

SCHEDULE 13

NEW INFRASTRUCTURE

1. GENERAL

1.1 Capitalized Terms

Capitalized terms used in this Schedule have the definitions as set out in the Agreement to Design, Build, Finance and Operate Southwest Calgary Ring Road (the “**DBFO Agreement**”) between Her Majesty the Queen in right of Alberta and the Contractor, as defined therein, unless expressed otherwise.

1.2 DBFO Agreement Reference

This Schedule is referenced in sections 1.1 and 1.3 of the DBFO Agreement.

2. NEW INFRASTRUCTURE

2.1 General Description

This work includes the design and construction of approximately 31 kilometers of a new 6- and 8- lane divided freeway (and related appurtenances such as drainage works, street lighting, traffic signals, signage and roadside barriers) on the Calgary Ring Road from Highway 8 to Macleod Trail S, and on Glenmore Trail from Sarcee Trail to east of the 37 Street SW interchange.

The New Infrastructure is located within the Project Limits (as defined in Schedule 18) but is not limited to being exclusively within the TUC. Unless otherwise specified, the Project Limits will be the boundary of the TUC or provincial road right-of-way boundary, except where the New Infrastructure must extend beyond the boundary of the TUC or provincial road right-of-way boundary to tie into the adjacent existing roadways, in which case the New Infrastructure located outside of the TUC or provincial road right-of-way boundary will be considered within the Project Limits. Additional construction undertaken by the Contractor beyond the Project Limits shall be considered as part of the New Infrastructure, unless designated a Service Road.

Other components of the New Infrastructure include:

Calgary Ring Road interchanges, flyovers and river crossings at the following locations:

- Highway 8 over the Elbow River;
- 69 Street SW;

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- Westhills Way SW;
- Sarcee Trail SW;
- Strathcona Street SW;
- Elbow River;
- 90 Avenue SW;
- Anderson Road SW;
- 130 Avenue SW;
- Fish Creek;
- 146 Avenue SW;
- 162 Avenue SW;
- Highway 22X;
- James McKeivitt Road SW;
- 6 Street SW;
- Macleod Trail S; and

Glenmore Trail interchange with 37 Street SW;

Pedestrian grade separation north of Anderson Road SW; and

Railway grade separation at the following location:

- Canadian Pacific Railway Company Mile 10.73 Macleod Subdivision.

In addition, existing roadways, existing grading, and related appurtenances (such as drainage works, lighting, and signage) located within the Project Limits (as defined in Schedule 18) shall form part of the New Infrastructure. This includes but is not limited to:

- the portion of Glenmore Trail from Lott Creek Boulevard/Range Road 25 to east of 37 Street SW;
- 37 Street SW from Anderson Road SW to 146 Avenue SW; and
- Highway 22X from east of 69 Street SW to east of Macleod Trail S.

2.2 Specific Description

The New Infrastructure is as specified in the applicable design reports and design drawings, which may be amended from time to time in accordance with the DBFO Agreement, attached as Appendices 1 and 2, respectively, to Schedule 3 (Contractor's Designs) to the DBFO Agreement. Given that the Service Roads are not part of the New Infrastructure, the infrastructure set out in the design drawings and design reports relative to the Service Roads, does not comprise the New Infrastructure.

3. PRIORITY NEW INFRASTRUCTURE

3.1 General Description

This work includes the design and construction of approximately 15 kilometers of a new 6- and 8- lane divided freeway (and related appurtenances such as drainage works, street lighting, traffic signals, signage and roadside barriers) on the Calgary Ring Road from 69 Street SW to 146 Avenue SW. The Priority New Infrastructure is located on lands formerly within the Tsuut'ina Nation and is a subset of the New Infrastructure.

Other components of the Priority New Infrastructure include:

Calgary Ring Road interchanges, flyovers and river crossings at the following locations:

- Westhills Way SW;
- Sarcee Trail SW;
- Strathcona Street SW;
- Elbow River;
- 90 Avenue SW;
- Anderson Road SW;
- 130 Avenue SW;
- Fish Creek;
- 146 Avenue SW;
- 37 Street at Glenmore Trail; and

Pedestrian grade separation north of Anderson Road SW.

In addition, existing roadways, existing grading, and related appurtenances (such as drainage works, lighting, and signage) located within the Project Limits (as defined in Schedule 18) shall form part of the Priority New Infrastructure. This includes but is not limited to:

- the portion of Glenmore Trail from east of 69 Street SW to east of 37 Street W;
and
- 37 Street SW from Anderson Road SW to 146 Avenue SW.

3.2 Specific Description

The Priority New Infrastructure is as specified in the applicable design reports and design drawings, which may be amended from time to time in accordance with the DBFO Agreement, attached as Appendices 1 and 2, respectively, to Schedule 3 (Contractor's Designs) to the DBFO Agreement. Given that the Service Roads are not part of the Priority New Infrastructure, the infrastructure set out in the design drawings and design reports relative to the Service Roads, does not comprise the Priority New Infrastructure.

4. REMAINING NEW INFRASTRUCTURE

4.1 General Description

This work includes the design and construction of approximately 16 kilometers of a new 6- and 8- lane divided freeway (and related appurtenances such as drainage works, street lighting, traffic signals, signage and roadside barriers) on the Calgary Ring Road from 146 Avenue SW to east of Macleod Trail S. The Remaining New Infrastructure is a subset of the New Infrastructure.

Other components of the Remaining New Infrastructure include:

Calgary Ring Road interchanges, flyovers and river crossings at the following locations:

- Elbow River (Highway 8);
- 69 Street SW;
- 162 Avenue SW;
- Highway 22X;
- James McKeivitt Road SW;
- 6 Street SW;
- Canadian Pacific Railway Company Macleod Trail Subdivision; and
- Macleod Trail S.

In addition, existing roadways, existing grading, and related appurtenances (such as drainage works, lighting, and signage) located within the Project Limits (as defined in Schedule 18) shall form part of the Remaining New Infrastructure. This includes but is not limited to:

- the portion of Glenmore Trail from Lott Creek Boulevard/Range Road 25 to east of 69 Street SW; and
- Highway 22X from 69 Street SW to east of Macleod Trail S.

4.2 Specific Description

The Remaining New Infrastructure is as specified in the applicable design reports and design drawings, which may be amended from time to time in accordance with the DBFO Agreement, attached as Appendices 1 and 2, respectively, to Schedule 3 (Contractor's Designs) to the DBFO Agreement. Given that the Service Roads are not part of the Remaining New Infrastructure, the infrastructure set out in the design drawings and design reports relative to the Service Roads, does not comprise the Remaining New Infrastructure.

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5. SPECIFIC DESCRIPTION PREVAILS OVER GENERAL DESCRIPTION

In the event of any inconsistency between the General Description of the New Infrastructure at Section 2.1, above, and the Specific Description of the New Infrastructure at Section 2.2, above, the Specific Description, as may be amended from time to time in accordance with the DBFO Agreement, shall govern.

In the event of any inconsistency between the General Description of the Priority New Infrastructure at Section 3.1, above, and the Specific Description of the Priority New Infrastructure at Section 3.2, above, the Specific Description, as may be amended from time to time in accordance with the DBFO Agreement, shall govern.

In the event of any inconsistency between the General Description of the Remaining New Infrastructure at Section 4.1, above, and the Specific Description of the Remaining New Infrastructure at Section 4.2, above, the Specific Description, as may be amended from time to time in accordance with the DBFO Agreement, shall govern.