

EVENT MANAGEMENT PLAN

COUNTRY MUSIC FESTIVAL JULY 14-16, 2022

Energetic Traffic Control Ltd.

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Revision Table

Revision Number	Revised By	Revision Date/Notes
0	Dini Smoler	May 25, 2022 Doc. Creation
1	Dini Smoler	June 9, 2022 Add flaggers at 101/102st, remove road closure on 101 ave. Add no parking on 104 th St
2		

Introduction

Energetic Productions Inc. will be hosting The Energetic County Fair country music festival in downtown Fort St John, BC. Performers from around Western Canada and Fort St John will play music over the weekend of July 14-16, 2022. There will be food vendors, beer gardens, activities for kids and shuttle services available throughout the weekend.

Flaggers will set up signage for the event, ensuring spectator and driver safety during operations.

Anticipated event dates are July 14-16, 2022. Schedule of events are:

- Thursday July 14, 5 pm-10 pm
- Friday July 15, 5 pm-10 pm
- Saturdays July 16, 1 pm-10 pm

This TMP is formulated as per the Category 2 guidelines in the MOTI 2020 Traffic Management Manual for Work on Roadways (TMM). Energetic Traffic Control Ltd shall implement the approved plan in accordance with the following guidelines and standards:

- Ministry of Transportation and Infrastructure (MOTI) 2020 Traffic Management Manual for Work on Roadways.
- MOTI Manual of Standard Traffic Signs and Pavement Markings.
- MOTI Standard Specifications Section 194
- Transportation Association of Canada (TAC) Manual of Uniform Traffic Control Devices of Canada.
- Motor Vehicle Act

The aim of this Category 2 TMP is to minimize the site-specific risks that were identified for this event.

Initial Project Category Assessment:

Traffic Consideration	Value	Point Value	Score
Posted or Statutory Speed Regular posted speed limit of the roadway	50 km/hr or less	1 point	1
	60-70 km/hr	3 points	
	80 km/hr or greater	4 points	
Traffic Volume Traffic volume (both directions) in peak hours	<1,000 vehicles/hr	1 point	1
	1,000-3,000/hr	3 points	
	>3,000/hr	4 points	
Lanes Number of lanes in both directions (including auxiliary lanes)	2 lanes	0 point	0
	3 lanes	2 points	
	4 lanes or more	3 points	
Encroachment Location of Work	Off roadway	0 point	3
	Shoulder work/partial lane closure	3 points	

	Full lane closure, ramp closure, or intersection closure	4 points	
Detours	No detour during construction	0 point	0
	Detour traffic on temporary roadway during construction next to work zone	3 points	
	Detour route during construction takes traffic off regular route away from work zone; requires detour signing	4 points	
Duration of Work	Short-duration work (no more than one day-time shift).	1 point	2
	Long-duration work (less than 2 weeks)	2 points	
	Long-duration work (2 or more weeks)	4 points	
Allowable Delays Delay time plus time to travel through work zone in minutes	< 20 minutes	1 point	1
	Greater or equal to 20 minutes	3 points	
	No allowable delay	4 points	
Time of Day Time of day that work will occur	Day-time work only	1 point	4
	Active day-time work, with traffic control devices at night	3 points	
	Active night-time work	4 points	
Vertical Alignment	Flat terrain	0 point	0
	Rolling terrain	1 point	
	Mountainous terrain	2 points	
Horizontal Alignment	Tangent	0 point	0
	Horizontal curves, no curve advisory speeds	1 points	
	Horizontal curves, with curve advisory speeds	2 points	
Intersections	No intersections or stop-controlled intersection(s)	0 point	2
	Signalized intersection(s) with no left or right turn phases, or single lane roundabout	2 points	
	Interchange(s)	4 points	
Runaway Lanes	No runaway lanes	0 point	0
	Runaway lanes in or near the work zone; they will not be blocked at any time during course of work	1 points	
	Runaway lanes in or near work zone; they may be blocked by	4 points	

	work or queues during course of work		
Pedestrians and Cyclists	No pedestrians and cyclists	0 point	3
	Possible pedestrians and cyclists	2 points	
	Designated cycle route, sidewalk or multi-use pathway	3 points	
HOV or Bus Lane	No HOV or Bus Lane	0 point	0
	HOV or Bus Lane	4 points	
Counter-Flow Lane	No counter-flow lane	0 point	0
	Counter-flow lane	4 points	

Total Score	17
Category 1	< 16
Category 2	16 to 25
Category 3	> 25
Initial Project Category	2

Project Risk Analysis:

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

	High	Removal of containment devices, such as barrier, guard rail, crash attenuators, fencing, etc.	3 points	
Equipment movement through work zone	Low	Minimal conflict with traffic (e.g., work commencing off travelled roadway)	1 point	
	Medium	Conflict with normal traffic flow; no queuing or traffic stoppages	2 points	
	High	Conflicts with normal traffic; may create queuing and require traffic stoppages. Difficult for equipment to enter and exit site	3 points	3
Roadway surface condition during construction	Low	Roadway surface is maintained	1 point	1
	Medium	Roadway surface, such as milling and grinding (consistent surface), creates a hazard for road users	2 points	
	High	Roadway surface is inconsistent, with multiple changes or work tasks (manholes, culvert installation, etc.)	3 points	
Storage of equipment and material	Low	Stored outside the shoulder	1 point	1
	Medium	Stored on the shoulder but outside travelled roadway	2 points	
	High	Stored on shoulder but encroaching on travelled roadway	3 points	
Load restrictions as a result of construction	Low	No load restrictions	1 point	1
	Medium	Narrow lanes restrict wide loads	2 points	
	High	Overweight/over height vehicles restricted (may result in structural damage)	3 points	
Lane widths	Low	Maintain existing lane widths	1 point	1
	Medium	n/a n/a	2 points	
	High	Lane width not maintained throughout work zone, or Single-lane alternating traffic	3 points	
Work zone or queues block access (active or inactive site)	Low	None	1 point	1
	Medium	Side street or business access	2 points	
	High	Major public facility and/or major secondary roadway	3 points	
Transit access	Low	No transit or school bus stops	1 point	1
	Medium	Community shuttle or school bus stops	2 points	
	High	Express transit or major bus route	3 points	
Impacts of special events	Low	No known event	1 point	1
	Medium	Moderate public event with attendance under 5,000	2 points	

	High	Major public event with attendance over 5,000 or moderate public event (under 5,000) with no alternative access or route	3 points	
Overlapping work	Low	No overlapping work	1 point	
	Medium	Another work site within 3 km; traffic control for the projects could impact one another	2 points	2
	High	Work sites adjacent or overlapping	3 points	
Emergency facility (ie. hospital, police, ambulance, and fire stations)	Low	No emergency facility near work site	1 point	1
	Medium	24-hour manned emergency facility	2 points	
	High	Volunteer-staffed emergency facility; consider responder access through work zone to the facility, and emergency response from facility through the work zone	3 points	
Total Score				16
Low Risk				< 23
Medium Risk				23 to 28
High Risk				> 28
Project Risk				LOW

Final Project Category Determination

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

This Project is determined to be a **Category 2**

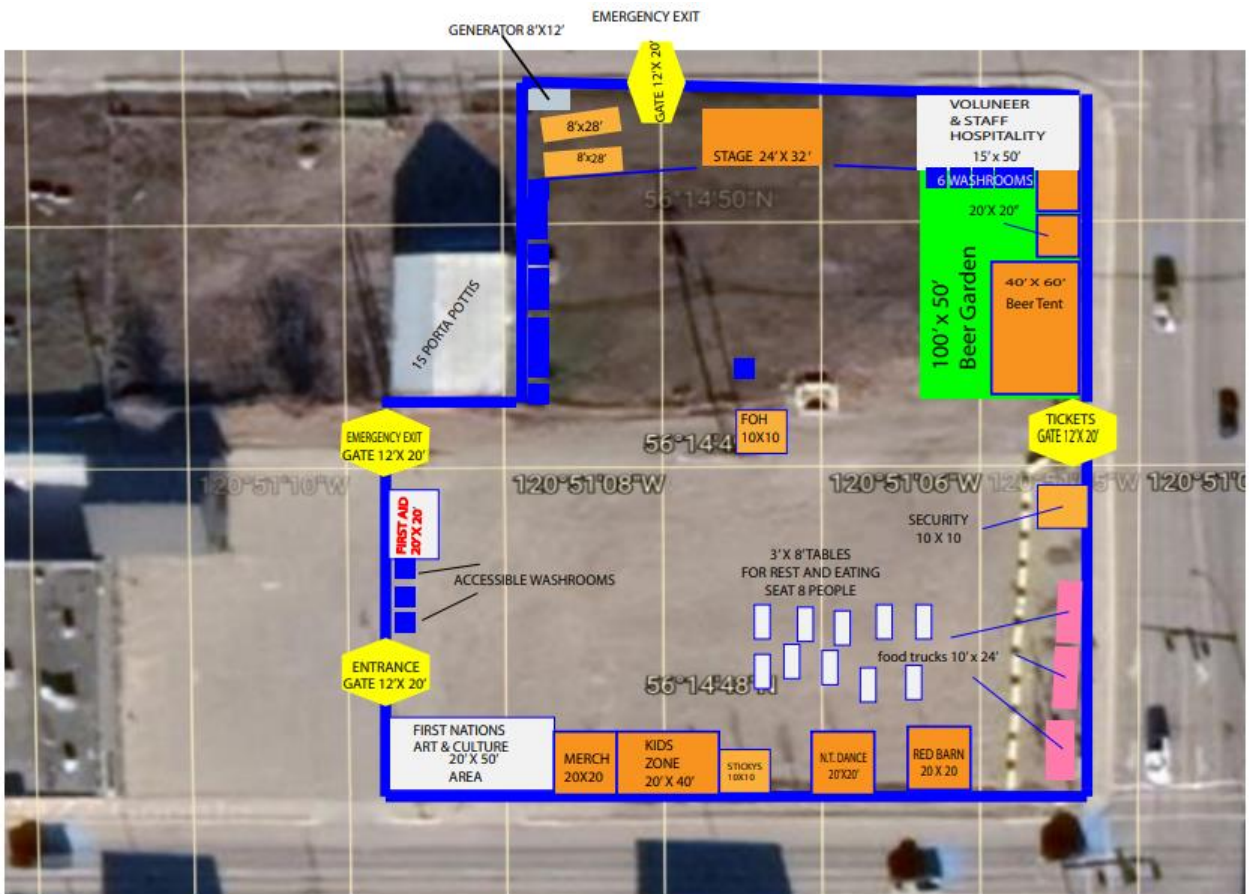
Date:	May 24, 2022
Assessed by:	Dini Smoler, Energetic Traffic Control Ltd.
Reviewed by: (Client name/title)	Dale Ploude, President and Producer of Energetic Productions Inc

Requirement	Assessment
• Traffic Control Plan	
Event Date	July 14-16, 2022
Event location	10320-100 & 10210-100 Avenue, Fort St. John
Event Manager	Dale Plourde 604-353-7604
Event Traffic Control Diagram	SEE PAGE 11
Traffic Control Manager	Dini Smoler 250-261-8145
Traffic Control Supervisor	Energetic Traffic Control Ltd -TBD
Traffic Control Persons	Energetic Traffic Control Ltd -TBD
• Site Factors & Identified Hazards	
Road Type and Alignment/Classification of Roadway/Number of lanes	Paved city street and avenue; flat and straight, four-lane, two-way paved roadway on 100 th Avenue and three-lane, two-way paved roadway on 102 nd Street.
Driver Sight Distances	Excellent
Regular posted speed limit	50 kmph
Approaches	N/A
Wildlife and domesticated animals	Potential for loose dogs.
Distracted, drunk, unfit drivers	Distracted, drunk or otherwise unfit drivers is always a hazard at work & in everyday life. Extreme caution will be taken around roadways, no one will be permitted to enter active lanes of traffic. Suspected drunk drivers will be reported to the RCMP immediately; do not try to stop them if they are already driving. Get as much info as possible, take video or picture.
Noise / loud music	Ear buds to be provided to all event staff and volunteers
Overlapping construction zones nearby	Yes – Corridor Improvement Project on 99-101 Street. Detours in affect have created more traffic on 102 nd Street. The event will not hinder the Corridor project and the detour route on 102 nd Street will be maintained. No parking signs will be stationed on 102 nd Street on the west side of the road.
• Procedural Factors	
Description of Event Activity as it pertains to traffic control <ul style="list-style-type: none"> ➤ Shuttles ➤ Bands arrival ➤ Peak traffic hours ➤ Canada Post 	Event attendees will gain access to the event on foot, by vehicle or shuttle. Special attention will be given to foot traffic crossing roadways. All foot traffic will be firmly directed to use the proper crosswalks and j-walking will be strongly discouraged. Loud music may create distraction to anyone, and therefore flaggers will NOT be permitted to enter any active lane way at any point. Shuttles will enter the parking lot through the area allotted for them (see diagram) and exit via the rear of the lot. Pedestrians will not be permitted in the shuttle area and there will be a drop off area for people to go directly to the event. Canada Post workers have been notified that their usual staff parking area is occupied and will find alternate parking on Friday.
Description of Traffic Control Activity	Flaggers will set up signs to accommodate the event, following the diagram from this TMP. Flaggers will all operate on one radio frequency. A flagger will be stationed at the first entrance, on the sidewalk, to ensure only event staff enter the area. This entry is for emergency vehicles and event staff ONLY. This flagger will ensure no one parks in the lane closure or in front of the event area on 100 th Avenue. The second flagger will ensure the shuttles get into the shuttle drop-off area safely and help keep the parking lot organized. 3 flaggers will control the 4-way stop at

	101 Ave & 102 St to mitigate the signalized intersection congestion and northbound traffic on 102 Street. When it is congested, they will hold East/West traffic and flush all traffic on 102 nd Street.
Hours of Work	Traffic control will be present between 4 pm and 12 am on Thursday and Friday, and from 1 pm to 12 am on Saturday.
• Incident Management Plan	
Detection of incidents within the event zone	<p>The Traffic Control Supervisor will monitor the areas within and around the work zone and once an incident is detected, they are required to immediately respond to it. If anyone other than the TCS detects and/or responds to an incident, all relevant information must be communicated to the TCS and the emergency services responding to the incident. Key information includes the location of the incident, the number of people involved and their conditions, along with any conditions such as accessibility issues, fire or field hazards.</p> <p>The Traffic Control Supervisor should ensure that an adequate staging and parking area is provided for emergency responders when they arrive at the incident location. If possible, the space being provided for emergency responders should preferably be an area already closed off to the general traffic in the planned traffic control layout to minimize further traffic disruption. When emergency responders are attending to the incident, the TCS must ensure that only vehicles required for emergency responses have access to the incident location. At the conclusion of the incident, event staff and the TCS will clear the incident area of vehicles and debris before restoring the normal traffic flow or as planned in the TMP. 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.</p>
Incident Management Procedures	<p>During an incident within the work zone, the TCS should follow these procedures:</p> <ol style="list-style-type: none"> 1. Notify event supervisor or designate and the traffic control personnel 2. Assess the severity 3. Contact emergency response agencies regarding the incident if the incident is severe (WCB in the event of workplace injury) 4. Based on the severity of the incident, monitor and modify traffic flow until the arrival of emergency services and secure the area until the incident is cleared.

	<ol style="list-style-type: none"> 5. Allow emergency response unit(s) to access the incident by directing or assisting emergency responders in placing equipment 6. Modify the work zone as necessary to accommodate traffic affected by the incident and maintain two-way traffic flow if possible 7. Remove field equipment, material and any items that may interfere with incident management operations from the incident area 8. Survey incident area for any damage to infrastructure and traffic inventories after the conclusion of the incident 9. Clear the incident area and resume traffic flow 10. Complete the Incident Management Report 	
• Public Information Plan		
Description of Public Information Plan	<p>Event organizers have social media presentations via website, boosted Facebook posts, radio commercials on Moose FM, boosted Instagram ads, Youtube videos, advertisements on EnergeticCity.ca</p> <p>Event In Progress signage as well as other traffic control signage and equipment on site will guide motorists and pedestrians.</p>	
• Contact List		
Name/Agency	Contact 1	Contact 2
RCMP	9-1-1	250-787-8100 (non-emerg.)
BC Ambulance	9-1-1	250-785-2079
Fire & Rescue	9-1-1	250-785-4443
City of FSJ – Eryn Griffith	250-794-3314	250-224-2811
Energetic Productions Inc – President/Producer Dale Plourde	604-353-7604	
Energetic Productions Inc – Event Supervisor Tammy Shenton	250-263-7766	Tammy.shenton@northernHealth.ca
Traffic Control Manager – Dini Smoler	250-261-8145	
Traffic Control Sup.- ETC	TBD	250-793-3331 (24 hr)
Worksafe BC (local)	250-785-1283	1-800-621-7233 (Emerg. Line)
Dispatch – Energetic Traffic Control Ltd	250-793-3331	250-261-8145

Event Map



Event Traffic Control Diagram

