

Table of Contents

1	INTRODUCTION	1
2	SAFETY IMPROVEMENTS TO COMMUNITY ACCESSES.....	2
2.1	T-INTERSECTIONS.....	2
2.2	FOUR-LEG INTERSECTIONS AND INTERCHANGES	6
3	COMMUNITY ACCESS TO AND FROM THE HIGHWAY.....	7
3.1	EAGLE RIDGE DRIVE INTERCHANGE AND MARINE DRIVE INTERSECTION	7
3.2	PASCO ROAD	7
3.3	SUNSET MARINA ACCESS	8
3.4	STRACHAN POINT ROAD.....	8
3.5	KELVIN GROVE ROAD	8
3.6	BRITANNIA BEACH	9
3.7	MISTY HEIGHTS ROAD	9
4	COMMUNITY ACCESS ACROSS THE HIGHWAY.....	11
4.1	LIONS BAY	11
4.2	URBAN SQUAMISH.....	12
5	BICYCLE/PEDESTRIAN ACCESS.....	14
5.1	ACCOMMODATION OF BICYCLES AND PEDESTRIANS ALONG THE HIGHWAY	14
5.2	BICYCLE AND PEDESTRIAN ACCESS ACROSS THE HIGHWAY	15
6	COMMUNITY ACCESS DURING DETOUR OPERATION.....	16

List of Figures

FIGURE 2-1 TYPICAL FULL MOVEMENT T-INTERSECTION CONFIGURATION SCHEMATIC.....	5
FIGURE 2-2 TYPICAL T-INTERSECTION CONFIGURATION SCHEMATIC – LEFT-TURN OUT PROHIBITED.....	5
FIGURE 3-1 PROPOSED KELVIN GROVE INTERSECTION CONFIGURATION SCHEMATIC UNDER CONSTRUCTION	9
FIGURE 4-1 PROPOSED DEPOT ROAD INTERSECTION CONFIGURATION SCHEMATIC UNDER CONSTRUCTION	13

List of Tables

TABLE 2-1 EXISTING AND PROPOSED ACCESSES TO COMMUNITIES ALONG THE SEA TO SKY HIGHWAY	3
TABLE 6-1 CONSTRUCTION DETOURS	16

1 Introduction

As part of the upgrading of the Sea to Sky Highway, intersection improvements will be provided for safer community access to and from the highway. In addition, improvement will be provided for safer community access across the highway for those communities that straddle the highway, including Squamish and Lions Bay. The safety improvement will reduce conflicting traffic movements by introducing access restrictions, traffic controls and auxiliary lanes.

These planned safety improvements to the intersections will change community access to, from and across the highway. This section describes the safety improvements and their affect on community accessibility for motorists, bicyclists and pedestrians.

2 Safety Improvements to Community Accesses

The existing accesses to the communities and proposed safety improvements as part of the highway upgrading are summarized in **Table 2-1**.

2.1 T-Intersections

The existing accesses that are along one side of the highway are primarily full movement T-intersections. The STS Highway upgrading will improve the safety of the T-intersections with one or more of the following measures:

- protected lane for left-in movements to the minor road;
- protected lane for left-out movements onto the highway;
- prohibition of left-out movements;
- provision of deceleration lanes for right-in movements exiting the highway;
- provision of acceleration lanes for right-out movements onto the highway;
- prohibition of left-out and left-in movements (right-in and right-out only access); and
- closure and consolidation of accesses.

Figure 2-1 shows the configuration of a typical access with protected left-in and left-out lanes. **Figure 2-2** shows the configuration of a typical access with protected left-in lane.

**Table 2-1
Existing and Proposed Accesses to Communities Along the Sea to Sky Highway**

PA Section	Access Location	Side of Highway	Existing Access / Intersection	Proposed Access / Intersection	Changes to Access / Intersection and Turning Movements	Comments
PA1	Eagle Ridge Drive	West	Diamond interchange	Diamond interchange	Re-alignment of northbound ramps to accommodate split-grade STS Highway alignment. All movements maintained	Changes based on split-grade surface alignment option
	Marine Drive	West	Full movement T-intersection	Grade-separation with southbound right-in and right-out ramps	Existing highway changed to one-way southbound through Marine Drive intersection. Left-out prohibited.	Subject to further discussions with the Technical Liaison Committee
	Pasco Road	West	Full movement T-intersection with channelized left-in	Right-in and right-out only	Left-in and Left-out prohibited	Subject to further discussions with the Technical Liaison Committee
PA2	Ansell Place	East & West	Diamond interchange	Diamond interchange	Widen structure for four lanes. All movements maintained	
	Sunset Marina Access (Lawrence Way)	West	Full movement T-intersection with channelized left-in	T-intersection with channelized left-in, right-in and right-out	Left-out prohibited	Subject to further discussions with the Technical Liaison Committee
	Strachan Point Road	West	Full movement T-intersection	T-intersection with channelized left-in, right-in and right-out	Left-out prohibited	Subject to further discussions with the Technical Liaison Committee
	Ocean Point Drive	West	Full movement T-intersection	Full movement T-intersection with channelized left-in and left-out	All movements maintained	
	Kelvin Grove	East & West	Full movement 4-leg unsignalized intersection with channelized left turn lanes	Right-in & right-out on east side Right-in & right-out on west side	East-west through, northbound left, southbound left, westbound left & eastbound left prohibited	Subject to further discussions with the Technical Liaison Committee
PA3	Lions Bay	East & West	Diamond interchange	Diamond interchange	No change to existing interchange All movements maintained	Subject to further discussions with the Technical Liaison Committee
	Brunswick Road	West	Full movement T-intersection with channelized left-in	4-leg unsignalized intersection with channelized left turn lanes	Re-alignment of Old Brunswick Pit Rd. to form east leg of intersection. All movements maintained	Subject to further discussions with the Technical Liaison Committee
PA5	Porteau Cove Park	West	Full movement T-intersection with channelized left-in	Full movement T-intersection with channelized left-in and left-out	All movements maintained	
PA6	Furry Creek - Northbound Access	East	Right-in & right-out ramps - northbound	Right-in & right-out ramps - northbound	Maintain existing ramps	
	Furry Creek - Southbound Access	West	Right-in & right-out ramps - southbound	Right-in & right-out ramps - southbound	Maintain existing ramps	
PA7	Britannia Beach – Tea house & Restaurant accesses	East	T-intersection at south access to site and T-intersection at north access to site	Consolidate accesses to form one full movement T-intersection with channelized left-in	All movements maintained	Subject to further discussions with the Technical Liaison Committee
	Britannia Beach – Gift shop, beach access & museum south access	East & West	4-leg intersection	Close access	Access via new intersection	
	Britannia Beach Main Access	East & West	None	4-leg unsignalized intersection with channelized left turn lanes	New intersection	
PA8	Britannia Beach - Museum north access	East	T-intersection	Close access	Access via new intersection	
	Murrin Park Access	West	Full movement T-intersection with channelized left-in	Full movement T-intersection with channelized left-in	All movements maintained	

PA Section	Access Location	Side of Highway	Existing Access / Intersection	Proposed Access / Intersection	Changes to Access / Intersection and Turning Movements	Comments
	Klahannie Inn/Shannon Falls/Darrel Bay	East & West	4-leg unsignalized intersection with channelized left turn lanes	4-leg unsignalized intersection with channelized left turn lanes	All movements maintained	
	Misty Height Rd.	West	T-intersection	Right-in & right-out access	Left-in and left-out prohibited	
PA9	Stawamus Forestry Road	East & West	4-leg unsignalized intersection	4-leg unsignalized intersection with channelized left turn lanes	All movements maintained	Study ongoing to confirm intersection configurations and access requirements in urban Squamish
	Valley Drive	East & West	4-leg signalized intersection	4-leg unsignalized intersection with channelized left turn lanes	All movements maintained	
	Clarke Drive	East	T-intersection signalized	T-intersection signalized	All movements maintained	
	Cleveland Avenue	East & West	4-leg signalized intersection	4-leg signalized intersection	All movements maintained	
	Industrial Way	East & West	4-leg signalized intersection	4-leg signalized intersection	All movements maintained	
	Centennial Way	East & West	Right-in & right-out on east side Right-in & right-out on west side	Right-in & right-out on east side Right-in & right-out on west side	All movements maintained	
	Mamquam Road	East & West	4-leg signalized intersection	4-leg signalized intersection	All movements maintained	
PA10	Garibaldi Way	East & West	4-leg signalized intersection	4-leg signalized intersection	All movements maintained	
	Depot Road	East & West	4-leg unsignalized intersection	Full movement T-intersection on west side with channelized left-in and left-out Right-in and right-out access on east side	Eastbound and westbound through movements along Depot Road prohibited	
	Squamish Valley / Alice Lake Road	East & West	4-leg unsignalized intersection	Full movement T-intersection on west side with channelized left-in and left-out	Close east leg of intersection and connect Alice Lake Rd. to Old Garibaldi Hwy. For access to the STS Highway	
PA11	Old Garibaldi Highway	East	Full movement T-intersection	Full movement T-intersection with channelized left-in and left-out	All movements maintained	
	Pinecrest Estates Access	West	Full movement T-intersection	Full movement T-intersection with channelized left-in and left-out	All movements maintained	
PA14	Black Tusk Subdivision Access	West	Full movement T-intersection	Full movement T-intersection with channelized left-in and left-out	All movements maintained	
	Brew Creek Lodge Access	West	Full movement T-intersection	Full movement T-intersection with channelized left-in and left-out	All movements maintained	
PA15	Brandywine Falls Provincial Park Access	West	Full movement T-intersection	Full movement T-intersection with channelized left-in and left-out	All movements maintained	
Notes: Left-in: Left turn into minor road Left-out: Left turn out from minor road Right-in: Right turn into minor road Right-out: Right turn out from minor road						

Figure 2-1
Typical Full Movement T-Intersection Configuration Schematic

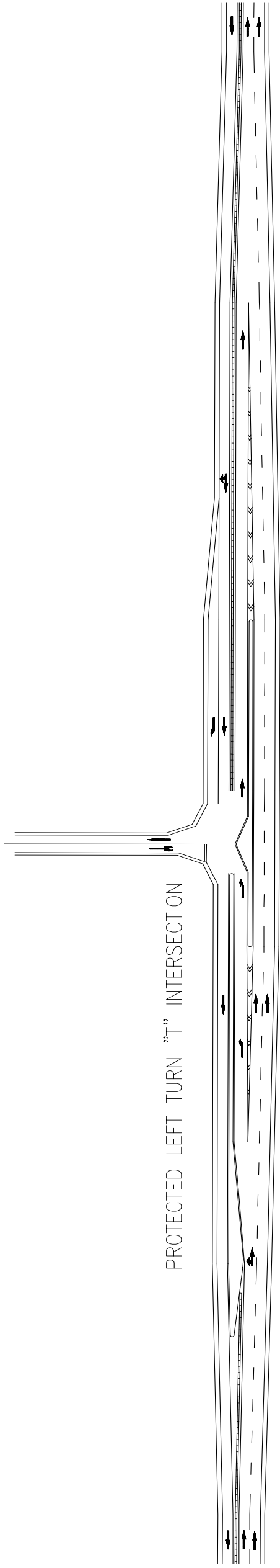
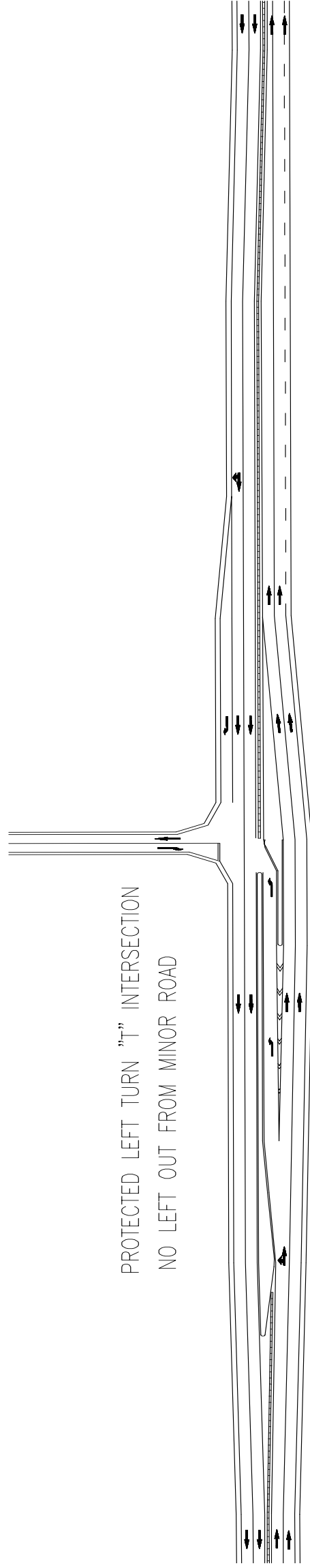


Figure 2-2
Typical T-Intersection Configuration Schematic – Left-Turn Out Prohibited



2.2 Four-leg Intersections and Interchanges

The existing full movement, 4-leg intersections in Squamish will have left-turn and right-turn lanes on the major northbound and southbound approaches. The minor eastbound and westbound approaches will have left-turn lanes, and at some intersections right-turn lanes will be provided. The intersection at Depot Road may be an exception, where safety improvements under consideration would prohibit the left-turn movements and eastbound and westbound through movements.

Safety improvements under consideration at the Kelvin Grove intersection in Lions Bay are prohibition of left-turn movements and east-west cross movements. The possible intersection treatments at Kelvin Grove and Depot Road are preliminary at this time and subject to further development.

The configuration of the existing diamond interchanges at Ansell Place in Sunset Beach and Lions Bay will remain unchanged with the exception of widening of the highway to four lanes through the interchange at Ansell Place and possibly at Lions Bay. The number of lanes on the STS Highway through Lions Bay is currently being developed in consultation with the Technical Liaison Committee representation from Lions Bay.

3 Community Access To and From the Highway

At several community access points, the highway upgrading will alter community access to and from the highway with prohibition of some traffic movements. The affected access points are:

- Eagle Ridge Drive Interchange and Marine Drive Intersection
- Pasco Road
- Sunset Marina Access
- Strachan Point Road
- Kelvin Grove
- Britannia Beach
- Misty Height Road
- Depot Road

It should be noted that the proposed configuration of the accesses are preliminary and subject to further review and development through ongoing discussions with the Technical Liaison Committee (TLC). This committee comprises key Sea to Sky Highway project staff and representation from local government and is working closely with key stakeholders and the Community Advisory Groups to deal with project issues that impact their communities. As such, the designs are subject to revision during the preliminary design stage.

3.1 Eagle Ridge Drive Interchange and Marine Drive Intersection

Two alignment options are being considered for the Horseshoe Bay to Sunset Beach section: a split-grade alignment option and a tunnel option. Both options will separate the northbound and southbound traffic lanes of Highway 99N at Horseshoe Bay.

For both options, motorists at the Eagle Ridge interchange and Marine Drive intersection wanting to travel northbound will travel southbound on Highway 1 to the Caulfeild Drive interchange. At the Caulfeild Drive interchange, motorists will turnaround and travel northbound to access the northbound lanes of the split-grade or tunnel options.

3.2 Pasco Road

The existing Sea to Sky Highway through the area with which Pasco Road intersects will be converted to two lanes southbound, with the northbound two lanes on an upper split grade alignment. Therefore, the Pasco Road access will be changed from a full movement T-

intersection to right-in and right-out only. The northbound left turn onto Pasco Road and the eastbound left turn onto the STS Highway will be eliminated.

Northbound traffic on the STS Highway wanting to access Pasco Road will proceed north and exit at the Ansell Place intersection. The traffic will then turn back at the interchange and travel southbound on the STS Highway to exit at Pasco Road, which will permit a right-in movement. This will result in an additional 2.2 kilometres of out-of-the way travel for northbound traffic accessing Pasco Road.

With the eastbound left turn prohibition, traffic on Pasco Road wanting to travel northbound on the STS Highway will travel southbound to the Eagleridge Drive interchange to turn back northbound on the STS Highway. This is an out-of-the-way travel distance of approximately 7 kilometres. For the tunnel option, traffic will need to travel further south to the Caulfeild Drive interchange.

3.3 Sunset Marina Access

The existing Sunset Marina Access is a full movement T-intersection. The highway upgrading will provide a deceleration lane for southbound right turns onto the access road and channelized left turn lane for northbound traffic entering the access road. The eastbound left turn onto the STS Highway will be prohibited. **Figure 2-2** shows the proposed intersection schematic.

With the eastbound left turn prohibition, traffic wanting to travel northbound on the STS Highway will travel southbound to the Ansell Place interchange to turn back northbound on the STS Highway. This is an out-of-the-way travel distance of approximately 1.2 kilometres.

3.4 Strachan Point Road

The existing Strachan Point Road access is a full movement T-intersection. The highway upgrading will provide a deceleration lane for southbound right turns onto the access road and channelized left turn lane for northbound traffic entering the access road. The eastbound left turn onto the STS Highway will be prohibited. **Figure 2-2** shows the intersection schematic.

With the eastbound left turn prohibition, traffic on Strachan Point Road wanting to travel northbound on the STS Highway will travel southbound to the Ansell Place interchange to turn back northbound on the STS Highway. This is an out-of-the-way travel distance of approximately 5.8 kilometres.

3.5 Kelvin Grove Road

The existing Kelvin Grove Road intersection is a full movement, 4-leg, unsignalized intersection. A proposed intersection treatment under consideration is to continue the centre median barrier

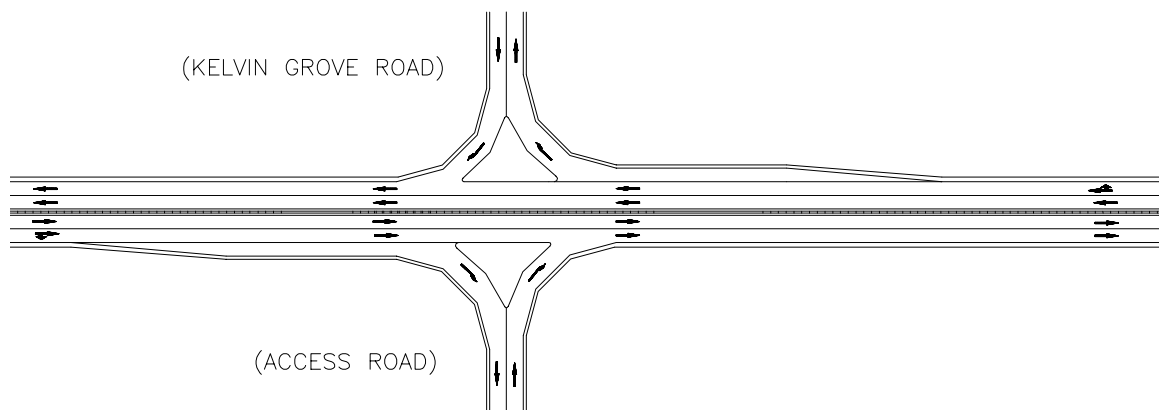
through the intersection to create a right-in and right-out only intersection on the east and west side of the STS Highway, as shown in **Figure 3-1**. This proposed intersection treatment is preliminary at this time and subject to further development in consultation with the TLC.

If this intersection treatment is adopted, the northbound, southbound, eastbound and westbound left turn movements will be prohibited. With the prohibited movements, highway access will be accomplished by way of the Lions Bay interchange to the north and the Ansell Place interchange to the south. Traffic on the west side of the STS Highway wanting to travel northbound will travel southbound to the Ansell Place interchange to turn back northbound on the STS Highway. In a similar manner, traffic on the east side of the highway wanting to travel southbound will travel northbound to the Lions Bay interchange to turn back southbound. The out-of-the-way travel distance is 1.4 kilometres to the Lions Bay interchange and 12.8 kilometres to the Ansell Place interchange

3.6 Britannia Beach

The STS Highway through Britannia Beach has five accesses on the east side and one access on the west side. The main north and south accesses on the east side and the access on the west side will be consolidated to a new 4-leg unsignalized intersection with left-turn lanes. The new intersection will serve all traffic movements.

Figure 3-1
Proposed Kelvin Grove Intersection Configuration Schematic Under Construction



3.7 Misty Heights Road

The existing Misty Heights Road access is a full movement T-intersection providing access to 2 or 3 residences. The access will be changed to right-in and right-out access only with prohibition

of the northbound left-in and eastbound left-out. Northbound traffic wanting to access Misty Heights Road will travel northbound to the Stawamus Forestry Road to turn back southbound. Traffic on the access road wanting to travel northbound on the STS Highway will travel southbound to the Shannon Falls intersection to turn back northbound. The out-of-the-way travel distance is 3.6 kilometres to the Stawamus Forestry Road and 1.2 kilometres to the Shannon Falls intersection.

4 Community Access Across the Highway

Community access across the highway will be affected by intersection treatments for safety in Lions Bay and Squamish, which straddle the highway. In particular, intersection treatments will alter east-west cross movements at the Kelvin Grove Road intersection in Lions Bay and Depot Road intersection in Squamish.

4.1 Lions Bay

Through Lions Bay there are two existing highway crossings and an existing T-intersection that provide community access to, from and across the highway. These existing crossings and access points are at:

- Kelvin Grove Road
- Lions Bay interchange
- Brunswick Road

Kelvin Grove is an existing 4-leg, full movement, unsignalized intersection. As indicated, a proposed intersection treatment under consideration is to change the configuration of the intersection to a right-in and right-out only access on the east and west sides of the highway, which is subject to further development with the TLC. If this configuration is adopted, the east-west cross movements will be prohibited, as well as all left turn movements. Traffic on the west side of the highway wanting to cross to the east side will travel southbound to the Ansell Place interchange, then turn back northbound on the STS Highway and exit at Kelvin Grove Road. Similarly, traffic on the east side of the highway wanting to cross to the west side will travel northbound to the Lions Bay interchange to turn back.

The highway upgrading will maintain the existing configuration of the Lions Bay interchange. The STS Highway, which was previously constructed to a width to facilitate a 4-lane standard through the interchange may be reconfigured to operate as a 4-lane facility, if required. The lane configuration through Lions Bay is being developed in the ongoing preliminary design in consultation with the Technical Liaison Committee.

The T-intersection at Brunswick Road will be upgraded to a full movement 4-leg intersection with channelized left turn lanes. The re-alignment of the Old Brunswick Pit Road will form the east leg of the intersection. The highway upgrading will maintain the existing traffic movements to/from Brunswick Beach.

4.2 Urban Squamish

Through urban Squamish from the Stawamus River to Depot Road, the existing STS Highway has eight existing intersections that provide community access to, from and across the highway. These existing intersections are:

- Valley Drive
- Clarke Drive
- Cleveland Avenue
- Industrial Way
- Centennial Way
- Mamquam Road
- Garibaldi Way
- Depot Road

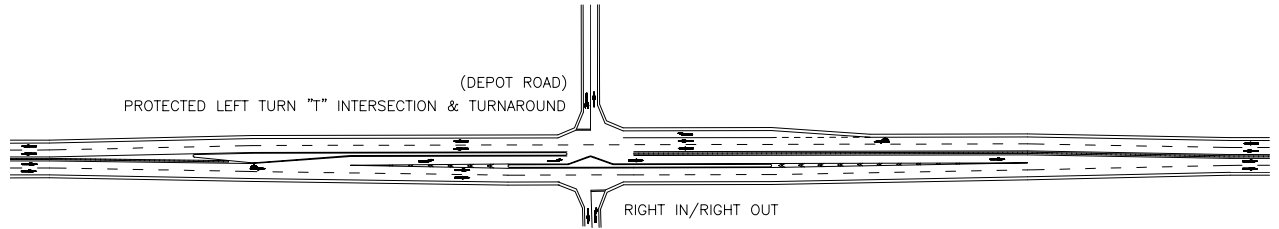
The Project will widen the STS Highway through urban Squamish from two to four lanes with centre median. The existing intersections at Valley Drive, Clarke Drive, Cleveland Drive, Industrial Way, Mamquam Road and Garibaldi Way are full movement 3 or 4-leg signalized intersections. The Project will maintain the existing traffic movements at these intersections.

The existing Centennial Way intersection provides right-in and right-out movements only on the east and west sides of the highway. The highway upgrading will maintain these traffic movements. The right-in and right-out access on the east side will be relocated to the south to provide adequate length for an acceleration lane between it and the Mamquam River crossing.

The Depot Road intersection is a full movement, 4-leg, unsignalized intersection. A proposed intersection treatment under consideration is to reconfigure it to a full movement T-intersection on the west side of the highway with channelized left-in and left-out lanes. On the east side of the highway, the proposed configuration is a right-in and right-out only T-intersection. This proposed intersection treatment is preliminary at this time and subject to further development in consultation with the TLC. **Figure 4-1** shows the intersection schematic.

If this intersection treatment is adopted, the westbound left turn, southbound left turn and east-west through movements will be prohibited at Depot Road. With the prohibition of the westbound left turn and westbound through movements, traffic will travel northbound to the Squamish Valley Road and turn back southbound to access to the west side of the highway or continue south. In a similar manner, the southbound left turn and eastbound through movements will travel southbound to Garibaldi Way to turn back northbound.

Figure 4-1
Proposed Depot Road Intersection Configuration Schematic Under Construction



For the majority of the intersections, the highway widening will increase the capacity along the STS Highway and will improve traffic operations at the intersections. Furthermore, there will be opportunity for more signal green time to be allocated to the cross street to facilitate east-west movements.

5 Bicycle/Pedestrian Access

5.1 Accommodation of Bicycles and Pedestrians Along the Highway

The scope of improvements to the STS Highway specifies varying levels of improvements to different parts of the corridor. Where new construction is proposed, the highway upgrading will provide a minimum 1.5-metre wide shoulder to accommodate bicyclists and pedestrians movements along the highway. Where highway upgrading will be deferred to a later stage, the existing shoulder widths will remain at their existing width.

In general, sections of highway that will be upgraded to a 3-lane standard will provide a 1.5 metre shoulder on the double lane side and a 2.5 metre shoulder on the single lane side. Sections of highway that will be upgraded to a 4-lane standard will provide 1.5-metre shoulders on both sides.

The following summarizes the proposed shoulder widths for the upgraded STS Highway:

- Horseshoe Bay to Sunset Beach – 4-lane highway on a split alignment with 1.5-metre shoulders in both directions;
- Sunset Beach to Lions Bay – 4-lane standard with 1.5-metre shoulder in both directions;
- Lions Bay to Furry Creek – Existing 2 and 3-lane cross sections, including shoulder widths, will remain at their existing widths with the exception of shoulder widening at select locations for better stopping sight distance;
- Furry Creek to South Stawamus – New construction where the existing 2-lane sections of highway will be widened to 3-lane sections will be provided with a 1.5-metre wide shoulder on the double lane side and will aim to provide a 2.5-metre shoulder on single lane side. The existing 3-lane and 4-lane sections of highway between Furry Creek and South Stawamus will remain at their existing width;
- South Stawamus to Depot Road – 4-lane urban standard with 2.0 metre wide shoulders on both sides;
- Depot Road to Culliton Creek – Existing 3-lane cross-section including shoulder widths will be maintained with the exception of a 2.2 kilometre section from Sta. 212+700 to Sta. 210+500, which will be widened to 4 lanes with 1.5 metre shoulders; and
- Cheakamus Canyon (North) to Function Junction – 3-lane rural standard with 2.5 metre shoulder on the single lane side and 1.5 metre shoulder on the double lane side.

5.2 Bicycle and Pedestrian Access Across the Highway

In urban Squamish, the existing signalized intersections will remain to facilitate east-west bicycle and pedestrian movements across the STS Highway. The existing pedestrian overpasses across the highway, which are located near to the Mamquam River bridge and Garibaldi Way, will be kept or rebuilt if the span length is deficient. The primary effect that the highway upgrading will have on bicycle and pedestrian cross movements are:

- widening of the highway from two to four lanes will result in more lanes for bicycle and pedestrians to cross at four of the signalized intersections (Valley Drive, Clarke Drive, Mamquam Road and Garibaldi Way). The traffic signals will assign adequate green time to the cross street to accommodate bicycles and pedestrian movements; and
- possible closure of the east-west cross movements at Depot Road will restrict bicycle and pedestrian access across the highway at this location.

In Lions Bay, existing diamond interchange will remain unchanged. At the Kelvin Grove Road intersection, the possible closure of the east-west cross movements will restrict bicycle and pedestrian access across the highway. The design of the urban section of Lions Bay, including the intersection treatment at Kelvin Grove Road, is currently under development in consultation with the Technical Liaison Committee (TLC) representatives from Lions Bay. It is expected that appropriate design features will be developed to improve safety and accessibility across the highway in Lions Bay.

6 Community Access During Detour Operation

There will be three construction detours along the BC Rail right-of-way extending from south of Pasco Road to Lone Tree Creek for a total distance of 7.2 kilometres. During construction, the detours will be used to divert traffic around the construction site, and they will also be used for access to the communities. The location of the detours, communities that the detours pass through and the community roads that intersect with the detours are summarized in **Table 6-1**.

Table 6-1
Construction Detours

Detours	Communities	Detour Intersections
1. South of Pasco Road to north of Sunset Marina (3.3 km)	Pasco Road	Pasco Road
	Sunset Beach	Citrus Wynd Place
	Sunset Marina and Montizambert Creek	Lawrence Way
2. North of Sunset Marina to Turpin Creek (1.7 km)	Strachan Point	Strachan Point Road
3. Turpin Creek to Lone Tree Creek (2.2 km)	Ocean Point	Ocean Point Drive

When a detour is in operation, motorists will gain access to a community by travelling along the detour and exiting the detour where it intersects with the community access road. Directional signage will be provided along the detour to notify motorists of the approaching communities and egress points.

When a detour is in operation, motorist exiting from a community will utilize the detour to gain access onto the STS Highway. Since the detour will employ single lane alternating traffic operation, motorists wanting to travel northbound must wait for a northbound phase and motorists wanting to travel southbound must wait for a southbound phase. A flag person will be stationed at all detour access points to provide traffic control for motorists entering and exiting the detour.

When the detour is closed, motorists will utilize the existing access road onto the STS Highway to enter and exit the communities.

Safety measures that will be employed on the detours include:

- train actuated gates will be installed to prevent access to the detours when they are closed to highway traffic;
- pilot vehicles will be employed to lead the vehicle platoon through the detour and check for obstructions along the detour;
- the speed limit will be posted at 30 km/h along the detour to ensure sufficient stopping sight distance; and
- flag persons stationed at all community road intersections to control access to, egress from and crossings of the detour when it is in operation.

