

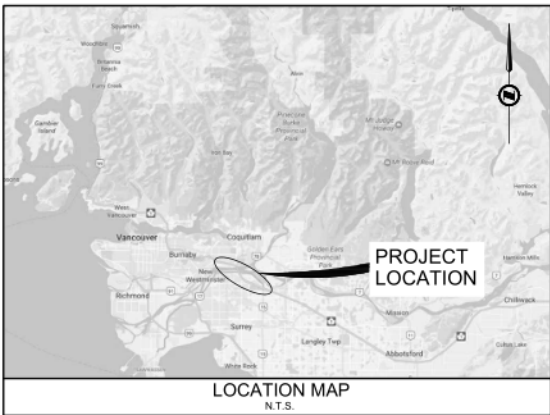
DRAWING INDEX				
SEGMENT	SHEET No.	SHEET TITLE	REV	DESCRIPTION
C0	000	COVER SHEET	-	-
	001	LOCATION MAP, KEY PLANS AND DRAWING INDEX	0	IFP
	002	LEGEND	0	IFP
C1	101	PLAN	0	
	201-202	PROFILES	0	
	301	TYPICAL SECTION	0	IFP
	401	GEOMETRICS AND LANING	0	
	601	ACCESS MANAGEMENT PLAN	0	
C2	101-102	PLANS	0	
	201-202	PROFILES	0	
	301-303	TYPICAL SECTIONS	0	IFP
	351-352	DETAILS	0	
	401-402	GEOMETRICS AND LANING	0	
C3	601-602	ACCESS MANAGEMENT PLANS	0	
	101-102	PLANS	0	
	301-303	TYPICAL SECTIONS	0	IFP
	351-352	DETAILS	0	
	401-402	GEOMETRICS AND LANING	0	
C3.1	601-602	ACCESS MANAGEMENT PLANS	0	
	101-102	PLAN	0	
	201-202	PROFILES	0	IFP
	301-302	TYPICAL SECTION	0	
	401-402	GEOMETRICS AND LANING	0	
C4	601-602	ACCESS MANAGEMENT PLANS	0	
	101-102	PLANS	0	IFP
	201-204	PROFILES	0	
	301-302	TYPICAL SECTIONS	0	
	321	DETAILS	0	
C5	401-402	GEOMETRICS AND LANING	0	
	601-602	ACCESS MANAGEMENT PLANS	0	IFP
	101-102	PLANS	0	
C6	301	TYPICAL SECTIONS	0	IFP
	401-402	GEOMETRICS AND LANING	0	
	601-602	ACCESS MANAGEMENT PLANS	0	
C9	601	ACCESS MANAGEMENT PLAN	0	IFP
	101	PLAN	0	
C10	301	TYPICAL SECTION	0	IFP
	351	CRASH ATTENUATOR DETAIL	0	
	601	ACCESS MANAGEMENT PLAN	0	
C11	101-102	PLANS	0	
	201-202	PROFILE	0	IFP
	301	TYPICAL SECTION	0	
C12	601-602	ACCESS MANAGEMENT PLANS	0	
	601	ACCESS MANAGEMENT PLAN	0	IFP
C13	601	ACCESS MANAGEMENT PLAN	0	IFP
C14	601-603	ACCESS MANAGEMENT PLANS	0	IFP



Ministry of
Transportation
and Infrastructure

TRANS MOUNTAIN EXPANSION PROJECT

TEMPORARY ACCESS DESIGN



 	CAD FILE NAME: 2021-03792-00 PLOT DATE: 2021-12-15		 MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE SOUTH COAST REGION HIGHWAY ENGINEERING		LOCATION MAP, KEY PLANS & DRAWING INDEX TRANS MOUNTAIN EXPANSION PROJECT TEMPORARY ACCESS DESIGN	
	REV	DATE			REVISIONS	NAME

LEGEND

EXISTING

LINETYPES

PROPERTY LINE	---
SECTION BOUNDARY	---
EASEMENT BOUNDARY	---
FENCE	-x-x-
EDGE OF PAVEMENT	---
RETAINING WALL	---
GRAVEL SHOULDER	---
CONCRETE BARRIER	---
OVERHEAD WIRES	---
TREELINE	---
DITCH	---
SWALE	---
TOP OF BANK	---
BOTTOM OF BANK	---
WATER EDGE	---
EXISTING CONTOURS MAJOR	---
EXISTING CONTOURS MINOR	---
M&T BOUNDARY	---
FTG BOUNDARY	---

UTILITY SYMBOLS

POWER POLE W/ TRANSFORMER	⦿
POWER POLE	●
POWER AND TELEPHONE POLE	⦿
TELEPHONE POLE	○
UTILITY POLE	○UP
GUY POLE W/ ANCHOR	●-
B.C. TEL KIOSK	⊞
B.C. TEL PEDESTAL	⊞ PED
TELEPHONE BOOTH	⊞
UNDERGROUND MARKER	⊞UM

DETAIL SYMBOLS

ROAD SIGN	⦿
BOARD SIGN	⦿
STD. DAVIT POLE WITH SIGN	⦿
POST	⦿Post

DRAINAGE SYMBOLS

MANHOLE	⦿
CATCH BASIN	⦿
CULVERT IN	⦿

PROPOSED

LINETYPES

RETAINING WALL	---
CONCRETE BARRIER	---
CLEARING & GRUBBING	---
LIMIT OF CUT / FILL (TOES)	---
HIGHWAY CONTROL LINE	---
PAVEMENT EDGE	---
SHOULDER EDGE	---
PAINTLINE DASHED	---
PAINTLINE DECEL/ACCEL	---
PAINTLINE DOUBLE YELLOW	---
DITCH	---
SWALE	---
PIPELINE CENTRELINE	---
TEMPORARY WORK SPACE (1. x ROW)	---
TEMPORARY WORK SPACE (4. x TWS WITHIN ROAD ALLOWANCE)	---
TEMPORARY WORK SPACE (2. x TWS)	---
TEMPORARY WORK SPACE (3. x ETWS)	---

DETAIL SYMBOLS

ASPHALT SPILLWAY	⦿
CATCH BASIN	⦿
CULVERT	⦿
RIP-RAP	⦿
SPLASHPAD	⦿

ROAD PATTERNS

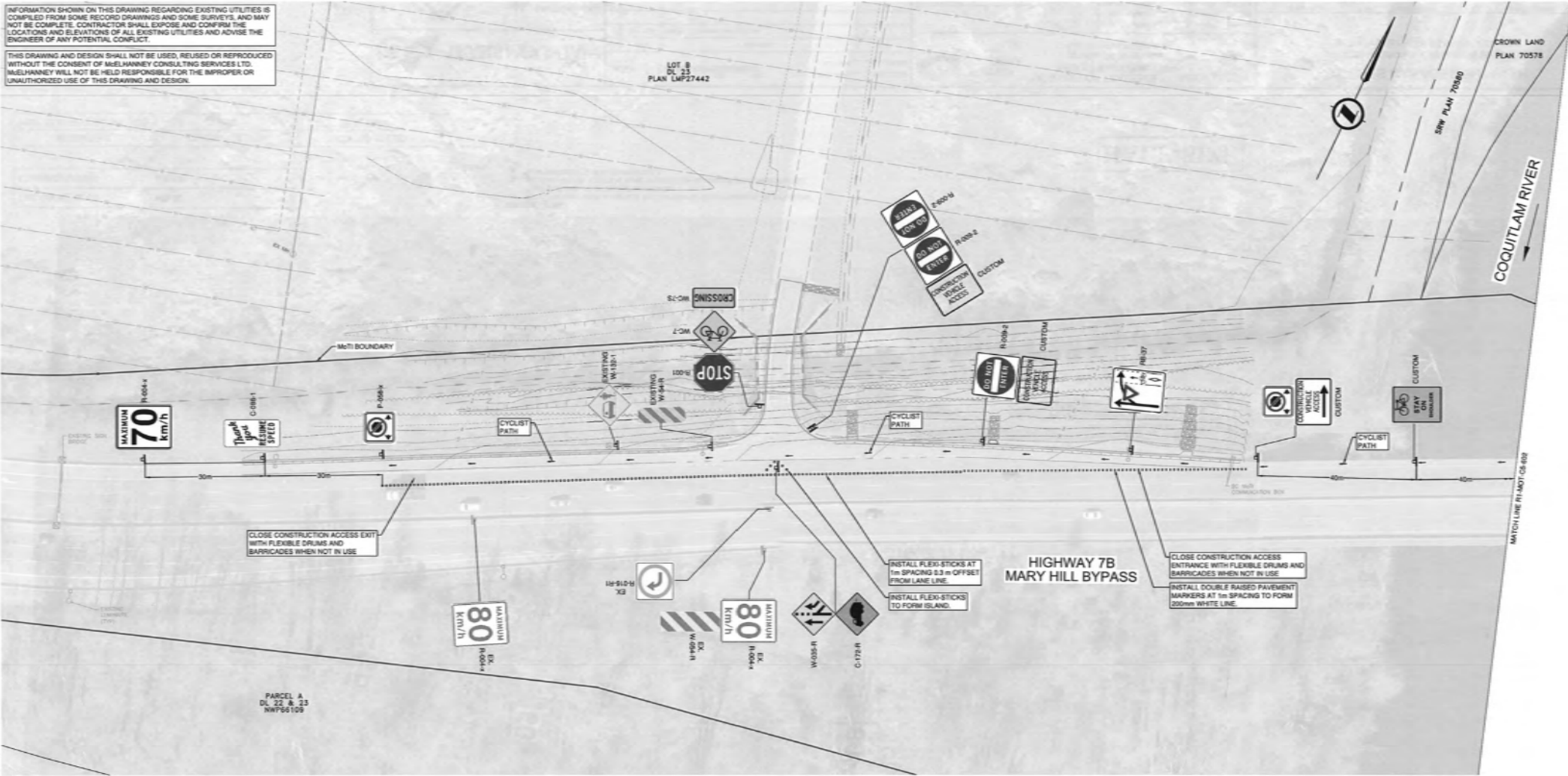
ASPHALT PAVEMENT (FULL-DEPTH PAVEMENT)	▒
ASPHALT PAVEMENT (MILL & OVERLAY)	▨
PAVEMENT REMOVAL	▩
PROPOSED GRAVEL SURFACE	▒

FOR DISCUSSION ONLY

 TRANSMOUNTAIN	CAD FILENAME: 03792-0017-C0-002 PLOT DATE: 12/15/2017		 BRITISH COLUMBIA MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE SOUTH COAST REGION HIGHWAY ENGINEERING	LEGEND TRANS MOUNTAIN EXPANSION PROJECT TEMPORARY ACCESS DESIGN																																			
		 McElhenny				<table border="1"> <thead> <tr> <th>REV</th> <th>DATE</th> <th>REVISIONS</th> <th>NAME</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>2017-12-15</td> <td>ISSUED FOR PERMIT APPLICATION</td> <td>J.R.</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	REV	DATE	REVISIONS	NAME	0	2017-12-15	ISSUED FOR PERMIT APPLICATION	J.R.													<table border="1"> <tr> <td>DESIGNED</td> <td>G.B.</td> <td>DATE</td> <td>2017-12-15</td> </tr> <tr> <td>QUALITY CONTROL</td> <td>B.E.</td> <td>DATE</td> <td>2017-12-15</td> </tr> <tr> <td>QUALITY ASSURANCE</td> <td>J.R.</td> <td>DATE</td> <td>2017-12-15</td> </tr> <tr> <td>DRAWN</td> <td>T.E.</td> <td>DATE</td> <td>2017-12-15</td> </tr> </table>	DESIGNED	G.B.	DATE	2017-12-15	QUALITY CONTROL	B.E.	DATE	2017-12-15	QUALITY ASSURANCE	J.R.	DATE	2017-12-15
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DRAWN	T.E.	DATE	2017-12-15																																				
		J.R. SENIOR DESIGNER DATE: 2017-12-15	2111-03792-00	PROJECT NUMBER 2111-03792-00	REV R1	DRAWING NUMBER R1-MOT-C0-002	REV 0																																

INFORMATION SHOWN ON THIS DRAWING REGARDING EXISTING UTILITIES IS COMPILED FROM SOME RECORD DRAWINGS AND SOME SURVEYS, AND MAY NOT BE COMPLETE. CONTRACTOR SHALL EXPOSE AND CONFIRM THE LOCATIONS AND ELEVATIONS OF ALL EXISTING UTILITIES AND ADVISE THE ENGINEER OF ANY POTENTIAL CONFLICT.

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DESIGN VEHICLE	WB-20
TURNING SPEED	5 KM/H

- GENERAL NOTES:
1. SIGNS AND PAVEMENT MARKINGS TO CONFORM TO BC MOTI MANUAL OF STANDARD TRAFFIC SIGNS AND PAVEMENT MARKINGS.
 2. ALL RPMs AND REFLECTORS TO BE UNIDIRECTIONAL UNLESS OTHERWISE STATED.
 3. BLUE ARROWS ARE FOR INFORMATION ONLY.

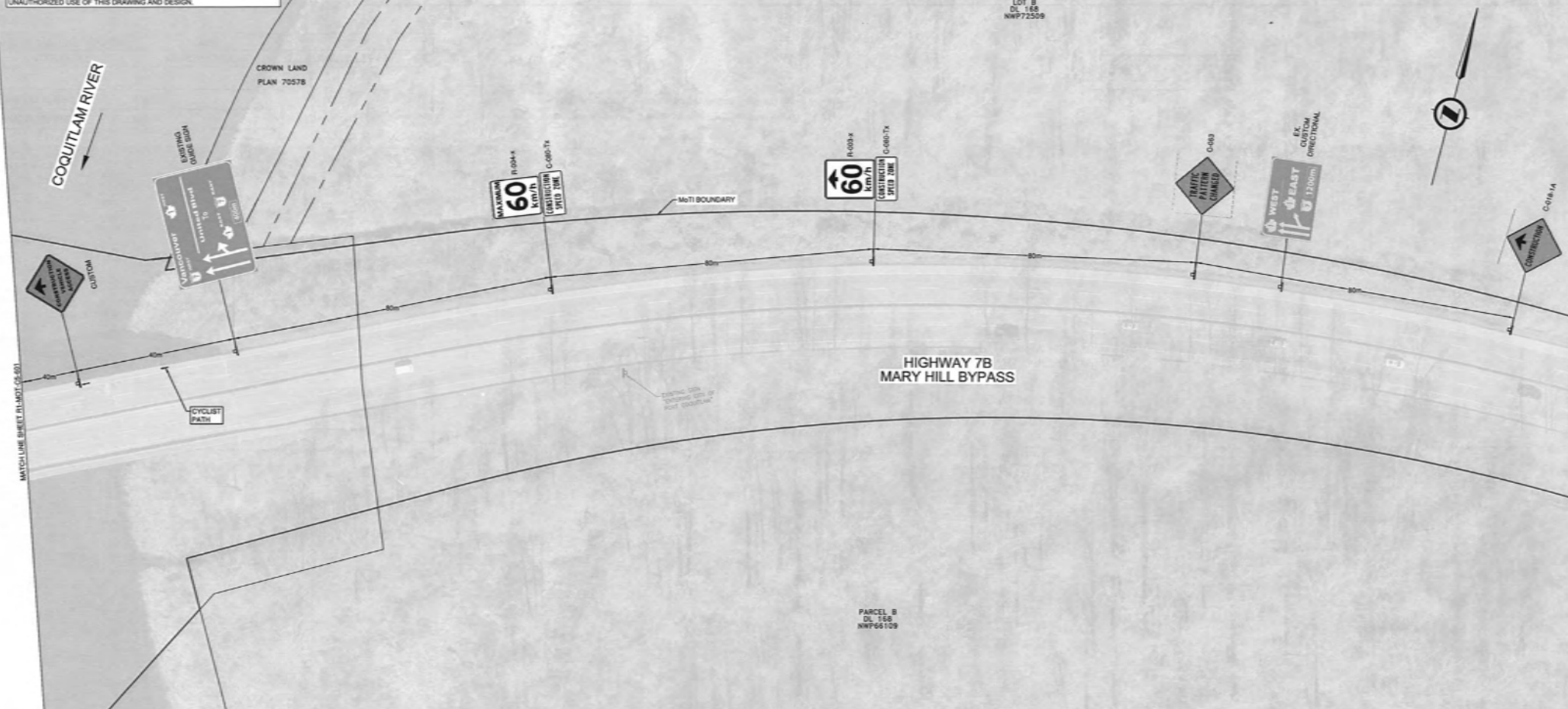
ALIGNMENT	CLASSIFICATION	POSTED SPEED
HWY 7B MARY HILL BYPASS	RAD	70 km/h

HALF-SIZE

			SCALE: 0 5 1:500 25m CNO FILE NAME: 20-1002-05-000 PLOT DATE: 2021-12-08		MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE SOUTH COAST REGION HIGHWAY ENGINEERING		ACCESS MANAGEMENT PLAN TRANS MOUNTAIN EXPANSION PROJECT MARY HILL BYPASS ACCESS LOCATION
			REV: 0 DATE: 2017-12-08 ISSUED FOR PERMIT APPLICATION	DESIGNED: J.S. DATE: 2017-12-08 QUALITY CONTROL: J.S. DATE: 2017-12-08 QUALITY ASSURANCE: J.S. DATE: 2017-12-08	FILE NUMBER: 2111-03792-00 PROJECT NUMBER: R1 DRAWING NUMBER: R1-MOT-C5-601 REV: 0		

INFORMATION SHOWN ON THIS DRAWING REGARDING EXISTING UTILITIES IS COMPILED FROM SOME RECORD DRAWINGS AND SOME SURVEYS, AND MAY NOT BE COMPLETE. CONTRACTOR SHALL EXPOSE AND CONFIRM THE LOCATIONS AND ELEVATIONS OF ALL EXISTING UTILITIES AND ADVISE THE ENGINEER OF ANY POTENTIAL CONFLICT.

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DESIGN VEHICLE	WB-20
TURNING SPEED	5 KM/H

- GENERAL NOTES:
1. SIGNS AND PAVEMENT MARKINGS TO CONFORM TO BC MOTI MANUAL OF STANDARD TRAFFIC SIGNS AND PAVEMENT MARKINGS.
 2. ALL RPAH AND REFLECTORS TO BE UNIDIRECTIONAL UNLESS OTHERWISE STATED.
 3. BLUE ARROWS FOR INFORMATION ONLY.

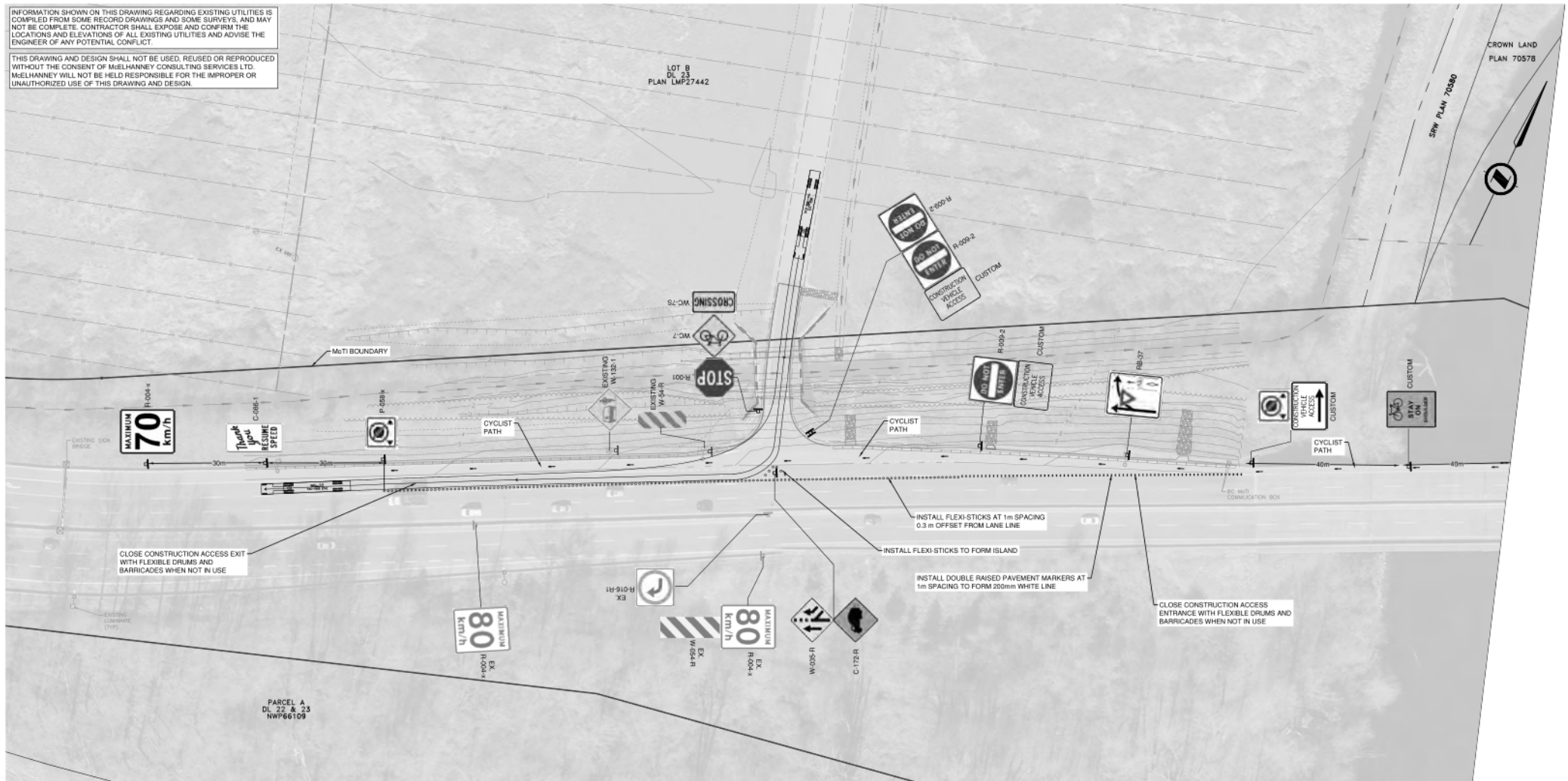
ALIGNMENT	CLASSIFICATION	POSTED SPEED
HWY 7B MARY HILL BYPASS	RAD	70 km/h

HALF-SIZE

			SCALE 0 5 1000 25m CHD FILE NAME: R1-MOT-05-02 PLOT DATE: 12/02/21	MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE SOUTH COAST REGION HIGHWAY ENGINEERING		DESIGNED: J.L. DATE: 2017-12-08 QUALITY CONTROL: J.S. DATE: 2017-12-08 QUALITY ASSURANCE: J.L. DATE: 2017-12-08 DRAWN: J.S. DATE: 2017-12-08	ACCESS MANAGEMENT PLAN TRANS MOUNTAIN EXPANSION PROJECT MARY HILL BYPASS ACCESS LOCATION		
			REV. DATE REVISIONS NAME 0 2017-12-08 ISSUED FOR PERMIT APPLICATION J.S.				FILE NUMBER: 2111-03792-00 PROJECT NUMBER: REV: R1 DRAWING NUMBER: R1-MOT-CS-602 REV: 0		

INFORMATION SHOWN ON THIS DRAWING REGARDING EXISTING UTILITIES IS COMPILED FROM SOME RECORD DRAWINGS AND SOME SURVEYS, AND MAY NOT BE COMPLETE. CONTRACTOR SHALL EXPOSE AND CONFIRM THE LOCATIONS AND ELEVATIONS OF ALL EXISTING UTILITIES AND ADVISE THE ENGINEER OF ANY POTENTIAL CONFLICT.

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DESIGN VEHICLE	WB-20
TURNING SPEED	5 KM/H

- GENERAL NOTES:
1. SIGNS AND PAVEMENT MARKINGS TO CONFORM TO BC MOTI MANUAL OF STANDARD TRAFFIC SIGNS AND PAVEMENT MARKINGS.
 2. ALL PIPES AND REFLECTORS TO BE UNIDIRECTIONAL UNLESS OTHERWISE STATED.
 3. BLUE ARROWS FOR INFORMATION ONLY.

ALIGNMENT	CLASSIFICATION	POSTED SPEED
HWY 7B MARY HILL BYPASS	RAD	70 km/h

HALF-SIZE

FOR DISCUSSION ONLY

						CAD FILENAME: R1-MOT-C5-000 PLOT DATE: 12/28/2017
						REV: 0 DATE: 2017-12-06 ISSUED FOR PERMIT REVIEW
KLTP		SENIOR DESIGNER: _____ DATE: 2017-12-06		DESIGNED: C.B. DATE: 2017-12-06 QUALITY CONTROL: J.S. DATE: 2017-12-06 QUALITY ASSURANCE: D.L. DATE: 2017-12-06 DRAWN: T.E. DATE: 2017-12-06		
		FILE NUMBER: 2111-03792-00 PROJECT NUMBER: _____ REV: R1 DRAWING NUMBER: R1-MOT-C5-SK-2002 REV: 0				

GENERAL NOTES

- A1. ALL DIMENSIONS AND ELEVATIONS ARE IN METRES UNLESS OTHERWISE SHOWN.
- A2. ALL CHANGES ARE HORIZONTAL.
- A3. ALL ELEVATIONS ARE GEODETIC.
- A4. ALL WORK IN CLOSE PROXIMITY TO POWER LINES MAY BE SUBJECT TO ELECTROSTATIC INDUCED VOLTAGES. CONTRACTOR SHALL BE RESPONSIBLE FOR MONITORING AND IMPLEMENTING MITIGATION PROCEDURES. CONTRACTOR SHALL IMPLEMENT THESE PRECAUTIONS AS WELL AS THOSE SPECIFIED BY TRANS MOUNTAIN REPRESENTATIVE.
- A5. CONTRACTOR SHALL ENSURE THAT COPIES OF THE ENCROACHMENT PERMITS ARE KEPT ON SITE FOR THE FULL DURATION OF THE CONSTRUCTION ACTIVITIES.
- A6. CONTRACTOR SHALL ADHERE TO ALL REQUIREMENTS OF THE ENCROACHMENT PERMITS AND FOREIGN LINE PERMITS.
- A7. BURIED FACILITIES ARE LOCATED ELECTRONICALLY. FIELD VERIFICATION REQUIRED PRIOR TO CONSTRUCTION.

CONSTRUCTION NOTES

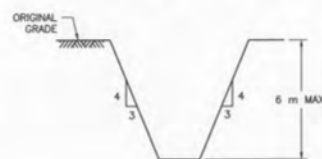
- B1. THE CONTRACTOR SHALL VERIFY ALL TOPOGRAPHICAL INFORMATION AND CONFIRM THE DEPTH AND LOCATION OF THE BURIED FACILITIES IN THE FIELD PRIOR TO CONSTRUCTION.
- B2. INSTALL PIPELINE AS CLOSE AS PRACTICAL TO THE PROPOSED PIPELINE CENTRELINE AS SHOWN ON THE DRAWING.
- B3. MINIMUM DEPTH OF COVER TO BE THE GREATER OF THIS DRAWING OR AS SPECIFIED IN THE ENCROACHMENT PERMITS.
- B4. CONSTRUCTION SHALL BE COMPLETED IN ACCORDANCE WITH CSA Z662 (CURRENT VERSION), CONTRACT DOCUMENTS, AND THE AUTHORITIES HAVING JURISDICTION.
- B5. OBSTRUCTIONS TO CONSTRUCTION ACTIVITIES SHALL ONLY BE MOVED WITH PERMISSION OF THE OWNER OF THE OBSTRUCTIONS.
- B6. ANY DISTURBANCES TO THE SHOULDER AND DITCH SHALL BE RESTORED TO THE ORIGINAL CONDITION OR BETTER.

ROAD CROSSING DRAWINGS

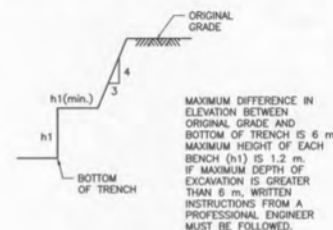
- C1. THE DEPICTION OF TRENCHES OR BORE PITS ON THE CROSSING DRAWINGS ARE INTENDED TO INDICATE:
 - i) PROXIMITY OF PLANNED TRENCHES OR BORE PITS WITH RESPECT TO RIGHT-OF-WAY BOUNDARIES AND THE ROADWAY STRUCTURE; AND
 - ii) PROXIMITY OF TRENCHES AND BORE PITS TO THIRD PARTY FACILITIES OR STRUCTURES ABOVE AND BELOW GROUND.
- C2. THE TRENCH FACE PROFILE (VERTICAL/SLOPED) FACING TOWARD THE ROAD IS INTENDED TO INDICATE PROXIMITY OF A VERTICAL/SLOPED TRENCH CUT TO DEPTH WITH RESPECT TO THE ROAD STRUCTURE.
- C3. CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE PIPELINE TRENCH CONFIGURATION TO SUIT THE ACTUAL GROUND CONDITIONS ENCOUNTERED UNDER AGREEMENT OF BY TRANS MOUNTAIN'S GEOTECHNICAL ENGINEER WORKING ON BEHALF OF TRANS MOUNTAIN'S ENGINEER OF RECORD (EOR).
- C4. TRENCH STABILITY AND SAFETY SHALL CONFORM TO WORKSAFE BC REGULATIONS AS A MINIMUM.
- C5. AS A GENERAL RULE TRENCH EXCAVATION WORKS SHOULD STAY 2 m BACK FROM THE TOE OF A FILL SLOPE OR A DITCH FORESLOPE AS INDICATED IN FIGURES (E) AND (F).
- C6. WHERE TRENCH EXCAVATIONS ENCRUCH INTO A DEFINED ROAD DITCH OR DITCH FORESLOPE, CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL TO DO SO FROM TRANS MOUNTAIN'S GEOTECHNICAL ENGINEER WORKING ON BEHALF OF TRANS MOUNTAIN'S EOR, BASED ON THE CONTRACTOR PROPOSED TRENCH SLOPING AND SHORING WHERE APPLICABLE.
- C7. WHERE ACTUAL ROAD DITCHES AND DITCH FORESLOPE ARE UNDEFINED, CONTRACTOR TRENCH WORKS SHALL STAY 2 m BACK FROM THE EDGE OF THE TRAVELWAY UNLESS APPROVED IN WRITING BY TRANS MOUNTAIN'S GEOTECHNICAL ENGINEER WORKING ON BEHALF OF TRANS MOUNTAIN'S EOR.
- C8. WHERE TRENCH EXCAVATIONS ENCRUCH INTO A FILL SLOPE, CONTRACTOR SHALL ASSESS THE NEED FOR APPLICATION OF SHORING TO THE TRENCH FACE BASED ON A COMBINED ASSESSMENT OF:
 - i) SOILS MATERIAL;
 - ii) PROXIMITY TO THE TRAVELWAY AND ROAD CLASS; AND
 - iii) DEGREE OF AND STABILITY OF SLOPE.
 WHERE THE FILL SLOPE IS EITHER INDICATING WATER SEEPAGE OR:
 - i) OVER 22 DEGREES; AND
 - ii) MADE UP OF CLASS B MATERIAL OR LOOSE CLAY-SANDS; AND
 - iii) TRENCH EXCAVATION HAS ABILITY TO INITIATE MATERIAL SLOUGHING WHICH CAN MIGRATE BACK TO THE ROAD STRUCTURE, THE CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL OF THEIR PLANNED TRENCH SLOPES, AND IF APPLICABLE SHORING, FROM TRANS MOUNTAIN'S GEOTECHNICAL ENGINEER WORKING ON BEHALF OF TRANS MOUNTAIN'S EOR.
- C9. CONTRACTOR SHALL MAKE BEST EFFORTS TO LIMIT THE SIZE OF TRENCH EXCAVATIONS WHEN THE TRENCH LIMITS EXTEND INSIDE THE ROADWAY/ROAD PRISM (SEE FIGURE "E" AND "F" DEFINITIONS).
- C10. WHERE SHORING IS REQUIRED ON THE TRENCH FACE OR SIDE WALLS TO PROTECT THE ROADBED AND ITS SUBSTRUCTURE FROM BE UNDERMINED, CONTRACTOR SHALL APPLY A METHOD OF SHORING, BRACING, SHEET PILING, UNDERPINNING OR OTHER METHOD DESIGNED BY THE CONTRACTOR'S ENGINEERING REPRESENTATIVE AND APPROVED BY TRANS MOUNTAIN'S GEOTECHNICAL ENGINEER WORKING ON BEHALF OF TRANS MOUNTAIN'S EOR. OVER EXCAVATED AREAS BETWEEN THE TRENCH SHORING AND THE ROADWAY SHALL BE TEMPORARILY BACKFILLED AND COMPACTED WHERE PRACTICAL TO PREVENT DEVELOPMENT AND MIGRATION OF SLOUGHING MATERIAL TOWARDS THE ROADWAY.
- C11. FOR CONSTRUCTION ACTIVITIES INSIDE MOTI RIGHT-OF-WAY, THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING THE ASSOCIATED SAFETY PROCEDURES DESCRIBED IN THE TRAFFIC MANAGEMENT PLAN FOR MOTI ROAD CROSSINGS.
- C12. CONTRACTOR SHALL ENSURE ALL EXCAVATIONS THAT ARE TO BE LEFT UNATTENDED ARE ADEQUATELY PROTECTED WITH APPROVED FENCING, BARRICADES AND FLASHING LIGHTS (REFER TO TRAFFIC MANAGEMENT PLAN FOR MOTI ROAD CROSSINGS).
- C13. CONTRACTOR SHALL ENSURE PIPELINE CONSTRUCTION ACTIVITIES DO NOT COMPROMISE THE EXISTING ROAD DRAINAGE STRUCTURE OR CAUSE DAMAGING OF WATER.
- C14. CONTRACTOR SHALL ENSURE THAT ALL PIPE INSTALLATION WORKS AFFECTING MOTI LANDS WILL BE UNDERTAKEN IN A MANNER THAT CONTROLS OR MINIMIZES EROSION, AND THE DISCHARGE OF SEDIMENT OR OTHER DELETERIOUS SUBSTANCES, SUCH AS COARSE FRAGMENTS ON TO THE ROAD SURFACE OR INTO ANY NEARBY WATERCOURSES. FOR REFERENCE REGARDING SPECIFIC DRAINAGE, EROSION AND SEDIMENT CONTROL METHODS, REFER TO THE TMCP REPORT "DRAINAGE, EROSION AND SEDIMENT CONTROL METHODS ON MOTI LANDS", APRIL 2017.
- C15. CONTRACTOR SHALL AVOID STORAGE OF EXCAVATED MATERIALS WITHIN THE "CLEAR ZONE" OR ANY AREAS DEEMED UNSAFE BY TRANS MOUNTAIN'S GEOTECHNICAL ENGINEER WORKING ON BEHALF OF TRANS MOUNTAIN'S EOR. TRENCH WORKS OR STORAGE OF EXCAVATED MATERIALS WITHIN THE "CLEAR ZONE" REQUIRES INSTALLATION OF A DESIGNED TRAFFIC BARRIER FROM A MOTI APPROVED TRAFFIC MANAGEMENT PLAN.
- C16. CONTRACTOR TO REFER TO THE TRAFFIC MANAGEMENT PLAN FOR GENERAL TRAFFIC SAFETY MEASURES AND ACCESS MANAGEMENT CONTROLS TO BE APPLIED AT THE CROSSING.
- C17. REFER TO DRAWINGS M002-PT641701 AND M002-PT641801, M002-PT641901 AND M002-PT642001 FOR TYPICAL EXAMPLES OF SHORING TO BE APPLIED ON THE TRENCH FACE WHERE DIRECTED BY TRANS MOUNTAIN'S GEOTECHNICAL ENGINEER WORKING ON BEHALF OF TRANS MOUNTAIN'S EOR OR THE CROSSING PERMIT.

EXAMPLE FIGURES:

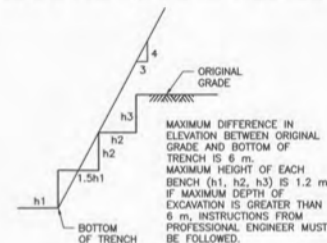
(A) BELL (IN HARD AND SOLID SOIL)



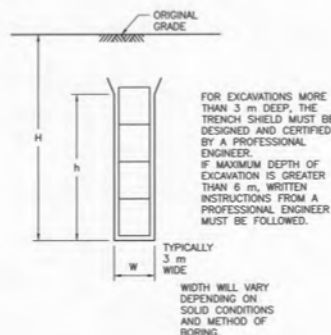
(B) SIMPLE BENCH (IN HARD AND SOLID SOIL)



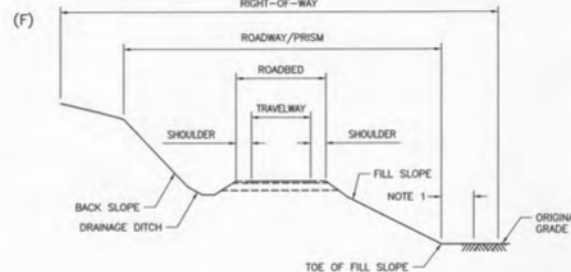
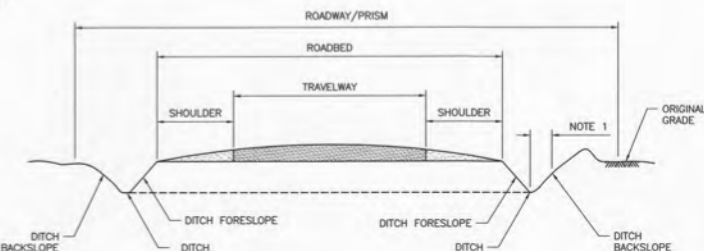
(C) MULTIPLE BENCH (IN HARD AND SOLID SOIL)



(D) SHORING



(E)



NOTES

1. TRENCH EXCAVATION SHOULD BE KEPT 2 m BACK FROM THE TOE WHERE PRACTICAL.



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CLIENT ACCEPTANCE			
2	17/12/04	ISSUED FOR CONSTRUCTION, AFE 01-13283	
NO.	DATE	REVISION	
2	17/12/04	ISSUED FOR CONSTRUCTION, AFE 01-13283	BF
1	17/04/27	ISSUED FOR PERMIT, AFE 01-13283	JC RGR GS JLM
0	16/12/30	ISSUED FOR PERMIT, AFE 01-13283	JC RGR GS JLM
NO.	DATE	REVISION	

TRANS MOUNTAIN			
PROJECT CODE	AFE	01-13283	
DRAWING NUMBER	M002	XM00008	
DATE	16/12/08		

NO.	REFERENCE DRAWING TITLE	REFERENCE DRAWING NO.	NO.	DATE	REVISION	DRN	CHK	ENG	APPR	ACC	DRN BY	CHK BY	APPR BY	PROJECT CODE	DRAWING NUMBER	SHEET SIZE
																A1
																AS SHOWN
																16/12/08

**DOCUMENT TRANSMITTAL**

To:	KMC UPI KLTP	No:	BGC-01237
Att. of:	KMC: Richard Morrissey, Brian Lawrence, Moness Rizkalla UPI: Jim Murphy, Wilbert Ramirez, Ryan Solter, Aziz Aziz KLTP: Warren Connacher, Rod Vanwerkhoven, Grayson Doyle, Tyler Kehler Copies: KMC Doc Control, UPI Doc Control, KLTP Doc Control	Date:	04/19/2018
From:	PGill	Format:	PDF
Project:	TMEP	Media:	Electronic
Purpose:	Issued for Use	Sent via:	E-mail
		Qty:	One
Remarks: KMC Document #01-13283-S7-0000-PL-RPT-0020 R2			

Item(s) Description
Geotechnical HDD Feasibility Assessment - Fraser River Port Mann at SSEID 005.3 KP 1167.3 (TMEP18-036)

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Page 009 of 427 to/à Page 427 of 427

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