

Mackenzie Road Management Committee

Terms of Reference

(May 1, 2014)

1. Role of the Road Management Committee

- a. **Through the involvement and cooperation of the local forest road stakeholders, develop and maintain an effective forest road safety management system including standardized safe Forest Road Procedures.**
- b. Facilitate the coordination of hauling and other industrial activities.
- c. Facilitate the communication of known forest road hazards.

2. Scope

- a. The Group will focus on forest roads (Forest Service Roads & Road Permits) and associated public road use issues in the Mackenzie Forest District as they pertain to industrial use.
- b. The Group is made up of major industrial users operating in the Mackenzie Forest District, along with BCTS, WorksafeBC and the Ministry of Forests, Lands and Natural Resource Operations.
Definition of Industrial Use - The development of natural resources including the transportation of associated machinery, material or personnel.

3. Goals and Objectives

- a. Reduce the risk of road incidents and accidents involving workers in the Mackenzie Forest District.
- b. Develop standardized Forest Road Procedures and a plan to communicate them to known forest road users.
- c. Develop a system to regularly evaluate and monitor the effectiveness of the road safety program and procedures.
- d. Define the roles and responsibilities of the various forest road stakeholders.
- e. Identify potential road upgrade priorities.
- f. Work with existing Road User and Road-Safety/Maintenance Committees to help facilitate the coordination of use and communication of information to and between forest road users.
- g. Provide clarification and interpretation of existing legislation.
- h. Provide leadership and guidance in shaping future policy decisions and infrastructure planning.

4. Guiding Principles

- a. The Group will be proactive and results focused.
- b. Work with in current legislation and regulations.
- c. Prioritize activities to achieve the most benefit in the shortest period of time.
- d. Be aware of the activities of other similar groups and avoid duplication of efforts.
- e. Always strive to improve forest road safety.

5. Mackenzie Road Management Committee Members

- a. Canfor
- b. Kemess Mines
- c. Mackenzie Community Forest
- d. BC Timber Sales
- e. WorkSafe BC
- f. Kwadacha Nation
- g. Tsay Keh Dene
- h. Terrane Metals Corp.
- i. Mackenzie Fibre Management Corporation
- j. Conifex Mackenzie Forest Products Inc.
- k. Ministry of Forests, Lands and Natural Resource Operations

6. Other resources that can be called upon as required

- a. ICBC
- b. Ministry of Transportation and Highways
- c. First Nations
- d. Logging contractors
- e. Road Maintenance contractors
- f. Truckers
- g. Community associations
- h. BC Forest Safety Council
- i. Other road users
- j. RCMP
- k. BC Ambulance Service
- l. Ainsworth

7. Business Rules

- a. Meetings to be scheduled for the first Thursday of May and November, 1300 to 1700 – Alternating between the Driftwood Room, Canfor Administration Center, and the Nelson Room, FLNRO District Office Mackenzie.
- b. If a Committee member can't attend a meeting, an alternate is encouraged to attend in their place.
- c. Decisions of the Management Committee will be reached through consensus.
- d. FLNRO will provide a secretary to take minutes and distribute them to Management Committee members via email and keep the records of the Committee.

DRIVING FOREST ROADS **FOREST ROAD PROCEDURE #1**

(May 1, 2014 - Mackenzie Road Management Committee)

These procedures apply to all forest roads in the Mackenzie Forest District.

Remember, roads are radio assisted not radio controlled. Drive accordingly.

DRIVE DEFENSIVELY – EXPECT THE UNEXPECTED

Known Hazards

- | | |
|--|--|
| <ol style="list-style-type: none"> 1. Excessive Speed 2. Failure to follow traffic control procedures 3. Passing other vehicles on narrow roads 4. Freezing rain or snow | <ol style="list-style-type: none"> 5. Extreme dust, fog, or smoky conditions 6. High traffic volumes 7. Soft shoulders 8. Reduced traction with road surface |
|--|--|

1. Drivers must be fully licensed and certified for the vehicle being driven.
2. All traffic must drive on the right-hand side of the road.
3. All Drivers shall slow down for oncoming traffic.
4. All Drivers shall slow down to a maximum of 30 km/hr when meeting or overtaking graders, water trucks or a stopped vehicle.
5. It is the responsibility of “UP” direction traffic to ensure they meet “DOWN” traffic in a safe location and provide unobstructed clearance by:
 - a. Stopping in a safe location, preferably a pullout, or
 - b. Slowing to 40 km/hr or less and moving over if the road width permits.
6. Never overtake any radio-equipped vehicle without first notifying them on the radio of your location & your intent and receiving their “OK”. The lead vehicle is responsible for slowing down, providing room and advising the passing vehicle when it is safe to pass.
7. Vehicles or equipment over 11’ 6” (3.5 meter) wide must be escorted by a radio equipped vehicle with headlights and safety flashers on (see FRP #3 Low-bedding/Wide loads).
8. Drive at a safe speed with headlights and taillights on. Be aware of road conditions and drive accordingly, obey all posted speed limits and other road signs.
9. All drivers and passengers must wear seatbelts. Seatbelts save lives!
10. There must be no loose articles in the vehicle cab that could become potential projectiles in a sudden stop. Such items must be stowed away or tied down.
11. All accidents and “near misses” must be reported within 24 hours to the appropriate supervisor.
12. Vehicles must not stop on haul roads except at a safe passing point or a turn out. In case of a breakdown, flares or reflectors must be utilized and other road users informed. If parking in a turnout, ensure you leave room for other vehicles to still use it.
13. All trucks over 5,500kg GVW must be equipped with the following safety equipment:
 - PPE (hardhat, hi-vis vest, boots, protective eyeglasses)
 - Personal first aid kit
 - Roadside flares/triangles
 - Load flags
 - Tire chains (during winter)
 - One working fire extinguisher
 - Axe or Pulaski
 - Shovel
 - Sufficient wrappers/cinches to secure load
 - Two way radio (only one two way radio permitted in trucks)
14. All vehicles will display a Vehicle Identification Number (VIN) prominently at the front of the vehicle, complying with the required standards.

Participating Committee Members:



BC Forest Safety Council
Unsafe is Unacceptable



BCTS
BC Timber Sales



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RADIO CALLING **FOREST ROAD PROCEDURE #2**

(May 1, 2014 - Mackenzie Road Management Committee)

These procedures apply to all forest roads in the Mackenzie Forest District.

Remember, roads are radio assisted not radio controlled drive accordingly.

DRIVE DEFENSIVELY – EXPECT THE UNEXPECTED

Known Hazards

- | | |
|---|-------------------------------|
| 1. Losing track of your location | 5. Unnecessary radio chatter |
| 2. Losing track of other vehicles location | 6. Using the wrong frequency |
| 3. Meeting oncoming vehicle without a radio | 7. "Walking over" other calls |
| 4. Not following calling procedures | 8. Being distracted |

1. "UP" is defined as increasing numbers; "DOWN" is defined as decreasing numbers.
2. Logging Trucks call "UP" or "DOWN" followed by the kilometer position (i.e. "DOWN 241").
3. All vehicles other than logging trucks must identify themselves; pick-up, low-bed, fuel truck, **crew buses**, grader, etc. (i.e. "pick-up DOWN 60", "grader UP 122"). Also, loaded logging trucks traveling in the "UP" direction should identify themselves as such (i.e. "UP with a load 246").
4. Single-Call Road calling protocol (used unless otherwise posted):
 - DOWN vehicles call every EVEN km and "must call" signs
 - UP direction wide loads, fuel trucks, crew buses (12 or more passenger capacity) (crew bus is only a crew bus when carrying passengers) and loaded logging trucks traveling in the UP direction call every EVEN km
 - All other UP direction vehicles call only "must call" signs
5. Dual-Call Road calling protocol (used only when posted):
 - DOWN vehicles call every EVEN km
 - UP vehicles call every ODD km
6. Must call situations for both UP and DOWN vehicles are:
 - When entering a new road system.
 - At posted "must call" signs.
 - Whenever there is a road frequency/channel change, or when leaving a road.
 - Whenever you are stopping and parking on the road, and again when you resume.
 - Whenever you encounter a vehicle traveling without a radio.
7. Convoy calling
 - The lead vehicle is responsible for calling for all vehicles in the convoy
 - It is the responsibility of the vehicle joining or leaving the convoy to inform and to receive confirmation from the lead vehicle.
 - Convoys can be no more than 2 km long.
 - A vehicle more than 2 km behind the lead vehicle is no longer part of that convoy and must call their own position.
8. Never pass any vehicle without notifying them on the radio and receiving the "OK".
9. Avoid distractions while monitoring the road channel:
 - No unnecessary radio chatter.
 - Avoid noise distractions i.e. AM/FM radios, phones, music players, passengers
 - Stay on designated road channel at all times while traveling.

Participating Committee Members:

LOW-BEDDING/WIDE LOADS **FOREST ROAD PROCEDURE #3**

(May 1, 2014 - Mackenzie Road Management Committee)

These procedures apply to all forest roads in the Mackenzie Forest District.
These procedures do not apply to roads regulated by the Ministry of Transportation

DRIVE DEFENSIVELY – EXPECT THE UNEXPECTED

Known Hazards

- | | |
|---|--|
| <ol style="list-style-type: none"> 1. Restricting the road width for other users. 2. Blocking the road while loading or unloading. 3. Meeting other traffic unexpectedly. 4. Load shifting while traveling. | <ol style="list-style-type: none"> 5. Overhead power lines. 6. Soft shoulders. 7. Sideswiping other vehicles. 8. Hitting a bridge with load. |
|---|--|
1. Whenever practical, Low-bed moves should be conducted during times of reduced traffic volumes.
 2. When loading or unloading equipment on a haul road, safety triangles, warning signs or flag-people must be in place to warn drivers traveling from both directions.
 3. Low-bed decks should be kept free of loose objects.
 4. All loads must be secured before moving the low-bed.
 5. Equipment must never be loaded sideways on the trailer.
 6. The following procedures apply to all low-bed moves wider than 10'6" (3.2 meters), outside of an active cut block:
 - a) Loads less than 11' 6" wide (3.5 meters):
 - i. Low-bed equipped with either amber rotating lamps or strobes.
 - ii. Headlights and taillights on.
 - iii. Wide load banner or sign.
 - iv. Side marking flags for daylight moves, side marking lights for night moves.
 - v. Must identify themselves as a Wide Load on the radio, i.e. "wide load Down 225"
 - b) Loads more than 11'6" wide (3.5 meters):
 - i. All of the requirements from 7 (a) above plus;
 - ii. An escort vehicle traveling a sufficient distance in front of the low-bed as to provide ample warning to both the low-bed driver and the oncoming vehicle.
 - iii. The escort vehicle equipped with the following:
 - a. Either amber rotating lamp or strobe light (temporary mount acceptable).
 - b. 2-way radio on the designated road channel.
 - iv. Must identify themselves as a Wide Load on the radio, i.e. "wide load Down 225"
 - v. Must call every EVEN km both directions and Must Calls signs.

Participating Committee Members:

ROAD INFORMATION SIGN PLACEMENT **FOREST ROAD PROCEDURE #4**

(May 1, 2014 - Mackenzie Road Management Group)

These procedures apply to all forest roads in the Mackenzie Forest District maintained for industrial use.

Known Hazards

- | | |
|---|---|
| 1. Signs not posted 2. Signs having the wrong information 3. Signs fallen down or destroyed | 4. Signs posted at the wrong location 5. Conflicting signage 6. Signs not clearly legible |
|---|---|

1. Forest Road Entrance Sign

- To be placed where entering a forest road off of a public road or where changing the radio calling protocol.
- An adequate turn out should be available in front of the sign to allow the user to stop and safely read the sign.
- The sign must be clearly visible and contain the following information:
 - a. The road name.
 - b. The frequency of the radio channel to use.
 - c. The radio calling protocol with a description.

2. KM Marker Boards

- Marker boards should be placed a maximum of 2 kilometer apart, but can be adjusted slightly to maximize visibility from both directions or for other safety reasons.
- Placement can be varied in order to maximize the signs visibility from both directions.
- Boards should be placed 1km apart for any new road construction.

3. Frequency Switch Sign

- To be placed whenever switching road channel frequency.
- The sign must be clearly visible and contain the following information:
 - a. The road name.
 - b. The frequency of the radio channel being switched to.
 - c. A "Frequency Change Ahead" sign must be posted ahead of a mid-stream channel change.

4. Must Call Sign

- May be a separate sign or incorporated into a KM Marker, Forest Road Entrance or Frequency Switch Sign.
- A must call sign is to be placed at all of the following locations:
 - a. At a Forest Road Entrance Sign.
 - b. At a Frequency Switch Sign.
 - c. When entering onto a new road.
 - d. At any point along a road where there is an increased safety risk or hazard and additional calling is required.
 - e. At least one every 10 kilometers in the 'UP' direction.

Participating Committee Members:

FRP (Forest Road Procedures) Implementation/Communication Management System Document "A"

(May 1, 2014 - Mackenzie Road Management Committee)

These policy documents apply to all forest roads in the Mackenzie Forest District.

Known Hazards

- | | |
|--|---|
| 1. Users not aware of the current procedures. 2. Users given the wrong information. 3. Users having out of date documents. | 4. Users not understanding the procedures. 5. Procedures not being regularly updated. 6. Procedures not being regularly reviewed. |
|--|---|

1. FRP Document Control

- All electronic FRP files will be distributed in Adobe.pdf format to prevent editing.
- Any incorporation of the procedures into other documents will be done by way of an image paste.
- FRPs will be in effect for one year from the date printed at the top of the document.
- All individual FRPs will be limited to a single page, minimum 12-point font.

2. Direct Communications Plan For Known Road Users

- Committee members will annually review and distribute the FRPs to their employees and contractor representatives who use the forest roads.
- Committee member contractors will annually review and distribute the FRPs to their employees and sub-contractors.
- Printed copies of the current FRPs will be posted and available at scale sites and the FLNRO District office.
- Reference to the FRPs will be included in all BCTS timber sale licenses and contracts.
- Reference to the FRPs will be included in all small-scale salvage licenses and road use permits issued by the Ministry of Forests, Lands and Natural Resource Operations.

3. Indirect Communications Plan For Other Possible Road Users

- The current documents will be available to the public on-line at www.for.gov.bc.ca/dmk. The web address will be included in the FRP documents.
- A link to the web site containing the FRP's will be e-mailed annually to an extensive distribution list of agencies, clubs, associations, other possible road users and the local news media.

4. Annual Review and Update

- All FRPs will be reviewed by the Committee each spring, and the documents updated by May 1st.
- During the review, the Committee will look for ways to improve or clarify the FRPs based on the monitoring program results and user feedback received from the previous year.
- The indirect user's e-mail distribution list will be updated.
- All Management System Documents and the Terms of Reference will be reviewed annually.

Participating Committee Members:



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Stakeholder Responsibilities for Forest Roads Management System Document “B”

(May 1, 2014 - Mackenzie Road Management Committee)

These policy documents apply to all forest roads in the Mackenzie Forest District that are being maintained for industrial use and are outside of active cut blocks.

Known Hazards

- | | |
|---|--|
| 1. Users not knowing road limitations. 2. Roads not being safely maintained. 3. Users unaware of known hazards. | 4. Users not following the road procedures. 5. Lack of coordination of road activities. 6. Users unaware of road procedures. |
|---|--|

1. **Road Permit or Primary Road Use Permit Holder is responsible for:**
 - Road maintenance including brushing and danger tree removal.
 - Installing and maintaining road signage as per FRP #4.
 - Road hazard identification and communication to industrial users, BCTS, Ministry of Forests, Lands and Natural Resource Operations and other known users as per MSD-D.
 - Ensure the coordination of hauling activities with industrial users, BCTS and the FLNRO.
 - Organize regular meetings that discuss road safety issues with road users.
2. **License Holders are responsible to:**
 - Communicate the current Forest Road Procedures and known road hazards to their employees and direct contractors, and monitor for compliance with the procedures.
 - Participate in road safety meetings and make the minutes available to their employees and contractors.
 - Notify the other affected Road Permit or Primary Road Use Permit Holders of their activities at least 5 days prior to the start of industrial use.
 - Ensure Road Use Agreements are obtained prior to the start of industrial activities if required.
3. **BC Timber Sales are responsible to:**
 - Communicate the current Forest Road Procedures and known road hazards to their employees, direct contractors and license holders and monitor for compliance with the procedures.
 - Ensure contractors and TSL licensees obtain a current Road Use Agreement prior to the start of industrial activities.
 - Participate in road safety meetings and make the minutes available to their employees, contractors and TSL licensees.
4. **Ministry of Forests, Lands and Natural Resource Operations are responsible to:**
 - Communicate the current Forest Road Procedures and known hazards to their employees, direct contractors and other known industrial users, and monitor for compliance with the procedures.
 - Direct Road Use Permit and Tenure holders to obtain a Road Use Agreement prior to the start of hauling activities.
 - Participate in road safety meetings and make the minutes available to their employees, contractors and other known users.
 - Notify affected Road Permit or Primary Road Use Permit Holders of any known industrial use not part of a road use agreement at least 5 days prior to the start of hauling.

Participating Committee Members:

Forest Road Safety Roles Management System Document “C”

(May 1, 2014 - Mackenzie Road Management Committee)

These policy documents apply to all forest roads in the Mackenzie Forest District.

Known Hazards

- | | |
|--|--|
| 1. Driving beyond the limits of the road. 2. Driving an unsafe vehicle. 3. Users unaware of road hazards and risks | 4. Driving beyond your skill level 5. Users unaware of road safety procedures. 6. Users not following the road safety procedures |
|--|--|

1. The Role of the Mackenzie Road Management Committee is to:

- Through the involvement and cooperation of the forest road Stakeholders, develop and maintain an effective forest road safety management system including standardized Forest Road Procedures.
- Facilitate the coordination of hauling and other industrial activities through the District’s Road Use Committee.
- Facilitate the communication of known forest road hazards through the District’s Road Safety/Maintenance Committee.

2. The Role of the Road User Committee is to:

- Administer Road Use Agreements, including the notification of planned use to the Road Permit or Road Use Permit holders.
- Seasonally coordinate hauling and road maintenance and then communicate that information to the Road Safety/Maintenance Committee.

3. The Role of the Mackenzie Road Safety/Maintenance Committee is to:

- Conduct regular multi-user meetings to discuss road hazards and other road safety issues and make the minutes available to other known industrial road users.
- Coordinate current hauling and road maintenance activities on multi-user roads.

4. The Role of the Driver is to:

- Avoid risks to themselves and other road users by following all the Forest Road Procedures and always driving safely.
- Report any potential road safety hazards to their supervisor or employer.
- Report all accidents or near misses to their supervisor or employer.
- Always drive within the limitations of the road, the weather, the vehicle and their individual skill level.

5. The Role of the Employer is to:

- Provide the necessary education and training in safe driving practices to their supervisors and drivers, including instruction in the published Forest Road Procedures.
- Conduct regular road risk assessments, (see MSD-D) and communicate known hazards to their supervisors and employees.
- Actively supervise and monitor their drivers to ensure they are driving safely and are following the published Forest Road Procedures.
- Report any identified road safety hazards to the Road Permit or Road Use Permit holder.
- Report near misses or accidents to the Mackenzie Road Safety/Maintenance Committee.

Participating Committee Members:



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Communicating Known Hazards and Assessing Road Risk Management System Document “D” (May 1, 2014 - Mackenzie Road Management Committee)

These policy documents apply to all forest roads in the Mackenzie Forest District maintained for industrial use and outside of a cutblock.

1. It is the Road Permit holder or Primary Road Use Permit holder’s responsibility to inspect and maintain the road to either a wilderness or industrial use standard, depending on the road’s intended use and the timing of that use. This responsibility may be transferred to another party through a written agreement.
2. It is the Road Permit holder or the Primary Road Use Permit holder’s responsibility to communicate known road hazards to known industrial road users, and the Mackenzie Road Safety/Maintenance Committee. Road hazards include but are not limited to;
 - Temporary road closures or obstructions.
 - Active logging or blasting areas adjacent to the road.
 - Two way hauling activities.
 - Heavier than normal concentrations of traffic.
 - Known washouts or landslides.
 - Active road construction or road upgrade sections.
 - Radio frequency overlaps or conflicts.
 - Bridge repair or maintenance.
3. The communication of the known road hazards can be through either: information sign placement, road safety meetings, direct communication with affected users, advertising through the public media or flag persons.
4. It is the responsibility of the Employer to assess the inherent risks and limitations of a given forest road at a given time and adjust their; training, monitoring, choice of driver, choice of vehicle or load, timing of use or other behaviors accordingly. The inherent risks and limitations of forest roads include, but are not limited to:
 - Steep grades, sharp corners, narrow road surface and reduced sight distance.
 - Reduced visibility due to smoke, fog, snow or dust.
 - Reduced surface traction due to snow, ice or moisture.
 - Radio assisted traffic control systems.
 - Roads not adequately maintained for industrial use.
 - Fallen trees, rocks, wildlife or livestock, recreational vehicles or other obstructions.
 - Meeting other vehicles unexpectedly.

Participating Committee Members:



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Proposed Radio Calling Change:

The following road sign posted at the 7 District access points.

Effective after break-up.

All roads that were called “empty” or “north” will now call “up”

Users travelling “up” will call on entering a road system and all “must call”

All roads that were called “loaded” or “south” will now call “down”

Users travelling “down” will call every even kilometre marker and all “must call”

The conditional use of this calling procedure is that all Primary Road Use Permit holders and Road Permit holders will install “must call” at locations where road conditions prove to be hazardous, or where radio calling limitations due to geography are a concern. In addition “must call” will not be placed further apart than 10 kilometres in the “up” direction so that road users know that there is “up” traffic in the area. These “must call” must be installed on all active industrial road systems within 30 days of becoming active. For further clarification “up” traffic directions is defined as increasing numerically and “down” traffic directions is defined as decreasing numerically.

This change in calling procedures is to be communicated to all active Road Use Permit, and Road Permit holders. It will be the responsibility of these Permit holders to communicate this change to all their contractors and suppliers. The general public will be advised by a letter sent to the Post Offices in Germansen Landing, Manson Creek and to the Chiefs in Ft. Ware and Tsay Keh. In addition the posting the above worded sign at the 7 District Access points to the road systems. (0 km Finlay FSR, 106 km Thutade FSR, 0.3 km Clearwater Callazon FSR, 0.5 and 12 km Parsnip West FSR, 8.2 km Finlay- Causeway FSR, Rainbow FSR at Ft. St. James boundary)

Road Hazard Identification & Reporting Form

(May 1, 2014 – Mackenzie Road Management Committee)

Identified forest road hazards need to be controlled and/or communicated immediately to other road users. This form is to be used whenever a road hazard (see list below) has been identified on a road being maintained for industrial use in the Mackenzie Forest District. This form may be used by all road users as a communication tool.

If notification is required, fax or e-mail the fully completed form to; **The Mackenzie Road Safety/Maintenance Committee, Fax: 250-997-2236, E-Mail: Knut.Herzog@gov.bc.ca**

| Hazard Reporting Information | |
|--|---|
| Hazard reported by: | Date Time: |
| Phone and/or E-mail Contact Information: | |
| Road Name and Specific Location: | |
| Primary Road Permit Holder: | |
| Company/Employer: | |
| Road Hazard Identification and Control Measures | |
| Road Hazards Requiring Notification | Actions Taken and/or Required |
| • Complete road closure | |
| • Washout, Flooding or Landslide | |
| • Blasting close to road | |
| • Other Identified Hazards | |
| Road Hazards Requiring Warning Device | |
| • Active logging adjacent to road | |
| • Partially obstructed or restricted road | |
| • Bridge/culvert repair or maintenance | |
| • Active road reconstruction or upgrading | |
| • Higher than anticipated traffic volumes | |
| Hazard Control Measure(s) Taken: | |
| <input type="checkbox"/> Notify Mackenzie Road User Group <input type="checkbox"/> Notify Mackenzie Road Safety/Maintenance Committee <input type="checkbox"/> Notify Known Users Directly | <input type="checkbox"/> Physical Barrier put in place <input type="checkbox"/> Flag persons <input type="checkbox"/> Signage or other warning device |
| Expected date/time when the hazard will be eliminated: _____ | |
| Will Follow-up Notification be given once the hazard has been eliminated: <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| Other comments or instructions: | |
| | |
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Road Inspection & Risk Assessment Form

(May 1, 2014 – Mackenzie Road Management Committee)

In absence of a company or formal road inspection risk form, this form may be used to assess the road prior to industrial use. This form may be used by Road Use Permit and/or Road Permit Holders.

| Road Inspection Information | | | | | | | | |
|--|--|------------------|-----------------------------|--|-----|-----|------|-------|
| Inspection Method: <input type="checkbox"/> Aerial <input type="checkbox"/> Ground | | | Inspector: _____ Date _____ | | | | | |
| Road Name(s): _____ | | | Block Number(s): _____ | | | | | |
| Road Section(s) inspected: _____ | | | | | | | | |
| Primary Road Permit Holder: _____ | | | | | | | | |
| Company/Employer: _____ | | | | | | | | |
| Road Inspection & Risk Assessment | | | | | Yes | No | N/A | Ref # |
| Areas of Inspection/Assessment | | Comments/Actions | | | | | | |
| Posted Signage | | | | | | | | |
| | Forest road entrance signs | | | | | | | |
| | Radio protocol signs | | | | | | | |
| | Frequency switch signs | | | | | | | |
| | Stop/Yield signs | | | | | | | |
| | Kilometer marker boards | | | | | | | |
| | Must call signs | | | | | | | |
| | Other warning signs | | | | | | | |
| Road Design | | | | | | | | |
| | Sufficient # of turnouts constructed | | | | | | | |
| | Turnouts large enough for anticipated truck configurations | | | | | | | |
| | Rail crossings present | | | | | | | |
| | Blind corners, hill crests | | | | | | | |
| | Narrow road sections or junctions | | | | | | | |
| | Overhead power lines | | | | | | | |
| | Road grades > 18% (adverse or favorable) | | | | | | | |
| | Anticipated vehicle usage (one way loads/hr) Low = 0 –6, Moderate = 6 – 12, High = >12. | | | | Low | Mod | High | |
| General Road Conditions | | | | | | | | |
| | Road grading, crowning, berms | | | | | | | |
| | Snags, danger trees, blow down | | | | | | | |
| | Signs of livestock use on road | | | | | | | |
| | Any overlapping radio frequencies? | | | | | | | |
| | Right of way brushing | | | | | | | |
| | Any other known non-forestry users of the road system. | | | | | | | |
| | Drainage structures functional | | | | | | | |
| Bridge Conditions | | | | | | | | |
| | Guard rails, no-posts, delineators | | | | | | | |
| | Straight approaches onto and off bridges | | | | | | | |
| | Bridge ahead and/or must call signs posted | | | | | | | |
| | Running strips, bridge deck and cross-ties | | | | | | | |