

DRIVING FOREST ROADS

FOREST ROAD PROCEDURE #1

Williams Lake TSA Resource Roads Safety Committee

These procedures apply to all forest roads in the Williams Lake TSA.
Remember, roads are radio assisted not radio controlled. Drive accordingly.

DRIVE DEFENSIVELY – EXPECT THE UNEXPECTED

Known Hazards

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| 1. Excessive Speed for road conditions. | 6. Reduced Visibility (i.e. dust, snow, fog, smoke) |
| 2. Failure to follow traffic control procedures | 7. High traffic volumes |
| 3. Passing other vehicles on narrow roads | 8. Soft shoulders |
| 4. Freezing rain or snow | 9. Reduced traction with road surface |
| 5. Uncontrolled, non-industrial users. | |

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. Drivers shall slow down for oncoming traffic, when passing a stopped vehicle or when meeting road maintenance equipment.
4. All “Up” direction traffic will allow all “Down” direction traffic the unobstructed clearance to pass safely. “Up” traffic will either stop to the side or in a pullout, or if road conditions permit, proceed at a reduced speed. “Down” traffic will also pass at a reduced speed.
5. 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 WLTRRSC-3 Low-bedding/Wide loads).
6. Drive at a safe speed with headlights and taillights on. In the absence of a posted speed limit the default maximum forest road speed limit is 80 kph. **Be aware of road conditions and drive accordingly.** Obey all posted speed limits and other road signs.
7. All drivers and passengers must wear seatbelts. Seatbelts save lives!
8. All accidents and “near misses” must be reported within 24 hours to the appropriate supervisor and an incident investigation passed on to the road permit holder or prime maintainer within 48 hrs.
9. All accidents which result in vehicle damage or injury that require reporting to WorkSafe BC are also required to be reported to Ministry of Forests and Range within 24 hours when occurring on FSR’s.
10. Vehicles must not stop on haul roads except at a safe passing point or a turnout. In case of a breakdown, flares, reflectors or flashing hazards must be utilized and other road users informed of road obstruction when possible. If parking in a turnout, ensure you leave room for other vehicles to still use it.
11. Never pass any vehicle without notifying them on the radio and receiving the “OK”. Specifics of location must be included, to avoid confusion. The lead vehicle is responsible for slowing down, providing room and advising the passing vehicle when it is safe to pass.
12. In poor visibility conditions, pull over and stop with hazards flashing until visibility improves, Never proceed if you can’t see a safe distance ahead and be sure to travel at a safe distance behind others (a safe distance allows for oncoming traffic as well as yourself to stop within the visibility distance. You must be able to stop in ½ the distance you can clearly see). Avoid clearing traffic on the left side of the road and refrain from driving in convoys so the dust/blowing snow can clear or settle between vehicles.
13. When using a two way radio, only one two way radio is permitted in trucks.
14. WLTRRSC-2 Radio Calling Procedures must be used and adhered to.

Follow the “3 C’s”: Courtesy Common Sense Concentration