









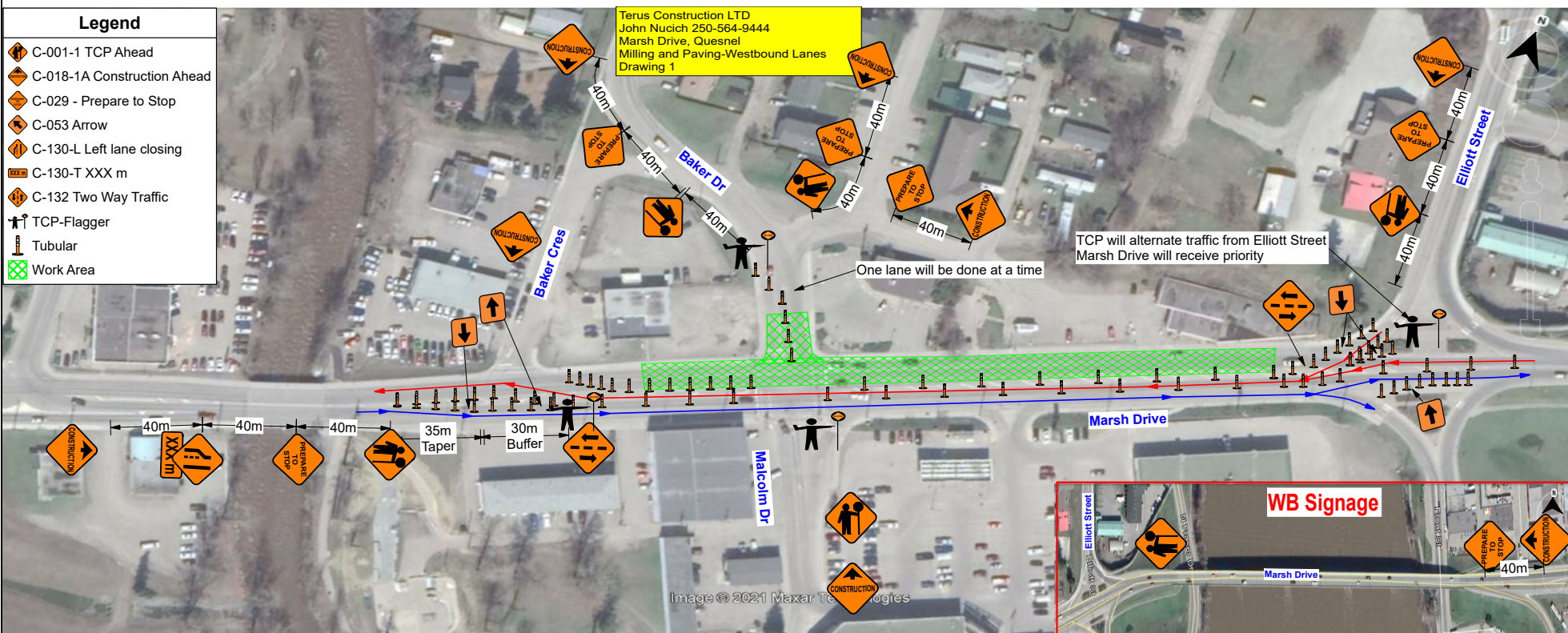


**Legend**

-  C-001-1 TCP Ahead
-  C-018-1A Construction Ahead
-  C-029 - Prepare to Stop
-  C-053 Arrow
-  C-130-L Left lane closing
-  C-130-T XXX m
-  C-132 Two Way Traffic
-  TCP-Flagger
-  Tubular
-  Work Area

Terus Construction LTD  
John Nucich 250-564-9444  
Marsh Drive, Quesnel  
Milling and Paving-Westbound Lanes  
Drawing 1



Drawing date: April 27, 2021

Drawing by: Marilyn Vermeij

PO# 116649

Accurate Traffic Plan Company

WHERE SIGN AND EQUIPMENT DISTANCES DO NOT MEET MINIMUM DISTANCES AS PER THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE'S "TRAFFIC MANAGEMENT MANUAL FOR WORK ON ROADWAYS 2020 DISTANCES SHOWN ARE TO BE USED FOR THIS PLAN ONLY. SIGNS AND DEVICES HAVE BEEN PLACED TO PROVIDE THE GENERAL PUBLIC WITH ADVANCE WARNING OF EXPECTED CLOSURE TYPE FOR THE CONFIGURATION SHOWN.

This drawing depicts closing the westbound lanes for milling and paving work on Marsh Drive in Quesnel. SLAT will be performed on Malcolm Drive while work is at the intersection. Signals will be put to dark or in flash mode. Refer to figures 7.8 and a modified version of 9.11.

- Posted speed is 50km
- Signs will be spaced minimum 40m apart
- SLAT taper: 5m, buffer 30m\*, downstream taper 30m\*
- Lane closure taper 35m\*, buffer 30m\*, downstream taper 30m\*.
- Pedestrians will be diverted to the opposite side of the road as needed. TCP's will assist pedestrians at/near work areas.
- Cyclists will travel with motorists.
- TCP's will assist access to businesses.
- TCP's will provide clear passage to EMS at all times.
- Signs will be placed where they command the attention of motorists, pedestrians and cyclists. Signs will not block lanes or pedestrian sidewalks/pathways.
- TCP in charge may change placement of signage in this drawing to accommodate traffic and local conditions at the time.
- \*Tapers, Buffer space and downstream tapers may be adjusted as needed due to space constraints.

**TABLE A – TAPER LENGTHS**

Taper Types (m)		Regular Posted Speed Limit (km/h)							
		≤50	60	70	80	90	100	110	120
Merge Taper Length	L <sub>M</sub>	35	55	160	190	210	230	250	280
Lane Shift Taper Length	L <sub>L</sub>	30	50	80	100	110	120	130	140
Downstream Taper Length	L <sub>D</sub>	30	30	30	30	30	30	30	30
TCP, Signal, and Shoulder Taper Length (min. 5 devices)	L <sub>S</sub>	5	8	15	15	15	15	15	15
Minimum Tangent Length between Tapers	L <sub>T</sub>	30	60	160	190	210	230	250	280
Run-In Length on Centreline	L <sub>R</sub>	40	50	60	60	70	80	90	100

**TABLE B – DEVICE SPACING LENGTHS**

Device Spacing (m)		Regular Posted Speed Limit (km/h)							
		≤50	60	70	80	90	100	110	120
Construction Sign Spacing	A	40	60	80	100	150	150	200	200
Buffer Space	B	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

This Traffic Plan has been prepared by Accurate Traffic Plan Company based, in part, on information provided by third parties. Every effort has been made to ensure that the plan conforms to the requirements of the Motor Vehicle Act (RSBC 1966) Chapter 318 and Regulations, as well as the 2020 Traffic Management Manual. Accurate Traffic Plan Company assumes no responsibility for the uses to which this plan is put by third parties.