

Traffic Management Plan

**Woodfibre LNG Project:
Rev 1**

October 27, 2023

123221624EN-RPT0048



**Woodfibre
LNG**

Preamble

The Woodfibre Liquefied Natural Gas Project (the Project) is a liquefied natural gas export facility being constructed on the former Woodfibre Pulp and Paper Mill site in Átl'ka7tsem (Howe Sound), approximately seven kilometres south of Sk̓wx̓wú7mesh (Squamish). The Project is on the historical location of a Sk̓wx̓wú7mesh Úxwumixw (Squamish Nation) village known as Swiyát. Swiyát and Átl'ka7tsem (Howe Sound) are tied to the cultural well-being of Sk̓wx̓wú7mesh Úxwumixw (Squamish Nation) members, their ancestors, and their descendants and to other Indigenous groups as defined in the Project's Environmental Assessment Certificates. The Project also operates within the traditional, ancestral, and unceded territory of the səlliwətał (Tseil-Waututh) Nation, and to other Indigenous groups as defined in the Project's Environmental Assessment Certificates. Woodfibre LNG General Partner Inc. recognizes the importance of these areas to the Sk̓wx̓wú7mesh stélmexw (Squamish People), and other Indigenous groups. Woodfibre LNG General Partner Inc., as general partner on behalf of Woodfibre LNG Limited Partnership (Woodfibre LNG) seeks to construct and operate the Project in a manner that is respectful of Indigenous values. This Traffic Control Management Plan is primarily written in English, with important place names, species, phrases, and passages provided in the Squamish language.

Temíxwiyíkw chet wa naantem chet ti temíxw Swiyát
Chet wa sméñhemswit kwis ns7éyxnitas chet ti temíxw
We7ú chet kwis t'íchimwit iy íwas chet ek' l tti.

Our ancient ancestors named this place Swiyát
We, as their descendants safeguard these lands
We will continue to swim and fish in these clear waters.

Limitations and Sign-off

The conclusions in the Report titled Traffic Management Plan are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

This document entitled Traffic Impact Assessment was prepared by Stantec Consulting Ltd. ("Stantec") for the account of Woodfibre LNG General Partner Inc. (the "Client"). Any reliance on this document by any third party is strictly prohibited. The material in it reflects Stantec's professional judgment in light of the scope, schedule and other limitations stated in the document and in the contract between Stantec and the Client. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. In preparing the document, Stantec did not verify information supplied to it by others. Any use which a third party makes of this document is the responsibility of such third party. Such third party agrees that Stantec shall not be responsible for costs or damages of any kind, if any, suffered by it or any other third party as a result of decisions made or actions taken based on this document.

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APPENDIX A TMP CATEGORY ASSESSMENTSA.1

Squamish-English Translations

Squamish	English
Át'ka7tsem	Howe Sound
K'emk'emeláy	Vancouver
K'ík'elxn	Port Mellon
Kwtsá7tsutsin	Darrell Bay
Shisháyu7ay	Britannia Beach
Skw̓wú7mesh	Squamish
Skw̓wú7mesh sníchim	Squamish Language
Skw̓wú7mesh stélmexw	Squamish people
Skw̓wú7mesh Úxwumixw	Squamish Nation
Swiyát	Historic Squamish Nation village located at Woodfibre Site

Abbreviations

BC	British Columbia
CEAA	<i>Canadian Environmental Assessment Act</i>
CPA	Certified Project Area
DoS	District of Squamish
EAC	Environmental Assessment Certificate
EMP	Environmental Management Plan
FSR	Forest Service Road
km	kilometres
km/hr	kilometres/hour
MCMC	Miller Capilano Maintenance Corporation
MOTI	Ministry of Transportation and Infrastructure
TIA	Traffic Impact Assessment
TMCBC	Transportation Management Centre of BC
TMM	BC MOTI Traffic Management Manual for Work on Roadways
TMP	Traffic Management Plan
The Project	Woodfibre Liquefied Natural Gas Project
Woodfibre LNG	Woodfibre LNG General Partner Inc.

1.0 INTRODUCTION

Woodfibre LNG General Partner Inc. (Woodfibre LNG) will construct and operate the Woodfibre Liquefied Natural Gas Project (the Project), which is located on the former Woodfibre Pulp Mill site approximately seven kilometres (km) southwest of Sk̓w̓x̓wú7mesh (Squamish), British Columbia (BC) (Figure 1).

The Project will have capacity to liquefy up to 2.1 million tonnes per year of natural gas, have a storage capacity of 250,000 cubic metres (m³), and export the liquefied natural gas (LNG) via tankers.

The Project underwent a comprehensive environmental assessment process from 2013 to 2015 and Woodfibre LNG received:

- An environmental assessment certificate (EAC) for the Certified Project Area (CPA) under the British Columbia *Environmental Assessment Act* (EAC #E15-02) in 2015;
- An environmental assessment approval from Sk̓w̓x̓wú7mesh Úxwumixw (Squamish Nation) through the Squamish Nation Environmental Assessment Agreement (SNEAA) in 2015, and;
- A positive federal Decision Statement under the *Canadian Environmental Assessment Act, 2012* (CEAA 2012) in 2016.

Two EAC amendments were granted by the BC Environmental Assessment Office (EAO) in 2017 and 2019, and the federal Decision Statement was reissued in 2018 in response to changes to the Designated Project. Woodfibre LNG also received an extension on EAC#15-02 from the EAO in October 2020. The provincial, Sk̓w̓x̓wú7mesh Úxwumixw (Squamish Nation), and federal environmental assessment processes have each yielded conditions of approval that Woodfibre LNG must address.

Most of the Project is on fee simple, industrially zoned, brownfield lands with more than 100 years of industrial use. There is no road access to the CPA, and all personnel, equipment, and supplies for the Project will be brought in by vessel via Átl'ka7tsem (Howe Sound). The Project will use electrical power sourced from BC Hydro, and gas will be supplied to the facility by Fortis BC.

The CPA and key project components are illustrated in Figure 2. Key project components are:

- Land-based natural gas processing and liquefaction facilities
- A floating storage and offloading unit
- Construction worker accommodation
- Supporting infrastructure

The supporting infrastructure includes buildings (e.g., administration, control rooms, maintenance, dry storage and chemical, fire house, first aid, safety and guardhouse), fencing (temporary and permanent), material storage and laydown areas, utility and loading lines, and boil off gas vapour lines.

Figure 1 - Location Overview

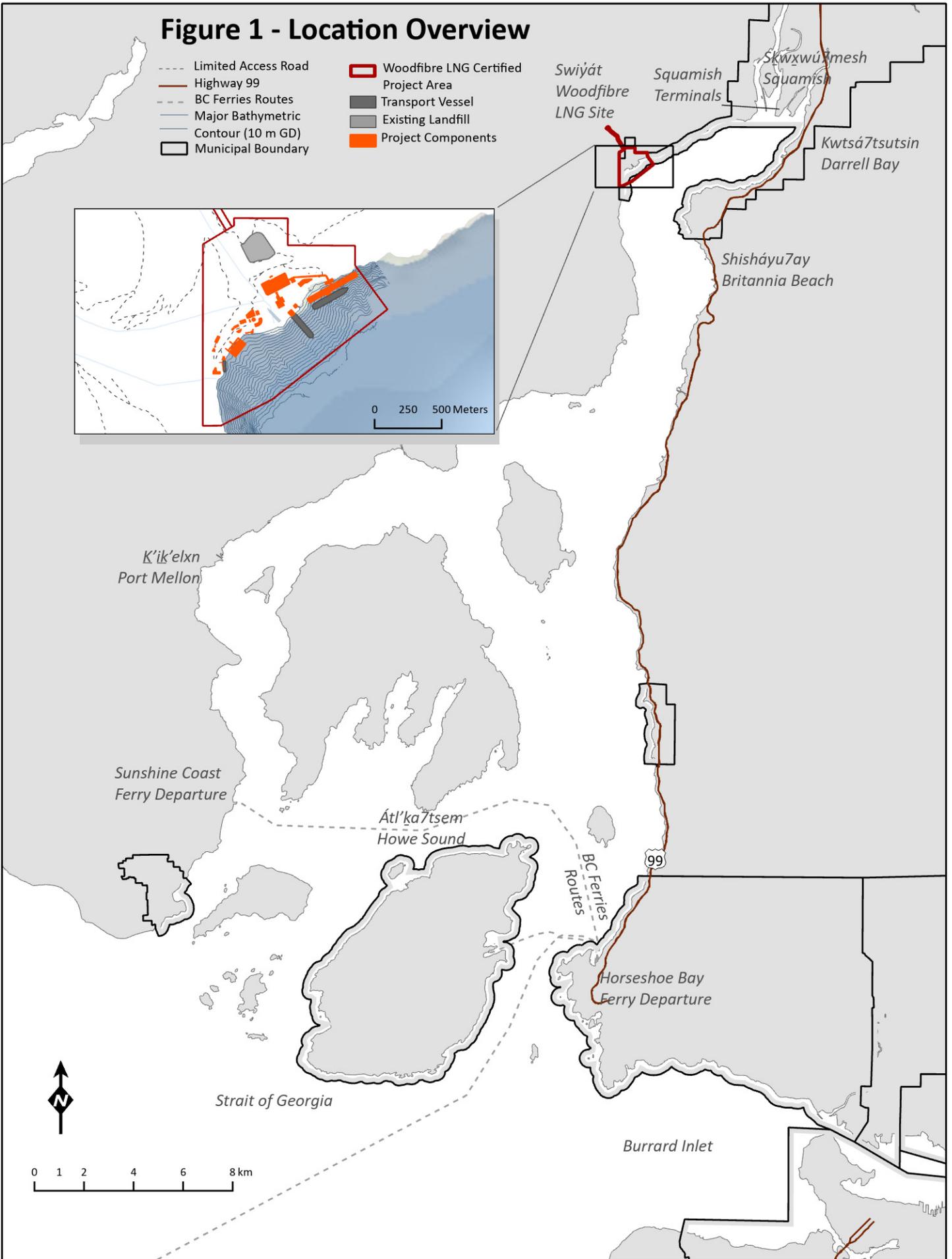
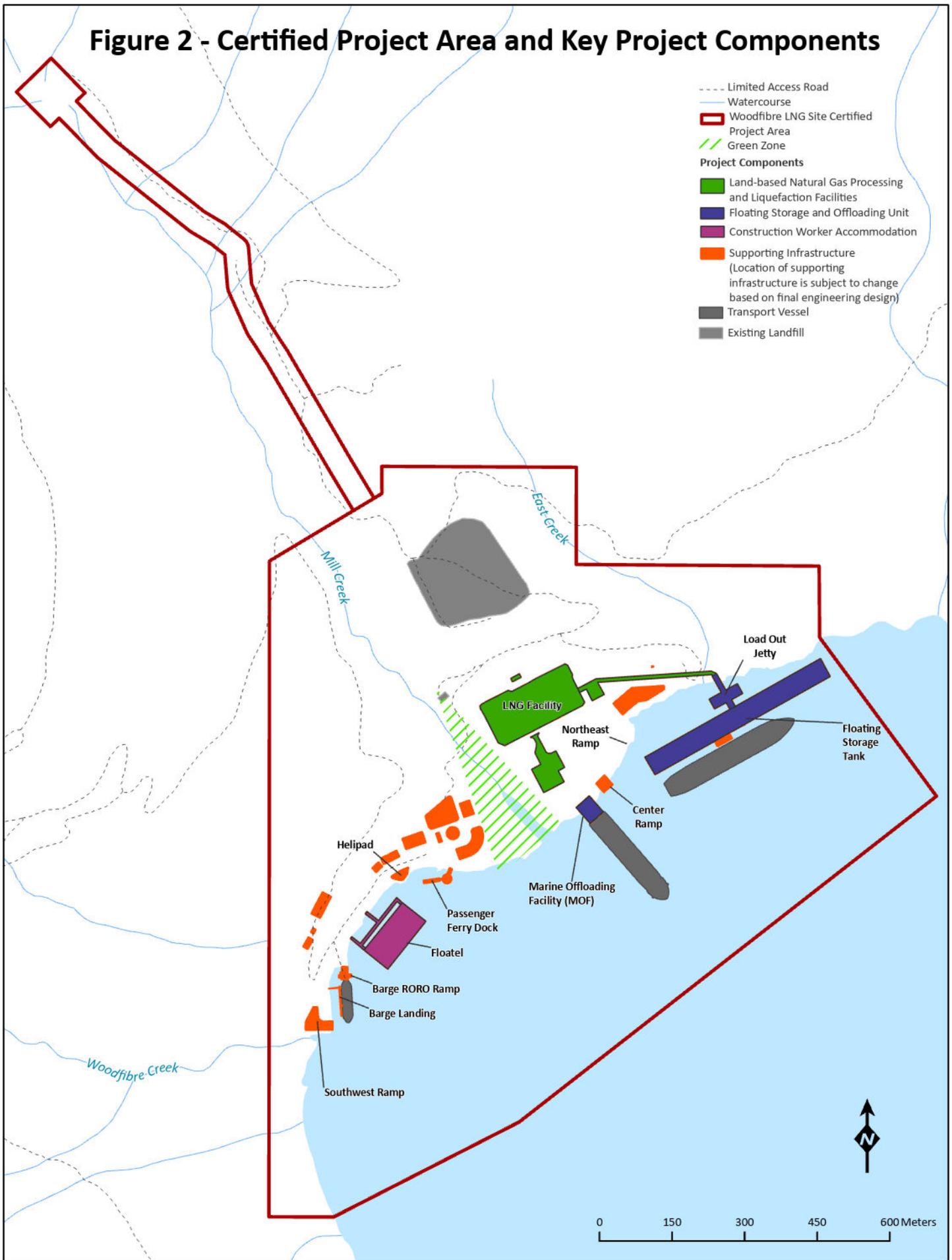


Figure 2 - Certified Project Area and Key Project Components



The works and activities that will occur as part of construction include, but are not limited to:

- Marine early works (e.g., shoreline improvements and armoring, dock replacement or repairs), including improvements to the existing in-service (east and south) barge landing
- Clearing vegetation and grubbing
- Stripping and grading
- Drilling and blasting, including excavation, crushing, screening, and hauling
- Grouting and rock stabilization
- Road, culvert, and bridge works
- Construction of land-based natural gas processing and liquefaction facility
- Construction support structures, services, and equipment
- Construction of the floating storage and offloading unit
- Marine facility construction of mooring dolphin supports and connecting trestles and gangways
- Dredging if required

The following provides the Traffic Management Plan (TMP) for the Project. The TMP includes the regulatory framework, followed by individual sections relating to the use of Kwtsá7tsutsin (Darrell Bay) and West-Barr lease area.

1.1 OBJECTIVE

The primary objective of this TMP is to present the Project's approach to how road traffic will be managed during the construction phase of the Project and to comply with relevant applicable approvals and conditions. The transportation requirements during the Project's future operations phase are currently unknown and will be dealt with in future TMPs if required.

This TMP focuses on two marine terminals, namely, Kwtsá7tsutsin (Darrell Bay) and West-Barr lease area that would be used to ferry Project personnel across Howe Sound to the CPA. This TMP report is a follow up to the Stantec report Titled "*Traffic Impact Assessment - Woodfibre LNG Project*" dated October 27, 2023 (TIA Report), submitted separately.

1.2 PROJECT APPROVAL AND CONDITIONS

The following are the Project's traffic-related conditions:

- EAC Condition #E15-02, Condition #15
- EAC Application Table 22-1 Mitigation M7.2-4

Concordance tables that cross-reference the sections of this TMP to the specific conditions are provided in (Table 1).

Comments received during consultation on the development of this TMP, and Woodfibre LNG's responses, are provided in a Consultation Record, as required by EAC Condition 2.

Table 1: Conditions Relevant to the Traffic Management Plan

Condition Number	Condition	TMP Reference
EAC #15-02, Condition #15	The Holder must develop, in consultation with MOTI and the DOS, a traffic control management plan and a traffic impact assessment.	TIA Report (Stantec 2023) was a separate deliverable. The Traffic Control Management Plan is this TMP report.
	The traffic impact assessment must be developed in accordance with MOTI's Planning and Designing Access to Developments manual (2009 or as updated from time to time). The traffic impact assessment must include, at a minimum, an analysis of the Project's effects on vehicular traffic and infrastructure and proposed mitigation measures for the Highway 99 and Darrell Bay Road intersection.	TIA Report (Stantec 2023) was a separate deliverable.
	<p>The traffic management plan must at a minimum:</p> <ul style="list-style-type: none"> • Identify measures to mitigate the impacts of Project-related transportation during Construction on the safety of other users and the efficiency of the transportation network on Highway 99 and the Darrell Bay ferry location; • Include measures for traffic control, public communications, incident management and response, and plan implementation; and • Identify measures to reduce the number of vehicles of Project employees commuting on Highway 99 and at the Darrell Bay ferry location. <p>The Holder must provide the traffic control management plan to EAO, MOTI, and the DOS no less than 30 days prior to the Holder's planned date to commence Construction. The Holder must implement the plan to the satisfaction of EAO.</p>	<p>Refer to TIA Report (Stantec 2023) for identified impacts.</p> <p>Refer to this TMP report for traffic control, communications, incident management and mitigations.</p>
EAC Table 22-1 Mitigation M7.2-4	The Proponent will research and prepare a Traffic Management Plan that will provide guidance on how all Project-related traffic is managed in and around Squamish during each phase of the Project. This plan will include driving routes and parking options for the project's ferry location and for material and equipment laydown areas in Squamish. The plan may include potential options for reducing the number of private vehicles commuting from Metro Vancouver along the Sea-to-Sky Highway 99 each day, including car-pooling initiatives and/or a commuter bus service from designated areas. WLNG will consult with District of Squamish in preparing and finalizing the traffic management plan.	Refer to TIA Report (Stantec 2023) and this TMP report

Condition 15 and Mitigation M7.2-4 were based on the assumption, at the time they were prepared, that the Kwtsá7tsutsin (Darrell Bay) ferry terminal would be used for the transportation of equipment and personnel to the Certified Project Area (CPA). Since then, a local proposal has emerged for an alternative site, known as the West-Barr lease area, to be used for the transportation of personnel by ferry to/from the CPA during some phases of construction. The West-Barr lease area is under review and the assumption is that Condition 15 and M7.2-4 would apply to reflect the use of the West-Barr lease area. The use of both the Kwtsá7tsutsin (Darrell Bay) ferry terminal and West-Barr lease area is covered in this TMP report.

2.0 REGULATORY FRAMEWORK

2.1 PROVINCIAL REGULATIONS

The BC Ministry of Transportation and Infrastructure (MOTI) requires that TMPs follow the guidelines contained in the MOTI Traffic Management Manual for Work on Roadways – 2020 Edition (TMM). The TMM contains a method of categorizing projects as either Project Category 1, 2, or 3 depending on the impacted road characteristics, the traffic impacts and the site-specific risks. Depending on the identified Project Category, TMP requirements are then provided in the TMM for each category. The Project has been identified as a Category 2 project (see Appendix A) irrespective of whether the Kwtsá7tsutsin (Darrell Bay) ferry terminal or the West-Barr lease area are used by the Project.

A Category 2 TMP includes up to four sub-plans:

- Traffic Control Plan
- Incident Management Plan
- Public Information Plan
- Implementation Plan

The TMP combines these sub-plans into a single document that demonstrates a full understanding of the site-specific issues and project requirements.

2.2 MUNICIPAL REGULATIONS

The District of Squamish requires that TMPs must be completed by a certified professional and in accordance with the BC MoTI Traffic Control Manual for Work on Roadways, latest edition, and Section 18 of the *Workers Compensation Board Act*. In 2015, the Traffic Control Manual for Work on Roadways was replaced by the TMM, so it is assumed that the TMM is the reference document for District of Squamish TMPs.

3.0 PROJECT SITES

Woodfibre LNG is currently proposing to use the Kwtsá7tsutsin (Darrell Bay) ferry terminal to ferry Project personnel to/from the CPA until December 2023. After December 2023, it is currently planned that an alternate area known as the West-Barr lease area will be used for this purpose. The West-Barr lease area is leased by Indigenous owned businesses, the Harmony Group, and Sko mish Valley Security Services, to provide marine transportation as an alternate to Kwtsá7tsutsin (Darrell Bay). The exact date of the transition from Kwtsá7tsutsin (Darrell Bay) to West-Barr lease area is currently not certain and could be before or after December 2023.

The TIA Report has been completed and submitted to MOTI, District of Squamish, Squamish Nation, and Tsleil-Waututh Nation. The TIA Report assessed potential impact from the use of Kwtsá7tsutsin (Darrell Bay) until December 2023, and conservatively assessed potential impact from the use of the West-Barr lease area from December 2023 through to the end of construction.

The TIA Report identified the following:

- Equipment and materials will primarily be shipped by sea between locations in the K'émk'emelá'y (Vancouver) area and the CPA.
- No equipment and material lay-down areas are proposed in the Skwxwú7mesh (Squamish) area.
- The Kwtsá7tsutsin (Darrell Bay) ferry terminal and the West-Barr lease area will be used primarily for the transportation of local daily workers by ferry to/from the CPA.
- Shift workers, staying on the floatel (worker accommodation) will be transported by ferry between the K'émk'emelá'y (Vancouver) area and the CPA.
- Traffic impacts on Skwxwú7mesh (Squamish) area roads are expected to be minimal.
- Traffic impacts at the Kwtsá7tsutsin (Darrell Bay) ferry terminal, including at the Highway 99/Kwtsá7tsutsin (Darrell Bay) Road are expected to be minimal when the terminal is in use by Woodfibre LNG.
- Parking for Project vehicles is available at Kwtsá7tsutsin (Darrell Bay) ferry terminal.
- Parking for Project vehicles will be available at the West-Barr lease area.
- Increased traffic on Mamquam River Forest Service Road (FSR) due to the FortisBC Eagle Mountain – Woodfibre Gas Pipeline Project (EGP) project and the Squamish Canyon development is expected to result in delays for westbound traffic at the Highway 99/Mamquam River FSR intersection.
- Woodfibre LNG's use of the West-Barr lease area is expected to result in delays for eastbound traffic exiting the area at the Highway 99/Mamquam River FSR intersection.

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- Woodfibre LNG's use of the West-Barr lease area is not expected to impact Highway 99 traffic at the Highway 99/Mamquam River FSR intersection.
- In the event of delays and potential safety issues for exiting eastbound Project traffic at the Highway 99/Mamquam River FSR intersection, Woodfibre LNG would stipulate that all Project-related traffic be required to turn right onto Highway 99 and travel south to perform a U turn via the Kwtsá7tsutsin (Darrell Bay) terminal or Stawamus Chief Provincial Park parking area, which have appropriate turn lanes on Highway 99, subject to approval by MOTI, District of Squamish or BC Parks depending on the preferred location.

The TIA Report concluded that TMPs will be prepared to comply with EAC Condition 15 and Mitigation M7.2-4. If Project traffic volumes change, a reassessment of the TIA will occur, and if it is determined that Project traffic will have an impact on Highway 99 or the community of Squamish, the TMP will be revised and redistributed to MOTI and the District of Squamish.

For the purposes of this TMP, separate TMPs for each marine facility have been prepared as detailed in Sections 4 and 5 of this TMP.

4.0 KWTSÁ7TSUTSIN (DARRELL BAY) TMP

The Kwtsá7tsutsin (Darrell Bay) TMP relates to the use of the Kwtsá7tsutsin (Darrell Bay) ferry terminal by Woodfibre LNG until December 2023.

4.1 PROJECT CATEGORY

In accordance with Section 3.3 of the TMM, the use of the Kwtsá7tsutsin (Darrell Bay) ferry terminal has been assessed as a Category 2 project. The assessment was based on the use of the Highway 99/Kwtsá7tsutsin (Darrell Bay) Road intersection to access the terminal. A copy of the Category Assessment has been included in Appendix A.

4.2 TMP LOCATION

The area for this TMP is focused primarily on the Highway 99/Kwtsá7tsutsin (Darrell Bay) Road intersection, which provides access to the Kwtsá7tsutsin (Darrell Bay) ferry terminal (Figure 3). The assessment area also includes the parking area at the terminal, as the Project is proposing to continue to use some of the stalls for worker parking. The parking area is public and is used by visitors of nearby tourist attractions and local recreational sites, such as Shannon Falls across Highway 99. Woodfibre LNG acknowledges that the District of Squamish and other stakeholders have identified some concerns with the Project's ongoing use of the parking lot at Kwtsá7tsutsin (Darrell Bay) and its potential impacts on the local tourism economy.



Figure 3: Kwtsá7tsutsin (Darrell Bay) TMP Area

The Highway 99/Kwtsá7tsutsin (Darrell Bay) Road intersection is a signalized, four-legged intersection operated under the jurisdiction of MOTI. For this TMP, Highway 99 is assumed to be a north-south route. In the northbound direction, Highway 99 leads to Skwxwú7mesh (Squamish) and Whistler. In the southbound direction, Highway 99 leads to Lions Bay and the Lower Mainland. West of the intersection, Kwtsá7tsutsin (Darrell Bay) Road provides access to the Klahanie Campground and the Kwtsá7tsutsin (Darrell Bay) ferry terminal, as well as to a few private residences. East of the intersection, Shannon Falls Road leads to the Shannon Falls recreation area.

The approaches to the Highway 99/Kwtsá7tsutsin (Darrell Bay) road intersection are configured as follows:

- The Highway 99 southbound approach to the intersection is comprised of two through lanes, one left turn lane, and one right turn lane. The southbound left turn movement is a protected-only movement with approximately 100 metres (m) of storage. The southbound right-turn movement is channelized and is controlled by a yield sign.
- The Highway 99 northbound approach to the intersection is comprised of two through lanes, one left turn lane, and one right turn lane. The northbound left turn movement is a protected-only movement with approximately 80 m of storage.
- The eastbound approach is comprised of a shared left-turn/through lane and a channelized right turn lane controlled by a yield sign.
- The westbound approach is comprised of a single shared left-turn/through/right-turn lane.

Signalized crosswalks are provided across the north and west legs of the intersection. No formal bike facilities are provided. Illumination is provided along Highway 99 in both directions. No direct illumination is provided along Kwtsá7tsutsin (Darrell Bay) Road and Shannon Falls Road.

The Highway 99/Kwtsá7tsutsin (Darrell Bay) Road traffic signal is vehicle actuated and operates on a single 24/7 timing plan. There are advance warning flashers located approximately 100 m from the stop lines on the northbound and southbound approaches.

Kwtsá7tsutsin (Darrell Bay) Road is a two-lane, two-way road between Highway 99 and the ferry terminal parking area. There are several parking areas on Kwtsá7tsutsin (Darrell Bay) Road as follows (from east to west):

- Private Klahanie Campground parking area;
- An informal paved area on the east side of Kwtsá7tsutsin (Darrell Bay) Road which may be used for parking; and
- The main Kwtsá7tsutsin (Darrell Bay) ferry terminal parking—based on a desktop review of existing aerial imagery there are approximately 130 formal parking stalls. It is understood that some of these stalls are used, and potentially reserved, by residents living on the island adjacent to the ferry dock. Usage of this parking lot is unknown but is expected to be underutilized as ferries do not currently operate from the terminal.

There is an at-grade road/rail crossing located on Kwtsá7tsutsin (Darrell Bay) Road approximately 280 m south of the Highway 99/Kwtsá7tsutsin (Darrell Bay) Road intersection. The crossing is operated by CN Rail and has rail crossing signs, flashing lights, and bells.

4.3 WORK ACTIVITY

The Kwtsá7tsutsin (Darrell Bay) ferry terminal will be used by Woodfibre LNG primarily for the daily transportation of Project personnel to/from the CPA. Shuttles and private vehicles may be used to transport personnel to/from the terminal. The total number of Project generated vehicle round trips accessing Kwtsá7tsutsin (Darrell Bay) ferry terminal is estimated at 116 trips/day (58 inbound in AM peak hour and 58 outbound in PM peak hour). It is expected that the Project generated traffic will arrive/depart in platoons depending on the ferry schedule.

Work activity at the Kwtsá7tsutsin (Darrell Bay) ferry terminal is planned until December 2023. The peak traffic times will be between 6:00 am and 7:00 am and 5:00 pm and 6:00 pm, seven days a week, when Project traffic will be arriving at and departing from the terminal.

The TIA Report identified that the impacts of Project-generated traffic on traffic operations at the Highway 99/Kwtsá7tsutsin (Darrell Bay) Road intersection are expected to be minimal and no traffic management measures are required.

Parking is available at Kwtsá7tsutsin (Darrell Bay) ferry terminal for use by Project traffic.

4.4 IMPLEMENTATION PLAN

Implementation of this TMP will be carried out by the following individuals:

Traffic Engineer – Ross McLaren, P.Eng from Stantec has overseen the development of the TIA Report and TMP on behalf of Woodfibre LNG and will provide updates to these documents as needed if traffic assumptions and circumstances change.

WLNG Representative – name plus role – TBD, will be provided in the final TMP

Contractor Representative – name plus role – TBD, will be provided in the final TMP

No Traffic Control Personnel are proposed to be deployed at the Kwtsá7tsutsin (Darrell Bay) ferry terminal or on the roads accessing the terminal.

4.5 TRAFFIC CONTROL PLAN

In accordance with the TMM requirements for a Category 2 TMP, a Traffic Control Plan is typically required. However, based on the TIA Report findings, a Traffic Control Plan is considered not required for the following reasons:

- No changes in traffic signal operations, signing or pavement markings are proposed at the Highway 99/Kwtsá7tsutsin (Darrell Bay) Road intersection.
- No Traffic Control Personnel are to be deployed.
- Traffic movements, parking, etc. within the Kwtsá7tsutsin (Darrell Bay) ferry terminal area will remain as per existing conditions.

In the unforeseen event that traffic signal timings at the Highway 99/Kwtsá7tsutsin (Darrell Bay) Road intersection require modifications, this will be coordinated with MOTI.

4.6 INCIDENT MANAGEMENT PLAN

This Incident Management Plan includes an emergency contact list as well as procedures, should an incident occur, or if emergency vehicles require access to and/or through the site.

Emergency/Public Services	Phone Number
Emergency – Police, Fire, Ambulance	911
Local (Squamish) RCMP (non-emergency)	(604) 892-6100
Local Fire Department (non-emergency)	(604) 898-9666
BC Ambulance (non-emergency)	(604) 892-9494
Local Hospital, Squamish General Hospital (non-emergency)	(604) 892-5211
BC Hydro- Emergency	1-888-769-3766
FortisBC Natural Gas Safety	1-800-663-9911
Telus Mobility	1-866-558-2273
Shaw	1-877-742-9249
WorkSafeBC	1-888-6221-7233
Work Safe BC- Accident Reporting	1-888-6221-7233
Work Safe BC- Help Line	604-276-3100
Provincial Emergency Program	1-800-663-3456
Squamish Emergency Program	604-815-0506
SLRD Emergency Operations Centre	(604) 356-3082
BC 1 Call- Call Before you Dig	1-800-474-6886
Fisheries and Oceans Canada Spill Reporting Line	1-800-465-4336
British Columbia Safety Authority Safety Manager (Gas)	1-866-566-7233
British Columbia Forest Fire Reporting Centre	1-800-663-5555 (or *5555)
ICBC – “Dial a Claim”	1-800-910-4222
British Columbia Oil and Gas Commission Incident Reporting	1-866-663-3456
WCB – Prevention/Reporting of serious accidents	1-604-898-9666
Emergency Management British Columbia	1-800-663-3456
Provincial Earthquake Emergency	1-800-663-3456
Dangerous Goods Spill	1-800-663-3456
Poison Control Centre	1-800-567-8911
British Columbia Forest Fire Reporting Centre	1-800-663-5555 (or *5555)
BC Wildfire	1-800-663-5555 or *5555

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Ministry of Transportation	(604) 527-2221
Ministry Representative - Michael Braun	(604) 398-5677
Road Area Manager – Geoff Abbott	(778) 572-4986
Operations Manager - Sandra Goes	(604) 398-5874
Highway Maintenance Contractor-Miller Capilano Maintenance Corporation (MCMC)	(604) 892-1010
District of Squamish	
District of Squamish Representative - name	To be provided with the Final TMP
Project Team	
WLNG Representative - name	To be provided with the Final TMP
Contractor Representative - name	To be provided with the Final TMP

Procedures for emergency incident response: Primary response and incident management will be through 911. Woodfibre LNG will support response, investigation, mitigation, and outcome implementation as per the Project’s Incident Reporting and Investigation Procedure and Emergency Response Plan. The WLNG Representative will keep the Ministry Representative, MCMC, and District of Squamish Representative informed of all incidents that affect traffic.

Woodfibre LNG and its contractors will have in place a Construction Emergency Response Plan (ERP) in alignment with Emergency Management Regulations that will be approved by the BC Energy Regulator. The ERP and associated project resources will be activated for any project related incident and will provide support to provincial response resources mobilized through 911.

Procedures for emergency vehicle to access the terminal: The Project will assist as needed to facilitate access to Kwtsá7tsutsin (Darrell Bay) ferry terminal. Access to be coordinated with the WLNG Representative and Contractor Representative.

Procedures for public notification: The WLNG Representative will notify the Ministry Representative and MCMC of any incidents that impact traffic. The Ministry Representative will then notify TMCBC who will post the notification onto DriveBC.

Traffic updates will be posted on the Woodfibre LNG website and shared through social media.

Procedures for Road Authority notification: The WLNG Representative will notify the Ministry Representative, MCMC, and the District of Squamish Representative of any incidents that impact traffic.

4.7 PUBLIC INFORMATION PLAN

This Public Information Plan details methods for communicating to the travelling public the impacts of the Project. It also outlines methods for providing work updates to the MOTI and District of Squamish.

Methods for communicating to the travelling public: One week prior to the beginning of the work, the WLNG Representative will notify the Ministry Representative, MCMC, and the District of Squamish Representative of the proposed schedule and anticipated traffic impacts. The Ministry Representative will then notify Transportation Management Centre of BC (TMCBC) who will post the notification onto DriveBC. Any changes to the proposed schedule will require advanced notice of at least 24 hours.

Traffic updates will be posted on the Woodfibre LNG website and shared through social media.

Concerns and complaints regarding traffic can be sent to Woodfibre LNG Community Feedback:

Tel: 1-888-801-7929

Email: info@wlng.ca

Inquiries are addressed within 2-3 business days.

Community Feedback is managed by a senior manager who works with subject matter experts across Woodfibre LNG as required.

Methods for providing work updates to the Road Authority: The WLNG Representative will inform the Ministry Representative, MCMC, and the District of Squamish Representative in person or over the phone at least weekly of any work updates that impact traffic.

5.0 WEST-BARR LEASE AREA TMP

The West-Barr lease area TMP relates to the use of the site by Woodfibre LNG during Project construction. The West-Barr lease area will be used once the use proposal is accepted and any upgrades needed are complete. Conservatively, the TIA Report and TMP were completed for the period December 2023 through March 2027. There are no plans to use Kwtsá7tsutsin (Darrell Bay) and the West-Barr Lease area concurrently.

5.1 PROJECT CATEGORY

In accordance with Section 3.3 of the TMM, the use of the West-Barr lease area has been assessed as a Category 2 project. The assessment was based on the use of the Highway 99/Mamquam River FSR intersection to access the area. A copy of the Category Assessment has been included in Appendix A.

5.2 TMP LOCATION

The area for this TMP is focused on the Highway 99/Mamquam River FSR intersection, which provides access to the West-Barr lease area (Figure 4).

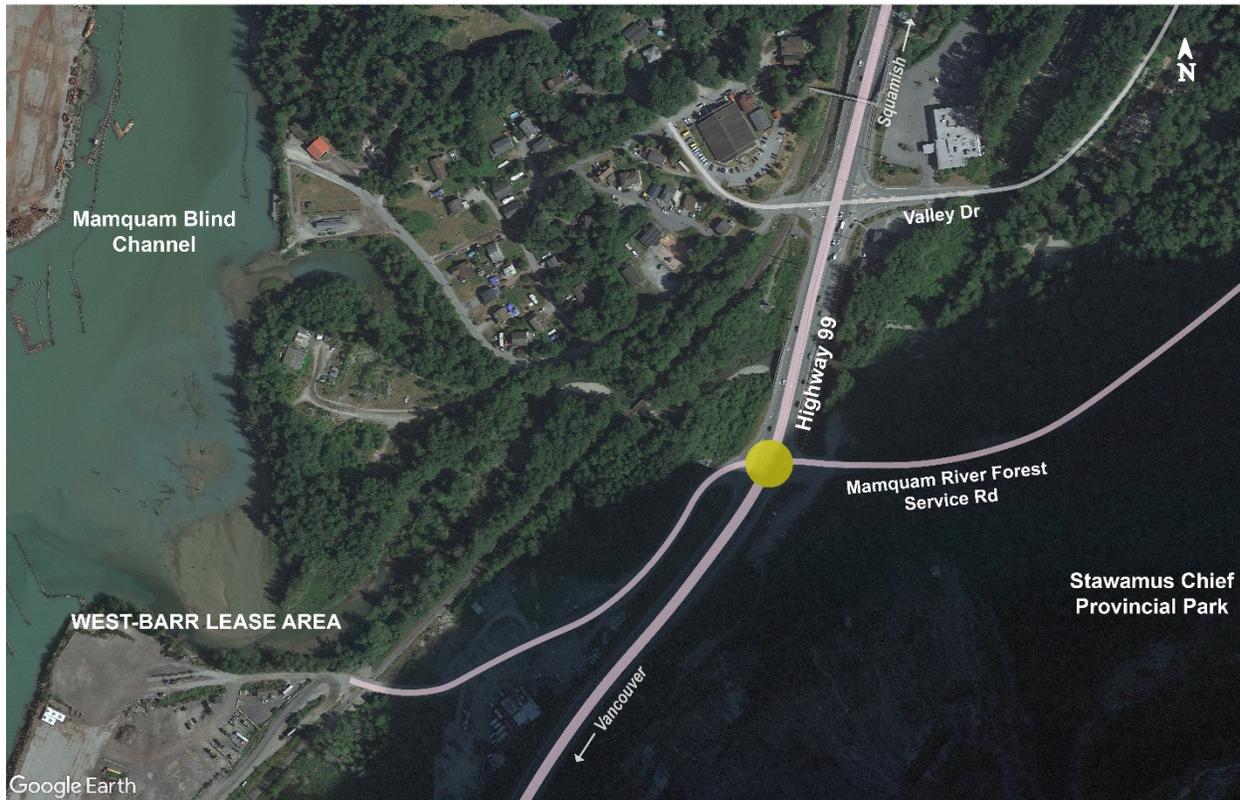


Figure 4: West-Barr TMP Area

The West-Barr lease area is a privately-owned industrial docking site located north of the Kwtsá7tsutsin (Darrell Bay) ferry terminal, west of Highway 99. Access to the West-Barr lease area is provided via an unnamed industrial road that forms the western leg of an unsignalized intersection on Highway 99. The eastern leg of the unsignalized intersection is Mamquam River FSR. The intersection is located approximately 2.4 km north of the Darrell Bay Road/Highway 99 signalized intersection and is under MOTI jurisdiction. For this report, Highway 99 is assumed to be a north-south route. In the northbound direction, Highway 99 leads to Skwxwú7mesh (Squamish) and Whistler. In the southbound direction, Highway 99 leads to Lions Bay and the Lower Mainland.

The approaches to the Highway 99/Mamquam River FSR intersection are configured as follows:

- The Highway 99 southbound approach is comprised of two through lanes, one left turn lane, and one right turn lane. The southbound left turn lane has approximately 70 m of storage. The southbound right-turn movement is channelized and is controlled by a yield sign.
- The Highway 99 northbound approach to the intersection is comprised of two through lanes, one left turn lane, and one right turn lane. The northbound left turn lane has approximately 70 m of storage. The northbound right-turn movement is channelized and is controlled by a yield sign.
- The eastbound approach on the West-Barr lease area access road is comprised of a shared left-turn/through lane controlled by a stop sign, and a channelized right turn lane controlled by a yield sign.
- The westbound approach on Mamquam River FSR is comprised of a shared left-turn/through lane controlled by a stop sign, and a channelized right turn lane controlled by a yield sign.

No pedestrian crossing facilities are provided at the Highway 99/Mamquam River FSR intersection. Short bike lane sections are provided in the northbound and southbound directions at the intersection. However, no formal bike lanes are provided north or south of the intersection and bikes in those areas would need to travel along the paved shoulder. Illumination is provided at the Highway 99/Mamquam River FSR intersection. No illumination is provided along the unnamed industrial road or on Mamquam River FSR.

The unnamed industrial road is a two-lane, two-way road that is paved at the intersection with Highway 99 and is unpaved west of the intersection. There is an at-grade road/rail crossing located on the unnamed industrial road approximately 400 m west of the intersection with Highway 99. The crossing is operated by CN Rail and is controlled by signs only (i.e., no gates). In addition to servicing the West-Barr lease area, the unnamed industrial road also provides access to TWC Transport and an industrial logging site operated by West-Barr Contracting Ltd., located south of the West-Barr lease area.

Most of the Project-related material and equipment will be transported by sea between K'emk'emeláy (Vancouver) area marine facilities and the CPA. Some smaller construction material and equipment may be transported from K'emk'emeláy (Vancouver) area to the CPA using the West-Barr lease area or other locations along Highway 99. The discussion of material and equipment lay down areas in the Skwxwú7mesh (Squamish) area as required by Mitigation M7.2-4 are therefore not discussed further in this TMP.

5.3 WORK ACTIVITY

The West-Barr lease area will be used by Woodfibre LNG primarily for the transportation of Project personnel to/from the CPA. Shuttles and private vehicles may be used to transport personnel to/from the lease area. Wastewater from the CPA and/or the floatel during the floatel period will need to be transported to a land-based facility for processing. The location of the processing facility and the means of transportation by barge and road, and the number of vehicles is currently unknown. The total number of Project generated vehicle round trips accessing the West-Barr lease area is estimated at 116 trips/day (58 inbound in AM peak hour and 58 outbound in PM peak hour). It is expected that the Project generated traffic will arrive/depart in platoons depending on the ferry schedule. Project vehicles will park within the West-Barr lease area when using the location.

Work activity at the West-Barr lease area is conservatively planned for December 2023 to March 2027. The peak traffic times will be between 6:00 am and 7:00 am and 5:00 pm and 6:00 pm, seven days a week, when Project traffic will be arriving at and departing from the terminal.

The TIA Report identified that Project-generated traffic will negatively impact eastbound traffic operations at the Highway 99/Mamquam River FSR intersection. This is compounded by increased westbound traffic volumes exiting Mamquam River FSR due to the FortisBC EGP project and the Squamish Canyon development.

In the event of delays and potential safety issues for exiting Project traffic at the Highway 99/Mamquam River FSR intersection, Woodfibre LNG would stipulate that all Project related traffic be required to turn right onto Highway 99 and travel south to perform a U turn via the Kwtsá7tsutsin (Darrell Bay) terminal or Stawamus Chief Provincial Park parking area, which have appropriate turn lanes on Highway 99, subject to approval by MOTI, District of Squamish or BC Parks depending on the preferred location.

5.4 IMPLEMENTATION PLAN

Implementation of this TMP will be carried out by the following individuals:

Traffic Engineer – Ross McLaren, P.Eng from Stantec has overseen the development of the TIA and TMP on behalf of Woodfibre LNG and will provide updates to these documents as needed if traffic assumptions and circumstances change.

WLNG Representative - name plus role – TBD, to be provided in the final TMP

Contractor Representative - name plus role – TBD, to be provided in the final TMP

West-Barr will be responsible for the management of traffic within the West-Barr lease area.

5.5 TRAFFIC CONTROL PLAN

In accordance with the TMM requirements for a Category 2 TMP, a Traffic Control Plan is typically required. However, based on the TIA findings, a Traffic Control Plan is considered not required for the following reasons:

- No changes in traffic signal operations, signing or pavement markings are proposed at the Highway 99/Mamquam River FSR intersection.
- No Traffic Control Personnel are to be deployed.
- Traffic movements, parking, etc. within the West-Barr lease will be on private property.

5.6 INCIDENT MANAGEMENT PLAN

This Incident Management Plan includes an emergency contact list as well as procedures, should an incident occur, or if emergency vehicles require access to and/or through the site.

Emergency/Public Services	Phone Number
Emergency – Police, Fire, Ambulance	911
Local (Squamish) RCMP (non-emergency)	(604) 892-6100
Local Fire Department (non-emergency)	(604) 898-9666
BC Ambulance (non-emergency)	(604) 892-9494
Local Hospital, Squamish General Hospital (non-emergency)	(604) 892-5211
BC Hydro- Emergency	1-888-769-3766
FortisBC Natural Gas Safety	1-800-663-9911
Telus Mobility	1-866-558-2273
Shaw	1-877-742-9249
WorkSafeBC	1-888-6221-7233
Work Safe BC- Accident Reporting	1-888-6221-7233
Work Safe BC- Help Line	604-276-3100
Provincial Emergency Program	1-800-663-3456
Squamish Emergency Program	604-815-0506
SLRD Emergency Operations Centre	(604) 356-3082
BC 1 Call- Call Before you Dig	1-800-474-6886
Fisheries and Oceans Canada Spill Reporting Line	1-800-465-4336
British Columbia Safety Authority Safety Manager (Gas)	1-866-566-7233
British Columbia Forest Fire Reporting Centre	1-800-663-5555 (or *5555)
ICBC – “Dial a Claim”	1-800-910-4222
British Columbia Oil and Gas Commission Incident Reporting	1-866-663-3456
WCB – Prevention/Reporting of serious accidents	1-604-898-9666
Emergency Management British Columbia	1-800-663-3456

**WOODFIBRE LNG PROJECT:
TRAFFIC MANAGEMENT PLAN
INTERNAL**

Provincial Earthquake Emergency	1-800-663-3456
Dangerous Goods Spill	1-800-663-3456
Poison Control Centre	1-800-567-8911
British Columbia Forest Fire Reporting Centre	1-800-663-5555 (or *5555)
BC Wildfire	1-800-663-5555 or *5555
Ministry of Transportation	(604) 527-2221
Ministry Representative - Michael Braun	(604) 398-5677
Road Area Manager – Geoff Abbott	(778) 572-4986
Operations Manager - Sandra Goes	(604) 398-5874
Highway Maintenance Contractor- MCMC	(604) 892-1010
District of Squamish	
District of Squamish Representative - name	To be provided with the Final TMP
Project Team	
WLNG Representative - name	To be provided with the Final TMP
Contractor Representative - name	To be provided with the Final TMP

Procedures for emergency incident response: Primary response and incident management will be through 911. Woodfibre LNG will support response, investigation, mitigation, and outcome implementation as per the Project’s Incident Reporting and Investigation Procedure and Emergency Response Plan. The WLNG Representative will keep the Ministry Representative, MCMC, and District of Squamish Representative informed of all incidents that affect traffic.

Woodfibre LNG and its contractors will have in place a Construction Emergency Response Plan (ERP) in alignment with Emergency Management Regulations that will be approved by the BC Energy Regulator. The ERP and associated project resources will be activated for any project related incident and will provide support to provincial response resources mobilized through 911.

Procedures for emergency vehicle to access the terminal: The Project will assist as needed to facilitate access to West-Barr lease area. Access to be coordinated with the WLNG Representative and Contractor Representative.

Procedures for public notification: The WLNG Representative will notify the Ministry Representative and MCMC of any incidents that impact traffic. The Ministry Representative will then notify TMCBC who will post the notification onto DriveBC.

Traffic updates will be posted on the Woodfibre LNG website and shared through social media.

Procedures for Road Authority notification: The WLNG Representative will notify the Ministry Representative, MCMC, and the District of Squamish Representative of any incidents that impact traffic.

5.7 PUBLIC INFORMATION PLAN

This Public Information Plan details methods for communicating to the travelling public the impacts of the Project. It also outlines methods for providing work updates to the MOTI and District of Squamish.

Methods for communicating to the travelling public: One week prior to the beginning of the work, the WLNG Representative will notify the Ministry Representative, MCMC, and the District of Squamish Representative of the proposed schedule and anticipated traffic impacts. The Ministry Representative will then notify TMCBC who will post the notification onto DriveBC. Any changes to the proposed schedule will require advanced notice of at least 24 hours.

Traffic updates will be posted on the Woodfibre LNG website and shared through social media.

Concerns and complaints regarding traffic can be sent to Woodfibre LNG Community Feedback:

Tel: 1-888-801-7929

Email: info@wlng.ca

Inquiries are addressed within 2-3 business days.

Community Feedback is managed by a senior manager who works with subject matter experts across Woodfibre LNG as required.

Methods for providing work updates to the Road Authority: The WLNG Representative will inform the Ministry Representative, MCMC, and the District of Squamish Representative in person or over the phone at least weekly of any work updates that impact traffic.

6.0 REFERENCES

6.1 LITERATURE CITED

Stantec Report Titled “TRAFFIC IMPACT ASSESSMENT - Woodfibre LNG Project” dated October 27, 2023.

BC MOTI “Traffic Management Manual for Work on Roadways” – 2020 Edition.

APPENDIX A TMP CATEGORY ASSESSMENTS

Project Category Assessment (Use of Darrell Bay)

Initial Project Category Assessment

No	Traffic Consideration	Value		Point value	Score
1	Posted or Statutory Regular posted speed limit of the roadway	≤ 50 km/hr	<input type="checkbox"/>	1	4
		60 - 70 km/hr.	<input type="checkbox"/>	3	
		≥ 80 km/hr	<input checked="" type="checkbox"/>	4	
2	Traffic Volume traffic volume (both directions) in peak hours	< 1,000 vehicles/hr	<input type="checkbox"/>	1	3
		1,000 to 3,000 vehicles/hr	<input checked="" type="checkbox"/>	3	
		> 3,000 vehicles/hr	<input type="checkbox"/>	4	
3	Lanes (Number of lanes in both directions (including auxiliary lanes)	2 lanes	<input type="checkbox"/>	0	3
		3 lanes	<input type="checkbox"/>	2	
		4 lanes or more	<input checked="" type="checkbox"/>	3	
4	Encroachment (Location of work)	Off roadway	<input checked="" type="checkbox"/>	0	0
		Shoulder work/partial lane closure	<input type="checkbox"/>	3	
		Full lane closure, ramp closure, or intersection closure	<input type="checkbox"/>	4	
5	Detours	No detour during construction	<input checked="" type="checkbox"/>	0	0
		Detour traffic on temporary roadway during construction next to work zone.	<input type="checkbox"/>	3	
		Detour route during construction takes traffic off regular route away from work zone; requires detour signing	<input type="checkbox"/>	4	
6	Duration of Work	Short-duration work (no more than one day-time shift).	<input type="checkbox"/>	1	4
		Long-duration work (less than 2 weeks)	<input type="checkbox"/>	2	
		long-duration work (2 or more weeks)	<input checked="" type="checkbox"/>	4	

No	Traffic Consideration	Value		Point value	Score
7	Allowable Delays (delay time plus time to travel through work zone in minutes)	< 20 minutes	<input type="checkbox"/>	1	4
		≥ 20 minutes	<input type="checkbox"/>	3	
		No allowable delay	<input checked="" type="checkbox"/>	4	
8	Time of Day (Time of day that work will occur)	Daytime only work	<input checked="" type="checkbox"/>	1	1
		Active day-time work, with traffic control devices in place at night	<input type="checkbox"/>	3	
		Active night-time work	<input type="checkbox"/>	4	
9	Vertical Alignment	Flat terrain	<input checked="" type="checkbox"/>	0	0
		Rolling terrain	<input type="checkbox"/>	1	
		Mountainous terrain	<input type="checkbox"/>	2	
10	Horizontal Alignment	Tangent	<input checked="" type="checkbox"/>	0	0
		horizontal curves, no curve advisory speeds	<input type="checkbox"/>	1	
		Horizontal curves, with curve advisory speeds	<input type="checkbox"/>	2	
11	Intersections	No intersections or stop-controlled intersection(s)	<input type="checkbox"/>	0	4
		Signalized intersection(s) with no left or right turn phases, or single lane roundabout	<input type="checkbox"/>	2	
		Signalized intersection(s) with left or right turn phase(s), or multi-lane roundabout	<input checked="" type="checkbox"/>	4	
		Interchange(s)	<input type="checkbox"/>	5	

No	Traffic Consideration	Value		Point value	Score
12	Runaway Lanes	No runaway lanes	<input checked="" type="checkbox"/>	0	0
		Runaway lanes in or near the work zone; they will not be blocked at any time during course of work	<input type="checkbox"/>	1	
		Runaway lanes in or near work zone they may be blocked by work or queues during the course of work	<input type="checkbox"/>	4	
13	Pedestrians and Cyclists	No pedestrians or cyclists	<input type="checkbox"/>	0	2
		Possible pedestrians and cyclists	<input checked="" type="checkbox"/>	2	
		Designated cycle route, sidewalk or multi-use pathway	<input type="checkbox"/>	3	
14	HOV or Bus Lane	No HOV or bus lane	<input checked="" type="checkbox"/>	0	0
		HOV or bus lane	<input type="checkbox"/>	4	
15	Counter-Flow Lane	No counter-flow lane	<input checked="" type="checkbox"/>	0	0
		Counter-flow lane	<input type="checkbox"/>	4	
16	Total Score				25
17	Category1	<16			
	Category2	16 to 25			
	Category3	>25			
18	Initial Project Category	Category 2			

Project Category Assessment (Use of Site B)

Project Risk Analysis

No	Traffic Consideration	Value	Definition	Point value		Score
1	Falling object	Low	Potential of falling object through course of work (i.e., overhead works, slung loads, or equipment boom/bucket work)	<input checked="" type="checkbox"/>	1	1
		Medium	Working within a known avalanche or rock fall area; no recent evidence of activity	<input type="checkbox"/>	2	
		High	Recent evidence of rock or material entering work site or overhead work that may impact travelling public or worker safety (i.e., overhead structures) Vehicle queues may back into a rock fall or avalanche area	<input type="checkbox"/>	3	
2	Nature of work activity	Low	Work activity is not expected to create a significant hazard	<input checked="" type="checkbox"/>	1	1
		Medium	Work activity will create excessive dirt, dust, or gravel on the road surface, and will thereby create a potential hazard	<input type="checkbox"/>	2	
		High	Work activity such as blasting, scaling, or excavation < 2 meters from active travelling lanes will create a potential hazard	<input type="checkbox"/>	3	
3	Removal of safety devices	Low	Work activity is not expected to create a significant hazard	<input checked="" type="checkbox"/>	1	1
		Medium	Removal of safety devices such as pavement markings, signage, traffic signal, or reflectors	<input type="checkbox"/>	2	
		High	Removal of containment devices, such as barrier, guard rail, crash attenuators, fencing, etc	<input type="checkbox"/>	3	

No	Traffic Consideration	Value	Definition	Point value		Score
4	Equipment movement through work zone	Low	Minimal conflict with traffic (e.g., work commencing off travelled roadway)	<input checked="" type="checkbox"/>	1	1
		Medium	Conflict with normal traffic flow; no queuing or traffic stoppages	<input type="checkbox"/>	2	
		High	Conflicts with normal traffic may create queuing and require traffic stoppages. Difficult for equipment to enter and exit site	<input type="checkbox"/>	3	
5	Roadway surface condition during construction	Low	Roadway surface is maintained	<input checked="" type="checkbox"/>	1	1
		Medium	Roadway surface, such as milling and grinding (consistent surface), creates a hazard for road users	<input type="checkbox"/>	2	
		High	Roadway surface is inconsistent, with multiple changes or work tasks (manholes, culvert installation, etc.)	<input type="checkbox"/>	3	
6	Storage of equipment and material	Low	Stored outside the shoulder	<input checked="" type="checkbox"/>	1	1
		Medium	Stored on the shoulder but outside travelled roadway	<input type="checkbox"/>	2	
		High	Stored on shoulder but encroaching on travelled roadway	<input type="checkbox"/>	3	
7	Load restrictions as a result of construction	Low	No load restrictions	<input checked="" type="checkbox"/>	1	1
		Medium	Narrow lanes restrict wide loads	<input type="checkbox"/>	2	
		High	Overweight/overheight vehicles restricted (may result in structural damage)	<input type="checkbox"/>	3	
8	Lane widths	Low	Maintain existing lane widths	<input checked="" type="checkbox"/>	1	1
		Medium	n/a	<input type="checkbox"/>	n/a	
		High	Lane width not maintained throughout work zone, or Single Lane alternating traffic	<input type="checkbox"/>	3	

No	Traffic Consideration	Value	Definition	Point value		Score
9	Work zone or queues block access (active or inactive site)	Low	None	<input checked="" type="checkbox"/>	1	1
		Medium	Side street or business access	<input type="checkbox"/>	2	
		High	Major public facility and/or major secondary roadway	<input type="checkbox"/>	3	
10	Transit access	Low	No transit or school bus stops	<input checked="" type="checkbox"/>	1	1
		Medium	Community shuttle or school bus stops	<input type="checkbox"/>	2	
		High	Express transit or major bus route	<input type="checkbox"/>	3	
11	Impacts of special events	Low	No known event	<input checked="" type="checkbox"/>	1	1
		Medium	Moderate public event with attendance under 5,000	<input type="checkbox"/>	2	
		High	Major public event with attendance over 5,000 or moderate public event (under 5,000) with no alternative access or route	<input type="checkbox"/>	3	
12	Overlapping work	Low	No overlapping work	<input checked="" type="checkbox"/>	1	1
		Medium	Another work site within 3 km; traffic control for the projects could impact one another	<input type="checkbox"/>	2	
		High	Work sites adjacent or overlapping	<input type="checkbox"/>	3	
13	Emergency facility (i.e., hospital, police, ambulance, and fire stations)	Low	No emergency facility near work site	<input checked="" type="checkbox"/>	1	1
		Medium	24-hour manned emergency facility	<input type="checkbox"/>	2	
		High	Volunteer-staffed emergency facility; consider responder access through work zone to the facility, and emergency response from facility through the work zone	<input type="checkbox"/>	3	
14	Total Score	13				

No	Traffic Consideration	Value	Definition	Point value	Score
15	Low Risk			<23	
	Medium Risk			23 to 28	
	High Risk			>28	
16	Project Risk	Low Risk			

Final Project Category Determination

Table 3.3: Final Project Category Determination

		Initial Project Category Assessment		
		1	2	3
Project Risk	Low	Category 1	Category 2	Category 3
	Medium	Category 1	Category 2	Category 3
	High	Category 2	Category 3	Category 3

Initial Project Category Assessment: **Category 2**

Project Risk Analysis: **Low Risk**

Based on Table 3 - 3, this project is categorized as [Category 2](#).

Project Category Assessment (West Barr)

Initial Project Category Assessment

No	Traffic Consideration	Value		Point value	Score
1	Posted or Statutory Regular posted speed limit of the roadway	≤ 50 km/hr	<input type="checkbox"/>	1	4
		60 - 70 km/hr.	<input type="checkbox"/>	3	
		≥ 80 km/hr	<input checked="" type="checkbox"/>	4	
2	Traffic Volume traffic volume (both directions) in peak hours	< 1,000 vehicles/hr	<input type="checkbox"/>	1	3
		1,000 to 3,000 vehicles/hr	<input checked="" type="checkbox"/>	3	
		> 3,000 vehicles/hr	<input type="checkbox"/>	4	
3	Lanes (Number of lanes in both directions (including auxiliary lanes)	2 lanes	<input type="checkbox"/>	0	3
		3 lanes	<input type="checkbox"/>	2	
		4 lanes or more	<input checked="" type="checkbox"/>	3	
4	Encroachment (Location of work)	Off roadway	<input checked="" type="checkbox"/>	0	0
		Shoulder work/partial lane closure	<input type="checkbox"/>	3	
		Full lane closure, ramp closure, or intersection closure	<input type="checkbox"/>	4	
5	Detours	No detour during construction	<input checked="" type="checkbox"/>	0	0
		Detour traffic on temporary roadway during construction next to work zone.	<input type="checkbox"/>	3	
		Detour route during construction takes traffic off regular route away from work zone; requires detour signing	<input type="checkbox"/>	4	
6	Duration of Work	Short-duration work (no more than one day-time shift).	<input type="checkbox"/>	1	4
		Long-duration work (less than 2 weeks)	<input type="checkbox"/>	2	
		long-duration work (2 or more weeks)	<input checked="" type="checkbox"/>	4	

No	Traffic Consideration	Value		Point value	Score
7	Allowable Delays (delay time plus time to travel through work zone in minutes)	< 20 minutes	<input type="checkbox"/>	1	4
		≥ 20 minutes	<input type="checkbox"/>	3	
		No allowable delay	<input checked="" type="checkbox"/>	4	
8	Time of Day (Time of day that work will occur)	Daytime only work	<input checked="" type="checkbox"/>	1	1
		Active day-time work, with traffic control devices in place at night	<input type="checkbox"/>	3	
		Active night-time work	<input type="checkbox"/>	4	
9	Vertical Alignment	Flat terrain	<input checked="" type="checkbox"/>	0	0
		Rolling terrain	<input type="checkbox"/>	1	
		Mountainous terrain	<input type="checkbox"/>	2	
10	Horizontal Alignment	Tangent	<input type="checkbox"/>	0	1
		horizontal curves, no curve advisory speeds	<input checked="" type="checkbox"/>	1	
		Horizontal curves, with curve advisory speeds	<input type="checkbox"/>	2	
11	Intersections	No intersections or stop-controlled intersection(s)	<input checked="" type="checkbox"/>	0	0
		Signalized intersection(s) with no left or right turn phases, or single lane roundabout	<input type="checkbox"/>	2	
		Signalized intersection(s) with left or right turn phase(s), or multi-lane roundabout	<input type="checkbox"/>	4	
		Interchange(s)	<input type="checkbox"/>	5	

No	Traffic Consideration	Value		Point value	Score
12	Runaway Lanes	No runaway lanes	<input checked="" type="checkbox"/>	0	0
		Runaway lanes in or near the work zone; they will not be blocked at any time during course of work	<input type="checkbox"/>	1	
		Runaway lanes in or near work zone they may be blocked by work or queues during the course of work	<input type="checkbox"/>	4	
13	Pedestrians and Cyclists	No pedestrians or cyclists	<input type="checkbox"/>	0	2
		Possible pedestrians and cyclists	<input checked="" type="checkbox"/>	2	
		Designated cycle route, sidewalk or multi-use pathway	<input type="checkbox"/>	3	
14	HOV or Bus Lane	No HOV or bus lane	<input checked="" type="checkbox"/>	0	0
		HOV or bus lane	<input type="checkbox"/>	4	
15	Counter-Flow Lane	No counter-flow lane	<input checked="" type="checkbox"/>	0	0
		Counter-flow lane	<input type="checkbox"/>	4	
16	Total Score				22
17	Category1	<16			
	Category2	16 to 25			
	Category3	>25			
18	Initial Project Category	Category 2			

Project Category Assessment (Use of Site B)

Project Risk Analysis

No	Traffic Consideration	Value	Definition	Point value		Score
1	Falling object	Low	Potential of falling object through course of work (i.e., overhead works, slung loads, or equipment boom/bucket work)	<input checked="" type="checkbox"/>	1	1
		Medium	Working within a known avalanche or rock fall area; no recent evidence of activity	<input type="checkbox"/>	2	
		High	Recent evidence of rock or material entering work site or overhead work that may impact travelling public or worker safety (i.e., overhead structures) Vehicle queues may back into a rock fall or avalanche area	<input type="checkbox"/>	3	
2	Nature of work activity	Low	Work activity is not expected to create a significant hazard	<input checked="" type="checkbox"/>	1	1
		Medium	Work activity will create excessive dirt, dust, or gravel on the road surface, and will thereby create a potential hazard	<input type="checkbox"/>	2	
		High	Work activity such as blasting, scaling, or excavation < 2 meters from active travelling lanes will create a potential hazard	<input type="checkbox"/>	3	
3	Removal of safety devices	Low	Work activity is not expected to create a significant hazard	<input checked="" type="checkbox"/>	1	1
		Medium	Removal of safety devices such as pavement markings, signage, traffic signal, or reflectors	<input type="checkbox"/>	2	
		High	Removal of containment devices, such as barrier, guard rail, crash attenuators, fencing, etc	<input type="checkbox"/>	3	

No	Traffic Consideration	Value	Definition	Point value		Score
4	Equipment movement through work zone	Low	Minimal conflict with traffic (e.g., work commencing off travelled roadway)	<input checked="" type="checkbox"/>	1	1
		Medium	Conflict with normal traffic flow; no queuing or traffic stoppages	<input type="checkbox"/>	2	
		High	Conflicts with normal traffic may create queuing and require traffic stoppages. Difficult for equipment to enter and exit site	<input type="checkbox"/>	3	
5	Roadway surface condition during construction	Low	Roadway surface is maintained	<input checked="" type="checkbox"/>	1	1
		Medium	Roadway surface, such as milling and grinding (consistent surface), creates a hazard for road users	<input type="checkbox"/>	2	
		High	Roadway surface is inconsistent, with multiple changes or work tasks (manholes, culvert installation, etc.)	<input type="checkbox"/>	3	
6	Storage of equipment and material	Low	Stored outside the shoulder	<input checked="" type="checkbox"/>	1	1
		Medium	Stored on the shoulder but outside travelled roadway	<input type="checkbox"/>	2	
		High	Stored on shoulder but encroaching on travelled roadway	<input type="checkbox"/>	3	
7	Load restrictions as a result of construction	Low	No load restrictions	<input checked="" type="checkbox"/>	1	1
		Medium	Narrow lanes restrict wide loads	<input type="checkbox"/>	2	
		High	Overweight/overheight vehicles restricted (may result in structural damage)	<input type="checkbox"/>	3	
8	Lane widths	Low	Maintain existing lane widths	<input checked="" type="checkbox"/>	1	1
		Medium	n/a	<input type="checkbox"/>	n/a	
		High	Lane width not maintained throughout work zone, or Single lane alternating traffic	<input type="checkbox"/>	3	

No	Traffic Consideration	Value	Definition	Point value		Score
9	Work zone or queues block access (active or inactive site)	Low	None	<input checked="" type="checkbox"/>	1	1
		Medium	Side street or business access	<input type="checkbox"/>	2	
		High	Major public facility and/or major secondary roadway	<input type="checkbox"/>	3	
10	Transit access	Low	No transit or school bus stops	<input checked="" type="checkbox"/>	1	1
		Medium	Community shuttle or school bus stops	<input type="checkbox"/>	2	
		High	Express transit or major bus route	<input type="checkbox"/>	3	
11	Impacts of special events	Low	No known event	<input checked="" type="checkbox"/>	1	1
		Medium	Moderate public event with attendance under 5,000	<input type="checkbox"/>	2	
		High	Major public event with attendance over 5,000 or moderate public event (under 5,000) with no alternative access or route	<input type="checkbox"/>	3	
12	Overlapping work	Low	No overlapping work	<input checked="" type="checkbox"/>	1	1
		Medium	Another work site within 3 km; traffic control for the projects could impact one another	<input type="checkbox"/>	2	
		High	Work sites adjacent or overlapping	<input type="checkbox"/>	3	
13	Emergency facility (i.e., hospital, police, ambulance, and fire stations)	Low	No emergency facility near work site	<input checked="" type="checkbox"/>	1	1
		Medium	24-hour manned emergency facility	<input type="checkbox"/>	2	
		High	Volunteer-staffed emergency facility; consider responder access through work zone to the facility, and emergency response from facility through the work zone	<input type="checkbox"/>	3	
14	Total Score	13				

No	Traffic Consideration	Value	Definition	Point value	Score
15	Low Risk			<23	
	Medium Risk			23 to 28	
	High Risk			>28	
16	Project Risk	Low Risk			

Final Project Category Determination

Table 3.3: Final Project Category Determination

		Initial Project Category Assessment		
		1	2	3
Project Risk	Low	Category 1	Category 2	Category 3
	Medium	Category 1	Category 2	Category 3
	High	Category 2	Category 3	Category 3

Initial Project Category Assessment: **Category 2**

Project Risk Analysis: **Low Risk**

Based on Table 3 - 3, this project is categorized as [Category 2](#).