

MEETING

MEETING TITLE

Pre-Construction Meeting

Project: Highway 1 at Keith Road / Mount Seymour Parkway Interchange and Lynn Creek Connectivity Improvements

Project Number: 12626-0002

MEETING TIME: Time: 9:06 am – 12:56 am

DATE: December 13, 2018

LOCATION: Holiday Inn
700 Lillooet Road
North Vancouver, B.C.
V7J 2H5

ATTENDEES:

ATTACHED SIGN IN SHEET

- Welcome to Project 12626-0002 – Highway 1 at Keith Road / Mount Seymour Parkway Interchange and LCCI
- Housekeeping – fire escape, earthquake / muster station, first aide, washrooms, cell phones, etc.
- Attendance Sheet and Business Cards exchange

• INTRODUCTIONS

- Ministry of Transportation and Infrastructure (MOTI) Ministry Representative (Min Rep) is introduced – Mike Farynuk (MSF) / Alternate - Rick Marven (RM)
 - Quality Assurance Supervisor – Rick Marven
 - Structures Supervisor – Noel Rubio / Jim Tait
 - Paving Supervisor – MOTI / TBD
 - Electrical Supervisor – WSP / TBD

- MOTI Construction Manager is identified – John McKenzie
- MOTI Project Manager is identified/introduced – Jay Porter
- Introduce Lafarge Canada Inc. (LCI) as successful Contractor
 - Contractor Manager – Lincoln Kyne
 - Contractor Representative – Julie Edgar
 - Contractor Superintendent – Nate Rogers / Blaine Fisher / Paulo Perez
 - O&H Safety Officer – James Silver
 - Traffic Control Supervisor – Nate Rogers (TBC)
 - Environmental Representative / Monitor – Don Larsen
 - Quality Representative / Manager – Brian Grey (Metro)
- Confirm Ministry Manager(s) & Representative (GC 5) and Contractor Manager & Representative (GC 6) appointments – see above
- Go around the room with everyone giving their name and role
- Recognize Key Stakeholders – First Nations (FN) / Ministry of Transportation and Infrastructure (MOTI) / District of North Vancouver (DNV)
- **PROJECT LOCATION AND WORK (SPECIAL PROVISIONS (SP) 1.01)**
 - Site 1 – Trans-Canada Highway 1 at Keith Road / Mount Seymour Parkway in North Vancouver, B.C. Segment 0514 (Eastbound) KM 8.22 to KM 9.16 and Segment 0515 (Westbound) KM 5.22 to KM 6.18. The Site includes Highway 1, Highway 1 Westbound at Mountain Hwy Off-Ramp, Mountain Highway, Keith Road, Mount Seymour Parkway, Lillooet Road, Old Lillooet Road, Keith Road North, Orwell Street, Forsman Avenue, and St. Denis Avenue
 - Site 2 - Highway 99 Brunswick Pit # 1067 in Lions Bay B.C (TBC) / Highway 1 at Main Street / Dollarton Interchange in North Vancouver, B.C. (Westbound Off-Ramp Storage Area) / Areas where traffic devices are installed by the Contactor -
 - Site 3 - Highway 1 at Mountain Hwy Interchange Project
 - Site 4 – Highway 1 at Lynn Creek Connectivity Improvements - Advance Works Project
- **SCOPE OF WORK (SP 1.02)**
 - Mobilization
 - Quality Management
 - Traffic Management
 - Protection of the Environment

- Survey Layout Services and Products
- Clearing and Grubbing
- Removals
- Asphalt Pavement Removals
- Cellular Confinement System
- Organic Stripping
- Roadway and Drainage Excavation, and Embankment Construction
- Granular Materials
- Drainage, Culverts, and Storm Sewers
- DNV Watermains and Sanitary Sewers
- Keith Creek Relocation, including Landscaping
- HWY 1 at Keith Rd. Underpass (No. 10107)
- Demolition of Existing Fern St. Underpass
- Lynn Creek Bridges (10152N & 10152S)
- Temporary HWY 1 Detour - Implementation and Removal - to facilitate the Renewal of the Existing HWY 1 Lynn Creek Bridge
- Existing Lynn Creek Bridge Renewal
- Pedestrian Tunnel
- Retaining Walls
- Soundwall
- Co-ordination with Third Party Utility Relocations by Others {Fortis BC, BC Hydro, Telus, Shaw, Rogers, Bell, and District of North Vancouver (DNV) Fiber}
- BC Hydro Duct Bank Installation
- District of North Vancouver Fibre Relocation
- Roadway Lighting, Traffic Signals, ITS and Associated Works
- Concrete Works
- Asphalt Paving
- Signing and Pavement Markings
- Revegetated Seeding and Planting
- Fencing
- Cleanup and Site Restoration
- Demobilization

- **STANDARD SPECIFICATIONS (SS) (SP I.04) / MASTER MUNICIPAL CONSTRUCTION DOCUMENT (MMCD) (SP I.05)**

- The 2016 Standard Specifications for Highway Construction (SS) and the attached Special Provisions (SP) Appendix for Amendments to the 2016 Standard Specifications for Highway Construction apply to this Contract
- Portions of the Master Municipal Construction Documents (MMCD) Volume II (Printed 2009) Platinum Edition, District of North Vancouver Supplementary Specifications and

Supplementary Standard Detail Drawings (DNV SS) apply to this Contract. Only those MMCD, DNV SS, excerpts specifically called up in this Contract are applicable to the Work and, except as noted (SP 1.05), no other portion of the MMCD, DNV SS is applicable. The intent is that MMCD, DNV SS technical requirements be met, but that they are executed within the framework of the Ministry's General Conditions, the Standard Specifications, and contract administration procedures.

- **WORK BY OTHERS IN PROJECT AREA (SS 135 & SP 1.15)**

- Ministry of Transportation and Infrastructure (MOTI) Highway Maintenance – Miller-Capilano Maintenance Corporation
- MOTI Electrical Maintenance – Cobra Electric South Coast Ltd.
- District of North Vancouver (DNV) Roadworks, Watermains, Storm Sewers, Sanitary Sewers, Electrical, Fibre Network
- Utilities – Third Party Utility Companies, such as Fortis BC, BC Hydro, Telus, Shaw, Rogers, Bell
- HWY 1 at Mountain Hwy Interchange / Lynn Creek Connectivity Improvements Advance Works
- Phibbs Transit Exchange Construction
- Main Street / Dollarton Highway Interchange future Construction

- **PRIME CONTRACTOR / SAFETY IN THE WORKPLACE (SS135 & SP 1.13, SP 1.14)**

- LCI is Prime Contractor for the Four (4) Site Locations – Area of Responsibilities (SP 1.13)
- MOTI (MSF) to provide written notice confirming the identity of the Prime Contractor
- MOTI (MSF) to accept Contractor's Occupational Health and Safety Program
- Notice of Project (submitted - 11/12/18) / Contractor's Base Safety Program
- Contractor's Safety Coordinator and Qualified Person – James Silver
- Site Specific Safety Plans / Emergency Response Plans (Areas of Responsibility)
- Orientation of Workers / Visitors process
- First Aide Services

- Tool Box / Tailgate Meetings will be held
- Safety Pre-Construction Checklist and LCI Project Hazard Identification required
- Obscure Hazards - as noted in SP 1.14 - **Asbestos - when encountered, to mitigate and protect workers** - existing asbestos sanitary sewer mains, existing underground Fortis BC gas mains that may have coal tar coating, may contain asbestos, hazardous materials including the possibility of asbestos, related to the demolition of residential buildings – Lead Based Paint – on all steel components of existing bridge structure - District of North Vancouver (DNV) Bio-hazard associated with sanitary sewer relocations / Silica Dust / Confined Space / Underground Electrical / Potential Contaminated Sites – Contractor will continually assess, investigate and evaluate the Work and Site for potential hazards
- MOTI safety Rep (JA) – noted active sanitary sewer tie-ins require special procedures / MOTI Project Hazard Identification (forward Submittal P2.S002 to LCI - 7/12/18)
- Health and Safety Records, monthly summary
- Summary Required at Project Completion
- Prime Contractor signs – to be placed – locations (4) to be selected
- The Area of Responsibility where the boundaries of work locations will be developed in to a drawing and will be included in the declaration of the Areas of Responsibility.
- **TRAFFIC MANAGEMENT (SS 194, SP 1.10, SP 1.12, SP 1.19, SP 1.20)**
 - Access to Site (SP 1.12) – Highway 1, Mountain Highway, Keith Road, Lillooet Road, Mount Seymour Parkway, Seymour Boulevard, Keith Road North, within requirements and restrictions of MOTI / DNV
 - Traffic Management shall comply with SS 194, the Traffic Management Manual for Work on Roadways, 2015 (TMM) and the Special Provisions (SP 1.19)
 - This Project is a Category 3 - High speed traffic at, or adjacent to Areas of Responsibility - Sites 1 through 4 – Safety Screen Fence on HWY 1 road side barriers (CRB)
 - Traffic Management Plan (TMP) requires the following documentation– Traffic Control Plan / Incident Management Plan / Public Information Plan / Implementation Plan – signed and sealed by a Professional Engineer, who is qualified and experienced in traffic management planning and highway safety, and licensed in the Province of British Columbia – (received Transmittal P2.T007 – 12/12/18 for review)
 - Construction Speed Zone Reduction / Road Closures and Delay Specifications Tables / Lane Closure Specifications / Single Lane Alternating Traffic (SLAT) Specifications / Approved Long Term Closure Windows / Operational Requirements on Existing Roads

- No Work will be permitted for the dates and times specified in the Long Weekend / Special Event Table {SP 1.10 – Hours of Work & SP 1.19 Part C (viii)}
- Traffic Disruption Fee (SGC 2) – payable by LCI to MOTI
- Winter Lay-Up as required
- A maximum of Fifteen (15) business days for MOTI to review, and then accept the Traffic Management Plan (TMP) – Ten (10) business days on TMP modifications
- Municipal Requirements – Highway Use Permits (HUP) - Seven (7) Business days in advance of the start date – Deposit of Funds required
- Comply with all applicable DNV Bylaws (noise, hours of work, street and traffic, waterworks regulations, fees and charges, etc.)
- Sidewalks and trails must always remain open except when short term detours are required. Adequate and safe passage for all road users including pedestrians, cyclists, transit, and vehicle traffic must be provided. Detours must be clearly marked and signed
- Access to residences and businesses must always be provided.
- BC Transit (Coast Mountain Bus Company) – notifications for Bus Stops / Bus Routes to be moved or altered
- Five (5) Dynamic Message Signs (DMS) to be used - Fourteen (14) days prior to Commencement of Construction
- Two (2) Speed Reader Boards (SRB) for use when TCP's are controlling traffic or as required by Min Rep
- Over Sized Vehicles (SP 1.20) – maintain minimum clearance envelopes (HWY 1 - 3.6 m / 5.0 m Municipal – 3.3 m / 5.0 m) through the Construction Sites / LCI to request approval from Min Rep Fifteen (15) days' before any changes to the clearance envelope / Notifications to RTMC

- **PROTECTION OF THE ENVIRONMENT (SS 1.65, SP 1.16, SP 1.23)**

- Incorporate mitigation measures outlined in Project Design Environmental Overview Report prepared by Hatfield Consultants (November 2017) and, Keith Creek Relocation for the Lower Lynn Connectivity Improvements – DFO Authorization and WSA Approval Submissions prepared by McElhanney Consulting Services Ltd. (August 2018)
- LCI shall familiarize with the local drainage and environmental conditions and shall be responsible for managing all known and unknown water sources and drainage features and elements.
- Environmental Permits and Approvals – MOTI obtained a Change Approval under Section 11 of the Water Sustainability Act (WSA) for changes around Lynn Creek, including the

construction of the two (2) new three (3) span bridges, as well as the construction of a retaining wall along Keith Creek. Contract Appendix – WSA Change Approval Lynn Creek Bridges (July 2018).

- MOTI to obtain additional approvals/authorizations for Keith Creek Relocation including major instream work elements and ancillary activities – Change Approval under Section 11 of WSA January (2019). Authorization/Letter of advice under the DFO Fisheries Act TBC.
- Designated Fisheries Sensitive Areas – “Designated Stream” – Keith Creek, Lynn Creek, and all unnamed tributaries and roadside ditches that drain into Keith Creek or Lynn Creek. Designated Environmentally Sensitive Areas - all forested Areas outside the Clear and Grub zone. Contractor’s Environmental Monitor (EM) will ensure that vegetation outside the clear and Grub zone is not disturbed
- Archaeology / Archaeological Sensitive Areas – Should LCI encounter an archaeological site and/or artifact during the works within the assessment footprint, the Ministry’s Chance Find protocol will apply
- First Nation Monitoring (SP 1.16) – First Nations members may be onsite to monitor natural ground altering activities and/or in-stream works
- First Nations Archaeological Awareness Training – Addendum #2 (SP 1.23)
- First Nations Employment Opportunities
- Fishery Timing Window / Instream Works– **August 1 to September 15** LCI to review and ensure all necessary permits, authorizations and approvals are in place, including any Water Sustainability Act approvals/notifications. LCI to acquire fish/amphibian salvage permits as required, prior to any Works below “top of bank” or “high water mark” and ensure that Works comply with all conditions set out in the permits and authorizations
- Bird’s Nest Window – **March 15 to August 15** / Appropriate Qualified Professional (AQP) to conduct a passive nesting activity surveys as per Canadian Wildlife Service Guidelines (CWSG) prior to clearing, regardless of time of year/ Site Specific Management Plan by AQP if nesting activity identified (CWSG – Section 34) / Raptors protected year-round
- Special Erosion Protection – Any area within 10 m of all unnamed tributaries and roadside ditches, within 15 m of top of bank of Keith Creek, within 30 m of top of bank of Lynn Creek, and any catchment area which leads to a municipal storm drain within. A separate Erosion and Sediment Control Plan required (SS 165.04.01).
- Contractor’s Environmental Monitor - LCI to retain AQP Environmental Monitor (SS 165.02) – review and/or prepare, and be a signatory to the initial Construction Environmental Management Plan (CEMP) and all subsequent updated Plans
- Pacific Water Shrew Management – LCI will be responsible for obtaining the necessary permits to perform wildlife salvages. Prior to Construction LCI must perform salvage activities for the Pacific Water Shrew and Pacific Sideband Snail, as per Best Management Practices Guidelines. Keith Creek from the Mountain Hwy concrete culvert to the confluence of Lynn Creek– Contract Appendix)

- Construction Environmental Management Plan (CEMP) – Describes in detail the approach to be taken in addressing environmental issues associated with the Project and the correlation of the CEMP to the Project Schedule – requires the following: Erosion and Sediment Control Plan (ESCP) / Invasive Plant Management Plan (IPMP) / Species at Risk Management Plan (SRMP) - (received Transmittal P2.T006 - 12/12/18 for review)
- Invasive Plant Management Plan – Japanese Knotweed, Giant Hogweed, and English Ivy within Project footprint identified. Contractor to follow Best Management Practices (BMP)
- Water Detention and Treatment facilities – Protection of the aquatic environment including, but not limited to, weather and other Site conditions / ESCP
- Maintaining Water Quality – LCI is responsible for planning, scheduling, and performing this Work in such a manner that the quality of water flowing from, and through the Site at all times acceptable to DFO and Ministry of Forest, Lands, and Natural Resource Operations (MFLNRO) during active construction on the Site, and when construction is suspended for any reason
- Concrete and Concrete Waste Management Plan – (SS 165.02.03) Environmental Work Procedure required as part of the CEMP, in accordance with applicable laws, regulatory requirements, MOTI requirements, and best practices.
- Red Lead Paint - (SS 165.12) Existing Bridge (BOB) Paint contains Lead – Hazardous Waste. LCI responsible for all necessary approvals/permits related to the generation, storage, transportation, and disposal of hazard waste. Environmental Work Procedure required as part of CEMP. All cleaning products, paint removal and deleterious substances shall not be released into the environment (Lynn Creek). All wash water shall be contained, collected, and disposed in an appropriate manner
- Wild Fire Management – BC Wildfire Act (Section 6) LCI to determine the Fire Danger Class
- Idle Reduction – MOTI is taking initiatives to reduce greenhouse gas emissions – CEMP outlining how to be engaged in idle reduction practices

- **QUALITY MANAGEMENT (SS 101, SP 1.18, SP 1.28)**

- Quality Control Plan (QCP) Contract-Specific Work Submission Requirements – shall provide details of the means, method, and frequencies of quality control measures for all Work in the Contract - (received Transmittal P2.T008 – 12/12/18 for review)

-

Hold Points and Witness Points – required at critical times for the Min Rep / EOR to review crucial work processes / provide Five (5) days' notice in advance of Hold or Witness Point to Min Rep (adequate notice to EOR)

Hold Points

The following list is the hold points currently identified for this Project. Additional hold points may be added by the Ministry Representative at any time during the Contract.

1. Review of ground surfaces after clearing and grubbing has been completed and prior to commencement of stripping operations.
2. Review of all embankment foundations prior to commencement of embankment construction.
3. Review of sub-grade prior to embankment or granular materials placement.
4. Review of base aggregate preparation prior to the application of asphalt prime coat and bottom lift paving.
5. Review of pavement conditions after milling on areas within the project limits designated for pavement rehabilitation; mill and fill zones.
6. Lynn Creek Bridge, Keith Road Underpass;
 - a) Review the subgrade preparation prior to structure foundation construction.
 - b) Review of pile driving records prior to commencement of foundation construction.
 - c) Review of all the completed reinforcing steel components prior to concrete placement.
 - d) Review and acceptance of the superstructure component delivery and installation procedures.
 - e) Review the completed bearing systems and superstructure component installation.
 - f) Review the installation of the deck formwork system prior to installation of reinforcing steel.
 - g) Review the reinforced deck concreting operations prior to placement.
 - h) Review the deck surface preparation prior the membrane.
 - i) Review the installation of parapet steel railing and steel bicycle fence prior to welding and grouting.
7. Pedestrian Tunnel:
 - a) Review the subgrade preparation prior to structure foundation construction.
 - b) Review of all the completed reinforcing steel components prior to concrete placement.
 - c) Review the deck surface preparation prior the membrane.
 - d) Review the installation of pedestrian sidewalk fence prior to welding and grouting.
8. Retaining Walls:
 - a) Review of Proprietary Structure Design Report submittals prior to doing related work.
 - b) Review the subgrade preparation prior to structure foundation construction
 - c) Review of wall drainage installation prior to backfill material placement
 - d) Review the installation of fences and railings prior to welding and grouting.
9. Cast-in-Place Retaining Walls:
 - a) Review the subgrade preparation prior to structure foundation construction.

- b) Review of the structural component layout; formwork installation.
 - c) Review of all the completed reinforcing steel components prior to concrete placement.
 - d) Review of wall drainage installation prior to backfill material placement
 - e) Review the installation of fences and railings prior to welding and grouting.
10. Watermains and Sanitary Sewers:
- a) Review of thrust blocks and restrainers prior to burial.
 - b) Review of pressure test results of new services prior to connection to existing services.
 - c) Review of chlorination and water test results of new Watermains prior to connection to existing watermains
 - d) Review of proposed methodology for connection of new services to existing services
 - e) Review of connection of new services to existing services prior to final connection
- The Ministry Representative may add additional hold points at any time by written notification to the Contractor.
 - Minimum Testing and Inspection Frequencies – minimum QC testing and inspection frequencies shall meet or exceed those indicated in SP 1.09 Table 1, elsewhere in these Special Provisions and / or in the Standard Specifications
 - Quality Assurance Plan (QAP) – MOTI will prepare and implement QAP based in part on the effectiveness and reliability of LCI QCP / MOTI may also undertake random and systematic inspections of the Work and of the LCI QC documentation
 - Quality Audits will be conducted by MOTI as required (Safety / Traffic / Environmental, etc.)
 - As Constructed Drawings – redline markup – ongoing – to be provided to Min Rep for review / McElhanney Consulting Services Ltd. (MCEL) to implement into Final Drawings
 - LCI to organize and chair Bi-weekly Quality Management Meetings (to be scheduled) – submit Bi-weekly QC Summary Reports

- **MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE (MOTI) –
DISTRICT / ELECTRICAL / FIELD SERVICES (SP 1.22 / SP 12.0)**

- MOTI District Area Manager – Anna Kosmala
- MOTI Maintenance Contractor – Miller-Capilano Maintenance Corporation (MCMC) /
Operations Manager – Steve Donnelly / Tom Cloutier
- Maintenance Work During Construction Highway 1 (GC 26.01) – LCI shall maintain all
Disturbed Features within the Sites, in accordance with the Maintenance Specifications,

Electrical Maintenance Standards, and to the satisfaction of the Min Rep – save and except that for all roadways open to the public, the routine winter maintenance services described in chapter 3 of the Maintenance Specifications shall be performed by, and at the cost of the road and bridge maintenance contractor engaged with MOTI

- Agreement required between LCI and MCMC (GC 26.03) for routine patrols & call out for Site issues / concerns / access to Stockpile/Laydown Site (S/E Quad Main & Dollarton I/C)
- Meeting TBC – LCI & MCMC Agreement
- MOTI Electrical Services Manager – Ron Danvers (778-974-2629)
- LCI to coordinate service installations and connections with Ron Danvers minimum 14 days' notice / obtain permission for turning off or removing and electrical equipment
- no interruptions with night time lighting / may involve temporary modifications to the existing electrical equipment to maintain its operation through construction
- Electrical Materials supplied by MOTI – Traffic Controller / Ethernet Switches for ITS Cabinets / LED Luminaires / Camera Assemblies

• **DISTRICT OF NORTH VANCOUVER**

- District of North Vancouver (DNV) - Manager Engineering Projects & Planning – David Desrochers / Project Manager - Erin Moxon (EM) / Utilities Section Manager – Sean Rooney / Project Engineer – Ryan Aung / Transportation Tech – Daniel Cifarelli / IT Services – Ben Shad / Roads Tech – Mike Clarke / Electrical – Mike Fisk
- Permit / Bylaws – Highway Use Permit (HUP), Noise Regulation (night work - variance), Street & Traffic, Deposit, Fees & Charges, and Water Works
- Construction Update for DNV Projects / Contracts – 2019 to 2021 – (EM) none at this time
- Coordination meeting MOTI / DNV Utilities / LCI To Be Determined (TBD) – Review Project activities Roadworks / Water / Sanitary Sewer / Storm Drainage / Electrical / Fibre
- DNV IT Services – U/G Fiber from MTN Hwy to Seymour Boulevard (L-400 / L-600 / L-4 / L-200 alignments) – communications ducts (2x100mm – 12C SM Fiber)
- DNV water source – preferred location / process for obtaining / water meter / backflow preventer – (EM) one on each side of HWY 1 / no hydrants
- DNV Survey Monuments – protection or reinstatement
- (EM) noted - traffic impacts & HUP Disruption Fee / cyclist signage on Keith Rd. & Seymour Parkway – Lynnmour Elementary School (drop off) – monthly meetings

- **PROJECT DESIGNER – MCELHANNEY CONSULTING SERVICES LTD.**

- Design Manager – Santino Pirillo (SP) / Senior Transportation Engineer – Kevin Leggett
- Forward Drawing Package on memory stick – Covering Letter for Issued for Construction (IFC) to LCI – 30/11/18
- Require Hold Points for Engineer of Record (EOR) Grading / Geotechnical / Structures
- MCEL (SP) provided a high-level overview of the Project Design
- (SP) noted traffic signal timing at Keith Rd & Seymour Parkway will have to be adjusted to facilitate construction

- **CONSTRUCTION SCHEDULE (SS 1.45, SP 1.08)**

- Milestones – Complete the construction, of the Keith Creek Realignment, and activation on or before September 15, 2019 / Complete the construction of the Landscaping for Keith Creek embankment on or before October 15, 2019 / Complete the construction of the Lynn Creek North Bridge Temporary Detour on or before October 15, 2019 / Complete the construction of the Landscaping for the Eastbound HWY 1 On-Ramp Embankment on or before May 15, 2020
- LCI will Complete Construction of the Work on or before October 31, 2021
- Preliminary Construction Schedule as per GC 16.01(d) (received Transmittal P2.T003 – 10/12/18 for review)
- Construction Schedule Format – provided in Microsoft Project 2007 / for every submittal – Microsoft File, a PDF copy, and three (3) hard copies
- Scheduling Constraints – Availability of Site or R/W (SP 1.11) / Environmental Windows (SP 1.23) / Traffic Management (SP 1.19) / Hours of Work (SP 1.10) / Utility Relocations and Constraints (SP 1.24)
- Scheduling Minimum Requirements – Table describes minimum amount of information
- Preliminary Schedule – Review after Pre-Con Meeting – LCI to submit Construction Schedule
- Monthly Construction Schedules – submit update to Construction Schedule / progress to date / comparisons to preliminary construction schedule / forecast to Project completion / description of any past, current, or expected changes
- Cash Flow Projection Schedule – submit with the Construction Schedule and monthly updates
- Two (2) Week Look Ahead – provide bi-weekly updates to the schedule with specific focus on the two (2) week look-ahead of detailed activities to the Min Rep

- MOTI to organize and chair Bi-weekly Construction Meetings (to be scheduled)
- LCI (GB) provided a high-level overview of the Project Construction
- **UTILITIES (SP 1.23) - (3RD PARTY) – FORTIS BC / BC HYDRO / TELUS / SHAW / ROGERS / BELL**
 - LCI will be responsible for the coordination of all utility relocations necessary to facilitate the Work, and will schedule the Work accordingly (GC 23.03)
 - Third party utility work will be in accordance of the MOTI / Municipal Protocol
 - LCI will preserve and protect the infrastructure affected by the Utility Relocation and will assume full responsibility for all damage caused (GC 23.04)
 - LCI Provide 14 days' notice to the appropriate utility company representatives prior to the commencement of work adjacent to utilities
 - LCI to organize and chair Bi-weekly Utilities Coordination Meeting (to be scheduled) – meetings to review Construction Scheduling of Relocation Work / Develop lines of communication between contractor and utilities
 - Existing Utility Verification - The Contractor shall expose and locate all existing underground utilities to be crossed prior to construction. Existing Utilities shown on the Drawings are derived from existing record drawings and no responsibility is implied or assumed by the Ministry as to the location, accuracy or omissions. The Ministry Representative will not authorize any utility installation and / or construction in the vicinity of the utility to proceed until all existing utility locations are verified, and all conflicts with the Work are resolved.
 - Utilities Scheduling Constraints – the Relocation of Utilities, and LCI's conducting of the Work will be interdependent, and LCI to ensure the Utility Companies have access at all times to their work site / Construction Schedule (SP 1.08) submitted & maintained is realistic with the Utility Companies relocation schedule, and is mutually consistent / Utility relocation is not being delayed by LCI scheduling and performance of the Work
 - Utility Access – LCI to provide and maintain reasonable road access and egress for Utility owners to undertake their relocations
 - Permits – BCH 30M33 Form (all Sites) for any Work within Hydro R/W / Fortis BC existing gas mains IP (all Sites)
 - BC One Call - Contractor to physically confirm all underground and overhead utilities in the vicinity prior to commencement of work.
 - **Fortis BC** / Project Manager – Eric Larson / Planning and Design Manager – Scott Bradbeer

- Relocation of 168 DP Gas Main along Keith Road North (L-600) / Relocation of 168 DP Gas Main across Mt. Seymour Off-Ramp Exit 22G (L-300) TBC / Confirm required cover (est. 0.52 meters) over 168 DP Gas Main, underside of retaining wall 10142R foundation, at Mt. Seymour Westbound On-Ramp (L-410) TBC / Relocation and Removal of existing 219 IP Gas Main at Keith Rd/ & Mt. Seymour PKWY intersection SE quadrant (L-300/L-200) OGC requirements
- **BC Hydro** (BCH) / Transmission Project Manager – Matt Knapp / Distribution Project Manager – Vedran Lovric & Design Manager Ajmer Basra
- BCH to Design, and Contract out Relocation Work as required
- Relocation of O/H Transmission Plant to new alignment crossing HWY 1 (L-100), Westbound Mtn Hwy Off-Ramp (L-400), Westbound Collector/Distribution (CD) On-Ramp (L-410), Eastbound Mtn Hwy On-Ramp (L-500), scheduled for February 2019 / Relocation of O/H Transmission Plant crossing HWY 1 (L-100), Keith Rd. (L-200), Eastbound Keith Rd. On-Ramp (L-210), Westbound Mtn Hwy Off-Ramp (L-400), Westbound Collector/Distribution (CD) On-Ramp (L-410), Keith Rd. North (L-600), scheduled for February 2019 / Relocation of O/H Distribution & U/G Distribution crossing HWY 1 (L-100) Keith Rd. South (L-200), Keith Rd. North (L-600) TBD / Relocation of O/H Distribution along Keith Rd. North (L-600) TBD / Relocation of O/H Distribution across Keith Rd (L-200), Mt. Seymour Off-Ramp Exit 22G (L-300), Mt. Seymour Westbound On-Ramp (L-410)
- **TELUS** / Project Manager – Ranjita Ravi
- Telus to Design, and Contract out Relocation Work as required
- Relocation of U/G Copper and Fibre Plant across Mt. Seymour Off-Ramp Exit 22G (L-300) / Confirmation of allowable depth for existing Telus U/G Copper Plant underside Keith Rd. (L-200), Mt. Seymour Westbound On-Ramp (L-410) TBC / Confirmation of allowable depth for existing Telus U/G Copper Plant underside of retaining wall 10142R foundation, at Mt. Seymour Westbound On-Ramp (L-410) TBC
- **Shaw** / Senior Planner & Project Manager - Phil Reynolds
- Relocation of O/H Distribution & U/G Distribution crossing HWY 1 (L-100) Keith Rd. South (L-200), Keith Rd. North (L-600) TBD / Relocation of O/H Distribution along Keith Rd. North (L-600) TBD / Relocation of O/H Distribution across Keith Rd (L-200), Mt. Seymour Off-Ramp Exit 22G (L-300), Mt. Seymour Westbound On-Ramp (L-410)
- **Rogers (FOSC-Urban)** / Outside Plant Engineer – R.J. Dhesi
- Relocation of U/G Fiber HWY 1 Westbound (WB) shoulder to new HWY 1 (L-10 & L-100) alignment WB shoulder communications duct (1x100mm) – Rogers to place (sub-contractor) 432C SM Fiber – Rogers Work Schedule - TBD
- **Bell Canada** / Project Manager – James Driedger

- Relocation of U/G Fiber HWY 1 Westbound (WB) shoulder to new HWY 1 (L-10 & L-100) alignment WB shoulder communications duct (1x100mm) – Bell to place (sub-contractor) 96C SM Fiber – Bell Work Schedule – TBD

- <<<<<<<<< **RECESS / BREAK** >>>>>>>>

- **CONTRACTOR SUBMITTALS – CONSTRUCTION AGREEMENT**
 - Performance Bond (GC 16)
 - Labour and Materials Payment Bond (GC 16)
 - Certificate of Insurance (GC 16) - Received / Approved – 12/12/18
 - Contractor Representative Manager/Superintendent/ Environmental Monitor/ Traffic Engineer/Manager (GC 6) – 11/12/18
 - Ministry Representative/Ministry Project Manager (GC 5) – 13/12/18
 - Written request/authorization to commence Work (GC 16)
 - Preliminary Construction Schedule updated monthly (GC 16 / SP 1.08) – 10/12/18
 - Cash Flow Schedule (SP 1.08)
 - List Subcontractors and Suppliers (GC 8, 10 / SP 1.17)
 - Quality Control Plan (SS 101 / SP 1.18) – 12/12/18 (under review)
 - Traffic Management Plan (SS 194 / SP 1.19) – 12/12/18 (under review)
 - Notice of Project to WCB (SS 135) – 11/12/18
 - Site(s) Safety Plan (SS 135 / SP 1.13)
 - Environmental Plan (SS 165 / SP 1.23) – 12/12/18 (under review)
 - Material Utilization Plan (SP 2.06)
 - Asphalt Mix Design / Concrete Mix Designs
 - Fern Street Underpass / Demolition Works - Submittals
 - Seymour Parkway Pedestrian Tunnel No. 10151 – Submittals

- Mechanically Stabilized Earth (MSE) Retaining Walls – Submittals
- Moment Slab on MSE Retaining Walls - Submittals
- Concrete Fence Design and Drawings (Soundwall) - Submittals
- Equipment List
- Labour rates (PAYROLL ADDITIVES)
- Communication Plan & Notification to Property and Business Owners

- **GENERAL CONDITIONS REVIEW**

- GC 10.02 Designated subs and performance bonds
- GC 28.01 and 28.03 Work Orders
- GC 32.01 Provisional Sum Work “not until Min Rep authorizes in writing”
- GC 33 Completion Date, Consideration
- GC 37 Notices - “7 days is standard”, GC 37.05 Contractor must notify Ministry in order to allow for proper assessment
- GC 44.03 Notice for an Extension of Time – no greater than 14 days after occurrence
- GC 75.01 No Waiver (or variance) is effective unless it is in writing
- SGC 1 – Interpretation of MMCD
- SGC 2 – Traffic Disruption Fee
- SGC 3 – Apprentice Engagement and Reporting

- **REVIEW OF CONTRACT DRAWINGS**

- Contractor received Issued for Construction (IFC) Drawings (memory stick) – November 30, 2018
- Ask if there are any points the contractor would like to go through on the Contract Drawings that they would like clarified while the team is present – No questions or concerns from LCI

- **REVIEW OF SPECIAL PROVISIONS**

- Addendums #1 to #5 Inclusive – No questions or concerns from LCI
- Ask if there are any points the contractor would like to go through on the Contract Special Provisions that they would like clarified while the team is present – No questions or concerns from LCI

- **OTHER RELEVANT TOPIC/ISSUES**

-

Ministry of Transportation
Capital Program System

Report: Project Status Report

Menu Path: Project - Reports

Run by: JCPORTER

Report Date: 26-FEB-2019 04:10 PM

Most Recent Period: Yes

Start Period:

End Period:

Program: <ALL> All Programs

Project Group: <ALL> All Project Groups

Region: <ALL> All Regions

Responsibility Center: <ALL> All Responsibility Centers

Project Manager: <ALL> All Project Managers

Project: 12750 H1 LYNN CREEK CONNECTIVITY IMP - JP

Published State: PUBLISHED

Include Baseline: No

Include EMR Summaries: Use Report Setting

Show Active Projects Only: Yes

Summarize By: By Project Manager By Project

**Capital Program System
Project Status Report
By Project Manager By Project**

PROJECT 12750: H1 LYNN CREEK CONNECTIVITY IMP - JP
PROJECT MANAGER: PORTER, JAY C

HWY NO.: 1
BRIDGE/STRUCTURE NO.:

PM for Period: PORTER, JAY C	Published Date: 14-JAN-2019	Period: DEC-2018
City:	Latitude:	Longitude:
Electoral District: NORTH VANCOUVER-LONSDALE	100% Regional District:	

Federal Funding Program: NEW BCF - BUILDING CANADA FUND
--

Scope

Scope Commentary

Construction of a new westbound collector distributor system and Mountain Highway eastbound on ramp by placing two new 2 lane bridges across Lynn Creek to the north and south of the existing Highway 1 Lynn Creek 4 lane bridge. In the westbound direction 2 auxiliary lanes will be constructed to eliminate a major highway traffic weave and remove municipal trips utilizing a 250 metre section of Highway 1. A new eastbound on-ramp on behalf of the Phase 1 Mountain Highway project will also be constructed at its ultimate location to provide an additional key traffic movement onto the highway.

Schedule

Schedule Commentary

Functional Design - May 2017 to October 2017

Detailed Design - November 2017 to July 2018 (Combined with 12626 Keith/Seymour IC)

Advanced work - June 2018 - January 2019

Tender: August 2018 - October 2018

Construction - January 2019 to October 2021

Environmental Window - project received approval to start the North/South Lynn Creek Bridge construction in the 2018 fish window

Budget

Budget Commentary

Project estimate is \$60M with a provincial contribution of \$19.4M.

- Municipal contribution by District of North Vancouver \$20M

Status

% Complete	95
Comments	Advanced work by Lafarge

Status Commentary

- District of North Vancouver acquiring properties on behalf of project (contribution) April 2019
- Advanced works (pile installation & riprap armouring) June 2018 to January 2019
 - 3 of 44 piles remaining to be installed

Risks/Issues

Risks/Issues Commentary

- Removal of trees and creek relocation - community outreach and robust communication plan developed
- Lynn Creek Bridge renewal - added scope (coating, deck, reinforcing) \$9M and 6-9 months.
- Traffic impact during construction - coordinated TMP reviewed by MoTI and DNV along with considerable stakeholder - consultation.
- DNV will acquire project priority requirements as part of their contribution. Some property will be transferred via development.
- Coordination with Keith Rd. / Mt Seymour Interchange is needed to integrate the designs and timelines for these projects.

**Capital Program System
Project Status Report
By Project Manager By Project**

Events

Endorsed by DNV November 2016.

Funding framework between MOTI/Fed/ DNV January 2017 (Business Case)

Announcement Event January 27th, 2017.

Advanced works started June 16, 2018

Advanced works completion December 15, 2018

Awarded November 6, 2018

Pre-construction meeting December 13, 2018

Main ground breaking event November 23, 2018

~ end of report ~