TRAFFIC MANAGEMENT PLAN FOR

HIGHWAY 6 REALIGNMENT FROM GREY RD TO RICARDO RD

CATEGORY 4

Description	Date
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GENERAL TRAFFIC CONTROL PLAN

SECTION 1 – 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 Highway 6 realignment from Grey Road to Ricardo Road project 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 Manual.

1.2 Project Description and Location

The site is located on Highway 6 approximately 820m west of Grey Rd to approximately 260m east of Ricardo Rd in the District of Coldstream.

The work for the project incorporates the realignment of Highway 6 including the construction of a new at-grade railway crossing and a new culvert at Coldstream Creek.

1.3 Hours and Days of Work

The general hours of work are Monday to Saturday – 7:00 AM to 5:00 PM for work not on or affecting the road (i.e. shoulder work or work away from the road).

1.4 Milestones

Start Project: October 29, 2012

End Project: September 30, 2013

1.5 Road Classification

Highway 6 is a MoT rural arterial undivided road with one lane in the eastbound direction and one lane in the westbound direction. There are paved shoulders with varying widths on each side of the Highway.

There is an at-grade railway crossing on Highway 6 approximately 380m east of Grey Road. The railway crossing is controlled by an active warning system including flashers and bells. There is also a water crossing over Coldstream Creek approximately 420m west or Ricardo Road.

Grey Road and Ricardo Road are classified as local roads with one lane in the northbound direction and one lane in the southbound direction. Kalamalka Road is a collector road with one lane in the eastbound direction and one lane in the westbound direction.

1.6 Type of Traffic

Highway 6 near Lumby carries approximately 5,300 vehicles per day with peak period volumes range from 310 to 540 vehicles per hour (based on 2007 MoT website traffic volumes.) Closer to Vernon, Highway 6 volumes are much higher at approximately 12,000 vehicles per day with peak period volume range from 1040 to 1120. Traffic on Highway 6 is a mixture of residents, tourists, and commuters travelling primarily to and from Vernon.

Traffic on Kalamalka Road is a mixture of residents, tourists, and commuters. Grey Road provides local access and Ricardo Road provides industrial access.

1.7 Speed Limits

The existing speed limit within the work zone is 80km/h on Highway 6 with a 30km/h advisory speed for the horizontal curve near the at-grade railway crossing. If traffic control personnel are utilized on Highway 6, the speed limit will be lowered to 50km/h. During non-working hours the existing speed limit will be re-stored to 80km/h.

Kalamalka Road, Grey Road, and Ricardo Road are posted at 50 km/h.

1.8 Incident Review

An Incident Response Team will review all incidents which occur within the work area. The team members will include the Site Supervisor, Traffic Engineer, Traffic Control Manager, and Traffic Control Supervisor (TCS) 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 and appropriate measures implemented.

SECTION 2 – OPERATIONS & SIGNAGE

2.1 Holidays & Special Events

Works effecting traffic will not be permitted for the following dates and times:

- Remembrance Day 2012: Noon Nov 9, 2012 - Noon Nov 13, 2012
- Christmas 2012: Noon Dec 20, 2012 - Noon Dec 27, 2012
- New Year's Day 2013: Noon Dec 28, 2012 - Noon Jan 2, 2013
- Family Day 2013: Noon Feb 8, 2013 - Noon Feb 12, 2013
- Easter 2013: Noon Mar 28, 2013 - Noon Apr 2, 2013
- Victoria Day 2013: Noon May 17, 2013 - Noon May 21, 2013
- Canada Day 2013: Noon Jun 8, 2013 - Noon Jul 2, 2013
- BC Day 2013: Noon Aug 2, 2013 - Noon Aug 6, 2013
- Labour Day 2013: Noon Aug 30, 2013 - Noon Sep 3, 2013

2.2 Lane Closures and Stoppages

On Highway 6 adjacent to the work zone, the minimum number of lanes open in each direction is one paved through lane in each direction. However, single lane closures to single lane alternating traffic can be implemented only Monday to Thursday between the hours of 9:00 am and 3:00 pm with:

- a maximum distance between flag persons of 500m;
- maximum allowable queue length in any direction of 200m;
- maximum allowable delay of 10 minutes; and
- priority given to eastbound traffic travelling towards Lumby.

Windley Contracting shall ensure that two-way continuous traffic on Highway 6 is maintained at all other times. Random minor traffic interruptions with a delay of no more than 2 minutes in one or both directions will be permitted.

2.3 Lane Widths

Lane widths and shoulder widths will be maintained during the work at 3.6m and 1.0m, respectively. Where existing shoulder widths are less than 1.0m the existing shoulder width will be maintained.

2.4 Traffic Delays

Delays on Highway 6 are not to exceed 5 minutes per stop. Total delays including clearance time must not exceed 10 minutes.