

Article 9.	Roads.....	9-1
9.1	General.....	9-1
	9.1.1 Scope	9-1
	9.1.2 Interpretation	9-1
	9.1.3 Codes and Standards	9-2
9.2	Permanent Roadworks	9-3
9.3	Coordination with Other Roadwork	9-8
9.4	Design Guidelines for Work by Primary Contractor	9-8
	9.4.1 Geometric Design	9-8
	9.4.2 Transit Facilities.....	9-8
	9.4.3 Pavement Structure Design	9-8
	9.4.4 Signs and Pavement Markings.....	9-9
	9.4.5 Roadway Lighting.....	9-9
	9.4.6 Traffic Signals.....	9-10
	9.4.7 Pedestrian and Cycle Facilities	9-12
	9.4.8 Soft Landscaping	9-12
9.5	Roads Crossing Over Structures	9-13
9.6	Roadway Clearances from Structures	9-14
9.7	Handover	9-14

Article 9. Roads

9.1 General

9.1.1 Scope

- (a) This Article 9 [Roads] specifies the requirements for the Design and Construction of:
 - (i) permanent new roads and roadway structures;
 - (ii) permanent restoration of existing roads and roadway structures which form part of the Work; and
 - (iii) hard and soft landscaping of certain roadway areas.
- (b) Without limiting any other provision of this Agreement, the Primary Contractor shall carry out the Design and Construction of:
 - (i) all permanent new roads and roadway structures;
 - (ii) permanent restoration of existing roads and roadway structures; and
 - (iii) hard and soft landscaping of certain roadway areas,in accordance with this Article 9 [Roads].
- (c) Traffic management, temporary road and detour requirements, and requirements for temporary signs, signals and pavement markings are set out in Part 4 [Traffic Management] of Schedule 4.
- (d) Road maintenance obligations of the Primary Contractor for all Municipal Roads are set out in Article 3 [Municipal Requirements], Part 1 of Schedule 4.

9.1.2 Interpretation

- (a) For the purposes of this Article 9 [Roads], any reference to roads or roadway structures shall:
 - (i) include asphalt or concrete pavements, curbs and gutters, retaining walls, Pavement Markings, sidewalks, pedestrian and roadway lights, street lighting, manhole and valve covers, fire hydrants, catch basins and catch basin leads, surface water inlets and traffic and pedestrian control signs and Traffic Signals, as they relate to public roadways; and
 - (ii) exclude Utilities.

- (b) Without limiting any other provision of this Agreement, if a road or roadway structure is disturbed or damaged during Construction, the Primary Contractor shall ensure that such road or roadway structure is restored on a Like-for-Like basis except as otherwise specified in Article 9.2 [Permanent Roadworks] of this Part 2.

9.1.3 Codes and Standards

- (a) The Primary Contractor shall ensure that, unless otherwise specified in this Article 9 [Roads], the Design and Construction of new roads or roadway structures and changes to the configuration of existing roads and roadway structures which form part of the Work, conform to the relevant Municipality's:
 - (i) design guidelines (whether set out in a municipal by-law or in another document);
 - (ii) MMCD supplemental specifications, if any; and
 - (iii) MMCD specifications and standard detail drawings.
- (b) If the pertinent Relevant Authority is unable or unwilling to provide the codes and technical standards which pertain to components of the roads and roadway structures within its jurisdiction, the Primary Contractor shall ensure that the Design and Construction of such components conform to the following, in decreasing order of precedence:
 - (i) TAC Geometric Design Guide;
 - (ii) the upper limit of the design domain values indicated in the TAC Geometric Design Guide, to the extent applicable to such components;
 - (iii) the relevant Municipality's MMCD supplemental specifications, if any; and
 - (iv) MMCD.
- (c) The Primary Contractor shall ensure that the following are applied as appropriate to supplement the standards and specifications set out at Article 9.1.3(b) of this Part 2, as directed by the Province's Representative or as referred to in this Article 9 [Roads]:
 - (i) Transit Infrastructure Design Guidelines;
 - (ii) TAC Geometric Design Guide; and
 - (iii) the relevant Site Requirements regarding access to and egress from adjoining properties.

9.2 Permanent Roadworks

- (a) The Primary Contractor shall be responsible for the Design and Construction of all permanent roadworks necessary to accommodate the Work in accordance with this Schedule 4.
- (b) The Primary Contractor shall be responsible for the Design and Construction of the following permanent roadworks in accordance with the Permanent Roadworks Drawings and this Article 9 [Roads]:
 - (i) North Road;
 - (ii) Clarke Road;
 - (iii) Clarke Road/Smith Avenue;
 - (iv) Clark Road/Como Lake Road;
 - (v) Aberdeen Avenue;
 - (vi) re-aligned Coquitlam Town Centre access;
 - (vii) Pinetree Way;
 - (viii) Williams Street;
 - (ix) Hugh Street;
 - (x) Golden Spike Lane and Buller Street;
 - (xi) Barnet Highway Frontage Road; and
 - (xii) Cottonwood Avenue.
- (c) The Permanent Roadworks Drawings define the scope of work required in connection with the Design and Construction of the permanent roadworks that form part of the Work.
- (d) The Primary Contractor shall not make any deviation in the Design from the concepts for permanent roadworks construction provided in the Permanent Roadworks Drawings without the prior written approval of the Province, in its discretion.
- (e) The Primary Contractor shall realign any portions of the Trans Canada Trail as required, on both a temporary basis to accommodate the Work and on a permanent basis to accommodate the Project Infrastructure that is to be constructed, installed, altered, upgraded and/or augmented by the carrying out of the Work. The Primary Contractor may use part of the existing sidewalk along Barnet Highway as a temporary trail detour during construction activities. The Primary Contractor shall provide wayfinding signage for any temporary

trail detours. The Design and Construction of those parts of the Trans Canada Trail which are to be permanently realigned shall be on a Like-for-Like basis with reference to the existing Trans Canada Trail and the realignment must be within close vicinity to the existing Trans Canada Trail so that it connects to Short Street.

- (f) In addition to the scope of work set out in the Permanent Roadwork Drawings as related to Traffic Signals and in Article 9.4.6 [Traffic Signals] of this Part 2, the Primary Contractor shall provide the following:
- (i) Clarke Road/Smith Avenue intersection - supply and installation of new Traffic Signals, including installation of a new traffic controller, to replace existing Traffic Signals to accommodate new laning configuration with the following left-turn phases: southbound and northbound protected/permited left-turn signal phase on Clarke Road;
 - (ii) Clarke Road/Burquitlam Shopping Plaza-Bus Loop intersection - new Traffic Signals, including installation of a new traffic controller, to accommodate new laning configuration with the following left-turn phases: southbound and northbound protected/permited left-turn signal phase on Clarke Road;
 - (iii) Clarke Road/Como Lake Avenue intersection - supply and installation of new Traffic Signals, including installation of a new traffic controller, to replace existing Traffic Signals to accommodate new laning configuration with the following left-turn phases: eastbound and westbound protected left-turn signal phase on Como Lake Avenue, southbound protected/permited and northbound protected left-turn signal phase on Clarke Road;
 - (iv) St. Johns Street/Hugh Street intersection - supply and installation of new Traffic Signals, including supply and installation of a new traffic controller, to accommodate new laning configuration with the following left-turn phases: eastbound protected/permited left-turn signal phase on St. Johns Street;
 - (v) St. Johns Street/Williams Street intersection - upgrade of the existing Traffic Signals, including, if required, the traffic controller, to accommodate new laning configuration with the existing traffic signal phasing being retained that includes eastbound and westbound left-turn protected/permited left-turn signal phase on St. Johns Street; and
 - (vi) Lincoln Avenue/Pinetree Way intersection - upgrade of the existing Traffic Signal including installation of a new traffic controller, to accommodate new laning configuration with the existing traffic signal phasing being retained.
- (g) For the three traffic signals located within the City of Coquitlam and listed in Articles 9.2(f)(i), 9.2(f)(ii) and 9.2(f)(iii), all of this Part 2, the Primary Contractor

shall provide an underground fibre optic communication system that connects these three Traffic Signals together and that complies with the City of Coquitlam's requirements which are provided as Disclosed Data.

- (h) For the new traffic signal located within the City of Port Moody and listed in Article 9.2(f)(iv) of this Part 2, the Primary Contractor shall provide the new Traffic Signals with a radio interconnect to the existing traffic signal controller at St. Johns Street/Moody Street and that complies with the City of Port Moody's requirements which are provided as Disclosed Data.
- (i) In addition to any asphalt mill and overlay that the Primary Contractor shall provide as set out in the Permanent Roadworks Drawings or as required due to utility or road work undertaken by the Primary Contractor during construction activities, the Primary Contractor shall, as a minimum:
 - (i) mill asphalt roadway surfaces to provide crossfalls and grades for drainage and smoothness as necessitated by any road alignment or widening;
 - (ii) overlay roadways with asphalt at a minimum thickness of 50mm at the locations shown in Table 9.2 [Location of Milled Asphalt Roadway Surfaces] of this Part 2;
 - (iii) notwithstanding the requirements set out in Articles 9.2(i)(i) and 9.2(i)(ii) of this Part 2, prior to the required asphalt mill and overlay, be responsible for addressing any localized areas exhibiting severe rutting through additional milling and/or asphalt levelling course; and
 - (iv) undertake pavement restoration for utility trenches and roadworks in accordance with the pavement restoration requirements set out by the relevant Municipality's Supplemental Specifications to MMCD and/or the MMCD, and which shall include:
 - A. asphalt overlay over the restoration trench section or roadworks and adjacent existing pavement, such that the asphalt overlap over the existing pavement is at least 200mm in compliance with MMCD;
 - B. in the case of a roadway cut that is parallel to the lane lines, mill of the existing roadway with a finished asphalt surface to the centreline, or the full width of the travelled lane affected by such roadway cut, whichever is applicable; and
 - C. the restoration of all cross utility cuts in compliance with MMCD.

Table 9.2 [Location of Milled Asphalt Roadway Surfaces]

Location	From	To
North Rd. northbound lanes	130m south of Gatineau Place	Cottonwood Ave.
Cottonwood Ave.	Whiting Way	North Rd.
Clarke Rd. northbound lanes	North Rd.	140m north of Como Lake Ave.
Clarke Rd. southbound left turn lanes and median lane	North Rd.	Como Lake Ave.
Clarke Rd. southbound lanes	Como Lake Ave.	130m north of Como Lake Ave.
Smith Ave. west of Clarke Rd. full width westbound lane	Clarke Rd.	40m to the west of Clarke Road
Smith Ave. east of Clarke Rd. full eastbound curb lane	Clarke Rd.	60m to the east of Clarke Road
Como Lake Ave. westbound lanes	Clarke Rd.	30m to the west of Elmwood St.
Como Lake Ave. eastbound to northbound left turn lane	Elmwood St,	Clarke Rd.
Williams St.	St. Johns St.	Spring St.
Buller St.	southern limit of construction	Golden Spike Lane
Golden Spike Lane	Buller St.	New construction at Sta. 521+048
Barnet Frontage Rd.	Barnet Highway	Westwood Honda west entrance

Location	From	To
Aberdeen Ave.	Bond St.	New construction of Aberdeen Ave eastern extension
Lansdowne Drive	New Aberdeen Ave	Northern limit of roadwork
Pinetree Way, northbound lanes	Northern Ave.	Glen Drive

- (j) The Primary Contractor shall:
- (i) be responsible for providing all soft and hard landscaping in those soft landscape areas to be constructed by the Primary Contractor as shown on the Permanent Roadworks Drawings;
 - (ii) supply and install all soft landscaping in accordance with the relevant Municipality’s standard(s) referenced in Article 9.1.3 [Codes and Standards] of this Part 2 and the additional requirements set out in Article 9.4.8 [Soft Landscaping] of this Part 2. Where the relevant Municipality does not have standards for any specific component of the soft landscaping and in the case of the City of Burnaby, the applicable standards shall be set out in the BCLS. For certainty, all soft landscape areas shown on the Permanent Roadworks Drawings shall be provided by the Primary Contractor with irrigation and electrical services as set out in Article 9.4.8 [Soft Landscaping] of this Part 2;
 - (iii) consult with the Province when developing the planting layouts of the various soft landscape areas, including the selection of the species of shrubs and trees to be planted;
 - (iv) unless otherwise agreed with the Province, the Primary Contractor shall supply the following mix of soft landscaping within the new centre road medians:
 - A. North Road: 40% shrub and 60% grass;
 - B. Clarke Road: 100% shrubs with trees; and
 - C. Pinetree Way: 100% shrubs with trees; and
 - (v) submit to the Province’s Representative pursuant to the Consent Procedure, for acceptance, acting reasonably, a plan planting plan layout for all soft landscape areas to be constructed by the Primary Contractor.

9.3 Coordination with Other Roadwork

- (a) Without limiting the provision of Article 6 [Work by Others], Part 1 of Schedule 4, the Primary Contractor shall be responsible for the coordination of the Work required in this Article 9 [Roads] with any conflicting or adjacent roadworks which are not the responsibility of the Primary Contractor.

9.4 Design Guidelines for Work by Primary Contractor

9.4.1 Geometric Design

- (a) The Primary Contractor shall ensure that the geometric design criteria for permanent roads and roadway structures, intersections, accesses, sidewalks, curbs and gutters is in accordance with the design guidelines of the appropriate Relevant Authority, unless otherwise specified in this Article 9 [Roads].

9.4.2 Transit Facilities

- (a) Without limiting Article 18 [Integration with Transit Facilities] of this Part 2, and, unless otherwise specified in this Article 9 [Road], the Primary Contractor shall ensure that the Design and Construction of all new or reconstructed on-street transit facilities which form part of the Work are in accordance with the Transit Infrastructure Design Guidelines. The Primary Contractor shall be responsible for consulting with TransLink on any proposed permanent relocation of on-street bus stops. The Primary Contractor shall submit any proposed permanent relocations of on-street bus stops to the Province's Representative for acceptance, acting reasonably, in accordance with the Consent Procedure.

9.4.3 Pavement Structure Design

- (a) The Primary Contractor shall ensure that the Design and Construction of pavement restoration for existing roads and roadway structures which form part of the Work are undertaken on a Like-for-Like basis, unless otherwise specified in Article 9.2 [Permanent Roadworks] of this Part 2.
- (b) The Primary Contractor shall ensure that the Design and Construction of the pavement structure for all reconstructed and new roads undertaken as part of the Work, including changes to the configuration of existing roads, is undertaken in accordance with the pavement structure design requirements of the relevant Municipality.

9.4.4 Signs and Pavement Markings

- (a) The Primary Contractor shall, as the case may be, install, affix or make all permanent signs and Pavement Markings required for roads and roadway structures in accordance with the standards and specifications of the relevant Municipality, unless otherwise specified in this Article 9 [Roads].

9.4.5 Roadway Lighting

- (a) The Primary Contractor shall ensure that the Design of all roadway lighting which forms part of the Work is in accordance with the design guidelines, codes and standards of the appropriate Relevant Authority, unless otherwise specified in this Article 9 [Roads]. For certainty, roadway lighting includes both street and pedestrian lighting along the road.
- (b) The Primary Contractor shall ensure that all roadway lighting provided as part of the Work operates independently from lighting provided for transit facilities.
- (c) The Primary Contractor shall ensure that there is sufficient electrical power available for all roadway lighting and shall coordinate with the relevant power Utility Suppliers for all required servicing for any new or additional roadway lighting and, in this regard, the Primary Contractor shall provide a list of all electrical loads to the power Utility Suppliers, as required.
- (d) Notwithstanding the City of Coquitlam's current streetlight design criteria set out in the City of Coquitlam's "Subdivision and Development Servicing Bylaw, 2003 No. 3558", the Primary Contractor shall ensure that the Design of all roadway lighting for:
 - (i) new roads; or
 - (ii) existing roads, where the lighting levels have been impacted by the Works,

complies with the TAC Guide for Design of Roadway Lighting within the City of Coquitlam. For certainty, the section of Pinetree Way from Lougheed Highway to Town Centre Boulevard and the section of Clarke Road to Como Lake Avenue, both within the City of Coquitlam, are to be categorized as arterial roads with high pedestrian activity for roadway lighting design as defined by the TAC Guide for Design of Roadway Lighting.

- (e) With respect to the Design of all roadway lighting within the City of Port Moody for:
 - (i) new roads; or

- (ii) existing roads, where the lighting levels have been impacted by the Works,

the Primary Contractor shall use ANSI/IESNA RP-8-00 "Roadway Lighting" as a supplement to the City of Port Moody's current streetlight design criteria set out in the City of Port Moody's "Subdivision and Development Servicing Bylaw, 2010 No. 2831".

9.4.6 Traffic Signals

- (a) The Primary Contractor shall:
 - (i) ensure that the Design of all permanent Traffic Signals which form part of the Work is in accordance with the design guidelines, codes and standards of the appropriate Relevant Authority, unless otherwise stated in this Article 9.4.6 [Traffic Signals]; and
 - (ii) provide new traffic signals and upgrade traffic signals, all as identified in Article 9.2 [Permanent Roadworks] of this Part 2.
- (b) The Primary Contractor shall consult with the Province Representative with regard to any permanent modifications that may be required to existing municipal Traffic Signals.
- (c) The Primary Contractor shall be responsible for the supply and installation of all traffic signal components required for all new or modified Traffic Signals, with the exception of that work referred to in Articles 9.4.6(d) and 9.4.6(k), both of this Part 2. For certainty of the Primary Contractor's scope of work related to each traffic controller, the Primary Contractor shall:
 - (i) supply and install the following work:
 - A. duct, conduit and cabling to the traffic controller;
 - B. traffic controller concrete base; and
 - C. service panel; and
 - (ii) supply, where needed, complete configured traffic controllers, with the exception of those traffic controllers to be supplied by the applicable Municipalities for specific Traffic Signals as set out in Article 9.4.6(k) of this Part 2,

all of which shall be in accordance with the Relevant Authority's requirements as provided as Disclosed Data.

- (d) For all new or modified Traffic Signals, the electrical maintenance contractor approved by the Province will, at the cost and expense of the Primary Contractor, be responsible for undertaking all work associated with the traffic

controller and traffic loops. For certainty, the electrical maintenance contractor approved by the Province will, at the expense of the Primary Contractor, undertake all of the following work:

- (i) Traffic controller installation;
 - (ii) Traffic controller wiring connections (including communication system connections) within the controller cabinet;
 - (iii) Traffic controller programming; and
 - (iv) Traffic loop installation and connections.
- (e) The Primary Contractor shall be responsible for the coordination of all the work to be undertaken by the electrical maintenance contractor approved by the Province.
- (f) The Primary Contractor shall be responsible for:
- (i) the Design of all signal timing plans required for new Traffic Signals and, where required, modified existing Traffic Signals; and
 - (ii) the coordination of the approved electrical maintenance contractor in respect of the implementation of the work described in Article 9.4.6(f)(i) of this Part 2.

Without limiting the Primary Contractor's obligations under Article 9.4.6(f)(i) of this Part 2, the Primary Contractor shall, as a minimum, provide four signal timing plans (AM, PM, midday and off peak) for each new or modified signalized intersection.

- (g) The Primary Contractor shall perform field verifications to ensure that all new and modified Traffic Signals operate as designed and the Primary Contractor shall make any operational adjustments which may be required to signal timing and phasing to ensure conformity with the design thereof. For new or modified traffic signals that fall within an existing coordinated traffic signal network, the Primary Contractor shall perform traffic signal retiming for all traffic signals in the coordinated network. The Primary Contractor shall coordinate with the approved electrical maintenance contractor for the implementation of any such operational adjustments required to the Traffic Signals in accordance with Article 9.4.6(d) of this Part 2.
- (h) The Primary Contractor shall obtain any additional traffic data that may be required for analysis and signal time design purposes.
- (i) The Primary Contractor shall ensure that there is sufficient electrical power available for all new or upgraded Traffic Signals and shall coordinate with the relevant power Utility Suppliers for all required servicing for any new or

additional Traffic Signals and, in this regard, the Primary Contractor shall provide a list of all electrical loads to the power Utility Suppliers, as required.

- (j) The Primary Contractor shall coordinate with the Province to ensure that the Province has an opportunity to inspect all work undertaken, or caused to be undertaken, by the Primary Contractor on traffic signal infrastructure and traffic control devices.
- (k) The Primary Contractor shall be supplied with new fully configured traffic controllers for the new Traffic Signals by the following:
 - (i) the City of Coquitlam for those new signals referred to in Articles 9.2.6(f)(i), 9.2.6(f)(ii), 9.2.6(f)(iii) and 9.2.6(f)(vi), all of this Part 2; and
 - (ii) the City of Port Moody for those new signals referred to in Article 9.2.6(f)(iv) of this Part 2.

The Primary Contractor shall provide the Province's Representative with at least three months' written notification as to when these traffic controllers are required by the Primary Contractor for construction activities.

9.4.7 Pedestrian and Cycle Facilities

- (a) The Primary Contractor shall reinstate or replace all existing Pedestrian and Cycling Facilities disturbed by the Work on a Like-for-Like basis and to a standard that will provide service, including space requirements, accessibility and connectivity, at least equal to the condition thereof at the Effective Date.

9.4.8 Soft Landscaping

- (a) The Primary Contractor shall provide soft landscape components:
 - (i) to all those soft landscape areas to be constructed by the Primary Contractor as shown on the Permanent Roadworks Drawing; and
 - (ii) in compliance with the requirements set out in Article 10.23.2.1 [Soft Landscape Components] of this Part 2, except as modified in this Article 9 [Roads].
- (b) For all soft landscaped areas to be constructed by the Primary Contractor in accordance with this Article 9 [Roads], the Primary Contractor shall be responsible for:
 - (i) the Design and Construction of irrigation to the soft landscaped areas to be constructed by the Primary Contractor, which irrigation shall form part of an automatic controlled irrigation system that supplies water using pop-up sprinklers for all shrubs, trees and lawn;

- (ii) the provision of the water supply to the automatic controlled irrigation system, including the provision of back flow preventer(s) and check valves; and
 - (iii) the Design and Construction of electrical service, which electrical service shall include receptacles for tree lighting, as well as provisions for any additional landscape lighting that the relevant Municipality may want to install in the future.
- (c) Unless otherwise agreed by the Province's Representative, the Primary Contractor shall comply with the following planting requirements:
- (i) topsoil depths shall be in accordance with:
 - A. in the case of the City of Coquitlam and the City of Port Moody, the standards and specifications of the relevant Municipality;; and
 - B. in the case of the City of Burnaby, the BCLS;
 - (ii) for those soft landscaped areas located under or directly adjacent to the Guideway, a mix of small deciduous flowering trees, such as 'Japanese Maple' and small evergreen trees such as 'Magnolia Grandiflora', which small trees shall either be 75mm caliper or about 3.0m in height and shall placed at a 5.0m center-to-center spacing;
 - (iii) for all soft landscaped areas other than those referred to in Article 9.4.8(c)(ii) of this Part 2, large deciduous trees with minimum 100mm caliper or about 4.0m to 5.0m in height and placed at a 9.0m center-to-center spacing; and
 - (iv) for all soft landscaped areas, shrubs with a minimum #5 pot size and placed at 450mm to 600mm center-to-center spacing.

9.5 Roads Crossing Over Structures

- (a) The Primary Contractor shall ensure that the Design and Construction of roadway crossings over the Guideway and the Station structures:
- (i) provides for sufficient cover to separate the roadway from the transit structure so as to prevent reflective cracking;
 - (ii) allows for future road rehabilitation to be undertaken without damaging the Tunnel or Station structure; and
 - (iii) provides for a minimum of 1.0m cover to separate the roadway from the Tunnel or Station structure.

The Primary Contractor may, at the following locations and with the acceptance of the Province' Representative, acting reasonably, pursuant to the Consent

Procedure, reduce the minimum 1.0m cover in Article 9.5(a)(iii) of this Part 2 if the Primary Contractor can demonstrate that Articles 9.5(a)(i) and (ii) of this Part 2 can be achieved with lesser cover:

- A. Barnet Highway, near the north portal of the Tunnel; and
 - B. Ioco Road/Barnet Highway crossing at Ioco Station.
- (b) The Primary Contractor shall ensure that the total and differential settlement of pavement surfaces of roads crossing over the Tunnel or Station structures over a 20 year period following Substantial Completion shall be such that:
- (i) the smoothness of the vertical profile and cross-slope requirements are met; and
 - (ii) ponding and the sheeting of water is prevented.
- (c) The Primary Contractor shall ensure that any temporary structures used for Tunnel and Guideway construction and associated traffic management are removed.

9.6 Roadway Clearances from Structures

- (a) The Primary Contractor shall ensure that the Design and Construction of all roadways, including driveways, which cross under or are adjacent to the Guideway and other structures which form part of the Project Infrastructure to the extent that such infrastructure has been constructed, installed, altered, upgraded and/or augmented by the carrying out of the Work, satisfy the vertical and lateral clearance requirements set out in Article 3 [Alignment] of this Part 2.

9.7 Handover

- (a) The Primary Contractor shall hand over all roads and roadway structures on which the Primary Contractor has undertaken any Work in accordance with this Article 9.7 [Handover] and all other applicable provisions of this Agreement.
- (b) The Primary Contractor shall establish and adhere to a handover procedure for all roads and roadway structures on a basis which is acceptable to the Province. Such handover procedure shall be submitted to the Province at least 65 Business Days prior to the Substantial Completion Date for review, acting reasonably, in accordance with the Review Procedure. As a minimum, such handover procedure shall include:
- (i) a joint inspection survey of all such roads and roadway structures by the Primary Contractor and the Province in which the roads and roadway structures are located;

- (ii) the issuance of quality documentation as required by Schedule 6 [Quality Management] that confirms that all relevant standards and specifications required by this Agreement in respect of such roads and roadway structures have been achieved;
 - (iii) issuance of a handover defect and deficiency list which identifies any proposed remedial works to be undertaken by the Primary Contractor or, if agreed by the Province;
 - (iv) identification of a schedule for inspections and performance of any required remedial works;
 - (v) delivery dates for record drawings for all roads and roadway structures as required in accordance with Article 3 [Municipal Requirements], Part 1 of Schedule 4; and
 - (vi) final sign-off by the Province.
- (c) In addition to the requirements set out in Article 3 [Municipal Requirements], Part 1 of Schedule 4, the Primary Contractor shall:
- (i) ensure that, for Traffic Signals, clear dated records are kept in respect to signal timing plans and operational states of traffic control devices for handover; and
 - (ii) as part of the handover of Traffic Signals, allow the Province the opportunity to inspect and test the Traffic Signals.