



TRAFFIC ACCOMMODATION STRATEGY

Emergency Traffic Control Sierra Yoyo Desan Road (SYD)

Overview

Ledcor Highway Maintenance Limited, due to current wildfire conditions may need to implement an Emergency Traffic Accommodation Strategy to ensure safe passage for vehicles using the SYD. The traffic control operations would be put into place on an as needed basis to ensure safe passage of road users through sections of the SYD affected by fire or smoke. Predetermined Traffic Control Staging Points are identified to respond to changing fire or smoke conditions.

Traffic Accommodation Strategy

1. Traffic Control Plan

- 1.1. Traffic Control will be implemented following guidelines set in Ledcor Traffic Accommodation manual. Signage will be set up as identified in the attached drawing 4.40 Emergency Traffic Control. The plan allows for potential changes in smoke and fire hazards. Three stages of traffic control are as follows:
 - a. Allowing traffic to flow through the affected section with communication between flag persons. The flag persons will warn all motorists of the situation and monitor their passage to ensure all vehicles entering the controlled section pass safely and exit. Reduced speed limits imposed.
 - b. If conditions change to where drifting smoke crosses the road but no imminent danger of fire exists, then passage will be reduced to one-way traffic and vehicles guided by a pilot vehicle through the controlled section.
 - c. If conditions change to where imminent fire hazard exists traffic will then be stopped allowing no passage through the control section.
- 1.2. Locations for Traffic Control Staging Points (TCSP) are dependent on where the fire would breach the SYD. One location south of the fire and one location would have personnel on site with the alternate sites used as fall back TCSP's.



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- a. For the south side of the fire, or town side, these staging points would be located, starting closest to the fire and moving back towards Fort Nelson:
 - 1st TCSP South: Km 102, the Kyklo Road PDR 68
 - 2nd TCSP South: Km 92, Powerline Road PDR 58
 - 3rd TCSP South: Km 76, the Gunnel Road – PDR 226
 - 4th TCSP South: Km 61, the 61 Road – PDR 319

- b. For the north side of the fire, or bush side, these staging points would be located starting closest to the fire and moving away from Fort Nelson:
 - 1st TCSP North: Km 121, the Komie Road – PDR 210;
 - 2nd TCSP North: Km 172, the Spruce Road – PDR 333.

- c. Further to these locations it would be necessary to have personnel located at Km 30, the Clark Lake Road and at Km 184, Key Pile Camp. From these two points road user would warned where the closure is and have the opportunity to change route plans before hitting the road closure further into the bush.

- 2.1. If conditions change that make the implementation of this plan unsafe at km 121, EnCana will place a security gate at a safe location on the Komie Road to control traffic accessing SYD. Open lines of communications between EnCana and Ledcor would be ongoing through this process.

3. Emergency Response Strategy

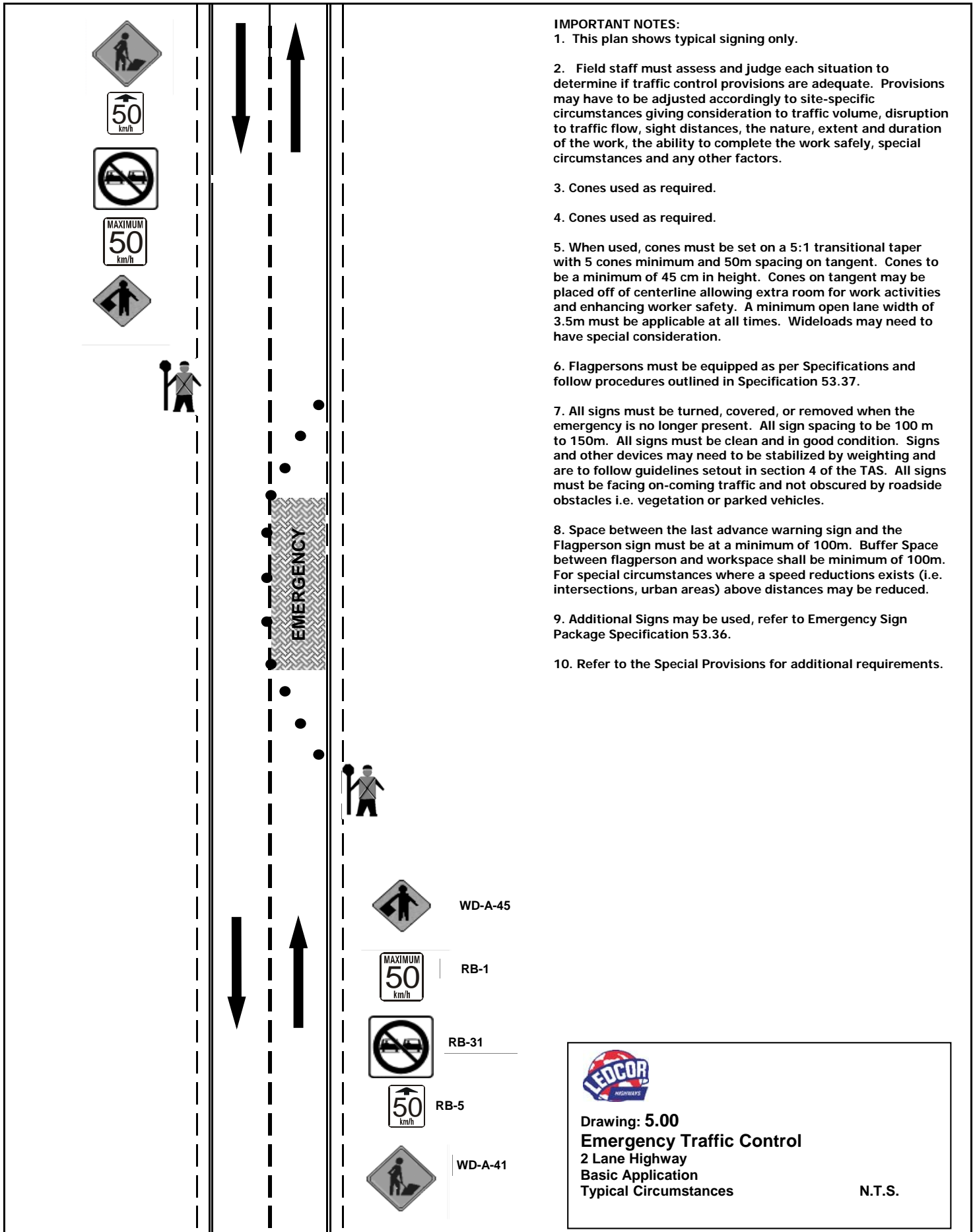
- 3.1. Ledcor will partner with other stakeholders and will ensure the emergency plan is implemented at the site. The Response Plan will follow the requirements set out in Ledcor's existing Emergency Response Plan (ERP) or what is agreed to by all stakeholders.




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4. Contact List

Emergency Contact List	
Report A Wildfire: 1-800-663-5555 or *5555 on a cell phone	
Fort Nelson Fire Management Base: 250-774-7905	
LED COR 24 Hour Contact Number: 1-866-4-LED COR (1-866-453-3267)	
EnCana First Call: 250-775-0984	
EnCana Second Call: 250-775-0960	
EnCana - Sierra Emergency Number: 250-233-7911	
<u>FORT NELSON EMERGENCY SERVICES</u>	
Please Note: There is no 911 Service in the Fort Nelson Area	
RCMP: (250) 774-2777	
Ambulance: (250) 774-2344	
Fire: (250) 774-2222	
Hospital: (250) 774-8100	
Poison Center: 1-800-567-8911	
RCMP - None Emergency: (250) 774-2700	
Ledcor Contacts	Phone Number
Operations Manager: Barry Nims	250-321-1100
Foreman: Cole Southwick	250-321-0244
Ledcor SYD Road Limited - General Manager : Gerry Anderson	Office - 604-699-2928
	Cell - 604-329-5500



- IMPORTANT NOTES:**
1. This plan shows typical signing only.
 2. Field staff must assess and judge each situation to determine if traffic control provisions are adequate. Provisions may have to be adjusted accordingly to site-specific circumstances giving consideration to traffic volume, disruption to traffic flow, sight distances, the nature, extent and duration of the work, the ability to complete the work safely, special circumstances and any other factors.
 3. Cones used as required.
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 5. When used, cones must be set on a 5:1 transitional taper with 5 cones minimum and 50m spacing on tangent. Cones to be a minimum of 45 cm in height. Cones on tangent may be placed off of centerline allowing extra room for work activities and enhancing worker safety. A minimum open lane width of 3.5m must be applicable at all times. Wideloads may need to have special consideration.
 6. Flagpersons must be equipped as per Specifications and follow procedures outlined in Specification 53.37.
 7. All signs must be turned, covered, or removed when the emergency is no longer present. All sign spacing to be 100 m to 150m. All signs must be clean and in good condition. Signs and other devices may need to be stabilized by weighting and are to follow guidelines setout in section 4 of the TAS. All signs must be facing on-coming traffic and not obscured by roadside obstacles i.e. vegetation or parked vehicles.
 8. Space between the last advance warning sign and the Flagperson sign must be at a minimum of 100m. Buffer Space between flagperson and workspace shall be minimum of 100m. For special circumstances where a speed reductions exists (i.e. intersections, urban areas) above distances may be reduced.
 9. Additional Signs may be used, refer to Emergency Sign Package Specification 53.36.
 10. Refer to the Special Provisions for additional requirements.



Drawing: 5.00
Emergency Traffic Control
 2 Lane Highway
 Basic Application
 Typical Circumstances

N.T.S.

