An annual progress report and appended audit is required under Section 9 and Schedule D of the Canada – City of Victoria – Building Canada Fund Agreement for the Johnson Street Bridge Replacement. This report is used to provide the Management Committee with information regarding the status of the project and to formally track progress to date under the agreement. The report may also be posted on the Transport Canada website and the City’s Johnson Street Bridge Replacement Project website for public use.
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Introduction

Construction is well underway to replace Victoria’s Johnson Street Bridge, an important transportation connection that connects the neighbourhood of Victoria West and several of Greater Victoria’s regional municipalities with the heart of downtown Victoria.

Built to a lifeline seismic standard, the replacement bridge will serve the community for the next 100 years. It will provide improved safety and accessibility for more than 30,000 people that cross the bridge each day, including more than 3,000 cyclists and 4,000 pedestrians.

More than 50 per cent of the new bridge will accommodate pedestrians and cyclists. In addition to maintaining three lanes for vehicles, the new bridge will include on-road bike lanes, a multi-use trail for pedestrians and cyclists, and a dedicated pedestrian pathway. The new bridge will help improve pedestrian and cycling connectivity for the region by creating a new downtown trailhead for the region’s Galloping Goose, Lochside, and E&N multi-use trails. Cycling and pedestrian connectivity will also be enhanced at Esquimalt and Harbour Roads with the inclusion of a multi-use overpass connecting the Galloping Goose and E&N trails together.

The future harbour pathway, David Foster Way, will link with the new bridge’s pedestrian walkway, passing underneath the bridge and through the bridge wheel. This new connection will improve pedestrian and cycling connectivity between the Victoria West Westsong Walkway, the north end of downtown, and the Inner Harbour.

The bridge will also feature new public plazas on the east and west sides of the bridge. The new north east plaza will create a new trailhead for the region’s Galloping Goose, Lochside, and E&N multi-use trails. The south east plaza will connect with the pedestrian pathway over the bridge and future David Foster Way. The west plaza will be built on top of the existing bridge’s pier and provide for improved opportunities to sit and enjoy views of the harbour. It will connect with pedestrian pathways to and from the bridge and a future waterfront green space.

Once complete, the new bridge will be one of the largest single-leaf lift bridges in North America, creating a new iconic structure and destination within Victoria’s Inner Harbour.
The new bridge will improve the existing navigation channel, bringing it to modern standards for continued support of the marine industry and recreational and commercial vessels accessing the Upper Harbour.

The replacement of the Johnson Street Bridge is the largest infrastructure project ever undertaken by the City of Victoria. It has required significant planning and preparation to manage risks, timeline, and budget.

The City of Victoria, PCL, and MMM Group are currently in mediation regarding claims related to contract agreements. All three parties are committed to continuing to work together to deliver a successful bridge replacement project.

In July 2014, regular steel quality inspections that were being conducted by quality control consultants found that some aspects of the steel fabrication had not been undertaken in accordance with the design specifications. This resulted in the City of Victoria rejecting the steel and creating a delay to the timeline for steel delivery. Steel fabrication recommenced in March 2015 and regular inspections by the fabricator and the contractor’s quality control consultants are being routinely conducted. Any steel not meeting the highest quality and safety specifications will not be accepted by the City of Victoria.

Due to delays related to the fabrication of steel, the timeline for project completion has been extended with project completion expected in 2017.

Risks that remain for the project include the condition of the existing bridge, geotechnical and soil conditions, archaeological remains, and schedule and costs issues related to delays in steel fabrication.

The Government of Canada is providing up to $37.5 million in funding towards the project, including $21 million from the Building Canada Fund and $16.5 million through Canada’s Gas Tax Fund. The Government of Canada has also provided a $10.2 million low-cost infrastructure loan through the Canada Mortgage and Housing Corporation’s Municipal Infrastructure Lending Program. The remaining bridge replacement costs are funded by the City of Victoria through reallocated capital budgets and electoral-approved borrowing.

The new bridge is expected to open in 2017. It will be the fourth bridge crossing built at its location.
General Overview

Description of Work Complete

April 2014
- Construction of the new bridge foundation, including piling work for the bascule pier on the east side and piling for the rest pier on the west side.

May 2014
- The procurement of mechanical and electrical elements for the new bridge.

June 2014
- Realignment of the Pandora Avenue approach to the existing Johnson Street Bridge. The new alignment maintains access to the current bridge, while making space for crews to work on new roads to the new bridge outside of the traffic flow.

July 2014
- Over the summer months, significant progress was made in the harbour with the construction of the new bridge foundation and piers.

August 2014
- The concrete floor of the new bascule pier was poured, along with wall forming and structural support work.

September 2014
- Utility upgrades on the downtown (east) side of the bridge were completed.

October 2014
- The new road alignment to the Johnson Street Bridge was opened to vehicle and cyclist traffic from the intersection of Esquimalt and Harbour Roads.
November 2014

- Harbour and Esquimalt Roads intersection was activated – changes include new traffic lights at the new four-way intersection as well as new pedestrian crossings. New pavement markings were also put in place to help guide cyclists through the intersection.

December 2014 and January 2015

- Ongoing construction work including significant prep work within the harbour on the bascule and rest piers.

February 2015

- Victoria’s largest single concrete pour in recent history took place over an 18 hour period at the new Johnson Street Bridge site. The pour involved approximately 1100 cubic meters of concrete arriving in 120 concrete truck loads and forms the foundation of the new bascule pier.
- Harbour Road was reopened to drivers, cyclists and pedestrians, marking the completion of the Esquimalt and Harbour Road intersection.
- Completion of the rest pier on the west side of the bridge span.

March 2015

- Crews started work on the downtown (east) side of the bridge to install electrical infrastructure that will supply power to the new Johnson Street Bridge.
- Completion of the east intermediate pier and the west abutment pier.
- Steel fabrication recommenced.
Environmental Monitoring Activities and Issues

Between April 2014 and March 2015, approximately 75 environmental inspections were carried out at the Johnson Street Bridge replacement site by Hemmera Envirochem Inc. These inspections typically included reviews of waste management and contaminated soil movement, erosion control, spill prevention and response, fuel storage and management, and other checks that emphasized the prevention of environmental concerns and implementation of appropriate mitigation measures, when warranted. Water quality monitoring was also periodically carried out.

In accordance with the Fisheries Act Authorization (FAA) and the Environmental Management Plan (EMP) for the Site, some of these inspections corresponded with full time environmental monitoring of in-water work during certain times of the year. The remaining inspections were timed to coincide with construction activities that had the potential to present environmental risks; at a frequency of at least once per week. During environmental inspections, action items were periodically identified, which PCL addressed promptly and completely, without exception. No non-compliances were noted during any of the inspections.

The bridge constructors have continued to maintain a high level of compliance with the FAA for the Site, in part, through Environmental Work Plans (EWPs) that they develop for specific construction activities. Of note:

- on February 13, 2015, the constructors completed one of the largest concrete pours in Victoria history without environmental incident; and
- in May 2014, eleven on-site monitoring wells were decommissioned in accordance with the BC Groundwater Protection Regulation (GWPR), prior to construction work in the vicinity of those wells.

In accordance with the Waste Discharge Authorization (WDA) permit for the site, the constructors have been re-using contaminated soils in two of the three approved on-site fill areas and have progressively capped the portions of the fill areas that have been completed. Transport Canada continues to regularly visit the site and liaise with the constructors, the City, and the Qualified Environmental Professional regarding compliance with the FAA, the EMP, the EWPs, and all other applicable laws and regulations.
Project Benefits

Built to a lifeline seismic standard, the new bridge will serve the community for the next 100 years. It will provide improved safety and accessibility for more than 30,000 people that cross the bridge each day, including more than 3,000 cyclists and 4,000 pedestrians. The new bridge will help improve cycling and pedestrian connectivity for the region by creating a new downtown trailhead for the Galloping Goose, Lochside, and E&N Trails.

Cycling and pedestrian connectivity will also be enhanced with the inclusion of on-road bike lanes, a dedicated pedestrian pathway, a multi-use trail and a multi-use trail overpass at the intersection of Harbour and Esquimalt Roads.

Upon completion, the new bridge will be the largest single-leaf bascule bridge in Canada – and one of the largest in the world – creating a new iconic structure and destination within Victoria’s Inner Harbour.

New public plazas spaces and a new City park are planned enhancements to the area as a result of the bridge project.

Economic Improvements

The Urban Development Institute believes the new bridge will encourage and strengthen development opportunities estimated to be in excess of half a billion dollars in Victoria West and downtown Victoria.

Since the bridge replacement project was confirmed in 2009, many new developments are either recently completed, currently underway, or expected to begin within the next few years adding further revitalization to Victoria’s downtown area.

Recently completed projects include the Union residential and commercial development in Chinatown and the significant reinvestment of the Delta Ocean Pointe Resort on the west side of the bridge.

Projects currently underway include the revitalization of longstanding vacant properties downtown with both The Janion and Northern Junk developments. On the west side of the bridge, the Dockside Green development recently announced that construction will soon resume for their next phase of development and the new Bayview development at the Roundhouse is expected to begin construction in the coming years.

Several local businesses have been awarded contracts related to construction of the new bridge. Some of the Victoria-based companies working on the project include Butler Brothers Supplies Ltd, Crane Consulting, Don Mann Excavating, Focus Surveying, Hemmera, Island Traffic Services, Ocean Concrete, and Salish Sea Industrial.
## Risk identification and assessment

As presented at the City of Victoria Governance and Priorities Committee Meeting on January 22, 2015, the following table identifies specific major risks remaining to completion of the Project and records the actions taken to mitigate these risks:

<table>
<thead>
<tr>
<th>Risk Description</th>
<th>Consequences</th>
<th>Risk Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quality assurance of the steel components being manufactured in China</td>
<td>• Delays to the project</td>
<td>• The ZTSS quality control program is under review and will be improved.</td>
</tr>
<tr>
<td></td>
<td>• Defects resulting in reduced lifespan of structure</td>
<td>• PCL has retained ATEMA to monitor the ZTSS quality control program.</td>
</tr>
<tr>
<td></td>
<td>• Early maintenance issues</td>
<td>• The City has added $120,000 to the MMM budget to provide an owner's quality</td>
</tr>
<tr>
<td></td>
<td></td>
<td>assurance program and Caltrop has been retained to provide another level of</td>
</tr>
<tr>
<td></td>
<td></td>
<td>inspection.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• A quality assurance meeting occurred in China in January 2015.</td>
</tr>
<tr>
<td>Lifting of the steel bascule when it arrives by barge in the harbour. The steel</td>
<td>• Any delay in lifting into place will result in blockage of a navigation</td>
<td>• While the erection of the steel structure is PCL's responsibility, MMM and</td>
</tr>
<tr>
<td>truss is near the lifting capacity of the largest crane on the west coast</td>
<td>channel.</td>
<td>H&amp;H will play an active role in reviewing the PCL erection procedures which</td>
</tr>
<tr>
<td></td>
<td>• Incorrect lifting of the truss could lead to hidden damage to the truss</td>
<td>will be subjected to intense scrutiny.</td>
</tr>
<tr>
<td></td>
<td>that may not be evident for several years.</td>
<td></td>
</tr>
<tr>
<td>The project costs will exceed the City's budget. Examples of cost increase causes</td>
<td>• The City has received requests for change orders from PCL to cover claims</td>
<td>• The City and its advisors have placed a very high priority on timely responses</td>
</tr>
<tr>
<td>include:</td>
<td>for delays.</td>
<td>to PCL requests under the contract.</td>
</tr>
<tr>
<td>• Delays caused by the City and its advisors</td>
<td>• Requests for additional costs have been received from the Owner's Engineer,</td>
<td>• A mediation process to resolve some of the claims is underway.</td>
</tr>
<tr>
<td>• Unforeseen conditions not identified in the contracts</td>
<td>MMM and their sub-consultant H&amp;H.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• The project contingency continues to be drawn down to cover the cost of</td>
<td></td>
</tr>
<tr>
<td></td>
<td>additional work.</td>
<td></td>
</tr>
<tr>
<td>The bascule opening and closing will not operate correctly during</td>
<td>• Opening and closing of the bridge may result in traffic delays if it does</td>
<td>• The City has engaged MMM to design and supervise the bridge.</td>
</tr>
<tr>
<td>commissioning of the bridge.</td>
<td>not consistently open and close correctly.</td>
<td>• MMM have retained specialist machinery consultants.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• The City has asked MMM to ensure that it plans to have adequate staff and</td>
</tr>
<tr>
<td></td>
<td></td>
<td>resources on site during commissioning to deal with unforeseen problems.</td>
</tr>
</tbody>
</table>
Official Management Committee Meetings

Two official management meetings were held during the fiscal year:

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Attending</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Dwayne Kalynchuk, City of Victoria – Recipient Co-chair</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scott Crombie – Transport Canada</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ken Jarvela – City of Victoria – Senior Project Manager</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lyle Smith – City of Victoria</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bridget Frewer – City of Victoria</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Laura Baker – City of Victoria</td>
</tr>
<tr>
<td>December 17, 2014</td>
<td>Teleconference</td>
<td>Ana-Maria Leyton, Transport Canada – Federal Co-chair</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Dwayne Kalynchuk, City of Victoria – Recipient Co-chair</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scott Crombie – Transport Canada</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lyle Smith – City of Victoria</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bridget Frewer – City of Victoria</td>
</tr>
</tbody>
</table>

Schedule Revisions

<table>
<thead>
<tr>
<th>Revision</th>
<th>Revision Date</th>
<th>Justification for Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>2013/07/12</td>
<td>Adjustment between budget forecast years based on award of construction contract. No change in total project forecast.</td>
</tr>
<tr>
<td>8</td>
<td>2013/09/13</td>
<td>New cash flow by contractor and less work being completed by contractor.</td>
</tr>
<tr>
<td>9</td>
<td>2013/12/06</td>
<td>New cash flow by contractor and less work being completed by contractor.</td>
</tr>
<tr>
<td>10</td>
<td>2014/02/06</td>
<td>New cash flow by contractor and less work being completed by contractor.</td>
</tr>
<tr>
<td>11</td>
<td>2015/03/26</td>
<td>New cash flow by contractor, less work being completed by contractor and project extension request.</td>
</tr>
</tbody>
</table>
### Detailed Project Status and Work Completed

<table>
<thead>
<tr>
<th>Detailed Project Status</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>East abutment pier – completed</td>
<td>March 2014</td>
</tr>
<tr>
<td>Bascule structure</td>
<td>Ongoing as of summer 2014</td>
</tr>
<tr>
<td>East side utility upgrades – completed</td>
<td>September 2014</td>
</tr>
<tr>
<td>Harbour and Esquimalt Roads intersection and approaches – substantially complete</td>
<td>November/December 2014</td>
</tr>
<tr>
<td>Re-opening of Harbour Road</td>
<td>February 2015</td>
</tr>
<tr>
<td>BC Hydro relocation project</td>
<td>Commenced February 2015</td>
</tr>
<tr>
<td>Rest pier – completed</td>
<td>February 2015</td>
</tr>
<tr>
<td>Re-commencing of steel/bascule leaf fabrication (China)</td>
<td>March 2015</td>
</tr>
<tr>
<td>East intermediate pier – completed</td>
<td>March 2015</td>
</tr>
<tr>
<td>West abutment pier – completed</td>
<td>March 2015</td>
</tr>
<tr>
<td>Hydro service to bridge</td>
<td>Commenced February/March 2015</td>
</tr>
</tbody>
</table>
## Contract Authorizations

<table>
<thead>
<tr>
<th>Contract Authorization</th>
<th>Start Date</th>
<th>Completion Date</th>
<th>Budget</th>
<th>Material Supplied/ Work Completed by Recipient</th>
</tr>
</thead>
<tbody>
<tr>
<td>419785</td>
<td>2009/12/04</td>
<td>2011/03/31</td>
<td>$234,314.69</td>
<td>Jacques Whitford/Stantec Axys – Permits and Approvals Required</td>
</tr>
<tr>
<td>421346</td>
<td>2009/12/04</td>
<td>2012/11/09</td>
<td>$289,582.59</td>
<td>MMM Group – Owners Representative</td>
</tr>
<tr>
<td>434213</td>
<td>2011/01/18</td>
<td>2012/12/31</td>
<td>$13,490.50</td>
<td>Keay and Associates Architecture – Architectural Services for the Deconstruction of Buildings 5, 6 &amp; 7 at Harbour Road</td>
</tr>
<tr>
<td>435231</td>
<td>2011/04/01</td>
<td>2012/12/31</td>
<td>$301,387.00</td>
<td>Stantec Consulting Ltd – Permits and Approvals</td>
</tr>
<tr>
<td>435763</td>
<td>2011/04/01</td>
<td>2012/02/03</td>
<td>$4,809.74</td>
<td>Stantec Consulting Ltd – JSB Temp Via Train Station</td>
</tr>
<tr>
<td>436868/421346</td>
<td>2011/04/01</td>
<td>2012/12/31</td>
<td>$2,357,071.03</td>
<td>MMM Group Limited – Prime Consultant</td>
</tr>
<tr>
<td>436408/439580/440528/442074</td>
<td>2011/04/28</td>
<td>2011/12/12</td>
<td>$7,328.71</td>
<td>Northwest Environmental Group – Hazardous Materials Risk Assessment</td>
</tr>
<tr>
<td>436408</td>
<td>2011/06/20</td>
<td>2012/02/20</td>
<td>$29,877.86</td>
<td>Advanced Subsea Services – Telus Duct Relocation Construction Management</td>
</tr>
<tr>
<td>437999</td>
<td>2011/06/30</td>
<td>2011/08/22</td>
<td>$1,757.27</td>
<td>Alley Kat Signs and Marketing – Joint Federal Communications – Johnson Street Bridge Replacement Signs</td>
</tr>
<tr>
<td>438207</td>
<td>2011/07/13</td>
<td>2011/11/28</td>
<td>$4,845.84</td>
<td>Don Mann Excavating – Deconstruction of Building #5 &amp; 203 Harbour Road</td>
</tr>
<tr>
<td>439081</td>
<td>2011/08/11</td>
<td>2016/03/31</td>
<td>$35,000.00</td>
<td>Focus Corp – Legal Surveying</td>
</tr>
<tr>
<td>439325</td>
<td>2011/08/19</td>
<td>2011/12/15</td>
<td>$213,966.17</td>
<td>Ralmax Developments – Deconstruction Building #4 &amp; #6 – 203 Harbour Road</td>
</tr>
<tr>
<td>439902</td>
<td>2011/09/14</td>
<td>2016/03/31</td>
<td>$1,299,238.00</td>
<td>AON Reed Stenhouse Inc – Insurance Broker Services for the JSB Project Wrap-up Liability Pollution Liability Builder’s Risk Insurance Single Project Professional Liability Excess Wrap-up General Liability Project Enterprise Risk Assessment Credit</td>
</tr>
<tr>
<td>440525</td>
<td>2011/10/12</td>
<td>2012/11/02</td>
<td>$1,933,250.00</td>
<td>Telus Communications – Telus Cable Crossing Relocation and Connection Work</td>
</tr>
<tr>
<td>441537</td>
<td>2011/11/15</td>
<td>2011/12/30</td>
<td>$3,973.33</td>
<td>Horizon Power – Deconstruction Building #4 &amp; #6 – 203 Harbour Road</td>
</tr>
<tr>
<td>441758</td>
<td>2011/11/24</td>
<td>2012/03/31</td>
<td>$19,345.46</td>
<td>Golder Associates – Archaeological Impact Assessment for the installation of a temporary traffic signal for the duration of the Johnson Street Bridge Project to detour pedestrians from the multi-use trail.</td>
</tr>
<tr>
<td>Contract Authorization</td>
<td>Start Date</td>
<td>Completion Date</td>
<td>Budget</td>
<td>Material Supplied/ Work Completed by Recipient</td>
</tr>
<tr>
<td>------------------------</td>
<td>---------------</td>
<td>----------------</td>
<td>--------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>441890</td>
<td>2011/11/30</td>
<td>2012/04/06</td>
<td>$1,979,172.00</td>
<td>Ruskin Construction – Marine Early Works</td>
</tr>
<tr>
<td>442081</td>
<td>2011/12/08</td>
<td>2016/03/31</td>
<td>$43,850.00</td>
<td>Chew Excavating – Removal of Berm at Harbour Rd &amp; Esquimalt Rd for Telus Duct Work</td>
</tr>
<tr>
<td>443389</td>
<td>2012/02/13</td>
<td>2016/03/31</td>
<td>$38,820.00</td>
<td>MNP LLP – Annual Financial Audits and Compliance Audits for JSB Audit Plan for Johnson St Bridge</td>
</tr>
<tr>
<td>446351</td>
<td>2012/06/18</td>
<td>2016/03/31</td>
<td>$997,150.00</td>
<td>MMM Group Limited – Detailed Design, Design Workshops, Permits, and Procurement for the Johnson St Bridge.</td>
</tr>
<tr>
<td>450225</td>
<td>2012/11/20</td>
<td>2016/03/31</td>
<td>$5,308,700.00</td>
<td>MMM Group Limited – Project Management, Detailed Design, Procurement, Contract Administration, Geotechnical Eng., and Permits &amp; Approvals for the Johnson St Bridge Project.</td>
</tr>
<tr>
<td>450717</td>
<td>2012/12/06</td>
<td>2013/03/31</td>
<td>$2,110.00</td>
<td>Northwest Environmental Group LTD – VIA Train Station Demolition</td>
</tr>
<tr>
<td>452893</td>
<td>2013/02/01</td>
<td>2016/03/31</td>
<td>$63,235,000.00</td>
<td>PCL Constructors West coast Inc. – construct a new, moveable bridge to replace the existing Johnson Street Bridge as well as certain related street and utility works, and demolish the existing Johnson Street Bridge. The construction of the Existing Bridge and the performance of the Related Works is collectively the “JSB Project”.</td>
</tr>
<tr>
<td>442471</td>
<td>2013/04/01</td>
<td>2016/03/31</td>
<td>$5,087.50</td>
<td>Stantec Consulting – Rushforth Bridge Deconstruction Consultation</td>
</tr>
<tr>
<td>456324</td>
<td>2013/08/08</td>
<td>2016/04/01</td>
<td>$5,520.00</td>
<td>BC Hydro – Overhead primary service relocation</td>
</tr>
<tr>
<td>460817</td>
<td>2014/03/13</td>
<td>2016/04/01</td>
<td>$1,500.00</td>
<td>Hemmera – Ground water monitoring</td>
</tr>
<tr>
<td>456337</td>
<td>2013/08/09</td>
<td>2014/12/31</td>
<td>$13,700.00</td>
<td>Horizon Power – Supply and install 45’ pole</td>
</tr>
<tr>
<td>457101</td>
<td>2013/09/01</td>
<td>2013/09/01</td>
<td>$14,850.00</td>
<td>Golder Associates Ltd – Fish habitat monitoring for Telus duct work</td>
</tr>
<tr>
<td>459084/459804</td>
<td>2014/03/27</td>
<td>2016/11/30</td>
<td>$337,426.00</td>
<td>BC Hydro – Plant relocation/electrical services to Johnson Street Bridge</td>
</tr>
<tr>
<td>461467</td>
<td>2014/04/01</td>
<td>2015/04/01</td>
<td>$2,320.00</td>
<td>Minister of Environment – Permit refuse fee – 203 Harbour Rd</td>
</tr>
<tr>
<td>464771</td>
<td>2014/08/11</td>
<td>2016/11/30</td>
<td>$238,310.00</td>
<td>BC Hydro – Infrastructure relocate for Johnson Street Bridge</td>
</tr>
<tr>
<td>468779</td>
<td>2015/01/14</td>
<td>2016/01/14</td>
<td>$7,532.71</td>
<td>Telus – Harbour Rd conduit extension</td>
</tr>
</tbody>
</table>
Environmental Monitoring

Please see Appendix B
Media Releases and Communications Material
Construction Activity to Increase in Coming Months for Johnson Street Bridge

Date: Monday, May 26, 2014

VICTORIA, BC — In the coming weeks, crews will begin realignment of roads on the east and west sides of the Johnson Street Bridge. Road work will occur downtown along Pandora Avenue for three weeks in June and at the intersection of Esquimalt and Harbour Roads from June through September. This advances work originally anticipated for 2015. To avoid delays, drivers are encouraged to use alternate routes.

Victoria West side:
From June through August, crews will create a new four-way intersection at Esquimalt and Harbour Roads. Temporary lane reductions will be in place. Vehicles wishing to access Harbour Road will be rerouted to Tyee Road while work is underway. Cyclist and pedestrian access will be maintained with some detours in place.

In September, a new connection to the existing bridge will open from the new intersection of Harbour and Esquimalt. The new eastern extension of Esquimalt Road will be part of the new road that will eventually connect with the new bridge. The new intersection will include new sidewalks and crosswalks and a new extension of Harbour Road south of Esquimalt, connecting to the Delta Ocean Pointe Resort and future waterfront green space.

Once the intersection of Harbour and Esquimalt Roads is done this fall, all major road work related to the bridge project will be complete on the west side.

Downtown side:
Starting the week of June 2, crews will undertake work to realign the Pandora Avenue approach to the existing Johnson Street Bridge. The work is expected to take approximately three weeks to complete. Once in place, the new alignment will maintain access to the current bridge while making space for crews to work on new roads to the new bridge outside of the traffic flow. Upon completion, no further bridge related road work will occur in the downtown area for the remainder of the summer.

Harbour area:
Over the summer months, the public can expect to see significant progress in the harbour with the construction of the new bridge foundation and piers.

What’s Next and How to Learn More:
This fall, BC Hydro will relocate a hydro duct on the downtown side of the bridge from September through November. Temporary lane closures will be in place while work is underway.

The public is invited to attend a drop-in coffee session Wednesday, May 28 from 8 a.m. to 10 a.m. at Swans Hotel, in the Collard Room, to learn more about the next phase of construction activity. Information will also be available at JohnsonStreetBridge.com

The existing Johnson Street Bridge will continue to remain open throughout construction. Once complete, more than 50 per cent of the new bridge will be dedicated to pedestrians and cyclists. The new bridge will include on-
road bike lanes, a multi-use trail for pedestrians and cyclists, and a dedicated pedestrian pathway in addition to maintaining three lanes for vehicles. Three new public plaza spaces will be created with new landscaping and the addition of more than 30 new trees. The project is expected to be complete by spring of 2016.

For the latest information on the project, visit www.JohnsonStreetBridge.com

— 30 —

*Note to editors: map of construction areas attached.

For More Information:

Katie Hamilton
Director of Communications and Civic Engagement
Office: 250.361.0210 Cellular: 250.217.6343
City Receives External Review of PCL Change Order Request

Date: Thursday, June 5, 2014

VICTORIA, BC — The City of Victoria is reviewing and evaluating the response prepared by MMM Group Ltd., the designer and primary consultant on the Johnson Street Bridge Replacement Project.

The response was submitted to the City as a reply to the request for a change order issued by PCL Constructors Westcoast Inc., the construction company building the new bridge. MMM has recommended rejection of PCL’s change order request.

Both the PCL change order request and MMM’s response are being reviewed and evaluated by City staff and external consultants. A change order is the usual mechanism by which a contractor communicates a change of project scope or cost to the owner for approval. The City is performing its due diligence as the owner to ensure that the interests of City taxpayers are protected. The City will provide further information once the review of the PCL change order and MMM response is complete.

Earlier this year the City received a change order request seeking an increase of $7.9 million and an extension in the timeline for completion. The City has a fixed-price contract of $62.9 million with a $2.815 million construction contingency.

— 30 —

For More Information:
Katie Hamilton
Director of Communications and Civic Engagement
Office: 250.361.0210 Cellular: 250.217.8343
City, MMM, and PCL Committed to Work Together to Deliver New Bridge

Date: Tuesday, September 30, 2014

VICTORIA, BC- Yesterday, officials from City of Victoria, PCL Construction, and MMM Group, met at City Hall to outline continued steps forward and partnership expectations to successfully deliver the new bridge.

As a result of yesterday’s meeting, the three project partners have agreed to expedite mediation to work through requested changes to the contract. Tim Stanley, Executive Vice-President of MMM Group, the design consultants, and Luis Ventola, Chief Operating Officer of Civil Infrastructure Group and Tom Beck, Vice President, Major Projects and Civil Initiatives, both from PCL Construction, met with Mayor Dean Fortin and City Manager Jason Johnson.

In terms of steel fabrication, MMM and PCL have had engineers in China over the past two weeks and have worked at length with quality assurance representatives recently added to the project. The steel fabricator, ZTSS Bridge has taken steps to provide greater project oversight and has indicated that they will voluntarily be redoing steel fabrication for certain components of the bridge. Further work is still underway to assess other aspects of steel fabrication to ensure it meets the highest quality and outlined safety specifications.

On-site construction continues in Victoria. Next week, road traffic will be shifted from the current road alignment to the new roads constructed north of the current bridge. The change in traffic will occur next Monday, October 6, between 2 a.m. and 6 a.m., prior to the morning commute.

The existing Johnson Street Bridge will continue to remain open throughout construction.

Once complete, more than 50 per cent of the new bridge will be dedicated to pedestrians and cyclists. The new bridge will include on-road bike lanes, a multi-use trail for pedestrians and cyclists, and a dedicated pedestrian pathway in addition to maintaining three lanes for vehicles. Three new plaza areas for the public to sit and view the harbour and a new waterfront park are also planned enhancements to the area as a result of the bridge project.

For more information, visit www.JohnsonStreetBridge.com

For More Information:
Katie Hamilton
Director, Citizen Engagement and Strategic Planning
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T 250.361.0210  C 250.217.8343
New Road Set to Open Next Wednesday on West Side of Johnson Street Bridge

Date: Friday, October 3, 2014

VICTORIA, BC — Next week, a new road to the Johnson Street Bridge will open from the intersection of Esquimalt and Harbour Roads. Originally anticipated to open on Monday, the new road is now expected to open on Wednesday, October 8, before the morning rush.

Opening the roadway now will create more usable space for the contractor during construction and will minimize future impacts to motorists. The new road will eventually connect with the new bridge.

The new approach to the bridge includes a temporary sidewalk and an extension of the cycling lanes on Esquimalt Road. The road remains single lane traffic in both directions and the area is an active construction zone with a posted speed limit of 30 km.

The E&N Trail connection at Kimla Road will remain open to pedestrians and cyclists with the existing pathway to the south side of the bridge maintained. Harbour Road will remain closed to vehicles at Esquimalt Road as work continues at the intersection until mid-November. Pedestrian and cycling access will be maintained on Harbour Road.

In mid-November, a new two-way extension of Harbour Road south of Esquimalt Road will open, providing access to the Delta Ocean Pointe Resort and future waterfront green space. In 2016, public land on the south side of the bridge will be consolidated to create more than two acres of waterfront park space.

The new intersection will be complete by November and will include new traffic signals and improved accessibility for pedestrians with crosswalks along all four sides of the intersection. The existing Johnson Street Bridge will continue to remain open throughout construction.

Once complete, more than 50 per cent of the new bridge will be dedicated to pedestrians and cyclists. The new bridge will include on-road bike lanes, a multi-use trail for pedestrians and cyclists, and a dedicated pedestrian pathway in addition to maintaining three lanes for vehicles. Three new plaza areas for the public to sit and view the harbour and a new waterfront park are also planned enhancements to the area as a result of the bridge project.

For the latest information on the project, visit www.JohnsonStreetBridge.com

*Note to editors: map of road changes attached.*

For More Information:

Katie Hamilton
Director, Citizen Engagement and Strategic Planning
Office: 250.361.0210 Cellular: 250.217.8343
Media Release

CITY OF VICTORIA

New Traffic Signals in Operation on West Side of Johnson Street Bridge Monday

Date: Friday, November 14, 2014
For Immediate Release

VICTORIA, BC — Beginning Monday morning, new traffic signals will be in place at the intersection of Esquimalt and Harbour Roads.

Changes include new traffic lights at the new four-way intersection and new pedestrian crossings. Cyclists on Harbour Road will be able to activate the lights by positioning their bikes over a new bike detector (bike loop) at the intersection. New pavement markings will be in place to guide cyclists into position to activate the bike loop. New crosswalks and accessible sidewalks are also being added as well as a new extension of Harbour Road, connecting to the Delta Ocean Pointe Resort and future waterfront green space.

The existing Harbour Road, north of Esquimalt Road, will remain closed to vehicles as construction continues on the west side of the bridge. Cyclist and pedestrian access remains open.

A new posted speed limit of 20km/h is in place as the area remains a construction zone. Drivers can expect minor delays as the timing of traffic signals are adjusted to reflect new traffic patterns. Some sidewalk construction will continue over the coming weeks, so pedestrians should refer to signage advising of any detours.

The next phase of noticeable work will be seen on the downtown side, as the construction of the bascule pier and relocation of hydro utilities gets underway in January. The bascule pier is the part of the bridge that contains the mechanical and electrical systems that open and close the bridge for marine traffic.

Once complete, more than 50 per cent of the new bridge will be dedicated to pedestrians and cyclists. The new bridge will include on-road bike lanes, a multi-use trail for pedestrians and cyclists, and a dedicated pedestrian pathway in addition to maintaining three lanes for vehicles. Three new plaza areas for the public to sit and view the harbour and a new waterfront park are also planned enhancements to the area as a result of the new bridge.

For the latest information on the project, visit www.JohnsonStreetBridge.com

— 30 —

*note to editors: visual of new intersection attached.

For More Information:
Katie Hamilton
Director, Citizen Engagement and Strategic Planning
Office: 250.361.0210 Cellular: 250.217.8343
Media Release

City of Victoria

Massive Johnson Street Bridge Concrete Pour This Friday

Date: Tuesday, February 10, 2015

VICTORIA, BC — The largest single concrete pour in recent Victoria history will start at 6 a.m. Friday morning and take place over a 24 hour period at the new Johnson Street Bridge site. This massive concrete pour will involve approximately 1100 cubic meters of concrete arriving in 120 concrete truck loads and will form the foundation of the new bascule pier.

Some lane and street closures will be required, but access in both directions across the bridge will be maintained and coordinated by flaggers during the course of the concrete pour.

The road and lane closures include the following:

- A lane from the Harbour and Esquimalt Road intersection will be closed as concrete trucks will travel the opposite direction up the curb side lane and onto the bridge lane closest to the new bridge site
- The bridge lane closest to the construction site will be closed to allow concrete trucks access to the pour site
- Pandora and Johnson Streets will remain open, however bridge access from Pandora will be closed and will serve as a staging area for work crews. Drivers westbound to Esquimalt will be required to use Yates Street to access the Johnson Street Bridge.
- Trucks will exit the construction area with the guidance of flaggers along Store Street
- Flaggers will also be at the intersection of Bay Street and Tyee Road to allow concrete trucks to make left-hand turns from Bay onto Tyee

Traffic information boards and signage will be placed throughout the affected area to reroute drivers and cyclists as needed, however, these road and lane closures will result in traffic congestion and delays, so drivers and cyclists are encouraged to use alternate routes if possible. Large trucks that normally would travel down Pandora Street and across the bridge should also watch for specific detours, as larger vehicles will be rerouted down Yates Street to access the bridge. During the concrete pour, the bridge must also remain in the down position, restricting some marine traffic. Light and noise around the bridge construction site should also be expected during the 24 hour period.

A concrete pour this complex requires specialized techniques, equipment and management. For instance, 120 round-trips from the concrete plant to the bridge site requires a high-level of coordination between construction crews, concrete truck drivers and traffic control personnel. In order to ensure the massive amounts of concrete remains at a suitable temperature, specialized cooling hoses coiled throughout the concrete – much the same way a radiator controls the temperature of an engine – will control the rate of cooling and ensure the concrete cures properly.

Because certain conditions are needed for a successful concrete pour and the project was weather dependent, the decision to pour this Friday was made today. The pour has been scheduled to take place on a Friday as traffic volumes are lower and impacts to commuters can be minimized.
In 2015, the public can expect to see the majority of bridge construction work move to the downtown side of the project. Significant electrical infrastructure work to bring in a power supply to the new bridge will take place over the coming months that will result in some minor changes to traffic patterns.

Once complete, more than 50 per cent of the new bridge will be dedicated to pedestrians and cyclists. The new bridge will include on-road bike lanes, a multi-use trail for pedestrians and cyclists, and a dedicated pedestrian pathway in addition to maintaining three lanes for vehicles. Three new plaza areas for the public to sit and view the harbour and a new waterfront park are also planned enhancements to the area as a result of the bridge project.

The existing Johnson Street Bridge will continue to remain open throughout construction.

For the latest information on the project, visit [www.JohnsonStreetBridge.com](http://www.JohnsonStreetBridge.com)

— 30 —

For More Information:
Katie Hamilton
Director, Citizen Engagement and Strategic Planning
Office: 250.361.0210 Cellular: 250.217.8343
Media Release

HARBOUR ROAD REOPENS AT ESQUIMALT ROAD

Date: Tuesday, February 24, 2015

VICTORIA, BC — Drivers, cyclists, and pedestrians are advised that Harbour Road has been reopened to vehicle traffic, marking the completion of the Esquimalt and Harbour Road intersection.

Harbour Road was closed to vehicles for the past several months as construction was mainly taking place on the west side of the bridge. Cyclist and pedestrian access remained open during that time, but with construction activities moving towards the downtown side of the bridge, Harbour Road has been reopened. Harbour Road was needed as a staging and storage area for construction materials and served as the main access road for the 120 concrete trucks needed for the February 13th bascule pier concrete pour.

During that time, Harbour Road was the staging area for construction activities that included:

- The newly repaved E&N trail and sidewalks that now allow pedestrians to avoid walking along Esquimalt Road in the bike lane, helping improve both cyclists and pedestrian safety
- The addition of new traffic lights at the four-way intersection, new crosswalks and accessible sidewalks
- Creating an extension of Harbour Road that has improved vehicle access for hotel guests and will eventually serve as entry to the future waterfront green space
- Construction of the new roadway that will eventually connect with the new bridge

The area remains a construction zone and drivers should watch for construction signs and posted speed limits. Cyclist and pedestrian access will continue to be maintained throughout the area. Drivers can expect minor delays as the timing of traffic signals are adjusted to reflect new traffic patterns.

Once complete, more than 50 per cent of the new bridge will be dedicated to pedestrians and cyclists. The new bridge will include on-road bike lanes, a multi-use trail for pedestrians and cyclists, and a dedicated pedestrian pathway in addition to maintaining three lanes for vehicles. Three new plaza areas for the public to sit and view the harbour and a new waterfront park are also planned enhancements to the area as a result of the bridge project.

The existing Johnson Street Bridge will continue to remain open throughout construction. For the latest information on the project, visit www.JohnsonStreetBridge.com

— 30 —

For More Information:

Katie Hamilton
Director, Citizen Engagement and Strategic Planning
Office: 250.361.0210 Cellular: 250.217.8343
Media Release

City of Victoria

Significant Electrical Work on the Downtown Side of the Johnson Street Bridge

Date: Wednesday March 18, 2015

VICTORIA, BC — This week, crews have started work on the downtown side of the bridge to install electrical infrastructure that will supply power to the new Johnson Street Bridge. The work is expected to last until the end of May and will result in some changes to traffic patterns.

Work will take place along the west side of Wharf Street, near Yates Street and move north, crossing over Johnson Street and Pandora Avenue and eventually ending near the current bridge construction site and the Janion building. Some lane closures will be required and access in both directions across the bridge will be maintained for the duration of the work. Lane closures that will result in any one-way alternating traffic will occur during non-peak traffic hours. Work will be coordinated to ensure as many lanes are open as possible during the morning and afternoon commutes.

Signage will be placed throughout the affected area; however, these lane closures could result in some traffic congestion and delays on occasion, so the public is encouraged to use alternate routes if possible. A temporary pedestrian crossing at the corner of Wharf Street and Johnson Street will ensure that people walking across the Johnson Street Bridge will have continued access to downtown.

During some phases of construction, the right-hand turn lane from Johnson Street to Wharf Street will be closed to large vehicles and will result in some busses being rerouted up Johnson Street and back down Yates Street, so transit riders should check their bus stops for information about any changes to bus routes that cross the bridge. Some large trucks may also need to travel the Johnson Street to Yates Street route due to decreased space to make a right-hand turn, so truck drivers should watch for signage to direct them through any detours.

Over the coming months, the public can also expect to see continued progress in the harbour with the ongoing construction of the new bridge foundation and piers. The existing Johnson Street Bridge will continue to remain open throughout construction.

For the latest information on the project, visit www.JohnsonStreetBridge.com

For More Information:
Katie Hamilton
Director, Citizen Engagement and Strategic Planning
Office: 250.361.0210 Cellular: 250.217.8343
MEDIA ADVISORY

Johnson Street Bridge Technical Briefing

Date: Tuesday, April 7, 2015
For Immediate Release

VICTORIA, BC - Media are invited to attend a technical briefing by City staff for an update on the Johnson Street Bridge Replacement Project.

The briefing will outline the steps in steel fabrication, the new project schedule and budget (as presented to Council last week), an overview of the bridge’s seismic design and the technical aspects of building the new bridge.

Project director Jonathan Huggett, P.Eng and City of Victoria Director Of Engineering Dwayne Kalynchuk, P.Eng will provide a technical briefing and then be available to answer questions.

MEDIA OPPORTUNITY:

What: Johnson Street Bridge technical briefing
When: Wednesday, April 8 at 12:30 p.m. 1:15 p.m.
Where: Songhees Nation Room, second floor, City Hall

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For More Information:
Katie Hamilton
Director of Citizen Engagement and Strategic Planning
Office: 250.361.0210
Cellular: 250.217.8343
Construction Activity to Increase in Coming Weeks

In the coming weeks, crews will begin realignment of roads on the east and west sides of the Johnson Street Bridge. Road work will occur downtown along Pandora Avenue for three weeks in June and at the intersection of Esquimalt and Harbour Roads from June through September. This advances work originally anticipated for 2015.

To avoid delays, drivers are encouraged to use alternate routes. Visit the project website for more detailed information about the upcoming work.

Information Session Wednesday May 28

Join us for coffee and learn more about upcoming construction activity and impacts.

Wednesday, May 28
8 a.m. to 10 a.m.
Swans Hotel, Collard Room
506 Pandora Avenue (enter from Store Street)

Information is also available at JohnsonStreetBridge.com.

For more information email JohnsonStreetBridge@victoria.ca or call 250.361.0545

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**New Intersection at Harbour and Esquimalt Roads**

From June through August, crews will create a new four-way intersection at Esquimalt and Harbour Roads. Temporary lane reductions will be in place while work is underway. Vehicles wishing to access Harbour Road will be rerouted to Tyee Road while work is underway.

Cyclist and pedestrian access will be maintained with some detours in place.

In September, a new connection to the existing bridge will open from the new intersection of Harbour and Esquimalt. The new eastern extension of Esquimalt Road will be part of the new road that will eventually connect with the new bridge. The new intersection will include new sidewalks and crosswalks and a new extension of Harbour Road south of Esquimalt, connecting to the Delta Ocean Pointe Resort and future waterfront green space.

Once the intersection of Harbour and Esquimalt Roads is done this fall, all major road work related to the bridge project will be complete on the west side.

Visit the project website for more detailed information and visuals of the upcoming work.

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**Pandora Avenue Realignment Work Underway in June**

Starting the week of June 2, crews will undertake work to realign the Pandora Avenue approach to the existing Johnson Street Bridge.

The work is expected to take approximately three weeks to complete. Once in place, the new alignment will maintain access to the current bridge while making space for crews to work on new roads to the new bridge outside of the traffic flow.
Upon completion, no further bridge related road work will occur in the downtown area for the remainder of the summer.

Visit the project website for more detailed information and visuals of the upcoming work.

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New Banners Installed Around Construction site

If you’ve been through the area in the past few days you’ll notice that new construction banners have been installed around the construction site on the west side of the bridge. The banners include drawings of the new bridge. More banners will be added to the downtown side in the coming weeks.

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Bridge Open During Construction

The existing Johnson Street Bridge will remain open to pedestrians, cyclists, vehicles, and marine traffic throughout construction. Crews will build the new bridge just to the north of the existing bridge, allowing it to stay open until the bridge is complete and open to traffic.

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Stay Connected

For the latest news on the Johnson Street Bridge Replacement Project, visit www.JohnsonStreetBridge.com.

Visit the FAQ page for answers to common questions. If you can't find the answer you are looking for, please contact us at JohnsonStreetBridge@victoria.ca

To receive regular updates by email, sign up online or contact JohnsonStreetBridge@victoria.ca

Unsubscribe instantly | Forward to a friend
ENews on the Johnson Street Bridge Replacement Project

August 2014

The Bridge Update

Temporary Detour on Harbour Road

Vehicle access to Harbour Road is closed at Esquimalt Road to facilitate construction of the new four-way intersection.

Access for cyclists and pedestrians will continue to be maintained on Harbour Road, however cyclists heading southbound from the Galloping Goose trail are encouraged to use Tyee Road to Esquimalt Road as they will be required to dismount for a short section if they continue south on Harbour Road.

Vehicle access to Harbour Road will be maintained at Tyee Road.

The closure will remain in place until mid-September as crews complete the reconfiguration and paving for the new intersection.

The bridge will continue to remain open during construction.

Bridge Construction Photos
Photos of construction of the new bridge foundation have been added to the project website.

Check out photos of work underway for the new bridge bascule pier and rest pier, and work underway for the new intersection at Harbour and Esquimalt Roads.

There is also a photo of the area that will eventually be turned into more than two acres of public park space. VIEW PHOTOS

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**Bridge Open During Construction**

The existing Johnson Street Bridge will remain open to pedestrians, cyclists, vehicles, and marine traffic throughout construction.

Crews will build the new bridge just to the north of the existing bridge, allowing it to stay open until the bridge is complete and open to traffic.

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**Update on PCL Change Order Request**

Earlier this year the City received a change order request from PCL Constructors Westcoast seeking an increase of $7.9 million from their current contract of $62.9 million. PCL's request also seeks a five and a half month extension to the project timeline.

The City is working with an independent evaluator (Turnbull Construction Services Ltd) to review and evaluate the change order. The evaluation is following well established procedures for change order evaluations and is expected to take several months to complete.

Once the City has completed its evaluation, further discussions and negotiations with PCL will follow. The process is expected to take some time to complete and there is no firm timeline for final resolution of this issue. Any agreement will be subject to Council approval. READ MORE

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**Stay Connected**

For the latest news on the Johnson Street Bridge Replacement Project, visit JohnsonStreetBridge.com.

Visit the FAQ page for answers to common questions. If you can't find the answer you are looking for, please contact us at JohnsonStreetBridge@victoria.ca.

To receive regular updates by email, sign up at JohnsonStreetBridge.com.
Privacy Commitment

As part of the City’s ongoing commitment to privacy, the Johnson Street Bridge eNews was reviewed for compliance with the Freedom of Information and Protection of Privacy Act (FIPPA).

Under FIPPA, individuals must be informed if their personal information (in this case, name and email address) will be stored outside Canada. The Johnson Street Bridge eNews service is managed by Campaign Monitor which is a company based in Sydney, Australia. Campaign Monitor uses Rackspace to store your name and email address in the United States.

Information about Campaign Monitor’s data security can be found here. Information about Rackspace can be found here.

Your name and email address are used for the sole purpose of sending you Johnson Street Bridge updates. Both are collected under the legislated authority of section 26(c) of the FIPPA. If you wish to obtain further information please contact the Information Access and Privacy Analyst at rgordon@victoria.ca or 250.361.0347.

You may unsubscribe at any time using the link below.
ENews on the Johnson Street Bridge Replacement Project

OCTOBER 2014

The Bridge Update

New Road Opens Wednesday

On Wednesday morning, a new road to the existing bridge will open from the intersection of Esquimalt and Harbour Roads.

Opening the new road now will minimize future impacts to motorists and create more usable space for the contractor during construction. The new roadway will eventually connect with the new bridge.

The new access to the bridge includes a temporary sidewalk and an extension of the cycling lanes on Esquimalt Road. The road remains single lane traffic in both directions and the area is an active construction zone with a posted speed limit of 30 km.

View Map of New Road

Crews Lower 1,000 Tonne Bascule Pier Box into Harbour

In September crews lowered a 1,000 tonne bascule pier box into the harbour. The temporary underwater structure will allow the
new bascule pier to be constructed in the harbour under dry conditions. It took 37 hours over four days to slowly lower the structure into five metres of water.

The bascule pier is the part of the bridge that will contain the mechanical and electrical systems that move the bridge open and close for marine traffic. WATCH TIME-LAPSE VIDEO

Bridge Construction Photos

Check out some of the latest photos of work underway on the construction site including construction for the new bascule pier and the new road set to open on the west side of the bridge.

VIEW PHOTO GALLERY

Photo Gallery – Building a Bridge: Then and Now

We’ve added a new photo gallery to the website that shows construction of the existing bridge 90 years ago compared to work currently underway for the new bridge. VIEW PHOTO GALLERY

City, MMM, and PCL Committed to Work Together to Deliver New Bridge

In September, officials from the City of Victoria, PCL Construction, and MMM Group, met at City Hall to outline continued steps forward and partnership expectations to successfully deliver the new bridge.

As a result of the meeting, the three project partners have agreed to expedited mediation to work through requested changes to the contract. Tim Stanley, Executive Vice-President of MMM Group, the design consultants, and Luis Ventoza, Chief Operating Officer of Civil Infrastructure Group and Tom Beck, Vice President, Major Projects and Civil Initiatives, both from PCL Construction, met with Mayor Dean Fortin and City Manager Jason Johnson. READ MORE

Council Reports and Other Useful Resources Online

Council reports as well as technical documents and information about what the new bridge will look like are all available on the project website JohnsonStreetBridge.com.
The Bridge Update

Bridge Work Shifts to Downtown

Significant progress has occurred on site over the past few months. Improvements to the road network on the west side of the bridge include the realignment of the Esquimalt Road approach, new traffic lights, a southern extension of Harbour Road and work on the area that will eventually be a new public park adjacent to the Delta Ocean Pointe Hotel.

In the coming months, much of the construction work will shift to the downtown side of the bridge. As the specifics of each construction phase are determined, we will keep you informed of any possible impacts.

Massive Concrete Pour In February

One of the largest single day construction events of the bridge project is scheduled to occur in early February. A concrete pour for the new bascule pier’s is tentatively scheduled for Friday,
February 6 and will take place over a 24 hour period. This massive single concrete pour is the biggest in recent Victoria history and will involve approximately 1100 cubic meters of concrete that will arrive in 120 concrete truck loads.

The pour is weather dependent and may be rescheduled to the following Friday if necessary. The pour has been scheduled to take place on a Friday as traffic volumes are lower and impacts to commuters can be minimized. Light and noise around the bridge construction site should also be expected during the 24 hour period.

In order to coordinate 120 concrete trucks, lane and street closures will be necessary. Timing will be refined the week of (Tuesday) and the public will be informed as soon as the pour is confirmed. The bridge must also remain in the down position, restricting some marine traffic.

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**New Traffic Signals on West Side of Bridge**

New traffic signals are now in place at the intersection of Esquimalt and Harbour Roads.

Changes include new traffic lights at the new four-way intersection and new pedestrian crossings. Cyclists on Harbour Road can now activate the lights by positioning their bikes over a new bike detector (bike loop) at the intersection.

Pavement markings are now in place and will help guide cyclists into position to activate the bike loop. New crosswalks and accessible sidewalks have also been added.

---

**New Pedestrian and Vehicle Access At Esquimalt and Harbour Road Intersection**

Drivers, cyclists, and pedestrians now have access to the newly completed extension of Harbour Road, creating access to the Delta Ocean Pointe Hotel and future green space at the intersection of Esquimalt and Harbour Roads.

The newly repaved E&N trail and sidewalks allow pedestrians to avoid walking along Esquimalt Road in the bike lane, helping improve both cyclists and pedestrian safety.
The bike lane along Esquimalt Road is now dedicated to cyclists as pedestrians now follow the new Harbour Road sidewalk and E&N trail to the bridge. Watch for new signs now in place directing pedestrians and cyclists through the area.

Once complete, more than 50 per cent of the new bridge will be dedicated to pedestrians and cyclists. The new bridge will include on-road bike lanes, a multi-use trail for pedestrians and cyclists, and a dedicated pedestrian pathway in addition to maintaining three lanes for vehicles.

Ongoing and Upcoming Construction

BC Hydro Electrical Work
In February, BC Hydro will begin necessary upgrades to the City’s electrical network in order to serve the new bridge and surrounding area. This work will occur on the east side of the bridge and last 6-8 weeks with some traffic pattern changes. The City continues to work with the contractor to ensure traffic pattern changes have minimal impacts on the public.

Harbour Road Opening in February
It is expected that Harbour Road will reopen at Esquimalt Road in February. The road was closed in order to help stage construction materials for the ongoing work on the west side of the bridge. With construction activities shifting to the east (downtown) side of the bridge Harbour Road will once again be fully accessible.

Harbour Work – Marine Fender Construction
Work to build new fenders in the harbour is scheduled to begin soon. Fenders are large bumpers that protect the bridge and ensure the bridge structure itself won’t be damaged if any marine traffic is pushed off course by wind or tides.

The work includes above and below water welding, which will result in minimal noise from generators and lights. Due to varying tide levels, some work will occur at night.

Steel Fabrication and Mediation Update
Regular quality inspections were routinely conducted by the fabricator and the contractor’s quality control consultant on the steel fabrication in China to ensure that the bridge is built to the highest standard of the design. An inspection in July found that some aspects of the steel fabrication had not been undertaken in accordance with the design specifications and resulted in steel production being halted.
The project team, including the City's contractor PCL and consultant MMM are working to restart fabrication and a meeting is scheduled at the plant in China in February to finalize procedures and resume fabrication.

The City, PCL and MMM are now in a mediation process to resolve disputes related to the construction contract. All parties are bound to confidentiality of the mediation process; however, any settlement is subject to City Council approval.

The Johnson Street Bridge Quarterly Update was presented to Council last week and staff are expected to report back to Council in February with further updates.
PURPOSE:
The purpose of the communication plan is to support the Johnson Street Bridge Replacement Project through to completion and opening celebration.

PROJECT BACKGROUND:
Construction is well underway to replace Victoria’s Johnson Street Bridge, an important transportation connection that connects the neighbourhood of Victoria West and several of Greater Victoria’s regional municipalities with the heart of downtown Victoria.

Built to a lifeline seismic standard, the new bridge will serve the community for the next 100 years. It will provide improved safety and accessibility for more than 30,000 people that cross the bridge each day, including more than 3,000 cyclists and 4,000 pedestrians.

More than 50 per cent of the new bridge will accommodate pedestrians and cyclists. In addition to maintaining three lanes for vehicles, the new bridge will include on-road bike lanes, a multi-use trail for pedestrians and cyclists, and a dedicated pedestrian pathway.

The new bridge will help improve connectivity for people who cycle and walk by creating a new downtown trailhead for the Galloping Goose, Lochside, and E&N regional trails. Cycling and pedestrian connectivity will also be enhanced at Esquimalt and Harbour Roads with the inclusion of a multi-use overpass connecting the Galloping Goose and E&N trails together.

The future David Foster Way will link with the bridge’s new pedestrian walkway, passing underneath the bridge and through the bridge wheel. This new connection will improve pedestrian and cycling connectivity between the Victoria West Westsong Walkway, the north end of downtown, and the Inner Harbour.

The bridge will also feature new and improved public plazas on the east and west sides of the bridge. The new north east plaza will create a new trailhead for the Galloping Goose, Lochside, and E&N Regional Trails. The south east plaza will connect with the pedestrian pathway over the bridge and future David Foster Way. The west plaza will be built on top of the existing bridge’s pier and provide for improved opportunities to sit and enjoy views of the harbour. It will connect with pedestrian pathways to and from the bridge and a future waterfront green space.

The new park on the west side is an additional planned enhancement to the area as a result of the bridge project.

Once complete, the new bridge will be one of the largest single-leaf lift bridges in North America, creating a new iconic structure and destination within Victoria’s Inner Harbour.

The new bridge will improve the existing navigation channel, bringing it to modern standards for continued support of the marine industry and recreational and commercial vessels accessing the Upper Harbour.

The replacement of the Johnson Street Bridge is the largest infrastructure project ever undertaken by the City of Victoria. It has required significant planning and preparation to manage risks, timeline, and budget.

Risks that remain for the project include the condition of the existing bridge, geotechnical and soil conditions, archaeological remains, and schedule and costs issues related to delays in steel fabrication.

June 18, 2015
PCL Constructors Westcoast was awarded a fixed-price contract to build the bridge. The bridge was designed by MMM Group who act as the City's engineer of record and provide project management support for the project.

The overall budget for the replacement of the Johnson Street Bridge is $94.3 million. Additional costs include project management and engineering design services, insurance, permitting, legal services, and administrative and communications support. The Government of Canada is providing up to $37.5 million in funding towards the project, including $21 million from the Building Canada Fund and $16.5 million through Canada’s Gas Tax Fund. The Government of Canada has also provided a $10.2 million low-cost infrastructure loan through the Canada Mortgage and Housing Corporation’s Municipal Infrastructure Lending Program. The remaining bridge replacement costs are funded by the City of Victoria through reallocated capital budgets and electoral-approved borrowing.

The new bridge is expected to open in 2017. It will be the fourth bridge crossing built at its location.

COMMUNICATIONS PLAN INTRODUCTION:
A high level of public interest has followed the bridge replacement project and is expected to continue through to project completion. Support for this will require a great deal of information sharing through the project website and social media in addition to frequent updates to stakeholders. Many stakeholders (engineering students, locals schools, other municipalities, etc) will also be interested in opportunities to learn from a local project.

The building of an iconic bridge in a downtown urban setting will be interesting to witness. In addition to bridge construction, related and nearby projects including the relocation of utilities on the east and west sides of the bridge and adjacent developments of the Janion and proposed Northern Junk are expected to follow similar timelines. These construction projects may compound impacts for stakeholders. Development of new public plazas on both sides of the bridge and a new waterfront public green space in Victoria West will also be of interest to many of same stakeholder groups.

It is strongly recommended that communication and consultation efforts related to all these projects be coordinated to streamline information, minimize confusion and mitigate impacts to affected stakeholders.

COMMUNICATIONS OBJECTIVES:

1. Ensure Council and staff remain informed on project progress and challenges.
2. Facilitate the coordination of information on City initiatives related to the bridge project to streamline information and avoid duplication or confusion.
3. Keep all stakeholders informed through timely and meaningful information updates about the bridge and related initiatives.
4. Continue to articulate benefits of the project, such as improved safety, accessibility, and increased support for pedestrians, mobility aids, and cycling amenities.
5. Generate excitement about the new bridge.
6. Communicate opportunities for the public to learn about construction, the history of the crossing, and participate in the opening celebration.

June 18, 2015
STAKEHOLDER/AUDIENCE(S):

- Victoria residents and property owners
- City of Victoria Staff
- City of Victoria Council
- Citizens who work or live near the bridge
- People who commute using the bridge
- Businesses
- Developers
- Harbour Users
- Transportation groups
- BC Transit
- Emergency Services
- Accessibility Groups
- Heritage Groups
- First Nations
- Consultants / Contractors
- Funding partners
- Permitting Agencies
- Neighbouring municipalities / other levels of government
- Engineering / Construction Industry
- Media

KEY MESSAGES:

New Bridge Amenities

- The new bridge will be built to serve the community for the next 100 years. It will provide improved safety and accessibility for cyclists, pedestrians, and those who use mobility aids.

- More than 50 per cent of the new bridge will accommodate people who walk and cycle. In addition to maintaining three lanes for vehicles, the new bridge will include on-road bike lanes, a multi-use trail for pedestrians and cyclists, and a dedicated pedestrian pathway.

- The project includes widened sidewalks and new marked crossings at intersections on both sides of the bridge with connections to adjacent pathways, including the future David Foster Way.

- The bridge will feature new and improved plaza areas for the public to view the harbour.

- New plaza spaces and a new park are planned enhancements to the area as a result of the bridge project.

- Once complete, the new bridge will be one of the largest single-leaf lift bridges in North America - and in the world, creating a new iconic structure and destination within Victoria’s Inner Harbour for the next 100 years.

- The new bridge will be built to a lifeline seismic standard, which means it would be able to withstand an 8.5 magnitude earthquake. In the event of a significant earthquake, it means it will continue to serve as a lifeline transportation route for emergency vehicles (fire, police, and ambulance) and city services such as utilities, road crews, and public transit.

Sustainable Transportation

- The new bridge will provide improved accessibility for people who walk and cycle, and those who use mobility aids.

- More than 50 per cent of the new bridge will accommodate pedestrians and cyclists. In addition to maintaining three lanes for vehicles, the new bridge will include on-road bike lanes, a multi-use trail for pedestrians and cyclists, and a dedicated pedestrian pathway.

June 18, 2015
The project includes widened sidewalks and new marked crossings at intersections on both sides of the bridge with connections to adjacent pathways, including the future David Foster Way. The new bridge also creates a new downtown trailhead for the region's Galloping Goose, Lochside, and E&N trails. These enhancements will greatly improve regional connectivity for pedestrians and cyclists.

**Improved Safety and Accessibility**

- The new bridge will be built to a lifeline seismic standard, which means it would be able to withstand an 8.5 magnitude earthquake. In the event of a significant earthquake, it means it will continue to serve as a lifeline transportation route for emergency vehicles (fire, police, ambulance) and city services such as utilities, road crews, and public transit.
- The new bridge will provide improved safety and accessibility for bikes, strollers, walkers, scooters, and wheelchairs with more than 50 per cent of the new bridge devoted to pedestrians and cyclists.
- The project includes widened sidewalks and new marked crossings at intersections on both sides of the bridge with connections to adjacent pathways, including the future David Foster Way.

**History of Bridge Crossing**

- The new bridge will be the fourth bridge crossing between downtown Victoria and Victoria West.
- Previous bridges include:
  1. The Victoria Bridge – a low-level wagon bridge built in 1854. It was dismantled and replaced with a ferry service in 1862 to provide marine access to the upper harbour.
  2. A swing bridge – a hand-operated bridge built in 1888 to provide the E&N Railway with access to downtown Victoria. Prime Minister Sir John A. Macdonald drove the last spike, marking the formal completion of the transcontinental railway. It supported pedestrians and trains but not street cars or vehicles.
  3. Today’s Johnson Street Bridge opened on January 11, 1924. It was built based on the need to separate trains from pedestrians, support vehicles, greater freight capacity, and provide easier navigation for marine traffic between the Inner Harbour and the Gorge, and to improve access between Victoria and industrial lands on the west side of the harbour. At the time, many people saw its construction as an essential part of Victoria's aspirations for economic and industrial development.
  4. The bridge project will be complete in 2017 and be built to serve the community for the next 100 years. It will provide improved access for cyclists, pedestrians, and those who use mobility aids with more than 50 per cent of the new bridge supporting pedestrians and cyclists.

**Construction and Project Management**

- In order to undertake a project of this magnitude and complexity, MMM Group was hired to provide the engineering services for design and to project manage construction of the bridge. MMM Group is a large Canadian engineering firm with experience and expertise in moveable bridges.
- PCL Constructors Westcoast is the contractor building the new bridge. PCL has built several bridges across North America including the Alex Fraser Bridge in Vancouver. PCL has relocated several staff to Victoria to oversee construction of the new bridge.
- PCL is responsible for hiring all trades, subcontractors, and suppliers to build the new Johnson Street Bridge.

**Economic Development and Jobs**

- PCL has recruited locally for trades and subcontractors. Several Vancouver Island-based businesses have been awarded contracts related to construction of the new bridge, creating and supporting hundreds of local jobs. Some of the local contractors working on the bridge project include:
  - Butler Brothers Supplies Ltd (Victoria)

June 18, 2015
The firm selected by PCL for fabricating the bascule leaf is ZTSS Bridge located northwest of Shanghai in China.

The Urban Development Institute believes the new bridge will encourage and strengthen development opportunities estimated to be in excess of half a billion dollars in Victoria West and downtown Victoria.

In addition to several developments underway in the downtown area, two longstanding vacant properties, the Janion and Northern Junk buildings, are both being redeveloped immediately adjacent to the bridge site. The Union building, a new residential and commercial development, was recently completed in Chinatown, adding further revitalization to the area. The Delta Ocean Pointe Hotel also recently completed significant upgrades to their property just west of the bridge.

Project History

In 2009, an assessment of the Johnson Street Bridge identified many issues common to other bridges built in the 1920s: extensive corrosion to steel structural beams, and obsolete mechanical and electrical systems. The assessment also noted significant seismic vulnerability. It was determined that a substantial investment in the bridge would be required to avoid further deterioration, increasing operational costs, and possible closure.

Council considered many factors important to the community when determining the bridge’s future. These included safety concerns of the current bridge, heritage values, traffic and business disruptions, and accessibility needs for pedestrians and cyclists. After extensive public consultation and additional technical assessments, City Council decided to replace the Johnson Street Bridge. In November 2010, a referendum was held and citizens approved the City of Victoria borrowing of up to $49.2 million towards the replacement of the Johnson Street Bridge.

Funding and Budget

The budget for the replacement of the Johnson Street Bridge is $94.3 million. In 2015, Council approved $1.5 million in additional funds to cover additional project costs, increasing the budget from $92.8 million. In addition to the electoral approved borrowing of up to $49.2 million and reallocated capital budgets, the Government of Canada has agreed to provide up to $37.5 million in funding towards the project, including $21 million from the Building Canada Fund and $16.5 million through Canada’s Gas Tax Fund.

In January 2013, the City of Victoria signed a fixed-price contract with PCL Constructors for $63,235,000. As a number of changes to the contract have been requested since the contract was awarded, MMM Group, PCL, and the City of Victoria have agreed to work together through mediation to resolve a number of these requested changes. All three parties are committed to work together to deliver a new bridge.

Risks

Risks and mitigation strategies are monitored and updated throughout the project.

Risks that remain for the project include the condition of the existing bridge, geotechnical and soil conditions, archaeological remains, and schedule and costs issues related to delays in steel fabrication.

The City is working with PCL and MMM Group on strategies to mitigate risks and minimize any impacts.

June 18, 2015
Steel fabrication was paused in July 2014 as it was found to not be up to standards expected by the City of Victoria. Fabrication restarted in March 2015.

An improved Quality Management Plan and Inspection and Testing Plan are now in place at the steel fabrication plant in China. Regular inspections are performed by the fabricator and the contractor’s quality control consultants. PCL, MMM and the project director have also recently travelled to the fabrication plant to oversee operations.

COMMUNICATION STRATEGIES

1. Weekly updates on the project website and social media pages that highlight progress, milestones, points of interest related to construction methods and technologies, and new features, community involvement, and also any expected impacts (noise, traffic).

2. Keep stakeholders informed with monthly email updates to the subscriber eNews. Consult with stakeholders most affected by the project as often as needed to mitigate impacts.

3. Look for earned media opportunities to highlight progress, construction methods and technologies, new features of the bridge, community involvement, and impacts. Involve community partners/stakeholders (PCL, DVBA, GVCC, etc) when appropriate.

4. Consider opportunities for using signage/hoarding banners near the bridge to help communicate important messages (bridge open, new amenities, history of crossing).

COMMUNICATIONS TOOLS:

- Dedicated contact person, email and phone number
- Subscriber email news updates (eNews)
- Earned media (free media coverage – media releases, advisories, interviews, photo ops)
- Interpretive signage
- Twitter and Facebook
- Advertising/public notices
- Public displays at events, City Hall and community centres
- Information sessions / drop-in open house events
- Stakeholder meetings

EVALUATION/MEASUREMENT:

- Nature of media coverage (neutral/positive)
- Ongoing feedback from stakeholders
- Visits to www.johnsonstreetbridge.com
- Attendance at information sessions/public events

BUDGET:

The total budget to support ongoing communications to the end of the project, including advertising, website, web cam, public information material, events and activities is $140,000.

An additional $10,000 in federal funding is set aside to support events and activities with the Government of Canada. This includes funding partner signage installed on the east and west sides of the bridge.

SPOKESPEOPLE:

Katie Hamilton / Jonathan Huggett / Mayor Helps

STAFF RESPONSIBLE:

Ryan Shotton and Bridget Frewer with support from the Project Director

June 18, 2015
### MILESTONES

<table>
<thead>
<tr>
<th>Activity</th>
<th>Communication Opportunity**</th>
</tr>
</thead>
<tbody>
<tr>
<td>New bridge foundation complete</td>
<td>Media release</td>
</tr>
<tr>
<td>New bascule span arrives in Victoria</td>
<td>Photo op / MR / video</td>
</tr>
<tr>
<td>Erect lower counterweight (channel closure)</td>
<td>Media release</td>
</tr>
<tr>
<td>Erect bascule truss and deck (channel closure)</td>
<td>Media release</td>
</tr>
<tr>
<td>Erect pedestrian and multi-use deck structures</td>
<td>Photo op / MR</td>
</tr>
<tr>
<td>Final balance bascule span</td>
<td>Photo op / MR</td>
</tr>
<tr>
<td>Complete galloping goose trail</td>
<td>Photo op / MR</td>
</tr>
<tr>
<td>New bridge operational</td>
<td>Photo op / MR / video</td>
</tr>
<tr>
<td>Erect new multi-use overpass at Esquimalt Road</td>
<td>Photo op / MR</td>
</tr>
<tr>
<td>First pedestrians, cyclists, vehicles over the new bridge</td>
<td>*Event opportunity with funding partners</td>
</tr>
<tr>
<td>Multi-use overpass at Esquimalt Road complete</td>
<td>Photo op / MR</td>
</tr>
<tr>
<td>Old bridge closes to traffic</td>
<td>Media release / event</td>
</tr>
<tr>
<td>Removal of old bridge bascule span</td>
<td>Photo op / MR</td>
</tr>
<tr>
<td>West plaza complete and open to public</td>
<td>Media release / stakeholder event</td>
</tr>
<tr>
<td>East plaza complete and open to public</td>
<td>Media release / stakeholder event</td>
</tr>
<tr>
<td>Project completion</td>
<td>*Event opportunity with funding partners</td>
</tr>
</tbody>
</table>

### SIGNIFICANT IMPACTS

<table>
<thead>
<tr>
<th>Activity</th>
<th>Communication required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle traffic reconfigurations on east and west sides</td>
<td>Media release</td>
</tr>
<tr>
<td>Pedestrian detours</td>
<td>Media release</td>
</tr>
<tr>
<td>Cycling detours</td>
<td>Media release</td>
</tr>
<tr>
<td>Night work</td>
<td>Media release</td>
</tr>
<tr>
<td>Channel closure (marine traffic)</td>
<td>Media release / consultation with marine users</td>
</tr>
<tr>
<td>Bridge erection (spectators, media coverage)</td>
<td>Media release</td>
</tr>
<tr>
<td>Old bridge decommissioning (spectators, media coverage)</td>
<td>Media release</td>
</tr>
</tbody>
</table>

**all relevant communication tools will be utilized in addition to a media release / event / photo opportunity.

June 18, 2015
## Year-End Summary

### Table of Expenditures Under the Agreement

Canada – City of Victoria Building Canada Fund

Schedule of Detailed Expenditure Claims for the Year Ended March 31, 2014

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Project / Claim Description</th>
<th>Claim #</th>
<th>Contract Number</th>
<th>Eligible Costs Claimed in 2014/15</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1</td>
<td><strong>Johnson Street Bridge Replacement</strong></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>PCL Constructors Westcoast Inc. – construct a new, moveable bridge to replace the existing</td>
<td>452893</td>
<td></td>
<td>$4,918,898</td>
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<td></td>
<td>Johnson Street Bridge as well as certain related street and utility works, and demolish the</td>
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<td></td>
<td>existing Johnson Street Bridge.</td>
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<tr>
<td></td>
<td>MNP – Financial audit, compliance audit,</td>
<td>443389</td>
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<td>$5,400</td>
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<td></td>
<td>AON Reed Stenhouse Inc – Insurance broker devices for the JSB Project Wrap-up Liability</td>
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<td></td>
<td>Pollution Liability Builder’s Risk Insurance Single Project Professional Liability</td>
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<td></td>
<td>Excess Wrap-up General Liability Project Enterprise Risk Assessment Credit</td>
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<td></td>
<td>BC Hydro – Plant relocation/electrical services to Johnson Street Bridge</td>
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<td>$337,426</td>
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<td></td>
<td>MOE – Permit refuse fee for 203 Harbour Rd.</td>
<td>461467</td>
<td></td>
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<tr>
<td></td>
<td>Horizon Power – Supply and install 45’ power pole</td>
<td>456337</td>
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<td>$9,626</td>
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<td></td>
<td>Golder Associates – Archaeological Impact Assessment for the installation of a temporary</td>
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<td>traffic signal for the duration of the Johnson Street Bridge Project to detour pedestrians</td>
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<td></td>
<td>from the multi-use trail.</td>
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<td></td>
<td>Northwest Environmental Group LTD – Technical services and sample analysis</td>
<td>450717</td>
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<td>$982</td>
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<td></td>
<td>of waste blocks for total metals</td>
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<td></td>
<td>Golder Associates Ltd – Fish Habitat Monitoring for Telus duct work</td>
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<td>$4,950</td>
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<td>BC Hydro – Infrastructure relocation for Johnson Street Bridge</td>
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<td>PCL Constructors Westcoast Inc. – construct a new, moveable bridge to replace the existing</td>
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<td></td>
<td>Johnson Street Bridge as well as certain related street and utility works, and demolish the</td>
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<td></td>
<td>existing Johnson Street Bridge.</td>
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<tr>
<td></td>
<td>existing Johnson Street Bridge.</td>
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<tr>
<td>Project Number</td>
<td>Project / Claim Description</td>
<td>Claim #</td>
<td>Contract Number</td>
<td>Eligible Costs Claimed in 2014/15</td>
</tr>
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<td>---------------------------------------------------------------------------------------------</td>
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<td>-----------------</td>
<td>----------------------------------</td>
</tr>
<tr>
<td></td>
<td>AON Reed Stenhouse Inc – Insurance Broker Services for the JSB Project Wrap-up Liability Pollution Liability Builder’s Risk Insurance Single Project Professional Liability Excess Wrap-up General Liability Project Enterprise Risk Assessment Credit</td>
<td>29</td>
<td>439902</td>
<td>$34,090</td>
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<tr>
<td></td>
<td>MOE – Permit refuse fee for 203 Harbour Rd.</td>
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<td>461467</td>
<td>$2,320</td>
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<td></td>
<td>PCL Constructors Westcoast Inc. – construct a new, moveable bridge to replace the existing Johnson Street Bridge as well as certain related street and utility works, and demolish the existing Johnson Street Bridge.</td>
<td></td>
<td>452893</td>
<td>$4,847,293</td>
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<td></td>
<td>Hemmera – Ground water monitoring</td>
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<td>460817</td>
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<tr>
<td></td>
<td>Telus – Harbour Rd conduit extension</td>
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<td>468779</td>
<td>$7,532</td>
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<tr>
<td>Total</td>
<td></td>
<td></td>
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<td>$12,381,643</td>
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</table>
Annual Financial Audit Report
May 5, 2015

Management Committee
The Corporation of the City of Victoria - Johnson Street Bridge Replacement Project
No. 1, Centennial Square
Victoria, BC V8V 1P6.

Re: Audit Findings Report to the Management Committee
Period ending March 31, 2015

Dear Sirs:

We are pleased to submit to you this report for discussion of our audit of the financial statements of The Corporation of the City of Victoria - Johnson Street Bridge Replacement Project (the "Project") for the 12 month period ended March 31, 2015 and for the 64 month period ended March 31, 2015. In this report we cover those significant matters which, in our opinion, you should be aware of as members of the management committee.

1. The Audit

Our responsibility, as auditor of the Project, is to report to the management committee on the fair presentation of the 2015 financial statements, in accordance with Schedule D of Building Canada Fund Contribution Agreement for Johnson Street Bridge Replacement dated March 23, 2011. To properly discharge this responsibility, we designed our audit process to assess the risk of material misstatement within the statement by examining and assessing the effectiveness of the Project’s controls and accounting systems and the evidence supporting the amounts and disclosures in the statement, including the appropriateness of accounting principles and significant estimates made by management.

We have considered the Project’s internal control as part of the financial statement audit. This included obtaining an understanding of the internal controls (regardless of whether we intended to rely on them for the purpose of our audit), evaluating the design of these controls, and determining whether they have been implemented. This understanding was sufficient to allow us to identify and assess the risks of material misstatement of the financial statement and to design and perform audit procedures. We have not determined whether relevant controls are operating effectively, as such, our understanding of internal controls should not be relied upon for any other purposes.

Our audit procedures, consisting of separate examination of each key transaction, and other event considered significant to the financial statement, were concentrated in areas where risks were identified, and therefore, differences were most likely to arise.

Management has provided us with written representations, acknowledging, among other things, their responsibility for the implementation and maintenance of appropriate reporting systems and controls, including those designed to detect and prevent fraud, and to ensure the appropriateness of the amounts recorded in the accounting records, and the amounts and disclosures in the financial statement.

2. Audit Results

We have satisfactorily completed our audit and are prepared to sign our Independent Auditors’ Report after the Management Committee’s review and approval of the financial statements. A substantive approach was used in auditing the Project’s financial statement; thus, the Project’s controls were not relied upon. Final materiality calculated and used to assess the significance of misstatements or omissions identified during the audit and determine the level of audit testing performed was $1,796,000. The independent audit report will provide an an unqualified opinion to the management committee. Key matters noted during our audit are summarized in the table below.
The Corporation of the City of Victoria - Johnson Street Bridge Replacement Project

<table>
<thead>
<tr>
<th>SUBJECTS</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Material uncertainties related to events or conditions that may cast significant doubt on entity’s ability to continue as a going concern</td>
<td>None</td>
</tr>
<tr>
<td>Illegal or fraudulent acts</td>
<td>None noted</td>
</tr>
<tr>
<td>Non-compliance with laws and regulations</td>
<td>None</td>
</tr>
<tr>
<td>Fraud by employees/management with key roles in control activities</td>
<td>None noted</td>
</tr>
<tr>
<td>Differences that may:</td>
<td></td>
</tr>
<tr>
<td>- Have a material effect on comparative information and the current period financial statements</td>
<td>None</td>
</tr>
<tr>
<td>- Cause future statements to be materially misstated</td>
<td>None</td>
</tr>
<tr>
<td>- Indicate significant deficiencies in controls</td>
<td>None</td>
</tr>
<tr>
<td>Irregularities having a material financial statement effect</td>
<td>None</td>
</tr>
<tr>
<td>Limitations placed on the scope of our audit</td>
<td>None</td>
</tr>
<tr>
<td>Significant transactions not in the ordinary course of business</td>
<td>None noted</td>
</tr>
<tr>
<td>Unusual significant transactions given the entity and its environment</td>
<td>None</td>
</tr>
<tr>
<td>Non-monetary transactions</td>
<td>None noted</td>
</tr>
<tr>
<td>Transactions that increase risk</td>
<td>None</td>
</tr>
<tr>
<td>Concerns with management breach of corporate conduct</td>
<td>None</td>
</tr>
<tr>
<td>Conflicts of interest</td>
<td>None</td>
</tr>
<tr>
<td>Disagreements with management</td>
<td>None</td>
</tr>
<tr>
<td>Emphasis of matter or other matter paragraph included in the independent auditors’ report</td>
<td>None</td>
</tr>
<tr>
<td>Matters influencing audit appointment</td>
<td>None</td>
</tr>
<tr>
<td>Difficulties encountered during the audit</td>
<td>None</td>
</tr>
<tr>
<td>Disagreements with management's accounting estimates</td>
<td>None</td>
</tr>
<tr>
<td>Disagreements with management's adoption of accounting policies or emphasis on the need for a particular accounting treatment</td>
<td>None</td>
</tr>
<tr>
<td>Significant deficiencies in the entity's risk assessment process within the design and/or implementation of controls</td>
<td>None</td>
</tr>
<tr>
<td>Significant deficiencies in controls resulting from inappropriate response by management regarding implementing controls over significant risks</td>
<td>None</td>
</tr>
<tr>
<td>Matters giving rise to questions regarding the honesty and integrity of management</td>
<td>None</td>
</tr>
</tbody>
</table>

There were no adjusted differences or unadjusted differences of any significance noted.

3. Auditor Independence

We confirm to the Management Committee that we are independent of the Project. Our letter to the Management Committee discussing our independence is included as Appendix "A" to this report. We would like to take this opportunity to formally acknowledge the excellent cooperation and assistance we received from the management and staff of The Corporation of the City of Victoria.
The Corporation of the City of Victoria - Johnson Street Bridge Replacement Project

The matters raised in this and other reports that will flow from the audit are only those which have come to our attention arising from, or relevant to, our audit that we believe need to be brought to your attention. They are not a comprehensive record of all the matters arising and, in particular, we cannot be held responsible for reporting all risks in your business or all control weaknesses. This report has been prepared solely for your use and should not be quoted in whole or in part without our prior written consent. No responsibility to any third party is accepted as the report has not been prepared for, and is not intended for, any other purpose.

We appreciate having the opportunity to work with you and are prepared to respond to any questions you may have about our audit, and to discuss any other matters that may be of interest to you.

Yours truly,

MNP LLP

MNP LLP
Appendix "A"

May 5, 2015

The Management Committee
The Corporation of the City of Victoria - Johnson Street Bridge Replacement Project
No. 1, Centennial Square
Victoria, BC V8W 1P6

Dear Sirs:

We have been engaged to audit the financial statement of The Corporation of the City of Victoria - Johnson Street Bridge Replacement Project ("the Project") for the period ending March 31, 2015.

CAS 260 Communication with Those Charged with Governance ("the Standard"), requires that we communicate at least annually with you regarding all relationships between the Project and MNP LLP.

(a) Holding a financial interest, either directly or indirectly, in a client;
(b) Holding a position, either directly or indirectly, that gives the right or responsibility to exert significant influence over the financial or accounting policies of a client;
(c) Personal or business relationships of immediate family, close relatives, partners or retired partners, either directly or indirectly, with a client;
(d) Economic dependence on a client; and
(e) Provision of services in addition to the audit engagement.

We are not aware of any relationship between The Corporation of the City of Victoria and MNP that, in our professional judgment, may reasonably be thought to bear on our independence, which have occurred from April 1, 2013 to the date of this letter.

Generally Accepted Auditing Standards require that we confirm our independence to the Audit Committee. Accordingly, we hereby confirm that MNP is independent with respect to The Corporation of the City of Victoria within the meaning of Rules of Professional Conduct of the Institute of Chartered Accountants of British Columbia as of the date of this letter.

The total fees charged to the Corporation for 2015 financial audit were $5,000.

This report is intended solely for the use of the management committee, management and others within The Corporation of the City of Victoria and should not be used for any other purposes.

We look forward to discussing with you the matters addressed in this letter as well as other matters that may be of interest to you. We are prepared to answer any questions you may have regarding our independence as well as other matters.

Yours truly,

MNP LLP

MNP LLP
The Corporation of the City of Victoria
Johnson Street Bridge Replacement Project
Financial Statements
March 31, 2015
The Corporation of the City of Victoria  
Johnson Street Bridge Replacement Project  
Contents  
For the 12 and 64 month period ended March 31, 2015

<table>
<thead>
<tr>
<th>Independent Auditors’ Report</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Financial Statements</td>
<td></td>
</tr>
<tr>
<td>Schedule of Expenditures for the 12 month period ended March 31, 2015</td>
<td>1</td>
</tr>
<tr>
<td>Schedule of Expenditures for the 64 month period ended March 31, 2015</td>
<td>2</td>
</tr>
<tr>
<td>Notes to the Financial Statements</td>
<td>3</td>
</tr>
</tbody>
</table>
Independent Auditors’ Report

To the Management Committee:

We have audited the eligible expenditures column on the accompanying schedules of expenditures of the Johnson Street Bridge Replacement Project for the 12 month period ended March 31, 2015 and for the 64 month period ended March 31, 2015 and a summary of significant accounting policies and other explanatory information (together “the financial statements”).

Management’s Responsibility for the Financial Statements
Management is responsible for the preparation and fair presentation of these financial statements in accordance with the financial reporting framework specified in schedules A and D of the Building Canada Fund Contribution Agreement for Johnson Street Bridge Replacement dated March 23, 2011 and described in Note 2; and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors’ Responsibility
Our responsibility is to express an opinion on the financial statements based on our audit. We conducted our audit in accordance with Canadian generally accepted auditing standards. Those standards require that we comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditors’ judgment, including the assessment of the risks of material misstatements of the financial statement, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity’s preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity’s internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates, if any, made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion
In our opinion, the financial statements present fairly, in all material respects, the eligible expenditures column on the schedule of expenditures of the Johnson Street Bridge Project for the 12 month period ended March 31, 2015 and for the 64 month period ended March 31, 2015 in accordance with the financial reporting framework specified in Schedules A and D of the Building Canada Fund Contribution Agreement for Johnson Street Bridge Replacement dated March 23, 2011.

Basis of Accounting
Without modifying our opinion, we draw attention to Note 2 to the financial statements, which describes the basis of accounting. The financial statements are prepared to provide information to the Management Committee and Transport Canada. As a result, the financial statements may not be suitable for another purpose.

Nanaimo, British Columbia
May 5, 2015
Chartered Accountants

MNP LLP

96 Wallace Street, Nanaimo, British Columbia, V9R 0E2, Phone: (250) 753-8251
<table>
<thead>
<tr>
<th>Estimated Eligible Expenditures for Project (unaudited)</th>
<th>Eligible Expenditures (Note 4)</th>
<th>Ineligible Expenditures (unaudited)</th>
<th>Total Expenditures (unaudited)</th>
<th>Contribution to Eligible Expenditures by Canada (unaudited)</th>
</tr>
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<tbody>
<tr>
<td>Engineering and project management</td>
<td>13,592,481</td>
<td>1,434,371</td>
<td>134,367</td>
<td>1,568,763</td>
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<tr>
<td>Construction</td>
<td>72,074,092</td>
<td>15,398,528</td>
<td>5,024</td>
<td>15,393,652</td>
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<tr>
<td>Contingency</td>
<td>4,015,000</td>
<td>1,105,845</td>
<td>-</td>
<td>1,105,845</td>
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<tr>
<td>Land purchase</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Financing costs</td>
<td>-</td>
<td>-</td>
<td>139,200</td>
<td>139,200</td>
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<tr>
<td>City costs (communications, finance and project office)</td>
<td>265,689</td>
<td>27,078</td>
<td>187,425</td>
<td>214,503</td>
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<tr>
<td></td>
<td>89,947,262</td>
<td>17,955,922</td>
<td>466,046</td>
<td>18,421,963</td>
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</table>

The accompanying notes are an integral part of this financial statement.
<table>
<thead>
<tr>
<th>Expenditures</th>
<th>Estimated Eligible Expenditures for Project (unaudited)</th>
<th>Eligible Expenditures (Note 4)</th>
<th>Ineligible Expenditures (unaudited)</th>
<th>Total Expenditures (unaudited)</th>
<th>Contribution to Eligible Expenditures by Canada (unaudited)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineering and project management</td>
<td>13,592,481</td>
<td>11,763,140</td>
<td>1,695,195</td>
<td>13,458,335</td>
<td>3,130,287</td>
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<td>Construction</td>
<td>72,074,092</td>
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<td>68,960</td>
<td>29,813,172</td>
<td>6,713,437</td>
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<td>Contingency</td>
<td>4,013,000</td>
<td>1,112,783</td>
<td>-</td>
<td>1,112,765</td>
<td>174,435</td>
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<td>Land purchase</td>
<td>-</td>
<td>-</td>
<td>997,000</td>
<td>997,000</td>
<td>-</td>
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<tr>
<td>Financing costs</td>
<td>-</td>
<td>-</td>
<td>248,700</td>
<td>248,700</td>
<td>-</td>
</tr>
<tr>
<td>City costs (communications, finance and project office)</td>
<td>265,689</td>
<td>85,506</td>
<td>948,219</td>
<td>1,033,725</td>
<td>14,912</td>
</tr>
</tbody>
</table>

Total: 89,947,262  42,505,623  3,958,074  46,463,697  10,033,274

The accompanying notes are an integral part of this financial statement.
The Corporation of the City of Victoria
Johnson Street Bridge Replacement Project
Notes to the Financial Statement
For the 12 and 64 month period ended March 31, 2015

1. General

The Schedules of Expenditures and the accompanying notes have been prepared to disclose eligible expenditures incurred and claimed pursuant to the contribution agreement (the “Agreement”) between The Corporation of the City of Victoria and the Government of Canada for the period between December 4, 2009 and March 31, 2015. The purpose of the agreement is to provide a more reliable, safer and more sustainable bridge with improved cyclist and pedestrian amenities. The Project will replace the existing Johnson Street Bridge and approaches with a new bascule bridge that will span the Victoria Harbour.

2. Summary of significant accounting policies

The Schedules of Expenditures have been prepared in accordance with Canadian generally accepted accounting principles. Expenditures are recorded at cost on an accrual basis.

3. Eligible and ineligible expenditures

The following expenditures are eligible:

Subject to Schedule A of the Agreement, eligible expenditures will be all direct costs, which are in Canada’s opinion properly and reasonably incurred and paid by the City of Victoria under a contract for goods or services necessary for project implementation. They include the following:

a) the capital costs of acquiring, constructing or renovating a tangible capital asset, as defined and determined according to accounting principles generally accepted in Canada;

b) the costs of joint communication activities (press releases, press conferences, translation, etc.) and road signage recognition set out in the Communication Protocol that forms part of the Framework Agreement;

c) all planning (including plans and specifications) and assessment costs specified in the agreement such as the costs of environmental planning, surveying, engineering, architectural supervision, testing and management consulting services. Canada will contribute no more than 15% of its contribution to this cost;

d) active transportation projects including sidewalks, bicycle lanes, pedestrian/bike/multi-use pathways are eligible costs as part of public transit, local roads or highway projects;

e) the costs of engineering and environmental reviews, including environmental assessments and follow-up programs as defined in the Canadian Environmental Assessment Act and the costs of remedial activities, mitigation measures and follow-up identified in any environmental assessment;

f) the costs of project-related signage, lighting, project markings and utility adjustments;

g) the costs of aboriginal consultation;

h) the costs of developing and implementing innovative techniques for carrying out the project;

i) the City of Victoria audit and evaluation costs as specified in the Agreement; and

j) other costs that, in the opinion of Canada, are considered to be direct and necessary for the successful project implementation and have been approved in writing prior to being incurred.
3. **Eligible and ineligible expenditures** *(Continued from previous page)*

The following expenditures are ineligible:

a) the costs incurred prior to the formal project review and prior to December 4, 2009;

b) the costs incurred after the project completion date;

c) the cost of developing a business case or proposal for funding;

d) the cost of purchasing land and associated real estate and other fees;

e) financing charges and interest payments on loans;

f) leasing land, buildings, equipment and other facilities;

g) general repairs and maintenance of the project work and related structures, unless they are part of a larger capital expansion project tied to capital expansion;

h) services or works normally provided by the City of Victoria, incurred in the course of project implementation, except those specified as eligible costs;

i) the cost of any goods or services which are received through donations or in kind;

j) employee wages and benefits, overhead costs as well as other direct or indirect operating, maintenance and administrative costs incurred by the City of Victoria, and more specifically costs relating to services delivered directly by permanent employees of the City of Victoria, or of a Crown Corporation or corporation owned and controlled by the City of Victoria;

k) Provincial Sales Tax, and Goods and Services Tax or the Harmonized Sales Tax, for which the City of Victoria is eligible for a rebate, and any other costs eligible for rebates; and

l) legal fees.

4. **Reconciliation of eligible expenditures to SIS Claims**

<table>
<thead>
<tr>
<th></th>
<th>12 month period ended March 31, 2015 (Unaudited)</th>
<th>64 month period ended March 31, 2015 (Unaudited)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eligible expenditures per schedule of expenditures</td>
<td>17,955,922</td>
<td>42,505,623</td>
</tr>
<tr>
<td>Less - Holdbacks on eligible expenditures</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Miscellaneous adjustments</td>
<td>(687,296)</td>
<td>(1,610,252)</td>
</tr>
<tr>
<td>- Eligible expense claim submitted to Canada but not yet paid</td>
<td>(4,527)</td>
<td>(49,900)</td>
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<tr>
<td>- Eligible expenses claimed from UBCM</td>
<td>(4,892,023)</td>
<td>(4,892,023)</td>
</tr>
<tr>
<td>- Excess of planning and assessment costs over 15% of total contribution limit</td>
<td>(2,992,114)</td>
<td>(2,992,114)</td>
</tr>
<tr>
<td></td>
<td>(1,899,396)</td>
<td>(2,861,523)</td>
</tr>
<tr>
<td>SIS claims</td>
<td>7,489,620</td>
<td>30,099,811</td>
</tr>
</tbody>
</table>
Appendix A
Management Committee Meeting Minutes
Canada – City of Victoria BCF  
**Contribution Agreement for JSB**  
Management Committee Meeting # 6  

**Location – Teleconference**

**Note taker:** Scott Crombie

**Attendees:**  
Manon Baril, Transport Canada – Transport Canada (TC) Co-chair  
Dwayne Kalynchuk, City of Victoria – City of Victoria (CoV) Co-Chair  
Scott Crombie – Transport Canada  
Ken Jarvela – City of Victoria  
Lyle Smith – City of Victoria  
Bridget Frewer – City of Victoria  
Laura Baker – City of Victoria

### 1.0 Opening Remarks

Manon Baril welcomed all participants and officially opened the meeting

### 2.0 Administrative Details

#### 2.1 Approval of Agenda

- No comments were offered on the agenda

#### 2.2 Note Taker

- TC to chair the meeting
- Scott Crombie will take the meeting minutes

#### 2.3 Change in TC Project Manager

- Scott Crombie is the new project manager for TC and will be the main point of contact for day-to-day business items

#### 2.4 Review and Approval of Previous Minutes (including action items)

- CoV provided an updated cashflow by early July 2013
- CoV continues to share the possibility of media events with TC on an ongoing basis
- CoV informed TC that the Waste Discharge Authorization permit was issued on January 9, 2014
- Previous meeting minutes were approved

**Action items – Person Responsible**

- No Action items

### 3.0 Program Management

#### 3.1 Financial Management (Schedule B, Cash Flow Forecasts)

- Cashflow Revision #9 was submitted in December 2013
- Next Cashflow Revision is required by February 1, 2014
- CoV will provide Cashflow Revision #10 within the next week
- A revision of approximately $400K (total) is expected (decrease)
- The adjustment is as a result of slower progress
- The sum will be advanced into the next fiscal year

#### 3.2 Claims and Payments

- CoV will file two claims in the weeks to come; one covering April to December 2013, and a second covering January to March 2014

#### 3.3 Program Reporting

- Nil

RDIMS# 9129743
3.3.1 Audit Plan
- CoV to use the same audit plan as for Fiscal Year (FY) 2012/13

3.3.2 Financial Audit
- The 2012/13 Financial Audit was received and approved on July 10, 2013
- The 2013/14 Financial Audit will be due before TC process any claims in FY 2014/15

3.3.3 Annual Report
- The 2012/13 Annual Report was received and approved on July 10, 2013
- The 2013/14 Annual Report will be due before TC process any claims in FY 2014/15
- CoV plans to submit the 2013/14 Annual Report before June 30, 2014

3.3.4 Compliance Audit
- A compliance audit was completed and a number of items were identified
- A second compliance audit will not be undertaken at this time as there is currently a moratorium on compliance audits

3.3.4.1 Outstanding Items
- The compliance audit identified the “Construction Communication Plan” as an outstanding item
- The Construction Communication Plan describes the expected expenditures and major construction milestones
- CoV has an updated Construction Communication Plan

Action items – Person Responsible:
- CoV will provide Cashflow Revision #10 within the next week and will input it into SIS
- CoV to submit the 2013/14 Financial Audit and Annual Report
- CoV will provide TC with the updated copy of the Construction Communication Plan (i.e Scott Crombie and Sandra Boudreau)

4.0 Status of Project

4.1 Project Status Report
- Progress has been made in risk mitigation for construction
- The project remains within the approved budget of $92.8M
- The value engineering exercises are continuing
- Construction of the bridge foundations are underway
- A minor shift in the timeline is expected, though it will not impact the opening of the bridge in late 2015
- Two significant risks have been removed: steel quantity and the fendering support
- Elimination of these two risks allow the completion contingency to exceed the known risks by approximately $800K
- Steel quantities will not exceed 1785 tonnes, which reduces the risk of steel cost overruns by $600K from the unallocated risk contingency
- Additional structural support for fendering is no longer required, which eliminates approximately $462K from the allocated risk contingency
- The total value of these risk contingencies is approximately $1M, which reduces the allocated risk contingency from approximately $3M to $2M
- The original project completion contingency of $2.5M has increased by $300K through value engineering to $2.8M
- The completion contingency now exceeds the known risk by $800K
- Value engineering of the rest pier and east abutment is still outstanding with potential savings of $50K and $150K, respectively
- The bridge foundations are now being installed with the first piece installed in late October
- Eight piles have now been installed for the bascule pier
- Temporary work trestles are complete and the coffer dam construction is underway on the west side
- The piles for the bascule pier should be complete by mid-February
- The project is on schedule for operation by August 2015
- The schedule has slipped by 16 days though there is another two years to make adjustments
- Project scope and total completion date remains the same at March 2016

RDIMS# 9129743
4.2 Project Risk
- Addressed during status report

4.3 Environmental Assessment Update
- CoV is working with the TC regional office
- TC has been receiving all the necessary reports
- CoV sent TC the Waste Discharge Authorization permit
- CoV has submitted 7 environmental work plans; 5 have been approved and 2 are still outstanding to be approved
- There have been a number of positive site visits and reports from TC, the Department of Fisheries and Oceans, and the Ministry of the Environment

Action items – Person Responsible
- CoV to send TC the new renderings of the bridge and illustrations of the new banners
- CoV to forward future City Council status reports to TC (i.e. Scott Crombie)
- CoV will obtain the environmental reports from the contractor and forward them to TC

5.0 Communications Events
- CoV continues to keep their stakeholders informed as the project progresses
- Stakeholders maintain interest in the project and the utilities upgrades
- CoV has received new renderings of the bridge
- CoV developing banners to place around the construction site to communicate key messages
- TC continues to flag the project for a potential communications event at project completion

6.0 Other Business
- Bridge trusses being fabricated in China, near Shanghai
- CoV representatives to travel to China to see fabrication facilities
- Next site visit to be conducted next summer/fall, in conjunction with a management committee meeting
- Next management committee meeting to be scheduled in 6 months
- Next quarterly update to CoV council is scheduled for April 10, 2014

Action items – Person Responsible
- TC (i.e. Scott Crombie) to forward contact information to CoV (i.e. Ken Jarvela)
Appendix A – Management Committee Meeting Minutes

Canada – City of Victoria BCF
Contribution Agreement for JSB
Management Committee Meeting # 7

Location – Teleconference

Note taker: Laura Baker

Attendees:  
Ana-Maria Leyton, Transport Canada – Transport Canada Acting (TC) Co-chair  
Dwayne Kalynchuk, City of Victoria – City of Victoria (CoV) Co-Chair  
Scott Crombie – Transport Canada  
Lyle Smith – City of Victoria  
Ryan Shotton – City of Victoria  
Carl Wilkinson – City of Victoria  
Laura Baker – City of Victoria

1.0 Opening Remarks
Dwayne Kalynchuk welcomed all participants and officially opened the meeting

2.0 Administrative Details
2.1 Approval of Agenda
- It was agreed that “Application Extension” would be added to the agenda as item 3.4

2.2 Note Taker
- Dwayne Kalynchuk to chair the meeting
- Laura Baker will take the meeting minutes

2.3 Review and Approval of Previous Minutes (including action items)
- Previous meeting minutes were approved with the following change: TC (Scott) to correct typo in third bullet under item 3.1 (“will proved” should read as “will provide”)
- Scott has been in contact with Karen Hall and she is satisfied with the work that is being done on the project on the environmental front
- TC explained that the project risk management tool, which it uses to assess risk and establish appropriate risk mitigation measures, recommends that MC meetings be held twice annually (by fiscal year) for the Johnson Street Bridge Project. However, given the quality of the relationship between TC and the CoV (e.g. the City’s proactive approach to keep TC informed and any media updates, the quality and timeliness of the JSB Quarterly Update Reports) and the frequency and quality of the informal meetings between TC and the JSB team during the year (e.g. Scott’s site visit in June, Dwayne’s visit to Ottawa in October), TC considers one MC for the 2014/15 fiscal year to be sufficient to mitigate project monitoring risks
- It was expressed that the overall relationship between the CoV and TC is solid

Action items – Person Responsible
- Scott to send Laura the approved amended version of the Management Committee Meeting #6 minutes

3.0 Program Management
3.1 Financial Management (Schedule B, Cash Flow Forecasts)
- TC observed that the contribution rate to the project has been maintained at 33% despite increases in the total project cost over time. If continued at the current rate, TC’s contribution will be fully expended before project completion. Extending the contribution over the project life is one of TC’s risk mitigation measures.
- TC proposed making an adjustment to reflect the current rate of contribution, being approximately 24%.
- Due to updated timelines, the CoV will be requesting an extension from TC for the Contribution
Agreement funding in the near future
- Once a decision has been made regarding the possibility of an extension to the Contribution Agreement to accommodate the updated project schedule, and once the updated project schedule becomes more clear, TC’s % will be discussed more thoroughly; however this discussion is on hold for now.

3.2 Claims and Payments
- TC has received claim #27 and its corresponding update from CoV
- CoV to send TC claim for October/November 2014 by early January
- From this point forward, CoV intends to accelerate the frequency of its claim submission to once per month. TC agreed to this streamlined claims submittal process.

3.3 Program Reporting
- Nil

3.3.1 Audit Plan
- TC received the Audit Plan on time with no issues to report

3.3.2 Annual Report and Financial Audit
- The 2013/14 Financial Audit was received and approved on time
- The 2013/14 Annual Report was received and approved on time
- The 2014/15 Annual Report will be due by June 30, 2015
- CoV plans to submit the 2014/15 Annual Report before June 30, 2015

3.4 Application for Extension
- TC to check re: possible extension length beyond one year
- CoV intends to move forward in January with a letter request addressed from the Mayor to the Minister of Transport regarding an extension
- TC advised that CoV should state the reasoning for this extension request at a level that indicates that this is a warranted and justified request

Action items – Person Responsible:
- CoV and TC to arrange follow up discussion re: claims percentage once direction has been given to CoV re: extension request
- CoV to submit cash flow revision #12 to TC
- CoV to submit the 2014/15 Financial Audit and Annual Report by June 30, 2015
- TC to look into and report back to CoV regarding any potential binding elements that would inhibit CoV’s request for an extension that would exceed one year

4.0 Status of Project

4.1 Project Status Report
- Progress has been made in risk mitigation for construction
- The JSB Quarterly Update to GPC was supposed to be presented on December 18th, but it has been moved to January 2015 (exact date to be determined upon approval of 2015 Council Meeting Schedule)
- Construction work on the site is going very well overall
- Foundation work has turned up a few minor issues with minor artifacts, but no archaeological issues have transpired
- New traffic signals were put in place at the intersection of Esquimalt and Harbour Roads – this included new traffic lights at the four-way intersection as well as new pedestrian crossings
- Positive feedback was received with regards to the new entrance that was created to the Delta Ocean Pointe
- The west rest pier has been completed and the inspection rail has been installed
- In October, a new road to the Johnson Street Bridge opened at the intersection of Esquimalt and Harour Roads – this new road will eventually connect with the new bridge
- Progress has been made with regards to geotechnical risk mitigation, as all foundation work will be complete early in the New Year and no major geotechnical instances have occurred
- Piles were successfully poured and the pier box was lowered into the harbour on the west side for the bascule pier, despite a risk of flooding that could have negatively impacted this activity
- Crews are preparing for the bascule’s “big pour” which will take place in January
- This massive single concrete pour will involve approximately 1200 cubic meters of concrete that will

RDIMS# 9129743
arrive in 120 truckloads; this will be the biggest complex pour in recent Victoria history.

- When piles were anchored into rock for the bascule pier, grindings turned up some salt from the pit on First Nations Land, which resulted in a dispute between the Malahat First Nations and the contracted company that was doing the work.
- A meeting took place between the contractor responsible for this work, the CoV, and the Malahat First Nations – this matter is being dealt with by the contractor and is under control
- Work continues to progress steadily on the east side of the bridge
- Construction crews and City staff are preparing for major Hydro relocation work to take place in January
- A Quality Management Plan was established after steel fabrication in China was put on hold in July as a result of some fracture critical steel issues
- A significant amount of steel was immediately rejected upon recognition of these issues
- The project team is working to get the fabrication restarted and a meeting is scheduled at the plant in China in early January to finalize procedures and resume fabrication
- The contractor and consultant have both increased their change order requests (PCL is requesting $17.1 million from $7.9 million; MMM is requesting $2.0 million), as they have both indicated that the suspension of steel fabrication is causing harm
- The increased change order requests will be communicated to the public when the JSB Quarterly Update is presented to Council in January
- Mediation has begun between the CoV, contractor, and consultant, and the three parties are working to resolve these issues as best as possible
- The City Manager appointed an interim project director this past summer to assist with the management of the project

4.2 Project Risk
- Addressed during status report
- CoV intends to do a “lessons learned” report once the project is completed

4.3 Environmental Assessment Update
- CoV recently worked with the TC regional office to sort through some fendering issues
- DFO has received the annual Telus Duct Bank habitat monitoring report
- CoV will be requesting the follow-up report regarding off-site disposal of materials as per item 4.2 of the Waste Discharge Authorization
- There have been a number of positive site visits and reports from TC, the Department of Fisheries and Oceans, and the Ministry of the Environment

Action items – Person Responsible
- CoV (Dwayne) to send TC (Scott) the JSB Quarterly Update to GPC in January 2015
- Karen Hall to be contacted by CoV once follow up WDPA report has been received

5.0 Communications Events
- CoV has been in touch with PCL and is looking into setting up site tours for the new Mayor and Council as soon as possible
- CoV will be working with PCL to establish regular (i.e. bi-weekly) tours for the public as an opportunity to see the complexity of the project first hand

6.0 Other Business
6.1 Next Site Visit
- Possibilities for the next site visit were discussed
- It is TC’s current practice to conduct one site visit per project, however, given the complexity of the JSB project and the opportunity for TC to combine a further site visit with other site visits in the area, it would be appreciated if the JSB team provide updates through regularly scheduled MC meetings, as to when major construction events are expected, for example, installation of the steel span, so that a site visit can be planned at this time.

6.2 Additional Items
- Revision #10 cash flow was submitted and approved

RDIMS# 9129743
• PCL’s cash flow forecasts have generally been high by about 30 to 40%, therefore, CoV’s claims have been lower than anticipated

6.3 Next Meeting
• It was proposed that the Management Committee could meet again in July 2015 after the Annual Report and Financial Audit have been submitted; however, it was noted that there is flexibility around scheduling this next meeting, given the strength of the relationship between TC and the CoV.

Action items – Person Responsible
- CoV to contact TC once an appropriate site visit time (i.e. possibly during assembly of the steel) has been established
- CoV (Lyle) to send TC (Scott) the December 2014 cash flow update summary
- Moving forward, Lyle will send any material change in cash flow updates to TC as they arise
Appendix B –
Environmental Monitoring Reports
# CLEAN FILL APPROVAL APPLICATION

## GENERATOR INFORMATION
- **a. Generator:**
- **b. Generating Location:**
- **c. Address:**
- **d. Site Address:**
- **e. Contact Name:**
- **f. Contact Title:**
- **g. Phone No.:**
- **h. Email Address:**
- **i. Billing Address:**
- **j. Site Contact Name:**
- **k. Site Contact Title:**
- **l. Site Phone No.:**

## CONTRACTOR INFORMATION
- **a. Contractor or Fill Transporator:**
- **b. Phone No.:**
- **c. Address:**
- **d. Email Address:**
- **e. Contact Name:**
- **f. Contact Title:**
- **g. Job Superintendent:**

## FILL CHARACTERIZATION
- **Prior Use of Site:** [ ] Empty, [ ] Previously Developed, [ ] Formerly Used as Landfill
- **Types of Soils:**
- **Debris In Waste:** [ ] Yes, [ ] No
- **Estimated Quantity:** [ ] A1
- **Moisture Content:** [ ] Yes, [ ] No
- **Analytical Data Available:** [ ] Yes, [ ] No

---

*Please see attached letter provided by environmental consultant Hemmbera dated August 12, 2014.
Also note that we are of understanding that the subject fill will not be used for agricultural purposes if this is not the case then we retract this application and cancel this work order with PCL. TKS, D. Frenzel.*
August 12, 2014  
File: 1553-001.01

Ethan Kent  
Field Engineer  
PCL Constructors Westcoast Inc.

Dear Ethan,

**Re: Johnson Street Bridge Off-site Soil Removal**

It is our understanding that PCL Constructors Westcoast Inc. would like to have soil removed from the Johnson Street Bridge site to an off-site receiver. They have asked Hemmera to comment on the quality of the soil from the boreholes listed in Table 1, attached.

All samples in Table 1 were analysed for total metals and a subset of those samples were analysed for polycyclic aromatic hydrocarbons (PAHs). The analytical results from these locations were screened against the BC Contaminated Sites Regulation (CSR) Schedule 7, standards triggering soil relocation agreements to non-agricultural lands (SRNL) and Waste Disposal Prohibited Without Authorization (DPWA) standards but they were not screened against the standards triggering soil relocations agreements to agricultural lands (SRAL). Soils that exceed the “trigger values” set out in Schedule 7 SRNL require a contaminated soil relocation agreement before being transported to off-site locations. The trigger values in Schedule 7 represent the most stringent of the BC CSR standards provided for each associated land use.

As shown on Table 1, no exceedances of the BC CSR Schedule 7 standards SRNL were noted in any of the samples in question. These soils may be removed from the site without a BC CSR Contaminated Soils Relocation Agreement (CSRA) as long as the receiving site is not used for agricultural land use.

We have appreciated the opportunity of working with you on this project and trust that this report is satisfactory to your requirements.

Sincerely,

Julie Gardner, P.Eng.  
Environmental Engineer  
250.388.3584 (616)  
jgardner@hemmera.com
1.0 STATEMENT OF LIMITATIONS

This report was prepared by Hemmera, based on fieldwork conducted by Hemmera, for the sole benefit and exclusive use of PCL Constructors Westcoast Inc. ("Client"). The material in it reflects Hemmera's best judgment in light of the information available to it at the time of preparing this report. Any use that a third party makes of this report, or any reliance on or decision made based on it, is the responsibility of such third parties. Hemmera accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions taken based on this report.

Hemmera has performed the work as described above and made the findings and conclusions set out in this report in a manner consistent with the level of care and skill normally exercised by members of the environmental science profession practicing under similar conditions at the time the work was performed.

This report represents a reasonable review of the information available to Hemmera within the established scope, work schedule and budgetary constraints. It is possible that the levels of contamination or hazardous materials may vary across the Site, and hence currently unrecognised contamination or potentially hazardous materials may exist at the Site. No warranty, expressed or implied, is given concerning the presence or level of contamination on the Site, except as specifically noted in this report. The conclusions and recommendations contained in this report are based upon applicable legislation existing at the time the report was drafted. Any changes in the legislation may alter the conclusions and/or recommendations contained in the report. Regulatory implications discussed in this report were based on the applicable legislation existing at the time this report was written.

In preparing this report, Hemmera has relied in good faith on information provided by others as noted in this report, and has assumed that the information provided by those individuals is both factual and accurate. Hemmera accepts no responsibility for any deficiency, misstatement or inaccuracy in this report resulting from the information provided by those individuals.

The liability of Hemmera to PCL Constructors Westcoast Inc. shall be limited to injury or loss caused by the negligent acts of Hemmera. The total aggregate liability of Hemmera related to this agreement shall not exceed the lesser of the actual damages incurred, or the total fee of Hemmera for services rendered on this project.
### Analytical Results

**Location ID:** CPT11-03

<table>
<thead>
<tr>
<th>Element</th>
<th>Value</th>
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<tbody>
<tr>
<td>Copper</td>
<td>90</td>
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<tr>
<td>Iron</td>
<td>90</td>
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<tr>
<td>Lithium</td>
<td>9.4</td>
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<td>Magnesium</td>
<td>17.7</td>
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<tr>
<td>Mercury</td>
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<td>Nickel</td>
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<td>Titanium</td>
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<td>Benzene</td>
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</tr>
<tr>
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</tr>
<tr>
<td>Benzo(a)pyrene</td>
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</tr>
<tr>
<td>Dibenz(a,h)anthracene</td>
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</tr>
<tr>
<td>Naphthalene</td>
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<tr>
<td>Total HMW PAH's</td>
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<tr>
<td>Total LMW PAH's</td>
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<tr>
<td>Total PAH's</td>
<td>0.88</td>
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**Note:**
- All values are in mg/kg.
- The table contains analytical results for various elements and compounds, including metals, PAHs, and other organic compounds.
- The values for 2-Methylnaphthalene, Benzo(a)pyrene, Dibenz(a,h)anthracene, and Naphthalene are below detection limits.
- The total PAH's value is 0.88 mg/kg.

---

**Source:**
- Johnstone Street Bridge, Victoria Phase 1
- August 2014
### Table 1

**Analytical Results**

<table>
<thead>
<tr>
<th>Location ID</th>
<th>Sample ID</th>
<th>Date Sampled</th>
<th>Sample Depth (m)</th>
<th>VOC</th>
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**Table 2**

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<th>surrogate (%)</th>
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<tr>
<td>1,2-Dichloroethane-d4</td>
<td>- -</td>
</tr>
<tr>
<td>1,4-Difluorobenzene</td>
<td>- -</td>
</tr>
<tr>
<td>4-Bromofluorobenzene</td>
<td>- -</td>
</tr>
<tr>
<td>Acenaphthylene-d8</td>
<td>- -</td>
</tr>
<tr>
<td>Anthracene-d10</td>
<td>- -</td>
</tr>
<tr>
<td>Ethylbenzene-d10</td>
<td>- -</td>
</tr>
<tr>
<td>Naphthalene-d8</td>
<td>- -</td>
</tr>
<tr>
<td>o-Terphenyl</td>
<td>- -</td>
</tr>
<tr>
<td>Terphenyl-d14</td>
<td>- -</td>
</tr>
</tbody>
</table>

(1) All values are reported as µg/g unless otherwise noted
(2) BCCSR DPWA = Schedule 7, Standards Triggering Contaminated Soil Relocation
(3) BCCSR SRNL = Schedule 7, Standards Triggering Contaminated Soil Relocation
(4) BCCSR DPWA = Schedule 7, Standards Triggering Contaminated Soil Relocation
(5) BCCSR SRNL = Schedule 7, Standards Triggering Contaminated Soil Relocation
(6) BCCSR DPWA = Schedule 7, Standards Triggering Contaminated Soil Relocation
(7) BC Ministry of Water, Land and Air Protection, Director of Waste Management, Region 1 Vancouver Island. Chromium background: 90 µg/g
(8) Johnson Street Bridge, Victoria Phase 1
(9) Johnson Street Bridge Replacement Project

**Appendix B – Environmental Monitoring Reports**

- Table 1: Analytical Results
- Table 2: Surrogate Recovery

---

City of Victoria | ANNUAL REPORT 2014/15 | JOHNSON STREET BRIDGE REPLACEMENT PROJECT
February 6, 2015
File: 470-006.02

Ministry of Environment
Land Remediation Section
Second Floor, 10470 152 Street
Surrey, BC V3R 0Y3

Attn: Kelli Larsen, Senior Contaminated Sites Officer

Dear Ms. Larsen,

Re: Waste Discharge Authorization (WDA) Permit #108843, Section 4 Reporting Requirements
Johnson Street Bridge, Victoria, BC

The following letter has been prepared on behalf of the City of Victoria to address the requirements of the
BC Ministry of the Environment (MOE) Waste Discharge Authorization (WDA) permit 108843, issued to
the City of Victoria on January 9, 2014, for work at the Johnson Street Bridge (JSB) in Victoria, BC.
Specifically, this letter is intended to satisfy the reporting requirements stipulated in Section 4 of the WDA
permit, within 30 days following the anniversary of the issue date of the WDA permit.

The works authorised in Section 1.1.3 of the WDA permit (namely: Fill Areas 1, 2 and 3, and associated
cap material) have not yet been completed. To date, materials consisting of non-hazardous-waste soils
contaminated with metals have been discharged into Fill Areas 1 and 2. Additional filling and grading is
planned, and cap materials have not yet been placed, but contaminated soils are not exposed at the
surface of the fill areas. The fill areas are inspected weekly by the project’s Independent Environmental
Monitor, and thus far, no environmental issues have been identified. Final as-built plans and
specifications of the works will be completed and submitted to the MOE once all filling and capping has
been completed.

As required by Section 3.2 of the WDA permit, a groundwater monitoring and sampling plan (the “plan”)
was submitted to the MOE on the City of Victoria’s behalf (by Hemmera, on March 28, 2014). This plan
was acknowledged by the MOE in writing on April 24, 2014. In accordance with the plan, since the fill
areas have not yet been completed and capped, groundwater monitoring wells have not been installed or
sampled; they will be after the fill areas are completed and capped.
Therefore, in accordance with Section 4.2 of the WDA permit:

- A summary of the soil cap inspections is not included, as the cap materials have not yet been placed; and
- At this time, there are no results to report in relation to the approved groundwater monitoring and sampling program.

Claire Lewis, P.Eng., Environmental Engineer, has demonstrable experience pursuant to the BC Waste Discharge Regulation and confirms that the requirements of WDA permit 106843 were met during the reporting period of January 9, 2014 through January 8, 2015.

Should you have any questions or require more information, please feel free to contact the undersigned.

Letter prepared by:
Hemmera Envirochem Inc.

Gundeep Randhawa
Contaminated Sites Technologist
250.388.3584 (012)
grandhawa@hemmera.com

Letter reviewed by:
Hemmera Envirochem Inc.

Claire Lewis, P.Eng.
Senior Environmental Engineer
250.388.3584 (602)
clewis@hemmera.com

Cc: Dwayne Kalynchuk, Director of Engineering and Public Works, City of Victoria

This document represents an electronic version of the original hard copy document, sealed, signed and dated by Claire Lewis, P.Eng. and retained on file. The content of the electronically transmitted document can be confirmed by referring to the original hard copy and file. This document is provided in electronic format for convenience only. Hemmera Envirochem Inc. shall not be liable in any way for errors or omissions in any electronic version of its report document.
STATEMENT OF LIMITATIONS

This report was prepared by Hemmera Envirochem Inc. ("Hemmera"), based on fieldwork conducted by Hemmera, for the sole benefit and exclusive use of the City of Victoria and review by the BC Ministry of the Environment. The material in it reflects Hemmera's best judgment in light of the information available to it at the time of preparing this Report. Any use that a third party makes of this Report, or any reliance on or decision made based on it, is the responsibility of such third parties. Hemmera accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions taken based on this Report.

Hemmera has performed the work as described above and made the findings and conclusions set out in this Report in a manner consistent with the level of care and skill normally exercised by members of the environmental science profession practicing under similar conditions at the time the work was performed.

This Report represents a reasonable review of the information available to Hemmera within the established Scope, work schedule and budgetary constraints. It is possible that the levels of contamination or hazardous materials may vary across the Site, and hence currently unrecognised contamination or potentially hazardous materials may exist at the Site. No warranty, expressed or implied, is given concerning the presence or level of contamination on the Site, except as specifically noted in this Report. The conclusions and recommendations contained in this Report are based upon applicable legislation existing at the time the Report was drafted. Any changes in the legislation may alter the conclusions and/or recommendations contained in the Report. Regulatory implications discussed in this Report were based on the applicable legislation existing at the time this Report was written.

In preparing this Report, Hemmera has relied in good faith on information provided by others as noted in this Report, and has assumed that the information provided by those individuals is both factual and accurate. Hemmera accepts no responsibility for any deficiency, misstatement or inaccuracy in this Report resulting from the information provided by those individuals.

The liability of Hemmera to the City of Victoria and the BC Ministry of the Environment shall be limited to injury or loss caused by the negligent acts of Hemmera. The total aggregate liability of Hemmera related to this agreement shall not exceed the lesser of the actual damages incurred, or the total fee of Hemmera for services rendered on this project.
September 25, 2014

YEAR TWO HABITAT COMPENSATION MONITORING

Telus Duct Bank Relocation Project

Submitted to:
Dwayne Kalynchuk
Director of Engineering and Public Works
City of Victoria
City Hall, 1 Centennial Square
Victoria, BC V8W 1P6

Report Number: 1314220043-002-R-Rev0
Distribution:
2 copies - City of Victoria
1 copy - DFO, Fisheries Protection Program
2 copies - Golder Associates Ltd.
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APPENDICES
APPENDIX A
DFO Authorization No. 11-HPAC-PA3-00562

APPENDIX B
Photographs of Year Two Compensatory Habitat Monitoring
YEAR TWO HABITAT COMPENSATION MONITORING

1.0 INTRODUCTION

The City of Victoria (“the City”) was required to relocate the existing submarine Telus Duct Bank (TDB) to accommodate the construction of the new Johnson Street Bridge between the Inner and Upper Working Harbours in Victoria, BC (Figure 1). The new TDB is located north of the new Johnson Street Bridge location.

Since the TDB relocation had the potential to affect fish and fish habitat, the construction of compensatory fish habitat was required by Fisheries and Oceans Canada (DFO).

A condition of the City’s Fisheries Act Authorization No. 11-HPAC-PA3-00562 (Appendix A) is that the City monitor 370 m² of articulating ballast mats installed as compensatory habitat constructed in conjunction with the TDB relocation between January 4, 2012 and February 17, 2012. Three annual compensation monitoring reports are to be submitted to DFO by October 31 of each year. The compensation fish habitat will be deemed to be functioning as intended if, in the opinion of DFO, the habitat is physically stable, and supporting encrusting and algal subtidal marine communities typical of similar habitats in Victoria’s Inner Harbour.

In 2013, the City retained Golder Associates Ltd. (Golder) to conduct annual monitoring of the constructed compensatory habitat and to submit monitoring reports to DFO in accordance with the scope of work outlined in Golder’s proposal titled “Response To RFO#056-13-K For Three Year Habitat Compensation Monitoring and Reporting, Telus Duct Work Associated with Johnson Street Bridge Replacement Project, Victoria, BC”, dated August 27, 2013 (Golder File Reference No. P314220043-001-WP-Rev0).

The results of the Year One monitoring event were that the compensatory habitat was observed to be physically stable and supporting encrusting and algal subtidal marine communities typical of similar habitats in Victoria’s Inner Harbour. The Year One Monitoring Report (Golder 2013) was submitted to DFO on October 29, 2013.

This report was designed to meet the Year 2 requirements of condition 5.2 of Fisheries Act Authorization No. 11-HPAC-PA3-00562.

2.0 METHODS

The compensatory habitat installed in association with the TDB relocation traverses Victoria Harbour north of the location of the new Johnson Street Bridge in Victoria, BC at the southern end of Vancouver Island (Figure 1). Monitoring of the compensatory habitat and its ancillary components was conducted by two Golder marine biologists (Erika Grebeldinger and John Sherrin) using an underwater towed-video system deployed from Golder’s 24-foot field vessel, the Pacific GAL. The underwater towed-video transect surveys occurred on August 7, 2014 from 16:00-17:30 (Figure 2). The underwater video was recorded to a micro SD card and transect locations were recorded using an on-board Garmin GPS unit. The transect GPS positions were recorded each 15-second interval with tracking function.

Although most of the compensatory habitat installed in association with the TDB relocation was surveyed, construction activities and structures in the water northeast of the existing Johnson Street Bridge limited the field crew’s ability to survey compensatory habitat in this area.

The underwater towed-video footage was reviewed in the office by Golder marine biologists who are familiar with subtidal marine communities typical of Victoria’s Inner Harbour. Observations of fish, invertebrates, algae and substrate type were identified to lowest practical taxonomic level and recorded.
Representative photographs are presented in Appendix B. Video survey footage is available upon request.

3.0 RESULTS

The underwater towed-video transects extended from the east side of the Victoria Harbour, along the compensatory habitat corridor to the west side of Victoria Harbour (Figure 2). The substrate adjacent to the compensatory habitat was primarily crushed shell, sand and silt with some boulders, anthropogenic debris and drift algae (i.e., non-attached algae). However, the substrate was partially covered with algae and invertebrates in some areas. The compensatory habitat was observed to consist of articulating ballast mats as in Appendix B, Photograph 1. Observations of the underwater transect video footage found the following species present:

- **Sessile Invertebrates:**

- **Motile Invertebrates:**
  - Various shrimp/prawn species (*Pandalus spp.*);
  - Sea stars: mottled star (*Easterias troschelii*), sunflower star (*Pycnopodia helianthoides*), blood star (*Henricia leviuscula*); and
  - Crabs: Dungeness crab (*Metacarcinus magister*) (Appendix B, Photograph 4), red rock crab (*Cancer productus*).

- **Fishes:**
  - Striped sea perch (*Embiotoca lateralis*), eelpout (family Zoarcidae), goby (family Gobiidae).

- **Algae:**
  - Green sea lettuce (*Ulva sp.*) (Appendix B, Photograph 5), foliose red algae, colander kelp (*Agarum sp.*) (Appendix B, Photograph 6), sugar kelp (*Laminaria saccharina*), branched brown algae.

4.0 DISCUSSION

The compensatory habitat is composed of a series of articulating ballast mats that were placed on the buried ducts and provide a hard substrate for the attachment of marine organisms (Stantec 2011). The substrate surrounding the compensatory habitat is low quality crushed shell, silt and sand, with some boulder and anthropogenic debris.

The compensatory habitat provides a hard substrate for algae and sessile invertebrate attachment and growth. Marine species that typically grow on hard substrates, including algae and anemone species, may not have otherwise been observed if the compensatory habitat was not present. In addition, the increase of algae and large sessile invertebrates provide structural complexity and refuge areas for other marine organisms such as juvenile Dungeness crab (McMillan et al. 1995) and fishes (Connell and Jones 1981).
YEAR TWO HABITAT COMPENSATION MONITORING

The compensatory habitat was observed to be physically stable and supporting encrusting and algal subtidal marine communities typical of similar habitats in Victoria's Inner Harbour. It is functioning as intended, much like an artificial reef, and providing habitat for the diversity of marine organisms in this area. These findings are consistent with those reported following Year One monitoring conducted on September 19, 2013.

5.0 CLOSING

We trust the information presented in this Year Two Habitat Compensation Monitoring Report meets your reporting requirements. Please contact Alan Calder at 250-419-4907 if you have any questions or require additional information.

GOLDER ASSOCIATES LTD.

Marine Biologist

Alan Calder, B.Sc., M.A.
Project Manager, Senior EA Specialist

Reviewed by:

Associate, Senior Environmental Specialist

EG/AC/Imk

Golder, Golder Associates and the GA globe design are trademarks of Golder Associates Corporation.

September 25, 2014
Report No. 1314220043-002-R-Rev0
6.0 REFERENCES


YEAR TWO HABITAT COMPENSATION MONITORING

APPENDIX A
DFO Authorization No. 11-HPAC-PA3-00562
Issued January 3, 2012

September 25, 2014
Report No. 1314220043-002-R-Rev0

Golder Associates
Authorization No: 11-HPAC-PA3-00562

FISHERIES ACT SUBSECTION 35(2) AUTHORIZATION FOR WORKS OR UNDERTAKINGS AFFECTING FISH HABITAT

Authorization issued to:
Name: Corporation of the City of Victoria
Attention: Mike Lai
Address: City Hall, #1 Centennial Square, Victoria, BC, V8W 1P6
Telephone: (250) 590-4623
FAX: (250) 361-0214

Herein referred to as the “Proponent”

Location of Project
The work or undertaking is located adjacent to the Johnson Street Bridge in the City of Victoria's Inner Harbour, Victoria, British Columbia.
Latitude and longitude: 48° 25’ 00” N - 123° 22’ 19” W

Valid Authorization Period
The valid authorization period for the harmful alteration, disruption and destruction of fish habitat associated with the replacement of the Telus communications cable adjacent to the Johnson Street Bridge is:

From: January 4, 2012  To: February 15, 2012

The valid Authorization periods for other conditions of this Authorization are as set out below as Conditions of Authorization.

Description of Works or Undertakings
The harmful alteration, disruption and destruction of fish habitat hereby Authorized is the disruption of approximately 370 square metres of subtidal marine soft-bottom fish habitat for marine species in the Inner Harbour at Victoria, BC (as described in “Telus Duct Bank Relocation Project Environmental Assessment Report: A Component of the Johnson Street Bridge Replacement Project” (Schedule 1)).

Conditions of Authorization
1. The conditions of this Authorization notwithstanding, should the above works or undertaking, due to weather conditions, different soil or other natural conditions, or for any other reason, appear, in the opinion of Fisheries and Oceans Canada (“DFO”) likely to cause greater impacts,
2. Conditions that relate to the Proponent’s plan:

2.1. The Proponent confirms that all plans and specifications relating to this Authorization have been duly prepared and reviewed by appropriate professionals working on behalf of the Proponent. The Proponent acknowledges that they are solely responsible for all design, safety and workmanship aspects of all of the works associated with this Authorization.

2.2. The construction must comply with those criteria as identified within this Authorization. Harmful alteration, disruption or destruction of fish habitat other than that specifically identified within this Authorization is not permitted.

2.3. Works will be conducted following the practices outlined in the following documents:

2.3.1. “Telus Duct Bank Relocation Project Environmental Assessment: Report A Component of the Johnson Street Bridge Replacement Project” produced by Stantec Engineering dated July 2011 (Schedule 1);

2.3.2. “Enlargement Area East #09079-02 E005 Rev 2 “Typical Section: Underwater Crossing” produced by PBA Consulting Engineers dated July 2011 (Schedule 2);

2.3.3. “Johnson Street Bridge Marine Early Works: Project No. 11-028; Environmental Management Plan” produced by Castor Consultants Ltd. dated December 19, 2011 (Schedule 3).

3. Conditions that relate to the mitigation of potential harmful alteration, disruption or destruction of fish habitat.

Mitigation measures are outlined Schedule 1. Additional mitigation measures include the following:

3.1. No in-water work shall occur between February 15 and June 1 in any year;

3.2. Fish habitat in the rocky intertidal zone of the duct alignment will be removed and tendered (kept wetted, covered to avoid desiccation etc.) during construction. Upon completion of
Johnson Street Bridge Replacement Project
Appendix B – Environmental Monitoring Reports

FISHERIES ACT SUBSECTION 35(2) AUTHORIZATION FOR WORKS OR UNDERTAKINGS AFFECTING FISH HABITAT

the installation, rocky substrates will be replaced to the intertidal zone at the same elevation as they were removed.

4. Conditions that relate to the compensation for the loss of 370 square metres of fish habitat.

4.1. Approximately 370 square metres of hard-bottom subtidal marine fish habitat for marine species shall be created as compensatory fish habitat.

4.2. The compensatory fish habitat shall be completed as described more specifically in the attached “Telus Duct Bank Relocation Project Environmental Assessment Report A Component of the Johnson Street Bridge Replacement Project” produced by Stantec dated July 2011 (Schedule 1).

4.3. The construction of the compensatory fish habitat shall be completed in conjunction with the completion of construction works.

4.4. The compensatory fish habitat will be deemed to be functioning as intended if the habitat is physically stable and supporting encrusting and algal subtidal marine communities typical of similar habitats in Victoria’s Inner Harbour. If, following the initial monitoring period, and any extensions thereof, the compensatory habitat is not functioning as intended, the Proponent agrees to complete remedial work at the direction of DFO until the compensatory habitat is functioning as described above. If it appears that further remedial work is not likely to rectify the situation, the Proponent shall then propose alternative compensatory works to achieve the overall objective of the fish habitat compensation plan.

4.5. If at any time the Proponent becomes aware that the compensatory habitat is not functioning as intended the Proponent shall carry out any works which are necessary to enable the compensatory habitat to function as designed.

5. Conditions that relate to the monitoring of the Project Plan, the mitigation and the compensation, the “Monitoring Program”:

5.1. The Proponent will undertake a Monitoring Program during construction and will provide a geo-referenced “As built” report to DFO after the construction has been completed. An As-built report will be submitted to DFO within 60 days of completion of construction. The As-built report will detail whether the construction was conducted within the schedule of the Proponent’s plan and whether the mitigation measures outlined in the proponent’s plan and this Authorization (Section 2) were followed, by:

5.1.1. Providing details of the sequence of construction, the quality of construction, and providing “as-built” drawings of the completed works.

5.1.2. Providing dated photographs of: 1) the site (pre-construction), 2) the works (in progress), and 3) the completed project.

5.1.3. Providing a description of any contingency measures that were followed in the event that mitigation measures did not function as described in the Proponent Plan.
5.2. The Proponent will report to DFO, on an annual basis for 3 years (on or by “October 31”), that the compensatory works were conducted according to, and within the schedule of the fish habitat compensation plan by:

5.2.1. Providing a written description of the condition of the compensatory habitat and its ancillary components,

5.2.2. Providing dated photographs or video of the compensatory habitat and its ancillary components.

5.2.3. Submit the annual report by “October 31” of each year it is required,

5.3. All monitoring reports, notifications or results will be submitted to “Scott Northrup”, “Habitat Management Biologist”, “South Coast Area office; 3225 Stephenson Point Road, Nanaimo, BC, V9T 1K3” by the dates specified within this Authorization.

6. Conditions that relate to the financial security.

6.1. The proponent will deliver by January 31, 2012 a letter of credit from a Canadian Bank in the sum of $10,000.00, and, renews annually, and which shall be in a form acceptable to DFO.

6.2. DFO may withdraw funds from the letter of Credit to retain an independent contractor to undertake any activity described in the conditions should these not be completed by the Proponent.

7. Conditions that relate to notification.

7.1. Written notification of the commencement of works or undertakings shall be provided to DFO at least 5 days prior to the initiation of those works or undertakings.

The holder of this Authorization is hereby authorized under the authority of subsection 35(2) of the Fisheries Act, R.S.C., 1985, c. F. 14, to carry out the work or undertaking described herein.

This authorization is valid only with respect to fish habitat and for no other purposes. It does not purport to release the Proponent from any obligation to obtain permission from or to comply with the requirements of any other regulatory agencies.
Authorization No: 11-HPAC-PA3-00562

FISHERIES ACT SUBSECTION 35(2) AUTHORIZATION FOR WORKS OR UNDERTAKINGS AFFECTING FISH HABITAT

This Authorization does not permit the deposit of a deleterious substance in water frequented by fish. Subsection 36(3) of the Fisheries Act prohibits the deposit of any deleterious substances into waters frequented by fish except under conditions authorized by regulations made by Governor in Council.

Failure to comply with any condition of this Authorization may result in charges under the Fisheries Act.

This authorization form should be held on site and work crews should be made familiar with the conditions attached.

Date of Issuance: January ____, 2012

Approved by:

Nick Leone

Title:

Area Manager, Habitat Management Program, South Coast Area Ecosystem Management Branch
Fisheries and Oceans Canada

The Corporation of the City of Victoria acknowledges that DFO has consulted with it regarding the terms of this Authorization, and confirms that it has reviewed and understands the terms of this Authorization, and it will comply with them.

Executed by an authorized signatory of The Corporation of the City of Victoria January 3, 2012 in the presence of:

Witness (signature)  
ROBERT G. WOODLAND  
Corporate Administrator  
City of Victoria

Name  
#1 Centennial Square  
Vancouver BC V8W 1P6

Authorization signatory

Name: MAYOR DEAN FORTIN  
#1 Centennial Square  
Vancouver BC V8W 1P6

Title:  

Page 5 of 6
FISHERIES ACT SUBSECTION 35(2) AUTHORIZATION FOR WORKS OR UNDERTAKINGS
AFFECTING FISH HABITAT

SCHEDULE 1

"Telus Duct Bank Relocation Project Environmental Assessment Report
A Component of the Johnson Street Bridge Replacement Project"

Produced by: Stantec

July 2011
Authorization No: 11-HPAC-PA3-00562

FISHERIES ACT SUBSECTION 35(2) AUTHORIZATION FOR WORKS OR UNDERTAKINGS AFFECTING FISH HABITAT

SCHEDULE 2

"Enlargement Area East #09079-02 E005 Rev 2"
"Typical Section: Underwater Crossing"

Produced by PBA Consulting Engineers

July 2011
Appendix B – Environmental Monitoring Reports

Authorization No: 11-HPAC-PA3-00582

FISHERIES ACT SUBSECTION 35(2) AUTHORIZATION FOR WORKS OR UNDERTAKINGS AFFECTING FISH HABITAT

SCHEDULE 3

"Johnson Street Bridge Marine Early Works Project No. 11-028: Environmental Management Plan"

Produced by: Castor Consultants Ltd.

On Behalf of: Ruskin Construction Ltd.

December 19, 2011
APPENDIX B
Photographs of Year Two Compensatory Habitat Monitoring

August 7, 2014
APPENDIX B
Photographs of Year Two Compensatory Habitat Monitoring

Photograph 1: East side of Telus Duct Bank (TDB) compensatory habitat exposed in high intertidal zone.

Photograph 2: Plumose anemones (*Metridium giganteum*) and foliose red algae observed adjacent to TDB compensatory habitat.

Photograph 3: Plumose anemone and white-spotted anemone (*Urticina lofotensis*) observed on TDB compensatory habitat.

Photograph 4: Dungeness crab (*Metacarcinus magister*) (red arrow) on the TDB compensatory habitat.

Photograph 5: Green sea lettuce (*Ulva sp.*) and painted anemone (*Urticina crassicornis*) observed in area of TDB compensatory habitat.

Photograph 6: Colander kelp (*Agarum sp.*) observed adjacent to TDB compensatory habitat.
Golder Associates Ltd.
2nd floor, 3795 Carey Road
Victoria, British Columbia, V8Z 6T8
Canada
T: +1 (250) 881 7372
Johnson Street Bridge: EWP #09 – Concrete Works In and Over Water

Revision Log:

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<thead>
<tr>
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<td>REV 001</td>
<td>4/16/2014</td>
<td>Claire Lewis</td>
<td>Review and revisions by QEP</td>
<td></td>
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<tr>
<td>REV 002</td>
<td>1/22/2015</td>
<td>Claire Lewis</td>
<td>Revisions by QEP to include channel welding</td>
<td></td>
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Anticipated Construction Start Date: May 19, 2014

Review & Sign Off:

Environmental Representative: Claire Lewis, Hemmera

Operation Superintendent: Justin Sieg, PCL
1.0 Type of Work

The following Environmental Work Plan (EWP) provides information relating to mitigation of potential environmental impacts associated with concrete pours. This work will be carried out in accordance with the Fisheries Act Subsection 35(2)(b) Authorization No. 09-HPAC-PA3-00556 (hereinafter referred to as the “FAA”), and with the “Johnson Street Bridge Replacement Project Environmental Management Plan” produced by Hemmera and dated May 2013 (hereinafter referred to as the “EMP”).

2.0 Specific Work Activities

Two (2) aspects of concrete works are considered in EWP #09:

1) Bascule pier coffer dam concrete pours; and
2) Over water or near water concrete pours that occur in the dry, but are performed over the maine environment.

One (1) in-water concrete pour will occur for the initial slab construction of the Bascule Pier footing, in the area outlined on Figure 1 below:

![Figure 1: Location of In-Water Concrete Pour for the Bascule Pier Slab](image-url)
To start construction on the Bascule Pier, a pre-cast concrete floor panel with metal formed walls will be lowered into the water around the sixteen (16) drilled shafts, creating a cofferdam around the perimeter of Bascule Pier. Concrete will then be pumped into the annular space around each caisson and the precast floor panels, as illustrated in yellow in Figure 2 below. The concrete will be pumped into the annular space using a tremie pipe (4” hose line installed from the concrete pump to the bottom of the casing) and prevented from being released into the marine channel by a steel donut plate installed around the perimeter of each caisson. During the concrete pour, water in the vicinity of the bascule pier will be sampled at regular intervals and compared to background readings, to assess water quality and check that no leaks have occurred. Once the concrete pour is complete, the water inside the cofferdam will be tested, treated (if necessary), and discharged back into the navigational channel once it meets the appropriate BC Water Quality Objectives and provided that erosion risks (if identified) are mitigated. In accordance with the overall EMP for the site, water quality in the navigational channel will also be monitored twice daily for turbidity and pH during this works (not considered to be “in-water” but occurring within 30 m of the water).

Figure 2: Pre-Cast Floor Panels and Walls to be Lowered below Water Line
Over or near-water concrete pours will occur in four (4) locations as per Figure 3 below:

1) West Abutment:
   a. Abutment wall
   b. Abutment cap
2) Rest Pier:
   a. Pier shafts
   b. Pier cap
3) Intermediate Pier:
   a. Pier shafts
   b. Pier cap
4) East Abutment:
   a. Abutment shafts
   b. Abutment cap
   c. Abutment wall

Figure 3: Location of Over-Water or Near-Water Concrete Pours

Similar to the Bascule Pier coffer dam concrete pours, water in the vicinity of these activities will be sampled at regular intervals and compared to background readings to ensure water quality is maintained. For all concrete pours, eco-pans and/or 6mm poly will be utilized under pump truck hoppers to prevent accidental spills onto the ground. Ecopans will also be provide for concrete testing and cleaning of equipment.

In addition to the concrete pours described above, 24 vertical steel channels approximately 5.7 m in length (with bottom plates already welded on) will be welded onto 6 of the Rest Pier caissons. The
intention is to complete as much of this welding as possible above the water level (i.e., welding activities will be timed to correspond with low tides). But a small amount of underwater welding may be necessary if the lowest tides are not sufficiently low. Once the channels are welded into place, they will be filled with grout from the top. During grouting, water displaced from the channels and potential over-water or over-land spills will be managed in the same way as water and spill management related to concrete pouring.

3.0 Construction Schedule
Rest Pier shaft construction is scheduled to begin May 2014 with the remaining activities tentatively scheduled as follows:

- West Abutment: May 2014
- Bascule Pier: July 2014
- Intermediate Pier: November 2014
- East Abutment: October 2014

4.0 Work Proceed Requirements
The items identified below are to be completed prior to commencing:

<table>
<thead>
<tr>
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<th>Yes</th>
<th>No</th>
<th>Initials</th>
</tr>
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<tbody>
<tr>
<td>A All equipment required for work AND mitigation/contingency plans procured and onsite</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.1 Secondary containment for gas powered equipment and fuel storage is onsite</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.2 Spill kits and silt curtains are stored onsite (if required).</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B A signed copy of all applicable permits/variances, authorizations and work plans available onsite (FAA &amp; EMP)</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.0 Environmental Sensitivities and Concerns
The following outlines the risks and associated concerns with the drilled shaft work and the appropriate mitigation measures required:

NOTE: IF, AT ANY TIME, DEAD FISH OR ABNORMAL FISH BEHAVIOUR (COMING TO THE SURFACE OR ERRATIC SWIMMING) ARE OBSERVED IN THE VICINITY OF THE OPERATION, ALL WORK MUST STOP IMMEDIATELY.


FOR THIS EWP, PLACEMENT OF THE PRE-CAST PANEL AND WALLS AROUND THE DRILLED SHAFTS IS CONSIDERED TO BE IN-WATER WORKS. ONCE IN PLACE, WORK THAT OCCURS INSIDE OF THIS BASCULE PIER COFFER DAM (SUCH AS CONCRETE POOURS), AND OTHER WORK THAT IS ISOLATED FROM OR ABOVE THE WATER, IS NOT CONSIDERED TO BE IN-WATER WORK.

NOTE: WORKS WILL CEASE IF MARINE MAMMALS (INCLUDING HARBOUR SEALS) OCCUR WITHIN 50M OF THE WORK AREA OR IF THEY EXHIBIT ABNORMAL BEHAVIOUR AT ANY TIME. WORK CAN BEGIN AGAIN AFTER MARINE MAMMALS HAVE LEFT THE AREA.

5
### Environmental Sensitivities & Concerns

| In-water work between February 15th and June 30th 2014 and subsequent fish timing windows | Full time IEM monitoring: Full Time IEM monitoring will be undertaken during placement of the pre-cast panel and walls around the drilled shafts. Full Time IEM monitoring will also be required during underwater welding (if and when that occurs). | X | Full time IEM will monitor works to assess compliance with the DFO Fisheries Act Authorization and the protection of fish and fish habitat. IEM and QEP will produce daily reports that are summarized at the end of each week and submitted to DFO. Weekly summary reports may include information about presence/absence/location of fish (i.e. salmonids, other fish species encountered, marine mammals, SARA listed species etc.) and any atypical behavior of fish; physical water parameters (i.e. turbidity); whether any incidences occurred that resulted or could have resulted in impacts to fish; any mitigation employed; relevant photos; and a short description of what in-water works are anticipated the upcoming week. |
| Timing of in-water works: Avoid working in-water after dusk and before dawn. | X | Any construction lighting used over the water or welding that occurs directly over the water (or underwater) should be shielded to prevent it shining into the water after dusk or before dawn. |
| Biodegradable machine oil: use if supported by the machine | X | Attached at end of this document. |
| Adhere to PCL Marine Re-fueling Policy | X | PCL has supplied and are trained in the use of spill kits. Spill kits are currently located on both sides of the project site and will also be located on the temporary work trestle. |
| Large spill kits: present on-site | X | |
| Small spill kits: present in each piece of heavy machinery | X | |
| Clean machines: Heavy machines to be clean and free of excess oil | X | Daily equipment inspections will be done prior to use. |
| Equipment maintenance: Maintain equipment in good working order | X | Daily equipment inspections (including hydraulic connections and couplers) will be done prior to use. Equipment found to be in poor working order will be removed from service, repaired and re-inspected prior to use onsite again. |
| Secondary containment: All fuel containers will have secondary containment with minimum 110% capacity or be double walled. | X | Sub-contractors fuel containers will be inspected as they arrive on-site. Sub-contractors will be required to change out containers that do not include secondary containment. |

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Machine oil and oil spills within 30m of water
<table>
<thead>
<tr>
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<th>Mitigation Measure</th>
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<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concrete and Grout Management</td>
<td>Prevent concrete or grout from entering the marine environment.</td>
<td>X</td>
<td>Eco-panels and 6mm poly will be placed under the pump truck hopper to capture accidental spills from the concrete truck. Eco-panels will also be used at all testing location for disposal of excess concrete or grout. Eco-panels will be covered at the end of the pour and hardened concrete will be disposed of in an onsite concrete bin.</td>
</tr>
<tr>
<td>No On-Site wash out for concrete and/or pump trucks</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air quality impact from working equipment</td>
<td>No idling: Equipment required to be shut off when not in use.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Equipment maintenance: Maintain equipment in good working order</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Water quality</td>
<td>Background water quality monitoring: To be completed prior to construction activities.</td>
<td>X</td>
<td>pH and turbidity baseline data have been collected and will be used to monitor changes during construction activities.</td>
</tr>
<tr>
<td></td>
<td>Water quality monitoring in the navigation channel: pH and turbidity testing will be carried out twice daily in the navigation channel during in-water and near water construction activities. Measurements will be recorded, kept onsite and available for review.</td>
<td>X</td>
<td>Testing procedure and frequency are specified in EMP section 4.4.3. If pH and turbidity readings exceed the BC Water Quality Objectives, the source of the exceedance will be evaluated. CO2 or silt curtains may be deployed, construction methods may be adjusted, and water quality will be re-tested until in compliance, before construction work continues.</td>
</tr>
<tr>
<td></td>
<td>Bascule pier coffer dam water management: Water in the cofferdam will be tested prior to discharge into the navigational channel. Water that does not meet the BC water quality objectives will be treated prior to discharge or disposed of off-site at an approved off-site facility.</td>
<td>X</td>
<td>Water quality objectives are: pH range should be 7.0-8.7 and turbidity should not increase more than 8.0 NTUs over pre-construction background level of 14.2 NTU.</td>
</tr>
<tr>
<td></td>
<td>Leak prevention: Prevent leaks into the marine channel at the steel donut plates installed around the perimeter of each caisson.</td>
<td>X</td>
<td>Inspect the donut plates installed around the perimeter of each caisson, prior to initiating concrete pours inside the bascule pier coffer dam. Inspect the bottom plates on each of the vertical channels welded to the caissons, prior to initiating grout pours inside of these channels. Inspect the area around each caisson for concrete or grout losses or leaks during pours.</td>
</tr>
<tr>
<td>Above ground noise</td>
<td>Above ground noise monitoring: Periodic noise readings will be taken during construction. PCL also collected background noise measurements prior to starting work.</td>
<td>X</td>
<td>Construction activities to comply with municipal noise bylaws and working hours (weekdays 7am-7pm and weekends 7am-7pm). Noise will not exceed 85dBA at the point of receptor. If an exceedance is measured, where possible, PCL will adjust construction methods/timing. If construction methods must exceed this limit, PCL will apply for an exemption.</td>
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### APPENDIX B:

**PCL Marine Refueling Policy**
## Johnson Street Bridge: EWP #09 – Concrete Works In and Over Water

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### Anticipated Construction Start Date:

May 19, 2014

### Review & Sign Off:

Environmental Representative: Claire Lewis, Hemmera

Operation Superintendent: Justin Sieg, PCL

Signature
1.0  Type of Work

The following Environmental Work Plan (EWP) provides information relating to mitigation of potential environmental impacts associated with concrete pours. This work will be carried out in accordance with the Fisheries Act Subsection 35(2)(b) Authorization No. 09-HPAC-PA3-00556 (hereinafter referred to as the “FAA”), and with the “Johnson Street Bridge Replacement Project Environmental Management Plan” produced by Hemmera and dated May 2013 (hereinafter referred to as the “EMP”).

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Two (2) aspects of concrete works are considered in EWP #09:

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One (1) in-water concrete pour will occur for the initial slab construction of the Bascule Pier footing, in the area outlined on Figure 1 below:

![Diagram](image)

Figure 1: Location of In-Water Concrete Pour for the Bascule Pier Slab
To start construction on the Bascule Pier, a pre-cast concrete floor panel with metal formed walls will be lowered into the water around the sixteen (16) drilled shafts, creating a cofferdam around the perimeter of Bascule Pier. Concrete will then be pumped into the annular space around each caisson and the precast floor panels, as illustrated in yellow in Figure 2 below. The concrete will be pumped into the annular space using a tremie pipe (4” hose line installed from the concrete pump to the bottom of the casing) and prevented from being released into the marine channel by a steel donut plate installed around the perimeter of each caisson. During the concrete pour, water in the vicinity of the bascule pier will be sampled at regular intervals and compared to background readings, to assess water quality and check that no leaks have occurred. Once the concrete pour is complete, the water inside the cofferdam will be tested, treated (if necessary), and discharged back into the navigational channel once it meets the appropriate BC Water Quality Objectives and provided that erosion risks (if identified) are mitigated. In accordance with the overall EMP for the site, water quality in the navigational channel will also be monitored twice daily for turbidity and pH during this works (not considered to be “in-water” but occurring within 30 m of the water).

Figure 2: Pre-Cast Floor Panels and Walls to be Lowered below Water Line
Over or near-water concrete pours will occur in four (4) locations as per Figure 3 below:

1) West Abutment:
   a. Abutment wall
   b. Abutment cap
2) Rest Pier:
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4) East Abutment:
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Figure 3: Location of Over-Water or Near-Water Concrete Pours

Similar to the Bascule Pier coffer dam concrete pours, water in the vicinity of these activities will be sampled at regular intervals and compared to background readings to ensure water quality is maintained. For all concrete pours, eco-pans and/or 6mm poly will be utilized under pump truck hoppers to prevent accidental spills onto the ground. Ecopans will also be provide for concrete testing and cleaning of equipment.
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Rest Pier shaft construction is scheduled to begin May 2014 with the remaining activities tentatively scheduled as follows:

- West Abutment: May 2014
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- East Abutment: October 2014

4.0 Work Proceed Requirements

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5.0 Environmental Sensitivities and Concerns

The following outlines the risks and associated concerns with the drilled shaft work and the appropriate mitigation measures required:

NOTE: IF, AT ANY TIME, DEAD FISH OR ABNORMAL FISH BEHAVIOUR (COMING TO THE SURFACE OR ERRATIC SWIMMING) ARE OBSERVED IN THE VICINITY OF THE OPERATION, ALL WORK MUST STOP IMMEDIATELY.

NOTE: IN WATER WORKS CARRIED OUT BETWEEN FEBRUARY 15 AND JUNE 30, 2014 (AND SUBSEQUENT WINDOWS) TO BE CONDUCTED UNDER THE FULL TIME SUPERVISION OF THE INDEPENDENT ENVIRONMENTAL MONITOR (IEM) WORKING UNDER THE DIRECT SUPERVISION OF THE LEAD QUALIFIED ENVIRONMENTAL PROFESSIONAL (QEP)).

FOR THIS EWP, PLACEMENT OF THE PRE-CAST PANEL AND WALLS AROUND THE DRILLED SHAFTS IS CONSIDERED TO BE IN-WATER WORKS. ONCE IN PLACE, WORK THAT OCCURS INSIDE OF THIS BASCULE PIER COFFER DAM (SUCH AS CONCRETEPOURS), AND OTHER WORK THAT IS ISOLATED FROM OR ABOVE THE WATER, IS NOT CONSIDERED TO BE IN-WATER WORK.

NOTE: WORKS WILL CEASE IF MARINE MAMMALS (INCLUDING HARBOUR SEALS) OCCUR WITHIN 50M OF THE WORK AREA OR IF THEY EXHIBIT ABNORMAL BEHAVIOUR AT ANY TIME. WORK CAN BEGIN AGAIN AFTER MARINE MAMMALS HAVE LEFT THE AREA.
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<td>Full time IEM monitoring: Full Time IEM monitoring will be undertaken during placement of the pre-cast panel and walls around the drilled shafts.</td>
<td>X</td>
<td>Full time IEM will monitor works to assess compliance with the DFO Fisheries Act Authorization and the protection of fish and fish habitat. IEM and QEP will produce daily reports that are summarized at the end of each week and submitted to DFO. Weekly summary reports may include information about presence/absence/location of fish (i.e. salmonids, other fish species encountered, marine mammals, SARA listed species etc.) and any atypical behavior of fish; physical water parameters (i.e. turbidity); whether any incidences occurred that resulted or could have resulted in impacts to fish; any mitigation employed; relevant photos; and a short description of what in-water works are anticipated the upcoming week.</td>
</tr>
<tr>
<td>Timing of in-water works: Avoid working in-water after dusk and before dawn.</td>
<td>X</td>
<td>Any construction lighting used over the water should be shielded to prevent it shining into the water after dusk or before dawn.</td>
<td></td>
</tr>
<tr>
<td>Biodegradable machine oil: use if supported by the machine</td>
<td>X</td>
<td>Attached at end of this document.</td>
<td></td>
</tr>
<tr>
<td>Adhere to PCL Marine Re-fuelling Policy</td>
<td>X</td>
<td>PCL has supplied and are trained in the use of spill kits. Spill kits are currently located on both sides of the project site and will also be located on the temporary work trestle.</td>
<td></td>
</tr>
<tr>
<td>Large spill kits: present on-site</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Small spill kits: present in each piece of heavy machinery</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clean machines: Heavy machines to be clean and free of excess oil</td>
<td>X</td>
<td>Daily equipment inspections will be done prior to use.</td>
<td></td>
</tr>
<tr>
<td>Equipment maintenance: Maintain equipment in good working order</td>
<td>X</td>
<td>Daily equipment inspections (including hydraulic connections and couplings) will be done prior to use. Equipment found to be in poor working order will be removed from service, repaired and re-inspected prior to use onsite again.</td>
<td></td>
</tr>
<tr>
<td>Secondary containment: All fuel containers will have secondary containment with minimum 110% capacity or be double walled.</td>
<td>X</td>
<td>Sub-contractors fuel containers will be inspected as they arrive on-site. Sub-contractors will be required to change out containers that do not include secondary containment.</td>
<td></td>
</tr>
<tr>
<td>Concrete Management</td>
<td>Prevent concrete from entering the marine environment.</td>
<td>X</td>
<td>Eco-pans and 6mm poly will be placed under the pump truck hopper to capture accidental spills from the concrete truck. Ecopans will also be used at all testing location for disposal of excess concrete. Eco-pans will be covered at the end of the pour and harden concrete will be disposed of in an onsite concrete bin.</td>
</tr>
<tr>
<td>Environmental Sensitivities &amp; Concerns</td>
<td>Mitigation Measure</td>
<td>Required?</td>
<td>Comments</td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>-------------------------------------------------------------------------------------</td>
<td>-----------</td>
<td>---------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td>No On-Site wash out for concrete and/or pump trucks: All concrete and pump trucks will be required to wash-out at an offsite location.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Air quality impact from working equipment</td>
<td>No idling: Equipment required to be shut off when not in use.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Equipment maintenance: Maintain equipment in good working order</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Water quality</td>
<td>Background water quality monitoring: To be completed prior to construction activities.</td>
<td>X</td>
<td>pH and turbidity baseline data have been collected and will be used to monitor changes during construction activities.</td>
</tr>
<tr>
<td></td>
<td>Water quality monitoring in the navigation channel: pH and turbidity testing will be carried out twice daily in the navigation channel during in-water and near water construction activities. Measurements will be recorded, kept onsite and available for review.</td>
<td>X</td>
<td>Testing procedure and frequency are specified in EMP section 4.4.3. If pH and turbidity readings exceed the BC Water Quality Objectives, the source of the exceedance will be evaluated. CO2 or silt curtains may be deployed, construction methods may be adjusted, and water quality will be re-tested until in compliance, before construction work continues.</td>
</tr>
<tr>
<td></td>
<td>Bascule pier coffer dam water management: Water in the cofferdam will be tested prior to discharge into the navigational channel. Water that does not meet the BC water quality objectives will be treated prior to discharge or disposed of offsite at an approved offsite facility.</td>
<td>X</td>
<td>Water quality objectives are: pH range should be 7.0-8.7 and turbidity should not increase more than 8.0 NTUs over pre-construction background level of 14.2 NTU.</td>
</tr>
<tr>
<td></td>
<td>Leak prevention: Prevent leaks into the marine channel at the steel donut plates installed around the perimeter of each caisson.</td>
<td>X</td>
<td>Inspect the donut plates installed around the perimeter of each caisson prior to initiating concrete pours inside the bascule pier coffer dam. Inspect the area of each caisson for concrete losses or leaks.</td>
</tr>
<tr>
<td>Above ground noise</td>
<td>Above ground noise monitoring: Periodic noise readings will be taken during construction. PCL also collected background noise measurements prior to starting work.</td>
<td>X</td>
<td>Construction activities to comply with municipal noise bylaws and working hours (weekdays 7am-7pm and weekends 7am-7pm). Noise will not exceed 85dBA at the point of receptor. If an exceedance is measured, where possible, PCL will adjust construction methods/timing. If construction methods must exceed this limit, PCL will apply for an exemption.</td>
</tr>
<tr>
<td>Archaeological sites</td>
<td>Archaeological monitoring</td>
<td>X</td>
<td>PCL has notified MMM of the work and no archeological requirements exist at this time.</td>
</tr>
<tr>
<td>Housekeeping</td>
<td>Containment boom: to be installed around temporary work trestle.</td>
<td>X</td>
<td>Containment boom will be visually checked daily and maintenance complete as required.</td>
</tr>
<tr>
<td></td>
<td>Housekeeping: to be completed during the course of the work.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Work area: to be left in an orderly state, clear of construction waste upon completion of work.</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX B:

PCL Marine Refueling Policy
PCL MARINE RE-FUELING POLICY

NOTE: This excludes barge refueling
(only pertains to equipment located over water)

1. Re-fueling individual must carry a drip rag.

2. All equipment to be refueled must be shutoff near refueling station.

3. Whenever possible, no barge to barge refueling.

4. Large spill kit must be located near the equipment being refueled.

5. No smoking while re-fueling or in the surrounding area.

6. No locking fuel nozzles are permitted. Operator must be present until tank is full and re-fueling is completed.

## Revision Log:

<table>
<thead>
<tr>
<th>Revision Number</th>
<th>Date Submitted</th>
<th>Revised By</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>REV 000</td>
<td>4/1/2014</td>
<td>Derek Compton</td>
<td>EWP for trestle pile removal</td>
</tr>
<tr>
<td>REV 001</td>
<td>4/14/2014</td>
<td>Claire Lewis</td>
<td>Review by QEP</td>
</tr>
</tbody>
</table>

## Anticipated Construction Start Date:
May 10, 2014

## Review & Sign Off:

Environmental Representative: Claire Lewis, Hemmera  
Signature: 

Operation Superintendent: Justin Sieg, PCL  
Signature:
1.0 Type of Work

The following Environmental Work Plan (EWP) provides information relating to mitigation of potential environmental impacts associated with East and West trestle pile removal. This work will be carried out in accordance with the Fisheries Act Subsection 35(2)(b) Authorization No. 09-HPAC-PA3-00556 (hereinafter referred to as the “FAA”), and with the “Johnson Street Bridge Replacement Project Environmental Management Plan” produced by Hemmera and dated May 2013 (hereinafter referred to as the “EMP”).

2.0 Specific Work Activities

2.1 East Side Pile Removal

A total of 25 EA 24” diameter pipe piles will be removed from the East side. Rows 1 and 2 will be removed first (May 2014). Refer to Figure 1 below. The piles highlighted in green will be removed, but will not require any concrete/fill to be replaced. For the piles highlighted in red:

a) The trestle beams will be removed;

b) Concrete will be placed into the bottom 10’ of the pile sockets of an entire row of piles, via tremie method.

c) After concrete placement, the piles will be removed using a crane and vibratory hammer. The top of the concrete will be approximately 20 feet or more below the ocean floor, separated from the water by 20 feet or more of sediment.

d) Any concrete or overburden disturbed during the removal will be contained with the turbidity curtain already in place around the Bascule Pier.

Figure 1: East Trestle Piles
2.2 West Side Pile Removal

A total of 10 EA 24" diameter pipe piles will be removed on the West side of the channel. Refer to Figure 2 below. The piles highlighted in green will be removed, but will not require any concrete/fill to be placed inside the pipe. The piles highlighted in red will be removed following placement of concrete in the bottom 10' of the rock socket. The placement and containment methods will be identical to the East side.

![Figure 2: West Trestle Piles](image)

3.0 Construction Schedule

Trestle pile removal will be an ongoing activity for the next several months subject to the advancement of particular work activities dependent on the trestle as a work platform.

Select trestle piles on the East side will be removed May 2014; specifically rows 1 and 2 ([9 piles total]. The remaining East trestle piles will be removed following completion of the Intermediate pier cap and pre-cast girder erection. This work is currently scheduled to complete early 2015. Some east trestle pile removal is expected to be conducted outside the valid authorization period defined by the FAA.
West trestle pile removal will commence following the completion of the Rest Pier cap. The Rest Pier cap is currently scheduled to complete late summer 2014. The West trestle pile removal is expected to start and be completed between July 1-October 1 (i.e., the FAA valid authorization period).

4.0 Work Proceed Requirements

The items identified below are to be completed prior to commencing:

<table>
<thead>
<tr>
<th>WORK IS NOT TO PROCEED UNTIL</th>
<th>Yes</th>
<th>No</th>
<th>Initials</th>
</tr>
</thead>
<tbody>
<tr>
<td>A All equipment required for work <strong>AND</strong> mitigation/contingency plans procured and onsite</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.1 Secondary containment for gas powered equipment and fuel storage is onsite</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.2 Spill kits are onsite</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B A signed copy of all applicable permits/variances, authorizations and work plans available onsite (FAA &amp; EMP)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**ONCE APPROVED, REQUIRED MITIGATION MEASURES IDENTIFIED IN SECTION 4.0 BELOW MUST BE IMPLEMENTED.**

5.0 Environmental Sensitivities and Concerns

The following outlines the risks and associated concerns with the selective demolition and the appropriate mitigation measures required:

**NOTE: IF, AT ANY TIME, DEAD FISH OR ABNORMAL FISH BEHAVIOUR (COMING TO THE SURFACE OR ERRATIC SWIMMING) ARE OBSERVED IN THE VICINITY OF THE OPERATION, WORK MUST STOP IMMEDIATELY.**

**NOTE: IN WATER WORKS COMPLETED OUTSIDE THE VALID AUTHORIZATION PERIODS DEFINED BY THE FAA TO BE CARRIED OUT UNDER FULL TIME SUPERVISOR OF THE INDEPENDENT ENVIRONMENTAL MONITOR (IEM) WORKING UNDER THE DIRECT SUPERVISION OF THE LEAD QUALIFIED ENVIRONMENTAL PROFESSIONAL (QEP). IN-WATER WORK IS CONSIDERED TO BE CONSTRUCTION WORK BELOW THE HIGH WATER MARK (HWM) THAT IS NOT ISOLATED FROM THE MARINE ENVIRONMENT.**

**NOTE: WORKS WILL CEASE IF MARINE MAMMALS (HARBOUR SEALS) OCCUR WITHIN 50M OF THE WORK AREA. WORK CAN BEGIN AGAIN AFTER MARINE MAMMALS HAVE LEFT THE AREA.**

For in-water works, turbidity readings will be collected prior to construction activities. During construction, turbidity readings will then be taken in close proximity to the work area inside the silt curtain and outside the silt curtain. For more information, please refer to the water quality section in Table 3, below.
### Environmental Sensitivities & Concerns:

#### Shock Waves from Piling

- The vibratory hammer used for this work is not expected to produce shock waves capable of causing fish to experience physical injury or death. Therefore, in accordance with the BC Pile Drivers Association Best Management Practices for steel piling, hydrophone monitoring is not required. All the same, regular observations will be made for dead fish in the area of and during piling.

<table>
<thead>
<tr>
<th>Mitigation Measure</th>
<th>Required</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use biodegradable machine oil if supported by the machine</td>
<td>X</td>
<td>Attached at end of this document.</td>
</tr>
<tr>
<td>Adhere to PCL Marine Re-fueling Policy</td>
<td>X</td>
<td>PCL has supplied and are trained in the use of spill kits. One is located on the West side and one on the East side next to site trailers.</td>
</tr>
<tr>
<td>Large spill kits present onsite</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Small spill kits present in each piece of heavy machinery</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Heavy machines to be clean and free of excess oil</td>
<td>X</td>
<td>Daily equipment inspections will be done prior to use.</td>
</tr>
<tr>
<td>Equipment in proper running order</td>
<td>X</td>
<td>Daily equipment inspections will be done prior to use. Equipment found to be in poor working order will be removed from service, repaired and re-inspected prior to use onsite again.</td>
</tr>
<tr>
<td>All fuel containers will have secondary containment with minimum 110% capacity or be double walled</td>
<td>X</td>
<td>Containment boom is on-site to control any large spills (hydraulic hoses, crane, etc.)</td>
</tr>
<tr>
<td>Follow PCL’s Project Health, Safety and Environment Plan – Spill Response Plan/Procedure for any spills (attached)</td>
<td>X</td>
<td>Copy of PCL HSE plan will be provided to all subcontractors at award meetings and signoff received prior to starting work onsite.</td>
</tr>
</tbody>
</table>

#### Machine oil and oil spills within 30m of water

- If dead fish are observed, vibratory hammering will stop immediately and a bubble curtain (or other mitigation) installed. If, despite the introduction of preventive measures, further visual monitoring reveals fish kill, then the work will stop immediately and the methods will be reviewed and corrected.
<table>
<thead>
<tr>
<th>Environmental Sensitivities &amp; Concerns</th>
<th>Mitigation Measure:</th>
<th>Required</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concrete Containment</td>
<td>Spill prevention: Prevent spills or leakage at the concrete truck/pump location on the trestle.</td>
<td>X</td>
<td>During concrete pours, 6 mil poly will be installed if and as needed, under the concrete truck and pump, when they are positioned on the trestle. An 'eco pan' (spill tray) will also be utilized as secondary containment to catch concrete/slurry spillage at the concrete pump location.</td>
</tr>
<tr>
<td>Concrete Containment</td>
<td>Concrete pump/trucks wash-out in place</td>
<td>X</td>
<td>Wash-out to occur off-site</td>
</tr>
<tr>
<td>Concrete Containment</td>
<td>Turbidity curtain installed around operation</td>
<td>X</td>
<td>Turbidity curtain will remain installed around bascule pier. Extra containment boom is available in the event of a spill/leak.</td>
</tr>
<tr>
<td>Water quality</td>
<td>Complete background water quality monitoring prior to construction activities</td>
<td>X</td>
<td>pH and turbidity baseline data have been collected and will be used to monitor changes during construction activities.</td>
</tr>
<tr>
<td>Water quality</td>
<td>pH and turbidity testing twice daily during in-water work activities and during work activities occurring within 30 meters of the foreshore. Measurements will be recorded, kept onsite and available for review.</td>
<td>X</td>
<td>Testing procedure and frequency specified in EMP section 4.4.3. If pH and turbidity readings exceed the BC Water Quality Objectives, the source of the exceedance will be evaluated. Sediment controls may be deployed (such as silt curtains), construction methods may be adjusted, and water quality will be re-tested until in compliance, before construction work continues.</td>
</tr>
<tr>
<td>Construction related debris falling into water</td>
<td>Prior to removing the pilings, water in the pilings will either be tested inside the piling or pumped into tanks located on the trestle and tested. Water that does not meet the BC water quality objectives will be treated prior to discharge into the channel or disposed of offsite at an approved off-site facility.</td>
<td>X</td>
<td>Water quality objectives are: pH range should be 7.0-8.7 and turbidity should not increase more than 8.0 NTUs from background levels at any one time when background levels are between 8 and 80 NTU's (should not increase more than 10% of background levels when background is &gt; 80 NTUs).</td>
</tr>
<tr>
<td>Construction related debris falling into water</td>
<td>Containment booms on-site</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Construction related debris falling into water</td>
<td>Regular housekeeping required to minimize debris.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Environmental Sensitivities &amp; Concerns:</td>
<td>Mitigation Measure:</td>
<td>Required</td>
<td></td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>---------------------</td>
<td>----------</td>
<td></td>
</tr>
<tr>
<td>Air quality impact from working equipment</td>
<td>Equipment required to be shut off when not in use.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Equipment to be properly maintained and in good working order.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Above ground noise</td>
<td>PCL will collect background noise measurements prior to starting work. Periodic readings will be taken during construction. Construction activities to comply with municipal bylaws and working hours (weekdays 7am-7pm and weekends 10am-7pm).</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Noise will not exceed 85dBA at the point of receptor. If an exceedance is measured, where possible, PCL will adjust construction methods/timing. If construction methods must exceed this limit, PCL will apply for an exemption.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Archaeological sites</td>
<td>PCL has notified MMM of the work and no archeological requirements exist at this time</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Housekeeping</td>
<td>Housekeeping to be completed during the course of the work</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Work area to be left in an orderly state, clear of construction waste upon completion of work</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Concrete waste will be recycled in approved locations</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Johnson Street Bridge: EWP #11 – Civil Works (East and West JSB Project Site)

#### Revision Log:

<table>
<thead>
<tr>
<th>Revision Number</th>
<th>Date Submitted</th>
<th>Revised By</th>
<th>Description</th>
<th>City of Victoria/ Authority’s Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>000</td>
<td>June 02, 2014</td>
<td>PCL</td>
<td>Completed draft document.</td>
<td></td>
</tr>
<tr>
<td>001</td>
<td>June 9, 2014</td>
<td>Hemmera</td>
<td>Revision and finalisation by QEP.</td>
<td></td>
</tr>
</tbody>
</table>

#### Anticipated Construction Start Date:

June 09, 2014

#### Review & Sign Off:

Environmental Representative: Claire Lewis

Operation Superintendent: [Signature]

---

City of Victoria | ANNUAL REPORT 2014/15 | JOHNSON STREET BRIDGE REPLACEMENT PROJECT 129
1.0 Type of Work

The following Environmental Work Plan (EWP) provides information relating to mitigation of potential environmental impacts associated with the construction of the East and West Johnson Street Bridge approaches (Civil and Utility scopes of work). This work will be carried out in accordance with the Fisheries Act Subsection 35(2)(b) Authorization No. 09-HPAC-PA3-00556 (hereinafter referred to as the “FAA”), and with the “Johnson Street Bridge Replacement Project Environmental Management Plan” produced by Hemmera and dated May 2013 (hereinafter referred to as the “EMP”).

1.1 Location of Work

The civil work scope of work (utility and earthworks) is required to complete the new Johnson Street Bridge approaches – Figure 1 and Figure 2 below illustrate the approximate location and existing site condition of such. Construction is not expected to involve in-water work as the scope on both the East and West sides of the site is located above the High High Water Level (hereinafter referred to as “HHWL”).

![Figure 1: Approximate Location of the JSB civil scope of work on the West side of the project site.](image-url)
1.2 Sequence of Work

The following briefly outlines the sequence of operations for the civil scope of work:

1. Miscellaneous clear and grubbing
2. Selective demolition of hardscape (portion of existing abutment(s), retaining walls, roadway demo including saw-cutting for utility installation, etc)
3. Earthwork (bulk excavation/grading for new roadway alignments/utility trenching)
   a. Includes temporary stockpile of material prior to final placement or off-site disposal
4. Utility installation
   a. Includes installation of new piping, manholes, electrical, lighting etc.
5. Road base, curb and gutter and sidewalk installation
6. Retaining wall installation (MSE, EPS and applicable backfilling)
7. Landscaping installation

2.0 Construction Schedule

Civil construction is scheduled to begin in June 2014 and continue through late 2015. The West side earthworks scope of work is scheduled to be complete by late 2014.

3.0 Work Proceed Requirements

The items identified below are to be completed prior to commencing:
WORK IS NOT TO PROCEED UNTIL

<table>
<thead>
<tr>
<th></th>
<th>Work</th>
<th>Yes</th>
<th>No</th>
<th>Initials</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>All equipment required for work AND mitigation/contingency plans procured and onsite</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.1</td>
<td>Secondary containment for gas powered equipment and fuel storage is onsite</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.2</td>
<td>Spill kits are onsite</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>A signed copy of all applicable permits/variances, authorizations and work plans available onsite (FAA &amp; EMP)</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

4.0 Environmental Sensitivities and Concerns

The following outlines the risks and associated concerns with the civil scope of work and the appropriate mitigation measures required:

NOTE: FOR THE PURPOSE OF THIS EWP, IN-WATER WORKS IS DEFINED AS ANY WORK THE TAKES PLACE BELOW THE HHWL, NONE OF WHICH IS CURRENTLY ANTICIPATED.

<table>
<thead>
<tr>
<th>Environmental Sensitivities &amp; Concerns:</th>
<th>Mitigation Measure:</th>
<th>Required</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Soil Management &amp; Erosion Control</td>
<td>Maintain foreshore silt fence</td>
<td>X</td>
<td>Previously installed silt fence along foreshore will be continually maintained and kept in proper working condition.</td>
</tr>
<tr>
<td></td>
<td>Prevent erosion from stockpiles and excavation, observe and control effects on the foreshore.</td>
<td>X</td>
<td>Excavated soil that is known or suspected to be contaminated will be temporarily stored on 10 mil poly and covered. Stockpiles of any kind will be situated away from the channel. Stockpiles and excavation areas will be maintained to prevent erosion/transport of sediment into the channel. Contaminated soil material will be permanently placed, compacted and capped with clean material in fill zone 1, 2 or 3 as soon as possible.</td>
</tr>
<tr>
<td>In-water work</td>
<td>Full time IEM monitoring (under the full time supervision of the QEP) will be undertaken during in-water works that occur outside of the least risk window defined by the FAA. In-water works is defined as work below the HHWL.</td>
<td>X</td>
<td>No in-water work is contemplated under this EWP.</td>
</tr>
<tr>
<td></td>
<td>Shield construction lighting used over the water after dusk or before dawn.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Environmental Sensitivities &amp; Concerns</td>
<td>Mitigation Measure</td>
<td>Required</td>
<td>Comments</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>--------------------</td>
<td>----------</td>
<td>----------</td>
</tr>
<tr>
<td>Machine oil and oil spills within 30m of water</td>
<td>Biodegradable machine oil: use if supported by the machine</td>
<td>X</td>
<td>PCL has supplied and are trained in the use of spill kits. Spill kits are currently located on both sides of the project site and will also be located on the temporary work trestle.</td>
</tr>
<tr>
<td></td>
<td>Large spill kits: present on-site</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Small spill kits: present in each piece of heavy machinery</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Clean machines: Heavy machines to be clean and free of excess oil</td>
<td>X</td>
<td>Daily equipment inspections will be done prior to use.</td>
</tr>
<tr>
<td></td>
<td>Equipment maintenance: Maintain equipment in good working order</td>
<td>X</td>
<td>Daily equipment inspections (including hydraulic connections and couplers) will be done prior to use. Equipment found to be in poor working order will be removed from service, repaired and re-inspected prior to use onsite again.</td>
</tr>
<tr>
<td></td>
<td>Secondary containment: All fuel containers will have secondary containment with minimum 110% capacity or be double walled.</td>
<td>X</td>
<td>Sub-contractors fuel containers will be inspected as they arrive on-site. Sub-contractors will be required to change out containers that do not include secondary containment.</td>
</tr>
<tr>
<td>Air quality impact from working equipment</td>
<td>No Idling: Equipment required to be shut off when not in use.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Equipment maintenance: Maintain equipment in good working order</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Dust control: Saw-cutting for utility trenching, excavation and miscellaneous demolition.</td>
<td>X</td>
<td>High Efficiency Particulate Air (HEPA) filtered concrete cutting equipment and/or water will be utilized during concrete and/or asphalt cutting operations. Water will be used as an alternate method to mitigate dust during excavation and demolition during dry weather.</td>
</tr>
<tr>
<td>Water Quality</td>
<td>Background water quality monitoring: To be completed prior to construction activities.</td>
<td>X</td>
<td>pH and turbidity baseline data have been collected and will be used to monitor changes during construction activities.</td>
</tr>
<tr>
<td></td>
<td>Water quality monitoring in the navigation channel: pH and turbidity testing will be carried out twice daily in the navigation channel when construction activities occur within 30 m of the channel, but may be reduced during sustained dry periods of weather.</td>
<td>X</td>
<td>Testing procedure and frequency are specified in EMP section 4.4.3. Measurements will be recorded, kept onsite and available for review. If pH and turbidity readings exceed the BC Water Quality Objectives, the source of the exceedance will be evaluated. Sediment controls may be deployed (such as silt curtains), construction methods may be adjusted, and water quality will be re-tested until in compliance, before construction work continues.</td>
</tr>
<tr>
<td>Environmental Sensitivities &amp; Concerns</td>
<td>Mitigation Measure</td>
<td>Required</td>
<td>Comments</td>
</tr>
<tr>
<td>---------------------------------------</td>
<td>------------------------------------------------------------------------------------</td>
<td>----------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Water Quality</td>
<td>Filter fabric installation: Filter socks will be installed in catch basins to minimize slurry reaching the storm sewer system</td>
<td>X</td>
<td>Crews are to clean up excess slurry after cutting operations.</td>
</tr>
<tr>
<td></td>
<td>Equipment attachments: Cutting equipment to utilize water collection attachments when possible.</td>
<td>X</td>
<td>When possible, vacuum attachments will be utilized to minimize excess cutting water from entering the City of Victoria storm system.</td>
</tr>
<tr>
<td>Above ground noise</td>
<td>Above ground noise monitoring: Periodic noise readings will be taken during construction. PCL also collected background noise measurements prior to starting work.</td>
<td>X</td>
<td>Construction activities to comply with municipal noise bylaws and working hours (weekdays 7am-7pm and weekends 7am-7pm). Noise will not exceed 85dBA at the point of receptor. If an exceedance is measured, where possible, PCL will adjust construction methods/timing. If construction methods must exceed this limit, PCL will apply for an exemption.</td>
</tr>
<tr>
<td>Archeological Sites</td>
<td>Archaeological monitoring</td>
<td>X</td>
<td>PCL has notified MMM of the mass excavation work. Archaeological monitoring to take place as required by MMM.</td>
</tr>
<tr>
<td>Material Handling and Transfer System</td>
<td>Street Cleaning: Wet broom cleaning and/or street sweeper will be utilized periodically as required.</td>
<td>X</td>
<td>PCL will monitor the conditions of the roads leaving site and implement street sweepers as required.</td>
</tr>
<tr>
<td></td>
<td>Haul Roads: Coarse gravel haul roads will be constructed as required</td>
<td>X</td>
<td>Haul roads will be generated to minimize the impact to existing soil conditions and reduce dust generation.</td>
</tr>
<tr>
<td>Housekeeping</td>
<td>Housekeeping to be completed during the course of the work.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Work area to be left in an orderly state, clear of construction waste upon completion of work.</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>
MINUTES OF JSB MARINE USER GROUP MEETING #7
Held @ PCL Site Office on Feb. 3, 2015 @ 10:00am

JOB #2261300 – 2F.5

Present:

Dave Featherby
Harbour Master
HM
david.featherby@tc.gc.ca

Carl Wilkinson
City of Victoria
CoV
cwilkinson@victoria.ca

Dave Eggert
Salts
Salts
dave@salts.ca

Noel Rubio
 MMM
 MMM
rubion@mmm.ca

Derek Compton
PCL Constructors Westcoast Inc.
PCL
djcompton@pcl.com

Hank Bekkering
Point Hope Maritime
PHM
hbekkering@pointhopemaritime.com

Justin Sieg
PCL Constructors Westcoast Inc.
PCL
jwsieg@pcl.com

CC:

Mark Donahue
PCL Constructors Westcoast Inc.
PCL
mdonahue@pcl.com

Tyler VanderLinden
PCL Constructors Westcoast Inc.
PCL
tdvanderlinden@pcl.com

Ed Kittle
PCL Constructors Westcoast Inc.
PCL
ekittle@pcl.com

Jim Belden
PCL Constructors Westcoast Inc.
PCL
jbelden@pcl.com

Jordan Presunka
PCL Constructors Westcoast Inc.
PCL
jpresunka@pcl.com

Arlo Skeans
PCL Constructors Westcoast Inc.
PCL
askceans@pcl.com

Didier Samouilhan
MMM Group
MMM
samouilhand@mmm.ca

Gord Tubman
Ocean Concrete
OC
gtubman@lehighcement.com

Barry Hobbs
Victoria Harbour Ferry
VHF
bhobbis@shaw.ca

Peter Martin
Island Asphalt
IA
pmartin@islandpaving.com

John Ellis
Salish Sea Industries
SSI
johnellis@salishseaind.com

Dave Bukovec
Point Hope Maritime
PHM
daveb@unitedengineering.ca

Tony Anderson
Salts
SALT
tony@salts.ca

Mark Cline
Victoria Fire
VF
mcline@victoria.ca

Lyle Flaig
Lehigh Materials
LM
lflaig@lehighcement.com

Rockie Collins
Victoria Materials Depot
VMD
rcollins@lehighcement.com

Rob Duffs
Canadian Coast Guard
CCG
nerg@shaw.ca

Ryan Greville
Navigable Waters Protection Div
NWPD
ryan.greville@tc.gc.ca

Matt Waterman
Victoria Police Marine Division
VPMD
matt.waterman@bicpd.ca

NOTE: These are minutes of JSB Marine User Group Meeting #03 carried forward from Meeting #02. Items are numbered corresponding to the meeting number and item of business. Information or resolved items will be carried for one subsequent set of minutes and then removed.

1.01 Communication

- East and West Fender Installation:
  - Temporary blockages of channel during West camel installation and East pile installation – Channel will remain open to all marine traffic
  - Minimum one hour notices for all bridge openings are required to allow for vessels to cease operations and vacate the channel
  - Weekly NOTSHIP’s and email notifications will be sent to Marine users
  - PCL will maintain a marine radio during in-channel works
<table>
<thead>
<tr>
<th>ITEM</th>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1.02 Site Layout</strong></td>
<td></td>
</tr>
<tr>
<td>1.02 Site Layout</td>
<td>Reviewed site layout and locations of fendering installations</td>
</tr>
<tr>
<td></td>
<td>Salish Sea will be using the Nootka Sound barge and crane to assist in pile and camel installation – the barge will be moored along the West Wharf</td>
</tr>
<tr>
<td></td>
<td>INFO</td>
</tr>
<tr>
<td></td>
<td>INFO</td>
</tr>
</tbody>
</table>

| **2.01 Notification** |  |
| 2.01 Notification | NOTSHIP’s sent to CCG on weekly/bi-weekly intervals dependent on construction activities (distributed to marine users).  |
|  | Includes site plans with general overview of marine equipment and phasing.  |
|  | 4-week look-ahead schedules distributed to marine users  |
|  | 02/03/2015: Weekly email notifications will be sent to Marine Users when channel is to be partially blocked  |
|  | INFO |
|  | INFO |
|  | INFO |

| **2.02 Signage** |  |
| 2.02 Signage | “No Wake” and “No Access” signs posted on existing structures to limit access and improve worker safety.  |
|  | Signs posted by order of Harbour Master  |
|  | INFO |
|  | INFO |

| **2.03 Upcoming Construction Activities** |  |
| 2.03 Upcoming Construction Activities | 02/02/2015: West fender (floating camel) installation to begin mid to late February for a duration of approximately 4 weeks  |
|  | Existing timber piling to be removed and new timber piling to be installed to the South of existing piers  |
|  | Existing concrete selective demolition (East Diaphragm to begin in late February for a duration of approximately 2 weeks)  |
|  | Bascule Pier footing and wall construction is underway and is scheduled be complete in April  |
|  | East and West Rail Trestle demolition to begin in June 2015  |
|  | Pre-Cast girder erection tentatively scheduled for mid June 2015  |
|  | INFO |

| **NEW BUSINESS** |  |
| **3.1 Fendering Design** |  |
| 3.1 Fendering Design | 02/03/2015: Ledcor and Salts representatives concerned about current fendering design showing no bumper attached to existing piers  |
|  | CoV to address concerns with Marine Users  |
|  | 02/03/2015: CoV and MMM did not have any information/comments regarding dolphin design or design channel speeds  |
|  | INFO |
|  | INFO |
|  | INFO |
The above are considered to be a true and accurate recording of all items discussed. Should any discrepancy or inconsistency be noted, advise the recorder or bring it up within five (5) days of receipt of these minutes. If no notification is received, minutes are deemed acceptable by all.

Derek Compton  
Project Engineer  
WRITER’S DIRECT LINE: 250 410-0638  
DC/rdj
Inspection Report

Worker and Employer Services Division

WORKERS' COMPENSATION BOARD OF BRITISH COLUMBIA

0601 Westminster Highway, Richmond, BC
Mailing Address: PO Box 630, Vancouver BC, V8Y 5L5

An employer who fails to comply with the Occupational Health & Safety Regulation or Board orders or directions is subject to sanctions as prescribed in the Workers Compensation Act.

The Occupational Health & Safety Regulation requires that one copy of this report remain posted in a conspicuous place at or near the operation inspected for at least seven days, or until compliance has been achieved, whichever is the longer period.

An affected employer, worker, owner, supplier, union or member of a deceased worker’s family may, within 90 calendar days of this report, in writing, request the Review Division of the WCB to conduct a review of an order, or the non-issuance of an order, in this report by contacting the Review Division at the Board's Richmond Office. The time limit may be extended in certain circumstances. Employers requiring assistance can contact the Employers' Advisers at 1-800-959-2230—workers can contact the Workers’ Advisers at 1-800-963-4251.

Date of Issue | Number | Number of Orders
---|---|---
2014/01/08 | 14118870016 | 0

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<th>Travel Time Recorded*</th>
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<td>001</td>
<td>721028</td>
<td>1.00</td>
<td>0.50</td>
<td></td>
</tr>
</tbody>
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*The Time Recorded reflects only that time which has been charged to this inspection up until the document was printed for delivery. Subsequent time may be added for additional activity related to this inspection.

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<th>Site Visit Date</th>
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<th>Direct Readings</th>
<th>Results Presented</th>
<th>Sampling Inspection(s)</th>
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<tbody>
<tr>
<td>11 - 50</td>
<td>823963</td>
<td>2014/01/08</td>
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<td>N</td>
<td>N</td>
<td></td>
</tr>
</tbody>
</table>

Head Office

PCL Constructors Westcoast Inc.
UNIT 310 13911 WIRELESS WAY
RICHMOND
BC V6V3R9

Job Site

Johnson Street Bridge Replacement
460 Pandora Street
Victoria
BC

Portion inspected: Mobile Crane SN: 21G6163F

Violations: NO ORDERS WRITTEN

Employer Representative Name: Peter MacVicar

Employer Representative Position: Superintendent

Superintendent: Jim Belden - HSE Supervisor

Phone Number: (604) 862-2761

Signature: Officer of the Board / Signature

Clarabut, David

Regulation(s) Referenced in Inspection Text

OHS 14.38. (6)

Inspection Text

This inspection report is as a result of a site visit specific to the inspection of a sub contractor mobile crane currently erected and operating at this construction site.
WORKERS' COMPENSATION BOARD OF BRITISH COLUMBIA

INSPECTION REPORT
WORKER AND EMPLOYER SERVICES DIVISION

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<table>
<thead>
<tr>
<th>Date of issue</th>
<th>Number</th>
<th>Number of Orders</th>
</tr>
</thead>
<tbody>
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</table>

Employer: 650164
Location: 001
Classification: 721028
Activity Time Recorded*: 1.00
Travel Time Recorded*: 0.50

Reviewed the scope of work specific to crane activities.

(0HS 14.38.(6)) If a crane or hoist is being operated at the same time and in the same location as other work activity, the employer or the prime contractor must organize and control the work of any persons who are not involved in that operation to ensure that the operation can be carried out safely.

Inspecting Officer: David Clarabut
Occupational Safety Officer
WorkSafeBC Office
4514 Chatterton Way
Victoria BC V8X 5H2
1-250-891-3469
Toll Free 1-800-663-7593
www.worksafebc.com
david.clarabut@worksafebc.com

Employer Representative: Peter MacVicar
Officer of the Board: Clarabut, David
Johnson Street Bridge Replacement Project
Appendix B – Environmental Monitoring Reports

WORKERS’ COMPENSATION BOARD OF BRITISH COLUMBIA

INSTRUCTION REPORT

WORKER AND EMPLOYER SERVICES DIVISION

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Date of Issue | Number | Number of Orders | Employer | Location | Classification Unit Number | Activity Time Recorded* | Travel Time Recorded*
---|---|---|---|---|---|---|---
2014/01/08 | 201418370017 | 1 | 737422 | 001 | 722004 | 1.00 | 0.50

*The Time Recorded reflects only that time which has been charged to this inspection up until the document was printed for delivery. Subsequent time may be added for additional activity related to this inspection.

<table>
<thead>
<tr>
<th>Number of Workers</th>
<th>Project Number</th>
<th>Site Visit Date</th>
<th>Lab Samples Taken</th>
<th>Direct Readings</th>
<th>Results Presented</th>
<th>Sampling Inspection(s)</th>
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</thead>
<tbody>
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<td>2014/01/08</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
</tbody>
</table>

Head Office

CD CONSTRUCTION DRILLING INC
2958 BOYS RD
DUNCAN
BC  V9L6W4

Johnson Street Bridge Replacement
460 Pandora Street
Victoria
BC

Section Inspected: Mobile Crane SN: 21G51063F

Visitation: REFER TO ORDERS ON FOLLOWING PAGE(S)

Employer Representative Name: Kelly Smith

Accompanied by Employer Representative: Kelly Smith

Employer Representative Position: Foremen

Accompanied by Worker Representative: Organization

Site Supervisor: Office of the Board / Signature

Phone Number: (250) 710-2527

Signature: Carabul, David

Inspection Text:
The crane was identified as the following:
Linkbelt FMC Model LS-31B SN: 21G51063F

The crane is currently erected and operating at the Johnson Street Bridge

82B17 (ROB/2007) Printed: 2014/01/08 15:51
Page 1 of 3
An employer who fails to comply with the Occupational Health & Safety Regulation or Board orders or directions is subject to sanctions as prescribed in the Workers Compensation Act.

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<table>
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<tr>
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<th>Employer</th>
<th>Location</th>
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<td>001</td>
<td>722904</td>
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</tbody>
</table>

The mobile crane SN:216F1063F did not meet the requirements of (a) CSA Standard Z150-1998, Safety Code for Mobile Cranes, part 3.3.6 specific to the installation of an anti two block device.

This is in contravention of the Occupational Health and Safety Regulation Section 14.2(5).

A mobile crane, telescoping or articulating boom truck or sign truck must
WORKERS’ COMPENSATION BOARD OF BRITISH COLUMBIA

INSPECTION REPORT

WORKER AND EMPLOYER SERVICES DIVISION

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<td>0.50</td>
</tr>
</tbody>
</table>

meet the requirements of
(a) CSA Standard Z150-1998, Safety Code for Mobile Cranes,
(b) ANSI Standard ANSI/ASME B30.5-2004, Mobile and Locomotive Cranes, or
(c) ANSI Standard ANSI/ASME B30.22-2005, Articulating Boom Cranes.

Employer Representative
Kelly Smith

Officer of the Board
Clarabut, David
### Johnson Street Bridge Replacement Project

Appendix B – Environmental Monitoring Reports

**Work Safe BC**

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#### Inspection Report Summary

<table>
<thead>
<tr>
<th>Date of Issue</th>
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**Employer Information**

<table>
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<tr>
<th>Employer</th>
<th>Location</th>
<th>Classification Unit Number</th>
<th>Activity Time Recorded*</th>
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<th>Site Visit Date</th>
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**Head Office**

**PCL CONSTRUCTORS WESTCOAST INC.**

**UNIT 310 13911 WIRELESS WAY**

**RICHMOND BC V6V3B8**

**Job Site**

**Johnson Street Bridge Replacement**

**203 Harbour Road**

**Victoria BC**

**Violations:** NO ORDERS WRITTEN

**For Internal Use Only**

Delivery Method: Email
email to: EKittle@pcl.com

**Regulation(s) Referenced in Inspection Text**

WCA 111. (1)
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**Inspection Text**

This report documents a site inspection I (Prevention Officer Don MacFadgen) performed on on the morning of Monday, January 27th, 2014. No orders are contained in this inspection report. Note the recommendations.

**Areas inspected:**
- jobsite

**Documentation reviewed:**
- engineering documents related to planned work;
- task/job based hazard assessment for subtrades including onsite archaeologist, excavator operator, welder;
- most recent safety committee meeting;
- subcontractor’s site specific fall protection plan, enclosed space work plan, documentation of scissor/boom actuated lift training.

**Recommendations**

I made the following recommendations:
- forward copy of the DEP drill record;
- continue to ensure that continuity of engineering related to bridge components is maintained;
- where practicable, separate mobile equipment from pedestrian traffic to reduce struck by potential;
- relocating first aid horn stations closer to working area;
- discussed Automatic External Defibrillator availability;
- determine noise levels associated with pipe weld gauging activity to ensure adequacy of hearing protection.

**Discussions**

Discussed high hazard/low probability occurrences related to serious injury risk.

**Contact Information**

<table>
<thead>
<tr>
<th>Employer Representative</th>
<th>Officer of the Board</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ed Kittle</td>
<td>MacFadgen, Don</td>
</tr>
</tbody>
</table>

An employer who fails to comply with the Occupational Health & Safety Regulation or Board orders or directions is subject to sanctions as prescribed in the Workers Compensation Act.

The Occupational Health & Safety Regulation requires that one copy of this report remain posted in a conspicuous place at or near the operation inspected for at least seven days, or until compliance has been achieved, whichever is the longer period.

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<thead>
<tr>
<th>Date of Issue</th>
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<td>821028</td>
<td>2</td>
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</tr>
</tbody>
</table>

If you require further information related to this report, please contact:

Attention: Don MacFadgen, WorksafeBC Occupational Safety Officer
Email: don.macfadgen@worksafebc.com
tel: 250-881-3452 Fax: 250-881-3482
Address: 4514 Chatterton Way, Victoria, BC V8X 5K2
website: worksafebc.com
Johnson Street Bridge Replacement Project
Appendix B – Environmental Monitoring Reports

WORKERS' COMPENSATION BOARD
6951 Westminster Highway, Richmond, BC
Mailing Address: PO Box 5350, Vancouver BC, V6E 5L5
Telephone 604 276-3100 Toll Free 1-888-621-7233 Fax 604 276-3247

INSPECTION REPORT
WORKER AND EMPLOYER SERVICES DIVISION

An employer who fails to comply with the Occupational Health & Safety Regulation or Board orders or directions is subject to sanctions as prescribed in the Workers Compensation Act.

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An affected employer, worker, owner, supplier, union or member of a deceased worker’s family may, within 90 calendar days of this report, in writing, request the Review Division of the WCB to conduct a review of an order, or the non-issuance of an order, in this report by contacting the Review Division at the Board’s Richmond Office. The time limit may be extended in certain circumstances. Employers requiring assistance can contact the Employers’ Advisers at 1-800-925-2333—workers can contact the Workers’ Advisers at 1-800-663-4261.

Date of Issue | Number | Number of Orders | Employer | Location | Classification Unit Number | Activity Time Recorded* | Travel Time Recorded*
--- | --- | --- | --- | --- | --- | --- | ---
2014/01/10 | 201412920018 | 0 | 580925 | 002 | 763037 | 0.5 | 0

*The Time Recorded reflects only that time which has been charged to this inspection up until the document was printed for delivery. Subsequent time may be added for additional activity related to this inspection.

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<th>Direct Readings</th>
<th>Results Presented</th>
<th>Sampling Inspection(s)</th>
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Head Office

STANTEC CONSULTING LTD
C/O RISK MANAGEMENT 10140 112 ST NW
EDMONTON AB T5K2L6

Johnson Street Bridge Replacement
203 Harbour Road
Victoria BC

Position | Inspected | Jobsite
--- | --- | ---

Violations

NO ORDERS WRITTEN

Employer Representative Name | Accompanied by Employer Representative
Craig Norris | not applicable

Employer Representative Position | Accompanied by Worker Representative
Managing Senior Principal | Adam Whaaram

Phone Number | Organization
(250) 388-9161 | N/Appl.

Signature | Officer of the Board / Signature
Don MacFadgen, Don

For Internal Use Only

Delivery Method: Email
craig.norris@stantec.com

---

Regulation(s) Referenced in Inspection Text

WCA 111. (1)
This report documents a site inspection I (Prevention Officer Don MacFadgen) performed on the morning of Monday, January 27th, 2014. Field archaeology work was occurring related to machine excavation activity onsite. Note the recommendations.

Areas inspected:
- jobsite

Documentation reviewed:
- task hazard assessment.

Discussions
- Discussed work positioning related to excavator.

Contact Information
If you require further information related to this report, please contact:

Attention: Don MacFadgen, WorksafeBC Occupational Safety Officer
Email: don.macfadgen@gmail.com
tel: 250-881-3452 Fax: 250-881-3482
Address: 4514 Chatterton Way, Victoria, BC V8X 5H2
website: worksafebc.com
WORKSAFE BC
6051 Westminster Highway, Richmond, BC
Mailing Address: PO Box 5350, Vancouver BC, V6B 5L5
Telephone 604 276-3100 Toll Free 1-888-621-7233 Fax 604 276-3247

INSPECTION REPORT
WORKER AND EMPLOYER SERVICES DIVISION

An employer who fails to comply with the Occupational Health & Safety Regulation or Board orders or directions is subject to sanctions as prescribed in the Workers Compensation Act.

The Occupational Health & Safety Regulation requires that one copy of this report remain posted in a conspicuous place at or near the operation inspected for at least seven days, or until compliance has been achieved, whichever is the longer period.

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Date of Issue | Number | Number of Orders | Employer | Location | Classification Unit Number | Activity Time Recorded* | Travel Time Recorded*
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2014/01/30 | 2014129920019 | 0 | 92460 | 001 | 721031 | 0.35 | 0

*The Time Recorded reflects only that time which has been charged to this inspection up until the document was printed for delivery. Subsequent time may be added for additional activity related to this inspection.

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<th>Number of Workers</th>
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<tr>
<th>Head Office</th>
<th>Job Site</th>
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<tbody>
<tr>
<td>DON MANN EXCAVATING LTD</td>
<td>Johnson Street Bridge Replacement</td>
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<tr>
<td>4098 LOCHSIDE DR</td>
<td>203 Harbour Road</td>
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<tr>
<td>VICTORIA</td>
<td>Victoria</td>
</tr>
<tr>
<td>BC</td>
<td>BC</td>
</tr>
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</table>

Portion Impacted: Jobsite

Violations: NO ORDERS WRITTEN

Employer Representative Name: not applicable

Accompanied by Employer Representative: Monty FITZ

Employer Representative Position: General Mgr [monty@donmann.com]

Accompanied by Worker Representative: Jim Woods

Phone Number: (250) 479-8289

Organization: n/appl.

Signature: Officer of the Board / Signature

MacFadden, Don

For Internal Use Only

Delivery Method: Email

---

Regulation(s) Referenced in Inspection Text

WCA 111. (1)

52B17 (R05/2007) Printed: 2014/01/30 15:22
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### Inspection Text

This report documents a site inspection performed on the morning of Monday, January 27th. No orders are contained in this inspection report. Note the recommendations.

**Areas inspected:**

- excavation/site preparation activities

**Documentation reviewed:**

- task hazard assessment form

**Discussions**

A archaeologist was inspecting soil/earth being disturbed by the excavator. Discussed coordination of this activity.

**Contact information**

If you require further information related to this report, please contact:

Attention: Don MacFadgen, WorkersBC Occupational Safety Officer
Email: don.macfadgen@workersbc.com
Tel: 250-881-3452 Fax: 250-881-3482
Address: 4514 Chatterton Way, Victoria, BC V9X 5H2
Website: workersbc.com
### Appendix B – Environmental Monitoring Reports

**WORKERS’ COMPENSATION BOARD OF BRITISH COLUMBIA**

**INSPECTION REPORT**

**W R O K R E N S A F E  B C**

**WORKER AND EMPLOYER SERVICES DIVISION**

**6051 Westminster Highway, Richmond, BC**

**Mailing Address: PO Box 5350, Vancouver BC, V6B 5L5**

**Telephone 604 276-3160 Toll Free 1-888-621-7233 Fax 604 276-3247**

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#### Date of Issue

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<tr>
<th>Date of Issue</th>
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<table>
<thead>
<tr>
<th>Company Name</th>
<th>Address</th>
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<tbody>
<tr>
<td>CO CONSTRUCTION DRILLING INC</td>
<td>2956 BDYS RD</td>
</tr>
<tr>
<td>DUNCAN</td>
<td>BC V9L6W4</td>
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<table>
<thead>
<tr>
<th>Employer Representative Name</th>
<th>Accompanied by Employer Representative</th>
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<tbody>
<tr>
<td>Kelly Smith</td>
<td>Kelly Smith</td>
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<table>
<thead>
<tr>
<th>Project manager</th>
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<tbody>
<tr>
<td></td>
<td>(250) 716-2627</td>
<td>n/appl.</td>
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<table>
<thead>
<tr>
<th>Signature</th>
<th>Officer of the Board / Signature</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>MacFadden, Don</td>
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</tbody>
</table>

**For Internal Use Only**

Delivery Method: Email
Email to prime contractor

**Regulation(s) Referenced in inspection Text**

WCA 111.(1)

---

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<table>
<thead>
<tr>
<th>Date of Issue</th>
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<th>Location</th>
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<td>001</td>
<td>722004</td>
<td>0.75</td>
<td>0.25</td>
</tr>
</tbody>
</table>

**Inspection Text**

This report documents a site inspection I (Prevention Officer Don MacFadgen) performed on the morning of Monday, January 27th, 2014. No orders are contained in this inspection report. Note the recommendations.

**Areas Inspected:**
- jobsite

**Documentation Reviewed:**
- task/job-based hazard assessment for job;
- site-specific fall protection plan, enclosed space work plan documentation of scissor/boom actuated lift training.

**Recommendations:**

I made the following recommendations:
- determine noise levels associated with pipe weld gauging activity to ensure adequacy of hearing protection;
- discussed potential hazards associated with discharge/return water pipes and procedure to exclude workers from area when first ‘charging’ lines.

**Contact Information:**

If you require further information related to this report, please contact:

Attention: Don MacFadgen, WorksafeBC Occupational Safety Officer
Email: don.macfadgen@worksafebc.com
Tel: 250-881-3452 Fax: 250-881-3482
Address: 4514 Chatterton Way, Victoria, BC V8X 5H2
Website: worksafebc.com
The Workers Compensation Act requires that the employer must post a copy of this report in a conspicuous place at or near the workplace inspected for at least seven days, or until compliance has been achieved, whichever is the longer period. A copy of this report must also be given to the joint committee or worker health and safety representative, as applicable.

<table>
<thead>
<tr>
<th>Inspection Report #201411887056A</th>
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<tbody>
<tr>
<td><strong>Employer Name</strong></td>
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<tr>
<td>PCL CONSTRUCTORS WESTCOAST INC.</td>
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<table>
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<tr>
<th>Date of Initiating Inspection</th>
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<th>Delivery Method</th>
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<td>Mar 10, 2014</td>
<td>Mar 16, 2014</td>
<td>Mar 16, 2014</td>
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**THERE ARE ZERO (0) ORDERS OUTSTANDING**

**NO ACTION REQUIRED**
INSPECTION NOTES

This inspection report is as a result of a site visit to conduct an inspection of a mobile crane currently erected and operating on this construction site.

Discussed the requirements for the prime contractor to ensure work activities adjacent to or overlapping crane operations are organized and controlled to prevent accident or incidents.

Reviewed the requirements for inspection records of chain sling.

Inspecting Officer: David Clarabut
OCCUPATIONAL SAFETY OFFICER
WorkSafeBC Office
4514 Chatterton Way
Victoria BC V8X 5H2
1-250-881-3489
Toll Free 1-800-663-7593
www.worksafebc.com
david.clarabut@worksafebc.com
### REFERENCES

In addition to any orders and the information provided in the Inspection Notes in this inspection Report, the officer may discuss other health and safety issues with the employer arising out of the inspection. The information below sets out the health and safety requirements discussed with the employer, and unless otherwise noted, violations of these requirements were not observed.

<table>
<thead>
<tr>
<th>Reference</th>
<th>Details Discussed</th>
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<tbody>
<tr>
<td>OHS14.38(6)</td>
<td>If a crane or hoist is being operated at the same time and in the same location as other work activity, the employer or the prime contractor must organize and control the work of any persons who are not involved in that operation to ensure that the operation can be carried out safely. As per inspection text notes</td>
</tr>
<tr>
<td>OHS15.50</td>
<td>A chain sling must be thoroughly inspected at least once each year and a record of the inspection must be kept. As per inspection text notes</td>
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Appendix B – Environmental Monitoring Reports

**INSPECTION REPORT**
Worker and Employer Services Division
201411887056A

<table>
<thead>
<tr>
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<tr>
<td>650154</td>
<td>UNT 310 13911 WIRELESS WAY, RICHMOND BC, V6Y 3B9</td>
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<th>Worker Representative Present During Inspection</th>
<th>Labour Organization &amp; Local</th>
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</thead>
<tbody>
<tr>
<td>Justin Sieg</td>
<td>Justin Sieg</td>
<td>Jim Belderr</td>
<td></td>
</tr>
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</table>

**WorkSafeBC Officer Conducting Inspection**

David Clarabut

**Inspection Time**

<table>
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*The time recorded above reflects the cumulative inspection time and travel time associated to the inspection activity cycle. Additional time may be added for subsequent activity.

**Right to a Review of Orders**

Any employer, worker, owner, supplier, union, or a member of a deceased worker’s family directly affected may, within 90 calendar days of the delivery date of this report, in writing, request the Review Division of WorkSafeBC to conduct a review of an order, or the non-issuance of an order, in this report by contacting the Review Division. Employers requiring assistance may contact the Employers’ Advisers at 1-800-925-2233. Workers may contact the Workers’ Advisers at 1-800-663-4261.
The Workers Compensation Act requires that the employer must post a copy of this report in a conspicuous place at or near the workplace inspected for at least seven days, or until compliance has been achieved, whichever is the longer period. A copy of this report must also be given to the joint committee or worker health and safety representative, as applicable.

<table>
<thead>
<tr>
<th>Employer Name</th>
<th>Jobsite Inspected</th>
<th>Scope of Inspection</th>
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<tbody>
<tr>
<td>FCL CONSTRUCTORS WESTCOAST INC.</td>
<td>East end of the new Johnson Bridge Victoria BC V9A8T3</td>
<td>Diving Operations</td>
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</table>

<table>
<thead>
<tr>
<th>Date of Initiating Inspection</th>
<th>Date of This Inspection</th>
<th>Delivery Date of This Report</th>
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<tr>
<td>Jun 04, 2014</td>
<td>Jun 04, 2014</td>
<td>Jun 09, 2014</td>
<td>Email</td>
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</table>

THERE ARE ZERO (0) ORDERS OUTSTANDING

NO ACTION REQUIRED
INSPECTION NOTES

This inspection was conducted to determine compliance with part 3 of the Act and Regulation in regards to commercial diving operations.

Background:
This Inspection report is the result of a partial inspection which I completed on June 04 2014 with an assisting Board Officer.

This workplace consisted of the construction of the new Johnson Street Bridge in Victoria BC, (East side of the waterway)

The Prime- Contractor at the time of inspection was PCL CONSTRUCTORS WESTCOAST INC.

At the time of this inspection I observed the following in regards to diving operations:

Four divers were aboard an aluminum flat hulled dive vessel commercially registered as vessel J3K609. No diving had yet occurred. The crew was undergoing a safety meeting with PCL in preparation for tasks to be completed.

The task involved underwater concrete coring and cable cutting; the divers would be assisting in mounting the coring machine. The max depth of this area rarely exceeded 40’ during high tide. There was to be one diver on supplied air in the water at a time taking part in the work activity. The employer had conducted a risk assessment, and hazard analysis. This documentation was available and reviewed on-site.

- All divers held valid certificates including but not limited to the following:
  - Occupational Diver certification, valid First Aid, medical clearance letters from MD’s, MED A3’s, and there were boat operators on board with Valid SVOP and ROCM. There was also an air sample available which had been tested in May of 2014.

Additional items discussed have been included in the regulation reference section but were no limited to

Please visit our website www.worksafebc.com. It has up to date regulations policies and guidelines. It also has many helpful resources, tool box talk meeting forms, safety meeting topics, current trends, and much more.

If you have any questions pertaining to this report or any other health and safety concerns please contact myself Jessie Kunce (OSD) WorkSafeBC by phone (250)881-3461, fax (250)881-3482 or email - jessie.kunce@worksafebc.com

Photos have been electronically saved to this document and will be archived in Firm File
REFERENCES

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<tbody>
<tr>
<td>OHS24.19</td>
<td>A briefing was observed being conducted with all persons involved in this dive operation prior to any work commencing.</td>
</tr>
</tbody>
</table>

Immediately before each dive, the diving supervisor must brief all persons involved in the diving operations about (a) the hazards which may be encountered during the dive, (b) the intended duration of the dive and the maximum depth to be reached, (c) decompression procedures to be followed, (d) the location of other divers, (e) the work to be done, (f) specific recall signals, and (g) emergency procedures to be followed.
Inspection Report
Worker and Employer Services Division
201417355057A

Employer # | Mailing Address | Classification Unit # | Operating Location
----------|----------------|-----------------------|------------------
050164     | UNIT 310 13811 WIRELESS WAY RICHMOND BC V6Y3B9 | 722001 | 001

Lab Samples Taken | Direct Readings | Results Presented | Sampling Inspection(s) | Workers onsite during Inspection | Notice of Project Number
N | N | N | | | 7

Inspection Report Delivered To | Employer Representative Present During Inspection | Worker Representative Present During Inspection | Labour Organization & Local
Jim Baldwin | Jim Baldwin | Spoke to Workers

WorkSafeBC Officer Conducting Inspection
Jessie Kunce

*Inspection Time | *Travel Time
1.50 hrs | 0.75 hrs

*The time recorded above reflects the cumulative inspection time and travel time associated to the inspection activity cycle. Additional time may be added for subsequent activity.

Right to a Review of Orders
Any employer, worker, owner, supplier, union, or a member of a deceased worker’s family directly affected may, within 90 calendar days of the delivery date of this report, in writing, request the Review Division of WorkSafeBC to conduct a review of an order, or the non-issuance of an order, in this report by contacting the Review Division. Employers requiring assistance may contact the Employers’ Advisers at 1-800-925-2233. Workers may contact the Workers’ Advisers at 1-800-663-4261.
The Workers Compensation Act requires that the employer must post a copy of this report in a conspicuous place at or near the workplace inspected for at least seven days, or until compliance has been achieved, whichever is the longer period. A copy of this report must also be given to the joint committee or worker health and safety representative, as applicable.

**Inspection Report #201411887283A**

<table>
<thead>
<tr>
<th>Employer Name</th>
<th>Jobsite Inspected</th>
<th>Scope of Inspection</th>
</tr>
</thead>
</table>
| PCL CONSTRUCTORS WESTCOAST INC.| Johnson Street Bridge Replacement  
203 Harbour Road  
Victoria BC                  | Bascule Pier Exterior Form Work Plan                                                  |

<table>
<thead>
<tr>
<th>Date of Initiating Inspection</th>
<th>Date of This Inspection</th>
<th>Delivery Date of This Report</th>
<th>Delivery Method</th>
</tr>
</thead>
</table>

**THERE ARE ZERO (0) ORDERS OUTSTANDING**

**NO ACTION REQUIRED**
INSPECTION NOTES

This inspection report is as a result of a site visit to conduct a workplace inspection specific to a review of the Bascule Pier Exterior Form erection procedure and associated Dwg.

Reviewed the employer scope of work specific to access/egress, use of PFD (personal flotation device) and fall protection. The employer has developed a JHA (Job Hazard Analysis) specific to this work process. The JHA details requirements for risk/hazard assessment, risk rating, control mechanism and the ability to verify the control mechanism.

Reviewed WorkSafeBC regulation requirements specific to the use of fall protection and a reviewed guideline G11.2(5)-3 Other acceptable work procedures

This guideline maybe used provided the employer follows the requirements identified and ensures a written site specific fall protection plan is available on site.

a) Installation or removal of fall protection equipment (first person up/last person down rule).

b) Transfers between fall protection systems. Brief transfers between fall protection systems where the worker is protected by having a three-point contact (two feet placed firmly on a suitable supporting surface along with one hand supporting the worker, while the other hand is used to transfer a connection from one fall protection system to another).

Inspecting Officer: David Clarabut
Occupational Safety Officer
WorkSafeBC Office
4514 Chatterton Way
Victoria BC V8X 5H2
1-250-881-3469
Toll Free 1-800-663-7593
www.worksafebc.com
david.clarabut@worksafebc.com

REFERENCES

In addition to any orders and the information provided in the Inspection Notes in this Inspection Report, the officer may discuss other health and safety issues with the employer arising out of the inspection. The information below sets out the health and safety requirements discussed with the employer, and unless otherwise noted, violations of these requirements were not observed.

<table>
<thead>
<tr>
<th>Reference</th>
<th>Details Discussed</th>
</tr>
</thead>
<tbody>
<tr>
<td>OHS11.2(1)(a)</td>
<td>As per inspection text notes.</td>
</tr>
<tr>
<td>Unless elsewhere provided for in this Regulation, an employer must ensure that a fall protection system is used when work is being done at a place from which a fall of 3 m (10 ft) or more may occur.</td>
<td></td>
</tr>
<tr>
<td>OHS11.2(5)</td>
<td>As per inspection text notes.</td>
</tr>
<tr>
<td>If the use of a fall arrest system is not practicable, or will result in a hazard greater than if the system was not used, the employer must ensure that work procedures are followed that are acceptable to the Board and minimize the risk of injury to a worker from a fall.</td>
<td></td>
</tr>
</tbody>
</table>
INSTRUCTION REPORT
Worker and Employer Services Division
201411887283A

<table>
<thead>
<tr>
<th>Employer #</th>
<th>Mailing Address</th>
<th>Classification Unit #</th>
<th>Operating Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>550164</td>
<td>UNIT 310 13911 WIRELESS WAY RICHMOND BC V6Y 3R9</td>
<td>722001</td>
<td>001</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Lab Samples Taken</th>
<th>Direct Readings</th>
<th>Results Presented</th>
<th>Sampling Inspection(s)</th>
<th>Workers onsite during Inspection</th>
<th>Notice of Project Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Inspection Report Delivered To</th>
<th>Employer Representative Present During Inspection</th>
<th>Worker Representative Present During Inspection</th>
<th>Labour Organization &amp; Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>Justin Saig</td>
<td>Ed Kettle</td>
<td>Jim Belton</td>
<td></td>
</tr>
</tbody>
</table>

WorkSafeBC Officer Conducting Inspection
David Clasburt

*Inspection Time*  
2.00 hrs  
*Travel Time*  
0.50 hrs

*The time recorded above reflects the cumulative inspection time and travel time associated to the inspection activity cycle. Additional time may be added for subsequent activity.*

Right to a Review of Orders

Any employer, worker, owner, supplier, union, or a member of a deceased worker’s family directly affected may, within 90 calendar days of the delivery date of this report, in writing, request the Review Division of WorkSafeBC to conduct a review of an order, or the non-issuance of an order, in this report by contacting the Review Division. Employers requiring assistance may contact the Employers’ Advisers at 1-800-925-2233. Workers may contact the Workers’ Advisers at 1-800-663-4261.
### Notice of Project

**Confirmation number:** E674055

**Owner Information**
- **Account #:** 325873
- **Name:** North Pacific Divers Inc
- **Country:** Canada
- **Address:** 6551 Druncullen Rd
- **City:** Duncan
- **Province:** British Columbia
- **Postal code:** V9L 5V8

**Contractor Information**
- **Account #:**
- **Name:** PCL Constructors Westcoast Inc
- **Country:** Canada
- **Address:** 13911 Wireless Way
- **City:** Richmond
- **Province:** British Columbia
- **Postal code:** V6V 3B9

**Person in charge of project**
- **Name:** Randy Wright
- **Job title:** Owner
- **Email:** northpacific@shaw.ca
- **Phone number:** (250) 709-1651

**Person completing this form**
- **Name:** Randy Wright
- **Email:** northpacific@shaw.ca
- **Phone number:** (250) 709-1651

**Has the prime contractor agreed in writing with the owner to be the prime contractor?**

**Additional documents and delivery method**
- **Additional documents:**
- **Delivery method:**
- **Sent date:**

**Confirmation number:** E674055

**Diving (OMHS Regulation 24.9 (1) (a) to (f))** At least 24 hours notice required.

**Diving options**
- **Construction:** Yes
- **Engineering inspection:**
- **Contaminated environment:**
- **Underneath ice:**
- **Between nets:**
- **Exceeding the no-decompression limit:**
- **Using a mixed gas other than nitrox as a breathing medium (See OMHS 24.26 (3) (a) (b)):**
- **Other areas of entrapment:**
- **Other:**
- **Other areas of entrapment explanation:**
- **Other explanation:**

[Link: https://online.worksafebc.com/anonymous/NOP/confirmation.aspx]
WorkSafeBC Online - Notice of Project

What is the planned maximum depth of the dive

- Depth (feet): 12

Purpose of the dive

- Purpose:
  Inspect coffer dam and tighten loose bolts as needed.

- List diving equipment that will be used

  Equipment used:
  - Surface supply

Confirmation number: E674055

Project site locations

<table>
<thead>
<tr>
<th>Site Location</th>
<th>Start date</th>
<th>Project city</th>
<th>Duration</th>
<th>Unit</th>
<th>Project site location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2015/02/25</td>
<td>Victoria</td>
<td>2</td>
<td>Days</td>
<td>East side new Johnson Street bridge construction</td>
</tr>
</tbody>
</table>

Please send any questions or attachments to:

Mailing address: Workers' Compensation Board of British Columbia, Prevention Division PO Box 5350 Stn Terminal, Vancouver BC V6B 5L5

Telephone: (604) 276-3100 in the Lower Mainland, or 1 888 621-7233 Toll Free in BC

Fax: (604) 276-3247

Email: eraynep@WorkSafeBC.com

Please note: There is a limit of 10MB for all of your attachments sent by email.

https://online.worksafebc.com/anonymous/NOP/confirmation.aspx
## Inspection Report #201517356050A

<table>
<thead>
<tr>
<th>Employer Name</th>
<th>Jobsite Inspected</th>
<th>Scope of Inspection</th>
</tr>
</thead>
<tbody>
<tr>
<td>PCL CONTRACTORS WESTCOAST INC.</td>
<td>Replacement, 203 Harbour Road, Victoria BC</td>
<td>Johnson Street Bridge</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date of Initiating Inspection</th>
<th>Date of This Inspection</th>
<th>Delivery Date of This Report</th>
<th>Delivery Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mar 18, 2015</td>
<td>Mar 18, 2015</td>
<td>Mar 25, 2015</td>
<td>Email</td>
</tr>
</tbody>
</table>

THERE ARE ZERO (0) ORDERS OUTSTANDING

ACTION MAY STILL BE NECESSARY TO ENSURE COMPLIANCE
PLEASE READ FULL REPORT
INSPECTION NOTES

This employer was inspected by Jason Smit, Occupational Hygiene Officer on the 18th of March, 2015. Issues discussed included and were not limited to the following;

****Scope of Work****
This employer was inspected while engaged as prime contractor during construction of the new Johnson Street Bridge.

****Confined Spaces****
The employer was provided with an education presentation on the hazards of Confined Spaces and WorkSafeBC regulations pertaining to the control of those hazards.

****Prime Contractor Coordination****
Following the confined spaces presentation I received the employer’s site orientation. The orientation was found to be thorough and covered all required topics.

****Project Status****
The phasing of the project was discussed including planned demolition work on the existing bridge. This work will involve the disturbance of lead containing paint. The employer is aware of the requirements of the regulation pertaining the lead containing paint. The demolition plan is still in progress.

If you have any questions or concerns with respect to the contents of this inspection or any other workplace health & safety matter please contact;

Jason Smit
Occupational Hygiene Officer
Email: Jason.Smit@worksafebc.com
Phone: (250) 881-3467
REFERENCES

In addition to any orders and the information provided in the Inspection Notes in this Inspection Report, the officer may discuss other health and safety issues with the employer arising out of the inspection. The information below sets out the health and safety requirements discussed with the employer, and unless otherwise noted, violations of these requirements were not observed.

<table>
<thead>
<tr>
<th>Reference</th>
<th>Details Discussed</th>
</tr>
</thead>
<tbody>
<tr>
<td>OHS6.60</td>
<td>Discussed with respect to work which is planned at the jobsite.</td>
</tr>
<tr>
<td>OHS8.4</td>
<td>Discussed confined space hazards with the employer and workers.</td>
</tr>
<tr>
<td>WCA(118)(2)</td>
<td>With respect to this, this officer sat through the employer’s site orientation which was found to be thorough and to cover all required elements.</td>
</tr>
</tbody>
</table>
## INSPECTION REPORT

Worker and Employer Services Division  
201517356050A

<table>
<thead>
<tr>
<th>Employer #</th>
<th>Mailing Address</th>
<th>Classification Unit #</th>
<th>Operating Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>650154</td>
<td>UNT 310 13811 WIRELESS WAY</td>
<td>722081</td>
<td>001</td>
</tr>
<tr>
<td></td>
<td>RICHMOND BC, V6Y 3B9</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Lab Samples Taken</th>
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</thead>
<tbody>
<tr>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
<td>30</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Inspection Report Delivered To</th>
<th>Employer Representatives Present During Inspection</th>
<th>Worker Representative Present During Inspection</th>
<th>Labour Organization &amp; Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jim Belden</td>
<td>Jim Belden</td>
<td>Spoke to Workers</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ed Kittle</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**WorkSafeBC Officer Conducting Inspection**  
Jason Smit

*Inspection Time | Travel Time
---|---
2.76 hrs | 0.25 hrs

*The time recorded above reflects the cumulative inspection time and travel time associated to the inspection activity cycle. Additional time may be added for subsequent activity.

### Right to a Review of Orders

Any employer, worker, owner, supplier, union, or a member of a deceased worker’s family directly affected may, within 90 calendar days of the delivery date of this report, in writing, request the Review Division of WorkSafeBC to conduct a review of an order, or the non-issuance of an order, in this report by contacting the Review Division. Employers requiring assistance may contact the Employers’ Advisers at 1-800-925-2233.

WorkSafeBC values your feedback. To obtain that feedback, our external market research provider may be contacting you to complete a survey.

IR 201517356050A Printed: Mar 25, 2015 10:40
The Workers Compensation Act requires that the employer must post a copy of this report in a conspicuous place at or near the workplace inspected for at least seven days, or until compliance has been achieved, whichever is the longer period. A copy of this report must also be given to the joint committee or worker health and safety representative, as applicable.

### Inspection Report #201516056051A

<table>
<thead>
<tr>
<th>Employer Name</th>
<th>Jobsite Inspected</th>
<th>Scope of Inspection</th>
</tr>
</thead>
<tbody>
<tr>
<td>PCL CONSTRUCTORS WESTCOAST INC.</td>
<td>203 Harbour Rd</td>
<td>Johnson Street Bridge Replacement</td>
</tr>
<tr>
<td></td>
<td>Victoria BC. V9A 3S1</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date of Initiating Inspection</th>
<th>Date of This Inspection</th>
<th>Delivery Date of This Report</th>
<th>Delivery Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apr 02, 2015</td>
<td>Apr 02, 2015</td>
<td>Apr 05, 2015</td>
<td>Email</td>
</tr>
</tbody>
</table>

### THERE IS ONE (1) ORDER OUTSTANDING

**ACTION REQUIRED**

### Summary of Orders

See "Orders – Full Details" section of this Inspection Report for orders cited.

<table>
<thead>
<tr>
<th>Order No: 1</th>
<th>Status: <strong>Outstanding</strong></th>
<th>Cite: <strong>OHS13.2(2)(b)</strong></th>
</tr>
</thead>
</table>

Notice of Compliance Required.

### ORDER STATUS LEGEND

<table>
<thead>
<tr>
<th>Order Status</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outstanding</td>
<td>Order Outstanding - Action Required to Achieve Compliance</td>
</tr>
<tr>
<td>Compiled</td>
<td>Compliance Achieved - No Further Action Required</td>
</tr>
<tr>
<td>Closed</td>
<td>Order Could Not be Followed Up – No Further Action Required</td>
</tr>
<tr>
<td>Rescinded</td>
<td>Order has been cancelled – No Further Action Required</td>
</tr>
</tbody>
</table>
INSPECTION NOTES

This inspection focused on the placement and operation of a Kobelco CK1600-L (160 Ton) mobile hydraulic crane (SN. GN03-02347) that this employer has rented from Construction Drilling Inc. The crane is located on the East Side Work Trestle, Span 3. The crane is erected with 140 feet of lattice boom, full counterweight and has both a four part main hoist line and single part whip line installed. The crane is being operated by a BC Industry Training Authority - Mobile Crane Construction Certified operator and being used to install foundation components for the east bridge abutment(s).

After completing a work-site orientation and reviewing engineering drawings, this employer’s Superintendent, Field Engineer, Health, Safety, and Environment Supervisor and us (WorkSafeBC Officers) completed an inspection of the east bridge abutment and trestle work areas.

The following was discussed with this employer’s representatives, crane operator and workers:

1) Dedicated Emergency Platform - Type 2 Drawing Details

Professional Engineer certified drawing # 8644-DEP-100, dated February 8, 2012, produced for this employer’s Dedicated Emergency Platform - Type 2 which is a crane supported work platform does not include all information, required by WCB Standard WPL 2, Design, Construction and Use of Crane Supported Work Platforms, 2004, Section 4. “Design of Crane Supported Work Platforms”, including but not limited to:

- (a) the relevant data to be displayed on a data plate, as detailed in the appropriate section of the Occupational Health and Safety Regulation
- (g) a statement by the professional engineer, or other qualified designer, indicating that the crane supported work platform design and fabrication meets this Standard.

See Order # 1 on this inspection report. This employer will be forwarded a copy of WCB Standard WPL 2, Design, Construction and Use of Crane Supported Work Platforms, 2004 for review.

2) Mobile Crane Supporting Surface

The employer produced professional engineer certified drawing # PCL-JSB-EST-01C for the Johnson Street Bridge East Side Work Trestle - Trestle Crane Loading, dated October 29, 2013.

3) Guard-rail Locations

This employer is using three Flexiloat sectional type barges as marine work platforms and equipment storage. This employer was encouraged to review their work practices on these barges to confirm if guard-rails would be possible and effective for protecting workers from inadvertently falling in the water.

4) Mobile Crane Operator Qualifications

A person must demonstrate competency, including familiarity with the operating instructions for the mobile crane, including Load Moment Indicator set-up, adjustment and use, before operating the equipment.

5) Mobile Crane Inspection and Maintenance (Log Book) Records

The mobile crane inspection and maintenance Log Book, recording system must contain an entry signed by the person responsible for any test, inspection, modification, repair or maintenance performed on the equipment, summarizing the work done.
indicating the status of the equipment or machine for further use, and if appropriate, noting where a detailed record of the test, inspection, modification, repair or maintenance can be obtained.

8) JCB Fork Lift Load handling Attachment

The JCB Fork Lift Load handling Attachment. Unit # J10G, SN: V8288 AS/DWG, WLL: 10, 000 LBS was removed from service by the employer prior to this inspection. The attachments right pin flanges appear to have over stressed and distorted (bent). In addition, the attachments lifting hook safety latch was broken.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

I have attached a copy of this employers Dedicated Emergency Platform - Type Z drawing to this inspection report for future reference.

WorkSafeBC has a wide range of health and safety information to assist you. For information on workplace health and safety, call toll-free within BC 1-888-821-SAFE (7233) or visit the WorkSafeBC website www.worksafebc.com.

IR 201510058051A Printed: Apr 6, 2015 0:40
ORDERS

An employer who fails to comply with Part 3 of the Workers Compensation Act, the Occupational Health & Safety Regulation, or WorkSafeBC orders may be subject to monetary or other sanctions as prescribed by the Workers Compensation Act.

Orders - Full Details

<table>
<thead>
<tr>
<th>Order No.</th>
<th>Status</th>
<th>Cited</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>Outstanding</td>
<td>OHS13.2(2)(b)</td>
</tr>
</tbody>
</table>

Professional Engineer certified drawing # 8944-DEP-100, dated February 8, 2012, produced for this employer’s Dedicated Emergency Platform - Type 2 which is a crane supported work platform, does not include all information, required by WCB Standard WPL 2, Design, Construction and Use of Crane Supported Work Platforms, 2004, Section 4. “Design of Crane Supported Work Platforms”, including but not limited to:

- (e) the relevant data to be displayed on a data plate, as detailed in the appropriate section of the Occupational Health and Safety Regulation
- (g) a statement by the professional engineer, or other qualified designer, indicating that the crane supported work platform design and fabrication meets this Standard.

This is in contravention of the Occupational Health and Safety Regulation Section 13.2(2)(b)

In designing and installing a work platform, appropriate safety factors and minimum rated loads must be used in the materials and method of installation, in accordance with WCB Standard WPL 2, Design, Construction and Use of Crane Supported Work Platforms, 2004.

Measures to Ensure Compliance:

Pursuant to section 194 (1) of the Workers Compensation Act, the employer must prepare a Notice of Compliance report. In accordance with section 194 (2), this report must detail what has been done to comply with this order. The Notice of Compliance report must include a Provincial audit of all this employer's workplaces to ensure Dedicated Emergency Platform drawings are in compliance with WCB Standard WPL 2, Design, Construction and Use of Crane Supported Work Platforms, 2004. Please submit this report no later than May 1, 2015.

The report can be submitted to WorkSafeBC, this Officer by:
- email to doug.younger@worksafebc.com or
- faxed to Attention Doug Younger @ 604.233.9719.
REFERENCES

In addition to any orders and the information provided in the Inspection Notes in this Inspection Report, the officer may discuss other health and safety issues with the employer arising out of the inspection. The information below sets out the health and safety requirements discussed with the employer, and unless otherwise noted, violations of these requirements were not observed.

<table>
<thead>
<tr>
<th>Reference</th>
<th>Details Discussed</th>
</tr>
</thead>
<tbody>
<tr>
<td>WCA194(1)</td>
<td>Notice of Compliance</td>
</tr>
<tr>
<td></td>
<td>This Inspection Report contains one or more orders requiring you to submit a Notice of Compliance report. This report must be prepared in accordance with section 194(2) of the Workers Compensation Act.</td>
</tr>
<tr>
<td>WCA194(2)</td>
<td>Notice of Compliance</td>
</tr>
<tr>
<td></td>
<td>The employer or other person directed by an order under subsection (1) must prepare a compliance report that specifies: (a) what has been done to comply with the order, and (b) if compliance has not been achieved at the time of the report, a plan of what will be done to comply and when compliance will be achieved.</td>
</tr>
<tr>
<td>OHS14.68(1)</td>
<td>Discussed with this employer’s representatives, crane operator and workers.</td>
</tr>
<tr>
<td></td>
<td>A mobile crane or boom truck must be used only on a surface capable of safely supporting the equipment and any hoisted load.</td>
</tr>
<tr>
<td>OHS4.55</td>
<td>Discussed with this employer’s representatives, crane operator and workers.</td>
</tr>
<tr>
<td></td>
<td>An area accessible to workers must have guards or guardrails installed in any of the following circumstances: (a) if a raised floor, open-sided floor, mezzanine, gallery, balcony, work platform, ramp, walkway, or runway is 122 cm (4 ft) or more above the adjacent floor or grade level; (b) on both sides of any walkway over or adjacent to any substance which is a hazard if a worker fell in, on it, or which is over machinery or work areas; (c) around the perimeter of any open container or containment area such as an open vat, bin, tank or pit which is 122 cm (4 ft) or more in depth and which has sides that do not extend at least as high as required for a guardrail above the adjacent grade or work surface; (d) if a stairway ends in direct proximity to dangerous traffic or other hazard to prevent inadvertent entry into the dangerous area.</td>
</tr>
<tr>
<td>Reference</td>
<td>Details Discussed</td>
</tr>
<tr>
<td>-------------</td>
<td>----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>OHS14.3(1)</td>
<td>A crane or hoist must only be operated by a qualified person who has been instructed to operate the equipment. Discussed with this employer’s representatives, crane operator and workers.</td>
</tr>
<tr>
<td>OHS4.32(a)</td>
<td>Unless otherwise specified by the Occupational Health and Safety Regulation, the installation, inspection, testing, repair and maintenance of a tool, machine or piece of equipment must be carried out (a) in accordance with the manufacturer’s instructions and any standard the tool, machine or piece of equipment is required to meet, or (b) as specified by a professional engineer. Discussed with this employer’s representatives, crane operator and workers.</td>
</tr>
<tr>
<td>OHS15.1(1)</td>
<td>A hook must have a safety latch or other means that will retain slings, chains, or other similar parts, under slack conditions. Discussed with this employer’s representatives, crane operator and workers.</td>
</tr>
<tr>
<td>OHS14.1(d)</td>
<td>Records of inspection and maintenance meeting the requirements of Part 4 (General Conditions) must be kept by the equipment operator and other persons inspecting and maintaining the equipment for (d) a mobile crane, boom truck or sign truck. Discussed with this employer’s representatives, crane operator and workers.</td>
</tr>
<tr>
<td>OHS4.92(c)</td>
<td>The recording system for a machine or piece of equipment must contain an entry signed by the person responsible for any test inspection, modification, repair or maintenance performed on the equipment, summarizing the work done, indicating the status of the equipment or machine for further use, and if appropriate, noting where a detailed record of the test, inspection, modification, repair or maintenance can be obtained. Discussed with this employer’s representatives, crane operator and workers.</td>
</tr>
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### INSPECTION REPORT
Worker and Employer Services Division
201516058051A

<table>
<thead>
<tr>
<th>Employer #</th>
<th>Mailing Address</th>
<th>Classification Unit #</th>
<th>Operating Location</th>
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<tbody>
<tr>
<td>650164</td>
<td>UNIT 310 13911 WIRELESS WAY RICHMOND BC V6V 3B9</td>
<td>722001</td>
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<tr>
<th>Lab Samples Taken</th>
<th>Direct Readings</th>
<th>Results Presented</th>
<th>Sampling Inspection(s)</th>
<th>Workers onsite during Inspection</th>
<th>Notice of Project Number</th>
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<tbody>
<tr>
<td>N</td>
<td>N</td>
<td>N</td>
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<td>15</td>
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<table>
<thead>
<tr>
<th>Inspection Report Delivered To</th>
<th>Employer Representative Present During Inspection</th>
<th>Worker Representative Present During Inspection</th>
<th>Labour Organization &amp; Local</th>
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<tbody>
<tr>
<td>Domenic DeGiammo</td>
<td>John Beard</td>
<td>Luke Bertrand</td>
<td></td>
</tr>
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</table>

**WorkSafeBC Officer Conducting Inspection**

Doug Younger

**Inspection Time:**

<table>
<thead>
<tr>
<th><em>Travel Time</em></th>
<th><em>Travel Time</em></th>
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</thead>
<tbody>
<tr>
<td>4:00 hrs</td>
<td>1:00 hrs</td>
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</tbody>
</table>

*The time recorded above reflects the cumulative inspection time and travel time associated to the inspection activity cycle. Additional time may be added for subsequent activity.*

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**Right to a Review of Orders**

Any employer, worker, owner, supplier, union, or a member of a deceased worker's family directly affected may, within 30 calendar days of the delivery date of this report, in writing, request the Review Division of WorkSafeBC to conduct a review of an order, or the non-issuance of an order, in this report by contacting the Review Division. Employers requiring assistance may contact the Employers' Advisers at 1-800-925-2233.

WorkSafeBC values your feedback. To obtain that feedback, our external market research provider may be contacting you to complete a survey.
NOTICE OF COMPLIANCE REPORT
Instructions for Completion
Worker and Employer Services Division

April 05, 2015

PCL CONSTRUCTORS WESTCOAST INC

UNIT 310 13911 WIRELESS WAY
RICHMOND BC V6V 3B9

Reference: Inspection Report #201518058051A

Dear Domenic DeSimone,

One or more orders cited in the above referenced Inspection Report includes a requirement for you to provide a Notice of Compliance Report (NOC) to WorkSafeBC, explaining the actions you have either taken, or plan to take to comply with the order(s).

Please note that a copy of this NOC has also been provided to your head office, along with a copy of the related Inspection Report. Coordinate completion and submission of this NOC with your head office.

Instructions

1. Complete in full the attached Notice of Compliance Report. If you prefer to submit documents in addition to or in place of this NOC, note the associated inspection Report number on those documents.

2. Submit by email, fax, or mail one copy of the NOC and any other related documents to the prevention officer identified below by the due date specified on the Notice of Compliance Report or as otherwise specified in the Inspection Report.

3. If compliance has not been achieved by the due date of the NOC, the employer or other person must also prepare a follow-up compliance report when compliance is achieved, and submit the report to WorkSafeBC.

4. A copy of all completed NOC reports must be posted in a conspicuous place at or near the workplace where the inspection was conducted for at least seven days; or until compliance has been achieved, whichever is the longer period.

5. Provide a copy of all completed NOC reports to the joint committee or worker health and safety representative as applicable. If the report relates to a workplace where workers of the employer are represented by a union, send a copy of the report to the union.

Submit NOC to:

Attention: Doug Younger (Occupational Safety Officer)

Phone: (604) 214-4827
Fax: (604) 232-1558
Email: Doug.Younger@worksafebc.com

Mailing Address: Worker and Employer Services Division
WorkSafeBC
North Van-Prov Crane Initiative
400 - 224 Esplanade W
North Vancouver BC
V7M 1A4

Should you have any questions, please contact the officer identified above.
NOTICE OF COMPLIANCE REPORT
Worker and Employer Services Division

The Workers Compensation Act requires that the employer must post a copy of this report in a conspicuous place at or near the workplace inspected for at least seven days, or until compliance has been achieved, whichever is the longer period. A copy of this report must also be given to the joint committee or worker health and safety representative, as applicable. If the report relates to a workplace where workers of the employer are represented by a union, send a copy to the union.

PCL CONSTRUCTORS WESTCOAST INC:
UNIT 310 13911 WIRELESS WAY
RICHMOND BC V6V 3B9

Reference: Inspection Report #201516058051A

Refer to the ‘Orders - Full Details’ section of the Inspection Report when completing this form.

<table>
<thead>
<tr>
<th>Order #</th>
<th>Cited</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>OHS13.2(2)(b)</td>
</tr>
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</table>

Description of actions taken to comply, or the intended actions to comply, and the estimated date of compliance:

Please submit the completed NOC report along with any supporting documentation, or in turn the documents that replace it no later than Tuesday, May 5, 2015 or as otherwise specified in the Inspection Report.

Submit NOC to:
Attention: Doug Younger (Occupational Safety Officer)
Phone: (604) 214-4827
Fax: (604) 232-1558
Email: Doug.Younger@worksafebc.com
Mailing Address: Worker and Employer Services Division
WorkSafeBC
North Van-Prov Crane Initiative
400 - 224 Esplanade W
North Vancouver BC
V7M 1A4

NOC for IR 201516058051A Printed: Apr 6, 2015 0:40
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||</p>
<table>
<thead>
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<th>Person Submitting this Report (Please Print)</th>
<th>Date Submitted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Person Receiving this Report (Please Print)</td>
<td>Date Received</td>
</tr>
</tbody>
</table>

For Employer Use Only

Phone: 
Email: 

For WorkSafeBC Use Only

Month: Day: Year:

Month: Day: Year:
WCB Standard: WPL 2-2004 Design, Construction and Use of Crane Supported Work Platforms

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1. Scope
This Standard applies to the design, construction, use, and maintenance of work platforms suspended from or attached to cranes or hoists. These work platforms are intended to support personnel and limited materials. Generally, these cranes or hoists were not specifically designed for lifting persons.

This Standard is an update of former WCB Standard A326 Design, Construction and Use of Suspended Platforms.

2. Definitions
"brittle materials" means those materials that do not meet the requirement for ductile materials;

"crane supported work platform" means a personnel platform which is raised, lowered, and held in working position by the hoisting line of a crane or hoist, or is attached to a crane boom, (generally the occupants of platforms suspended from cranes or attached to crane booms do not have direct personal control over the movement of the platform);

"ductile materials" means materials having a minimum elongation of 14% in a gauge length of 50 mm;

"rigging" means fibre ropes, wire ropes, chains, slings, attachments, connecting fittings and associated components.

3. Exclusions
The following types of platforms are not governed by this Standard:

- platforms which are supported by hoists or cranes designed for the suspension of work platforms (such as swing stages, digester platforms, chimney hoists, vehicle-mounted aerial devices, diker derricks)
- cranes or hoists specifically rated by the manufacturer for lifting personnel
- fixed platforms suspended from structures by wire ropes or chains
- platforms intended solely for lifting materials
- platforms suspended under aircraft

4. Design of crane supported work platforms
Crane supported work platforms must be certified by a professional engineer or other qualified designer (i.e., an engineer registered in the jurisdiction in which the platform was designed). Drawings and specifications containing all information necessary to
construct and rig the platform according to the design requirements must be provided and kept available for the duration of the service life of the platform.

The following information must be available on the drawings:

(a) the geometry of the platform and the sizes and required properties of all components,

(b) the type, quality and strength of materials,

(c) the fabrication details, sizes and specifications, for all bolted and welded connections,

(d) the rigging components, such as length and size of slings and the size of fittings, shackles, and any proprietary items, to permit accurate field identification for a crane supported platform or the details for attaching a platform to the boom,

(e) the relevant data to be displayed on a data plate, as detailed in the appropriate section of the Occupational Health and Safety Regulation,

(f) the professional engineer’s dated seal and signature, and the names of the platform fabricator and the owner of the platform, and;

(g) a statement by the professional engineer, or other qualified designer, indicating that the crane supported work platform design and fabrication meets this Standard.

5. Design loads and stresses

5.1 Design loads

A specified design live load of not less than 1.1 kN (250 lb.) per occupant must be used. The design live load must be calculated from the number of occupants and additional load due to tools, equipment, and materials carried on the work platform. The design live load must be applied to produce the most critical stresses on the platform structure and the rigging or the attachment to the boom.

A crane supported work platform designed for transporting injured workers must be designed for a minimum 3.5 kN (800 lb.) capacity to accommodate two occupants plus one occupied stretcher.

The guardrail must be able to withstand a concentrated force of 1000 N (225 lbf) in any direction at any point without sustaining permanent deformation.

5.2 Load factors

The design dead load and live load must be multiplied by a stress concentration factor \( f_1 \) and a dynamic loading factor \( f_2 \). The values of \( f_1 \) and \( f_2 \) must not be less than 1.1 and 1.25, respectively.

5.3 Allowable stresses

The allowable stresses in structural components must not exceed 50% of the yield stress of ductile materials, or 20% of the ultimate stress of brittle materials.
6. Suspension system

6.1 Work platforms suspended by load lines

Work platforms may be suspended from the main line or auxiliary line of cranes or hoists that meet the requirements of the Occupational Health and Safety Regulation and the Workers Compensation Act. The allowable load on rigging components must not exceed 10% of their breaking strength.

The suspension system must be designed to prevent the platform from tipping when personnel are occupying the platform move. Headroom must be provided to allow occupants to stand upright in the platform.

6.2 Platforms attached to crane booms

Work platforms may be attached to the boom tip of telescopic boom cranes that meet the requirements of the Occupational Health and Safety Regulation and the Workers Compensation Act. The components and method of connecting a platform to a crane boom must be designed and certified by the crane manufacturer or a professional engineer. Platforms must be designed to remain level while occupied.

7. Guardrails

The perimeter of work platforms must have standard guardrails complete with an intermediate rail and toeboard, or be fully enclosed. Screen mesh to cover the area between the toeboard and the intermediate rail is recommended if full enclosure is not provided. The top rail must be 102 cm to 112 cm (40 in to 44 in) above the platform level. If an access door is provided, it must open inward, or have an equally effective latching mechanism to prevent the door from inadvertently opening. Guards around the perimeter of a platform used to transport injured personnel must consist of standard guardrails with mesh or solid enclosure at least up to the level of the midrail.

8. Construction

Crane supported platforms must be constructed accurately, according to the drawings and specifications required by section 4 of this Standard. The welding must be carried out by firms registered under CSA W47.1 or W47.2, for steel and aluminum welding, respectively, or alternatively welding must be inspected and certified by a professional engineer. All rough edges exposed to contact by workers must be surfaced or smoothed to prevent injury from punctures or lacerations.

9. Data plate

A data plate displaying the following information must be permanently affixed to the platform:

(a) names of the engineer or other qualified person certifying the platform, and the fabricator of the platform,
(b) identification which correlates the platform to the relevant design drawings,
(c) date of manufacture,
(d) rated capacity,
(e) minimum rated capacity required for the crane or hoist,
(f) number of occupants for which the platform was designed,
(g) all-up weight (weight of platform and rigging plus rated capacity), and
(h) a statement that the platform conforms to this Standard.

10. Rigging
When a fibre, wire rope or chain bridle sling is used to connect a crane supported platform to the hoisting line, each bridle leg must be connected to a master link or shackle in a manner that ensures the load is distributed amongst the bridle legs. The slings, shackles, rings, and master links must be designed with a safety factor of 10 on the breaking strength of the component, based on the all-up weight. The working load limit (WLL) of a bridle with more than 3 legs is limited to the WLL of any 3 legs of the bridle. All supporting hooks or shackles must be safety-wired, or must be a type that can be closed and locked, to prevent dislodgment. All eyes in fibre or wire rope slings must be fabricated with thimbles. The rigging slings and fittings must be permanent attachments to the platform and must not be used for other load lifting purposes.

No spreader bar(s) may be interposed between the load hook and the work platform.

11. Lifeline anchors and fall protection

11.1 Personal fall protection equipment and anchorages
Workers on a platform suspended from a crane or attached to a crane boom must wear personal fall protection equipment, including a full body harness and shock-absorbing lanyard, secured to a designated anchorage point. Single or multiple anchorages must have an ultimate breaking strength of at least 8 kN (1800 lb.) for each lanyard attached. The strength requirement applies only to the local attachment and not the overall lifting capacity of the crane or hoist.

11.2 Work platform suspended from a crane
Anchorages for workers on platforms suspended from cranes may be above the load hook or on the platform.

11.2.1 Anchorage above load hook
A lifeline anchorage above the load hook may consist of an appropriate eye welded to the load block of the crane providing the modification to the block is certified by a professional engineer or approved by the load block manufacturer. A wire rope sling may be connected to the eye on the load block, and lanyards may be snapped onto the lower eye of the sling. Where a single part line is used, lanyards may be snapped onto the hoisting line above the load hook, or onto a sling connected to the hoisting line above the load hook. The anchorage strength requirement applies only to the local attachment, not the overall lifting capacity of the crane or hoist.
11.2.2 Anchorage on platform
If a platform is suspended from a crane or hoist and anchorages are provided on the
platform, an additional safety sling, designed to a safety factor of 10 based on the all-up
weight of the occupied platform, must be interposed between the platform (i.e. the
master link) and an anchorage above the load hook that will prevent the platform from
falling more than 15 cm (6 in.) if the platform becomes dislodged from the hook.

11.3 Work platform attached to a crane boom
Anchorage(s) must be provided on the crane boom when the work platform is attached
to the boom.

12. Crane requirements

12.1 Load rating of crane or hoist
The all-up weight of the suspended platform must not exceed 50% of the manufacturer's
rated capacity of the crane or hoist at the radius at which the lift will be made.

12.2 Types of cranes and hoists
Platforms must be suspended from cranes having telescoping or fixed booms and from
hoisting gear only capable of lowering under power. Free running boom and hoisting
winches, controlled only by brakes, must not be employed. Any dog-clutches in the
hoisting winch drives must be secured against inadvertent disengagement.

12.3 Two-block prevention
A crane or hoist used to suspend a work platform on the load line must have a device to
prevent two-blocking if the equipment has a telescoping boom, or a device to warn the
operator of impending two-blocking if the crane has a fixed length boom.

13. Crane operation

13.1 Operator qualifications
A qualified operator, who must remain at the controls while workers occupy the crane
supported work platform, must operate the crane or hoist. Platform movements must be
controlled by the Standard code of hand signals published in the Occupational Health
and Safety Regulation or by effective radio or telephone communications. The platform
must not be moved except upon receipt of a clearly understood signal from the
designated signaler upon the platform.

13.2 Footing
Cranes must be set on a firm footing, uniformly level within 1%. Cranes must not travel
while supporting a platform occupied by workers, except for rail-mounted cranes.

13.3 Trial lift
A trial lift with the unloaded platform, from the location where workers enter the platform
to all locations to which workers will be hoisted, must be done prior to placing workers
on the platform. The trial lift is to determine that all work locations can be reached without contacting obstructions, that all controls function properly, and that the all-up weight indicated on the data plate remains within 50% of the crane or hoist rating throughout the range of intended operation.

14. Maintenance and inspection

A crane supported work platform and it's rigging, must be inspected by a qualified person prior to each lift. A worker must not be hoisted in a work platform until all deficiencies have been corrected. If broken, bent, or heavily corroded structural members, or fractured welds or otherwise defective connections are found, the platform must be taken out of service for repair and must be re-certified by a professional engineer. A platform must be re-certified by a professional engineer if structural modifications are made, or components are welded to the structural members of the platform.