

File No.: 04-1000-20-2023-268

August 2, 2023

s.22(1)

Dear ^{s.22(1)}

Re: Request for Access to Records under the Freedom of Information and Protection of Privacy Act (the "Act")

I am responding to your request of May 3, 2023 under the *Freedom of Information and Protection of Privacy Act* for:

Records (excluding those provided for FOI 2022-605) relating to the construction work and conditions of the road on W King Edward Avenue between MacDonald Street and Blenheim Street, and on the west side of Blenheim Street to Translink Stop # 51590, specifically:

- 1. Accidents on this route;
- 2. Contractors working on this site;
- 3. Witnesses to a bike accident on July 26, 2022 at approximately 1:45 pm;
- 4. Large pothole and various repairs, and reasons for the ultimate paving over the whole top of the construction zone;
- 5. Design of construction zone, including risk assessments regarding traffic, merging bikes with buses and all traffic, the state of the road, and why there was a construction sign after the bus stop;
- 6. General policy regarding construction zone design;
- 7. Paving of a bike lane for the other side of the construction zone, specifically why only one side had a paved bike lane; and
- 8. Whether there were any parking restrictions along King Edward Avenue between MacDonald and Blenheim Street on July 26, 2022.

Date range: January 1, 2022 to September 1, 2022 (to May 2, 2023 for point one).

All responsive records are attached. Some information in the records has been severed (blacked out) under s.22(1) of the Act. You can read or download this section here: http://www.bclaws.ca/EPLibraries/bclaws_new/document/ID/freeside/96165_00.

Please note, in regards to points one and three of your request, the Streets Division Branch confirmed that there are no records.

With regards to point four of your request, Engineering Services has noted that the following publicly available records are responsive:

 "City of Vancouver Construction Specifications," Section 32 15 01S (page 113 of 238) – https://vancouver.ca/files/cov/engineering-construction-specifications.PDF; "Standard Detail Drawing G5.5" (page 13 of 24) – https://vancouver.ca/files/cov/standard-detail-drawings-general-details.pdf.

Further to the "City of Vancouver Construction Specifications" document, Engineering Services has highlighted that subsection 3.9.5 of section 32 15 01S requires entire slab removal and reinstatement when less than ½ of the slab remains after trench excavation.

Under section 52 of the Act, and within 30 business days of receipt of this letter, you may ask the Information & Privacy Commissioner to review any matter related to the City's response to your FOI request by writing to: Office of the Information & Privacy Commissioner, info@oipc.bc.ca or by phoning 250-387-5629.

If you request a review, please provide the Commissioner's office with: 1) the request number (#04-1000-20-2023-268); 2) a copy of this letter; 3) a copy of your original request; and 4) detailed reasons why you are seeking the review.

Yours truly,

[Signed by Cobi Falconer]

Cobi Falconer, MAS, MLIS, CIPP/C Director, Access to Information & Privacy <u>cobi.falconer@vancouver.ca</u> 453 W. 12th Avenue Vancouver BC V5Y 1V4

If you have any questions, please email us at <u>foi@vancouver.ca</u> and we will respond to you as soon as possible. Alternatively, you can call the FOI Case Manager at 604-871-6584.

Encl. (Response package)

:pm

TRAFFIC MANAGEMENT PLAN -FINAL Rev.0

City of Vancouver West King Edward Upgrade

June 30, 2022

R.F. BINNIE & ASSOCIATES LTD. 300 - 4940 Canada Way, Burnaby, BCV5G 4K6 Main: 604-420-1721





Prepared by:

Matthew Woo, P.Eng., M.Sc.



Reviewed by:

Kelly Bullivant, P.Eng.

Approved by:

Ava Li, P.Eng.



PROJECT TEAM MEMBER LIST

Project Manager:

Technical Staff:

Ava Li, P.Eng.

Kelly Bullivant, P.Eng.

Matthew Woo, P.Eng., M.Sc.

Aaron MacLeod, EIT

Sophia Kim, EIT

Daniel Solodkin, AScT



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1 INTRODUCTION

R.F. Binnie & Associates Ltd. (Binnie) has been retained by the City of Vancouver (the City) to provide traffic engineering services in the form of preparing the traffic management plan (TMP) for the West King Edward Upgrade (the Project). The Project spans between Dunbar Street and Arbutus Street along West King Edward Avenue. The Project will involve sewer main upgrades, water main upgrades, green infrastructure implementation, bus stop improvements, and roadway restoration and paving. Construction will be carried out by City crews.

The purpose of this TMP is to outline the traffic-related procedures and requirements for the proposed infrastructure construction. **Any major field adjustments to the plan shall be made by, or under the direction of a Professional Engineer licensed in the Province of British Columbia**. The TMP shall be implemented in accordance with the following guidelines and standards, in which the traffic management strategies outlined in this document were based on:

- Traffic Management Manual for Work on Roadways (Victoria: British Columbia Ministry of Transportation and Infrastructure (BC MOTI), 2020)
- Manual of Standard Traffic Signs and Pavement Markings (Victoria: BC MOTI, 2000)
- 2020 Standard Specifications for Highway Construction: Section 194 (Victoria: BC MOTI, 2020)
- Manual of Uniform Traffic Control Devices of Canada (MUTCDC), 6th ed. (Ottawa: Transportation Association of Canada (TAC), 2021)
- Geometric Design Guide for Canadian Roads (Ottawa: TAC, 2017)
- BC Supplement to TAC Geometric Design Guide, 3rd ed. (Victoria: BC MOTI, 2019)
- Sign Code Inventory (Vancouver: City of Vancouver, 2020)

This TMP is formulated as per the Category 3 guidelines in the *Traffic Management Manual for Work on Roadways*. The objectives of this TMP are to minimize the site-specific risks that were identified for this project, and to ensure safe and efficient traffic flows through and around the work zone for all road users.

This TMP has been prepared based on the proposed work zone and concept drawings received from the City. See **Appendix A** for the Project construction sequencing and schedule (to be provided by the City).



2 PROJECT OVERVIEW

The Project is an integrated project that includes different scopes of work. The largest scope of the Project will include sewer main upgrades on both sides of the center grass median between Dunbar Street and Quesnel Drive. It is expected that rerouting of traffic from the south side of the median to the north side (and vice versa) will be required.

The second most impactful scope of the Project will be the re-design of the Arbutus Street and West King Edward Avenue intersection. This work will mostly deal with traffic signal upgrades along with curb re-alignment and subsequent concrete works, and will require multiple phases with lane closures to complete.

Less impactful works for the Project will include replacement of a water main on the north side of the median in the curb lane, green infrastructure implementation, bus stop improvements, and roadway restoration and paving for all sections impacted by the utility upgrades. In addition, traffic signals that require signal timing modifications during construction will be completed by the City.

2.1 Project Schedule

The proposed construction schedule is expected to commence in July 2022 and conclude in May 2024.

2.2 Project Area

The Project area for the Project is shown in Figure 2-1.

2.2.1 West King Edward Avenue

Within the project area, West King Edward Avenue runs in the east-west direction. It has one travel lane and one on-street parking lane in each direction, sidewalks on each side, and a posted speed limit of 50 km/h. The roadway is divided by a 15 m wide grass median strip. Painted bicycle lanes are provided in each direction from Quesnel Drive to Angus Drive. On-street parking is widely available on both sides of West King Avenue in the curb lane, but it is restricted near bus stops and Lord Kitchener Elementary School.

2.2.2 Arbutus Street

Within the project area, Arbutus Street runs in the north-south direction and crosses West King Edward Avenue at a signalized intersection. It has two lanes in each direction and a posted speed limit of 50 km/h. North of West King Edward Avenue, there are stopping restrictions on the east side of the roadway from 7:00 AM to 6:00 PM on Monday to Saturday, and on the west side of the roadway from 3:00 PM to 6:00 PM on Monday to Friday. South of West King Edward Avenue, there are stopping restrictions on the east side of the roadway from 7:00 AM to 6:00 PM on Monday to Friday, and on the west side of the roadway at all times. Sidewalks are provided on both sides of the roadway south of West King Edward Avenue, and on the west side of the roadway north of West King Edward Avenue. A multi-use path, the Arbutus Greenway, is provided east of the roadway. Pedestrian crosswalks with pushbuttons are available on all approaches at the intersection of the West King Edward Avenue and Arbutus Street, including a bicycle crossing on the westbound approach.



CITY OF VANCOUVER



Figure 2-1: Project Location (Source: City of Vancouver)

2.2.3 Valley Drive

Within the project area, Valley Drive is considered to run in the north-south direction and crosses West King Edward Avenue at a pedestrian-activated signalized intersection. The roadway supports two-way traffic and has a posted speed limit of 30 km/h. Sidewalks are provided on both sides of the roadway north of West King Edward Avenue, and on the west side of the roadway south of West King Edward Avenue, Pedestrian crosswalks with pushbuttons are available on the westbound and eastbound approaches of the West King Edward Avenue and Valley Drive intersection. In addition, green paint treatment is provided at the median strip for cyclists crossing West King Edward Avenue. On-street parking is available on each side of the roadway.

2.2.4 Trafalgar Street

Within the project area, Trafalgar Street runs in the north-south direction and crosses West King Edward Avenue at an unsignalized intersection. The roadway supports two-way traffic and has an assumed speed limit of 50 km/h. Sidewalks are provided on the west side of the roadway, and a zebra-striped crosswalk is provided on the west leg of the West King Edward Avenue and Trafalgar Street intersection. Street parking is available on each side of the roadway.



2.2.5 Puget Drive / Macdonald Street

Within the project area, Puget Drive / Macdonald Street runs in the north-south direction and crosses West King Edward Avenue at a signalized intersection. It generally has one lane in each direction and a posted speed limit of 50 km/h. Sidewalks are provided on both sides of the roadway and pedestrian crosswalks with pushbuttons are available on all approaches of the West King Edward Avenue intersection. On-street parking is generally available on both sides of the roadway.

2.2.6 Quesnel Drive

Within the project area, Quesnel Drive runs in the north-south direction and crosses West King Edward Avenue at a signalized intersection. South of West King Edward Avenue, it has one lane in each direction, sidewalks and on-street parking on each side, and an assumed speed limit of 50 km/h. North of West King Edward Avenue, the roadway supports two-way traffic, has sidewalks and on-street parking on each side, and direction, a pedestrian crosswalk with pushbutton is provided on the west leg of the West King Edward Avenue and Quesnel Drive intersection.

2.2.7 Balaclava Street

Within the project area, Balaclava Street runs in the north-south direction and crosses West King Edward Avenue at an unsignalized intersection. The roadway supports two-way traffic and has a posted speed limit of 30 km/h. Sidewalks and on-street parking are provided on both sides of the roadway. Green paint treatment is provided at the median strip for cyclists crossing West King Edward Avenue.

2.2.8 Blenheim Street

Within the project area, Blenheim Street runs in the north-south direction and crosses West King Edward Avenue at a signalized intersection. It has one lane in each direction, an assumed speed limit of 50 km/h south of West King Edward Avenue, and is within a School Zone north of West King Edward Avenue, where the speed limit is restricted to 30 km/h from 8:00 AM to 5:00 PM on school days. Sidewalks are provided on both sides of the roadway with pedestrian crosswalks with pushbuttons available on all approaches of the West King Edward Avenue and Blenheim Street Intersection. On-street parking is generally available on each side of the roadway.

2.2.9 Collingwood Street

Within the project area, Collingwood Street runs in the north-south direction and crosses West King Edward Avenue at a unsignalized intersection. The roadway supports two-way traffic, has an assumed speed limit of 50 km/h south of West King Edward Avenue, and is within a School Zone north of West King Edward Avenue, where the speed limit is restricted to 30 km/h from 8:00 AM to 5:00 PM on school days. Sidewalks are provided on both sides of the roadway, with a zebra-striped crosswalk on the east leg of the West King Edward Avenue and Collingwood Street intersection. On-street parking is generally available on both sides of the roadway but is restricted to three minutes from 8:00 AM to 5:00 PM on school days on the east side of the roadway between West 24th Avenue and West King Edward Avenue. In addition, temporary concrete barriers are provided at the median strip on West King Edward Avenue to restrict the southbound through movement on Collingwood Street.



2.2.10 Dunbar Street

Within the project area, Dunbar Street runs in the north-south direction and crosses west King Edward Avenue at a signalized intersection. It has one travel lane and one curb lane for on-street parking in each direction, sidewalks on each side, and a posted speed limit of 50 km/h. On-street parking is widely available but is restricted near bus stops. In addition, pedestrian crosswalks with pushbuttons are available at all approaches of the West King Edward Avenue and Dunbar Street intersection.

2.2.11 Other Minor Cross Streets

There are several minor local roads that intersect with West King Edward Avenue within the project area that were not mentioned above. They generally intersect with West King Edward Avenue at a three-legged intersection and do not provide pedestrian or cyclist facilities to cross West King Edward Avenue. They typically are low speed (50 km/h or under), support two-way traffic, provide sidewalks and on-street parking on at least one side of the roadway, and are stop-controlled at their respective West King Edward Avenue intersections.

2.3 Traffic Management Approach

Generally, one lane in each direction shall be maintained along West King Edward Avenue throughout construction. Individual turning movements restrictions at intersections along West King Edward Avenue are provided by the City and are as follows:

- One lane in each direction is to be retained at the Dunbar Street and Quesnel Drive intersections at all times
- One lane in each direction, westbound right-turn lane, and eastbound left-turn lane at are to be retained at the Macdonald Street intersection at all times
- One shared through/right-turn lane in each direction along with the eastbound and westbound left-turn lanes are to be retained at the Arbutus Street intersection at all times
- One lane in each direction retained with left-turn restrictions at the Arbutus Street intersection may be implemented during weekdays from 9:30 AM to 3:00 PM only

Crossovers from each side of the median along West King Edward Avenue shall be done at intersections, where median cutbacks will be required to accommodate turning paths of larger vehicles. When required, single lane alternating traffic, directional closures, and full closures on West King Edward Avenue will be done on approved weekends only. In addition, dedicated turn lanes may be restricted on approved weekends only and approval from the City's Traffic and Data Management (TDM) group is required.

Please refer to **Appendix B** for full details of the traffic restrictions along West King Edward Avenue and any affected cross streets. Please note that during the development of the City's concept plans, these restrictions are subject to change, and that any changes to the traffic restrictions of the Project will be based on the City's direction.



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2.4 Hours of Work

Based on information from the City, the construction for the Project is generally expected to occur between the following hours, which are consistent with the City's Noise Control Bylaw No. 6555 and Consolidated Amendments:

- Monday to Friday: 7:00 AM to 8:00 PM
- Saturday: 7:00 AM to 8:00 PM
- Sunday and Statutory Holidays: 10:00 AM to 8:00 PM



3 MOBILITY IMPACTS

The objectives of this section are to review the potential traffic impacts associated with the construction of the proposed upgrades on West King Edward Avenue and the management strategies to address these impacts. The Traffic Control Plan (TCP) drawings for the construction of the proposed upgrades will be attached in **Appendix C**.

3.1 Vehicular Traffic

Generally, one lane in each direction shall be maintained along West King Edward Avenue throughout construction. Individual turning movements at intersections and travel lanes along side streets are to be retained based on the City's traffic restrictions. Crossovers from either side of the median along West King Edward Avenue shall be done at intersections where median cutbacks will be required to accommodate turning paths of larger vehicles. When required, single lane alternating traffic, directional closures, and full closures on West King Edward Avenue will be done on approved weekends only. Cyclists may need to share the lane with vehicular traffic during construction along affected roadways. Restrictions at the intersections along West King Edward Avenue may be required to accommodate various construction work zones; therefore, traffic control personnel may be required to assist turning movements of larger vehicles through the work zones.

The City's traffic restrictions for the Project can be found in Appendix B.

3.2 Pedestrians

In the City's Official Community Plan (revised 2014) and supplemental Regional Context Statement, sustainable transportation choices and active lifestyles are encouraged. The City has developed a network of pedestrian sidewalks and pathways to achieve this objective. Existing pedestrian facilities are generally noted to be provided within the Project area.

There are sidewalks on at least one side of all roadways within the Project area. There are also marked pedestrian crosswalks at all major intersections. Generally, when possible, only one crosswalk or sidewalk may be closed at a time during all phases of construction. If more than one crosswalk or sidewalk closure is required, or if the closure of the only pedestrian crossing at an intersection is required, accommodations for pedestrians must be provided. Unless otherwise directed, all crosswalks and sidewalks must be maintained after work hours.

For further details, refer to the City's Construction on Pedestrian Facilities Guide 2020 in Appendix D.

3.3 Cyclists

According to the City's 2022 cycling map, the following are the existing cycling facilities within the Project area:

- AAA network route along Arbutus Street
- Painted bike lane along West King Edward Avenue
- Local street bikeway along Valley Drive



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- Local street bikeway along Quesnel Drive
- Local street bikeway along Balaclava Street
- Painted bike lane along Dunbar Street

During construction, cyclists are expected to be accommodated on the roadway. Cyclists may need to merge and share the lane with general vehicular traffic. Bike detours to reroute cyclists off West King Edward Avenue are expected to be required for specific stages of construction. Specific stages of construction that may require cyclists to dismount and walk must be approved by the City's TDM group.

For further details, refer to the City's Construction on Bicycle Routes Guide 2020 in **Appendix D**. Refer to **Figure 3-1** for existing bike routes in the Project area.

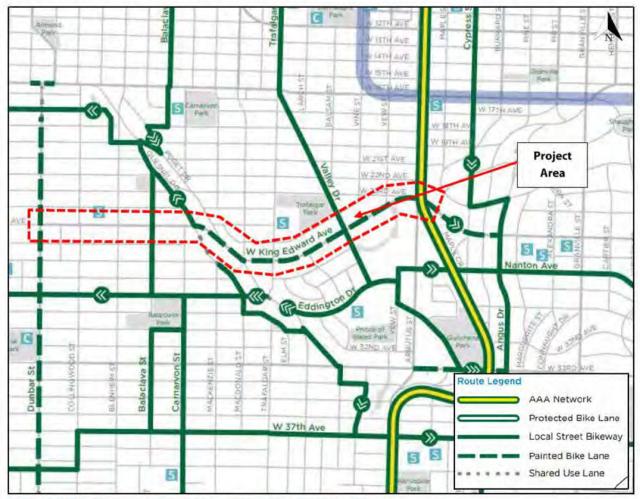


Figure 3-1: Bike Routes in Project Area (Source: City of Vancouver)

3.4 Transit

The existing bus service in Metro Vancouver is generally operated by the Coast Mountain Bus Company (CMBC), an operating subsidiary of TransLink. Based on the information provided on TransLink's website, the following bus routes may be affected by the proposed construction:



- Route #2 Macdonald/Downtown
- Route #7 Nanaimo Station/Dunbar
- Route #16 29th Avenue Station/Arbutus
- Route #25 Brentwood Station/UBC
- Route N22 Downtown/Macdonald Nightbus

During the construction, buses must be retained or reroutes must be coordinated with CMBC. Trolley wire relocations and pole pullers must be scheduled with CMBC. Bus stop closures and relocations must be coordinated with CMBC, and any long duration bus stop closures should be reviewed by CMBC. Transit layover and timing stops must be accommodated or relocated.

W 10TH AVE BROADWAY FTN W 12TH AVE 16 in 76 Z 20 Project n 25 Area 33 MACDONA 5 10KINS PUGET SS 10 Arbutus NAAK 171 Village DR ŝ 3 Vant 5 5 Bot W 33RD AVE 3 W 33RD AVE 'n ACKE Ga z P

Refer to Figure 3-2 for an overview of the bus routes within the Project area.

Figure 3-2: Project Area Transit Map (Source: TransLink)

3.5 On-Street Parking

There are segments of on-street parking provided along West King Edward Avenue and its cross streets within the Project area. Along West King Edward Avenue, on-street parking is widely available on both sides of the roadway in the curb lanes. On-street parking is available on all cross streets, including Dunbar Street and Arbutus Street. On-street parking will not be permitted within the work zone at any time of the day during construction. On-street parking areas that are outside but near the work zone will be restricted accordingly during construction based on the extents of the work zone and the nature of the work. The City will install temporary parking control signs as part of the construction process,



which would include the provision, installation, and maintenance of signage during each stage of construction.

3.6 Trucks

3.6.1 Truck Routes

The City requires all vehicles exceeding 11,800 kg (26,000 lbs.) to travel on designated truck routes. According to the City's truck route map, Arbutus Street, Dunbar Street, Macdonald Street, Quesnel Drive, and the section of West King Edward Avenue between Quesnel Drive and Macdonald Street are designated truck routes. During construction, any lane shifts, detours, and intersection modifications on the designated truck routes are anticipated to accommodate a WB-17 design vehicle, if feasible.

The existing truck routes in the Project area are illustrated in Figure 3-3.



Figure 3-3: City of Vancouver Truck Routes (Source: City of Vancouver)

3.6.2 Staging

To minimize disturbance to the nearby residents, businesses, and institutions, all construction trucks will arrive at the work zone on the closest roadway on the City's truck routes. When entering the work zone, traffic control personnel will assist with trucks pulling-in or backing-in to the staging area. The traffic control personnel will also need to assist construction vehicles re-entering the general traffic lane in a safe and efficient manner, if required.

While the construction trucks are within the staging area in a queue, effort should be undertaken to minimize their idling time to reduce the harmful exhaust gas being emitted by the stationary trucks and

to reduce noise impacts on the local neighbourhoods. The City construction crews will need to identify staging areas and establish plans to manage trucks moving into and out of the staging areas.

3.7 Emergency Vehicles

During construction, traffic control personnel must ensure that emergency vehicles responding to an incident with sirens or lights turned on are given priority to travel through the work zone, if feasible, by removing any lane closures in place and stopping other traffic. If the sirens or lights are not turned on, care should still be taken to minimize impacts to any emergency vehicles.



4 COMMUNITY IMPACTS

The objective of this section is to review the potential negative impacts that the construction may incur on the local community and the management strategies to address these impacts.

4.1 Residential and Business Properties Accesses

The City construction crews must make every effort to maintain a minimum of one access to the residential and business properties adjacent to the work zones at all times. Any accesses impacted shall be reinstated after construction working hours, or as soon as they are deemed unnecessary. The City construction crews will need to liaise with representatives from the impacted properties to minimize the traffic impacts during work hours.

4.2 Adjacent City Projects and Private Developments

There may be current, planned, and unknown future projects and developments in proximity of the Project area. These projects may have the potential to generate vehicle and pedestrian traffic when they are underway, and their accesses will need to be reviewed closely. The City construction crews will need to liaise with developers and other contractors to minimize access and scheduling conflicts between the Project and upcoming construction projects nearby.

The known adjacent construction sites within the Project area are the following:

- West King Edward Water Upgrades (Puget Drive to Arbutus Street)
- Kerrisdale Rapid Bus Intersection Improvements
- Curb Ramp Program (West King Edward Avenue and Dunkirk Street)

4.3 Other Surrounding Facilities

The City construction crews should note any power lines, trolley wires, lamp posts, street trees, catch basins, and fire hydrants situated near the work zones to ensure they are not impacted by construction activities.

4.4 Schools and Religious Institutions

There are two elementary schools — Trafalgar Elementary and Lord Kitchener Elementary — near the work zone that may be impacted by construction. As such, any directional or full road closures along West King Edward Avenue will be implemented on approved weekends only to minimize impacts.

In addition, any religious institutions near the work zone may also be impacted by road closures. The City construction crews will need to liaise with representatives from the institutions to minimize impacts.

4.5 Solid Waste Collection

As any full or directional closures along West King Edward Avenue will be implemented on approved weekends only, significant impacts to solid waste collection are not expected as these services typically



only operate on weekdays. In some circumstances during weekday construction along West King Edward Avenue, collection vehicles may be required to use adjacent parallel routes.

4.6 Special Generators

Information of any special events in the vicinity of the project will be provided by the City. If there is potential overlap, the City construction crews shall liaise with representatives to minimize impacts and encourage alternate routes and modes of travel.



5 TRAFFIC CONTROL PLAN

The proposed traffic control layouts to support the upgrades construction will require temporary lane closures and traffic shifts for each construction stage.

5.1 Traffic Control Design

The implementation of the lane tapers and any geometric changes should conform to Table A in the *Traffic Management Manual for Work on Roadways*, as shown in **Figure 5-1**, if feasible. The sign spacing requirements can be obtained from Table B in the *Traffic Management Manual for Work on Roadway*, which are shown in **Figure 5-2**. On urban streets, sign spacing may have to be shortened due to the length of city blocks. Additional advance warning signs may be required because of extra intersections created by alleys and accesses, and care should be taken to ensure that signs are not hidden by parked vehicles.

The second second second			Regulatory Speed Limit before Work Begins (km/h)							
Taper Types (m)		≤50	60	70	80	90	100	110	120	
Merge Taper Length	LM	35	55	160	190	210	230	250	280	
Lane Shift Taper Length	LL	30	50	80	100	110	120	130	140	
Downstream Taper Length	LD	30	30	30	30	30	30	30	30	
TCP, Signal, and Shoulder Taper Length (min. 5 devices)	Ls	5	8	15	15	15	15	15	15	
Minimum Tangent Length between Tapers	Lī	30	60	160	190	210	230	250	280	
Run-In Length on Centreline	LR	40	50	60	60	70	80	90	100	

Figure 5-1: BC MOTI Taper Length Requirements

TABL	Е В -	DEVIC	E SPA	CINGL	ENGT	HS			
During Country (m)			Reg	gular P	osted S	peed L	imit (kn	n/h)	
Device Spacing (m)		≤50	60	70	80	90	100	110	0 200 0 200 0 50
Construction Sign Spacing	A	40	60	80	100	150	150	200	200
Buffer Space	в	30	40	60	80	110	140	170	200
Roll-Ahead Buffer Distance	R	30	30	40	40	40	50	50	50
Channelizing Device Spacing for Tapers	c	10	10	15	15	15	15	15	15
Channelizing Device Spacing on Curves and Tangents	D	10	10	30	30	40	40	40	50

Figure 5-2: BC MOTI Sign Spacing Requirements



The City and the traffic control company are required to review the BC MOTI requirements and make necessary adjustments to suit the field conditions, while maintaining safe and efficient vehicular movements through the work zones. The City will also be responsible for the reinstatement of roadways, intersections, and traffic controls to pre-construction conditions.

5.2 Traffic Control Plan Drawings

The TCP drawings are prepared in accordance with the *Traffic Management Manual for Work on Roadways*. Three TCP drawings are attached in **Appendix C** and show the proposed layouts of traffic control devices during construction along West King Edward Avenue between Dunbar Street and Arbutus Street. The remaining TCP drawings will be provided at a later date to facilitate construction from July 2022 to May 2024.



6 INCIDENT MANAGEMENT PLAN

The objective of an Incident Management Plan is to prepare for unforeseen events such as vehicle collisions, unexpected construction issues causing disruption to traffic, utility issues on roadways, or any other incidents that may impede normal traffic flow and require additions or adjustments to the proposed traffic control measures outside of this TMP. Please refer to the WorkSafe BC Occupational Health and Safety Regulation Part 18: *Traffic Control* for additional information regarding the standard operating procedures for incidents and emergencies.

The Incident Management Plan establishes protocols to follow in order to maintain efficient access for emergency services responding to the incidents, enable safe traffic movements around the incident, and reduce the time required to restore traffic flow when the incident concludes. Changes to the traffic control layout will need to provide safe travel routes in the vicinity of any incident; however, the impact on road users on the affected roadways will be dependent on the nature of the incident.

In the event that the incident is considered to be a long-term event, the Traffic Control Supervisor, should determine the required traffic control measures according to BC MOTI's *Traffic Management Manual for Work on Roadways* and implement them accordingly.

To ensure a quick response in implementing the Incident Management Plan during an actual occurrence, the City shall ensure that all appropriate personnel are familiar with the incident management procedures outlined in the plan. Resources needed for responding to emergencies will need to be readily available at all times, and the City should be prepared to use materials from other construction areas as needed. The Traffic Control Supervisor should be adaptive in responding to emergencies and be able to provide efficient coordination of responses.

6.1 Detection of Incidents in the Vicinity of Construction Zone

The designated Traffic Control Supervisor will monitor the areas within, and in the vicinity of the construction zone. The City should be able to detect incidents in or near the work zone during work hours and have qualified traffic control personnel manage the required changes to the planned traffic control layouts, and subsequently provide cleanup operations. In addition, the City should be ready at any time to provide immediate response measures and notifications as described in this Incident Management Plan during an incident. Once an event is detected, the Traffic Control Supervisor is required to immediately respond to the event.

If any construction crew detects and/or responds to an incident, he/she must relay all relevant information to the Traffic Control Supervisor, the foreman and any responding emergency services. If a serious traffic incident occurs on the worksite, he/she must IMMEDIATELY CALL 9-1-1 and report it to the Vancouver Police Department (VPD). Key information includes the location of the incident, the number of people involved and their conditions, along with any particular conditions such as accessibility issues, fire, or electrical hazards.



6.2 Emergency Service Stations

The following emergency service stations are in the vicinity of the Project area:

- Vancouver Fire Rescue Services Fire Hall #12 (Balaclava Street and W. 8th Avenue)
- Vancouver Fire Rescue Services Fire Hall #21 (Carnarvon Street and W. 38th Avenue)
- BC Children's Hospital (Oak Street and W. 28th Avenue)
- Vancouver General Hospital (Oak Street and W. 12th Avenue)
- BC Ambulance Service Station 243 (Arbutus Street and W. 13th Avenue)

6.3 Public Media Notification

The Traffic Control Supervisor will document any incidents within or in the vicinity of the work zone and relay all relevant information to the City. The City will be the official contact for local radio stations and other media outlets in providing up-to-date traffic information, as necessary.

6.4 Emergency Contact

A list of emergency contacts has been developed for the Project, which is located in **Section 7.3** of this TMP. The City will update this list to ensure that the contact information is correct. It is expected that the City construction crews will keep copies available at the site office so that it can be accessed at all times throughout the Project.

6.5 Emergency Responder Access

6.5.1 During Incident

The Traffic Control Supervisor should ensure that adequate staging and parking area is provided for emergency responders when they arrive at the incident location. If possible, the space being provided for the emergency responders is preferably the area already closed off to general traffic in the planned traffic control layout in order to minimize further disruption to the through traffic. Since there may be only one lane in each direction maintained on West King Edward Avenue during construction and the emergency responders may need to fully occupy the lane, a temporary detour to parallel roadways could be required.

During the period when emergency responders are attending to the incident, the Traffic Control Supervisor is to ensure that only vehicles required for emergency responses have access to the incident location.

6.5.2 Resuming Traffic

When the incident has concluded, the City crew will clear the incident area of vehicles and debris before restoring the flow of traffic to normal or as planned in this TMP. A survey should be conducted to determine if there is any damage to the existing infrastructure in the vicinity of work zone so that it can be addressed immediately.



If significant damage to the local infrastructure or traffic inventories is caused by the incident, the affected areas should be protected from the general traffic and public. The damage should be repaired by the City.

6.5.3 Procedure Summary

If an incident occurs within or in close proximity to the work zone, the City Operations Site Supervisor and the Traffic Control Supervisor shall be immediately alerted. The site Foreman and First Aid Attendant will provide instructions to all on-site staff.

6.6 Reporting

The Traffic Control Supervisor is responsible for reviewing all incidents with the Site Superintendent to investigate whether they could be avoided by modifying the work area and the traffic control layout. After a traffic incident, a Traffic Incident Management Report should be filled out. Subsequently, the Traffic Control Supervisor will discuss the incident with City personnel and the City Operations Supervisor. Modifications may result based on the discussions to prevent future incidents.

6.7 Site Safety

For the duration of the construction, the Traffic Control Supervisor will be responsible for the traffic control safety of the work site. The Traffic Control Supervisor should record any field changes in a log and on paper copies of the TCPs.

6.8 TCP Modification Procedure Plan

During construction, deviation from the TCP design may be required to field fit the plans. The following section provides a general guideline for when a qualified Professional Engineer who is the Engineer-of-Record of the design should be notified of a deviation or be consulted to review.

- Minor modifications, such as adjusting taper lengths to accommodate truck maneuvering, additional parking restriction, maintain driveway access, increasing sign spacing, adjusting buffer lengths, or addressing observed field conditions (for example: poor weather, observed speeds greater than posted speed, etc.), may be performed by the Traffic Control Supervisor on-site without the need to consult with the Engineer-of-Record.
- Moderate modifications, such as adding a turn lane, shifting the bike share lane area, extending the work zones or pedestrian/cyclist closures, or adding or removing signs may be adjusted by the Traffic Control Supervisor on-site; however, the Engineer-of-Record would need to review and approve such modifications prior to implementation in writing. The Traffic Control Supervisor or a designate from the TDM group should provide a sketch of the changes to the Engineer-of-Record at least 24 hours prior to the changes being implemented.
- Major modifications such as shifting lane drop zones downstream, closing of an additional travel lane, implementing single lane alternating traffic, or full closures would need to be reviewed by the Engineer-of-Record. The Traffic Control Supervisor or a designate from the

TDM group should provide a sketch of the changes to the Engineer-of-Record at least 48 hours prior to changes so that new TCP drawings can be prepared.

For emergencies and short duration work/events – Moderate and Major modifications may be adjusted by the Traffic Control Supervisor on-site without the need to consult with the Engineer-of-Record in an emergency, to facilitate short duration deliveries, or to allow truck or bus maneuvering.



7 PUBLIC INFORMATION PLAN

The City is required to communicate effectively with members of the local community regarding the upcoming construction activities with the Project neighbourhood. The public communication strategies listed in this section should be consulted and implemented by the City. Refer to the Communications Plan for further public communications information.

7.1 Advance Signage

The City will be responsible for placing Portable Changeable Message Signs (CMS) on roadways to advise motorists of the construction along West King Edward Avenue. The CMS will show information regarding when the construction is occurring and the location where it would impact. The CMS shall be implemented at least one week prior to the start of the construction activities to provide sufficient notice to road users. There are five proposed CMS locations in the vicinity of the Project area.

Board Number	Sign Location
B 200	Arbutus Street south of West King Edward Avenue facing northbound traffic
B 201	West King Edward Avenue west of Angus Drive facing westbound traffic
B 210	Arbutus Street north of West King Edward Avenue facing southbound traffic
B 437	Dunbar Street north of West 21st Avenue facing southbound traffic
B 438	Dunbar Street south of West 28th Avenue facing northbound traffic

The proposed CMS locations are summarized in Table 7-1: CMS Locations

Static advisory signs will be placed at strategic locations in the surrounding road network to advise road users of the construction work along roadways that caution around the work zone is required. The proposed static advisory sign locations are summarized in Error! Reference source not found..

Sign Number	Sign Location
1	West King Edward Avenue west of Highbury Street facing eastbound traffic
2	Dunbar Street north of West 20th Avenue facing southbound traffic
3	Dunbar Street south of West 32nd Avenue facing northbound traffic
4	MacKenzie Street south of West 32nd Avenue facing northbound traffic
5	Macdonald Street north of West 20th Avenue facing southbound traffic
6	Arbutus Street north of West 20th Avenue facing southbound traffic
7	Arbutus Street south of West 32nd Avenue facing northbound traffic
8	West King Edward Avenue west of Angus Drive facing westbound traffic

Table 7-2: Static Advisory Sign Locations

. Refer to Appendix E for a map of the CMS and static sign locations.

Table 7-1: CMS Locations

Board Number Sign Location



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B 200	Arbutus Street south of West King Edward Avenue facing northbound traffic
B 201	West King Edward Avenue west of Angus Drive facing westbound traffic
B 210	Arbutus Street north of West King Edward Avenue facing southbound traffic
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4	MacKenzie Street south of West 32 nd Avenue facing northbound traffic
5	Macdonald Street north of West 20th Avenue facing southbound traffic
6	Arbutus Street north of West 20th Avenue facing southbound traffic
7	Arbutus Street south of West 32 nd Avenue facing northbound traffic
8	West King Edward Avenue west of Angus Drive facing westbound traffic

Table 7-2: Static Advisory Sign Locations

7.2 Construction Notice

Written notices by the City will be delivered to members of the local community in advance of the construction regarding the potential impacts on traffic it may have. Written notices should also be delivered to local emergency services agencies, schools, and stakeholders in the vicinity of the construction area in advance of the implementation of the TMP.

At the site, a project sign indicating the Project name and key contact information is expected to be installed at a location visible to the general public. If feasible, construction and traffic updates should be posted at the site and/or on the City's Project website to provide up-to-date information to the public.

7.3 Contact List

A contact list has been developed for this TMP and it is expected to be adjusted as needed throughout the Project. It will need to be available on-site and accessible at all times for the duration of the Project. The contact list is located on the following page.

7.4 Communication Plan

The West King Edward Avenue Project Communication Plan is provided by the City, which is a living document that is constantly updated as required. The latest revision of the Communications Plan is to be provided by the City.



City of Vancouver	Email	Office	Cell
lvan Malis (Project Manager)	lvan.Malis@vancouver.ca	604-873-7392	604-363-8405
Alan Kerstetter (Project Coordinator)	Alan.Kerstetter@vancouver.ca	604-829-4340	604-404-1553
Michelle Lí (TDM Traffic Coordinator)	Michelle,Li@vancouver.ca		604-754-6358
Chris McLaren (Construction Lead)	Chris,McLaren@vancouver.ca	604-829-9432	604-679-2710

Binnie	Email	Office	Cell	
Ava Li (Project Manager)	ALi@binnie.com	778-945-6155	-	
Kelly Bullivant (Traffic Engineer of Record)	KBullivant@binnie.com	778-945-6067	-	

ANSAN	Email	Office	Cell
Bonnie Fitzpatrick (Traffic Control Supervisor)	bfitzpatrick72@gmail.com	-	604-767-5213

Emergency/Public Services					
Public Agency	Emergency	Non-Emergency			
Vancouver	311	604-873-7000			
Ambulance	911	604-872-5151			
Vancouver Police Department	911	604-717-3321			
Vancouver Fire Rescue Services (Fire Hall #12)	911	604-665-6012			
Vancouver Fire Rescue Services (Fire Hall #21)	911	604-665-6021			
Vancouver General Hospital	911	604-875-4111			
Richmond General Hospital	911	604-278-9711			
BC Children's Hospital	911	604-875-2345			
BC Hydro	1-888-769-3766	-			
FortisBC Gas Underground Pipeline	1-800-663-9911	1-888-224-2710			
TELUS/TELUS Trouble Centre	611	1-888-811-2323			
Shaw/Shaw Support Centre	-	1-888-472-2222			
BC One Call	÷	1-800-474-6886			
Provincial Emergency Preparedness (PEP)	1-800-663-3456				
Earthquake/Flood/Dangerous Goods Spill	1-800-663-3456				
BC Trucking Association		604-888-5319			



8 IMPLEMENTATION PLAN

8.1 Traffic Control Supervisor

The City will coordinate the traffic control for the Project and a Traffic Control Supervisor will be designated prior to the implementation of this TMP. The Traffic Control Supervisor will be responsible for the following tasks, but not limited to:

- Oversees the traffic control operations and implements the TCP as per the BC MOTI guidelines and details outlined in this TMP
- Oversees modifications to the TMP as required and documents the modifications in a log as well as on paper copies of the TCP
- Has full authority over all the traffic control personnel on-site
- Monitors traffic operations to determine the effectiveness of the TCP
- Reports traffic concerns to the Site Superintendent and the City
- Notifies the City and emergency personnel of any major incidents within or near the project locations
- Directs the Incident Management Plan
- Directs the Public Information Plan
- Directs the Implementation Plan
- Ensures compliance with the requirements of Part 18 of the WorkSafeBC's Occupational Health and Safety Regulations regarding supervision of the traffic control personnel at the work zone
- Checks and maintains the traffic signages

8.2 Traffic Control Personnel

Traffic Control Personnel should be qualified in training according to WorkSafeBC for the assigned tasks. The Traffic Control Personnel will be responsible for the following tasks, but not limited to:

Attends and participates in regular on-site safety meetings with the Traffic Control Supervisor

- Participates in all regular safety meetings
- Report to the Traffic Control Supervisor before shifts commence
- Ensure compliance with the requirements outlined in Part 18 Traffic Control of WorkSafeBC's Occupational Health and Safety Regulations
- Implement the set up and take down of lane closures and/or detours
- Manage traffic in accordance with the Traffic Control Plan drawings
- Communicate with the public effectively by using standard traffic control motions and signals that are precise and clearly understood by all road users
- Direct traffic from visible and safe positions
- Respond to emergency situations and hazards



- Install and remove traffic control devices
- Modify the Traffic Control Plan drawings as required and report them to the Traffic Control Supervisor

8.3 Traffic and Data Management Group

The City's TDM group will be responsible for the following tasks, but not limited to:

- Reviews and accepts the Project's TMP and TCPs
- Requests new TCPs or requests modifications to existing TCPs
- Assigns traffic and time restrictions
- Works with the Project team and Traffic Control Supervisor to design and modify TCPs
- Works with the Project team to manage public complains related to traffic control.

8.4 Implementation

The Traffic Control Supervisor working on-site will be responsible for inspecting and adjusting traffic control devices deployed in the field. The procedures outlined below will be followed:

8.4.1 Before Work Starts

- Inspects and fix all construction signs and traffic control devices if they are maintained during off-hours
- Implements all construction signage and traffic control devices as per the correct TCP
- Covers any conflicting signs or ones that are not required as per the TCP drawings
- Confirms the traffic management strategies for the day's activities
- Conducts an inspection to check the effectiveness of signing and traffic control devices

8.4.2 During Work Hours

- Checks all construction signs and traffic control devices on a regular basis
- Conducts spot maintenance as required
- Adjusts signs as required and keep records of any changes
- Ensures that all roadways utilized by workers are kept clean and free of dust and debris
- Coordinates road sweeping activities as required
- Ensures pedestrians and cyclist can navigate around the site safely

8.4.3 Close Down Each Day

- Conducts a pre-close down inspection
- Removes unnecessary construction signage and traffic control devices that are not required
- Installs delineation devices where required
- Records details of inspection and any changes made to the layout



8.5 Site Safety

For the duration of the construction, the Traffic Control Supervisor will be responsible for the traffic control safety of the work site. The Traffic Control Supervisor is to document any modifications to the TCP in a log as well as on paper copies of the TCP. The Traffic Control Supervisor is responsible to conduct a daily check for all traffic control of the work site to ensure that it is implemented per the BC MOTI guidelines as well as details outlined in this TMP.



APPENDIX A

CONSTRUCTION SEQUENCING AND SCHEDULE (TO BE PROVIDED)



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APPENDIX B

TRAFFIC RESTRICTIONS



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King Edward Upgrades

If the restrictions below cannot be met, approval from TDM is required and may require escalation to management.

Location Restriction Type		Restriction		
Pedestrian Facilities	Pedestrian Traffic	 Only 1 crosswalk or sidewalk may be closed at a time. If more than 1 crosswalk or sidewalk closure is required, pedestrian provisions must be retained. Crosswalks and sidewalks must be reopened after work hours. Pedestrian closure notices should be posted at closest crossings. See the Construction on Pedestrian Facilities Guide. 		
Bicycle Routes	Bicycle Traffic	 Bicycles should be retained on the roadway when feasible (local street bikeway). Dismount & walk requires TDM approval. See the Construction on Bicycle Routes Guide. 		
Traffic Signals	Vehicle Traffic	 Signal head modifications or VPD TAs are generally required for centreline crossovers through signal controlled intersections. Signal timing modifications may be required when lane closures are in loop-detected lanes or for lane closures near or at signal-controlled intersections. Signal timing modifications are likely required for lane closures at semi or fully actuated signals. At least 15 business days' notice is required for installation and removal of signal modifications that do not require procurement of new devices or equipment. Traffic impacts must be confirmed before notice is given. More time may be required for complex modifications, if procurement of equipment is required, or if staff resources are at capacity. Refer to the "Traffic Control Plan Review Criteria for Temporary Signal Modifications" document. 		
King Edward	Vehicle Traffic	 Retain 1 lane each direction midblock or otherwise noted below - no time restrictions Retain 1 lane each direction and WB left turn lane at Dunbar St and Quesnel Dr intersections - no time restrictions Retain 1 lane each direction, WB right turn lane, and EB left turn storage at Macdonald St intersection - no time restrictions Retain 1 through/right lane in each direction with EB/WB left turn bays at Arbutus St intersection - no time restrictions Retain 1 lane in each direction with left turn restrictions at Arbutus - weekdays 9:30am-3pm Dedicated turn lanes or storage cannot be retained per above or further restrictions - approved weekends only and approval from TDM is required to restrict turns SLAT, directional, or full closure - approved weekends only 		
	Bicycle Traffic	 Bicycle provisions must be retained (1.5m per direction) on W King Edward Ave from Quesnel Dr to Arbutus Greenway, or bike detour route in place. Share the lane is acceptable for lengths of one block or less on W King Edward Ave from Quesnel Dr to Arbutus Greenway. Share the lane is acceptable on W King Edward Ave from Dunbar St to Quesnel Dr. 		
	Transit	 Transit buses must be retained on W King Edward Ave. Bus stop closures/relocations must be coordinated with CMBC. 		

	1	
		• Temporary bus stops in the centre median may be required, which may require temporary sidewalks/bus pads and crosswalks.
	Truck Traffic	Trucks must be retained on W King Edward Ave from Quesnel Dr to Macdonald St.
		• Truck movements must be retained at Quesnel Dr and Macdonald St intersections. Turn restrictions must be reviewed and accepted by TDM.
Dunbar	Vehicle Traffic	Retain 1 lane each direction and NB/SB left turn lanes - no time
		 restrictions Dedicated turn lanes or storage cannot be retained per above -
		approved weekends only and approval from TDM is required to restrict
		turns
		SLAT, directional, or full closure - approved weekends only
	Bicycle Traffic	Share the lane is acceptable.
		• For a directional vehicular closure, a 1.5m wide bicycle provision must be retained in the same direction.
Transit		• For a full closure, a 3.0m wide bicycle provision or two 1.5m wide bicycle provisions must be retained.
	Transit	• Transit buses must be retained or a reroute must be coordinated with CMBC. SLAT for buses with pole pullers is acceptable on weekends.
		• If transit buses cannot be retained on the existing trolley wires, trolley wire relocation or pole pullers must be coordinated with CMBC.
	Truck Traffic	Trucks must be retained on Dunbar St.
Blenheim	Vehicle Traffic	Retain 1 lane each direction - no time restrictions
		SLAT, directional, or full closure - as approved by TDM
Balaclava	Vehicle Traffic	SLAT, directional, or full closure - no time restrictions
	Bicycle Traffic	Share the lane is acceptable.
		• During work hours: If a bike provision cannot be retained, dismount and
		walk with TCP to assist
		• Outside of work hours: Bicycles are to be retained on the road surface
		whenever feasible. If not feasible, bike detour or dismount and walk.
Overend	Vahiele Traffie	Ensure at least 1 crossing is retained.
Quesnel	Vehicle Traffic	North of King Ed
		SLAT, directional, or full closure - no time restrictions
		South of King Ed
		Retain 1 lane each direction - no time restrictions
	Bicycle Traffic	SLAT, directional, or full closure - approved weekends only
	Dicycle Iranic	• Share the lane is acceptable.
		During work hours: If a bike provision cannot be retained, dismount and walk
		 Outside of work hours: Bicycles are to be retained on the road surface
		whenever feasible. If not feasible, bike detour or dismount and walk. Ensure at least 1 crossing is retained.
	Transit	 Transit buses must be retained or a reroute must be coordinated with CMBC. SLAT for buses is acceptable on weekends.
	Truck Traffic	 Trucks must be retained on Quesnel Dr south of W King Edward Ave.
Macdonald	Vehicle Traffic	 Retain 1 lane each direction and SB left turn lane - no time restrictions
		 Retain 1 lane each direction - approved weekends only or with TDM
		approval
		 Work within the Macdonald and King Ed intersection - approved weekends only
		 SLAT, directional, or full closure - approved weekends only
	Transit	 Transit buses must be retained or a reroute must be coordinated with

	Truck traffic	Trucks must be retained on Macdonald St north of W King Edward Ave.
Valley	Vehicle Traffic	 SLAT, directional, or full closure - no time restrictions
	Bicycle Traffic	 Share the lane is acceptable. During work hours: Dismount and walk is acceptable at the W King Edward Ave intersection with TCP to assist cyclists.
		 Outside of work hours: Bicycles retained on the road surface when feasible. A 3.0m wide two-way bicycle provision or two 1.5m wide bicycle provisions is acceptable. Otherwise, bike detour route. At least one crossing must be retained.
Arbutus	Vehicle Traffic	 Retain 1 lane each direction and NB/SB left turn lanes - no time restrictions
		Retain 1 lane in each direction - weekdays 9:30am-3pm
		 Median crossovers, SLAT, directional closures - approved weekends only
	Bicycle Traffic	Summer (May - Sept)
		 Bicycles must be retained on the Arbutus Greenway. A 3.0m wide two- way bicycle provision is acceptable.
		Fall (Oct - Apr)
		 Bicycles should be retained on the Arbutus Greenway whenever possible. Otherwise, a 3.0m wide two-way bicycle provision or bike detour route is acceptable.
		 Dismount and walk with TCP to assist at the King Ed and Arbutus intersection is acceptable during work hours
		 Dismount and walk or "Walk Bikes or Ride Slowly" north and south of the intersection - acceptable with TDM approval
		 Further restrictions - with TDM approval
	Transit	• Transit buses must be retained or a reroute must be coordinated with CMBC. SLAT for buses with pole pullers is acceptable on weekends.
		 If transit buses cannot be retained on the existing trolley wires, trolley wire relocation or pole pullers must be coordinated with CMBC.
	Truck Traffic	Trucks must be retained on Arbutus St.

Coordination with Adjacent Construction Sites:

The TMP and all TCPs for this project must be coordinated with adjacent construction sites, including but not limited to the following projects.

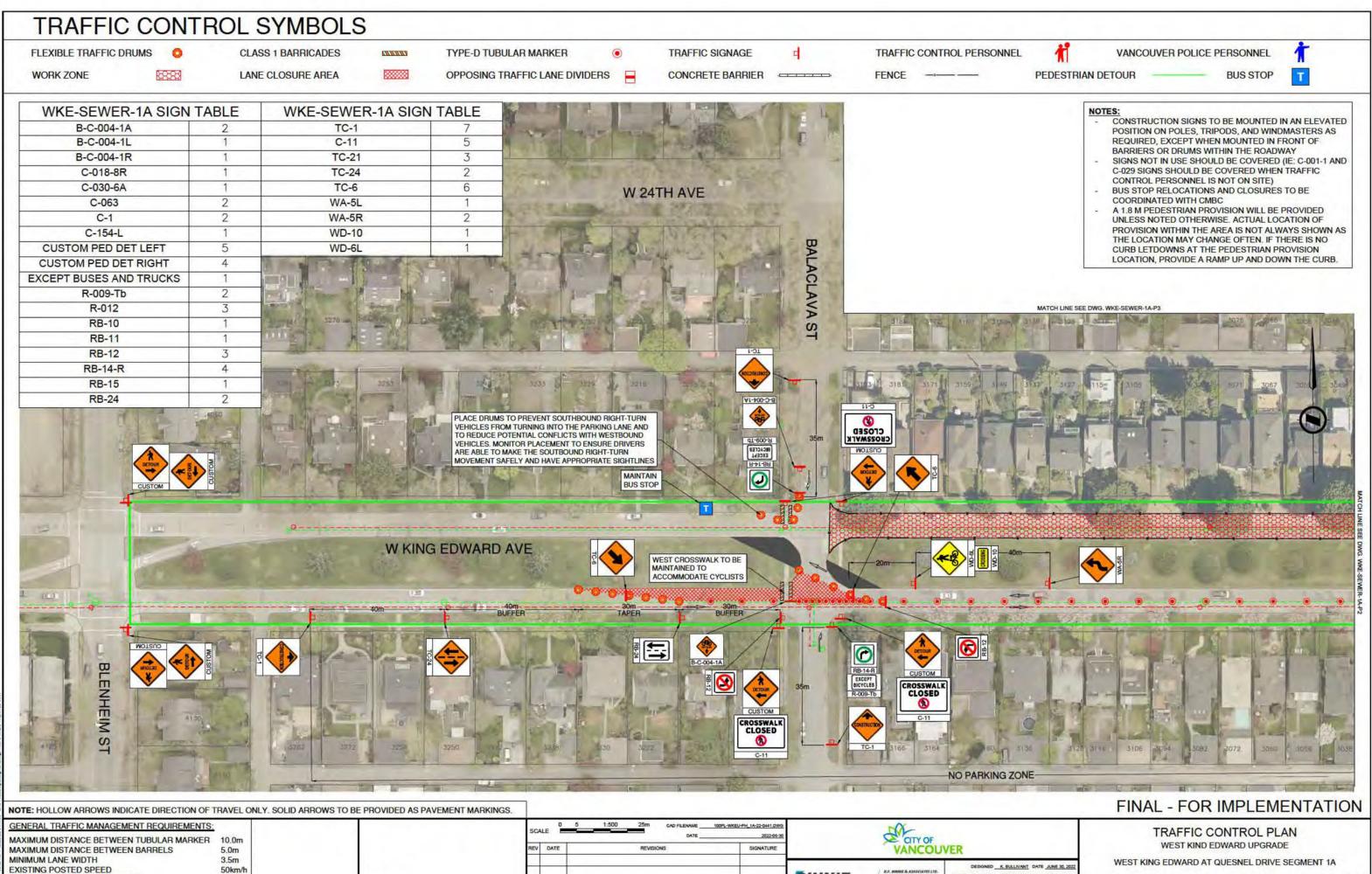
Work Type	Location	Timeline and Ongoing Impacts
Water	W King Edward Water Upgrades	 Planned for Q1 2022 to Q3 2022 Lane closures on W King Edward Ave from Puget Dr to Arbutus St
Streets	Kerrisdale Rapid Bus Intersection Improvements	 Deferred to 2022+ Impacts TBD Impacts to east-west arterial network capacity should be coordinated to avoid simultaneous impacts where feasible.
Streets	Curb ramp program	 Various locations including W King Edward Ave and Dunkirk St Impacts TBD

APPENDIX C

TRAFFIC CONTROL PLAN



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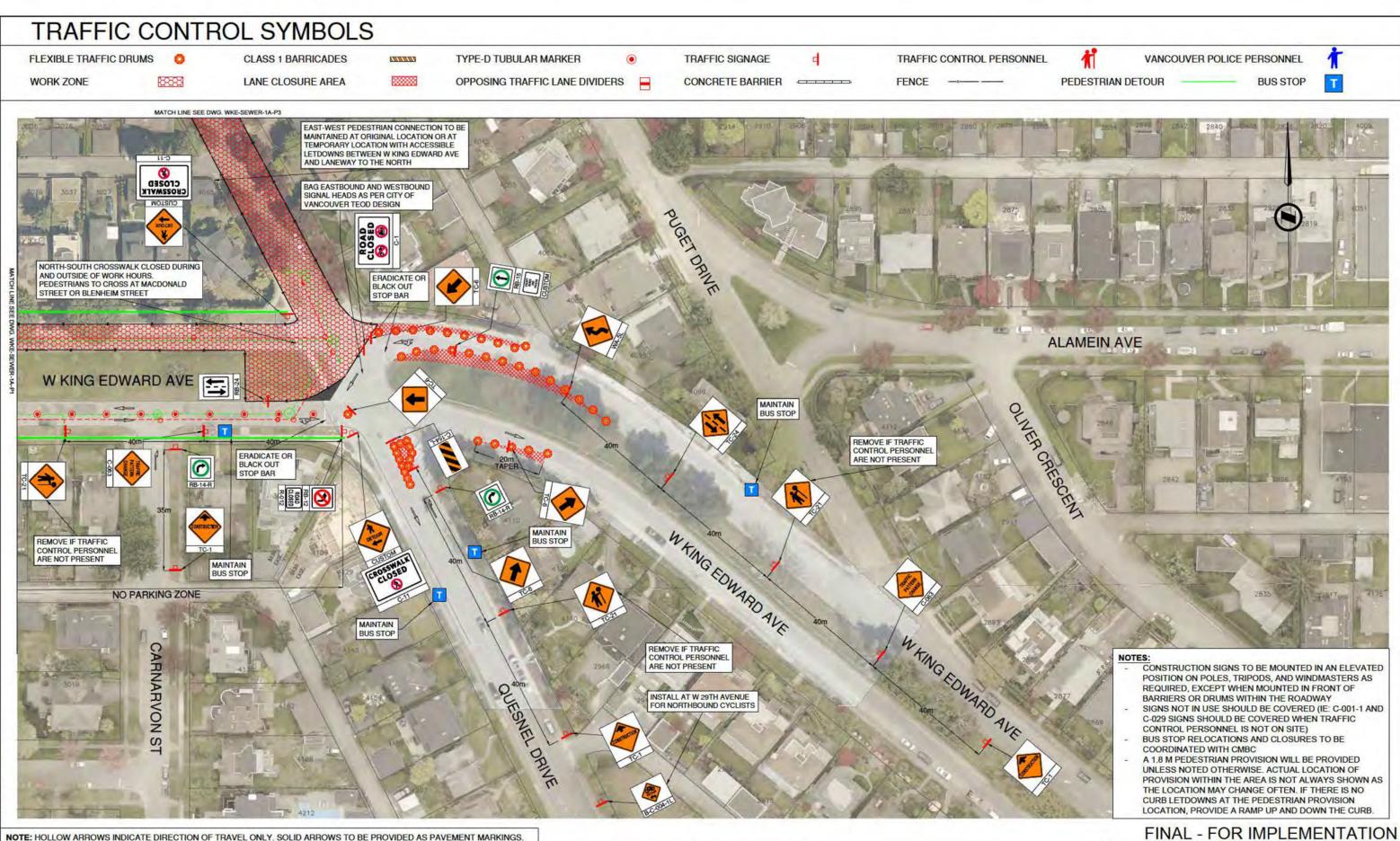
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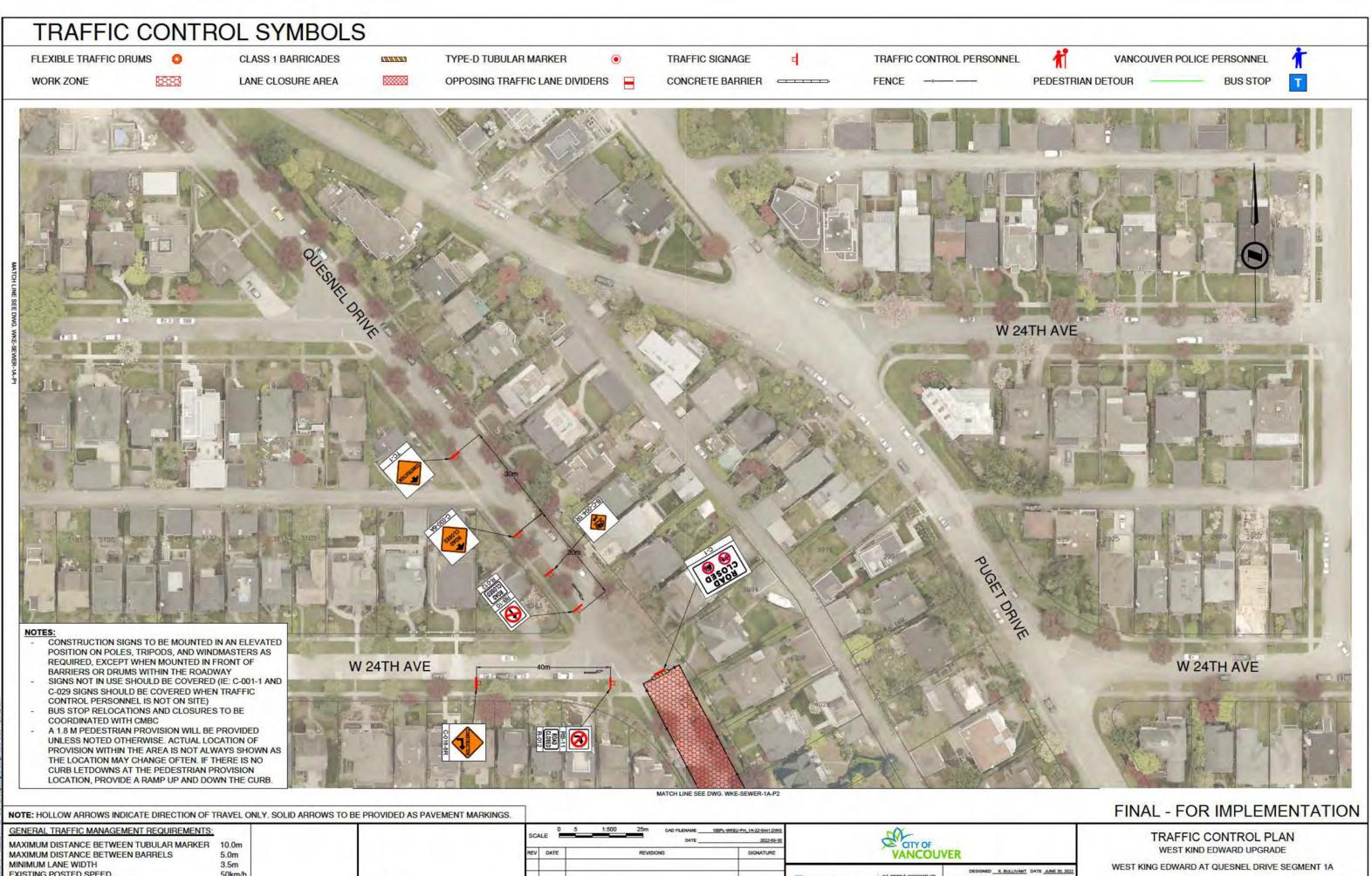


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VANCOUVER POLICE PERSONNEL

PEDESTRIAN DETOUR

BUS STOP



NOTES:

CONSTRUCTION SIGNS TO BE MOUNTED IN AN ELEVATED POSITION ON POLES, TRIPODS, AND WINDMASTERS AS REQUIRED, EXCEPT WHEN MOUNTED IN FRONT OF BARRIERS OR DRUMS WITHIN THE ROADWAY SIGNS NOT IN USE SHOULD BE COVERED (IE: C-001-1 AND C-029 SIGNS SHOULD BE COVERED WHEN TRAFFIC CONTROL PERSONNEL IS NOT ON SITE)

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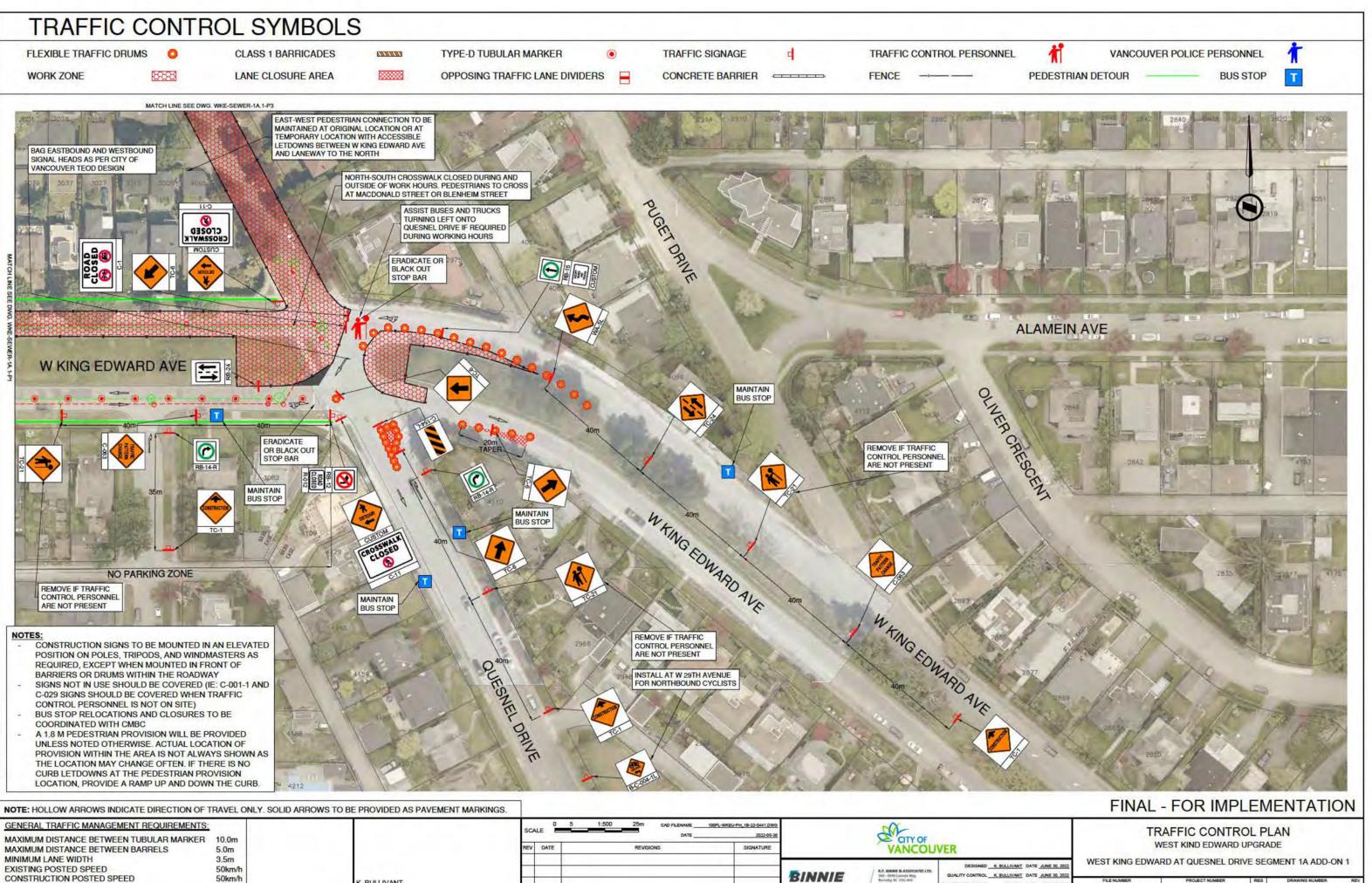


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B-12

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NOTE: HOLLOW ARROWS INDICATE DIRECTION O	F TRAVEL ONLY. SOLID ARROWS	TO BE PROVIDED AS PAVEMENT MARKING
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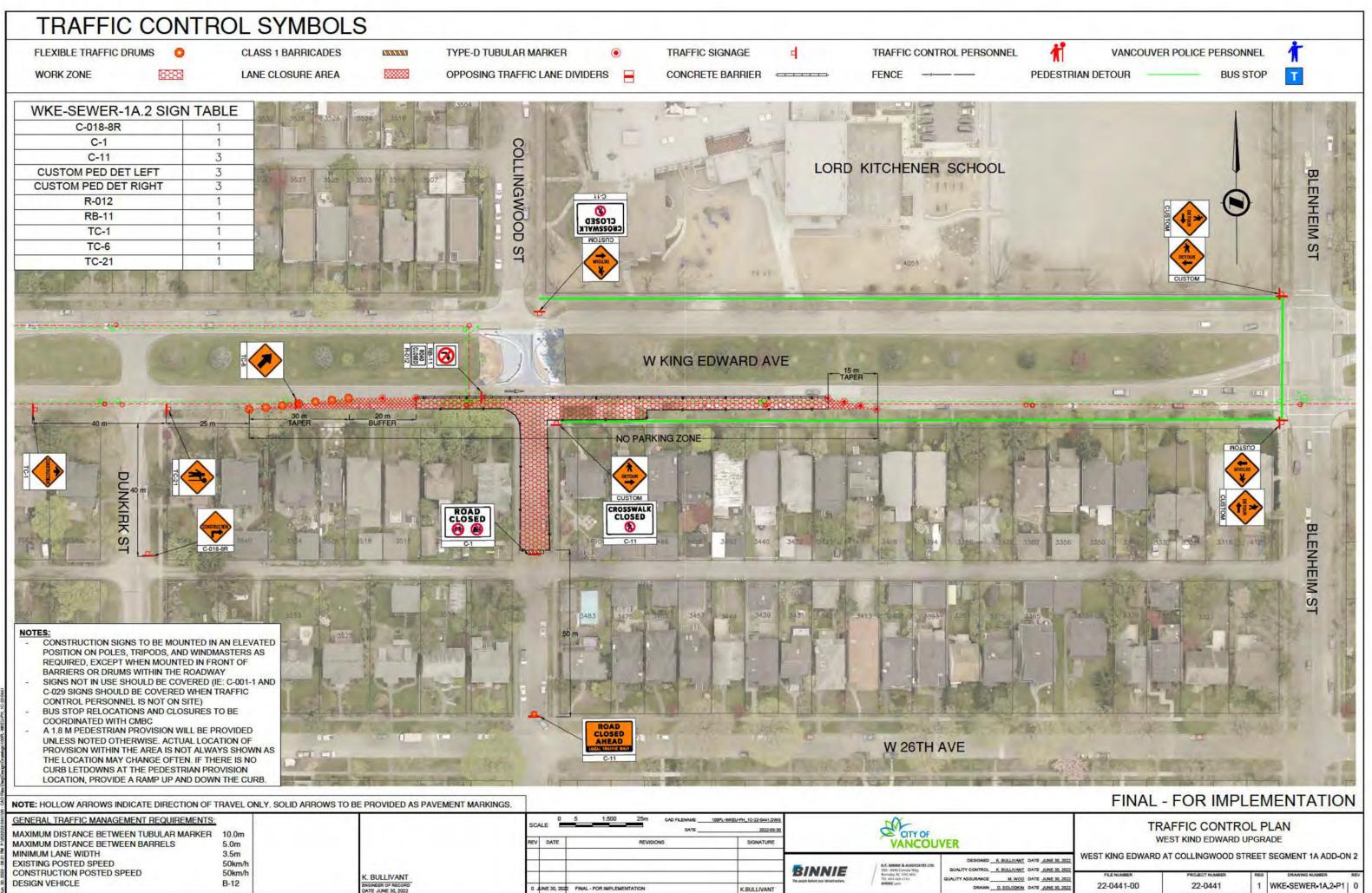
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APPENDIX D

CONSTRUCTION ON BICYCLE ROUTES AND PEDESTRIAN FACILITIES GUIDELINES





CONSTRUCTION ON BICYCLE ROUTES GUIDE 2020

Supplement to the British Columbia Ministry of Transportation and Infrastructure's 2015 Traffic Management Manual for Work on Roadways

This is a reference guide for private contractors and City of Vancouver crews with planned construction in the City of Vancouver on a designated cycling route.



Cyclists in Construction Zones

People cycling, skateboarding and rollerblading are found on the City's bicycle routes and should be safely accommodated through or around work zones. People using bicycle routes are vulnerable road users who have little protection from falls and collisions. Specific care and attention is necessary for construction on bicycle routes.

Step 1: Identify Existing Bike Facilities

The City's cycling network consists of several route types. The first step in addressing safety on cycling routes is to identify existing bike facilities within your work zone. Please refer to the City's Cycling Map (found on the back page of this brochure) to identify these facilities:

- Protected Bike Lanes and Off-Street Paths People cycling are protected from motor vehicles by a physical barrier and have separate space from pedestrians.
- Shared Pedestrian and Cyclist Pathway These shared paths are marked with a bike and pedestrian symbol
- Local Street Bikeways People cycling share the roadway with motor vehicles on low volume traffic calmed local streets.
- Painted Bike Lanes A painted bike lane typically located between a parking lane and a moving vehicle lane, or between a sidewalk and moving vehicle lane.
- Shared Travel Lane A relatively busy general travel lane with symbols indicating the position for a person biking.

AAA Cycling Network - Vancouver's cycling routes consist of a core network of protected bike lanes, pathways, and traffic calmed local streets. These routes serve people of All-Agesand-Abilities (AAA) and have higher bike volumes requiring specific care and attention.

Mobi by Shaw Go Bike Share Station – If a bike share station (mobibikes.ca) is located in your work area please contact publicbikeshare@vancouver.ca at least seven days before construction.

Step 2: Field Review and Context

After identifying existing bike facilities within your work zone, conduct a field review to understand facility characteristics and identify potential hazards. Examples of factors to observe and consider include:

- Bike volumes during expected work hours and after work hours. Consider what can be maintained during work hours versus after work hours
- Remaining road width consider if there is space for a temporary bike provision
- Hazards on the road surface such as loose gravel and uneven surfaces
- Pedestrian and vehicle volumes consider potential conflicts that may arise

Step 3: Choose a Temporary Measure

Priority should be given to maintain bike facilities. Consider reducing construction impacts or phasing work to maintain cycling. If after gathering information from Step 1 and 2, you have determined that you cannot maintain existing facilities, please use the City's Temporary Measures for Work on Bicycle Routes Table to choose a temporary measure for your work zone.

Width Requirements

To select a temporary measure, consider the City's width requirements:

- Pedestrian provision 1.8 metres
- Bicycle provision one-way 1.5 metres
- Bicycle provision two-way 3 metres
- Shared pedestrian/bicycle provision case-by-case basis, review with the City's Traffic & Data Management Branch

TEMPORARY MEASURES FOR CONSTRUCTION ON BICYCLE ROUTES

Temporary measures should be prioritized as per the order listed in the table below.

	emporary leasure	Location Requirements	Description and Implementation Considerations					
	icycle rovision	 Used on any type of bicycle facility Consider where parking or a vehicle travel lane can be used to make space for a bicycle provision 	 Delineators or barricades are used to create a temporary bike lane A "Lane Closure Arrow" sign (C-053) should be used where bicycle traffic is being shifte the existing bicycle facility into the bicycle provision A "Bike Lane Closed Ahead" sign should be placed in advance of the bicycle provision 	ed from				
CI Ta	icycle Lane losed - ake/Share le Lane	 Used on painted bike lanes Used when a bicycle provision cannot be maintained and bike volumes are relatively low 	 A "Take the Lane" sign (C-184) or a City of Vancouver "Share the Lane" sign should be padvance of the lane closure taper A "Bike Lane Closed Ahead" sign should be placed in advance of the "Take/Share the L A "Share the Road" (W-132-1) sign should not be used in the City of Vancouver 					
	affic							
Ro Cl Di	icycle oute losed – ismount nd Walk	 Used on any type of bicycle facility Bike volumes are low to medium Used when the road width is not sufficient to maintain cyclists through the work zone A sidewalk or walking path is present with relatively low pedestrian volumes 	 Dismount and walk should be reviewed by the City's Traffic & Data Management Branch May be preferable to a bicycle detour if the closure length is relatively short A "Walk Bicycle" sign (B-R-101-2) with an "On Sidewalk" tab (B-R-101-Tc) or a City of Vancouver "Bicycle Dismount Walk on Sidewalk" sign should be placed at the beginning of the area where cyclists shall walk A City of Vancouver "Bicycle Lane Closed Ahead" sign should be placed in advance of the closure and a "Bicycle Lane Closed" sign (B-C-002) should be placed at the closure Temporary fixed-in-place ramps with a tactile surface on either side of the construction zone should be used to minimize the length cyclists will be on the sidewalk 	REVIEW WITH THE CITY?				
De	icycle etour outes	 Used on any type of bicycle facility Used when the road width is not sufficient to maintain cyclists through the work zone Where bike volumes are high and walking bikes on sidewalks is not practical 	 Bicycle detour routes should be reviewed by the City's Traffic & Data Management Branch "Bicycle Detour" signs (B-C-004) and "Lane Closed" signs (B-C-002) are required, as shown in Figure 18.5 of the <i>MoTI Traffic Management Manual for Work on Roadways</i> Whenever possible restore a bike provision on the roadway at the end of the work day and cover detour signage at the decision point Detours in which cyclists have to make left turns or cross arterial roadways without a signal or push-button crosswalk should be minimized 	TRAFFIC 8 DATA MANAGEMI BRANCH				

An "Except Bikes" tab (WA-145S-1) should be used on all vehicle "Road Closed" signs

PAVEMENT MARKINGS



Indicates a bicycle route or lane.



Special Reserved Lane

Indicates a reserved lane for the devices noted on associated signs or pavement markings. When

combined with a bicycle this symbol indicates a dedicated bicycle lane. People cycling in the City of Vancouver are allowed to ride in these lanes.



Sharrow (Shared Roadway)

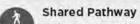
Indicates a roadway shared with motor vehicles. The arrow shows where people cycling should generally position themselves.



Bicycle with Arrow

Indicates the bike route direction is changing.

Bicycle Pathway 50 Indicates an off-street cycling pathway.



Indicates an off-street

pathway shared by people walking and cycling.



Crossbike (Elephant's Feet)

Identifies the area where people biking may be crossing to provide wayfinding along protected bike lanes at intersections.

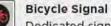


Highlights potential conflict areas with motor vehicles. Commonly used along protected bike lanes at intersections and driveways.



Bicycle Box Indicates where people

cycling should position themselves at a red signal, allowing them to turn left, right, or go straight in advance of other vehicles.

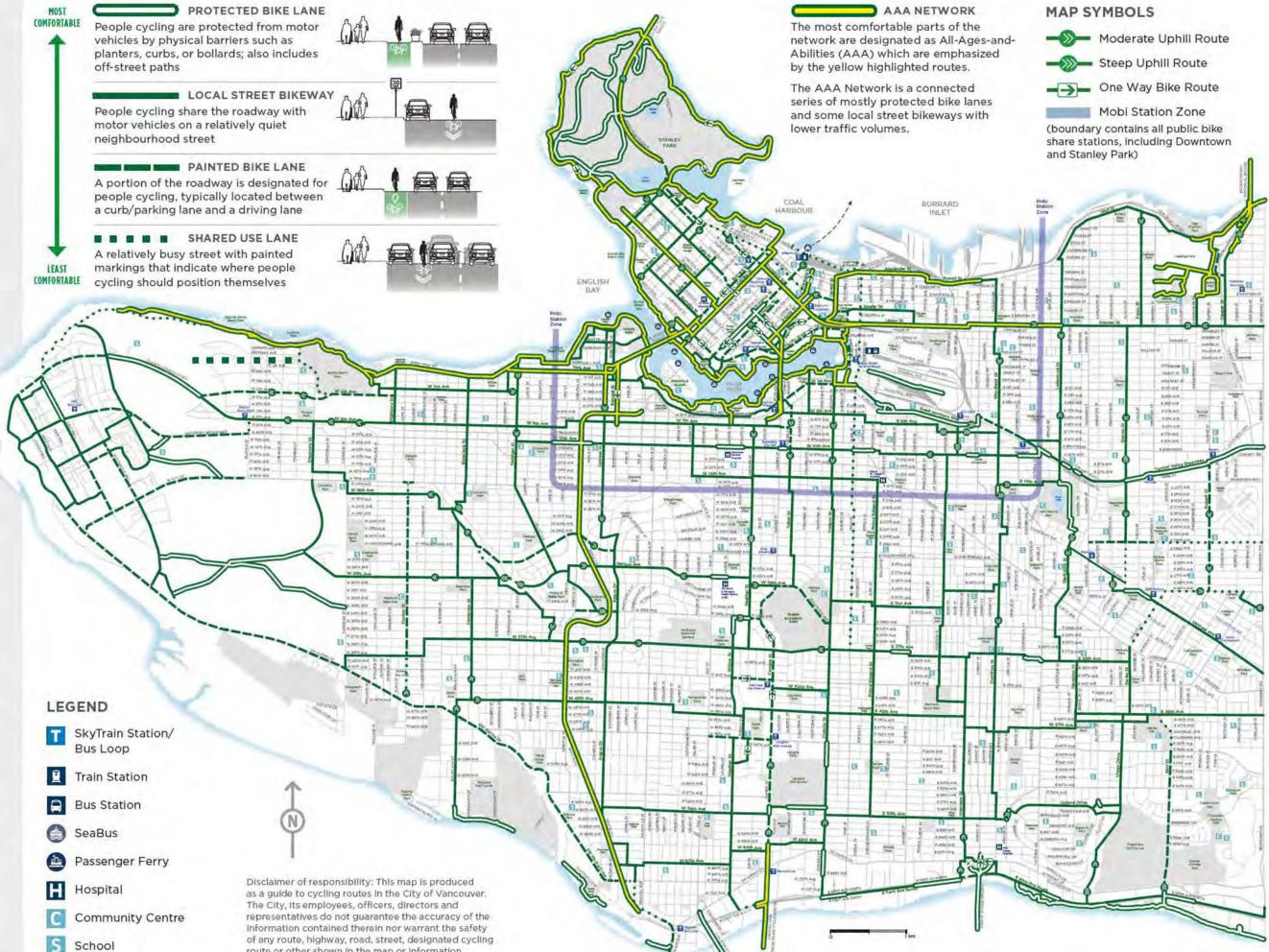


Dedicated signal for people biking. Follow these signals as they indicate when it is safe to cross by bike and often eliminate conflicts with turning vehicles.



Turning Left Using a Bike Box 1) Go straight through

the intersection when the signal is green and wait in the turn box.



route or other shown in the map or information.

2) Proceed left across the intersection when the signal changes.





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CONSTRUCTION ON PEDESTRIAN FACILITIES GUIDE 2020

Supplement to the British Columbia Ministry of Transportation and Infrastructure's 2015 Traffic Management Manual for Work on Roadways

This is a reference guide for private contractors and City of Vancouver crews with planned construction within the city's pedestrian environment.

Pedestrians are amongst the most vulnerable road users. Special care and attention is needed to ensure they're safely accommodated.

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Pedestrians are amongst the most vulnerable road users. Specific care and attention is necessary for construction on pedestrian facilities to ensure they are safely accommodated.

General Requirements

Pedestrians in Work Zones

- A Traffic Management Plan is required for any work that will impact a sidewalk, crosswalk or multiuse pathway.
- Pedestrians should be safely accommodated through or around work zones and impacts to pedestrian facilities should be minimized.
- Temporary pedestrian facilities should be accessible to all users. This includes people using wheelchairs, walkers, canes, and strollers and people with visual impairment.
- Efforts should be made to maintain pedestrian access to businesses and adjacent facilities.
- Without the use of temporary pedestrian provisions, only one sidewalk or crosswalk may be closed at a time. For example, the following closures are discouraged:
- Closure of two sidewalks on both sides of a roadway at the same time
- Closure of a sidewalk at the corner of an intersection, which closes two sidewalks and two crosswalks
- Temporary midblock crosswalks are discouraged.

Planning, Design and Construction

Pedestrians should be considered during:

- 1. Traffic management planning. Planning involves:
 - a. Identifying existing facilities
 - b. Field review and context
 - c. Planning for work duration
 - d. Planning pedestrian provisions
- Traffic Management Plan and Traffic Control Plan design. Design should consider:
 - a. Pedestrian provision requirements
 - b. Width requirements
 - c. Typical configurations
- Construction when observations reveal a condition that requires additional measures be taken to ensure the public's safety, efforts should be made to correct the situation.

This guide provides an overview of pedestrianrelated considerations during the planning and design phases.

Planning - Identify Existing Facilities

The first step in addressing pedestrian safety is to identify existing pedestrian facilities within your work zone including sidewalks, crosswalks and multi-use pathways. Priority should be given to maintain pedestrian facilities. Consider reducing construction impacts or phasing work to maintain space for walking.

Bus Stops - if you have identified a bus stop within your work zone that requires relocation or closure, please contact Coast Mountain Bus Company a minimum of 48 hours in advance at:

special.events@coastmountainbus.com 778-593-5774

2

Planning - Field Review and Context

Conduct a field review to understand the facility and identify potential hazards. Examples of factors to observe and consider include:

- Pedestrian volumes during expected work hours and after work hours. Consider what can be maintained during work hours versus after work hours
- Adjacent pedestrian generators such as schools, transit stops, community centres and shopping areas. Determine the level of accessibility needed to maintain access into these facilities
- Accessible features that should be maintained or alternative provided
- Cyclist and vehicle volumes consider potential conflicts that may arise
- Remaining road width consider if there is space for a temporary pedestrian provision
- Hazards on the road surface such as loose gravel and uneven surfaces

Planning - Work Duration

Consider your work duration and how it will affect pedestrians. The most common work duration types include:

- Mobile work intermittently moving work with short stops. Generally, two or more Traffic Control Persons or personnel can be used to stop and hold pedestrians for mobile work on pedestrian facilities.
- Short-duration work work lasting more than 15 minutes during a single daylight period. The use of a pedestrian provision is preferred for short duration pedestrian facility closures.
- Long-duration work work that lasts more than a single daylight period. The City discourages closure of pedestrian facilities over long durations. If long duration closures are required, closures should be re-opened after work hours.

Planning - Pedestrian Provisions

A pedestrian provision is a temporary pedestrian facility put in place during closure of a permanent pedestrian facility. Pedestrian provisions should generally be used when:

- Pedestrian volumes are moderate to high
- An adjacent facility is a significant generator of pedestrian traffic
- Work requires closure of more than one sidewalk or crosswalk at the same time
- Without a provision, a closure would encourage unsafe shortcuts or encourage jaywalking

A sidewalk may be closed **without** a pedestrian provision when:

- There is a sidewalk on the opposite side of the street where pedestrians can be detoured
- There are crosswalks nearby at either ends of the sidewalk closure
- There are no other sidewalks or crosswalks closed in or nearby the work zone
- There are no other options to maintain a pedestrian provision

A crosswalk may be closed without a pedestrian provision only when there is another parallel crosswalk nearby.

Design - Width Requirements

To select a temporary measure, consider the City's width requirements:

- Pedestrian provision 1.8 metres
- Bicycle provision one-way 1.5 metres
- Bicycle provision two-way 3.0 metres
- Shared pedestrian/bicycle provision case-by-case basis, review with the City's Traffic & Data Management Branch
- Regular vehicle travel lane 3.0 metres, when running in the same direction
- Regular vehicle travel lane 3.2 metres, when running in opposite directions
- Truck/bus route travel lane 3.5 metres, when running in opposite directions

Design – Pedestrian Provision Requirements

- Pedestrian provisions should provide a safe, direct, and clearly marked pathway through or around a work zone.
- Provisions should separate pedestrians from vehicles and cyclists with clear delineation.
- Pedestrian provisions should replicate as nearly as possible existing facilities.
- Provisions which detour pedestrians on a route longer than existing facilities should be avoided to limit unsafe shortcuts.
- Pedestrian provisions should have a smooth hard walking surface and accessible features consistent with the affected facility.
- Fixed-in-place ramps with a tactile surface shall be provided at either end of the site allowing pedestrians to safely negotiate grade changes. Ramps must be of solid and sound construction, a minimum of 1.8 metres wide, less than 8% grade, and fixed in place with traction surface.
- All temporary traffic control devices should be detectable with a cane.
- No obstructions should protrude into the provision.
- Shared pedestrian/cyclist provisions should only be used where the provision is used to replace an existing shared pedestrian/ cyclist pathway. Shared provisions should be reviewed by the City's Traffic & Data Management Branch.

Design - Typical Configurations

The backside of this brochure includes several figures showing typical pedestrian configurations which can be used as a guide in the design of your Traffic Control Plans.

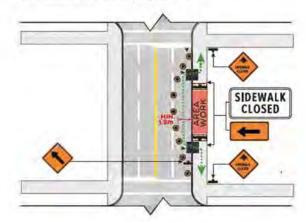
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Sidewalk Closure - With Provision

The figure below shows a typical setup for a midblock sidewalk closure with a pedestrian provision. Depending on vehicle, pedestrian and cyclist volumes, a parking lane or travel lane adjacent to the affected sidewalk may be used to provide a pedestrian provision.

KEY DESIGN FEATURES:

- The sidewalk is closed using barricades and "Sidewalk Closed" signs on either ends of the closure.
- "Sidewalk Closed Ahead" signs are placed in advance of the closure at crosswalks to advise pedestrians of suitable alternative crossings. Signs are placed so they do not block the sidewalk.
- Fixed-in-place ramps with a tactile surface are installed at either ends of the closure.
- Detour signage can be used to direct pedestrian into the provision.

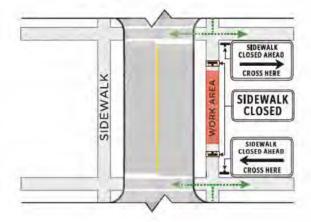


Midblock Sidewalk Closure

The figure below shows a typical setup for a midblock sidewalk closure that is not able to use the outside lane for a pedestrian provision. This layout is used where a sidewalk is closed and pedestrians are detoured to another pedestrian facility.

KEY DESIGN FEATURES:

- All adjacent crosswalks and sidewalks are opened and there is a sidewalk on the opposite side of the street where pedestrians can be detoured.
- The sidewalk is closed using barricades and "Sidewalk Closed" signs on either ends of the closure.
- "Sidewalk Closed Ahead Cross Here" signs are placed in advance of the closure at crosswalks to advise pedestrians of suitable alternative crossings. Signs are placed so they do not block the sidewalk.



Note: The traffic control plan for vehicles will vary by application.

Refer to the BC MoTI Traffic Management Manual for Work on Roadways.

Intersection Corner Sidewalk Closure

The figure below shows a typical setup for an intersection corner sidewalk closure with a pedestrian provision.

KEY DESIGN FEATURES:

- Both crosswalks at the intersection corner are opened.
- The sidewalk is closed using barricades and "Sidewalk Closed" signs on either ends of the closure.
- "Sidewalk Closed Ahead" signs are placed in advance of the closure at crosswalks to advise pedestrians of a suitable alternative crossing. Signs are placed so they do not block the sidewalk.
- Fixed-in-place ramps with a tactile surface are installed at either ends of the closure.
- Detour signage can be used to direct pedestrian into the provision.

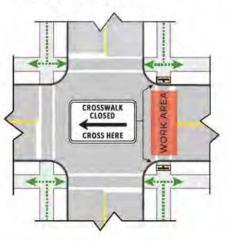


Crosswalk Closure

The figure below shows a typical setup for a crosswalk closure that is not able to use adjacent space for a pedestrian provision. This layout is used where a crosswalk is closed and pedestrians are detoured to another pedestrian facility.

KEY DESIGN FEATURES:

- All adjacent crosswalks and sidewalks are opened.
- There is a parallel crosswalk opened where pedestrians can be detoured.
- The crosswalk is closed using barricades and "Crosswalk Closed" signs on either ends of the closure.



Note: The traffic control plan for vehicles will vary by application.

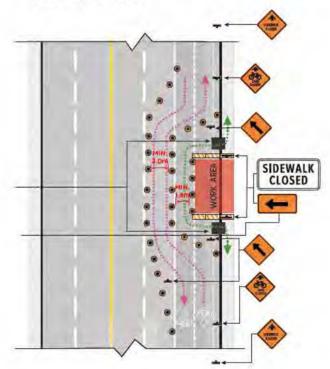
Refer to the BC MoTI Traffic Management Manual for Work on Roadways.

Sidewalk Closure – With a Pedestrian and Bicycle Provision

The figure below shows a typical setup for a midblock sidewalk closure with a pedestrian and bicycle provision.

KEY DESIGN FEATURES:

- Pedestrian and bicycle provisions are clearly delineated.
- The sidewalk is closed using barricades and "Sidewalk Closed" signs on either ends of the closure.
- "Sidewalk Closed Ahead" signs are placed in advance of the closure at crosswalks to advise pedestrians of a suitable alternative crossing.
- "Lane Closure Arrow" signs are placed where bicycle traffic is being shifted from the existing bicycle facility into the bicycle provision. Signs are placed so they do not block the sidewalk.
- "Bike Lane Closed Ahead" signs are placed in advance of the bicycle facility closure.
- Detour signage can be used to direct pedestrian into the provision.

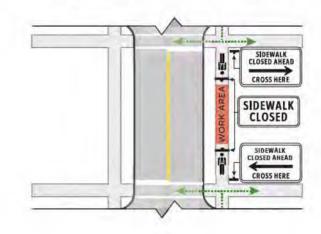


Sidewalk Closure for Mobile Work

The figure below shows a typical setup for a sidewalk closure for mobile work.

KEY DESIGN FEATURES:

- The sidewalk is closed using Traffic Control Persons (TCPs) or personnel and "Sidewalk Closed" signs on either ends of the closure.
- "Sidewalk Closed Ahead Cross Here" signs are placed in advance of the closure at crosswalks to advise pedestrians of a suitable alternative crossing. Signs are placed so they do not block the sidewalk.
- Two or more TCPs or personnel are used to stop and hold pedestrians and move signs.

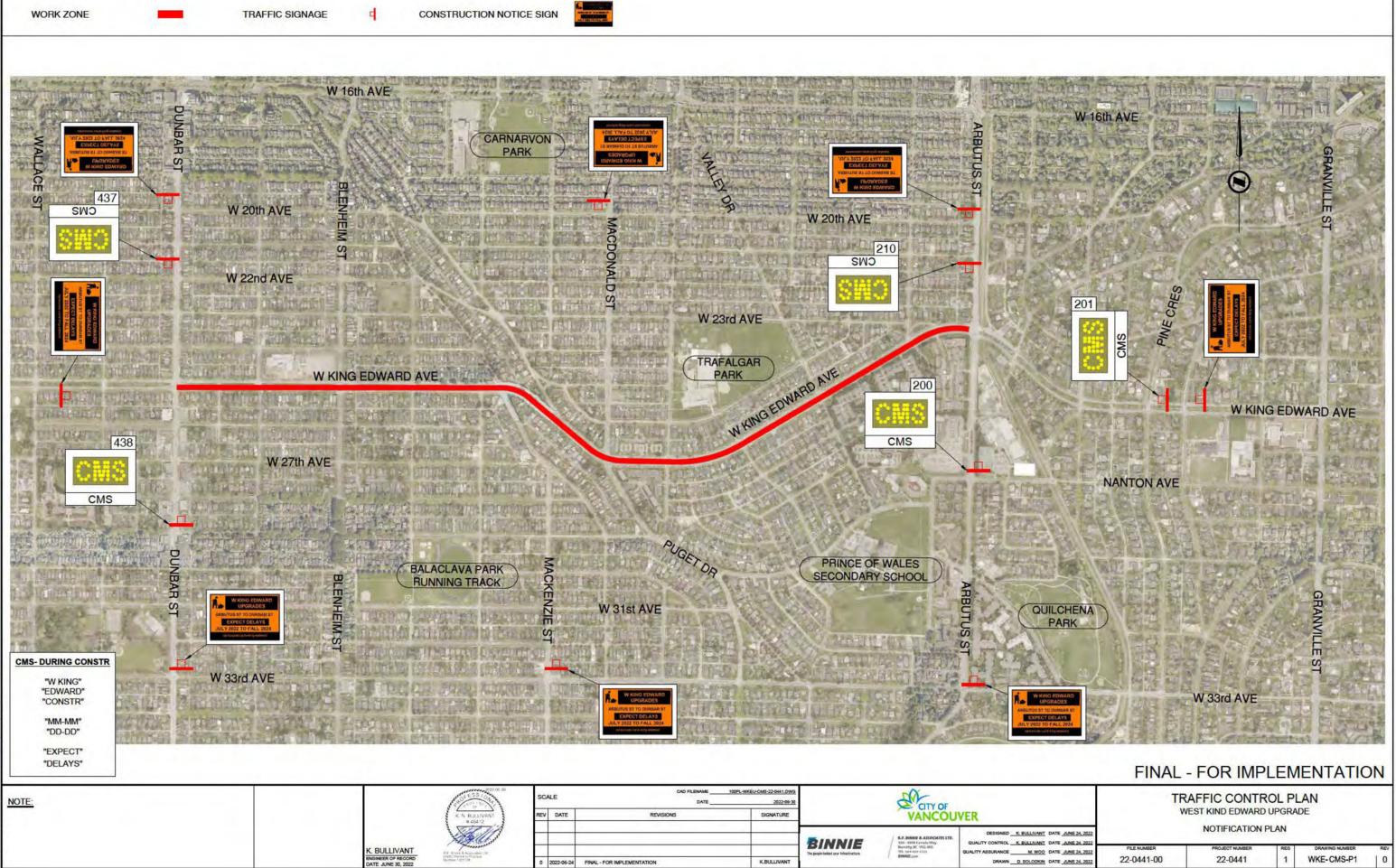


APPENDIX E

MAP OF CMS AND STATIC SIGN LOCATIONS



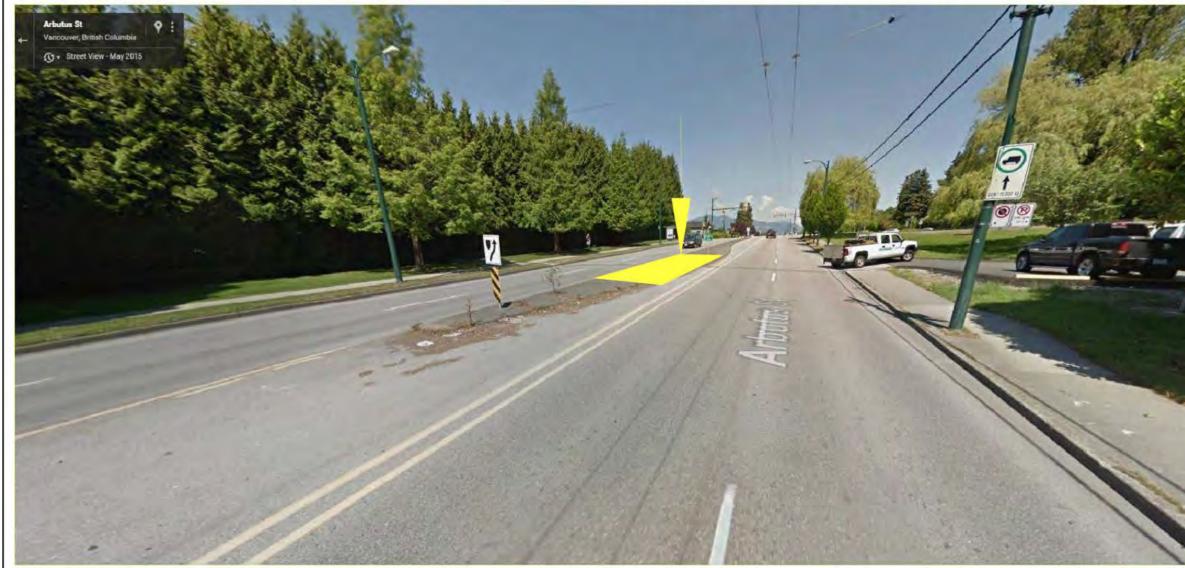
TRAFFIC CONTROL SYMBOLS



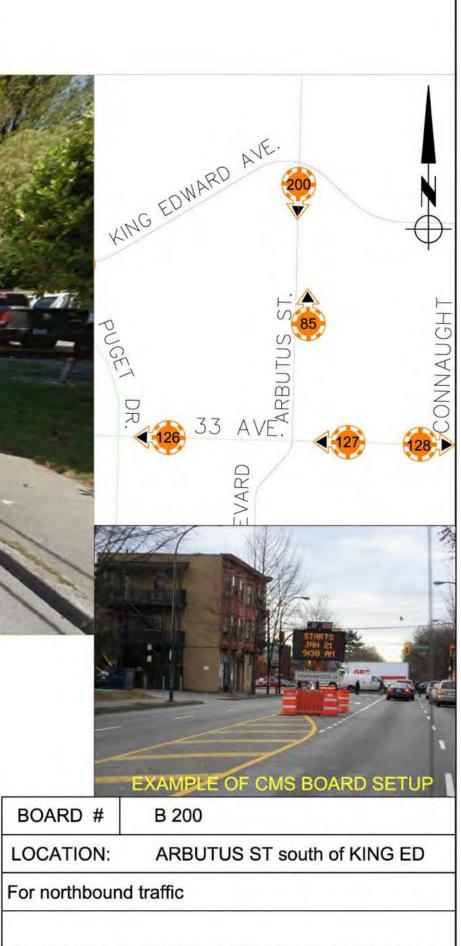
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ENGINEERING SERVICES - CITY OF VANCOUVER TRANSPORTATION DIVISION TRAFFIC CONTROL DEVICE DIAGRAM



LOCATION:







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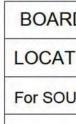
TRANSPORTATION DIVISION TRAFFIC CONTROL DEVICE DIAGRAM





ENGINEERING SERVICES - CITY OF VANCOUVER TRAFFIC CONTROL DEVICE DIAGRAM TRANSPORTATION DIVISION





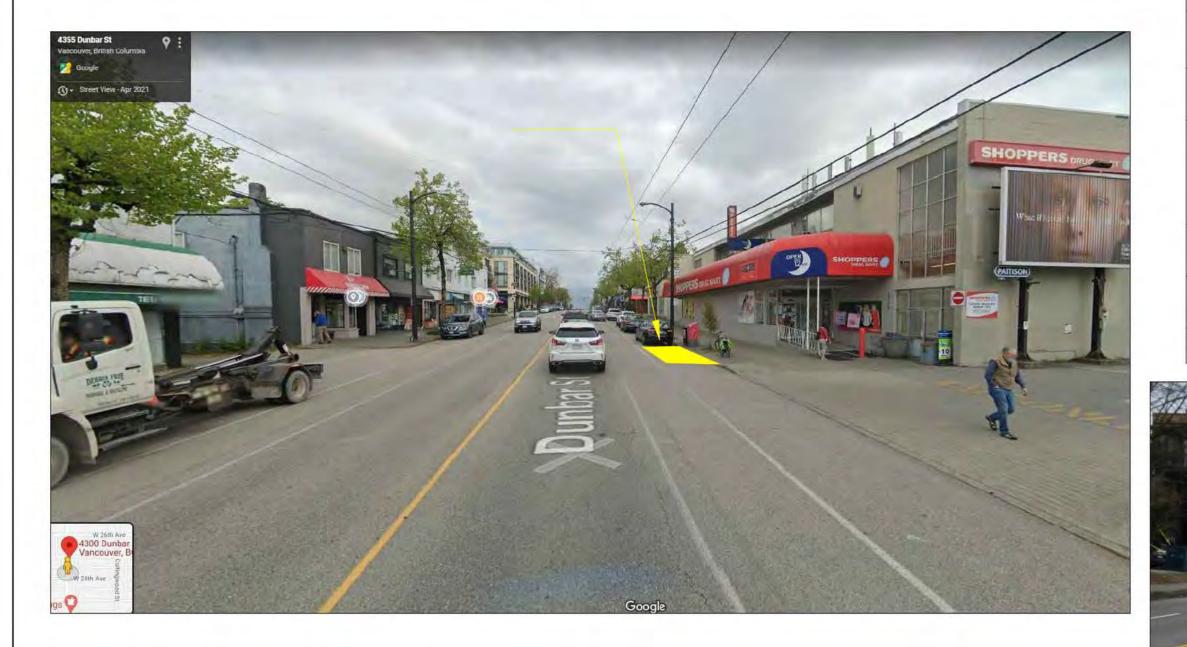
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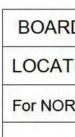


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ENGINEERING SERVICES - CITY OF VANCOUVER TRAFFIC CONTROL DEVICE DIAGRAM TRANSPORTATION DIVISION





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B-C-004-1L	1	C-11		5				
B-C-004-1R	1	TC-21		3	3 First			
C-018-8R	1	TC-24		2	W2	4TH AVE	1	
C-030-6A	1	TC-6		6	AL DING		1	
C-063	2	TC-68-1		2		- { · · · ·]	1	
C-1	5	TC-72			1031			
C-154-L	1	WA-5L		1	1			
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CUSTOM PED DET RIGHT	7	WD-10		1	8		10 }	
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RB-15	1	VEH	HICLES FROM TURN	NING INTO THE PARKING LANE AND AL CONFLICTS WITH WESTBOUND				
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THE R. W. S. C. S.	per miller	THE REAL PROPERTY AND INCOMENT		a the spice and	and the	MATCH	LINE SEE DWG. WKE-SEW	ER-1A-P4
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GENERAL TRAFFIC MANAGEMENT REQUIREM	IENTS:			SCALE 0 5	1:500 25n		and the second se	102
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MINIMUM LANE WIDTH EXISTING POSTED SPEED	3.5m 50km/h						Contraction of the	DESIGNED K BULLIVANT
CONSTRUCTION POSTED SPEED	50km/h	ĸ	BULLIVANT	A JULY 14, 2022 REVIS	ED FOR IMPLEMENTATIO	N K.BULLIVA	BINNI	
DESIGN VEHICLE	B-12		SINEER OF RECORD	and the second se			The people betted your intrastructu	analy in the second sec

D JUNE 30, 2022 FINAL - FOR IMPLEMENTATION

ENGINEER OF RECORD DATE 2022-07-14



VANCOUVER POLICE PERSONNEL

PEDESTRIAN DETOUR

BUS STOP



NOTES:

CONSTRUCTION SIGNS TO BE MOUNTED IN AN ELEVATED POSITION ON POLES, TRIPODS, AND WINDMASTERS AS REQUIRED, EXCEPT WHEN MOUNTED IN FRONT OF BARRIERS OR DRUMS WITHIN THE ROADWAY -

- SIGNS NOT IN USE SHOULD BE COVERED (IE: C-001-1 AND C-029 SIGNS SHOULD BE COVERED WHEN TRAFFIC CONTROL PERSONNEL IS NOT ON SITE)
- BUS STOP RELOCATIONS AND CLOSURES TO BE COORDINATED WITH CMBC A 1.8 M PEDESTRIAN PROVISION WILL BE PROVIDED UNLESS NOTED OTHERWISE. ACTUAL LOCATION OF PROVISION WITHIN THE AREA IS NOT ALWAYS SHOWN AS
- THE LOCATION MAY CHANGE OFTEN. IF THERE IS NO CURB LETDOWNS AT THE PEDESTRIAN PROVISION

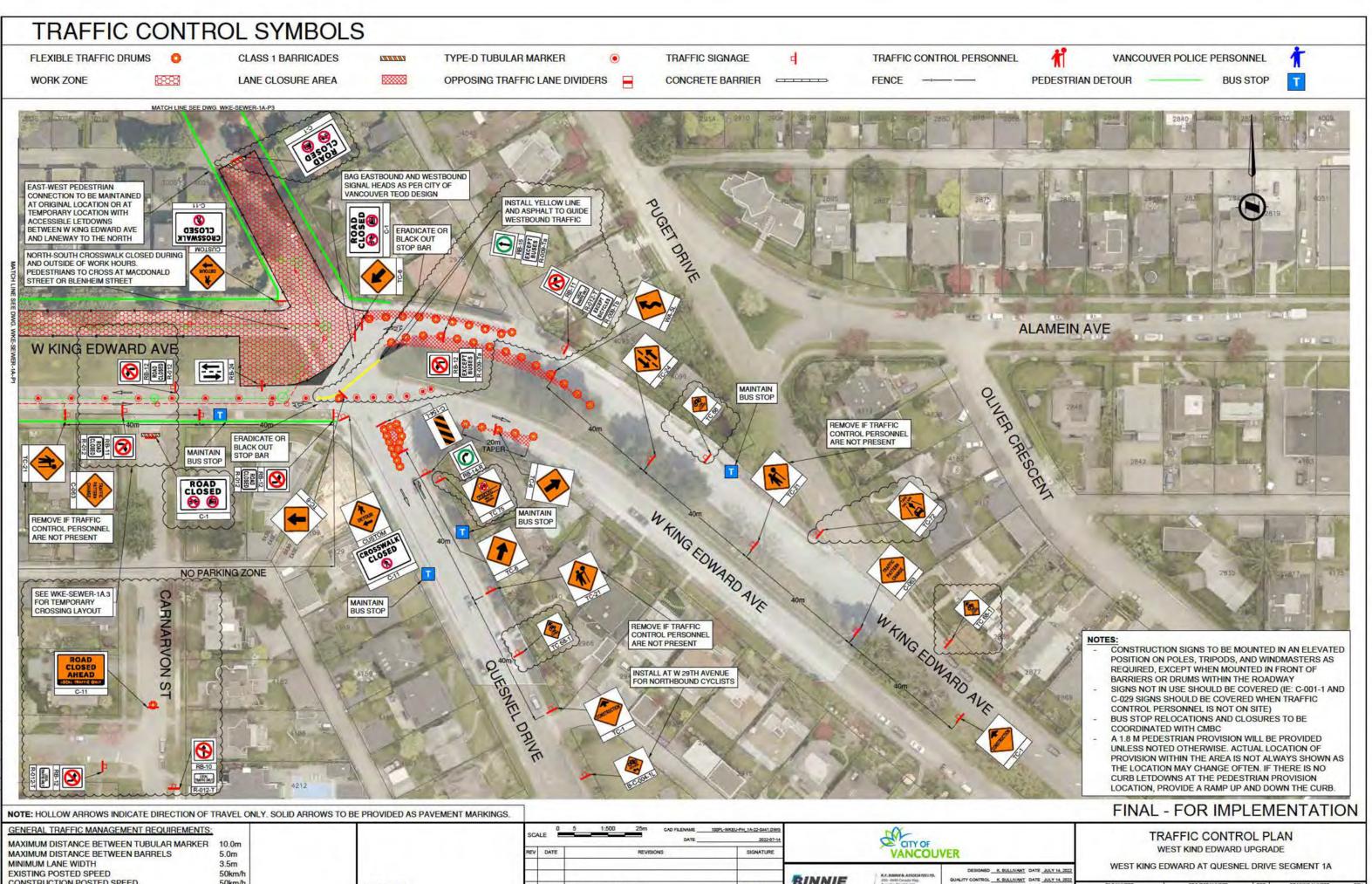
LOCATION, PROVIDE A RAMP UP AND DOWN THE CURB.

MATCH LINE SEE DWG. WKE-SEWER-1A-P3

KBULLIVANT

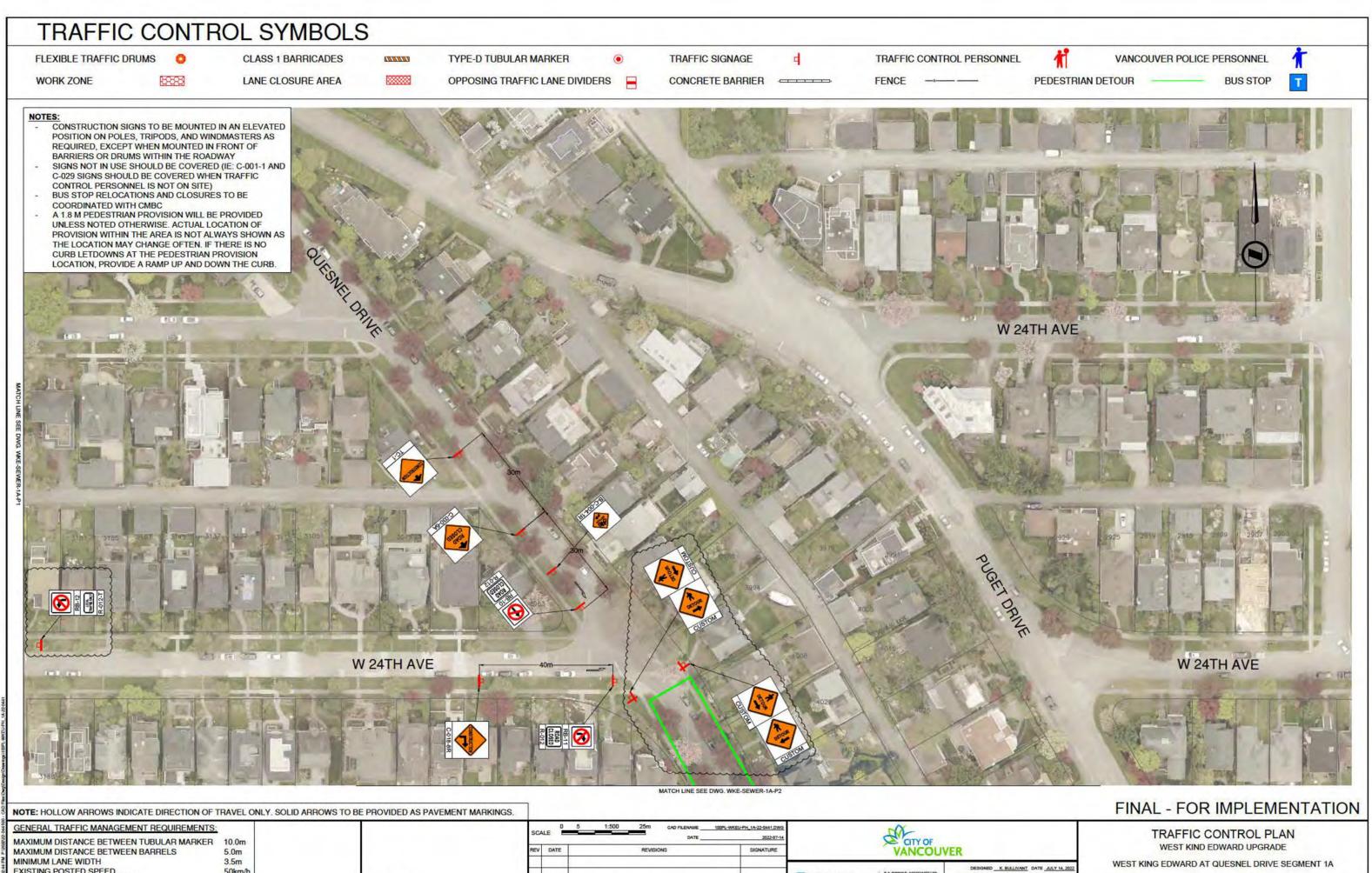


GUALITY CONTROL K BULIVANT DATE JULY 14, 2022 GUALITY ASBURANCE M. WOO DATE JULY 14, 2022 DRAWN S. KIM DATE JULY 14, 2022	FILE NUMBER	PROJECT NUMBER	REG 1	WKE-SEWER-1A-P1 A
	City of Vancouv	er - FOI 2023-268 -	Page	59 of 138



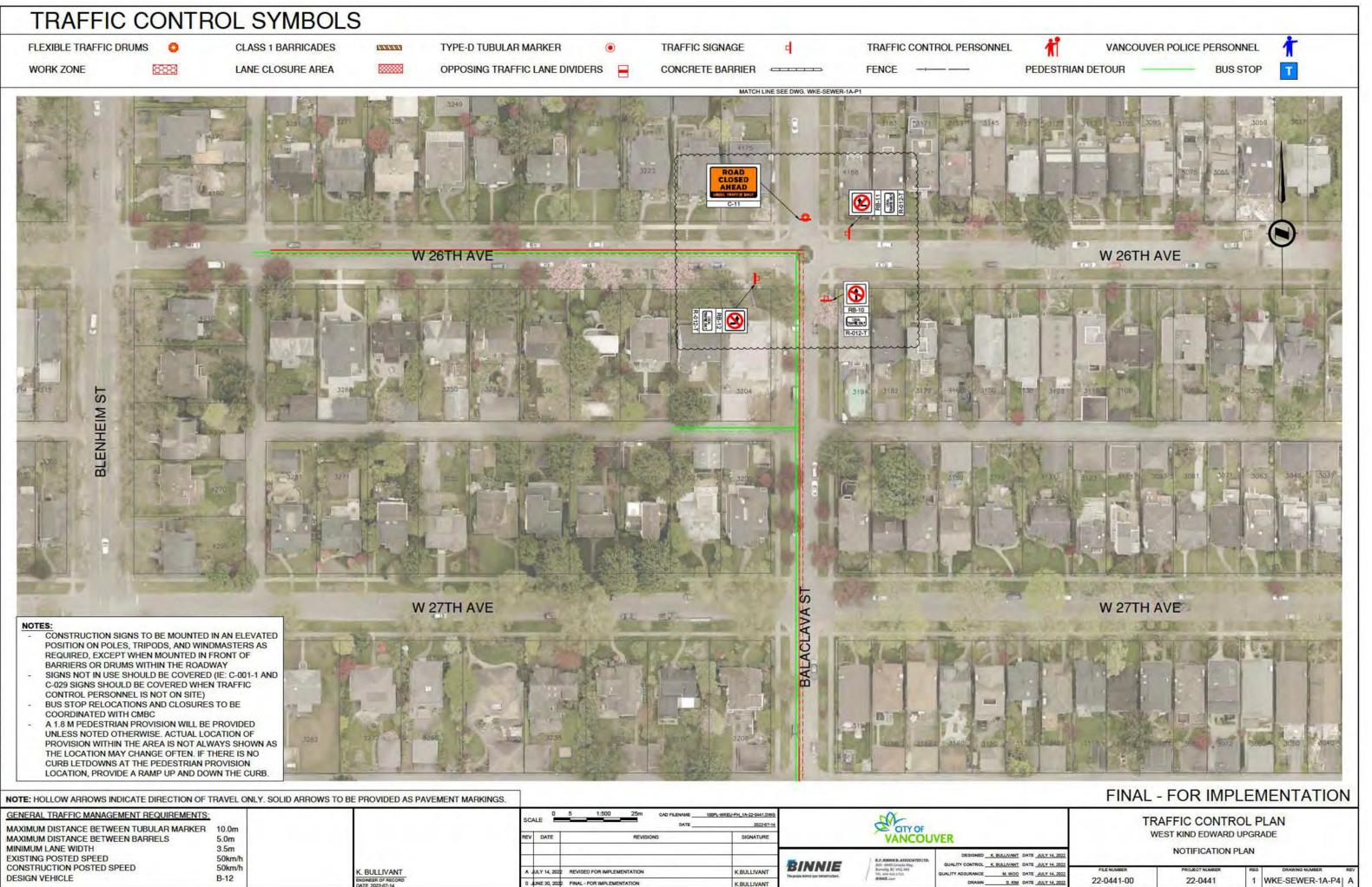
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	City of Vancouv	er - FOI 2023-268 -	- Page	60 of 138	
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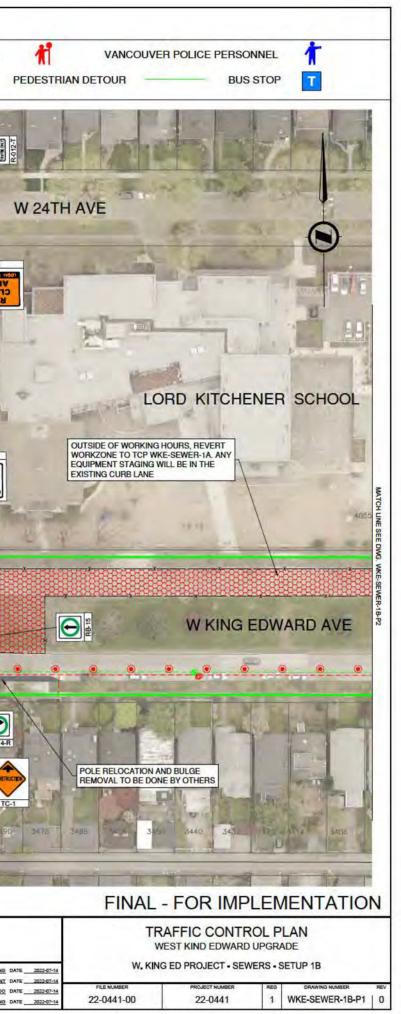
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CONSTRUCTION POSTED SPEED DESIGN VEHICLE	50km/h B-12	ULLIVANT	۸.	ULY 14, 2022	REVISED FOR IMPLEMENTATION	K.BULLIVANT	BINNIE	Burnahy, BC 1956 483 151, Univ 430 1722 BNNUE comi	QUALITY ASSURANCE M. WOO DATE JULY 14
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	City of Vancouv	er - FOI 2023-268	- Page	61 of 138		

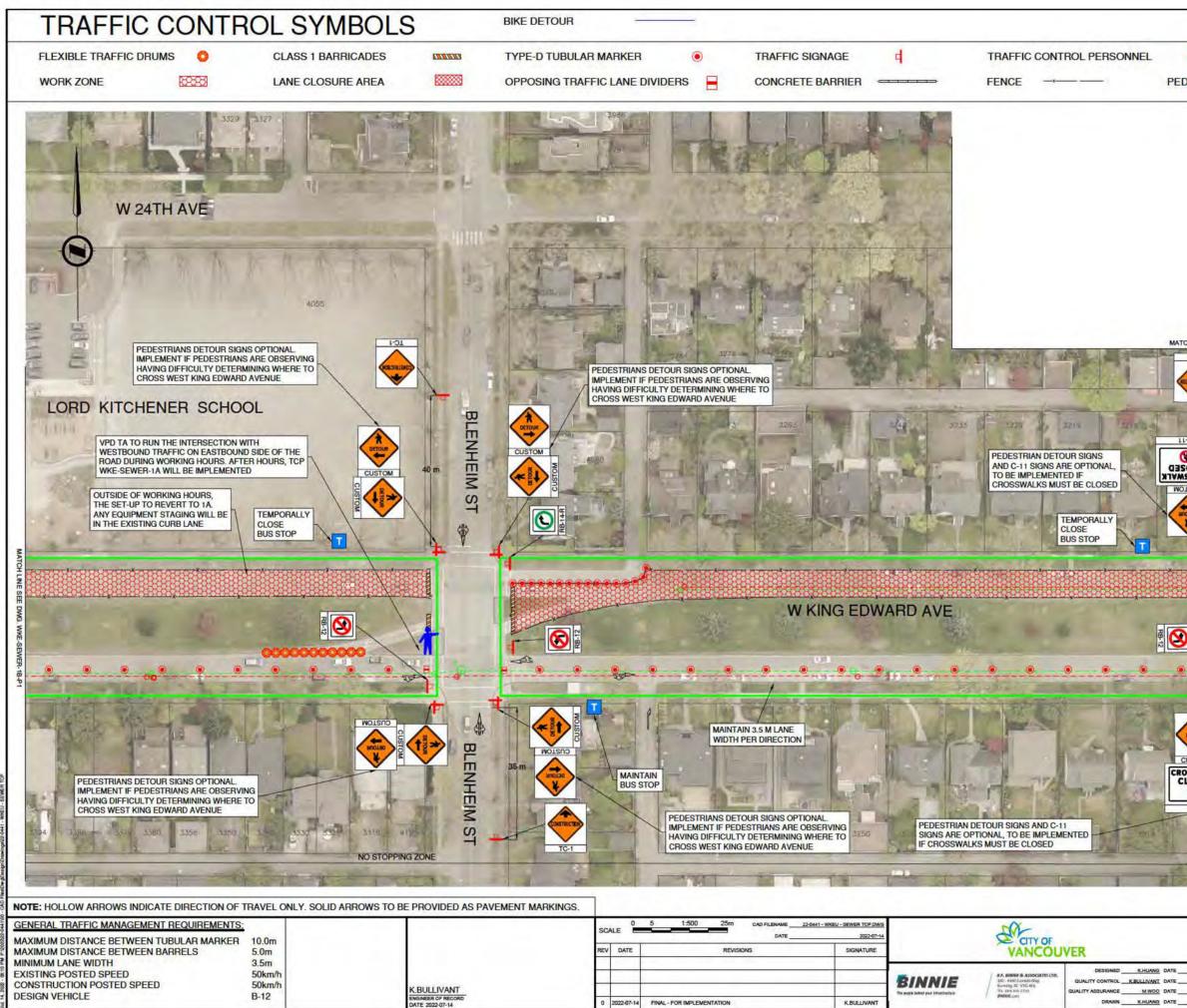


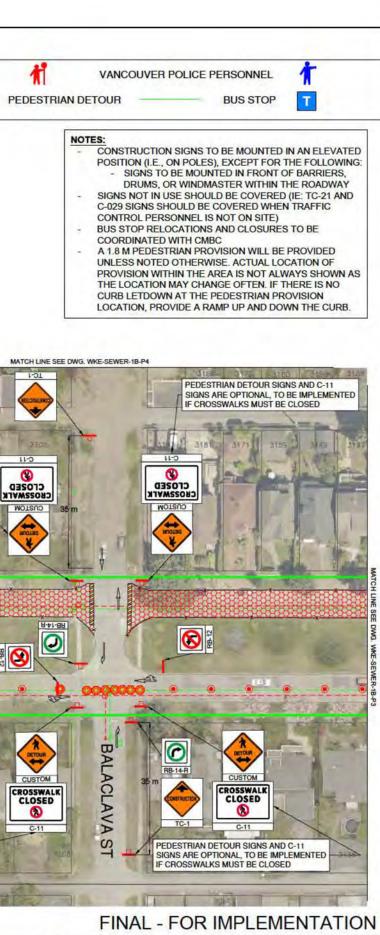
City of Vancouver - FOI 2023-268 - Page 62 of 138

LEXIBLE TRAFFIC DRUMS O CLAS	S 1 BARRICADES TY	PE-D TUBULAR	MARKER	TRAFFIC SIGNAGE	d	TRAFFIC CONTROL PER
				CONCRETE BARRIER		FENCE
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DRUMS, OR WINDMASTER WITHIN THE ROADWA	Y a and at	1	RB-10	2	- Andrew	
SIGNS NOT IN USE SHOULD BE COVERED (IE: TC-21 A C-029 SIGNS SHOULD BE COVERED WHEN TRAFFIC	C-063	2	RB-11	2	and and a	
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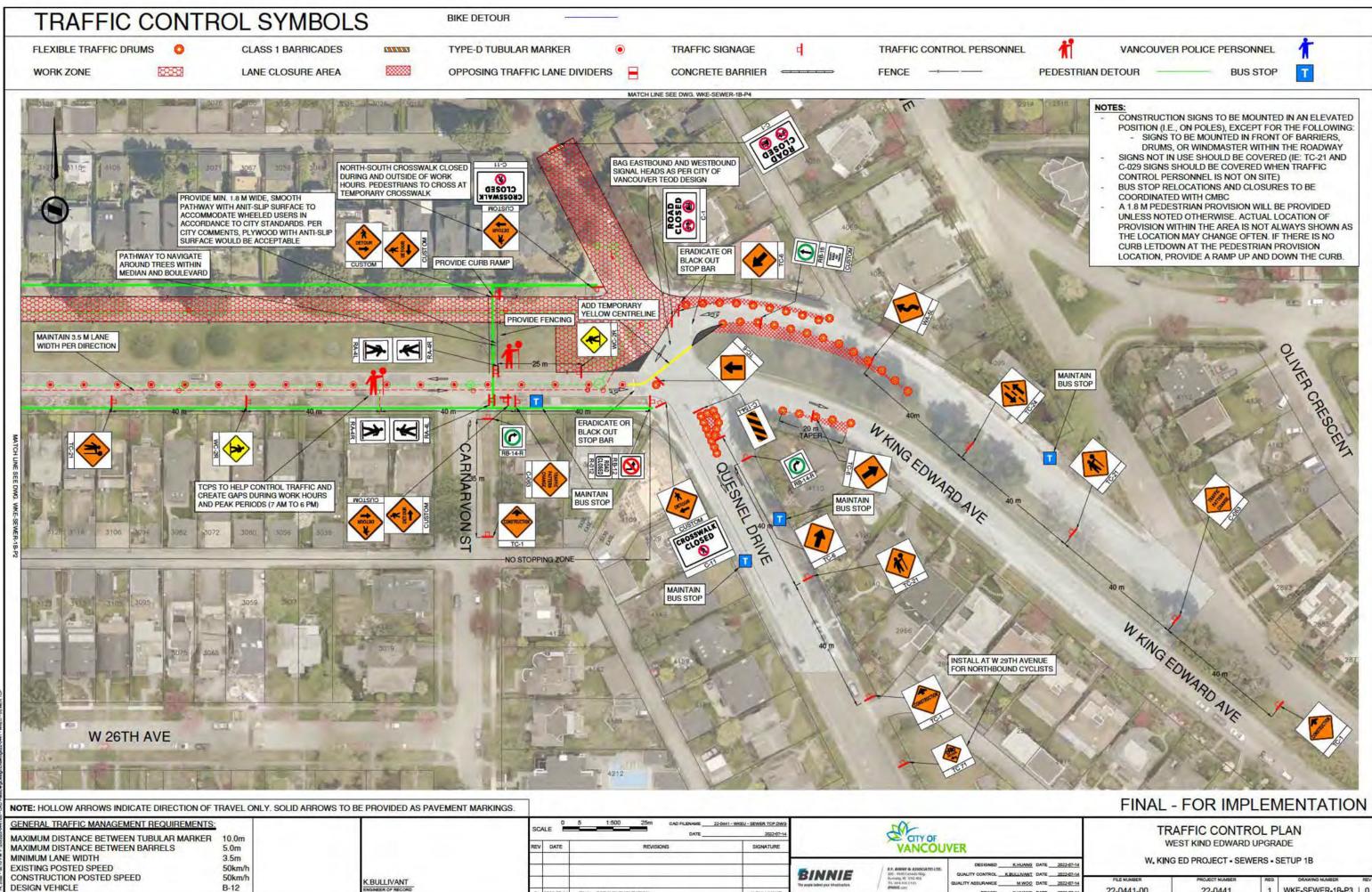
City of Vancouver - FOI 2023-268 - Page 63 of 138





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		AFFIC CONTR			
DATE 2022-07-14	1001	G ED PROJECT - SEV	VERS - S	SETUP 1B	
DATE 2022-07-14 DATE 2022-07-14	FILE NUMBER 22-0441-00	PROJECT NUMBER 22-0441	REG	WKE-SEWER-1B-P2	REV

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K.BULLIVANT

2022-07-14 FINAL - FOR IMPLEMENTATION

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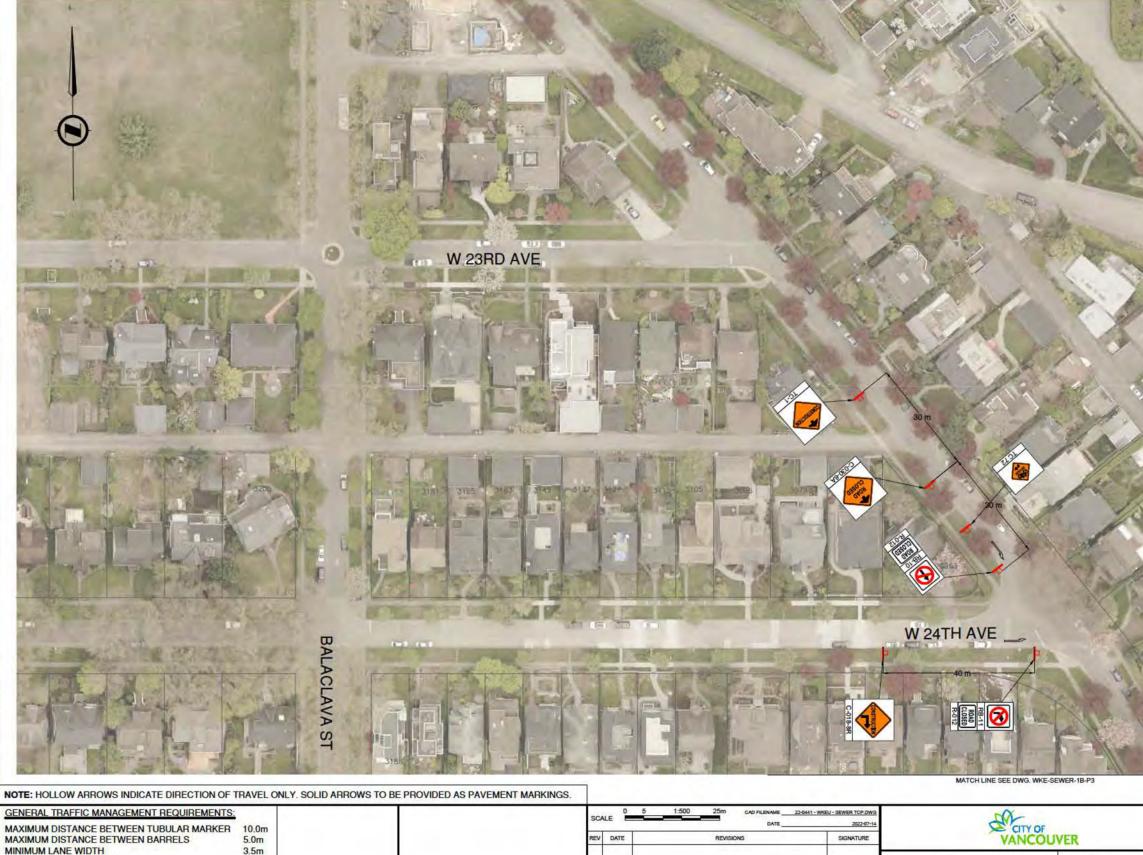
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TRAFFIC	TRAFFIC CONTROL SYMBOLS			BIKE DETOUR					
FLEXIBLE TRAFFIC	DRUMS O	CLASS 1 BARRICADES	ARRENT	TYPE-D TUBULAR MARKER	۲	TRAFFIC SIGNAGE	4	TRAFFIC CONTROL PERSONNEL	
WORK ZONE	82223	LANE CLOSURE AREA		OPPOSING TRAFFIC LANE DIVIDE	RS 📄	CONCRETE BARRIER	· 	FENCE	



MAXIMUM DISTANCE BETWEEN TUBULAH MAHKEH	10.0m							
MAXIMUM DISTANCE BETWEEN BARRELS	5.0m		REV	DATE	REVISIONS	SIGNATURE		VAN
MINIMUM LANE WIDTH	3.5m							
EXISTING POSTED SPEED	50km/h						STATATION.	/ R.F. BINNE & ASSC
CONSTRUCTION POSTED SPEED	50km/h	K.BULLIVANT					BINNIE	BIO - #940 Canada m Bamaby, IE: VSG-40
DESIGN VEHICLE	B-12	ENGINEER OF RECORD					The people bediet your inhestructure.	MNNIE.com
A Star Same and a star star star star star star star st		DATE 2022-07-14	0	2022-07-14	FINAL - FOR IMPLEMENTATION	K.BULLIVANT		

TELLER, DESIGNED KHUANG DATE 2022-07-1 GUALITY CONTROL KBULINANT DATE 2022-07-1 GUALITY ASSURANCE MINOO DATE 2022-07-1 DRAWN KHUANG DATE 2022-07-1



VANCOUVER POLICE PERSONNEL

PEDESTRIAN DETOUR

BUS STOP



NOTES:

CONSTRUCTION SIGNS TO BE MOUNTED IN AN ELEVATED POSITION (I.E., ON POLES), EXCEPT FOR THE FOLLOWING: - SIGNS TO BE MOUNTED IN FRONT OF BARRIERS, DRUMS, OR WINDMASTER WITHIN THE ROADWAY SIGNS NOT IN USE SHOULD BE COVERED (IE: TC-21 AND C-029 SIGNS SHOULD BE COVERED WHEN TRAFFIC CONTROL PERSONNEL IS NOT ON SITE) BUS STOP RELOCATIONS AND CLOSURES TO BE

COORDINATED WITH CMBC A 1.8 M PEDESTRIAN PROVISION WILL BE PROVIDED UNLESS NOTED OTHERWISE. ACTUAL LOCATION OF PROVISION WITHIN THE AREA IS NOT ALWAYS SHOWN AS THE LOCATION MAY CHANGE OFTEN. IF THERE IS NO

CURB LETDOWN AT THE PEDESTRIAN PROVISION LOCATION, PROVIDE A RAMP UP AND DOWN THE CURB.

FINAL - FOR IMPLEMENTATION

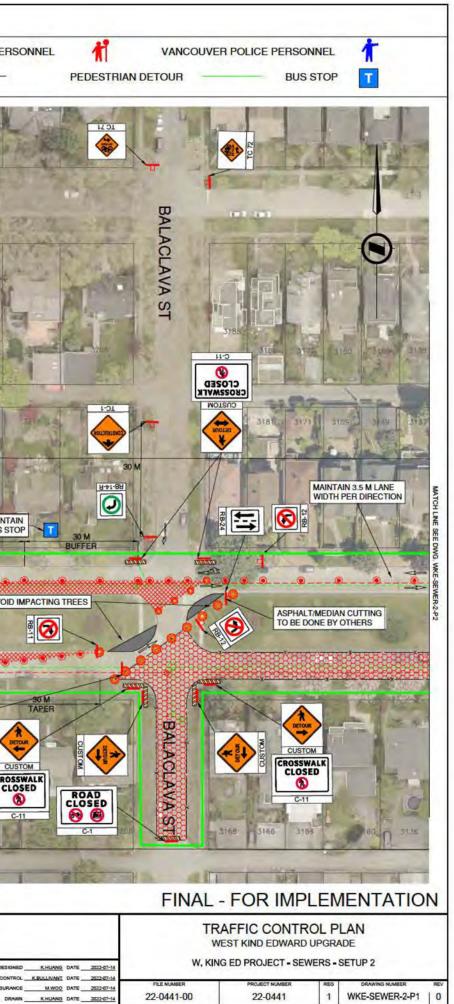
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W. KING ED PROJECT - SEWERS - SETUP 1B

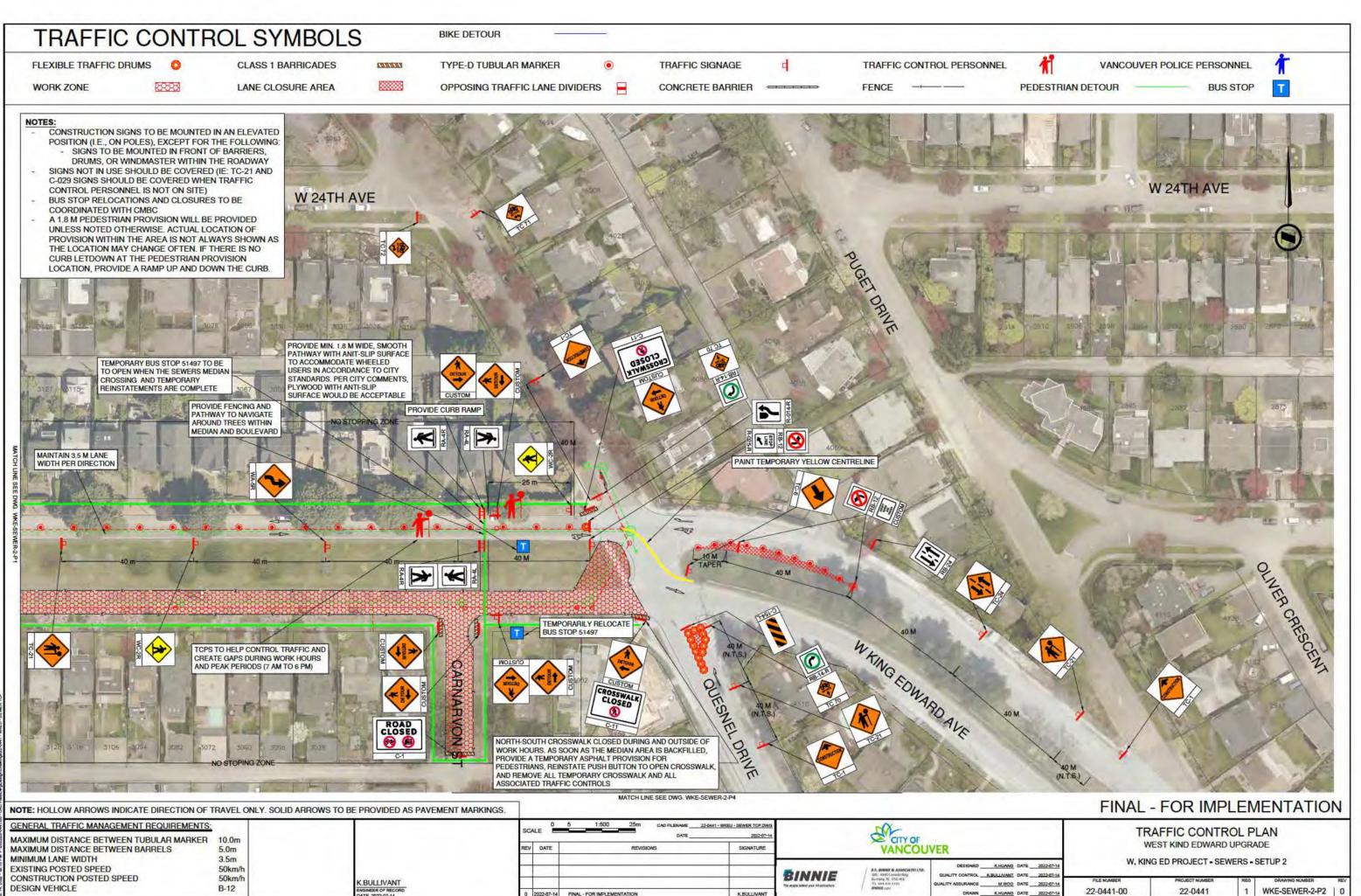
-07-14	FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
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FLEXIBLE TRAFFIC DRUMS	CL	ASS 1 BARRICADES	CHRISTIN .	TYPE-D TUBULAR MARKER ()	TRAFFIC SIGNAGE	TRAFFIC CONTROL PERSONNEL
WORK ZONE		NE CLOSURE AREA		OPPOSING TRAFFIC LANE DIVIDERS	CONCRETE BARRIER	FENCE
NOTES: - CONSTRUCTION SIGNS TO BE MOUNTE POSITION (I.E., ON POLES), EXCEPT FO - SIGNS TO BE MOUNTED IN FROM DRUMS, OR WINDMASTER WITHIN - SIGNS NOT IN USE SHOULD BE COVERE C-029 SIGNS SHOULD BE COVERED WH CONTROL PERSONNEL IS NOT ON SITE - BUS STOP RELOCATIONS AND CLOSUF COORDINATED WITH CMBC - A 1.8 M PEDESTRIAN PROVISION WILL UNLESS NOTED OTHERWISE. ACTUAL I PROVISION WITHIN THE AREA IS NOT A THE LOCATION MAY CHANGE OFTEN. II CURB LETDOWN AT THE PEDESTRIAN I LOCATION, PROVIDE A RAMP UP AND E	R THE FOLLI T OF BARRIE N THE ROAD ED (IE: TC-2: IEN TRAFFIC IEN T	OWING: IRS, WAY I AND F WVN AS NO URB.				
LORD KITCHENER SCH	DOL	4055	* *	PEDESTRIAN DETOUR SIGNS		
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C-11	8				THE PART	- 100-4 13 500
C-154-L	1		No.			
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CUSTOM PED DET LEFT	8	MAINTAIN BUS STOP	121 11			MAINTAIN
CUSTOM PED DET RIGHT	8		100			30 M BUS STOP
EXCEPT BUSES AND TRUCKS	2				A State State State State State	TAPER
RA-4L	2			1		The office of the state
RA-4R	2		1-10-1	P		
RB-10	2	E. A. The second			W KING EDWARD AV	
RB-11	2	12	al.			
RB-12	7	C-				
RB-14-R	3	CH LL	and the		0.0.0.0.0.0	
RB-24	2					
RB-25	1					THE SPACE THE PLANE
RC-4R-1	1	A COLOR	Contraction of the local division of the loc	40 M	40 M 35 M TAPER	30 M 30 M BUFFER TAPER
TC-1	5				and and	
TC-6	3		1 0 m-			
TC-21	3		BLENHEIM			
TC-24	2		"Z	CORECOW		CUSTOM
TC-70	4		H	DELOR		CLOSED
TC-71	4	1 Minut	100	PEDESTRIAN OPTIONAL IM	DETOUR SIGNS	
TC-72	4	1330 5920 331H +	STREET, STREET	PEDESTRIANS	S ARE OBSERVED	<u>C-11</u>
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E: HOLLOW ARROWS INDICATE DIRECTION O				A DECEMBER OF	H LINE SEE DWG. WKE-SEWER-2-P3	
	NA STONE STONE	NET. SOLID ARROWS TO D	E PHOVIDED AS PA			
NERAL TRAFFIC MANAGEMENT REQUIREMENT				SCALE 0 5 1:500 25	CAD FILENAME 22-0441 - WKEU - SEWER TCP DWG DATE 2022-07-14	CITY OF
	R 10.0m				IEVISIONS SIGNATURE	CITY OF
	5.0m			REV DATE R	alger the	VANCOUVER
XIMUM DISTANCE BETWEEN BARRELS	5.0m 3.5m			REV DATE R		
XIMUM DISTANCE BETWEEN TUBULAR MARKE XIMUM DISTANCE BETWEEN BARRELS VIMUM LANE WIDTH ISTING POSTED SPEED NSTRUCTION POSTED SPEED	5.0m		K.BULLIVANT	REV DATE R		IE STORE 4 ASSOCIATES LTD. 100 - 000C carbol Way Burning Kr Vice 46



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GINEER OF RECO 2022-07-14 FINAL - FOR IMPLEMENTATION K.BULLIVANT

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TRAFFIC CONTROL SYMBOLS **BIKE DETOUR** FLEXIBLE TRAFFIC DRUMS 0 **CLASS 1 BARRICADES** ANNIN ST TYPE-D TUBULAR MARKER ۲ TRAFFIC SIGNAGE E.

CONCRETE BARRIER

MATCH LINE SEE DWG. WKE-SEWER-2-P1

TRAFFIC CONTROL PERSONNEL

-x-

FENCE

NOTES:

WORK ZONE

CONSTRUCTION SIGNS TO BE MOUNTED IN AN ELEVATED POSITION (I.E., ON POLES), EXCEPT FOR THE FOLLOWING: SIGNS TO BE MOUNTED IN FRONT OF BARRIERS, DRUMS, OR WINDMASTER WITHIN THE ROADWAY SIGNS NOT IN USE SHOULD BE COVERED (IE: TC-21 AND C-029 SIGNS SHOULD BE COVERED WHEN TRAFFIC

R56553

CONTROL PERSONNEL IS NOT ON SITE) BUS STOP RELOCATIONS AND CLOSURES TO BE COORDINATED WITH CMBC

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A 1.8 M PEDESTRIAN PROVISION WILL BE PROVIDED UNLESS NOTED OTHERWISE. ACTUAL LOCATION OF PROVISION WITHIN THE AREA IS NOT ALWAYS SHOWN AS THE LOCATION MAY CHANGE OFTEN. IF THERE IS NO CURB LETDOWN AT THE PEDESTRIAN PROVISION LOCATION, PROVIDE A RAMP UP AND DOWN THE CURB.



LANE CLOSURE AREA



OPPOSING TRAFFIC LANE DIVIDERS

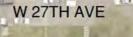
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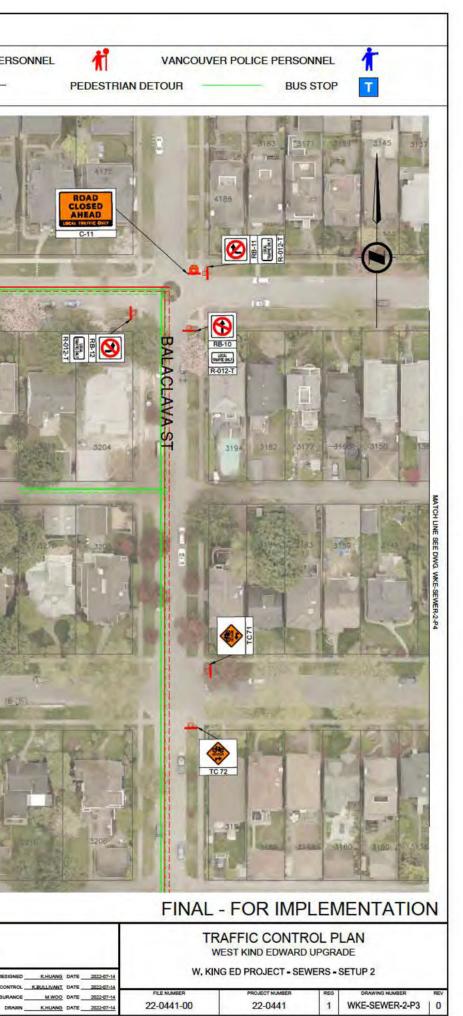








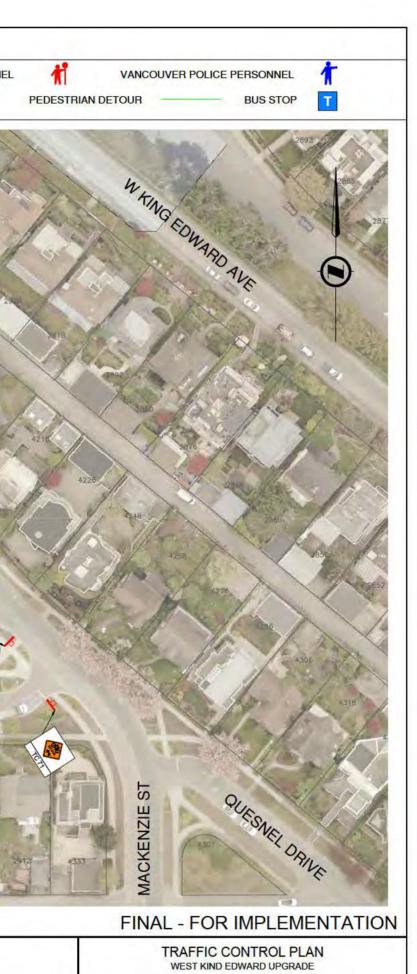
NOTE: HOLLOW ARROWS INDICATE DIRECTION OF TRAVEL ONLY. SOLID ARROWS TO BE PROVIDED AS PAVEMENT MARKINGS. GENERAL TRAFFIC MANAGEMENT REQUIREMENTS: CITY OF VANCOUVER CAD FILENAME 22-0441 - WKEU - SEWER TCP.DV SCALE DATE MAXIMUM DISTANCE BETWEEN TUBULAR MARKER 2022-07-10.0m MAXIMUM DISTANCE BETWEEN BARRELS 5.0m DATE SIGNATURE REVISION MINIMUM LANE WIDTH 3.5m DESIGNED KHUANG DATE 2022-07-EXISTING POSTED SPEED 50km/h BINNIE QUALITY CONTROL KBULLIVANT DATE 2022-07-CONSTRUCTION POSTED SPEED 50km/h 330 - 8940 Canada Na Bamatry, NE VSG-468, Thi 4644 And 3723 MNNIE cont K.BULLIVANT ALITY ASSURANCE M.WOO DATE 2022-07-14 B-12 **DESIGN VEHICLE** INGINEER OF RECO 2022-07-14 FINAL - FOR IMPLEMENTATION K.BULLIVANT



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FLEXIBLE TRAFFIC DF	and the second se	CLASS 1 BARRICADES		TYPE-D TUBULAR MARKER	TRAFFIC SIGNAGE	4	TRAFFIC CONTROL PERSON
WORK ZONE	8333	LANE CLOSURE AREA	600000	OPPOSING TRAFFIC LANE DIVIDERS	CONCRETE BARRIER	·	FENCE
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NOTE: HOLLOW ARROWS INDICATE DIRECTION OF	TRAVEL ONLY. SOLID /	ARROWS TO BE PROVIDED AS PAVEMENT MARKINGS.						
GENERAL TRAFFIC MANAGEMENT REQUIREMENTS			SC		5 1:500 25m CAD FILENAME 22-0441-1	100000	197	
MAXIMUM DISTANCE BETWEEN TUBULAR MARKER MAXIMUM DISTANCE BETWEEN BARRELS	5.0m		REV	DATE	DATE	2022-07-14 SIGNATURE	VANCOU	VER
MINIMUM LANE WIDTH EXISTING POSTED SPEED CONSTRUCTION POSTED SPEED DESIGN VEHICLE	3.5m 50km/h 50km/h B-12	K.BULLIVANT	_				R.F. BHINKE & ASSOCIATES LTD. 307 - 4940 Canada May Ramato, IE, YSC-483 TE-644 AM 2773 MANUE com	DESIGNED <u>K.HUANG</u> GUALITY CONTROL <u>K.BULLIVANT</u> QUALITY ASSURANCE <u>M.WOO</u>
	D-12	ENGINEER OF RECORD DATE 2022-07-14	0	2022-07-14	FINAL - FOR IMPLEMENTATION	K.BULLIVANT	Building cont	DRAWN KHUANG



W, KING ED PROJECT - SEWERS - SETUP 2

CHUANG DATE	W, KING ED PROJECT - SEWERS - SETUP 2				
M.WOO DATE 2022-07-14	FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
CHUANG DATE 2022-07-14	22-0441-00	22-0441	1	WKE-SEWER-2-P4	0

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West King Edward / Quesnel Sewer Project

Vendor List 2022 Kodiak excavators – 604.657.1957 Sanghera Trucking – 604.649.8176 Neufeld Trucking - 604230.8130 Sea to Sky - 604.817.2313 Heidelberg Materials – 604.261.6751 Mc Raes Hydro vac - 604434.8313 Super Save - 800.665.7800 Ansan Traffic Control 604.270.1535 Stantec (Geo-Tech) 604.436.3014 Pacific Safety - 780.278.1696 Urban Saw - 604.861.9418 Busters Towing - 604240-1206

ENGINEERING DAILY TAILGATE TALK CITY OF ANCOUVER DATE July 19,22 TIME SITE SUPERVISOR John Planne Iom LOCATION: Quend + Winger SIGNATURE Multisite? Y (N) CREW 3 200 Clear CONDITIONS Overcast Temp: Rain Snow Windy WORK PLAN FOR THE SHIFT: Jackhomme the are per on D2 mits quick in the mit Excast + shore mon truck. (Ay 1350 1 375 pipe SAFETY ISSUES Pedestrian Concerns: DN Cyclist Concerns: DN Petrower by Ke rowte Traffic Plan Discussed: (\mathbf{Y}) N PPE: High Vis (vest), Safety Toes, Hard Hat, Protective Eye Wear Respiratory Hazards, Asbestos, Silica, Other: () N Instructions: N-75 cr religitator mark in use where mining coment chule cattory a Marching PUL Y (N) (N) Confined Space Entry **Confined Space Permit Completed** Y Location of entry: (1) Fall Protection Required N_ Instructions: Block, hoses + life the in ade the work is completes on the con trend sine of the guard mil control zone. Guard miles me in place surrounding there First Aid Attendant: Level required on site: 1 (2) Name of attendant: Dollar Berterbilichte on site? Other OVERHEAD HAZARDS Controls/Instructions/Securing/Limits of Approach? Trees at Trimmen Trolley Lines N/N Y Electrical Y N Street Lighting N Y Other (Examples: trees, cranes, etc.) EXCAV/ATION BC1 Call & Utility Information on Site () N Instructions: All atillities have been Hydro Underground Hazards & Controls? (Examples: tidal flows, contaminated propries coastewater, etc.) 300 MAR is lan Bot truck i 150 motor is atrapped, 40 perman 13 strapped, 48 + Martin Conduct is Strapped. Soil Conditions? Geo Tech Bequirement? (9) N Instructions (Examples: (Examples: set backs, instructions on site, etc.) 14 Wiemans Shack Padman / Spotter Required? (Y) N Mechanical Excavating Record to be completed by Farth Shortup Utility Marks identified and clear? (Y) N Match utility plan? (Y) N Shoring Installation Instructions: (Examples: shoring to be used, close & tight, installation instructions, etc.) Tight to tread walls with bulk hears where requester. Steel sets, stal plass steel plate

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CITY OF VANCOU	VER	ENGIN	EERING	G DAIL	Y TAIL	GATE	TALK
DATE July 20,22 LOCATION: Quesul & Multisite? Y (N)	TIME	Tom	SITE SUPE SIGNATUR CREW	RE th	John 1	Planning	si
CONDITIONS T	emp:	29%	(clear)	Overcast	Rain	Snow	Windy
WORK PLAN FOR THE SH - Brant Ar - 20 Coglast - 2x 16+8 p Gunck Set - H 375 clanal	d by 2 bets + 20 he pr	mff.	in the state				
SALETY ISSUES Traffic Plan Discussed: PPE: High Vis (vest), Safety To Respiratory Hazards, Asbesto MSS or Negrith MC PMC.	s, Silica, Other:	tective Eye Wear	N structions:	() N met a		st Concerns:	(?) N
Confined Space Entry Y Location of entry: Fall Protection Required Block & harres Office guard re First Aid Attendant: Leve	(Y) N Ins Fall w it contr	tructions: Les works of Zane.	i conple	ted or	He G	completed	V ()
Other	a required on site		ne of attendar		n Hace	F ceran	cate on site r
OVERTINAD N Trolley Lines Y Electrical Y Street Lighting Y Other (Examples: trees)	periodic constraints and the second sec	tions/Securing/Limi	its of Approach	17 7-2	us trin	n#20	
EXCAVATION BC 1 Call & Utility Informatio Underground Hazards & Con 200 wests man Soil Conditions? Geo Tech Requirement?	Horoffled Ja Horoffled Ja Kg J K	s: tidal flows, conta	ninated soils, 12 J 7-20 nples: set bac	utilities, wa ku Conde ks, instructio	stewater,e Are Are	10.) 150 bos	
Padman / Spotter Required? Utility Marks identified and c Shoring Installation Instructio Tight to Trevel Pfeel Setzy	lear? (Y) N ons: (Example	s: shoring to be use	tility plan?	📎 N t, installatio	n instructio		us

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DEQUIPMENT (Backhoes, Trucks, etc) / O ors and workers new to the site must be a PRINT NAME and COMPANY M. CLUB OKAMS Trans K. Dessus F Ruti Loord	UTSIDE CONTRACTO riented to hazards a Arson Arson Arson Radjek)R / CONS ndiprocer	AW / TRAFFIC CONTROL/ AC dures. ARRIVED ON SITE 7 7 7 7	
DITIONAL INFORMATION/INSTRUCTIONS		an (1999) 		

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	ENGINEERING DAILY TAILGATE TALK
DATE July 21,22 TIME Tom LOCATION: Quenul 1 Wikington Multisite? Y (N)	SITE SUPERVISOR John Haman SIGNATURE france
CONDITIONS Temp:	Clear Overcast Rain Snow Windy
WORK PLAN FOR THE SHIFT:	
- full 20' cape and intel - full shiring South of - Excavise toward p-2 - Excavise toward p-2 - by 1370 + 375 togethe	L' to rad backful + compaction texts 20' set and backful + compaction texts de to \$
SAFETY ISSUES Traffic Plan Discussed: (Y) N PPE: High Vis (vest), Safety Toes, Hard Hat, Protective I Respiratory Hazards, Asbestos, Silica, Other: (Y) N T Smyle Jo WK WK	Pedestrian Concerns: Y N Cyclist Concerns: Y N Eye Wear Y N N Instructions: Cutting of Fully RR pipe
Confined Space Entry Y N Location of entry: Fall Protection Required Y N Instruction: Alock + Machine I - 40 Torock Shar of He Superd Mill	
First Aid Attendant: Level required on site: 1 Other	2 Name of attendant: CDSA HOME/Lertificate on site?
OVERHEAD HAZARDS Trolley Lines Y Electrical Y Street Lighting Y Other (Examples: trees, cranes, etc.)	ecuring/Limits of Approach? <u>Jcut trianning</u>
Underground Hazards & Controls? (Examples: tidal f	potr supporter, 40 psimon supporter,
Utility Marks identified and clear? N Shoring Installation Instructions: (Examples: shorin	al Excavating Record to be completed by <u>MLBM</u> Match utility plan? Y N ng to be used, close & tight, installation instructions, etc.) Lafe hands + Skul plates

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ENDANCE PRINT NAME						
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Rob Bymp Donohah	anne danne an anning airing an		- 17 18	and a state of the		
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s and workers new to the si	ite must be orie NY	side contracto nted to hazards a Ample Ample	R / CONSAU	res.		SIGNATU
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Sand workers new to the si PRINT NAME and COMPAN Marker of the single	Ite must be orie NY Adda SJ TRUCTIONS	nted to hazards a Arya Arya Aryan Aryan	R / CONSAU	res.		SIGNATUI
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Sand workers new to the si PRINT NAME and COMPAN March Company Bannu Dannu An teles Dessina F. IONAL INFORMATION/INST	Ite must be orie NY Mucha SJ TRUCTIONS 7100	nted to hazards a Arya Arya Aryan Aryan	R / CONSAU	res.		SIGNATU
Sand workers new to the si PRINT NAME and COMPAN Manual Company Dance A. the Worker Destrict Free CONAL INFORMATION/INST (\$.22(1)	Ite must be orie NY Adda SJ TRUCTIONS	nted to hazards a Arya Arya Aryan Aryan	R / CONSAU	res.		SIGNATUI

ENGINEERING DAILY TAILGATE TALK ITY OF **ANCOUVER** DATE July 22, 22 TIME SITE SUPERVISOR John Manifer Am LOCATION: Quesul + Mikin 80 SIGNATURE Multisite? Y (N) CREW \overline{D} CONDITIONS Temp: Clear Overcast Windy Rain Snow WORK PLAN FOR THE SHIFT: wyster plan in offices Mr.no prates hote wtok. & weeken see efing to break at whe was CASTILS grand SAFETY ISSUES Traffic Plan Discussed: (γ) N Pedestrian Concerns: (Y) N Cyclist Concerns: (1) N PPE: High Vis (vest), Safety Toes, Hard Hat, Protective Eye Wear (Y) N Respiratory Hazards, Asbestos, Silica, Other: (Y) N Instructions: certifing of species for N-95 mark in Confined Space Permit Completed (Y) Confined Space Entry N N MAQ Chesnel + WKing CD Location of entry: Fall Protection Required N Instructions: (\mathbf{Y}) Block + harress 17te 120 work is computed in use nles a t the spe trend sin of the guard rai rando/ zane Guesa poils in cost tag enterificate on site? 1 (2) Name of attendant: First Aid Attendant: Other OVERHEAD HAZARDS Controls/Instructions/Securing/Limits of Approach? [CLUS Trimmed **Trolley Lines** N Y Electrical γ N Street Lighting Y N (Examples: trees, cranes, etc.) Other EXCAVATION BC1 Call & Utility Information on Site (Y) N Instructions: Unlines Hold Langetto Underground Hazards & Controls? (Examples: tidal flows, contaminated soils, utilities, wastewater, etc.) 300 w threther down y 40 pas Arappen, 180 w strappes, trachie corourd strappene Soil Conditions? TUP Geo Tech Requirement? N pinstructions (Examples: (Examples: set backs, instructions on site, etc.) Loremans Padman / Spotter Required? (Y) Mechanical Excavating Record to be completed by Nic AM Y) Match utility plan? (Y) N Utility Marks identified and clear? N (Examples: shoring to be used, close & tight, installation instructions, etc.) Shoring Installation Instructions: Trans to them usly with bulk had note regined setsyell, all's -Stul States ster

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PRINT NAME John Planini Del Metrohn Barker Peod Kody Varlder Nu Bh R.AJ June Mat Bud Adam Varland June La Um	16 QUSIN Oyare 17	
DEOUIPMENT (Backhoes, Trucks, etc) / OUTSIDE CONTRACTO ors and workers new to the site must be oriented to hazards a PRINT NAME and COMPANY MULLIN OLSTING AND BUTIN AND BUTIN AND TRAIS & AND JANSE F. AND ANSEN Kadiek.	DR / CONSAW / TRAFFIC CONTROL/ ACT Ind procedures. ARRIVED ON SITE SIGNA	ATURE
ITIONAL INFORMATION/INSTRUCTIONS		

	NGINEERING DAILY TAILGATE TALK
DATE July 25/2022 TIME Tam LOCATION: Quesnel + King Edward Multisite? Y 0	SITE SUPERVISOR Joel Moleston SIGNATURE CREW 3
CONDITIONS Temp: 254	Clear Overcast Rain Snow Windy
WORK PLAN FOR THE SHIFT: <u>Hat weather</u> <u>'dig inside 20'cage</u> <u>'Backfill + compaction around</u> <u>Site Cleanop +organization</u>	r plan in effect-breakstwater
PPE: High Vis (vest), Safety Toes, Hard Hat, Protective Eye	N Instructions:
Confined Space Entry Y D Location of entry: Fall Protection Required ON Instructions: Black thaness theline in whe	Confined Space Permit Completed Y 🕅
First Aid Attendant: Level required on site: 1 Other	2) Name of attendant: <u>Clife Lewis</u> (Buntin) te on site?
OV/ERHEAD HAZARDS Trolley Lines Y Electrical Y Street Lighting Y Other (Examples: trees, cranes, etc.)	ring/Limits of Approach? Trees trimmed
EXCAVATION	
	ustructions: Utilities by the exposed vs. contaminated soils, utilities, wastewater, etc.) s., 150 mm water, Street light + tookis
Soil Conditions? 46 C Geo Tech Requirement? N Instructions (Examp Contended to a Contended to a	oles: (Examples: set backs, instructions on site, etc.)
Utility Marks identified and clear? 🔊 N	Excavating Record to be completed by Nick Ell Match utility plan? () N o be used, close & tight, installation instructions, etc.) ds were required

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Jim Deulin - Kodisk Amin - Big Dig HONAL INFORMATION/INSTRUCTIONS		
AMin -Big Dig		

CITY OF VANCOUVER	EERING DAILY TAILGATE TALK
DATE July 26 /2022. TIME Tam LOCATION: West King Edward+ Quesnel Multisite? Y	SITE SUPERVISOR JOEL MOLZAHN SIGNATURE CREW #3
CONDITIONS Temp: 28+ HOT	Clear Overcast Rain Snow Windy
	effect. Breaks + Water + Sunscreen 1 space entry Fastpatch
PPE: High Vis (vest), Safety Toes, Hard Hat, Protective Eye Wear	n Concerns: Ø N Cyclist Concerns: Ø N Ø N structions: M PVC pipe
Confined Space Entry () N Location of entry: West King Edward + Quesnel Fall Protection Required () N Instructions: Block + Harness + lifeline in use.	Confined Space Permit Completed 🕅 N
First Aid Attendant: Level required on site: 1 (2) Nam Other	ne of attendant: <u>Cliff Lewis</u> (Partility ate on site?
OV/ERHIEAD HAVARDS Trolley Lines Y N Controls/Instructions/Securing/Limit Electrical Y Street Lighting Y Other (Examples: trees, cranes, etc.)	ts of Approach? Trees trimmed
EXCAVATION BC 1 Call & Utility Information on Site N Instructions Underground Hazards & Controls? (Examples: tidal flows, contan 300 mm Wafer fundled down, 40 mm 325, 150 m Soil Conditions? Type C	ninated soils, utilities, wastewater, etc.) nm water , street light + fraffic
Geo Tech Requirement? Y N Instructions (Examples: (Examples: (Examples:) (Examples	nples: set backs, instructions on site, etc.)
Utility Marks identified and clear? N Match ut	

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Jesse Sayho Nick Ehl	46	12	Low Restaurant and an and an and an and an and an and an and	The second	
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Travis William	ŝ	- 23			
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CITY OF VANCOUVER	IEERING DAILY TAILGATE TALK
DATE July 27/2022 TIME Tam LOCATION: West King Ed + Quesnel Multisite? Y 0	SITE SUPERVISOR Joel Molzahr SIGNATURE CREW #3
CONDITIONS Temp: 25+ HOT	Clear Overcast Rain Snow Windy
WORK PLAN FOR THE SHIFT: Heat advisory: Foll Heat breaks, Couling station, • Work on MH D3, S1, S2 • Confined space entry: EC1 - work o • Site cleanup + organization	mister, liquids
PPE: High Vis (vest), Safety Toes, Hard Hat, Protective Eye Wear	nn Concerns: (v) N Cyclist Concerns: (v) N (v) N Instructions: C
Confined Space Entry ON Location of entry: EC1 Fall Protection Required ON Instructions: Block, lifeline, harness	Confined Space Permit Completed Y N guard (bils + bases
First Aid Attendant: Level required on site: 1 🖏 Nar Other	me of attendant: Cliff Lewis (Bardini) cate on site?
OWERHEAD HAZARDS Trolley Lines Y N Controls/Instructions/Securing/Lim Electrical Y Street Lighting Y Other (Examples: trees, cranes, etc.)	
EXCAVATION BC 1 Call & Utility Information on Site () N Instruction Underground Hazards & Controls? (Examples: tidal flows, conta 300 mm water Ethroffled down , 40mm gas, Soil Conditions? Type C	ns: Utilitles hydrovaced minated soils, utilities, wastewater,etc.) ISOMM water , street light+ traffic
Geo Tech Requirement? ON Instructions (Examples: (Exa Foreman Icailer	mples: set backs, instructions on site, etc.)
Utility Marks identified and clear? (Y) N Match u	ig Record to be completed by <u>Nicと ちん</u> utility plan?

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Eric Kore		17)		
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Travis Bonnie Aman	kg dig		2			

CITY OF VANCOUVER	INEERING DAILY TAILGATE TALK
DATE July 29/2022 TIME 7:000m LOCATION: West King Ed + Quesnel Multisite? Y N	SITE SUPERVISOR Jool Malzaho SIGNATURE Joo CREW #3
CONDITIONS Temp: 25+ HuT	Clear Overcast Rain Snow Windy
WORK PLAN FOR THE SHIFT: Follow CON HEA Mister, Namids	at response plan. Heat breaks, cooling statu
Work on MH D3 - install 1350 Site cleanup	pipe, Rebar mot, Wood Channel form. layout
SAFETY ISSUES Traffic Plan Discussed:	Instructions: then citized or filing pue pipe
Confined Space Entry Y N Location of entry: Fall Protection Required N Instructions: Use lifeline chaires, blocks	Confined Space Permit Completed Y N) guard failst bases
First Aid Attendant: Level required on site: 1 (2) Other	Name of attendant: Lewis (BornerAjfigate on site?
OV/ERHEAD HAZARDS Trolley Lines Y N Electrical Y N Street Lighting Y N Other (Examples: trees, cranes, etc.)	Limits of Approach? trimmed
EXCAVATION	
BC 1 Call & Utility Information on Site ON Instruct Underground Hazards & Controls? (Examples: tidal flows, con 300mm Water Charatled dwn , 40mm	tions: Hydrovae utilities ntaminated soils, utilities, wastewater,etc.) 325, ISOmo Geo Water, Steered Ky
Soil Conditions? $f_{when C}$ Geo Tech Requirement? \mathfrak{O} N Instructions (Examples (6)	Ungittestset batts/institictions on site-et Received updated
Utility Marks identified and clear? V N Mate Shoring Installation Instructions: (Examples: shoring to be a	ting Record to be completed by <u>Nick Khl</u> h utility plan? Y N used, close & tight, installation instructions, etc.)
Tight to trench halls with	Bulkhead, Air share, Steel pile, steel pists

		and the second		
TENDANCE				
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Eric Kore	an a	10 17	Dusta allaca	In the second
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CITY OF VANCOUVER	ENGINEERING DAILY TAILGATE TALK
DATE Aug 2nd TIME 7 LOCATION: Queued & W King Multisite? Y (N)	Ed SIGNATURE
CONDITIONS Temp:	(Clear) Overcast Rain Snow Windy
WORK PLAN FOR THE SHIFT: Build M/H D3 Lay pipe Follow Heat respo	Cut and form rebar nex plan
SAFETY ISSUES Traffic Plan Discussed: N PPE: High Vis (vest), Safety Toes, Hard Hat, Protect Respiratory Hazards, Asbestos, Silica, Other:	Pedestrian Concerns: Y N Cyclist Concerns: Y N tive Eye Wear Y N Y N Instructions:
Confined Space Entry Y N Location of entry: Fall Protection Required Y N Instruc	Confined Space Permit Completed Y N ctions: Quard rails F Black
First Aid Attendant: Level required on site: (Other	2 Name of attendant: Certificate on site?
OWERHEAD HAZARDS Trolley Lines Y Electrical Y Street Lighting Y Other (Examples: trees, cranes, etc.)	ns/Securing/Limits of Approach?
Soil Conditions? TIMU B	N Instructions: Rofer to one orell idal flows, contaminated soils, utilities, wastewater, etc.) Instructions on the orellowing of the source o
Utility Marks identified and clear? N	anical Excavating Record to be completed by Control of the AMER Match utility plan? N horing to be used, close & tight, installation instructions, etc.)

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CITY OF VANCO	UVER	ENG	INEERIN	ig dail	Y TAILGATE	E TALK
DATE A 3 22 LOCATION: Multisite? Y	TIM	IE Tom	SITE SUI SIGNATI CREW	C ANCO	John Hand Sh	~
CONDITIONS	Temp:	25%	Clear	Overcast	Rain Snow	Windy
WORK PLAN FOR TH Build p concrete	H D-3	+ SI For Spm I	Thursday.		Color Maria	AND
SAFETY ISSUES Traffic Plan Discussed; PPE: High Vis (vest), Safe Respiratory Hazards, Asi	bestos, Silica, Oth	t, Protective Eye We	Instructions:		Cyclist Concern	s: 🕜 N
Confined Space Entry Location of entry: Fall Protection Required	1	Instructions: <u>Vice Survice</u> n site: 1 (2)	Name of attend	iel	hit MADI AT	NAME OF THE OWNER OF THE OWNER OF
Other OVER ELEAD ELAZARI Trolley Lines Y Electrical Y Street Lighting Y Other (Examples:		structions/Securing,	/Limits of Approa	ach? <u>1</u> 2	ees trimmen	
EXCAVATION BC 1 Call & Utility Inform Underground Hazards & 30 Soil Conditions? Geo Tech Requirement? Padman / Spotter Require Utility Marks identified a	Controls? (Exa Y N Instr Y N Instr red? Y N and clear? Y	mples: tidal flows, c イーン・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・	Examples: set b (Examples: set b (Examples: set b) (Examples: set	acks, instructi	ons on site, etc.)	
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CITY OF VANCOUVER	ENGINEERING DAILY TAILGATE TALK
DATE Ang. U, 22 TIME Ton LOCATION: Quested & Liking 50 Multisite? Y (N)	SITE SUPERVISOR John Klamisi SIGNATURE Jan CREW 3
CONDITIONS Temp: 152	Clear (Overcast) Rain Snow Windy
WORKPLANFOR THE SHIFT: Build + pour mH I	
PPE: High Vis (vest), Safety Toes, Hard Hat, Protectiv	Pedestrian Concerns: (2) N Cyclist Concerns: (2) N ve Eye Wear (2) N (2) N Instructions: Mixing comment of Spiriting for pipe
Confined Space Entry Y N Location of entry: Fall Protection Required Y N Instruction M Lycanation today (MA Confined Space Permit Completed Y N ions: Guard rails surraid fle trench
First Aid Attendant: Level required on site: Other	1 (2) Name of attendant: Ast foce. Certificate on site?
OVERHEAD HAZARDS Trolley Lines Y N Electrical Y N Street Lighting Y N Other (Examples: trees, cranes, etc.)	s/Securing/Limits of Approach? Trues frimmer .
EXCAVATION	
Underground Hazards & Controls? (Examples: tid	N Instructions: Ial flows, contaminated soils, utilities, wastewater, etc.)
	Examples: (Examples: set backs, instructions on site, etc.) Ju Foreman Shaek
Utility Marks identified and clear? (Y) N Shoring Installation Instructions: (Examples: sho	nical Excavating Record to be completed by <u>facts of Shotwp</u> Match utility plan? N oring to be used, close & tight, installation instructions, etc.) IN book and where require

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CITY OF VANCOUVER	ENGIN	EERING	G DAIL	Y TAII	LGATE	TALK
DATE Ay 5, ZZ TIME John LOCATION: Greand & UKigen Multisite? Y (N)	•	SITE SUPE SIGNATUI CREW 3	RE te	201-	Planini	n e put a
CONDITIONS Temp:	30%	¢lear)	Overcast	Rain	Snows	Windy
WORK PLAN FOR THE SHIFT: Build D-3 for Second June 8rd 6 plates in Connect strittan look	pow to	D-3	VAC ;	KACK	the second se	2029/ 1929/ 1929/ 1929/
SAFETY ISSUES Traffic Plan Discussed: DN PPE: High Vis (vest), Safety Toes, Hard Hat, Protectiv Respiratory Hazards, Asbestos, Silica, Other: C N-SS Mark L. U.B. L.L. Confined Space Entry Y	DN In Grand	SV N structions:	と.		ist Concerns:	Ø N
Location of entry: Fall Protection Required N Instruction Guard Mils Are In Plan First Aid Attendant: Level required on site:	ons:	and In	, the	lo con	59.05	air (
OVERFICAD HAZARDS Trolley Lines Y Electrical Y Street Lighting Y Other (Examples: trees, cranes, etc.)	/Securing/Limi	ts of Approac	n? Jru	es tri,	mare,	
Underground Hazards & Controls? (Examples: tida M while the providence of the second s	es push	minated soils,				
Geo Tech Requirement? N Instructions (E Padman / Spotter Required? N Mechan Utility Marks identified and clear? N Shoring Installation Instructions: (Examples: sho Rec. Land L	ical Excavating Match ut ring to be used	g Record to be tility plan?	completed	by	HER	

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And workers new to the sprint NAME and COMPA	ine must be oriented to haza	inds and procedures.	ARRIVED ON SITE	SIGNATU

ENGINEERING DAILY TAILGATE TALK CITY OF VANCOUVER SITE SUPERVISOR Som Planingi DATE A.Q. 10, 22 TIME m LOCATION: Quesal + Liking 00 SIGNATURE Multisite? Y CREW 3 Windy CONDITIONS Temp: Clear Overcast Bain Snow MA. WORK PLAN FOR THE SHIFT: 1.40 11hes poor stope Bluchun SAFETY ISSUES Traffic Plan Discussed: N Pedestrian PPE: High Vis (vest), Safety Toes, Hard Hat, Protective Eye Wear Pedestrian Concerns: 🙆 N Cyclist Concerns: 1V N Respiratory Hazards, Asbestos, Silica, Other: Instructions: MAX We blig come . . . Confined Space Permit Completed 14 Y (N Y (N) Confined Space Entry Location of entry: N Instructions: Fall Protection Required Place some Gurard rail TUNE TRUEL IC 1 (2) Name of attendant: Cut leurs Certificate on site? Level required on site: First Aid Attendant: Other OVERHEAD HAZARDS **Trolley Lines** Controls/Instructions/Securing/Limits of Approach? Electrical N/N Street Lighting Y N (Examples: trees, cranes, etc.) Other EXCAVATION N Instructions: BC 1 Call & Utility Information on Site Underground Hazards & Controls? (Examples: tidal flows, contaminated soils, utilities, wastewater, etc.) 150 Leste mon 13 Sypertes. No transtis. Today Soil Conditions? The Instructions (Examples: (Examples: set backs, instructions on site, etc.) Geo Tech Requirement? (?) N Padman / Spotter Required? (Y) N Mechanical Excavating Record to be completed by Hans (Y) Utility Marks identified and clear? Match utility plan? (V) N N Shoring Installation Instructions: (Examples: shoring to be used, close & tight, installation instructions, etc.)

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CHANGES / ADDITIONS (Change in Conditions No and the second 12 6 10 2 5.3 IN ATTENDANCE an stores 1.1 PRINT NAME Ν. QL 1 16 Mina 2 17 3 18 4 for 19 5 20 an -5 for is the l 6 21 7 arlyp 22 . (Yorks 23 8 17 Y .. + 1A 1 al -1 9 rajda jaed. 24 10 25 11 26 12 27 13 28 14 29 15 30 HIRED EQUIPMENT (Backhoes, Trucks, etc) / OUTSIDE CONTRACTOR / CONSAW / TRAFFIC CONTROL/ ACT. Cinger. Visitors and workers new to the site must be oriented to hazards and procedures. Michel OKOLIC SIGNATURE ARRIVED ON SITE 180 1 2 3 ct 14 4 in Revie 11.0 Kadje A. 38 64. 5 6 7 1.2.1 1. 1.4 8 9 10 11 12 13 ADDITIONAL INFORMATION/INSTRUCTIONS Address to Bridge 12 A 1.5% · ** · · · · · and tool 1 See. W 1 - 2 10 strike of the service of the 2 Sugar States · 4 3. S Se . 1 . 2

CITY OF VANCOUVER	GINEERING DAILY TAILGATE TALK
DATE Aug MyCZ TIME Tom LOCATION: Genul & why and Multisite? Y N	SITE SUPERVISOR 20 flowburg SIGNATURE CREW &
CONDITIONS Temp: WORK PLAN FOR THE SHIFT: BACKGIN 150 weter mon	Clear Overcast Rain LnSnew Windy
complete P-3 mH build	
SAFETY ISSUES Traffic Plan Discussed: (Y) N Ped PPE: High Vis (vest), Safety Toes, Hard Hat, Protective Eye W Respiratory Hazards, Asbestos, Silica, Other: (O) N N-SS MSK W/ Mon (Amor)	Instructions:
Confined Space Entry Y N Location of entry: Fall Protection Required ON Instructions: Guard call Are in face a	- here to here the second seco
Other	Name of attendant: Chiles Certificate on site?
OVERISEAD HAZARDS Trolley Lines Y N Electrical Y N Street Lighting Y N Other (Examples: trees, cranes, etc.)	g/Limits of Approach? Tree to make .
EXICAV/ATION BC 1 Call & Utility Information on Site Underground Hazards & Controls? (Examples: tidal flows,	ructions: Hyle before contaminated soils, utilities, wastewater, etc.)
Soil Conditions? Geo Tech Requirement? (9) N Instructions (Examples Correction Ha Forences St	s: (Examples: set backs, instructions on site, etc.)
Utility Marks identified and clear? 🔗 N M	avating Record to be completed by fresh Kinns atch utility plan? PN be used, close & tight, installation instructions, etc.)

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CITY OF VANCOUVER			
DATE AN 15,22 TIME THE LOCATION: Swend C LIKING DO THE Multisite? Y N	SITE SUPERVISOR		
CONDITIONS Temp: 29-2	Clear Overcast Rain Snow Windy		
WORK PLAN FOR THE SHIFT: Strip p-3 my Corners + gright but 375 - Cut down For paving of	Lookat N/W Kinger		
SAFETY ISSUES Traffic Plan Discussed: Y N Pe PPE: High Vis (vest), Safety Toes, Hard Hat, Protective Eye Respiratory Hazards, Asbestos, Silica, Other: Y M NAS when many Content to Confined Space Entry Y Location of entry:	edestrian Concerns: (Y) N Cyclist Concerns: (Y) N Wear (Y) N N Instructions: Confined Space Permit Completed (Y) T 700 mH		
Fall Protection Required Y N Instructions: Guscal auth Statement First Aid Attendant: Level required on site: 1 Other	2) Name of attendant: <u>Cl. FF Lever I</u> Certificate on site?		
OVERHEAD HAZARDS Trolley Lines Y N Electrical Y N Street Lighting Y N Other (Examples: trees, cranes, etc.)	ing/Limits of Approach? Jels we to make		
EXCAVATION			
BC 1 Call & Utility Information on Site (Y) N Ins Underground Hazards & Controls? (Examples: tidal flow All All Market for for the formation on Site (Examples: tidal flow Soil Conditions? (Y) N/ Instructions (Example	5 simpled		
	Acavating Record to be completed by <u>Fand Thread</u> Match utility plan? (Y) N 2 be used, close & tight, installation instructions, etc.) M M M Med M Republic		

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s and workers new to the site must be PRINT NAME and COMPANY And Cost les Multil Acade	oriented to hazards and proce	ARRIVED ON SITE	
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CITY OF VANCOUVER	ENGINEERING DAILY TAILGATE TALK
DATE Any 17,22 TIME LOCATION: Wend + Weig E Multisite? Y (N)	Dan SITE SUPERVISOR 201 Phride SIGNATURE Junior CREW 3
CONDITIONS Temp:	38-2 Clear Overcast Rain Snow Windy
WORK PLAN FOR THE SHIFT: Const May bests for Lest Converte per Sm converte per Sm aut down for drult stop sheets & py	stross. For Bones 372 lockat. In Pl. p. word From P-3 pow
SAFETY ISSUES Traffic Plan Discussed: Y N PPE: High Vis (vest), Safety Toes, Hard Hat, Pro Respiratory Hazards, Asbestos, Silica, Other: N-SS May Group L	Pedestrian Concerns: v N Cyclist Concerns: v N v N Instructions: v N Instructions: v N Cyclist Concerns: v N Cycli
Confined Space Entry Y N Location of entry: Fall Protection Required Y N Ins Crowd codes	Confined Space Permit Completed Y N structions:
First Aid Attendant: Level required on site Other	e: 1 2 Name of attendant: <u>She mat Keerva</u> tate on site?
OVIERHEAD HAZARIDS Trolley Lines Y Electrical Y Street Lighting Y Other (Examples: brees, cranes, etc.)	actions/Securing/Limits of Approach? Trees formmed
EXCAVATION	
BC 1 Call & Utility Information on Site Underground Hazards & Controls? (Example Soil Conditions? <u>Function</u> Geo Tech Requirement? V N Instructi	Y) N Instructions: Put childred Hydro Vac es: tidal flows, contaminated soils, utilities, wastewater/etc.) ions (Examples: (Examples: set backs, instructions on site, etc.) a D He Foremay Shack
Padman / Spotter Required? Y N N Utility Marks identified and clear? Y I Shoring Installation Instructions: (Example	Aechanical Excavating Record to be completed by Second Shirwa

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ors and workers new to the site m PRINT NAME and COMPANY	1-1		ARRIVED ON SITE	SIGNATURE
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CITY OF VANCOUVER	ENGINEERING DAILY TAILGATE TALK
DATE Any 18, 22 TIME TA LOCATION: Quemel & WIKINGO Multisite? Y (N)	m SITE SUPERVISOR Det Abrile SIGNATURE the CREW 3
CONDITIONS Temp: 444	(Clear) Overcast Rain Snow Windy
- Barrel up 2400 stm - Barrel up 1050 sta - 1.24 20° caje - hackful 20° caje	
SAFETY ISSUES Traffic Plan Discussed: (Y) N PPE: High Vis (vest), Safety Toes, Hard Hat, Protectiv Respiratory Hazards, Asbestos, Silica, Other: (N-95 MASK in WY WW When MIN-9 Comet	Y N Instructions:
Confined Space Entry Y (N) Location of entry: Fall Protection Required (Y) N Instruction Guard could Surfound	
	1 (2) Name of attendant: MA Roed Certilic (2)?
OV/ERHEAD HAZARDS Trolley Lines Y Electrical Y Street Lighting Y Other (Examples: trees, cranes, etc.)	/Securing/Limits of Approach? <u>TILLS</u> tommer
EXCAVATION	
BC 1 Call & Utility Information on Site () Underground Hazards & Controls? (Examples: tid Tropped a communication Soil Conditions? TURA (N Instructions: All Atilities have be PpW al flows, contaminated sold a programmestewater, etc.) - co-dust has been and out + bockers, Examples: (Examples: set backs, instructions on site, etc.)
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Utility Marks identified and clear? 🛛 🕅 N	nical Excavating Record to be completed by fan M Thirum Match utility plan? Y N pring to be used, close & tight, installation instructions, etc.) ~ bord Leads .

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CITY OF	ENGINEERING DAILY TAILGATE TALK
VANCOUVER	
LOCATION: General + WKING CD CAM	SITE SUPERVISOR John Magnuta SIGNATURE, A.
Multisite? Y (N)	CREW 3
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SAFETY ISSUES	
Traffic Plan Discussed: (Y) N	Pedestrian Concerns: Y N Cyclist Concerns: Y N
PPE: High Vis (vest), Safety Toes, Hard Hat, Protectiv	
Respiratory Hazards, Asbestos, Silica, Other:	
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Confined Space Entry & (N Location of entry:	Confined Space Permit Completed Y
Fall Protection Required (Y), N Instruction	ans:
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ope work sin of	the guard part control 200
First Aid Attendant: Level required on site: 2 Other	1 (2) Name of attendant: 1054 Keren Certificate on site?
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OVERHEAD HAZARDS Trolley Lines Y /N Controls/Instructions/	Securing/Limits of Approach? Trees thim wels
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Trolley Lines Y N Controls/Instructions/ Electrical Y N	Securing/Limits of Approach? Trees trimmers
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City of Vancouver - FOI 2023-268 - Page 106 of 138

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CITY OF VANCOU	VER	ENGIN	IEERIN	g dail'	Y TAIL	GATE	TALK	
DATE Ay 23,22 LOCATION: Chenul Multisite? Y (N)	TIME	Tam	SITE SUP SIGNATU CREW 3	1 41	John.	Aminii	-	
CONDITIONS	Temp:	33%	(lear)	Overcast	Rain	Snow	Windy	
WORK PLAN FOR THE S Exant ton Shore with Lernene 20 My 1350 +	20'20'	hus pro	L Kor	.7				
SAFETY ISSUES Traffic Plan Discussed: PPE: High Vis (vest), Safety Respiratory Hazards, Asbes N.S. MASK	tos, Silica, Other:	tective Eye Wear	n Concerns: (Y) N nstructions:			st Concerns:	9	N
Location of entry: Fall Protection Required Guard Rails Wer work.	5 place of	ructions: N-d AL Ko on R.			kt h	70-2)5 1		(N)
First Aid Attendant: Lev Other	vel required on site:	1 (2) Na	me of attenda	ant: My	t hee	vo Certifi	cate on site	?
Electrical Y Y Street Lighting Y	٩)	tions/Securing/Lim	its of Approac	:h?				
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Padman / Spotter Required Utility Marks identified and Shoring Installation Instruct Tight to Fre-	(O) HUP In ? (Y) N Me clear? (Y) N tions: (Examples	echanical Excavatin	g Record to b itility plan? id, close & tigl	e completed	by <u>î</u>	Mi LA	Without .	

City of Vancouver - FOI 2023-268 - Page 108 of 138

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CITY OF VANCOUVER	ENGINEERING DAILY TAILGATE TALK
DATE Ang 24, 22 TIME TO LOCATION: Cheful + UKing 50. 79 Multisite? Y N	SITE SUPERVISOR John Planingin SIGNATURE for CREW 3
CONDITIONS Temp: 30 °C	Clear Overcast Rain Snow Windy
WORK PLAN FOR THE SHIFT: - Community Center Cren - by 375 Jan + 1350 - Back GII + Composition	stalk Stalk test
SAFETY ISSUES Traffic Plan Discussed: (Y) N PPE: High Vis (vest), Safety Toes, Hard Hat, Protective Respiratory Hazards, Asbestos, Silica, Other: (Y) M-35 MNK June UK	Pedestrian Concerns: (¥ N Cyclist Concerns: (¥ N e Eye Wear (¥ N N Instructions: Calls of Studies Margare Let
A real of the second seco	Confined Space Permit Completed Y N ons: Cafe gork is conquited on the gene and cafe to the constant of the gene
First Aid Attendant: Level required on site: 1 Other	1 2 Name of attendant: Chilf furthertificate on site?
ØV(HRHEAD HAZARIDS Trolley Lines Y Electrical Y Street Lighting Y Other (Examples: trees, cranes, etc.)	Securing/Limits of Approach? Thes trimwell
EXCAVATION	
BC 1 Call & Utility Information on Site (Y) N Underground Hazards & Controls? (Examples: tida H H D H H TAL Control (Abb)	Instructions: Mart 1. Kes for kees compl I flows, contaminated soils, utilities, wastewater, etc.) In Communication conducts and xamples (Examples: set backs, instructions on site, etc.) E Forehums SALC
Utility Marks identified and clear? Y N Shoring Installation Instructions: (Examples: shore	ical Excavating Record to be completed by <u>for M horma</u> Match utility plan? N ring to be used, close & tight, installation instructions, etc.) UM bit here?

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CHANGES / ADDITIONS

(Change in Conditions)

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CITY OF VANCOUVER	NEERIN	ig dail	Y TAIL	GATE	TALK	
DATE Aug 25 /DZZ TIME Tam LOCATION: Question and cong CA Multisite? Y N	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PERVISOR J URE	and Webser	/ J.	Plan w	
CONDITIONS Temp: Har 28*	Clear	Overcast	Rain	Snow	Windy	
WORK PLAN FOR THE SHIFT: Extreme west Creation to the to the provenue of the top top to the top top to the top	Warning Frinside Ward	MB				
SAFETY ISSUES Traffic Plan Discussed: Y N Pedestr PPE: High Vis (vest), Safety Toes, Hard Hat, Protective Eye Wear Respiratory Hazards, Asbestos, Silica, Other: Y N	rian Concerns: Y N Instructions:	e pipe	Cycli	Water	e antico	N
side of the guard conversion.	WER IS	Confined Sp	रेले जग	tle sp		
First Aid Attendant: Level required on site: 1 2 N Other	Name of attend			trimmad	cate on site	
EXCAVATION BC 1 Call & Utility Information on Site Y 9 N Instruction Underground Hazards & Controls? (Examples: tidal flows, controls? (Examples: tidal flows, controls? Hydromac exposures Traffice? Orm Soil Conditions? Geo Tech Requirement? N Instructions (Examples: [Examples: [Examp	taminated soil	on condu	stewater,e 7 And	llooped 2	схрж <u>а</u> б Былг	
Padman / Spotter Required? Y N Mechanical Excavat Utility Marks identified and clear? Y N Match Shoring Installation Instructions: (Examples: shoring to be u fight to transt Wall w	n utility plan? sed, close & tig	Y N			đ	

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CITY OF	ENGINEERING DAILY TAILGATE TALK
VANCOUVER	
DATE AUS 29722 TIME	7:00 m SITE SUPERVISOR Daw! A Sun M
Multisite? Y (N	CREW
CONDITIONS Temp: Z	Clear Overcast Rain Snow Windy
VORK PLAN FOR THE SHIFT:	
Conpartion test Set. Sea to Sk To Manitoba	All. Backfill tipto timber y to pick op and deliver yard
SAFETY ISSUES Fraffic Plan Discussed: Y N PPE: High Vis (vest), Safety Toes, Hard Hat, Pr Respiratory Hazards, Asbestos, Silica, Other:	Pedestrian Concerns: Y N Cyclist Concerns: Y N otective Eye Wear Y N Y N Instructions:
Confined Space Entry Y N Location of entry: Fall Protection Required Y N In	Confined Space Permit Completed Y N structions: Guard rcuils
Location of entry:	structions: Guard raults
Location of entry: Fall Protection Required N In First Aid Attendant: Level required on site Other	e: 1 2 Name of attendant: Whit it for continent the T
ocation of entry: Fall Protection Required V N In First Aid Attendant: Level required on site Other OV/ERTITAD HAZ/ARDS	e: 1 2 Name of attendant: /1/2/1/ for coliticatory from
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cocation of entry:	structions: <u>Guard</u> <u>realls</u> e: <u>1</u> 2 Name of attendant: <u>White Marketon free Marketon</u>
ocation of entry: Image: State of entry: all Protection Required Image: State of entry: irst Aid Attendant: Level required on site irst Aid Attendant: Level required on site irst Aid Attendant: Level required on site Other Image: State of entry: OVERTIFICATION Image: State of entry: Other Image: State of entry: Other Image: State of entry: Image: State of entry: Image: State of entry: <	e: 1 2 Name of attendant: Wait, y for colificatory free?
Controls/Instruction Controls	structions: <u>Guard</u> <u>rails</u> e: <u>1</u> 2 Name of attendant: <u>White your free The</u> <u>replace numb</u> uctions/Securing/Limits of Approach? <u>YNN Instructions: <u>Refer</u>to onle call was-tidal flows, contaminated soils, utilities, wastewater, etc.)</u>
Location of entry: Fall Protection Required N In First Aid Attendant: Level required on site Other OV/ERTIEAD HAZ/ARIOS Trolley Lines Y N Controls/Instru- Electrical Street Lighting Y N Controls/Instru- Electrical Street Lighting Y N Controls/Instru- Controls/Instru- Street Lighting Y N Controls/Instru- Street Lighting Y N N Controls/Instru- Street Lighting Y N N Controls/Instru- Street Lighting Y N N N N N N N N N N N N N N N N N N	structions: <u>Guard</u> <u>reguls</u> e: <u>1</u> 2 Name of attendant: <u>White Market for cohilicatory the Th</u> <u>replace number</u> <u>yh spetting</u>

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CITY OF VANCOUVER	ENGINEERING DAILY TAILGATE TALK
DATE Aug 30/22 TIME LOCATION: Quensel DA WK. Multisite? Y N	ing Ed SITE SUPERVISOR Dawid Seller CREW # 3
CONDITIONS Temp: 219 WORK PLAN FOR THE SHIFT: MCROCS ON Site	
S/AFETY ISSUES Traffic Plan Discussed: PPE: High Vis (vest), Safety Toes, Hard Hat, P Respiratory Hazards, Asbestor, Sílica Other:	
Confined Space Entry Y N Location of entry: Fall Protection Required Y N In	Confined Space Permit Completed Y N nstructions: Guard rails
First Aid Attendant: Level required on si Other	te: 1 2 Name of attendant: Walting for ficat devel I
	ructions/Securing/Limits of Approach?
	Des: tidal flows, contaminated soils, utilities, wastewater, etc.)
Soil Conditions? Geo Tech Requirement of N Instruc	tions (Example) Expertes: set backs, ingreans prepart
Utility Marks identified and clear?	Mechanical Excavating Record to be completed by <u>Poper</u> to MER N Match utility plan? N ples: shoring to be used, close & tight, installation instructions, etc.) Sct / Sheet piles

	(Change in (
ATTENDANCE		
D Sent	16	
Molzhan	17	
R Wortod	18 19	
F Korr	20	
J Gilliams	21	
5 Milton	22	
B Jones,	24	
A milest	25 26	
	26	
84 (************************************	28	
5	29 30	a (this sector is a sector is
Michelle	$ \rightarrow $	S
Livayne		XO

CITY OF VANCOUVER	ENGINEERING DAILY TAILGATE TALK
DATE 08/31/22 TIME TO LOCATION: Quersel de W King E Multisite? Y N	a SITE SUPERVISOR Dawid Seller SIGNATURE CREW # 2
CONDITIONS Temp: 33	Clear Overcast Rain Snow Windy
WORK PLAN FOR THE SHIFT:	
SAFETY ISSUES	rep for werter tap frep for werter tap Sea to sky coming up
Traffic Plan Discussed: Y N PPE: High Vis (vest), Safety Toes, Hard Hat, Protective Respiratory Hazards, Asbestos, Silica, Other: Y	Pedestrian Concerns: Y (N) Cyclist Concerns: Y N Eye Wear Y N N Instructions:
Confined Space Entry Y N Location of entry: Fall Protection Required Y N Instruction	Confined Space Permit Completed Y N Is: Courd VallS
First Aid Attendant: Level required on site: 1 Other	2 Name of attendant: Certificate on site?
OVERHEAD HAZARDS Trolley Lines Y N Controls/Instructions/Second Electrical Y Street Lighting Y Other (Examples: trees, cranes, etc.)	ecuring/Limits of Approach?
EXCAVATION BC 1 Call & Utility Information on Site Y N Underground Hazards & Controls? (Examples: tidal)	Instructions: Dabar to one part Nows, contaminated soils, utilities, wastewater, etc.)
Soil Conditions? Geo Tech Requirement? Y N Instructions (Exa	ampez ((xappier set backs instructions on site setc.)
Utility Marks identified and clear? (Y) N	al Excavating Record to be completed by AMAR Match utility plan? Y N ng to be used, close & tight, installation instructions, etc.)

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19181.9	VIG Ed	Can.	avan	月夏日	24	6

(Change in Conditions)

IN ATTENDANCE PRINT NAME		and the second second second
1 D Seller	16	
2 K Malzha	17	na an a
3 F Grand	18	and a different second state of the second secon
4	19	1999 1999 - Andrew State (1999) (1999) (1999) (1999) (1999) (1999) (1999) (1999) (1999) (1999) (1999) (1999) (1
5 Tealillourd	20	
6 D Obillion	21	
7 5 Tanel	22	
8 A Malead	23	
9	24	
10	25	
11	26	
12	27	•
13	28	
14	29	
15	30	- Second and the second station of the second state of the second
) / OUTSIDE CONTRACTOR / CONSAW / TRAFFIC CONTI	IOL/ ALT.
/isitors and workers new to the site must PRINT NAME and COMPANY	ARRIVED O	N SITE SIGNATURE
1 Wir halle	ANNVED	SIGNATORE
2 Campie	and the second sec	
3 - Fastany		
4 Diemilien	and the second s	
5		
6		neter the same international sector to the s
7		n and a second sec
8		annannar ann an an ann an an an an an an an an a

9 10 11 12 13 ADDITIONAL INFORMATION/INSTRUCTIONS

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CITY OF VANCOUVER	ENGINEERING DAILY TAILGATE TALK
DATE ANY Sep 6th TIME 7:0 LOCATION: (J King Ed + Qu Multisite? Y (N)	ichsel SIGNATURE SIGNATURE
CONDITIONS Temp: 79°	Clear Overcast Rain Snow Windy
WORK PLAN FOR THE SHIFT:	
the south side Water tap Q	trench. Install Stud rucks Traffic flip. to e of W King Ed Carnanon
SAFETY ISSUES Traffic Plan Discussed: Y N PPE: High Vis (vest), Safety Toes, Hard Hat, Protective Respiratory Hazards, Asbestos, Silica, Other: Y	Pedestrian Concerns: Y N Cyclist Concerns: Y N E Eye Wear Y N N Instructions:
Confined Space Entry Y N Location of entry: Fall Protection Required Y N Instructio	Confined Space Permit Completed Y N
First Aid Attendant: Level required on site: 1 Other	2 Name of attendant: Certificate on site?
(0)V/ERHEAD HAZARDS Trolley Lines Y Electrical Y Street Lighting Y Other (Examples: trees, cranes, etc.)	Securing/Limits of Approach?
***************************************	Instructions: Refer to Cal Call
Soil Conditions?	campRe: (Examples: set back instructions of cherer.)
Utility Marks identified and clear? (Y) N	cal Excavating Record to be completed by <u>EAC & MER</u> Match utility plan? N ing to be used, close & tight, installation instructions, etc.) <u>ALISHALL</u> SLEET PILES

PRINT NAME	16 17 18 19 20 21	
& Steached	22 23 24 25	
	26 27 28 29 30	
DEQUIPMENT (Backhoes, Trucks, etc) / OUTSIDE CONTRA rs and workers new to the site must be oriented to hazar PRINT NAME and COMPANY MICHERR Jums	ls and procedures.	NATURE
Dubayne (Balkhes		
Dulayne (Backher		

.

ork Order Activity WC	O Short Description	Address	Nork Area Prefix	Responsibility	Crew Id	Group Project #	Sub Activity	WBS	Network Status	Work Completed	Asset Description	Hansen-Only	Group Project Description	SAP Network#	Created	Result	Assigned To	WBS Description
1368389 RRwReact RRv	w_Pothole_MR 66-2022	3200 to 329 l	R	RO	RMS66	9492	2			1/12/202	2 W KING EDWARD A	VfiY	RRw_Pothole_MR 66-2022		1/13/2022	Completed	JOSE SIMOES	
1368387 RRwReact RRM	w_Pothole_MR 66-2022	3200 to 329 1	R	RO	RMS66	9492	2			1/12/202	2 W KING EDWARD A	VfiY	RRw_Pothole_MR 66-2022		1/13/2022	Completed	JOSE SIMOES	
1368388 RRwReact RRV	w_Pothole_MR 66-2022	3200 to 329	R	RO	RMS66	9492	2			1/12/202	2 W KING EDWARD A	VftY	RRw_Pothole_MR 66-2022		1/13/2022	Completed	JOSE SIMOES	
1368236 RRwReact RRv	w_Pothole_NM 67-2022	3200 to 329 1	R	RO	RMS67	9492	8			1/12/202	2 W KING EDWARD A	VfiY	RRw_Pothole_NM 67-2022		1/13/2022		MARK ANSTICE	
1369707 RRwReact RRW	w_Pothole_NM 68-2022	3200 to 329 1	R	RO	RMA68	9492	9			1/14/202	2 W KING EDWARD A	VfiY	RRw_Pothole_NM 68-2022		1/19/2022	Completed	COLIN MACKEN	ZIE
1387221 RRwReact RR	w_Pothole_NM 66-2022	3000 to 319	R	RO	RMS66	9492	7			2/15/202	2 W KING EDWARD A	VfiY	RRw_Pothole_NM 66-2022		2/24/2022		JOSE SIMOES	
1393406 RRwReact RRv	w_Pothole_NM 67-2022	3000 to 319	R	RO	RMS67	9492	8			3/15/202	2 W KING EDWARD A	VfiY	RRw_Pothole_NM 67-2022		3/16/2022	Completed	JAMES KIRKPAT	RICK
1577673 RRwReact RR	w_Pothole_NM 66-2022	3200 to 329	R	RO	RMS66	9492	7			6/24/202	2 W KING EDWARD A	VñY	RRw_Pothole_NM 66-2022		6/27/2022	Completed	JOSE SIMOES	



1368236	RRw_Pothole_	NM 67-2022			
W KING EDWARD					
94928	RRw_Pothole_	NM 67-2022		Streets Operations	
3200 - 3299 W KIN	G EDWARD AV				
s:	Ref #1	::		Ref #2:	
1893457	Co	ntact Name:	No Name No	Phone#:	
	Re	quested Date:		Initiated Date:	Jan 13, 2022
BLAIR GORDON TODD	Assigned To:	MARK ANSTI	CE		
Jan 12, 2022	Crew ID:	RMS67	Work Starte	d:	
			Work Comp	leted: Jan 12, 2022	
Crew 67 - Potholes -	Non-MRN Accon	nplishment Code:	RRwPothole	1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 -	
N					
	W KING EDWARD AV 94928 3200 - 3299 W KIN s: 1893457 BLAIR GORDON TODD Jan 12, 2022	W KING EDWARD AV 94928 RRw_Pothole_ 3200 - 3299 W KING EDWARD AV s: Ref #1 1893457 Co Ref BLAIR GORDON Assigned To: TODD Jan 12, 2022 Crew ID:	W KING EDWARD AV 94928 RRw_Pothole_NM 67-2022 3200 - 3299 W KING EDWARD AV s: Ref #1: : 1893457 Contact Name: Requested Date: BLAIR GORDON Assigned To: MARK ANSTITODD Jan 12, 2022 Crew ID: RMS67	W KING EDWARD AV 94928 RRw_Pothole_NM 67-2022 3200 - 3299 W KING EDWARD AV s: Ref #1: : 1893457 Contact Name: No Name No Requested Date: BLAIR GORDON TODD Jan 12, 2022 Crew ID: RMS67 Work Starter	W KING EDWARD AV 94928 RRw_Pothole_NM 67-2022 Streets Operations 3200 - 3299 W KING EDWARD AV s: Ref #1: : Ref #2: 1893457 Contact Name: No Name No Phone#: 1893457 Contact Name: No Name No Phone#: Requested Date: Initiated Date: BLAIR GORDON Assigned To: MARK ANSTICE TODD Jan 12, 2022 Crew ID: RMS67 Work Started: Work Completed: Jan 12, 2022

Work Orders & Accomplishments:

WO#	Result	Completed Date				
1368236	Incomplete	Jan 12, 2022				
Accompli	shment Date	Description	Quanti ty	Truck#	Assigned To	Comments
Jan 1	12, 2022	Pothole Repair	4	RMS67	MARK ANSTICE	AB
Work Area Pr	efix: R	SAP Network	#: EER	D94928	WBS#	EER-00008-PR-NM-GN
Parent Netwo	rk:	Billa	ble: N			

Cost Summary	Estimated Costs	Actual Costs	Difference
Equipment	\$0.00	\$0.00	\$0.00
Labour	\$0.00	\$0.00	\$0.00
Material	\$0.00	\$0.00	\$0.00
Other	\$0.00	\$0.00	\$0.00
	\$0.00	\$0.00	\$0.00
TOTAL	<u>\$0.00</u>	\$0.00	\$0.00



1368387	RRw_Pothole_	MR 66-2022			
W KING EDWARD					
94922	RRw_Pothole_	MR 66-2022		Streets Operations	
3200 - 3299 W KIN	G EDWARD AV				
s:	Ref #1	:::		Ref #2:	
1893269	Co	ntact Name:	No Name No	Phone#:	
	Re	quested Date:		Initiated Date:	Jan 13, 2022
BLAIR GORDON TODD	Assigned To:	JOSE SIMOE	S		
Jan 12, 2022	Crew ID:	RMS66	Work Starte	d:	
Completed			Work Comp	leted: Jan 12, 2022	
Crew 66 - Potholes - I	MRN Accomplish	nment Code: RRv	/Pothole		
	W KING EDWARD AV 94922 3200 - 3299 W KIN 3: 1893269 BLAIR GORDON TODD Jan 12, 2022 Completed	W KING EDWARD AV 94922 RRw_Pothole_ 3200 - 3299 W KING EDWARD AV s: Ref #1 1893269 Co Ref BLAIR GORDON Assigned To: TODD Jan 12, 2022 Crew ID: Completed	W KING EDWARD AV 94922 RRw_Pothole_MR 66-2022 3200 - 3299 W KING EDWARD AV s: Ref #1: : 1893269 Contact Name: Requested Date: BLAIR GORDON Assigned To: JOSE SIMOE: TODD Jan 12, 2022 Crew ID: RMS66 Completed	W KING EDWARD AV 94922 RRw_Pothole_MR 66-2022 S 3200 - 3299 W KING EDWARD AV S: Ref #1: : I 1893269 Contact Name: No Name No Requested Date: BLAIR GORDON Assigned To: JOSE SIMOES TODD Jan 12, 2022 Crew ID: RMS66 Work Starte	W KING EDWARD AV 94922 RRw_Pothole_MR 66-2022 Streets Operations 3200 - 3299 W KING EDWARD AV s: Ref #1: : Ref #2: 1893269 Contact Name: No Name No Phone#: Requested Date: Initiated Date: BLAIR GORDON Assigned To: JOSE SIMOES TODD Jan 12, 2022 Crew ID: RMS66 Work Started: Completed Work Completed: Jan 12, 2022

Work Orders & Accomplishments:

WO#	Result	Completed Date				
1368387	Completed	Jan 12, 2022				
Accompli	shment Date	Description	Quanti ty	Truck#	Assigned To	Comments
Jan 1	12, 2022	Pothole Repair	3	RMS66	JOSE SIMOES	AB
Work Area Pr	efix: R	SAP Network	#: EER	D94922	WBS#	EER-00008-PR-MR-GN
Parent Netwo	rk:	Billa	ble: N			

Cost Summary	Estimated Costs	Actual Costs	Difference
Equipment	\$0.00	\$0.00	\$0.00
Labour	\$0.00	\$0.00	\$0.00
Material	\$0.00	\$0.00	\$0.00
Other	\$0.00	\$0.00	\$0.00
	\$0.00	\$0.00	\$0.00
TOTAL	<u>\$0.00</u>	\$0.00	<u>\$0.00</u>



1368388	RRw_Pothole_	MR 66-2022			
W KING EDWARD					
94922	RRw_Pothole_	MR 66-2022	Str	eets Operations	
3200 - 3299 W KIN	G EDWARD AV				
s:	Ref #1			f #2:	
1893212	Co	ntact Name:	s.22(1)	Phone#:	
	Re	quested Date:		Initiated Date:	Jan 13, 2022
BLAIR GORDON TODD	Assigned To:	JOSE SIMOES			
Jan 12, 2022	Crew ID:	RMS66	Work Started:		
Completed			Work Complet	ed: Jan 12, 2022	£
Crew 66 - Potholes -	MRN Accomplish	nment Code: RRwP	othole		
	W KING EDWARD AV 94922 3200 - 3299 W KIN 3200 - 3299 W KIN 3200 1893212 BLAIR GORDON TODD Jan 12, 2022 Completed	W KING EDWARD AV 94922 RRw_Pothole_ 3200 - 3299 W KING EDWARD AV : Ref #1 1893212 Co Re BLAIR GORDON Assigned To: TODD Jan 12, 2022 Crew ID: Completed	W KING EDWARD AV 94922 RRw_Pothole_MR 66-2022 3200 - 3299 W KING EDWARD AV s: Ref #1: : 1893212 Contact Name: Requested Date: BLAIR GORDON Assigned To: JOSE SIMOES TODD Jan 12, 2022 Crew ID: RMS66 Completed	W KING EDWARD AV 94922 RRw_Pothole_MR 66-2022 Stru- 3200 - 3299 W KING EDWARD AV S: Ref #1: : Ref 1893212 Contact Name: S.22(1) Requested Date: BLAIR GORDON Assigned To: JOSE SIMOES TODD Jan 12, 2022 Crew ID: RMS66 Work Started:	W KING EDWARD AV 94922 RRw_Pothole_MR 66-2022 Streets Operations 3200 - 3299 W KING EDWARD AV s: Ref #1: : Ref #2: 1893212 Contact Name: S.22(1) Phone#: Requested Date: Initiated Date: BLAIR GORDON Assigned To: JOSE SIMOES TODD Jan 12, 2022 Crew ID: RMS66 Work Started: Completed Work Completed: Jan 12, 2022

Work Orders & Accomplishments:

WO#	Result	Completed Date				
1368388	Completed	Jan 12, 2022				
Accompli	shment Date	Description	Quanti ty	Truck#	Assigned To	Comments
Jan 1	12, 2022	Pothole Repair	4	RMS66	JOSE SIMOES	AB
Work Area Pr	efix: R	SAP Network	#: EER	D94922	WBS#	EER-00008-PR-MR-GN
Parent Netwo	rk:	Billa	ble: N			

Cost Summary	Estimated Costs	Actual Costs	Difference	
Equipment	\$0.00	\$0.00	\$0.00	
Labour	\$0.00	\$0.00	\$0.00	
Material	\$0.00	\$0.00	\$0.00	
Other	\$0.00	\$0.00	\$0.00	
	\$0.00	\$0.00	\$0.00	
TOTAL	<u>\$0.00</u>	\$0.00	\$0.00	



1368389	RRw_Pothole_	MR 66-2022			
W KING EDWARD					
94922	RRw_Pothole_	MR 66-2022	2	Streets Operations	
3200 - 3299 W KIN	G EDWARD AV				
s:	Ref #1	::		Ref #2:	
1892521	Co	ntact Name:	No Name No	Phone#:	
	Re	quested Date:		Initiated Date:	Jan 13, 2022
BLAIR GORDON TODD	Assigned To:	JOSE SIMOE	S		
Jan 12, 2022	Crew ID:	RMS66	Work Starte	d:	
Completed			Work Comp	leted: Jan 12, 2022	
Crew 66 - Potholes -	MRN Accomplish	nment Code: RRv	Pothole		
	W KING EDWARD AV 94922 3200 - 3299 W KIN s: 1892521 BLAIR GORDON TODD Jan 12, 2022 Completed	W KING EDWARD AV 94922 RRw_Pothole_ 3200 - 3299 W KING EDWARD AV s: Ref #1 1892521 Co Ref BLAIR GORDON Assigned To: TODD Jan 12, 2022 Crew ID: Completed	W KING EDWARD AV 94922 RRw_Pothole_MR 66-2022 3200 - 3299 W KING EDWARD AV s: Ref #1: : 1892521 Contact Name: Requested Date: BLAIR GORDON Assigned To: JOSE SIMOE TODD Jan 12, 2022 Crew ID: RMS66 Completed	W KING EDWARD AV 94922 RRw_Pothole_MR 66-2022 3200 - 3299 W KING EDWARD AV s: Ref #1: : 1892521 Contact Name: No Name No Requested Date: BLAIR GORDON Assigned To: JOSE SIMOES TODD Jan 12, 2022 Crew ID: RMS66 Work Starte	W KING EDWARD AV 94922 RRw_Pothole_MR 66-2022 Streets Operations 3200 - 3299 W KING EDWARD AV s: Ref #1: : Ref #2: 1892521 Contact Name: No Name No Phone#: 1892521 Contact Name: No Name No Phone#: Requested Date: Initiated Date: BLAIR GORDON Assigned To: JOSE SIMOES TODD Jan 12, 2022 Crew ID: RMS66 Work Started: Completed Work Completed: Jan 12, 2022

Work Orders & Accomplishments:

WO#	Result	Completed Date				
1368389	Completed	Jan 12, 2022		-		
Accompli	shment Date	Description	Quanti ty	Truck#	Assigned To	Comments
Jan 1	12, 2022	Pothole Repair	12	RMS66	JOSE SIMOES	AB
Work Area Pr	efix: R	SAP Network	#: EER	D94922	WBS#	EER-00008-PR-MR-GN
Parent Netwo	rk:	Billa	ble: N			

Cost Summary	Estimated Costs	Actual Costs	Difference	
Equipment	\$0.00	\$0.00	\$0.00	
Labour	\$0.00	\$0.00	\$0.00	
Material	\$0.00	\$0.00	\$0.00	
Other	\$0.00	\$0.00	\$0.00	
	\$0.00	\$0.00	\$0.00	
TOTAL	<u>\$0.00</u>	\$0.00	\$0.00	



1369707	RRw_Pothole_	NM 68-2022				
94929	RRw_Pothole_	NM 68-2022		Streets Operations		
3200 - 3299 W KIN	G EDWARD AV					
	Ref #1	::		Ref #2:		
1893068	Contact Name:		No Name No	Phone#:		
	Re	quested Date:		Initiated Date:	Jan 19, 2022	
	Assigned To:	COLIN MACK	ENZIE			
Jan 14, 2022	Crew ID:	RMA68	Work Starte	ed:		
Completed			Work Comp	oleted: Jan 14, 2022		
Crew 68 - Potholes - I	Non-MRN Accom	nplishment Code:	RRwPothole			
	W KING EDWARD AV 94929 3200 - 3299 W KIN : 1893068 BLAIR GORDON TODD Jan 14, 2022 Completed	W KING EDWARD AV 94929 RRw_Pothole_ 3200 - 3299 W KING EDWARD AV : Ref #1 1893068 Co Re BLAIR GORDON Assigned To: TODD Jan 14, 2022 Crew ID: Completed	W KING EDWARD AV 94929 RRw_Pothole_NM 68-2022 3200 - 3299 W KING EDWARD AV : Ref #1: : 1893068 Contact Name: Requested Date: BLAIR GORDON Assigned To: COLIN MACK TODD Jan 14, 2022 Crew ID: RMA68 Completed	W KING EDWARD AV 94929 RRw_Pothole_NM 68-2022 3200 - 3299 W KING EDWARD AV : Ref #1: : 1893068 Contact Name: No Name No Requested Date: BLAIR GORDON Assigned To: COLIN MACKENZIE TODD Jan 14, 2022 Crew ID: RMA68 Work Starte	W KING EDWARD AV 94929 RRw_Pothole_NM 68-2022 Streets Operations 3200 - 3299 W KING EDWARD AV : Ref #1: : Ref #2: 1893068 Contact Name: No Name No Phone#: Requested Date: Initiated Date: BLAIR GORDON Assigned To: COLIN MACKENZIE TODD Jan 14, 2022 Crew ID: RMA68 Work Started: Completed Work Completed: Jan 14, 2022	

Work Orders & Accomplishments:

WO#	Result	Completed Date				
1369707	Completed	Jan 14, 2022				
Accompli	shment Date	Description	Quanti ty	Truck#	Assigned To	Comments
Jan 1	14, 2022	Pothole Repair	5	RMA68	COLIN MACKENZIE	AB
Work Area Pr	efix: R	SAP Network	#: EER	D94929	WBS#:	EER-00008-PR-NM-GN
Parent Netwo	rk:	Billa	hle N			

Cost Summary Estimated Costs Actual Costs Difference \$0.00 \$0.00 Equipment \$0.00 Labour \$0.00 \$0.00 \$0.00 Material \$0.00 \$0.00 \$0.00 Other \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 TOTAL \$0.00 \$0.00



Work Order #:	1387221	RRw_Pothole_	NM 66-2022			
Asset ID #:	W KING EDWARD					
Group Project #:	94927	RRw_Pothole_	NM 66-2022		Streets Operations	
Location:	3000 - 3199 W KIN	G EDWARD AV				
Operational Statu	s:	Ref #1	::	- 22(1)	Ref #2:	
Service Request:	1911042	Co	ntact Name:	s.22(1)	Phone#:	
Requested By:		Re	quested Date		Initiated Date:	Feb 24, 2022
Assigned By:	BLAIR GORDON TODD	Assigned To:	JOSE SIMOE	S		
Assigned Date:	Feb 15, 2022	Crew ID:	RMS66	Work Sta	rted:	
Result:				Work Cor	mpleted: Feb 15, 2022	2
Comments:	Crew 66 - Potholes -	Non-MRN Accon	nplishment Code	: RRwPothole		

Work Orders & Accomplishments:

WO#	Result	Completed Date				
1387221	Incomplete	Feb 15, 2022				
Accompli	shment Date	Description	Quanti ty	Truck#	Assigned To	Comments
Feb	15, 2022	Pothole Repair	6	RMS66	JOSE SIMOES	BA
Work Area Pr	efix: R	SAP Network	#: EER	D94927	WBS#	EER-00008-PR-NM-GN
Parent Netwo	rk:	Billa	ble: N			

Cost Summary	Estimated Costs	Actual Costs	Difference	
Equipment	\$0.00	\$0.00	\$0.00	
Labour	\$0.00	\$0.00	\$0.00	
Material	\$0.00	\$0.00	\$0.00	
Other	\$0.00	\$0.00	\$0.00	
	\$0.00	\$0.00	\$0.00	
TOTAL	<u>\$0.00</u>	<u>\$0.00</u>	\$0.00	



1393406	RRw_Pothole_	NM 67-2022					
W KING EDWARD							
94928	RRw_Pothole_	NM 67-2022	- 3	Streets Operations			
3000 - 3199 W KIN	G EDWARD AV						
s:	Ref #1			Ref #2:			
1922706	Co	ntact Name:	No Name No	Phone#:			
	Re	quested Date:		Initiated Date:	Mar 16, 2022		
BLAIR GORDON TODD	Assigned To:	JAMES KIRK	PATRICK				
Mar 15, 2022	Crew ID:	RMS67	Work Starte	d:			
Completed		Work Completed: Mar 15, 2022					
Crew 67 - Potholes -	Non-MRN Accon	nplishment Code:	RRwPothole				
	W KING EDWARD AV 94928 3000 - 3199 W KIN 5: 1922706 BLAIR GORDON TODD Mar 15, 2022 Completed	W KING EDWARD AV 94928 RRw_Pothole_ 3000 - 3199 W KING EDWARD AV s: Ref #1 1922706 Co Re BLAIR GORDON Assigned To: TODD Mar 15, 2022 Crew ID: Completed	W KING EDWARD AV 94928 RRw_Pothole_NM 67-2022 3000 - 3199 W KING EDWARD AV s: Ref #1: : 1922706 Contact Name: Requested Date: BLAIR GORDON Assigned To: JAMES KIRKF Mar 15, 2022 Crew ID: RMS67 Completed	W KING EDWARD AV 94928 RRw_Pothole_NM 67-2022 S 3000 - 3199 W KING EDWARD AV s: Ref #1: I 1922706 Contact Name: No Name No Requested Date: BLAIR GORDON Assigned To: JAMES KIRKPATRICK TODD Mar 15, 2022 Crew ID: RMS67 Work Starte	W KING EDWARD AV 94928 RRw_Pothole_NM 67-2022 Streets Operations 3000 - 3199 W KING EDWARD AV s: Ref #1: : Ref #2: 1922706 Contact Name: No Name No Phone#: 1922706 Requested Date: Initiated Date: BLAIR GORDON Assigned To: JAMES KIRKPATRICK TODD Mar 15, 2022 Crew ID: RMS67 Work Started: Completed Work Completed: Mar 15, 2022		

Work Orders & Accomplishments:

WO#	Result	Completed Date				
1393406	Completed	Mar 15, 2022				
Accompli	shment Date	Description	Quanti ty	Truck#	Assigned To	Comments
Mar	15, 2022	Pothole Repair	11	RMS67	JAMES KIRKPATRICK	AB
Work Area Pr	efix: R	SAP Network	#: EER	D94928	WBS#	EER-00008-PR-NM-GN

Parent Network:

Cost Summary	Estimated Costs	Actual Costs	Difference
Equipment	\$0.00	\$0.00	\$0.00
Labour	\$0.00	\$0.00	\$0.00
Material	\$0.00	\$0.00	\$0.00
Other	\$0.00	\$0.00	\$0.00
	\$0.00	\$0.00	\$0.00
TOTAL	<u>\$0.00</u>	\$0.00	\$0.00



Work Order #:	1577673	RRw_Pothole_	NM 66-2022					
Asset ID #:	W KING EDWARD							
Group Project #:	94927	RRw_Pothole_	NM 66-2022		Streets Operations			
Location:	3200 - 3299 W KIN	G EDWARD AV						
Operational Statu	s:	Ref #1	::	Ref #2:				
Service Request:	1971607	Co	ntact Name:	s.22(1)	Phone#:	22(1)		
Requested By:		Re	quested Date:					
Assigned By:	BLAIR GORDON TODD	Assigned To:	JOSE SIMOES		- h			
Assigned Date:	Jun 24, 2022	Crew ID:	RMS66	Work Sta	rted:			
Result:	Completed			Work Co	mpleted: Jun 24, 2022			
Comments:	Crew 66 - Potholes -	Non-MRN Accon	nplishment Code: F	RwPothole				

l Work Orders & Accomplishments:

WO#	Result	Completed Date				
1577673	Completed	Jun 24, 2022				
Accompli	shment Date	Description	Quanti ty	Truck#	Assigned To	Comments
Jun 2	24, 2022	Pothole Repair	4	RMS66	JOSE SIMOES	TC - 3214 W KING ED
Work Area Prefix: R		SAP Network	#: EER	D94927	WBS#	EER-00008-PR-NM-GN
Parent Network:		Billa	ble: N			

Cost Summary	Estimated Costs	Actual Costs	Difference
Equipment	\$0.00	\$0.00	\$0.00
Labour	\$0.00	\$0.00	\$0.00
Material	\$0.00	\$0.00	\$0.00
Other	\$0.00	\$0.00	\$0.00
	\$0.00	\$0.00	\$0.00
TOTAL	<u>\$0.00</u>	<u>\$0.00</u>	\$0.00

Wagon Location	National	Yard
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Wagon Location	National Y	ard					A/A	92	3 67	1-3	574-0	
Fabrus	Stree	ets Operation	ns Dail	y Cre	w Repo	ort	Rev.		der # a		1	
Crew #	66		4	Rich	-	-	1	2	3	4	5	
Field Supervisor	Mezzomo	604-619-2057	+	The	2 (signed)		A	-	R			
Superintendent	Blair Todd		-		(signed)	-	Ens9491		CIOA:			
Hours of Work		AM -7:0	Activity	A/Abs Stat	30 Pay Scale	Prem	120		Spi			
Emp # Emp s.22(1) M. Skinne	iployee	Equip #	Туре	Code 6000	Group	Code	1	-	1			
			-			-	6	-	2			
s.22(1) J. Simoe	es	A1235.		6000			6		2			
			-			-		-	-			
			-			-						
	Equipment N	ame		Equipment ID				Running Hrs				
TRUCK, DUMP, 1			A1235				6		2			
			_	_		_		-	1			
								1		-		
Toilets	Ŧ		Numbe	r of			1	1				
Flashers			Numbe	r of			0					
Dumps (National Y	ards Only)		Yrds Du	umped		1	1					

1376824 1376824 1376832		Material	Amount	Comments
	1377876	1377790	1377724	- Sidwalk Taps.
	1377869	1379804	13717.27	stand aps.
		10110-1		
376845	1376805	1377735	1371728	
377862	1376813	1377701	13777 10	
377854	1376790	1377707	1311821	
1377843	1376763	1379733	1377803	
317809	1376986	1377713	134Mand	
347814	1377795	1377714	DUNIE	36. 1.94 Jon)
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gn safety when Departing	1377745	Dung 77721		Dame L Flasham L Deliverture L
gnage Used:	Location: Cones	Snow Fence Tap	Barricade	
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gnage Used: ctivity Code	Location: Cones	Snow Fence Tap Units Completed	e Barricado	By: (Initials
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gnage Used: ctivity Code	Location: Cones	Snow Fence Tap Units Completed	e Barricado	By: (Initials
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ocation 3	EELS 949 11		Material	Amount	Comments	
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Wagon Location National Yard

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	Stree	ets Operations	s Dail	y Cre	w Repo	ort	Rev.				
	January 14, 2022						Wor	rk orde	er#a	nd Ho	urs
Crew #	66						1	2	3	4	5
Field Su	pervisor Mezzomo	604-619-2057	_	R	(signed)	11					
Superint	tendent Dan Gurn	iak		19	SAN	1	F59494927	EEGLON 2939			
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Hours of	f Work 7:0	0 AM - 3:3	PN	1			8	hlor			
Emp #	Employee	Equip #	Activity Type	A/Abs Stat Code	Pay Scale Group	Prem Code	132	H	_		
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5.22(1)	R. Fleming	D1278 \289	-	6000	-	-	7	1	-		-
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_	Equipment	Name	1	Equip	oment ID	-	Runnii	ng Hrs		6	
TRUCK,	DUMP, 1 YARD		A1235				17	1		1	1
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Dumps	(National Yards Only)		Yrds D	umped			10				



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Wagon Locatio	n National	Yard					A/A	92	375	519	35
	Stre	ets Operation	ns Dail	y Cre	w Repo	ort	Rev.				
Mar	ch 15, 2022	and the second	1	01	1.		Wo	ork ord	er#a	nd Ho	urs
Crew #	67		+1	1/2		-	1	2	3	4	5
Field Supervisor	Mezzomo	0 604-619-2057		hi	(signed)	6	N	NN		0	N.
Superintendent	Blair Too		6	Rater				22	N	239	468
apointendent Dian Todu			-C	(signed)				949	949,	240	154
Hours of Work 7:00 AM - 3:30 PM					_	en	10	2	1	2	
	mployee	Equip #	Activity Type	A/Abs Stat Code	Pay Scale Group	Prem Code	Ce la	3	3	13	C
s.22(1) J. Kirkp	patrick	B1203	P74	6000	GR-320		3	5	1	3	65
s.22(1) J. Carte	er			6000			3	.5	1	3	05
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Toilets		#36.	Numbe	Zi	TON.	-	R	-		_	-
Flashers			Number of				K				-
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