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| **COQUITLAM MAIN NO. 4 TRAFFIC MANAGEMENT STRATEGY - South Section** | | |
|  |  | Location Coquitlam, BC  Client : Metro Vancouver |

Metro Vancouver requested a Traffic Management Strategy (TMS) for the installation of the new Coquitlam Main No.4 (South Section) in Coquitlam. The Project involved the installation of approximately 1.44 km of 3,150 mm inside diameter watermain along Pipeline Road between Robson Drive and Ozada Avenue. Construction’s impacts included:

* Temporary lane closures in the area, with at least one lane maintained in each direction for the majority of Pipeline Road, with exception to a section north of Dayanee Springs Boulevard, which will be subject to Single Lane Alternating Traffic (SLAT).
* Temporary road closures of Robson Drive, Dayanee Springs Boulevard, Gabriola Drive, and Dunkirk Avenue intersecting Pipeline Road.
* Temporary lane closures at David Avenue, although traffic will still be permitted in all directions.
* Partial lane closure at the major intersection of David Avenue/Pipeline Road.

The TMS discussed mitigation strategies to be implemented during each stage of the construction, such as Traffic Control Plans (TCP), Special routes for construction vehicles, detour routes for regular vehicles, distribution of information plans, and notifying impacted parties such as First Responders and TransLink. The TMS also included the traffic impact analysis for the major intersections’ partial closure. The TMS was prepared in collaboration with The City of Coquitlam (City), and Metro Vancouver to enable the City to approve this TMS in principle.

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| **SOUTH DELTA WATERMAIN REPLACEMENT PHASES 3 AND 4 - TRAFFIC MANAGEMENT STRATEGY** | | |
|  |  | Location Delta, BC Client Metro Vancouver |

The South Delta Water Main project involved replacing a 900 mm diameter pipe along 52nd street and 53rd street in south Delta. There was one potential line valve chamber along the proposed supply main. Our team conducted the Traffic Impact Study (TIS), evaluating Single Lane Alternating (SLA) closure during construction during various peak hours and recommended the preferred time and the expected queue length to Metro Vancouver based on traffic impacts.

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| **Fleetwood Reservoir Feeder Main, TRAFFIC MANAGEMENT STRATEGY** | | |
|  |  | Location Surrey, British Columbia, Canada Client Metro Vancouver |

Metro Vancouver requested a Traffic Management Strategy for the installation of the new Fleetwood Reservoir Feeder Main project in Surrey BC. The study area looked at installation of approximately 1 km of a 914 diameter water pipe along 153A Street and 154 Street between 95 Avenue and 90 Avenue.

The report assessed the risks and impacts of the four proposed construction phases, including necessary road closures, impact on nearby stakeholders, pedestrian accessibility, as well as construction risks. Guidance for required traffic management plan subplans was provided for the contractor of the project. Sample traffic control plans for the construction phasing were developed, as well as guidance for the public information plan, incident management plan, and implementation plan.

In addition to the traffic management strategy, a traffic impact study was completed, which assessed the impact of construction on traffic and made recommendations with regards to site accessibility and signal timing considerations during construction.

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| **Douglas Road Trunk Sewer, TRAFFIC MANAGEMENT STRATEGY** | | |
|  |  | Location Burnaby, BC Client Metro Vancouver |

A Preliminary Traffic Impact Study was completed to identify and document impacts on transportation network resulting from a new 2 km long Douglas Trunk Sewer (DTS) construction from the intersection of Willingdon Avenue and Halifax Street to the tie in point at the intersection of Douglas Road and Boundary Road in Burnaby.

We analyzed the traffic impacts on AM and PM peak periods, comparing the Level of Service of existing conditions with the anticipated construction conditions. In particular, a traffic operations analysis was conducted with the Synchro modelling software for the various construction phases (open‐cut and tunnelling) to assess the impacts of the diverted traffic volumes. Subsequently, a Traffic Management Strategy (TMS) report was prepared for the project that identified the traffic patterns and public safety concerns; documented field investigations and data analysis, any special conditions and limitations, and traffic detour plans to reroute traffic; and recommended mitigation measures for efficient and safe traffic controls. The TMS report described the risks and the overall strategies in managing safe and efficient traffic flow around the work area through the various phases of the construction. The reports were completed in liaison with the City staff, and affected stakeholders.

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| South Surrey Interceptor Johnston Road Section, **TRAFFIC MANAGEMENT STRATEGY** | | |
|  |  | Location Surrey, BC Client Metro Vancouver |

A Preliminary Traffic Impact Study was developed to identify and document impacts on transportation modes resulting from the installation of concrete pipe through trenchless and open cut excavation in south Surrey. A Traffic Management Strategy (TMS) report was also prepared for the project. The TMS report includes traffic impact assessments during construction, guidelines on the traffic management plan approach for the contractor, a communication plan, special conditions and limitations, the impact on stakeholders - including transit – and Concept Traffic Control Plans. The reports were completed in liaison with City staff, TransLink, and affected stakeholders.