoulder lines - from asphalt edge to asphalt edge, or (iii) in the absence of hard surfacing refer to the definition of Dirt and Gravel Highway. <p>The travelable portions of Rest Areas, pullout areas, parking areas, Weigh Scale Areas, and any other vehicle-accessible portions within the Right-of-way are included.</p> |
| Treated | a gravel Highway surface on which emulsified asphalt and aggregate has been alternatively spread, including compaction for particle set, building up an asphaltic pavement layer. |
| Truss | a jointed Bridge structure having an open built web construction so arranged that the frame is divided into a series of triangular figures with its component straight members primarily stressed axially only. |

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| Truss Rod | a vertical Tension Rod. |
| Underpass | a Bridge carrying a Highway beneath another feature including a Highway of less traffic volume. |
| Urban | within a Municipality as the term is defined in the <u>Local Government Act</u> , or within a distance of 3 kilometres of a municipal boundary, or extending out to the limit of residential or commercial development, whichever comes first. |
| Wane | bark or lack of wood from any cause, except eased edges, on the edge or corner of a piece of lumber. |
| Wash-boarding | transverse ridges, ripples or small bumps on a gravel/dirt Highway surface (right angles to travel), usually on hills or steeper sections, leading to very rough, vibrating or chattering ride. |
| Water/Cement Ratio | the mass ratio of the water to the cement contained in a unit volume of concrete. Usually between 0.40 and 0.45 for normal concrete. |
| Wearing Surface | the surface portion of a Bridge Deck directly in contact with the wheels of vehicles. |
| Weigh-in-motion Sites | a facility that uses sensors in the pavement for weighing vehicles while they are in motion. |
| Weigh Scale Area | a facility within Highway Right-of-way which may be used by the Province for the purpose of commercial vehicle weighing, including but not limited to the traveling and parking areas, buildings and scale, signing and signals. |
| Wheelguard | a steel or timber piece placed longitudinally along the side of the Highway to guide the movements of vehicle wheels and safeguard the Bridge Trusses, railings and other constrictions existing outside the Highway from collision with the vehicles and their loads. |
| Wildlife | as defined in the <u>Wildlife Act</u> . |

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| Winter Abrasive | the sand or fine gravel applied to Highway surfaces during winter snow and ice conditions to provide traction for vehicles. May or may not contain De-Icing Chemicals. |
| Winter Highway Classification | see Classification. |

IIINSTRUCTION # 15-101 (ARTICLE VI)

SERVICE AREA No. 15

To: Argo Road Maintenance (Thompson) Inc.
1655 Lucky Strike Place
Kamloops, B.C.
V1S 1W5
Attention: President

Re: Maintenance Agreement (the "Agreement") dated September 22, 2003 between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA, represented by the Minister of Transportation
(the "Province")

OF THE FIRST PART

and: ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate, incorporated under the laws of the Province of British Columbia under certificate of incorporation No. 494387 and having its registered office at 700 - 275 Lansdowne Street, Kamloops, B.C., V2C 6H6 (the "Contractor")

OF THE SECOND PART

NOTICE

- 1.01 Pursuant to section 5.02 of the Agreement the following additions, deletions to and changes in classification of Highways within the Service Area under the Agreement will become effective August 4, 2004.
- (a) add 0.070 kilometers (0.140 lane kilometers) class 5D to Dunlevy Rd #1642 in a easterly direction to the end of maintenance;
 - (b) add 0.264 kilometers (0.528 lane kilometers) class 6D to Odgen Rd #3545 in a northerly direction to the end of maintenance;
 - (c) add 0.0923 kilometers (1.846 lane kilometers) class 7D to Camp Two Rd #1058 in a westerly direction to the end of maintenance;
 - (d) add 0.195 kilometers (0.390 lane kilometers) class 7E to Brookfield Pit Rd #985 in a northerly direction to the end of maintenance;
 - (e) add 0.404 kilometers (0.808 lane kilometers) class 6D to Sundance Dr #5204 in a north easterly direction to the end of maintenance;

(2)

INSTRUCTION # 15-101 (ARTICLE VI)

- (f) add 0.045 kilometers (0.090 lane kilometers) class 6D Old Ferry Rd #5204 in a easterly direction to the end of maintenance;
- (g) add 0.017 kilometers (0.034 lane kilometers) class 6D to Fairways Dr #5200 in a south westerly direction to the end of maintenance;

RECEIVED INSTRUCTION # 15-101 (ARTICLE VI)
AUG 09 2004

Ministry of Transportation
Highways Department
ADJUSTMENT CALCULATIONS
Headquarters

- 2.01 Daily Cost as at commencement date of the current contract year \$28,005.46
- 2.02 Net changes in Daily Cost as a result of this instruction
- 2.03 Percentage change in Daily Cost as result of this instruction
- 2.04 Previous changes in Daily Cost under earlier instructions s17, s21
- 2.05 Cumulative net percentage change in the Daily Cost from commencement of the current contract year up to, and including, the effective date of this instruction.

CONTRACT PRICE ADJUSTMENTS

- 3.01 The cumulative net change in Daily Cost from that described in Section 2.01 above, is less than 2%, positive or negative, and as such, no adjustment will be made to the fees payable under the Agreement, and no Revised Daily Cost will be calculated.
- 3.02 A copy of the calculation described in Section 5.05 of the Agreement is enclosed with this notification.

Dated this 4th day of August, 2004.



S. Eland
District Manager Transportation
Thompson Nicola Highways District
duly authorized representative of
the Minister of Transportation

Enclosure

cc. Wilson M. Beck Insurance Services Inc.

→ Maintenance and Equipment Administrator
Manager of Disbursements
Ministry Solicitor (Transportation and Highways),
Legal Services, Ministry of Attorney General

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q |
|----|---------------------|------|-----------------|-----------|------------------------------|-----------------------------|---------------------|-------------|----------|----------------|--|--------------------------------------|-----------------------------|---|----------|---|---|
| 1 | Contract Year 1 | | | | | | Service Area | 15 | | Instruction # | 15-101 | | | | | | |
| 2 | | | | | | | | | | | | | | | | | |
| 3 | | | Start Date | 22-Sep-03 | | End Date | 21-Sep-04 | | | Effective Date | 04-Aug-04 | | | | | | |
| 4 | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | Total Contract Days | 365 | | | | Contract Days Remaining | 49 | | | | |
| 6 | | | | | | | | | | | | | | | | | |
| 7 | | | Winter Period 1 | 15-Oct-03 | to | 28-Feb-04 | 137 | days / year | | | | Contract Winter Days Remaining | | | | | |
| 8 | | | Winter Period 2 | 01-Mar-04 | to | 15-Mar-04 | 15 | days / year | | | | Contract Winter Days Remaining | | | | | |
| 9 | | | | | | Total Contract Winter Days | 162 | | | | | Total Contract Winter Days Remaining | 0 | | | | |
| 10 | | | | | | | | | | | | | | | | | |
| 11 | | | Summer Period 1 | 22-Sep-03 | to | 14-Oct-03 | 23 | days / year | | | | Contract Summer Days Remaining | | | | | |
| 12 | | | Summer Period 2 | 16-Mar-04 | to | 21-Sep-04 | 190 | days / year | | | | Contract Summer Days Remaining | 49 | | | | |
| 13 | | | | | | Total Contract Summer Days | 213 | | | | | Total Contract Summer Days Remaining | 49 | | | | |
| 14 | | | | | | | | | | | | | | | | | |
| 15 | | | | | | Original Daily Cost: | \$28,005.46 | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | |
| 17 | | | Summer Class | | Summer Yearly Rate / Lane Km | Summer Daily Rate / Lane Km | | | | | Winter Class | Winter Yearly Rate / Lane Km | Winter Daily Rate / Lane Km | | | | |
| 18 | | | 1 | | | | | | | | A | | | | | | |
| 19 | | | 2 | | | | | | | | B | | | | | | |
| 20 | | | 3 | | | | | | | | C | | | | | | |
| 21 | | | 4 | | | | | | | | D | | | | | | |
| 22 | | | 5 | | | | | | | | E | | | | | | |
| 23 | | | 6 | | | | | | | | F | | | | | | |
| 24 | | | 7 | | s17, s21 | | | | | | G | | s17, s21 | | | | |
| 25 | | | 8 | | | | | | | | H | | | | | | |
| 26 | | | 9 | | | | | | | | I | | | | | | |
| 27 | | | 10 | | | | | | | | J | | | | | | |
| 28 | | | 11 | | | | | | | | K | | | | | | |
| 29 | | | 12 | | | | | | | | L | | | | | | |
| 30 | | | | | | | | | | | | | | | | | |
| 31 | | | | | | ITEM | | Daily Rate | | | Units | | | | | | |
| 32 | | | | | | Rest Area - Class A | | | | | each | | | | | | |
| 33 | | | | | | Rest Area - Class B | | | | | each | | | | | | |
| 34 | | | | | | Rest Area - Class C | | | | | each | | | | | | |
| 35 | | | | | | Rest Area - Class D | | | s17, s21 | | each | | | | | | |
| 36 | | | | | | Rest Area - Class E | | | | | each | | | | | | |
| 37 | | | | | | Rest Area - Class F | | | | | each | | | | | | |
| 38 | | | | | | | | | | | | | | | | | |
| 39 | | | | | | Bridge Deck | | | | | sq. meter | | | | | | |
| 40 | | | | | | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | | | | | | |
| 42 | INSTRUCTION DETAILS | | | | | | | | | | Instruction Daily Cost From Effective Date | | | Instruction Daily Cost From Term Start Date | | | |
| 43 | Type | Hwy | Road | | Item | Class-Old | Class-New | Amount | | Old Cost | New Cost | Net Cost | Old Cost | New Cost | Net Cost | | |
| 44 | | | | | | | | | | | | | | | | | |
| 45 | Add | 1642 | Dunlevy | | Hwy | 5D | 5D | 0.1400 LK | | | | | | | | | |
| 46 | Add | 3545 | Ogden | | Hwy | 6D | 6D | 0.5280 LK | | | | | | | | | |
| 47 | Add | 1058 | Camp Two | | Hwy | 7D | 7D | 1.8460 LK | | | | | | | | | |
| 48 | Add | 985 | Brookfield Pit | | Hwy | 7E | 7E | 0.3900 LK | | | | | | | | | |
| 49 | Add | 5204 | Sundance Dr | | Hwy | 6D | 6D | 0.8080 LK | | | | | | | | | |
| 50 | Add | 3552 | Old Ferry Rd | | Hwy | 6D | 6D | 0.0900 LK | | | | | | | | | |
| 51 | Add | 5200 | Fairways Dr | | Hwy | 6D | 6D | 0.0340 LK | | | | | | | | | |
| 52 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
| 53 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
| 54 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
| 55 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
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| 73 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
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| 86 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
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| 88 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
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| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q |
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| 90 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
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| 110 | | | | | | | | | | | | \$28,005.46 | | Percentage Tolerance Flag | | 2.0000% | |
| 111 | | | | | | | | | | | | | | Percentage Tolerance Flag2 | | 3.0000% | |
| 112 | | | | | | | | | | | | | | | | | |
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| 132 | | | | | | | | | | | | | | | | | |

TOTAL CHANGES IN NET COST FOR THIS INSTRUCTION

s17, s21

s17, s21

COPY

Received by
carrier
Nov 9/05

AMENDING AGREEMENT # 2
Service Area 15

THIS AMENDING AGREEMENT dated for reference the 5th day of July 2004

BETWEEN

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
as represented by the Minister of Transportation

(the "Province")

AND

ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate, incorporated
under the laws of the Province of British Columbia under Certificate of
Incorporation No. 494387 and having its registered office at 700 – 275 Lansdowne
Street, Kamloops, British Columbia, V2C 6H6 (the "Contractor")

(the "Contractor")

WHEREAS

- A. The Province and the Contractor entered into an agreement entitled the "Maintenance Agreement" dated for reference the 22nd day of September, 2003 (the "Maintenance Agreement"); and
- B. The Province and the Contractor wish to amend the Maintenance Agreement on the terms and conditions set out in this Amending Agreement;

NOW THEREFORE in consideration of the premises and the covenants and agreements set out in this Amending Agreement and for other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged by the parties), the Province and the Contractor agree as follows:

ARTICLE 1 – DEFINITIONS

1.1 In this Amending Agreement unless the context otherwise requires,

- (a) "**Maintenance Agreement**" means the agreement dated for reference the 22nd day of September, 2003 between the Province and the Contractor, as it may have been amended from time to time, and entitled the "Maintenance Agreement"; and
- (b) any other words having initial uppercase letters will have the meanings ascribed to them by the Maintenance Agreement.

ARTICLE 2 – MAINTENANCE AGREEMENT

2.1 Article 1 of the Maintenance Agreement is amended as follows:

(a) by adding the following definition after subsection 1.1(m):

“(m.1) “CAP Assessment Period” means a Contractor Assessment Program Assessment Period, namely, each six-month period running from April 1 to September 30 and from October 1 to March 31;”;

(b) in subsection 1.1(u) “Contractor’s Expenses”, by deleting “sections 9.7 and 9.8” and substituting “sections 9.9 and 9.10”;

(c) by deleting subsection 1.1(eee) “Quality Audit and Disposition Reports” in its entirety; and

(d) by adding the following definition after subsection 1.1(u):

“(u.1) “Contractor’s Non-Conformance Status Reports” means the summary reports on the status of the Non-Conformance Reports issued by the Contractor to be prepared and delivered by the Contractor to the Minister as part of the reporting requirements under the Quality Management System;”.

Article 9 of the Maintenance Agreement is amended as follows:

(a) in Section 9.9, by deleting “9.8” and substituting “9.10”.

(b) in Section 9.10, by deleting “9.7”, wherever it appears, and substituting “9.9”, and by deleting “9.8” wherever it appears, and substituting “9.10”, and by deleting “9.9” and substituting “9.11”;

(c) in Section 9.11, by deleting “9.8” and substituting “9.10”; and

(d) in Section 9.12, by deleting “9.9” and substituting “9.11”.

Article 12 of the Maintenance Agreement is amended by deleting the following sentence in Section 12.10, “Any Contractor who has received a notice of Event of Default within the prior Contract Year, will not be eligible to receive any compensation under this section”, and substituting the following:

“Any Contractor who has received a notice of Event of Default within a CAP Assessment Period will not be eligible to receive compensation for that CAP Assessment Period under this section.”

Article 14 of the Agreement is amended as follows:

(a) by deleting “Summary of the Contractor’s Quality Audits and Dispositions” in subsection 14.4(f), and substituting, “Summary of Contractor’s Non-Conformance Reports”;

(b) by deleting subsection 14.4(i) in its entirety and substituting the following:

“(i) provide to the Minister on, or on any date before the Anniversary Date of each Contract Year, as specified by the Province, written verification, issued by the Contractor’s insurer in respect of the comprehensive general liability insurance described in Article 9 (excluding any Sudden and Accidental pollution liability coverage), of the total amount payable, excluding any premium adjustments that may be made during the course of the Contract Year, as the annual premium at the renewal or replacement of such insurance, to maintain such renewed or replacement insurance in force on the commencement of that Contract Year.”;

(c) by adding a new subsection 14.4(j) as follows:

“(j) without limiting the generality of Section 11.1(d), within the time period specified by the Province in any such written demand, provide the Province with information and documents, including without limitation, information demonstrating to the satisfaction of the Province that the Insurance Premium Quote and any subsequent annual insurance premium amounts are true and correct or reflect or are commensurate with available reasonable market rates, and information and documents verified by statutory declaration of any director, officer, or employee of the Contractor or any representative of the Contractor’s insurer or insurers, with respect to the Insurance Premium Quote and any subsequent annual insurance premium amounts delivered pursuant to Section 14.4(i) and verifications thereof, including without limitation, with respect to any one or more of the following:

- (i) the true and correct premium cost to provide, or paid for, the comprehensive general liability insurance required by Article 9.1(a) and Schedule 18 of the Maintenance Agreement (excluding the premium for any sudden and accidental pollution liability portion of such coverage), for the current, previous or subsequent Contract Year;
- (ii) the availability or otherwise of alternative market-based quotes that may be obtained, including on a competitive basis, for the annual premium at the renewal or replacement of such insurance, to maintain such renewed or replacement insurance in force; and
- (iii) that, to the best of the deponent’s knowledge and belief, the Insurance Premium Quote or any subsequent annual insurance premium amounts delivered pursuant to Section 14.4(i) are true and correct competitively established, market premium amounts.”; and

(d) by adding a new Section 14.5 as follows:

“14.5 Without limiting any rights, powers and remedies existing available to the Province under this Agreement, any other agreement, at law or in equity, if the Province is not satisfied with any information and documentation delivered by, or on behalf of, the Contractor pursuant to Section 14.4(j), the Province may, in its sole discretion, deliver notice in writing to the Contractor, requiring the Contractor to use its best efforts to obtain the requisite insurance from an alternative insurer or insurers, on a competitive basis, at more competitive rates, or at rates that more closely reflect or are commensurate with available reasonable market rates, and upon receipt of such request, the Contractor will use its best efforts to obtain such insurance on such basis and at such rates as set out above.”

2.5 Article 17 of the Agreement is amended by deleting “all Quality Audits and Dispositions Reports” in subsection 17.8(a) and substituting, “all Contractor’s Non-Conformance Status Reports”.

2.6 Section 1 of Schedule 2 of the Maintenance Agreement, entitled “Annual Adjustment Process”, is amended by deleting paragraph (e), the definition of “Insurance Premium Adjustment Factor”, in its entirety and substituting the following:

“(e) “**Insurance Premium Adjustment Factor**” means 80% of any increase/decrease in the annual insurance premium payable amount verification delivered by the Contractor pursuant to Section 14.4(i), as may be verified by information and documents provided pursuant to Section 14.4(j), or pursuant to Section 14.5, from the Insurance Premium Quote, or from the annual insurance premium verification delivered by the contractor pursuant to Section 14.4(i), as may be verified by information and documents provided pursuant to Section 14.4(j), or pursuant to Section 14.5, and applicable on the commencement of the immediately preceding Contract Year, as the case may be, excluding any premium adjustments that may have been during the preceding Contract Year.”;

2.7 Schedule 2 of the Maintenance Agreement, entitled “Annual Adjustment Process”, is amended in Appendix “3” as follows:

(a) by deleting the paragraph that appears under the header “Less:” in its entirety and substituting the following:

“As the case may be, the Insurance Premium Quote, or the annual insurance premium amount verification delivered by the Contractor pursuant to Section 14.4(i), as may be verified by information and documents provided pursuant to Section 14.4(j), or pursuant to Section 14.5, and applicable on the commencement of the immediately preceding Contract Year, excluding any premium adjustments that may have been made during the course of that preceding Contract Year”;

- (b) by deleting the paragraph that appears under the header "Plus:" in its entirety and substituting the following:

"As the case may be, the Insurance Premium Quote, or the annual insurance premium amount verification delivered by the Contractor pursuant to Section 14.4(i), as may be verified by information and documents provided pursuant to Section 14.4(j), or pursuant to Section 14.5, and applicable on the commencement of the immediately preceding Contract Year, excluding any premium adjustments that may have been made during the course of that preceding Contract Year"; and

- (c) by deleting "Insurance Premium Adjustment Premium Factor", wherever it appears, and substituting "Insurance Premium Adjustment Factor".

ARTICLE 3 - GENERAL

- 3.1 Time will be of the essence of this Amending Agreement and remain of the essence of the Maintenance Agreement, as amended by this Amending Agreement.

The terms, representations and warranties of the Maintenance Agreement, as amended by this Amending Agreement, are ratified and confirmed, and all other terms, representations and warranties of the Maintenance Agreement are to remain in full force and effect.

- 3.3 If any term of this Amending Agreement or the application thereof to any person or circumstance is invalid or unenforceable to any extent, the remainder of this Amending Agreement and the application of such provision to any other person or circumstance will not be affected or impaired thereby and will be valid and enforceable to the extent permitted by law.

The captions and headings contained in this Amending Agreement are for convenience only and do not define or in any way limit the scope or intent of this Amending Agreement.

This Amending Agreement will be interpreted according to the laws of the Province of British Columbia.

3.6 This Amending Agreement constitutes the entire agreement between the parties and no understanding or agreement, oral or otherwise, exists between the parties with respect to the subject matter of this Amending Agreement except as set out in this Amending Agreement and this Amending Agreement may not be modified except by subsequent agreement in writing between the parties.

IN WITNESS WHEREOF the parties have executed this Amending Agreement as follows

SIGNED on behalf of Her Majesty the Queen in Right of the Province of British Columbia by a duly authorized representative of the Minister of Transportation on the 5 day of JULY, 2004 in the presence of:)

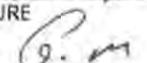


For the Minister of Transportation

Roberta D. Mitchell
(Witness)

THE COMMON SEAL of ARGO ROAD MAINTENANCE (THOMPSON) INC., was hereunto affixed on the _____, day of _____, 2004 in the presence of:) C/S



SIGNATURE


TITLE

**AMENDING AGREEMENT No. 3
Service Area 15**

FILE COPY

THIS AMENDING AGREEMENT dated for reference the 27th day of July 2004

BETWEEN

**HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH
COLUMBIA, as represented by the Minister of Transportation**

(the "Province")

AND

**ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate,
incorporated under the laws of the Province of British Columbia under Certificate
of Incorporation No. 494387 and having its registered office at 700 – 275
Lansdowne Street, Kamloops, British Columbia, V2C 6H6**

(the "Contractor")

WHEREAS

- A. The Province and the Contractor entered into an agreement entitled "Maintenance Agreement", dated for reference the 22nd day of September, 2003 (the "Maintenance Agreement"); and
- B. From the Commencement Date of the Maintenance Agreement the Contractor has been providing services to the Province in accordance with the revised "Chapter 4-350: Roadside Vegetation Control" specification set out in Appendix "B" to this Amending Agreement and the revised "Local Area Specification #3 – Landscape Maintenance" set out in Appendix "C" to this Amending Agreement; and
- C. The Province and the Contractor wish to amend the Maintenance Agreement on the terms and conditions set out in this Amending Agreement;

NOW THEREFORE in consideration of the premises and the covenants and agreements set out in this Amending Agreement and for other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged by the parties), the Province and the Contractor agree as follows:

ARTICLE 1 – DEFINITIONS

1.1 In this Amending Agreement unless the context otherwise requires,

- (a) **"Maintenance Agreement"** means the agreement dated for reference the 22nd day of September, 2003, between the Province and the Contractor, as it

may have been amended from time to time, and entitled the "Maintenance Agreement"; and

- (b) any other words having initial uppercase letters will have the meanings ascribed to them by the Maintenance Agreement.

ARTICLE 2 – MAINTENANCE AGREEMENT

- 2.1** The definition of "Base Annual Price" in subsection 1.1(j) of the Maintenance Agreement is amended by deleting "\$10,450,000.00", and substituting "\$10,443,875.62".
- 2.2** Schedule "2" of the Maintenance Agreement (entitled "Annual Adjustment Process") is amended by deleting Subsection 1(h).
- 2.3** Schedule "5" of the Maintenance Agreement (entitled "Quantified Maintenance Services"), is deleted and the revised Schedule "5" set out in Appendix "A" to this Amending Agreement is substituted.
- 2.4** Schedule "7" of the Maintenance Agreement (entitled "Provider Licence"), is amended as follows:
 - (a) by deleting Section 1(a) "Provider Licence Fee"; and
 - (b) by deleting Part 2 in its entirety.
- 2.5** The difference between the amounts paid by the Province to the Contractor under the Maintenance Agreement and the amounts payable by the Province to the Contractor as a result of this Amending Agreement will be paid by the Contractor in the next monthly installment made by the Province under the Fee Schedule following the execution of this Amending Agreement.
- 2.6** On the first Anniversary Date, and immediately prior to the Minister commencing the adjustment calculations under Sections 3 and 4 of Schedule "2" of the Maintenance Agreement, the Base Annual Price will be reduced by the amount of \$48,000.00, being an amount towards the yearly cost to the Province of maintaining the Provider System.
- 2.7** The Parties acknowledge and agree that the Province will not be considered to be in default under the Maintenance Agreement and that, except as provided under this Amending Agreement, no additional financial compensation or adjustment will be paid or made to the Contractor, as a result of the Province not having increased the monthly installments under the Fee Schedule to reflect the change in Maintenance Services during the Contract Year or the Province reducing the Base Annual Price by the amount set out in Section 2.6 of this Amending Agreement.
- 2.8** "Maintenance Specification Chapter 4-350: Roadside Vegetation Control" in Schedule 21 of the Maintenance Agreement is deleted and the revised "Chapter

4-350: Roadside Vegetation Control" specification set out in Appendix "B" to this Amending Agreement is substituted.

- 2.9 "Local Area Specification #2" (entitled "McLure Ferry") in Schedule "22" of the Maintenance Agreement, is amended by adding the following provision after section 9:

"10. MAINTENANCE SPECIFICATIONS

These Local Area specifications form part of the Maintenance Specifications, and in the event of any inconsistency, will take precedence over the specifications set out in Schedule 21 of this Agreement."

- 2.10 "Local Area Specification #3" - "Landscape Maintenance" is added to Schedule "22" of the Maintenance Agreement as set out in Appendix "C" to this Amending Agreement.
- 2.11 The Revised Payment Schedule in the Maintenance Agreement is deleted and the "Revised Payment Schedule #2" set out in Appendix "D" to this Amending Agreement.

ARTICLE 3 - GENERAL

- 3.1 Time will be of the essence of this Amending Agreement and remain of the essence of the Maintenance Agreement, as amended by this Amending Agreement.
- 3.2 The terms, representations and warranties of the Maintenance Agreement, as amended by this Amending Agreement, are ratified and confirmed, and all other terms, representations and warranties of the Maintenance Agreement are to remain in full force and effect.
- 3.3 If any term of this Amending Agreement or the application thereof to any person or circumstance is invalid or unenforceable to any extent, the remainder of this Amending Agreement and the application of such provision to any other person or circumstance will not be affected or impaired thereby and will be valid and enforceable to the extent permitted by law.
- 3.4 The captions and headings contained in this Amending Agreement are for convenience only and do not define or in any way limit the scope or intent of this Amending Agreement.
- 3.5 This Amending Agreement will be interpreted according to the laws of the Province of British Columbia.
- 3.6 This Amending Agreement constitutes the entire agreement between the parties and no understanding or agreement, oral or otherwise, exists between the parties with respect to the subject matter of this Amending Agreement except as set out in this Amending Agreement and this Amending Agreement may not be modified except by subsequent agreement in writing between the parties.

APPENDIX A

SCHEDULE "5"

Quantified Maintenance Services

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|--|---|-------------------|-----------------|------------------------|------------|----------|
| Pavement Patching and Crack Sealing | Overlay Patch (isolated) | 100J | m2 | 0 | | |
| | Replacement Patch (isolated) | 100K | m2 | 0 | | |
| | Hot-in-place Patch | 100L | m2 | 0 | | |
| | Overlay Patch | 100M | m2 | 61,400 | | |
| | Replacement Patch | 100N | m2 | 5,000 | | |
| | Spray Patch | 100P | m2 | 3,500 | | |
| | Spray Patch (isolated) | 100Q | m2 | 0 | | |
| | crack sealing | 100R | lin m | 18,695 | | |
| | Highway Surface Treatment | surface treatment | 110M | m2 | 14,600 | |
| surface treatment (isolated) | | 110N | m2 | 0 | | |
| Gravel Surface Grading and Re-shaping | gravel surface Grading (Re-shape) | 130P | rd km | 829 | | |
| | gravel surface grading | 130Q | rd km | 1,560 | | |
| Dust Control and Base Stabilization | base sabilization | 140M | rd km | 130 | | |
| | dust control (initial yearly application) | 140P | rd km | 110 | | |
| Highway Surface and Shoulder Graveling | gravelling - crush (isolated) | 150K | m3 | 0 | | s17, s21 |
| | gravelling - pit run (isolated) | 150L | m3 | 0 | | |
| | gravelling - crush | 150M | m3 | 26,000 | | |
| | graveling - pit run | 150N | m3 | 16,000 | | |
| | Shoulder gravelling (isolated) | 150P | m3 | 0 | | |
| | Shoulder gravelling | 150R | m3 | 500 | | |
| Highway Shoulder Maintenance | Shoulder grading | 160P | sh.km. | 800 | | |
| Road Base Maintenance | road base repair | 170P | m3 | 150 | | |
| Curb, Island and Barrier Maintenance | roadside concrete barriers | 220M | ea | 10 | | |
| | Median concrete barriers | 220N | ea | 10 | | |
| | machine-laid asphalt curb | 220P | lin m | 150 | | |
| | machine-laid concrete curb | 220R | lin m | 35 | | |
| Ditch and Watercourse Maintenance | ditch construction (new) | 250M | lin m | 2,500 | | |
| | ditch maintenance (machine) | 250P | lin m | 25,000 | | |
| | grader ditching | 250Q | lin m | 4,500 | | |
| Drainage Appliance Maintenance | catch basin (metal) | 260K | ea | 4 | | |

APPENDIX A

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|-------------------------------------|--|-----------------|-----------------|------------------------|------------|-------|
| | catch basin (concrete) | 260L | ea | 0 | | |
| | culvert/Flume install (to 400mm) | 260M | lin m | 160 | | |
| | culvert/Flume install (401mm to 600mm) | 260N | lin m | 60 | | |
| | culvert/flume install (601mm to 1200mm) | 260P | lin m | 10 | | |
| | culvert/Flume install (1201mm to 3000mm) | 260R | lin m | 0 | | |
| | Rip rap Instal (>50kg size) | | m3 | 100 | | |
| Roadside Vegetation Control | mowing (machine) | 350K | ssk | 2,076 | | |
| | mowing (hand cutting) | 350L | m2 | 648 | | |
| | brushing (machine) | 350M | sh km | 144 | | |
| | brushing (hand cutting) | 350N | m2 | 9,000 | | |
| | Danger Tree removal | 350P | ea | 20 | | |
| | overhead brushing | 350R | sh km | 0 | | |
| Roadside Fence Maintenance | chain link (Schedule 1& 2) | 400P | lin m | 0 | | |
| | barbed wire (Schedule 1 & 2) | 400Q | lin m | 0 | | |
| | page wire (Schedule 1 & 2) | 400R | lin m | 0 | | |
| Sign System Maintenance | delineators | 440K | ea | 10 | | |
| | Sign System install (2 post > 3.2 m2) | 440L | ea | 12 | | |
| | Sign System install (1 post) | 440M | ea | 100 | | |
| | Sign System install (2 post < 3.2 m2) | 440N | ea | 2 | | |
| | Sign (to 1 m2) | 440P | ea | 50 | | |
| | Sign (1 m2 to 3.2 m2) | 440Q | ea | 5 | | |
| | Sign (> 3.2 m2) | 440R | ea | 2 | | |
| | Sign Face Overlay (to 1 m2) | 445P | ea | 0 | | |
| | Sign Face Overlay (1 m2 to 3.2 m2) | 445Q | ea | 0 | | |
| | Sign Face Overlay (> 3.2 m2) | 445R | ea | 0 | | |
| Bridge Deck Maintenance | timber Re-decking (Minor) | 500M | m2 | 567 | | |
| | timber Re-decking (Major) | 500N | m2 | 245 | | |
| | linseed oil/mineral spirit treatment | 500O | m2 | 7,334 | | |
| | concrete Deck repair | 500P | m2 | 280 | | |
| | timber Deck replacement | 500Q | m2 | 200 | | |
| | concrete Deck crack sealing | 500R | lin m | 997 | | |
| Bridge Joint Maintenance | Bridge Joint Armour replacement | 530M | lin m | 120 | | |
| | Bridge Joint seal replacement | 530P | cm2 | 53,410 | | |
| Minor Painting of Bridge Structures | steel surface painting | 570P | m2 | 100 | | |

s17, s21

APPENDIX A

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|--------------------------------------|---|-----------------|-----------------|------------------------|---------------------|-----------------------|
| | steel rail painting | 570Q | lin m | 50 | | |
| | timber rail painting | 570R | lin m | 443 | | |
| Concrete Structure Maintenance | concrete repair | 600P | m2 | 30 | | |
| | epoxy injection | 600Q | cm3 | 3,099 | | |
| Timber Truss Bridge Maintenance | timber Truss member replacement | 620P | ea | 2 | | |
| | timber Truss Rods (drop/replace) | 620Q | ea | 1 | | |
| Timber and Log Structure Maintenance | timber Stringer replacement | 650P | ea | 10 | | |
| | log replacement (stringer/brow log/needle beam) | 650Q | ea | 0 | | |
| | timber Cap replacement | 650R | ea | 1 | | |
| Retaining Structure Maintenance | retaining structure component replacement | 660P | m2 | 14 | | s17, s21 |
| Provisional Sum | | | PS | — | | |
| Roadside Fence Maintenance | Specialty Fences | 400M | | | | |
| Bridge Bearing Maintenance | Bridge Bearing replacement | 540P | | | | |
| Bridge Piling Maintenance | Bridge Pile replacement | 640M | | | | |
| <u>Local Area Specification</u> | | | | | | |
| Landscape Maintenance | Landscape Maintenance | 390M | | | | |
| TOTAL VALUE | | | | | \$ 51,320.64 | \$3,382,132.05 |

APPENDIX B

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 4-350

ROADSIDE VEGETATION CONTROL

1. OBJECTIVE

To ensure visibility for Highway Users; to control noxious weeds; to facilitate effective drainage; and to reduce possible fire hazards.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

Not applicable to this Maintenance Specification.

2.2 Quantified Maintenance Services

All services for this Maintenance Specification are Quantified.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

Not applicable to this Maintenance Specification.

3.1.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.2 Quantified Maintenance Services

The Contractor must:

- a) remove vegetation beyond the Shoulder edge that:
 - i) causes Sight Distance obstructions on curves or at intersections of Highways and at accesses;
 - ii) causes Sight Distance obstructions at Railway Crossings or Railway Crossing Approaches;

APPENDIX B

- iii) obscures the visibility of Signs, delineators, animal reflectors, other Roadside features or for Highway Users;
 - iv) constitutes noxious weeds; and
 - v) impedes drainage.
- b) perform Shoulder mowing along Class 1-5 Highways to a width of 1.8 metres beyond the Shoulder edge;
 - c) perform area mowing at locations and to a width as determined by the District Manager, Transportation;
 - d) perform Rest Area mowing within 1.8 m of pathways, picnic table areas, buildings and other Rest Area facilities, Highways and parking areas;

Note: All mowing (Shoulder, area and Rest Area mowing, must be reported in Shoulder swath kilometres (ssk); 1 ssk is equal to one swath 1.8 m wide by 1,000 m long; and, 1 hectare equals 5.5 ssk.

- e) mow to the lowest possible height given the terrain, using an industry standard mower.
- f) remove Danger Trees that are unsafe or have the potential to become unsafe to Highway Users and/or adjacent lands;

Note: The Contractor is not responsible for remedying large volumes of Danger Trees at any particular structurally damaged stand adjacent to the Highway;

- g) remove overhanging limbs within any Right-of-way that are at an elevation of between 0 and 8 meters above the Travelled Lanes as follows:
 - i) within 3 meters of the Shoulder edge on Class 1 to 3 Highways; and
 - ii) within 2 meters of the Shoulder edge on Class 4 to 7 Highways;

APPENDIX B

- h) remove trees and brush when maximum height above the Travelled Lane is reached and is as specified in the table below:

| Summer Highway Classification | VEGETATION ZONE Distance from the Shoulder edge where vegetation control is required | Vegetation control is required when trees and brush exceed this height within vegetation zone |
|-------------------------------|--|---|
| Medians and interchanges | 1.5 to 15 metres | 2 metres |
| Class 1 - 6 Highways | 0 to 1.8 metres | .5 metres |
| Class 1-3 Highways | 1.8-7 metres | 3 metres |
| Class 4-6 Highways | 1.8 to 5 metres | 4 metres |
| Class 7 Highways | 0-1.8 metres | 4 metres |

- i) dispose of vegetation control cuttings that represent a hazard, obstruct drainage or create a nuisance;
- j) remove vegetation as necessary to reduce winter icing problems;
- k) remove vegetation within a 5 meter perimeter of Bridges and other structures to facilitate inspections and maintenance;
- l) not remove vegetation, except for Danger Trees, where ground elevation where the vegetation is located is more than 3 metres above or below the Travelled Lane elevation;
- m) on public Highways under section 4 of the Highway Act, brush to the fence line where fences have been erected by the landowner through private property or to the brush line from previous brushing;

Note: Where fences or previous brushing lines do not exist, the Contractor must obtain permission of the landowners to proceed with the maintenance work. Where permission is denied, the Contractor must advise the Province.

APPENDIX B

Only where section 4 Highways pass through properties where the status of the Highway is the subject of litigation, where the Province determines that the status is questionable, or where it runs through Federal lands, is the Right-of-way considered to be limited to the working surface. In disputed cases, the Contractor must take adequate steps to ensure public safety in regard to travel on the Highway before leaving the location.

- n) remove Danger Trees and vegetation on private land that restrict Sight Distance and are unsafe or have the potential to become unsafe for Highway Users, after securing permission from the landowner, or if unable to secure permission in a timely manner, notify the Province immediately and perform vegetation control as directed by the Province;
- o) remove vegetation that obstructs drainage in accordance with the Maintenance Specification for *Ditch and Watercourse Maintenance*, with credit for the work under the Maintenance Specification for *Ditch and Watercourse Maintenance*, only if it is completed with earth moving equipment; and
- p) control vegetation from the Shoulder edge to the edge of the pavement in accordance with the Maintenance Specification for *Highway Shoulder Maintenance*.

Note: The Contractor will not be required to:

control vegetation beyond the ditch Backslope in provincial parks unless such vegetation is unsafe or has potential to become unsafe for Highway Users or as otherwise directed by the Province.

- 2. remove standing timber except where it is unsafe or has the potential to become unsafe for Highway Users.

3.2.1 Performance Time Frames

The Contractor must:

- a) remove vegetation as described in 3.2.a) i) ii), iii) and v) immediately, from the time the deficiency was detected by or reported to the Contractor;
- b) cut noxious weeds prior to the development of seed;

APPENDIX B

- c) perform Shoulder mowing, area mowing and Rest Area mowing when the grass reaches 25 cm; up to a maximum of 2 cuts per year;
- d) remove Danger Trees within 7 days from the time the deficiency was detected by or reported to the Contractor;
- e) identify and flag any Danger Tree site immediately from the time the deficiency was detected by or reported to the Contractor;
- f) plan to perform all identified vegetation control within the Contract Year to the limit of the identified quantities. Where identified work exceeds the available quantities in any Contract Year, the Contractor must ensure identified repairs are carried out in order of priority to ensure safety and to protect the infrastructure.

3.3 Materials

Refer to Section B of the Introduction to these Maintenance Specifications.

4. WARRANTY

Not applicable to this Maintenance Specification.

APPENDIX C

B.C. MINISTRY OF TRANSPORTATION

SA15 - Local Area Specification #3

LANDSCAPE MAINTENANCE

1. OBJECTIVE

To provide aesthetically pleasing areas of lawn, shrub, flowers and tree plantations at areas identified by the District Manager.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

Not applicable to this Local Area Specification.

2.2 Quantified Maintenance Services

All services for this Local Area Specification are Quantified.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

Not applicable to this Local Area Specification.

3.1.1 Performance Time Frames

Not applicable to this Local Area Specification.

3.2 Quantified Maintenance Services

- a) The Contractor must perform landscape maintenance in accordance with this Local Area Specification at locations identified by the District Manager in consultation with local municipalities, Adopt-a-Highway Program sponsors and the Contractor;
- b) The Province will negotiate a price for the work to the limit of the Quantified Provisional Sum identified for such work within the Contract Year and the Contractor must complete such work in accordance with this Local Area Specification;

APPENDIX C

- c) The nature of the work may vary from one site to the other, but the Contractor will be required to perform the following types of maintenance:
 - i) mowing, edging and trimming of grass areas;
 - ii) controlling weeds, insect pests and diseases in grass areas;
 - iii) maintaining flowers, shrubs and/or trees in a healthy state;
 - iv) gradually changing flower and shrub areas to grass;
 - v) coordinating activities with local municipalities and Adopt-a-Highway Program sponsors;
 - vi) maintaining irrigation systems.

3.2.1 Performance Time Frames

The Contractor must perform the work in accordance with the time frames established by the District Manager, in consultation with local municipalities, Adopt-a-Highway Program sponsors and the Contractor.

3.3 Materials

Refer to Section B of the Introduction to the Maintenance Specifications.

4. WARRANTY

Not applicable to this Local Area Specification.



APPENDIX D
Revised Payment Schedule # 2
First Contract Year
SA#15

| Payment Date | Payment Period | Payment | |
|---------------------------------|---------------------------------|------------------------|---|
| Oct 22/03 | September 22/03 - October 21/03 | \$945,833.33 | |
| Nov 22/03 | October 22/03 - November 21/03 | \$845,833.33 | |
| Dec 22/03 | November 22/03 - December 21/03 | \$849,668.95 | Includes \$3,835.62 for McLure Ferry from Dec 15-21/03 |
| Jan 22/04 | December 22/03 – January 21/04 | \$867,629.38 | Includes \$21,796.04 for McLure |
| Feb 22/04 | January 22/04 – February 21/04 | \$867,629.38 | Includes \$21,796.04 for McLure |
| Mar 22/04 | February 22/04 – March 21/04 | \$867,629.38 | Includes \$21,796.04 for McLure |
| Apr 22/04 | March 22/04 – April 21/04 | \$867,629.38 | Includes \$21,796.04 for McLure |
| May 22/04 | April 22/04 – May 21/04 | \$867,629.38 | Includes \$21,796.04 for McLure |
| Jun 22/04 | May 22/04 – June 21/04 | \$867,629.38 | Includes \$21,796.04 for McLure |
| Jul 22/04 | June 22/04 – July 21/04 | \$867,629.38 | Includes \$21,796.04 for McLure |
| Aug 22/04 | July 22/04 – August 21/04 | \$907,669.38 | Includes \$21,796.04 for McLure and \$40,040 for Mowing & Landscaping |
| Sep 22/04 | August 22/04 – September 21/04 | \$821,465.00 | Includes \$21,796.04 for McLure and a reduction of \$46,164.38 for McLure (1) |
| Revised Payment Schedule | | \$10,443,875.62 | |

(1) The \$200,000 addition for McLure Ferry is for 12 full months. The addition did not occur until Dec 15/03, therefore the \$200,000 should be prorated over 9 months and 7 days (Dec 15/03-Sep 21/04). $\$200,000/12 = \$16,666.67 \times 9$ months = \$150,000 + \$3,835.62 ($\$200,000/365 \times 7$) = \$153,835.62. $\$200,000 - \$153,835.62 = \$46,164.38$ reduction.

Instruction # 2 (Article VII)

Service Area No. 15

To: Argo Road Maintenance (Thompson) Inc.
1655 Lucky Strike Place
Kamloops BC V1S 1W5

**Maintenance Agreement (the “Agreement”), and as amended, dated
September 22, 2003 between:**

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH
COLUMBIA, represented by the Minister of Transportation (“the Province”)

OF THE FIRST PART

Argo Road Maintenance (Thompson) Inc., a body corporate, incorporated under
the laws of the Province of British Columbia under Certificate of Incorporation
No. 494387 having its registered office at 700 – 275 Landsdowne Street,
Kamloops, British Columbia, V2C 6H6 (the “Contractor”)

OF THE SECOND PART

NOTICE

Pursuant to section 7.2 of the Agreement the following changes to the
Agreement, specifically Schedule 22 – Local Area Specifications, become
effective immediately:

Local Area Specification #4 – Compact Snow Road Maintenance is added.

ADJUSTMENT CALCULATIONS

Nil cost impact.

CONTRACT ADJUSTMENTS

Nil Cost Impact.

Dated this 18th day of October, 2004



Sherry Eland
District Manager, Transportation
Thompson-Nicola District
Duly authorized representative
Of the Minister of Transportation

cc: The St. Paul Companies, Inc., St. Paul Guarantee Insurance Company
→ Maintenance & Equipment Administrator
Ministry Solicitor

B.C. MINISTRY OF TRANSPORTATION
SA15 – LOCAL AREA SPECIFICATION #4
COMPACT SNOW ROAD MAINTENANCE

1. OBJECTIVE

To facilitate the safe and efficient movement of traffic on Highways designated by the Province as compact snow roads.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

All services for this Maintenance Specification are Routine.

All gravel roads must be maintained as in accordance with this Local Area Specification.

2.2 Quantified Maintenance Services

Not applicable to this Local Area Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) roughen compact snow road surfaces when smooth polished surfaces are unsafe or have the potential to become unsafe for Highway Users;
- b) perform Highway snow removal on compact snow roads in accordance with the Maintenance Specification for *Highway Snow Removal*; and
- c) apply Winter Abrasive on compact snow roads in accordance with the Maintenance Specification for *Winter Abrasive and Chemical Snow and Ice Control*.

Performance Time Frames

The following table establishes the maximum time from the time the deficiency was detected by or reported to the Contractor, within which the Contractor must complete repair of the following deficiencies:

| Compact Snow Road Deficiency | | Highway Classification | | | |
|------------------------------|---|------------------------|------|------|------|
| | | A | B | C | D |
| a) | thickness of the compact surface greater than 40 mm | 48 h | 48 h | 48 h | 48 h |
| b) | Pot-hole (averaging more than 1 per 25 metres of road) exceeding 30 mm depth | 24 h | 24 h | 48 h | 7 d |
| c) | Rutting in excess of 25 mm | 7 d | 7 d | 7 d | 7 d |
| d) | smooth, polished compact surface not able to effectively retain Winter Abrasive application or provide traction | 24 h | 24 h | 48 h | 7 d |

Legend

h - hours

d - days

3.2 Quantified Maintenance Services

Not applicable to this Local Area Specification.

Performance Time Frames

Not applicable to this Local Area Specification.

3.3 Materials

Not applicable to this Local Area Specification.

4. WARRANTY

Not applicable to this Local Area Specification.



DEC 13 2004

Date: December 8, 2004

-REVISED-

Argo Road Maintenance (Thompson) Inc.
Attention: Case Van Diemen, President

Re: 2004 2005 Highway Maintenance Contract: Service Area No 15: Maintenance Agreement as amended, between Her Majesty the Queen in Right of the Province of British Columbia, represented by the Minister of Transportation (the "Province") and Argo Road maintenance (Thompson) Inc. (the "Contractor")

SCHEDULE "2" ANNUAL ADJUSTMENT PROCESS NOTICE

Take notice that pursuant to section 5 of Schedule "2" of the Agreement, the Minister hereby delivers the following schedules to be implemented in the 2004 - 2005 Highway Maintenance Contract Year 2:

- 1. the Cost Schedule (Schedule "10");
- 2. the Quantified Maintenance Services (Schedule "5");
(collectively, the "Schedules")

The Schedules are revised in accordance with the Annual Adjustment Process and are effective commencing on and including September 22, 2004.

This is to further confirm that the Adjusted Annual Price for Year 2, as calculated in accordance with the Annual Adjustment Process, is \$10,539,439.90 and that sum may be adjusted during the Contract Year in accordance with Article VI or VII.

Kindly acknowledge receipt of the Schedules as indicated below and return a copy of this Notice to the attention of the writer on or before December 22, 2004.

District Manager, Transportation, Authorized Representative
of the Minister of Transportation

Acknowledged receipt and consented this 13 day of Dec, 19 2004

Name of Contractor
Duly Authorized Signatory

RECEIVED
DEC 16 2004
Ministry of Transportation
Highways Department
Headquarters

Encl.

cc: Regional Director
Maintenance & Equipment Administrator, Maintenance Programs
Financial Analyst, Road & Bridge Payments, HQ Finance & Admin Branch (when contractor signed)

THE GOVERNMENT OF BRITISH COLUMBIA IS AN "EMPLOYMENT EQUITY EMPLOYER"

Ministry of
Transportation

District Maintenance Operations

Mailing/Site Address
Thompson Nicola District
441 Columbia St
Kamloops, BC V2C 2T3

Tel: (250)314-6125
Fax: (250)314-6153

Web Address:
www.gov.bc.ca/th

SA15 Year 1 Annual Adjustment Price Calculation (Preparation for Year 2)

Price Index Adjustment Factor Calculation

| Index | 2002 | 2003 | % Change | % Weighting | Inflation |
|----------------|-------|-------|----------|-------------|-----------|
| Labour Index | 108.7 | 110.2 | 1.38% | 40.0% | 0.5520% |
| Fuel Index | 122.1 | 136.8 | 12.04% | 5.0% | 0.6020% |
| Residual Index | 107.5 | 108.8 | 1.21% | 27.5% | 0.3326% |

Price Index Adjustment Factor 1.4865% (to be used for next year's Schedule VI prices)

Adjust Annual Price Calculation

| | | | | |
|---|---|----|---|--|
| A | Annual Price for Immediately Preceding Contract Year | \$ | 10,490,040.00 | |
| B | Less: Annual Radio Provider Fee | \$ | | (provided by CMB HQ) |
| C | Less: Insurer Premium Quote (Yr1) | \$ | | (provided by CMB HQ) |
| D | Changes to the Highways Adjustment Factor (rounded to 5 decimal places) | | 1.00046 | (pick last one from Art VI Summary Report) |
| | Changes to Maintenance Services Adjustment Factor (rounded to 5 decimal places) | | 1.00000 | (to be provided) |
| F | 1 + Price Index Adjustment Factor (rounded to 5 decimal places) | | 1.01487 | (calculated from above) |
| G | Add Back: Insurer Premium Quote (Yr1) | \$ | | |
| H | Adjusted Annual Price Sub-Total (A-B-C)*(D*E*F)+G | \$ | | |
| | New Insurance Premium Quote (Yr2) | \$ | | (provided by insurance company) |
| J | Plus/Minus: Insurance Premium Adjust Factor (I-G) | \$ | | |
| K | Plus/Minus: 80% of difference (J * .80) | \$ | | |
| | Annual Adjusted Price for Year 2 (H + K) | \$ | 10,539,439.90 | |

Contract Year 2

Service Area 15

Instruction #

Start Date 22-Sep-04

End Date 21-Sep-05

Days in Year 365

Total Contract Days 365

Winter Period 1 15-Oct-04 to 28-Feb-05 137 days / year

Winter Period 2 1-Mar-05 to 15-Mar-05 15 days / year

Total Contract Winter Days 152

Summer Period 1 22-Sep-04 to 14-Oct-04 23 days / year

Summer Period 2 16-Mar-05 to 21-Sep-05 190 days / year

Total Contract Summer Days 213

Original Daily Cost: \$28,875.18

| Summer Class | Summer Yearly Rate / Lane Km | Summer Daily Rate / Lane Km | Winter Class | Winter Yearly Rate / Lane Km | Winter Daily Rate / Lane Km |
|--------------|------------------------------|-----------------------------|--------------|------------------------------|-----------------------------|
| 1 | | | A | | |
| 2 | | | B | | |
| 3 | | | C | | |
| 4 | | | D | | s17, s21 |
| 5 | s17, s21 | | E | | |
| 6 | | | F | | |
| 7 | | | | | |
| 8 | | | | | |

| ITEM | Daily Rate | Units |
|---------------------|------------|-------|
| Rest Area - Class A | | each |
| Rest Area - Class B | | each |
| Rest Area - Class C | | each |

s17, s21

Bridge Deck

sq. meter

Quantified Maintenance Services

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|--|---|-----------------|-----------------|------------------------|------------|-------|
| Pavement Patching and Crack Sealing | Overlay Patch (isolated) | 100J | m2 | 0 | | |
| | Replacement Patch (isolated) | 100K | m2 | 0 | | |
| | Hot-in-place Patch | 100L | m2 | 0 | | |
| | Overlay Patch | 100M | m2 | 61,428 | | |
| | Replacement Patch | 100N | m2 | 5,002 | | |
| | Spray Patch | 100P | m2 | 3,502 | | |
| | Spray Patch (isolated) | 100Q | m2 | 0 | | |
| | crack sealing | 100R | lin m | 18,704 | | |
| Highway Surface Treatment | surface treatment | 110M | m2 | 14,607 | | |
| | surface treatment (isolated) | 110N | m2 | 0 | | |
| Gravel Surface Grading and Re-shaping | gravel surface Grading (Re-shape) | 130P | rd km | 829 | | |
| | gravel surface grading | 130Q | rd km | 1,561 | | |
| Dust Control and Base Stabilization | base sabilization | 140M | rd km | 130 | | |
| | dust control (initial yearly application) | 140P | rd km | 110 | | |
| Highway Surface and Shoulder Graveling | graveling - crush (isolated) | 150K | m3 | 0 | | |
| | graveling - pit run (isolated) | 150L | m3 | 0 | | |
| | graveling - crush | 150M | m3 | 26,012 | | |
| | graveling - pit run | 150N | m3 | 16,007 | | |
| | Shoulder graveling (isolated) | 150P | m3 | 0 | | |
| | Shoulder graveling | 150R | m3 | 500 | | |
| Highway Shoulder Maintenance | Shoulder grading | 160P | sh.km. | 800 | | |
| Road Base Maintenance | road base repair | 170P | m3 | 150 | s17 ,s21 | |
| Curb, Island and Barrier Maintenance | roadside concrete barriers | 220M | ea | 10 | | |
| | Median concrete barriers | 220N | ea | 10 | | |
| | machine-laid asphalt curb | 220P | lin m | 150 | | |
| | machine-laid concrete curb | 220R | lin m | 35 | | |
| Ditch and Watercourse Maintenance | ditch construction (new) | 250M | lin m | 2,501 | | |
| | ditch maintenance (machine) | 250P | lin m | 25,012 | | |
| | grader ditching | 250Q | lin m | 4,502 | | |
| Drainage Appliance Maintenance | catch basin (metal) | 260K | ea | 4 | | |
| | catch basin (concrete) | 260L | ea | 0 | | |
| | culvert/Flume install (to 400mm) | 260M | lin m | 160 | | |
| | culvert/Flume install (401mm to 600mm) | 260N | lin m | 60 | | |
| | culvert/flume install (601mm to 1200mm) | 260P | lin m | 10 | | |
| | culvert/Flume install (1201mm to 3000mm) | 260R | lin m | 0 | | |
| | Rip rap Instal (>50kg size) | | m3 | 100 | | |
| Roadside Vegetation Control | mowing (machine) | 350K | ssk | 2,077 | | |
| | mowing (hand cutting) | 350L | m2 | 648 | | |
| | brushing (machine) | 350M | sh km | 144 | | |
| | brushing (hand cutting) | 350N | m2 | 9,004 | | |
| | Danger Tree removal | 350P | ea | 20 | | |
| | overhead brushing | 350R | sh km | 0 | | |
| Roadside Fence Maintenance | chain link (Schedule 1 & 2) | 400P | lin m | 0 | | |
| | barbed wire (Schedule 1 & 2) | 400Q | lin m | 0 | | |
| | page wire (Schedule 1 & 2) | 400R | lin m | 0 | | |

Quantified Maintenance Services

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|--------------------------------------|---|-----------------|-----------------|------------------------|--------------------|-----------------------|
| Sign System Maintenance | delineators | 440K | ea | 10 | | |
| | Sign System install (2 post > 3.2 m2) | 440L | ea | 12 | | |
| | Sign System install (1 post) | 440M | ea | 100 | | |
| | Sign System install (2 post < 3.2 m2) | 440N | ea | 2 | | |
| | Sign (to 1 m2) | 440P | ea | 50 | | |
| | Sign (1 m2 to 3.2 m2) | 440Q | ea | 5 | | |
| | Sign (> 3.2 m2) | 440R | ea | 2 | | |
| | Sign Face Overlay (to 1 m2) | 445P | ea | 0 | | |
| | Sign Face Overlay (1 m2 to 3.2 m2) | 445Q | ea | 0 | | |
| | Sign Face Overlay (> 3.2 m2) | 445R | ea | 0 | | |
| Bridge Deck Maintenance | timber Re-decking (Minor) | 500M | m2 | 567 | | |
| | timber Re-decking (Major) | 500N | m2 | 245 | | |
| | linseed oil/mineral spirit treatment | 500O | m2 | 7,337 | | |
| | concrete Deck repair | 500P | m2 | 280 | | |
| | timber Deck replacement | 500Q | m2 | 200 | | |
| | concrete Deck crack sealing | 500R | lin m | 997 | | |
| Bridge Joint Maintenance | Bridge Joint Armour replacement | 530M | lin m | 120 | | |
| | Bridge Joint seal replacement | 530P | cm2 | 53,435 | | |
| Minor Painting of Bridge Structures | steel surface painting | 570P | m2 | 100 | | |
| | steel rail painting | 570Q | lin m | 50 | | |
| | timber rail painting | 570R | lin m | 443 | | |
| Concrete Structure Maintenance | concrete repair | 600P | m2 | 30 | | |
| | epoxy injection | 600Q | cm3 | 3,100 | | |
| Timber Truss Bridge Maintenance | timber Truss member replacement | 620P | ea | 2 | | |
| | timber Truss Rods (drop/replace) | 620Q | ea | 1 | | |
| Timber and Log Structure Maintenance | timber Stringer replacement | 650P | ea | 10 | | |
| | log replacement (stringer/brow log/needle beam) | 650Q | ea | 0 | | |
| | timber Cap replacement | 650R | ea | 1 | | |
| Retaining Structure Maintenance | retaining structure component replacement | 660P | m2 | 14 | | |
| Provisional Sum | | | PS | — | | |
| Roadside Fence Maintenance | Specialty Fences | 400M | | | | |
| Bridge Bearing Maintenance | Bridge Bearing replacement | 540P | | | | |
| Bridge Piling Maintenance | Bridge Pile replacement | 640M | | | | |
| <u>Landscape Maintenance</u> | | | | | | |
| Landscape Maintenance | Landscape Maintenance | | | | | |
| TOTAL VALUE | | | | | \$52,083.84 | \$3,433,375.83 |

s17, s21

IINSTRUCTION # 15-201 (ARTICLE VI)

SERVICE AREA No. 15

Argo Road Maintenance (Thompson) Inc.
1655 Lucky Strike Place
Kamloops, B.C.
V1S 1W5
Attention: President

Re: Maintenance Agreement (the "Agreement") dated September 22, 2003 between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA, represented by the Minister of Transportation
(the "Province")

OF THE FIRST PART

and: ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate, incorporated under the laws of the Province of British Columbia under certificate of incorporation No. 494387 and having its registered office at 700 - 275 Lansdowne Street, Kamloops, B.C., V2C 6H6 (the "Contractor")

OF THE SECOND PART

NOTICE

1.01 Pursuant to section 6.2 of the Agreement the following additions, deletions to and changes in classification of Highways within the Service Area under the Agreement will become effective December 21, 2004.

- add 0.190 kilometers 0.380 lane kilometers class 6B to Sun Peaks Rd #4612 in a easterly direction to the end of maintenance;
- (b) delete 0.378 kilometers 0.378 lane kilometers class 3A to Chinook Rd #1167 in a northerly direction to the end of maintenance;
- (c) delete Chinook Cove Rest Area class C;

(2)

INSTRUCTION # 15-201 (ARTICLE VI)

ADJUSTMENT CALCULATIONS

Daily Cost as at commencement date of the current contract year \$28,875.18

Net changes in Daily Cost as a result of this instruction

2.03 Percentage change in Daily Cost as result of this instruction

s17, s21

Previous changes in Daily Cost under earlier instructions

Cumulative net percentage change in the Daily Cost from commencement of the current contract year up to, and including, the effective date of this instruction.

CONTRACT PRICE ADJUSTMENTS

The cumulative net change in Daily Cost from that described in Section 2.01 above, is less than 2%, positive or negative, and as such, no adjustment will be made to the fees payable under the Agreement, and no Revised Daily Cost will be calculated.

A copy of the calculation described in Section 5.05 of the Agreement is enclosed with this notification.

Dated this 21st day of December, 2004.



S. Eland
District Manager Transportation
Thompson Nicola Highways District
duly authorized representative of
the Minister of Transportation

Enclosure

cc. Wilson M. Beck Insurance Services Inc.
Maintenance and Equipment Administrator
Manager of Disbursements
Ministry Solicitor (Transportation and Highways),
Legal Services, Ministry of Attorney General

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Ministry of Transportation
Highways Department
Headquarters

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | |
|-----|---|---|---|---|---|---|-------------|-----------------------------------|---|---|---|---------|--------|--------|--------|--------|--------|--|
| 90 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 91 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 92 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 93 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 94 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 95 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 96 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 97 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 98 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 99 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 100 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 101 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 102 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 103 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 104 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 105 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 106 | | | | | | | | | | | | | | | | | | |
| 107 | | | | | | | | | | | | | | | | | | |
| 108 | | | | | | | | | | | | | | | | | | |
| 109 | SUMMARY OF CHANGES FOR THIS INSTRUCTION | | | | | | | | | | | | | | | | | |
| 110 | Current Daily Cost / Revised Daily Cost | | | | | | \$28,875.18 | Percentage Tolerance Flag | | | | 2.0000% | | | | | | |
| 111 | | | | | | | | Percentage Tolerance Flag2 | | | | 3.0000% | | | | | | |
| 112 | | | | | | | | | | | | | | | | | | |
| 113 | Cumulative Changes Prior to this instruction | | | | | | | | | | | | | | | | | |
| 114 | (for instruction calculations only) | | | | | | | | | | | | | | | | | |
| 115 | | | | | | | | | | | | | | | | | | |
| 116 | Changes for this instruction | | | | | | | | | | | | | | | | | |
| 117 | | | | | | | | | | | | | | | | | | |
| 118 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 119 | | | | | | | | | | | | | | | | | | |
| 120 | Total Cumulative Changes for future instructions | | | | | | | | | | | | | | | | | |
| 121 | | | | | | | | | | | | | | | | | | |
| 122 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | | | | | | | | |
| 123 | | | | | | | | | | | | | | | | | | |
| 124 | | | | | | | | | | | | | | | | | | |
| 125 | 2% CUMULATIVE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 2% TOLERANCE exceeded) | | | | | | | | | | | | | | | | | |
| 126 | | | | | | | | | | | | | | | | | | |
| 127 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | | |
| 128 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 129 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | | | | | | | | |
| 130 | Total Cumulative Changes for future instructions | | | | | | \$0.00 | | | | | 0.0000% | | | | | | |
| 131 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | | |
| 132 | | | | | | | | | | | | | | | | | | |
| 133 | 3% SINGLE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 3% TOLERANCE exceeded) | | | | | | | | | | | | | | | | | |
| 134 | | | | | | | | | | | | | | | | | | |
| 135 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | | |
| 136 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 137 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | | | | | | | | |
| 138 | Total Cumulative Changes for future instructions | | | | | | \$0.00 | (to be entered after negotiation) | | | | 0.0000% | | | | | | |
| 139 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | | |
| 140 | | | | | | | | | | | | | | | | | | |
| 141 | Cumulative Changes Against Original Daily Cost (for Summary Report) | | | | | | | | | | | | | | | | | |
| 142 | | | | | | | | | | | | | | | | | | |
| 143 | Original Daily Cost | | | | | | \$28,875.18 | | | | | | | | | | | |
| 144 | | | | | | | | | | | | | | | | | | |
| 145 | Cumulative Change from Effective Date Prior to this instruction | | | | | | | | | | | | | | | | | |
| 146 | Changes for this instruction (from Effective Date) | | | | | | | | | | | | | | | | | |
| 147 | Cumulative Change from Effective Date | | | | | | | | | | | | | | | | | |
| 148 | | | | | | | | | | | | | | | | | | |
| 149 | Cumulative Change from Term Start Date Prior to this instruction | | | | | | | | | | | | | | | | | |
| 150 | Changes for this instruction (from Term Start Date) | | | | | | | | | | | | | | | | | |
| 151 | Cumulative Change from Term Start Date | | | | | | | | | | | | | | | | | |

s17, s21

s17, s21

s17, s21



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Date: October 21, 2005

Ministry of Transportation
Highways Department
Headquarters

Argo Road Maintenance (Thompson) Inc.

Attention: Case Van Diemen, President

Re: 2005 2006 Highway Maintenance Contract: Service Area No.15: Maintenance Agreement as amended, between Her Majesty the Queen in Right of the Province of British Columbia, represented by the Minister of Transportation (the "Province") and Argo Road Maintenance (Thompson) Inc. (the "Contractor")

SCHEDULE "2" ANNUAL ADJUSTMENT PROCESS NOTICE

Take notice that pursuant to section 5 of Schedule "2" of the Agreement, the Minister hereby delivers the following schedules to be implemented in the 2005 - 2006 Highway Maintenance Contract Year 3:

1. the Cost Schedule (Schedule "10");
2. the Quantified Maintenance Services (Schedule "5");
(collectively, the "Schedules")

The Schedules are revised in accordance with the Annual Adjustment Process and are effective commencing on and including September 22, 2005.

This is to further confirm that the Adjusted Annual Price for Year 3, as calculated in accordance with the Annual Adjustment Process, is \$11,035,178.54 and that sum may be adjusted during the Contract Year in accordance with Article VI or VII.

Kindly acknowledge receipt of the Schedules as indicated below and return a copy of this Notice to the attention of the writer on or before November 4, 2005.

District Manager, Transportation, Authorized Representative
of the Minister of Transportation

Argo Road Maintenance (Thompson) Inc.
Duly Authorized Signatory

Encl

cc: Regional Director
Maintenance & Equipment Administrator, Maintenance Programs
Financial Analyst, Road & Bridge Payments, HQ Finance & Admin Branch (when contractor signed)

THE GOVERNMENT OF BRITISH COLUMBIA IS AN "EMPLOYMENT EQUITY EMPLOYER"

| | Mailing Address | Site Address | Web Address: |
|----------------------------|--|--|--|
| Ministry of Transportation | Thompson -Nicola District Office Maintenance Operations | 441 Columbia St. Kamloops, B. C. V2C 2T3 | Ministry of Transportation Thompson Nicola Office Phone: 250-314 6125 Fax: 250-314-6153 |
| | | | www.gov.bc.ca/th |

SA15 Year 2 Annual Adjustment Price Calculation (Preparation for Year 3)

Price Index Adjustment Factor Calculation

| Index | 2003 | 2004 | % Change | % Weighting | Inflation |
|----------------|---------|---------|----------|-------------|-----------|
| Labour Index | 110.18 | 114.63 | 4.04% | 40.0% | 1.6155% |
| Fuel Index | 136.8 | 160.98 | 17.68% | 5.0% | 0.8838% |
| Residual Index | 108.825 | 118.175 | 8.59% | 27.5% | 2.3627% |

Price Index Adjustment Factor 4.8620%

Adjust Annual Price Calculation

| | | |
|---|--|------------------|
| A | Annual Price for Immediately Preceding Contract Year | \$ 10,539,439.90 |
| B | Less: Insurer Premium Quote (Yr2) | s17, s21 |
| C | Changes to the Highways Adjustment Factor (-0.0973%) | 0.99903 |
| D | Changes to Maintenance Services Adjustment Factor | 1.00000 |
| E | 1 + Price Index Adjustment Factor (4.862%) | 1.04862 |
| F | Add Back: Insurer Premium Quote (Yr2) | |
| G | Adjusted Annual Price Sub-Total (A-B)*(C*D*E)+F | |
| H | New Insurance Premium Quote (Yr3) | s17, s21 |
| | Plus/Minus: Insurance Premium Adjust Factor (H-F) | |
| | Plus/Minus: 80% of difference (I * .80) | |
| K | Annual Adjusted Price for Year 3 (G + J) | \$ 11,035,178.54 |

Contract Year 3

Service Area 15

Instruction #

Start Date 22-Sep-05

End Date 21-Sep-06

Days in Year 365

Total Contract Days 365

Winter Period 1 15-Oct-05 to 28-Feb-06 137 days / year

Winter Period 2 1-Mar-06 to 15-Mar-06 15 days / year

Total Contract Winter Days 152

Summer Period 1 22-Sep-05 to 14-Oct-05 23 days / year

Summer Period 2 16-Mar-06 to 21-Sep-06 190 days / year

Total Contract Summer Days 213

Original Daily Cost: \$30,088.29

| Summer Class | Summer Yearly Rate / Lane Km | Summer Daily Rate / Lane Km | Winter Class | Winter Yearly Rate / Lane Km | Winter Daily Rate / Lane Km |
|--------------|------------------------------|-----------------------------|--------------|------------------------------|-----------------------------|
| 1 | | | A | | |
| 2 | | | B | | |
| 3 | | | C | | |
| 4 | s17, s21 | | D | s17, s21 | |
| 5 | | | E | | |
| 6 | | | F | | |
| 7 | | | | | |
| 8 | | | | | |

| ITEM | Daily Rate | Units |
|---------------------|------------|-------|
| Rest Area - Class A | | each |
| Rest Area - Class B | | each |
| Rest Area - Class C | | each |

s17, s21

Bridge Deck

sq. meter

Quantified Maintenance Services

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|---|---|-----------------|-----------------|------------------------|------------|-------|
| Pavement Patching and Crack Sealing | Overlay Patch (isolated) | 100J | m2 | 0 | | |
| | Replacement Patch (isolated) | 100K | m2 | 0 | | |
| | Hot-in-place Patch | 100L | m2 | 0 | | |
| | Overlay Patch | 100M | m2 | 61,368 | | |
| | Replacement Patch | 100N | m2 | 4,997 | | |
| | Spray Patch | 100P | m2 | 3,499 | | |
| | Spray Patch (isolated) | 100Q | m2 | 0 | | |
| | crack sealing | 100R | lin m | 18,686 | | |
| Highway Surface Treatment | surface treatment | 110M | m2 | 14,593 | | |
| | surface treatment (isolated) | 110N | m2 | 0 | | |
| Gravel Surface Grading and Re-shaping | gravel surface Grading (Re-shape) | 130P | rd km | 828 | | |
| | gravel surface grading | 130Q | rd km | 1,559 | | |
| Dust Control and Base Stabilization | base sabilization | 140M | rd km | 130 | | |
| | dust control (initial yearly application) | 140P | rd km | 110 | | |
| Highway Surface and Shoulder Gravelling | gravelling - crush (isolated) | 150K | m3 | 0 | | |
| | gravelling - pit run (isolated) | 150L | m3 | 0 | | |
| | gravelling - crush | 150M | m3 | 25,987 | | |
| | graveling - pit run | 150N | m3 | 15,991 | | |
| | Shoulder gravelling (isolated) | 150P | m3 | 0 | | |
| | Shoulder gravelling | 150R | m3 | 500 | | |
| Highway Shoulder Maintenance | Shoulder grading | 160P | sh.km. | 799 | | |
| Road Base Maintenance | road base repair | 170P | m3 | 150 | s17, s21 | |
| Curb, Island and Barrier Maintenance | roadside concrete barriers | 220M | ea | 10 | | |
| | Median concrete barriers | 220N | ea | 10 | | |
| | machine-laid asphalt curb | 220P | lin m | 150 | | |
| | machine-laid concrete curb | 220R | lin m | 35 | | |
| Ditch and Watercourse Maintenance | ditch construction (new) | 250M | lin m | 2,499 | | |
| | ditch maintenance (machine) | 250P | lin m | 24,988 | | |
| | grader ditching | 250Q | lin m | 4,498 | | |
| Drainage Appliance Maintenance | catch basin (metal) | 260K | ea | 4 | | |
| | catch basin (concrete) | 260L | ea | 0 | | |
| | culvert/Flume install (to 400mm) | 260M | lin m | 160 | | |
| | culvert/Flume install (401mm to 600mm) | 260N | lin m | 60 | | |
| | culvert/flume install (601mm to 1200mm) | 260P | lin m | 10 | | |
| | culvert/Flume install (1201mm to 3000mm) | 260R | lin m | 0 | | |
| | Rip rap Instal (>50kg size) | | m3 | 100 | | |
| Roadside Vegetation Control | mowing (machine) | 350K | ssk | 2,075 | | |
| | mowing (hand cutting) | 350L | m2 | 647 | | |
| | brushing (machine) | 350M | sh km | 144 | | |
| | brushing (hand cutting) | 350N | m2 | 8,995 | | |
| | Danger Tree removal | 350P | ea | 20 | | |
| | overhead brushing | 350R | sh km | 0 | | |
| Roadside Fence Maintenance | chain link (Schedule 1 & 2) | 400P | lin m | 0 | | |
| | barbed wire (Schedule 1 & 2) | 400Q | lin m | 0 | | |
| | page wire (Schedule 1 & 2) | 400R | lin m | 0 | | |

Quantified Maintenance Services

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|--------------------------------------|---|-----------------|-----------------|------------------------|--------------------|-----------------------|
| Sign System Maintenance | delineators | 440K | ea | 10 | | |
| | Sign System install (2 post > 3.2 m2) | 440L | ea | 12 | | |
| | Sign System install (1 post) | 440M | ea | 100 | | |
| | Sign System install (2 post < 3.2 m2) | 440N | ea | 2 | | |
| | Sign (to 1 m2) | 440P | ea | 50 | | |
| | Sign (1 m2 to 3.2 m2) | 440Q | ea | 5 | | |
| | Sign (> 3.2 m2) | 440R | ea | 2 | | |
| | Sign Face Overlay (to 1 m2) | 445P | ea | 0 | | |
| | Sign Face Overlay (1 m2 to 3.2 m2) | 445Q | ea | 0 | | |
| | Sign Face Overlay (> 3.2 m2) | 445R | ea | 0 | | |
| Bridge Deck Maintenance | timber Re-decking (Minor) | 500M | m2 | 566 | | |
| | timber Re-decking (Major) | 500N | m2 | 245 | | |
| | linseed oil/mineral spirit treatment | 500O | m2 | 7,330 | | |
| | concrete Deck repair | 500P | m2 | 280 | | |
| | timber Deck replacement | 500Q | m2 | 200 | | |
| | concrete Deck crack sealing | 500R | lin m | 996 | | |
| Bridge Joint Maintenance | Bridge Joint Armour replacement | 530M | lin m | 120 | | |
| | Bridge Joint seal replacement | 530P | cm2 | 53,383 | | |
| Minor Painting of Bridge Structures | steel surface painting | 570P | m2 | 100 | | |
| | steel rail painting | 570Q | lin m | 50 | | |
| | timber rail painting | 570R | lin m | 443 | | |
| Concrete Structure Maintenance | concrete repair | 600P | m2 | 30 | | |
| | epoxy injection | 600Q | cm3 | 3,097 | | |
| Timber Truss Bridge Maintenance | timber Truss member replacement | 620P | ea | 2 | | |
| | timber Truss Rods (drop/replace) | 620Q | ea | 1 | | |
| Timber and Log Structure Maintenance | timber Stringer replacement | 650P | ea | 10 | | |
| | log replacement (stringer/brow log/needle beam) | 650Q | ea | 0 | | |
| | timber Cap replacement | 650R | ea | 1 | | |
| Retaining Structure Maintenance | | | | 0 | | |
| | retaining structure component replacement | 660P | m2 | 14 | | |
| Provisional Sum | | | PS | 0 | | |
| Roadside Fence Maintenance | Specialty Fences | 400M | | | | |
| Bridge Bearing Maintenance | Bridge Bearing replacement | 540P | | | | |
| Bridge Piling Maintenance | Bridge Pile replacement | 640M | | | | |
| <u>Landscape Maintenance</u> | | | | | | |
| Landscape Maintenance | Landscape Maintenance | | | | | |
| TOTAL VALUE | | | | 260,651 | \$54,616.16 | \$3,597,953.90 |

s17, s21



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Highways Department
Headquarters

File: 23500-20

**INSTRUCTION #301 (ARTICLE VI) Revised 2005/12/15
SERVICE AREA #15 Thompson**

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B. C.
V1S 1W5

Attention: President

Re: Maintenance Agreement (the "Agreement") dated for reference September 22, 2003, and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Ministry of Transportation (the "Province")

OF THE FIRST PART

and: ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 494387 and having its registered office at 700 -275 Landsdowne Street, Kamloops, B. C. V2C 6H6 (the "Contractor")

OF THE SECOND PART.

NOTICE

1.01 Pursuant to section 6.1 of the Agreement the following additions, deletions, and changes in classification of Highways within the Service Area under the Agreement will become effective December 9, 2005.

1. Add 0.627 kilometers 1.254 lane kilometers class 6D to Mountain View Rd # 5209 in a south westerly direction to the end of maintenance.;
2. Add 0.325 kilometers 0.650 lane kilometers class 6C to Valley Dr # 4830 in an south easterly direction to the end of maintenance.;
3. Add 1.242 kilometers 2.484 lane kilometers class 6D to Valley Dr # 4830 in an south easterly direction to the end of maintenance.;
4. Modify the the Highway classification of Deadman Vidette Rd # 1427 from kilometer 15.277 (Deadman-Cache Cr Rd) to kilometer 28.680 (Tobacco Creek landmark) a distance of 13.453 kilometers (26.906 lane kilometers) from class 5D to class 5C.;
5. Modify the the Highway classification of Beaton Rd # 742 from kilometer 3.540 (Buckhorne Rd) to the end of maintenance a distance of 1.257 kilometers (2.514 lane kilometers) from class 6D to class 6C.;
6. Modify the the Highway classification of McNab Rd # 3173 from Hwy #24 to the end of maintenance a distance of 2.952 kilometers (5.904 lane kilometers) from class 6D to class 6C.

.../1

ADJUSTMENT CALCULATIONS

| | | |
|------|---|-------------|
| 2.01 | Daily Cost as at commencement date of the current contract year | \$30,233.37 |
| 2.02 | Net changes in daily cost as a result of this instruction | [Redacted] |
| 2.03 | Percentage change in daily cost as a result of this instruction | |
| 2.04 | Cumulative changes from effective date prior to this instruction for the current contract year | |
| 2.05 | Cumulative net percentage change in Daily Cost, from commencement of the current contract year, up to and including the effective date of this instruction: | |

s17, s21

CONTRACT PRICE ADJUSTMENTS

6.01 The cumulative net change in Daily cost from that described in section 2.05 above is less than 2% positive or negative and as such no adjustment will be made to the fees payable under the Agreement, and no Revised Daily Cost will be calculated.

IF IMPACT OF THE NOTICE IS +/- 2%

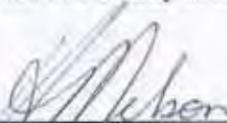
Note that the wording must be revised to indicate that portion of the Annual Price attributable to the remainder of the Contract Year, will be adjusted by the change (2.05 above) in Daily Costs from the effective date of the latest change, to the end of the contract year.)

IF IMPACT OF THE NOTICE IS +/- 3%

Note that the wording must be revised to indicate that in accordance with section 6.6 of the Agreement, the Contractor and/or the Province has 30 days to deliver to the other, in writing, notice of their disagreement with the use of these calculations to adjust the price, along with the reasons for that disagreement.

3.02 A copy of the calculations described in Section 6.4 of the Agreement is enclosed with this notification.

Dated this 9th day of December, 2005


District Operations Manager (or DMT)

duly authorized representative of
the Minister of Transportation

cc: Mtnce & Equip Administrator, Mtnce Programs, Const & Mtnce Branch. MoT, Attn: Dianne Froese
Ministry Solicitor, Legal Services Branch, Attorney General, Attn: Maria D'Archangelo
Bonding Co

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q |
|----|---------------------|------|-----------------|------------------------------|-----------------------------|-------------------|----------------------------|------------|-------------|----------------|--|--------------------------------------|----------|---|---|---|---|
| 1 | Contract Year 3 | | | | | | Service Area | 15 | | Instruction # | 15-501 | | | | | | |
| 2 | | | | | | | | | | | | | | | | | |
| 3 | | | Start Date | 22-Sep-05 | | End Date | 21-Sep-06 | | | Effective Date | 09-Dec-05 | | | | | | |
| 4 | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | Total Contract Days | | 365 | | | Contract Days Remaining | | 267 | | | |
| 6 | | | | | | | | | | | | | | | | | |
| 7 | | | Winter Period 1 | 15-Oct-05 | to | 28-Feb-06 | | 137 | days / year | | | Contract Winter Days Remaining | | 82 | | | |
| 8 | | | Winter Period 2 | 01-Mar-06 | to | 15-Mar-06 | | 15 | days / year | | | Contract Winter Days Remaining | | 15 | | | |
| 9 | | | | | | | Total Contract Winter Days | | 152 | | | Total Contract Winter Days Remaining | | 97 | | | |
| 10 | | | | | | | | | | | | | | | | | |
| 11 | | | Summer Period 1 | 22-Sep-05 | to | 14-Oct-05 | | 23 | days / year | | | Contract Summer Days Remaining | | | | | |
| 12 | | | Summer Period 2 | 16-Mar-06 | to | 21-Sep-06 | | 190 | days / year | | | Contract Summer Days Remaining | | 190 | | | |
| 13 | | | | | | | Total Contract Summer Days | | 213 | | | Total Contract Summer Days Remaining | | 190 | | | |
| 14 | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | Original Daily Cost: | | \$30,233.37 | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | |
| 17 | | | Summer Class | Summer Yearly Rate / Lane Km | Summer Daily Rate / Lane Km | | | | | Winter Class | Winter Yearly Rate / Lane Km | Winter Daily Rate / Lane Km | | | | | |
| 18 | | | 1 | | | | | | | A | | | | | | | |
| 19 | | | 2 | | | | | | | B | | | | | | | |
| 20 | | | 3 | | | | | | | C | | | | | | | |
| 21 | | | 4 | s17, s21 | | | | | | D | s17, s21 | | | | | | |
| 22 | | | 5 | | | | | | | E | | | | | | | |
| 23 | | | 6 | | | | | | | F | | | | | | | |
| 24 | | | 7 | | | | | | | | | | | | | | |
| 25 | | | 8 | | | | | | | | | | | | | | |
| 26 | | | | | | | | | | | | | | | | | |
| 27 | | | | | | | | | | | | | | | | | |
| 28 | | | | | | | | | | | | | | | | | |
| 29 | | | | | | | | | | | | | | | | | |
| 30 | | | | | | | | | | | | | | | | | |
| 31 | | | | | | ITEM | | Daily Rate | | Units | | | | | | | |
| 32 | | | | | | Rest Area - Class | A | | | each | | | | | | | |
| 33 | | | | | | Rest Area - Class | B | | | each | | | | | | | |
| 34 | | | | | | Rest Area - Class | C | | | each | | | | | | | |
| 35 | | | | | | | | | | | | | | | | | |
| 36 | | | | | | | | | | | | | | | | | |
| 37 | | | | | | | | | | | | | | | | | |
| 38 | | | | | | | | | | | | | | | | | |
| 39 | | | | | | Bridge Deck | | | | sq. meter | | | | | | | |
| 40 | | | | | | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | | | | | | |
| 42 | INSTRUCTION DETAILS | | | | | | | | | | Instruction Daily Cost From Effective Date | | | Instruction Daily Cost From Term Start Date | | | |
| 43 | Type | Hwy | Road | Item | Class-Old | Class-New | Amount | Old Cost | New Cost | Net Cost | Old Cost | New Cost | Net Cost | | | | |
| 44 | | | | | | | | | | | | | | | | | |
| 45 | Add | 5209 | Mountain View | Hwy | | 6 D | 1,2540 LK | | | | | | | | | | |
| 46 | Add | 4830 | Valley Dr | Hwy | | 6 C | 0,6500 LK | | | | | | | | | | |
| 47 | Add | 4830 | Valley Dr | Hwy | | 6 D | 2,4840 LK | | | | | | | | | | |
| 48 | Modify | 1427 | Deadman Vidette | Hwy | 5 D | 5 C | 28,9060 LK | | | | | | | | | | |
| 49 | Modify | 3173 | McNab | Hwy | 6 D | 6 C | 5,8040 LK | | | | | | | | | | |
| 50 | Modify | 742 | Beeton | Hwy | 6 D | 6 C | 2,5140 LK | | | | | | | | | | |
| 51 | | | | | | | | | | | | | | | | | |
| 52 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 53 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 54 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 55 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 56 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 57 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 58 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 59 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 60 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 61 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 62 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 63 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 64 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 65 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 66 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 67 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 68 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 69 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 70 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 71 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 72 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 73 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 74 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 75 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 76 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 77 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 78 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 79 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 80 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 81 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 82 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 83 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 84 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 85 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 86 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 87 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 88 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |
| 89 | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | |

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | |
|-----|---|---|---|---|---|---|-----------------------------------|----------------------------|---|---|---|---------|--------|--------|--------|--------|--------|--|
| 90 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 91 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 92 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 93 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 94 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 95 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 96 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 97 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 98 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 99 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 100 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 101 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 102 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 103 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 104 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 105 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 106 | | | | | | | | | | | | | | | | | | |
| 107 | | | | | | | | | | | | | | | | | | |
| 108 | | | | | | | | | | | | | | | | | | |
| 109 | SUMMARY OF CHANGES FOR THIS INSTRUCTION | | | | | | | | | | | | | | | | | |
| 110 | Current Daily Cost / Revised Daily Cost | | | | | | \$30,233.37 | Percentage Tolerance Flag | | | | 2.0000% | | | | | | |
| 111 | | | | | | | | Percentage Tolerance Flag2 | | | | 3.0000% | | | | | | |
| 112 | Cumulative Changes Prior to this instruction | | | | | | | | | | | | | | | | | |
| 114 | (for instruction calculations only) | | | | | | | | | | | | | | | | | |
| 115 | | | | | | | | | | | | | | | | | | |
| 116 | Changes for this instruction | | | | | | s17, s21 | | | | | | | | | | | |
| 117 | | | | | | | | | | | | | | | | | | |
| 118 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 119 | | | | | | | | | | | | | | | | | | |
| 120 | Total Cumulative Changes for future instructions | | | | | | | | | | | | | | | | | |
| 121 | | | | | | | | | | | | | | | | | | |
| 122 | New Daily / Revised Daily Cost (for future instructions) | | | | | | \$30,233.37 | | | | | | | | | | | |
| 123 | | | | | | | | | | | | | | | | | | |
| 124 | | | | | | | | | | | | | | | | | | |
| 125 | 2% CUMULATIVE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 2% TOLERANCE exceeded) | | | | | | | | | | | | | | | | | |
| 126 | | | | | | | | | | | | | | | | | | |
| 127 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | | |
| 128 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 129 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | | | | | | | | |
| 130 | Total Cumulative Changes for future instructions | | | | | | \$0.00 | 0.0000% | | | | | | | | | | |
| 131 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | | |
| 132 | | | | | | | | | | | | | | | | | | |
| 133 | 3% SINGLE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 3% TOLERANCE exceeded) | | | | | | | | | | | | | | | | | |
| 134 | | | | | | | | | | | | | | | | | | |
| 135 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | | |
| 136 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 137 | New Daily / Revised Daily Cost (for future instructions) | | | | | | (to be entered after negotiation) | | | | | | | | | | | |
| 138 | Total Cumulative Changes for future instructions | | | | | | \$0.00 | 0.0000% | | | | | | | | | | |
| 139 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | | |
| 140 | | | | | | | | | | | | | | | | | | |
| 141 | Cumulative Changes Against Original Daily Cost (for Summary Report) | | | | | | | | | | | | | | | | | |
| 142 | | | | | | | | | | | | | | | | | | |
| 143 | Original Daily Cost | | | | | | \$30,233.37 | | | | | | | | | | | |
| 144 | | | | | | | | | | | | | | | | | | |
| 145 | Cumulative Change from Effective Date Prior to this instruction | | | | | | | | | | | | | | | | | |
| 146 | Changes for this instruction (from Effective Date) | | | | | | s17, s21 | | | | | | | | | | | |
| 147 | Cumulative Change from Effective Date | | | | | | | | | | | | | | | | | |
| 148 | | | | | | | | | | | | | | | | | | |
| 149 | Cumulative Change from Term Start Date Prior to this instruction | | | | | | | | | | | | | | | | | |
| 150 | Changes for this instruction (from Term Start Date) | | | | | | | | | | | | | | | | | |
| 151 | Cumulative Change from Term Start Date | | | | | | | | | | | | | | | | | |

SA 15



File: 23500-20

**INSTRUCTION #302 (ARTICLE VI)
SERVICE AREA #15 Thompson**

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B. C.
V1S 1W5

Attention: Tom Bone, General Manager

Re: Maintenance Agreement (the "Agreement") dated for reference September 22, 2003, and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Ministry of Transportation (the "Province")

OF THE FIRST PART

and: ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 494387 and having its registered office at 700 -275 Landsdowne Street, Kamloops, B. C. V2C 6H6 (the "Contractor")

OF THE SECOND PART.

NOTICE

1.01 Pursuant to section 6.1 of the Agreement the following additions, deletions, and changes in classification of Highways within the Service Area under the Agreement will become effective September 19, 2006.

1. Delete 0.160 kilometers 0.320 lane kilometers class 8F to Bale Rd #644;
2. Add 0.263 kilometers 0.526 lane kilometers class 7D to Bale Rd #644;
3. Delete 2.423 kilometers 4.846 lane kilometers class 6D to Watson Larson Rd # 4973;
4. Add 1.900 kilometers 3.800 lane kilometers class 6D to Watson Larson Rd #4973;
5. Add 0.523 kilometers 1.046 lane kilometers class 8F to Watson Larson Rd #4973;
6. Delete 0.300 kilometers 0.600 lane kilometers class 8F to Bison Ranch Road #827;
7. Add 0.535 kilometers 1.070 lane kilometers class 7D to Bison Ranch Road #827;
8. Add 0.930 kilometers 1.860 lane kilometers class 7D to Buffalo Springs Road #1007;
9. Delete 103.00 m² maintained bridge deck to Fish Trap Bridge #6305;
10. Add 133.28 m² maintained bridge deck to Fish Trap Bridge #6305;
11. Delete 561.00 m² maintained bridge deck to Birch Island Bridge #960;

- 12. Add 746.89 m² maintained bridge deck to Birch Island Bridge #960;
- 13. Delete 410.00 m² maintained bridge deck to Mad River Bridge #1328;
- 14. Add 441.46 m² maintained bridge deck to Mad River Bridge #1328;
- 15. Add 0.096 km 0.192 lane kilometers class 6D to Carilla Road #1115;
- 16. Add 2.508 km 5.016 lane kilometers class 6D to Dianna Road #1517;
- 17. Add 1.621 km 3.242 lane kilometers class 4C to Agate Bay Road #525;
- 18. Add 0.330 km 0.660 lane kilometers class 6D to Lookout Ridge Drive #5210.

ADJUSTMENT CALCULATIONS

| | | |
|------|---|-------------|
| 2.01 | Daily Cost as at commencement date of the current contract year | \$30,233.37 |
| 2.02 | Net changes in daily cost as a result of this instruction | |
| 2.03 | Percentage change in daily cost as a result of this instruction | |
| 2.04 | Cumulative changes from effective date prior to this instruction for the current contract year | s17, s21 |
| 2.05 | Cumulative net percentage change in Daily Cost, from commencement of the current contract year, up to and including the effective date of this instruction: | |

CONTRACT PRICE ADJUSTMENTS

- 3.01.1 The cumulative net change in Daily cost from that described in section 2.05 above is less than 2% positive or negative and as such no adjustment will be made to the fees payable under the Agreement, and no Revised Daily Cost will be calculated.
- 3.02 A copy of the calculations described in Section 6.4 of the Agreement is enclosed with this notification.

Dated this 19th day of September, 2006



 District Operations Manager (or DMT)

 duly authorized representative of
 the Minister of Transportation

cc: **Mtnce & Equip Administrator**, Mtnce Programs, Const & Mtnce Branch, MoT, Attn: Dianne Froese
 Ministry Solicitor, Legal Services Branch, Attorney General, Attn: Maria D'Archangelo
 St. Paul Guarantee Insurance Company

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | |
|----|---------------------|------|---------------------|------------------------------|-----------------------------|-----------|----------------------------------|-------------|-------------|----------------|--------------|--------------------------------------|---|----------|----------|---|--------|--|
| 1 | Contract Year 3 | | | | | | Service Area | 15 | | Instruction # | 15-302 | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | |
| 3 | | | Start Date | 22-Sep-05 | | End Date | 21-Sep-06 | | | Effective Date | 19-Sep-06 | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | Total Contract Days | | 365 | | | Contract Days Remaining | | | 3 | | | |
| 6 | | | | | | | | | | | | | | | | | | |
| 7 | | | | Winter Period 1 | 15-Oct-05 | to | 28-Feb-06 | | 137 | days / year | | Contract Winter Days Remaining | | | | | | |
| 8 | | | | Winter Period 2 | 01-Mar-06 | to | 15-Mar-06 | | 15 | days / year | | Contract Winter Days Remaining | | | | | | |
| 9 | | | | | | | Total Contract Winter Days | | 152 | | | Total Contract Winter Days Remaining | | | 0 | | | |
| 10 | | | | | | | | | | | | | | | | | | |
| 11 | | | | Summer Period 1 | 22-Sep-05 | to | 14-Oct-05 | | 23 | days / year | | Contract Summer Days Remaining | | | | | | |
| 12 | | | | Summer Period 2 | 16-Mar-06 | to | 21-Sep-06 | | 190 | days / year | | Contract Summer Days Remaining | | | 3 | | | |
| 13 | | | | | | | Total Contract Summer Days | | 213 | | | Total Contract Summer Days Remaining | | | 3 | | | |
| 14 | | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | Daily Cost / Revised Daily Cost: | | \$30,233.37 | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | | |
| 17 | | | Summer Class | Summer Yearly Rate / Lane Km | Summer Daily Rate / Lane Km | | | | | | Winter Class | Winter Yearly Rate / Lane Km | Winter Daily Rate / Lane Km | | | | | |
| 18 | | | 1 | | | | | | | | A | | | | | | | |
| 19 | | | 2 | | | | | | | | B | | | | | | | |
| 20 | | | 3 | | | | | | | | C | | | | | | | |
| 21 | | | 4 | | | | | | | | D | | | s17, s21 | | | | |
| 22 | | | 5 | | | | | | | | E | | | | | | | |
| 23 | | | 6 | | | | | | | | F | | | | | | | |
| 24 | | | 7 | | | | | | | | | | | | | | | |
| 25 | | | 8 | | | | | | | | | | | | | | | |
| 26 | | | | | | | | | | | | | | | | | | |
| 27 | | | | | | | | | | | | | | | | | | |
| 28 | | | | | | | | | | | | | | | | | | |
| 29 | | | | | | | | | | | | | | | | | | |
| 30 | | | | | | | | | | | | | | | | | | |
| 31 | | | | | | | ITEM | | | Daily Rate | | Units | | | | | | |
| 32 | | | | | | | Rest Area - Class | A | | | | each | | | | | | |
| 33 | | | | | | | Rest Area - Class | B | | | | each | | | | | | |
| 34 | | | | | | | Rest Area - Class | C | | | | each | | | | | | |
| 35 | | | | | | | | | | | | | | | | | | |
| 36 | | | | | | | | | | s17, s21 | | | | | | | | |
| 37 | | | | | | | | | | | | | | | | | | |
| 38 | | | | | | | | | | | | | | | | | | |
| 39 | | | | | | | Bridge Deck | | | | | sq meter | | | | | | |
| 40 | | | | | | | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | | | | | | | |
| 42 | INSTRUCTION DETAILS | | | | | | | | | | | | Instruction Daily Cost From Effective Date: | | | Instruction Daily Cost From Term Start Date | | |
| 43 | Type | Hwy | Road | | Item | Class-Old | Class-New | Amount | | Old Cost | New Cost | Net Cost | Old Cost | New Cost | Net Cost | | | |
| 44 | | | | | | | | | | | | | | | | | | |
| 45 | Delete | 644 | Bala | | Hwy | 8 F | | 0.3200 LK | | | | | | | | | | |
| 46 | Add | 644 | Bala | | Hwy | | 7 D | 0.5260 LK | | | | | | | | | | |
| 47 | Delete | 4973 | Watson Larson Rd | | Hwy | 6 D | | 4.8460 LK | | | | | | | | | | |
| 48 | Add | 4973 | Watson Larson Rd | | Hwy | | 6 B | 3.8000 LK | | | | | | | | | | |
| 49 | Add | 4973 | Watson Larson Rd | | Hwy | | 8 F | 1.0460 LK | | | | | | | | | | |
| 50 | Delete | 827 | Bacon Ranch Rd | | Hwy | 8 F | | 0.6000 LK | | | | | | | | | | |
| 51 | Add | 827 | Bacon Ranch Rd | | Hwy | | 7 D | 1.0700 LK | | | | | | | | | | |
| 52 | Add | 1007 | Buffalo Springs Rd | | Hwy | | 7 D | 1.8600 LK | | | | | | | | | | |
| 53 | Delete | 6305 | Fish Trap Bridge | | Bridge | | | 103.0000 m2 | | | | | | | | | | |
| 54 | Add | 6305 | Fish Trap Bridge | | Bridge | | | 133.2800 m2 | | | | | | | | | | |
| 55 | Delete | 960 | Birch island Bridge | | Bridge | | | 561.0000 m2 | | | | | | | | | | |
| 56 | Add | 960 | Birch island Bridge | | Bridge | | | 746.8900 m2 | | | | | | | | | | |
| 57 | Delete | 1328 | Mad River Bridge | | Bridge | | | 410.0000 m2 | | | | | | | | | | |
| 58 | Add | 1328 | Mad River Bridge | | Bridge | | | 441.4600 m2 | | | | | | | | | | |
| 59 | Add | 1115 | Canlis Road | | Hwy | | 6 D | 0.1620 LK | | | | | | | | | | |
| 60 | Add | 1517 | Dianna Road | | Hwy | 6 D | 6 D | 5.0160 LK | | | | | | | | | | |
| 61 | Add | 525 | Agate Bay Rd | | Hwy | 4 C | 4 C | 3.2420 LK | | | | | | | | | | |
| 62 | Add | 5210 | Lookout Ridge Dr | | Hwy | | 6 D | 0.6600 LK | | | | | | | | | | |
| 63 | | | | | | | | | | | | | | | | | | |
| 64 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 65 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 66 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 67 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 68 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 69 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 70 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 71 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 72 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 73 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 74 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 75 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 76 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 77 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 78 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 79 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 80 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 81 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 82 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 83 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 84 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 85 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 86 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 87 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 88 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 89 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | |
|-----|---|---|---|---|---|---|-------------|----------------------------|---|-----------------------------------|---|---------|--------|--------|--------|--------|--------|--|
| 90 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 91 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 92 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 93 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 94 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 95 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 96 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 97 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 98 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 99 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 100 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 101 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 102 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 103 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 104 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 105 | | | | | | | | | | | | | | | | | | |
| 106 | | | | | | | | | | | | | | | | | | |
| 107 | | | | | | | | | | | | | | | | | | |
| 108 | | | | | | | | | | | | | | | | | | |
| 109 | SUMMARY OF CHANGES FOR THIS INSTRUCTION | | | | | | | | | | | | | | | | | |
| 110 | Current Daily Cost / Revised Daily Cost | | | | | | \$30,233.37 | Percentage Tolerance Flag | | | | 2.0000% | | | | | | |
| 111 | | | | | | | | Percentage Tolerance Flag2 | | | | 3.0000% | | | | | | |
| 112 | | | | | | | | | | | | | | | | | | |
| 113 | Cumulative Changes Prior to this instruction | | | | | | | | | | | | | | | | | |
| 114 | (for instruction calculations only) | | | | | | | | | | | | | | | | | |
| 115 | | | | | | | | | | | | | | | | | | |
| 116 | Changes for this instruction | | | | | | | | | | | | | | | | | |
| 117 | s17, s21 | | | | | | | | | | | | | | | | | |
| 118 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 119 | | | | | | | | | | | | | | | | | | |
| 120 | Total Cumulative Changes for future instructions | | | | | | | | | | | | | | | | | |
| 121 | | | | | | | | | | | | | | | | | | |
| 122 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | \$30,233.37 | | | | | | | | |
| 123 | | | | | | | | | | | | | | | | | | |
| 124 | | | | | | | | | | | | | | | | | | |
| 125 | 2% CUMULATIVE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 2% TOLERANCE exceeded) | | | | | | | | | | | | | | | | | |
| 126 | | | | | | | | | | | | | | | | | | |
| 127 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | | |
| 128 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 129 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | | | | | | | | |
| 130 | Total Cumulative Changes for future instructions | | | | | | \$0.00 | | | | | 0.0000% | | | | | | |
| 131 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | | |
| 132 | | | | | | | | | | | | | | | | | | |
| 133 | 3% SINGLE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 3% TOLERANCE exceeded) | | | | | | | | | | | | | | | | | |
| 134 | | | | | | | | | | | | | | | | | | |
| 135 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | | |
| 136 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 137 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | (to be entered after negotiation) | | | | | | | | |
| 138 | Total Cumulative Changes for future instructions | | | | | | \$0.00 | | | | | 0.0000% | | | | | | |
| 139 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | | |
| 140 | | | | | | | | | | | | | | | | | | |
| 141 | Cumulative Changes Against Original Daily Cost (for Summary Report) | | | | | | | | | | | | | | | | | |
| 142 | | | | | | | | | | | | | | | | | | |
| 143 | Original Daily Cost | | | | | | \$30,233.37 | | | | | | | | | | | |
| 144 | | | | | | | | | | | | | | | | | | |
| 145 | Cumulative Change from Effective Date Prior to this Instruction | | | | | | | | | | | | | | | | | |
| 146 | Changes for this instruction (from Effective Date) | | | | | | | | | | | | | | | | | |
| 147 | Cumulative Change from Effective Date | | | | | | | | | | | | | | | | | |
| 148 | | | | | | | | | | | | | | | | | | |
| 149 | Cumulative Change from Term Start Date Prior to this Instruction | | | | | | | | | | | | | | | | | |
| 150 | Changes for this instruction (from Term Start Date) | | | | | | | | | | | | | | | | | |
| 151 | Cumulative Change from Term Start Date | | | | | | | | | | | | | | | | | |

s17, s21

s17, s21

s17, s21



OCT 31 2006

The Best Place on Earth

October 23, 2005

Argo Road Maintenance (Thompson) Inc.
1655 Lucky Strike Place
Kamloops, BC
V1S 1W5

Attention: Case Van Diemen, President

Re: 2006 - 2007 Highway Maintenance Contract: Service Area No.15: Maintenance Agreement as amended, between Her Majesty the Queen in Right of the Province of British Columbia, represented by the Minister of Transportation (the "Province") and Argo Road Maintenance (Thompson) Inc. (the "Contractor")

SCHEDULE "2" ANNUAL ADJUSTMENT PROCESS NOTICE

Take notice that pursuant to section 5 of Schedule "2" of the Agreement, the Minister hereby delivers the following schedules to be implemented in the 2006 - 2007 Highway Maintenance Contract Year 4:

1. the Cost Schedule (Schedule "10");
2. the Quantified Maintenance Services (Schedule "5");
(collectively, the "Schedules")

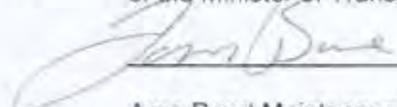
The Schedules are revised in accordance with the Annual Adjustment Process and are effective commencing on and including September 22, 2006.

This is to further confirm that the Adjusted Annual Price for Year 4, as calculated in accordance with the Annual Adjustment Process, is **\$11,564,261.12** and that sum may be adjusted during the Contract Year in accordance with Article VI or VII.

Kindly acknowledge receipt of the Schedules as indicated below and return a copy of this Notice to the attention of the writer on or before November 12, 2006.



 District Manager, Transportation, Authorized Representative
 of the Minister of Transportation



 Argo Road Maintenance (Thompson) Inc.
 Duly Authorized Signatory

Encl.

cc: Regional Director
 Maintenance & Equipment Administrator, Maintenance Programs
 Financial Analyst, Road & Bridge Payments, HQ Finance & Admin Branch (when contractor signed)

THE GOVERNMENT OF BRITISH COLUMBIA IS AN "EMPLOYMENT EQUITY EMPLOYER"

| | Mailing Address | Site Address | Web Address |
|-----------------------------------|--|--|--|
| Ministry of Transportation | Thompson -Nicola District Office Maintenance Operations | 441 Columbia St. Kamloops, B. C. V2C 2T3 | Ministry of Transportation Thompson Nicola Office Phone: 250-314 6125 Fax: 250-314-6153 |
| | | | www.gov.bc.ca/ht |

SA15 Year 3 Annual Adjustment Price Calculation (Preparation for Year 4)

Price Index Adjustment Factor Calculation

| Index | 2004 | 2005 | % Change | % Weighting | Inflation |
|----------------|---------|--------|----------|-------------|-----------|
| Labour Index | 114.63 | 117.78 | 2.75% | 40.0% | 1.0992% |
| Fuel Index | 160.98 | 212.75 | 32.16% | 5.0% | 1.6080% |
| Residual Index | 118.175 | 126.85 | 7.34% | 27.5% | 2.0187% |

Price Index Adjustment Factor 4.7259%

Adjust Annual Price Calculation

| | | |
|---|--|--|
| A | Annual Price for Immediately Preceding Contract Year | \$ 11,035,178.54 |
| B | Less: Insurer Premium Quote (Yr3) | s17, s21 |
| C | Changes to the Highways Adjustment Factor | 1.00327 |
| D | Changes to Maintenance Services Adjustment Factor | 1.00000 |
| E | 1 + Price Index Adjustment Factor | 1.04726 |
| F | Add Back: Insurer Premium Quote (Yr3) | |
| G | Adjusted Annual Price Sub-Total (A-B)*(C*D*E)+F | |
| H | New Insurance Premium Quote (Yr4) | s17, s21 |
| I | Plus/Minus: Insurance Premium Adjust Factor (H-F) | |
| J | Plus/Minus: 80% of difference (I * .80) | |
| K | Annual Adjusted Price for Year 4 (G + J) | \$ 11,564,261.12 |

SCHEDULE "5"

Contract Year 4

Quantified Maintenance Services

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|--|---|-----------------|-----------------|------------------------|------------|-------|
| Pavement Patching and Crack Sealing | Overlay Patch (isolated) | 100J | m2 | 0 | | |
| | Replacement Patch (isolated) | 100K | m2 | 0 | | |
| | Hot-in-place Patch | 100L | m2 | 0 | | |
| | Overlay Patch | 100M | m2 | 61,569 | | |
| | Replacement Patch | 100N | m2 | 5,013 | | |
| | Spray Patch | 100P | m2 | 3,510 | | |
| | Spray Patch (isolated) | 100Q | m2 | 0 | | |
| | crack sealing | 100R | lin m | 18,747 | | |
| Highway Surface Treatment | surface treatment | 110M | m2 | 14,641 | | |
| | surface treatment (isolated) | 110N | m2 | 0 | | |
| Gravel Surface Grading and Re-shaping | gravel surface Grading (Re-shape) | 130P | rd km | 831 | | |
| | gravel surface grading | 130Q | rd km | 1,564 | | |
| Dust Control and Base Stabilization | base sablization | 140M | rd km | 130 | | |
| | dust control (initial yearly application) | 140P | rd km | 110 | | |
| Highway Surface and Shoulder Graveling | gravelling - crush (isolated) | 150K | m3 | 0 | | |
| | gravelling - pit run (isolated) | 150L | m3 | 0 | | |
| | gravelling - crush | 150M | m3 | 26,072 | | |
| | graveling - pit run | 150N | m3 | 16,043 | | |
| | Shoulder gravelling (isolated) | 150P | m3 | 0 | | |
| | Shoulder gravelling | 150R | m3 | 502 | | |
| Highway Shoulder Maintenance | Shoulder grading | 160P | sh km | 802 | | |
| Road Base Maintenance | road base repair | 170P | m3 | 150 | | |
| Curb, Island and Barrier Maintenance | roadside concrete barriers | 220M | ea | 10 | | |
| | Median concrete barriers | 220N | ea | 10 | | |
| | machine-laid asphalt curb | 220P | lin m | 150 | | |
| | machine-laid concrete curb | 220R | lin m | 35 | | |
| Ditch and Watercourse Maintenance | ditch construction (new) | 250M | lin m | 2,507 | | |
| | ditch maintenance (machine) | 250P | lin m | 25,070 | | |
| | grader ditching | 250Q | lin m | 4,513 | | |
| Drainage Appliance Maintenance | catch basin (metal) | 260K | ea | 4 | | |
| | catch basin (concrete) | 260L | ea | 0 | | |
| | culvert/Flume install (to 400mm) | 260M | lin m | 161 | | |
| | culvert/Flume install (401mm to 600mm) | 260N | lin m | 60 | | |
| | culvert/flume install (601mm to 1200mm) | 260P | lin m | 10 | | |
| | culvert/Flume install (1201mm to 3000mm) | 260R | lin m | 0 | | |
| | Rip rap Instal (>50kg size) | | m3 | 100 | | |
| Roadside Vegetation Control | mowing (machine) | 350K | ssk | 2,082 | | |
| | mowing (hand cutting) | 350L | m2 | 649 | | |
| | brushing (machine) | 350M | sh km | 144 | | |
| | brushing (hand cutting) | 350N | m2 | 9,024 | | |
| | Danger Tree removal | 350P | ea | 20 | | |
| | overhead brushing | 350R | sh km | 0 | | |
| Roadside Fence Maintenance | chain link (Schedule 1 & 2) | 400P | lin m | 0 | | |
| | barbed wire (Schedule 1 & 2) | 400Q | lin m | 0 | | |
| | page wire (Schedule 1 & 2) | 400R | lin m | 0 | | |

s17, s21

SCHEDULE "5"

Contract Year 4

Quantified Maintenance Services

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|--------------------------------------|---|---------------------------|-----------------|------------------------|--------------------|-----------------------|
| Sign System Maintenance | delineators | 440K | ea | 10 | | |
| | Sign System install (2 post > 3.2 m2) | 440L | ea | 12 | | |
| | Sign System install (1 post) | 440M | ea | 100 | | |
| | Sign System install (2 post < 3.2 m2) | 440N | ea | 2 | | |
| | Sign (to 1 m2) | 440P | ea | 50 | | |
| | Sign (1 m2 to 3.2 m2) | 440Q | ea | 5 | | |
| | Sign (> 3.2 m2) | 440R | ea | 2 | | |
| | Sign Face Overlay (to 1 m2) | 445P | ea | 0 | | |
| | Sign Face Overlay (1 m2 to 3.2 m2) | 445Q | ea | 0 | | |
| | Sign Face Overlay (> 3.2 m2) | 445R | ea | 0 | | |
| | Bridge Deck Maintenance | timber Re-decking (Minor) | 500M | m2 | 568 | |
| timber Re-decking (Major) | | 500N | m2 | 246 | | |
| linseed oil/mineral spirit treatment | | 500O | m2 | 7,354 | | |
| concrete Deck repair | | 500P | m2 | 281 | | |
| timber Deck replacement | | 500Q | m2 | 201 | | |
| concrete Deck crack sealing | | 500R | lin m | 999 | | |
| Bridge Joint Maintenance | Bridge Joint Armour replacement | 530M | lin m | 120 | | |
| | Bridge Joint seal replacement | 530P | cm2 | 53,558 | | |
| Minor Painting of Bridge Structures | steel surface painting | 570P | m2 | 100 | | |
| | steel rail painting | 570Q | lin m | 50 | | |
| | timber rail painting | 570R | lin m | 444 | | |
| Concrete Structure Maintenance | concrete repair | 600P | m2 | 30 | | |
| | epoxy injection | 600Q | cm3 | 3,107 | | |
| Timber Truss Bridge Maintenance | timber Truss member replacement | 620P | ea | 2 | | |
| | timber Truss Rods (drop/replace) | 620Q | ea | 1 | | |
| Timber and Log Structure Maintenance | timber Stringer replacement | 650P | ea | 10 | | |
| | log replacement (stringer/brow log/needle beam) | 650Q | ea | 0 | | |
| | timber Cap replacement | 650R | ea | 1 | | |
| Retaining Structure Maintenance | | | | 0 | | |
| | retaining structure component replacement | 660P | m2 | 14 | | |
| Provisional Sum | | | PS | 0 | | |
| Roadside Fence Maintenance | Specialty Fences | 400M | | | | |
| Bridge Bearing Maintenance | Bridge Bearing replacement | 540P | | | | |
| Bridge Piling Maintenance | Bridge Pile replacement | 640M | | | | |
| Landscape Maintenance | | | | | | |
| Landscape Maintenance | Landscape Maintenance | | | | | |
| TOTAL VALUE | | | | 261,500 | \$57,197.30 | \$3,777,615.95 |

s17, s21

Contract Year 4

Service Area 15

Instruction #

Start Date 22-Sep-06

End Date 21-Sep-07

Days in Year 365

Total Contract Days 365

Winter Period 1 15-Oct-06 to 28-Feb-07 137 days / year

Winter Period 2 1-Mar-07 to 15-Mar-07 15 days / year

Total Contract Winter Days 152

Summer Period 1 22-Sep-06 to 14-Oct-06 23 days / year

Summer Period 2 16-Mar-07 to 21-Sep-07 190 days / year

Total Contract Summer Days 213

Original Daily Cost: \$31,682.91

| Summer Class | Summer Yearly Rate / Lane Km | Summer Daily Rate / Lane Km | Winter Class | Winter Yearly Rate / Lane Km | Winter Daily Rate / Lane Km |
|--------------|------------------------------|-----------------------------|--------------|------------------------------|-----------------------------|
| 1 | | | A | | |
| 2 | | | B | | |
| 3 | | | C | | |
| 4 | | | D | | |
| 5 | s17, s21 | | E | | |
| 6 | | | F | | |
| 7 | | | | | |
| 8 | | | | | |

| ITEM | Daily Rate | Units |
|---------------------|------------|-----------|
| Rest Area - Class A | | each |
| Rest Area - Class B | | each |
| Rest Area - Class C | | each |
| | s17, s21 | |
| Bridge Deck | | sq. meter |

File: 23500-30 Argo Inventory

**INSTRUCTION #15-401 (ARTICLE VI)
SERVICE AREA #15 Thompson**

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B.C.
V1S 1W5

Attention: Tom Bone, General Manager

Re: Maintenance Agreement (the "Agreement") dated for reference September 22, 2003, and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Ministry of Transportation (the "Province")

OF THE FIRST PART

and:

ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 494387 and having its registered office at 700 – 275 Landsdowne Street, Kamloops, B.C. V2C 6H6 (the "Contractor")

OF THE SECOND PART.

NOTICE

1.01 Pursuant to section 6.1 of the Agreement the following additions, deletions, and changes in classification of Highways within the Service Area under the Agreement will become effective **November 1, 2006:**

1. Add 0.440 lane kilometers class 6D, Lookout Ridge Place #2979 (Sun Peaks);
2. Add 0.450 lane kilometers class 6D, Old Sawmill Court # 3555 (Louis Creek);
3. Add 1.150 lane kilometers class 6D, Enterprise Way #1739 (Louis Creek);
4. Add 1.580 lane kilometers class 7D, Hanson Road #2190 (Louis Creek);
5. Modify 1.050 lane kilometers of Louis Creek Road #3000, from class 5C to class 6D;
6. Delete 1.200 lane kilometers class 6D, Louis Creek Road #3000 (Agate Bay Road to Church);
7. Modify 1.380 lane kilometers class 4C, Agate Bay Road #525 (increase total length of road by 0.690 lane kilometers to 34.30 kilometers).

ADJUSTMENT CALCULATIONS

| | | |
|------|---|-------------|
| 2.01 | Daily Cost as at commencement date of the current contract year | \$31,682.91 |
| 2.02 | Net changes in daily cost as a result of this instruction | |
| 2.03 | Percentage change in daily cost as a result of this instruction | |
| 2.04 | Cumulative changes from effective date prior to this instruction for the current contract year | s17, s21 |
| 2.05 | Cumulative net percentage change in Daily Cost, from commencement of the current contract year, up to and including the effective date of this instruction; | |

CONTRACT PRICE ADJUSTMENTS

- 3.01 The cumulative net change in Daily cost from that described in section 2.05 above is less than 2% positive or negative and as such no adjustment will be made to the fees payable under the Agreement, and no Revised Daily Cost will be calculated.
- 3.02 A copy of the calculations described in Section 6.4 of the Agreement is enclosed with this notification.

Dated this 4th day of December, 2006



Harvey Nelson
District Operations Manager
duly authorized representative of
the Minister of Transportation

cc: **Mtnce & Equip Administrator, Mtnce Programs, Const & Mtnce Branch, MoT, Attn: Dianne Froese**
Ministry Solicitor, Legal Services Branch, Attorney General, Attn: Maria D'Archangelo
St. Paul Guarantee Insurance Co.

| A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q |
|----------------------------|---|------------------------------|--------------------|---------------------------------|------|--------------------------------|-----------|--|----------|---|----------|----------|----------|----------|---|---|
| Contract Year 4 | | | | Service Area 15 | | | | Instruction # 15-401 | | | | | | | | |
| Start Date 22-Sep-06 | | | End Date 21-Sep-07 | | | Effective Date 01-Nov-06 | | | | | | | | | | |
| Total Contract Days | | | | | | 365 | | Contract Days Remaining | | | | 325 | | | | |
| Winter Period 1 | | 15-Oct-06 to 28-Feb-07 | | 137 days / year | | Contract Winter Days Remaining | | | | 120 | | | | | | |
| Winter Period 2 | | 01-Mar-07 to 15-Mar-07 | | 15 days / year | | Contract Winter Days Remaining | | | | 15 | | | | | | |
| Total Contract Winter Days | | | | | | 152 | | Total Contract Winter Days Remaining | | | | 135 | | | | |
| Summer Period 1 | | 22-Sep-06 to 14-Oct-06 | | 23 days / year | | Contract Summer Days Remaining | | | | | | | | | | |
| Summer Period 2 | | 16-Mar-07 to 21-Sep-07 | | 190 days / year | | Contract Summer Days Remaining | | | | 190 | | | | | | |
| Total Contract Summer Days | | | | | | 213 | | Total Contract Summer Days Remaining | | | | 190 | | | | |
| Original Daily Cost: | | | | | | \$31,682.91 | | | | | | | | | | |
| Summer Class | | Summer Yearly Rate / Lane Km | | Summer Daily Rate / Lane Km | | Winter Class | | Winter Yearly Rate / Lane Km | | Winter Daily Rate / Lane Km | | | | | | |
| 1 | | | | | | A | | | | | | | | | | |
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| 4 | | | | | | D | | | | | | | | | | |
| 5 | | s17, s21 | | | | E | | | | s17, s21 | | | | | | |
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| 31 | | | | | | | | | | | | | | | | |
| 32 | | | | ITEM | | Daily Rate | | Units | | | | | | | | |
| 33 | | | | Rest Area - Class A | | | | each | | | | | | | | |
| 34 | | | | Rest Area - Class B | | | | each | | | | | | | | |
| 35 | | | | Rest Area - Class C | | | | each | | | | | | | | |
| 36 | | | | | | | | | | | | | | | | |
| 37 | | | | | | | | | | | | | | | | |
| 38 | | | | | | | | | | | | | | | | |
| 39 | | | | Bridge Deck | | | | sq meter | | | | | | | | |
| 40 | | | | | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | | | | | |
| 42 | | INSTRUCTION DETAILS | | | | | | Instruction Daily Cost From Effective Date | | Instruction Daily Cost From Term Start Date | | | | | | |
| 43 | | Type | Hwy | Road | Item | Class-Old | Class-New | Amount | Old Cost | New Cost | Net Cost | Old Cost | New Cost | Net Cost | | |
| 44 | | | | | | | | | | | | | | | | |
| 45 | | | | | | | | | | | | | | | | |
| 46 | | Add | 2979 | Lockout Ridge Place | Hwy | | 6 D | 0.4400 LK | | | | | | | | |
| 47 | | Add | 3555 | Old Sewer Court | Hwy | | 6 D | 0.4500 LK | | | | | | | | |
| 48 | | Add | 1739 | Enterprise Way | Hwy | | 6 D | 1.1500 LK | | | | | | | | |
| 49 | | Add | 2190 | Hanson Road | Hwy | | 7 D | 1.5800 LK | | | | | | | | |
| 50 | | Modify | 3000 | Louis Creek Road | Hwy | 5 C | 6 D | 1.0500 LK | | | | | | | | |
| 51 | | Delete | 3000 | Louis Creek Road (Ag B - shrch) | Hwy | | 6 D | 1.2000 LK | | | | | | | | |
| 52 | | Modify | 525 | Agate Bay Road | Hwy | 4 C | 4 C | 1.3800 LK | | | | | | | | |
| 53 | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
| 54 | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
| 55 | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
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TOTAL CHANGES IN NET COST FOR THIS INSTRUCTION

s17, s21

s17, s21

s17, s21

Instruction #3 (Article VII)
Service Area No. 15

To: **Argo Road Maintenance (Thompson) Inc.**
1655 Lucky Strike Place
Kamloops BC
V1S 1W5

Re: Maintenance Agreement (the "Agreement"), dated **September 22nd, 2003**,
and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH
COLUMBIA, represented by the Minister of Transportation ("the Province")

OF THE FIRST PART

and:

Argo Road Maintenance (Thompson) Inc., a body corporate, incorporated
under the laws of the Province of British Columbia under Certificate of
Incorporation No. **494387** having its registered office at **700-275 Landsdowne**
Street, Kamloops, British Columbia, V2C 6H6 (the "Contractor")

OF THE SECOND PART

NOTICE

1.01 Pursuant to section 7.2 of the Agreement the following changes to the
Agreement, specifically Schedule 21 – Maintenance Services, **become effective**
immediately:

Chapter 5-470 – Highway Traffic Control – Section 3.1 (e) amended the delay
time from 20 minutes to 30 minutes.

ADJUSTMENT CALCULATIONS

Nil cost impact.

CONTRACT ADJUSTMENTS

Nil Cost Impact.

Dated this 6th day of November, 2017



Sherry Eland
District Manager, Transportation
Thompson-Nicola District
Duly authorized representative
Of the Minister of Transportation

pc: **St. Paul Guarantee Insurance Company**
HQ, Maintenance Contracts Coordinator, Maintenance Programs
Ministry Solicitor

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 5-470

HIGHWAY TRAFFIC CONTROL

1. OBJECTIVE

To keep Highways safe; and to minimize delays for, and advise Highway Users of the duration and cause of delays.

2. GENERAL PERFORMANCE SPECIFICATIONS

2.1 Routine Maintenance Services

The Contractor must:

- a) perform traffic control in conjunction with the delivery of the Maintenance Services;
- b) perform traffic control for road closures; and
- c) perform initial traffic control in response to all situations on the Highway that are unsafe or have the potential to become unsafe.

2.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

3.1 Routine Maintenance Services

The Contractor must:

- a) initiate traffic control or request a Highway closure, as appropriate, upon detection or notification of a hazard or potential hazard;
- b) perform traffic control for complete closures of Highways;

- c) provide traffic control as required during the performance of the Maintenance Services; utilize the Traffic Control Manual for Work on Roadways as the primary reference for the placement and use of traffic control devices and for traffic control procedures, and use in conjunction with other Sign manuals;
- d) notwithstanding the Traffic Control Manual for Work on Roadways, perform the following in connection with traffic control for working personnel and equipment:
 - i) whenever lane closures reduce a two-way road to a single lane, a traffic control person must be used to control traffic whenever traffic volume exceeds 100 vehicles per hour, counted in both directions;
 - ii) in connection with continuously slow-moving operations, use a Shadow Vehicle and associated traffic control devices on all Class 1-3 Highways, except where the use of a Shadow Vehicle would be hazardous because of poor alignment, gradient or other Sight Distance obstruction, then the Contractor must use traffic control persons and/or other traffic control procedures; equipment used for snow removal and/or abrasive or chemical applications is excluded from this requirement;
- e) where traffic flow is restricted due to the operations of the Contractor and the delay exceeds 30 minutes, adjust the operations or terminate work until the traffic volume eases;
- f) obtain the prior written approval of the Province to use portable lane control signals. The Contractor must monitor traffic flows and adjust the timing to ensure optimum traffic flow and safety; and
- g) obtain the prior written approval of the Province temporary traffic control signals. The design and timing of temporary signals must also receive prior written approval of the Province and must comply with the relevant sections of the Motor Vehicle Act and of the Regulations pursuant to the Motor Vehicle Act.

3.1.1 Performance Time Frames

The Contractor must perform traffic control immediately, from the time the deficiency was detected by or reported to the Contractor.

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.2.1 Performance Time Frames

Not applicable to this Maintenance Specification.

3.3 Materials

Not applicable to this Maintenance Specification.

4. WARRANTY

Not applicable to this Maintenance Specification.



RECEIVED
MARCH 13 2007
TG-VOR

To: St. Paul Guarantee Insurance Company
Suite 2500 – 650 W Georgia St
PO Box 11542
Vancouver BC V6B 4N7

Re: Performance Bond No. **97502870**
Labour and Material Payment Bond No. **97502870**
In respect of:

Maintenance Agreement (the "Agreement") dated **September 22nd, 2003** and as amended, between Her Majesty The Queen In Right Of The Province Of British Columbia, represented by the Minister of Transportation and **Argo Road Maintenance (Thompson) Inc.**, (Incorporation No. **494387**).

Take notice that pursuant to Article VII of the Agreement, the changes described in the attached instruction are to become effective **immediately**.

Within ten days, please acknowledge receipt and consent of this instruction by signing the enclosed duplicate copy of this letter and returning it to the undersigned at the address given above.

Dated this 6th day of March, 2007

Sherry Eland
District Manager, Transportation
Thompson-Nicola District
Duly authorized representative of the Minister
of Transportation

Acknowledged receipt and consented this 23 day of March, 2007

Bonding Agent Signature

Enclosure

pc: Maintenance Contracts Coordinator
Ministry Solicitor



File: 23500-20 Argo Inventory

May 30, 2007

**INSTRUCTION #402 (ARTICLE VI)
SERVICE AREA # 15**

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B.C.
V1S 1W5
Attention: Tom Bone, General Manager

Re: Maintenance Agreement (the "Agreement") dated for reference September 22, 2003, and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Ministry of Transportation (the "Province")

OF THE FIRST PART

and:

ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 494387 and having its registered office at 700 – 275 Landsdowne Street, Kamloops, B.C. V2C 6H6 (the "Contractor")

OF THE SECOND PART.

NOTICE

1.01 Pursuant to section 6.1 of the Agreement the following additions, deletions, and changes in classification of Highways within the Service Area under the Agreement will become effective **May 23, 2007:**

1. Modify 1.620 lane kilometers of Clarke Road #1192, from class 8F to class 6D

.../2

ADJUSTMENT CALCULATIONS

| | | |
|------|--|-------------|
| 2.01 | Daily Cost as at commencement date of the current contract year | \$31,682.91 |
| 2.02 | Net changes in daily cost as a result of this instruction | |
| 2.03 | Percentage change in daily cost as a result of this instruction | |
| 2.04 | Cumulative changes from effective date prior to this instruction for the current contract year | s17, s21 |
| 2.05 | Cumulative net percentage change in Daily Cost, from commencement of the current contract year, up to and including the effective date of this instruction | |

CONTRACT PRICE ADJUSTMENTS

- 3.01 The cumulative net change in Daily cost from that described in section 2.05 above is less than 2% positive or negative and as such no adjustment will be made to the fees payable under the Agreement, and no Revised Daily Cost will be calculated.
- 3.02 A copy of the calculations described in Section 6.4 of the Agreement is enclosed with this notification.

Dated this 30th day of May 2007



Harvey Nelson
District Operations Manager (or DMT)
duly authorized representative of
the Minister of Transportation

cc: **Mtnce Contracts Co-ordinator, Mtnce Programs, Const & Mtnce Branch, MoT**
Ministry Solicitor, Legal Services Branch, Attorney General, Attn: Maria D'Archangelo
St. Paul Guarantee Insurance Co.

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q |
|----|---------------------|-----|----------------------------------|-----------|------|------------------------------|----------------------------|-----------|-------------|----------------|--|--------------------------------------|----------|---|----------|-----------------------------|---|
| 1 | Contract Year 4 | | | | | | Service Area | 15 | | Instruction # | 15-402 | | | | | | |
| 2 | | | | | | | | | | | | | | | | | |
| 3 | | | Start Date | 22-Sep-06 | | End Date | 21-Sep-07 | | | Effective Date | 23-May-07 | | | | | | |
| 4 | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | Total Contract Days | | 365 | | | Contract Days Remaining | | 122 | | | |
| 6 | | | | | | | | | | | | | | | | | |
| 7 | | | Winter Period 1 | 15-Oct-06 | to | 28-Feb-07 | | 137 | days / year | | | Contract Winter Days Remaining | | | | | |
| 8 | | | Winter Period 2 | 01-Mar-07 | to | 15-Mar-07 | | 15 | days / year | | | Contract Winter Days Remaining | | | | | |
| 9 | | | | | | | Total Contract Winter Days | | 152 | | | Total Contract Winter Days Remaining | | 0 | | | |
| 10 | | | | | | | | | | | | | | | | | |
| 11 | | | Summer Period 1 | 22-Sep-06 | to | 14-Oct-06 | | 23 | days / year | | | Contract Summer Days Remaining | | | | | |
| 12 | | | Summer Period 2 | 16-Mar-07 | to | 21-Sep-07 | | 190 | days / year | | | Contract Summer Days Remaining | | 122 | | | |
| 13 | | | | | | | Total Contract Summer Days | | 213 | | | Total Contract Summer Days Remaining | | 122 | | | |
| 14 | | | | | | | | | | | | | | | | | |
| 15 | | | Daily Cost / Revised Daily Cost: | | | | \$31,682.91 | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | |
| 17 | | | Summer Class | | | Summer Yearly Rate / Lane Km | | | | | | Winter Class | | Winter Yearly Rate / Lane Km | | Winter Daily Rate / Lane Km | |
| 18 | | | 1 | | | | | | | | | A | | | | | |
| 19 | | | 2 | | | | | | | | | B | | | | | |
| 20 | | | 3 | | | | | | | | | C | | | | | |
| 21 | | | 4 | | | | | | | | | D | | | | | |
| 22 | | | 5 | | | s17, s21 | | | | | | E | | | | | |
| 23 | | | 6 | | | | | | | | | F | | | | | |
| 24 | | | 7 | | | | | | | | | | | | | | |
| 25 | | | 8 | | | | | | | | | | | | | | |
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| 30 | | | | | | | | | | | | | | | | | |
| 31 | | | | | | ITEM | | | | Daily Rate | | Units | | | | | |
| 32 | | | | | | Rest Area - Class A | | | | | | each | | | | | |
| 33 | | | | | | Rest Area - Class B | | | | | | each | | | | | |
| 34 | | | | | | Rest Area - Class C | | | | | | each | | | | | |
| 35 | | | | | | | | | | | | | | | | | |
| 36 | | | | | | | | | | s17, s21 | | | | | | | |
| 37 | | | | | | | | | | | | | | | | | |
| 38 | | | | | | | | | | | | | | | | | |
| 39 | | | | | | Bridge Deck | | | | | | sq. meter | | | | | |
| 40 | | | | | | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | | | | | | |
| 42 | INSTRUCTION DETAILS | | | | | | | | | | Instruction Daily Cost From Effective Date | | | Instruction Daily Cost From Term Start Date | | | |
| 43 | Type | Hwy | Road | | Item | Class-Old | Class-New | Amount | | Old Cost | New Cost | Net Cost | Old Cost | New Cost | Net Cost | | |
| 44 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
| 45 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
| 46 | Modify | | 1192 Clarke Road | | Hwy | 8-F | 6-D | 1.6200 LK | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
| 47 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
| 48 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
| 49 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
| 50 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
| 51 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
| 52 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
| 53 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
| 54 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
| 55 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
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| 57 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
| 58 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
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| 65 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
| 66 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
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| 89 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |

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|-----|---|---|---|---|---|---|---|---|---|---|---|--------|--------|--------|--------|--------|--------|
| 90 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
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TOTAL CHANGES IN NET COST FOR THIS INSTRUCTION

s17, s21

s17, s21

s17, s21

**NOTICE OF CLARIFICATION
AND ACKNOWLEDGEMENT OF AGREEMENT**

TO: B. C. Road Builders and Heavy Construction Association ("the BC Road Builders")
Attention: Chair, Mr. Joseph Wrobel

AND TO: The 2003-2004 Highway Maintenance Contractors ("Contractors") – see attached
Appendix 1

FROM: Her Majesty the Queen in Right of the Province of British Columbia ("the Ministry")

DATE: June 7, 2007

Re: Agreement on Calculation Process for the Labour Component of the Price Index Adjustment Factor ("PIAF") as part of the 2007 Annual Adjustment Process and for Each Subsequent Contract Year Until the End of Each Contract Term

**2003-2004 Highway Maintenance Agreements:
Schedule "2": Annual Adjustment Process**

WHEREAS:

After the Ministry of Transportation notified the Road Builders and each of the Contractors in March 2007 of the proposed PIAF calculations for this year's Annual Adjustment Process, which will ultimately affect the Adjusted Annual Price for each of Maintenance Contracts for the year 2007, a notice of dispute concerning the labour component of the proposed PIAF calculations was lodged by one of the Contractors, Argo Road Maintenance, and that dispute has now been resolved by Agreement as detailed below;

The Ministry has now -- after consultation with and agreement by the Road Builders, and agreement of each Contractor -- clarified that it will continue to follow the process outlined below for establishing the labour index component of PIAF;

THEREFORE:

For good and valuable consideration the receipt and sufficiency which is hereby acknowledged by the Road Builders and each Contractor by authorized signature below:

1. **Data Source:** The definition of "Labour Index" in s. 1(f) of Schedule "2" of each Maintenance Contract is deleted in its entirety and replaced as follows:

"Labour Index" means Table 3 of the April publication (denoted as issue no.1 of the current Volume for the current year) of Statistics Canada

Catalogue Number 72-002-XIB to represent the fixed weighted index (currently 1996=100) of average hourly earnings (excluding overtime) for all employees for selected industries in British Columbia or, if not available, such other similar public sector wage index selected by the Minister, after consultation with the B. C. Road Builders.

- Process Detail:** The Ministry will calculate the 12 month average for the current year in question as well as the previous year using this same publication representing the most current revised and seasonally adjusted data available. Once the two numbers have been generated from this single publication, the Ministry will use the current 12 month average and subtract the previous year's 12 month average and divide this result by the previous year's average and express the result as a percentage. For the labour portion of the 2007 adjustment this is expressed as $(120.02-116.20)/116.20 = 3.29\%$ which represents the year over year increase in labour costs. Finally this result is then weighted at 40% for the final value which forms the labour portion of the Annual Adjustment.

Example Notes and Chart to Illustrate Mathematically this Process:

Annual Labour Index Adjustment – 2003-2004 Highway Maintenance Agreements

Series: Fixed weighted index of average hourly earnings (excluding overtime) for all employees (SEPH); British Columbia; Industrial aggregate excluding unclassified (index, 1996=100)

Source: Table 3, Statistics Canada, Employment Earnings and Hours, Catalogue no.72-002 XIB available electronically at the following site:
www.statcan.ca/bsolc/english/bsolc?catno=72-002-X&CHROPG=1

Timing: The April edition of Statistics Canada Catalogue no 72-002 XIB is to be used to calculate the year over year percentage change for the labour index adjustment. The April edition includes revisions to preliminary and revised data for the last two months in the previous year.

Calculation: The annual labour adjustment is calculated using the annual average on the index for the past year minus the annual average of the index from the immediately preceding year divided by the annual average from the immediately preceding year. Data used to calculate the year over year percentage change must be sourced from Statistics Canada Catalogue no 72-002 XIB available in April of each year.

Mathematically:

$$\text{Annual Adjustment} = \frac{(\text{Annual Average of labour index}_t - \text{Annual Average of labour index}_{t-1})}{\text{Annual Average of labour index}_{t-1}}$$

Where:

Annual Adjustment = calculated percentage change

Annual Average of Labour Index $_t$ = 12 month average from the past year

Annual Average of Labour Index $_{t-1}$ = 12 month average from immediately preceding year

2007 Adjustment

Source: Employment Earnings and Hours, Statistics Canada - Cat No 72-002-XIB

| Released April 17, 2007 | Sum Months | 12 Average Annual | | Sum Months | 12 Average Annual |
|-------------------------|---------------|-------------------------|--------|---------------|-------------------------|
| 05-Jan | 114 | | 05-Jan | 118.7 | |
| 05-Feb | 113.5 | | 05-Feb | 120 | |
| 05-Mar | 114.3 | | 05-Mar | 118.4 | |
| 05-Apr | 115.2 | | 05-Apr | 120.2 | |
| 05-May | 116.2 | | 05-May | 119.4 | |
| 05-Jun | 117.1 | | 05-Jun | 120.1 | |
| 05-Jul | 117 | | 05-Jul | 119.3 | |
| 05-Aug | 117 | | 05-Aug | 118.7 | |
| 05-Sep | 116.5 | | 05-Sep | 120.1 | |
| 05-Oct | 117.5 | | 05-Oct | 121.5 | |
| 05-Nov | 117.9 | | 05-Nov | 120.5 | |
| 05-Dec | 118.2 | | 05-Dec | 123.3 | |
| | | 1394.4 | | | 1440.2 |
| | | 116.20 | | | 120.02 |

$$2007 \text{ Annual Adjustment} = \frac{(120.02 - 116.20)}{116.20} = 3.29\%$$

3. **Duration:** The above process and clarification will be used for all agreements from 2007 to the completion of all 2003-2004 highway maintenance agreements.
4. **Final Resolution:** There will be no consideration for review of prior years' adjustments given that the calculated adjustment values for those previous years are consistent with the values that would be calculated using this methodology.
5. **General recitals:** Capitalized terms that are used but not defined in this Notice of Clarification and Acknowledgement of Agreement ("Notice") have the meanings given to them in the Maintenance Agreement. If any provision of this Notice or the application thereof to any person or circumstance is invalid or unenforceable to any extent, the remainder of this Notice and the application of such provision to any other person or circumstance will not be affected or impaired thereby and will be valid and enforceable to the extent permitted by law.
6. **Final and Binding Determination:** The determination of the Minister in this matter is final and binding on the parties, but this is both Notice of Clarification and Acknowledgement of Agreement confirming the results of the 2007 consultation process with the Road Builders, whose outcome this document records, which has resulted in unanimous acceptance by the Road Builders and by each of the Contractors.

FEB 02 1996 07:22 PM

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- 7. **Execution by Counterparts:** This Notice may be executed in counterparts and will become operative when each of the Province and the Road Builders and the respective Contractor has executed and delivered at least one counterpart. This Notice may be delivered by facsimile or similar transmission, and a facsimile or similar transmission evidencing execution will be effective for all purposes.

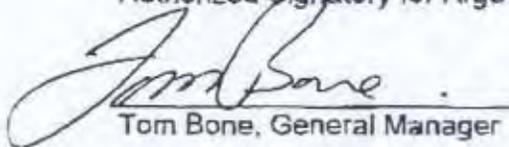
Signature Line for Agreement, and for Receipt of this Notice of Clarification:

The Road Builders and each of the Contractors acknowledge that the agreement, detailed in this Notice, explicitly both resolves this year's dispute and prohibits the raising of this issue again at any point in the future either by the Road Builders or by any of the Contractors, each of whom has signed their individual agreement.

This agreement resolves any dispute over data source, calculation, process or any other aspect of the Ministry's manner of calculating the labour component portion of PIAF in each Contractor's Annual Adjustment Process, for past Contract Years and in each subsequent Contract Year for each Highway Maintenance Agreement.

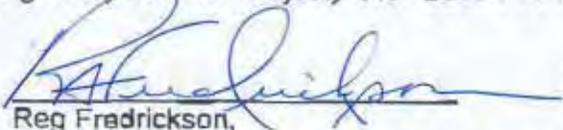
Date: June 8/2007

Authorized Signatory for Argo Road Maintenance (Thompson) Inc. (SA15):


Tom Bone, General Manager

Date: 2007-06-08

Authorized Signatory for Her Majesty the Queen in Right of the Province of British Columbia:


Reg Fredrickson,
Director, Highway Maintenance Programs

APPENDIX 1

2003-2004 Highway Maintenance Contractors

Each firm below is defined as 'a Contractor' and collectively the 'Contractors'

| <u>Service Area/Location</u> | <u>Name of Contractor/Principal</u> | <u>Phone #</u> | <u>Fax #</u> |
|------------------------------|---|----------------|----------------|
| 01 SOUTH ISLAND | Mainroad South Island Contracting Ltd. David Ching, VP Bus. Development | (604) 881-4100 | (604) 881-4119 |
| 02 CENTRAL ISLAND | Emcon Services Inc. Frank Rizzardo, President | (250) 378-4176 | (250) 378-4106 |
| 03 NORTH ISLAND | Emcon Services Inc. Frank Rizzardo, President | (250) 378-4176 | (250) 378-4106 |
| 04 HOWE SOUND | Mainroad Howe Sound Contracting Ltd. David Ching, VP Bus. Development | (604) 881-4100 | (604) 881-4119 |
| 05 SUNSHINE COAST | Capilano Highway Services Company Steve Drummond, President | (604) 983-2411 | (604) 983-2433 |
| 06 LOWER MAINLAND | Mainroad Contracting Ltd. David Ching, VP Bus. Development | (604) 881 4100 | (604) 881 4119 |
| 07 FRASER VALLEY | Emil Anderson Maintenance Co. Ltd. Fred Feistmann, General Manager | (604) 794-7414 | (604)794-3863 |
| 08 SOUTH OKANAGAN | Argo Road Maintenance (South Okanagan) Inc. Sandi Paulson, General Manager | (250) 493-6969 | (250) 493-6427 |
| 09 KOOTENAY BOUNDARY | Emcon Services Inc. Frank Rizzardo, President | (250) 378-4176 | (250) 378-4106 |
| 10 CENTRAL KOOTENAY | Yellowhead Road & Bridge (Kootenay) Ltd. Richard Harrison, President | (250) 561-9300 | (250) 562-0615 |
| 11 EAST KOOTENAY | Mainroad East Kootenay Contracting Ltd. David Ching, VP Business Development | (604) 881 4100 | (604) 881 4119 |
| 12 SELKIRK | HMC Services Inc. Joe Wrobel, President / Gen. Manager | (250) 546-6389 | (250) 546-8761 |
| 13 OKANAGAN-SHUSWAP | Argo Road Maintenance (North Okanagan) Inc. Les Townsend, General Manager | (250) 546-3765 | (250) 546-3791 |

2003-2004 Highway Maintenance Contractors

Each firm below is defined as 'a Contractor' and collectively the 'Contractors'

| | <u>Service Area/Location</u> | <u>Name of Contractor/Principal</u> | <u>Phone #</u> | <u>Fax #</u> |
|----|------------------------------|---|----------------|-----------------|
| 14 | NICOLA | VSA Highway Maintenance Ltd. Bob Gilowski, VP Operations | (250) 546-8844 | (250) 546-8955 |
| 15 | THOMPSON | Argo Road Mtnc (Thompson) Inc. Tom Bone, General Manager | (250) 374-6690 | (250)374-6692 |
| 16 | SOUTH CARIBOO | Interior Roads Ltd. Larry Nelson, General Manager | (250) 374-7238 | (250) 374-4114 |
| 17 | CENTRAL CARIBOO | Interior Roads Ltd. Larry Nelson, General Manager | (250) 374-7238 | (250) 374-4114 |
| 18 | NORTH CARIBOO | HMC Services Inc. Joe Wrobel, President / Gen. Manager | (250) 546-6389 | (250) 546-8761 |
| 19 | FORT GEORGE | Yellowhead Road & Bridge (Fort George) Ltd. Richard Harrison, President | (250) 561-9300 | (250) 562-0615 |
| 20 | ROBSON | Lakes District Maintenance Ltd. Wendy Benyk, CEO | (250) 566-4474 | (250) 566-4350 |
| 21 | SOUTH PEACE | Caribou Road Services (South) Ltd. Allan Harwood, General Manager | (250) 786-5440 | (250) 786-5447 |
| 22 | NORTH PEACE | Yellowhead Road & Bridge (North Peace) Ltd. Rick Harrison, President | (250) 561-9300 | (250) 562-0615 |
| 23 | NECHAKO | Yellowhead Road & Bridge (Vanderhoof) Ltd. Rick Harrison, President | (250) 561-9300 | (250) 562 -0615 |
| 24 | LAKES | Lakes District Maintenance Ltd. Wendy Benyk, CEO | (250) 692-7766 | (250) 692-3930 |
| 25 | BULKLEY NASS | Billabong Road & Bridge Mtnc. Inc John Ryan, President. | (250) 638-1881 | (250) 638-8409 |
| 26 | SKEENA | 141187 Ventures Ltd. John Ryan, President | (250) 638-1881 | (250) 638-8409 |
| 27 | NORTH COAST | O'Brien Road & Bridge Mtnc. Ltd. Randy O'Brien, General Manager | (250) 557-4282 | (250) 557-4306 |
| 28 | STIKINE | Lakes District Maintenance Ltd. Wendy Benyk, CEO | (250) 771-3000 | (250) 771-3030 |

NOTE: To Be Used for 2003 2004 Highway Maintenance Contracts Only

| Index | 2005 Average Annual | 2006 Average Annual | | % Change | | % weighting | Inflation |
|--------------------------------------|---------------------------|---------------------------|-----|-------------|--|----------------|----------------|
| Labour Index | 116.2 | 120.02 | (1) | 3.29% | | 40% | 1.3150% |
| Fuel Index | 212.75 | 230.25 | (2) | 8.23% | | 5% | 0.4113% |
| Residual Index | 126.85 | 139.875 | (3) | 10.27% | | 27.50% | 2.8237% |
| Price Index Adjustment Factor | | | | | | | 4.5500% |

(1) Source: Table 3, Statistics Canada, Employment Earnings and Hours, Catalogue No. 72-002-XIB; Vol 85 No. 1
Released April 17, 2007

Labour Series: Employment, Earnings and Hours- is the fixed weighted index of average hourly earnings (excluding overtime) for all employees (SEPH); British Columbia; Industrial aggregate excluding unclassified (index 1996 =100)

(2) Source: Statistics Canada, Catalog No. V1575891 P5811, Industry Prices Indexes 1997 = 100.

Fuel Index: Table 329-0047: industry price index: non-metallic mineral and petroleum/coal products; British Columbia; Diesel fuel (Index, 1997=100) (Monthly, 1971-01-01 - 2004-12-01) [P5811].

(3) Source: Statistics Canada, Catalog No. V7717857, Construction Price Statistics Fourth Quarter 2003, 1997 = 100.

Residual Index: v7717857 - 327-0039 Price indexes of non-residential building construction, by class of structure; Vancouver British Columbia [59933]; Total, non-residential building construction [2362] (Quarterly 1981-02-15-2004-11-15). The Non-residential Building Construction Price Index (NRBCPI) is a quarterly series measuring the changes in contractors' selling prices of non-residential building construction (i.e. commercial, industrial and institutional). The indexes relate to both general and trade contractors' work and exclude the cost of land, land assembly, design, development and real estate fees.



The Best Place on Earth

File: 23500-20 Argo Inventory
August 22, 2007

**INSTRUCTION #403 (ARTICLE VI)
SERVICE AREA # 15**

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B.C.
V1S 1W5

Attention: Tom Bone, General Manager

Re: Maintenance Agreement (the "Agreement") dated for reference September 22, 2003, and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Ministry of Transportation (the "Province")

OF THE FIRST PART

and:

ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 494387 and having its registered office at 700 – 275 Landsdowne Street, Kamloops, B.C. V2C 6H6 (the "Contractor")

OF THE SECOND PART.

NOTICE

1.01 Pursuant to section 6.1 of the Agreement the following additions, deletions, and changes in classification of Highways within the Service Area under the Agreement will become effective July 23, 2007:

1. Modify 0.340 lane kilometers of Spur Road # 4492 from class 8F to class 7D.

.../2

ADJUSTMENT CALCULATIONS

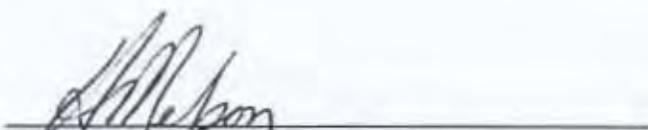
| | | |
|------|--|-------------|
| 2.01 | Daily Cost as at commencement date of the current contract year | \$31,682.91 |
| 2.02 | Net changes in daily cost as a result of this instruction | |
| 2.03 | Percentage change in daily cost as a result of this instruction | |
| 2.04 | Cumulative changes from effective date prior to this instruction for the current contract year | s17, s21 |
| 2.05 | Cumulative net percentage change in Daily Cost, from commencement of the current contract year, up to and including the effective date of this instruction | |

CONTRACT PRICE ADJUSTMENTS

3.01 The cumulative net change in Daily cost from that described in section 2.05 above is less than 2% positive or negative and as such no adjustment will be made to the fees payable under the Agreement, and no Revised Daily Cost will be calculated.

3.02 A copy of the calculations described in Section 6.4 of the Agreement is enclosed with this notification.

Dated this 22 day of August 2007



District Operations Manager (or DMT)
duly authorized representative of
the Minister of Transportation

cc: Mtnce Contracts Co-ordinator, Mtnce Programs, Const & Mtnce Branch, MoT, Attn: Monique Meek
Ministry Solicitor, Legal Services Branch, Attorney General, Attn: Maria D'Archangelo
St. Paul Guarantee Insurance Co.

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | |
|----|---------------------|-----|-----------------|-----------|-----------|----------------------------------|---------------------|-----|-------------|----------------|-----------|--------------|--|----------|-----------------------------|---|---|--|
| 1 | Contract Year 4 | | | | | Service Area | 15 | | | Instruction # | 15-403 | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | |
| 3 | | | Start Date | 22-Sep-08 | | End Date | 21-Sep-07 | | | Effective Date | 23-Jul-07 | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | Total Contract Days | | 365 | | | | Contract Days Remaining | | 61 | | | |
| 6 | | | | | | | | | | | | | | | | | | |
| 7 | | | Winter Period 1 | 15-Oct-06 | to | 28-Feb-07 | | 137 | days / year | | | | Contract Winter Days Remaining | | | | | |
| 8 | | | Winter Period 2 | 01-Mar-07 | to | 15-Mar-07 | | 15 | days / year | | | | Contract Winter Days Remaining | | | | | |
| 9 | | | | | | Total Contract Winter Days | | 152 | | | | | Total Contract Winter Days Remaining | | 0 | | | |
| 10 | | | | | | | | | | | | | | | | | | |
| 11 | | | Summer Period 1 | 22-Sep-06 | to | 14-Oct-06 | | 23 | days / year | | | | Contract Summer Days Remaining | | | | | |
| 12 | | | Summer Period 2 | 16-Mar-07 | to | 21-Sep-07 | | 190 | days / year | | | | Contract Summer Days Remaining | | 61 | | | |
| 13 | | | | | | Total Contract Summer Days | | 213 | | | | | Total Contract Summer Days Remaining | | 61 | | | |
| 14 | | | | | | | | | | | | | | | | | | |
| 15 | | | | | | Daily Cost / Revised Daily Cost: | \$31,682.91 | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | | |
| 17 | | | Summer Class | | | Summer Yearly Rate / Lane Km | | | | | | Winter Class | Winter Yearly Rate / Lane Km | | Winter Daily Rate / Lane Km | | | |
| 18 | | | 1 | | | | | | | | | A | | | | | | |
| 19 | | | 2 | | | | | | | | | B | | | | | | |
| 20 | | | 3 | | | | | | | | | C | | | | | | |
| 21 | | | 4 | | | s17, s21 | | | | | | D | s17, s21 | | | | | |
| 22 | | | 5 | | | | | | | | | E | | | | | | |
| 23 | | | 6 | | | | | | | | | F | | | | | | |
| 24 | | | 7 | | | | | | | | | | | | | | | |
| 25 | | | 8 | | | | | | | | | | | | | | | |
| 26 | | | | | | | | | | | | | | | | | | |
| 27 | | | | | | | | | | | | | | | | | | |
| 28 | | | | | | | | | | | | | | | | | | |
| 29 | | | | | | | | | | | | | | | | | | |
| 30 | | | | | | | | | | | | | | | | | | |
| 31 | | | | | | ITEM | | | Daily Rate | | | Units | | | | | | |
| 32 | | | | | | Rest Area - Class | A | | | | | each | | | | | | |
| 33 | | | | | | Rest Area - Class | B | | | | | each | | | | | | |
| 34 | | | | | | Rest Area - Class | C | | | | | each | | | | | | |
| 35 | | | | | | | | | | | | | | | | | | |
| 36 | | | | | | | | | s17, s21 | | | | | | | | | |
| 37 | | | | | | | | | | | | | | | | | | |
| 38 | | | | | | | | | | | | | | | | | | |
| 39 | | | | | | Bridge Deck | | | | | | sq. meter | | | | | | |
| 40 | | | | | | | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | | | | | | | |
| 42 | INSTRUCTION DETAILS | | | | | | | | | | | | Instruction Daily Cost From Effective Date | | | Instruction Daily Cost From Term Start Date | | |
| 43 | Type | Hwy | Road | Item | Class-Old | Class-New | Amount | | | Old Cost | New Cost | Net Cost | Old Cost | New Cost | Net Cost | | | |
| 44 | | | | | | | | | | | | | | | | | | |
| 45 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 46 | Modify | | 4492 Spur Road | Hwy | 8 F | 7 D | 0.3400 LK | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 47 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 48 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 49 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 50 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 51 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 52 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 53 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 54 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 55 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 56 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 57 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 58 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 59 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 60 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 61 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 62 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 63 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 64 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 65 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 66 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 67 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 68 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 69 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 70 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 71 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 72 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 73 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 74 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 75 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 76 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 77 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 78 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 79 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 80 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 81 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 82 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 83 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 84 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 85 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 86 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 87 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 88 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 89 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q |
|-----|---|---|---|---|---|---|-------------|----------------------------|---|---|-----------------------------------|---------|--------|--------|--------|--------|--------|
| 90 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 91 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 92 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 93 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 94 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 95 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 96 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 97 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 98 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 99 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 100 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 101 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 102 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 103 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 104 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 105 | | | | | | | | | | | | | | | | | |
| 106 | | | | | | | | | | | | | | | | | |
| 107 | | | | | | | | | | | | | | | | | |
| 108 | | | | | | | | | | | | | | | | | |
| 109 | SUMMARY OF CHANGES FOR THIS INSTRUCTION | | | | | | | | | | | | | | | | |
| 110 | Current Daily Cost / Revised Daily Cost | | | | | | \$31,682.91 | Percentage Tolerance Flag | | | | 2.0000% | | | | | |
| 111 | | | | | | | | Percentage Tolerance Flag2 | | | | 3.0000% | | | | | |
| 112 | | | | | | | | | | | | | | | | | |
| 113 | Cumulative Changes Prior to this instruction | | | | | | | | | | | | | | | | |
| 114 | (for instruction calculations only) | | | | | | | | | | | | | | | | |
| 115 | | | | | | | | | | | | | | | | | |
| 116 | Changes for this instruction | | | | | | | | | | | | | | | | |
| 117 | | | | | | | | | | | | | | | | | |
| 118 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | |
| 119 | | | | | | | | | | | | | | | | | |
| 120 | Total Cumulative Changes for future instructions | | | | | | | | | | | | | | | | |
| 121 | | | | | | | | | | | | | | | | | |
| 122 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | \$31,682.91 | | | | | | |
| 123 | | | | | | | | | | | | | | | | | |
| 124 | | | | | | | | | | | | | | | | | |
| 125 | 2% CUMULATIVE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 2% TOLERANCE exceeded) | | | | | | | | | | | | | | | | |
| 126 | | | | | | | | | | | | | | | | | |
| 127 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | |
| 128 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | |
| 129 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | | | | | | | |
| 130 | Total Cumulative Changes for future instructions | | | | | | \$0.00 | 0.0000% | | | | | | | | | |
| 131 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | |
| 132 | | | | | | | | | | | | | | | | | |
| 133 | 3% SINGLE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 3% TOLERANCE exceeded) | | | | | | | | | | | | | | | | |
| 134 | | | | | | | | | | | | | | | | | |
| 135 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | |
| 136 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | |
| 137 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | (to be entered after negotiation) | | | | | | |
| 138 | Total Cumulative Changes for future instructions | | | | | | \$0.00 | 0.0000% | | | | | | | | | |
| 139 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | |
| 140 | | | | | | | | | | | | | | | | | |
| 141 | Cumulative Changes Against Original Daily Cost (for Summary Report) | | | | | | | | | | | | | | | | |
| 142 | | | | | | | | | | | | | | | | | |
| 143 | Original Daily Cost | | | | | | \$31,682.91 | | | | | | | | | | |
| 144 | | | | | | | | | | | | | | | | | |
| 145 | Cumulative Change from Effective Date Prior to this instruction | | | | | | | | | | | | | | | | |
| 146 | Changes for this instruction (from Effective Date) | | | | | | | | | | | | | | | | |
| 147 | Cumulative Change from Effective Date | | | | | | | | | | | | | | | | |
| 148 | | | | | | | | | | | | | | | | | |
| 149 | Cumulative Change from Term Start Date Prior to this instruction | | | | | | | | | | | | | | | | |
| 150 | Changes for this instruction (from Term Start Date) | | | | | | | | | | | | | | | | |
| 151 | Cumulative Change from Term Start Date | | | | | | | | | | | | | | | | |

s17, s21

s17, s21

s17, s21



File: 23500-20
October 9, 2007

**INSTRUCTION #404 (ARTICLE VI)
SERVICE AREA # 15**

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B.C
V1S 1W5

Attention: Tom Bone, General Manager

Maintenance Agreement (the "Agreement") dated for reference Spetember 22, 2003, and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Ministry of Transportation (the "Province")

OF THE FIRST PART

and:

ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 494387 and having its registered office at 700 – 275 Landsdowne Street, Kamloops, B.C. V2C 6H6 (the "Contractor")

OF THE SECOND PART.

NOTICE

Pursuant to section 6.1 of the Agreement the following additions, deletions, and changes in classification of Highways within the Service Area under the Agreement will become effective August 31, 2007:

- 1 Add 0.160 lane kilometers, class 6D, Cahilty Crs # 1030 (Barriere).
2. Add 0.744 lane kilometers, class 6D, Oriole Way # 3593 (Barriere).
3. Add 0.720 lane kilometers, class 6D, McLean Road # 3134 (Barriere).

/2

ADJUSTMENT CALCULATIONS

| | |
|--|-------------|
| Daily Cost as at commencement date of the current contract year | \$31,682.91 |
| Net changes in daily cost as a result of this instruction | |
| Percentage change in daily cost as a result of this instruction | |
| 2.04 Cumulative changes from effective date prior to this instruction for the current contract year | s17, s21 |
| Cumulative net percentage change in Daily Cost, from commencement of the current contract year, up to and including the effective date of this instruction | |

CONTRACT PRICE ADJUSTMENTS

3.01 The cumulative net change in Daily cost from that described in section 2.05 above is less than 2% positive or negative and as such no adjustment will be made to the fees payable under the Agreement, and no Revised Daily Cost will be calculated.

3.02 A copy of the calculations described in Section 6.4 of the Agreement is enclosed with this notification.

Dated this 9th day of October 2007



District Operations Manager (or DMT)
duly authorized representative of
the Minister of Transportation

cc: Mtnce Contracts Co-ordinator, Mtnce Programs, Const & Mtnce Branch. MoT, Attn: Monique Meek
Ministry Solicitor, Legal Services Branch, Attorney General, Attn: Maria D'Archangelo
St. Paul Guarantee Insurance Co.

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q |
|-----|---|---|---|---|---|---|---|---|---|---|---|--------|--------|--------|--------|--------|--------|
| 86 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 87 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 88 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 89 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 90 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 91 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 92 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 93 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 94 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 95 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 96 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 97 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 98 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 99 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 100 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 101 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 102 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 103 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 104 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
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TOTAL CHANGES IN NET COST FOR THIS INSTRUCTION

s17, s21

s17, s21

s17, s21

OCT 22 2007

Ministry of Transport
Highways Department
Headquarters

File: 23500-20
October 15, 2007

**INSTRUCTION #405 (ARTICLE VI)
SERVICE AREA # 15**

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B.C
V1S 1W5

Attention: Tom Bone, General Manager

Re: Maintenance Agreement (the "Agreement") dated for reference September 22, 2003, and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Ministry of Transportation (the "Province")

OF THE FIRST PART

and:

ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 494387 and having its registered office at 700 – 275 Landsdowne Street, Kamloops, B.C. V2C 6H6 (the "Contractor")

OF THE SECOND PART.

NOTICE

1.01 Pursuant to section 6.1 of the Agreement the following additions, deletions, and changes in classification of Highways within the Service Area under the Agreement will become effective August 31, 2007:

- Add 0.200 lane kilometers, class 6D, Lookout Ridge #2980 (Sun Peaks).
2. Add 4.036 lane kilometers, class 6D, Holloway Drive # 2419 (Tobiano).
3. Add 1.632 lane kilometers, class 6D, Rue Cheval Noir # 4152 (Tobiano).

/2

ADJUSTMENT CALCULATIONS

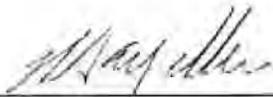
| | |
|--|-------------|
| Daily Cost as at commencement date of the current contract year | \$31,682.91 |
| Net changes in daily cost as a result of this instruction | |
| Percentage change in daily cost as a result of this instruction | |
| Cumulative changes from effective date prior to this instruction for the current contract year | s17, s21 |
| Cumulative net percentage change in Daily Cost, from commencement of the current contract year, up to and including the effective date of this instruction | |

CONTRACT PRICE ADJUSTMENTS

3.01 The cumulative net change in Daily cost from that described in section 2.05 above is less than 2% positive or negative and as such no adjustment will be made to the fees payable under the Agreement, and no Revised Daily Cost will be calculated.

A copy of the calculations described in Section 6.4 of the Agreement is enclosed with this notification.

Dated this 15th day of October 2007



District Operations Manager (or DMT)
duly authorized representative of
the Minister of Transportation

cc: Mince Contracts Co-ordinator, Mince Programs, Const & Mince Branch, MoT, Attn: Monique Meek
Ministry Solicitor, Legal Services Branch, Attorney General, Attn: Maria D'Archangelo
St. Paul Guarantee Insurance Co.

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | |
|----|---------------------|-----|----------------------|------------------------------|-----------------------------|-----------|----------------------------------|-------------|-------------|----------------|------------------------------|--------------------------------------|------------------------|----------|----------|------------------------|----------|--|
| 1 | Contract Year 4 | | | | | | Service Area | 15 | | Instruction # | 15-405 | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | |
| 3 | | | Start Date | 22-Sep-06 | | End Date | 21-Sep-07 | | | Effective Date | 20-Sep-07 | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | Total Contract Days | 365 | | | | Contract Days Remaining | 2 | | | | | |
| 6 | | | | | | | | | | | | | | | | | | |
| 7 | | | Winter Period 1 | 15-Oct-06 | to | 28-Feb-07 | | 137 | days / year | | | Contract Winter Days Remaining | | | | | | |
| 8 | | | Winter Period 2 | 01-Mar-07 | to | 15-Mar-07 | | 15 | days / year | | | Contract Winter Days Remaining | | | | | | |
| 9 | | | | | | | Total Contract Winter Days | 152 | | | | Total Contract Winter Days Remaining | 0 | | | | | |
| 10 | | | | | | | | | | | | | | | | | | |
| 11 | | | Summer Period 1 | 22-Sep-06 | to | 14-Oct-06 | | 23 | days / year | | | Contract Summer Days Remaining | | | | | | |
| 12 | | | Summer Period 2 | 16-Mar-07 | to | 21-Sep-07 | | 190 | days / year | | | Contract Summer Days Remaining | 2 | | | | | |
| 13 | | | | | | | Total Contract Summer Days | 213 | | | | Total Contract Summer Days Remaining | 2 | | | | | |
| 14 | | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | Daily Cost / Revised Daily Cost: | \$31,682.91 | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | | |
| 17 | | | Summer Class | Summer Yearly Rate / Lane Km | Summer Daily Rate / Lane Km | | | | | Winter Class | Winter Yearly Rate / Lane Km | Winter Daily Rate / Lane Km | | | | | | |
| 18 | | | 1 | | | | | | | A | | | | | | | | |
| 19 | | | 2 | | | | | | | B | | | | | | | | |
| 20 | | | 3 | | | | | | | C | | | | | | | | |
| 21 | | | 4 | | | | | | | D | | | | | | | | |
| 22 | | | 5 | | | | | | | E | | | | | | | | |
| 23 | | | 6 | | | | | | | F | | | | | | | | |
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| 30 | | | | | | | | | | | | | | | | | | |
| 31 | | | | | | | ITEM | | Daily Rate | | Units | | | | | | | |
| 32 | | | | | | | Rest Area - Class A | | | | each | | | | | | | |
| 33 | | | | | | | Rest Area - Class B | | | | each | | | | | | | |
| 34 | | | | | | | Rest Area - Class C | | | | each | | | | | | | |
| 35 | | | | | | | | | | | | | | | | | | |
| 36 | | | | | | | | | | | | | | | | | | |
| 37 | | | | | | | | | | | | | | | | | | |
| 38 | | | | | | | | | | | | | | | | | | |
| 39 | | | | | | | Bridge Deck | | | | sq. meter | | | | | | | |
| 40 | | | | | | | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | | | | | | | |
| 42 | INSTRUCTION DETAILS | | | | | | | | | | | | Instruction Daily Cost | | | Instruction Daily Cost | | |
| 43 | Type | Hwy | Road | | Item | Class-Old | Class-New | Amount | | | | Old Cost | New Cost | Net Cost | Old Cost | New Cost | Net Cost | |
| 44 | | | | | | | | | | | | | | | | | | |
| 45 | | | | | | | | | | | | | | | | | | |
| 46 | Add | | 2980 Lookout Ridge | | Hwy | | B D | 0.2000 LK | | | | | | | | | | |
| 47 | Add | | 2416 Holloway Drive | | Hwy | | B D | 4.0390 LK | | | | | | | | | | |
| 48 | Add | | 4152 Rue Cheval Noir | | Hwy | | B D | 1.6320 LK | | | | | | | | | | |
| 49 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 50 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 51 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 52 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 53 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 54 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 55 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 56 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 57 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 58 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 59 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 60 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 61 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 62 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 63 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 64 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 65 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 66 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 67 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
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| 74 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 75 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 76 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 77 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 78 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
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| 85 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 86 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 87 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 88 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 89 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |

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| 90 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
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| 95 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 96 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 97 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
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| 100 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 101 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
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| 103 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
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TOTAL CHANGES IN NET COST FOR THIS INSTRUCTION

s17, s21

s17, s21

(to be entered after negotiation)

s17, s21



The Best Place on Earth

November 1, 2007

File: 23500-20 Article VI Argo

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B.C
V1S 1W5

Attention: Tom Bone, General Manager

Re: 2007 - 2008 Highway Maintenance Contract: Service Area No.15: Maintenance Agreement as amended, between Her Majesty the Queen in Right of the Province of British Columbia, represented by the Minister of Transportation (the "Province") and Argo Road Maintenance (Thompson) Inc. (the "Contractor")

SCHEDULE "2" ANNUAL ADJUSTMENT PROCESS NOTICE

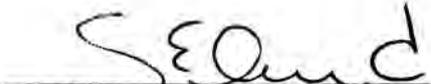
Pursuant to section 5 of Schedule "2" of the Agreement, the Minister hereby delivers the following schedules to be implemented in the 2007-2008 Highway Maintenance Contract Year 5:

1. the Cost Schedule (Schedule "10");
2. the Quantified Maintenance Services (Schedule "5"); (collectively, the "Schedules")
3. the Annual Adjustment Calculation

The Schedules are revised in accordance with the Annual Adjustment Process and are effective commencing on and including September 22, 2008.

The Adjusted Annual Price for Year 5, as calculated in accordance with the Annual Adjustment Process, is \$12,104,605.86 and that sum may be adjusted during the Contract Year in accordance with Article VI or VII.

Please acknowledge receipt of the Schedules as indicated below and return a copy of this Notice to the attention of the writer on or before November 15th, 2007.


District Manager, Transportation,
Ministry of Transportation

Acknowledged receipt and consented this 02 day of Nov., 2007


Argo Road Maintenance (Thompson) Inc.
Duly Authorized Signatory

Encl.

cc: K. Richter, Regional Director
M. Meek, Mtnce. Contracts Co-ordinator, Maintenance Programs, Construction & Maintenance Branch, MoT
J. Mann, Road & Bridge Financial Analyst, HQ Finance & Admin Branch, MoT (when contractor signed)
St. Paul Guarantee Insurance Co., Bonding Company
M. D'Archangelo, Ministry Solicitor, Legal Services Branch, Attorney General

Ministry of
Transportation

Southern Interior Region

Mailing/Site Address
Thompson Nicola District
#127-447 Columbia St.
Kamloops, BC V2C 2T3

Tel: (250)828-4002
Fax: (250)371-3848

Web Address:
www.gov.bc.ca/tran

TRA-2014-00189
Page 653

SA15 Year 4 Annual Adjustment Price Calculation (Preparation for Year 5)

Price Index Adjustment Factor Calculation

| Index | 2005 | 2006 | % Change | % Weighting | Inflation |
|----------------|--------|---------|----------|-------------|-----------|
| Labour Index | 116.2 | 120.02 | 3.29% | 40.0% | 1.3150% |
| Fuel Index | 212.75 | 230.25 | 8.23% | 5.0% | 0.4113% |
| Residual Index | 126.85 | 139.875 | 10.27% | 27.5% | 2.8237% |

Price Index Adjustment Factor 4.5500%

Adjust Annual Price Calculation

| | | |
|---|---|------------------|
| A | Annual Price for Immediately Preceding Contract Year | \$ 11,564,261.12 |
| B | Less: Insurer Premium Quote (Yr4) | s17, s21 |
| C | Changes to the Highways Adjustment Factor (Article 6) | 1.00146 |
| D | Changes to Maintenance Services Adjustment Factor (Article 7) | 1.00000 |
| E | 1 + Price Index Adjustment Factor | 1.04550 |
| F | Add Back: Insurer Premium Quote (Yr4) | |
| G | Adjusted Annual Price Sub-Total (A-B)*(C*D*E)+F | |
| H | New Insurance Premium Quote (Yr5) | s17, s21 |
| | Plus/Minus: Insurance Premium Adjust Factor (H-F) | |
| J | Plus/Minus: 80% of difference (I * .80) | |
| K | Annual Adjusted Price for Year 5 (G + J) | \$ 12,104,605.86 |

Quantified Maintenance Services

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|--|---|-----------------|-----------------|------------------------|------------|-------|
| Pavement Patching and Crack Sealing | Overlay Patch (isolated) | 100J | m2 | 0 | | |
| | Replacement Patch (isolated) | 100K | m2 | 0 | | |
| | Hot-in-place Patch | 100L | m2 | 0 | | |
| | Overlay Patch | 100M | m2 | 61,659 | | |
| | Replacement Patch | 100N | m2 | 5,020 | | |
| | Spray Patch | 100P | m2 | 3,515 | | |
| | Spray Patch (isolated) | 100Q | m2 | 0 | | |
| | crack sealing | 100R | lin m | 18,774 | | |
| Highway Surface Treatment | surface treatment | 110M | m2 | 14,662 | | |
| | surface treatment (isolated) | 110N | m2 | 0 | | |
| Gravel Surface Grading and Re-shaping | gravel surface Grading (Re-shape) | 130P | rd km | 832 | | |
| | gravel surface grading | 130Q | rd km | 1,566 | | |
| Dust Control and Base Stabilization | base sabilization | 140M | rd km | 130 | | |
| | dust control (initial yearly application) | 140P | rd km | 110 | | |
| Highway Surface and Shoulder Graveling | gravelling - crush (isolated) | 150K | m3 | 0 | | |
| | gravelling - pit run (isolated) | 150L | m3 | 0 | | |
| | gravelling - crush | 150M | m3 | 26,110 | | |
| | graveling - pit run | 150N | m3 | 16,066 | | |
| | Shoulder gravelling (isolated) | 150P | m3 | 0 | | |
| | Shoulder gravelling | 150R | m3 | 503 | | |
| Highway Shoulder Maintenance | Shoulder grading | 160P | sh.km. | 803 | | |
| Road Base Maintenance | road base repair | 170P | m3 | 150 | | |
| Curb, Island and Barrier Maintenance | roadside concrete barriers | 220M | ea | 10 | | |
| | Median concrete barriers | 220N | ea | 10 | | |
| | machine-laid asphalt curb | 220P | lin m | 150 | | |
| | machine-laid concrete curb | 220R | lin m | 35 | | |
| Ditch and Watercourse Maintenance | ditch construction (new) | 250M | lin m | 2,511 | | |
| | ditch maintenance (machine) | 250P | lin m | 25,107 | | |
| | grader ditching | 250Q | lin m | 4,520 | | |
| Drainage Appliance Maintenance | catch basin (metal) | 260K | ea | 4 | | |
| | catch basin (concrete) | 260L | ea | 0 | | |
| | culvert/Flume install (to 400mm) | 260M | lin m | 161 | | |
| | culvert/Flume install (401mm to 600mm) | 260N | lin m | 60 | | |
| | culvert/flume install (601mm to 1200mm) | 260P | lin m | 10 | | |
| | culvert/Flume install (1201mm to 3000mm) | 260R | lin m | 0 | | |
| | Rip rap Instal (>50kg size) | | m3 | 100 | | |
| Roadside Vegetation Control | mowing (machine) | 350K | ssk | 2,085 | | |
| | mowing (hand cutting) | 350L | m2 | 650 | | |
| | brushing (machine) | 350M | sh km | 144 | | |
| | brushing (hand cutting) | 350N | m2 | 9,037 | | |
| | Danger Tree removal | 350P | ea | 20 | | |
| | overhead brushing | 350R | sh km | 0 | | |
| Roadside Fence Maintenance | chain link (Schedule 1 & 2) | 400P | lin m | 0 | | |
| | barbed wire (Schedule 1 & 2) | 400Q | lin m | 0 | | |
| | page wire (Schedule 1 & 2) | 400R | lin m | 0 | | |

s17, s21

Quantified Maintenance Services

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|--------------------------------------|---|-----------------|-----------------|------------------------|--------------------|-----------------------|
| Sign System Maintenance | delineators | 440K | ea | 10 | | |
| | Sign System install (2 post > 3.2 m2) | 440L | ea | 12 | | |
| | Sign System install (1 post) | 440M | ea | 100 | | |
| | Sign System install (2 post < 3.2 m2) | 440N | ea | 2 | | |
| | Sign (to 1 m2) | 440P | ea | 50 | | |
| | Sign (1 m2 to 3.2 m2) | 440Q | ea | 5 | | |
| | Sign (> 3.2 m2) | 440R | ea | 2 | | |
| | Sign Face Overlay (to 1 m2) | 445P | ea | 0 | | |
| | Sign Face Overlay (1 m2 to 3.2 m2) | 445Q | ea | 0 | | |
| | Sign Face Overlay (> 3.2 m2) | 445R | ea | 0 | | |
| Bridge Deck Maintenance | timber Re-decking (Minor) | 500M | m2 | 569 | | |
| | timber Re-decking (Major) | 500N | m2 | 246 | | |
| | linseed oil/mineral spirit treatment | 500O | m2 | 7,365 | | |
| | concrete Deck repair | 500P | m2 | 281 | | |
| | timber Deck replacement | 500Q | m2 | 201 | | |
| | concrete Deck crack sealing | 500R | lin m | 1,000 | | |
| Bridge Joint Maintenance | Bridge Joint Armour replacement | 530M | lin m | 120 | | |
| | Bridge Joint seal replacement | 530P | cm2 | 53,636 | | |
| Minor Painting of Bridge Structures | steel surface painting | 570P | m2 | 100 | | |
| | steel rail painting | 570Q | lin m | 50 | | |
| | timber rail painting | 570R | lin m | 445 | | |
| Concrete Structure Maintenance | concrete repair | 600P | m2 | 30 | | |
| | epoxy injection | 600Q | cm3 | 3,112 | | |
| Timber Truss Bridge Maintenance | timber Truss member replacement | 620P | ea | 2 | | |
| | timber Truss Rods (drop/replace) | 620Q | ea | 1 | | |
| Timber and Log Structure Maintenance | timber Stringer replacement | 650P | ea | 10 | | |
| | log replacement (stringer/brow log/needle beam) | 650Q | ea | 0 | | |
| | timber Cap replacement | 650R | ea | 1 | | |
| Retaining Structure Maintenance | | | | 0 | | |
| | retaining structure component replacement | 660P | m2 | 14 | | |
| Provisional Sum | | | PS | 0 | | |
| Roadside Fence Maintenance | Specialty Fences | 400M | | | | |
| Bridge Bearing Maintenance | Bridge Bearing replacement | 540P | | | | |
| Bridge Piling Maintenance | Bridge Pile replacement | 640M | | | | |
| Landscape Maintenance | | | | | | |
| Landscape Maintenance | Landscape Maintenance | | | | | |
| TOTAL VALUE | | | | 261,500 | \$57,197.30 | \$3,952,923.71 |

s17, s21

File: 23500-20
February 18, 2008

INSTRUCTION #501 (ARTICLE VI)
SERVICE AREA # 15

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B.C.
V1S 1W5

Attention: Tom Bone, General Manager

Re: Maintenance Agreement (the "Agreement") dated for reference September 22, 2003, and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Ministry of Transportation (the "Province")

OF THE FIRST PART

and:

ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 494387 and having its registered office at 700 – 275 Landsdowne Street, Kamloops, B.C. V2C 6H6 (the "Contractor")

OF THE SECOND PART.

NOTICE

1.01 Pursuant to section 6.1 of the Agreement the following additions, deletions, and changes in classification of Highways within the Service Area under the Agreement will become effective October 25, 2007:

1. Add 0.271 Lane Kilometers, Class 2A, TRANS CANADA HWY #1 (Tobiano).

.../2

ADJUSTMENT CALCULATIONS

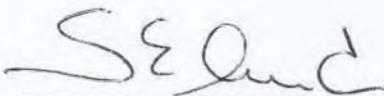
| | | |
|------|--|-------------|
| 2.01 | Daily Cost as at commencement date of the current contract year | \$33,072.69 |
| 2.02 | Net changes in daily cost as a result of this instruction | |
| 2.03 | Percentage change in daily cost as a result of this instruction | |
| 2.04 | Cumulative changes from effective date prior to this instruction for the current contract year | s17, s21 |
| 2.05 | Cumulative net percentage change in Daily Cost, from commencement of the current contract year, up to and including the effective date of this instruction | |

CONTRACT PRICE ADJUSTMENTS

3.01 The cumulative net change in Daily cost from that described in section 2.05 above is less than 2% positive or negative and as such no adjustment will be made to the fees payable under the Agreement, and no Revised Daily Cost will be calculated.

3.02 A copy of the calculations described in Section 6.4 of the Agreement is enclosed with this notification.

Dated this 18th day of February 2008.



District Operations Manager (or DMT)
duly authorized representative of
the Minister of Transportation

cc: Mtnce Contracts Co-ordinator, Mtnce Programs, Const & Mtnce Branch, MoT, Attn: Monique Meek
Ministry Solicitor, Legal Services Branch, Attorney General, Attn: Maria D'Archangelo
St. Paul Guarantee Insurance Co.

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q |
|----|---------------------|-----|------------------|-----------|-----------|-----------|------------------------------|-------------|-------------|---------------|--|----------------|--------------------------------------|---|-----------------------------|----------|---|
| 1 | Contract Year 5 | | | | | | Service Area | 15 | | Instruction # | 15-501 | | | | | | |
| 2 | | | | | | | | | | | | | | | | | |
| 3 | | | Start Date | 22-Sep-07 | | | End Date | 21-Sep-08 | | | | Effective Date | 25-Oct-07 | | | | |
| 4 | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | Total Contract Days | | 366 | | | | Contract Days Remaining | | 333 | | |
| 6 | | | | | | | | | | | | | | | | | |
| 7 | | | Winter Period 1 | 15-Oct-07 | to | 29-Feb-08 | | 138 | days / year | | | | Contract Winter Days Remaining | | 128 | | |
| 8 | | | Winter Period 2 | 01-Mar-08 | to | 15-Mar-08 | | 15 | days / year | | | | Contract Winter Days Remaining | | 15 | | |
| 9 | | | | | | | Total Contract Winter Days | | 153 | | | | Total Contract Winter Days Remaining | | 143 | | |
| 10 | | | | | | | | | | | | | | | | | |
| 11 | | | Summer Period 1 | 22-Sep-07 | to | 14-Oct-07 | | 23 | days / year | | | | Contract Summer Days Remaining | | | | |
| 12 | | | Summer Period 2 | 16-Mar-08 | to | 21-Sep-08 | | 190 | days / year | | | | Contract Summer Days Remaining | | 190 | | |
| 13 | | | | | | | Total Contract Summer Days | | 213 | | | | Total Contract Summer Days Remaining | | 190 | | |
| 14 | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | Original Daily Cost: | \$33,072.69 | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | |
| 17 | | | Summer Class | | | | Summer Yearly Rate / Lane Km | | | | | Winter Class | Winter Yearly Rate / Lane Km | | Winter Daily Rate / Lane Km | | |
| 18 | | | 1 | | | | | | | | | A | | | | | |
| 19 | | | 2 | | | | | | | | | B | | | | | |
| 20 | | | 3 | | | | | | | | | C | | | | | |
| 21 | | | 4 | | | | | | | | | D | | | | | |
| 22 | | | 5 | | | | s17, s21 | | | | | E | | | | | |
| 23 | | | 6 | | | | | | | | | F | | | | | |
| 24 | | | 7 | | | | | | | | | | | | | | |
| 25 | | | 8 | | | | | | | | | | | | | | |
| 26 | | | | | | | | | | | | | | | | | |
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| 29 | | | | | | | | | | | | | | | | | |
| 30 | | | | | | | | | | | | | | | | | |
| 31 | | | | | | | ITEM | | Daily Rate | | | Units | | | | | |
| 32 | | | | | | | Rest Area - Class | A | | | | each | | | | | |
| 33 | | | | | | | Rest Area - Class | B | | | | each | | | | | |
| 34 | | | | | | | Rest Area - Class | C | | | | each | | | | | |
| 35 | | | | | | | | | | | | | | | | | |
| 36 | | | | | | | | | | | | | | | | | |
| 37 | | | | | | | | | | | | | | | | | |
| 38 | | | | | | | | | | | | | | | | | |
| 39 | | | | | | | Bridge Deck | | | | | sq. meter | | | | | |
| 40 | | | | | | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | | | | | | |
| 42 | INSTRUCTION DETAILS | | | | | | | | | | Instruction Daily Cost From Effective Date | | | Instruction Daily Cost From Term Start Date | | | |
| 43 | Type | Hwy | Road | Item | Class-Old | Class-New | Amount | | | | Old Cost | New Cost | Net Cost | Old Cost | New Cost | Net Cost | |
| 44 | | | | | | | | | | | | | | | | | |
| 45 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 46 | Add | #1 | Trans Canada Hwy | Hwy | | 2 A | 0.2710 LK | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 47 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 48 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 49 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 50 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 51 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 52 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 53 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 54 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 55 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 56 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 57 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 58 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 59 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 60 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 61 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 62 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 63 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 64 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 65 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 66 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 67 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 68 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 69 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 70 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 71 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 72 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 73 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 74 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 75 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 76 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 77 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 78 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 79 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 80 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 81 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 82 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 83 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 84 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 85 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 86 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 87 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 88 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 89 | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | |
|-----|---|---|---|---|---|---|-------------|---|---|---|---|----------------------------|---------|--------|--------|--------|--------|--|
| 90 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 91 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 92 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 93 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 94 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 95 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 96 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 97 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 98 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 99 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 100 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 101 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 102 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 103 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 104 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 105 | | | | | | | | | | | | | | | | | | |
| 106 | | | | | | | | | | | | | | | | | | |
| 107 | | | | | | | | | | | | | | | | | | |
| 108 | | | | | | | | | | | | | | | | | | |
| 109 | SUMMARY OF CHANGES FOR THIS INSTRUCTION | | | | | | | | | | | | | | | | | |
| 110 | Current Daily Cost / Revised Daily Cost | | | | | | \$33,072.69 | | | | | Percentage Tolerance Flag | 2.0000% | | | | | |
| 111 | | | | | | | | | | | | Percentage Tolerance Flag2 | 3.0000% | | | | | |
| 112 | | | | | | | | | | | | | | | | | | |
| 113 | Cumulative Changes Prior to this instruction | | | | | | | | | | | | | | | | | |
| 114 | (for instruction calculations only) | | | | | | | | | | | | | | | | | |
| 115 | | | | | | | | | | | | | | | | | | |
| 116 | Changes for this instruction | | | | | | | | | | | | | | | | | |
| 117 | s17, s21 | | | | | | | | | | | | | | | | | |
| 118 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 119 | | | | | | | | | | | | | | | | | | |
| 120 | Total Cumulative Changes for future instructions | | | | | | | | | | | | | | | | | |
| 121 | | | | | | | | | | | | | | | | | | |
| 122 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | | | | | | | | |
| 123 | | | | | | | | | | | | | | | | | | |
| 124 | | | | | | | | | | | | | | | | | | |
| 125 | 2% CUMULATIVE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 2% TOLERANCE exceeded) | | | | | | | | | | | | | | | | | |
| 126 | | | | | | | | | | | | | | | | | | |
| 127 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | | |
| 128 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 129 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | | | | | | | | |
| 130 | Total Cumulative Changes for future instructions | | | | | | \$0.00 | | | | | | 0.0000% | | | | | |
| 131 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | | |
| 132 | | | | | | | | | | | | | | | | | | |
| 133 | 3% SINGLE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 3% TOLERANCE exceeded) | | | | | | | | | | | | | | | | | |
| 134 | | | | | | | | | | | | | | | | | | |
| 135 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | | |
| 136 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 137 | New Daily / Revised Daily Cost (for future instructions) (to be entered after negotiation) | | | | | | | | | | | | | | | | | |
| 138 | Total Cumulative Changes for future instructions | | | | | | \$0.00 | | | | | | 0.0000% | | | | | |
| 139 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | | |
| 140 | | | | | | | | | | | | | | | | | | |
| 141 | Cumulative Changes Against Original Daily Cost (for Summary Report) | | | | | | | | | | | | | | | | | |
| 142 | | | | | | | | | | | | | | | | | | |
| 143 | Original Daily Cost | | | | | | \$33,072.69 | | | | | | | | | | | |
| 144 | | | | | | | | | | | | | | | | | | |
| 145 | Cumulative Change from Effective Date Prior to this Instruction | | | | | | | | | | | | | | | | | |
| 146 | Changes for this instruction (from Effective Date) | | | | | | | | | | | | | | | | | |
| 147 | Cumulative Change from Effective Date | | | | | | | | | | | | | | | | | |
| 148 | s17, s21 | | | | | | | | | | | | | | | | | |
| 149 | Cumulative Change from Term Start Date Prior to this Instruction | | | | | | | | | | | | | | | | | |
| 150 | Changes for this instruction (from Term Start Date) | | | | | | | | | | | | | | | | | |
| 151 | Cumulative Change from Term Start Date | | | | | | | | | | | | | | | | | |

**AMENDING AGREEMENT #4
Service Area 15**

THIS AMENDING AGREEMENT dated for reference the 29th day of Nov 2007

BETWEEN

**HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
as represented by the Minister of Transportation**

(the "Province")

AND

**ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate, incorporated
under the laws of the Province of British Columbia under Certificate of
Incorporation No. 494387 and having its registered office at 700 – 275 Lansdowne
Street, Kamloops, British Columbia, V2C 6H6**

(the "Contractor")

WHEREAS

- A. The Province and the Contractor entered into an agreement entitled the "Maintenance Agreement" dated for reference the **22nd** day of **September, 2003** (the "Maintenance Agreement") and as amended; and
- B. The Province and the Contractor wish to amend the Maintenance Agreement on the terms and conditions set out in this Amending Agreement;

NOW THEREFORE in consideration of the premises and the covenants and agreements set out in this Amending Agreement and for other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged by the parties), the Province and the Contractor agree as follows:

ARTICLE 1 – DEFINITIONS

- 1.1 In this Amending Agreement unless the context otherwise requires,
 - (a) "Maintenance Agreement" means the agreement dated for reference the **22nd** day of **September, 2003** between the Province and the Contractor, as it may have been amended from time to time, and entitled the "Maintenance Agreement"; and
 - (b) any other words having initial uppercase letters will have the meanings ascribed to them by the Maintenance Agreement.

ARTICLE 2 – MAINTENANCE AGREEMENT

Schedule “14” of the Maintenance Agreement entitled “Dispute Resolution Protocol”, is amended by deleting it in its entirety and replacing with APPENDIX A to this amending agreement.

ARTICLE 3 - GENERAL

- 3.1 Time will be of the essence of this Amending Agreement and remain of the essence of the Maintenance Agreement, as amended by this Amending Agreement.
- 3.2 The terms, representations and warranties of the Maintenance Agreement, as amended by this Amending Agreement, are ratified and confirmed, and all other terms, representations and warranties of the Maintenance Agreement are to remain in full force and effect.

If any term of this Amending Agreement or the application thereof to any person or circumstance is invalid or unenforceable to any extent, the remainder of this Amending Agreement and the application of such provision to any other person or circumstance will not be affected or impaired thereby and will be valid and enforceable to the extent permitted by law.

The captions and headings contained in this Amending Agreement are for convenience only and do not define or in any way limit the scope or intent of this Amending Agreement.

- 3.5 This Amending Agreement will be interpreted according to the laws of the Province of British Columbia.

This Amending Agreement constitutes the entire agreement between the parties and no understanding or agreement, oral or otherwise, exists between the parties with respect to the subject matter of this Amending Agreement except as set out in this Amending Agreement and this Amending Agreement may not be modified except by subsequent agreement in writing between the parties.

IN WITNESS WHEREOF the parties have executed this Amending Agreement as follows:

SIGNED on behalf of Her Majesty the Queen in Right of the Province of British Columbia by a duly authorized representative of the Minister of Transportation on the 29, day of Nov, 2007 in the presence of:

D. Freese
(Witness)

) [Signature]
Director of Rehab and Maintenance
For the Minister of Transportation

THE COMMON SEAL of Argo Road Maintenance (Thompson) Inc. was hereunto affixed on the 26, day of Nov., 2007 in the presence of:

C/S

)
[Signature]
SIGNATURE
G.M.
TITLE

APPENDIX A

SCHEDULE "14"

DISPUTE RESOLUTION PROTOCOL

(Revised November 2007)

BETWEEN

THE MAINTENANCE SECTOR OF

B.C. ROAD BUILDERS &
HEAVY CONSTRUCTION ASSOCIATION

AND

THE MINISTRY OF TRANSPORTATION

DISPUTE RESOLUTION PROCESS

This process has been established as a protocol to assist in resolving disputes without creating legal obligations on either party. It is not an arbitration agreement established under the *Commercial Arbitration Act*.

A Maintenance Contractor wishing to resolve a dispute of a decision or direction of the Ministry of Transportation pursuant to a contract for the provision of highway maintenance may elect to use the Dispute Resolution Process as follows:

Part 1 - Local Resolution

1. The Contractor and the local District Manager Transportation meet to discuss and attempt to resolve the dispute.
2. If there is no resolution within 5 calendar days of this meeting, the Contractor sets out his position and proposed resolution in writing in a format similar to Form A attached, stating the applicable contract and License articles or clauses involved, and forwards the same to the local Regional Director.
3. The Regional Director, on behalf of the Ministry, must provide a written response in a format similar to Form B attached, within 14 calendar days of receipt of the Contractor's proposal, not including statutory holidays. This response must either;

- (a) indicate agreement with the Contractor's position and proposed resolution; or
 - (b) propose an alternative to the Contractor's resolution with written reasons for the alternative; or
 - (c) reject the Contractor's resolution with written reasons for the rejection.
 - (d) If the Ministry fails to provide a written response within this time period, the Contractor can immediately file a dispute with the Dispute Review Panel.
4. If either 3(b) or 3(c) above occur, the Contractor may either accept the Ministry's response, or file a dispute with the Dispute Review Panel.
 5. Time limits may be extended by mutual written agreement, but extensions cannot exceed, an additional 14 calendar days in total.

Part II - Request for Dispute Review Panel

When a dispute is not resolved at the local level and the Contractor wishes to file a dispute with the Dispute Review Panel, the following process is to be followed:

1. The request to convene a meeting of the Dispute Review Panel will be in writing and submitted on a Form A attached.
2. The request will be sent to the Secretary, Dispute Review Panel, Ministry of Transportation, P.O. Box 9850 Stn Prov Govt, Victoria, B.C. V8W 9T5 Attention: Director, Rehab. and Maintenance, with a copy to the B.C. Road Builders & Heavy Construction Association.
3. The Secretary will notify the Director, Rehab. and Maintenance, and the Regional Director within whose area the dispute is located, that a Dispute Review Panel is being established.
4. The Regional Director will state the Ministry position in a format as shown in Form B, and forward same to the Secretary for distribution to the Dispute Review Panel.
5. The Secretary will establish a Dispute Review Panel according to the conditions outlined in Part III, Dispute Resolution and Review Guidelines.
6. If the dispute is resolved directly between the Contractor and the Ministry prior to the convening of a Panel, then upon both the Ministry and the Contractor advising the Secretary in writing that the dispute is resolved, the dispute will be deleted from the Panel's agenda.

Part III - Dispute Resolution and Review Guidelines

1. Principles of Dispute Resolution Process and Dispute Review Panel
 - (a) promote positive working relations;
 - (b) arrive at fair and equitable solutions to the disputes that are available within the contract;
 - (c) settle disputes in a prompt, effective, and amicable manner;
 - (d) while a dispute is being reviewed, contractors will continue to execute the work on the understanding that, if a Panel rules in the Contractor's favor, any remedies due the Contractor and supported by detailed records will be adhered to by the Ministry. The Panel will determine the effective date of remedies due to the Contractor based on evidence presented in the Review;
 - (e) the Contractor and the Ministry agree to abide by this dispute resolution process until the last 2003-2004 highway maintenance contract has terminated including those for Service Areas 11 and 20. A review of the Dispute Resolution Process can be requested at any time by either party;
 - (f) future guidelines changes may be recommended by a Panel and sent back to the joint Ministry and Contractor subcommittee on dispute resolution;
 - (g) throughout the dispute resolution process it is expected that both parties will continue to dialogue and seek remedies between them and not solely rely on the Dispute Review Panel for resolution;
2. Membership of Panel
 - (a) 2 Ministry members;
 - (b) 2 Contractors members;
 - (c) 1 Chairperson;
 - (d) 1 Secretary, non-voting member provided by the Ministry.
3. Evidence and Information for Panel Meetings
 - (a) written submission from each party;
 - (b) maintenance contract and all appended material or documents referred to therein, and all amendments;
 - (c) additional evidence as considered relevant by the Panel;

- (d) expert opinion(s) as required or limited by the Panel;
- (e) facts and/or evidence relevant to the dispute (in written or oral form);
- (f) Ministry and/or contractor records touching on matters at issue;
- (g) disputing parties to provide frank, candid and timely disclosure of all relevant facts, documents, information and photographs relevant to the dispute;
- (h) Contractor and the Ministry each have the option to provide oral evidence before the Panel and the Panel reserves the right to request verbal presentations from either party; and
- (i) decisions made by a Panel will be based upon evidence submitted at a Panel hearing. The only additional evidence a Panel is entitled to consider will be that derived from site visits if required.

4. Administration of Dispute Resolution Process

- (a) The Panel is to convene as required if there are any disputes to be resolved;
- (b) All disputes to be filed with the Ministry - Attention: Secretary Dispute Resolution, with copy to B.C. Road Builders & Heavy Construction Association - Attention: President. These submissions must be presented 14 calendar days in advance of a Panel meeting date so that evidence can be reviewed;
- (c) The Secretary provides only administrative services and will not vote on Panel decisions. Administration will include organizing documents, arranging for meeting rooms, mail out dispute information and requests to Panel members, mail out decisions to disputing parties, and other matters of an administrative, not decision making, character;
- (d) Chairperson writes Panel decisions;
- (e) Whenever possible existing Ministry, BC Road Builder & Heavy Construction Association or Contractor facilities to be used for meetings unless Panel members mutually agree to meet elsewhere;
- (f) In filing a dispute, a Contractor agrees to follow this dispute resolution process to its completion and abide by the decision if accepted;
- (g) When a dispute is filed, the Ministry agrees to follow the Dispute Resolution Process to its completion and abide by the decision if accepted; and
- (h) The Panel reserves the right to limit the number of disputes being heard to a maximum of three, in order of submission, at any given meeting. However, if the Panel feels that more can be dealt with at a single meeting, then additional disputes in order of submission can be heard.

5. Panel Members

- (a) The Director, Construction and Maintenance Branch, or his designate, will be a permanent Ministry Panel member. In addition, the Ministry will create a roster of Senior Managers. The second Ministry Panel members will be selected by the Secretary from this roster on a rotational basis;
- (b) The Chairperson of the Maintenance Sector of B.C. Road Builders & Heavy Construction Association, or his designate, will be a permanent Contractor Panel Member. In addition, the Contractors will create a roster of Senior Manager Panel Candidates. The second Contractor Panel member will be selected by the Secretary from this roster on a rotational basis;
- (c) The Secretary will select a Chairperson for each Panel meeting. The Chairperson shall be an independent, third party individual agreeable to the Director, Rehab. and Maintenance, and to the Chairperson of the Maintenance Sector;
- (d) New Panel members, except those designated permanent, will be appointed for each Panel hearing;
- (e) Substitute Panel members will be allowed whenever a conflict of interest is apparent, e.g. dispute from a Panel member's service area and/or region. Replacements are to be candidates selected according to the process identified above; and
- (f) If an issue before a Panel member relates to a matter which, in the case of a Contractor, raises a conflict of interest or in the case of the Ministry relates to a decision made by the Panel member, then that Panel member will appoint a designate to hear the matter in their place.

6. Meetings

- (a) The Panel shall convene with all four (4) members plus the Secretary and Chairperson in attendance;
- (b) The Chairperson shall conduct and facilitate the hearings of the Panel, and in the event of a tie, the Chairperson will cast the deciding vote;
- (c) At a Panel Meeting:
 - (i) the Contractor will present his case including any supporting evidence, documentation or witnesses. After the Contractor has finished, the Ministry will present its case including any supporting evidence, documentation or witnesses;
 - (ii) the Contractor and/or the Ministry representative may each question the other on any matter directly related to the dispute;

- (iii) the Panel may question either the Contractor or the Ministry Representative about any matter deemed relevant;
 - (iv) the Contractor will make any concluding remarks together with their proposed resolution of the dispute. After the Contractor has finished, the Ministry Representative will make any concluding remarks together with their proposed resolution of the dispute;
 - (v) the Panel will discuss the dispute in the absence of the Contractor and Ministry Representative and endeavor to render a decision on the day of the Panel hearing;
 - (vi) the Panel cannot delay a decision or request additional information, unless such delay or information is related to the need for a job site visit and the panel unanimously approves such a delay, in which case a decision will be provided within the time limits established herein; and
 - (vii) the Panel must reach a majority decision.
- (d) Following a "Decision" of the Panel, the Chairperson will set the decision in writing and have the Secretary communicate the decision to the parties.

7. Costs

- (a) The Ministry and Contractor will pay all normal out-of-pocket costs for respective Panel members. Such expenses will include travel, meals, hotel and other reasonable costs incidental to the hearing;
- (b) A per diem will be paid to the Chairperson together with the out-of-pocket expenses, and will be paid equally by the Ministry and the Contractor;
- (c) Unusual expenses such as site visits or third party costs will not be paid unless reasonably necessary and agreed by the parties prior to any costs that are incurred. Expenses for site visits shall be paid as outlined in a) and b) above and third party expenses will be shared equally by the Ministry and the Contractor;
- (d) To administer the Contractor's side of expenses, B.C. Road Builders & Heavy Construction Association will charge travel expenses for Contractor Panel members and the Chairperson to the Contractors whose disputes are heard at a given Panel meeting. Such charges will be payable pro rata by each Contractor with a dispute. Third party costs and site visit expenses for a specific dispute will not be shared pro rata but will be charged to the specific Contractor involved.

8. Panel Decisions

- (a) The decision making powers of the Panel will be limited to the interpretation of the Maintenance Contract and all appended material or documents referred to therein. The Panel will not establish amendments to the Maintenance Contract or related material;
- (b) The Panel Chairperson will provide a written response to disputes within 14 calendar days of a dispute being heard. The Chairperson will communicate decisions by fax to (250) 356-7276, or by email, followed by regular mail;
- (c) Within 14 days of the Panel decision, the parties will either enter into a written Agreement to be bound by the terms of the Panel's decision or notify the other party that they don't accept the Panel's decision and will pursue other remedies. If accepted, the Ministry will, within an additional 14 calendar days, distribute the results of a Panel's decision to all regions and contractors;
- (d) Panel members agree to keep the details of the dispute and any Panel decision confidential until the parties have agreed to accept or reject the Panel's decision;
- (e) If the Panel's decision results in the need for compensation to the Contractor, then it will be handled under the forms of the Contract within the scope of Articles 5, 6, 7 or Article 12, Schedule 3, Part 2, Emergency Service and Additional Maintenance Services - Fees. The Panel will indicate in its decision which Articles are applicable; and
- (f) By mutual agreement, time limits may be extended

"FORM A"

The Secretary
Dispute Review Panel
Maintenance Programs
Ministry of Transportation
P.O. Box 9850 Stn Prov Govt
Victoria, British Columbia
V8W 9T5

Dear Sir/Madam:

Please proceed with the establishment of a Dispute Review Panel for

- A) Service Area: _____ Region:
- B) Nature of Dispute: State Contract of License Clause, Articles or Maintenance Services Clause in dispute (use additional sheets if necessary).
- C) Proposed Resolution: (use additional sheets if necessary)
- D) Contractor contact for this dispute:
Name: _____ Title:
Address:
Phone No: _____ Fax No:
- E) District Manager Transportation for this Service Area:
Name: _____ Title:
Address:
Phone No: _____ Fax No:
- F) We acknowledge having received and read a copy of the Dispute of Resolution Process Part I, Part II and Part III and agree to abide by its terms and conditions.

Authorized Signatory

Contractor Name

Date

"FORM B"

The Secretary
Dispute Resolution Panel
Maintenance Programs
Ministry of Transportation
P.O. Box 9850 Stn Prov Govt
Victoria, British Columbia
V8W 9T5

Dear Sir/Madam:

RE: Dispute
Service Area

The Ministry's position on the dispute is the following:

A)

B) Nature of Dispute: _____

C) Ministry position and proposed resolution:

D) Regional Director

Name:

Address:

Phone No: _____ Fax No:



File: 23500-20
July 08, 2008

**INSTRUCTION #502 (ARTICLE VI)
SERVICE AREA # 15**

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B.C
V1S 1W5

Attention: Tom Bone, General Manager

Re: Maintenance Agreement (the "Agreement") dated for reference September 22, 2003, and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Ministry of Transportation (the "Province")

OF THE FIRST PART

and:

ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 494387 and having its registered office at 700 – 275 Landsdowne Street, Kamloops, B.C. V2C 6H6 (the "Contractor")

OF THE SECOND PART.

NOTICE

1.01 Pursuant to section 6.1 of the Agreement the following additions, deletions, and changes in classification of Highways within the Service Area under the Agreement will become effective July 3, 2008

1. Add 1.800 Lane Kilometers, Class 6D, North Road (Barriere).

.../2

ADJUSTMENT CALCULATIONS

- | | | |
|------|--|-------------|
| 2.01 | Daily Cost as at commencement date of the current contract year | \$33,072.69 |
| 2.02 | Net changes in daily cost as a result of this instruction | |
| 2.03 | Percentage change in daily cost as a result of this instruction | |
| 2.04 | Cumulative changes from effective date prior to this instruction for the current contract year | s17, s21 |
| 2.05 | Cumulative net percentage change in Daily Cost, from commencement of the current contract year, up to and including the effective date of this instruction | |

CONTRACT PRICE ADJUSTMENTS

- 3.01 The cumulative net change in Daily cost from that described in section 2.05 above is less than 2% positive or negative and as such no adjustment will be made to the fees payable under the Agreement, and no Revised Daily Cost will be calculated.
- 3.02 A copy of the calculations described in Section 6.4 of the Agreement is enclosed with this notification.

Dated this 8th day of July 2008.



District Operations Manager (or DMT)
duly authorized representative of
the Minister of Transportation

cc: Mtnce Contracts Co-ordinator, Mtnce Programs, Const & Mtnce Branch. MoT, Attn: Monique Meek
Ministry Solicitor, Legal Services Branch, Attorney General, Attn: Maria D'Archangelo
St. Paul Guarantee Insurance Co.

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | |
|----|---------------------|-----|----------------------------------|------------------------------|-----------------------------|-----------|----------------------------|-----------|-------------|----------------|--|------------------------------|-----------------------------|---|----------|---|---|--|
| 1 | Contract Year 5 | | | | | | Service Area | 15 | | Instruction # | 15-502 | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | |
| 3 | | | Start Date | 22-Sep-07 | | End Date | 21-Sep-08 | | | Effective Date | 03-Jul-08 | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | Total Contract Days | | 366 | | | Contract Days Remaining | | 81 | | | | |
| 6 | | | | | | | | | | | | | | | | | | |
| 7 | | | Winter Period 1 | 16-Oct-07 | to | 29-Feb-08 | | 138 | days / year | | Contract Winter Days Remaining | | | | | | | |
| 8 | | | Winter Period 2 | 01-Mar-08 | to | 15-Mar-08 | | 15 | days / year | | Contract Winter Days Remaining | | | | | | | |
| 9 | | | | | | | Total Contract Winter Days | | 153 | | Total Contract Winter Days Remaining | | 0 | | | | | |
| 10 | | | | | | | | | | | | | | | | | | |
| 11 | | | Summer Period 1 | 22-Sep-07 | to | 14-Oct-07 | | 23 | days / year | | Contract Summer Days Remaining | | | | | | | |
| 12 | | | Summer Period 2 | 16-Mar-08 | to | 21-Sep-08 | | 190 | days / year | | Contract Summer Days Remaining | | 81 | | | | | |
| 13 | | | | | | | Total Contract Summer Days | | 213 | | Total Contract Summer Days Remaining | | 81 | | | | | |
| 14 | | | | | | | | | | | | | | | | | | |
| 15 | | | Daily Cost / Revised Daily Cost: | | | | \$33,072.69 | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | | |
| 17 | | | Summer Class | Summer Yearly Rate / Lane Km | Summer Daily Rate / Lane Km | | | | | | Winter Class | Winter Yearly Rate / Lane Km | Winter Daily Rate / Lane Km | | | | | |
| 18 | | | 1 | | | | | | | | A | | | | | | | |
| 19 | | | 2 | | | | | | | | B | | | | | | | |
| 20 | | | 3 | | | | | | | | C | | | | | | | |
| 21 | | | 4 | | | | | | | | D | | | | | | | |
| 22 | | | 5 | | s17, s21 | | | | | | E | | | | | | | |
| 23 | | | 6 | | | | | | | | F | | | | | | | |
| 24 | | | 7 | | | | | | | | | | | | | | | |
| 25 | | | 8 | | | | | | | | | | | | | | | |
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| 30 | | | | | | | | | | | | | | | | | | |
| 31 | | | | | | | ITEM | | Daily Rate | | Units | | | | | | | |
| 32 | | | | | | | Rest Area - Class | A | | | each | | | | | | | |
| 33 | | | | | | | Rest Area - Class | B | | | each | | | | | | | |
| 34 | | | | | | | Rest Area - Class | C | | | each | | | | | | | |
| 35 | | | | | | | | | | | | | | | | | | |
| 36 | | | | | | | | | s17, s21 | | | | | | | | | |
| 37 | | | | | | | | | | | | | | | | | | |
| 38 | | | | | | | | | | | | | | | | | | |
| 39 | | | | | | | Bridge Deck | | | | sq. meter | | | | | | | |
| 40 | | | | | | | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | | | | | | | |
| 42 | INSTRUCTION DETAILS | | | | | | | | | | Instruction Daily Cost From Effective Date | | | Instruction Daily Cost From Term Start Date | | | | |
| 43 | Type | Hwy | Road | | Item | Class-Old | Class-New | Amount | | Old Cost | New Cost | Net Cost | Old Cost | New Cost | Net Cost | | | |
| 44 | | | | | | | | | | | | | | | | | | |
| 45 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 46 | Add | | 3525 North | | Hwy | 6 | 6 D | 1.8000 LK | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| 47 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
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| 108 | | | | | | | | | | | | | | | | | | |
| 109 | SUMMARY OF CHANGES FOR THIS INSTRUCTION | | | | | | | | | | | | | | | | | |
| 110 | Current Daily Cost / Revised Daily Cost | | | | | | \$33,072.69 | Percentage Tolerance Flag | | | | 2.0000% | | | | | | |
| 111 | | | | | | | | Percentage Tolerance Flag2 | | | | 3.0000% | | | | | | |
| 112 | | | | | | | | | | | | | | | | | | |
| 113 | Cumulative Changes Prior to this instruction | | | | | | | | | | | | | | | | | |
| 114 | (for instruction calculations only) | | | | | | | | | | | | | | | | | |
| 115 | | | | | | | | | | | | | | | | | | |
| 116 | Changes for this instruction | | | | | | | | | | | | | | | | | |
| 117 | s17, s21 | | | | | | | | | | | | | | | | | |
| 118 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 119 | | | | | | | | | | | | | | | | | | |
| 120 | Total Cumulative Changes for future instructions | | | | | | | | | | | | | | | | | |
| 121 | | | | | | | | | | | | | | | | | | |
| 122 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | \$33,072.69 | | | | | | | |
| 123 | | | | | | | | | | | | | | | | | | |
| 124 | | | | | | | | | | | | | | | | | | |
| 125 | 2% CUMULATIVE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 2% TOLERANCE exceeded) | | | | | | | | | | | | | | | | | |
| 126 | | | | | | | | | | | | | | | | | | |
| 127 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | | |
| 128 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 129 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | | | | | | | | |
| 130 | Total Cumulative Changes for future instructions | | | | | | \$0.00 | | | | | 0.0000% | | | | | | |
| 131 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | | |
| 132 | | | | | | | | | | | | | | | | | | |
| 133 | 3% SINGLE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 3% TOLERANCE exceeded) | | | | | | | | | | | | | | | | | |
| 134 | | | | | | | | | | | | | | | | | | |
| 135 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | | |
| 136 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 137 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | (to be entered after negotiation) | | | | | | | | | | |
| 138 | Total Cumulative Changes for future instructions | | | | | | \$0.00 | | | | | 0.0000% | | | | | | |
| 139 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | | |
| 140 | | | | | | | | | | | | | | | | | | |
| 141 | Cumulative Changes Against Original Daily Cost (for Summary Report) | | | | | | | | | | | | | | | | | |
| 142 | | | | | | | | | | | | | | | | | | |
| 143 | Original Daily Cost | | | | | | \$33,072.69 | | | | | | | | | | | |
| 144 | | | | | | | | | | | | | | | | | | |
| 145 | Cumulative Change from Effective Date Prior to this instruction | | | | | | | | | | | | | | | | | |
| 146 | Changes for this instruction (from Effective Date) | | | | | | | | | | | | | | | | | |
| 147 | Cumulative Change from Effective Date | | | | | | | | | | | | | | | | | |
| 148 | s17, s21 | | | | | | | | | | | | | | | | | |
| 149 | Cumulative Change from Term Start Date Prior to this instruction | | | | | | | | | | | | | | | | | |
| 150 | Changes for this instruction (from Term Start Date) | | | | | | | | | | | | | | | | | |
| 151 | Cumulative Change from Term Start Date | | | | | | | | | | | | | | | | | |



July 8, 2008

To: St. Paul Guarantee Insurance Company
Suite 2500 – 650 W Georgia St
PO Box 11542
Vancouver BC V6B 4N7

Re: Performance Bond No. 97502870
Labour and Material Payment Bond No. 97502870
In respect of:

Maintenance Agreement (the "Agreement") dated September 22nd, 2003 and as amended, between Her Majesty The Queen In Right Of The Province Of British Columbia, represented by the Minister of Transportation and Infrastructure and Argo Road Maintenance (Thompson) Inc., (Incorporation No. 494387).

Take notice that pursuant to Article VI of the Agreement, the changes described in the attached instruction are to become effective July 3, 2008.

Within ten days, please acknowledge receipt and consent of this instruction by signing the enclosed duplicate copy of this letter and returning it to the undersigned at the address given below.

Dated this 8th day of JULY, 2008

Sherry Eland
District Manager, Transportation
Thompson-Nicola District
Duly authorized representative of the Minister
of Transportation and Infrastructure

Acknowledged receipt and consented this _____ day of _____, 20__

Bonding Agent Signature

Enclosure

pc: Maintenance Contracts Coordinator
Ministry Solicitor

File: 23500-20
September 18, 2008

**INSTRUCTION #503 (ARTICLE VI)
SERVICE AREA # 15**

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B.C.
V1S 1W5

Attention: Tom Bone, General Manager

Re: Maintenance Agreement (the "Agreement") dated for reference September 22, 2003, and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Ministry of Transportation (the "Province")

OF THE FIRST PART

and:

ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 494387 and having its registered office at 700 – 275 Landsdowne Street, Kamloops, B.C. V2C 6H6 (the "Contractor")

OF THE SECOND PART.

NOTICE

1.01 Pursuant to section 6.1 of the Agreement the following additions, deletions, and changes in classification of Highways within the Service Area under the Agreement will become effective September 17, 2008:

1. Add a Class C rest area on Princeton-Kamloops Highway 5A – Knutsford Brake Check (Kamloops) (The Knutsford Brake Check is being reclassified into a Class C rest area based on improvements made to the brake check, which includes the addition of toilet facilities).
2. Add 1.04 lane kilometers, class 3B, Princeton-Kamloops Highway 5A (Kamloops)
3. Modify 2.00 lane kilometers, class 5C, Knouff Lake Road (Kamloops)
4. Add 2.04 lane kilometers, class 5C, Finlay Road (Kamloops)
5. Add 0.60 lane kilometers, class 5C, Phillips Way (Kamloops)
6. Add 0.39 lane kilometers, class 3B, Trans Canada Highway 1 (Kamloops)

.../2

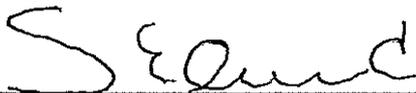
ADJUSTMENT CALCULATIONS

- | | | |
|------|--|-------------|
| 2.01 | Daily Cost as at commencement date of the current contract year | \$33,072.69 |
| 2.02 | Net changes in daily cost as a result of this instruction | |
| 2.03 | Percentage change in daily cost as a result of this instruction | |
| 2.04 | Cumulative changes from effective date prior to this instruction for the current contract year | s17, s21 |
| 2.05 | Cumulative net percentage change in Daily Cost, from commencement of the current contract year, up to and including the effective date of this instruction | |

CONTRACT PRICE ADJUSTMENTS

- 3.01 The cumulative net change in Daily cost from that described in section 2.05 above is less than 2% positive or negative and as such no adjustment will be made to the fees payable under the Agreement, and no Revised Daily Cost will be calculated.
- 3.02 A copy of the calculations described in Section 6.4 of the Agreement is enclosed with this notification.

Dated this 18th day of September 2008.



District Operations Manager (or DMT)
duly authorized representative of
the Minister of Transportation

cc: Mtnce Contracts Co-ordinator, Mtnce Programs, Const & Mtnce Branch. MoT, Attn: Monique Meek
Ministry Solicitor, Legal Services Branch, Attorney General, Attn: Maria D'Archangelo
St. Paul Guarantee Insurance Co.

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | |
|----|---------------------|------|----------------------------|-----------|-----------|-----------|--------------|----|----------------|---------------|------------------------|----------|----------|------------------------|----------|----------|----------|--|
| 1 | Contract Year 5 | | | | | | Service Area | 15 | | Instruction # | 15-503 | | | | | | | |
| 2 | | | Start Date | 22-Sep-07 | End Date | 21-Sep-08 | | | Effective Date | 17-Sep-08 | | | | | | | | |
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| 42 | INSTRUCTION DETAILS | | | | | | | | | | Instruction Daily Cost | | | Instruction Daily Cost | | | | |
| 43 | Type | Hwy | Road | Item | Class-Old | Class-New | Amount | | | | | Old Cost | New Cost | Net Cost | Old Cost | New Cost | Net Cost | |
| 44 | | | | | | | | | | | | | | | | | | |
| 45 | | | | | | | | | | | | | | | | | | |
| 46 | Add | 5A | Princeton-Kamloops Highway | Rest Area | | C | 1.0000 ea | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 47 | Add | 5A | Princeton-Kamloops Highway | Hwy | | 3B | 1.0400 LK | | | | | | | | | | | |
| 48 | Modify | 2739 | Knouff Lake Road | Hwy | 7 F | 5C | 2.0000 LK | | | | | | | | | | | |
| 49 | Add | 1739 | Finlay Road | Hwy | | 5C | 2.0400 LK | | | | | | | | | | | |
| 50 | Add | 3741 | Philips Way | Hwy | | 5C | 0.6000 LK | | | | | | | | | | | |
| 51 | Add | 1 | Trans Canada Hwy | Hwy | | 3B | 0.3900 LK | | | | | | | | | | | |
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| 82 | | | | | | | | | | | | | | | | | | |
| 83 | | | | | | | | | | | | | | | | | | |
| 84 | | | | | | | | | | | | | | | | | | |
| 85 | | | | | | | | | | | | | | | | | | |
| 86 | | | | | | | | | | | | | | | | | | |
| 87 | | | | | | | | | | | | | | | | | | |
| 88 | | | | | | | | | | | | | | | | | | |
| 89 | | | | | | | | | | | | | | | | | | |

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | |
|-----|--|---|---|---|---|---|-------------|---|---|---|-----------------------------------|--------|--------|----------------------------|---------|--------|--------|--|
| 90 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 91 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 92 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 93 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 94 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 95 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 96 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 97 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 98 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 99 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 100 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 101 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 102 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 103 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 104 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 105 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 106 | | | | | | | | | | | | | | | | | | |
| 107 | | | | | | | | | | | | | | | | | | |
| 108 | | | | | | | | | | | | | | | | | | |
| 109 | SUMMARY OF CHANGES FOR THIS INSTRUCTION | | | | | | | | | | | | | | | | | |
| 110 | Current Daily Cost / Revised Daily Cost | | | | | | \$33,072.69 | | | | | | | Percentage Tolerance Flag | 2.0000% | | | |
| 111 | | | | | | | | | | | | | | Percentage Tolerance Flag2 | 3.0000% | | | |
| 112 | | | | | | | | | | | | | | | | | | |
| 113 | Cumulative Changes Prior to this instruction | | | | | | | | | | | | | | | | | |
| 114 | (for instruction calculations only) | | | | | | | | | | | | | | | | | |
| 115 | | | | | | | | | | | | | | | | | | |
| 116 | Changes for this instruction | | | | | | | | | | | | | | | | | |
| 117 | s17, s21 | | | | | | | | | | | | | | | | | |
| 118 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 119 | | | | | | | | | | | | | | | | | | |
| 120 | Total Cumulative Changes for future instructions | | | | | | | | | | | | | | | | | |
| 121 | | | | | | | | | | | | | | | | | | |
| 122 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | \$33,072.69 | | | | | | | |
| 123 | | | | | | | | | | | | | | | | | | |
| 124 | | | | | | | | | | | | | | | | | | |
| 125 | 2% CUMULATIVE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 2% TOLERANCE exceeded) | | | | | | | | | | | | | | | | | |
| 126 | | | | | | | | | | | | | | | | | | |
| 127 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | | |
| 128 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 129 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | | | | | | | | |
| 130 | Total Cumulative Changes for future instructions | | | | | | \$0.00 | | | | | | | 0.0000% | | | | |
| 131 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | | |
| 132 | | | | | | | | | | | | | | | | | | |
| 133 | 3% SINGLE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 3% TOLERANCE exceeded) | | | | | | | | | | | | | | | | | |
| 134 | | | | | | | | | | | | | | | | | | |
| 135 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | | |
| 136 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 137 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | (to be entered after negotiation) | | | | | | | |
| 138 | Total Cumulative Changes for future instructions | | | | | | \$0.00 | | | | | | | 0.0000% | | | | |
| 139 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | | |
| 140 | | | | | | | | | | | | | | | | | | |
| 141 | Cumulative Changes Against Original Daily Cost (for Summary Report) | | | | | | | | | | | | | | | | | |
| 142 | | | | | | | | | | | | | | | | | | |
| 143 | Original Daily Cost | | | | | | \$33,072.69 | | | | | | | | | | | |
| 144 | | | | | | | | | | | | | | | | | | |
| 145 | Cumulative Change from Effective Date Prior to this instruction | | | | | | | | | | | | | | | | | |
| 146 | Changes for this instruction (from Effective Date) | | | | | | | | | | | | | | | | | |
| 147 | Cumulative Change from Effective Date | | | | | | | | | | | | | | | | | |
| 148 | s17, s21 | | | | | | | | | | | | | | | | | |
| 149 | Cumulative Change from Term Start Date Prior to this instruction | | | | | | | | | | | | | | | | | |
| 150 | Changes for this instruction (from Term Start Date) | | | | | | | | | | | | | | | | | |
| 151 | Cumulative Change from Term Start Date | | | | | | | | | | | | | | | | | |



November 7, 2008

To: St. Paul Guarantee Insurance Company
Suite 2500 – 650 W Georgia St
PO Box 11542
Vancouver BC V6B 4N7

Re: Performance Bond No. 97502870
Labour and Material Payment Bond No. 97502870
In respect of:

Maintenance Agreement (the "Agreement") dated September 22nd, 2003 and as amended, between Her Majesty The Queen In Right Of The Province Of British Columbia, represented by the Minister of Transportation and Infrastructure and Argo Road Maintenance (Thompson) Inc., (Incorporation No. 494387).

Take notice that pursuant to Article VI of the Agreement, the changes described in the attached instruction are to become effective September 17, 2008.

Within ten days, please acknowledge receipt and consent of this instruction by signing the enclosed duplicate copy of this letter and returning it to the undersigned at the address given below.

Dated this 7th day of November, 2008

Sherry Eland
District Manager, Transportation
Thompson-Nicola District
Duly authorized representative of the Minister
of Transportation and Infrastructure

Acknowledged receipt and consented this _____ day of _____, 20__

Bonding Agent Signature

Enclosure

pc: Maintenance Contracts Coordinator
Ministry Solicitor



November 18, 2008

File: 23500-20 Article VI Argo

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B.C
V1S 1W5

Attention: Tom Bone, General Manager

Re: 2003 - 2004 Highway Maintenance Contract: Service Area No.15: Maintenance Agreement as amended, between Her Majesty the Queen in Right of the Province of British Columbia, represented by the Minister of Transportation (the "Province") and Argo Road Maintenance (Thompson) Inc. (the "Contractor")

SCHEDULE "2" ANNUAL ADJUSTMENT PROCESS NOTICE

Pursuant to section 5 of Schedule "2" of the Agreement, the Minister hereby delivers the following schedules to be implemented in the 2003-2004 Highway Maintenance Contract Year 6:

1. the Cost Schedule (Schedule "10");
2. the Quantified Maintenance Services (Schedule "5"); (collectively, the "Schedules")
3. the Annual Adjustment Calculation

The Schedules are revised in accordance with the Annual Adjustment Process and are effective commencing on and including September 22, 2009.

The Adjusted Annual Price for Year 6, as calculated in accordance with the Annual Adjustment Process, is \$12,753,077.16 and that sum may be adjusted during the Contract Year in accordance with Article VI or VII.

Please acknowledge receipt of the Schedules as indicated below and return a copy of this Notice to the attention of the writer on or before November 21st, 2008.

District Manager, Transportation,
Ministry of Transportation & Infrastructure

Acknowledged receipt and consented this 18 day of November 2008

Argo Road Maintenance (Thompson) Inc.
Duly Authorized Signatory

Encl.

- cc: K. Richter, Regional Director
- M. Meek, Mnce. Contracts Co-ordinator, Maintenance Programs, Construction & Maintenance Branch, MoT
- Road & Bridge Financial Analyst, HQ Finance & Admin Branch, MoT (when contractor signed)
- St. Paul Guarantee Insurance Co., Bonding Company
- M. D'Archangelo, Ministry Solicitor, Legal Services Branch, Attorney General

**Ministry of
Transportation
&
Infrastructure**

Southern Interior Region

Mailing/Site Address
Thompson Nicola District
#127-447 Columbia St.
Kamloops, BC V2C 2T3

Tel: (250)828-4002
Fax: (250)371-3848

Web Address
www.gov.bc.ca/tran

SA15 Year 5 Annual Adjustment Price Calculation (Preparation for Year 6)

Price Index Adjustment Factor Calculation

| Index | 2006 | 2007 | % Change | % Weighting | Inflation |
|----------------|---------|--------|----------|-------------|-----------|
| Labour Index | 112.78 | 116.81 | 3.57% | 40.0% | 1.4293% |
| Fuel Index | 230.25 | 239.92 | 4.20% | 5.0% | 0.2100% |
| Residual Index | 139.875 | 157.65 | 12.71% | 27.5% | 3.4946% |

Price Index Adjustment Factor 5.1340%

Adjust Annual Price Calculation

| | | | |
|---|---|----|---|
| A | Annual Price for Immediately Preceding Contract Year | \$ | 12,104,605.86 |
| B | Less: Insurer Premium Quote (Yr5) | | s17,s21 |
| C | Changes to the Highways Adjustment Factor (Article 6) | | 1.00240 |
| D | Changes to Maintenance Services Adjustment Factor (Article 7) | | 1.00000 |
| E | 1 + Price Index Adjustment Factor | | 1.05134 |
| F | Add Back: Insurer Premium Quote (Yr5) | | |
| G | Adjusted Annual Price Sub-Total (A-B)*(C*D*E)+F | | |
| H | New Insurance Premium Quote (Yr6) | \$ | s17,s21 |
| I | Plus/Minus: Insurance Premium Adjust Factor (H-F) | \$ | |
| J | Plus/Minus: 80% of difference (I * .80) | | |
| K | Annual Adjusted Price for Year 6 (G + J) | \$ | 12,753,077.16 |

Contract Year 6 Service Area 15 Instruction #
 Start Date 22-Sep-08 End Date 21-Sep-09 Days in Year 365

Total Contract Days 365

Winter Period 1 15-Oct-08 to 28-Feb-09 137 days / year
 Winter Period 2 1-Mar-09 to 15-Mar-09 15 days / year

Total Contract Winter Days 152

Summer Period 1 22-Sep-08 to 14-Oct-08 23 days / year
 Summer Period 2 16-Mar-09 to 21-Sep-09 190 days / year

Total Contract Summer Days 213

Original Daily Cost: \$34,939.94

| Summer Class | Summer Yearly Rate / Lane Km | Summer Daily Rate / Lane Km |
|--------------|------------------------------|-----------------------------|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | s17, s21 | |
| 6 | | |
| 7 | | |
| 8 | | |

| Winter Class | Winter Yearly Rate / Lane Km | Winter Daily Rate / Lane Km |
|--------------|------------------------------|-----------------------------|
| A | | |
| B | | |
| C | | |
| D | s17, s21 | |
| E | | |
| F | | |

| ITEM | Daily Rate | Units |
|---------------------|------------|-------|
| Rest Area - Class A | | each |
| Rest Area - Class B | | each |
| Rest Area - Class C | | each |

s17, s21

Bridge Deck

sq. meter

Quantified Maintenance Services

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|---|---|-----------------|-----------------|------------------------|------------|-------|
| Pavement Patching and Crack Sealing | Overlay Patch (isolated) | 100J | m2 | 0 | | |
| | Replacement Patch (isolated) | 100K | m2 | 0 | | |
| | Hot-in-place Patch | 100L | m2 | 0 | | |
| | Overlay Patch | 100M | m2 | 61,803 | | |
| | Replacement Patch | 100N | m2 | 5,032 | | |
| | Spray Patch | 100P | m2 | 3,523 | | |
| | Spray Patch (isolated) | 100Q | m2 | 0 | | |
| | crack sealing | 100R | lin m | 18,818 | | |
| Highway Surface Treatment | surface treatment | 110M | m2 | 14,696 | | |
| | surface treatment (isolated) | 110N | m2 | 0 | | |
| Gravel Surface Grading and Re-shaping | gravel surface Grading (Re-shape) | 130P | rd km | 834 | | |
| | gravel surface grading | 130Q | rd km | 1,570 | | |
| Dust Control and Base Stabilization | base sabilization | 140M | rd km | 130 | | |
| | dust control (initial yearly application) | 140P | rd km | 110 | | |
| Highway Surface and Shoulder Gravelling | gravelling - crush (isolated) | 150K | m3 | 0 | | |
| | gravelling - pit run (isolated) | 150L | m3 | 0 | | |
| | gravelling - crush | 150M | m3 | 26,171 | | |
| | graveling - pit run | 150N | m3 | 16,103 | | |
| | Shoulder gravelling (isolated) | 150P | m3 | 0 | | |
| | Shoulder gravelling | 150R | m3 | 504 | | |
| Highway Shoulder Maintenance | Shoulder grading | 160P | sh.km. | 805 | | |
| Road Base Maintenance | road base repair | 170P | m3 | 150 | | |
| Curb, Island and Barrier Maintenance | roadside concrete barriers | 220M | ea | 10 | | |
| | Median concrete barriers | 220N | ea | 10 | | |
| | machine-laid asphalt curb | 220P | lin m | 150 | | |
| | machine-laid concrete curb | 220R | lin m | 35 | | |
| Ditch and Watercourse Maintenance | ditch construction (new) | 250M | lin m | 2,517 | | |
| | ditch maintenance (machine) | 250P | lin m | 25,165 | | |
| | grader ditching | 250Q | lin m | 4,531 | | |
| Drainage Appliance Maintenance | catch basin (metal) | 260K | ea | 4 | | |
| | catch basin (concrete) | 260L | ea | 0 | | |
| | culvert/Flume install (to 400mm) | 260M | lin m | 161 | | |
| | culvert/Flume install (401mm to 600mm) | 260N | lin m | 60 | | |
| | culvert/flume install (601mm to 1200mm) | 260P | lin m | 10 | | |
| | culvert/Flume install (1201mm to 3000mm) | 260R | lin m | 0 | | |
| | Rip rap Instal (>50kg size) | | m3 | 100 | | |
| Roadside Vegetation Control | mowing (machine) | 350K | ssk | 2,090 | | |
| | mowing (hand cutting) | 350L | m2 | 652 | | |
| | brushing (machine) | 350M | sh km | 144 | | |
| | brushing (hand cutting) | 350N | m2 | 9,058 | | |
| | Danger Tree removal | 350P | ea | 20 | | |
| | overhead brushing | 350R | sh km | 0 | | |
| Roadside Fence Maintenance | chain link (Schedule 1 & 2) | 400P | lin m | 0 | | |
| | barbed wire (Schedule 1 & 2) | 400Q | lin m | 0 | | |
| | page wire (Schedule 1 & 2) | 400R | lin m | 0 | | |

s17, s21

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|--------------------------------------|---|---------------------------------|-----------------|------------------------|--------------------|-----------------------|
| Sign System Maintenance | delineators | 440K | ea | 10 | | |
| | Sign System install (2 post > 3.2 m2) | 440L | ea | 12 | | |
| | Sign System install (1 post) | 440M | ea | 100 | | |
| | Sign System install (2 post < 3.2 m2) | 440N | ea | 2 | | |
| | Sign (to 1 m2) | 440P | ea | 50 | | |
| | Sign (1 m2 to 3.2 m2) | 440Q | ea | 5 | | |
| | Sign (> 3.2 m2) | 440R | ea | 2 | | |
| | Sign Face Overlay (to 1 m2) | 445P | ea | 0 | | |
| | Sign Face Overlay (1 m2 to 3.2 m2) | 445Q | ea | 0 | | |
| | Sign Face Overlay (> 3.2 m2) | 445R | ea | 0 | | |
| | Bridge Deck Maintenance | timber Re-decking (Minor) | 500M | m2 | 570 | |
| timber Re-decking (Major) | | 500N | m2 | 247 | | |
| linseed oil/mineral spirit treatment | | 500O | m2 | 7,382 | | |
| concrete Deck repair | | 500P | m2 | 282 | | |
| timber Deck replacement | | 500Q | m2 | 201 | | |
| concrete Deck crack sealing | | 500R | lin m | 1,002 | | |
| Bridge Joint Maintenance | | Bridge Joint Armour replacement | 530M | lin m | 120 | |
| | Bridge Joint seal replacement | 530P | cm2 | 53,761 | | |
| Minor Painting of Bridge Structures | steel surface painting | 570P | m2 | 100 | | |
| | steel rail painting | 570Q | lin m | 50 | | |
| | timber rail painting | 570R | lin m | 446 | | |
| Concrete Structure Maintenance | concrete repair | 600P | m2 | 30 | | |
| | epoxy injection | 600Q | cm3 | 3,119 | | |
| Timber Truss Bridge Maintenance | timber Truss member replacement | 620P | ea | 2 | | |
| | timber Truss Rods (drop/replace) | 620Q | ea | 1 | | |
| Timber and Log Structure Maintenance | timber Stringer replacement | 650P | ea | 10 | | |
| | log replacement (stringer/brow log/needle beam) | 650Q | ea | 0 | | |
| | timber Cap replacement | 650R | ea | 1 | | |
| Retaining Structure Maintenance | retaining structure component replacement | 660P | m2 | 14 | | |
| | Provisional Sum | | PS | 0 | | |
| Roadside Fence Maintenance | Specialty Fences | 400M | | | | |
| Bridge Bearing Maintenance | Bridge Bearing replacement | 540P | | | | |
| Bridge Piling Maintenance | Bridge Pile replacement | 640M | | | | |
| <u>Landscape Maintenance</u> | | | | | | |
| Landscape Maintenance | Landscape Maintenance | | | | | |
| TOTAL VALUE | | | | 262,485 | \$62,869.87 | \$4,163,548.37 |

s17, s21

October 1, 2008

Instruction #4 (Article 7)
Service Area No. 15

To: **Argo Road Maintenance (Thompson) Inc.**
1655 Lucky Strike Place
Kamloops BC
V1S 1W5

Re: Maintenance Agreement (the "Agreement"), dated **September 22nd, 2003**,
and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH
COLUMBIA, represented by the Minister of Transportation and Infrastructure
("the Province")

OF THE FIRST PART

and:

Argo Road Maintenance (Thompson) Inc., a body corporate, incorporated
under the laws of the Province of British Columbia under Certificate of
Incorporation No. **494387** having its registered office at **700-275 Landsdowne
Street, Kamloops, British Columbia, V2C 6H6** (the "Contractor")

OF THE SECOND PART

NOTICE

1.01 Pursuant to section 7.2 of the Agreement the following changes to the
Agreement, specifically Schedule 21 – Maintenance Services, **become effective
immediately:**

Chapter 7-790 – Snow Avalanche Response – Section 2.1 (a) listed the Snow
Avalanche Manuals to be followed.

ADJUSTMENT CALCULATIONS

Nil cost impact.

CONTRACT ADJUSTMENTS

Nil Cost Impact.

Dated this 2nd day of October, 2008



Sherry Eland
District Manager, Transportation
Thompson-Nicola District
Duly authorized representative
Of the Minister of Transportation and Infrastructure

pc: **St. Paul Guarantee Insurance Company**
HQ, Maintenance Contracts Coordinator, Maintenance Programs
Ministry Solicitor



RECEIVED
OCT 06 2008

Ministry of Transportation
Highways Department
Headquarters

October 1, 2008

To: St. Paul Guarantee Insurance Company
Suite 2500 – 650 W Georgia St
PO Box 11542
Vancouver BC V6B 4N7

Re: Performance Bond No. **97502870**
Labour and Material Payment Bond No. **97502870**
In respect of:

Maintenance Agreement (the "Agreement") dated **September 22nd, 2003** and as amended, between Her Majesty The Queen In Right Of The Province Of British Columbia, represented by the Minister of Transportation and Infrastructure and **Argo Road Maintenance (Thompson) Inc.**, (Incorporation No. **494387**).

Take notice that pursuant to Article 7 of the Agreement, the changes described in the attached instruction are to become effective **immediately**.

Within ten days, please acknowledge receipt and consent of this instruction by signing the enclosed duplicate copy of this letter and returning it to the undersigned at the address given above.

Dated this 2nd day of October, 2008

Sherry Eland
District Manager, Transportation
Thompson-Nicola District
Duly authorized representative of the Minister
of Transportation and Infrastructure

Acknowledged receipt and consented this _____ day of _____, 20__

Bonding Agent Signature

Enclosure

pc: Maintenance Contracts Coordinator
Ministry Solicitor

B.C. MINISTRY OF TRANSPORTATION

Maintenance Specification Chapter 7-790

SNOW AVALANCHE RESPONSE

1. OBJECTIVE

To safeguard Highway Users against avalanches and to minimize road closures.

2. GENERAL PERFORMANCE SPECIFICATIONS

Routine Maintenance Services

The Contractor must:

- a) respond to snow avalanches in accordance with the following Ministry of Transportation Snow Avalanche Manual:
 - i) Snow Avalanche Safety Measures for Highways Manual;
- b) consider the following while planning and carrying out work:
 - ii) the safety of Highway Users who travel through or within designated avalanche hazard areas; and
 - iii) the minimization of avalanche related road closures;
- c) ensure that operational personnel working within a designated avalanche area have complete and current training in and awareness of snow avalanche response procedures including the following:
 - i) One Day Avalanche Safety Training;
 - ii) Search and Rescue Procedures;
 - iii) Explosive Spill Plan;
 - iv) Avalanche Personnel Check-in Procedures;
 - v) Mock Rescue Practice; and
 - vi) Familiarity of Avalanche Terrain within Service Area.

Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3. DETAILED PERFORMANCE SPECIFICATIONS

Routine Maintenance Services

The Contractor must:

- a) provide effective and efficient response and services in the event of a snow avalanche directly or indirectly effecting Highways, by supplying an adequate quantity and quality of equipment, and trained individuals;
- b) maintain and replace lost or stolen avalanche safety equipment supplied by the Ministry, unless otherwise specified in writing by the Province and as defined in the following:
 - i) Snow Avalanche Safety Measures for Highways Manual;
 - ii) Instructions on Weather Observations Manual; and
 - iii) Sign Manuals.
- c) comply with Highway maintenance restrictions as per the Five Level Avalanche forecasts and specific operational procedures, as provided by the local avalanche technicians;
- d) notify local Ministry avalanche personnel of any significant avalanche occurrences either above or on the Highway and report any changes in weather conditions associated with rising avalanche hazard conditions;
- e) ensure vehicle access to snow avalanche facilities, including but not limited to Gun Platforms, Rescue Caches and Explosive Magazines;
- f) ensure access to and relocate avalanche gates as required;
- g) remove avalanche Debris and snow from the Highway including Debris from any adjacent avalanche catchment areas and static avalanche defence structures;

- h) initiate as required and participate in snow avalanche search and rescue efforts to recover vehicles and/or Highway Users buried in a snow avalanche; and
- i) in the event of an avalanche, provide traffic control in accordance with the Maintenance Specification for *Highway Traffic Control*; and notify the Province and establish Highway closures as required to ensure the safety of Highway Users.

3.1.1 Performance Time Frames

The Contractor must:

- a) immediately, from the time an avalanche is detected by or reported to the Contractor, inform the Province and provide traffic control when required;
- b) respond to snow avalanche conditions within the maximum response times shown on the table below:

| Condition | Maximum Response Time |
|---|---|
| (i) initiate Avalanche Search and Rescue Plan (as necessary), and prepare for and participate in search and rescue effort | immediately |
| (ii) provide access to avalanche gates and vehicle access to snow avalanche facilities | 30 minutes, from the time notified by Ministry Snow Avalanche Technician |
| (iii) start clearing snow avalanche deposits from the Highway | immediately, on approval from the Ministry Snow Avalanche Technician |
| (iv) start with intent to completely remove clearing adjacent catchment areas and snow avalanche safety structures | within 24 hours, from time approval is obtained from the Ministry Snow Avalanche Technician |

3.2 Quantified Maintenance Services

Not applicable to this Maintenance Specification.

3.3 Materials

The Contractor must supply materials and equipment necessary to support avalanche safety measures.

4. WARRANTY

Not applicable to this Maintenance Specification.



File: 23500-20
November 5, 2008

**INSTRUCTION #15-601 (ARTICLE 6)
SERVICE AREA # 15**

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B.C
V1S 1W5

Attention: Tom Bone, General Manager

Re: Maintenance Agreement (the "Agreement") dated for reference September 22, 2003, and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Ministry of Transportation (the "Province")

OF THE FIRST PART

and:

ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 494387 and having its registered office at 700 – 275 Landsdowne Street, Kamloops, B.C. V2C 6H6 (the "Contractor")

OF THE SECOND PART.

NOTICE

1.01 Pursuant to section 6.1 of the Agreement the following additions, deletions, and changes in classification of Highways within the Service Area under the Agreement will become effective November 5, 2008:

1. Add 2.628 Lane Kilometers, Class 6D, Rue Cheval Noir # 4152 (Tobiano).
2. Add 0.802 Lane Kilometers, Class 6D, Cavesson Way #1133 (Tobiano).

.../2

ADJUSTMENT CALCULATIONS

| | | |
|------|--|-------------|
| 2.01 | Daily Cost as at commencement date of the current contract year | \$34,939.94 |
| 2.02 | Net changes in daily cost as a result of this instruction | |
| 2.03 | Percentage change in daily cost as a result of this instruction | |
| 2.04 | Cumulative changes from effective date prior to this instruction for the current contract year | s17, s21 |
| 2.05 | Cumulative net percentage change in Daily Cost, from commencement of the current contract year, up to and including the effective date of this instruction | |

CONTRACT PRICE ADJUSTMENTS

- 3.01 The cumulative net change in Daily cost from that described in section 2.05 above is less than 2% positive or negative and as such no adjustment will be made to the fees payable under the Agreement, and no Revised Daily Cost will be calculated.
- 3.02 A copy of the calculations described in Section 6.4 of the Agreement is enclosed with this notification.

Dated this 5th day of November, 2008.



District Operations Manager (or DMT)
duly authorized representative of
the Minister of Transportation & Infrastructure

cc: Mtnce Contracts Co-ordinator, Mtnce Programs, Const & Mtnce Branch. MoT, Attn: Monique Meek
Ministry Solicitor, Legal Services Branch, Attorney General, Attn: Maria D'Archangelo
St. Paul Guarantee Insurance Co.

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q |
|----|---------------------|------|-----------------|-----------|------------------------------|-----------------------------|--------------|-----------|-----|----------------|------------------------|----------|----------|------------------------|----------|----------|----------|
| 1 | Contract Year | | 8 | | | | Service Area | 15 | | Instruction # | 15-601 | | | | | | |
| 2 | | | | | | | | | | | | | | | | | |
| 3 | | | Start Date | 22-Sep-08 | End Date | 21-Sep-09 | | | | Effective Date | 05-Nov-08 | | | | | | |
| 4 | | | | | | | | | | | | | | | | | |
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| 6 | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | |
| 8 | | | Winter Period 1 | 15-Oct-08 | to | 28-Feb-09 | | | 137 | days / year | | | | | | | |
| 9 | | | Winter Period 2 | 01-Mar-09 | to | 15-Mar-09 | | | 15 | days / year | | | | | | | |
| 10 | | | | | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | | | | |
| 12 | | | Summer Period 1 | 22-Sep-08 | to | 14-Oct-08 | | | 23 | days / year | | | | | | | |
| 13 | | | Summer Period 2 | 16-Mar-09 | to | 21-Sep-09 | | | 160 | days / year | | | | | | | |
| 14 | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | |
| 17 | | | | | | | | | | | | | | | | | |
| 18 | | | Summer Class | | Summer Yearly Rate / Lane Km | Summer Daily Rate / Lane Km | | | | | | | | | | | |
| 19 | | | 1 | | | | | | | | | | | | | | |
| 20 | | | 2 | | | | | | | | | | | | | | |
| 21 | | | 3 | | | | | | | | | | | | | | |
| 22 | | | 4 | | s17, s21 | | | | | | | | | | | | |
| 23 | | | 5 | | | | | | | | | | | | | | |
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| 32 | | | | | | ITEM | | | | Daily Rate | | | | | | | |
| 33 | | | | | | Rest Area - Class | A | | | | | | | | | | |
| 34 | | | | | | Rest Area - Class | B | | | | | | | | | | |
| 35 | | | | | | Rest Area - Class | C | | | | | | | | | | |
| 36 | | | | | | | | | | s17, s21 | | | | | | | |
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| 42 | INSTRUCTION DETAILS | | | | | | | | | | Instruction Daily Cost | | | Instruction Daily Cost | | | |
| 43 | Type | Hwy | Road | | Item | Class-Old | Class-New | Amount | | | | Old Cost | New Cost | Net Cost | Old Cost | New Cost | Net Cost |
| 44 | | | | | | | | | | | | | | | | | |
| 45 | | | | | | | | | | | | | | | | | |
| 46 | Add | 4152 | Rue Cheval Nok | | Hwy | | 6 D | 2.6280 LK | | | | | | | | | |
| 47 | Add | 1133 | Cavesson Way | | Hwy | | 6 D | D.8020 LK | | | | | | | | | |
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| 92 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 93 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 94 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 95 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 96 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 97 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
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| 101 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 102 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 103 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 104 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 105 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
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TOTAL CHANGES IN NET COST FOR THIS INSTRUCTION

s17, s21

s17, s21

s17, s21



November 5, 2008
Re: Instruction #15-601 (Article 6)

To: St. Paul Guarantee Insurance Company
Suite 2500 – 650 W Georgia St
PO Box 11542
Vancouver BC V6B 4N7

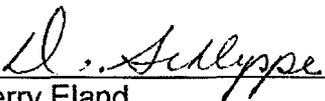
Re: Performance Bond No. 97502870
Labour and Material Payment Bond No. 97502870
In respect of:

Maintenance Agreement (the "Agreement") dated September 22nd, 2003 and as amended, between Her Majesty The Queen In Right Of The Province Of British Columbia, represented by the Minister of Transportation and Infrastructure and Argo Road Maintenance (Thompson) Inc., (Incorporation No. 494387).

Take notice that pursuant to Article VI of the Agreement, the changes described in the attached instruction are to become effective November 5, 2008.

Within ten days, please acknowledge receipt and consent of this instruction by signing the enclosed duplicate copy of this letter and returning it to the undersigned at the address given below.

Dated this 5th day of October, 2009


Sherry Eland
District Manager, Transportation
Thompson-Nicola District
Duly authorized representative of the Minister
of Transportation and Infrastructure

St. Paul Guarantee Insurance Company
November 5, 2008
Page 2

Acknowledged receipt and consented this _____ day of _____, 2009

Bonding Agent Signature

Enclosure

pc: Maintenance Contracts Coordinator
Ministry Solicitor



File: 23500-20
September 14, 2009

**INSTRUCTION #15-602 (ARTICLE 6)
SERVICE AREA # 15**

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B.C
V1S 1W5

Attention: Tom Bone, General Manager

Re: Maintenance Agreement (the "Agreement") dated for reference September 22, 2003, and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Ministry of Transportation (the "Province")

OF THE FIRST PART

and:

ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 494387 and having its registered office at 700 – 275 Landsdowne Street, Kamloops, B.C. V2C 6H6 (the "Contractor")

OF THE SECOND PART.

NOTICE

1.01 Pursuant to section 6.1 of the Agreement the following additions, deletions, and changes in classification of Highways within the Service Area under the Agreement will become effective September 21, 2009:

1. Delete .508 Lane Kilometers of North Road #3525, Class 6D (Barriere).

.../2

ADJUSTMENT CALCULATIONS

| | | |
|------|--|-------------|
| 2.01 | Daily Cost as at commencement date of the current contract year | \$34,939.94 |
| 2.02 | Net changes in daily cost as a result of this instruction | |
| 2.03 | Percentage change in daily cost as a result of this instruction | |
| 2.04 | Cumulative changes from effective date prior to this instruction for the current contract year | s17, s21 |
| 2.05 | Cumulative net percentage change in Daily Cost, from commencement of the current contract year, up to and including the effective date of this instruction | |

CONTRACT PRICE ADJUSTMENTS

3.01 The cumulative net change in Daily cost from that described in section 2.05 above is less than 2% positive or negative and as such no adjustment will be made to the fees payable under the Agreement, and no Revised Daily Cost will be calculated.

3.02 A copy of the calculations described in Section 6.4 of the Agreement is enclosed with this notification.

Dated this 14th day of September, 2009.



District Operations Manager
duly authorized representative of
the Minister of Transportation & Infrastructure

cc: Mtnce Contracts Co-ordinator, Mtnce Programs, Const & Mtnce Branch. MOT, Attn: Monique Meek
Ministry Solicitor, Legal Services Branch, Attorney General, Attn: Maria D'Archangelo
St. Paul Guarantee Insurance Co.

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | |
|----|---------------------|------|-----------------|------------------------------|-----------------------------|-----------|----------------------------------|--------|-------------|----------------|-----------|--------------------------------------|------------------------------|-----------------------------|----------|------------------------|----------|--|
| 1 | Contract Year 6 | | | | | | Service Area | 15 | | Instruction # | 16-602 | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | |
| 3 | | | Start Date | 22-Sep-08 | | End Date | 21-Sep-09 | | | Effective Date | 21-Sep-09 | | | | | | | |
| 4 | | | | | | | Total Contract Days | | 365 | | | Contract Days Remaining | | 1 | | | | |
| 5 | | | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | |
| 7 | | | Winter Period 1 | 16-Oct-08 | to | 28-Feb-09 | | | 137 | days / year | | Contract Winter Days Remaining | | | | | | |
| 8 | | | Winter Period 2 | 01-Mar-09 | to | 15-Mar-09 | | | 15 | days / year | | Contract Winter Days Remaining | | | | | | |
| 9 | | | | | | | Total Contract Winter Days | | 152 | | | Total Contract Winter Days Remaining | | 0 | | | | |
| 10 | | | | | | | | | | | | | | | | | | |
| 11 | | | Summer Period 1 | 22-Sep-08 | to | 14-Oct-08 | | | 23 | days / year | | Contract Summer Days Remaining | | | | | | |
| 12 | | | Summer Period 2 | 18-Mar-09 | to | 21-Sep-09 | | | 190 | days / year | | Contract Summer Days Remaining | | 1 | | | | |
| 13 | | | | | | | Total Contract Summer Days | | 213 | | | Total Contract Summer Days Remaining | | 1 | | | | |
| 14 | | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | Daily Cost / Revised Daily Cost: | | \$34,939.94 | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | | |
| 17 | | | Summer Class | Summer Yearly Rate / Lane Km | Summer Daily Rate / Lane Km | | | | | | | Winter Class | Winter Yearly Rate / Lane Km | Winter Daily Rate / Lane Km | | | | |
| 18 | | | 1 | | | | | | | | | A | | | | | | |
| 19 | | | 2 | | | | | | | | | B | | | | | | |
| 20 | | | 3 | | | | | | | | | C | | s17, s21 | | | | |
| 21 | | | 4 | | | | | | | | | D | | | | | | |
| 22 | | | 5 | | s17, s21 | | | | | | | E | | | | | | |
| 23 | | | 6 | | | | | | | | | F | | | | | | |
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| 30 | | | | | | | | | | | | | | | | | | |
| 31 | | | | | | | ITEM | | | Daily Rate | | Units | | | | | | |
| 32 | | | | | | | Rest Area - Class | A | | | | each | | | | | | |
| 33 | | | | | | | Rest Area - Class | B | | | | each | | | | | | |
| 34 | | | | | | | Rest Area - Class | C | | | | each | | | | | | |
| 35 | | | | | | | | | | s17, s21 | | | | | | | | |
| 36 | | | | | | | | | | | | | | | | | | |
| 37 | | | | | | | | | | | | | | | | | | |
| 38 | | | | | | | | | | | | | | | | | | |
| 39 | | | | | | | Bridge Deck | | | | | sq. meter | | | | | | |
| 40 | | | | | | | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | | | | | | | |
| 42 | INSTRUCTION DETAILS | | | | | | | | | | | | Instruction Daily Cost | | | Instruction Daily Cost | | |
| 43 | Type | Hwy | Road | | Item | Class-Old | Class-New | Amount | | | | Old Cost | New Cost | Net Cost | Old Cost | New Cost | Net Cost | |
| 44 | | | | | | | | | | | | | | | | | | |
| 45 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 46 | Delete | 3525 | North Road | | Hwy | 6 D | 6 D | 0.5080 | LK | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 47 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 48 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 49 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 50 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 51 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 52 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 53 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 54 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 55 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 56 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 57 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 58 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 59 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 60 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 61 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 62 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 63 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 64 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 65 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 66 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 67 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 68 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 69 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
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| 71 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
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| 73 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
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| 90 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |



September 14, 2009
Instruction #15-602
Service Area #15

To: St. Paul Guarantee Insurance Company
Suite 2500 – 650 W Georgia St
PO Box 11542
Vancouver BC V6B 4N7

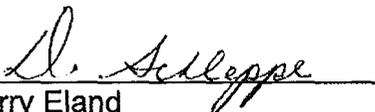
Re: Performance Bond No. 97502870
Labour and Material Payment Bond No. 97502870
In respect of:

Maintenance Agreement (the "Agreement") dated September 22nd, 2003 and as amended, between Her Majesty The Queen In Right Of The Province Of British Columbia, represented by the Minister of Transportation and Infrastructure and Argo Road Maintenance (Thompson) Inc., (Incorporation No. 494387).

Take notice that pursuant to Article VI of the Agreement, the changes described in the attached instruction are to become effective September 21, 2009.

Within ten days, please acknowledge receipt and consent of this instruction by signing the enclosed duplicate copy of this letter and returning it to the undersigned at the address given below.

Dated this 5th day of October, 2009


Sherry Eland
District Manager, Transportation
Thompson-Nicola District
Duly authorized representative of the Minister
Of Transportation and Infrastructure

Ministry of
Transportation &
Infrastructure

Thompson Nicola District

Address:
127-447 Columbia Street
Kamloops, BC V2C 2T3
Telephone: (250) 828-4002
Fax: (250) 371-3848

www.gov.bc.ca/tran

St. Paul Guarantee Insurance Company
September 14, 2009
Page 2

Acknowledged receipt and consented this _____ day of _____, 2009

Bonding Agent Signature

Enclosure

pc: Maintenance Contracts Coordinator
Ministry Solicitor

Ministry of
Transportation &
Infrastructure

Thompson Nicola District

Address:
127-447 Columbia Street
Kamloops, BC V2C 2T3
Telephone: (250) 828-4002
Fax: (250) 371-3848

www.gov.bc.ca/tran



File: 23500-20
September 18, 2009

**INSTRUCTION #15-603 (ARTICLE 6)
SERVICE AREA # 15**

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B.C
V1S 1W5

Attention: Tom Bone, General Manager

Re: Maintenance Agreement (the "Agreement") dated for reference September 22, 2003, and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Ministry of Transportation (the "Province")

OF THE FIRST PART

and:

ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 494387 and having its registered office at 700 – 275 Landsdowne Street, Kamloops, B.C. V2C 6H6 (the "Contractor")

OF THE SECOND PART.

NOTICE

1.01 Pursuant to section 6.1 of the Agreement the following additions, deletions, and changes in classification of Highways within the Service Area under the Agreement will become effective September 18, 2009:

1. Change Road classification of Little Fort Rest Area Road #2929, for its entire length 0.650 lane kilometers, from class 6F to to class 5B.

.../2

ADJUSTMENT CALCULATIONS

| | | |
|------|--|-------------|
| 2.01 | Daily Cost as at commencement date of the current contract year | \$34,939.94 |
| 2.02 | Net changes in daily cost as a result of this instruction | |
| 2.03 | Percentage change in daily cost as a result of this instruction | |
| 2.04 | Cumulative changes from effective date prior to this instruction for the current contract year | s17, s21 |
| 2.05 | Cumulative net percentage change in Daily Cost, from commencement of the current contract year, up to and including the effective date of this instruction | |

CONTRACT PRICE ADJUSTMENTS

3.01 The cumulative net change in Daily cost from that described in section 2.05 above is less than 2% positive or negative and as such no adjustment will be made to the fees payable under the Agreement, and no Revised Daily Cost will be calculated.

3.02 A copy of the calculations described in Section 6.4 of the Agreement is enclosed with this notification.

Dated this 18th day of September, 2009.



District Operations Manager (or DMT)
duly authorized representative of
the Minister of Transportation & Infrastructure

cc: Mtnce Contracts Co-ordinator, Mtnce Programs, Const & Mtnce Branch. MoT, Attn: Monique Meek
Ministry Solicitor, Legal Services Branch, Attorney General, Attn: Maria D'Archangelo
St. Paul Guarantee Insurance Co.

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q |
|----|---------------------|------|----------------------------------|-----------|------|------------------------------|----------------------------|-----------|-------------|----------------|--|--------------------------------------|----------|---|----------|-----------------------------|---|
| 1 | Contract Year 6 | | | | | | Service Area | 15 | | Instruction # | 15-603 | | | | | | |
| 2 | | | | | | | | | | | | | | | | | |
| 3 | | | Start Date | 22-Sep-08 | | End Date | 21-Sep-09 | | | Effective Date | 18-Sep-09 | | | | | | |
| 4 | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | Total Contract Days | | 365 | | | Contract Days Remaining | | | 4 | | |
| 6 | | | | | | | | | | | | | | | | | |
| 7 | | | Winter Period 1 | 15-Oct-08 | to | 28-Feb-09 | | 137 | days / year | | | Contract Winter Days Remaining | | | | | |
| 8 | | | Winter Period 2 | 01-Mar-09 | to | 15-Mar-09 | | 15 | days / year | | | Contract Winter Days Remaining | | | | | |
| 9 | | | | | | | Total Contract Winter Days | | 162 | | | Total Contract Winter Days Remaining | | | 0 | | |
| 10 | | | | | | | | | | | | | | | | | |
| 11 | | | Summer Period 1 | 22-Sep-08 | to | 14-Oct-08 | | 23 | days / year | | | Contract Summer Days Remaining | | | | | |
| 12 | | | Summer Period 2 | 18-Mar-09 | to | 21-Sep-09 | | 190 | days / year | | | Contract Summer Days Remaining | | | 4 | | |
| 13 | | | | | | | Total Contract Summer Days | | 213 | | | Total Contract Summer Days Remaining | | | 4 | | |
| 14 | | | | | | | | | | | | | | | | | |
| 15 | | | Daily Cost / Revised Daily Cost: | | | | \$34,939.94 | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | |
| 17 | | | Summer Class | | | Summer Yearly Rate / Lane Km | | | | | | Winter Class | | Winter Yearly Rate / Lane Km | | Winter Daily Rate / Lane Km | |
| 18 | | | 1 | | | | | | | | | A | | | | | |
| 19 | | | 2 | | | | | | | | | B | | | | | |
| 20 | | | 3 | | | | | | | | | C | | | | | |
| 21 | | | 4 | | | | | | | | | D | | s17, s21 | | | |
| 22 | | | 5 | | | s17, s21 | | | | | | E | | | | | |
| 23 | | | 6 | | | | | | | | | F | | | | | |
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| 31 | | | | | | ITEM | | | Daily Rate | | | Units | | | | | |
| 32 | | | | | | Rest Area - Class | A | | | | | each | | | | | |
| 33 | | | | | | Rest Area - Class | B | | | | | each | | | | | |
| 34 | | | | | | Rest Area - Class | C | | | | | each | | | | | |
| 35 | | | | | | | | | | | | | | | | | |
| 36 | | | | | | | | | s17, s21 | | | | | | | | |
| 37 | | | | | | | | | | | | | | | | | |
| 38 | | | | | | | | | | | | | | | | | |
| 39 | | | | | | Bridge Deck | | | | | | sq. meter | | | | | |
| 40 | | | | | | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | | | | | | |
| 42 | INSTRUCTION DETAILS | | | | | | | | | | Instruction Daily Cost From Effective Date | | | Instruction Daily Cost From Term Start Date | | | |
| 43 | Type | Hwy | Road | | Item | Class-Old | Class-New | Amount | | Old Cost | New Cost | Net Cost | Old Cost | New Cost | Net Cost | | |
| 44 | | | | | | | | | | | | | | | | | |
| 45 | Modify | 2929 | Little Fort Rest Area Road | | Hwy | 6 F | 5 B | 0.6500 LK | | | | | | | | s17, s21 | |
| 46 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | |
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TOTAL CHANGES IN NET COST FOR THIS INSTRUCTION

s17, s21

s17, s21

s17, s21



September 18, 2009
Re: Instruction #15-603 (Article 6)

To: St. Paul Guarantee Insurance Company
Suite 2500 – 650 W Georgia St
PO Box 11542
Vancouver BC V6B 4N7

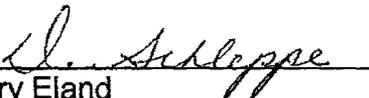
Re: Performance Bond No. 97502870
Labour and Material Payment Bond No. 97502870
In respect of:

Maintenance Agreement (the "Agreement") dated September 22nd, 2003 and as amended, between Her Majesty The Queen In Right Of The Province Of British Columbia, represented by the Minister of Transportation and Infrastructure and Argo Road Maintenance (Thompson) Inc., (Incorporation No. 494387).

Take notice that pursuant to Article VI of the Agreement, the changes described in the attached instruction are to become effective September 18, 2009.

Within ten days, please acknowledge receipt and consent of this instruction by signing the enclosed duplicate copy of this letter and returning it to the undersigned at the address given below.

Dated this 5th day of October, 2009


A> Sherry Eland
District Manager, Transportation
Thompson-Nicola District
Duly authorized representative of the Minister
of Transportation and Infrastructure

Ministry of
Transportation &
Infrastructure

Thompson Nicola District

Address:
127-447 Columbia Street
Kamloops, BC V2C 2T3
Telephone: (250) 828-4002
Fax: (250) 371-3848

www.gov.bc.ca/tran

St. Paul Guarantee Insurance Company
September 18, 2009
Page 2

Acknowledged receipt and consented this _____ day of _____, 2009

Bonding Agent Signature

Enclosure

pc: Maintenance Contracts Coordinator
Ministry Solicitor

Ministry of
Transportation &
Infrastructure

Thompson Nicola District

Address:
127-447 Columbia Street
Kamloops, BC V2C 2T3
Telephone: (250) 828-4002
Fax: (250) 371-3848

www.gov.bc.ca/tran



September 22, 2009
Annual Adjustment Year 7
File: 3500-20 Article VI Argo

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B.C
V1S 1W5

Attention: Tom Bone, General Manager

Re: 2009- 2010 Highway Maintenance Contract: Service Area No.15: Maintenance Agreement as amended, between Her Majesty the Queen in Right of the Province of British Columbia, represented by the Minister of Transportation (the "Province") and Argo Road Maintenance (Thompson) Inc. (the "Contractor")

SCHEDULE "2" ANNUAL ADJUSTMENT PROCESS NOTICE

Pursuant to section 5 of Schedule "2" of the Agreement, the Minister hereby delivers the following schedules to be implemented in the 2009-2010 Highway Maintenance Contract Year 7:

1. the Cost Schedule (Schedule "10");
2. the Quantified Maintenance Services (Schedule "5"); (collectively, the "Schedules")
3. the Annual Adjustment Calculation

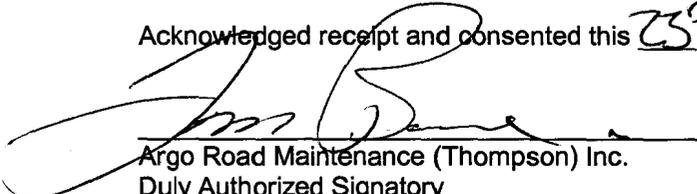
The Schedules are revised in accordance with the Annual Adjustment Process and are effective commencing on and including September 22, 2009.

The Adjusted Annual Price for Year 7, as calculated in accordance with the Annual Adjustment Process, is \$13,318,802.22 and that sum may be adjusted during the Contract Year in accordance with Article VI or VII.

Please acknowledge receipt of the Schedules as indicated below and return a copy of this Notice to the attention of the writer on or before October 31, 2009.


Sherry Eland, District Manager Transportation
Ministry of Transportation & Infrastructure

Acknowledged receipt and consented this 25th day of October, 2009


Argo Road Maintenance (Thompson) Inc.
Duly Authorized Signatory

cc: K. Richter, Regional Director
M. Meek, Mtnce. Contracts Co-ordinator, Maintenance Programs, Construction & Maintenance Branch, MoT
The Guarantee Company of North America, Bonding Company
M. D'Archangelo, Ministry Solicitor, Legal Services Branch, Attorney General

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002

SA15 Year 6 Annual Adjustment Price Calculation (Preparation for Year 7)

Price Index Adjustment Factor Calculation

| Index | 2007 | 2008 | % Change | % Weighting | Inflation |
|----------------|--------|--------|----------|-------------|-----------|
| Labour Index | 115.6 | 119.92 | 3.74% | 40.0% | 1.4948% |
| Fuel Index | 239.92 | 317.52 | 32.34% | 5.0% | 1.6172% |
| Residual Index | 146.7 | 159.55 | 8.76% | 27.5% | 2.4088% |

Price Index Adjustment Factor 5.5208%

Adjust Annual Price Calculation

| | | | |
|---|---|-----------|----------------------|
| A | Annual Price for Immediately Preceding Contract Year | \$ | 12,753,077.16 |
| B | Less: Insurer Premium Quote (Yr6) | | s17, s21 |
| C | Changes to the Highways Adjustment Factor (Article 6) | | 1.00047 |
| D | Changes to Maintenance Services Adjustment Factor (Article 7) | | 1.00000 |
| E | 1 + Price Index Adjustment Factor | | 1.05521 |
| F | Add Back: Insurer Premium Quote (Yr6) | | |
| G | Adjusted Annual Price Sub-Total (A-B)*(C*D*E)+F | | |
| H | New Insurance Premium Quote (Yr7) | \$ | s17, s21 |
| I | Plus/Minus: Insurance Premium Adjust Factor (H-F) | \$ | |
| J | Plus/Minus: 80% of difference (I * .80) | | |
| K | Annual Adjusted Price for Year 7 (G + J) | \$ | 13,318,802.22 |

Contract Year 7

Service Area 15

Instruction #

Start Date 22-Sep-09

End Date 21-Sep-10

Days in Year 365

Total Contract Days 365

Winter Period 1 15-Oct-09 to 28-Feb-10 137 days / year

Winter Period 2 1-Mar-10 to 15-Mar-10 15 days / year

Total Contract Winter Days 152

Summer Period 1 22-Sep-09 to 14-Oct-09 23 days / year

Summer Period 2 16-Mar-10 to 21-Sep-10 190 days / year

Total Contract Summer Days 213

Original Daily Cost: \$36,489.87

| Summer Class | Summer Yearly Rate / Lane Km | Summer Daily Rate / Lane Km | Winter Class | Winter Yearly Rate / Lane Km | Winter Daily Rate / Lane Km |
|--------------|------------------------------|-----------------------------|--------------|------------------------------|-----------------------------|
| 1 | | | A | | |
| 2 | | | B | | |
| 3 | | | C | | |
| 4 | | | D | s17, s21 | |
| 5 | s17, s21 | | E | | |
| 6 | | | F | | |
| 7 | | | | | |
| 8 | | | | | |

| ITEM | Daily Rate | Units |
|---------------------|------------|-------|
| Rest Area - Class A | | each |
| Rest Area - Class B | | each |
| Rest Area - Class C | | each |

s17, s21

Bridge Deck

sq. meter

Quantified Maintenance Services

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|---|---|-----------------|-----------------|------------------------|------------|-------|
| Pavement Patching and Crack Sealing | Overlay Patch (isolated) | 100J | m2 | 0 | | |
| | Replacement Patch (isolated) | 100K | m2 | 0 | | |
| | Hot-in-place Patch | 100L | m2 | 0 | | |
| | Overlay Patch | 100M | m2 | 61,832 | | |
| | Replacement Patch | 100N | m2 | 5,034 | | |
| | Spray Patch | 100P | m2 | 3,525 | | |
| | Spray Patch (isolated) | 100Q | m2 | 0 | | |
| | crack sealing | 100R | lin m | 18,827 | | |
| Highway Surface Treatment | surface treatment | 110M | m2 | 14,703 | | |
| | surface treatment (isolated) | 110N | m2 | 0 | | |
| Gravel Surface Grading and Re-shaping | gravel surface Grading (Re-shape) | 130P | rd km | 834 | | |
| | gravel surface grading | 130Q | rd km | 1,571 | | |
| Dust Control and Base Stabilization | base sabilization | 140M | rd km | 130 | | |
| | dust control (initial yearly application) | 140P | rd km | 110 | | |
| Highway Surface and Shoulder Gravelling | gravelling - crush (isolated) | 150K | m3 | 0 | | |
| | gravelling - pit run (isolated) | 150L | m3 | 0 | | |
| | gravelling – crush | 150M | m3 | 26,183 | | |
| | graveling - pit run | 150N | m3 | 16,111 | | |
| | Shoulder gravelling (isolated) | 150P | m3 | 0 | | |
| | Shoulder gravelling | 150R | m3 | 504 | | |
| Highway Shoulder Maintenance | Shoulder grading | 160P | sh.km. | 805 | | |
| Road Base Maintenance | road base repair | 170P | m3 | 150 | | |
| Curb, Island and Barrier Maintenance | roadside concrete barriers | 220M | ea | 10 | | |
| | Median concrete barriers | 220N | ea | 10 | | |
| | machine-laid asphalt curb | 220P | lin m | 150 | | |
| | machine-laid concrete curb | 220R | lin m | 35 | | |
| Ditch and Watercourse Maintenance | ditch construction (new) | 250M | lin m | 2,518 | | |
| | ditch maintenance (machine) | 250P | lin m | 25,177 | | |
| | grader ditching | 250Q | lin m | 4,533 | | |
| Drainage Appliance Maintenance | catch basin (metal) | 260K | ea | 4 | | |
| | catch basin (concrete) | 260L | ea | 0 | | |
| | culvert/Flume install (to 400mm) | 260M | lin m | 161 | | |
| | culvert/Flume install (401mm to 600mm) | 260N | lin m | 60 | | |
| | culvert/flume install (601mm to 1200mm) | 260P | lin m | 10 | | |
| | culvert/Flume install (1201mm to 3000mm) | 260R | lin m | 0 | | |
| | Rip rap Instal (>50kg size) | | m3 | 100 | | |
| Roadside Vegetation Control | mowing (machine) | 350K | ssk | 2,091 | | |
| | mowing (hand cutting) | 350L | m2 | 652 | | |
| | brushing (machine) | 350M | sh km | 144 | | |
| | brushing (hand cutting) | 350N | m2 | 9,062 | | |
| | Danger Tree removal | 350P | ea | 20 | | |
| | overhead brushing | 350R | sh km | 0 | | |
| Roadside Fence Maintenance | chain link (Schedule 1 & 2) | 400P | lin m | 0 | | |
| | barbed wire (Schedule 1 & 2) | 400Q | lin m | 0 | | |
| | page wire (Schedule 1 & 2) | 400R | lin m | 0 | | |

s17, s21

SCHEDULE "5"

Contract Year 7

Quantified Maintenance Services

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|--------------------------------------|---|-----------------|-----------------|------------------------|--------------------|-----------------------|
| Sign System Maintenance | delineators | 440K | ea | 10 | | |
| | Sign System install (2 post > 3.2 m2) | 440L | ea | 12 | | |
| | Sign System install (1 post) | 440M | ea | 100 | | |
| | Sign System install (2 post < 3.2 m2) | 440N | ea | 2 | | |
| | Sign (to 1 m2) | 440P | ea | 50 | | |
| | Sign (1 m2 to 3.2 m2) | 440Q | ea | 5 | | |
| | Sign (> 3.2 m2) | 440R | ea | 2 | | |
| | Sign Face Overlay (to 1 m2) | 445P | ea | 0 | | |
| | Sign Face Overlay (1 m2 to 3.2 m2) | 445Q | ea | 0 | | |
| | Sign Face Overlay (> 3.2 m2) | 445R | ea | 0 | | |
| Bridge Deck Maintenance | timber Re-decking (Minor) | 500M | m2 | 570 | | |
| | timber Re-decking (Major) | 500N | m2 | 247 | | |
| | linseed oil/mineral spirit treatment | 500O | m2 | 7,385 | | |
| | concrete Deck repair | 500P | m2 | 282 | | |
| | timber Deck replacement | 500Q | m2 | 201 | | |
| | concrete Deck crack sealing | 500R | lin m | 1,002 | | |
| Bridge Joint Maintenance | Bridge Joint Armour replacement | 530M | lin m | 120 | | |
| | Bridge Joint seal replacement | 530P | cm2 | 53,786 | | |
| Minor Painting of Bridge Structures | steel surface painting | 570P | m2 | 100 | | |
| | steel rail painting | 570Q | lin m | 50 | | |
| | timber rail painting | 570R | lin m | 446 | | |
| Concrete Structure Maintenance | concrete repair | 600P | m2 | 30 | | |
| | epoxy injection | 600Q | cm3 | 3,120 | | |
| Timber Truss Bridge Maintenance | timber Truss member replacement | 620P | ea | 2 | | |
| | timber Truss Rods (drop/replace) | 620Q | ea | 1 | | |
| Timber and Log Structure Maintenance | timber Stringer replacement | 650P | ea | 10 | | |
| | log replacement (stringer/brow log/needle beam) | 650Q | ea | 0 | | |
| | timber Cap replacement | 650R | ea | 1 | | |
| Retaining Structure Maintenance | retaining structure component replacement | 660P | m2 | 14 | | |
| | Provisional Sum | | PS | 0 | | |
| Roadside Fence Maintenance | Specialty Fences | 400M | | | | |
| Bridge Bearing Maintenance | Bridge Bearing replacement | 540P | | | | |
| Bridge Piling Maintenance | Bridge Pile replacement | 640M | | | | |
| <u>Landscape Maintenance</u> | | | | | | |
| Landscape Maintenance | Landscape Maintenance | | | | | |
| TOTAL VALUE | | | | 262,604 | \$66,340.90 | \$4,394,287.89 |

s17, s21



September 22, 2009

To: The Guarantee Company of North America
810-400 Burrard Street
Vancouver BC V6C 3A6

Re: Performance Bond No. VS6079758
Labour and Material Payment Bond No. VS6079758
In respect of:

Maintenance Agreement (the "Agreement") dated September 22nd, 2003 and as amended, between Her Majesty The Queen In Right Of The Province Of British Columbia, represented by the Minister of Transportation and Infrastructure and Argo Road Maintenance (Thompson) Inc., (Incorporation No. 494387).

Take notice that pursuant to Article VI of the Agreement, the changes described in the attached instruction are to become effective September 22nd, 2009.

Within ten days, please acknowledge receipt and consent of this instruction by signing the enclosed duplicate copy of this letter and returning it to the undersigned at the address given below.

Dated this 23 day of October, 2009

Sherry Eland
District Manager, Transportation
Thompson-Nicola District
Duly authorized representative of the Minister
Of Transportation and Infrastructure

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002

Acknowledged receipt and consented this _____ day of _____, 2009

Bonding Agent Signature

Enclosure

cc: Maintenance Contracts Coordinator
Ministry Solicitor

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002



File: 23500-20
December 7, 2009

**INSTRUCTION #15-701 (ARTICLE 6)
SERVICE AREA # 15**

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B.C
V1S 1W5

Attention: Tom Bone, General Manager

Re: Maintenance Agreement (the "Agreement") dated for reference September 22, 2003, and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Ministry of Transportation (the "Province")

OF THE FIRST PART

and:

ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 494387 and having its registered office at 700 – 275 Landsdowne Street, Kamloops, B.C. V2C 6H6 (the "Contractor")

OF THE SECOND PART.

NOTICE

1.01 Pursuant to section 6.1 of the Agreement the following additions, deletions, and changes in classification of Highways within the Service Area under the Agreement will become effective December 6th, 2009:

1. Add 1.790 Lane Kilometers, Class 6D, Colebrook Road # 1245 (Tobiano).

.../2

ADJUSTMENT CALCULATIONS

| | | |
|------|--|-------------|
| 2.01 | Daily Cost as at commencement date of the current contract year | \$36,489.87 |
| 2.02 | Net changes in daily cost as a result of this instruction | |
| 2.03 | Percentage change in daily cost as a result of this instruction | |
| 2.04 | Cumulative changes from effective date prior to this instruction for the current contract year | s17, s21 |
| 2.05 | Cumulative net percentage change in Daily Cost, from commencement of the current contract year, up to and including the effective date of this instruction | |

CONTRACT PRICE ADJUSTMENTS

3.01 The cumulative net change in Daily cost from that described in section 2.05 above is less than 2% positive or negative and as such no adjustment will be made to the fees payable under the Agreement, and no Revised Daily Cost will be calculated.

3.02 A copy of the calculations described in Section 6.4 of the Agreement is enclosed with this notification.

Dated this 10th day of December, 2009.



District Operations Manager (or DMT)
duly authorized representative of
the Minister of Transportation & Infrastructure

cc: Mtnce Contracts Co-ordinator, Mtnce Programs, Const & Mtnce Branch. MoT, Attn: Monique Meek
Ministry Solicitor, Legal Services Branch, Attorney General, Attn: Maria D'Archangelo
St. Paul Guarantee Insurance Co.

**MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002**

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q |
|----|---------------------|------|-----------------|-----------|------------------------------|-----------|-----------------------------|-----------|----------------|---------------|--------------|--|-----------------------------|----------|---|--------|--------|
| 1 | Contract Year 7 | | | | | | Service Area | 15 | | Instruction # | 15-701 | | | | | | |
| 2 | | | Start Date | 22-Sep-09 | End Date | 21-Sep-10 | | | Effective Date | 06-Dec-09 | | | | | | | |
| 3 | | | | | | | Total Contract Days | | 365 | | | Contract Days Remaining | | | 290 | | |
| 4 | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | |
| 7 | | | Winter Period 1 | 15-Oct-09 | to | 28-Feb-10 | | 137 | days / year | | | Contract Winter Days Remaining | | | 85 | | |
| 8 | | | Winter Period 2 | 01-Mar-10 | to | 15-Mar-10 | | 15 | days / year | | | Contract Winter Days Remaining | | | 15 | | |
| 9 | | | | | | | Total Contract Winter Days | | 152 | | | Total Contract Winter Days Remaining | | | 100 | | |
| 10 | | | | | | | | | | | | | | | | | |
| 11 | | | Summer Period 1 | 22-Sep-09 | to | 14-Oct-09 | | 23 | days / year | | | Contract Summer Days Remaining | | | | | |
| 12 | | | Summer Period 2 | 16-Mar-10 | to | 21-Sep-10 | | 190 | days / year | | | Contract Summer Days Remaining | | | 190 | | |
| 13 | | | | | | | Total Contract Summer Days | | 213 | | | Total Contract Summer Days Remaining | | | 190 | | |
| 14 | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | Original Daily Cost: | | \$36,489.87 | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | |
| 17 | | | Summer Class | | Summer Yearly Rate / Lane Km | | Summer Daily Rate / Lane Km | | | | Winter Class | Winter Yearly Rate / Lane Km | Winter Daily Rate / Lane Km | | | | |
| 18 | | | 1 | | | | | | | | A | | | | | | |
| 19 | | | 2 | | | | | | | | B | | | | | | |
| 20 | | | 3 | | | | | | | | C | | | | | | |
| 21 | | | 4 | | | | | | | | D | | | s17, s21 | | | |
| 22 | | | 5 | | | s17, s21 | | | | | E | | | | | | |
| 23 | | | 6 | | | | | | | | F | | | | | | |
| 24 | | | 7 | | | | | | | | | | | | | | |
| 25 | | | 8 | | | | | | | | | | | | | | |
| 26 | | | | | | | | | | | | | | | | | |
| 27 | | | | | | | | | | | | | | | | | |
| 28 | | | | | | | | | | | | | | | | | |
| 29 | | | | | | | | | | | | | | | | | |
| 30 | | | | | | | | | | | | | | | | | |
| 31 | | | | | | | ITEM | | Daily Rate | | Units | | | | | | |
| 32 | | | | | | | Rest Area - Class | A | | | each | | | | | | |
| 33 | | | | | | | Rest Area - Class | B | | | each | | | | | | |
| 34 | | | | | | | Rest Area - Class | C | | | each | | | | | | |
| 35 | | | | | | | | | | | | | | | | | |
| 36 | | | | | | | | | | s17, s21 | | | | | | | |
| 37 | | | | | | | | | | | | | | | | | |
| 38 | | | | | | | | | | | | | | | | | |
| 39 | | | | | | | Bridge Deck | | | | sq. meter | | | | | | |
| 40 | | | | | | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | | | | | | |
| 42 | INSTRUCTION DETAILS | | | | | | | | | | | Instruction Daily Cost From Effective Date | | | Instruction Daily Cost From Term Start Date | | |
| 43 | Type | Hwy | Road | | Item | Class-Old | Class-New | Amount | | Old Cost | New Cost | Net Cost | Old Cost | New Cost | Net Cost | | |
| 44 | | | | | | | | | | | | | | | | | |
| 45 | Add | 1245 | Colebrook Road | | Hwy | | 8 D | 1.7900 LK | | | | | | | | | |
| 46 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 47 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 48 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 49 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 50 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 51 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 52 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 53 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 54 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 55 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 56 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 57 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 58 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 59 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 60 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 61 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 62 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 63 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 64 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 65 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 66 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 67 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 68 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 69 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 70 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 71 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 72 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 73 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 74 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 75 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 76 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 77 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 78 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 79 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 80 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 81 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 82 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 83 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 84 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 85 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 86 | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
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TOTAL CHANGES IN NET COST FOR THIS INSTRUCTION s17, s21

SUMMARY OF CHANGES FOR THIS INSTRUCTION

Current Daily Cost / Revised Daily Cost \$36,489.87 Percentage Tolerance Flag 2.0000%
 Percentage Tolerance Flag2 3.0000%

Cumulative Changes Prior to this instruction
 (for instruction calculations only)

Changes for this instruction s17, s21

Miscellaneous Adjustment Factor

Total Cumulative Changes for future instructions

New Daily / Revised Daily Cost (for future instructions) \$36,489.87

2% CUMULATIVE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 2% TOLERANCE exceeded)

Daily Cost Pro Rata (Adjustment) Factor

Miscellaneous Adjustment Factor

New Daily / Revised Daily Cost (for future instructions)

Total Cumulative Changes for future instructions \$0.00 0.0000%

Annual Maintenance Services Pro Rata Factor

3% SINGLE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 3% TOLERANCE exceeded)

Daily Cost Pro Rata (Adjustment) Factor

Miscellaneous Adjustment Factor

New Daily / Revised Daily Cost (for future instructions) (to be entered after negotiation)

Total Cumulative Changes for future instructions \$0.00 0.0000%

Annual Maintenance Services Pro Rata Factor

Cumulative Changes Against Original Daily Cost (for Summary Report)

Original Daily Cost \$36,489.87

Cumulative Change from Effective Date Prior to this Instruction

Changes for this instruction (from Effective Date)

Cumulative Change from Effective Date

Cumulative Change from Term Start Date Prior to this Instruction s17, s21

Changes for this instruction (from Term Start Date)

Cumulative Change from Term Start Date



December 7, 2009
Re: Instruction #15-701 (Article 6)

To: The Guarantee Company of North America
810-400 Burrard St
Vancouver BC V6C 3A6

Re: Performance Bond No. VS6079758
Labour and Material Payment Bond No. VS6079758
In respect of:

Maintenance Agreement (the "Agreement") dated September 22nd, 2003 and as amended, between Her Majesty The Queen In Right Of The Province Of British Columbia, represented by the Minister of Transportation and Infrastructure and Argo Road Maintenance (Thompson) Inc., (Incorporation No. 494387).

Take notice that pursuant to Article VI of the Agreement, the changes described in the attached instruction are to become effective December 6, 2009.

Within ten days, please acknowledge receipt and consent of this instruction by signing the enclosed duplicate copy of this letter and returning it to the undersigned at the address given below.

Dated this 10th day of December, 2009

Sherry Eland
District Manager, Transportation
Thompson-Nicola District
Duly authorized representative of the
Minister of Transportation and Infrastructure

**MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002**

The Guarantee Company of North America
December 6, 2009
Page 2

Acknowledged receipt and consented this _____ day of _____, 2009

Bonding Agent Signature

Enclosure

cc: Maintenance Contracts Coordinator
Ministry Solicitor

**MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002**



File: 23500-20
August 31, 2010

**INSTRUCTION #15-702 (ARTICLE 6)
SERVICE AREA # 15**

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B.C
V1S 1W5

Attention: Tom Bone, General Manager

Re: Maintenance Agreement (the "Agreement") dated for reference September 22, 2003, and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Ministry of Transportation (the "Province")

OF THE FIRST PART

and:

ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 494387 and having its registered office at 700 – 275 Lansdowne Street, Kamloops, B.C. V2C 6H6 (the "Contractor")

OF THE SECOND PART.

NOTICE

1.01 Pursuant to section 6.1 of the Agreement the following additions, deletions, and changes in classification of Highways within the Service Area under the Agreement will become effective September 21, 2010:

1. Delete 1.146 Lane Kilometers of Class 1A Hwy. Hwy No. 375K from start of maintenance at Frontage Road to end of maintenance at Battle Street, in a westerly direction.
2. Delete 0.144 Lane Kilometers of Class 1A Hwy. Hwy No. 375V (Valleyview Drive) from Valleyview O/H to end of Maintenance at Frontage Road.

.../2

ADJUSTMENT CALCULATIONS

- | | | |
|------|--|-------------|
| 2.01 | Daily Cost as at commencement date of the current contract year | \$36,489.87 |
| 2.02 | Net changes in daily cost as a result of this instruction | |
| 2.03 | Percentage change in daily cost as a result of this instruction | |
| 2.04 | Cumulative changes from effective date prior to this instruction for the current contract year | s17, s21 |
| 2.05 | Cumulative net percentage change in Daily Cost, from commencement of the current contract year, up to and including the effective date of this instruction | |

CONTRACT PRICE ADJUSTMENTS

- 3.01 The cumulative net change in Daily cost from that described in section 2.05 above is less than 2% positive or negative and as such no adjustment will be made to the fees payable under the Agreement, and no Revised Daily Cost will be calculated.
- 3.02 A copy of the calculations described in Section 6.4 of the Agreement is enclosed with this notification.

Dated this 31st day of August, 2010.



District Operations Manager (or DMT)
duly authorized representative of
the Minister of Transportation & Infrastructure

cc: Mtnce Contracts Co-ordinator, Mtnce Programs, Const & Mtnce Branch. MoT, Attn: Monique Meek
Ministry Solicitor, Legal Services Branch, Attorney General, Attn: Maria D'Archangelo
The Guarantee Company of North America

**MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002**

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | |
|----|---------------------|------|------------------|------------------------------|-----------------------------|-----------|----------------------------------|-----------|-------------|----------------|-----------|--------------------------------------|--|-----------------------------|----------|---|---|--|
| 1 | Contract Year 7 | | | | | | Service Area | 15 | | Instruction # | 15-702 | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | |
| 3 | | | Start Date | 22-Sep-09 | | End Date | 21-Sep-10 | | | Effective Date | 21-Sep-10 | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | Total Contract Days | | 365 | | | Contract Days Remaining | | | 1 | | | |
| 6 | | | | | | | | | | | | | | | | | | |
| 7 | | | Winter Period 1 | 15-Oct-09 | to | 28-Feb-10 | | 137 | days / year | | | Contract Winter Days Remaining | | | | | | |
| 8 | | | Winter Period 2 | 01-Mar-10 | to | 15-Mar-10 | | 15 | days / year | | | Contract Winter Days Remaining | | | | | | |
| 9 | | | | | | | Total Contract Winter Days | | 152 | | | Total Contract Winter Days Remaining | | | 0 | | | |
| 10 | | | | | | | | | | | | | | | | | | |
| 11 | | | Summer Period 1 | 22-Sep-09 | to | 14-Oct-09 | | 23 | days / year | | | Contract Summer Days Remaining | | | | | | |
| 12 | | | Summer Period 2 | 16-Mar-10 | to | 21-Sep-10 | | 190 | days / year | | | Contract Summer Days Remaining | | | 1 | | | |
| 13 | | | | | | | Total Contract Summer Days | | 213 | | | Total Contract Summer Days Remaining | | | 1 | | | |
| 14 | | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | Daily Cost / Revised Daily Cost: | | \$36,489.87 | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | | |
| 17 | | | Summer Class | Summer Yearly Rate / Lane Km | Summer Daily Rate / Lane Km | | | | | | | Winter Class | Winter Yearly Rate / Lane Km | Winter Daily Rate / Lane Km | | | | |
| 18 | | | 1 | | | | | | | | | A | | | | | | |
| 19 | | | 2 | | | | | | | | | B | | | | | | |
| 20 | | | 3 | | | | | | | | | C | | | | | | |
| 21 | | | 4 | | | | | | | | | D | | | | | | |
| 22 | | | 5 | s17, s21 | | | | | | | | E | | | | | | |
| 23 | | | 6 | | | | | | | | | F | | | | | | |
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| 30 | | | | | | | | | | | | | | | | | | |
| 31 | | | | | | | ITEM | | | Daily Rate | | Units | | | | | | |
| 32 | | | | | | | Rest Area - Class | A | | | | each | | | | | | |
| 33 | | | | | | | Rest Area - Class | B | | | | each | | | | | | |
| 34 | | | | | | | Rest Area - Class | C | | | | each | | | | | | |
| 35 | | | | | | | | | | | | | | | | | | |
| 36 | | | | | | | | | | s17, s21 | | | | | | | | |
| 37 | | | | | | | | | | | | | | | | | | |
| 38 | | | | | | | | | | | | | | | | | | |
| 39 | | | | | | | Bridge Deck | | | | | sq. meter | | | | | | |
| 40 | | | | | | | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | | | | | | | |
| 42 | INSTRUCTION DETAILS | | | | | | | | | | | | Instruction Daily Cost From Effective Date | | | Instruction Daily Cost From Term Start Date | | |
| 43 | Type | Hwy | Road | | Item | Class-Old | Class-New | Amount | | Old Cost | New Cost | Net Cost | Old Cost | New Cost | Net Cost | | | |
| 44 | | | | | | | | | | | | | | | | | | |
| 45 | Delete | 375K | Frontage Road | | Hwy | 1 A | | 1.1460 LK | | | | | | | | | | |
| 46 | Delete | 375V | Valleyview Drive | | Hwy | 1 A | | 0.1440 LK | | | | | | | | | | |
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| 91 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 92 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 93 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
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| 96 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
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| 101 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 102 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
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| 107 | | | | | | | | | | | | | | | | | |
| 108 | | | | | | | | | | | | | | | | | |
| 109 | SUMMARY OF CHANGES FOR THIS INSTRUCTION | | | | | | | | | | | | | | | | |
| 110 | Current Daily Cost / Revised Daily Cost | | | | | | \$36,489.87 | Percentage Tolerance Flag | | | | 2.0000% | | | | | |
| 111 | | | | | | | | Percentage Tolerance Flag2 | | | | 3.0000% | | | | | |
| 112 | | | | | | | | | | | | | | | | | |
| 113 | Cumulative Changes Prior to this instruction | | | | | | | | | | | | | | | | |
| 114 | (for instruction calculations only) | | | | | | | | | | | | | | | | |
| 115 | | | | | | | | | | | | | | | | | |
| 116 | Changes for this instruction | | | | | | | | | | | | | | | | |
| 117 | s17, s21 | | | | | | | | | | | | | | | | |
| 118 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | |
| 119 | | | | | | | | | | | | | | | | | |
| 120 | Total Cumulative Changes for future instructions | | | | | | | | | | | | | | | | |
| 121 | | | | | | | | | | | | | | | | | |
| 122 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | | | | | | | |
| 123 | | | | | | | | | | | | | | | | | |
| 124 | | | | | | | | | | | | | | | | | |
| 125 | 2% CUMULATIVE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 2% TOLERANCE exceeded) | | | | | | | | | | | | | | | | |
| 126 | | | | | | | | | | | | | | | | | |
| 127 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | |
| 128 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | |
| 129 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | | | | | | | |
| 130 | Total Cumulative Changes for future instructions | | | | | | \$0.00 | | | | | 0.0000% | | | | | |
| 131 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | |
| 132 | | | | | | | | | | | | | | | | | |
| 133 | 3% SINGLE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 3% TOLERANCE exceeded) | | | | | | | | | | | | | | | | |
| 134 | | | | | | | | | | | | | | | | | |
| 135 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | |
| 136 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | |
| 137 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | | | | | | | |
| 138 | Total Cumulative Changes for future instructions | | | | | | \$0.00 | (to be entered after negotiation) | | | | 0.0000% | | | | | |
| 139 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | |
| 140 | | | | | | | | | | | | | | | | | |
| 141 | Cumulative Changes Against Original Daily Cost (for Summary Report) | | | | | | | | | | | | | | | | |
| 142 | | | | | | | | | | | | | | | | | |
| 143 | Original Daily Cost | | | | | | \$36,489.87 | | | | | | | | | | |
| 144 | | | | | | | | | | | | | | | | | |
| 145 | Cumulative Change from Effective Date Prior to this Instruction | | | | | | | | | | | | | | | | |
| 146 | Changes for this instruction (from Effective Date) | | | | | | | | | | | | | | | | |
| 147 | Cumulative Change from Effective Date | | | | | | | | | | | | | | | | |
| 148 | s17, s21 | | | | | | | | | | | | | | | | |
| 149 | Cumulative Change from Term Start Date Prior to this Instruction | | | | | | | | | | | | | | | | |
| 150 | Changes for this instruction (from Term Start Date) | | | | | | | | | | | | | | | | |
| 151 | Cumulative Change from Term Start Date | | | | | | | | | | | | | | | | |



September 22, 2010

To: The Guarantee Company of North America
810-400 Burrard Street
Vancouver BC V6C 3A6

Re: Performance Bond No. VS6079758
Labour and Material Payment Bond No. VS6079758
In respect of:

Maintenance Agreement (the "Agreement") dated September 22nd, 2003 and as amended, between Her Majesty The Queen In Right Of The Province Of British Columbia, represented by the Minister of Transportation and Infrastructure and Argo Road Maintenance (Thompson) Inc., (Incorporation No. 494387).

Take notice that pursuant to Article VI of the Agreement, the changes described in the attached instruction are to become effective September 22nd, 2010.

Within ten days, please acknowledge receipt and consent of this instruction by signing the enclosed duplicate copy of this letter and returning it to the undersigned at the address given below.

Dated this 31st day of August, 2010

Sherry Eland
District Manager, Transportation
Thompson-Nicola District
Duly authorized representative of the Minister
Of Transportation and Infrastructure

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002

The Guarantee Company of North America
September 22, 2010
Page 2

Acknowledged receipt and consented this 8TH day of SEPTEMBER, 2010



Bonding Agent Signature

Enclosure

cc: Maintenance Contracts Coordinator
Ministry Solicitor

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002



File: 23500-20
September 21, 2010

**INSTRUCTION #15-703 (ARTICLE 6)
SERVICE AREA # 15**

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B.C
V1S 1W5

Attention: Tom Bone, General Manager

Re: Maintenance Agreement (the "Agreement") dated for reference September 22, 2003, and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Ministry of Transportation (the "Province")

OF THE FIRST PART

and:

ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 494387 and having its registered office at 700 – 275 Lansdowne Street, Kamloops, B.C. V2C 6H6 (the "Contractor")

OF THE SECOND PART.

NOTICE

1.01 Pursuant to section 6.1 of the Agreement the following additions, deletions, and changes in classification of Highways within the Service Area under the Agreement will become effective September 21, 2010:

1. Add 2.377 kilometers, 2.932 lane kilometers Class 2A to Yellowhead Highway No. 5 from LKI 40.20 to LKI 42.58.
2. Add 0.074 kilometers, 0.148 lane kilometers Class 6D to Walterdale Road No. 4954

12

**MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002**

ADJUSTMENT CALCULATIONS

| | | |
|------|--|-------------|
| 2.01 | Daily Cost as at commencement date of the current contract year | \$36,489.87 |
| 2.02 | Net changes in daily cost as a result of this instruction | |
| 2.03 | Percentage change in daily cost as a result of this instruction | |
| 2.04 | Cumulative changes from effective date prior to this instruction for the current contract year | s17, s21 |
| 2.05 | Cumulative net percentage change in Daily Cost, from commencement of the current contract year, up to and including the effective date of this instruction | |

CONTRACT PRICE ADJUSTMENTS

- 3.01 The cumulative net change in Daily cost from that described in section 2.05 above is less than 2% positive or negative and as such no adjustment will be made to the fees payable under the Agreement, and no Revised Daily Cost will be calculated.
- 3.02 A copy of the calculations described in Section 6.4 of the Agreement is enclosed with this notification.

Dated this 21st day of September, 2010.



District Operations Manager (or DMT)
duly authorized representative of
the Minister of Transportation & Infrastructure

cc: Mtnce Contracts Co-ordinator, Mtnce Programs, Const & Mtnce Branch. MoT, Attn: Monique Meek
Ministry Solicitor, Legal Services Branch, Attorney General, Attn: Maria D'Archangelo
The Guarantee Company of North America

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q |
|----|---------------------|-----|----------------------|-----------|------|-----------|----------------------------------|-----------|-------------|----------------|-----------|--------------------------------------|--------------------------------|----------|------------------------|----------|----------|
| 1 | Contract Year | | 7 | | | | Service Area | 16 | | Instruction # | 15-703 | | | | | | |
| 2 | | | Start Date | 22-Sep-09 | | End Date | 21-Sep-10 | | | Effective Date | 21-Sep-10 | | | | | | |
| 3 | | | | | | | Total Contract Days | | 365 | | | Contract Days Remaining | | 1 | | | |
| 4 | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | Winter Period 1 | 16-Oct-09 | to | 28-Feb-10 | 137 | days / year | Contract Winter Days Remaining | | | | |
| 6 | | | | | | | Winter Period 2 | 01-Mar-10 | to | 15-Mar-10 | 16 | days / year | Contract Winter Days Remaining | | | | |
| 7 | | | | | | | Total Contract Winter Days | | | | | Total Contract Winter Days Remaining | | 0 | | | |
| 8 | | | | | | | Summer Period 1 | 22-Sep-09 | to | 14-Oct-09 | 23 | days / year | Contract Summer Days Remaining | | | | |
| 9 | | | | | | | Summer Period 2 | 18-Mar-10 | to | 21-Sep-10 | 190 | days / year | Contract Summer Days Remaining | | 1 | | |
| 10 | | | | | | | Total Contract Summer Days | | | | | Total Contract Summer Days Remaining | | 1 | | | |
| 11 | | | | | | | Daily Cost / Revised Daily Cost: | | \$38,489.87 | | | | | | | | |
| 12 | | | | | | | | | | | | | | | | | |
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| 41 | | | | | | | | | | | | | | | | | |
| 42 | INSTRUCTION DETAILS | | | | | | | | | | | | Instruction Daily Cost | | Instruction Daily Cost | | |
| 43 | Type | Hwy | Road | | Item | Class-Old | Class-New | Amount | | | | Old Cost | New Cost | Net Cost | Old Cost | New Cost | Net Cost |
| 44 | | | | | | | | | | | | | | | | | |
| 45 | Add | | 5 Yellowhead Hwy | | Hwy | | 2 A | 2.9320 LK | | | | | | | | | |
| 46 | Add | | 4664 Waterville Road | | Hwy | | 6 0 | 0.1480 LK | | | | | | | | | |
| 47 | | | | | | | | | | | | | | | | | |
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|-----|---|---|---|---|---|---|-------------|---|---|---|-------------|--------|----------------------------|--------|---------|--------|--------|--|
| 91 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 92 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 93 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 94 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 95 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 96 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 97 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 98 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 99 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 100 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 101 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 102 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 103 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 104 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 105 | | | | | | | | | | | | | | | | | | |
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| 107 | | | | | | | | | | | | | | | | | | |
| 108 | | | | | | | | | | | | | | | | | | |
| 109 | SUMMARY OF CHANGES FOR THIS INSTRUCTION | | | | | | | | | | | | | | | | | |
| 110 | Current Daily Cost / Revised Daily Cost | | | | | | \$36,489.87 | | | | | | Percentage Tolerance Flag | | 2.0000% | | | |
| 111 | | | | | | | | | | | | | Percentage Tolerance Flag2 | | 3.0000% | | | |
| 112 | | | | | | | | | | | | | | | | | | |
| 113 | Cumulative Changes Prior to this Instruction | | | | | | | | | | | | | | | | | |
| 114 | (for Instruction calculations only) | | | | | | | | | | | | | | | | | |
| 115 | | | | | | | | | | | | | | | | | | |
| 116 | Changes for this Instruction | | | | | | | | | | | | | | | | | |
| 117 | s17, s21 | | | | | | | | | | | | | | | | | |
| 118 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 119 | | | | | | | | | | | | | | | | | | |
| 120 | Total Cumulative Changes for future instructions | | | | | | | | | | | | | | | | | |
| 121 | | | | | | | | | | | | | | | | | | |
| 122 | New Daily / Revised Daily Cost (for future Instructions) | | | | | | | | | | \$36,489.87 | | | | | | | |
| 123 | | | | | | | | | | | | | | | | | | |
| 124 | | | | | | | | | | | | | | | | | | |
| 125 | 2% CUMULATIVE INSTRUCTION TOLERANCE EXCEEDED SECTION (Ignore section unless 2% TOLERANCE exceeded) | | | | | | | | | | | | | | | | | |
| 126 | | | | | | | | | | | | | | | | | | |
| 127 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | | |
| 128 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 129 | New Daily / Revised Daily Cost (for future Instructions) | | | | | | | | | | | | | | | | | |
| 130 | Total Cumulative Changes for future Instructions | | | | | | \$0.00 | | | | | | 0.0000% | | | | | |
| 131 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | | |
| 132 | | | | | | | | | | | | | | | | | | |
| 133 | 3% SINGLE INSTRUCTION TOLERANCE EXCEEDED SECTION (Ignore section unless 3% TOLERANCE exceeded) | | | | | | | | | | | | | | | | | |
| 134 | | | | | | | | | | | | | | | | | | |
| 135 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | | |
| 136 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 137 | New Daily / Revised Daily Cost (for future Instructions) | | | | | | | | | | | | | | | | | |
| 138 | | | | | | | | | | | | | | | | | | |
| 139 | Total Cumulative Changes for future Instructions | | | | | | | | | | \$0.00 | | | | 0.0000% | | | |
| 140 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | | |
| 141 | Cumulative Changes Against Original Daily Cost (for Summary Report) | | | | | | | | | | | | | | | | | |
| 142 | | | | | | | | | | | | | | | | | | |
| 143 | Original Daily Cost | | | | | | \$36,489.87 | | | | | | | | | | | |
| 144 | | | | | | | | | | | | | | | | | | |
| 145 | Cumulative Change from Effective Date Prior to this Instruction | | | | | | | | | | | | | | | | | |
| 146 | Changes for this Instruction (from Effective Date) | | | | | | | | | | | | | | | | | |
| 147 | Cumulative Change from Effective Date | | | | | | | | | | | | | | | | | |
| 148 | s17, s21 | | | | | | | | | | | | | | | | | |
| 149 | Cumulative Change from Term Start Date Prior to this Instruction | | | | | | | | | | | | | | | | | |
| 150 | Changes for this Instruction (from Term Start Date) | | | | | | | | | | | | | | | | | |
| 151 | Cumulative Change from Term Start Date | | | | | | | | | | | | | | | | | |



September 21, 2010
Re: Instruction #15-703 (Article 6)

To: The Guarantee Company of North America
810-400 Burrard St
Vancouver BC V6C 3A6

Re: Performance Bond No. VS6079758
Labour and Material Payment Bond No. VS6079758
In respect of:

Maintenance Agreement (the "Agreement") dated September 22nd, 2003 and as amended, between Her Majesty The Queen In Right Of The Province Of British Columbia, represented by the Minister of Transportation and Infrastructure and Argo Road Maintenance (Thompson) Inc., (Incorporation No. 494387).

Take notice that pursuant to Article VI of the Agreement, the changes described in the attached instruction are to become effective September 22, 2010.

Within ten days, please acknowledge receipt and consent of this instruction by signing the enclosed duplicate copy of this letter and returning it to the undersigned at the address given below.

Dated this _____ day of _____, 2010

for 

Sherry Eland
District Manager, Transportation
Thompson-Nicola District
Duly authorized representative of the
Minister of Transportation and Infrastructure

**MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002**

The Guarantee Company of North America
September 21, 2010
Page 2

Acknowledged receipt and consented this _____ day of _____, 2010

Bonding Agent Signature

Enclosure

cc: Maintenance Contracts Coordinator
Ministry Solicitor

**MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002**



September 22, 2010
Annual Adjustment Year 8
File: 3500-20 Article VI Argo

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B.C
V1S 1W5

Attention: Tom Bone, General Manager

Re: 2010- 2011 Highway Maintenance Contract: Service Area No.15: Maintenance Agreement as amended, between Her Majesty the Queen in Right of the Province of British Columbia, represented by the Minister of Transportation (the "Province") and Argo Road Maintenance (Thompson) Inc. (the "Contractor")

SCHEDULE "2" ANNUAL ADJUSTMENT PROCESS NOTICE

Pursuant to section 5 of Schedule "2" of the Agreement, the Minister hereby delivers the following schedules to be implemented in the 2010-2011 Highway Maintenance Contract Year 8:

1. the Cost Schedule (Schedule "10");
2. the Quantified Maintenance Services (Schedule "5"); (collectively, the "Schedules")
3. the Annual Adjustment Calculation

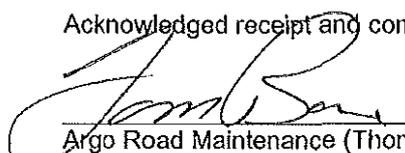
The Schedules are revised in accordance with the Annual Adjustment Process and are effective commencing on and including September 22, 2010. ✓

The Adjusted Annual Price for Year 8, as calculated in accordance with the Annual Adjustment Process, is \$12,690,333.01 and that sum may be adjusted during the Contract Year in accordance with Article VI or VII.

Please acknowledge receipt of the Schedules as indicated below and return a copy of this Notice to the attention of the writer on or before October 31, 2010.


Sherry Eland, District Manager Transportation
Ministry of Transportation & Infrastructure

Acknowledged receipt and consented this 8 day of Nov., 2010


Argo Road Maintenance (Thompson) Inc.
Duly Authorized Signatory

cc: K. Richter, Regional Director
M. Meek, Mince. Contracts Co-ordinator, Maintenance Programs, Construction & Maintenance Branch, MoT
Road & Bridge Financial Analyst, HQ Finance & Admin Branch, MoT (when contractor signed)
The Guarantee Company of North America, Bonding Company
M. D'Archangelo, Ministry Solicitor, Legal Services Branch, Attorney General

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002

SA15 Year 7 Annual Adjustment Price Calculation (Preparation for Year 8)

Price Index Adjustment Factor Calculation

| Index | 2008 | 2009 | % Change | % Weighting | Inflation |
|----------------|--------|--------|----------|-------------|-----------|
| Labour Index | 119.92 | 122.85 | 2.44% | 40.0% | 0.9773% |
| Fuel Index | 317.52 | 209.16 | -34.13% | 5.0% | -1.7063% |
| Residual Index | 159.55 | 136.00 | -14.76% | 27.5% | -4.0591% |

Price Index Adjustment Factor -4.7881%

Adjust Annual Price Calculation

| | | | |
|---|---|----|---------------|
| A | Annual Price for Immediately Preceding Contract Year | \$ | 13,318,802.22 |
| B | Less: Insurer Premium Quote (Yr7) | | s17, s21 |
| C | Changes to the Highways Adjustment Factor (Article 6) | | 1.00069 |
| D | Changes to Maintenance Services Adjustment Factor (Article 7) | | 1.00000 |
| E | 1 + Price Index Adjustment Factor | | 0.95212 |
| F | Add Back: Insurer Premium Quote (Yr7) | | |
| G | Adjusted Annual Price Sub-Total (A-B)*(C*D*E)+F | | |
| H | New Insurance Premium Quote (Yr8) | \$ | s17, s21 |
| | <i>less previous year's premium</i> | \$ | |
| I | Plus/Minus: Insurance Premium Adjust Factor (H-F) | \$ | |
| J | Plus/Minus: 80% of difference (I * .80) | | |
| K | Annual Adjusted Price for Year 8 (G + J) | \$ | 12,690,333.01 |

Contract Year 8 Service Area 15 Instruction #
 Start Date 22-Sep-10 End Date 21-Sep-11 Days in Year 365

Total Contract Days 365

Winter Period 1 15-Oct-10 to 28-Feb-11 137 days / year
 Winter Period 2 1-Mar-11 to 15-Mar-11 15 days / year

Total Contract Winter Days 152

Summer Period 1 22-Sep-10 to 14-Oct-10 23 days / year
 Summer Period 2 16-Mar-11 to 21-Sep-11 190 days / year

Total Contract Summer Days 213

Original Daily Cost: \$34,768.04

| Summer Class | Summer Yearly Rate / Lane Km | Summer Daily Rate / Lane Km | Winter Class | Winter Yearly Rate / Lane Km | Winter Daily Rate / Lane Km |
|--------------|------------------------------|-----------------------------|--------------|------------------------------|-----------------------------|
| 1 | | | A | | |
| 2 | | | B | | |
| 3 | | | C | | |
| 4 | s17, s21 | | D | s17, s21 | |
| 5 | | | E | | |
| 6 | | | F | | |
| 7 | | | | | |
| 8 | | | | | |

| ITEM | Daily Rate | Units |
|---------------------|------------|-------|
| Rest Area - Class A | | each |
| Rest Area - Class B | | each |
| Rest Area - Class C | | each |

s17, s21

Bridge Deck sq. meter

SCHEDULE "5"

Contract Year 8

Quantified Maintenance Services

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|--|---|-----------------|-----------------|------------------------|------------|-------|
| Pavement Patching and Crack Sealing | Overlay Patch (Isolated) | 100J | m2 | 0 | | |
| | Replacement Patch (Isolated) | 100K | m2 | 0 | | |
| | Hot-in-place Patch | 100L | m2 | 0 | | |
| | Overlay Patch | 100M | m2 | 61,875 | | |
| | Replacement Patch | 100N | m2 | 5,037 | | |
| | Spray Patch | 100P | m2 | 3,527 | | |
| | Spray Patch (Isolated) | 100Q | m2 | 0 | | |
| | crack sealing | 100R | lin m | 18,840 | | |
| Highway Surface Treatment | surface treatment | 110M | m2 | 14,713 | | |
| | surface treatment (Isolated) | 110N | m2 | 0 | | |
| Gravel Surface Grading and Re-shaping | gravel surface Grading (Re-shape) | 130P | rd km | 835 | | |
| | gravel surface grading | 130Q | rd km | 1,572 | | |
| Dust Control and Base Stabilization | base stabilization | 140M | rd km | 130 | | |
| | dust control (initial yearly application) | 140P | rd km | 110 | | |
| Highway Surface and Shoulder Graveling | graveling - crush (Isolated) | 150K | m3 | 0 | | |
| | graveling - pit run (Isolated) | 150L | m3 | 0 | | |
| | graveling -- crush | 150M | m3 | 26,201 | | |
| | graveling - pit run | 150N | m3 | 16,122 | | |
| | Shoulder graveling (Isolated) | 150P | m3 | 0 | | |
| | Shoulder graveling | 150R | m3 | 504 | | |
| Highway Shoulder Maintenance | Shoulder grading | 160P | sh.km. | 806 | | |
| Road Base Maintenance | road base repair | 170P | m3 | 150 | s17, s21 | |
| Curb, Island and Barrier Maintenance | roadside concrete barriers | 220M | ea | 10 | | |
| | Median concrete barriers | 220N | ea | 10 | | |
| | machine-laid asphalt curb | 220P | lin m | 150 | | |
| | machine-laid concrete curb | 220R | lin m | 35 | | |
| Ditch and Watercourse Maintenance | ditch construction (new) | 250M | lin m | 2,520 | | |
| | ditch maintenance (machine) | 250P | lin m | 25,194 | | |
| | grader ditching | 250Q | lin m | 4,536 | | |
| Drainage Appliance Maintenance | catch basin (metal) | 260K | ea | 4 | | |
| | catch basin (concrete) | 260L | ea | 0 | | |
| | culvert/Fume Install (to 400mm) | 260M | lin m | 161 | | |
| | culvert/Fume Install (401mm to 600mm) | 260N | lin m | 60 | | |
| | culvert/Fume Install (601mm to 1200mm) | 260P | lin m | 10 | | |
| | culvert/Fume Install (1201mm to 3000mm) | 260R | lin m | 0 | | |
| | Rip rap instal (>50kg size) | | m3 | 100 | | |
| Roadside Vegetation Control | mowing (machine) | 350K | ssk | 2,092 | | |
| | mowing (hand cutting) | 350L | m2 | 652 | | |
| | brushing (machine) | 350M | sh km | 144 | | |
| | brushing (hand cutting) | 350N | m2 | 9,068 | | |
| | Danger Tree removal | 350P | ea | 20 | | |
| | overhead brushing | 350R | sh km | 0 | | |
| Roadside Fence Maintenance | chain link (Schedule 1 & 2) | 400P | lin m | 0 | | |
| | barbed wire (Schedule 1 & 2) | 400Q | lin m | 0 | | |
| | page wire (Schedule 1 & 2) | 400R | lin m | 0 | | |

SCHEDULE "5"

Contract Year 8

Quantified Maintenance Services

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|--------------------------------------|---|-----------------|-----------------|------------------------|--------------------|-----------------------|
| Sign System Maintenance | delineators | 440K | ea | 10 | | |
| | Sign System Install (2 post > 3.2 m2) | 440L | ea | 12 | | |
| | Sign System Install (1 post) | 440M | ea | 100 | | |
| | Sign System Install (2 post < 3.2 m2) | 440N | ea | 2 | | |
| | Sign (to 1 m2) | 440P | ea | 50 | | |
| | Sign (1 m2 to 3.2 m2) | 440Q | ea | 5 | | |
| | Sign (> 3.2 m2) | 440R | ea | 2 | | |
| | Sign Face Overlay (to 1 m2) | 445P | ea | 0 | | |
| | Sign Face Overlay (1 m2 to 3.2 m2) | 445Q | ea | 0 | | |
| | Sign Face Overlay (> 3.2 m2) | 445R | ea | 0 | | |
| Bridge Deck Maintenance | timber Re-decking (Minor) | 500M | m2 | 570 | | |
| | timber Re-decking (Major) | 500N | m2 | 247 | | |
| | linseed oil/mineral spirit treatment | 500O | m2 | 7,390 | | |
| | concrete Deck repair | 500P | m2 | 282 | | |
| | timber Deck replacement | 500Q | m2 | 201 | | |
| | concrete Deck crack sealing | 500R | lin m | 1,003 | | |
| Bridge Joint Maintenance | Bridge Joint Armour replacement | 530M | lin m | 120 | | |
| | Bridge Joint seal replacement | 530P | cm2 | 53,823 | | |
| Minor Painting of Bridge Structures | steel surface painting | 570P | m2 | 100 | | |
| | steel rail painting | 570Q | lin m | 50 | | |
| | timber rail painting | 570R | lin m | 446 | | |
| Concrete Structure Maintenance | concrete repair | 600P | m2 | 30 | | |
| | epoxy injection | 600Q | cm3 | 3,122 | | |
| Timber Truss Bridge Maintenance | timber Truss member replacement | 620P | ea | 2 | | |
| | timber Truss Rods (drop/replace) | 620Q | ea | 1 | | |
| Timber and Log Structure Maintenance | timber Stringer replacement | 650P | ea | 10 | | |
| | log replacement (stringer/brow log/needle beam) | 650Q | ea | 0 | | |
| | timber Cap replacement | 650R | ea | 1 | | |
| Retaining Structure Maintenance | | | | 0 | | |
| | retaining structure component replacement | 660P | m2 | 14 | | |
| Provisional Sum | | | PS | 0 | | |
| Roadside Fence Maintenance | Specialty Fences | 400M | | | | |
| Bridge Bearing Maintenance | Bridge Bearing replacement | 540P | | | | |
| Bridge Piling Maintenance | Bridge Pile replacement | 640M | | | | |
| <u>Landscape Maintenance</u> | | | | | | |
| Landscape Maintenance | Landscape Maintenance | | | | | |
| TOTAL VALUE | | | | 262,781 | \$63,164.52 | \$4,185,541.02 |

s17, s21



September 22, 2010

To: The Guarantee Company of North America
810-400 Burrard Street
Vancouver BC V6C 3A6

Re: Performance Bond No. VS6079758
Labour and Material Payment Bond No. VS6079758
In respect of:

Maintenance Agreement (the "Agreement") dated September 22nd, 2003 and as amended, between Her Majesty The Queen In Right Of The Province Of British Columbia, represented by the Minister of Transportation and Infrastructure and Argo Road Maintenance (Thompson) Inc., (Incorporation No. 494387).

Take notice that pursuant to Article VI of the Agreement, the changes described in the attached instruction are to become effective September 22nd, 2010.

Within ten days, please acknowledge receipt and consent of this instruction by signing the enclosed duplicate copy of this letter and returning it to the undersigned at the address given below.

Dated this 8th day of November, 2010

Sherry Eland
District Manager, Transportation
Thompson-Nicola District
Duly authorized representative of the Minister
Of Transportation and Infrastructure

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002

The Guarantee Company of North America
September 22, 2010
Page 2

Acknowledged receipt and consented this _____ day of _____, 2010

Bonding Agent Signature

5

Enclosure

cc: Maintenance Contracts Coordinator
Ministry Solicitor

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002



File: 23500-20
February 16, 2011

**INSTRUCTION #15-801 (ARTICLE 6)
SERVICE AREA # 15**

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B.C
V1S 1W5

Attention: Tom Bone, General Manager

Re: Maintenance Agreement (the "Agreement") dated for reference September 22, 2003, and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Ministry of Transportation (the "Province")

OF THE FIRST PART

and:

ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 494387 and having its registered office at 700 – 275 Landsdowne Street, Kamloops, B.C. V2C 6H6 (the "Contractor")

OF THE SECOND PART.

NOTICE

1.01 Pursuant to section 6.1 of the Agreement the following additions, deletions, and changes in classification of Highways within the Service Area under the Agreement will become effective February 16th, 2011:

1. Add .8620 Lane Kilometers, Class 6D, Fawnhill Road # 1779

.../2

ADJUSTMENT CALCULATIONS

| | | |
|------|--|-------------|
| 2.01 | Daily Cost as at commencement date of the current contract year | \$34,768.04 |
| 2.02 | Net changes in daily cost as a result of this instruction | |
| 2.03 | Percentage change in daily cost as a result of this instruction | |
| 2.04 | Cumulative changes from effective date prior to this instruction for the current contract year | s17, s21 |
| 2.05 | Cumulative net percentage change in Daily Cost, from commencement of the current contract year, up to and including the effective date of this instruction | |

CONTRACT PRICE ADJUSTMENTS

- 3.01 The cumulative net change in Daily cost from that described in section 2.05 above is less than 2% positive or negative and as such no adjustment will be made to the fees payable under the Agreement, and no Revised Daily Cost will be calculated.
- 3.02 A copy of the calculations described in Section 6.4 of the Agreement is enclosed with this notification.

Dated this 16th day of February, 2011.



District Operations Manager (or DMT)
duly authorized representative of
the Minister of Transportation & Infrastructure

cc:

Mtncce Contracts Co-ordinator, Mtncce Programs, Const & Mtncce Branch. MoT, Attn: Monique Meek
Ministry Solicitor, Legal Services Branch, Attorney General, Attn: Maria D'Archangelo
The Guarantee Company of North America

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q |
|----|---------------------|------|-----------------|------------------------------|-----------------------------|-----------|----------------------------|-----------|-------------|----------------|-----------|--------------------------------------|------------------------------|-----------------------------|------------------------|----------|----------|
| 1 | Contract Year | | B | | | | Service Area | 15 | | Instruction # | 15-801 | | | | | | |
| 2 | | | | | | | | | | | | | | | | | |
| 3 | | | Start Date | 22-Sep-10 | End Date | 21-Sep-11 | | | | Effective Date | 15-Dec-10 | | | | | | |
| 4 | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | Total Contract Days | | 365 | | | Contract Days Remaining | | 281 | | | |
| 6 | | | | | | | | | | | | | | | | | |
| 7 | | | Winter Period 1 | 15-Oct-10 | to | 28-Feb-11 | | 137 | days / year | | | Contract Winter Days Remaining | | 76 | | | |
| 8 | | | Winter Period 2 | 01-Mar-11 | to | 15-Mar-11 | | 15 | days / year | | | Contract Winter Days Remaining | | 15 | | | |
| 9 | | | | | | | Total Contract Winter Days | | 152 | | | Total Contract Winter Days Remaining | | 91 | | | |
| 10 | | | | | | | | | | | | | | | | | |
| 11 | | | Summer Period 1 | 22-Sep-10 | to | 14-Oct-10 | | 23 | days / year | | | Contract Summer Days Remaining | | | | | |
| 12 | | | Summer Period 2 | 16-Mar-11 | to | 21-Sep-11 | | 190 | days / year | | | Contract Summer Days Remaining | | 190 | | | |
| 13 | | | | | | | Total Contract Summer Days | | 213 | | | Total Contract Summer Days Remaining | | 190 | | | |
| 14 | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | Original Daily Cost: | | \$34,768.04 | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | |
| 17 | | | Summer Class | Summer Yearly Rate / Lane Km | Summer Daily Rate / Lane Km | | | | | | | Winter Class | Winter Yearly Rate / Lane Km | Winter Daily Rate / Lane Km | | | |
| 18 | | | 1 | | | | | | | | | A | | | | | |
| 19 | | | 2 | | | | | | | | | B | | | | | |
| 20 | | | 3 | | | | | | | | | C | | | | | |
| 21 | | | 4 | | | | | | | | | D | | s17, s21 | | | |
| 22 | | | 5 | | | | | | | | | E | | | | | |
| 23 | | | 6 | | | | | | | | | F | | | | | |
| 24 | | | 7 | | | | | | | | | | | | | | |
| 25 | | | 8 | | | | | | | | | | | | | | |
| 26 | | | | | | | | | | | | | | | | | |
| 27 | | | | | | | | | | | | | | | | | |
| 28 | | | | | | | | | | | | | | | | | |
| 29 | | | | | | | | | | | | | | | | | |
| 30 | | | | | | | | | | | | | | | | | |
| 31 | | | | | | | ITEM | | | | | Units | | | | | |
| 32 | | | | | | | Rest Area - Class | A | | | | each | | | | | |
| 33 | | | | | | | Rest Area - Class | B | | | | each | | | | | |
| 34 | | | | | | | Rest Area - Class | C | | | | each | | | | | |
| 35 | | | | | | | | | | | | | | | | | |
| 36 | | | | | | | | | | | | | | | | | |
| 37 | | | | | | | | | | | | | | | | | |
| 38 | | | | | | | | | | | | | | | | | |
| 39 | | | | | | | | | | | | | | | | | |
| 40 | | | | | | | Bridge Deck | | | | | sq. meter | | | | | |
| 41 | | | | | | | | | | | | | | | | | |
| 42 | INSTRUCTION DETAILS | | | | | | | | | | | Instruction Daily Cost | | | Instruction Daily Cost | | |
| 43 | Type | Hwy | Road | | Item | Class-Old | Class-New | Amount | | | | Old Cost | New Cost | Net Cost | Old Cost | New Cost | Net Cost |
| 44 | | | | | | | | | | | | | | | | | |
| 45 | Add | 1779 | Fawnhill Road | | Hwy | | 6.D | 0.8620 LK | | | | | | | | | |
| 46 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 47 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 48 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 49 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 50 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 51 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 52 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 53 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 54 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 55 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 56 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 57 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 58 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 59 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 60 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 61 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 62 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 63 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 64 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 65 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 66 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 67 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 68 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 69 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 70 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 71 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 72 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 73 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 74 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 75 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 76 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 77 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 78 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 79 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 80 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 81 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 82 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 83 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 84 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 85 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 86 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 87 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 88 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 89 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 90 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q |
|-----|---|---|---|---|---|---|-------------|-----------------------------------|---|---|---|---------|--------|--------|--------|--------|--------|
| 91 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 92 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 93 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 94 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 95 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 96 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 97 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 98 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 99 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 100 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 101 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 102 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 103 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 104 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 105 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 106 | | | | | | | | | | | | | | | | | |
| 107 | | | | | | | | | | | | | | | | | |
| 108 | | | | | | | | | | | | | | | | | |
| 109 | SUMMARY OF CHANGES FOR THIS INSTRUCTION | | | | | | | | | | | | | | | | |
| 110 | Current Daily Cost / Revised Daily Cost | | | | | | \$34,768.04 | Percentage Tolerance Flag | | | | 2.0000% | | | | | |
| 111 | | | | | | | | Percentage Tolerance Flag2 | | | | 3.0000% | | | | | |
| 112 | | | | | | | | | | | | | | | | | |
| 113 | Cumulative Changes Prior to this instruction | | | | | | | | | | | | | | | | |
| 114 | (for instruction calculations only) | | | | | | | | | | | | | | | | |
| 115 | | | | | | | | | | | | | | | | | |
| 116 | Changes for this instruction | | | | | | | | | | | | | | | | |
| 117 | s17, s21 | | | | | | | | | | | | | | | | |
| 118 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | |
| 119 | | | | | | | | | | | | | | | | | |
| 120 | Total Cumulative Changes for future instructions | | | | | | | | | | | | | | | | |
| 121 | | | | | | | | | | | | | | | | | |
| 122 | New Daily / Revised Daily Cost (for future instructions) | | | | | | \$34,768.04 | | | | | | | | | | |
| 123 | | | | | | | | | | | | | | | | | |
| 124 | | | | | | | | | | | | | | | | | |
| 125 | 2% CUMULATIVE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 2% TOLERANCE exceeded) | | | | | | | | | | | | | | | | |
| 126 | | | | | | | | | | | | | | | | | |
| 127 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | |
| 128 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | |
| 129 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | | | | | | | |
| 130 | Total Cumulative Changes for future instructions | | | | | | \$0.00 | | | | | 0.0000% | | | | | |
| 131 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | |
| 132 | | | | | | | | | | | | | | | | | |
| 133 | 3% SINGLE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 3% TOLERANCE exceeded) | | | | | | | | | | | | | | | | |
| 134 | | | | | | | | | | | | | | | | | |
| 135 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | |
| 136 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | |
| 137 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | (to be entered after negotiation) | | | | | | | | | |
| 138 | Total Cumulative Changes for future instructions | | | | | | \$0.00 | | | | | 0.0000% | | | | | |
| 139 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | |
| 140 | | | | | | | | | | | | | | | | | |
| 141 | Cumulative Changes Against Original Daily Cost (for Summary Report) | | | | | | | | | | | | | | | | |
| 142 | | | | | | | | | | | | | | | | | |
| 143 | Original Daily Cost | | | | | | \$34,768.04 | | | | | | | | | | |
| 144 | | | | | | | | | | | | | | | | | |
| 145 | Cumulative Change from Effective Date Prior to this Instruction | | | | | | | | | | | | | | | | |
| 146 | Changes for this instruction (from Effective Date) | | | | | | | | | | | | | | | | |
| 147 | Cumulative Change from Effective Date | | | | | | | | | | | | | | | | |
| 148 | | | | | | | | | | | | | | | | | |
| 149 | Cumulative Change from Term Start Date Prior to this Instruction | | | | | | | | | | | | | | | | |
| 150 | Changes for this instruction (from Term Start Date) | | | | | | | | | | | | | | | | |
| 151 | Cumulative Change from Term Start Date | | | | | | | | | | | | | | | | |



February 16, 2011
Re: Instruction #15-801 (Article 6)

To: The Guarantee Company of North America
810-400 Burrard St
Vancouver BC V6C 3A6

Re: Performance Bond No. VS6079758
Labour and Material Payment Bond No. VS6079758
In respect of:

Maintenance Agreement (the "Agreement") dated September 22nd, 2003 and as amended, between Her Majesty The Queen In Right Of The Province Of British Columbia, represented by the Minister of Transportation and Infrastructure and Argo Road Maintenance (Thompson) Inc., (Incorporation No. 494387).

Take notice that pursuant to Article VI of the Agreement, the changes described in the attached instruction are to become effective February 16, 2011.

Within ten days, please acknowledge receipt and consent of this instruction by signing the enclosed duplicate copy of this letter and returning it to the undersigned at the address given below.

Dated this 18th day of February, 2011

Sherry Eland
District Manager, Transportation
Thompson-Nicola District
Duly authorized representative of the
Minister of Transportation and Infrastructure

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002

The Guarantee Company of North America
December 15, 2010
Page 2

Acknowledged receipt and consented this 2ND day of MARCH, 2011



Bonding Agent Signature

Enclosure

cc:
Maintenance Contracts Coordinator
Ministry Solicitor

**MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002**



File: 23500-20
August 18, 2011

**INSTRUCTION #15-802 (ARTICLE 6)
SERVICE AREA # 15**

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B.C
V1S 1W5

Attention: Tom Bone, General Manager

Re: Maintenance Agreement (the "Agreement") dated for reference September 22, 2003, and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Ministry of Transportation (the "Province")

OF THE FIRST PART

and:

ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 494387 and having its registered office at 700 – 275 Landsdowne Street, Kamloops, B.C. V2C 6H6 (the "Contractor")

OF THE SECOND PART.

NOTICE

1.01 Pursuant to section 6.1 of the Agreement the following additions, deletions, and changes in classification of Highways within the Service Area under the Agreement will become effective September 22, 2010:

1. Modify 0.806 Lane Kilometers from 8F to 6C, Long Lake Road Road # 2978

.../2

ADJUSTMENT CALCULATIONS

| | | |
|------|--|-------------|
| 2.01 | Daily Cost as at commencement date of the current contract year | \$34,768.04 |
| 2.02 | Net changes in daily cost as a result of this instruction | |
| 2.03 | Percentage change in daily cost as a result of this instruction | |
| 2.04 | Cumulative changes from effective date prior to this instruction for the current contract year | s17, s21 |
| 2.05 | Cumulative net percentage change in Daily Cost, from commencement of the current contract year, up to and including the effective date of this instruction | |

CONTRACT PRICE ADJUSTMENTS

- 3.01 The cumulative net change in Daily cost from that described in section 2.05 above is less than 2% positive or negative and as such no adjustment will be made to the fees payable under the Agreement, and no Revised Daily Cost will be calculated.
- 3.02 A copy of the calculations described in Section 6.4 of the Agreement is enclosed with this notification.

Dated this 18th day of August, 2011.



District Operations Manager (or DMT)
duly authorized representative of
the Minister of Transportation & Infrastructure

cc:

Mtnce Contracts Co-ordinator, Mtnce Programs, Const & Mtnce Branch. MoT, Attn: Monique Meek
Ministry Solicitor, Legal Services Branch, Attorney General, Attn: Maria D'Archangelo
The Guarantee Company of North America

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | |
|----|---------------------|------|-----------------|------------------------------|-----------------------------|-------------------|----------------------------------|--------|-------------|----------------|-----------|--------------------------------------|------------------------------|-----------------------------|------------------------|----------|----------|--|
| 1 | Contract Year 8 | | | | | | Service Area | 15 | | Instruction # | 15-802 | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | |
| 3 | | | Start Date | 22-Sep-10 | | End Date | 21-Sep-11 | | | Effective Date | 22-Sep-10 | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | Total Contract Days | | 365 | | | Contract Days Remaining | | 365 | | | | |
| 6 | | | | | | | | | | | | | | | | | | |
| 7 | | | Winter Period 1 | 15-Oct-10 | to | 28-Feb-11 | | 137 | days / year | | | Contract Winter Days Remaining | | 137 | | | | |
| 8 | | | Winter Period 2 | 01-Mar-11 | to | 15-Mar-11 | | 15 | days / year | | | Contract Winter Days Remaining | | 15 | | | | |
| 9 | | | | | | | Total Contract Winter Days | | 152 | | | Total Contract Winter Days Remaining | | 152 | | | | |
| 10 | | | | | | | | | | | | | | | | | | |
| 11 | | | Summer Period 1 | 22-Sep-10 | to | 14-Oct-10 | | 23 | days / year | | | Contract Summer Days Remaining | | 23 | | | | |
| 12 | | | Summer Period 2 | 16-Mar-11 | to | 21-Sep-11 | | 190 | days / year | | | Contract Summer Days Remaining | | 190 | | | | |
| 13 | | | | | | | Total Contract Summer Days | | 213 | | | Total Contract Summer Days Remaining | | 213 | | | | |
| 14 | | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | Daily Cost / Revised Daily Cost: | | \$34,768.04 | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | | |
| 17 | | | Summer Class | Summer Yearly Rate / Lane Km | Summer Daily Rate / Lane Km | | | | | | | Winter Class | Winter Yearly Rate / Lane Km | Winter Daily Rate / Lane Km | | | | |
| 18 | | | 1 | | | | | | | | | A | | | | | | |
| 19 | | | 2 | | | | | | | | | B | | | | | | |
| 20 | | | 3 | | | | | | | | | C | | | | | | |
| 21 | | | 4 | | | | | | | | | D | | | | | | |
| 22 | | | 5 | | | s17, s21 | | | | | | E | | | | | | |
| 23 | | | 6 | | | | | | | | | F | | | | | | |
| 24 | | | 7 | | | | | | | | | | | | | | | |
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| 30 | | | | | | | | | | | | | | | | | | |
| 31 | | | | | | ITEM | | | Daily Rate | | | Units | | | | | | |
| 32 | | | | | | Rest Area - Class | A | | | | | each | | | | | | |
| 33 | | | | | | Rest Area - Class | B | | | | | each | | | | | | |
| 34 | | | | | | Rest Area - Class | C | | | | | each | | | | | | |
| 35 | | | | | | | | | | | | | | | | | | |
| 36 | | | | | | | | | s17, s21 | | | | | | | | | |
| 37 | | | | | | | | | | | | | | | | | | |
| 38 | | | | | | | | | | | | | | | | | | |
| 39 | | | | | | Bridge Deck | | | | | | sq. meter | | | | | | |
| 40 | | | | | | | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | | | | | | | |
| 42 | INSTRUCTION DETAILS | | | | | | | | | | | Instruction Daily Cost | | | Instruction Daily Cost | | | |
| 43 | Type | Hwy | Road | | Item | Class-Old | Class-New | Amount | | | | Old Cost | New Cost | Net Cost | Old Cost | New Cost | Net Cost | |
| 44 | | | | | | | | | | | | | | | | | | |
| 45 | Modify | 2978 | Long Lake Road | | Hwy | 8F | 6C | 0.8060 | LK | | | | | | | | | |
| 46 | | | | | | | | | | | | | | | | | | |
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| 90 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 91 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 92 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 93 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 94 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 95 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 96 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 97 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 98 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 99 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 100 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 101 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 102 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 103 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 104 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 105 | | | | | | | | | | | | | | | | | |
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| 107 | | | | | | | | | | | | | | | | | |
| 108 | | | | | | | | | | | | | | | | | |
| 109 | SUMMARY OF CHANGES FOR THIS INSTRUCTION | | | | | | | | | | | | | | | | |
| 110 | Current Daily Cost / Revised Daily Cost | | | | | | \$34,768.04 | | | | | | | Percentage Tolerance Flag | 2.0000% | | |
| 111 | | | | | | | | | | | | | | Percentage Tolerance Flag2 | 3.0000% | | |
| 112 | | | | | | | | | | | | | | | | | |
| 113 | Cumulative Changes Prior to this instruction | | | | | | | | | | | | | | | | |
| 114 | (for instruction calculations only) | | | | | | | | | | | | | | | | |
| 115 | | | | | | | | | | | | | | | | | |
| 116 | Changes for this instruction | | | | | | | | | | | | | | | | |
| 117 | s17, s21 | | | | | | | | | | | | | | | | |
| 118 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | |
| 119 | | | | | | | | | | | | | | | | | |
| 120 | Total Cumulative Changes for future instructions | | | | | | | | | | | | | | | | |
| 121 | | | | | | | | | | | | | | | | | |
| 122 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | | | | | | | |
| 123 | | | | | | | | | | | | | | | | | |
| 124 | | | | | | | | | | | | | | | | | |
| 125 | 2% CUMULATIVE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 2% TOLERANCE exceeded) | | | | | | | | | | | | | | | | |
| 126 | | | | | | | | | | | | | | | | | |
| 127 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | |
| 128 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | |
| 129 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | | | | | | | |
| 130 | Total Cumulative Changes for future instructions | | | | | | \$0.00 | | | | | | | 0.0000% | | | |
| 131 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | |
| 132 | | | | | | | | | | | | | | | | | |
| 133 | 3% SINGLE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 3% TOLERANCE exceeded) | | | | | | | | | | | | | | | | |
| 134 | | | | | | | | | | | | | | | | | |
| 135 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | |
| 136 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | |
| 137 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | | | | | | | |
| 138 | Total Cumulative Changes for future instructions | | | | | | \$0.00 | | | | | | | 0.0000% | | | |
| 139 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | |
| 140 | | | | | | | | | | | | | | | | | |
| 141 | Cumulative Changes Against Original Daily Cost (for Summary Report) | | | | | | | | | | | | | | | | |
| 142 | | | | | | | | | | | | | | | | | |
| 143 | Original Daily Cost | | | | | | \$34,768.04 | | | | | | | | | | |
| 144 | | | | | | | | | | | | | | | | | |
| 145 | Cumulative Change from Effective Date Prior to this instruction | | | | | | | | | | | | | | | | |
| 146 | Changes for this instruction (from Effective Date) | | | | | | | | | | | | | | | | |
| 147 | Cumulative Change from Effective Date | | | | | | | | | | | | | | | | |
| 148 | s17, s21 | | | | | | | | | | | | | | | | |
| 149 | Cumulative Change from Term Start Date Prior to this instruction | | | | | | | | | | | | | | | | |
| 150 | Changes for this instruction (from Term Start Date) | | | | | | | | | | | | | | | | |
| 151 | Cumulative Change from Term Start Date | | | | | | | | | | | | | | | | |



The Best Place on Earth

August 18, 2011

Re: Instruction #15-802 (Article 6)

To: The Guarantee Company of North America
810-400 Burrard St
Vancouver BC V6C 3A6

Re: Performance Bond No. VS6079758
Labour and Material Payment Bond No. VS6079758
In respect of:

Maintenance Agreement (the "Agreement") dated September 22nd, 2003 and as amended, between Her Majesty The Queen In Right Of The Province Of British Columbia, represented by the Minister of Transportation and Infrastructure and Argo Road Maintenance (Thompson) Inc., (Incorporation No. 494387).

Take notice that pursuant to Article VI of the Agreement, the changes described in the attached instruction are to become effective September 22, 2010.

Within ten days, please acknowledge receipt and consent of this instruction by signing the enclosed duplicate copy of this letter and returning it to the undersigned at the address given below.

Dated this 22 day of August, 2011



Stferry Eland
District Manager, Transportation
Thompson-Nicola District
Duly authorized representative of the
Minister of Transportation and Infrastructure

Acknowledged receipt and consented this 30 day of August, 2011



Bonding Agent Signature

Enclosure

cc:

Maintenance Contracts Coordinator
Ministry Solicitor

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002



File: 23500-20
September 16, 2011

**INSTRUCTION #15-803 (ARTICLE 6)
SERVICE AREA # 15**

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B.C
V1S 1W5

Attention: Tom Bone, General Manager

Re: Maintenance Agreement (the "Agreement") dated for reference September 22, 2003, and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Ministry of Transportation (the "Province")

OF THE FIRST PART

and:

ARGO ROAD MAINTENANCE (THOMPSON) INC, a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 494387 and having its registered office at 700 – 275 Landsdowne Street, Kamloops, B.C. V2C 6H6 (the "Contractor")
OF THE SECOND PART.

NOTICE

1.01 Pursuant to section 6.1 of the Agreement the following additions, deletions, and changes in classification of Highways within the Service Area under the Agreement will become effective September 16th, 2011:

1. Add 101.4 sq metres, Barricade Bridge #6276

.../2

ADJUSTMENT CALCULATIONS

| | | |
|------|--|-------------|
| 2.01 | Daily Cost as at commencement date of the current contract year | \$34,768.04 |
| 2.02 | Net changes in daily cost as a result of this instruction | |
| 2.03 | Percentage change in daily cost as a result of this instruction | |
| 2.04 | Cumulative changes from effective date prior to this instruction for the current contract year | s17, s21 |
| 2.05 | Cumulative net percentage change in Daily Cost, from commencement of the current contract year, up to and including the effective date of this instruction | |

CONTRACT PRICE ADJUSTMENTS

- 3.01 The cumulative net change in Daily cost from that described in section 2.05 above is less than 2% positive or negative and as such no adjustment will be made to the fees payable under the Agreement, and no Revised Daily Cost will be calculated.
- 3.02 A copy of the calculations described in Section 6.4 of the Agreement is enclosed with this notification.

Dated this 16th day of September, 2011.



District Operations Manager (or DMT)
duly authorized representative of
the Minister of Transportation & Infrastructure

- cc: Mtnce Contracts Co-ordinator/Mtnce Programs/Const & Mtnce Branch. MoT, Attn: Monique Meek
- cc: Ministry Solicitor, Legal Services Branch, Attorney General, Attn: Maria D'Archangelo
- cc: The Guarantee Company of North America

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street, Kamloops, BC V2C 2T3
Ph: 250-828-4002 Fax: 250-371-3848

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | |
|----|---------------------|------------------|-----------------|------------------------------|--------|-----------------------------|----------------------------------|-------------|-------------|----------------|-----------|--------------------------------------|------------------------------|-----------------------------|----------|------------------------|----------|--|
| 1 | Contract Year 8 | | | | | | Service Area | 15 | | Instruction # | 15-803 | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | |
| 3 | | | Start Date | 22-Sep-10 | | End Date | 21-Sep-11 | | | Effective Date | 16-Sep-11 | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | Total Contract Days | | 365 | | | Total Contract Days Remaining | | | 6 | | | |
| 6 | | | | | | | | | | | | | | | | | | |
| 7 | | | Winter Period 1 | 15-Oct-10 | to | 28-Feb-11 | | 137 | days / year | | | Contract Winter Days Remaining | | | | | | |
| 8 | | | Winter Period 2 | 01-Mar-11 | to | 15-Mar-11 | | 15 | days / year | | | Contract Winter Days Remaining | | | | | | |
| 9 | | | | | | | Total Contract Winter Days | | 152 | | | Total Contract Winter Days Remaining | | | 0 | | | |
| 10 | | | | | | | | | | | | | | | | | | |
| 11 | | | Summer Period 1 | 22-Sep-10 | to | 14-Oct-10 | | 23 | days / year | | | Contract Summer Days Remaining | | | | | | |
| 12 | | | Summer Period 2 | 16-Mar-11 | to | 21-Sep-11 | | 190 | days / year | | | Contract Summer Days Remaining | | | 6 | | | |
| 13 | | | | | | | Total Contract Summer Days | | 213 | | | Total Contract Summer Days Remaining | | | 6 | | | |
| 14 | | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | Daily Cost / Revised Daily Cost: | | \$34,768.04 | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | | |
| 17 | | | Summer Class | Summer Yearly Rate / Lane Km | | Summer Daily Rate / Lane Km | | | | | | Winter Class | Winter Yearly Rate / Lane Km | Winter Daily Rate / Lane Km | | | | |
| 18 | | | 1 | | | | | | | | | A | | | | | | |
| 19 | | | 2 | | | | | | | | | B | | | | | | |
| 20 | | | 3 | | | | | | | | | C | | s17, s21 | | | | |
| 21 | | | 4 | | | | | | | | | D | | | | | | |
| 22 | | | 5 | | | | | | | | | E | | | | | | |
| 23 | | | 6 | | | | | | | | | F | | | | | | |
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| 30 | | | | | | | | | | | | | | | | | | |
| 31 | | | | | | | ITEM | | | Daily Rate | | Units | | | | | | |
| 32 | | | | | | | Rest Area - Class | A | | | | each | | | | | | |
| 33 | | | | | | | Rest Area - Class | B | | | | each | | | | | | |
| 34 | | | | | | | Rest Area - Class | C | | | | each | | | | | | |
| 35 | | | | | | | | | | | | | | | | | | |
| 36 | | | | | | | | | | s17, s21 | | | | | | | | |
| 37 | | | | | | | | | | | | | | | | | | |
| 38 | | | | | | | | | | | | | | | | | | |
| 39 | | | | | | | Bridge Deck | | | | | sq. meter | | | | | | |
| 40 | | | | | | | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | | | | | | | |
| 42 | INSTRUCTION DETAILS | | | | | | | | | | | | Instruction Daily Cost | | | Instruction Daily Cost | | |
| 43 | Type | Hwy | Road | | Item | Class-Old | Class-New | Amount | | | | From Effective Date | From Term Start Date | | | | | |
| 44 | | | | | | | | | | | | Old Cost | New Cost | Net Cost | Old Cost | New Cost | Net Cost | |
| 45 | Add | Barricade Bridge | Bridge # 6276 | | Bridge | | | 101.4000 m2 | | | | | | | | | s17, s21 | |
| 46 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 47 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 48 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 49 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 50 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 51 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 52 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 53 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 54 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 55 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 56 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 57 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 58 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 59 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 60 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 61 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 62 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 63 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 64 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 65 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 66 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 67 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 68 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 69 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 70 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 71 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 72 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 73 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 74 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 75 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 76 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 77 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 78 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 79 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 80 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 81 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 82 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 83 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 84 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 85 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 86 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 87 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 88 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q |
|-----|---|---|---|---|---|---|-------------|---|---|---|---|-------------|----------------------------|--------|---------|--------|--------|
| 89 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 90 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 91 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 92 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 93 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 94 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 95 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 96 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 97 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 98 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 99 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 100 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 101 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 102 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 103 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 104 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 105 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 106 | | | | | | | | | | | | | | | | | |
| 107 | | | | | | | | | | | | | | | | | |
| 108 | | | | | | | | | | | | | | | | | |
| 109 | | | | | | | | | | | | | | | | | |
| 110 | | | | | | | \$34,768.04 | | | | | | Percentage Tolerance Flag | | 2.0000% | | |
| 111 | | | | | | | | | | | | | Percentage Tolerance Flag2 | | 3.0000% | | |
| 112 | | | | | | | | | | | | | | | | | |
| 113 | | | | | | | | | | | | | | | | | |
| 114 | | | | | | | | | | | | | | | | | |
| 115 | | | | | | | | | | | | | | | | | |
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| 120 | | | | | | | | | | | | | | | | | |
| 121 | | | | | | | | | | | | | | | | | |
| 122 | | | | | | | | | | | | \$34,768.04 | | | | | |
| 123 | | | | | | | | | | | | | | | | | |
| 124 | | | | | | | | | | | | | | | | | |
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| 126 | | | | | | | | | | | | | | | | | |
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| 128 | | | | | | | | | | | | | | | | | |
| 129 | | | | | | | | | | | | | | | | | |
| 130 | | | | | | | \$0.00 | | | | | | | | 0.0000% | | |
| 131 | | | | | | | | | | | | | | | | | |
| 132 | | | | | | | | | | | | | | | | | |
| 133 | | | | | | | | | | | | | | | | | |
| 134 | | | | | | | | | | | | | | | | | |
| 135 | | | | | | | | | | | | | | | | | |
| 136 | | | | | | | | | | | | | | | | | |
| 137 | | | | | | | | | | | | | | | | | |
| 138 | | | | | | | \$0.00 | | | | | | | | 0.0000% | | |
| 139 | | | | | | | | | | | | | | | | | |
| 140 | | | | | | | | | | | | | | | | | |
| 141 | | | | | | | | | | | | | | | | | |
| 142 | | | | | | | | | | | | | | | | | |
| 143 | | | | | | | \$34,768.04 | | | | | | | | | | |
| 144 | | | | | | | | | | | | | | | | | |
| 145 | | | | | | | | | | | | | | | | | |
| 146 | | | | | | | | | | | | | | | | | |
| 147 | | | | | | | | | | | | | | | | | |
| 148 | | | | | | | | | | | | | | | | | |
| 149 | | | | | | | | | | | | | | | | | |
| 150 | | | | | | | | | | | | | | | | | |
| 151 | | | | | | | | | | | | | | | | | |

TOTAL CHANGES IN NET COST FOR THIS INSTRUCTION

s17, s21

s17, s21

s17, s21



September 16, 2011
Re: Instruction #15-803 (Article 6)

To: The Guarantee Company of North America
810-400 Burrard St
Vancouver BC V6C 3A6

Re: Performance Bond No. VS6079758
Labour and Material Payment Bond No. VS6079758
In respect of:

Maintenance Agreement (the "Agreement") dated September 22nd, 2003 and as amended, between Her Majesty The Queen In Right Of The Province Of British Columbia, represented by the Minister of Transportation and Infrastructure and Argo Road Maintenance (Thompson) Inc., (Incorporation No. 494387).

Take notice that pursuant to Article VI of the Agreement, the changes described in the attached instruction are to become effective September 16, 2011.

Within ten days, please acknowledge receipt and consent of this instruction by signing the enclosed duplicate copy of this letter and returning it to the undersigned at the address given below.

Dated this 16th day of September, 2011

Sherry Eland
District Manager, Transportation
Thompson Nicola District
Duly authorized representative of the
Minister of Transportation and Infrastructure

Acknowledged receipt and consented this _____ day of _____, 2011

Bonding Agent Signature

Enclosure
cc: Maintenance Contracts Coordinator
cc: Ministry Solicitor



File: 23500-20/SA15 Year 9

November 16, 2011

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, BC
V1S 1W5

Attention: Tom Bone, General Manager

Re: 2003-2004 Highway Maintenance Contract: Service Area No.15: Maintenance Agreement as amended, between Her Majesty the Queen in Right of the Province of British Columbia, represented by the Minister of Transportation (the "Province") and Argo Road Maintenance (Thompson) Inc. (the "Contractor")

SCHEDULE "2" ANNUAL ADJUSTMENT PROCESS NOTICE

Pursuant to section 5 of Schedule "2" of the Agreement, the Minister hereby delivers the following schedules to be implemented in the 2003-2004 Highway Maintenance Contract Year 9:

1. the Cost Schedule (Schedule "10");
2. the Quantified Maintenance Services (Schedule "5");
(collectively, the "Schedules")
3. the Annual Adjustment Calculation

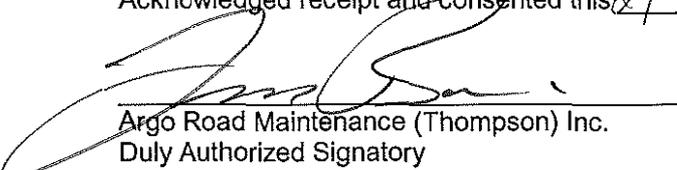
The Schedules are revised in accordance with the Annual Adjustment Process and are effective commencing on and including September 22, 2011.

The Adjusted Annual Price for Year 9, as calculated in accordance with the Annual Adjustment Process, is \$12,812,605.13 and that sum may be adjusted during the Contract Year in accordance with Article 6 or 7.

Please acknowledge receipt of the Schedules as indicated below and return a copy of this Notice to the attention of the writer on or before December 9, 2011.


District Manager, Transportation,
Ministry of Transportation

Acknowledged receipt and consented this 24 day of November, 2011


Argo Road Maintenance (Thompson) Inc.
Duly Authorized Signatory

Encl.

cc: Regional Director
Mtnce. Contracts Co-ordinator, Maintenance Programs, Construction & Maintenance Branch, MoT
Road & Bridge Financial Analyst, HQ Finance & Admin Branch, MoT (when contractor signed)
Bonding Company
Ministry Solicitor, Legal Services Branch, Attorney General

SA15 Year 8 Annual Adjustment Price Calculation (Preparation for Year 9)

Price Index Adjustment Factor Calculation

| Index | 2009 | 2010 | % Change | % Weighting | Inflation |
|----------------|--------|--------|----------|-------------|-----------|
| Labour Index | 122.93 | 124.38 | 1.18% | 40.0% | 0.4718% |
| Fuel Index | 169.63 | 190.61 | 12.37% | 5.0% | 0.6184% |
| Residual Index | 136.00 | 132.83 | -2.33% | 27.5% | -0.6410% |

Price Index Adjustment Factor 0.4492%

Adjust Annual Price Calculation

| | | | |
|---|---|-----------|----------------------|
| A | Annual Price for Immediately Preceding Contract Year | \$ | 12,690,333.01 |
| B | Less: Insurer Premium Quote (Yr8) | | s17, s21 |
| C | Changes to the Highways Adjustment Factor (Article 6) | | 1.00034 |
| D | Changes to Maintenance Services Adjustment Factor (Article 7) | | 1.00000 |
| E | 1 + Price Index Adjustment Factor | | 1.00449 |
| F | Add Back: Insurer Premium Quote (Yr8) | | |
| G | Adjusted Annual Price Sub-Total (A-B)*(C*D*E)+F | | |
| H | New Insurance Premium Quote (Yr9) | \$ | s17, s21 |
| | <i>less previous year's premium</i> | \$ | |
| I | Plus/Minus: Insurance Premium Adjust Factor (H-F) | \$ | |
| J | Plus/Minus: 80% of difference (I * .80) | | |
| K | Annual Adjusted Price for Year 9 (G + J) | \$ | 12,812,605.13 |

Contract Year 9

Service Area 15

Instruction #

Start Date 22-Sep-11

End Date 21-Sep-12

Days in Year 366

Total Contract Days 366

Winter Period 1 15-Oct-11 to 29-Feb-12 138 days / year

Winter Period 2 1-Mar-12 to 15-Mar-12 15 days / year

Total Contract Winter Days 153

Summer Period 1 22-Sep-11 to 14-Oct-11 23 days / year

Summer Period 2 16-Mar-12 to 21-Sep-12 190 days / year

Total Contract Summer Days 213

Original Daily Cost: \$35,007.12

| Summer Class | Summer Yearly Rate / Lane Km | Summer Daily Rate / Lane Km | Winter Class | Winter Yearly Rate / Lane Km | Winter Daily Rate / Lane Km |
|--------------|------------------------------|-----------------------------|--------------|------------------------------|-----------------------------|
| 1 | | | A | | |
| 2 | | | B | | |
| 3 | | | C | | |
| 4 | | | D | s17, s21 | |
| 5 | s17, s21 | | E | | |
| 6 | | | F | | |
| 7 | | | | | |
| 8 | | | | | |

| ITEM | Daily Rate | Units |
|---------------------|------------|-------|
| Rest Area - Class A | | each |
| Rest Area - Class B | | each |
| Rest Area - Class C | | each |
| | s17, s21 | |

Bridge Deck

sq. meter

Quantified Maintenance Services

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|---|---|-----------------|-----------------|------------------------|------------|----------|
| Pavement Patching and Crack Sealing | Overlay Patch (isolated) | 100J | m2 | 0 | | |
| | Replacement Patch (isolated) | 100K | m2 | 0 | | |
| | Hot-in-place Patch | 100L | m2 | 0 | | |
| | Overlay Patch | 100M | m2 | 61,896 | | |
| | Replacement Patch | 100N | m2 | 5,039 | | |
| | Spray Patch | 100P | m2 | 3,528 | | |
| | Spray Patch (isolated) | 100Q | m2 | 0 | | |
| | crack sealing | 100R | lin m | 18,846 | | |
| Highway Surface Treatment | surface treatment | 110M | m2 | 14,718 | | |
| | surface treatment (isolated) | 110N | m2 | 0 | | |
| Gravel Surface Grading and Re-shaping | gravel surface Grading (Re-shape) | 130P | rd km | 835 | | |
| | gravel surface grading | 130Q | rd km | 1,573 | | |
| Dust Control and Base Stabilization | base sabilization | 140M | rd km | 130 | | |
| | dust control (initial yearly application) | 140P | rd km | 110 | | |
| Highway Surface and Shoulder Gravelling | gravelling - crush (isolated) | 150K | m3 | 0 | | |
| | gravelling - pit run (isolated) | 150L | m3 | 0 | | |
| | gravelling – crush | 150M | m3 | 26,210 | | |
| | graveling - pit run | 150N | m3 | 16,127 | | |
| | Shoulder gravelling (isolated) | 150P | m3 | 0 | | |
| | Shoulder gravelling | 150R | m3 | 504 | | |
| Highway Shoulder Maintenance | Shoulder grading | 160P | sh.km. | 806 | | |
| Road Base Maintenance | road base repair | 170P | m3 | 150 | | s17, s21 |
| Curb, Island and Barrier Maintenance | roadside concrete barriers | 220M | ea | 10 | | |
| | Median concrete barriers | 220N | ea | 10 | | |
| | machine-laid asphalt curb | 220P | lin m | 150 | | |
| | machine-laid concrete curb | 220R | lin m | 35 | | |
| Ditch and Watercourse Maintenance | ditch construction (new) | 250M | lin m | 2,521 | | |
| | ditch maintenance (machine) | 250P | lin m | 25,203 | | |
| | grader ditching | 250Q | lin m | 4,538 | | |
| Drainage Appliance Maintenance | catch basin (metal) | 260K | ea | 4 | | |
| | catch basin (concrete) | 260L | ea | 0 | | |
| | culvert/Flume install (to 400mm) | 260M | lin m | 161 | | |
| | culvert/Flume install (401mm to 600mm) | 260N | lin m | 60 | | |
| | culvert/flume install (601mm to 1200mm) | 260P | lin m | 10 | | |
| | culvert/Flume install (1201mm to 3000mm) | 260R | lin m | 0 | | |
| | Rip rap Instal (>50kg size) | | m3 | 100 | | |
| Roadside Vegetation Control | mowing (machine) | 350K | ssk | 2,093 | | |
| | mowing (hand cutting) | 350L | m2 | 652 | | |
| | brushing (machine) | 350M | sh km | 144 | | |
| | brushing (hand cutting) | 350N | m2 | 9,071 | | |
| | Danger Tree removal | 350P | ea | 20 | | |
| | overhead brushing | 350R | sh km | 0 | | |
| Roadside Fence Maintenance | chain link (Schedule 1 & 2) | 400P | lin m | 0 | | |
| | barbed wire (Schedule 1 & 2) | 400Q | lin m | 0 | | |
| | page wire (Schedule 1 & 2) | 400R | lin m | 0 | | |

Quantified Maintenance Services

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|--------------------------------------|---|-----------------|-----------------|------------------------|-------------|----------------|
| Sign System Maintenance | delineators | 440K | ea | 10 | | |
| | Sign System install (2 post > 3.2 m2) | 440L | ea | 12 | | |
| | Sign System install (1 post) | 440M | ea | 100 | | |
| | Sign System install (2 post < 3.2 m2) | 440N | ea | 2 | | |
| | Sign (to 1 m2) | 440P | ea | 50 | | |
| | Sign (1 m2 to 3.2 m2) | 440Q | ea | 5 | | |
| | Sign (> 3.2 m2) | 440R | ea | 2 | | |
| | Sign Face Overlay (to 1 m2) | 445P | ea | 0 | | |
| | Sign Face Overlay (1 m2 to 3.2 m2) | 445Q | ea | 0 | | |
| | Sign Face Overlay (> 3.2 m2) | 445R | ea | 0 | | |
| Bridge Deck Maintenance | timber Re-decking (Minor) | 500M | m2 | 570 | | |
| | timber Re-decking (Major) | 500N | m2 | 247 | | |
| | linseed oil/mineral spirit treatment | 500O | m2 | 7,393 | | |
| | concrete Deck repair | 500P | m2 | 282 | | |
| | timber Deck replacement | 500Q | m2 | 201 | | |
| | concrete Deck crack sealing | 500R | lin m | 1,003 | | |
| Bridge Joint Maintenance | Bridge Joint Armour replacement | 530M | lin m | 120 | | |
| | Bridge Joint seal replacement | 530P | cm2 | 53,841 | | |
| Minor Painting of Bridge Structures | steel surface painting | 570P | m2 | 100 | | |
| | steel rail painting | 570Q | lin m | 50 | | |
| | timber rail painting | 570R | lin m | 446 | | |
| Concrete Structure Maintenance | concrete repair | 600P | m2 | 30 | | |
| | epoxy injection | 600Q | cm3 | 3,123 | | |
| Timber Truss Bridge Maintenance | timber Truss member replacement | 620P | ea | 2 | | |
| | timber Truss Rods (drop/replace) | 620Q | ea | 1 | | |
| Timber and Log Structure Maintenance | timber Stringer replacement | 650P | ea | 10 | | |
| | log replacement (stringer/brow log/needle beam) | 650Q | ea | 0 | | |
| | timber Cap replacement | 650R | ea | 1 | | |
| Retaining Structure Maintenance | retaining structure component replacement | 660P | m2 | 14 | | |
| | Provisional Sum | | PS | 0 | | |
| Roadside Fence Maintenance | Specialty Fences | 400M | | | | |
| Bridge Bearing Maintenance | Bridge Bearing replacement | 540P | | | | |
| Bridge Piling Maintenance | Bridge Pile replacement | 640M | | | | |
| <u>Landscape Maintenance</u> | | | | | | |
| Landscape Maintenance | Landscape Maintenance | | | | | |
| TOTAL VALUE | | | | 262,869 | \$63,448.18 | \$4,205,152.23 |

s17, s21



The Best Place on Earth

Instruction #5 (Article 7)

Service Area No. 15

To: **Argo Road Maintenance (Thompson) Inc.**
1655 Lucky Strike Place
Kamloops BC
V1S 1W5

Re: Maintenance Agreement (the "Agreement"), dated **September 22nd, 2003**,
and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH
COLUMBIA, represented by the Minister of Transportation and Infrastructure
("the Province")

OF THE FIRST PART

and:

Argo Road Maintenance (Thompson) Inc., a body corporate, incorporated
under the laws of the Province of British Columbia under Certificate of
Incorporation No. **494387** having its registered office at **700-275 Landsdowne
Street, Kamloops, British Columbia, V2C 6H6** (the "Contractor")

OF THE SECOND PART

NOTICE

1.01 Pursuant to section 7.2 of the Agreement the following changes to the
Agreement, specifically Schedule 5 – Quantified Maintenance Services, **become
effective Year 9:**

\$399,569.40 (3% of the annual price) of Quantified Maintenance Services
consisting of winter Maintenance Services is offset over the current year to
compensate for winter Maintenance Services performed during a time where
summer Maintenance Services would normally have occurred.

A revised Schedule 5 – Quantified Maintenance Services for Year 9 is attached
as Appendix 'A'.

This Revised Schedule 5 is effective for Year 9 only.

ADJUSTMENT CALCULATIONS

Nil cost impact.

CONTRACT ADJUSTMENTS

Nil Cost Impact.

Dated this 23rd day of December, 2011



Sherry Eland

District Manager, Transportation

Thompson-Nicola District

Duly authorized representative

Of the Minister of Transportation and Infrastructure

pc: **The Guarantee Company of North America**
HQ, Maintenance Contracts Coordinator, Maintenance Programs
Ministry Solicitor

SCHEDULE "5"

REVISED SA15
Contract Year 9

Quantified Maintenance Services

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|--|---|-------------------|-----------------|------------------------|------------|-------|
| Pavement Patching and Crack Sealing | Overlay Patch (isolated) | 100J | m2 | 0 | | |
| | Replacement Patch (isolated) | 100K | m2 | 0 | | |
| | Hot-In-place Patch | 100L | m2 | 0 | | |
| | Overlay Patch | 100M | m2 | 37,941 | | |
| | Replacement Patch | 100N | m2 | 5,039 | | |
| | Spray Patch | 100P | m2 | 3,528 | | |
| | Spray Patch (isolated) | 100Q | m2 | 0 | | |
| | crack sealing | 100R | lin m | 18,846 | | |
| | Highway Surface Treatment | surface treatment | 110M | m2 | 14,718 | |
| surface treatment (isolated) | | 110N | m2 | 0 | | |
| Gravel Surface Grading and Re-shaping | gravel surface Grading (Re-shape) | 130P | rd km | 835 | | |
| | gravel surface grading | 130Q | rd km | 1,573 | | |
| Dust Control and Base Stabilization | base stabilization | 140M | rd km | 130 | | |
| | dust control (Initial yearly application) | 140P | rd km | 110 | | |
| Highway Surface and Shoulder Graveling | graveling - crush (isolated) | 150K | m3 | 0 | | |
| | graveling - pit run (isolated) | 150L | m3 | 0 | | |
| | graveling - crush | 150M | m3 | 26,210 | | |
| | graveling - pit run | 150N | m3 | 16,127 | | |
| | Shoulder graveling (isolated) | 150P | m3 | 0 | | |
| | Shoulder graveling | 150R | m3 | 504 | | |
| Highway Shoulder Maintenance | Shoulder grading | 160P | sh.km. | 806 | | |
| Road Base Maintenance | road base repair | 170P | m3 | 150 | s17, s21 | |
| Curb, Island and Barrier Maintenance | roadside concrete barriers | 220M | ea | 10 | | |
| | Median concrete barriers | 220N | ea | 10 | | |
| | machine-laid asphalt curb | 220P | lin m | 150 | | |
| | machine-laid concrete curb | 220R | lin m | 35 | | |
| Ditch and Watercourse Maintenance | ditch construction (new) | 250M | lin m | 2,521 | | |
| | ditch maintenance (machine) | 250P | lin m | 25,203 | | |
| | grader ditching | 250Q | lin m | 4,538 | | |
| Drainage Appliance Maintenance | catch basin (metal) | 260K | ea | 4 | | |
| | catch basin (concrete) | 260L | ea | 0 | | |
| | culvert/Flume install (to 400mm) | 260M | lin m | 161 | | |
| | culvert/Flume install (401mm to 600mm) | 260N | lin m | 60 | | |
| | culvert/Flume install (601mm to 1200mm) | 260P | lin m | 10 | | |
| | culvert/Flume install (1201mm to 3000mm) | 260R | lin m | 0 | | |
| | Rip rap Instal (>50kg size) | | m3 | 100 | | |
| Roadside Vegetation Control | mowing (machine) | 350K | ssk | 2,093 | | |
| | mowing (hand cutting) | 350L | m2 | 652 | | |
| | brushing (machine) | 350M | sh km | 144 | | |
| | brushing (hand cutting) | 350N | m2 | 9,071 | | |
| | Danger Tree removal | 350P | ea | 20 | | |
| | overhead brushing | 350R | sh km | 0 | | |
| Roadside Fence Maintenance | chain link (Schedule 1 & 2) | 400P | lin m | 0 | | |
| | barbed wire (Schedule 1 & 2) | 400Q | lin m | 0 | | |
| | page wire (Schedule 1 & 2) | 400R | lin m | 0 | | |

SCHEDULE "5"

REVISED SA15
Contract Year 9

Quantified Maintenance Services

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|--------------------------------------|---|---------------------------------|-----------------|------------------------|--------------------|-----------------------|
| Sign System Maintenance | delineators | 440K | ea | 10 | | |
| | Sign System Install (2 post > 3.2 m2) | 440L | ea | 12 | | |
| | Sign System Install (1 post) | 440M | ea | 100 | | |
| | Sign System Install (2 post < 3.2 m2) | 440N | ea | 2 | | |
| | Sign (to 1 m2) | 440P | ea | 50 | | |
| | Sign (1 m2 to 3.2 m2) | 440Q | ea | 5 | | |
| | Sign (> 3.2 m2) | 440R | ea | 2 | | |
| | Sign Face Overlay (to 1 m2) | 445P | ea | 0 | | |
| | Sign Face Overlay (1 m2 to 3.2 m2) | 445Q | ea | 0 | | |
| | Sign Face Overlay (> 3.2 m2) | 445R | ea | 0 | | |
| | Bridge Deck Maintenance | timber Re-decking (Minor) | 500M | m2 | 570 | |
| timber Re-decking (Major) | | 500N | m2 | 247 | | |
| linseed oil/mineral spirit treatment | | 500O | m2 | 7,393 | | |
| concrete Deck repair | | 500P | m2 | 282 | | |
| timber Deck replacement | | 500Q | m2 | 201 | | |
| concrete Deck crack sealing | | 500R | ln m | 1,003 | | |
| Bridge Joint Maintenance | | Bridge Joint Armour replacement | 530M | ln m | 120 | |
| | Bridge Joint seal replacement | 530P | cm2 | 53,841 | | |
| Minor Painting of Bridge Structures | steel surface painting | 570P | m2 | 100 | | |
| | steel rail painting | 570Q | ln m | 50 | | |
| | timber rail painting | 570R | ln m | 446 | | |
| Concrete Structure Maintenance | concrete repair | 600P | m2 | 30 | s17, s21 | |
| | epoxy injection | 600Q | cm3 | 3,123 | | |
| Timber Truss Bridge Maintenance | timber Truss member replacement | 620P | ea | 2 | | |
| | timber Truss Rods (drop/replace) | 620Q | ea | 1 | | |
| Timber and Log Structure Maintenance | timber Stringer replacement | 650P | ea | 10 | | |
| | log replacement (stringer/brow log/needle beam) | 650Q | ea | 0 | | |
| | timber Cap replacement | 650R | ea | 1 | | |
| Retaining Structure Maintenance | retaining structure component replacement | 660P | m2 | 14 | | |
| Provisional Sum | | | PS | | | |
| Roadside Fence Maintenance | Specialty Fences | 400M | | | | |
| Bridge Bearing Maintenance | Bridge Bearing replacement | 540P | | | | |
| Bridge Piling Maintenance | Bridge Pile replacement | 640M | | | | |
| Landscape Maintenance | | | | | | |
| Landscape Maintenance | Landscape Maintenance | | | | | |
| Winter Maintenance | | | | | | |
| TOTAL VALUE | | | | 238,914 | \$63,448.18 | \$4,205,152.23 |



MINISTRY OF TRANSPORTATION
THOMPSON NICOLA DISTRICT
JAN 5 2012
128-447 COLUMBIA STREET
KAMLOOPS, BC V2C 2T3

To: The Guarantee Company of North America
Suite 810 – 400 Burrard St
Vancouver BC V6C 3A6

Re: Performance Bond No. **VS6079758**
Labour and Material Payment Bond No. **VS6079758**
In respect of:

Maintenance Agreement (the "Agreement") dated **September 22nd, 2003** and as amended, between Her Majesty The Queen In Right Of The Province Of British Columbia, represented by the Minister of Transportation and Infrastructure and **Argo Road Maintenance (Thompson) Inc.**, (Incorporation No. **494387**).

Take notice that pursuant to Article 7 of the Agreement, the changes described in the attached instruction are to become effective **immediately**.

Within ten days, please acknowledge receipt and consent of this instruction by signing the enclosed duplicate copy of this letter and returning it to the undersigned at the address given above.

Dated this 23rd day of December, 2011

Sherry Eland
District Manager, Transportation
Thompson-Nicola District
Duly authorized representative of the Minister
of Transportation and Infrastructure

Acknowledged receipt and consented this 3 day of January, 2012


Bonding Agent Signature

Enclosure

pc: Maintenance Contracts Coordinator
Ministry Solicitor

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

AMENDMENT EXTENSION AGREEMENT

SERVICE AREA NO. 15

THIS AGREEMENT dated for reference the 29th day of August, 2012 (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 (formerly the Minister of Transportation) (the "Province")

AND

ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 0494387 and having its registered office at 700 – 275 Lansdowne Street, Kamloops, British Columbia, V2C 6H6 (the "Contractor")

WHEREAS:

- A.** The Province and the Contractor entered into the Maintenance Agreement wherein the Contractor agreed to provide certain highway maintenance services for the Province in Service Area No. 15 during the term of the Maintenance Agreement which commenced on September 22, 2003 and is scheduled to end on September 21, 2013; and
- B.** The Province and the Contractor wish to make certain amendments to the Maintenance Agreement on the terms set out in this Agreement.

NOW THEREFORE for good and valuable consideration, the parties agree as follows:

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

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APPENDICES

- A. BONDS EXTENSION AMENDMENT AGREEMENT
- B. ANNUAL AJUSTMENT PROCESS
- C. FEE SCHEDULE
- D. REPEATER SYSTEM
- E. COMMERCIAL VEHICLES PERMIT
- F. INSURANCE REQUIREMENTS
- G. CONTRACTOR CORPORATE DETAIL

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

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Article I

DEFINITIONS

1.01 In this Agreement, unless the context otherwise requires:

- (a) **"Maintenance Agreement"** means the maintenance agreement between the Province and the Contractor dated September 22, 2003 relating to Service Area No. 15, as amended prior to the Reference Date of this Agreement;
- (b) **"Reconciliation Amount"** means the sum of \$59,139.32;
- (c) **"Transition Year"** means the Contract Year commencing on and including September 22, 2011 and ending on and including September 21, 2012; and
- (d) other terms with initial capital letters will have the meanings given to them in the Maintenance Agreement.

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

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Article II

REPRESENTATIONS AND WARRANTIES BY CONTRACTOR

2.01 The Contractor represents and warrants to the Province, with the knowledge and intent that the Province will rely thereon in entering into this Agreement, that on execution of this Agreement and at all times thereafter during the Term of the Maintenance Agreement:

- (a) all necessary proceedings have been taken to authorize the execution and delivery of this Agreement by the Contractor;
- (b) this Agreement has been legally and properly executed by the Contractor and is legally binding upon, and enforceable against, the Contractor in accordance with its terms;
- (c) all information, statements, documents and reports furnished or submitted by the Contractor to the Province in connection with this Agreement are true, correct and accurate in all respects and remain correct and accurate in all respects and do not omit any information required to make such statements, representations and information not misleading when taken as a whole;
- (d) [not used]
- (e) it has full capacity, power and authority to enter into and to carry out the transactions contemplated by this Agreement and all other documents, instruments and agreements required to be executed and delivered by the Contractor pursuant to this Agreement or the Maintenance Agreement, as the case may be, and to observe, perform and comply with the terms of this Agreement and the Maintenance Agreement;
- (f) it has no knowledge of any fact that materially adversely affects or, so far as it can foresee, might materially adversely affect its properties, assets, condition (financial or otherwise), business or operations or its ability to fulfill its obligations under this Agreement and the Maintenance Agreement, including to observe, perform and comply with the terms of this Agreement and the Maintenance Agreement;
- (g) the entry into, observance and performance of the terms and conditions of this Agreement and the Maintenance Agreement do not and will not constitute a breach by it of or a default by it under
 - (i) any statute, regulation or bylaw of Canada or of the Province of British Columbia applicable to or binding on it,
 - (ii) its constating documents, or any contract or agreement to which it is a party or any document which is binding upon it, and
 - (iii) do not and will not conflict with any document which is binding upon it or any of its assets to the extent that such conflict would have or be reasonably likely to have a material adverse effect on the performance by the Contractor of its obligations under this Agreement and the Maintenance Agreement;
- (h) the legal and beneficial ownership and effective control of all of the authorized, issued and outstanding voting shares of the Contractor, if applicable, is as disclosed in Appendix G;
- (i) there are no agreements, options or rights of any kind held by any person with respect to any of the voting shares of the Contractor, if applicable, except as disclosed in Appendix G;

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

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- (j) the Contractor has good safekeeping, marketable title to and possession of all its assets, free and clear of all liens, charges or encumbrances except those disclosed in Appendix G;
- (k) the Contractor is not a party to, and to its knowledge is not threatened with, any litigation or claim that would materially affect its undertaking or financial condition or its ability to fulfil its obligations under this Agreement, including to observe, perform and comply with the terms of this Agreement or of the Maintenance Agreement;
- (l) there are no liabilities of the Contractor, contingent or otherwise, that are not disclosed or reflected in Appendix G herein except those incurred in the ordinary course of its business;
- (m) the Contractor has filed all tax, corporate information and other returns, required to be filed by the laws of British Columbia, Canada and any other jurisdiction where it is required to file such returns, and has complied with all workers compensation legislation and other similar legislation to which it may be subject and has paid all taxes, fees and assessments calculated to be due by the Contractor under those laws as of the date of this Agreement;
- (n) the Contractor is not in breach of any statute, regulation or bylaw applicable to the Contractor or its operations or to its performance of its obligations under this Agreement or the Maintenance Agreement, including its observance, performance and compliance with the terms of this Agreement and the Maintenance Agreement;
- (o) the Contractor holds all permits, licences, consents, authorities, agreements and consents issued by any federal, provincial, regional or municipal government or an agency of any of them, or by any third parties that are necessary for the execution by the Contractor of this Agreement and the Maintenance Agreement or for the performance of its obligations under this Agreement and the Maintenance Agreement or that are necessary in connection with the operations of the Contractor;
- (p) the making of this Agreement, and the performance of and compliance with the terms of this Agreement and the Maintenance Agreement does not conflict with and will not result in a breach of, or constitute a default under, the memorandum or articles of the Contractor or the acceleration of any indebtedness under, any terms, provisions or conditions of, any indenture, mortgage, deed of trust, agreement, security agreement, license, franchise, certificate, consent, permit, authority or other instrument to which the Contractor is a party or is bound or any judgment, decree, order, rule or regulation of any court or administrative body by which the Contractor is bound or, to the knowledge of the Contractor, any statute, regulation or bylaw applicable to the Contractor;
- (q) it has and will maintain at all times sufficient qualified, trained and experienced staff and the necessary facilities, labour, financial, insurance, bonding and security arrangements, materials, appropriate equipment and subcontractual agreements and hired equipment contracts in place and available to fully observe, comply with and perform this Agreement and the Maintenance Agreement including the Services and to ensure such observance, compliance and performance of this Agreement and the Maintenance Agreement over the Term of the Maintenance Agreement;
- (r) the Contractor has independently reviewed, inspected, examined and assessed and is knowledgeable of and has satisfied itself, including by obtaining all necessary information and documentation and professional advice, as to
 - (i) the Provincial Public Highways and their surroundings and conditions, and all existing structures, improvements, infrastructure and works (including works carried out or to be

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

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carried out by third parties including other governmental agencies, contractors of the Province and local governments in the Service Area) on, in, on, over or under such Provincial Public Highways and the Services including all conditions, constraints, restrictions, requirements, factors, contingencies and risks relating or necessary to, affecting or that may affect the provision of the Services under and in accordance with this Agreement and the Maintenance Agreement;

- (ii) all labour relations issues related to the performance of this Agreement and the Maintenance Agreement including up to and including the Reference Date of this Agreement and from and after the Reference Date of this Agreement;
 - (iii) the terms of the Maintenance Agreement including all notices and instructions issued in connection with the Maintenance Agreement and the instrument entitled "Notice of Clarification and Acknowledgement of Agreement" dated June 7, 2007 executed on behalf of the Contractor;
 - (iv) the risks, factors, contingencies, requirements and all other circumstances and conditions, legal and otherwise, which may affect this Agreement or the Maintenance Agreement including the Services, and the observance, compliance and performance of this Agreement and the Maintenance Agreement; and
- (s) the Contractor is not currently subject to any charge, conviction, ticket, notice of defect or non-compliance, work order, pollution abatement order, pollution prevention order, remediation order or any other order or proceeding under any environmental laws that might reasonably be expected to have a material adverse effect on the performance by the Contractor of its obligations under this Agreement.

2.02 The parties acknowledge and agree that the representations and warranties described in section 2.01 of this Agreement are in addition to the representations and warranties described in section 2.1 of the Maintenance Agreement.

2.03 The representations and warranties described in section 2.01 of this Agreement will conclusively be deemed to have been relied upon by the Province notwithstanding any assessment, review, consideration or investigation by the Province, or any information, statements, documents, plans or reports furnished or submitted by the Contractor to the Province, prior to or subsequent to the Province entering into this Agreement.

2.04 Without limiting section 5.05 of this Agreement, the Province and the Contractor acknowledge and agree that the Province has made no representation or warranty whatsoever, express or implied, with respect to this Agreement or the Maintenance Agreement or any part of them including the Services or any of the matters contemplated in section 2.01(r).

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

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Article III

MAINTENANCE AGREEMENT

3.01 Article 1. [Definitions] of the Maintenance Agreement is amended as follows.

- (a) The definition of "Act" in subsection (a) is deleted in its entirety and the following definition is substituted:
 "**Act**" means the *Transportation Act*, S.B.C. 2004, c.44;"
- (b) The definition of "Adjusted Annual Price" in subsection (c) is amended by adding the following after the words "in accordance with Articles 6 or 7" and before the ";":
 ", and in respect of the 15th Contract Year, as that sum may be further adjusted to reflect the monthly installment payable in respect of the final Contract Month of the Term as described in Part 1 of the Fee Schedule".
- (c) The following definition is added as subsection (d.1) of the Maintenance Agreement
 "**Amendment Extension Agreement**" means the agreement between the Province and the Contractor dated for reference the 29th day of August, 2012;"
- (d) The definition of "Annual Adjustment Process" in subsection (f) is deleted in its entirety and the following definition is substituted:
 "**Annual Adjustment Process**" means
 - (i) for each Contract Year of the Term commencing with the First Contract Year and ending on and, subject to the Amendment Extension Agreement, including the 8th Contract Year (ending on and including the Contract Year that ends on September 21, 2011), the annual adjustment process described in Schedule 2; and
 - (ii) thereafter for each successive Contract Year, the annual adjustment process described in Schedule 2.1;"
- (e) The defined term and definition of "BCBC" in subsection (k) is deleted in its entirety and the expression "[NOT USED]" is substituted in its place.
- (f) The defined term and definition of "BCBC Triple Net Lease" in subsection (l) is deleted in its entirety and the expression "[NOT USED]" is substituted in its place.
- (g) The definition of "Bonds" in subsection (m) is deleted in its entirety and the following is substituted:
 "**Bonds**" means the performance bond and labour and material payment bond as set out in Schedule 1, includes any additional or replacement bond and any agreement extending or amending any bond as referenced in Article 10 and further includes the Bonds Extension Amendment Agreement issued in respect of the Amendment Extension Agreement as set out in Schedule 1, and in the Amendment Extension Agreement, and each issued or assumed, as the case may be, by a surety company acceptable to the Minister;"

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

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- (h) The definition of "Commercial Vehicles Permit Agreement" in subsection (p) is deleted in its entirety and the following is substituted:
- "Commercial Vehicles Permit" means**
- (i) for the period commencing on the Commencement Date and ending on and including the date immediately preceding the Reference Date, the agreement described in Schedule 15 entered into by the Contractor and the Province effective on the Commencement Date; and
 - (ii) effective as of the Reference Date and for the balance of the Term, the agreement set out in Schedule 15.1;"
- (i) The definition of "Contract Month" in subsection (q) is deleted in its entirety and the following definition is substituted:
- "Contract Month" means**
- (i) a period during the Term which commences on and includes the 22nd day of a calendar month and ends on and includes the day immediately before the same day of the next succeeding calendar month in respect of that part of the Term which commences on the Commencement Date and ends on and includes August 21, 2018, and
 - (ii) thereafter, the period commencing on August 22, 2018 and ending on and including the Expiry Date;"
- (j) The definition of "Contract Year" in subsection (r) is deleted in its entirety and the following definition is substituted:
- "Contract Year" means**
- (i) the period during the Term which commences on and includes the Commencement Date and ends on but excludes the first Anniversary Date;
 - (ii) thereafter in each successive year of the Term until September 22, 2017 a period which commences on and includes each succeeding Anniversary Date to the Commencement Date and ends on and includes the day immediately before the next following Anniversary Date; and
 - (iii) the period during the Term which commences on and includes the fourteenth Anniversary Date and ends on and includes the Expiry Date;"
- (k) The definition of "Cost Schedule" in subsection (x) is deleted in its entirety and the following definition is substituted:
- "Cost Schedule" means**
- (i) in respect of a change to Highways made during the First Contract Year, as a result of a notice delivered under section 6.1, Schedule 10, and
 - (ii) in respect of any such change made during a subsequent Contract Year up to and including the 9th Contract Year, the cost schedule produced by the Minister for that Contract Year using the same format as Schedule 10 and delivered to the Contractor pursuant to section 8 of Schedule 2, and
 - (iii) in respect of any such change made during each successive Contract Year thereafter, the cost schedule produced by the Minister for that Contract Year using the same format as Schedule 10 and delivered to the Contractor pursuant to section 8 of Schedule 2.1;"

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

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- (l) The definition of “Expiry Date” in subsection (ii) is deleted and the following definition is substituted:

“**Expiry Date**” means September 30, 2018;”.

- (m) The definition of “Highways” in subsection (qq) is deleted and the following definition is substituted:

“**Highways**” means all “highways” as defined in the Act, and all “provincial public undertakings” as defined in the Act, that are under the administration of the Minister or that are by arrangement maintained by the Province and includes

- (i) the all ancillary works, structures, excavations, systems, signage, embankments, infrastructure, equipment, improvements, roads, lanes, ways, and other things reasonably related to the operation of highways or provincial public undertakings,
- (ii) all licenses, properties, rights of way and easements ancillary to such highways or provincial public undertakings as of the date of this Agreement as determined by the Province or by reference to the records of the Province, as may be added to this Agreement or charged in classification in accordance with this Agreement;
- (iii) any highways or provincial public undertakings that may be added, deleted or changed in classification in accordance with Article 6;
- (iv) any highways or provincial public undertakings described in Schedule 11 as that Schedule may be revised and updated from time to time by the Province and delivered to the Contractor in accordance with this Agreement; and
- (v) any highways that are vested in any Municipality (as that term is defined in the *Local Government Act*), at the discretion of the Minister and on written notice from the Minister to the Contractor;”.

- (n) The definition of “Provider License” in subsection (zz) is deleted in its entirety and the expression “[NOT USED]” is substituted in its place.

- (o) The definition of “Provider System” in subsection (aaa) is deleted in its entirety and the expression “[NOT USED]” is substituted in its place.

- (p) The following definition is added as subsection (ggg.1) of the Maintenance Agreement

“**Quantified Maintenance Services Schedule**” means

- (i) in respect of the First Contract Year, the schedule of Quantified Maintenance Services classified by work activity set out in Schedule “5” as at the Commencement Date, and
- (ii) in respect of each subsequent Contract Year up to and including the 9th Contract Year, the schedule of Quantified Maintenance Services classified by work activity and delivered by the Minister pursuant to section 8 of Schedule 2 of this Agreement and as such work activities may have been reallocated during that Contract Year pursuant to section 5.6 of this Agreement; and
- (iii) in respect of each Contract Year of the Term thereafter, the schedule of Quantified Maintenance Services classified by work activity and delivered by the Minister pursuant to section 8 of Schedule 2.1 of this Agreement and as such work activities may be reallocated during that Contract Year pursuant to section 5.6 of this Agreement;”.

- (q) The following definition is added as subsection (hhh.1) of the Maintenance Agreement:

“**Reconciliation Amount**” means \$59,139.32;”.

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

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(r) The following definition is added as subsection (iii.1) of the Maintenance Agreement:
“**Repeater System**” means the mountain-top radio equipment, control console equipment, telecommunications circuits, satellite back-up systems and control room operating staff provided by the Province;”.

(s) The definition of “Province” in subsection (bbb) is deleted and the following definition is substituted:

“**Province**” means Her Majesty the Queen in right of the Province of British Columbia as represented by the Minister of Transportation and Infrastructure;”.

3.02 Article 7 [Changes to Maintenance Services] of the Maintenance Agreement is amended as follows.

(a) Sections 7.1 and 7.2 of the Maintenance Agreement are deleted and the following are substituted:

“7.1 In order to promote and enhance public safety and efficiency, the Contractor will:

- (a) in consultation with the Province, continually review and re-evaluate the Maintenance Services, including the methods, means, products and technology for provision of the Maintenance Services and in conducting that review will take into account changing methods, means, products and technology in the highways and bridge maintenance industry, changing economic and environmental conditions and changing public requirements;
- (b) advise the Province if the Contractor considers that any part of the Maintenance Services, including the methods, means, products and technology for provision of any such part should be changed in a material way, and submit the proposed change to the Province for its consideration; and
- (c) reasonably co-operate with the Province in tests to accommodate new maintenance, maintenance – related methods, means, products and technology for the provision of Maintenance Services.

7.2 The Minister may, in the Minister's sole discretion, including either as a result of reviews or proposals under section 7.1 or on the Minister's own initiative, change, including by varying, amending or modifying the Maintenance Services, including changes to the Maintenance Specifications, by delivery of written notice thereof to the Contractor specifying the change and the date by which the change is to be implemented by the Contractor and the Contractor will perform the Maintenance Services, as so changed.”.

3.03 Article 8 [Materials, Licenses and Permit] of the Maintenance Agreement is amended as follows.

(a) The heading of Article 8 is deleted and the following substituted:

“**MATERIALS, LICENSES AND REPEATER SYSTEM**”.

(b) Sections 8.3 of the Maintenance Agreement is deleted and the following substituted:

“8.3 The Contractor may have access to and use of the Repeater System for the sole purpose of performing the Services in accordance with this Agreement including on the terms and conditions set out in Schedule 7 entitled “Repeater System”.”.

3.04 Article 10 [Bonds] of the Maintenance Agreement is amended as follows.

(a) Section 10.1 is amended by adding the words “and with a surety company” after the words “all in form and content” and before the words “acceptable to the Minister.”.

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

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- 3.05** Article 11 [Contractor's Covenants] of the Maintenance Agreement is amended as follows.
- (a) Section 11.1(b) is deleted and the following substituted:
 - “(b) ensure that the representations and warranties set out in Article 2 of this Agreement and in Article II of the Amendment Extension Agreement are true and correct at all times during the Term and provide evidence to that effect to the Province on the written request of the Minister;”.
 - (b) Section 11.1(d) is deleted and the following substituted:
 - “(d) within 15 days of the delivery of a written demand from the Province, provide the Province with such information and documents with respect to the affairs and undertaking (financial and otherwise, as the case may be) of the Contractor as the Province may reasonably request, including for greater certainty, information and documentation related to the actual or anticipated observance, performance and compliance by the Contractor with the terms of this Agreement;”.
 - (c) Section 11.1(f) is amended by deleting “, the BCBC Triple Net Lease, and”.
 - (d) Section 11.1(k) is deleted and the following substituted:
 - “(k) provide and maintain at all times qualified, trained and experienced staff including by continually training its staff in the safe operation of highways maintenance equipment and facilities to the satisfaction of the Province;”.
 - (e) Section 11.1(l) is deleted and the following substituted:
 - “(l) provide and maintain at all times sufficient staff, facilities, materials, appropriate equipment and subcontractor agreements and financial, insurance, bonding and security arrangements in place and available to it as required to fully perform this Agreement including the Services, and in no event will the level of resources deployed in the field and ready to respond be less than what is required to supply the Quantified Maintenance and Routine Maintenance Services and to comply with the Maintenance Specifications and the Quality Management System;”.
 - (f) Section 11.1(x) is amended by adding after the words “prior to the Commencement Date”, the following words “and thereafter, subject to section 13.1, to ensure such information remains current.”.
- 3.06** Article 12 [Annual Price and Fees] of the Maintenance Agreement is amended by deleting Section 12.5 in its entirety and substituting the expression “[NOT USED]” in its place.
- 3.07** Article 13 [Assignment, Subcontracting and Hired Equipment] of the Maintenance Agreement is amended as follows:
- (a) Section 13.13 is amended by deleting “Minister's rights” and substituting “Province's rights” and by deleting “this agreement” and substituting “this Agreement”.
- 3.08** Article 15 [Audit] of the Maintenance Agreement is amended as follows.
- (a) The heading of Article 15 is deleted and the following substituted:

“FINANCIAL AUDIT”.
 - (b) Section 15.1 is deleted and the following substituted:

“15.1 The Province may, in its sole discretion, conduct a financial and accounting audit of the Contractor, including in respect of the Contractor's performance, observance and

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

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discharge of its obligations under this Agreement and of the Contractor's current and ongoing capacity to perform, observe and discharge such obligations, of its partners and unit holders, if any; such audit to include the right to inspect and take copies of the books and records of the Contractor upon reasonable notice and at reasonable times.”.

(c) Section 15.3 is deleted and the following substituted:

“15.3 The Contractor will, upon the request of the Minister, provide to the Province a copy of the audited (or if unavailable, unaudited) financial statements of the Contractor and to the extent necessary to consider the Contractor's performance, observance and discharge of its obligations under this Agreement and of the Contractor's current and ongoing capacity to perform, observe and discharge such obligations, of its partners and unit holders, if any.”.

(d) Section 15.4 is deleted and the following substituted:

“15.4 The Contractor will prepare, such financial information, reports or statements relating to the Contractor's financial condition and accounting records, including sufficient information, reports and statements relating to the financing, funding and equity structures, resources and facilities available to the Contractor to enable it to perform, observe and discharge and to continue to perform, observe and discharge its obligations under this Agreement, as the Minister may request and will deliver the same to the Minister at such time(s) as the Minister may specify.”.

3.09 Article 18 [Default and Remedies] of the Maintenance Agreement is amended as follows.

- (a) Section 18.1(a) is amended by deleting “the BCBC Triple Net Lease,”.
- (b) Sections 18.1(c), (d) and (o) are amended by deleting the words “, the BCBC Triple Net Lease” where they appear in each clause.
- (c) Section 18.1(n) is amended by deleting “BCBC Triple Net Lease or”.

3.10 Article 21[Notices] of the Maintenance Agreement is amended as follows.

(a) Section 21.1(a) is deleted and the following substituted:

“(a) if to the Province or the Minister (or both of them):

Ministry of Transportation and Infrastructure
Thompson – Nicola District Office
SA No. 15 – Thompson (Kamloops)
Suite 127 – 447 Columbia Street
Kamloops, British Columbia V2C 2T3
Attention: District Manager, Transportation

with a copy to

Ministry of Transportation and Infrastructure
Rehabilitation and Maintenance Branch
4C-940 Blanshard Avenue
Victoria, British Columbia
V8W 3E6
Attention: Manager, Maintenance Contracts Procurement

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

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(b) Section 21.1(b) is deleted and the following substituted:

“(b) if to the Contractor:

Argo Road Maintenance (Thompson) Inc.
1655 Lucky Strike Place
Kamloops, British Columbia
V1S 1W5
Attention: The President”.

(c) Section 21.2 is deleted and the following substituted:

“21.2 Any notice, document, report, statement or demand desired or required to be given or made under this Agreement may be transmitted by electronic mail from either party or the Minister to the following electronic mail addresses, as applicable:

(a) if to the Province or the Minister: **Email: Maintenance.Programs@gov.bc.ca**

(b) if to the Contractor: **Email: hhook@argoroads.ca**

Any notice, document, report, statement or demand desired or required to be given or made under this Agreement will be deemed to have been given, made and received if transmitted by electronic mail, when capable of being retrieved by the intended recipient.”.

(d) Section 21.3 is deleted and the following substituted:

“21.3 Each party will, from time to time as the case may be, advise the other by prior notice in writing of any change of address, or electronic mail address of the party giving such notice and, from and after the giving of such notice, the address therein specified will, for purposes of this Agreement, be deemed to be the address of the party giving such notice and without limiting any other term of this Agreement, the Contractor will as a condition of payment of the monthly installment of the Annual Price applicable to the last Contract Month of each Contract Year deliver, as the case may be, written confirmation to the Province

(a) of any changes to the Notice particulars relating to the Contractor set out in Sections 21.1 and 21.2 that occurred during the then-current Contract Year; or

(b) that the Notice particulars of the Contractor set out in Sections 21.1 and 21.2 remain accurate and current.”.

3.11 Schedule “1” of the Maintenance Agreement entitled “Bonds” is amended by adding the Bonds Extension Amendment Agreement issued in respect of this Agreement and set out in Appendix “A” to this Agreement.

3.12 A Schedule “2.1” entitled “Annual Adjustment Process” as set out in Appendix “B” to this Agreement is added to the Maintenance Agreement.

3.13 Schedule “3” of the Maintenance Agreement entitled “Fee Schedule” is deleted and the revised Schedule “3” set out in Appendix “C” to this Agreement is substituted.

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

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- 3.14 Schedule "4" of the Maintenance Agreement entitled "Contractor Detail" is deleted and the revised Schedule "4" entitled "Contractor Corporate Detail" set out in Appendix "G" to this Agreement is substituted.
- 3.15 Schedule "7" of the Maintenance Agreement entitled "Provider License" is deleted and the revised Schedule "7" set out in Appendix "D" to this Agreement and entitled "Repeater System" is substituted.
- 3.16 A Schedule "15.1" entitled "Commercial Vehicles Permit" as set out in Appendix "E" to this Agreement is added to the Maintenance Agreement.
- 3.17 Schedule "18" of the Maintenance Agreement entitled "Insurance Requirements" is deleted and the revised Schedule "18" set out in Appendix "F" to this Agreement is substituted.
- 3.18 The Maintenance Agreement is further amended insofar as any reference to the expression "Commercial Vehicles Permit Agreement" is hereby deleted and the expression "Commercial Vehicles Permit" is substituted in its place.
- 3.19 The provisions of the Maintenance Agreement, as extended and amended by this Agreement, are ratified and confirmed.
- 3.20 All other provisions of the Maintenance Agreement remain in full force and effect.

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

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Article IV

TRANSITION AND RECONCILIATION ADJUSTMENTS

4.01 The Transition Year is the 9th Contract Year, being the Contract Year commencing on and including September 22, 2011 and ending on and including September 21, 2012.

4.02 The Reconciliation Amount being the difference between:

- (a) the amount payable as the Adjusted Annual Price pursuant to section 12.1(a) of the Maintenance Agreement in respect of the 9th Contract Year, being the Contract Year commencing on and including September 22, 2011 and ending on and including September 21, 2012; and
- (b) the amount payable, as a result of this Agreement, as the Adjusted Annual Price pursuant to section 12.1(a) of the Maintenance Agreement in respect of the 9th Contract Year by applying the Annual Adjustment Process which incorporates the Price Index Adjustment Factor corresponding to the Transition Year (identified in Tables 1, 2 and 3 of section 1(g) of Schedule 2.1 of the Maintenance Agreement),

is due and owing by the Contractor to the Province as of the Reference Date of this Agreement and without limiting section 12.6 of the Maintenance Agreement or the rights and remedies that may be available to the Province at law, the Province may set off the Reconciliation Amount against the next succeeding monthly payment that is made to the Contractor in accordance with the Fee Schedule after the Reference Date or, on 5 days prior written notice, deduct the Reconciliation Amount from any money then due or which at any time thereafter may become due or payable to the Contractor by the Province under the Maintenance Agreement or otherwise.

4.03 The Province and the Contractor acknowledge and agree that in respect of the 10th Contract Year, being the Contract Year commencing on and including September 22, 2012:

- (a) the value that will be substituted in place of the Adjusted Annual Price for the immediately preceding Contract Year, being the 9th Contract Year, will be \$12,753,465.81; such amount being the Adjusted Annual Price for the 9th Contract Year less the Reconciliation Amount;
- (b) the revised quantities of Quantified Maintenance Services for the 9th Contract Year have been calculated without application of or consideration of the Reconciliation Amount;
- (c) the revised unit prices applicable to the Quantified Maintenance Services for the 9th Contract Year have been calculated by applying the Price Index Adjustment Factor applicable to the Transition Year;
- (d) the revised daily and yearly rates for the Cost Schedule for the 9th Contract Year have been calculated by applying the Price Index Adjustment Factor applicable to the Transition Year, and
- (e) there will be no recalculation or adjustment in any manner of such Quantified Maintenance Services, the unit prices or daily and yearly rates referenced in clauses (b), (c), and (d) of this section 4.03.

4.04 The Province and the Contractor acknowledge that despite the terms of the Maintenance Agreement the monthly installment paid by the Province to the Contractor under Part 1 of the Fee Schedule in respect of each Contract Month commencing on September 22, 2012 may be based on the Adjusted Annual Price applicable to the 9th Contract Year. As soon as reasonably practicable after the execution of this Agreement, the Province will

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

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- (a) calculate the Adjusted Annual Price and other adjustment factors, all in accordance with the Annual Adjustment Process in respect of the 10th Contract Year; and
- (b) determine the monthly installments payable under Part 1 of the Fee Schedule; and
- (c) calculate the sum that is equal to the difference, for each Contract Month preceding the calculations described in section 4.04(a) and (b), between the monthly installment paid to the Contractor for each such Contract Month and the monthly installment payable, subject to the terms of the Maintenance Agreement, to the Contractor in respect of each such Contract Month as result of this Agreement; and

the sum referenced in section 4.04(c) will, subject to the terms of the Maintenance Agreement, will be payable by the Province as soon as practicable following the finalization of the calculations described in this section 4.04 and will be delivered to the Contractor in accordance with the Fee Schedule concurrent with payment of any monthly installment subsequent to finalization of such calculations.

4.05 Without limiting any term of this Agreement including any representations or warranties, and notwithstanding the adjustments to the Price Index Adjustment Factor to be incorporated into the Annual Adjustment Process from time to time during the Term, the application of the Annual Adjustment Process during the course of the Term, the payment of the Reconciliation Amount, and all other amendments to the Maintenance Agreement as contemplated under this Agreement,

- (a) the Province will not provide and the Contractor will not in any way whatsoever obtain or be entitled to any credit for the performance by the Contractor of its obligations under this Agreement and the Maintenance Agreement, including the Services, and no credit will be applied against the Contractor's obligations under or in connection with this Agreement and the Maintenance Agreement,
- (b) the Contractor is solely responsible
 - (i) for performing its obligations under and observing and abiding by the terms of this Agreement and the Maintenance Agreement including the manner, methods and means for so doing;
 - (ii) for providing all labour, materials and equipment necessary to perform its obligations under and to observe and abide by the terms of this Agreement and the Maintenance Agreement including by having and maintaining at all times sufficient qualified, trained and experienced staff and the necessary facilities, labour, financial, insurance, bonding and security arrangements, materials, appropriate equipment and subcontractual agreements and hired equipment contracts in place and available to fully observe, comply with and perform this Agreement and the Maintenance Agreement and to ensure such observance, compliance and performance of this Agreement and the Maintenance Agreement over the Term of the Maintenance Agreement;
 - (iii) for obtaining and holding all permits, licences, consents, authorities, agreements and consents issued by any federal, provincial, regional or municipal government or an agency of any of them, or by any third parties that are necessary for the Contractor's performance of its obligations under this Agreement and the Maintenance Agreement or that are necessary in connection with the operations of the Contractor;
- (c) the Contractor is solely responsible for the costs of the matters described in section 4.05(b) of this Agreement including for all labour liabilities, costs and expenses (including under, in connection with or resulting from the Provincial Memorandum of Agreement dated February 27, 2012 between the B.C. Government and Service Employees' Union and the B.C. Roadbuilders' and Heavy Construction Association (herein the "BC Roadbuilders - BCGEU Memorandum of Agreement")) and no part of any such costs including any such liabilities and expenses will be

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

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passed on to the Province in any manner whatsoever including through any part of the Annual Price or the Adjusted Annual Price, through any prices or costs under or relating to this Agreement or the Maintenance Agreement, or through compromise or adverse impact to the performance of the Services (or any part thereof) including response times and satisfaction of the Maintenance Specifications or reduction in the obligations of the Contractor under this Agreement or the Maintenance Agreement;

- (d) the Contractor is not entitled to any adjustment in compensation except as expressly set out in this Agreement, or to any other remuneration, compensation or damages whatsoever whether in contract, tort or otherwise, in connection with the matters contemplated in this Agreement or in the Maintenance Agreement, as amended by this Agreement; and
- (e) the Province is not a party to and will not in any way whatsoever be responsible for or committed to any costs, expenses, liabilities, decisions, actions, matters or things whatsoever in connection with or arising from, or be bound by the BC Roadbuilders - BCGEU Memorandum of Agreement or any part thereof, and such BC Roadbuilders - BCGEU Memorandum of Agreement will not be considered to and does not in any way whatsoever form part of or be considered to modify, amend or impact on any term of this Agreement or the Maintenance Agreement.

4.06 The Contractor hereby confirms that the Quality Management System as updated and approved on June 29, 2012, as contained in the District Office of the Ministry of Transportation and Infrastructure described in section 3.10(a) of this Agreement, accurately describes the Contractor's approach to its provision of the Services and performance of the Maintenance Agreement including in respect of yard sites, materials management, management staffing, and equipment management.

4.07 Any review, approval, inspection, examination, acceptance, comment or objection provided or made by or on behalf of the Province in respect of the items referenced in section 4.06 of this Agreement and any related plans and documentation will not relieve or exempt or be deemed to relieve or exempt the Contractor from any of its obligations or liabilities under this Agreement, the Maintenance Agreement or otherwise at law, in contract, tort or equity and will not create or impose or be deemed to create or impose any requirement, liability, covenant, agreement or obligation on the Province as a consequence of the review, approval, inspection, examination, acceptance, comment or objection.

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

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Article V

MISCELLANEOUS

- 5.01** Time is of the essence of this Agreement and will remain of the essence of the Maintenance Agreement, as extended and amended by this Agreement.
- 5.02** The Term of the Maintenance Agreement will be deemed to be continuous as extended in accordance with the provisions of this Agreement.
- 5.03** This Agreement may only be amended by a written agreement signed on behalf of the parties.
- 5.04** Neither party will assign this agreement or any right under this Agreement without the prior written consent of the other party.
- 5.05** This Agreement and the Maintenance Agreement constitute the entire agreement between the parties in respect of the subject matter of this Agreement and no understandings, representations, contracts, or agreements, written, oral or otherwise, exist between the parties with respect to the subject matter of this Agreement or of the Maintenance Agreement or of anything relating to this Agreement or of the Maintenance Agreement except as expressly set out in this Agreement or the Maintenance Agreement and expressly confirmed in this Agreement by the parties as an understanding, representation, contract or agreement between the parties. The Contractor agrees that in entering into this Agreement the Contractor has not and does not rely upon any representation of the Province, or of servants, employees, agents, or representatives of the Province, whether expressed or implied, or upon any inducement or agreement, written, oral or otherwise, of any kind or nature. All prior understandings, discussions, negotiations, undertakings, representations, and save for the Maintenance Agreement, contracts and agreements are hereby canceled and this Agreement supersedes and replaces all such agreements, discussions, negotiations, undertakings, and representations, if any, regarding the amendment and extension of the Maintenance Agreement that may have been entered into, facilitated, discussed, made or given by any of the parties prior to the Reference Date of this Agreement.
- 5.06** No waiver by either party of a breach or default by the other party in the observance, performance or compliance of any of its obligations under this Agreement will be effective unless it is in writing and no such waiver will be deemed or construed to be a waiver of any other breach or default, and failure or delay on the part of either party to complain of an act or failure of the other party or to declare such other party in default, irrespective of how long such failure or delay continues, will not constitute a waiver by such party of any of its rights against the other party.
- 5.07** If any provision of this Agreement or the application thereof to any person or circumstance is invalid or unenforceable to any extent, the remainder of this Agreement and the application of such provision to any other person or circumstance will not be affected or impaired thereby and will be valid and enforceable to the extent permitted by law.
- 5.08** The Contractor will treat as confidential and will not, without the prior written consent of the Province, publish, release or disclose or permit to be published, released or disclosed, at any time, any information supplied to, obtained by, or which comes to the knowledge of the Contractor as a result of this Agreement or this Agreement itself except insofar as such publication, release or disclosure is necessary to enable the Contractor to fulfill its obligations under this Agreement or to obtain financing in respect of this Agreement.

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

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- 5.09** Each party will, upon the reasonable request of the other, make, do, execute or cause to be made, done or executed all further and other lawful acts, deeds, things, devices, documents, instruments and assurances whatever for the better or more perfect and absolute performance of the obligations of the requested party under this Agreement.

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

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Article VI

INTERPRETATION

- 6.01** A reference in this Agreement to a statute, whether or not that statute has been defined, means a statute of the Province of British Columbia unless otherwise stated and includes every amendment to it, every regulation made under it and any enactment passed in substitution therefor or in replacement thereof.
- 6.02** Unless the context otherwise requires, any reference to "this Agreement" means this instrument and all of the appendices attached to it and any reference to any article, section, subsection or paragraph by number is a reference to the appropriate article, section, subsection or paragraph of this Agreement.
- 6.03** The headings or captions in this Agreement are inserted for convenience only and do not form a part of this Agreement and in no way define, limit, alter or enlarge the scope or meaning of any provision of this Agreement.
- 6.04** In this Agreement, "person" includes a corporation, firm, association and any other legal entity and wherever the singular or masculine is used it will be construed as if the plural, the feminine or the neuter, and wherever the plural or the feminine or the neuter is used it will be construed as the singular or masculine, as the case may be, had been used where the context or the parties so require.
- 6.05** Each appendix attached to this Agreement is an integral part of this Agreement as if set out at length in the body of this Agreement.
- 6.06** In this Agreement, the words "including", "include" and "includes" are not to be construed as limiting to a general term or statement or to specific items or matters set forth or to similar items or matters, but rather as meaning "including without limitation", "include without limitation" and "includes without limitation", respectively, and permitting a general term or statement to refer to all other items or matters that could reasonably fall within the broadest possible scope of the general term or statement and the words following "including", "include" and "includes" will not be considered to set out an exhaustive list.
- 6.07** All dollar amounts expressed in this Agreement refer to lawful currency of Canada.
- 6.08** This Agreement will be governed by and construed and interpreted in accordance with the laws of the Province of British Columbia.
- 6.09** Unless the context otherwise requires, where the Maintenance Agreement is referred to in another agreement or memorandum of understanding between the parties, those references will be deemed to refer to the Maintenance Agreement, as amended and extended by this Agreement.

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

Article VII

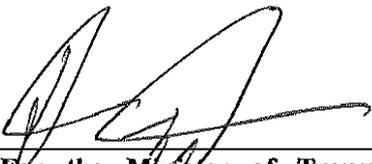
EFFECTIVE DATE

7.01 Notwithstanding the date of execution or delivery of this Agreement:

- (a) Subsections 3.01(g),(h),(n),(o),(r), sections 3.02, 3.03, 3.04, 3.05, 3.08, 3.10, 3.14 - 3.17, sections 4.04- 4.07 of this Agreement are effective as of the Reference Date of this Agreement; and
- (b) all other provisions of this Agreement are effective as of September 22, 2011 (the "Effective Date").

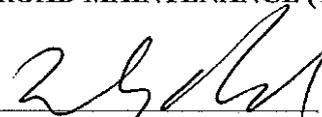
IN WITNESS WHEREOF, the parties have executed this Agreement by their duly authorized representatives or officers as follows:

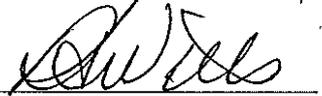
SIGNED on behalf of Her Majesty the Queen in)
 Right of the Province of British Columbia by a)
 duly authorized representative of the Minister of)
 Transportation and Infrastructure on the 29 day of)
August, 2012 in the presence of:)
 _____)
 (Witness))



 For the Minister of Transportation and
 Infrastructure

ARGO ROAD MAINTENANCE (THOMPSON) INC.,

Per: 

Per: 

APPENDIX "A" (TO AMENDMENT EXTENSION AGREEMENT)

Bonds Extension Amendment Agreement



THE GUARANTEE COMPANY OF NORTH AMERICA

BONDS AMENDMENT EXTENSION AGREEMENT

810 - 400 Burrard Street
Vancouver, BC V6C 3A6
Tel 604-687-7688
Fax 604-687-8861
www.gena.com

BONDS EXTENSION - AMENDMENT AGREEMENT

SERVICE AREA NO. 15

THIS AGREEMENT dated for reference the 29th day of August, 2012.

BETWEEN

THE GUARANTEE COMPANY OF NORTH AMERICA, a company authorized to carry on business in the Province of British Columbia (the "Surety")

AND

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA, as represented by the Minister of Transportation and Infrastructure (the "Obligee")

AND

ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 0494387 and having its registered office at 700 - 275 Lansdowne Street, Kamloops, British Columbia, V2C 6H6 (the "Principal")

WHEREAS:

- A. The Surety issued Performance Bond No. VS6079758 (the "Performance Bond"), dated the 28th day of March, 2008, and Labour and Material Payment Bond No. VS6079758 (the "Issued L & M Bond") dated the 28th day of March, 2008, and issued the following rider
- (i) to the Issued L & M Bond:
- (1) Bond Rider No. 1 dated the 18th day of April, 2008;
- (the Issued L&M Bond and the above-specified bond rider, collectively, the "L&M Bond");
- (the Performance Bond and the L&M Bond are herein collectively referred to as the "Bonds");
- B. The Surety issued the Bonds in connection with the Road and Bridge Maintenance Agreement between the Principal and the Obligee for Service Area No.15 dated for reference the 22nd day of September, 2003, (the agreement, as previously amended, herein called the "Maintenance Agreement");
- C. The Principal and the Obligee wish to amend the Maintenance Agreement and wish to extend the term of the Maintenance Agreement on the terms and conditions set out in an extension and amendment agreement between the Principal and the Obligee dated for reference the 29th day of August, 2012 (the Amendment and Extension Agreement"); and
- D. The Surety agrees that the Bonds will apply to the obligations of the Principal under the Maintenance Agreement, as extended and amended by the Amendment and Extension Agreement (collectively, the Maintenance Agreement and the Amendment and Extension Agreement, are herein referred to as the "Amended and Extended Maintenance Agreement").

NOW THEREFORE in consideration of the payment of \$1.00 by the parties, each to the others, the receipt and sufficiency of which is hereby acknowledged by each party, the Surety, the Obligee and the Principal acknowledge and agree as follows:

BONDS AMENDMENT EXTENSION AGREEMENT

1. Each of the Bonds and each of their respective terms is hereby extended as of the 29th day of August, 2012 (the "Extension Commencement Date") to include the obligations of the Principal from and after 12:01 a.m. pacific standard time on the Extension Commencement Date in connection with the Amended and Extended Maintenance Agreement such that any reference to "the Contract" wherever it appears in the Bonds means the Amended and Extended Maintenance Agreement.
2. The penal sum of the Performance Bond as of and from the Extension Commencement Date is \$3,000,000.00.
3. The penal sum of the L&M Bond as of and from the Extension Commencement Date is \$3,000,000.00.
4. The Performance Bond is amended by deleting section 10 and inserting the words "[Not Used]" in the place of the deleted section.
5. The Performance Bond is amended by adding a section 13 as follows:

"13. The Surety will give prior reasonable notice to the Oblige of any assignment or transfer of its rights, liabilities and obligations in writing and together with sufficient information to enable the Oblige to consider and satisfy itself that such assignment or transfer, as applicable, does not adversely impact, prejudice or otherwise reduce the Oblige's rights and remedies in respect of the Surety's obligations and liabilities under or pursuant to this Bond whether any such obligations and liabilities are absolute, accrued, contingent, undischarged or outstanding and whether such liabilities and obligations relate to matters that arose or occurred before, on or after the date of any such assignment or transfer, as applicable."
6. The L&M Bond is amended by deleting section 7 and inserting the words "[Not Used]" in the place of the deleted section.
7. The L&M Bond is amended by adding a section 8 as follows:

"8. The Surety will give prior reasonable notice to the Oblige of any assignment or transfer of its rights, liabilities and obligations in writing and together with sufficient information to enable the Oblige to consider and satisfy itself that such assignment or transfer, as applicable, does not adversely impact, prejudice or otherwise reduce the Oblige's or a claimant's rights and remedies in respect of the Surety's obligations and liabilities under or pursuant to this Bond whether any such obligations and liabilities are absolute, accrued, contingent, undischarged or outstanding and whether such liabilities and obligations relate to matters that arose or occurred before, on or after the date of any such assignment or transfer, as applicable."
4. The terms of each of the Bonds:
 - (a) as extended and amended are ratified and confirmed to include the obligations of the Principal from and after 12:01 a.m. pacific standard time on the Extension Commencement Date in connection with the Amended and Extended Maintenance Agreement;
 - (b) as ratified, confirmed, extended and amended remain in full force and effect as of the Extension Commencement Date; and
 - (c) will be deemed to be continuous as extended in accordance with the provisions of this Agreement.
5. The Surety represents and warrants to the Oblige that, as of the Extension Commencement Date no claims are pending or have been received and no payments have been made by the Surety under the Performance Bond or the L&M Bond.
6. Nothing in this Agreement will limit or reduce the liability of the Surety for obligations arising under the Performance Bond or the L&M Bond to and including 12:01 a.m., pacific standard time on the Extension Commencement Date.

THE GUARANTEE COMPANY OF NORTH AMERICA

- 3 -

BONDS AMENDMENT EXTENSION AGREEMENT

810 - 400 Burrard Street
Vancouver, BC V6C 3A6
Tel 604-687-7688
Fax 604-687-8861
www.gcna.com



COPY

IN WITNESS WHEREOF the Surety, the Principal and the Oblige have signed and sealed this Agreement by their duly authorized representatives or officers as follows:

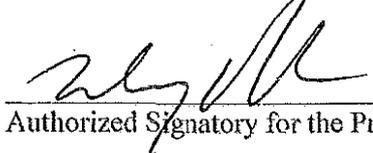
THE GUARANTEE COMPANY OF NORTH AMERICA


Authorized Signatory for the Surety

(c/s)

Aug 22/12
Date:

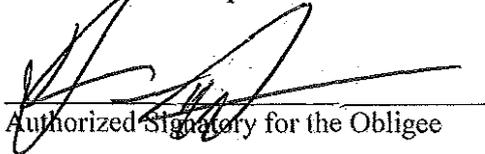
ARGO ROAD MAINTENANCE (THOMPSON) INC


Authorized Signatory for the Principal

(c/s)

AUG 24/12
Date:

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


Authorized Signatory for the Oblige

(c/s)

August 29, 2012
Date:

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

APPENDIX "B" (TO AMENDMENT EXTENSION AGREEMENT)

SCHEDULE "2.1"

Annual Adjustment Process

Definitions

1. In this Schedule, unless the context otherwise requires:
 - (a) "B.C. Road Builders" means The B.C. Road Builders and Heavy Construction Association;
 - (b) "Changes to Highways Adjustment Factor" means, in respect of a Contract Year,
 - (i) an amount equivalent to the Daily Cost for the immediately preceding Contract Year which would have resulted (calculated in accordance with the provisions of Part 1 of the Cost Schedule) based on the assumptions that:
 - (A) any changes to the Highways made by the Province during that immediately preceding Contract Year under section 6.1 of this Agreement were made on the first day of that immediately preceding Contract Year,
 - (B) the 2% thresholds set out in sections 6.2 and 6.3 of this Agreement were not operative, and
 - (C) no adjustment in the Annual Price applicable to that immediately preceding Contract Year was made pursuant to Article 7 of this Agreementdivided by,
 - (ii) an amount equivalent to the Daily Cost for the immediately preceding Contract Year which would have resulted based on the assumptions that:
 - (A) there were no changes to the Highways made by the Province during that immediately preceding Contract Year under section 6.1 of this Agreement, and
 - (B) no adjustment in the Annual Price applicable to that immediately preceding Contract Year was made pursuant to Article 7 of this Agreement expressed as a percentage;
 - (c) "Changes to Maintenance Services Adjustment Factor" means, in respect of a Contract Year,
 - (i) an amount equivalent to the Direct Cost Fee Component for the immediately preceding Contract Year which would have resulted (calculated in accordance with provisions of section 7.3 of this Agreement) based on the assumptions that
 - (A) any changes to the Maintenance Services made by the Minister during that immediately preceding Contract Year under section 7.2 of this Agreement were made on the first day of that immediately preceding Contract Year, and

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

- (B) no adjustment in the Annual Price applicable to that immediately preceding Contract Year was made pursuant to Article 6 of this Agreement

divided by

- (ii) an amount equivalent to the Direct Cost Fee Component for the immediately preceding Contract Year which would have resulted (calculated in accordance with provisions of section 7.3 of this Agreement) based on the assumptions that

- (A) there were no changes to the Maintenance Services made by the Minister during that immediately preceding Contract Year under section 7.2 of this Agreement, and

- (B) no adjustment in the Annual Price applicable to that immediately preceding Contract Year was made pursuant to Article 6 of this Agreement

expressed as a percentage;

- (d) **"Fuel Index"** means the annual average of the diesel fuel price index for British Columbia published by Statistics Canada (Statistics Canada Table 329-0047) in respect of a calendar year or, if not available, of such other similar index selected by the Minister, after consultation with B.C. Road Builders;
- (e) **"Insurance Premium Adjustment Value"** means 80% of any increase/decrease in the annual insurance premium payable amount verification delivered by the Contractor pursuant to Section 14.4(i), as may be verified by information and documents provided pursuant to Section 14.4(j), or pursuant to Section 14.5, from the Insurance Premium Quote, or from the annual insurance premium verification delivered by the Contractor pursuant to Section 14.4(i), as may be verified by information and documents provided pursuant to Section 14.4(j), or pursuant to Section 14.5, and applicable on the commencement of the immediately preceding Contract Year, as the case may be, excluding any premium adjustments that may have been made during the preceding Contract Year;
- (f) **"Labour Index"** means annual average of the fixed- weighted index of average hourly earnings for all employees, excluding overtime, unadjusted for seasonal variation, for selected industries for British Columbia: industrial aggregate excluding unclassified (monthly): (Statistics Canada, Catalogue No. 72-002-X Table 3 Issue No. 1 for the applicable calendar year) or, if not available, such other similar public sector wage index selected by the Minister, after consultation with B.C. Road Builders;

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- (g) "Price Index Adjustment Factor" means, in respect of a calendar year, the aggregate of
- (i) the percentage value for labour as specified in Table 1, set out below, as corresponding to the applicable calendar year set out in Table 1, of the difference resulting from the application of clauses (A) and (B) of this subparagraph (i):

| Table 1 | | | | |
|------------------------------------|---------------------------------------|--|---|---|
| Calendar Years (Contract Years) | 2003 – 2010 (Contract Years 1 – 8) | Transition Year 2011 (Contract Year 9) | 2012 – 2013 (Contract Years 10 – 11) | 2014 – 2018 (Contract Years 12 – 15) |
| Percentage Value | 40% | *0% | 0% | 47% |

(* This 0% adjustment to the labour component for the Transition Year will be effected by payment of the Reconciliation Amount in accordance with the Amendment Extension Agreement.)

(A) the Labour Index for the immediately preceding calendar year, minus

(B) the Labour Index for the calendar year immediately preceding the calendar year described in clause (A) of this subparagraph (i)

divided by the Labour Index for the calendar year immediately preceding the calendar year described in clause (A) of this subparagraph (i), and

- (ii) the percentage value for fuel as specified in Table 2, set out below, as corresponding to the applicable calendar year set out in Table 2, of the difference resulting from the application of clauses (A) and (B) of this subparagraph (ii):

| Table 2 | | | | |
|------------------------------------|---------------------------------------|--|---|---|
| Calendar Years (Contract Years) | 2003 – 2010 (Contract Years 1 – 8) | Transition Year 2011 (Contract Year 9) | 2012 – 2013 (Contract Years 10 – 11) | 2014 – 2018 (Contract Years 12 – 15) |
| Percentage Value | 5% | 5% | 8% | 8% |

(A) the Fuel Index for the immediately preceding calendar year, minus

(B) the Fuel Index for the calendar year immediately preceding the calendar year described in clause (A) of this subparagraph (ii)

divided by the Fuel Index for the calendar year immediately preceding the calendar year described in clause (A) of this subparagraph (ii), and

- (iii) the percentage value for residuals as specified in Table 3, set out below, as corresponding to the applicable calendar year set out in Table 3, of the difference resulting from the application of clauses (A) and (B) of this subparagraph (iii):

| Table 3 | | | | |
|------------------------------------|---------------------------------------|--|---|---|
| Calendar Years (Contract Years) | 2003 – 2010 (Contract Years 1 – 8) | Transition Year 2011 (Contract Year 9) | 2012 – 2013 (Contract Years 10 – 11) | 2014 – 2018 (Contract Years 12 – 15) |
| Percentage Value | 27.5% | 27.5% | 38% | 38% |

(A) the Residual Index for the immediately preceding calendar year, minus

(B) the Residual Index for the calendar year immediately preceding the calendar year described in clause (A) of this subparagraph (iii)

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

divided by the Residual Index for the calendar year immediately preceding the calendar year described in clause (A) of this subparagraph (iii); and

- (h) "Residual Index" means the annual average of the non-residential building construction price index for Vancouver, British Columbia published by Statistics Canada (Statistics Canada Table 327-0039) in respect of a calendar year or if not available, of such other similar index selected by the Minister, after consultation with B.C. Road Builders.

Calculation of Price Index Adjustment Factor

2. Commencing with the calendar year beginning on January 1, 2004, the Minister will, by no later than the end of the month of April, of each calendar year, or as soon as reasonably practicable after publication of the Statistics Canada Catalogue referenced in section 1 of this Schedule:
- (a) calculate the Price Index Adjustment Factor for the calendar year; and
 - (b) provide to the Contractor copies of the calculations.
3. Two sample Price Index Adjustment Factor calculations are set out in Appendix "2" attached to this Schedule.

Calculation of Other Adjustment Factors

4. As soon as reasonably practicable after the beginning of each Contract Year described in subsection 1.1 (r)(ii) to and including (iv) of this Agreement, the Minister will:
- (a) calculate the Changes to Highways Adjustment Factor and the Changes to Maintenance Services Adjustment Factor for the Contract Year;
 - (b) calculate the Adjusted Annual Price for the Contract Year in accordance with the formula set out in Appendix "1" attached to this Schedule;
 - (c) if the Changes to Highways Adjustment Factor for the Contract Year is other than zero, calculate revised quantities of Quantified Maintenance Services for the Contract Year by adjusting the quantity of Quantified Maintenance Services in effect at the beginning of the immediately preceding Contract Year by the Changes to Highways Adjustment Factor;
 - (d) calculate revised unit prices applicable to Quantified Maintenance Services for the Contract Year by adjusting the unit prices applicable to Quantified Maintenance Services in effect at the beginning of the immediately preceding Contract Year, subject to any changes to those unit prices determined during that immediately previous Contract Year in accordance with section 7.8 of this Agreement, by the Price Index Adjustment Factor; and
 - (e) calculate revised daily and yearly rates for the Cost Schedule for the Contract Year by adjusting the daily and yearly rates in the Cost Schedule in effect at the beginning of the immediately preceding Contract Year by the Price Index Adjustment Factor.

Provision of Calculations and Notice of Fees Adjustments

5. The Minister will provide to the Contractor copies of the calculations described in section 4 of this Schedule forthwith upon the completion of the calculations.

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Calculation Disagreements

6. If the Contractor should disagree with any of the calculations referenced in section 5 of this Schedule, the Contractor may:
 - (a) within 30 days of receipt of the calculations, notify the Province in writing of its disagreement, specifying the reasons therefor; and
 - (b) if the parties have not resolved a disagreement within 30 days of notification being given under subsection 6(a) of this Schedule, the Minister will refer the disagreement to arbitration pursuant to Article 19 of this Agreement, which arbitration will be conducted by an independent professional accountant selected by the Minister.

Calculations Final and Binding

7. Subject to section 6 of this Schedule, the calculations of the Minister described in section 4 of this Schedule will be final and binding on the parties.

Delivery of Revised Schedules and Tables

8. As soon as reasonably practicable after the calculations described in section 4 of this Schedule become final and binding pursuant to section 7 of this Schedule or Article 19 of this Agreement, the Minister will prepare and deliver to the Contractor:
 - (a) a revised Cost Schedule;
 - (b) revised Schedule 5,reflecting those calculations and adjusted fees, as applicable.

Rounding

9.
 - (a) The numbers used in any of the calculations made in accordance with this Schedule and the numbers resulting from the calculations made under subsections 2(a) and 4(a) of this Schedule will be rounded, as necessary, to five decimal places.
 - (b) The numbers resulting from the calculations made under subsections 4(b) and (c) of this Schedule will be rounded, as necessary, to whole numbers.
 - (c) The numbers resulting from the calculations made under subsections 4(d) and (e) of this Schedule will be rounded, as necessary, to two decimal places.

Changes in Bases of Indexes

10. If either the Labour, Fuel or Residual Index for a calendar year is published with a different base from that of the same index for the previous calendar year, the Minister may adjust the affected index so that the index for each calendar year has a common base prior to including the index in the calculation of the Price Index Adjustment Factor.

APPENDIX "1" (TO SCHEDULE "2.1")

Adjusted Annual Price Formula

1. The formula for calculating the Adjusted Annual Price for a Contract Year under section 4 (b) of this Schedule is:

$$[(A-i) \times B \times C \times D] + i +/- E$$

where the capital letters in this formula have the following meanings:

"A" equals the Adjusted Annual Price for the immediately preceding Contract Year prior to the making of any adjustments during that immediately preceding Contract Year pursuant to Articles 6 or 7 of this Agreement, provided that in respect of calculating the Adjusted Annual price applicable to the 10th Contract Year, being the Contract Year commencing on and including September 1, 2012, "A" equals the value described in section 1.1 of this Appendix "1";

"i" means the amount verified pursuant to section 14.4(i), or sections 14.4(j) or 14.5, as the case may be, of this Agreement, as being the annual insurance premium payable in respect of the immediately preceding Contract Year, referred to in this Schedule as the "Annual Insurance Premium Quote";

"B" equals the Changes to Highways Adjustment Factor for the Contract Year;

"C" equals the Changes to Maintenance Services Adjustment Factor for the Contract Year;

"D" equals the Price Index Adjustment Factor for the last calendar year ending prior to the beginning of the Contract Year.

"E" is the Insurance Premium Adjustment Value which shall be added to the formula in years where it represents an increase and subtracted from the formula in years where it represents a decrease.

- 1.1 In respect of calculating the Adjusted Annual Price applicable to the 10th Contract Year, being the Contract Year commencing on and including September 1, 2012:

the capital letter "A" in the formula set out in section 1 of this Appendix "1" equals the Adjusted Annual Price for the 9th Contract Year less the Reconciliation Amount, calculated as follows: [Adjusted Annual Price for the 9th Contract Year] \$12,812,605.13 minus [Reconciliation Amount] \$59,139.32, and the remaining capital letters in such formula have the meanings listed in section 1 of this Appendix "1".

2. A sample calculation of the Adjusted Annual Price is set out in Appendix "3" attached to this Schedule.

APPENDIX "2" (TO SCHEDULE "2.1")

Sample Price Index Adjustment Factor Calculation (1)

2012

| INDEX | 2010 | 2011 | % Change | % Weighting | Inflation |
|---|-------------|-------------|-----------------|--------------------|-----------------------|
| Labour Index (2) | 124.50 (5) | 127.13 | 2.11% | 0% | 0.0000% |
| Fuel Index (3) | 190.61 (6) | 229.85 | 20.59% | 8% | 1.6469% |
| Residual Index (4) | 132.83 (7) | 137.90 | 3.82% | <u>38%</u> | <u>1.4504%</u> |
| Total Percentage | | | | 46% | 3.0973% |
| Price Index Adjustment Factor (1 + 0.030973) | | | | | <u>1.03097</u> |

(1) This sample calculation is for illustrative purposes only.

(2) Source: Statistics Canada, Catalogue No. 72-002-X – Table 3 Issue Number 1 of the current Volume for the current year; Fixed weighted index of average hourly earnings for all employees (SEPH) excluding overtime, unadjusted for seasonable variation; British Columbia; Industrial aggregate excluding unclassified (Monthly).

(3) Source: Statistics Canada, Industry Price Index, Table 329-0066 (V534344494) - Petroleum and coal products; Diesel fuel; British Columbia (Monthly).

(4) Source: Statistics Canada, Construction Price Statistics, Table 327-0043 (V44176032) - Non-residential building construction by class of structure; Vancouver, British Columbia (Quarterly).

(5) The Ministry will calculate the 12 month average for the current year as well as the previous year's Labour Index, in this example 2011 and 2010 respectively, using the same publication (as described in (2) above) representing the most current revised adjusted data available.

(6) The Ministry will use the same value for the previous year's annual average Fuel Index amount in the current calculation of the Price Index Adjustment Factor as was used in the previous year's calculation of the Price Index Adjustment Factor.

(7) The Ministry will use the same value for the previous year's annual average Residual Index amount in the current calculation of the Price Index Adjustment Factor as was used in the previous year's calculation of the Price Index Adjustment Factor.

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

Sample Price Index Adjustment Factor Calculation No. 2⁽¹⁾ 2014

| INDEX | 2012 | 2013 | % Change | % Weighting | Inflation |
|---|-----------------------|--------|----------|-------------|-----------------|
| Labour Index ⁽²⁾ | 128.13 ⁽⁵⁾ | 130.01 | 1.47%% | 47% | 0.6896% |
| Fuel Index ⁽³⁾ | 231.66 ⁽⁶⁾ | 236.52 | 2.10% | 8% | 0.1678% |
| Residual Index ⁽⁴⁾ | 138.00 ⁽⁷⁾ | 137.90 | -0.07% | <u>38%</u> | <u>-0.0275%</u> |
| Total Percentage | | | | 93% | <u>0.8299%</u> |
| Price Index Adjustment Factor (1 + 0.008299) | | | | | 1.00830 |

(1) This sample calculation is for illustrative purposes only.

(2) Source: Statistics Canada, Catalogue No. 72-002-X – Table 3 Issue Number 1 of the current Volume for the current year; Fixed weighted index of average hourly earnings for all employees (SEPH) excluding overtime, unadjusted for seasonable variation; British Columbia; Industrial aggregate excluding unclassified (Monthly).

(3) Source: Statistics Canada, Industry Price Index, Table 329-0066 (V534344494) - Petroleum and coal products; Diesel fuel; British Columbia (Monthly).

(4) Source: Statistics Canada, Construction Price Statistics, Table 327-0043 (V44176032) - Non-residential building construction by class of structure; Vancouver, British Columbia (Quarterly).

(5) The Ministry will calculate the 12 month average for the current year as well as the previous year's Labour Index, in this example 2011 and 2010 respectively, using the same publication (as described in ⁽²⁾ above) representing the most current revised adjusted data available.

(6) The Ministry will use the same value for the previous year's annual average Fuel Index amount in the current calculation of the Price Index Adjustment Factor as was used in the previous year's calculation of the Price Index Adjustment Factor.

(7) The Ministry will use the same value for the previous year's annual average Residual Index amount in the current calculation of the Price Index Adjustment Factor as was used in the previous year's calculation of the Price Index Adjustment Factor.

APPENDIX "3" (TO SCHEDULE "2.1")

Sample Adjusted Annual Price Calculation
2012

| <u>Description</u> | <u>Action</u> | <u>Amount</u> | <u>Ref.</u> |
|---|---------------|-----------------------------------|-------------|
| Annual Price for the immediately preceding Contract Year | | \$12,000,000.00 | |
| LESS: Reconciliation Value | - | \$62,829.51 | |
| Total | | \$11,937,170.49 | |
| New Annual Price for the immediately preceding Contract Year | | \$11,937,170.49 | A |
| Annual Insurance Premium Quote for the immediately preceding Contract Year (2011) | subtract (-) | <u>\$100,000.00</u> | i |
| Sub Total | equals (=) | <u>\$11,837,170.49</u> | |
| Changes to Highways Adjustment Factor (99%) | multiply (x) | 0.99000 | B |
| Changes to Maintenance Services Adjustment Factor (102%) | multiply (x) | 1.02000 | C |
| Price Index Adjustment Factor (refer to Appendix 2, sample calculation for 2012) | multiply (x) | <u>1.03097</u> | D |
| Annual Insurance Premium Quote for the immediately preceding Contract Year (2011) | add (+) | <u>\$100,000.00</u> | i |
| Total Adjusted Annual Price before insurance adjustment | | <u>\$12,423,346.58</u> | |
| New insurance premium quote (2012) | | \$150,000.00 | |
| LESS: Annual Insurance Premium Quote (2011) | - | <u>\$100,000.00</u> | |
| Total difference in insurance premium quote | | \$50,000.00 | |
| Insurance Premium Adjustment Value (\$50,000 x 0.80 = \$40,000) | add (+) | <u>\$40,000.00</u> | E |
| Adjusted Annual Price | | <u>\$12,463,365.00</u> | |

The numbers used in this sample calculation are for illustrative purposes only.

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APPENDIX "C" (TO AMENDMENT EXTENSION AGREEMENT)

SCHEDULE "3"

Fee Schedule

PART 1 MAINTENANCE SERVICES - ANNUAL PRICE

1. For its provision of the Maintenance Services during a Contract Year, the Province will, subject to section 6 of this Schedule, pay to the Contractor the Annual Price applicable to the Contract Year, less the QMS Price payable in that Contract Year, which will be paid in equal installments on the Working Day immediately following the last day of each Contract Month during the Contract Year, except that
 - (a) in the case of the last Contract Month (or part thereof), being the Contract Month referenced in section 1.1(q)(ii) of this Agreement, during the Term, the equal monthly installment amount that would otherwise be applicable to that Contract Month had it extended September 21, 2018 will subject to the terms of this Agreement be increased by an amount equal to the Daily Cost or, if revised in accordance with this Agreement during the 15th Contract Year, the Revised Daily Cost, applicable as at August 22, 2018, multiplied by 9 [being the number of days by which the Contract Month referenced in section 1.1(q)(ii) of this Agreement is extended from September 21, 2018 to September 30, 2018]; and
 - (b) in the case of the installment payable, if any, applicable to that last Contract Month (or part thereof) will, subject to the terms of this Agreement including section 6 of this Schedule, be paid 15 days after the end of the Term.
2. The Annual Price applicable to a Contract Year is the maximum amount payable by the Province to the Contractor for provision of Maintenance Services during that Contract Year, and each monthly payment described in section 1 of this Schedule
 - (a) constitutes the maximum amount payable to the Contractor for performing, during each Contract Month, the Maintenance Services and all other obligations of the Contractor under this Agreement, except Emergency Services and Additional Maintenance Services,
 - (b) comprises payment for 1/12th of the Quantified Maintenance Services, Routine Maintenance Services, and all other obligations to be performed by the Contractor, except Emergency Services and Additional Maintenance Services, during the applicable Contract Year,
 - (c) may, subject to applicable laws and agreements with relevant taxation authorities and to the terms of this Agreement including section 2.1 of this Schedule, be increased by the Province by an amount equal to the Harmonized Sales Tax (the "HST Amount") payable by the Province under law or agreement with the relevant taxation authority in respect of such monthly installment, as calculated by the Province in its discretion,
 - (i) provided that the Contractor shall collect and remit to the applicable taxation authorities such HST Amount subject to and in accordance with applicable laws; and
 - (ii) further provided that in the event of any change in law, whether by federal or provincial policy, federal or provincial statute or regulation, or federal – provincial agreement, including any amendment to, revocation of, or repeal of any such law, policy, statute, regulation or agreement, relating to taxes which has the effect of repealing, eliminating, removing, discontinuing, or otherwise replacing, in whole or in part (including just the

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

provincial portion), the HST, the Province may by written notice to the Contractor cease increasing such monthly installment and cease paying such HST Amount effective as of the date specified in such written notice; and

the Contractor will not be entitled to any additional compensation, notwithstanding the quantities of Quantified Maintenance Services and Routine Maintenance Services performed by the Contractor during the Contract Month corresponding to the applicable monthly payment.

- 2.1 The Contractor must apply for and use reasonable efforts to obtain any available refund, credit, rebate or remission of federal, provincial or other tax or duty imposed on the Contractor as a result of this Agreement or any supply provided under this Agreement that the Province has paid or reimbursed to the Contractor or agreed (by separate written agreement duly executed on behalf of the Province and the Contractor) to pay or reimburse to the Contractor under this Agreement; and immediately on receiving or being credited with any amount applied for under this section, remit that amount to the Province, provided that it is hereby acknowledged by the Province and the Contractor that the sole tax or duty paid or reimbursed to the Contractor under this Agreement is, subject to the terms of this Agreement, the HST Amount described in section 2 of this Schedule.

PART 2 EMERGENCY SERVICES AND ADDITIONAL MAINTENANCE SERVICES - FEES

3. Fees for Emergency Services and Additional Maintenance Services will, at the Minister's sole discretion, be based on the Direct Plus Rates as determined in Schedule 19 or on the unit prices set forth in Schedule 5, in effect at the time the Emergency Services or Additional Maintenance Services were performed.
4. The Direct Plus Rates or the Unit Prices in effect under Schedule 5 will, at the Minister's sole discretion, be applied to determine whether or not the applicable Emergency and Additional Maintenance Caps have been achieved in respect of the applicable works and Emergencies, as the case may be.

PART 3 STATEMENT OF ACCOUNT

5. The Contractor will submit to the Province monthly, in arrears, at any time after the last day of a Contract Month during which the Contractor provides Emergency Services or Additional Maintenance Services, or both, a written statement of account in a form satisfactory to the Minister:
- (a) showing the units of each work activity claimed for Emergency Services or Additional Maintenance Services, or both, for that Contract Month; and
 - (b) listing in reasonable detail all Emergency Services or Additional Maintenance Services provided during that Contract Month.

PART 4 FINAL PAYMENTS HOLDBACK

6. Without limiting any rights, powers and remedies of the Province under this Agreement including under the Bonds, the Province may
- (a) retain as a holdback from the final monthly payment applicable to the Contract Month referenced in section 1.1(q)(ii) of this Agreement, up to the full amount of the final monthly payment due

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

under Part 1 of this Fee Schedule if, as of the due date of that payment the Minister is not satisfied that all work required to be performed by the Contractor under this Agreement during the Term has been completed; and

- (b) apply all or part of the amounts retained as a holdback under subsection 6(a) to the cost to the Province of correcting or completing any work which the Contractor failed to perform during the Term, prior to paying any remaining balance of that amount to the Contractor.

- 7. No interest will be payable by the Province on any amount retained as a holdback in accordance with section 6 of this Schedule.

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

APPENDIX "D" (TO AMENDMENT EXTENSION AGREEMENT)

SCHEDULE "7"

Repeater System Schedule

1. The Contractor will use the Repeater System solely for the purposes of performing the Services.
2. Any radio equipment owned by the Contractor and which may be used on the Repeater System shall be approved by the Minister before being used on the Repeater System.
3. Pursuant to section 4 of this Repeater System Schedule the Contractor will take all reasonable means to repair faulty radio equipment not owned by the Province which detrimentally affects the normal operation of the Repeater System.
4. The Repeater System will at all times remain the property of the Province.
5. The Contractor will not cause or permit any maintenance, repairs, modifications or other work on the Repeater System, except by a person or persons as directed by the Minister from time to time or with the prior written consent of the Minister.
6. The Province will, at the Province's expense, provide routine maintenance of the Repeater System as the Minister in the Minister's sole discretion may consider necessary from time to time.
7. The Province may replace the Repeater System or any part of the Repeater System which the Minister determines, in the Minister's sole discretion, has exceeded its useful life expectancy.
8. In the event that the Repeater System or any part of the Repeater System is lost, stolen, damaged, destroyed, not working, disabled, or otherwise fails, the Contractor will, forthwith, upon becoming aware of the failure, disablement, loss, theft, damage, or destruction, send written notice to the Province concerning the loss, theft, damage, destruction, disablement, or failure, and the Province will, within a reasonable time after receiving this notice from the Contractor, arrange for repairs to be made to the Repeater System or any part of the Repeater System or for replacement of the Repeater System or any part of the Repeater System, as the case may be.
9. The Contractor will ensure that all of its personnel operating radio equipment through the Repeater System are licensed to operate mobile radio equipment by Industry Canada.
10. The Contractor will use radios on the Repeater System which have the following specifications:
 - (a) Operating frequency 142-150Mhz
 - (b) Maximum power output of 50W
 - (c) Sub audible tone capable (CTCSS)
 - (d) Narrow band channel spacing
 - (e) Minimum of 24 channels
 - (f) 12 button DTMF key pad
 - (g) Transmitter time-out timer
 - (h) Type approval from Industry Canada

APPENDIX "E" (TO AMENDMENT EXTENSION AGREEMENT)

SCHEDULE "15.1"

COMMERCIAL VEHICLES PERMIT

THIS COMMERCIAL VEHICLES PERMIT AGREEMENT dated for reference the 29th day of August, 2012.

BETWEEN

Her Majesty the Queen in Right of the Province of British Columbia as represented by the Minister of Transportation and Infrastructure (formerly the Minister of Transportation) (the "Province")

AND

ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 0494387 and having its registered office at 700 – 275 Lansdowne Street, Kamloops, British Columbia, V2C 6H6 (the "Contractor")

ISSUANCE OF PERMIT

WHEREAS THE PROVINCE may, when it is in the public interest, enter into agreements exempting in whole or in part, commercial vehicles from the *Commercial Transport Act* and regulations made thereunder, and from fees prescribed therein, and may in such agreement prescribe the terms for the operation of such commercial vehicles on designated highways;

WHEREAS THE PROVINCE considers it to be in the public interest to revoke that certain Commercial Vehicles Permit dated September 22, 2003 effective as of August 29, 2012; and

WHEREAS THE PROVINCE, having determined that it is in the public interest to do so, hereby enters into this Commercial Vehicles Permit Agreement whereby certain exemptions are granted on the terms set out in this Commercial Vehicles Permit Agreement; and

WHEREAS THIS COMMERCIAL VEHICLES PERMIT is entered into concurrently with the Amendment Extension Agreement made between the Province and the Contractor dated for reference the 29th day of August, 2012 (herein, the "Amendment Extension Agreement").

NOW THEREFORE in consideration of the premises and the covenants contained herein and for other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged by each of the parties), the Province and the Contractor agree as follows:

Definitions

1.1 In this Commercial Vehicles Permit Agreement, unless the context otherwise requires:

- (a) "CTA" means the *Commercial Transport Act*, R.S.B.C. 1996, c. 58;
- (b) "CT Regulations" means the *Commercial Transport Regulations BC Reg. 30/78*;

**Highway Maintenance Amendment Extension Agreement Service Area No. 15
Thompson (Kamloops)**

COMMERCIAL VEHICLES PERMIT

COMMERCIAL VEHICLES PERMIT

THIS COMMERCIAL VEHICLES PERMIT AGREEMENT dated for reference the 29th day of August, 2012.

BETWEEN

Her Majesty the Queen in Right of the Province of British Columbia as represented by the Minister of Transportation and Infrastructure (formerly the Minister of Transportation) (the "Province")

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ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No. 0494387 and having its registered office at 700 – 275 Lansdowne Street, Kamloops, British Columbia, V2C 6H6 (the "Contractor")

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WHEREAS THE PROVINCE considers it to be in the public interest to revoke that certain Commercial Vehicles Permit dated September 22, 2003 effective as of August 29, 2012; and

WHEREAS THE PROVINCE, having determined that it is in the public interest to do so, hereby enters into this Commercial Vehicles Permit Agreement whereby certain exemptions are granted on the terms set out in this Commercial Vehicles Permit Agreement; and

WHEREAS THIS COMMERCIAL VEHICLES PERMIT is entered into concurrently with the Amendment Extension Agreement made between the Province and the Contractor dated for reference the 29th day of August, 2012 (herein, the "Amendment Extension Agreement").

NOW THEREFORE in consideration of the premises and the covenants contained herein and for other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged by each of the parties), the Province and the Contractor agree as follows:

Definitions

1.1 In this Commercial Vehicles Permit Agreement, unless the context otherwise requires:

- (a) "CTA" means the *Commercial Transport Act*, R.S.B.C. 1996, c. 58;
- (b) "CT Regulations" means the *Commercial Transport Regulations BC Reg. 30/78*;

COMMERCIAL VEHICLES PERMIT

- (c) **"CT Fees Regulation"** means the *Commercial Transport Fees Regulation* BC Reg. 328/91;
- (d) **"Event of Default"** means any event described in section 10.3 of this Commercial Vehicles Permit Agreement;
- (e) **"Highways"** has the meaning given to it under the Maintenance Agreement;
- (f) **"Maintenance Agreement"** means that highway maintenance agreement dated for reference September 22, 2003, entitled "Maintenance Agreement" and made between the Province and the Contractor, as that agreement has been and may be amended from time to time including by the Amendment Extension Agreement;
- (g) **"Maintenance Services"** has the meaning given to it in the Maintenance Agreement;
- (h) **"Services"** has the meaning given to it in the Maintenance Agreement;
- (i) **"Specialized Equipment"** means any equipment, other than a Vehicle, as described in section 2.3 of this Commercial Vehicles Permit Agreement;
- (j) **"Term"** has the meaning given to it in the Maintenance Agreement;
- (k) **"Vehicle"** means a truck, as defined in Regulation No. 26/58 made pursuant to the *Motor Vehicle Act*, as described in section 2.3 of this Commercial Vehicles Permit Agreement; and
- (l) **"Winter Services"** means the provision of labour, materials and equipment for the purpose of Winter Services of highways as described in Chapter 3 of the Maintenance Services.

Application of Permit

- 2.1 Except as expressly set out in this Commercial Vehicles Permit Agreement, the Contractor shall comply with all laws applicable to the Vehicles and Specialized Equipment.
- 2.2 Subject to the terms of this Commercial Vehicles Permit Agreement, this Commercial Vehicles Permit Agreement will commence on August 29, 2012 and will continue in effect during the Term, unless earlier terminated in accordance with this Commercial Vehicles Permit Agreement.
- 2.3 The exemptions granted under this Commercial Vehicles Permit Agreement apply to Vehicles and Specialized Equipment,
 - (a) which are capable of traveling on their own wheels,
 - (b) which are owned by, leased to, subcontracted or hired by the Contractor, and
 - (c) which are operated for the purpose of performing the Services or the Winter Services, as the case may be, and, either,
 - (d) during such periods of time that the Vehicles and Specialized Equipment are being operated on the Highways for the purpose of performing the Services, or if such purpose is expressly limited in this Commercial Vehicles Permit Agreement to the performance of Winter Services, then only during such periods of time that the Vehicles and Specialized Equipment are being operated on the Highways for the purpose of performing Winter Services, or
 - (e) during such periods of time that the Vehicles and Specialized Equipment are being operated on the Highways for the purpose of travelling to and from locations where the Services or the Winter Services, as the case may be, are to be or were performed.

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Dimensional restrictions

- 3.1** Vehicles are exempt from the width restrictions in section 7.10 of the CT Regulations as follows.
- (a) A Vehicle without plow blade attachments may not exceed 2.6 metres in total outside width, including its load.
 - (b) Plow blades installed on a Vehicle may not exceed 5.2 metres in total outside width.
 - (c) The following apply to plow blades:
 - (i) No plow extensions are permitted to extend past the left side of a Vehicle unless:
 - (A) the left side plow extension is immediately retractable by the driver, using cab controls while performing plowing operations; and
 - (B) the left side extension must have a flashing 10 cm size amber light installed on the plow left extremity, the flashing light to be visible front and rear.
 - (d) If a Vehicle, including its plow blade attachments, has a total outside width of 3.2 metres or less, red flags must be displayed on each end of the front bumper of the Vehicle, in lieu of complying with section 8.05 of the CT Regulations.
 - (e) If a Vehicle, including its plow blade attachments, has a total outside width greater than 3.2 metres,
 - (i) red flags must be displayed on each end of the front bumper of the Vehicle;
 - (ii) amber flashing or rotating lights visible from all directions and operating as safety devices must be mounted on and displayed from the Vehicle, in lieu of complying with section 8.05 of the CT Regulations; and
 - (iii) flashing 10 cm size amber lights and red flags must be mounted on the extremities of all right side wings and all plow extensions, left or right side, visible from front to rear.
- These requirements are necessary to provide safety to the travelling motorist and to provide controlled operation of the plow truck under varying operational requirements, including in connection with plowing over the centerline.
- 3.2** If plow blades are installed on a Vehicle, all wing plow extensions must be retracted or removed when the Vehicle is not used in the actual process of performing Winter Services.
- 3.3** If plow blades are installed on the front of a Vehicle,
- (a) the front blades on single steering axle Vehicles may not project more than 5.0 metres forward of the centre of the front steering axle of the Vehicle,
 - (b) the front blades on tandem steering axle vehicles may not project more than 5.6 metres forward of the centre of the front steering axle of the Vehicle,
 - (c) red flags must be displayed on each end of the front bumper of the Vehicle,
 - (d) incandescent amber flashing or rotating lights visible from all directions, operating as safety devices, and in compliance with the Ministry of Transportation's Equipment Fleet Operations Policy, must be mounted on and displayed from the Vehicle, and
 - (e) when the Vehicle is not used in the actual process of performing the Services, the front blades must be retracted or reduced.
- 3.4** Specialized Equipment is exempt from the width restrictions in section 7.10 of the CT Regulations on the following terms:
- (a) if the Specialized Equipment has a total outside width greater than 2.6 metres and no more than 5.2 metres,
 - (i) red flags must be prominently displayed on each end of the front bumper or of the front chassis of the Specialized Equipment, as applicable, and
 - (ii) incandescent amber flashing or rotating lights visible from all directions and operating as safety devices must be mounted on and displayed from the Specialized Equipment; and

COMMERCIAL VEHICLES PERMIT

- (b) if blade extensions are installed on the Specialized Equipment, the blade extensions must be retracted or reduced when the Specialized Equipment is not used in the actual process of performing the Services.

Tire load weight restrictions

- 4.1 While being operated to perform Winter Services, including travel on the Highways to and from locations where Winter Services are to be performed; Vehicles are exempt from the tire load weight restrictions prescribed in the following CT Regulations on the following terms:
- (a) for single drive axle Vehicles, gross load on the steering axle tires may not exceed 110% of the weight prescribed in section 7.29(2)(a) and 7.32(3)(a)(i) of the CT Regulations, and the gross load on the drive axle tires may not exceed 115% of the weights prescribed in sections 7.29 (2)(a), 7.31(2)(a) and 7.32(3)(a)(i) of the CT Regulations; and
 - (b) for tandem drive axle vehicles,
 - (i) gross load on the steering axle tires may not exceed 110% of the weight prescribed in sections 7.29(2)(a), 7.31(2)(a) and 7.32(3)(a)(i) of the CT Regulations, and
 - (ii) gross load on the tandem axle tires may not exceed 110% of the weight prescribed in sections 7.29(2)(a), 7.31(2)(b) and 7.32(3)(a)(i) of the CT Regulations.

Axle load weight restrictions

- 5.1 While being operated to perform Winter Services, including travel on the Highways to and from locations where Winter Services are to be performed, Vehicles and Specialized Equipment are exempt from the axle load weight restrictions prescribed in the following CT Regulations on the following terms:
- (a) for single drive axle Vehicles, gross load on the drive axle must not exceed 115% of the weight set forth in sections 7.29(2)(a), 7.31(2)(a) and 7.32(3)(a)(i) of the CT Regulations;
 - (b) for tandem drive axle Vehicles,
 - (i) gross load on the steering axle must not exceed 110% of the weight set forth in sections 7.29(2)(a), 7.31(2)(a) and 7.32(3)(a)(i) of the CT Regulations, and
 - (ii) gross load on the tandem drive axles must not exceed 110% of the weight set forth in section 7.31(2)(b) and 7.32(3)(a)(i) of the CT Regulations; and
 - (c) for Specialized Equipment equipped with blades, buckets or other snow plowing or snow removal apparatus, gross axle load must not exceed 110% of the weight set forth in sections 7.31(2)(a), 7.31(2)(b) and 7.32(3)(a)(i) of the CT Regulations.

Sundays and General Holidays

- 6.1 Persons operating the Vehicles or Specialized Equipment that are subject to this Commercial Vehicles Permit Agreement are exempt from section 7.05(14) of the CT Regulations for so long as and to the extent that such persons operate such Vehicles and such Specialized Equipment in compliance with this Commercial Vehicles Permit Agreement.

Headlamps

- 7.1 Vehicles that are subject to this Commercial Vehicles Permit Agreement may be equipped with one or 2 headlamps mounted on each side of the front of the vehicle additional to the number of headlamps required by applicable Laws, and such additional headlamps may be mounted at a height exceeding the requirements of the applicable Laws, provided that
- (a) at any time that the headlamps are in use, only one set of either the required headlamps or the additional headlamps will be illuminated,

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- (b) such Vehicles are equipped with a toggle device that allows the Contractor to alternate illumination of the required and additional headlamps, and
- (c) the additional headlamps are illuminated only at the times that plow blades are installed on such Vehicles.

7.2 The Contractor will take all necessary measures and will cause all necessary measures to be taken to ensure that

- (a) the Vehicles carrying the additional headlamps referenced in section 7.1 have the necessary and properly functioning toggle device,
- (b) at no time will the Contractor of any such Vehicle illuminate the required headlamps and the additional headlamps at the same time, and
- (c) if the plow blades are removed from any such Vehicle, the Contractor of any such Vehicle will illuminate only the required headlamps, and not the additional headlamps.

Free permit

8.1 Subject to full compliance with the terms of this Commercial Vehicles Permit Agreement, the Contractor is exempt from the requirements set out in the CTA or the CT Fees Regulation to pay for the issuance by the Province to the Contractor of any permission to operate the Vehicles or Specialized Equipment that are subject to this Commercial Vehicles Permit Agreement in the manner contemplated by this Commercial Vehicles Permit Agreement.

Production of permit

9.1 By not later than 36 hours from demand by the Province on the Operator or the driver of such Vehicle or Specialized Equipment, the Contractor must produce, to the satisfaction of the Province, evidence that the Contractor has obtained this Commercial Vehicles Permit Agreement, and that the Vehicle or Specialized Equipment relating to the Province's demand, was being operated in compliance with the requirements of section 2.3 of this Commercial Vehicles Permit Agreement.

Termination

10.1 Despite any other provision of this Commercial Vehicles Permit Agreement, the Province may at any time during the Term terminate or suspend this Commercial Vehicles Permit Agreement, in whole or in part, by written notice to the Contractor, if the Province considers such termination or suspension to be required in the public interest.

10.2 If, for any reason, the Maintenance Agreement is terminated or is taken out of the hands of the Contractor, then this Commercial Vehicles Permit Agreement will automatically terminate effective on the date of termination of the Maintenance Agreement or on the date that the Maintenance Agreement is taken out of the hands of the Contractor, as the case may be.

10.3 Any of the following events will constitute an event of default under this Commercial Vehicles Permit Agreement whether the event is voluntary, involuntary or results from the operation of law or any judgment or order of any court or administrative or government body:

- (a) an Event of Default, as defined in the Maintenance Agreement, occurs under section 18.1 of the Maintenance Agreement; or
- (b) the Contractor fails to observe, perform or comply with any term of this Commercial Vehicles Permit Agreement;

COMMERCIAL VEHICLES PERMIT

and upon the happening of any such event of default, the Province may exercise any right or remedy which the Province may have at law or in equity, including without limitation termination of this Commercial Vehicles Permit Agreement.

Notices

11.1 Any notice, document, statement, report, demand to be given or made under this Commercial Vehicles Permit Agreement, will be in writing and may be given or made by personal delivery, by courier service, by mail in Canada, or by electronic mail, to the following addresses:

(a) if to the Province or the Minister (or both of them):

Ministry of Transportation and Infrastructure
Thompson-Nicola District Office
SA No. 15 – Thompson (Kamloops)
Suite 127 – 447 Columbia Street
Kamloops British Columbia V2C 2T3
Attention: District Manager, Transportation

with a copy to:

Ministry of Transportation and Infrastructure
Rehabilitation and Maintenance Branch
4C-940 Blanshard Street
Victoria, British Columbia
V8W 3E6
Email: Maintenance.Programs@gov.bc.ca
Attention: Manager, Maintenance Contracts Procurement

(b) and if to the Contractor:

Argo Road Maintenance (Thompson) Inc.
1655 Lucky Strike Place
Kamloops, British Columbia
VIS 1W5
Email: hhook@argoroads.ca
Attention: The President.

11.2 Any such notice, document, statement, report, or demand so mailed will be deemed given to and received by the addressee on the third business day after the mailing of the same except in the event of disruption of postal services in Canada in which case any such notice, document, statement, report, demand or payment will be deemed given to and received by the addressee when actually delivered to the particular address set out above.

11.3 Any notice, document, report, statement or demand transmitted by electronic mail will be conclusively deemed validly given to and received by the intended recipient, if transmitted by electronic mail transmission, when capable of being retrieved by the intended recipient.

11.4 Either party may, from time to time, advise the other by notice in writing of any change of address, or electronic mail address of the party giving such notice and, from and after the giving of such notice, the address therein specified will, for purposes of this Commercial Vehicles Permit Agreement, be deemed to be the address of the party giving such notice.

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Miscellaneous

- 12.1 The Contractor will treat as confidential and will not, without the prior written consent of the Province, publish, release, or disclose, or permit to be published, released or disclosed either before or after the expiration or sooner termination of this Commercial Vehicles Permit Agreement, any information supplied to, obtained by, or which comes to the knowledge of the Contractor as a result of this Commercial Vehicles Permit Agreement, except insofar as such publication, release or disclosure is required by law or is necessary to enable the Contractor to fulfill the obligations of the Contractor under this Commercial Vehicles Permit Agreement.
- 12.2 This Commercial Vehicles Permit Agreement constitutes the entire agreement between the parties in respect of the subject matter of this Commercial Vehicles Permit Agreement and no understandings, representations, contracts, or agreements, oral or otherwise, exist between the parties with respect to the subject matter of this Commercial Vehicles Permit Agreement except as expressly set out in this Commercial Vehicles Permit Agreement. The Contractor agrees that in entering into this Commercial Vehicles Permit Agreement the Contractor has not and does not rely upon any previous representation of the Province, or of servants, employees, agents, or representatives of the Province, whether expressed or implied, or upon any inducement or agreement of any kind or nature. All prior understandings, negotiations, representations, contracts or agreements are hereby canceled.
- 12.3 The Contractor will not assign, sub-permit, or sub-contract, either directly or indirectly, this Commercial Vehicles Permit Agreement or any rights or exemptions of the Contractor under this Commercial Vehicles Permit Agreement.
- 12.4 Each of the parties will, upon the reasonable request of the other, make, do, execute or cause to be made, done or executed all further and other lawful acts, deeds, things, devices, documents, instruments and assurances whatever for the better or more perfect and absolute performance of the terms and conditions of this Commercial Vehicles Permit Agreement.
- 12.5 Public disclosure of this Commercial Vehicles Permit Agreement and any documents or other records pertaining to this Commercial Vehicles Permit Agreement which are in the custody or under the control of the Province, will be governed by the *Freedom of Information and Protection of Privacy Act*.
- 12.6 Time will be of the essence of this Commercial Vehicles Permit Agreement.
- 12.7 All provisions of this Commercial Vehicles Permit Agreement in favour of the Province and all rights and remedies of the Province, either at law or in equity, will survive the expiration or sooner termination of this Commercial Vehicles Permit Agreement.
- 12.8 No waiver by either party of a breach or default by the other party in the observance, performance or compliance of any of its obligations under this Commercial Vehicles Permit Agreement will be effective unless it is in writing and no such waiver will be deemed or construed to be a waiver of any other breach or default and failure or delay on the part of either party to complain of an act or failure of the other party or to declare such other party in default, irrespective of how long such failure or delay continues, will not constitute a waiver by such party of any of its rights against the other party.
- 12.9 If any provision of this Commercial Vehicles Permit Agreement or the application thereof to any person or circumstance is invalid or unenforceable to any extent, the remainder of this Commercial Vehicles Permit Agreement and the application of such provision to any other person or circumstance will not be affected or impaired thereby and will be valid and enforceable to the extent permitted by law.

COMMERCIAL VEHICLES PERMIT

12.10 This Commercial Vehicles Permit Agreement may only be amended by a further written agreement executed by both parties.

Interpretation

- 13.1 A reference in this Commercial Vehicles Permit Agreement:
- (a) to a statute whether or not that statute has been defined, means a statute of the Province of British Columbia unless otherwise stated and includes every amendment to it, every regulation made under it and any enactment passed in substitution therefor or in replacement thereof; and
 - (b) to any other agreement between the parties means that other agreement as it may be amended from time to time by the parties.
- 13.2 Unless the context otherwise requires, any reference to "this Commercial Vehicles Permit Agreement" means this instrument and any reference in this Commercial Vehicles Permit Agreement to any article, section, subsection or paragraph by number is a reference to the appropriate article, section, subsection or paragraph in this Commercial Vehicles Permit Agreement.
- 13.3 The headings or captions in this Commercial Vehicles Permit Agreement are inserted for convenience only and do not form a part of this Commercial Vehicles Permit Agreement and in no way define, limit, alter or enlarge the scope or meaning of any provision of this Commercial Vehicles Permit Agreement.
- 13.4 In this Commercial Vehicles Permit Agreement, "person" includes a corporation, firm, association and any other legal entity and wherever the singular or masculine is used it will be construed as if the plural, the feminine or the neuter, and wherever the plural or the feminine or the neuter is used it will be construed as the singular or masculine, as the case may be, had been used where the context or the parties so require.
- 13.5 In this Commercial Vehicles Permit Agreement, the words "including" and "includes", when following any general term or statement, are not to be construed as limiting the general term or statement to the specific items or matters set forth or to similar items or matters, but rather as permitting the general term or statement to refer to all other items or matters that could reasonably fall within the broadest possible scope of the general term or statement.
- 13.6 No provision of this Commercial Vehicles Permit Agreement is intended to derogate from or be inconsistent with or in conflict with any laws and should not be interpreted in a manner as to result in any derogation, inconsistency or conflict and if any such provision is found by a court of competent jurisdiction to be inconsistent with or in conflict with any laws, the applicable laws will prevail and such provision will be read down or rendered inoperative (either, generally or in such particular situation, as appropriate), to the extent of such conflict or inconsistency, as the case may be, and if any such provision is found by a court of competent jurisdiction to derogate from any laws, then such provision will be read down or rendered inoperative (either, generally or in such particular situation, as appropriate) to the extent of the derogation.

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

APPENDIX "F" (TO AMENDMENT EXTENSION AGREEMENT)

SCHEDULE "18"

INSURANCE REQUIREMENTS

MAINTENANCE AGREEMENTS

1. ISSUANCE OF INSURANCE

All insurance coverage will be issued with insurers acceptable to the Minister, and issued by companies licensed to transact business in the Province of British Columbia and Canada.

2. EVIDENCE OF COVERAGE

The following evidence of coverage will be supplied by the Contractor:

File originals or signed, certified copies of all current policies and any other endorsements necessary to comply with these insurance specifications and any other requirements outlined in the Maintenance Agreement with: The Manager, Insurance and Bonds, Ministry of Transportation and Infrastructure, PO Box 9850 STN Prov Govt, 4th Floor, 940 Blanshard Street, Victoria, B.C. V8W 9T5.

Any endorsements issued to satisfy the specific requirements outlined in these documents must be countersigned, and only original or certified copies of endorsements are acceptable.

For Automobile Liability insurance, a duly executed Insurance Corporation of British Columbia APV 47 form may be used for evidence of coverage or renewal provided that if excess limits are purchased through private insurers, evidence will be provided by way of signed, certified copies of such policies.

3. LIABILITY POLICIES

3.1 THIRD PARTY LIABILITY INSURANCE

Comprehensive General Liability insurance including non-owned automobile and contractual liability insurance will be arranged with inclusive limits of not less than **TEN MILLION DOLLARS (\$10,000,000.00)** for bodily injury, death, and property damage arising from any one accident or occurrence. The insurance policy will pay on behalf of the named insureds, Additional Named Insureds and the additional insureds under the policy for any sum or sums which the insured may become liable to pay or shall pay for bodily injury, death or property damage or for loss of use thereof, arising out of or resulting from the work or operations of the Ministry or the Contractor or subcontractors, including all persons, firms or corporations who perform any of the work, in connection with the Maintenance Agreement, anywhere within Canada and the United States of America. In addition to the above limits, such liability insurance will also pay all costs, charges, and expenses in connection with any claims that may require to be contested by the insureds anywhere within Canada and the United States of America.

EXTENSION OF COVERAGE

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

Such liability insurance will cover all liability arising out of completed operations, blanket written contractual, contingent employers liability, non-owned automobile liability, and liability assumed by the Contractor in connection with and applicable to this Maintenance Agreement.

IF the Maintenance Agreement includes an Agreement to Lease or Sublease a Yard then such liability insurance will cover pollution liability (minimum coverage Sudden and Accidental) in amounts not less than **TWO MILLION DOLLARS (\$2,000,000.00)**.

EXCLUSIONS NOT PERMITTED

Claims arising out of the legal liability imposed upon the insureds at common law and extended by Statute for bodily injury or death to employees of the insured, except that this exclusion shall not apply to the liability imposed upon or assumed by the insured under any Workers' Compensation Statute or for assessments by any Workers' Compensation Board.

Liability assumed by the insureds under contract with railroad companies for the use and operation of railway sidings or crossings.

Liability assumed by the Contractor under and applicable to any Gravel Licenses.

Liability arising out of all products where the material is supplied by the Contractor.

Any tort liability assumed by the Contractor under the Maintenance Agreement.

All services performed by the Province under the Maintenance Agreement

Other types of services not listed above, to be performed by the Contractor or the Province under the Maintenance Agreement.

IF vessels owned, leased or operated in the course of the Maintenance Agreement are covered under the Comprehensive (Commercial) General Liability policy, then the Contractor will ensure that at all times during the term of the Maintenance Agreement the minimum limits and amounts as required by the Marine Liability Act and or regulations to the Marine Liability Act are maintained. The Contractor will be responsible for ensuring that any changes to the requirements of the Marine Liability Act and/or the regulations of the Marine Liability Act are reflected in the insurance coverage provided. Notwithstanding the requirements of the Marine Liability Act, the limits under the Comprehensive (Commercial) General Liability insurance must not be less than **\$10,000,000 (TEN MILLION)**.

DEDUCTIBLE

A **maximum** deductible on the primary insurance policy will be allowed for any one accident or per occurrence of up to **FIFTY THOUSAND DOLLARS (\$50,000.00)** on the primary insurance policy. Payment of any deductible will be the responsibility of the Contractor.

SELF – INSURED RETENTION

A **maximum** self-insured retention of up to **FIFTY THOUSAND DOLLARS (\$50,000.00)** for any one accident or per occurrence will be permitted for Contractors providing umbrella/excess liability insurance subject to having a **minimum** primary insurance policy of **TWO MILLION DOLLARS (\$2,000,000.00)** underlying the umbrella/excess.

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

3.2. PROTECTION AND INDEMNITY INSURANCE

IF vessels are owned, leased or operated in the course of the Maintenance Agreement by the Contractor, and are not covered under the general liability policy, then the Contractor will provide Protection and Indemnity insurance with limits of not less than **TEN MILLION DOLLARS (\$10,000,000.00)** for such vessels. Such Protection and Indemnity insurance will include four-fourths collision liability insurance. The Contractor will be responsible for ensuring that any changes to the requirements of the Marine Liability Act and/or the regulations of the Marine Liability Act are reflected in the insurance coverage provided. Notwithstanding the requirements of the Marine Liability Act, the limits must not be less than **TEN MILLION DOLLARS (\$10,000,000.00)**.

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

3.3. AERIAL TRAMS AND/OR FERRIES

IF aerial trams or ferries operated in the course of the Maintenance Agreement are not covered under the Comprehensive (Commercial) General Liability policy, then the Contractor will obtain and maintain insurance applying to all aerial trams or ferries operated in the course of the Maintenance Agreement. The Contractor shall ensure that at all times during the term of the Maintenance Agreement the minimum limits and amounts of not less than **TEN MILLION DOLLARS (\$10,000,000)** are maintained.

3.4. AUTOMOBILE INSURANCE

Automobile Liability coverage with inclusive limits of not less than **TEN MILLION DOLLARS (\$10,000,000.00)** providing third party liability and accident benefits insurance and automobile physical damage insurance including collision and comprehensive coverage must be provided for all vehicles required by law to be licensed that are owned, leased or rented by the Contractor, and that are used in the performance of the Maintenance Agreement.

3.5. AIRCRAFT INSURANCE

IF aircraft (including helicopters) are used in the performance of the Maintenance Agreement and are owned, leased or rented by the Contractor, then third party liability coverage with inclusive limits of not less than **TEN MILLION DOLLARS (\$10,000,000.00)** must be provided.

4. ADDITIONAL CONDITIONS FOR ALL LIABILITY POLICIES (except Owned Automobile Liability Insurance)

Contractual Liability - the insurance provision set out above is the minimum coverage required by the Province under the Maintenance Agreement.

Each Liability Policy will (except Owned Automobile Liability Insurance) be endorsed as follows:

Notwithstanding any other terms, conditions, or exclusions elsewhere in this policy, it is understood and agreed that this policy is extended to include insurance coverages and clauses as follows:

Her Majesty the Queen in Right of the Province of British Columbia as represented by the Minister of Transportation and Infrastructure, together with the employees, agents, and servants of the Minister, hereinafter referred to as the Additional Named Insured, is added as an Additional Named Insured, in respect of liability arising from the work or operations of the Insured and the Additional Named Insured in any way relating to maintenance of Highways within the Service Area including under the Maintenance Agreement.

The unqualified word "insured" also includes Contractors and subcontractors including all persons, firms, or corporations who perform any part of the work under this Maintenance Agreement.

The insurance as is afforded by this policy shall apply in the same manner and to the same extent as though a separate policy had been issued to each insured. Any breach of a condition of the policy by any Insured shall not affect the protection given by this policy to any other insured. The inclusion herein of more than one Insured shall not operate to increase the limit of liability under this policy.

Hazardous operations such as excavation, pile driving, shoring, blasting, under-pinning, or demolition work or any other operation or work to be performed by the Contractor or

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

subcontractors, including all persons, firms or corporations who perform any of the work in connection with the Maintenance Agreement, will not be excluded from insurance coverage, where such type of work or operation is to be performed under the Maintenance Agreement subject to prior notification to the insurer by the Contractor.

5. PROPERTY POLICIES

5.1 EQUIPMENT INSURANCE

The Contractor will obtain, maintain and provide evidence of "ALL-RISKS" insurance coverage, satisfactory to the Province, covering all equipment utilized in the performance of the services under the Maintenance Agreement that is owned, rented, or leased by the Contractor, or for which the Contractor may be responsible.

Policies must include the following Waiver of Subrogation:

In the event of any third party loss or damage or any physical loss or damage to the work, or Contractor's equipment, the settlement or payment of the subsequent claim shall be made without the right of subrogation against her Majesty the Queen as represented by the Minister or any employees, servants or agents of the Minister.

6. ADDITIONAL REQUIREMENTS FOR ALL POLICIES

6.1 NOTICE OF CANCELLATION, ETC.

The required insurance will not be cancelled, removed, reduced, materially changed or altered except upon written consent of the Minister, and in this connection thirty (30) days prior notice in writing must be given by Registered Mail to: The Manager, Insurance and Bonds, Ministry of Transportation and Infrastructure, PO Box 9850 STN Prov Govt, 4th Floor, 940 Blanshard Street, Victoria, B.C. V8W 9T5.

6.2. PRIMARY INSURANCE

All the foregoing insurance will be primary and not require the sharing of any loss by any other insurer of the Province.

6.3. EVIDENCE OF RENEWAL

The Contractor will furnish evidence of the renewal or extension the required policy(s) by certified copy of a renewal certificate(s) or by endorsement(s) to the policy(s) which is to be received by The Manager, Insurance and Bonds at least thirty (30) days prior to the expiry date of the policy.

THE PROVINCE ASSUMES NO RESPONSIBILITY FOR THE ADEQUACY OF THE INSURANCE EFFECTED IN FAVOUR OF THE CONTRACTOR OR THE PROVINCE UNDER THE MAINTENANCE AGREEMENT.

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

APPENDIX "G" (TO AMENDMENT EXTENSION AGREEMENT)

Contractor Corporate Detail

**APPENDIX "G" (TO AMENDMENT EXTENSION AGREEMENT)
SCHEDULE "4"
Contractor Corporate Detail**

| | |
|---------------------------------------|----------------------|
| Complete Corporate Name: | A.R.M. HOLDINGS INC. |
| Jurisdiction of Incorporation: | BRITISH COLUMBIA |
| Amalgamation No.: | BC0672617 |
| Date of Amalgamation: | JULY 1, 2003 |

Directors:

Name

Address

VAN DIEMEN, CASE

WILLS, ROBERT ARNOLD

s22

HOOK, HARLEY

Officers:

Name

Address

VAN DIEMEN, CASE

WILLS, ROBERT ARNOLD

s22

HOOK, HARLEY

Authorized Share Capital:

Unlimited Class A Common Shares Without Par Value

Unlimited Class B Common Shares Without Par Value

Unlimited Class C Non-voting Common Shares Without Par Value

Unlimited Class D Preference Shares Without Par Value

Unlimited Class E Non-Voting Preference Shares With A Par Value of \$0.01

Unlimited Class F Non-Voting Preference Shares With A Par Value of \$0.01

HIGHWAY MAINTENANCE AMENDMENT EXTENSION AGREEMENT

Special Rights applicable to each class of authorized share capital:

SPECIAL RIGHTS AND RESTRICTIONS APPLY TO ALL SHARE CLASSES – SEE PART 28 OF ARTICLES

Voting Agreements:

NONE

Encumbrances:

NONE

Shareholders:

| <u>Name</u> | <u>Address</u> | <u>No. of Shares Held (legally and/or beneficially)</u> |
|----------------------|----------------|---|
| WILLS, ROBERT ARNOLD | | |
| VAN DIEMEN, CASE | | s22, s21 |
| 567102 B.C. LTD. | | |
| VAN DIEMEN, VERITA | | |



File: 23500-20
September 21, 2012

**INSTRUCTION #15-901 (ARTICLE 6)
SERVICE AREA #15**

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B.C.
V1S 1W5

Attention: Tom Bone, General Manager

Re: Maintenance Agreement (the "Agreement") dated for reference September 22, 2003, and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Ministry of Transportation (the "Province")

OF THE FIRST PART

and:

ARGO ROAD MAINTENANCE (THOMPSON) INC., a body corporate incorporated under the laws of the Province of British Columbia under Certificate of Incorporation No.494387 and having its registered office at 700 – 275 Landsdowne Street, Kamloops, B.C. V2C 6H6 (the "Contractor")

OF THE SECOND PART.

NOTICE

1.01 Pursuant to section 6.1 of the Agreement the following additions, deletions, and changes in classification of Highways within the Service Area under the Agreement will become effective September 12, 2012:

- a) Modify 0.480 Kilometers, 0.960 Lane Kilometers from 8F to 7E, Thompson River Drive West #4684; and
- b) Delete 0.741 Kilometers, 1.482 Lane Kilometers of 6D Heffley Creek Dump Road #2291; and
- c) Delete 0.942 Kilometers, 1.884 Lane Kilometers of 8F Sullivan Valley Road #4593; and
- d) Add 0.550 Kilometers, 1.10 Lane Kilometers of 5C, Sullivan Valley Road #4593 and
- e) Add 0.240 Kilometers, 0.480 Lane Kilometers of 3B, Heffley-Louis Creek Road #2296.

/2

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002

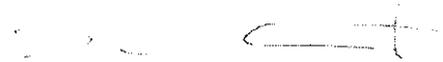
ADJUSTMENT CALCULATIONS

- | | | |
|------|--|-------------|
| 2.01 | Daily Cost as at commencement date of the current contract year | \$35,007.12 |
| 2.02 | Net changes in daily cost as a result of this instruction | |
| 2.03 | Percentage change in daily cost as a result of this instruction | |
| 2.04 | Cumulative changes from effective date prior to this instruction for the current contract year | s17, s21 |
| 2.05 | Cumulative net percentage change in Daily Cost, from commencement of the current contract year, up to and including the effective date of this instruction | |

CONTRACT PRICE ADJUSTMENTS

- 3.01 The cumulative net change in Daily cost from that described in section 2.05 above is less than 2% positive or negative and as such no adjustment will be made to the fees payable under the Agreement, and no Revised Daily Cost will be calculated.
- 3.02 A copy of the calculations described in Section 6.4 of the Agreement is enclosed with this notification.

Dated this 25 day of September 2012 .



District Operations Manager (or DMT)
duly authorized representative of
the Minister of Transportation

encls

cc: Mtnce Contracts Co-ordinator, Mtnce Programs, Const & Mtnce Branch. MoT
Ministry Solicitor, Legal Services Branch, Attorney General, Attn: Maria D'Archangelo
Bonding Co

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | |
|----|---------------------|------|----------------------------------|------------------------------|-----------------------------|------------------------|-----------|--------------------------|--------------------------------------|---|---|--|------------------------------|-----------------------------|---|----------|----------|--|
| 1 | Contract Year 9 | | | | Service Area 15 | | | Instruction # 15-901 | | | | | | | | | | |
| 2 | | | Start Date 22-Sep-11 | | End Date 21-Sep-12 | | | Effective Date 12-Sep-12 | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | |
| 4 | | | Total Contract Days | | | 366 | | | Contract Days Remaining | | | 10 | | | | | | |
| 5 | | | Winter Period 1 | | | 15-Oct-11 to 29-Feb-12 | | | 138 days / year | | | Contract Winter Days Remaining | | | | | | |
| 6 | | | Winter Period 2 | | | 01-Mar-12 to 15-Mar-12 | | | 15 days / year | | | Contract Winter Days Remaining | | | | | | |
| 7 | | | Total Contract Winter Days | | | 153 | | | Total Contract Winter Days Remaining | | | 9 | | | | | | |
| 8 | | | Summer Period 1 | | | 22-Sep-11 to 14-Oct-11 | | | 23 days / year | | | Contract Summer Days Remaining | | | | | | |
| 9 | | | Summer Period 2 | | | 16-Mar-12 to 21-Sep-12 | | | 190 days / year | | | Contract Summer Days Remaining | | | 10 | | | |
| 10 | | | Total Contract Summer Days | | | 213 | | | Total Contract Summer Days Remaining | | | 10 | | | | | | |
| 11 | | | Original Daily Cost: \$35,007.12 | | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | | | | | |
| 13 | | | Summer Class | Summer Yearly Rate / Lane Km | Summer Daily Rate / Lane Km | | | | | | | Winter Class | Winter Yearly Rate / Lane Km | Winter Daily Rate / Lane Km | | | | |
| 14 | | | 1 | | | | | | | | | A | | | | | | |
| 15 | | | 2 | | | | | | | | | B | | | | | | |
| 16 | | | 3 | | | | | | | | | C | | | | | | |
| 17 | | | 4 | | | | | | | | | D | | | | | | |
| 18 | | | 5 | s17, s21 | | | | | | | | E | | | | | | |
| 19 | | | 6 | | | | | | | | | F | | | | | | |
| 20 | | | 7 | | | | | | | | | | | | | | | |
| 21 | | | 8 | | | | | | | | | | | | | | | |
| 22 | | | | | | | | | | | | | | | | | | |
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| 40 | | | | | | | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | | | | | | | |
| 42 | INSTRUCTION DETAILS | | | | | | | | | | | Instruction Daily Cost From Effective Date | | | Instruction Daily Cost From Term Start Date | | | |
| 43 | Type | Hwy | Road | | Item | Class-Old | Class-New | Amount | | | | Old Cost | New Cost | Net Cost | Old Cost | New Cost | Net Cost | |
| 44 | | | | | | | | | | | | | | | | | | |
| 45 | Modify | 4554 | Thompson River Drive West | | Hwy | 8 F | 7 E | 0.8000 LK | | | | | | | | | | |
| 46 | Delete | 2291 | Helfrey Creek Dump Road | | Hwy | 6 D | | 1.4920 LK | | | | | | | | | | |
| 47 | Delete | 4593 | Sullivan Valley Road | | Hwy | 8 F | | 1.6340 LK | | | | | | | | | | |
| 48 | Add | 4593 | Sullivan Valley Road | | Hwy | | 5 C | 1.1000 LK | | | | | | | | | | |
| 49 | Add | 2256 | Helfrey Lewis Creek Road | | Hwy | | 3 B | 0.4500 LK | | | | | | | | | | |
| 50 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 51 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 52 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 53 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 54 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 55 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 56 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 57 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 58 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 59 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 60 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 61 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 62 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 63 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 64 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 65 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 66 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 67 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 68 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 69 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 70 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 71 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 72 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 73 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 74 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 75 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 76 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 77 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 78 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 79 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 80 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 81 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 82 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 83 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 84 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 85 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 86 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 87 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 88 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 89 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 90 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | |
|-----|--|---|---|---|---|---|-------------|---|---|---|---|--------|--------|----------------------------|---------|--------|--------|--|
| 91 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 92 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 93 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 94 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 95 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 96 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 97 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 98 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 99 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 100 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 101 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 102 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 103 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 104 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 105 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 106 | | | | | | | | | | | | | | | | | | |
| 107 | | | | | | | | | | | | | | | | | | |
| 108 | | | | | | | | | | | | | | | | | | |
| 109 | SUMMARY OF CHANGES FOR THIS INSTRUCTION | | | | | | | | | | | | | s17, s21 | | | | |
| 110 | Current Daily Cost / Revised Daily Cost | | | | | | \$35,007.12 | | | | | | | Percentage Tolerance Flag | 2.0000% | | | |
| 111 | | | | | | | | | | | | | | Percentage Tolerance Flag2 | 3.0000% | | | |
| 112 | | | | | | | | | | | | | | | | | | |
| 113 | Cumulative Changes Prior to this instruction | | | | | | | | | | | | | | | | | |
| 114 | (for instruction calculations only) | | | | | | | | | | | | | | | | | |
| 115 | | | | | | | | | | | | | | | | | | |
| 116 | Changes for this instruction | | | | | | | | | | | | | | | | | |
| 117 | s17, s21 | | | | | | | | | | | | | | | | | |
| 118 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 119 | | | | | | | | | | | | | | | | | | |
| 120 | Total Cumulative Changes for future instructions | | | | | | | | | | | | | | | | | |
| 121 | | | | | | | | | | | | | | | | | | |
| 122 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | | | | | | | | |
| 123 | | | | | | | | | | | | | | | | | | |
| 124 | | | | | | | | | | | | | | | | | | |
| 125 | 2% CUMULATIVE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 2% TOLERANCE exceeded) | | | | | | | | | | | | | | | | | |
| 126 | | | | | | | | | | | | | | | | | | |
| 127 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | | |
| 128 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 129 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | | | | | | | | |
| 130 | Total Cumulative Changes for future instructions | | | | | | \$0.00 | | | | | | | 0.0000% | | | | |
| 131 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | | |
| 132 | | | | | | | | | | | | | | | | | | |
| 133 | 3% SINGLE INSTRUCTION TOLERANCE EXCEEDED SECTION (ignore section unless 3% TOLERANCE exceeded) | | | | | | | | | | | | | | | | | |
| 134 | | | | | | | | | | | | | | | | | | |
| 135 | Daily Cost Pro Rata (Adjustment) Factor | | | | | | | | | | | | | | | | | |
| 136 | Miscellaneous Adjustment Factor | | | | | | | | | | | | | | | | | |
| 137 | New Daily / Revised Daily Cost (for future instructions) | | | | | | | | | | | | | | | | | |
| 138 | Total Cumulative Changes for future instructions | | | | | | \$0.00 | | | | | | | 0.0000% | | | | |
| 139 | Annual Maintenance Services Pro Rata Factor | | | | | | | | | | | | | | | | | |
| 140 | | | | | | | | | | | | | | | | | | |
| 141 | Cumulative Changes Against Original Daily Cost (for Summary Report) | | | | | | | | | | | | | | | | | |
| 142 | | | | | | | | | | | | | | | | | | |
| 143 | Original Daily Cost | | | | | | \$35,007.12 | | | | | | | | | | | |
| 144 | | | | | | | | | | | | | | | | | | |
| 145 | Cumulative Change from Effective Date Prior to this Instruction | | | | | | | | | | | | | | | | | |
| 146 | Changes for this instruction (from Effective Date) | | | | | | | | | | | | | | | | | |
| 147 | Cumulative Change from Effective Date | | | | | | | | | | | | | | | | | |
| 148 | s17, s21 | | | | | | | | | | | | | | | | | |
| 149 | Cumulative Change from Term Start Date Prior to this Instruction | | | | | | | | | | | | | | | | | |
| 150 | Changes for this instruction (from Term Start Date) | | | | | | | | | | | | | | | | | |
| 151 | Cumulative Change from Term Start Date | | | | | | | | | | | | | | | | | |



SERVICE AREA #SA15
Article 6, Instruction #15-901

September 21, 2012
YEAR 9

File: 23500-20/SA15

The Guarantee Company of North America
810 – 400 Burrard Street
Vancouver, BC, V6C 3A6

RE: PERFORMANCE BOND NO. VS6079758
LABOUR AND MATERIAL BOND NO. VS6079758, IN RESPECT OF:

MAINTENANCE AGREEMENT (the "Agreement") dated September 22, 2003, between:
HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA, represented by the
Minister of Transportation (the "Province"), and as amended.
and Argo Road Maintenance (Thompson) Inc., a body corporate, incorporated under the laws of the Province of
British Columbia under Certificate of Incorporation No. 494387.

Pursuant to Article 6 of the Agreement, the changes described in the attached instruction become effective
September 12, 2012.

Within ten days, please acknowledge receipt of this letter and attached instruction, by signing the enclosed
duplicate copy of this letter and returning it via mail to the undersigned at the address given below.

Dated this 25 day of September, 2012

District Operations Manager (or DMT)

duly authorized representative of the
Minister of Transportation

Receipt of and Consent to the Documentation and Instruction

hereby confirm this _____ day of _____, 20_____

Duly authorized representative of
The Guarantee Company of North America

Enclosures

- cc Maintenance Contractor
- MInce. Contract Coordinator, Maintenance Programs, Const & Mtec Branch, MoT
- Ministry Solicitor, Legal Services Branch, Attorney General



October 31, 2012

Tom Bone, General Manager
Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, BC
V1S 1W5

Attention: Tom Bone, General Manager

Re: 2003-2004 Highway Maintenance Contract: Service Area No.15: Maintenance Agreement as amended, between Her Majesty the Queen in Right of the Province of British Columbia, represented by the Minister of Transportation (the "Province") and

Argo Road Maintenance (Thompson) Inc. (the "Contractor")

SCHEDULE "2" ANNUAL ADJUSTMENT PROCESS NOTICE

Pursuant to section 5 of Schedule "2" of the Agreement, the Minister hereby delivers the following schedules to be implemented in the 2003-2004 Highway Maintenance Agreement, Year 10:

1. the Cost Schedule (Schedule "10");
2. the Quantified Maintenance Services (Schedule "5");
(collectively, the "Schedules")
3. the Annual Adjustment Calculation

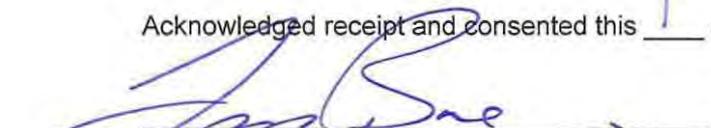
The Schedules are revised in accordance with the Annual Adjustment Process and are effective commencing on and including September 22, 2012.

The Adjusted Annual Price for Year 10, as calculated in accordance with the Annual Adjustment Process, is \$13,144,745.00 and that sum may be adjusted during the Contract Year in accordance with Article 6 or 7.

Please acknowledge receipt of the Schedules as indicated below and return a copy of this Notice to the attention of the writer on or before November 10, 2012


 District Manager, Transportation,
 Ministry of Transportation

Acknowledged receipt and consented this 1 day of Nov., 2012


 Argo Road Maintenance (Thompson) Inc.
 Duly Authorized Signatory

Encl.
 cc: Regional Director
 Mtnc. Contracts Co-ordinator, Maintenance Programs, Construction & Maintenance Branch, MoT
 Road & Bridge Financial Analyst, HQ Finance & Admin Branch, MoT (when contractor signed)
 Bonding Company
 Ministry Solicitor, Legal Services Branch, Attorney General

SA15 Year 9 Annual Adjustment Price Calculation (Preparation for Year 10)

Price Index Adjustment Factor Calculation

| Index | 2010 | 2011 | % Change | % Weighting | Inflation |
|----------------|--------|--------|----------|-------------|-----------|
| Labour Index | 124.5 | 127.13 | 2.11% | 0.0% | 0.0000% |
| Fuel Index | 190.61 | 229.85 | 20.59% | 8.0% | 1.6469% |
| Residual Index | 132.83 | 137.90 | 3.82% | 38.0% | 1.4504% |

Price Index Adjustment 3.0973%

Price Index Adjustment Factor 1.03097

Adjust Annual Price Calculation

| | | | |
|---|---|------------------|-------------------------|
| A | Annual Price for Immediately Preceding Contract Year | \$ 12,812,605.13 | |
| | Less Extension Agreement reconciliation amount: | \$ 59,139.32 | \$ 12,753,465.81 |
| B | Less: Insurer Premium Quote (Yr9) | | s17, s21 |
| C | Changes to the Highways Adjustment Factor (Article 6) | | 1.00022 |
| D | Changes to Maintenance Services Adjustment Factor (Article 7) | | 1.00000 |
| E | 1 + Price Index Adjustment Factor | | 1.03097 |
| F | Add Back: Insurer Premium Quote (Yr9) | | |
| G | Adjusted Annual Price Sub-Total (A-B)*(C*D*E*E)+F | | |
| H | New Insurance Premium Quote (Yr10) | \$ | s17, s21 |
| | <i>less previous year's premium</i> | \$ | |
| I | Plus/Minus: Insurance Premium Adjust Factor (H-F) | \$ | |
| J | Plus/Minus: 80% of difference (I * .80) | | |
| K | Annual Adjusted Price for Year 10 (G + J) | | \$ 13,144,745.28 |
| | Annual Adjusted Price for Year 10 (ROUNDED) | | \$ 13,144,745.00 |

Quantified Maintenance Services

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|---|---|-----------------|-----------------|------------------------|------------|-------|
| Pavement Patching and Crack Sealing | Overlay Patch (isolated) | 100J | m2 | 0 | | |
| | Replacement Patch (isolated) | 100K | m2 | 0 | | |
| | Hot-in-place Patch | 100L | m2 | 0 | | |
| | Overlay Patch | 100M | m2 | 61,910 | | |
| | Replacement Patch | 100N | m2 | 5,040 | | |
| | Spray Patch | 100P | m2 | 3,529 | | |
| | Spray Patch (isolated) | 100Q | m2 | 0 | | |
| | crack sealing | 100R | lin m | 18,850 | | |
| Highway Surface Treatment | surface treatment | 110M | m2 | 14,721 | | |
| | surface treatment (isolated) | 110N | m2 | 0 | | |
| Gravel Surface Grading and Re-shaping | gravel surface Grading (Re-shape) | 130P | rd km | 835 | | |
| | gravel surface grading | 130Q | rd km | 1,573 | | |
| Dust Control and Base Stabilization | base sabilization | 140M | rd km | 130 | | |
| | dust control (initial yearly application) | 140P | rd km | 110 | | |
| Highway Surface and Shoulder Gravelling | gravelling - crush (isolated) | 150K | m3 | 0 | | |
| | gravelling - pit run (isolated) | 150L | m3 | 0 | | |
| | gravelling - crush | 150M | m3 | 26,216 | | |
| | gravelling - pit run | 150N | m3 | 16,131 | | |
| | Shoulder gravelling (isolated) | 150P | m3 | 0 | | |
| | Shoulder gravelling | 150R | m3 | 504 | | |
| Highway Shoulder Maintenance | Shoulder grading | 160P | sh.km. | 806 | | |
| Road Base Maintenance | road base repair | 170P | m3 | 150 | | |
| Curb, Island and Barrier Maintenance | roadside concrete barriers | 220M | ea | 10 | | |
| | Median concrete barriers | 220N | ea | 10 | | |
| | machine-laid asphalt curb | 220P | lin m | 150 | | |
| | machine-laid concrete curb | 220R | lin m | 35 | | |
| Ditch and Watercourse Maintenance | ditch construction (new) | 250M | lin m | 2,522 | | |
| | ditch maintenance (machine) | 250P | lin m | 25,209 | | |
| | grader ditching | 250Q | lin m | 4,539 | | |
| Drainage Appliance Maintenance | catch basin (metal) | 260K | ea | 4 | | |
| | catch basin (concrete) | 260L | ea | 0 | | |
| | culvert/Flume install (to 400mm) | 260M | lin m | 161 | | |
| | culvert/Flume install (401mm to 600mm) | 260N | lin m | 60 | | |
| | culvert/flume install (601mm to 1200mm) | 260P | lin m | 10 | | |
| | culvert/Flume install (1201mm to 3000mm) | 260R | lin m | 0 | | |
| | Rip rap Instal (>50kg size) | | m3 | 100 | | |
| Roadside Vegetation Control | mowing (machine) | 350K | ssk | 2,093 | | |
| | mowing (hand cutting) | 350L | m2 | 652 | | |
| | brushing (machine) | 350M | sh km | 144 | | |
| | brushing (hand cutting) | 350N | m2 | 9,073 | | |
| | Danger Tree removal | 350P | ea | 20 | | |
| | overhead brushing | 350R | sh km | 0 | | |
| Roadside Fence Maintenance | chain link (Schedule 1 & 2) | 400P | lin m | 0 | | |
| | barbed wire (Schedule 1 & 2) | 400Q | lin m | 0 | | |
| | page wire (Schedule 1 & 2) | 400R | lin m | 0 | | |

s17, s21

Quantified Maintenance Services

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|--------------------------------------|---|-----------------|-----------------|------------------------|--------------------|-----------------------|
| Sign System Maintenance | delineators | 440K | ea | 10 | | |
| | Sign System install (2 post > 3.2 m2) | 440L | ea | 12 | | |
| | Sign System install (1 post) | 440M | ea | 100 | | |
| | Sign System install (2 post < 3.2 m2) | 440N | ea | 2 | | |
| | Sign (to 1 m2) | 440P | ea | 50 | | |
| | Sign (1 m2 to 3.2 m2) | 440Q | ea | 5 | | |
| | Sign (> 3.2 m2) | 440R | ea | 2 | | |
| | Sign Face Overlay (to 1 m2) | 445P | ea | 0 | | |
| | Sign Face Overlay (1 m2 to 3.2 m2) | 445Q | ea | 0 | | |
| | Sign Face Overlay (> 3.2 m2) | 445R | ea | 0 | | |
| Bridge Deck Maintenance | timber Re-decking (Minor) | 500M | m2 | 570 | | |
| | timber Re-decking (Major) | 500N | m2 | 247 | | |
| | linseed oil/mineral spirit treatment | 500O | m2 | 7,395 | | |
| | concrete Deck repair | 500P | m2 | 282 | | |
| | timber Deck replacement | 500Q | m2 | 201 | | |
| | concrete Deck crack sealing | 500R | lin m | 1,003 | | |
| Bridge Joint Maintenance | Bridge Joint Armour replacement | 530M | lin m | 120 | | |
| | Bridge Joint seal replacement | 530P | cm2 | 53,853 | | |
| Minor Painting of Bridge Structures | steel surface painting | 570P | m2 | 100 | | |
| | steel rail painting | 570Q | lin m | 50 | | |
| | timber rail painting | 570R | lin m | 446 | | |
| Concrete Structure Maintenance | concrete repair | 600P | m2 | 30 | | |
| | epoxy injection | 600Q | cm3 | 3,124 | | |
| Timber Truss Bridge Maintenance | timber Truss member replacement | 620P | ea | 2 | | |
| | timber Truss Rods (drop/replace) | 620Q | ea | 1 | | |
| Timber and Log Structure Maintenance | timber Stringer replacement | 650P | ea | 10 | | |
| | log replacement (stringer/brow log/needle beam) | 650Q | ea | 0 | | |
| | timber Cap replacement | 650R | ea | 1 | | |
| Retaining Structure Maintenance | | | | 0 | | |
| | retaining structure component replacement | 660P | m2 | 14 | | |
| Provisional Sum | | | PS | 0 | | |
| Roadside Fence Maintenance | Specialty Fences | 400M | | | | |
| Bridge Bearing Maintenance | Bridge Bearing replacement | 540P | | | | |
| Bridge Piling Maintenance | Bridge Pile replacement | 640M | | | | |
| <u>Landscape Maintenance</u> | | | | | | |
| Landscape Maintenance | Landscape Maintenance | | | | | |
| TOTAL VALUE | | | | 262,927 | \$65,413.37 | \$4,336,298.24 |

s17, s21



File: 23500-20
December 14, 2012

**INSTRUCTION #15-1001 (ARTICLE 6)
SERVICE AREA # 15**

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, B.C.
V1S 1W5

Attention: Tom Bone, General Manager

Re: Maintenance Agreement (the "Agreement") dated for reference September 22, 2003, and as amended, between:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Ministry of Transportation (the "Province")
OF THE FIRST PART
and:
ARGO ROAD MAINTENANCE (THOMPSON) INC, a body corporate incorporated under the laws
of the Province of British Columbia under Certificate of Incorporation No. 494387 and having its
registered office at 700-275 Landsdowne Street, Kamloops, B.C. V2C 6H6 (the "Contractor")
OF THE SECOND PART.

NOTICE

- 1.01 Pursuant to section 6.1 of the Agreement the following additions, deletions, and changes in classification of Highways within the Service Area under the Agreement will become effective November 9, 2012:
- a) Modify 1.041 Kilometers, 2.0820 Lane Kilometers from 6D to 6C, Holloway Road #2419. Class change is from the intersection with Trans Canada Highway to Tobiano school bus turnaround. (does not include turnaround, this is privately owned by Tobiano)

12

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002

ADJUSTMENT CALCULATIONS

| | | |
|------|--|-------------|
| 2.01 | Daily Cost as at commencement date of the current contract year | \$36,013.00 |
| 2.02 | Net changes in daily cost as a result of this instruction | |
| 2.03 | Percentage change in daily cost as a result of this instruction | |
| 2.04 | Cumulative changes from effective date prior to this instruction for the current contract year | s17, s21 |
| 2.05 | Cumulative net percentage change in Daily Cost, from commencement of the current contract year, up to and including the effective date of this instruction | |

CONTRACT PRICE ADJUSTMENTS

3.01 The cumulative net change in Daily cost from that described in section 2.05 above is less than 2% positive or negative and as such no adjustment will be made to the fees payable under the Agreement, and no Revised Daily Cost will be calculated.

3.02 A copy of the calculations described in Section 6.4 of the Agreement is enclosed with this notification.

Dated this 14th day of December 2012



District Operations Manager (or DMT)
duly authorized representative of
the Minister of Transportation

encls

cc: Mtnce Contracts Co-ordinator, Mtnce Programs, Const & Mtnce Branch, MoT
Ministry Solicitor, Legal Services Branch, Attorney General, Attn: Maria D'Archangelo
Bonding Co

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q |
|----|---------------------|------|-----------------|------------------------------|-----------------------------|-------------------|----------------------------|-----------|-------------|---------------|--|--------------------------------------|------------------------------|---|-----|---|---|
| 1 | Contract Year | | 10 | | | | Service Area | 15 | | Instruction # | 15-1001 | | | | | | |
| 2 | | | | | | | | | | | | | | | | | |
| 3 | | | Start Date | 22-Sep-12 | | | End Date | 21-Sep-13 | | | Effective Date | 09-Nov-12 | | | | | |
| 4 | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | Total Contract Days | | 365 | | | Contract Days Remaining | | | 317 | | |
| 6 | | | | | | | | | | | | | | | | | |
| 7 | | | Winter Period 1 | 15-Oct-12 | to | 28-Feb-13 | | 137 | days / year | | | Contract Winter Days Remaining | | 112 | | | |
| 8 | | | Winter Period 2 | 01-Mar-13 | to | 15-Mar-13 | | 15 | days / year | | | Contract Winter Days Remaining | | 15 | | | |
| 9 | | | | | | | Total Contract Winter Days | | 152 | | | Total Contract Winter Days Remaining | | 127 | | | |
| 10 | | | | | | | | | | | | | | | | | |
| 11 | | | Summer Period 1 | 22-Sep-12 | to | 14-Oct-12 | | 23 | days / year | | | Contract Summer Days Remaining | | | | | |
| 12 | | | Summer Period 2 | 16-Mar-13 | to | 21-Sep-13 | | 190 | days / year | | | Contract Summer Days Remaining | | 190 | | | |
| 13 | | | | | | | Total Contract Summer Days | | 213 | | | Total Contract Summer Days Remaining | | 190 | | | |
| 14 | | | | | | | Original Daily Cost: | | \$36,013.00 | | | | | | | | |
| 15 | | | | | | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | |
| 17 | | | Summer Class | Summer Yearly Rate / Lane Km | Summer Daily Rate / Lane Km | | | | | | | Winter Class | Winter Yearly Rate / Lane Km | Winter Daily Rate / Lane Km | | | |
| 18 | | | 1 | | | | | | | | | A | | | | | |
| 19 | | | 2 | | | | | | | | | B | | | | | |
| 20 | | | 3 | | | | | | | | | C | | | | | |
| 21 | | | 4 | | | | | | | | | D | | | | | |
| 22 | | | 5 | | | s17, s21 | | | | | | E | | | | | |
| 23 | | | 6 | | | | | | | | | F | | | | | |
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| 30 | | | | | | | | | | | | | | | | | |
| 31 | | | | | | ITEM | | | | Daily Rate | | Units | | | | | |
| 32 | | | | | | Rest Area - Class | A | | | | | each | | | | | |
| 33 | | | | | | Rest Area - Class | B | | | | | each | | | | | |
| 34 | | | | | | Rest Area - Class | C | | | | | each | | | | | |
| 35 | | | | | | | | | | | | | | | | | |
| 36 | | | | | | | | | | | | | | | | | |
| 37 | | | | | | | | | | s17, s21 | | | | | | | |
| 38 | | | | | | | | | | | | | | | | | |
| 39 | | | | | | | | | | | | | | | | | |
| 40 | | | | | | Bridge Deck | | | | | | sq. meter | | | | | |
| 41 | | | | | | | | | | | | | | | | | |
| 42 | INSTRUCTION DETAILS | | | | | | | | | | Instruction Daily Cost From Effective Date | | | Instruction Daily Cost From Term Start Date | | | |
| 43 | Type | Hwy | Road | Item | Class-Old | Class-New | Amount | Old Cost | New Cost | Net Cost | Old Cost | New Cost | Net Cost | | | | |
| 44 | | | | | | | | | | | | | | | | | |
| 45 | Modify | 2419 | Holloway Road | Hwy | S/D | 6/C | 2.0820 LK | | | | | | | | | | |
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|-----|---|---|---|---|---|---|---|---|---|---|---|--------|--------|--------|--------|--------|--------|
| 91 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 92 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 93 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 94 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 95 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
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| 101 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 102 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 103 | | | | | | | | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
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TOTAL CHANGES IN NET COST FOR THIS INSTRUCTION

s17, s21

s17, s21

s17, s21



SERVICE AREA #15
Article 6, Instruction #15-1001

File: 23500-20/SA15
The Guarantee Company of North America
810-400 Burrard Street
Vancouver, BC, V6C 3A6

RE: PERFORMANCE BOND NO. VS6079758
LABOUR AND MATERIAL BOND NO. VS6079758, IN RESPECT OF:

MAINTENANCE AGREEMENT (the "Agreement") dated **September 22, 2003**, between:
HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA, represented by the
Minister of Transportation (the "Province"), and as amended.
and **Argo Road Maintenance (Thompson) Inc.**, a body corporate, incorporated under the laws of the Province of
British Columbia under Certificate of Incorporation No. **494387**

Pursuant to Article 6 of the Agreement, the changes described in the attached instruction become effective November
9, 2012.

Within ten days, please acknowledge receipt of this letter and attached instruction, by signing the enclosed
duplicate copy of this letter and returning it via mail to the undersigned at the address given below.

Dated this 31 day of JANUARY, 20 13

District Operations Manager (or DMT)

duly authorized representative of the
Minister of Transportation

Receipt of and Consent to the Documentation and Instruction

hereby confirm this 15 day of February, 20 13

Duly authorized representative of
**The Guarantee Company of
North America**

Enclosures

cc: Maintenance Contractor
Regional Manager, Operations (district can decide if this cc is appropriate for them)
Mtnc. Contract Coordinator, Maintenance Programs, Const & Mtce Branch, MoT
Ministry Solicitor, Legal Services Branch, Attorney General

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE
THOMPSON NICOLA DISTRICT
127-447 Columbia Street
Kamloops, BC V2C 2T3
1-250-828-4002

January 24, 2014

Argo Road Maintenance (Thompson) Inc.
1665 Lucky Strike Place
Kamloops, BC, V1S 1W5

Attention: Harvey Nelson, General Manager

Re: 2003-2004 Highway Maintenance Contract: Service Area No. 15: Maintenance Agreement as amended, between Her Majesty the Queen in Right of the Province of British Columbia, represented by the Minister of Transportation (the "Province") and

Argo Road Maintenance (Thompson) Inc.
(the "Contractor")

SCHEDULE "2" ANNUAL ADJUSTMENT PROCESS NOTICE

Pursuant to section 5 of Schedule "2" of the Agreement, the Minister hereby delivers the following schedules to be implemented in the 2003-2004 Highway Maintenance Agreement, Year 11:

1. the Cost Schedule (Schedule "10");
2. the Quantified Maintenance Services (Schedule "5");
(collectively, the "Schedules")
3. the Annual Adjustment Calculation

The Schedules are revised in accordance with the Annual Adjustment Process and are effective commencing on and including September 22, 2013

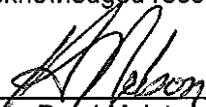
The Adjusted Annual Price for Year 11, as calculated in accordance with the Annual Adjustment Process, is \$13,310,641.00 and that sum may be adjusted during the Contract Year in accordance with Article 6 or 7.

Please acknowledge receipt of the Schedules as indicated below and return a copy of this Notice to the attention of the writer on or before February 7, 2014



District Manager, Transportation,
Ministry of Transportation

Acknowledged receipt and consented this 24 day of January, 2014



Argo Road Maintenance (Thompson) Inc.
Duly Authorized Signatory

Encl.

cc: Regional Director
Mtnce. Contracts Co-ordinator, Maintenance Programs, Construction & Maintenance Branch, MoT
Road & Bridge Financial Analyst, HQ Finance & Admin Branch, MoT (when contractor signed)
Bonding Company
Ministry Solicitor, Legal Services Branch, Attorney General

Quantified Maintenance Services

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|--------------------------------------|---|-----------------|-----------------|------------------------|------------|----------------|
| Sign System Maintenance | delineators | 440K | ea | 10 | | |
| | Sign System install (2 post > 3.2 m2) | 440L | ea | 12 | | |
| | Sign System install (1 post) | 440M | ea | 100 | | |
| | Sign System install (2 post < 3.2 m2) | 440N | ea | 2 | | |
| | Sign (to 1 m2) | 440P | ea | 50 | | |
| | Sign (1 m2 to 3.2 m2) | 440Q | ea | 5 | | |
| | Sign (> 3.2 m2) | 440R | ea | 2 | | |
| | Sign Face Overlay (to 1 m2) | 445P | ea | 0 | | |
| | Sign Face Overlay (1 m2 to 3.2 m2) | 445Q | ea | 0 | | |
| | Sign Face Overlay (> 3.2 m2) | 445R | ea | 0 | | |
| Bridge Deck Maintenance | timber Re-decking (Minor) | 500M | m2 | 570 | | |
| | timber Re-decking (Major) | 500N | m2 | 247 | | |
| | linseed oil/mineral spirit treatment | 500O | m2 | 7,395 | | |
| | concrete Deck repair | 500P | m2 | 282 | | |
| | timber Deck replacement | 500Q | m2 | 201 | | |
| | concrete Deck crack sealing | 500R | lin m | 1,003 | | |
| Bridge Joint Maintenance | Bridge Joint Armour replacement | 530M | lin m | 120 | | |
| | Bridge Joint seal replacement | 530P | cm2 | 53,855 | | |
| Minor Painting of Bridge Structures | steel surface painting | 570P | m2 | 100 | | |
| | steel rail painting | 570Q | lin m | 50 | | |
| | timber rail painting | 570R | lin m | 446 | | |
| Concrete Structure Maintenance | concrete repair | 600P | m2 | 30 | | |
| | epoxy injection | 600Q | cm3 | 3,124 | | |
| Timber Truss Bridge Maintenance | timber Truss member replacement | 620P | ea | 2 | | |
| | timber Truss Rods (drop/replace) | 620Q | ea | 1 | | |
| Timber and Log Structure Maintenance | timber Stringer replacement | 650P | ea | 10 | | |
| | log replacement (stringer/brow log/needle beam) | 650Q | ea | 0 | | |
| | timber Cap replacement | 650R | ea | 1 | | |
| Retaining Structure Maintenance | retaining structure component replacement | 660P | m2 | 14 | | |
| | Provisional Sum | | PS | 0 | | |
| Roadside Fence Maintenance | Specialty Fences | 400M | | | | |
| Bridge Bearing Maintenance | Bridge Bearing replacement | 540P | | | | |
| Bridge Piling Maintenance | Bridge Pile replacement | 640M | | | | |
| <u>Landscape Maintenance</u> | | | | | | |
| Landscape Maintenance | Landscape Maintenance | | | | | |
| TOTAL VALUE | | | | | | \$4,391,144.70 |

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Quantified Maintenance Services

| Maintenance Specification | Quantified Maintenance Services | Activity Number | Unit of Measure | Contract Year Quantity | Unit Price | Value |
|---|---|-----------------|-----------------|------------------------|------------|-------|
| Pavement Patching and Crack Sealing | Overlay Patch (isolated) | 100J | m2 | 0 | | |
| | Replacement Patch (isolated) | 100K | m2 | 0 | | |
| | Hot-in-place Patch | 100L | m2 | 0 | | |
| | Overlay Patch | 100M | m2 | 61,912 | | |
| | Replacement Patch | 100N | m2 | 5,040 | | |
| | Spray Patch | 100P | m2 | 3,529 | | |
| | Spray Patch (isolated) | 100Q | m2 | 0 | | |
| | crack sealing | 100R | lin m | 18,851 | | |
| Highway Surface Treatment | surface treatment | 110M | m2 | 14,722 | | |
| | surface treatment (isolated) | 110N | m2 | 0 | | |
| Gravel Surface Grading and Re-shaping | gravel surface Grading (Re-shape) | 130P | rd km | 835 | | |
| | gravel surface grading | 130Q | rd km | 1,573 | | |
| Dust Control and Base Stabilization | base sabilization | 140M | rd km | 130 | | |
| | dust control (initial yearly application) | 140P | rd km | 110 | | |
| Highway Surface and Shoulder Gravelling | gravelling - crush (isolated) | 150K | m3 | 0 | | |
| | gravelling - pit run (isolated) | 150L | m3 | 0 | | |
| | gravelling - crush | 150M | m3 | 26,217 | | |
| | graveling - pit run | 150N | m3 | 16,132 | | |
| | Shoulder gravelling (isolated) | 150P | m3 | 0 | | |
| | Shoulder gravelling | 150R | m3 | 504 | | |
| Highway Shoulder Maintenance | Shoulder grading | 160P | sh.km. | 806 | | |
| Road Base Maintenance | road base repair | 170P | m3 | 150 | | |
| Curb, Island and Barrier Maintenance | roadside concrete barriers | 220M | ea | 10 | | |
| | Median concrete barriers | 220N | ea | 10 | | |
| | machine-laid asphalt curb | 220P | lin m | 150 | | |
| | machine-laid concrete curb | 220R | lin m | 35 | | |
| Ditch and Watercourse Maintenance | ditch construction (new) | 250M | lin m | 2,522 | | |
| | ditch maintenance (machine) | 250P | lin m | 25,210 | | |
| | grader ditching | 250Q | lin m | 4,539 | | |
| Drainage Appliance Maintenance | catch basin (metal) | 260K | ea | 4 | | |
| | catch basin (concrete) | 260L | ea | 0 | | |
| | culvert/Flume install (to 400mm) | 260M | lin m | 161 | | |
| | culvert/Flume install (401mm to 600mm) | 260N | lin m | 60 | | |
| | culvert/flume install (601mm to 1200mm) | 260P | lin m | 10 | | |
| | culvert/Flume install (1201mm to 3000mm) | 260R | lin m | 0 | | |
| | Rip rap instal (>50kg size) | | m3 | 100 | | |
| Roadside Vegetation Control | mowing (machine) | 350K | ssk | 2,093 | | |
| | mowing (hand cutting) | 350L | m2 | 652 | | |
| | brushing (machine) | 350M | sh km | 144 | | |
| | brushing (hand cutting) | 350N | m2 | 9,073 | | |
| | Danger Tree removal | 350P | ea | 20 | | |
| | overhead brushing | 350R | sh km | 0 | | |
| Roadside Fence Maintenance | chain link (Schedule 1 & 2) | 400P | lin m | 0 | | |
| | barbed wire (Schedule 1 & 2) | 400Q | lin m | 0 | | |
| | page wire (Schedule 1 & 2) | 400R | lin m | 0 | | |

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SA15 Year 10 Annual Adjustment Price Calculation (Preparation for Year 11)

Price Index Adjustment Factor Calculation

| Index | 2011 | 2012 | % Change | % Weighting | Inflation |
|----------------|--------|--------|----------|-------------|-----------|
| Labour Index | 127.14 | 129.95 | 2.21% | 0.0% | 0.0000% |
| Fuel Index | 229.85 | 228.53 | -0.57% | 8.0% | -0.0459% |
| Residual Index | 137.90 | 142.65 | 3.44% | 38.0% | 1.3089% |

Price Index Adjustment 1.2630%

Price Index Adjustment Factor 1.01263

Adjust Annual Price Calculation

| | | | |
|---|---|--------------------------|--|
| A | Annual Price for Immediately Preceding Contract Year Plus/Minus special agreements (if applicable) | \$ 13,144,745.28 \$ - | \$ 13,144,745.28 |
| B | Less: Insurer Premium Quote (Yr10) | | s17, s21 |
| C | Changes to the Highways Adjustment Factor (Article 6) | | 1.00004 |
| D | Changes to Maintenance Services Adjustment Factor (Article 7) | | 1.00000 |
| E | 1 + Price Index Adjustment Factor | | 1.01263 |
| F | Add Back: Insurer Premium Quote (Yr10) | | |
| G | Adjusted Annual Price Sub-Total (A-B)*(C*D*E)+F | | |
| H | New Insurance Premium Quote (Yr11) <i>less previous year's premium</i> | \$ \$ | s17, s21 |
| I | Plus/Minus: Insurance Premium Adjust Factor (H-F) | \$ | |
| J | Plus/Minus: 80% of difference (I * .80) | | |
| K | Annual Adjusted Price for Year 11 (G + J) | | \$ 13,310,641.10 |
| | Annual Adjusted Price for Year 11 (ROUNDED) | | \$ 13,310,641.00 |

Contract Year 11

Service Area 15

Instruction #

Start Date 22-Sep-13

End Date 21-Sep-14

Days in Year 365

Total Contract Days 365

Winter Period 1 15-Oct-13 to 28-Feb-14 137 days / year

Winter Period 2 1-Mar-14 to 15-Mar-14 15 days / year

Total Contract Winter Days 152

Summer Period 1 22-Sep-13 to 14-Oct-13 23 days / year

Summer Period 2 16-Mar-14 to 21-Sep-14 190 days / year

Total Contract Summer Days 213

Original Daily Cost: \$36,467.51

| Summer Class | Summer Yearly Rate / Lane Km | Summer Daily Rate / Lane Km | Winter Class | Winter Yearly Rate / Lane Km | Winter Daily Rate / Lane Km |
|--------------|------------------------------|-----------------------------|--------------|------------------------------|-----------------------------|
| 1 | | | A | | |
| 2 | | | B | | |
| 3 | | | C | | |
| 4 | | | D | s17 | |
| 5 | s17 | | E | | |
| 6 | | | F | | |
| 7 | | | | | |
| 8 | | | | | |

| ITEM | Daily Rate | Units |
|---------------------|------------|-------|
| Rest Area - Class A | | each |
| Rest Area - Class B | | each |
| Rest Area - Class C | | each |

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Bridge Deck

sq. meter