

**GENERAL NOTES:**

- PIPELINE AND ACCESS LOCATIONS TO BE CONFIRMED ON SITE BY THE CONTRACTOR. TRAFFIC CONTROL MEASURES SHALL BE LAID OUT FROM THE EDGE OF THE ACCESS.
- ALL SIGNS SHALL MEET BC MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE (BC MOTI) SPECIFICATIONS FOR STANDARD HIGHWAY SIGN MATERIALS, FABRICATION, SUPPLY, INSTALLATION AND MAINTENANCE. CONTRACTOR IS TO NOTIFY THE TRAFFIC ENGINEER IF TRAFFIC CONTROL MEASURES OVERLAP WITH ADJACENT ACCESS MANAGEMENT PLAN.
- CONTRACTOR TO COVER ALL EXISTING CONFLICTING REGULATORY SIGNS WHEN THIS TRAFFIC CONTROL LAYOUT IS IMPLEMENTED AND ACTIVE.
- CONTRACTOR TO PLACE SIGNS SUCH THAT DRIVEWAY ACCESSES AND ROAD CROSSINGS ARE NOT IMPACTED.
- FOR CONSTRUCTION TIMING AND DURATION, REFER TO THE PERMIT FOR THIS LOCATION. THE KEY WORK ACTIVITIES WILL INCLUDE, BUT NOT LIMITED TO: EQUIPMENT MOBILIZATION, MATERIAL STAGING, PIPELINE AND PUMP STATION CONSTRUCTION AND EQUIPMENT DEMOBILIZATION. REFER TO THE TRAFFIC AND ACCESS CONTROL MANAGEMENT PLAN (TAMCP) FOR GENERAL RESTRICTIONS, SPECIAL EVENTS, AND OTHER CONDITIONS ASSOCIATED WITH EACH SITE.
- THE CONSTRUCTION TRAFFIC WILL COMPOSE OF TRUCKS HAULING EQUIPMENT AND MATERIALS AS WELL AS CREW TRANSPORT TO ACCESS TO/FROM THE WORKS. THE ESTIMATED VOLUME (REFER TO PERMIT) MAY RESULT IN MINOR REDUCTION OF SPEED UP TO 30km/h, AND OR TEMPORARY STOPPING WITH AVERAGE DELAY LESS THAN 5 MINUTES, AND NO LONGER THAN 15 MINUTES.
- THE SPEED USED FOR THE TRAFFIC CONTROL MEASURES IS AS PROVIDED BY THE CONTRACTOR. CONTRACTOR TO CONFIRM ON SITE.
- IN TIMES OF MINIMAL ACTIVITY AT ANY PERMANENT ACCESS, ADVANCE WARNING TRUCK TURNING (W-377) SIGNS AND OTHER SUPPLEMENTAL SIGNS AS REQUIRED BY THE MINISTRY REPRESENTATIVE ARE TO BE ERCTED ON EITHER SIDE OF THE ACCESS IN ACCORDANCE WITH THE LATEST VERSION OF THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE MANUAL OF STANDARD TRAFFIC SIGNS AND PAVEMENT MARKINGS, AND IN COMPLIANCE WITH ACCESS MANAGEMENT PLANS SPECIFIC TO EACH LOCATION, AS ACCEPTED BY THE MINISTRY.
- IN TIMES OF MINIMAL ACTIVITY AT ANY TEMPORARY ACCESS, ADVANCE CONSTRUCTION TRUCK TURNING (W-172) SIGNS AND OTHER SUPPLEMENTAL SIGNS AS REQUIRED BY THE DESIGNATED DISTRICT OFFICIAL ARE TO BE ERCTED ON EITHER SIDE OF THE ACCESS IN ACCORDANCE WITH THE LATEST VERSION OF THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE MANUAL OF STANDARD TRAFFIC SIGNS AND PAVEMENT MARKINGS, AND IN COMPLIANCE WITH ACCESS MANAGEMENT PLANS SPECIFIC TO EACH LOCATION, AS ACCEPTED BY THE MINISTRY.
- CONTRACTOR IS RESPONSIBLE FOR PLACING CONSTRUCTION WARNING SIGNS (C018-1A, C-029) ALONG ALL SIDE STREET APPROACHES WITHIN THE CONSTRUCTION SIGNAGE LIMITS OF THE ACCESS, AS NEEDED.
- THIS TRAFFIC CONTROL SETUP IS TO BE USED DURING DAYLIGHT HOURS, FOR NIGHT OPERATIONS OR TRAFFIC CONTROL SETUP IN THE HOURS OF DARKNESS AS PER THE HOURS OF THE APPROVED PERMIT/H1080. THE FOLLOWING IS REQUIRED TO CONFORM WITH THE MINISTRY'S REQUIREMENTS PER THE BC MOTI TRAFFIC MANAGEMENT MANUAL FOR WORK ON ROADWAYS (TMM):
  - OVERHEAD LIGHTING SHALL BE USED TO ILLUMINATE THE WORK ACTIVITY AREA, EQUIPMENT CROSSINGS, AND OTHER POTENTIALLY HAZARDOUS AREAS.
  - TCP APPAREL AND EQUIPMENT SHALL COMPLY WITH THE TMM REQUIREMENTS (INCLUDING ILLUMINATED BATONS).
  - TMM RETROREFLECTIVE STANDARDS AND INSPECTION REQUIREMENTS FOR ALL TRAFFIC CONTROL DEVICES MUST BE MET.
  - ALL THE DETAILS AND PROCEDURES ASSOCIATED WITH AUTOMATED FLAGGER ASSISTED DEVICE (AFAD) SHALL BE COMPLIANT WITH SECTION 407 OF THE TMM 2020.
  - THE AFAD SHALL BE ILLUMINATED WITH OVERHEAD LIGHTING AS PER TMM SECTION 47.2 AND 7.9.
  - CONTRACTOR TO RESTORE THE ROAD TO ORIGINAL CONDITION AFTER PIPELINE CONSTRUCTION.
  - APPENDIX F OF TRAFFIC CONTROL PLAN DETAILS: A) RISK ASSESSMENT, B) AFAD (AUTOMATED FLAGGER ASSISTED DEVICE) AND TCP REQUIREMENTS AND OPERATIONS PER WORKSAFE BC PART 18 (CHSR), C) THE ENVIRONMENTAL TRAFFIC RISKS SPECIFIC TO THIS SITE, D) SIGN DISTANCE SPECIFIC TO THE SITE IS DETAILED UNDER DRIVER SIGHT DISTANCES 2.1, SITE FACTORS (RISK ASSESSMENT) AND IN APPENDIX F.
  - THERE WILL NOT BE ANY STORAGE OF MATERIALS WITHIN THE ROADWAY IN THE CLEAR ZONE (UNLESS APPROVED BY EOR) THAT IMPEDE THE SIGHT LINES AT THE ACCESS POINT.
  - WHEN TWO OR MORE ACTIVE ACCESS POINTS ARE IN CLOSE PROXIMITY TO EACH OTHER, THE SIGN SET UP AND TRAFFIC CONTROL WILL COMPLY WITH OVERLAPPING TRAFFIC CONTROL STRATEGY AS PER SECTION 2.3 WORK ZONES IN CLOSE PROXIMITY IDENTIFIED.
  - THE CONTENT OF THIS DRAWING REPRESENTS INFORMATION GATHERED AT THE TIME OF ITS DEVELOPMENT. THE WORK ZONE WILL BE REVIEWED AT THE TIME OF IMPLEMENTATION AND, IF THERE ARE SIGNIFICANT CHANGES OR ITEMS NOT CONSIDERED PROPERLY, THE DRAWING AND THE HAZARD ASSESSMENT WILL BE UPDATED ACCORDINGLY.

LIST OF DRAWINGS	
NO.	TITLE
6B-A-FORD-A&B_P1	TRAFFIC CONTROL LAYOUT PLAN COVER SHEET
6B-A-FORD-A&B_P2	TRAFFIC CONTROL LAYOUT PLAN

**TRAFFIC CONTROL LAYOUT**  
**AP 6B-A-FORD RD-A&B**  
**BPLP TMEP SPREAD 6B**



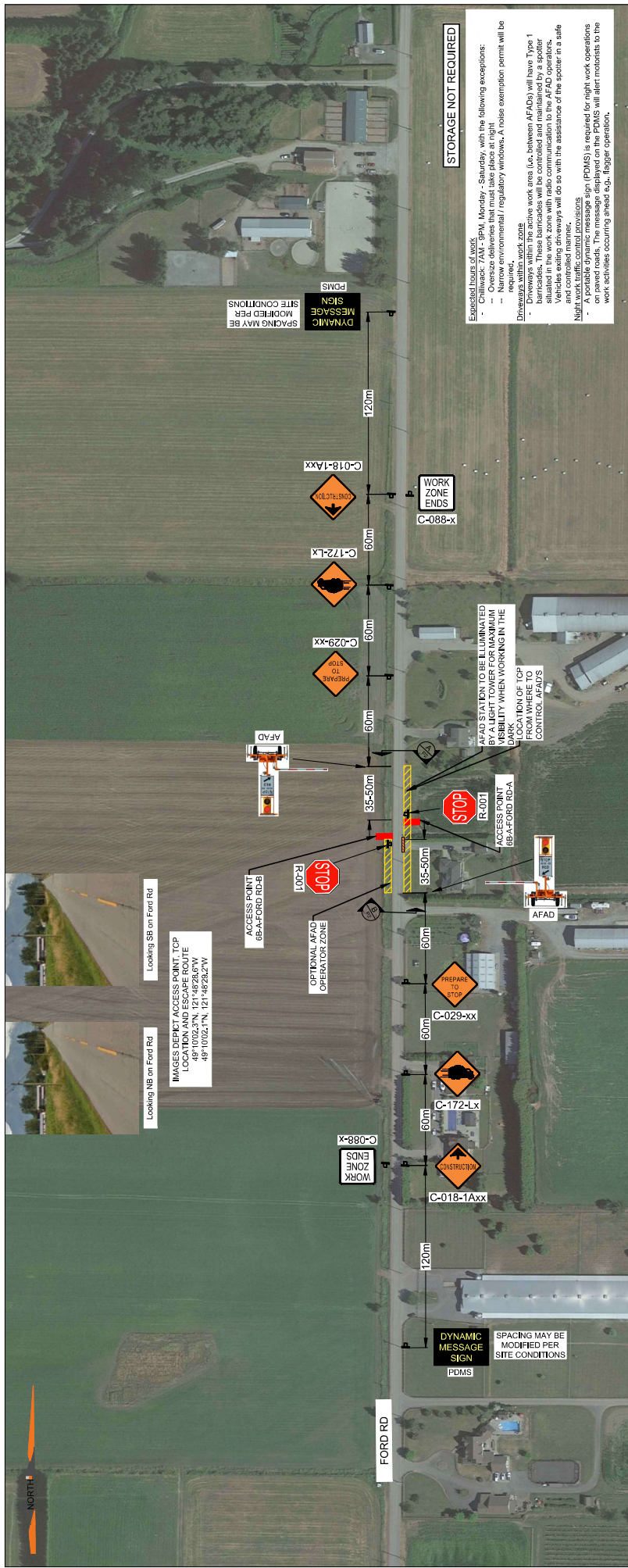
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ISSUED FOR IMPLEMENTATION	DATE	DESIGNED:	CHECKED:	DRAWN:	APPROVED:
0	FEB 14-23	PN	PN	BS	BS
1	FEB 28-23	DESIGN SPEED: 60 km/h			
2		PROJECT NO: 3431.B01			
3		DATE: FEB 14, 2023			
4		DRAWING NO: 6B-A-FORD-A&B_P1			
5		REVISION: 1			
6					
7					
8					

SITE ID: AP-6B-A-FORD RD-A&B	POSTED SPEED, km/h	60
CATEGORY 1 - FORD RD	ANTICIPATED SAFT, VEH / DAY	NA
NOTE: TRAFFIC DATA IS SOURCED FROM CITY OF CHILLIWACK		
TCP NUMBER	01-13283-S6-M002-HS-PLN-0425	
DURATION OF WORK	LONG	
RISK ASSESSMENT REVISION	SEE APPENDIX F	
OVERLAPPING STRATEGY DOCUMENT	OVERLAPPING WORK ZONE PROCEDURE DOCUMENT (01-13283-SG-M002-GN4-PRO-0001 R0)	

DYNAMIC MESSAGE SIGN SEQUENCE*			
CYCLE 1		CYCLE 2	
PHASE 1 (3 SEC) CONSTRUCTION AHEAD	PHASE 2 (3 SEC) PREPARE STOP	PHASE 1 (3 SEC) CONSTRUCTION AHEAD	PHASE 2 (3 SEC) PREPARE STOP
>REPEAT>		>REPEAT>	

\* PDMS MESSAGE MAY BE MODIFIED PER SITE CONDITIONS

SEAL:	PERMIT TO PRACTICE WATT CONSULTING GROUP LTD
SIGNATURE	
DATE	PERMIT NUMBER: 1001432
	ENGINEERS & GEOSCIENTISTS BRITISH COLUMBIA



**STORAGE NOT REQUIRED**

Expected hours of work: Monday - Saturday, with the following exceptions:

- Oversize deliveries that must take place at night
- Narrow environmental / regulatory windows. A noise exemption permit will be required.

Disturbances with the work areas (i.e. between AFADs) will have Type 1 barricades. These barricades will be controlled and maintained by a spotter situated in the work zone with radio communication to the AFAD operators. Vehicles exiting driveways will do so with the assistance of the spotter in a safe manner.

A portable dynamic message sign (PDMS) is required for night work operations on paved roads. The message displayed on the PDMS will alert motorists to the work activities occurring ahead (e.g., flagger operation).

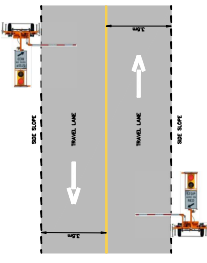
PDMS  
DYNAMIC MESSAGE SIGN  
SPACING MAY BE MODIFIED PER SITE CONDITIONS

Looking NB on Ford Rd  
Looking SB on Ford Rd  
IMAGES DEPICT ACCESS POINT, TCP LOCATION AND ESCAPE ROUTE FOR THE PROPOSED WORK ZONE. UTM COORDINATES: 48° 00'02.71N, 121° 48'28.27W

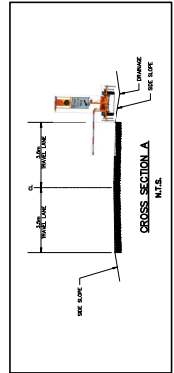
HEAD STATION TO BE FULLY UNBLOCKED BY A LIGHT TOWER FOR MAXIMUM VISIBILITY WHEN WORKING IN THE DARK. POSITION OF TOP CONTROL AFAD'S FROM WHERE TO

STOP R-001  
ACCESS POINT 6B-A-FORD RD-A

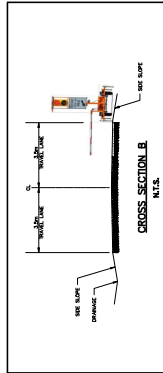
DYNAMIC MESSAGE SIGN  
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NOTE: DIMENSIONS SHOWN ARE SITE SPECIFIC  
PLAN VIEW  
N.T.S.



NOTE: DIMENSIONS SHOWN ARE SITE SPECIFIC  
CROSS SECTION A  
N.T.S.



NOTE: DIMENSIONS SHOWN ARE SITE SPECIFIC  
CROSS SECTION B  
N.T.S.

**LEGEND:**

- 4 SIGN MARKER
- AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)
- TCP CONTROL LOCATION
- ACCESS (6B-A-FORD RD-A&B)
- TYPE 1 BARRICADE

**Traffic Control Layout**  
AP 6B-A-FORD RD-A&B  
BPLP TMEP SPREAD 6B

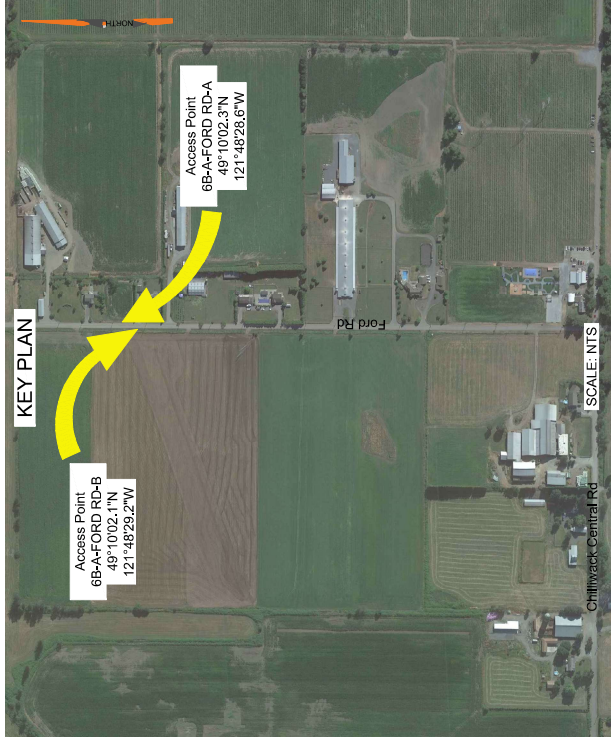
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DESIGN SPEED: 60 km/h	DESIGN VEHICLE:		
PROJECT NO: 3431.B01	DRAWING NO: 6B-A-FORD-A&B_P2		
DATE: FEB 14, 2023	REVISION: 1		

**WATT** Consulting Group  
Calgary, Edmonton, Lloydminster, Okanagan, Vancouver, Victoria  
WATTCONSULTINGGROUP.COM

REVISIONS	DATE	DESCRIPTION
0	FEB 14-23	ISSUED FOR IMPLEMENTATION
1	FEB 28-23	ISSUED FOR IMPLEMENTATION
2		
3		
4		
5		
6		
7		
8		

SEAL:  
**PERMIT TO PRACTICE**  
WATT CONSULTING GROUP LTD  
SIGNATURE \_\_\_\_\_  
DATE \_\_\_\_\_  
PERMIT NUMBER: 1001432  
ENGINEERS & GEOSCIENTISTS  
BRITISH COLUMBIA





SITE ID: AP-6B-A-FORD RD-A&B		POSTED SPEED, km/h	60
CATEGORY 1 - FORD RD		ANTICIPATED SAFT, VEH / DAY	NA
DURATION OF WORK		LONG	
RISK ASSESSMENT REVISION		SEE APPENDIX F	
OVERLAPPING STRATEGY DOCUMENT		OVERLAPPING WORK ZONE PROCEDURE DOCUMENT (01-13283-SG-M002-GN4-PRO-0001 R0)	
NOTE: TRAFFIC DATA IS SOURCED FROM CITY OF CHILLIWACK			

DYNAMIC MESSAGE SIGN SEQUENCE*			
CYCLE 1		CYCLE 2	
PHASE 1 (3 SEC)	PHASE 2 (3 SEC)	PHASE 1 (3 SEC)	PHASE 2 (3 SEC)
CONSTRUCTION	PREPARE	CONSTRUCTION	PREPARE
AHEAD	STOP	ZONE	TO
		AHEAD	STOP

\* PDMS MESSAGE MAY BE MODIFIED PER SITE CONDITIONS

SEAL:

**PERMIT TO PRACTICE**  
WATT CONSULTING GROUP LTD

SIGNATURE \_\_\_\_\_

DATE \_\_\_\_\_

**PERMIT NUMBER: 1001432**  
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LIST OF DRAWINGS	
NO.	TITLE
6B-A-FORD-A&B-SLAT_P1	TRAFFIC CONTROL LAYOUT PLAN COVER SHEET
6B-A-FORD-A&B-SLAT_P2	TRAFFIC CONTROL LAYOUT PLAN
6B-A-FORD-A&B-SLAT_P3	TRAFFIC CONTROL LAYOUT PLAN

REVISIONS

ISSUED FOR IMPLEMENTATION	DATE	REVISION
0	FEB 14-23	
1	FEB 28-23	
2		
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7		
8		

SCALE: NOT TO SCALE

DESIGNED: \_\_\_\_\_ CHECKED: \_\_\_\_\_ APPROVED: \_\_\_\_\_  
 DRAWN: \_\_\_\_\_ BS BS  
 DESIGN VELOCITY: 60 km/h

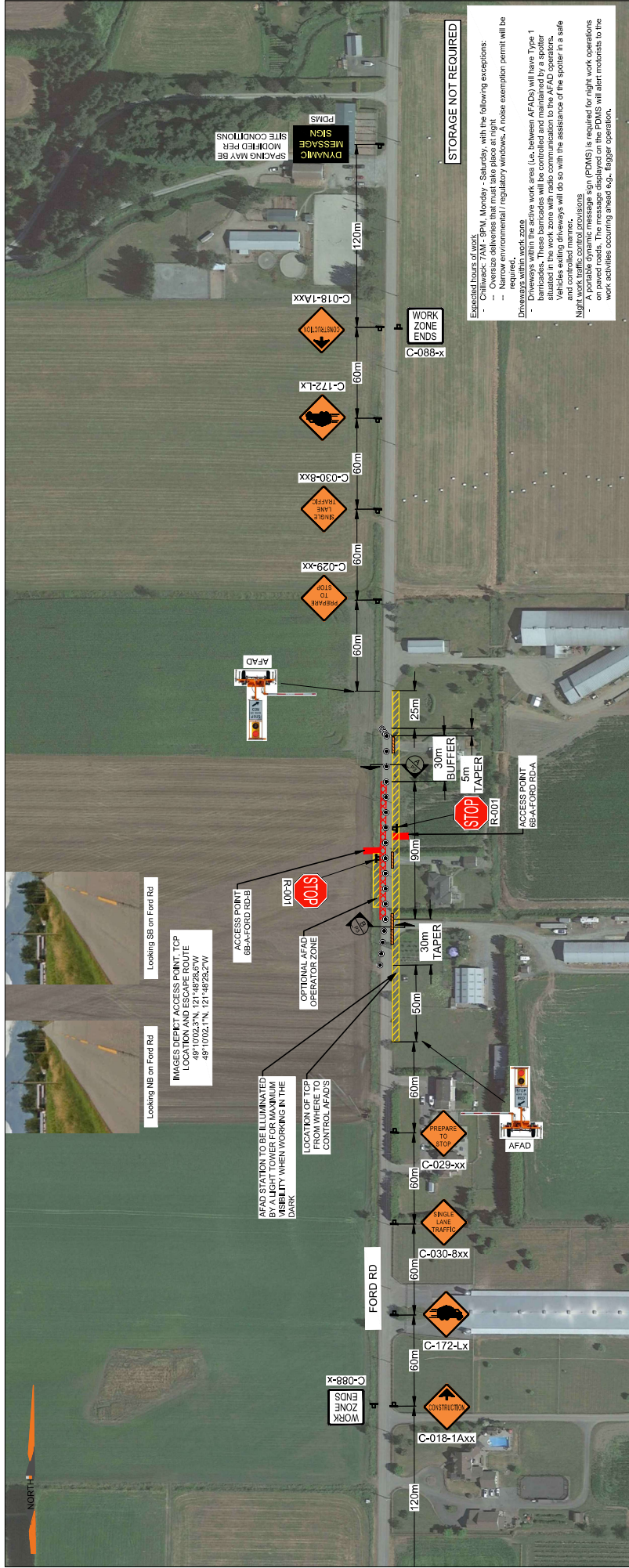
PROJECT NO: 3431.B01 DRAWING NO: 6B-A-FORD-A&B-SLAT\_P1  
 DATE: FEB 14, 2023 REVISION: 1

TITLE: **TRAFFIC CONTROL LAYOUT**  
**AP 6B-A-FORD RD-A&B-SLAT**  
**BPLP TMEP SPREAD 6B**

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 Okanagan, Vancouver, Victoria  
 WATTCONSULTINGGROUP.COM







Looking NB on Ford Rd  
IMAGES DEPICT ACCESS POINT, TCP LOCATION AND ESCAPE ROUTE  
48° 10'02.71N, 121° 48'28.27W

Looking SB on Ford Rd

AFAD STATION TO BE ILLUMINATED BY ALL LIGHT TOWER FOR MAXIMUM VISIBILITY WHEN WORKING IN THE DARK

LOCATION OF TCP FROM WHERE TO CONTROL AFAD'S

OPTIONAL AFAD OPERATOR ZONE

ACCESS POINT BEAUFORD RD-B

30m BUFFER  
5m TAPER

ACCESS POINT BEAUFORD RD-A

WORK ZONE ENDS

WORK ZONE ENDS

WORK ZONE ENDS

WORK ZONE ENDS

WORK ZONE ENDS

WORK ZONE ENDS

WORK ZONE ENDS

WORK ZONE ENDS

WORK ZONE ENDS

WORK ZONE ENDS

WORK ZONE ENDS

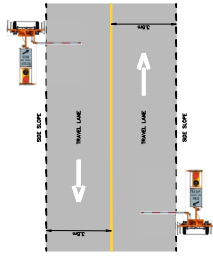
WORK ZONE ENDS

**STORAGE NOT REQUIRED**

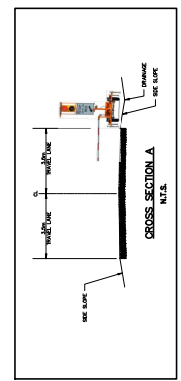
Expected hours of work  
 - Monday - Saturday, with the following exceptions:  
 - Oversize deliveries that must take place at night  
 - Narrow environmental / regulatory windows. A noise exemption permit will be required.  
 - Days with high winds  
 - Days with high temperatures  
 - Days with high humidity  
 - Days with high precipitation  
 - Days with high fog  
 - Days with high smoke  
 - Days with high dust  
 - Days with high pollen  
 - Days with high insects  
 - Days with high birds  
 - Days with high animals  
 - Days with high people  
 - Days with high equipment  
 - Days with high materials  
 - Days with high tools  
 - Days with high machinery  
 - Days with high vehicles  
 - Days with high structures  
 - Days with high terrain  
 - Days with high vegetation  
 - Days with high water  
 - Days with high air  
 - Days with high ground  
 - Days with high sky  
 - Days with high sun  
 - Days with high moon  
 - Days with high stars  
 - Days with high planets  
 - Days with high galaxies  
 - Days with high universe

**LEGEND:**

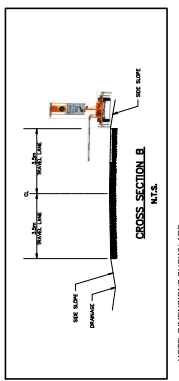
- 4 SIGN MARKER
- AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)
- TCP CONTROL LOCATION
- ACCESS (6B-A-FORD RD-A&B)
- TYPE 1 BARRICADE



NOTE DIMENSIONS SHOWN ARE SITE SPECIFIC



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SEAL:

**PERMIT TO PRACTICE**  
 WATT CONSULTING GROUP LTD  
 SIGNATURE \_\_\_\_\_  
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 PERMIT NUMBER: 1001432  
 ENGINEERS & GEOSCIENTISTS  
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REVISIONS	DATE	DESCRIPTION
0	FEB 14-23	ISSUED FOR IMPLEMENTATION
1	FEB 28-23	ISSUED FOR IMPLEMENTATION
2		
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4		
5		
6		
7		
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**TITLE:**  
**TRAFFIC CONTROL LAYOUT**  
**AP 6B-A-FORD RD-A&B-SLAT**  
**BPLP TMEP SPREAD 6B**

DESIGNED: DRAWN: CHECKED: APPROVED:  
 PN PN BS BS BS

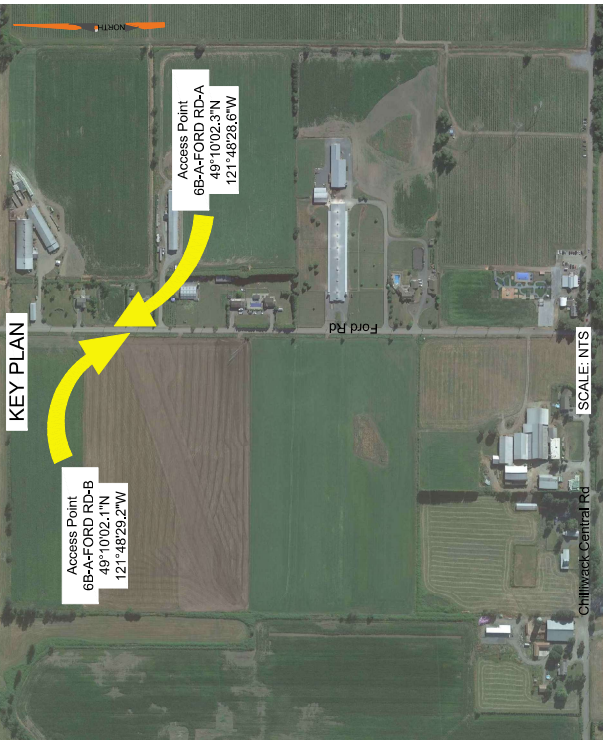
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PROJECT NO: 3431.B01  
 DRAWING NO: 6B-A-FORD-A&B-SLAT\_P3

DATE: FEB 14, 2023  
 REVISION: 1

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**KEY PLAN**



SCALE: NTS

SITE ID: AP-6B-A-FORD RD-A&B	POSTED SPEED, km/h	60
CATEGORY 1 - FORD RD	ANTICIPATED SAFT, VEH / DAY	NA
NOTE: TRAFFIC DATA IS SOURCED FROM CITY OF CHILLIWACK		
TCP NUMBER	01-13283-S6-M002-HS-PLN-0425	
DURATION OF WORK	LONG	
RISK ASSESSMENT REVISION	SEE APPENDIX F	
OVERLAPPING STRATEGY DOCUMENT	OVERLAPPING WORK ZONE PROCEDURE DOCUMENT (01-13283-SG-M002-GN-PRO-0001 R0)	

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CYCLE 1		CYCLE 2	
PHASE 1 (3 SEC) CONSTRUCTION AHEAD	PHASE 2 (3 SEC) PREPARE STOP	PHASE 1 (3 SEC) CONSTRUCTION AHEAD	PHASE 2 (3 SEC) PREPARE STOP
>REPEAT>		>REPEAT>	

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- FOR CONSTRUCTION TIMING AND DURATION, REFER TO THE PERMIT FOR THIS LOCATION. THE KEY WORK ACTIVITIES WILL INCLUDE, BUT NOT LIMITED TO: EQUIPMENT MOBILIZATION, MATERIAL STAGING, PIPELINE AND PUMP STATION CONSTRUCTION AND EQUIPMENT DEMOBILIZATION. REFER TO THE TRAFFIC AND ACCESS CONTROL MANAGEMENT PLAN (TAMCP) FOR GENERAL RESTRICTIONS, SPECIAL EVENTS, AND OTHER CONDITIONS ASSOCIATED WITH EACH SITE.
- THE CONSTRUCTION TRAFFIC WILL COMPOSE OF TRUCKS HAULING EQUIPMENT AND MATERIALS AS WELL AS CREW TRANSPORT TO ACCESS TO/FROM THE WORKS. THE ESTIMATED VOLUME (REFER TO PERMIT) MAY RESULT IN MINOR REDUCTION OF SPEED UP TO 30km/h, AND OR TEMPORARY STOPPING WITH AVERAGE DELAY LESS THAN 5 MINUTES, AND NO LONGER THAN 15 MINUTES.
- THE SPEED USED FOR THE TRAFFIC CONTROL MEASURES IS AS PROVIDED BY THE CONTRACTOR. CONTRACTOR TO CONFIRM ON SITE, IN TIMES OF MINIMAL ACTIVITY AT ANY PERMANENT ACCESS, ADVANCE WARNING TRUCK TURNING (W-377) SIGNS AND OTHER SUPPLEMENTAL SIGNS AS REQUIRED BY THE MINISTRY REPRESENTATIVE ARE TO BE ERCTED ON EITHER SIDE OF THE ACCESS IN ACCORDANCE WITH THE LATEST VERSION OF THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE MANUAL OF STANDARD TRAFFIC SIGNS AND PAVEMENT MARKINGS, AND IN COMPLIANCE WITH ACCESS MANAGEMENT PLANS SPECIFIC TO EACH LOCATION, AS ACCEPTED BY THE MINISTRY.
- IN TIMES OF MINIMAL ACTIVITY AT ANY TEMPORARY ACCESS, ADVANCE CONSTRUCTION TRUCK TURNING (W-172) SIGNS AND OTHER SUPPLEMENTAL SIGNS AS REQUIRED BY THE DESIGNATED DISTRICT OFFICIAL ARE TO BE ERCTED ON EITHER SIDE OF THE ACCESS IN ACCORDANCE WITH THE LATEST VERSION OF THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE MANUAL OF STANDARD TRAFFIC SIGNS AND PAVEMENT MARKINGS, AND IN COMPLIANCE WITH ACCESS MANAGEMENT PLANS SPECIFIC TO EACH LOCATION, AS ACCEPTED BY THE MINISTRY.
- CONTRACTOR IS RESPONSIBLE FOR PLACING CONSTRUCTION WARNING SIGNS (C018-1A, C-029) ALONG ALL SIDE STREET APPROACHES WITHIN THE CONSTRUCTION SIGNAGE LIMITS OF THE ACCESS, AS NEEDED.
- THIS TRAFFIC CONTROL SETUP IS TO BE USED DURING DAYLIGHT HOURS, FOR NIGHT OPERATIONS OR TRAFFIC CONTROL SETUP IN THE HOURS OF DARKNESS AS PER THE HOURS OF THE APPROVED PERMIT/H1080. THE FOLLOWING IS REQUIRED TO CONFORM WITH THE MINISTRY'S REQUIREMENTS PER THE BC MOTI TRAFFIC MANAGEMENT MANUAL FOR WORK ON ROADWAYS (TMM):
  - OVERHEAD LIGHTING SHALL BE USED TO ILLUMINATE THE WORK ACTIVITY AREA, EQUIPMENT CROSSINGS, AND OTHER POTENTIALLY HAZARDOUS AREAS.
  - TCP APPAREL AND EQUIPMENT SHALL COMPLY WITH THE TMM REQUIREMENTS (INCLUDING ILLUMINATED BATONS).
  - TMM RETROREFLECTIVE STANDARDS AND INSPECTION REQUIREMENTS FOR ALL TRAFFIC CONTROL DEVICES MUST BE MET.
- CONTRACTOR TO RESTORE THE ROAD TO ORIGINAL CONDITION AFTER PIPELINE CONSTRUCTION.
- APPENDIX F OF TRAFFIC CONTROL PLAN DETAILS: A) RISK ASSESSMENT, B) AFAD (AUTOMATED FLAGGER ASSISTED DEVICE) AND TOP REQUIREMENTS AND OPERATIONS PER WORKSAFE BC PART 18 (CHSR, C) THE ENVIRONMENTAL TRAFFIC RISKS SPECIFIC TO THIS SITE.
- SIGHT DISTANCE SPECIFIC TO THE SITE IS DETAILED UNDER DRIVER SIGHT DISTANCES 2.1, SITE FACTORS (RISK ASSESSMENT) AND IN APPENDIX F.
- THERE WILL NOT BE ANY STORAGE OF MATERIALS WITHIN THE ROADWAY IN THE CLEAR ZONE (UNLESS APPROVED BY EOR) THAT IMPEDE THE SIGHT LINES AT THE ACCESS POINT.
- WHEN TWO OR MORE ACTIVE ACCESS POINTS ARE IN CLOSE PROXIMITY TO EACH OTHER, THE SIGN SET UP AND TRAFFIC CONTROL WILL COMPLY WITH OVERLAPPING TRAFFIC CONTROL STRATEGY AS PER SECTION 9.5 WORK ZONES IN CLOSE PROXIMITY IDENTIFIED.
- THE CONTENT OF THIS DRAWING REPRESENTS INFORMATION GATHERED AT THE TIME OF ITS DEVELOPMENT. THE WORK ZONE WILL BE REVIEWED AT THE TIME OF IMPLEMENTATION AND, IF THERE ARE SIGNIFICANT CHANGES OR ITEMS NOT CONSIDERED PROPERLY, THE DRAWING AND THE HAZARD ASSESSMENT WILL BE UPDATED ACCORDINGLY.

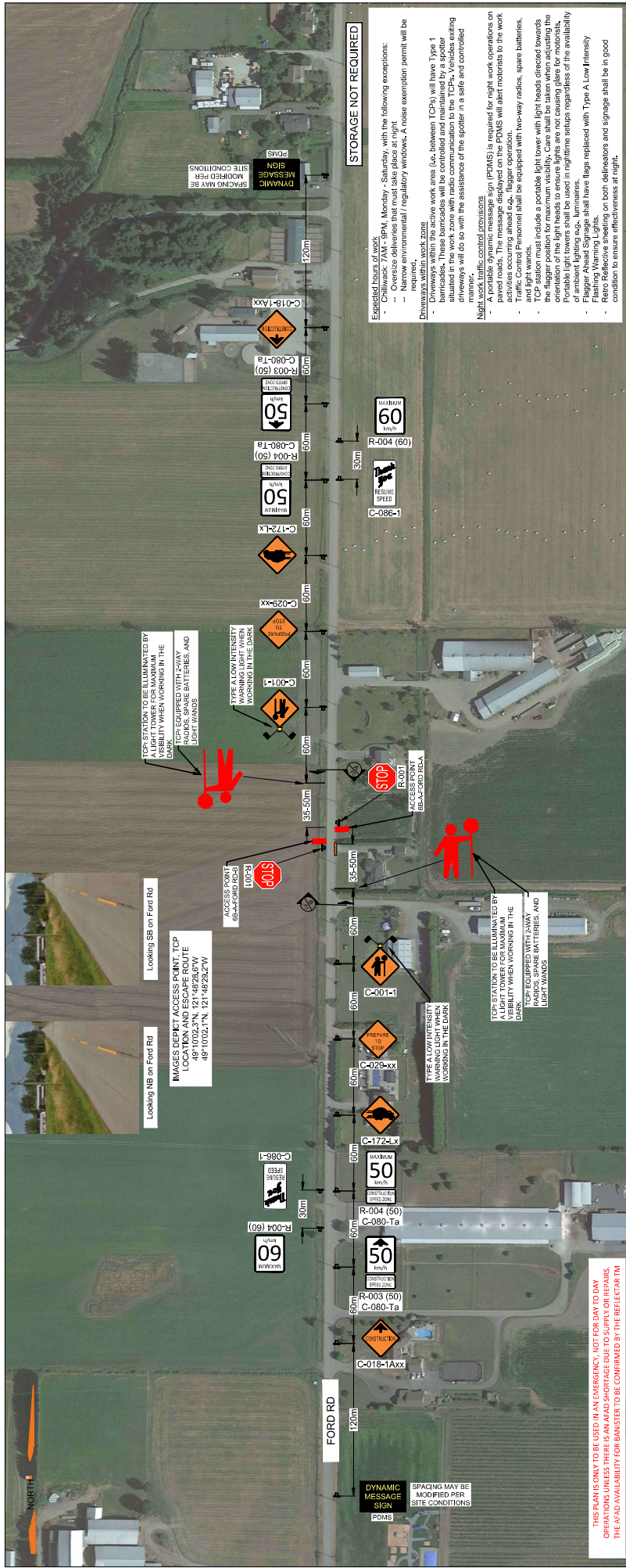
LIST OF DRAWINGS	
NO.	TITLE
6B-A-FORD-A&B-TCP1_P1	TRAFFIC CONTROL LAYOUT PLAN COVER SHEET
6B-A-FORD-A&B-TCP1_P2	TRAFFIC CONTROL LAYOUT PLAN

TITLE: **TRAFFIC CONTROL LAYOUT**  
**AP 6B-A-FORD RD-A&B-TCP1**  
**BPLP TMEP SPREAD 6B**

Calgary, Edmonton, Lloydminster,  
Okanagan, Vancouver, Victoria  
**WATT** Consulting Group  
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REVISIONS		SCALE:		NOT TO SCALE	
0	ISSUED FOR IMPLEMENTATION	FEB 14-23	DESIGNED:	CHECKED:	APPROVED:
1	ISSUED FOR IMPLEMENTATION	FEB 28-23	PN	PN	BS
2			PN	PN	BS
3			DESIGN VEHI:	DESIGN SPEED:	
4				60 km/h	
5			PROJECT NO:	DRAWING NO:	
6			3431.B01	6B-A-FORD-A&B-TCP1_P1	
7			DATE:	REVISION:	
8			FEB 14, 2023	1	





**STORAGE NOT REQUIRED**

Expected hours of work:

- Chilweck: 7AM - 9PM, Monday - Saturday, with the following exceptions:
  - Public holidays
  - Narrow environmental / regulatory windows. A noise exemption permit will be required.
- Dimensions within work zone:

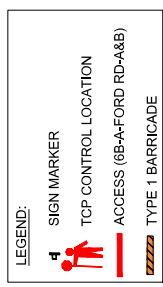
**Storage Not Required**

Expected hours of work:

- Chilweck: 7AM - 9PM, Monday - Saturday, with the following exceptions:
  - Public holidays
  - Narrow environmental / regulatory windows. A noise exemption permit will be required.
- Dimensions within work zone:

**Nighttime Traffic Control Operations**

- A portable dynamic message sign (PDMS) is required for night work operations on paved roads. The message displayed on the PDMS will alert motorists to the work activities occurring ahead e.g., flagger operation.
- Flaggers shall be equipped with two-way radios, spare batteries, and light wands.
- TCP station must include a portable light tower with light heads directed towards the flagger position for maximum visibility. Care shall be taken when adjusting the light tower to ensure that the light tower is not visible to the public.
- Portable light towers shall be used in nighttime situations regardless of the availability of ambient lighting e.g., luminaires.
- Flagger Ahead Signage shall have flags replaced with Type A Low Intensity Illuminated Light Signage on both delineators and signage shall be in good condition to ensure effectiveness at night.



**TRAFFIC CONTROL LAYOUT**  
**AP 6B-A-FORD RD-A&B-TCP**  
**BPLP TMEP SPREAD 6B**

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 Okanagan, Vancouver, Victoria  
**WATT**  
 Consulting Group  
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TITLE: \_\_\_\_\_

DESIGNED: DRAWN: CHECKED: APPROVED: \_\_\_\_\_

PN PN BS BS BS

DESIGN SPEED: 60 km/h

PROJECT NO.: 3431.B01

DRAWING NO.: 6B-A-FORD-A&B-TCP-P2

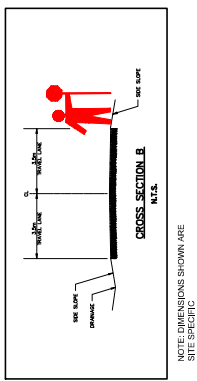
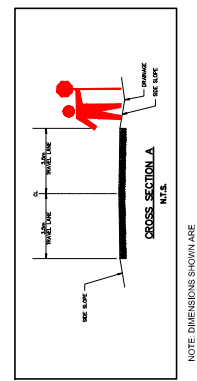
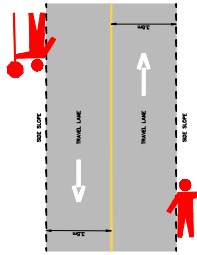
DATE: FEB 14, 2023

REVISION: 1

REVISIONS	ISSUED FOR IMPLEMENTATION	DATE
0	ISSUED FOR IMPLEMENTATION	FEB 14-23
1	ISSUED FOR IMPLEMENTATION	FEB 28-23
2		
3		
4		
5		
6		
7		
8		

SEAL: \_\_\_\_\_

**PERMIT TO PRACTICE**  
 WATT CONSULTING GROUP LTD  
 SIGNATURE \_\_\_\_\_  
 DATE \_\_\_\_\_  
 PERMIT NUMBER: 1001432  
 ENGINEERS & GEOSCIENTISTS  
 BRITISH COLUMBIA



TCP STATION TO BE ILLUMINATED BY ALIGHT TOWER FOR MAXIMUM VISIBILITY WHEN WORKING IN THE DARK. TCP EQUIPPED WITH 2-WAY RADIOS, SPARE BATTERIES, AND LIGHT WANDS.

LOOKING NB ON FORD RD  
 IMAGES DEPICT ACCESS POINT, TCP LOCATION AND ESCAPE ROUTE FOR TRAFFIC MOVING SOUTH ON FORD RD  
 48° 10'02.71N, 121° 48'28.27W

LOOKING SB ON FORD RD  
 IMAGES DEPICT ACCESS POINT, TCP LOCATION AND ESCAPE ROUTE FOR TRAFFIC MOVING SOUTH ON FORD RD  
 48° 10'02.71N, 121° 48'28.27W

DYNAMIC MESSAGE SIGN  
 SPACING MAY BE MODIFIED PER SITE CONDITIONS

THIS PLAN IS ONLY TO BE USED IN AN EMERGENCY, NOT FOR DAY TO DAY OPERATIONS. THE LEAD AVAILABILITY FOR BARRIERS TO BE CONFIRMED BY THE REFLECTOR TM