

Traffic Regulation Bylaw No. 2681, 2019

Work Permit Application

Please email your application to: dosengineering@squamish.ca

DATE OF APPLICATION:

YYYY-MM-DD

PART 1: CATEGORY (Multiple forms may be required. Check all that apply)

Type of permit required:

- Street Occupancy – Form A
- Performing Work on District Property – Form B
- Filming / Special Events – Form C

Related Applications:

- Servicing Agreement #: _____
- Building Permit #: _____
- Not Applicable

PART 2: APPLICANT DETAILS

Applicant Name:	Applicant Company:
Address:	City:
Province:	Postal Code:
Phone:	Email:
Name of Construction Project / Production / Event:	

PART 3 - ADDITIONAL DOCUMENTS & SUBMISSIONS

Check to confirm that the following documents are included within this application:

- \$5M Liability Insurance Certificate with District additionally insured and 30 days' cancellation notice
- District of Squamish Business License
- WorkSafe BC Clearance Letter
- Prime Contractor Form
- Traffic Management Plan (See SCHEDULE B for Further Details)
- Construction Impact Mitigation Strategy (If Required by The District Engineer)
- Draft Notification Letter to Affected Residents/Businesses for District Review and Acceptance (if required)

PART 4: DESCRIPTION OF WORK

General Location and Description of Work:



FORM A - STREET OCCUPANCY

A street occupancy permit is required whenever any portion of municipal property (i.e., boulevard, sidewalk, roadway, or public lane) is temporarily occupied. Example: Storage bin placement on roadways

DURATION

Expected Start Date (YYYY-MM-DD):
Expected Completion Date (YYYY-MM-DD):

WORK AREA IMPACTED (Check all that Apply)

Rear Lane	<input type="checkbox"/> Yes <input type="checkbox"/> No	Road - Multiple Lanes	<input type="checkbox"/> Yes <input type="checkbox"/> No
Boulevard	<input type="checkbox"/> Yes <input type="checkbox"/> No	Bike Lane/Route	<input type="checkbox"/> Yes <input type="checkbox"/> No
Sidewalk	<input type="checkbox"/> Yes <input type="checkbox"/> No	Bus Route Impacted	<input type="checkbox"/> Yes <input type="checkbox"/> No
Parking Area	<input type="checkbox"/> Yes <input type="checkbox"/> No	Bus Stop	<input type="checkbox"/> Yes <input type="checkbox"/> No
Road - One Lane	<input type="checkbox"/> Yes <input type="checkbox"/> No	School/Playground in Close Proximity	<input type="checkbox"/> Yes <input type="checkbox"/> No

ADDITIONAL DOCUMENTS & SUBMISSIONS FOR STREET USE PERMIT

Check to confirm that the following documents are included within this application:

- Project Details/Site Plan (Must clearly show extents of Prime Contractor area including dimensions of proposed street occupancy. Must show fencing, boarding or barricades, site access/egress points, delivery location (material, concrete), staging area, construction-related equipment placed on District property.
- Traffic Management Plan (See SCHEDULE B for Further Details)

APPLICANT SIGNATURE

In signing the below, The Applicant is agreeing to all conditions as stated in **SCHEDULE A – WORK PERMIT CONDITIONS**.

Date (YYYY-MM-DD)	Signature
Print Name	

Fees apply as per the [Fees and Charges Bylaw 2012](#), Schedule 6.10. Fee payment by the applicant is required prior to issuance of the Work Permit.

OFFICE USE ONLY
Fees Calculation:



FORM B – PERFORMING WORK ON DISTRICT PROPERTY

Work to be completed within 30 days of form submission. For future work or schedule changes, please resubmit Form B. Work is only permitted for the durations signed and approved by District of Squamish.

UTILITY WORK TO BE COMPLETED	Start Date (YYYY-MM-DD)	End Date (YYYY-MM-DD)	Construction Drawing Number	Revision
<input type="checkbox"/> Water				
<input type="checkbox"/> Sanitary				
<input type="checkbox"/> Storm				
<input type="checkbox"/> Roadworks				
<input type="checkbox"/> Landscaping				
<input type="checkbox"/> Third Party Utilities				
<input type="checkbox"/> Minor Geotechnical / Environmental Investigations				
<input type="checkbox"/> Other				

Traffic Management Plan Submitted (See SCHEDULE B for Further Details)

*Please note your TMP may include multiple custom Traffic Control Plans depending on the work listed above.

WORK AREA IMPACTED (Check all that Apply)

Rear Lane	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Road - Multiple Lanes	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Boulevard	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Bike Lane/Route	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Sidewalk	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Bus Route Impacted	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Parking Area	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Bus Stop	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Road - One Lane	<input type="checkbox"/> Yes	<input type="checkbox"/> No	School/Playground in Close Proximity	<input type="checkbox"/> Yes	<input type="checkbox"/> No

APPLICANT SIGNATURE

In signing the below, The Applicant is agreeing to all conditions as stated in **SCHEDULE A – WORK PERMIT CONDITIONS.**

Date (YYYY-MM-DD)	Signature
Print Name	



FORM C – FILMING / SPECIAL EVENTS

DURATION

Expected Start Date (YYYY-MM-DD):
Expected Completion Date (YYYY-MM-DD):

WORK AREA IMPACTED (Check all that Apply)

Rear Lane	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Road - Multiple Lanes	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Boulevard	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Bike Lane/Route	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Sidewalk	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Bus Route Impacted	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Parking Area	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Bus Stop	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Road - One Lane	<input type="checkbox"/> Yes	<input type="checkbox"/> No	School/Playground in Close Proximity	<input type="checkbox"/> Yes	<input type="checkbox"/> No

ADDITIONAL DOCUMENTS & SUBMISSIONS FOR FILMING / SPECIAL EVENTS PERMIT

Check to confirm that the following documents are included within this application:

- Project Details/Site Plan (Must clearly show extents of Prime Contractor area including dimensions of proposed street occupancy. Must show fencing, boarding or barricades, site access/egress points, delivery location (material, concrete), staging area, construction-related equipment placed on District property.
- Traffic Management Plan (See SCHEDULE B for Further Details)

PART 6: APPLICANT SIGNATURE

In signing the below, The Applicant is agreeing to all conditions as stated in **SCHEDULE A – WORK PERMIT CONDITIONS**.

Date (YYYY-MM-DD)	Signature
Print Name	

Fees apply as per the [Fees and Charges Bylaw 2012](#), Schedule 8. Fee payment by the applicant is required prior to issuance of the Work Permit.

SCHEDULE A – WORK PERMIT CONDITIONS

1. Allow a minimum of ten (10) working days in order to process a complete submission. Processing time will begin upon receipt of a complete submission. No work shall commence until the application has been processed and a permit issued.
2. The Applicant shall submit a Traffic Management Plan for approval prior to issuance of this permit. The Traffic Management Plan must be prepared in accordance with the attached SCHEDULE B. The permit will not be issued until the Traffic Management Plan is prepared to the satisfaction of The District of Squamish (The District).
3. Any changes to the Site Plan, Construction Drawings or Traffic Management Plans will require additional written approval of The District. An additional ten (10) working days may be required for review subject to the extent of the amendments.
4. If required, the Applicant shall prepare and distribute notification to all affected property owners and business operators, in writing at least 3 working days before the start of work. Notification shall include description/purpose of any work to be undertaken, start and end dates, a description of mitigation measures if applicable, and contact information including name and phone number.
5. The Applicant will ensure all work is conducted during the hours as listed in The District's [Noise Regulation Bylaw No. 2312](#). The Applicant must apply for a Noise Bylaw Exemption Permit for works required outside of these hours.
6. All work within the municipal rights-of-way is to be constructed according to the specifications outlined in The District of Squamish's Subdivision and Development Control Bylaw, MMCD Platinum Volume II (2019 Edition), and other pertinent bylaws where applicable.
7. The Applicant agrees to pay the cost of repairing any damage to District property (including but not limited to, sewers, watermains, street surfaces and sub-surfaces, sidewalks, electrical installation, or traffic devices) or the property of any utility company, which damage is, in the opinion of the District of Squamish, caused by operations as part of this permit.
8. The Applicant shall keep District boulevards and sidewalks adjacent to the work area, safe and in a clean condition during construction. District streets and lanes adjacent to the work area must be kept clear of all materials, mud, and debris during construction. All excess material and debris from the work area shall be removed prior to the expiration of the permit. If the Applicant fails to clean the streets immediately upon request, The District will clean the streets at the Applicant's expense.
9. In the event the Applicant fails or refuses to conform to any of the terms and conditions of the Permit, the privilege hereby granted shall immediately terminate and become null and void. The Applicant will be invoiced for The District's costs to repair and/or restore municipal property to The District's satisfaction.
10. The Applicant shall keep construction area secured for public safety and be working in accordance with the Traffic Management Plan and WorkSafe BC OHS Regulations.
11. The Applicant shall be responsible for care and control of any surface water runoff. Silt laden water must not be

allowed to enter the storm water system and this permit may be revoked if this occurs, or if measures to prevent it appear inadequate.

12. The Applicant is required to ensure essential services are maintained to the parcels of land potentially affected by the work.
13. The Applicant is required to protect all legal survey posts, including wooden posts, iron pins, concrete monuments, or concrete benchmarks from destruction, damage or disturbance. In the event of failure to protect any such legal survey post or posts, the Applicant shall retain, at their own expense, a British Columbia Land Surveyor to re-establish such posts.
14. If no parking signage is required, the Applicant is responsible to install their own signage. The signage must be white with red and/or black writing, indicate it is a temporary restriction and clearly indicate the start and end date of the parking restriction including the hours. Signs must withstand the elements during the work, if the signs are damaged, stolen or vandalized, it is the responsibility of the contractor to replace them immediately or the parking restriction will not be upheld. Signs must be installed at least 72 hours in advance of the works and time stamped pictures must be provided to District staff as soon as signs are installed. Signs must be removed by the contractor at the end date of the parking restrictions.
15. This permit does not relieve the Applicant from complying with any applicable laws and regulations of other government authorities or agencies. The Applicant is responsible for obtaining additional permits or authorizations, as necessary, which may be required in connection with this work from other government agencies, public utilities, private entities, and individuals, including private property owners.
16. The Applicant hereby agrees that they are responsible to ensure compliance with all applicable Workers' Compensation regulations at the site and agree to be the Prime Contractor pursuant to the Workers' Compensation Act.
17. The Applicant shall at all times accept full responsibility for any accident that may occur, or damage that may be done to any person or property whatsoever, caused directly or indirectly by the use and occupation of the work area and shall save harmless and keep indemnified the District of Squamish from all claims and demands whatsoever in respect of such use and occupation. All works undertaken within the work area shall be acceptable to The District.
18. The applicant covenants and agrees to purchase and keep in effect commercial general liability insurance coverage until the completion of the works. Such insurance shall be in the amount of at least five million dollars per occurrence and shall protect the Owner and the District of Squamish as an additional insured. 30 days written cancellation or change notice is required on all policies.
19. The applicant must have a copy of their work permit including the TMP available at all times on site.
20. Works that do not meet the conditions of this permit are subject to enforcement under the [District of Squamish Traffic Bylaw](#).

SCHEDULE B – TRAFFIC MANAGEMENT PLAN REQUIREMENTS

The District of Squamish requires a Traffic Management Plan (TMP) to be submitted for acceptance by the District's engineering department prior to issuance of a Work Permit. Please note that TMP must be completed in accordance to [WorkSafe BC OHS Guidelines Part 18: Traffic Control](#) and the [Traffic Management Manual for Work on Roadways](#) (TMM) issued by the Ministry of Transportation and Infrastructure.

A Traffic Management Plan (TMP) is a comprehensive response plan and must include the following:

1. Initial Category Assessment – Form can be found in Schedule D or in [Section 3: Traffic Management Plans](#).
2. Project Risk Analysis – Form can be found in Schedule D or in [Section 3: Traffic Management Plans](#).
3. Customized Traffic Control Plan(s) (TCPs)
4. Sub Plans - if required as per Section 3.4 of [TMM Section 3: Traffic Management Plans](#)
 - a. Incident Management Plan (if required)
 - b. Implementation Plan (if required)
 - c. Public Information Plan (if required)

All Traffic Management Plans must be prepared by a qualified person who is knowledgeable about traffic management principles and requirements and who has suitable traffic management work experience or training.

TMP must include at minimum:

- Initial Category Assessment & Project Risk Analysis (Form is available in Schedule D)
- Plan author and contact information
- Prime Contractor Representative and contact information
- Traffic Control Provider/Company and contact information
- Traffic Control Supervisor and contact information
- Location and nature of work
- Dates and times
- Define the order of control chosen as per OHS Regulation Part 18

TCP must include at minimum:

- North Arrow
- Street Names
- Taper Lengths
- Device Spacing Lengths
- Traffic Supervisor or Site Supervisor & direct phone number

Templates for Traffic Management Plans can also be found in the Traffic Management Manual under the following links: [Category 1 Traffic Management Plan](#)
[Category 2 Traffic Management Plan](#)
[Category 3 Traffic Management Plan](#)



SCHEDULE C – DESIGNATION OF PRIME CONTRACTOR

APPLICANT DETAILS

Applicant Name:	Applicant Company:
Address:	City:
Province:	Postal Code:
Phone:	Email:

SITE LOCATION

Site Street Address:	Postal Code:
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*** Area must be clearly identified in the provided site plan or in the provided TMP if a site plan is not included in the Work Permit application.**

PRIME CONTRACTOR INFORMATION – To be filled out by the Contractor Completing the work

Company Name of Prime Contractor:	
Address:	Postal Code:
Prime Contractor Representative:	Phone #
Email:	
Site Superintendent:	Phone #
Email:	
Emergency Contact Name:	Phone #

Prime Contractor’s Declaration as per Workers’ Compensation Act

I/we acknowledge, in accordance with the Workers Compensation Act, R.S.B.C., 2019 Chapter 492, Part 3, Division 3, Section 118 and 119, as amended, that I/we are the "Prime Contractor" and are qualified to act as the "Prime Contractor". I/we accept the duties and responsibilities for coordination of health and safety in accordance with the Workers Compensation Act, and further, that I/we will do everything that is reasonably practicable to establish and maintain a system or process that will ensure compliance with the Workers Compensation Act and the Occupational Health and Safety Regulations. The Prime Contractor shall appoint a qualified coordinator for the purpose of ensuring the coordination of health and safety activities for the workplace. Prior to commencement of Construction, the Contractor shall complete and file a "Construction Notice of Project" with the Workers Compensation Board and shall provide a copy of the same to the District confirming that the Contractor shall be the Prime Contractor responsible for coordination of safety and health under Part 3 of the Workers Compensation Act and Part 20 of the WCB Occupational Health & Safety Regulations.

Prime Contractor Representative

Owner / Applicant’s Signature

Print Name

Print Name

Date:

Date:

Section 3: Traffic Management Plans

3.3 Project Category Determination

A structured process is used to determine the Project Category.

- | | |
|--|--|
| 1. Initial Category Assessment | Assess the roadway and traffic features. |
| 2. Risk Analysis | Identify the project-specific risks. |
| 3. Final Category Determination | Combine the initial project assessment with the risk analysis to determine the final project category. |

Project Categories are defined as:

- **Category 1** - minimal impact on the travelling public, are typically located on simple terrain, and involve two-lane highways or roads, often with lower speeds and traffic volumes.
- **Category 2** - may be located on higher-speed or higher-volume corridors and involve some complexity. Impacts on the travelling public may be moderate because of the roadway characteristics or the type of work.
- **Category 3** - complex and have a significant impact on the travelling public because of factors such as higher volumes and speeds, project duration, active night work, mountainous terrain, and/or a requirement for lane closures and/or detours.

3.3.1 Initial Project Category Assessment

The initial project category assessment considers road and traffic characteristics, as well as specific work activities.

[Table 3.1: Initial Project Category Assessment](#) on the following pages is used to determine the initial project category.

The total point value calculated at the end of Table 3.1 indicates that the project is initially assessed as a Category 1, 2, or 3.

Table 3.1: Initial Project Category Assessment

Traffic Consideration	Value	Point Value	Score
Posted or Statutory Speed Regular posted speed limit of the roadway	≤ 50 km/hr	1 point	
	60 - 70 km/hr	3 points	
	≥ 80 km/hr	4 points	
Traffic Volume Traffic volume (both directions) in peak hours	< 1,000 vehicles/hr	1 point	
	1,000 to 3,000 vehicles/hr	3 points	
	> 3,000 vehicles/hr	4 points	
Lanes Number of lanes in both directions (including auxiliary lanes)	2 lanes	0 point	
	3 lanes	2 points	
	4 lanes or more	3 points	
Encroachment Location of work	Off roadway	0 point	
	Shoulder work/partial lane closure	3 points	
	Full lane closure, ramp closure, or intersection closure	4 points	
Detours	No detour during construction	0 point	
	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	
	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	
	≥ 20 minutes	3 points	
	No allowable delay	4 points	

Traffic Consideration	Value	Point Value	Score
Time of Day Time of day that work will occur	Day-time only work	1 point	
	Active day-time work, with traffic control devices in place at night	3 points	
	Active night-time work	4 points	
Vertical Alignment	Flat terrain	0 point	
	Rolling terrain	1 point	
	Mountainous terrain	2 points	
Horizontal Alignment	Tangent	0 point	
	Horizontal curves, no curve advisory speeds	1 point	
	Horizontal curves, with curve advisory speeds	2 points	
Intersections	No intersections or stop-controlled intersection(s)	0 point	
	Signalized intersection(s) with no left or right turn phases, or single lane roundabout	2 points	
	Signalized intersection(s) with left or right turn phase(s), or multi-lane roundabout	4 points	
	Interchange(s)	5 points	
Runaway Lanes	No runaway lanes	0 point	
	Runaway lanes in or near the work zone; they will not be blocked at any time during course of work	1 point	
	Runaway lanes in or near work zone; they may be blocked by work or queues during course of work	4 points	
Pedestrians and Cyclists	No pedestrians or cyclists	0 point	
	Possible pedestrians and cyclists	2 points	
	Designated cycle route, sidewalk or multi-use pathway	3 points	

Traffic Consideration	Value	Point Value	Score
HOV or Bus Lane	No HOV or bus lane	0 point	
	HOV or bus lane	4 points	
Counter-Flow Lane	No counter-flow lane	0 point	
	Counter-flow lane	4 points	
Total Score			
Category 1			< 16
Category 2			16 to 25
Category 3			> 25
Initial Project Category			

3.3.2 Project Risk Analysis

A project risk analysis is the process of reviewing site-specific characteristics and considering the likelihood and consequence of each item listed. It is able to highlight potential hazards that are not captured in the Initial Project Category Assessment.

Each project has a unique combination of site-specific characteristics, and the risk analysis considers potential hazards associated with the specific project and/or location.

Table 3.2: Project Risk Analysis on the following pages is used to determine whether each potential hazard creates a low, medium, or high risk for the project and location.

The total point value calculated at the end of Table 3.2 indicates that the project is assessed as a low-risk, medium-risk, or high-risk project.

Combining the results of the initial project category assessment and the risk analysis will determine the final project category (see [Section 3.3.3: Final Project Category Determination](#)).

Table 3.2: Project Risk Analysis

The Project Risk Analysis is a general guideline, applicable to most projects. If significant project-specific hazards are not included in the risk analysis below, the Evaluator may consider increasing the final risk rating. This modification and the justification for it should be documented.

All high-risk, project-specific hazards should be addressed and mitigated in the Traffic Management Plan.

Item	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	
	Medium	Working within a known avalanche or rock fall area; no recent evidence of activity	2 points	
	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 points	
Nature of work activity	Low	Work activity is not expected to create a significant hazard	1 point	
	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	
	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	

Item	Risk	Definition	Point Value	Score
Roadway surface condition during construction	Low	Roadway surface is maintained	1 point	
	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	
	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	
	Medium	Narrow lanes restrict wide loads	2 points	
	High	Overweight/overheight vehicles restricted (may result in structural damage)	3 points	
Lane widths	Low	Maintain existing lane widths	1 point	
	Medium	n/a	n/a	
	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	
	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	
	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	
	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	

Item	Risk	Definition	Point Value	Score
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	
	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	
	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				
Low Risk				< 23
Medium Risk				23 to 28
High Risk				> 28
Project Risk				

3.3.3 Final Project Category Determination

The matrix in [Table 3.3: Final Project Category Determination](#) should be used to make the final project category determination.

It combines the initial project category assessment with the results of the risk analysis to identify a final project category based on roadway and traffic characteristics and risks.

It may be appropriate to increase the final category level for high-risk projects to reflect the complexity or hazards associated with the work.

Table 3.3: 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

The final project category determination should be used to identify required and recommended sub-plans and special conditions addressed in the Traffic Management Plan.

This process is a guide and may not capture all components of the project which should be considered when determining the Project Category.