

Traffic Management Plan for Cariboo Highway 97 – 74 Mile to 76 Mile Four Laning

BC Ministry of Transportation Project No. 23338-0002

Category 4

Description	Date
Client Review	June 10, 2014
Revisions to Drawings	July 11, 2014



Prepared for: **Cantex Okanagan Construction Ltd.**

Prepared by: **Boulevard Transportation**

Our File: **1720**

Date: **July 11, 2014**

GREAT!

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SIGN-OFF SHEET

Project Manager Name: Keith Lowenstein Date: Signature:	Site Superintendent Name: Brent Gerry Date: Signature:
Traffic Control Supervisor / Traffic Control Manager Name: Heidi Middleton Date: Signature:	Traffic Engineer (Boulevard Transportation) Name: Tom Baumgartner, P.Eng. Date: July 11, 2014 Signature: <i>[Signature]</i>

This sheet is to be signed by all parties who are responsible for aspects of traffic management to identify that they have read the plan and agree to assume the roles and responsibilities identified in the report for their identified position. A record of this signed form will be maintained at the field office and be available if requested by WorkSafe BC, MoT, and the RCMP.

GENERAL TRAFFIC CONTROL PLAN

1.0 GENERAL INFORMATION

1.1 Introduction

A properly implemented Traffic Management Plan will:

- Formulate specific plans to maintain traffic through and around the construction work site with minimal traffic disruptions, and provide for local access.
- Protect the general public from inadvertent harm arising from activities during construction.
- Maintain mobility of construction equipment, material, and workers both within and out of the work zones.

The Traffic Management Plan for the Cariboo Highway No. 97 –74 Mile to 76 Mile Four Laning provides guidelines and procedures that must be followed to minimize traffic disruptions and ensure the safety of workers and the travelling public, driver expectancy, and the protection of the works. The traffic management plan for this project is a Category 4 plan as per the BC Ministry of Transportation Traffic Management Guidelines for Work on Roadways.

1.2 Project Description and Location

The Site is located on the Cariboo Highway No. 97 approximately 6 km North of 70 Mile House on Landmark Kilometer Inventory (LKI) Segment 1130 from km 77.5 to km 82.0. The proposed improvements consist of realignment and upgrading of 4.4 kilometres of Highway 97 to four lanes compatible with the Cariboo Connector four-laning strategy. The project will connect the four-laned segments of the Stormy and 70 Mile North projects.

1.3 Hours and Days of Work

The hours of work are limited between the hours of 7am to 10pm, Monday to Saturday –as per the Cariboo Regional District noise disturbance bylaws. Sundays and Statutory Holidays have total prohibitions of work.

No Work will be carried out at times outside of these hours of work without written approval of the Ministry Representative.

1.4 Milestones

Start Project: July 14, 2014

Completion: September 30, 2015

1.5 Road Classification

Highway 97 is classified as a rural arterial that consists of one lane of traffic in each direction in the construction boundaries.

1.6 Type of Traffic

This portion of Highway 97 carries approximately 3,600 vpd (AADT) which increases in the summer months by approximately 1,700 vpd. These volumes are a mixture of tourists, local residents, and significant portion of heavy truck traffic.

1.7 Speed Limits

The existing speed limit within the work zone on Highway 97 is 100km/h. The speed limit will be reduced to 50 km/h when workers and equipment are present on site by dropping to 80km/h and then 50km/h. During non-active hours the speed limit will be returned to 100km/h. The length of the speed limit reduction zone will be minimized and adjusted frequently.

1.8 Work Notification

The TCS will provide notification to the Ministry Representative (Peter Dzugas) to contact the Provincial Highways Condition Centre (Drive BC) two weeks prior to any work. The TCS will then confirm with the Ministry Representative (who will confirm with PHCC) 24 hours prior to a lane/road closure installed before 7:00am or by 6:00am the day of the closure for a lane closure installed after 7:00am to confirm the lane/road closure. The TCS or designate will contact the Ministry Representative to contact Drive BC upon implementation and removal of the closure. See Section 5.0 for additional notification requirements for stakeholders and the travelling public. The TCS will be in regular contact with the Ministry Representative as to road conditions as they change.

1.9 Incident Review

An Incident Response Team will review all incidents which occur within the work area. The team members will include the Site Supervisor and Traffic Control Supervisor (TCS) who will know the importance of an effective and efficient Incident Management Plan. After every incident within the work zone, the Incident Response Team will meet and discuss what happened, why did it happen, how could it have been prevented and what measures will be taken on site to help reduce similar types and severity of incidents from occurring in the future. A copy of the Incident Response Team meeting minutes with recommended measures will be forwarded to the Ministry Representative with appropriate measures implemented.

2.0 OPERATIONS & SIGNAGE

2.1 Holidays & Special Events

No work that affects traffic will be carried out on the dates and times listed below:

- | | |
|---|---|
| • Victoria Day 2014 | Noon May 16, 2014 to Noon May 20, 2014 |
| • Canada day 2014 | Noon June 30, 2014 to Noon July 2, 2014 |
| • BC Day 2014 | Noon Aug 1, 2014 to Noon Aug 5, 2014 |
| • Labor Day 2014 | Noon Aug 29, 2014 to Noon Sept 2, 2014 |
| • Thanksgiving 2014 | Noon Oct 10, 2014 to Noon Oct 14, 2014 |
| • Remembrance Day 2014 | Noon Nov 7, 2014 to Noon Nov 12, 2014 |
| • Christmas 2014 and
New Year's Day 2015 | Noon Dec 23, 2014 to Noon Jan 5, 2015 |
| • Family day 2015 | Noon Feb 6, 2015 to Noon Feb 10, 2015 |
| • Easter 2015 | Noon Apr 2, 2015 to Noon Apr 7, 2015 |
| • Victoria Day 2015 | Noon May 15, 2015 to Noon May 19, 2015 |
| • Canada day 2015 | Noon June 30, 2015 to Noon July 2, 2015 |
| • BC Day 2015 | Noon July 31, 2015 to Noon Aug 4, 2015 |
| • Labor Day 2015 | Noon Sept 4, 2015 to Noon Sept 8, 2015 |
| • Thanksgiving 2015 | Noon Oct 9, 2015 to Noon Oct 13, 2015 |

In addition to the above long weekend schedules, there will be other special events in the region where highway traffic is significantly increased and requires close monitoring of delays and queue lengths. The Contractor will be required to ensure that allowable traffic delays are not extended during those events.

2.2 Lane and Road Closures and Delays

Road and/or Lane Closures are not permitted in this project unless approved by the Ministry Representative. The Contractor shall ensure two-way continuous traffic on Highway 97 is maintained at all times unless approved by the Ministry Representative.

Random Minor Traffic Interruptions (brief stoppages) of no more than two (2) minutes will be permitted. The Contractor shall ensure that Traffic Delays do not exceed five (5) minutes and that the total of this delay plus travel time to exit the Site does not exceed ten (10) minutes.

The TCS or designate will monitor delays during any interruptions or lane closures to ensure that the traffic delays do not exceed the times outlined above. If delays exceed the allowable times, the TCS or designate will adjust the traffic control to reduce the delays to acceptable levels. This may include limiting the length of closure, removal of a closure, or changing the time of day for closures.

2.3 Existing Road Requirements

- Minimum posted work zone speed limit: 50 km/h
- Minimum number/types of lanes: One (1) paved through lane in each direction
- Design vehicle: WB-20
- Minimum lane width: 3.6m
- Minimum shoulder width: 1.0m paved with 0.5m to the face of concrete roadside barrier

2.4 Detour Requirements

Any engineered detours will utilize the following requirements.

- Design Speed: 80km/h
- Minimum posted speed limit: 50km/h
- Design vehicle: WB-20
- Minimum number/types of lanes: One (1) paved through lane in each direction. The pavement structure shall consist of a minimum 50 mm asphalt pavement on 150 mm of 25 mm well graded base course aggregate.
- Minimum lane widths: 3.6m
- Minimum shoulder widths: 1.0m paved with 0.5m to the face of concrete roadside barrier

2.5 Winter Lay-Up

Fourteen (14) days prior to the winter lay-up the Contractor will provide for the Ministry Representative a set of signing and pavement marking drawings that have been signed and sealed by a professional engineer.

The Contractor is responsible to install and maintain the required pavement markings upon approved layout by the Ministry prior to pavement marking. Pavement markings shall meet the same requirements as permanent pavement markings.

The site will be left in a safe and functional condition during Winter Lay-Up. Highway 97 requires a minimum design and construction speed of 80km/h with one paved through-lane in each direction. The lane should be a minimum of 3.6m with a 1.5m paved shoulder with 1.3m to the face of concrete roadside barrier.

2.6 Use of Flaggers

The Contractor will use two (2) Speed Reader Boards when TCP are present on the roadway and directing traffic along with C-001-1 and C-029.

2.7 Advance Warning Signage

Advance warning signage for the project will consist of PCMS, C-018-2A, C-018-1A, C-035-C, C-035, and P-081-2. The P-081-2 signs may be permanently mounted as part of the advance warning rather than moving the signage around with any TCP set up. The end of the work zone will be marked with a C-088.

2.8 Flashing Arrow Boards

Flashing arrow boards (FAB) are required whenever a lane drop is implemented on multilane roadways in accordance with Section 2.2.3.3 of the Traffic Control Manual. It is not to be used when a single lane of traffic is shifted or diverted.

2.9 Signage

- All signage and supports shall conform to the BC Ministry of Transportation and Highways Traffic Control Manual for Work on Roadways (the Catalogue of Standard Traffic Signs 2010 Edition)
- Signage will be located as shown in the Traffic Control Drawings and Plans (Section 4.0)
- Signs needed for short duration operations will be mounted on Windmasters or portable supports. Short-term signs may be slightly tilted back or rotated a few degrees away from the roadway to avoid illegibility
- Long term signs should be mounted on MOTI approved sign supports
- Any permanent signs that conflict with the work of this project will be covered or removed while it conflicts and will be uncovered or reinstalled at the end of the work or when the conflict no longer exists
- All signs will be maintained regularly to allow for maximum visibility. All signs will remain clear of any materials that may reduce their visibility.
- All signage will be set up so as to command the attention and respect of vehicles, cyclists and pedestrians in order to ensure the safety of both the travelling public and the workers
- All C-004 and C-001-1 signs will have flags attached to the top
- When any activities occur that will cause motorists to have to stop, P-081-2 and a P-081-Tb

'Daylight Hours Only' will be installed upstream of the C-001-1 signs. This sign may be installed as part of the advance warning signage

- When barrier is removed, C-069 'Barrier Removed' signs will be installed prior to the area where the barrier has been removed. If more than 1km of barrier is removed, a C-024 tab 'For__km', indicating the total distance covered by the construction project, will be placed below the C-069.
- Safety apparel and traffic control retro-reflectivity signs and devices are to be as per Technical Circular T-09/05.

2.10 Portable Changeable Message Signs

The Contractor shall provide two (2) Portable Changeable Message Signs (PCMS) and shall use the signs to inform highway traffic of existing and anticipated conditions. PCMS are to be used one (1) month prior to the commencement of construction through to the end of construction and shall comply with SS 194.46.

The following are suggested CMS messages. Additional messages may be required to describe the work as it progresses. These messages may be altered at the discretion of the Ministry Representative.

Message Prior to Start of Work

C	O	N	S	T				S	T	A	R	T	I	N	G
1	K	M		S		O	F	J	U	N	E		X	X	
S	T	O	R	M	Y			2	0	1	4				

Display #1

Display #2

Message to be Used When TCP Present

C	O	N	S	T				P	R	E	P	A	R	E	
A	H	E	A	D				T	O						
								S	T	O	P				

Display #1

Display #2

F	L	A	G	G	E	R	S
A	H	E	A	D			

Display #3

Message to be Used During Culvert Work

C	O	N	S	T					T	R	A	F	F	I	C	
A	H	E	A	D					P	A	T	T	E	R	N	
									C	H	A	N	G	E	D	

Display #1

Display #2

R	E	D	U	C	E		
S	P	E	E	D		T	O
5	0		K	M	/	H	

Display #3

2.11 Traffic Signals

There are no traffic signals which will be impacted by this project.

2.12 Drop-Offs

Whenever excavations are made adjacent to a travelled lane which causes a drop-off that is or could be hazardous to public traffic, the Contractor shall either place CRB to divide the traffic from the hazard or backfill the excavation to eliminate the hazard prior to the end of each shift.

2.13 Traffic Management for Oversize Vehicles

The Contractor shall maintain the following minimum clearance envelope(s) through the construction site:

- Minimum Width = 5.0m
- Minimum Height = 5.0m

The Contractor will notify the Regional Transportation Management Center (RTMC) about clearance envelope restrictions affecting over dimensional loads that will be imposed on traffic passing through the construction site at least five (5) business days before starting construction. Notification shall occur at least five (5) business days before any changes to clearance envelopes occur. The Contractor shall provide the following information in their notification:

- Project Name
- Project contact person and their contact information
- Project location
- Highway number
- Duration of the project
- Width restriction = what dimensions are allowed, when in effect, and for what duration
- Height restriction = what dimensions are allowed, when in effect, and for what duration

- A map indicating the closest alternative route around the clearance restriction able to accommodate up to 4.8m height and 5.0m wide.

If a vertical clearance of less than five (5.0) meters or a narrowing of the existing horizontal clearance is required for construction, the Contractor will provide signage in accordance to the Ministry's Manual of Standard Traffic Signs & Pavement Markings.

The Contractor will update the PCMS to indicate the restricted dimensions and provide details regarding alternative routing for oversized vehicles.

The Contractor shall cooperate with haulers of oversized load to facilitate the passage of these loads through the construction site whenever this can be reasonably accommodated by the Contractor.

3.0 USERS & ACCESS

3.1 Pedestrians and Cyclists

Pedestrian and cycling activity is limited in the area. Cyclists and pedestrians will be accommodated on the existing shoulders. Prior to reopening any lane or shoulder the Contractor will ensure that the road and shoulder are clear of any dirt, mud or debris.

3.2 Construction Equipment

Construction equipment and materials should be stored outside of the clear zone (min. 6 m from the edge of the travel lane). If materials and equipment cannot be stored outside of the clear zone then they must be stored behind barricades or drums weighted by sand.

3.3 Access and Egress from Work Zone

Access to the site will be from Highway 97.

To minimize traffic disruptions when accessing or leaving a work zone, the following procedures will be followed:

1. Vehicle operators will use good judgement when entering and exiting work zones.
2. Vehicles entering and exiting work zones shall use 4-way flashers and rotating beacons.

3.4 Work Near the Road

During any works that could allow debris to fall onto the roadway the Contractor should have equipment nearby capable of moving the debris as well as sufficient traffic control personnel and devices to stop traffic and/or divert traffic around the debris.

3.5 Work by Others in the Area

Concurrent work in close proximity to the Mile 74 to Mile 76 Four Laning project is anticipated by others which may also affect traffic; therefore coordination of traffic control must be undertaken by the Traffic Control Supervisor with the project managers of those companies actively working in the area to ensure traffic is not unduly impacted.

Companies that may be carrying out work activities concurrent with the Mile 74 to Mile 76 Four Laning project and potentially affecting traffic include: BC Hydro, Telus Communications B.C. Ltd., Shaw Communications Inc., Westcana Electric, Interior Roads Ltd., and LAFRENZ Road Marking Ltd.

4.0 TRAFFIC CONTROL DRAWINGS

Caribou Highway No. 97 is northbound / southbound within the work zone. Northbound is heading towards 100 Mile House while southbound is heading towards 70 Mile / Clinton.

4.1 Advance Warning Drawings

The advance warning signage will be permanently installed for the duration of the project.

Drawing: 1720_AW1 and 1720_AW2

North and South End Traffic Control Measures:

1. Install C-018-2A
2. Install CMS (location to be determined in field)
3. Install C-035 followed by C-035-C and C-035-CT
4. Install C-018-1A
5. Install R-003 (80) and C-022 to warn of a speed reduction to 80km/h
6. Install C-032 with P-081-2 with a P-081-Tb (Daylight Hours Only) on the same pole
7. Install R-003 (50) and C-022 to warn of a speed reduction to 50km/h
8. Install R-003 (80) exiting LOC opposite R-003 (50) entering LOC
9. Install C-088 opposite to R-003 (80)
10. Install R-003 (100) after C-088 exiting LOC

R-022-1 (no passing) signs should be installed through the construction zone approximately every 500m. The sign locations will be required to be field fit to ensure that the centreline is solid (i.e. not broken/dashed). The R-022-1 signs may be required to be adjusted during the project when the traffic control personnel or culvert detour signage is implemented. Positioning of R-003 and C-022 may be adjusted for single lane alternating and culvert installations to reduce the speeds zone lengths near the work zones as identified in Sections 4.2 and 4.3.

4.2 Single Lane Alternating

Traffic will be controlled by TCP along Highway 97 to provide a work zone for lane construction or construction vehicles crossing the highway.

Drawing: 1720_SLA

Traffic Control Measures:

1. Install C-018-1A
2. Install R-003 (50) and C-022 to warn of a speed reduction from 80km/h to 50km/h.
3. Install R-004 (50) and C-022
4. Install C-030-8 for single lane alternating traffic or a C-029 for stopping traffic (both lanes) to

allow for construction vehicle crossings.

5. Install Speed Reader Board
6. Install C-001-1
7. Place TCP in lane to control traffic. Ensure that TCP are not located behind curves.
8. Install Class 1 barricades in front of work zone area
9. Install Type D markers around the work zone.
10. Install C-088 and C-086-1 signs at the end of the work zone.
11. If night work is undertaken light plants are required at each TCP station and for workers within the work zone.

4.3 Culvert Installation

During culvert installation traffic will be diverted around one side of the work and onto the gravel shoulder. This drawing will be utilized for a 24 hour period. If the gravel surface is planned to be utilized for more than a 24 hour period the Contractor will submit a maintenance plan for the gravel surface to the DMT for review and acceptance prior to the use of this drawing.

Drawing: Drawing 1720_C_1, 1720_C_2, and 1720_C_3

Tapers are based on 80km/h design speed. Horizontal curve radii are not implemented due to the short nature of the work. The temporary detour, with the tapers and no radii to detour off the road, accommodates the design vehicle (WB-20). Oversized loads are accommodated through the detour by the 5m wide lanes.

Traffic Control Measures:

Northbound

1. Install C-018-1A
2. Install C-032 signs to warn motorists to reduce their speed
3. Install R-003 (50) and C-022 to warn motorists of a speed reduction from 80km/h to 50km/h
4. Install R-004 (50) and C-022
5. Install C-052-R
6. Install C-149 to warn of a shift from asphalt to gravel
7. Install C-017 to warn of bump in road as transition from asphalt to gravel
8. Install R-004 (80) across from R-004 (50), C-022 after work zone
9. Install R-004 (100) across from R-004 (80), C-022 after work zone
10. Install flexible drums along taper lengths with 10m typical spacing. Install flashers on every 2nd drum.
11. Install Type D markers or flexible drums along the parallel section of the zone. Install flashers on every 2nd device.

12. Install Class 3 Barricade with top mounted flashers at work zone.
13. During night work light plants will be provided to light the work zone for workers. The number and location of plants will be reviewed and approved by the Ministry Representative prior to use.

Southbound

1. Install C-018-1A
2. Install C-032 signs to warn motorists to reduce their speed
3. Install R-003 (50) and C-022 to warn motorists of a speed reduction from 80km/h to 50km/h
4. Install R-004 and C-022
5. Install C-052-L
6. Install C-017 to warn of bump in road as transition from asphalt to gravel (partial transition)
7. Install Class 3 barricade with C-053 to shift motorists and close the existing southbound lane
8. Install R-004 (80) across from R-004 (50), C-022 after work zone
9. Install R-004 (100) across from R-004 (80), C-022 after work zone
10. Install flexible drums along taper lengths with 10m typical spacing. Install flashers on every 2nd drum.
11. Install Type D markers or flexible drums along the parallel section of the zone. Install flashers on every 2nd device.
12. Install Class 3 Barricade with top mounted flashers at work zone.
13. During night work light plants will be provided to light the work zone for workers. The number and location of plants will be reviewed and approved by the Ministry Representative prior to use.

A review of truck turning templates (two WB-20s) through the proposed route found that there is a minimum of 1.0m of separate between vehicles for the entire route.

5.0 PUBLIC INFORMATION PLAN

5.1 General Notification

The Contractor will provide notification to the Provincial Highway Conditions Center (PHCC) and DriveBC through the Ministry Representative, and directly notify all emergency services (Police, Fire and Ambulance), Ministry Representative, School District #27 (Cariboo-Chilcotin), BC Trucking Association, Thompson Nicola Regional District, Cariboo Regional District, Interior Road (Road Maintenance Contractor), Commercial Vehicle Safety and Enforcement (CVSE) and any other major user groups two (2) weeks prior to the start of the project and prior to any major shift in roadway alignment or traffic pattern change.

The Site Superintendent will inform the Ministry Representative of the scheduled work plans by phone, email or in person on a weekly basis. The Site Superintendent will notify the Ministry Representative immediately before conditions change unless the change is to rectify an immediate safety issue. The TCS will keep the Ministry Representative informed and updated when approved changes to the Traffic Management Plan are required.

The Provincial Highway Condition Centre (Drive BC) will be notified at the start of the project and given a schedule of the work to be included in the daily road reports for the Ministry of Transportation and Infrastructure. Drive BC will be contacted by the Ministry Representative to confirm schedule.

The Ministry's Provincial Highways Condition (Drive BC) website will be used to inform the travelling public of any unscheduled delays or incidents. The TCS may supplement the Drive BC website with notifications to local radio stations and have the site Changeable Message Signs (CMSs) updated. The TCS will also notify the Ministry Representative of the unscheduled delay.

In the event of an emergency, the TCS will contact the Ministry Representative. In the event that the Ministry Representative can't be reached, the TCS will then contact the Alternative Ministry Representative. If neither of the Representatives can be contacted the TCS will then try and contact MoTI in 100 Mile House (Michelle Schilling at 250-395-8948 or Hilary Barnett at 250-395-8927). The TCS will continue down the list of contacts and offices until contact is made with one of the Ministry representatives or staff; leaving a message will not be acceptable.

Contacts are located in *Appendix A*.

6.0 INCIDENT MANAGEMENT PLAN

6.1 Introduction

The purpose of the Incident Management Plan is to have an action plan prepared in the event of an incident, which affects traffic within or near the work zone.

An Incident is defined as a motor vehicle accident with or without injuries, vehicle breakdown, stall, hazardous spills, and damage from falling objects, construction accident, or any other event, which impedes the flow of traffic. The incident may result in a full or partial roadway blockage or may be due to a construction lane closure. The Contractor is responsible for providing first aid and/or calling emergency services for incidents in the construction zone. The Contractor is responsible for providing (or obtaining) towing services for vehicles within the construction zone during an incident.

The Traffic Control Supervisor (TCS) for this project is Heidi Middleton. The Traffic Control Supervisor will coordinate all responses to incidents within the work zone. The duties of the Traffic Control Supervisor with respect to incident management is to prudently respond and communicate incidents as they occur with the Site Superintendent/Project Manager and Ministry Representative and/or the relevant emergency service provider (911). The TCS is also to ensure the safe movement of traffic through or around the incident and to provide access for all emergency vehicles. During an incident the Traffic Control Supervisor will provide traffic control around an incident as quickly as possible. This may include the removal of the construction lane closure to facilitate traffic flow around the incident. *Appendices C-F* contains reporting procedures, incident report forms and environmental incident report forms.

6.2 Notification

Emergency Services, Ministry Representative, and Interior Roads will be contacted (by phone by the TCS). The Contractor's Site Superintendent or Project Manager will inform all crews (by radio or directly talking to them) working within the incident area of the incident and the possibility of emergency crews entering the work zone. For all incidents within the work zone the Ministry Representative will be notified immediately of the incident, the planned clearance time of the incident, the estimated time of the incident and the planned clearance measures to remove the incident with updates every half hour. The TCS will also have the Ministry Representative immediately notify the Provincial Highways Condition Centre of an incident and provide an update every half hour of any incident causing a change in traffic pattern. School District #27 will be notified if the incident may impact their school bus schedules.

Traffic control personnel may be used to inform the travelling public of all delays due to incidents by talking to drivers stopped due to the incident.

6.3 Incident Review

An Incident Response Team will review all incidents which occur within the work area. The team members will include the Site Superintendent and Traffic Control Supervisor and will know the importance of an effective and efficient Incident Management Plan. After every incident within the work zone, the Incident Management Team will meet and discuss what happened, why did it happen, how could it have been prevented and what measures will be taken on site to help reduce similar types of incidents from occurring in the future.

6.4 Incident Procedures

In the event of unforeseen traffic obstructions such as a stalled vehicle, equipment failures, vehicle accidents, etc. that blocks a travel lane for less than 1 hour, the following measures will be taken:

14. The TCS will verify that an incident has occurred and talk to the Site Superintendent (if on site).
15. The Ministry Representative will be contacted by the TCS to inform them of the incident, response measures and estimated delay. The Ministry Representative will be informed when the incident has been cleared.
16. The TCS will assess the nature of the incident and call towing, police, fire and/or ambulance as needed.
17. The TCS will provide safe access for all emergency vehicles.
18. Measures will be implemented to reroute traffic around the obstruction safely and quickly.
19. The TCS will complete an Incident Report. A copy of the report will be sent to the Ministry within 12 hours of the end of the incident.
20. Two (2) TCS per direction will be utilized to stop vehicles during an incident of less than 1 hour.
21. TCP will be called to the site, if not already on site.
22. Vehicles may be turned around with the help of TCP if they don't wish to wait in the queue. Motorists will be given the option of utilizing Highway 24, Watch Lake Road, North Green Lake and North Bonaparte Road to detour around the closure.

In the event of unforeseen traffic obstructions such as a stalled vehicle, equipment failures, vehicle accidents, etc. that blocks or closes the road for more than one hour to several days; the following measures will be taken:

23. The TCS will verify that an incident has occurred and talk to the Site Superintendent.
24. The TCS will assess the nature of the incident and call TCP to the site, towing, police, fire and/or ambulance as needed.
25. The Ministry Representative will be contacted by the TCS to inform them of the incident, response measures and estimated delay. The Ministry Representative will be informed when the incident has been cleared. MoTI will notify DriveBC.
26. The TCS will provide safe access for all emergency vehicles.
27. The TCS will complete an Incident Report. A copy of the report will be sent to the Ministry within 12 hours of the end of the incident.
28. Class 1 barricades will be placed on either side of the closure along with TCP.
29. Traffic Control Personnel will be used to inform the public of the incident and direct them to alternative routes or appropriate parking along the shoulder of the road.
30. The south PCMS will be relocated south of N. Bonaparte Road and updated to tell motorists of the road closure
31. Additional TCP and class 1 barricades will be placed on Highway 97 at N. Bonaparte Road and Highway 24 to detour traffic to the alternative route.
32. Update north PCMS

6.5 Site Monitoring

The TCS or designate will check the traffic control at the beginning of each shift, and twice during working hours. Traffic control will be checked at least once per non-working period when devices are in place during non-working hours.

6.6 Safety

- Any incident will be promptly investigated and correction of potential hazards will be rectified.
- Emergency Services will be notified of intended lane closures and delays and called to the site if required.
- All hazards to both workers and the travelling public will be identified and minimized.
- Debris and materials will be cleaned up before opening a lane closure to traffic.
- Lane closures and traffic control devices will be installed and removed by competent, trained people.
- Accidents, near misses, and dangerous situations or acts, will be reported to Project and/or Traffic Control Supervisor and the causes will be corrected.

6.7 Emergency Contact List

Emergency Services	911
Clinton RCMP (Non-emergency)	250-459-2221
100 Mile RCMP (Non-emergency)	250-395-2456
Ambulance (Non-emergency)	250-459-7744
Clinton Fire Rescue (Non-emergency)	250-459-2413
Report a Fire	*5555 (on cell phone) / 1-800-663-5555
100 Mile District General Hospital	250-395-7600
WCB	1-888-621-7233 / 1-866-922-4357 (After Hours)
WCB-Critical Incident Response	1-888-922-3700
BC Hydro Emergency	1-888-769-3766
Teresen Gas	1-800-663-9911
Provincial Emergency Program / Dangerous Goods Spill	1-800-663-3456
Provincial Highways Condition Centre	604-660-9770*
(*note: only to be contacted by Ministry Representative)	
BCAA/CAA Emergency Road Service	1-800-222-4357

Ministry of Transportation and Infrastructure

Peter Dzugas, Field Services Ministry Representative	250-517-9853 (cell)
Eric Graham, Field Services Project Assistant	s.17 (cell)
Randy Rattray	s.17 (cell)
Bill Rose, Project Manager	778-693-2195 / s.17 (cell)
Kirk Bentley, Field Services Construction Manager	250-952-5511 / s.17 (cell)
Rampaul Dulay, Regional Mgr. Project Management	250-828-4297 / s.17 (cell)
Todd Hubner, District Hwys. Manager	250-398-4519 / s.17 (cell)
Michelle Schilling, Area Manager	250-395-8948 / s.17
Hilary Barnett, Assistant Area Manager	s.17
Keith Callander, Field Services Director	250-828-4151 / s.17
Dan Palesch, District Operations Manager	250-398-4518 / s.17 (cell)
Tracy Wynnyk, Field Services Safety Advisor	250-828-4184 / s.17 (cell)
Alicia Kosolofski, Field Services Safety Assistant	250-828-4228 / s.17 (cell)

Maintenance Contractor (24 Hours)

Interior Roads	250-395-2117 / 1-800-842-4122
Charlie Hutchins, Division Manager	250-395-2117 / s.22 (cell)
Ken Kelly, Operations Manager	250-395-2117 / s.22 (cell)
Michael O'Flynn, Clinton Road Foreman	250-459-2295 / s.22 (cell)

Contractor – Cantex

250-492-7622

Brent Gerry, Site Superintendent

s.22

Keith Lowenstein, Project Manager

s.22

Heidi Middleton, Traffic Control Supervisor, First Aid Safety Coordinator

s.22

Brian Kent, Quality Control Manager

s.22

7.0 IMPLEMENTATION PLAN

7.1 Introduction

The Contractor will at all times make provision for traffic through the site to a sufficiently high standard to ensure the convenience and safety of the workers, the travelling public and to meet driver expectancy and the protection of the work.

All traffic control procedures will be in accordance with the BC Ministry of Transportation Traffic Control Manual for Work on Roadways and the Workers' Compensation Board of British Columbia's Occupational Health & Safety Regulations Part 18.

The Ministry Representative will be kept informed and updated when approved changes to the Traffic Management Plan are required.

The Contractor will provide notification of any changes to the traffic pattern, to the Ministry Representative, all emergency services, School District #27, BC Trucking Association, Thompson Nicola Regional District, Cariboo Regional District, Interior Roads, Commercial Vehicle Safety and Enforcement (CVSE), and any other major stakeholders and inform the travelling public of impending changes in traffic pattern. DriveBC and Provincial Highways Conditions Center (PHCC) will be notified through the Ministry Representative.

7.2 Traffic Control Manager

The Traffic Control Manager is responsible for implementing and managing the Traffic Management Plan and sub plans, including reviewing, evaluating and approving the details of the Traffic Control Plan (including traffic control layouts). The Traffic Control Manager (TCM) will work closely with the Traffic Control Supervisor and Traffic Engineer. The TCM shall not be the Contractor's Site Supervisor. The Traffic Control Manager may be the same person as the Traffic Control Supervisor. The Traffic Control Manager is also responsible for:

- Ensuring compliance with the requirements of Part 18 of the WCB Occupational Health and Safety Regulation regarding supervision of traffic control persons at the work zone.
- Full line authority over all of the traffic control personnel on site.
- Finalizing traffic control measures with the contractor's Traffic Engineer where such has been required by MOTI.
- Directing the implementation of the Traffic Control Plan.
- Monitoring traffic operations to determine the effectiveness of the Traffic Control Plan.
- Directing the Contractor's Public Information Plan.
- Directing the Contractor's Incident Management Plan.

- Ensuring that emergency traffic control operations are carried out in accordance with the Incident Response Plan.
- Overseeing modifications to the Traffic Management Plan required by construction schedule changes, accommodation of special events or changes to sub plans.
- Ensuring that the Traffic Management Plan is up to date.
- Attending regular meetings with the Ministry Representative on behalf of the contractor to discuss performance, issues and plans.

7.3 Traffic Control Supervisor

For this project, Heidi Middleton will be the Traffic Control Supervisor (TCS) and will be responsible for all the traffic control required by this project and ensure that all traffic control procedures are in accordance with the BC Ministry of Transportation and Highways Traffic Control Manual for Work on Roadways and the Worker's Compensation Board of British Columbia's Occupational Health & Safety Regulation Part 18. The TCS shall not be the Contractor's Site Supervisor.

The TCS will respond to calls from the Ministry of Transportation and Infrastructure and the RCMP concerning traffic control and shall remedy any deficiencies which exist in a timely manner.

The Traffic Control Supervisor will also ensure that:

- The required traffic control devices are in place.
- Each member of the traffic control crew wears the required personal protective clothing and equipment.
- Traffic control persons are positioned in a safe location clear of potential hazards including curves on the road that limit driver's sight distance of the TCP
- Traffic control persons perform traffic control duties competently and safely, and
- If 2 or more traffic control persons are required to work as a team at the worksite, responsibility for coordination of changes in traffic flow is assigned.
- Maintaining road closure logs and forward information to MoTI within 24 Hours of a request for the information
- Ensuring that daily traffic control logs are maintained.
- Full line authority over all traffic control personnel on site
- Directing the implementation of the Traffic Control Plan

- Monitoring traffic operations to determine the effectiveness of the Traffic Control Plan

7.4 Traffic Control Personnel

As per the Ministry of Transportation's Traffic Management Guidelines page 55, supervision of traffic control personnel (TCP) will meet Part 18 of the WCB Occupational Health and Safety Regulations. In addition:

- All TCP will be qualified to perform this job.
- All TCP will at all times adhere to the BC Ministry of Transportation and Highways Traffic Control Manual for Work on Roadways and WCB regulations.
- TCP will implement the set up, take down and shifting of lane closures and/or detours.
- TCP will understand and follow the agreed upon Traffic Management Plan.
- TCP will communicate with the travelling public.
- TCP personnel will work together as a team when working in groups of two or more.

7.5 Traffic Engineer

The Traffic Control Supervisor is responsible for the set up and required adjustments to the traffic management plan, however any deviations need to be approved by the Traffic Engineer. The TCS will work with the Traffic Engineer on changes to the plan and to provide up dated traffic plans as requested. The traffic engineer for this project is Tom Baumgartner, P.Eng. from Boulevard Transportation.

7.6 Staff Training on Plan

All staff members involved in the implementation or maintenance of traffic control for this project will be informed of and trained on the requirements of the traffic control plan, before they perform any traffic control work on site. This training may take place during a meeting with the staff and all staff attending the meeting will sign the back of the minutes from the meeting. Records of these meeting will be filed. All records of these meetings, health and safety committee meetings, worker orientation records, safety related disciplinary actions, refusal of unsafe work, incident/accident investigation reports and all WCB related reports will be kept.

7.7 Site Documents

The following people will have a copy of the Traffic Management Plan, on site:

- On-site Project Supervisor
- Traffic Control Supervisor
- Traffic Control Manager
- One Traffic Control Person in each specific work area

The following people will have a copy of a Site Specific Plan, within that site specific area:

- Traffic Control Supervisor
- Traffic Control Manager
- Each Traffic Control Person in each specific work area under their control

7.8 General Considerations

- All traffic control will be implemented to minimize disruption to the traffic flow and to provide maximum safety to both the travelling public and the workers.
- Subcontractors will be required to follow the approved Traffic Management Plan and site specific Traffic Control Plans.
- WCB Occupational Health and Safety Regulations will be available on site.
- Accidents will be promptly investigated and correction of potential hazards will be expedited.
- Work sites, equipment, work methods and practices will be regularly inspected or reviewed with the intention of identifying and correcting potential hazards.
- Protective equipment required by WCB regulations will be available and used by all personnel.
- Health and safety policies, procedures and WCB regulations will be enforced.
- First aid and emergency services and procedures will be established and maintained.
- All injuries will be reported to the First Aid Attendant and recorded.
- Coordinate traffic management with adjacent projects through Ministry Representative.

APPENDIX A

Contact List

CONTACT LIST

EMERGENCY SERVICES

Emergency – RCMP, Fire, Ambulance	911
Clinton RCMP (Non-emergency)	250-459-2221
100 Mile RCMP (Non-emergency)	250-395-2456
Ambulance (Non-emergency)	250-459-7744
Clinton Fire Rescue (Non-emergency)	250-459-2413
Report a Fire	*5555 (on cell phone) / 1-800-663-5555
Dangerous Spill	*24hr Toll Free 1-800-663-3456
WCB	1-888-621-7233 / 1-866-922-4357 (After Hours)
WCB-Critical Incident Response	1-888-922-3700
BC Hydro Emergency	1-888-769-3766
Teresen Gas	1-800-663-9911
Provincial Emergency Program	
(Earthquake, Flood, Dangerous Goods Spills, Tsunami)	1-800-663-3456 (24 hrs)
BCAA/CAA Emergency Road Service	1-800-222-4357

MEDICAL SERVICES

Contact	Address	Phone
100 Mile District General Hospital	555 Cedar S. Avenue	250-395-7600

CANTEX - 250-492-7622

Contact	Phone
Brent Gerry, Site Superintendent	s.22
Keith Lowenstein, Project Manager	250-492-7622 s.22 (cell)
Heidi Middleton, Traffic Control Supervisor, Contractor Safety Coordinator, and Contractor First Aid	250-492-7622 s.22
Brian Kent, Quality Manager	250-492-7622 s.22

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE	
Contact	Phone
Peter Dzugas, Ministry Representative	250-517-9853
Eric Graham, Field Services Project Assistant	s.17
Randy Rattray, Field Services Assistant Ministry Representative	s.17
Bill Rose, Project Manager	s.17 (cell) 250-960-8585
Kirk Bentley, Field Services Construction Manager	250-952-5511 s.17 (cell)
Rampaul Dulay, Regional Mgr. Project Management	250-828-4297 s.17 (cell)
Todd Hubner, District Hwys. Manager	250-398-4519 s.17 (cell)
Michelle Schilling, Area Manager	250-395-8948 s.17
Hilary Barnett, Assistant Area Manager	s.17
Keith Callander, Field Services Director	250-828-4151 s.17
Dan Palesch, Operation Manager	250-398-4518 s.17 (cell)
Tracy Wynnyk, Field Services Safety Advisor	250-828-4184 s.17 (cell)
Alicia Kosolofski, Field Services Safety Assistant	250-828-4228 s.17 (cell)
Provincial Highways Condition Centre	604-660-9770
Provincial Permit Centre (Commercial Vehicles)	1-800-559-9688
CVSE (Victoria)	250-953-4026

THOMPSON-NICOLA REGIONAL DISTRICT	
Contact	Phone
Emergency Operations Centre	250-377-7188
General	1-877-377-8673

INTERIOR ROADS– ROAD MAINTENANCE CONTRACTOR	
Contact	Phone
Interior Roads (100 Mile House)	250-395-2117 1-800-842-4122
Charlie Hutchins, Division Manager	250-395-2117 s.22 (cell)
Ken Kelly, Operations Manager	250-395-2117 s.22 (cell)
Don Cameron, Clinton Road Foreman	250-459-2295
Michael O'Flynn, Clinton SR Foreman	250-459-2295 s.22 (cell)

OTHER CONTACTS	
Contact	Phone
BC Hydro	1-888-769-3766
Call Before You Dig	1-800-474-6886
School District #27	250-398-3800
Truckers Association	604-888-2941

STAKEHOLDERS	
Contact	Phone
Flying U Ranch DBA Seamans Capital Ranch	1-877-456-7717
s.22	

BOULEVARD TRANSPORTATION		
Contact	Phone	Fax
Tom Baumgartner, P.Eng. – Traffic Engineer	250-215-0544	250-388-9879
Nadine King, P.Eng., PTOE – Traffic Engineer	250-388-9877	250-388-9879

MEDIA	
Contact	Phone
Active Rock THE RUSH	(250) 992-7046
100 Mile Free Press	(250) 395-2219
Mainstream Rock	(250) 392-3322

APPENDIX B

Daily Traffic and Inspection Reports

DAILY TRAFFIC REPORT

Date of Work: _____

Scheduled Events: _____

Weather: Clear/Rain/Overcast/Fog/Snow/Other: _____

Traffic Flow: Light/Light-Moderate/Moderate/Heavy

WORK ZONE #1

Location: _____

Direction of Closure: Eastbound/Westbound/Northbound/Southbound

Type of Closure: Fast Lane/Middle Lane/Slow Lane/Sidewalk/Single Lane Alternating

Time: _____ Implemented: _____ Cleared: _____

WORK ZONE #2

Location: _____

Direction of Closure: Eastbound/Westbound/Northbound/Southbound

Type of Closure: Fast Lane/Middle Lane/Slow Lane/Sidewalk/Single Lane Alternating

Time: _____ Implemented: _____ Cleared: _____

Comments:

Signature: _____

TCS

Page _____ of _____

File at Office

TRAFFIC CONTROL LOG

Date: _____

Type of Lane Closure	Location	Time Setup	Time Removed

Traffic Control Person(s)	Location	Start Time	Finish Time

List of Signs	Distance Between Signs	Length of Closure	Taper Length	FAB Position	Qty of Barrels	Qty of Tube Cones

Traffic Control Supervisor's Signature: _____

File at Office

TRAFFIC INSPECTION REPORT

Date: _____

Type and Location of Traffic Control	Times Checked	TCS Initials

Traffic Control Person(s)	Location	Time Checked	TCS Initials

File at Office

APPENDIX C

Accident Reporting Procedures

ACCIDENT REPORTING PROCEDURE

ACCIDENT REPORTS

The Traffic Control Supervisor (TCS) will notify the Ministry and City Representatives after any accident involving personal injury, fatalities, damage or complaints from residents or the travelling public. The notification can be made in person or by telephone.

The TCS will prepare a detailed written report of all accidents involving personal injury, fatalities or damage. The report is to be reviewed and initialled by the Site Superintendent and the Project Manager and sent to the Ministry and Representatives by the next workday.

The report submitted to the Ministry of Transportation and Infrastructure will contain the following information:

- What happened?
- Who was injured?
- Who was involved, but not injured?
- What changes are being made in the operation?
- A copy of the hazard analysis for the operation.
- Any revisions made in the hazard analysis.
- Copies of the crew's four previous toolbox-meeting reports.
- What disciplinary action, if any, was taken?

INVESTIGATION

A. Investigate

- Take photographs. Get close ups and different angles of:
 - Anything a person slipped on, fell from or collided with.
 - All damaged property (equipment, the job itself, tools, buildings, etc.)
- Collect hard facts.
- Collect names and addresses of all parties involved in the incident.
- Ask for names and addresses of witnesses.
- Identify persons or companies that could have indirectly contributed to the accident.
- Identify the item(s) that contributed such as a drill or loose step. List all damaged items with their ID numbers.

B. Report Accidents Involving Workers

Near Miss

- Fill out near miss incident report and file all forms on site alphabetically under the injured employee's name.
- First aid only (timecard is marked "injured" but there is no medical attention sought).
- Fill out Foreman's Accident Report.
- Photocopy both sides of the timecard.
- Photocopy any diary notes (witness statements or other relevant information).
- File all forms on site alphabetically under the injured employee's name

Medical attention is required.

- Fill out Foreman's Accident Report.
- Fill out Accident Investigation Report (identify any witnesses).
- Fill out WCB Employee Claim Form.
- Photocopy any diary notes, timecard or other relevant documents.
- File all forms on site alphabetically under the injured employee's name.

APPENDIX D

Incident Reporting Form

INCIDENT REPORT

Date: _____ Time: _____

Incident Occurred: _____

Road Name: _____ Incident Cleared: _____

DIRECTION

Northbound: yes / no

Eastbound: yes / no

Southbound: yes / no

Westbound: yes / no

LANE

Fast Lane: yes / no

Slow Lane: yes / no

Middle Lane: yes/no

Turn Lane: _____

Location: _____

Description

of Incident: _____

Number of Vehicles: _____

Injuries: yes / no

Type of Vehicles: _____

Fatalities: yes / no

RCMP Attended: yes / no

RCMP File Number: _____

Ambulance Attended: yes / no

Fire Trucks Attended: yes / no

Photo Logged: yes / no

Comments:

Superintendent's/or TCS Signature: _____

Print Name: _____

cc: Office File

Comments:

[illegible]

Date: _____

APPENDIX E

Environmental Incident Reporting Forms

ENVIRONMENTAL INCIDENT REPORTING

Contact Information: (person filling out form)

First Name: _____

Last Name: _____

Telephone: _____ Fax: _____

General Incident Information:

Location of Incident: _____

Date of Incident: (yy/mm/dd): _____

Time of Incident (hh:mm): _____ (24 hr.)

Time of Discovery (hh:mm): _____ (24 hr.)

SPECIFIC LOCATION DESCRIPTION:

Describe Location: _____

PRODUCT RELEASED

Product Type:	Estimated Qty Released:	Estimated Qty Recovered:
1. _____	1. _____	1. _____
2. _____	2. _____	2. _____
3. _____	3. _____	3. _____

SOURCE OF SPILL

Storage Tank

Truck

Piping

Pump

Dispenser

Barrel

Unknown

Other: _____

RECEIVING MEDIUM (may be more than one)

Air

Land

Paving

Storm Drain

Drainage Ditch

Sanitary Sewer

Interceptor/Separator

Lined Impoundment

Unlined Impoundment

Subsurface

Aircraft Cargo Bay

Other: _____

7.8.1.1 SPILL NOTIFICATION

Reported to the Following Agencies:	Name of Person Reported to:	Name of Person Who Made Report:	Date and Time Reported:
Environment Canada 604-666-6100			
Provincial Emergency Program 1-800-653-3456			
Department of Fisheries and Oceans: 1-800-465-4336			
Ministry Representative			
Owner's Representative			
Other(s):			

Describe how the release occurred or how it was discovered and any effect it may have had on property. Discuss the degree of public, press or regulatory attention. Identify the contractor involved (if applicable).

Describe the assessment and remedial action taken and planned and the disposal method of recovered material (if any).

Action taken to prevent recurrence (if applicable).

List any additional information.

Estimated Clean-up Cost: _____

Estimated Damage: _____

Witness to Spill:

Name: _____

Company: _____

Address: _____

Report Prepared By: _____

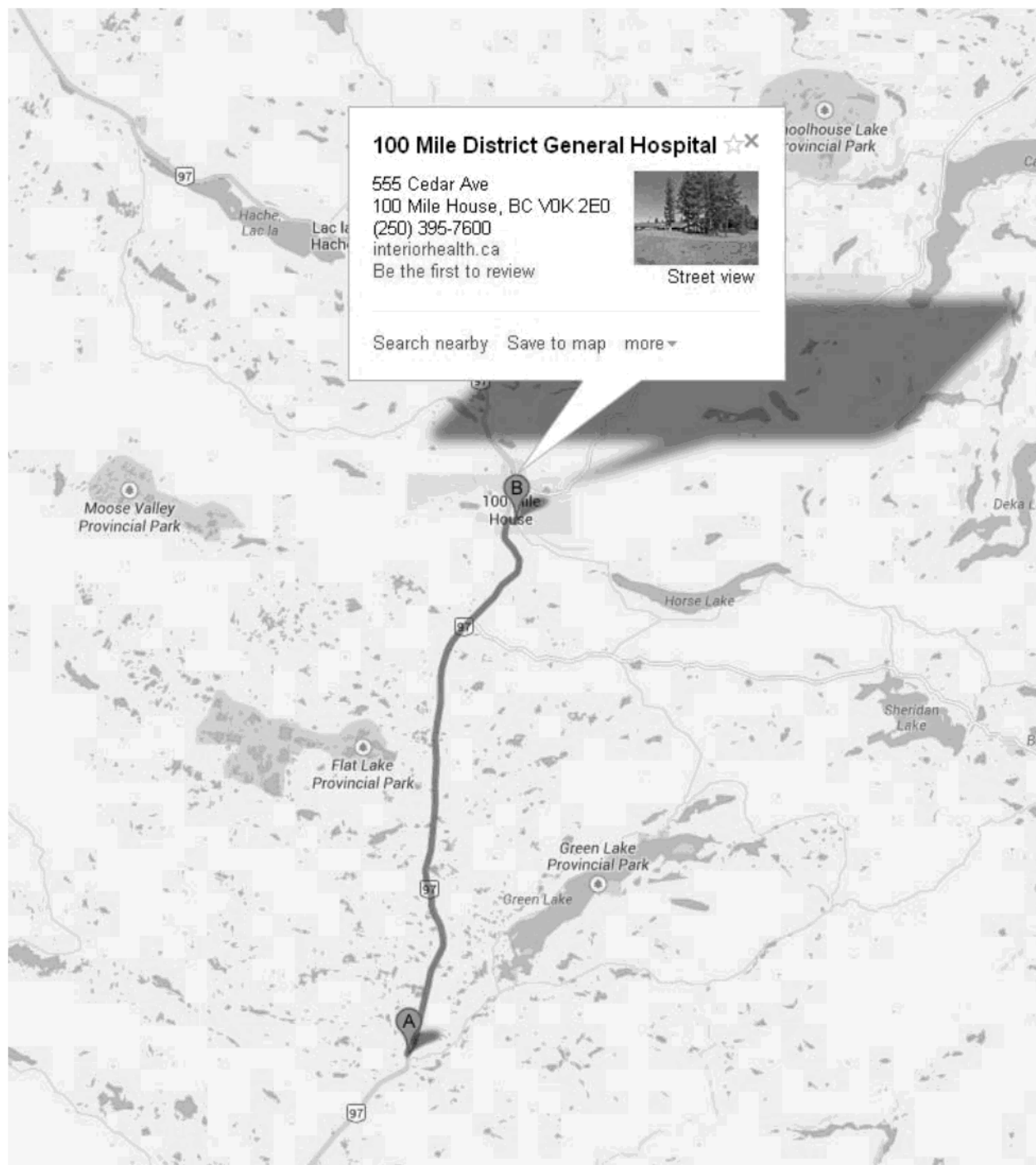
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Report Approved By: _____

Date: _____

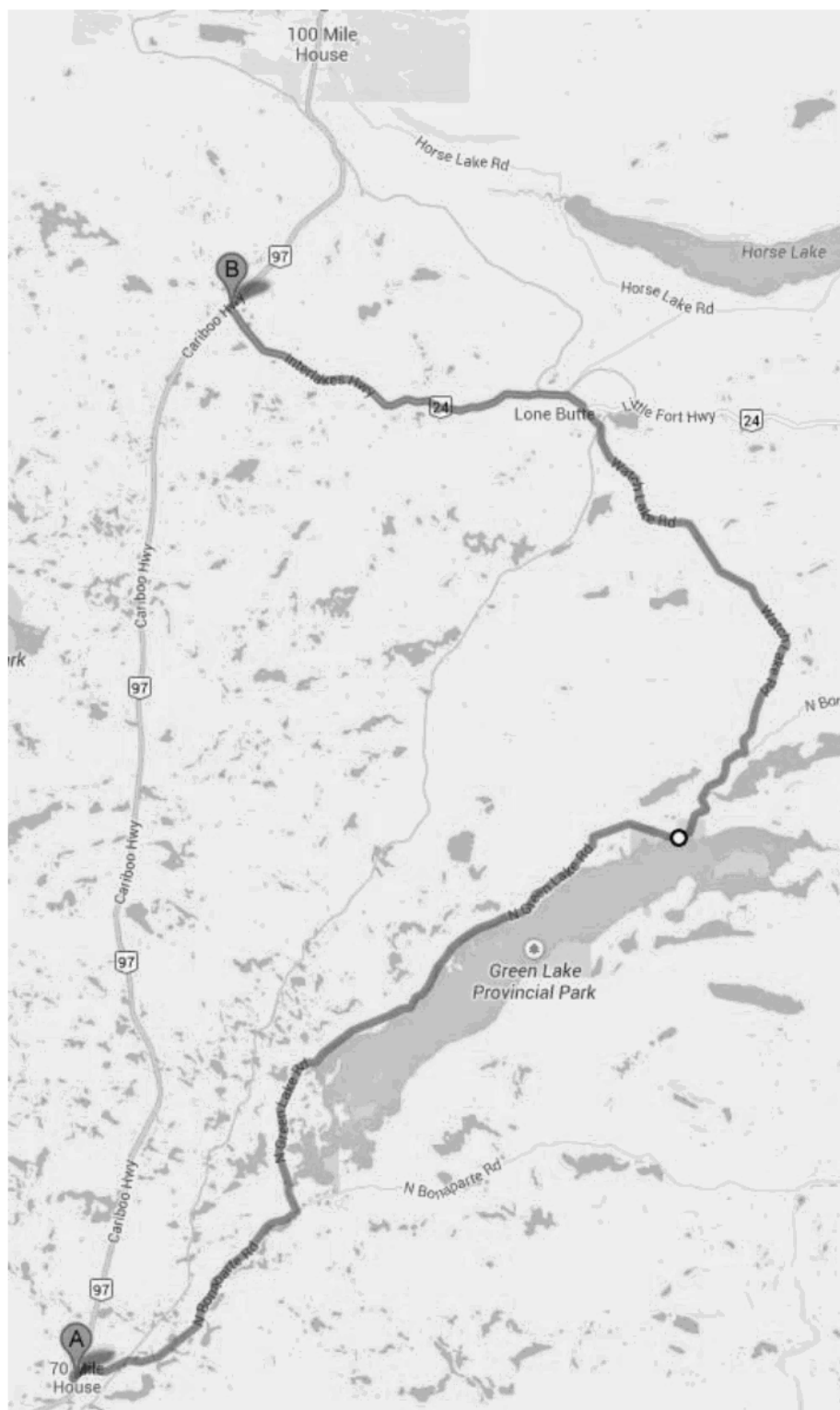
APPENDIX F

Hospital Route Map



APPENDIX G

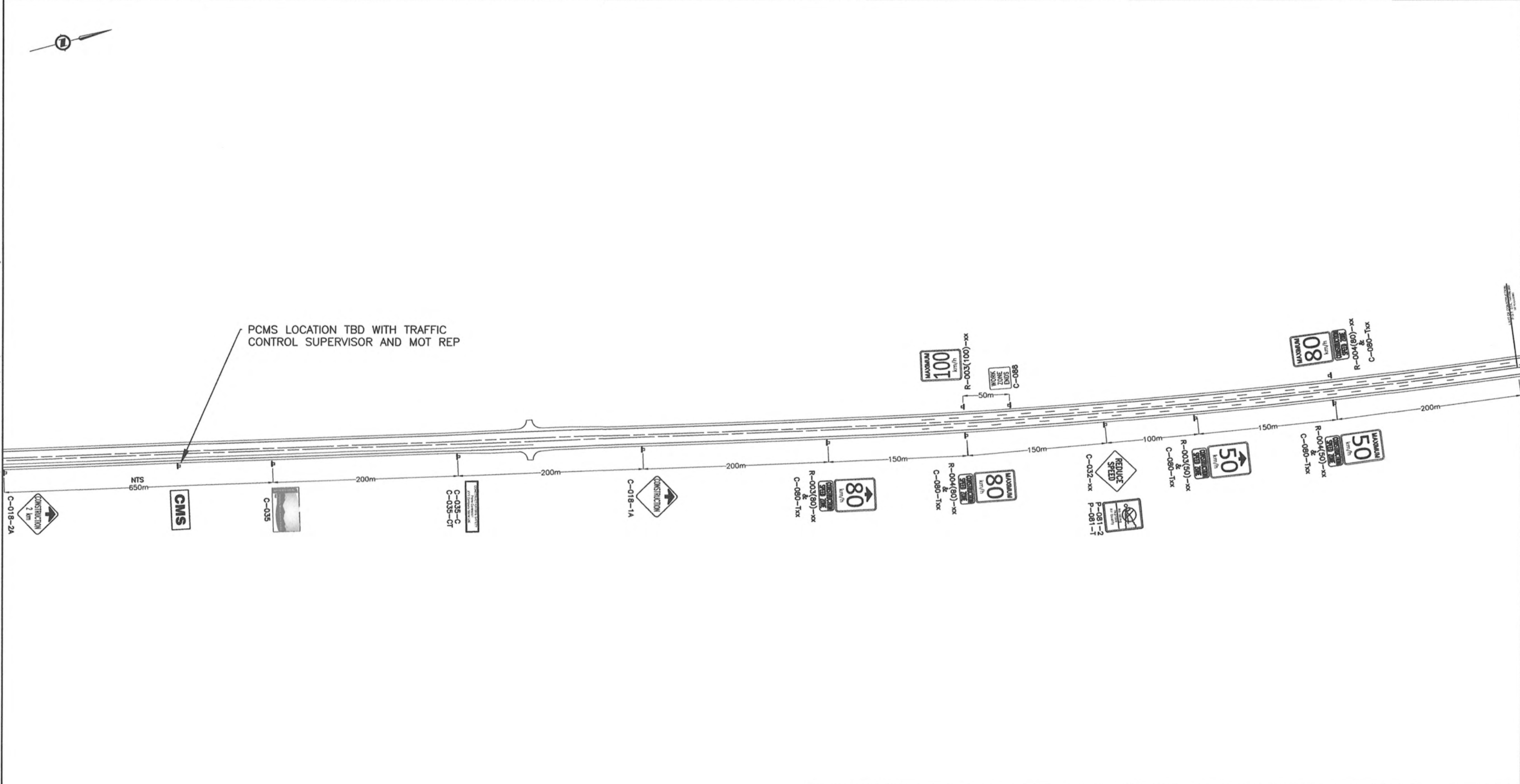
Alternate Route Map





Alternate Route around construction (if an incident): N. Bonaparte Road, N. Green Lake Road, Watch Lake Road and Highway 24

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PLOTTER: Michael Lee

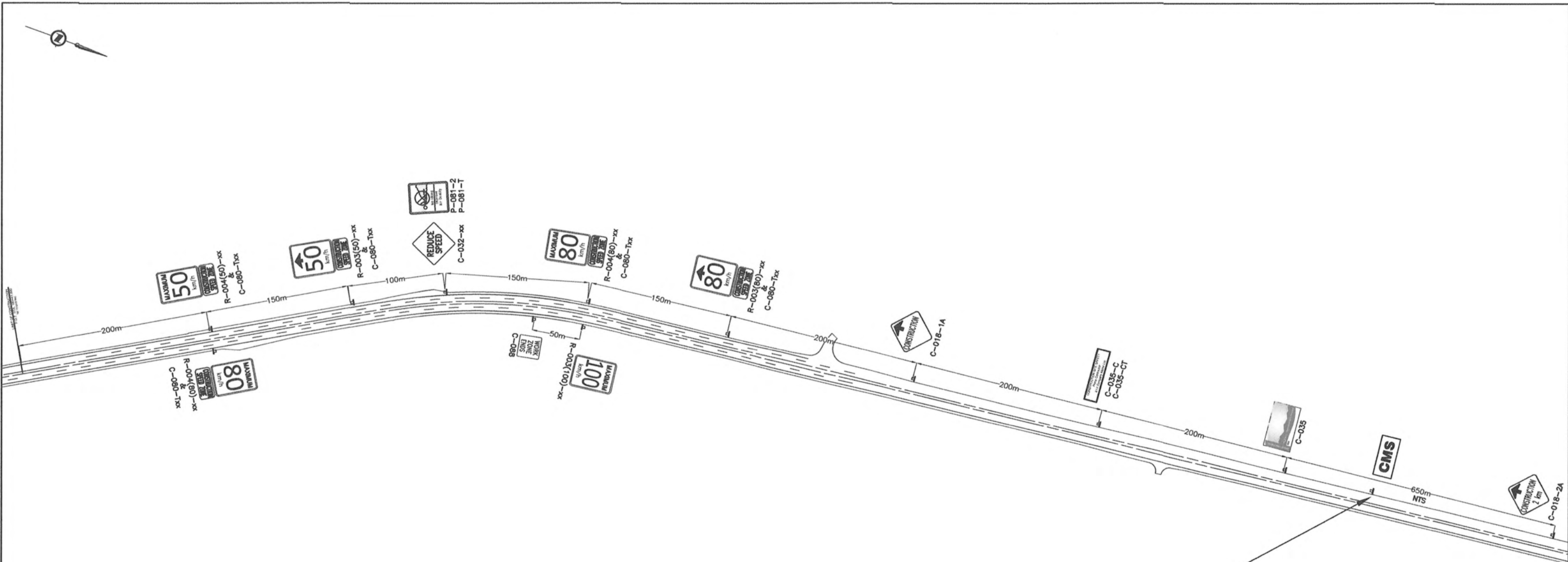
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		CHECKED: TB		DRAWING NO: 1720-AW-1	
		APPROVED: TB		REV: 1	
REVISION:				Page 52 of 59 TRA-2015-50293	

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PLOTTER: B:\Michael Lee

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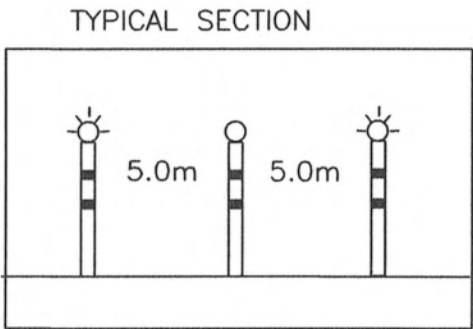
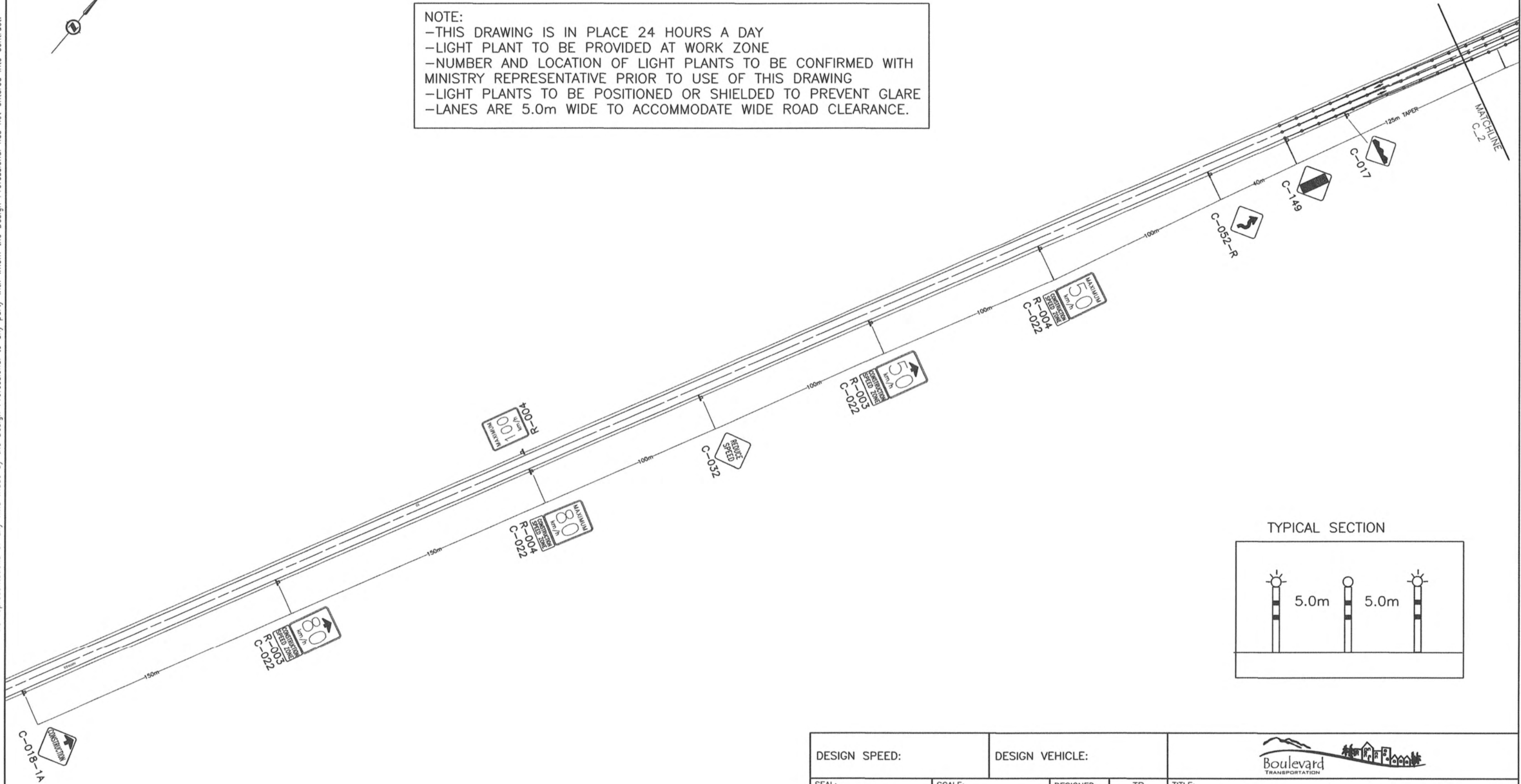
PCMS LOCATION TBD WITH TRAFFIC
CONTROL SUPERVISOR AND MOT REP



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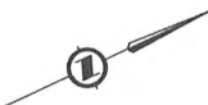


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-THIS DRAWING IS IN PLACE 24 HOURS A DAY
-LIGHT PLANT TO BE PROVIDED AT WORK ZONE
-NUMBER AND LOCATION OF LIGHT PLANTS TO BE CONFIRMED WITH
MINISTRY REPRESENTATIVE PRIOR TO USE OF THIS DRAWING
-LIGHT PLANTS TO BE POSITIONED OR SHIELDED TO PREVENT GLARE
-LANES ARE 5.0m WIDE TO ACCOMMODATE WIDE ROAD CLEARANCE.

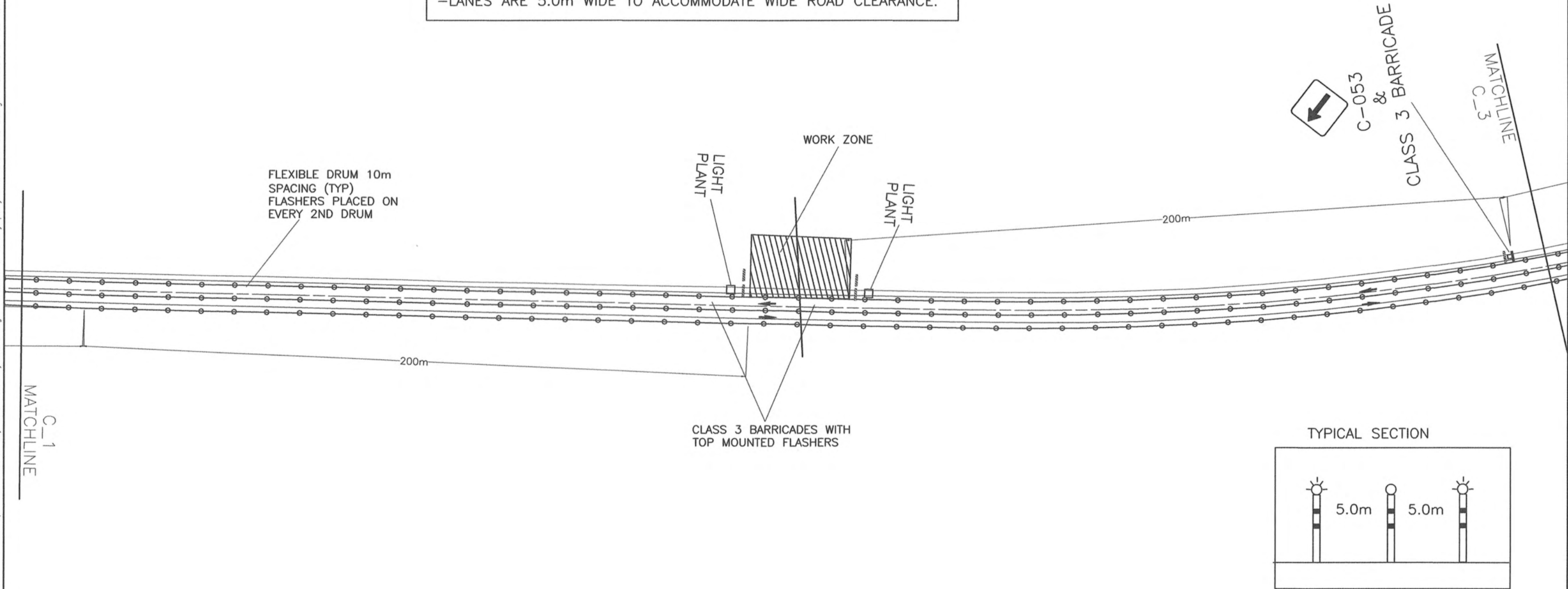




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PLOTTER: Michael Lee

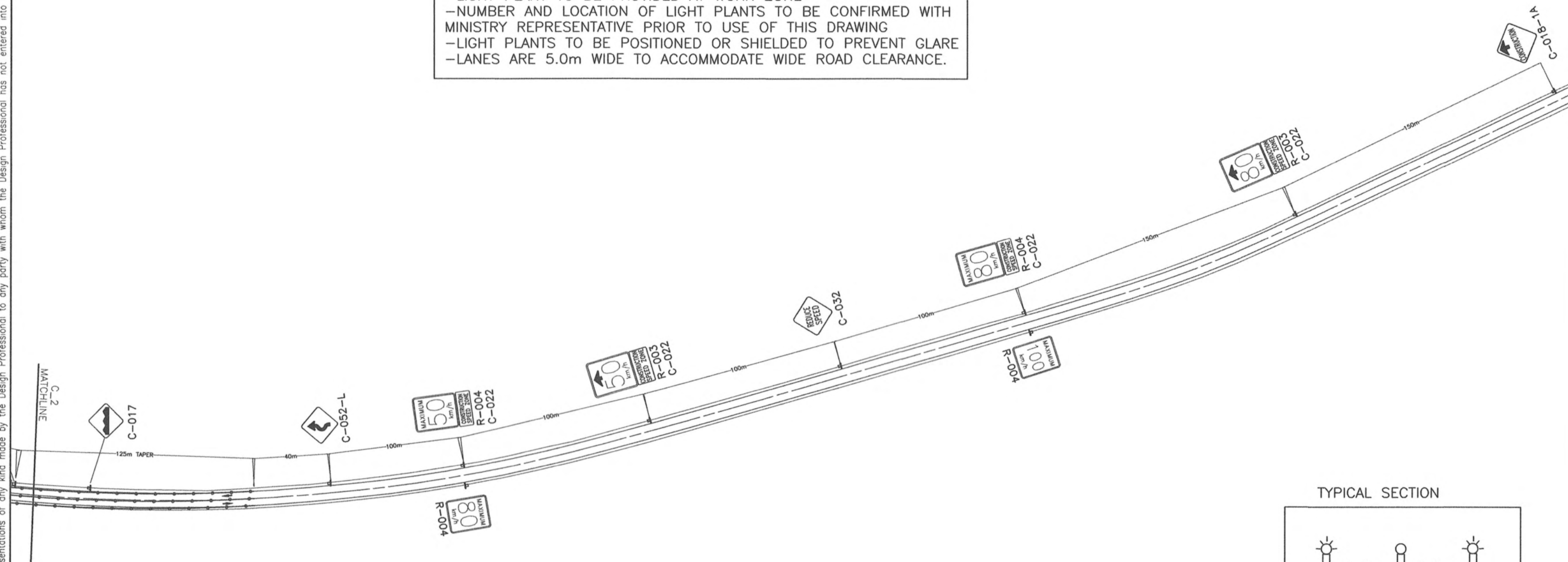


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-THIS DRAWING IS IN PLACE 24 HOURS A DAY
-LIGHT PLANT TO BE PROVIDED AT WORK ZONE
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-LANES ARE 5.0m WIDE TO ACCOMMODATE WIDE ROAD CLEARANCE.

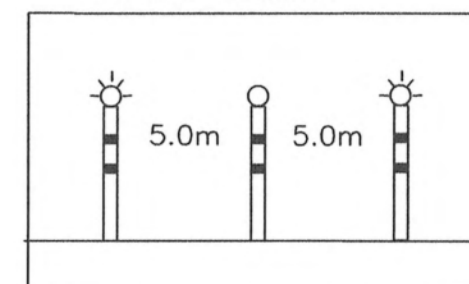




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		APPROVED:	TB		
DATE: June 10, 2014		PROJECT NO: 1720	DRAWING NO: 1720-C-2	REV: 0	

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- LIGHT PLANT TO BE PROVIDED AT WORK ZONE
- NUMBER AND LOCATION OF LIGHT PLANTS TO BE CONFIRMED WITH MINISTRY REPRESENTATIVE PRIOR TO USE OF THIS DRAWING
- LIGHT PLANTS TO BE POSITIONED OR SHIELDED TO PREVENT GLARE
- LANES ARE 5.0m WIDE TO ACCOMMODATE WIDE ROAD CLEARANCE.



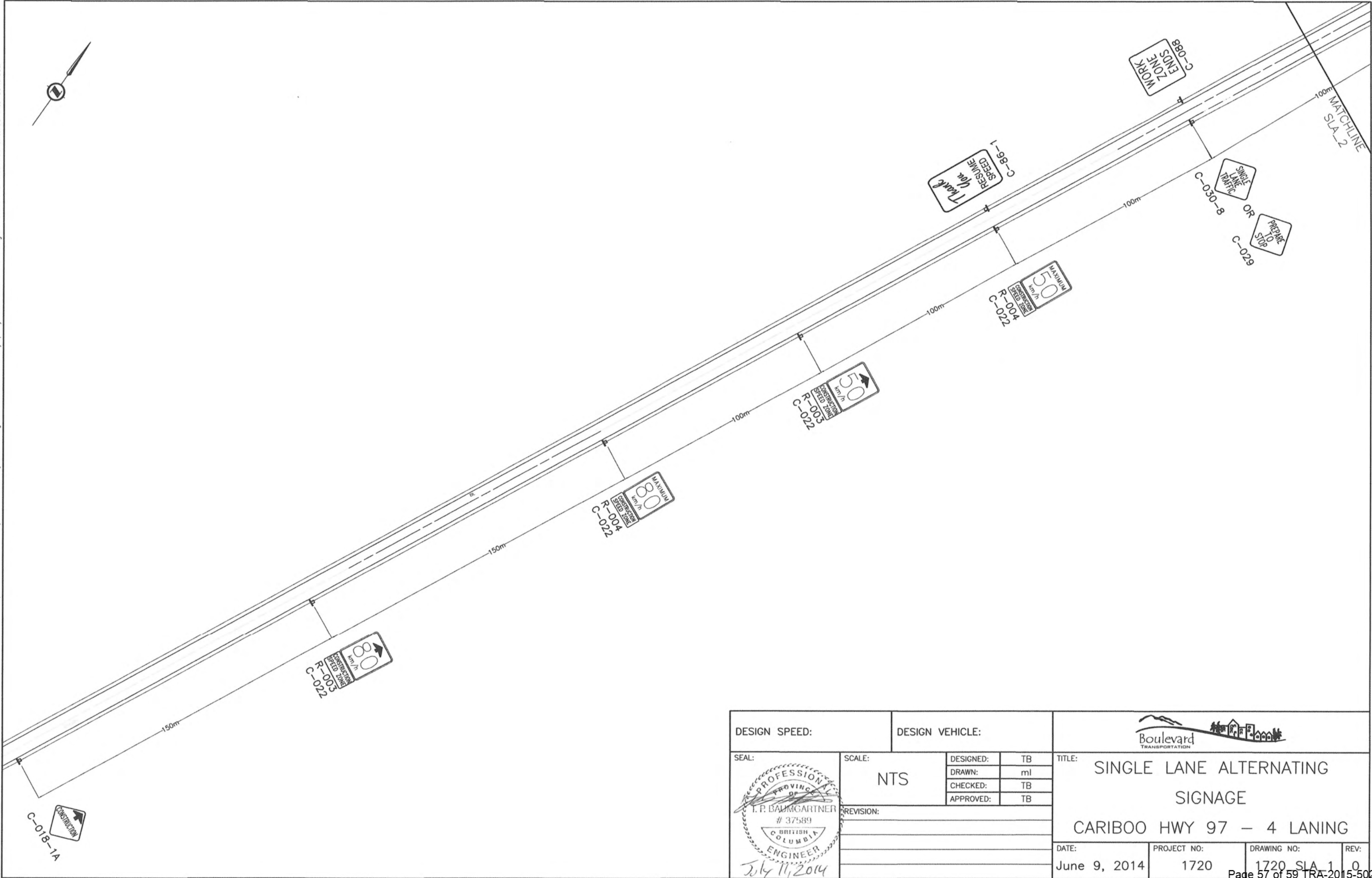
TYPICAL SECTION





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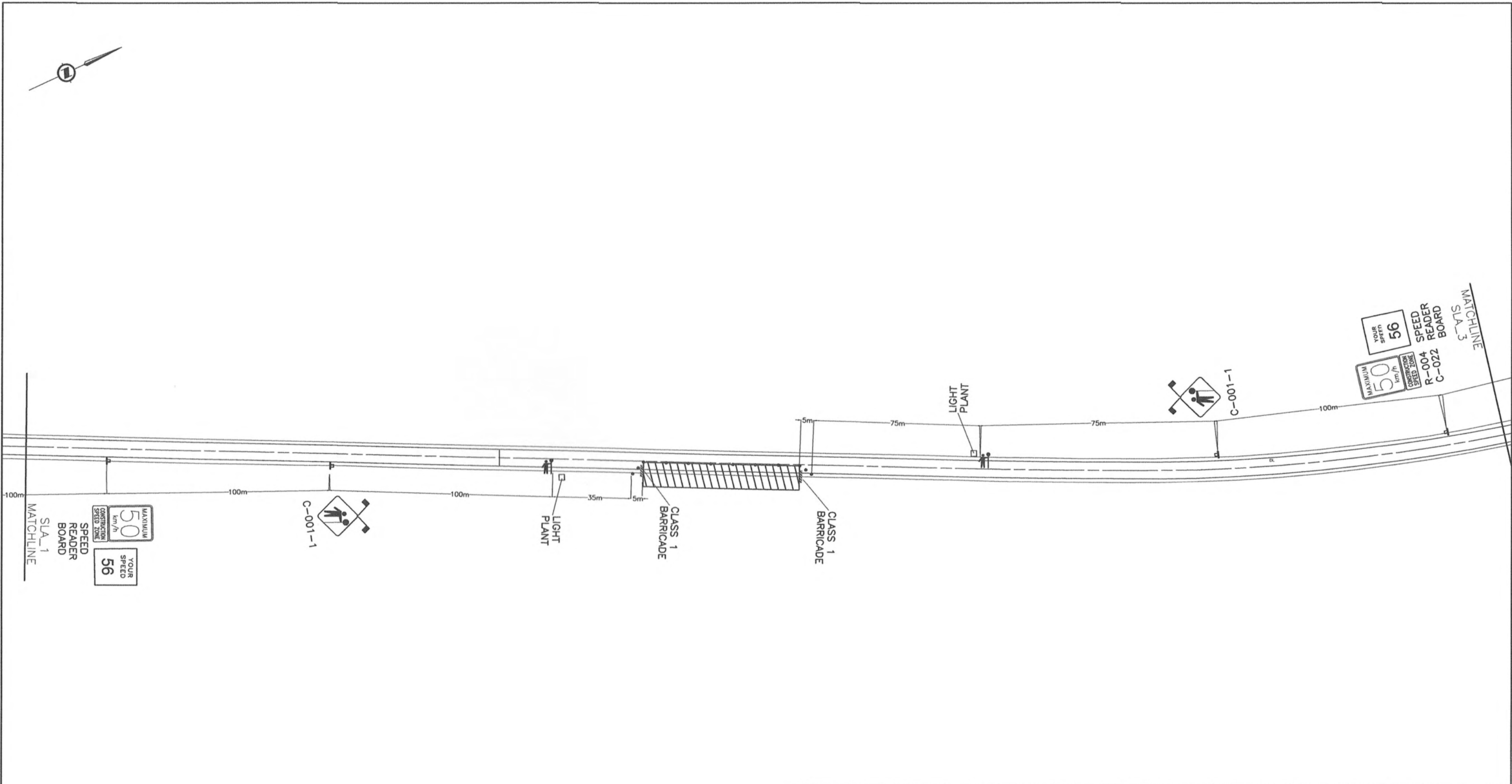
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PLOTTER: LOTTED BT-Michael Lee





DESIGN SPEED:		DESIGN VEHICLE:						
	SCALE: NTS		DESIGNED:	TB	TITLE: SINGLE LANE ALTERNATING SIGNAGE CARIBOO HWY 97 – 4 LANING			
			DRAWN:	ml				
			CHECKED:	TB				
			APPROVED:	TB				
	REVISION:				DATE:		PROJECT NO:	DRAWING NO:
				June 9, 2014		1720	1720 SLA_1	0

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PLOT DATE: 6/10/2014 11:32 AM
PLOTTED BY: Michael Lee

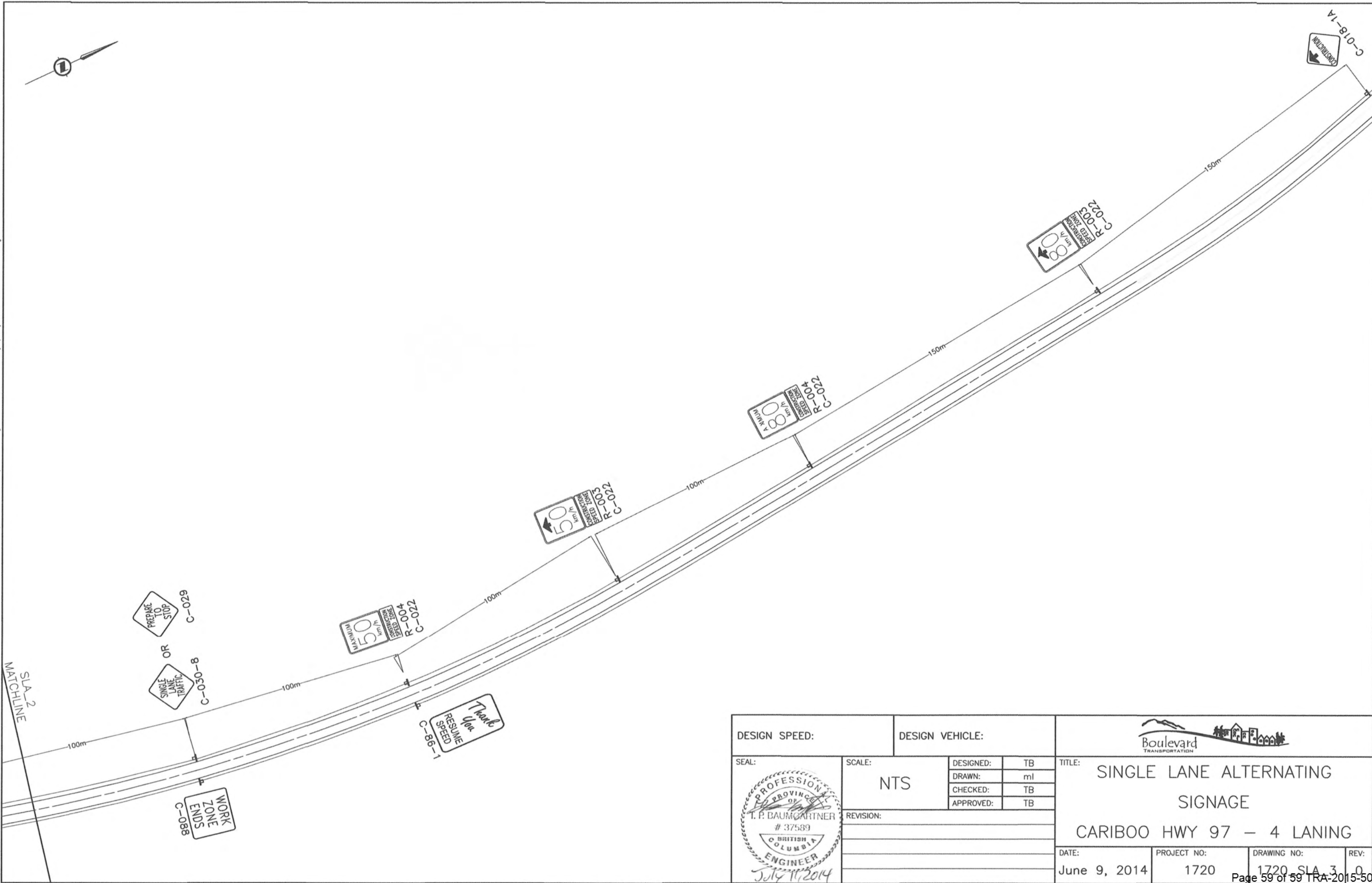
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DESIGN SPEED:		DESIGN VEHICLE:			
SEAL: 	SCALE: NTS	DESIGNED:	TB	TITLE: SINGLE LANE ALTERNATING SIGNAGE CARIBOO HWY 97 - 4 LANING	
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REVISION:		DATE: June 9, 2014			
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PROJECT: Y:\Project Files\1720 - Cariboo Hwy 97 4-Laning\Drawing\Cariboo Hwy 4 Laning_SLA_June 10, 2014.dwg
PLOT DATE: 6/10/2014 11:32 AM
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DESIGN SPEED:		DESIGN VEHICLE:			
SEAL:		SCALE:			
		NTS		DESIGNED:	TB
		REVISION:		DRAWN:	ml
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				APPROVED:	TB
TITLE:				SINGLE LANE ALTERNATING SIGNAGE	
				CARIBOO HWY 97 - 4 LANING	
DATE:		PROJECT NO:		DRAWING NO:	REV:
June 9, 2014		1720		1720 SLA 3	0