

**From:** [Snow, Shelby TRAN:EX](#)  
**To:** ["Erin Moxon"](#)  
**Cc:** [Porter, Jay C TRAN:EX](#); ["Farynuk, Mike"; Jonas Moon \(jmoon@cnv.org\); Steve Carney](#)  
**Subject:** FW: Traffic Management Contract Language Clarification  
**Date:** Thursday, September 14, 2017 4:40:00 PM  
**Attachments:** [image001.jpg](#)

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Hi Erin,

I have checked with James and he has confirmed that you are correct, see his response below.

Thanks,

Shelby

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**From:** Lee, James TRAN:EX  
**Sent:** Thursday, September 14, 2017 3:26 PM  
**To:** Snow, Shelby TRAN:EX  
**Cc:** Porter, Jay C TRAN:EX  
**Subject:** RE: Traffic Management Contract Language Clarification

Hi Shelby,

Erin's comment regarding the definitions are correct.

How the Table 7 reads should be the "maximum stopped time" for one direction should be 2 min. and "required minimum queue clearing time" if they have exceeded the queue criteria they have to let the road open to both directions at minimum of 15 minute.

The Contract also stats the SLAT operation may be permitted.

Regards,

---

**JAMES LEE, P.ENG**

A/ Sr.Traffic Operations Engineer  
(p) 604.527.3111; (m) 604.836.2781

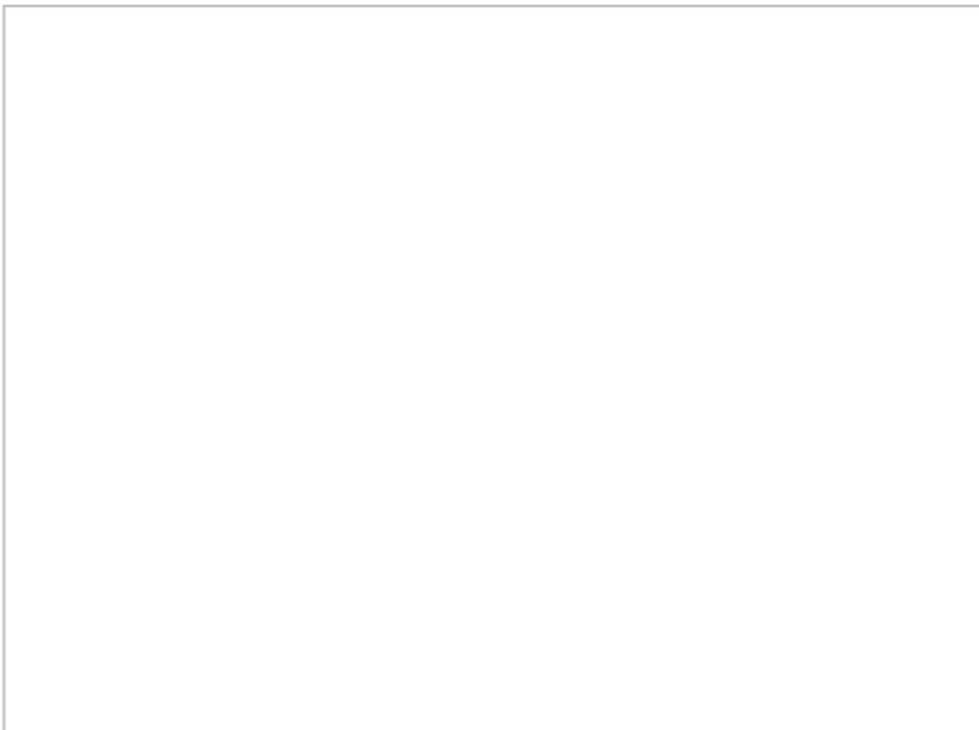
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**From:** Snow, Shelby TRAN:EX  
**Sent:** Thursday, September 14, 2017 3:13 PM  
**To:** Lee, James TRAN:EX  
**Cc:** Porter, Jay C TRAN:EX  
**Subject:** FW: Traffic Management Contract Language Clarification

James,

Could you please review Table 7 from section 1.20 from the Mountain Highway Contract and clarify the meaning of the column headings? It is not clear.

Are Erin's comments below correct?



Thank-you,  
Shelby

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**From:** Erin Moxon [<mailto:MoxonE@dnv.org>]  
**Sent:** Thursday, September 14, 2017 11:59 AM  
**To:** Snow, Shelby TRAN:EX; Porter, Jay C TRAN:EX  
**Cc:** Farynuk, Mike; Jonas Moon ([jmoon@cnv.org](mailto:jmoon@cnv.org)); Steve Carney  
**Subject:** RE: Traffic Management Contract Language Clarification  
Hi Shelby,

Some more questions/comments:

- 1) I don't believe your statement in pink matches the definition of 'Minimum Queue Clearing Times' in Part A c). The definition describes the minimum time it takes to get back to free flow traffic conditions after SLAT (or other type of traffic control) is removed. Please confirm this is correct (or not).
- 2) The third bullet above Table 7 states 'the accumulative delay for traffic through the Project does not exceed 10 minutes'. This better matches your statement in pink – a vehicle should only be delayed for a total of 10 minutes while transiting through the site, including any time spent in a queue. Please confirm this is correct (or not).

I hate to dwell on this but it is critical to sort this out before Lafarge seeks another SLAT. We are open to SLAT but need to ensure it meets the contract requirements. Hence the importance of all being on the same page as to what the contract requirements actually are!

Erin

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**From:** Snow, Shelby TRAN:EX [<mailto:Shelby.Snow@gov.bc.ca>]  
**Sent:** September 13, 2017 1:34 PM  
**To:** Erin Moxon <[MoxonE@dnv.org](mailto:MoxonE@dnv.org)>; Porter, Jay C TRAN:EX <[Jay.Porter@gov.bc.ca](mailto:Jay.Porter@gov.bc.ca)>  
**Cc:** Farynuk, Mike <[Mike.Farynuk@wspgroup.com](mailto:Mike.Farynuk@wspgroup.com)>; Jonas Moon ([jmoon@cnv.org](mailto:jmoon@cnv.org)) <[jmoon@cnv.org](mailto:jmoon@cnv.org)>; Steve Carney <[CarneyS@dnv.org](mailto:CarneyS@dnv.org)>  
**Subject:** RE: Traffic Management Contract Language Clarification

Hi Erin,

Our understanding of Table 7 is that the Maximum Time that you would stop one direction of traffic would be two min. So as a driver you would only sit in one place in the queue for a maximum of two minutes.

The 15 min would be the maximum amount of time one vehicle would be in the queue / be held up at the construction site

Shelby

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**From:** Erin Moxon [<mailto:MoxonE@dnv.org>]

**Sent:** Wednesday, September 13, 2017 12:01 PM

**To:** Snow, Shelby TRAN:EX; Porter, Jay C TRAN:EX

**Cc:** Farynuk, Mike; Jonas Moon ([jmoon@cnv.org](mailto:jmoon@cnv.org)); Steve Carney

**Subject:** Traffic Management Contract Language Clarification

Hi Shelby and Jay,

Further to our quick discussion yesterday before the start of our Phase 4 meeting, I would appreciate if you could please clarify what Table 7 (E. Keith Road Allowable SLAT windows) means in layman's terms. The definition for 'Min Queue Clearing Time' on page 27 is confusing and does not appear to apply to continuous SLAT such as what Lafarge recently requested on Keith Road.

Furthermore, there is no definition for 'Maximum Stoppage Duration'. The bulleted requirements (SLAT zone length, maximum queue length and accumulative delay through the site) are far more straightforward. Clarification will help us respond to Lafarge's future requests for SLAT.

During contract preparation, there was much discussion about traffic control and the need to balance traffic impacts with the provision of sufficiently long construction windows. The City and District conceded to allow SLAT on Keith Road for specific work elements (such as those highlighted in the email below in yellow) which could not practicably be accomplished while accommodating two-way traffic. SLAT approval is being reserved for extenuating circumstances and only after all other reasonable construction methodologies and options have been considered and exhausted. Lafarge's recent request for SLAT is a perfect example. Their initial request was for several days of daytime SLAT. After further exploring their workplan and width requirements/constraints, a manageable solution was found that did not involve daytime SLAT and minimized nighttime disruption.

The City and District are very concerned about SLAT during daytime off-peak hours on Keith Road and believe that contractual queue lengths and delay times will quickly be exceeded. As such, we will continue to push back if SLAT is requested and will expect to see significant efforts to explore other options. Mike, if you could please convey DNVs/CNVs concern to Gord Bird so he understands the history behind the contract SLAT allowances and under what circumstances he might expect to receive approval for daytime SLAT. My hope is that by having these conversations now, we can minimize future frustrations.

Give me a ring to discuss if needed.

Regards,

Erin

-----Original Message-----

**From:** Porter, Jay C TRAN:EX [<mailto:Jay.Porter@gov.bc.ca>]

**Sent:** Monday, December 05, 2016 1:10 PM

**To:** Erin Moxon

**Cc:** Carolyn Drugge; Eric Villeneuve; Farynuk, Mike; Snow, Shelby TRAN:EX

**Subject:** Traffic Management Requirements for SP 1.20 Part C Section V comments - dated Nov 10,

2016.

Hi Erin

With Mike's assistance we've put together some concerns regarding the SP section 1 traffic comments received from DNV and proposed options we hope DNV will consider. As you are aware for all our projects the Ministry considers mitigating traffic disruptions, reducing congestion and traffic safety as priorities during construction. Being the face of the Lower Lynn projects we have a vested interest in ensuring that traffic impacts are reduced regardless of whether they occur on provincial or municipal roadways. The first step to managing traffic during construction is to ensure the contract provides a balance of adequate restrictions and requirements to prevent unnecessary traffic disruption without significantly compromising the contractors ability to perform the work efficiently.

The area most critical is the 100m section of Keith Road (intersection, east of Brooksbank) where there will be a grade change of up to 1.6 meters. This location will be a pinch point and a tight work space with grade separation and 3rd party utility relocations.

DNV's comments requested operational requirements that allow one lane in one direction to be closed, from 09:45 to 14:30. No SLAT at any time. This provides a 4.25hr day time work window (.5hr set-up and take-down) with one lane to work in. The short work window and tight work space will cause production loss which will extend the work schedule and traffic disruptions to 3 months instead of 2 months. Also the work window is not compatible for 3rd party utility relocations as they typically require a longer work window, which can cause further construction delays.

Currently the Mnt Hwy Traffic SP's are comparable to the ongoing DNV/B&BHC Keith Bridge Contract, and CNV/BAB East Keith Rd. Contract - 2 way traffic - with a minimum of 50 m in each direction at intersections, for storage/turning movements. Similar to those Contracts, we suggest allowing for lane closures on East Keith Rd. to be in effect from 08:30 - 14:30 (5.5hr day time work window less set-up and take-down).

Mike has been monitoring traffic along Keith since July and is confident traffic can be managed at this location within the 08:30 - 14:30 window. Note that traffic was accommodated during BCH & TELUS W/B slow lane closure through Keith / Brooksbank intersection (approx. 100 meters work zone) on Nov 16 & 17 from 8 am to 8 pm, for pole removal/replacement work. It would seem that the travelling public is accustomed to roadway improvements along Keith.

Also;

- with the distance between Brooksbank and Mountain Hwy intersections being 135 meters, we can implement 3 lanes for traffic - 2 way / 1 for left turns along this section of East Keith Rd.

- SP's can be revised to allow for PRE-APPROVED SLAT between 09:45 to 14:45 with limitations on 100 meter work zone / 50 meter queue lengths / 2 minute delay. This would ONLY BE ALLOWED for utility work (Fortis, Hydro, TELUS, Electrical Civil, etc.) All TMP's require approvals from Min Rep / DNV / CNV.

Note that the new Mountain Highway leg at the Brooksbank intersection would not be activated until this work has been completed.

See attached photos for reference. Please do not hesitate to contact either Mike or myself if you have any questions, otherwise I look forward to further discussions on this important issue.

Thank you

Jay Porter, PMP, Senior Project Manager

Ministry of Transportation and Infrastructure South Coast Region  
310-1500 Woolridge Street

Coquitlam, BC, V3K 0B8

Office 604 527-3105

Cell 604 250-7571

Lower Lynn Improvements website: <http://gov.bc.ca/lowerlynninterchanges>

From: [Porter, Jay C TRAN:EX](#)  
To: [james](#)  
Cc: [Dan Pultr](#); s.22 : s.22 [Erin Moxon](#); [Farynuk, Mike](#); [Snow, Shelby TRAN:EX](#)  
Subject: Re: Adderley traffic screen - Responses to traffic noise and traffic screen queries  
Date: Wednesday, September 13, 2017 5:37:47 AM  
Attachments: [image007.jpg](#)  
[image002.jpg](#)  
[image011.jpg](#)  
[image012.jpg](#)  
[image013.jpg](#)

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Yes James one year after completion new measurements will be taken.

Jay

Sent from my iPhone 604 250-7571

On Sep 8, 2017, at 7:09 PM, james <[james@priorityposture.ca](mailto:james@priorityposture.ca)> wrote:

Hi Jay,

Everything is about models and projections. Will real measures be taken at completion?

What is the status of the wall with regards to your talks with Hydro?

James Cooper B.Sc. (Kin)  
Priority Posture Systems Ltd.  
[priorityposture.ca](http://priorityposture.ca)  
604.434.3445

----- Original message -----

From: "Porter, Jay C TRAN:EX" <[Jay.Porter@gov.bc.ca](mailto:Jay.Porter@gov.bc.ca)>  
Date: 2017-09-08 10:59 AM (GMT-08:00)  
To: 'Dan Pultr' <[dan@mortgagegroup.com](mailto:dan@mortgagegroup.com)>, s.22, s.22  
s.22, 'James Cooper' <[james@priorityposture.ca](mailto:james@priorityposture.ca)>  
Cc: 'Erin Moxon' <[moxone@dnv.org](mailto:moxone@dnv.org)>, "Farynuk, Mike" <[mike.farynuk@wsp.com](mailto:mike.farynuk@wsp.com)>, "Snow, Shelby TRAN:EX" <[Shelby.Snow@gov.bc.ca](mailto:Shelby.Snow@gov.bc.ca)>  
Subject: RE: Adderley traffic screen - Responses to traffic noise and traffic screen queries

Good morning Dan

Please see responses to your questions below. Also here are some key points that must be kept in mind.

- A sound wall has not been proposed along the Salop trail because the projected noise levels 10 years after the project is complete does not warrant it (RWDI Community Noise Assessment 2016).

- A sound wall of any type would be ineffective as it would provide no measurable reduction in noise for all residences except for site 47 (lot 17).
- The proposed fence is intended to provide visual traffic screening and some degree of noise reduction benefit to trail users while the replanted trees mature.
- Current noise levels of the open and active construction site are not indicative of what the noise conditions will be at project completion.
- Noise levels at completion of the project are projected to be similar to the noise levels pre-project.

Regards

Jay Porter, PMP, Senior Project Manager

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Lower Lynn Improvements website: <http://gov.bc.ca/lowerlynninterchanges>

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**From:** Dan Pultr [<mailto:dan@mortgagegroup.com>]

**Sent:** Tuesday, August 29, 2017 3:00 PM

**To:** s.22; s.22 'James Cooper'; Porter, Jay C TRAN:EX

**Cc:** 'Erin Moxon'; 'Farynuk, Mike'; Snow, Shelby TRAN:EX

**Subject:** Re: Adderley traffic screen - Responses to traffic noise and traffic screen queries

Thank you Jay.

We all can appreciate holidays and delays, it happens. What I can't understand are some of the responses below, they are contrary to information provided to us. Sorry, I should clarify, I do understand, I'm confused by them.

Follow up question to the responses below.

1. It was never discussed in any of our meetings or emails, that we could have a 5M fence and that "wood is half as effective" as concrete. Yes this is a bit confusing. RWDI is referring to a clause in the noise policy which states that where sound walls are warranted a 5m high wall can be proposed to provide protection to the 2<sup>nd</sup> floor of the impacted house(s). Note that RWDI stated that even a 5m sound wall is unlikely to provide noise reduction to the 2<sup>nd</sup> row of residences.

2. Has the sound engineer actually done a site visit? Walked the neighbourhood? Stood on residents

patios? RWDI conducted base measurement on site in 2015. Their projections are 10yr post-project, therefore assessing current conditions while the project is open and active without any new noise mitigation measures in place would not provide insight into future noise levels.

3. I would be considered in the second row of residence, actually, I would probably be considered third, fourth or fifth row as I'm closer to Adderley and Brooksbank. As such, so far, nothing has been proposed to assist me? I would want a larger wall (frankly concrete and as close to the noise source as possible), I would want more noise reduction (the berm that was mentioned once upon a time ago, but hasn't materialized seemed like a good idea) because I won't be blocked by the "building" and I won't be blocked by mature trees for 50 years and I won't be assisted by a noise wall because the proposed fence is being cut short, not to mention it is being stated below as being ineffective. There is no obligation or requirement to reduce noise for 2<sup>nd</sup> row etc. because noise levels are expected to have little to no change at project completion. The heightened traffic noise you are experiencing now is from noise bouncing off the open hard surface of the active construction site. Once the project is complete the new features and landscaping will provide noise reduction. (i.e. ramp, wall, overpass, landscaping, terrain)

4. Why would we not create a fence all the way along, yes, the fence is to be in place until the trees mature, but that is YEARS from now, until that time, the trail should be safe and it should provide as much noise protection as possible. Furthermore, it will be unsightly to have a partial fence. Not to mention safety again. The fence will act as a traffic screen and therefore will be located along the trail section where there are no mature trees. There will be no safety issue.

5. After everything discussed, the "wood fence" is now being said to provide minimal sound reduction. Why was it even proposed? A sound wall of any type would provide no measurable reduction for residences therefore a wood fence is most appropriate in providing screening.

I'm sorry to be flippant, but I feel like I'm not being listened to here.

I am regressing back to my initial points.

1. Per discussion, sound walls are most effective either next to the impacted home or closest to the source. I propose that the design be proposed that a concrete sound barrier be placed right next to the source i.e. right on the off ramp retaining walls, that way you have access for maintenance, etc.... The engineer even said it's twice as effective. Referring to sketch SK232 a concrete barrier located on top of the off ramp retaining wall would still be at least 20metres away from the source (Highway 1) and 6m lower than the proposed wood fence. If a sound wall was warranted the most effective location for it is along the property line of the nearest house (lot 17).

2. There is no need to remove any further trees to implement this idea because the trees on the highway side of the path have already been removed and the noise screen needs to be as close to the source as possible. We do not intend to remove more trees in order to install the wood fence and berm.

3. Maybe the sound engineer can come stand on my patio, that has perfect site lines to the current highway, proposed off ramp, proposed overpass and proposed new road connecting to Brooksbank and show me how 2-3M trees and a 3M fence will result in negligible change in sound. Immature trees, grass and shrubs will help dampen noise as opposed to the hard surface currently covering the active work site. The new off-ramp will act as a 5-7 metre high berm, the new overpass is considerably wider and will block traffic noise and terrain features such as knolls and berms will provide additional protection.

4. I would like to see what other options are available, composite sound walls, a berm, etc.... A sketch of the Adderley berm and fence will be provided soon. I recently provided 2 sketches of cross sections showing the original ground line vs finished grade and how the off-ramp will act as a 5 – 7 m berm. From those drawings you had stated that you would like a noise barrier installed along the



off ramp to which I responded that the projected noise levels did not warrant a noise barrier. However knowing that you were dissatisfied with that response I did request that RWDI run through their model a 120m long 3m high concrete soundwall along the off ramp to determine if it would be effective in reducing noise levels for residents.

RWDI response – (*ineffective*) In part distance (*from residences*) but also ineffective because the ramp fill for L60 (*eastbound off ramp*) will act as the primary noise barrier providing the 5 decibel noise reduction for the low benches ending at Shavington Street. After that there is a plateau effect, as more height is added. For example, adding 1 m to a 3 m high noise barrier would provide an additional half a decibel. Adding 1m AGAIN would provide LESS than half a decibel and so on.

I appreciate that you're our go between Jay, but this is a very frustrating process and I feel like there is a lot of mixed information.

<!--[if !vml]--><!--[endif]-->

Dan Pultr, AMP Vice-President, British Columbia

phone: [604.707.6320](tel:604.707.6320) cell: [604.619.1567](tel:604.619.1567)

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On August 29, 2017 at 2:30:32 PM, [Jay.Porter@gov.bc.ca](mailto:Jay.Porter@gov.bc.ca) -- Porter, Jay C TRAN:EX ([jay.porter@gov.bc.ca](mailto:jay.porter@gov.bc.ca)) wrote:

Good afternoon

Apologies for the late responses to your various queries from our last site visit regarding the fencing at Adderley, I was hoping to include a sketch of the fence but Mike is still sorting out a few details with BC Hydro that will determine its alignment. Mike and I are still committed in having the fence installed and the area landscaping this fall pending approvals.

Questions:

Do you have sound blocking values for wood and concrete (same thickness)?

*[RWDI Ans. It simply means the wood would be half as effective as concrete in blocking the secondary sound path through the barrier material.]*

*The sound diffracted over the barrier would remain the primary and dominant path for either material. The sound contribution from the secondary path, typically 10 dBA below the primary, becomes negligible except for very high noise barriers for either material, if designed properly. Therefore either material wood STC 32 or concrete STC 42 is adequate for a 3 m high noise barrier.]*

Can you provide a general comment on the conservatism that is built into your projected 2028 noise level forecasts?

*[RWDI Ans. The meteorological conditions for sound propagation in Cadana/A 2028 are conservatively favorable, e.g. residences are assumed to be downwind from the noise source which results in slightly elevated noise level predictions.]*

Do you apply a rate to account for the general growth in traffic?

*[RWDI Ans. For Highway 1, 2018 to 2028 traffic growth was 4% ]*

You also mentioned that no vegetation is in the model.

*[RWDI Ans. Correct.]*

I'm curious how similar the projected noise levels at completed 2018 would be to 2015

*[RWDI Ans. Very similar. Based on traffic volumes associated with the dominant noise source at Site 47 i.e. Highway 1, the difference in noise levels at between 2015 and 2018 at Site 47 are considered negligible].*

Can you provide the noise level and change in db that would constitute moderate and severe impact?

*[RWDI Ans. Thresholds vary with the baseline. The moderate and severe impact levels in either case are dependent on the baseline level (ref. see 2014 MoTI Noise Policy Table 5.1 attached).]*

Please provide comment on the following in regards to the noise screen at Adderley.

- How important is the sound blocking property of the noise screen for residents beyond site 47? Why?

*[RWDI Ans. Not that important.] [Why. Site 47 is in the first row of residences exposed to Highway 1 traffic noise. The residence to the west of Site 47 is in the second row. As such the second row residence is shielded from Highway 1 traffic noise by the building at Site 47. Noise transmission through the noise screen is less important at the second row residence than it is for Site 47 since the second row residence's line of sight to the noise screen is partially blocked by the building at Site 47.]*

- How important is the height of the noise screen for residents beyond site 47? Why?

*[RWDI Ans. Not that important.] [Why. Since the line of sight of the second row residence to the noise screen is partially blocked by the building at Site 47 and since the second row residence is beyond the noise shadow cast by the proposed 3*

*m high noise screen (see noise screen spec 170614 RWDI Memo attached) it is unlikely that raising the height of the noise screen to the maximum of 5 m allowed by the policy could provide the 5 dBA noise reduction benefit required by the policy at the second row residence.]*

James Aug 9<sup>th</sup> email

1. We discussed looking into have a wood sound wall being longer than the proposed 100m. Our group and local residents want to see this wood wall extend down to mountain highway and couple blocks higher to the cul-de-sac at Calverhall. We hope this wall will provide as much access to the remaining forest along the Salop trail as possible. *The wood fence serves as screening from traffic while the replanted trees grow, RWDI stated that the fence would provide negligible sound reduction to residents therefore it would serve no purpose to extend it to Calverhall where mature trees still remain.*
2. Another item we discussed was the strategic placement of some larger trees in spots to create better visual blocks. Right now the Mountain Highway exit views directly at my house deck do to a pocket missing in the forest that was left behind. Jay you should recall the location I brought to your attention and our following discussion. *Agreed, when planting occurs we will walk the site with the landscaper to determine strategic tree locations and species.*

Thank you

Jay Porter, PMP, Senior Project Manager

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From: [Porter, Jay C TRAN:EX](#)  
To: [Steve Billington](#)  
Cc: [Erin Moxon](#)  
Subject: Re: Estimate for community outreach Lower Lynn Improvements  
Date: Thursday, September 14, 2017 4:38:51 PM

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Hi Steve

We haven't received anything yet, I will follow up on it.

Sent from my iPhone 604 250-7571

On Sep 14, 2017, at 4:16 PM, Steve Billington <sup>s.22</sup> wrote:

Hello Jay and Erin;  
Just checking in for any updates on the planned community outreach work. I'm back full time through the fall <sup>s.22</sup>

Please keep me in the loop as this aspect of the project progresses. From my understanding out of the last meeting I attended the kickoff for me would be when DNV (or MoTI?) sends out a community communication piece about the sewer extension, including the traffic plan. Please add me to the distribution list for that public engagement piece.

Regards,  
Steve

On 7 September 2017 at 12:04, Porter, Jay C TRAN:EX <[Jay.Porter@gov.bc.ca](mailto:Jay.Porter@gov.bc.ca)> wrote:

Hi Steve

Erin brings up a good point below regarding traffic control for the proposed work north of the highway. Hopefully we will have a clearer understanding about the traffic control next week.

Safe travels.

Jay Porter, PMP, Senior Project Manager  
Ministry of Transportation and Infrastructure  
South Coast Region

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**From:** Erin Moxon [mailto:[MoxonE@dnv.org](mailto:MoxonE@dnv.org)]  
**Sent:** Thursday, September 7, 2017 11:59 AM  
**To:** Porter, Jay C TRAN:EX  
**Subject:** RE: Estimate for community outreach Lower Lynn Improvements

Hi Jay,

I am available but am trying to get several other things buttoned up at the same time. I'm not entirely sure what option we should pursue because we're still unsure what Lafarge's traffic control needs will be. I understand they're considering their options and will be coming back to us/MoTI shortly with a proposal/options. Until that time, I'm not sure if we can give specific direction to Steve (nor would we want him to start door knocking until we know what the traffic control looks like).

I'm totally booked tomorrow but can make time this aft if needed.

Thx,

Erin

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**From:** Porter, Jay C TRAN:EX [mailto:[Jay.Porter@gov.bc.ca](mailto:Jay.Porter@gov.bc.ca)]  
**Sent:** September 07, 2017 11:37 AM  
**To:** 'Steve Billington' <[s.22@dnv.org](mailto:s.22@dnv.org)>; Erin Moxon <[MoxonE@dnv.org](mailto:MoxonE@dnv.org)>  
**Cc:** Snow, Shelby TRAN:EX <[Shelby.Snow@gov.bc.ca](mailto:Shelby.Snow@gov.bc.ca)>

**Subject:** RE: Estimate for community outreach Lower Lynn Improvements

Ok for a con call at 1:30 today?

**From:** Steve Billington <[s.22@dnv.org](mailto:s.22@dnv.org)> |  
**Sent:** Wednesday, September 6, 2017 11:52 PM  
**To:** Porter, Jay C TRAN:EX  
**Subject:** RE: Estimate for community outreach Lower Lynn Improvements

Hi, Jay.

If you want to call then, <[s.22@dnv.org](mailto:s.22@dnv.org)> but can return a call in the afternoon. I'll be out of contact Saturday through Monday afternoon.

Also, I wasn't sure which of the options I presented you wanted.

Thanks,

Steve.

On Aug 26, 2017 5:11 PM, "Porter, Jay C TRAN:EX" <[Jay.Porter@gov.bc.ca](mailto:Jay.Porter@gov.bc.ca)> wrote:

Hi Steve

Thank you for your estimate, Erin and I have both reviewed it and find it acceptable. I'll give you a call next week to discuss.

Regards

Jay Porter, PMP, Senior Project Manager

Ministry of Transportation and Infrastructure

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**From:** Steve Billington s.22

**Sent:** Wednesday, July 19, 2017 1:00 PM

**To:** Porter, Jay C TRAN:EX

**Subject:** Estimate for community outreach Lower Lynn Improvements

Hello Jay;

Thank you for the opportunity to meet with you, David, Erin and Jonas last week. I've attached an estimate for Community Outreach services related to the Mountain Highway DNV sewer replacement and spur project and repaving of Mountain Highway in the area.

I hope the estimate is satisfactory and please call me if you have any questions.

Regards,

Steve Billington

Community Liaison

s.22

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Steve

**From:** [Snow, Shelby TRAN:EX](#)  
**To:** ["Erin Moxon"; Porter, Jay C TRAN:EX](#)  
**Cc:** [Farynuk, Mike](#); [Jonas Moon \(jmoon@cnv.org\)](#); [Steve Carney](#)  
**Subject:** RE: Traffic Management Contract Language Clarification  
**Date:** Wednesday, September 13, 2017 1:34:00 PM

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Hi Erin,

Our understanding of Table 7 is that the Maximum Time that you would stop one direction of traffic would be two min. So as a driver you would only sit in one place in the queue for a maximum of two minutes.

The 15 min would be the maximum amount of time one vehicle would be in the queue / be held up at the construction site.

Shelby

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**From:** Erin Moxon [<mailto:MoxonE@dnv.org>]  
**Sent:** Wednesday, September 13, 2017 12:01 PM  
**To:** Snow, Shelby TRAN:EX; Porter, Jay C TRAN:EX  
**Cc:** Farynuk, Mike; [Jonas Moon \(jmoon@cnv.org\)](#); [Steve Carney](#)  
**Subject:** Traffic Management Contract Language Clarification

Hi Shelby and Jay,

Further to our quick discussion yesterday before the start of our Phase 4 meeting, I would appreciate if you could please clarify what Table 7 (E. Keith Road Allowable SLAT windows) means in layman's terms. The definition for 'Min Queue Clearing Time' on page 27 is confusing and does not appear to apply to continuous SLAT such as what Lafarge recently requested on Keith Road.

Furthermore, there is no definition for 'Maximum Stoppage Duration'. The bulleted requirements (SLAT zone length, maximum queue length and accumulative delay through the site) are far more straightforward. Clarification will help us respond to Lafarge's future requests for SLAT.

During contract preparation, there was much discussion about traffic control and the need to balance traffic impacts with the provision of sufficiently long construction windows. The City and District conceded to allow SLAT on Keith Road for specific work elements (such as those highlighted in the email below in yellow) which could not practicably be accomplished while accommodating two-way traffic. SLAT approval is being reserved for extenuating circumstances and only after all other reasonable construction methodologies and options have been considered and exhausted. Lafarge's recent request for SLAT is a perfect example. Their initial request was for several days of daytime SLAT. After further exploring their workplan and width requirements/constraints, a manageable solution was found that did not involve daytime SLAT and minimized nighttime disruption.

The City and District are very concerned about SLAT during daytime off-peak hours on Keith Road and believe that contractual queue lengths and delay times will quickly be exceeded. As such, we will continue to push back if SLAT is requested and will expect to see significant efforts to explore other options. Mike, if you could please convey DNVs/CNVs concern to Gord Bird so he understands the history behind the contract SLAT allowances and under what circumstances he might expect to receive approval for daytime SLAT. My hope is that by having these conversations now, we can minimize future frustrations.

Give me a ring to discuss if needed.

Regards,

Erin

-----Original Message-----



From: Porter, Jay C TRAN:EX [mailto:Jay.Porter@gov.bc.ca]

Sent: Monday, December 05, 2016 1:10 PM

To: Erin Moxon

Cc: Carolyn Drugge; <sup>s.22</sup> Farynuk, Mike; Snow, Shelby TRAN:EX

Subject: Traffic Management Requirements for SP 1.20 Part C Section V comments - dated Nov 10, 2016.

Hi Erin

With Mike's assistance we've put together some concerns regarding the SP section 1 traffic comments received from DNV and proposed options we hope DNV will consider. As you are aware for all our projects the Ministry considers mitigating traffic disruptions, reducing congestion and traffic safety as priorities during construction. Being the face of the Lower Lynn projects we have a vested interest in ensuring that traffic impacts are reduced regardless of whether they occur on provincial or municipal roadways. The first step to managing traffic during construction is to ensure the contract provides a balance of adequate restrictions and requirements to prevent unnecessary traffic disruption without significantly compromising the contractors ability to perform the work efficiently.

The area most critical is the 100m section of Keith Road (intersection, east of Brooksbank) where there will be a grade change of up to 1.6 meters. This location will be a pinch point and a tight work space with grade separation and 3rd party utility relocations.

DNV's comments requested operational requirements that allow one lane in one direction to be closed, from 09:45 to 14:30. No SLAT at any time. This provides a 4.25hr day time work window (.5hr set-up and take-down) with one lane to work in. The short work window and tight work space will cause production loss which will extend the work schedule and traffic disruptions to 3 months instead of 2 months. Also the work window is not compatible for 3rd party utility relocations as they typically require a longer work window, which can cause further construction delays.

Currently the Mnt Hwy Traffic SP's are comparable to the ongoing DNV/B&BHC Keith Bridge Contract, and CNV/BAB East Keith Rd. Contract - 2 way traffic - with a minimum of 50 m in each direction at intersections, for storage/turning movements. Similar to those Contracts, we suggest allowing for lane closures on East Keith Rd. to be in effect from 08:30 - 14:30 (5.5hr day time work window less set-up and take-down).

Mike has been monitoring traffic along Keith since July and is confident traffic can be managed at this location within the 08:30 - 14:30 window. Note that traffic was accommodated during BCH & TELUS W/B slow lane closure through Keith / Brooksbank intersection (approx. 100 meters work zone) on Nov 16 & 17 from 8 am to 8 pm, for pole removal/replacement work. It would seem that the travelling public is accustomed to roadway improvements along Keith.

Also;

- with the distance between Brooksbank and Mountain Hwy intersections being 135 meters, we can implement 3 lanes for traffic - 2 way / 1 for left turns along this section of East Keith Rd.

- SP's can be revised to allow for PRE-APPROVED SLAT between 09:45 to 14:45 with limitations on 100 meter work zone / 50 meter queue lengths / 2 minute delay. This would ONLY BE ALLOWED for utility work (Fortis, Hydro, TELUS, Electrical Civil, etc.) All TMP's require approvals from Min Rep / DNV / CNV.

Note that the new Mountain Highway leg at the Brooksbank intersection would not be activated until this work has been completed.

See attached photos for reference. Please do not hesitate to contact either Mike or myself if you

have any questions, otherwise I look forward to further discussions on this important issue.

Thank you

Jay Porter, PMP, Senior Project Manager

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