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Article 18. Integration with Transit Facilities

18.1 General

18.1.1 Scope

This Article 18 [Integration with Transit Facilities] specifies the requirements and criteria (including restrictions) for any Work conducted in and around the existing transit facilities that are identified in this Article 18 (the “**Existing Transit Facilities**”) and are operated by BCRTC, West Coast Express and the Coast Mountain Bus Company (collectively the “**Transit Operators**”).

18.1.2 Access to Existing Transit Facilities

The Primary Contractor shall ensure that there is access to all Existing Transit Facilities so that such facilities are capable of remaining fully operational at all times while the Work is being performed.

18.1.3 Codes and Standards

The Primary Contractor shall ensure that:

- (a) all new temporary and permanent transit facilities, all reinstatement of Existing Transit Facilities, and all related work described in this Article 18 [Integration with Transit Facilities] are designed in accordance with the Transit Infrastructure Design Guidelines;
- (b) all road and drainage infrastructure for new temporary and permanent transit facilities to which the Transit Infrastructure Design Guidelines do not apply are designed and constructed in accordance with Article 8 [Utilities] and Article 9 [Roads], both of this Part 2; and
- (c) all new and permanent landscaping described in this Article 18 [Integration with Transit Facilities] is designed and constructed in accordance with the landscaping requirements specified in Article 10.23 [Landscape - Port Moody WCE Station] of this Part 2.

18.2 Transit Facility Construction Integration Plans

18.2.1 General

- (a) The Primary Contractor shall develop a plan for each of the Existing Transit Facilities impacted by construction activities (each a “**Transit Facility Construction Integration Plan**”):
 - (i) in accordance with this Article 18 [Integration with Transit Facilities]; and
 - (ii) in consultation with the applicable Transit Operators.
- (b) The Primary Contractor shall ensure that each Transit Facility Construction Integration Plan includes all activities required for the Design and Construction of the Work in relation to the applicable Existing Transit Facility, including the following components:
 - (i) construction management;
 - (ii) construction scheduling;
 - (iii) staging and temporary facilities;
 - (iv) the applicable Transit Operator’s safety requirements;
 - (v) traffic and pedestrian management, including emergency evacuation requirements;
 - (vi) temporary signage;
 - (vii) without limiting the requirements of Article 6.3 [Concurrent Work], Part 1 of Schedule 4, and Article 10 [Architecture] and Article 14 [Smart Card and Faregates Work], both of this Part 2, coordination of the Work with the Smart Card and Faregates Work; and
 - (viii) all other requirements and criteria set out in this Agreement, including this Article 18 [Integration with Transit Facilities], applicable to each Existing Transit Facility.
- (c) The Primary Contractor shall submit each proposed Transit Facility Construction Integration Plan, together with written confirmation of acceptance of the proposed Transit Facility Construction Integration Plan by the applicable Transit Operator(s), to the Province’s Representative for acceptance, acting reasonably, in accordance with the Consent Procedure.

18.2.2 Works Adjacent to Stations

- (a) The design and construction of the at-grade permanent works adjacent to the Stations, described in Article 6.3.2 [Concurrent Landscaping Work] and Article

6.3.3 [Concurrent Transit Interface Facilities Work], both of Part 1 of Schedule 4, to be carried out by the applicable Concurrent Work Contractor(s) are excluded from the scope of the Work under this Agreement. The areas relating to the at-grade permanent works excluded from the scope of the Work are shown on the Scope Split Drawings (the “**Split Scope Area**”), which drawings include a scope split matrix table for each Station.

- (b) The Primary Contractor shall be responsible for the Design and Construction of all temporary works and all other works required to complete the Stations within the Scope Split Area, and for all temporary and permanent works required beyond the Scope Split Area, which include:
 - (i) the Work adjacent to the Lougheed Town Centre Station
 - A. the Design and Construction of a temporary Off-Street Bus Exchange acceptable to TransLink if the existing Off-Street Bus Exchange is disrupted during construction activities;
 - B. if impacted by construction activities, reinstatement of the south sidewalk along Gatineau Place, including street and pedestrian lighting and replacement of trees, to an equivalent or better condition than the pre-construction condition as set out in the applicable Transit Facilities Pre-Construction Condition Survey;
 - C. if impacted by construction activities, reinstatement and/or reconfiguration of the existing Off-Street Bus Exchange to an equivalent or better condition than the pre-construction condition as set out in the applicable Transit Facilities Pre-Construction Condition Survey; and
 - D. the Design and Construction of a temporary PPUDO facility in accordance with Article 18.9 [Passenger Pick-Up and Drop-Off] of this Part 2 and taxi spaces in close proximity to the Lougheed Town Centre Station, equivalent in capacity to the spaces existing as of the Effective Date;
 - (ii) Work adjacent to the Port Moody Central Station and Port Moody WCE Station
 - A. the Design and Construction of the permanent station plaza surrounding the Port Moody WCE Station house, including lighting, hard and soft landscaping, all as shown in the Preliminary Station Design Drawings and in accordance with Article 10.23 [Landscape - Port Moody WCE Station] of this Part 2;
 - B. the reconfiguration of Williams Street and Hugh Street as shown in the Permanent Roadworks Drawings;

- C. the Design and Construction of a temporary Off-Street Bus Exchange acceptable to TransLink; and
 - D. the Design and Construction of temporary park & ride facilities in accordance with Article 18.8.2 [Port Moody WCE Station] of this Part 2, including a temporary PPUDO facility in accordance with Article 18.9 [Passenger Pick-Up and Drop-Off] of this Part 2, and taxi spaces equivalent in capacity to the spaces existing as of the Effective Date;
- (iii) Work adjacent to the Coquitlam Central Station
- A. realignment of the WCE access road off Lougheed Highway, including new concrete curb and gutter on the south side;
 - B. if impacted by construction activities, reinstatement of the existing WCE station plaza, including existing curb and gutter, sidewalk and lighting, to an equivalent or better condition than the pre-construction condition as set out in the applicable Transit Facilities Pre-Construction Condition Survey; and
 - C. the Design and Construction of a temporary replacement of the WCE park & ride facility in accordance with Article 18.8.3 [Coquitlam Central WCE Station] of this Part 2, including taxi spaces equivalent in capacity to the spaces existing as of the Effective Date.

18.2.3 Facilitating Concurrent Work

- (a) To facilitate the design and construction of the Concurrent Work described in Article 6.3.2 [Concurrent Landscaping Work] and Article 6.3.3 [Concurrent Transit Interface Facilities Work], both of Part 1 of Schedule 4, the Primary Contractor shall provide the following to the Province:
 - (i) by no later than the date specified in Article 18.2.3(c) of this Part 2, a preliminary grading and drainage plan for the Scope Split Area associated with the Station plazas as shown in the Scope Split Drawings, which plan shall be in accordance with the following:
 - A. grades shall be typically between 1% to 3%, but shall not exceed 5%;
 - B. slopes shall be included from station entrance to existing or new road curb or areas drains; and
 - C. where possible, the use of area drains shall be minimized;

- (ii) by no later than the date specified in Article 6.3.2(c) [Concurrent Landscaping Work], Part 1 of Schedule 4, the Scope Split Area that the Primary Contractor shall have ensured:
 - A. is graded to subgrade level (to a minimum depth of 350mm below the final plaza elevation(s)) and compacted to a 95% Modified Proctor Density in accordance with the MMCD;
 - B. is backfilled with minimum 300mm layer of 19mm crushed base material and compacted to a 95% Modified Proctor Density in accordance with the MMCD;
 - C. is handed over in a safe and secure condition with sufficient lighting for pedestrian safety; and
 - D. remains free of water ponding and possible flooding;
 - (iii) by no later than the date specified in Article 6.3.2(c) [Concurrent Landscaping Work], Part 1 of Schedule 4, service connections from the Stations and, where required, conduit for all Utilities required for the permanent works described in Article 6.3.3(b) [Concurrent Transit Interface Facilities Work], Part 1 of Schedule 4, which services shall include:
 - A. electrical servicing for plaza lighting and bus driver washroom facility;
 - B. storm sewers for plaza area drainage and bus driver washroom facility;
 - C. sanitary sewer for bus driver washroom facility; and
 - D. water for the irrigation of soft landscape areas and for the bus driver washroom facility; and
 - (iv) by no later than the date specified in Article 6.3.3(c) [Transit Interface Facilities Work], Part 1 of Schedule 4, the Concurrent Transit Interface Facilities Work Areas shall be handed over by the Primary Contractor in a safe, functional and operable condition that is acceptable to the applicable Transit Operator(s) in accordance with the applicable Transit Facilities Integration Plan(s).
- (b) Without limiting the requirements of Article 6 [Work by Others], Part 1 of Schedule 4, the Primary Contractor shall be responsible for the scheduling and coordination of the Design and Construction of the Stations and adjacent areas with the design and construction of the work specified in Article 6.3 [Concurrent Work], Part 1 of Schedule 4.

- (c) Notwithstanding Article 18.2.3(b) of this Part 2, the Primary Contractor shall, as soon as it is available but no later than 15 months prior to Substantial Completion, unless otherwise acceptable to the Province in its discretion, provide the Province with sufficient information regarding the Design of the Stations and the Guideway to allow an early advancement of the Station plaza design, including:
 - (i) the preliminary grading and drainage plan referred to in Article 18.2.3(a)(i) of this Part 2; and
 - (ii) the station building perimeter, station entrances, man-door entrances, column locations and all associated design elevations for these elements.
- (d) Without limiting any other provision of this Agreement, the Primary Contractor shall coordinate the Design and Construction of any temporary works located within the Scope Split Area with the design and construction of the work described in Article 6.3 [Concurrent Work], Part 1 of Schedule 4, to allow, where possible, the reuse of existing pavement structure, lighting and drainage.

18.3 Pre-Construction Condition Survey

18.3.1 Scope

- (a) The Primary Contractor shall, in accordance with the requirements of Article 4.4.1 [Pre-Construction Condition Surveys], Part 1 of Schedule 4, carry out a comprehensive pre-construction condition survey (the “**Transit Facilities Pre-Construction Condition Survey**”) of each Existing Transit Facility or Utility that will remain or will be reused as part of the permanent works described in this Article 18 [Integration with Transit Facilities], including:
 - (i) the existing Off-Street Bus Exchanges and associated facilities at the Lougheed Town Centre Station and at the Coquitlam Central WCE Station;
 - (ii) the existing Port Moody WCE Station and the Coquitlam Central WCE Station;
 - (iii) the existing park & ride facilities at each of the Coquitlam Central WCE Station and the existing Port Moody WCE Station;
 - (iv) street and park & ride pole and lights; and
 - (v) any Traffic Signals.
- (b) The Primary Contractor shall carry out the Transit Facilities Condition Survey prior to the commencement of any construction activities within or in respect of

the applicable Existing Transit Facility, and the survey shall include the Scope Split Area.

18.3.2 Damage During Construction Activities

- (a) Without limiting any other provision of this Agreement, the Primary Contractor shall be responsible for reinstating any existing infrastructure and utilities that remain or that are to be reused as part of the permanent works described in this Article 18 [Integration with Transit Facilities] and that are damaged during construction activities to an equivalent or better condition than the pre-construction condition set out in the Transit Facilities Pre-Construction Condition Survey.

18.4 Existing Millennium Line

18.4.1 General

- (a) Following the acceptance of the Province's Representative, acting reasonably, of the applicable Transit Facility Construction Integration Plan(s) in accordance with the Consent Procedure, the Primary Contractor shall provide TransLink with at least 30 days' written notification prior to the commencement of any construction activities within or adjacent to the Lougheed Town Centre Station or within or on any part of the operating guideway for the Existing Millennium Line.
- (b) The Primary Contractor acknowledges that, for the purposes of the WCA, TransLink is the "Prime Contractor" within the Existing Millennium Line and that all Work to be performed by the Primary Contractor within the Existing Millennium Line shall be subject to and comply with TransLink's safety policies and procedures, which, in addition to the requirements set out in this Article 18.4 [Existing Millennium Line], include the requirements applicable to the OMC as set out in Article 18.10 [Operations and Maintenance Centre] of this Part 2.
- (c) Except as otherwise permitted by the Province in its discretion, the Primary Contractor shall erect temporary fencing or hoarding to separate the Work from the operating areas of the Lougheed Town Centre Station and the adjacent guideways in accordance with the following:
 - (i) temporary fencing and hoarding shall be:
 - A. at least 1.6m from the centre line of the adjacent operating guideways;
 - B. rigidly fixed and secured so that it will not deflect inside the 1.6m clearance dimension; and

- C. designed so as to prevent any accidental movement of material, equipment or personnel into, onto or over the operating guideways; and
- (ii) the location and detailing of the temporary fencing and hoarding shall comply with the applicable Transit Facility Construction Integration Plan(s).
- (d) The Primary Contractor shall ensure that all Work within or adjacent to the Existing Millennium Line, including all ancillary rooms at the Lougheed Town Centre Station, is:
 - (i) undertaken in accordance with and subject to the safety and security procedures as required by TransLink; and
 - (ii) performed in a manner that precludes the risk of injury to persons on or about the site of the Work and that preserves the security and safety of the operating system.
- (e) Prior to undertaking any Work adjacent to or within the Existing Millennium Line at the Lougheed Town Centre Station and without limiting any other obligations of the Primary Contractor under this Agreement, including Section 4.11 [Health and Safety], the Primary Contractor shall install appropriate warning signs to advise workers and other persons of the dangers and hazards of working or intruding upon areas adjacent to or within the Existing Millennium Line.

18.4.2 Work Within Existing Guideways and Station Areas

- (a) Where any Work is undertaken within areas of the Existing Millennium Line, including the Lougheed Town Centre Station, that could pose a danger to persons or to the Existing Millennium Line, and without limiting any other obligations of the Primary Contractor under this Agreement, including Section 4.11 [Health and Safety], the Primary Contractor shall ensure the following:
 - (i) workers do not enter the existing guideways or station areas until TransLink has provided confirmation that it is safe to do so and that grounding straps have been placed on power rails by TransLink;
 - (ii) all Work is arranged to the satisfaction of TransLink so that there is no disruption to Existing Millennium Line revenue service and maintenance operations, and such arrangements to ensure that, in respect of all work shifts:
 - A. workers will not be permitted to enter the existing guideways or non-public area of the station until revenue service and maintenance operations have ceased; and

- B. all work activities have been completed, and workers, equipment and all materials removed from the existing guideways and from station areas, prior to the start of the next daily revenue service and maintenance operations;
- (iii) prior to the end of each work shift, the Primary Contractor shall ensure that the existing guideways are meticulously cleaned and that no construction materials, tools, debris or any other materials are left on the existing guideways;
- (iv) where instructed by TransLink due to an emergency situation on the existing guideway, the Primary Contractor shall immediately cease all work activities on the existing guideway and clear the existing guideway of workers, equipment and all materials; and
- (v) where instructed by TransLink due to unsafe SkyTrain passenger conditions within the station area caused by the Primary Contractor's work activity, the Primary Contractor shall immediately cease all such work activities causing the unsafe condition to the satisfaction of TransLink.

18.5 Lougheed Town Centre Station

18.5.1 Lougheed Town Centre Station Operations

- (a) Without limiting any other provision of this Agreement, the Primary Contractor shall, in carrying out the Work at and adjacent to the Lougheed Town Centre Station:
 - (i) comply with the time schedules as provided by TransLink and as incorporated into the applicable Transit Facility Construction Integration Plan(s) for working on the Existing SkyTrain System; and
 - (ii) ensure that such Work does not impact the Existing SkyTrain System in any way outside of the time schedules referred to in Article 18.5.1(a)(i) of this Part 2.
- (b) The Primary Contractor shall construct temporary diversions and facilities for passenger movement and emergency exiting to ensure that the Lougheed Town Centre Station is capable of remaining fully operational at all times during construction activities.
- (c) Unless otherwise agreed upon with TransLink and incorporated into the applicable Transit Facility Construction Integration Plan, the Primary Contractor shall ensure that, during construction activities, SkyTrain passenger access to

and from the east station house and the lower west station house is available during Existing SkyTrain System revenue service hours.

18.5.2 Smart Card and Faregates Work at Lougheed Station

- (a) It is currently anticipated that the SCFW Concurrent Work Contractor performing the Smart Card and Faregates Work will complete the Smart Card and Faregates Work to be carried out at Lougheed Town Centre Station prior to the Effective Date.
- (b) Notwithstanding Article 18.5.2(a) of Part 2, TransLink and the SCFW Concurrent Work Contractor may require further access to the Lougheed Town Centre Station after the Effective Date to complete any outstanding work related to the Smart Card and Faregates Work at the Lougheed Town Centre Station. The Primary Contractor shall, in accordance with Article 6.3.1 [Coordination with Concurrent Work Contractors], Part 1 of Schedule 4, coordinate with TransLink and the SCFW Concurrent Work Contractor to schedule the Work at the Lougheed Town Centre Station to accommodate, if required, any outstanding work to be performed by the SCFW Concurrent Work Contractor in respect of the Smart Card and Faregates Work.
- (c) Without limiting Article 6.3 [Concurrent Work], Part 1 of Schedule 4, and Article 14 [Smart Card and Faregates] of this Part 2, the Primary Contractor shall not impede or cause any delays to the Smart Card and Faregates Work being performed by the SCFW Concurrent Work Contractor and the Primary Contractor acknowledges that such work by the SCFW Concurrent Work Contractor is necessary for the Smart Card and Faregates Collection System to become fully operational for the Existing Millennium Line by the Spring of 2013.
- (d) As shown on the Preliminary Station Design Drawings, the Primary Contractor shall incorporate into the Design and Construction of the Lougheed Town Centre Station the Smart Card and Faregates Work at the east station house and lower entrance of the west station house. The Primary Contractor shall, in accordance with Article 14 [Smart Card and Faregates] of Part 2, be responsible for the Design and Construction of any temporary and/or permanent relocations of the completed Smart Card and Faregates Work located at the east station house, with the exception that the removal and reinstallation of the FCVMs, AFMs and faregate equipment shall be undertaken by the SCFW Concurrent Work Contractor, but the Primary Contractor in undertaking such Work, shall minimize any unnecessary removals or relocation of the completed Smart Card and Faregates Work at the east station house entrances. Any FCVMs, AFMs or faregate equipment that needs to be relocated at the east station house shall be undertaken by the SCFW Concurrent Work Contractor at the cost and expense of the Primary Contractor. The Primary Contractor shall make any requests for removals and reinstallations or relocations of the FCVMs, AFMs and faregate

equipment in writing to the Province's Representative no less than 105 Business Days before the required date of such removal and reinstallation or relocation. The Primary Contractor shall be responsible for relocating any other equipment associated with the Smart Card and Faregate Work at the east station house. The Primary Contractor, shall in accordance with Article 14 [Smart Card and Faregates] of Part 2, be responsible for coordinating any required relocation of any FCVMs, AFMs and faregate equipment at the east station house with TransLink and the SCFW Concurrent Work. The Primary Contractor shall not impact the completed Smart Card and Faregates Work at the lower entrance of the west station house. Unless otherwise permitted within the applicable Transit Construction Integration Plan, the Primary Contractor shall not disrupt the operational service of the Smart Card and Faregates Collection System for the Existing Millennium Line at these two entrances.

- (e) During the construction of the new upper entrance of the west station house at the Lougheed Town Centre Station, the Primary Contractor shall be responsible for relocating the Smart Card and Faregates Work installed by the SCFW Concurrent Work Contractor, with the exception that the removal and reinstallation of the FCVMs, AFMs and faregate equipment shall be undertaken by the SCFW Concurrent Work Contractor. The Primary Contractor shall be responsible for the removal of any other equipment associated with the Smart Card and Faregate Work installed by the SCFW Concurrent Work Contractor and for the supply and installation of all conduit, cabling and other equipment (if the existing other equipment cannot be reused) to receive the relocated FCVMs, AFMs and faregate equipment in its permanent location, in accordance with the requirements set out in Article 14 [Smart Card and Faregates] of Part 2. The Primary Contractor, shall in accordance with Article 14 [Smart Card and Faregates] of Part 2, be responsible for coordinating the removal and reinstallation of the FCVMs, AFMs and faregate equipment to the new upper entrance of the west station house with TransLink and the SCFW Concurrent Work Contractor. The Primary Contractor will not be responsible for the cost of one removal and one reinstallation of the FCVMs, AFMs and faregate equipment to this new upper entrance undertaken by SCFW Concurrent Work Contractor. Any additional removal and reinstallation of the FCVMs, AFMs and faregate equipment required by the Primary Contractor to this new upper entrance will be at the cost of the Primary Contractor. The Primary Contractor shall make any requests for removals and reinstallations or relocations of the FCVMs, AFMs and faregate equipment in writing to the Province's Representative no less than 105 Business Days before the required date of such removal and reinstallation or relocation. Prior to decommissioning of the Smart Card and Faregates Work at this new upper entrance, the Primary Contractor shall close the upper entrance at the west station house to Existing Millennium Line passengers and shall provide such passengers with an alternate access route to lower entrance of the west station house in accordance with the applicable Transit Facility Construction Integration Plan.

- (f) The Primary Contractor acknowledges that the Preliminary Station Design Drawings for Lougheed Town Centre Station show the Smart Card and Faregates Work as has been set out in the documents issued for tender by TransLink. TransLink's current construction design drawings and construction documents for the Smart Card and Faregates Work to be undertaken at Lougheed Town Centre Station (which includes the smart card and faregates work to be undertaken at four other stations on the Expo Line) are provided as Disclosed Data. The Primary Contractor shall coordinate with TransLink and the SCFW Concurrent Work Contractor to obtain the latest available issued for construction or, if available, record drawings for the Smart Card and Faregates Work. The Primary Contractor shall ensure that any latest design and construction details obtained from TransLink or the SCFW Concurrent Work Contractor relating to the Smart Card and Faregates Work is reflected in the Design and Construction of Lougheed Town Centre Station.

18.6 West Coast Express Stations

18.6.1 Passenger Access

- (a) The Primary Contractor shall provide a Transit Facility Construction Integration Plan for each of the existing Port Moody WCE Station and the Coquitlam Central WCE Station that ensures that, during construction activities, both stations are capable of remaining fully operational and that there is passenger access to both the WCE train and the WCE TrainBus service within WCE revenue service hours, which are anticipated to be from 5:45am to 8:30am and 4:00pm to 7:00pm Monday to Friday. Notwithstanding the foregoing, the applicable Transit Facility Construction Integration Plan prepared by the Primary Contractor shall reflect the actual WCE train and TrainBus revenue service hours agreed upon by the Primary Contractor with TransLink and, during such hours, the Primary Contractor shall allow and facilitate WCE passenger access to both of these services.
- (b) Subject to the applicable Transit Facility Construction Integration Plans, disruption of WCE passenger access to WCE Station platforms or complete closure of station entrances at each of the existing Port Moody WCE Station and the Coquitlam Central WCE Station shall not be permitted within WCE train revenue service hours. Depending on the impact of the Design and Construction of the Evergreen Line on each of the two WCE stations, TransLink may require the extension of the WCE revenue service hours to facilitate safe passenger movement to and from the WCE stations. TransLink may also require extension of these hours to allow for unforeseen train delays, as well as to accommodate for special events train service that TransLink may be required to run outside of these hours or days, such as for the Vancouver Sun Run, Vancouver's Celebration of Lights and Santa's Train. Where TransLink requires an extension

of WCE revenue service hours in accordance with this Article 18.6.1(b), the Primary Contractor shall schedule construction activities so as to ensure that the applicable WCE Stations are capable of remaining fully operational and that passenger access to both the WCE train and the WCE TrainBus service during is maintained such extended hours.

18.6.2 Port Moody WCE Station

- (a) The Primary Contractor shall be responsible for the Work associated with the existing Port Moody WCE Station and the new Port Moody WCE Station, as applicable, including:
- (i) temporary and/or permanent relocations of existing infrastructure to enable TransLink to maintain its operations, which shall include:
- A. a electrical and communication feed to existing CCTV cameras that, in its permanent configuration, shall be independent to that of the Port Moody Central Station;
 - B. a PA system and LED passenger information signs that, in their permanent configuration, shall be independent to those of the Port Moody Central Station;
 - C. a BC Hydro pad-mounted transformer that, unless otherwise approved by the Province in its discretion, shall be independent of any power feed provided to the Port Moody Central Station. Unless otherwise permitted by BC Hydro, the existing BC Hydro pad-mounted transformer currently servicing the Port Moody WCE Station shall be relocated to a new location that will allow BC Hydro vehicles direct drive-up access to such transformer;
 - D. FCVMs that, in their permanent configuration, shall be common to both the Port Moody WCE Station and the Port Moody Central Station;
 - E. if required, relocation of smart card readers along the existing Port Moody WCE Station platform;
 - F. information display boards;
 - G. if required, the relocation of the existing WCE storage shed that will be replaced by the storage room to be constructed as part of the new Port Moody WCE Station;
 - H. temporary bike lockers;
 - I. communications kiosk and power kiosk that, both in their respective permanent configurations, shall be independent to that of the Port Moody Central Station; and

- J. such other infrastructure as indicated on the drawings provided as Disclosed Data for the existing Port Moody WCE Station and/or as may be required by TransLink to maintain its operations;
 - (ii) the demolition of the existing station house, fence, canopies, railings and such other items as necessary to accommodate the new station house comprising a component of the Work;
 - (iii) the provision of temporary public access to the existing Port Moody WCE Station platform during construction activities;
 - (iv) the construction of the new Port Moody WCE station house with a platform canopy, as shown in the Preliminary Station Design Drawings and in accordance with Article 10 [Architecture] of this Part 2;
 - (v) the removal, storage and relocation of the Port Moody WCE Station platform furniture;
 - (vi) the supply and installation of temporary and permanent lighting of the platform, station house and the area at the back of the Port Moody WCE Station platform;
 - (vii) the soft and hard landscaping for the area at the back of the Port Moody WCE Station platform in accordance with Article 10.23 [Landscape - Port Moody WCE Station] of this Part 2; and
 - (viii) where required, the supply and installation of hand railing for WCE passenger safety.
- (b) The Primary Contractor shall be responsible for the Work associated with all Utility relocations servicing the existing Port Moody WCE Station in accordance with Article 8 [Utilities] of this Part 2.
- (c) Without limiting any other requirements or specifications set out in Article 10 [Architecture] of this Part 2, the Primary Contractor shall ensure that:
- (i) the style of permanent lighting outside of the new WCE station house at the Port Moody WCE Station shall be consistent with the overall existing platform lighting; and
 - (ii) all new poles and fixtures are powder coated.
- The Primary Contractor may reuse existing platform poles that are hand painted and that are not damaged for the platform lighting.
- (d) Following the Province's acceptance, acting reasonably, of the Transit Facility Construction Integration Plan for the existing Port Moody WCE Station, the Primary Contractor shall provide TransLink with at least 30 days' written

notification prior to the commencement of any construction activities within or adjacent to the existing Port Moody WCE Station.

- (e) Except as otherwise permitted by the Province in its discretion, the Primary Contractor shall erect temporary fencing or hoarding to separate its Work from the operating areas of the existing Port Moody WCE Station and the adjacent platforms, including all access routes to the existing Port Moody WCE Station platform.
- (f) Without limiting any of its other obligations under this Agreement, the Primary Contractor shall ensure that all access and emergency exit routes to and from the existing Port Moody WCE Station are well-defined, and are safe and secure from surrounding construction activities.
- (g) It is currently anticipated that the SCFW Concurrent Work Contractor will have completed the replacement of the existing ticket vending machines with the FCVMs and will have installed smart card readers along the existing Port Moody WCE Station platform prior to the Effective Date. The Primary Contractor is required to make provision to accommodate faregates and AFMs as part of the Design and Construction of Port Moody Central Station as shown in the Preliminary Design Station Drawings and set out in Article 14 [Smart Card and Faregates] of this Part 2.
- (h) Notwithstanding Article 18.6.2(f) of this Part 2, TransLink and the SCFW Concurrent Work Contractor may require further access to the existing Port Moody WCE Station after the Effective Date to complete any outstanding work related to the Smart Card and Faregates Work at the existing Port Moody WCE Station. The Primary Contractor shall, in accordance with Article 6.3.1 [Coordination with Concurrent Work Contractors], Part 1 of Schedule 4, coordinate with TransLink and the SCFW Concurrent Work Contractor to schedule the Work at the existing Port Moody WCE Station to accommodate, if required, any outstanding work to be performed by the SCFW Concurrent Work Contractor in respect of the Smart Card and Faregates Work.
- (i) Without limiting Article 6.3 [Concurrent Work], Part 1 of Schedule 4, and Article 14 [Smart Card and Faregates] of this Part 2, the Primary Contractor shall not impede or cause any delays to the Smart Card and Faregates Work being performed by the SCFW Concurrent Work Contractor and the Primary Contractor acknowledges that such work by the SCFW Concurrent Work Contractor is necessary for the Smart Card and Faregates Collection System to become fully operational for the Existing Millennium Line by the Spring of 2013.
- (j) The Primary Contractor shall, in accordance with Article 14 [Smart Card and Faregates] of this Part 2, be responsible for the Design and Construction of any temporary and/or permanent relocations of the CCTV cameras, PA system and LED passenger information signs, as well as the completed Smart Card and

Faregates Work (with the exception that the removal and reinstallation of the FCVMs and smart card readers shall be undertaken by the SCFW Concurrent Work Contractor) to ensure that they are capable of remaining fully operational during construction activities at the existing Port Moody WCE Station and the new Port Moody WCE Station, as applicable. The Primary Contractor shall be responsible for the removal of any other equipment associated with the Smart Card and Faregate Work and for the supply and installation of all conduit, cabling and other equipment (if the existing other equipment cannot be reused) to receive the relocated FCVMs and, if impacted by the Work, the relocated smart card readers. The Primary Contractor, shall in accordance with Article 14 [Smart Card and Faregates] of this Part 2, be responsible for coordinating the removal and reinstallation of the FCVMs and smart card readers equipment with TransLink and the SCFW Concurrent Work. For any temporary relocation of the FCVMs, the Primary Contractor shall provide a secure, lockable, weather-protected housing that is easily accessible to WCE passengers. The Primary Contractor will not be responsible for the cost of one temporary relocation of the FCVMs and smart card readers at the existing Port Moody WCE Station and one permanent relocation of the FCVMs to the new Port Moody Central Station, both of which will be undertaken by SCFW Concurrent Work Contractor. Any additional relocation(s) of the FCVMs and smart card readers required by the Primary Contractor will be at the cost of the Primary Contractor. The Primary Contractor shall make any requests for removals and reinstallations or relocations of the FCVMs, AFMs and faregate equipment in writing to the Province's Representative no less than 105 Business Days before the required date of such removal and reinstallation or relocation.

- (k) The Primary Contractor shall coordinate with TransLink and the SCFW Concurrent Work Contractor to obtain the current design drawings for the Smart Card and Faregates Work to be undertaken at the Port Moody WCE Station. The Primary Contractor shall ensure that the design obtained from TransLink relating to the Smart Card and Faregates Work, specifically the elements of the Smart Card and Faregates Work to be modified and/or relocated by the Primary Contractor as part of the Work, is reflected in the Design and Construction of the Port Moody Central Station.
- (l) Upon removal of the existing Port Moody WCE Station canopy, the Primary Contractor shall supply and install temporary weather protection shelter of similar coverage elsewhere on the WCE Station platform until such time as the permanent canopy becomes available for use. To construct the temporary weather protection shelter, the Primary Contractor shall:
 - (i) use material that is waterproof, durable and able to withstand the natural elements that it is exposed to for the duration of its use;
 - (ii) ensure that the temporary weather protection shelter poses no safety issues to passengers; and

- (iii) ensure that the sides of the temporary weather protection shelter that are visible to passengers are either painted white or treated with some other material that is acceptable to the Province, in its discretion.
- (m) Without limiting any other obligations of the Primary Contractor under this Agreement, including Section 4.11 [Health and Safety], the Primary Contractor shall perform all Work within or adjacent to WCE operating facilities in a manner that precludes the risk of injury to persons on or about the site of the Work and that preserves the security and safety of the WCE service and facilities.

18.6.3 Coquitlam Central WCE Station

- (a) Following the Province's acceptance, acting reasonably, of the Transit Facility Construction Integration Plan for the Coquitlam Central WCE Station, the Primary Contractor shall provide TransLink with at least 30 days' written notification prior to commencement of any construction activities within or adjacent to the Coquitlam Central WCE Station or within the existing WCE park & ride facility.
- (b) Except as otherwise permitted by the Province in its discretion, the Primary Contractor shall erect temporary fencing or hoarding to separate the Work from the operating areas of the Coquitlam Central WCE Station head house, and in particular from all temporary access routes leading to and from the Coquitlam Central WCE Station.
- (c) Without limiting any of its obligations under this Agreement, the Primary Contractor shall ensure that all access and emergency exit routes are well-defined, and are safe and secure from surrounding construction activities.
- (d) Without limiting any other obligations of the Primary Contractor under this Agreement, including Section 4.11 [Health and Safety], the Primary Contractor shall perform all Work within or adjacent to the Coquitlam Central WCE Station operating facilities in a manner that precludes the risk of injury to persons on or about the Site and that preserves the security and safety of the WCE service and facilities.

18.7 Off-Street Bus Exchanges

18.7.1 General

- (a) At the request of TransLink, the Primary Contractor shall permit TransLink to test the Design of any temporary Off-Street Bus Exchange or any permanent modification to an existing Off-Street Bus Exchange proposed by the Primary Contractor prior to TransLink approving such Design. The Primary Contractor

shall survey and lay out any such proposed Off-Street Bus Exchange designs at TransLink's Port Coquitlam Transit Centre for field testing using TransLink's buses. The Primary Contractor shall adjust the proposed designs to the satisfaction of TransLink based on the outcome of TransLink's testing. The Primary Contractor shall be responsible for the Final Designs of the Off-Street Bus Exchanges, which shall require further consultation and review with and field testing by TransLink, whether based on any of the conceptual layout options or otherwise. The Primary Contractor shall adjust the Final Designs of the Off-Street Bus Exchanges to the satisfaction of TransLink, based on the outcome of TransLink's testing.

- (b) Except as otherwise permitted by the Province in its discretion, the Primary Contractor shall erect temporary fencing or hoarding to separate the Work from the operating areas of Off-Street Bus Exchanges, including from all access routes from bus to station and vice versa.
- (c) The Primary Contractor shall be responsible for ensuring that all access routes are well-defined, and are safe and secure from surrounding construction activities.
- (d) If a washroom facility for bus drivers at an existing bus exchange facility is impacted at any time during construction activities, the Primary Contractor shall supply, install and maintain a washroom facility that is:
 - (i) equivalent or better than the impacted washroom facility;
 - (ii) acceptable to TransLink; and
 - (iii) located in close proximity to the bus exchange facility.
- (e) The Primary Contractor may reuse existing lighting for the temporary lighting. The Primary Contractor shall stockpile any existing lighting removed that is not reused so that it is safe and protected. If not reused, the Primary Contractor shall separate luminaires from the poles and stockpile them separately to ensure that they are not damaged. The Primary Contractor shall be responsible for replacing all lighting damaged during construction activities with equivalent or better lighting than as set out in the applicable Transit Facilities Pre-Construction Condition Survey.
- (f) Construction of the permanent bus exchange facilities at Burquitlam Station and Port Moody Central Station will be undertaken as Work by Others as set out in Article 6.3.3 [Concurrent Transit Interface Facilities Work], Part 1 of Schedule 4. The Bus Integration Plans show the permanent bus exchange facilities contemplated at these two Stations. The Design and Construction of the Work by the Primary Contractor within the vicinity of these bus exchange facilities shall not preclude or interfere with the proposed work necessary to construct these bus exchange facilities.

18.7.2 Maintaining Service Operations

- (a) The Primary Contractor shall ensure that, during construction activities, all Off-Street Bus Exchanges are capable of remaining fully operational at all times within CMBC and WCE TrainBus revenue service hours, as applicable, and as incorporated into the applicable Transit Facility Construction Integration Plan(s), which plan(s) shall include the following requirements:
- (i) the number of active bus bays and layover spaces that are required at all times during construction activities, in accordance with this Article 18.7 [Off-Street Bus Exchanges] or as are otherwise set by TransLink;
 - (ii) unimpeded TransLink bus access between any of the Off-Street Bus Exchanges and the adjacent road networks, at all times during construction activities; and
 - (iii) unimpeded TransLink passenger access, that is well-defined by signage and is safe, to or from any of the Off-Street Bus Exchanges and the applicable stations, parking lots and the adjacent road networks, at all times during construction activities.

18.7.3 Lougheed Town Centre Station

- (a) If any part of the existing Off-Street Bus Exchange at the Lougheed Town Centre Station needs to be temporarily relocated to accommodate construction activities, the Primary Contractor shall be responsible for providing a temporary Off-Street Bus Exchange equivalent in capacity to the existing Off-Street Bus Exchange at the Lougheed Town Centre Station so as to maintain CMBC revenue service hours, as incorporated into the applicable Transit Facility Construction Integration Plan, which plan shall include the following:
- (i) 10 bus bays to accommodate unloading, layover and loading for nine standard buses and one articulated bus;
 - (ii) temporary pedestrian ways to accommodate transfers from bus to station and vice versa; and
 - (iii) temporary lighting, road drainage, road signage and Pavement Markings.
- (b) The Primary Contractor shall be responsible for reinstatement of the existing Off-Street Bus Exchange at the Lougheed Town Centre Station to an equivalent or better condition than the pre-construction condition as set out in the applicable Transit Facilities Pre-Construction Condition Survey. The Primary Contractor shall replace or repair any infrastructure within such existing Off-Street Bus Exchange damaged during construction activities. Unless otherwise permitted by the Province in its discretion, the Primary Contractor shall replace partially-

damaged concrete bus pads, sidewalk panels and curb length sections in their entirety.

18.7.4 Port Moody WCE Station

- (a) The Primary Contractor shall, at all times during construction activities, be responsible for providing a temporary Off-Street Bus Exchange equivalent in capacity to the existing Off-Street Bus Exchange at the existing Port Moody WCE Station so as to maintain CMBC bus and WCE TrainBus revenue service hours, as applicable, as incorporated into the applicable Transit Facility Construction Integration Plan, which plan shall include the following:
- (i) five bus bays to accommodate unloading, layover and loading of community shuttle buses;
 - (ii) at least one bus bay to accommodate unloading and loading of standard bus;
 - (iii) at least one bus stop along Williams Street in close proximity to the existing Port Moody WCE Station entrance to accommodate shared unloading and loading for both a standard and articulated bus as well as a HandyDart bus;
 - (iv) temporary pedestrian ways to accommodate transfers from bus to the existing Port Moody WCE Station and vice versa;
 - (v) temporary lighting, road drainage, road signage and pavement markings;
 - (vi) permanent signalization of the intersection of Hugh Street and St. John's Street in accordance with Article 9.2 [Permanent Roadworks] of this Part 2; and
 - (vii) permanent construction of Hugh Street, including concrete curb and gutter, sidewalk, and street lighting, in accordance with Article 9.2 [Permanent Roadworks] of this Part 2.
- (b) For the temporary Off-Street Bus Exchange provided pursuant to Article 18.7.4(a) of this Part 2, the Primary Contractor shall ensure that the temporary Off-Street Bus Exchange is located in close proximity to the existing Port Moody WCE Station. The temporary Off-Street Bus Exchange facility shall be located within the Project Lands adjacent to Hugh Street or Williams Street. The location of such temporary Off-Street Bus Exchange is subject to approval by the Province, in its discretion.
- (c) Without limiting Article 6.3 [Concurrent Work], Part 1 of Schedule 4, if part or all of the Primary Contractor's temporary Off-Street Bus Exchange facility overlap with the construction of the permanent bus exchange facility at the Port Moody Central Station to be carried out by the Province (as contemplated in Article 6.3.3

[Concurrent Transit Interface Facilities Work], Part 1 of Schedule 4), the Primary Contractor shall coordinate the Design and Construction of the temporary Off-Street Bus Exchange facility with the Province and the applicable Concurrent Work Contractor(s) so that part or all of the temporary Off-Street Bus Exchange facility can be integrated into and form part of the permanent bus exchange facility.

18.7.5 Coquitlam Central WCE Station

- (a) If any part of the existing Off-Street Bus Exchange at the Coquitlam Central WCE Station needs to be temporarily relocated to accommodate construction activities, the Primary Contractor shall be responsible for providing a temporary Off-Street Bus Exchange equivalent in capacity to the existing Off-Street Bus Exchange at the Coquitlam Central WCE Station so as to maintain CMBC bus and WCE TrainBus revenue service hours, as applicable and as incorporated into the applicable Transit Facility Construction Integration Plan, which plan shall include the following:
 - (i) a minimum of 12 bus bays to accommodate unloading, layover and loading for either standard or articulated buses;
 - (ii) at least 12 layovers for standard or articulated buses;
 - (iii) temporary pedestrian ways to accommodate transfers from bus to station and vice versa; and
 - (iv) temporary lighting, road drainage, road signage and Pavement Markings.
- (b) The Primary Contractor shall be responsible for reinstatement of the existing Off-Street Bus Exchange at the Coquitlam Central WCE Station to an equivalent or better condition than the pre-construction condition as set out in the applicable Transit Facilities Pre-Construction Condition Survey. The Primary Contractor shall replace or repair any damaged infrastructure within such existing Off-Street Bus Exchange caused by construction activities. Unless otherwise permitted by the Province in its discretion, the Primary Contractor shall replace partially-damaged concrete bus pads, sidewalk panels and curb length sections in their entirety.

18.8 Park & Ride Facilities

18.8.1 General

- (a) The Primary Contractor shall, during construction activities, be responsible for retaining or providing parking facilities equivalent in capacity to the existing WCE park & ride facilities at each of the existing Port Moody WCE Station and the Coquitlam Central WCE Station.

- (b) Following the Province's acceptance, acting reasonably, of the applicable Transit Facility Construction Integration Plan in accordance with the Consent Procedure, the Primary Contractor shall provide TransLink with at least 30 days' written notification prior to commencement of any construction activities relating to the WCE park & ride facilities at the existing Port Moody WCE Station and the Coquitlam Central WCE Station.
- (c) In respect of any temporary park & ride facility provided by the Primary Contractor for either of the existing Port Moody WCE Station or the Coquitlam Central WCE Station, the Primary Contractor shall be responsible for all work associated with any such temporary facility, including:
 - (i) replacing any parking bays lost during construction activities;
 - (ii) constructing an asphalt surface lot that includes pavement structure;
 - (iii) constructing temporary pedestrian ways to ensure transfers from bus to the associated WCE station and vice versa;
 - (iv) supply and installing temporary lighting;
 - (v) constructing temporary drainage; and
 - (vi) constructing and installing temporary road signage and Pavement Markings, including parking bay numbers.
- (d) The Primary Contractor may reuse existing lighting for the temporary lighting. The Primary Contractor shall stockpile any existing lighting removed that is not reused so that it is safe and protected. If not reused, the Primary Contractor shall separate luminaires from the poles and stockpile them separately to ensure that they are not damaged. The Primary Contractor shall be responsible for replacing all lighting damaged during construction activities with equivalent or better lighting than as set out in the applicable Transit Facilities Pre-Construction Condition Survey.
- (e) Except as otherwise permitted by the Province in its discretion, the Primary Contractor shall erect temporary fencing or hoarding to separate the Work from any temporary or permanent WCE park & ride facility, including all access routes from such facility to the existing Port Moody WCE Station and the Coquitlam Central WCE Station, as applicable, and vice versa.
- (f) Without limiting any of its other obligations under this Agreement, the Primary Contractor shall ensure that all access routes to each of the WCE park & ride facilities and access routes between the WCE park & ride facility and the associated WCE Station are well-defined, and are safe and secure from surrounding construction activities.

18.8.2 Port Moody WCE Station

- (a) Unless otherwise permitted in the applicable Transit Facility Construction Integration Plan for the Port Moody WCE Station, the Primary Contractor shall, at all times during construction activities, provide temporary park & ride facilities for the Port Moody WCE Station having at least 303 parking bays.
- (b) Without limiting Article 6.3 [Concurrent Work], Part 1 of Schedule 4, where the Primary Contractor's temporary park & ride facilities overlap with the construction of the permanent park & ride facility at the Port Moody WCE Station to be carried out by the Province (as contemplated in Article 6.3.3 [Concurrent Transit Interface Facilities Work], Part 1 of Schedule 4) and shown on the Bus Integration Plans (Port Moody Central Bus Exchange and Park & Ride Facilities Plan) , the Primary Contractor shall coordinate the Design and Construction of the temporary park & ride facilities with the Province and the applicable Concurrent Work Contractor(s) so that the temporary park & ride facilities can be integrated into and form part of the permanent park & ride facility.
- (c) The Primary Contractor shall leave any existing park & ride area remaining after construction of the Guideway and the Port Moody WCE Station in an equivalent or better condition than the pre-construction condition as may be set out in the applicable Transit Facilities Pre-Construction Condition Survey so that it can be reused to form part of the permanent park & ride facility at the Port Moody WCE Station.
- (d) The Primary Contractor shall ensure that the temporary park & ride facilities in respect of the existing Port Moody WCE Station are located in close proximity to the existing Port Moody WCE Station. The temporary park & ride facilities shall be located within the Project Lands adjacent to Hugh Street or Williams Street, and may include any remaining existing park & ride facilities.
- (e) If the Primary Contractor is unable to accommodate all the temporary parking bays within close proximity to the existing Port Moody WCE Station, the Primary Contractor may use the Project Lands located northeast of Electronic Avenue and Spring Street (PID 005-834-902) to provide the remaining temporary parking bays. Where the Primary Contractor locates the park & ride facilities on this property, the Primary Contractor shall provide a safe, secure and well-lit pedestrian corridor from Electronic Avenue along Spring Street to the existing Port Moody WCE Station.
- (f) Without limiting any of its other obligations under this Agreement, the Primary Contractor shall, where possible, design and construct the temporary park & ride facilities such that the existing pavement structure, lighting and drainage can be

integrated into and form part of the permanent park & ride facility at the Port Moody WCE Station.

18.8.3 Coquitlam Central WCE Station

- (a) Unless otherwise permitted in the applicable Transit Facility Construction Integration Plan for the Coquitlam Central WCE Station, the Primary Contractor shall, at all times during construction activities, provide 640 parking bays at the park & ride facility at the Coquitlam Central WCE Station, subject only to the following permitted reduction:
 - (i) the Primary Contractor may temporarily reduce the existing level of 640 parking bays at the park & ride facility at the Coquitlam Central WCE Station to not less than 540 parking bays during construction activities for a period of not more than 18 consecutive months; and
 - (ii) the Primary Contractor may, in reducing the number of parking bays in accordance with Article 18.8.3(a)(i) of this Part 2, reduce the number of available parking bays in Lot A (see the *Coquitlam Central WCE Park & Ride Facility* provided as Disclosed Data) but, in doing so, shall ensure that the number of available parking bays in Lot A is not, at any time, reduced below 100.
- (b) The Primary Contractor shall be responsible for the permanent reconfiguration of Lot A of the existing park & ride facility at the Coquitlam Central WCE Station to ensure that 203 parking bays, comprising of 194 park & ride bays and 9 PPUDO bays are provided, as set out in the Preliminary Station Design Drawings.
- (c) The Primary Contractor shall be responsible for the reinstatement of any other existing parking bays that are impacted by construction activities.

18.9 Passenger Pick-Up and Drop-Off

- (a) The Primary Contractor shall, during construction activities, be responsible for maintaining existing PPUDO facilities or providing temporary replacement PPUDO facilities for each of the Lougheed Town Centre Station, the existing Port Moody WCE Station and the Coquitlam Central WCE Station equivalent in capacity to the following:
 - (i) Lougheed Town Centre Station: 6 standard vehicle spaces;
 - (ii) existing Port Moody WCE Station: 12 standard vehicle spaces; and
 - (iii) Coquitlam Central WCE Station: 15 standard vehicle spaces.

- (b) The Primary Contractor shall, where possible, provide temporary replacement PPUDO facilities in close proximity to the applicable station entrances.
- (c) The Primary Contractor shall provide an additional 9 PPUDO stalls at Coquitlam Central WCE Station as set out in Article 18.8.3(b) of this Part 2.

18.10 Operations & Maintenance Centre

- (a) The Primary Contractor acknowledges that, for the purposes of the WCA, TransLink is the “Prime Contractor” within the OMC and that all Work to be performed by the Primary Contractor within the OMC shall be subject to and comply with TransLink’s safety policies and procedures, such that the Primary Contractor shall, among other things, be required to:
 - (i) obtain an approved BCRTC permit to perform the Work within the OMC and the Primary Contractor shall apply for such permits at least 7 Business Days in advance of any Work in the OMC;
 - (ii) perform the Work in a manner that precludes the risk of injury to persons on or about the site of the Work and that preserves the security and safety of the OMC;
 - (iii) ensure that all workers performing the Work in the OMC undergo safety training and orientation with respect to TransLink’s contractor safety training and orientation requirements;
 - (iv) ensure that all workers performing the Work are provided with approved TransLink contractor identification cards;
 - (v) carry out a construction hazards assessment in accordance with TransLink’s contractor hazard assessment requirements; and
 - (vi) monitor the Work performed in the OMC to ensure compliance with TransLink’s safety policies and procedures.
- (b) The Primary Contractor shall further ensure that all new workers assigned to construction activities within the OMC:
 - (i) undergo similar safety briefings as are required under Article 18.10(a)(iii) of this Part 2; and
 - (ii) obtain a TransLink contractor identification card as required under Article 18.10(a)(iv) of this Part 2,before such new workers commence any construction activities within the OMC.
- (c) Following the Province’s acceptance, acting reasonably, of the applicable Transit Facility Construction Integration Plan in respect of the OMC in accordance with

the Consent Procedure, the Primary Contractor shall provide TransLink with at least 30 days' written notification prior to the commencement of any construction activities within to the OMC.