

Alberni-Bamfield Road Sealcoat Project Questions and Answers

- Q: How much will it cost to upgrade the Alberni-Bamfield Road?
A: \$30.7 million including a \$7.3 million, 40% contingency, and an allowance of \$1 million for changes required for Detailed Design Safety Requirements.
- Q: How much will it cost to maintain including scheduled resurfacing of the road every 8 years?
A: \$1.1 million per year.
- Q: What safety upgrades are being made to the road?
A: Safety Improvements will include;
- Road alignment improvements where possible;
 - Drainage improvements;
 - Barrier flares at bridges;
 - Thrie beam barrier railings on bridges;
 - Lighting at critical areas;
 - Pavement in critical locations for traction and braking;
 - Barrier placement at critical locations. (steep side slopes, obstructions, and identified obstacles);
 - Flooding controls;
 - Debris catchment areas;
 - Reflectors and delineators for guidance and avoidance; and
 - Improved signage.
- Q: How long will this project take to complete?
A: Construction will be complete in 2 to 3 years
- Q: Who will lead the project working with the forest companies and what engineering firm will be tasked with leading design and ensuring the project comes in on time and on budget?
A: HFN will lead the project, with Urban Systems as lead engineer.
- Q: Who will pay for any cost overruns compared to the total budget?
A: HFN
- Q: Who will pay for any cost overruns on the maintenance budget?
A: HFN
- Q: Who are the experts who have provided information to prepare these estimates? Have they worked in this area or on road work for BC in the past?
A: Urban Systems has pulled a team of experts with significant experience in this type of work:
- Kevin Gordon is the Design Manager with 40 years of experience in all forms of transportation design. Kevin worked on the Inland Island Highway, South Fraser



Perimeter Road and many other projects throughout the province. Kevin has significant experience in project design and costing.

- Trudi McClelland P.Eng, Senior Design Engineer brings a wealth of knowledge in road design. Trudi has significant experience in minor road design and the unique requirements of industrial impacts. Her recent projects have covered numerous roads for the Site C project and road reconstruction projects for flooding and slide impacts.
- Don Shaw, the former Provincial Manager of Field Services, has a long career of construction of roads throughout the province in all types of conditions.
- Thurber Engineering Geotechnical team has a long history of working on the island and the specific conditions and requirements of the coastal areas.
- Numerous sealcoat experts with experience throughout the province and specifically on the Island, Head Bay Road, and Pacific Marine Road.

MOTI has also brought expertise to bear on this project:

- Janelle Staite P. Eng, Deputy Regional Director for South Coast region
- Michael Pearson P. Eng, District Highway Manager
- Stefan Yancey, District Operations Manager
- Jose Pinto P. Eng. Highway Design Engineer with McElhanney Engineering
- Parm Nahal P. Eng. Highway Design Engineer with McElhanney Engineering

MOSAIC, WFP managers have also contributed helpful information and reviews:

- Domenico Iannidinaro Vice President, Forest & Sustainability and Chief Forester with Mosaic
- Kraig Urbanoski with Mosaic
- Shannon Janzen Vice President and Chief Forester with Western Forest Products
- Seanna McConnell Director, Indigenous Relationships with Western Forest Products
- Justin Kumagai Contract Services Manager with Western Forest Products
- Lance Wingrave Production Supervisor with Western Forest Products

Q: What are the forest companies and HFN contributing financially to the upgrade and maintenance?

A: \$5 million capital and continued existing maintenance funding.

Q: What are the forest companies and HFN contributing in kind to the upgrade and maintenance?

A: Will include:

- Management oversight
- Gravel
- Existing maintenance efforts.

Q: What is The Province of BC being asked to contribute financially to the road upgrade?

A: \$26 million.



Q: Does this create an expensive precedent for other BC industrial or forestry roads?

A: No because this road is unique, as per the 2008 ombudsman report. Also, HFN is contributing \$ 5 million to the upgrade.

Q: To what standards will the road be built?

A: Current Industrial Road standards. Not MOTI standards.

Q: To what standards will the road be maintained?

A: The road will be maintained to the same standards that it is currently being maintained, in most cases, which is equivalent of the MOTI C3 status road maintenance.

Q: What items are best resolved in the detailed design stage?

A: These will include:

- Gravel detailed requirements;
- Drainage detailed requirements;
- Environmental impact requirements;
- Company specific requirements (landing area, access points, etc.);
- Safety Improvements
 - Reflectors,
 - Delineators
 - Barriers
 - Signage
 - Lighting
 - Debris catchment
- Pavement locations; and
- Cost efficiencies.

Q: What happens if the detailed design stage says more work is needed than in the overall budget?

A: There is a \$ 1 million Design Impact Adjustment for safety and road upgrade measures identified during detailed design. but we do not anticipate requiring the additional \$1M.

Q: Can some of the equipment used during the road upgrade be repurposed for maintenance tasks afterward? Will this save money?

A: This would be contractor specific. HFN supplied equipment could be used for maintenance.

Q: Will the road be safer after this work? Will this project reduce the risk of fatalities on the road?

A: Yes. A prime objective of the project is to increase safety throughout the corridor. For example:

- Dust is a major issue in the summer months and this will be eliminated.
- Washboard on hills will be eliminated.
- Drainage running on road surface will be eliminated.



- Flooding will be eliminated.
- Unprotected steep embankments will be eliminated.
- Hazards such as tight curves and bridges will now have signage.

Q: Who is liable if something goes wrong?

A: The same parties that are liable now.

Q: Ministry of Transportation raised issues requiring more research on December 5th? How can we approve funding when there are so many uncertainties.

A: HFN, WFP and Mosaic are confident all of those questions can be answered during the detailed design phase and that they will not result in the \$31.7 million budget being exceeded. If the budget is exceeded, HFN is responsible for the additional cost.

Q: What provision is in the budget to deal with additional costs that arise during detailed design?

A: The Contingency and the \$1 million Detailed Design Safety Requirements.

Q: What is the size of the contingency, is this standard at this stage of the project?

A: The contingency is set at 40%, \$7.3 million, and is at the high end for contingencies ranges of this type.

Q: Do WFP, HFN, and Mosaic have an agreement amongst themselves on how this project will be implemented and managed?

A: Yes, the parties have an understanding which will be converted to an agreement once we know funding is in place.

Q: How long will it take to get amendments to permit in place with BC and mobilize if funding is approved?

A: 6 weeks.

Q: Will we have the ability to haul off highway loads and lowbeds?

A: The lowbeds are no problem, the off-road oversize vehicles will be included in the design which will include a discussion of future needs. HFN, WFP, and Mosaic are confident that off highway loads and lowbeds can be accommodated in the design phase with a budget of \$30.7 million?

Q: Will we have the ability to occasionally walk tracked equipment along the road without additional cost to Company.

A: It is understood that these movements are required for the business, where possible efforts should be taken to cross the sealcoat on rubber tire mats or timbers to minimize impacts. If damage does occur, it will be dealt with by the normal maintenance methods.



- Q: There are concerns about the non-reflective behavior of sealcoat at night in rainy conditions, how is this going to be addressed?
- A: The design will include barrier reflectors, reflective signage, and delineator posts, white plastic posts with reflective tops you see along the highways, for clear guidance along the road. It should be remembered that drivers in the winter months are used to conditions of limited visibility. And in the summer months, when tourists use the road, visibility will be improved due to less dust.