

Working Around TransLink Infrastructure

*A guide for project owners, contractors
and sub-trades*

August 2026

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*This guide is provided for general information purposes only and may be updated without notice.
TransLink thanks PCI Development Corp. and Leducor Construction Ltd. for their contributions to this guide.*

About TransLink

TransLink serves 1.3 million passengers every day across a complex transit system of trains, buses, SeaBus, West Coast Express and HandyDart and connects people, businesses and communities across Metro Vancouver. Under the South Coast British Columbia Transportation Authority Act, TransLink must maintain and protect all assets, facilities and other property and property rights required for the safe and efficient operation of the regional transportation system. As stewards of the transportation system, TransLink must diligently act in the public's interest to preserve TransLink Infrastructure.

Development and Construction

Project owners who are planning to build around transit stops, stations, SkyTrain, Canada Line, bridges or other TransLink Infrastructure must **first seek TransLink's consent before starting construction**. The purpose of consent is to ensure that work and the form of development, and construction activities are designed to:

- protect the safety of passengers, pedestrians, construction workers and TransLink employees
- mitigate the risk of damage to TransLink Infrastructure
- maintain timely transportation operations and maintenance while minimizing community impacts

Consent is granted through the Adjacent and Integrated Development (AID) Project Review Process and a project owner can initiate this process by following the instructions in a companion guidebook, "Adjacent and Integrated Development (AID) Project Consent Process: Guide for Project Owners" available at translink.ca/real-estate.

One of the deliverables of the AID Review Process is a plan which describes the methods, materials and equipment that a general contractor and its sub-trades will use during construction. This guidebook lists some of the mandatory safety precautions that the project owner must implement when working around TransLink Infrastructure.

What's the Purpose of this Guide?

The purpose of this guide is to provide prescriptive safety precautions for the protection of TransLink customers, staff, infrastructure and operations. The project owner must implement these measures during the development and construction of projects around TransLink Infrastructure, including but not limited to SkyTrain, Canada Line, bus exchanges, park and rides and above-grade/below-grade structures and utilities. The project owner is responsible for ensuring all construction and safety procedures are implemented as necessary to prevent impacts to TransLink Infrastructure and operations.

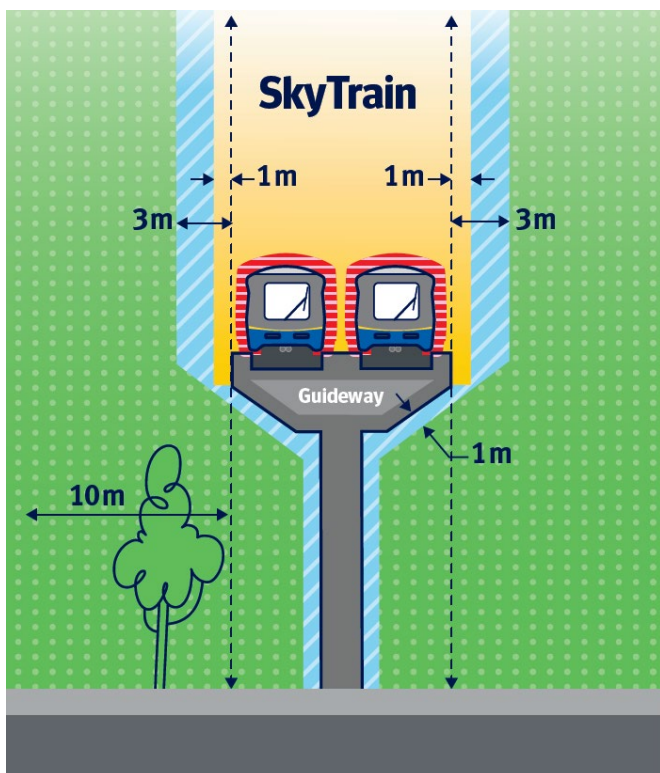
The procedures in this guide were developed following operational interruptions and incidents caused by construction activity in close proximity to TransLink operations. Due to the unique constraints of the public transit operating environment, seemingly harmless construction practices have resulted in significant disruptions to the traveling public. In one incident, plastic safety tape floated onto the SkyTrain guideway and became entangled in the car's brake, causing a minor fire and system shutdown. In another incident, preloading across the street from the Canada Line guideway resulted in lopsided deformation of the track. While this guide is extensive, it is not exhaustive as each project site is unique. Therefore the project owner and their contractor must consider and include additional project-specific safety measures. Furthermore, the construction and safety procedures must be continuously updated, enhanced, and improved throughout the duration of the project's construction.

This guide contains:

Part A:	Working Within the Limits of Approach
Part B:	Working Below TransLink Infrastructure
Part C:	Working Above TransLink Infrastructure
Part D:	Incident/Accident Reporting
Part E:	Communications
Appendix A:	Toolbox Talk – Debris Control Sample Notice
Appendix B:	Limits of Approach

Through this guide, TransLink seeks to raise awareness within the construction industry about housekeeping, debris control and containment and settlement impacts as they relate to TransLink's unique operating requirements. It seeks to modify the culture of housekeeping and debris control to minimize and if possible, eliminate disruptions to TransLink services.

Part A: Working Within the Limits of Approach

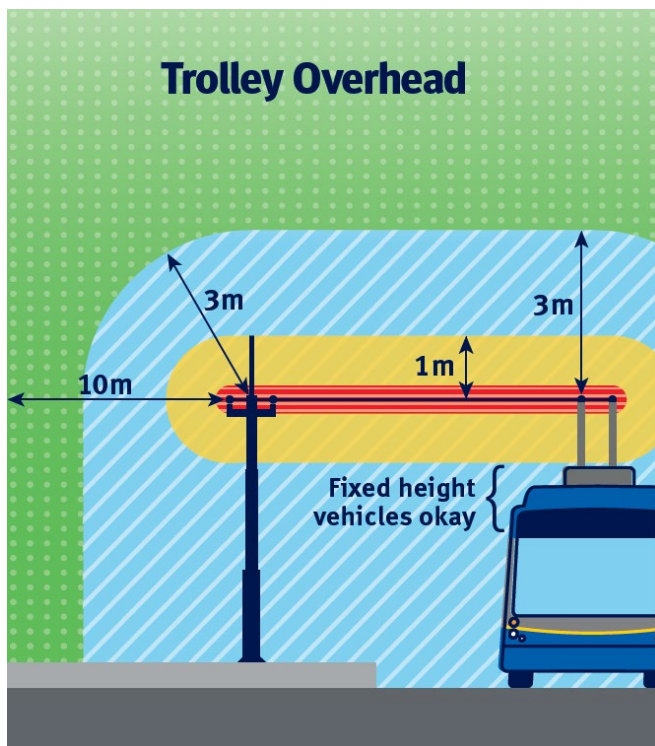


Limit 1 General Approach Boundary

- Within **10 METRES** to **3 METRES** of the guideway dripline or structure, above or below ground, including reach potential
- TransLink authorized monitor may be advisable

Limit 2 Limited Approach Boundary

- Within **3 METRES** of the guideway at or above track level, or within 1 METRE of the underside of the guideway, column or **below ground structure**
- TransLink authorized monitor may be required



Limit 3 Restricted Approach Boundary

- Within **1 METRE** of the guideway or TOH wires (all powered and nonpowered), or within any tunnel or station platform
- TransLink authorized workers only
- TransLink authorized monitor required
- Generally no work during regular operating hours
- Lockout may be required

Limit 4 Prohibited Approach Boundary

- Train envelope or contact with any TOH wires

The closer the work zone is to the train envelope, the greater the hazard. There are four Limits of Approach, and each threshold warrants escalating authorization and safety requirements to undertake work in each zone.

Limit 1 Safety Requirements:

Before commencing work, notify TransLink. Equipment within Limit 1 should be arranged so that equipment failure would not lead to an accidental entry into the track (e.g. crane collapse).

Prominently display the relevant emergency number (SkyTrain, Canada Line, etc.) at the worksite. Ensure all employees are aware of the safety requirements prior to entering Limits 2, 3 and 4.

Limit 2 Safety Requirements:

In addition to the Limit 1 requirements, a SkyTrain monitor must be present to monitor the work. This employee will have radio contact with SkyTrain control and be able to request that trains be stopped or the power removed.

Limits of Approach training: Limits of approach training is required for workers working within Limit 2.

Limit 3 Safety Requirements:

In addition to all of the Limit 1 and 2 requirements, the work must be conducted during non-revenue hours. The work will be monitored by SkyTrain to ensure compliance, and to confirm when the last train has passed the location. If work is occurring during revenue service, the SkyTrain monitor will be able to alert contractors when the train is arriving. Work must cease when a train approaches and accidental entry into Limit 4 must be reported and documented.

Contractor training: All contractors who plan to work within Limit 3 must attend a training session on how to safely work around the guideway. This can be scheduled by contacting SkyTrain and asking for a contractor orientation. They are held regularly at SkyTrain's operations and maintenance center in Burnaby and take several hours.

Working during non-revenue hours: With prior approval, contractors may be able to enter the guideway after the last train goes by (after confirmation by the SkyTrain monitor); however, contractors and equipment must exit the guideway 30 minutes before scheduled revenue start. Non-revenue hours are

1:30 to 4:30 a.m. Sunday to Thursday nights, with a longer window on Friday nights (1:30 to 5:30 a.m.) and Saturday nights (1:30 to 6:30 a.m.).

These hours are provided as a guide only, always check the SkyTrain schedule at: translink.ca/skytrain

Limit 4 Safety Requirements:

TransLink must be notified and all work must occur during non-revenue hours. A SkyTrain monitor will be in attendance and Automatic Train Control protection must be implemented. Electrical lockout protection and/or fall protection may be required.

Contractor training: All contractors who plan to work within Limit 4 must attend a training session on how to safely work around the guideway. This can be scheduled by contacting SkyTrain and asking for a contractor orientation. They are held regularly at SkyTrain's operations and maintenance center in Burnaby and take several hours.

Working during non-revenue hours: With prior approval, contractors may be able to enter the guideway after the last train goes by (after confirmation by the SkyTrain monitor); however, contractors and equipment must exit the guideway 30 minutes before scheduled revenue start. Non-revenue hours are 1:30 to 4:30 a.m. Sunday to Thursday nights, with a longer window on Friday nights (1:30 to 5:30 a.m.) and Saturday nights (1:30 to 6:30 a.m.).

These hours are provided as a guide only, always check the SkyTrain schedule at: translink.ca/skytrain

Part B: Working Below TransLink Infrastructure

Review Requirements

Where a potential risk has been identified, TransLink will retain geotechnical and/or structural consultants to conduct a peer review of the project owner's construction methodology and supporting information, to verify proposed activities will not cause any harm. It is incumbent on the developer's consultants to provide sufficient detail showing excavation, shoring, restoration, etc. that takes appropriate precautions to protect TransLink's infrastructure and access. Specific guidelines include:

- All TransLink Infrastructure is designed for post-disaster use, meaning that facilities must remain operational after seismic events. All projects adjacent to TransLink's facilities must be reviewed to ensure no potential impact to this designation.
- TransLink's deformation tolerance for short- or long-term settlement, parallel or perpendicular to the guideway, is less than 10 mm in each direction. Proposed geotechnical activities should demonstrate measures to prevent as much settlement as possible.
- Anchor rows and soil nails must be no less than 1 metre from any known underground structure, facility, foundation, tunnel, pile or power station. TransLink prefers an offset distance of 1.5 metres (5 feet) to allow for inaccuracies in the control of anchor drilling and to provide a margin of comfort to ensure protection of waterproofing membranes, etc.

Monitoring and Notification

Where work is determined to pose some risk to TransLink's operations, a project risk assessment shall be completed. The risk assessment is used to identify what risks may exist and what mitigation measures are required, such as on-site monitoring or site visits by TransLink Safety staff. Scheduling of these monitors should be requested well in advance, to ensure availability during construction.

Part C: Working Above TransLink Infrastructure

As foundation work is completed, TransLink shifts its monitoring focus from preventing settlement to mitigating intrusions from above. In addition to the project owner's standard site safety plan procedures, TransLink requires specific safety precautions that must be implemented when working above a TransLink facility or guideway. In particular, falling debris has the potential to trigger guideway sensors and interrupt service. The practices described below are meant to prevent this avoidable impact to TransLink service and infrastructure.

TransLink Specific Project Set-up and Limits of Approach

The project safety plan, safety orientation and regular safety meetings, such as toolbox or tailgate talks should include specific instructions for working safely around TransLink Infrastructure, including:

- Debris Control Plan – “Clean As You Go” (See **Appendix A**: Toolbox Talk – Debris Control Sample Notice)
- Limits of Approach (See **Appendix B**: Limits of Approach)

TransLink Specific Project Signage

Specific safety signage should be installed and maintained in a prominent location on-site:

- Signage indicating the Limits of Approach and Precautionary Requirements. Graphics available from TransLink.
- Signage with TransLink's operating company's emergency phone number and contact information.
- Wallet cards for each worker, as shown below. Wallet cards available from TransLink.

- Limit 1**
General Approach Boundary
- Within **10 METRES** to **3 METRES** of the guideway dripline or structure, above or below ground, including reach potential
 - TransLink authorized monitor may be advisable
- Limit 2**
Limited Approach Boundary
- Within **3 METRES** of the guideway at or above track level, or within **1 METRE** of the underside of the guideway, column or **below ground structure**
 - TransLink authorized monitor may be required
- Limit 3**
Restricted Approach Boundary
- Within **1 METRE** of the guideway or TOH wires (all powered and non-powered), or within any tunnel or station platform
 - TransLink authorized workers only
 - TransLink authorized monitor required
 - Generally no work during regular operating hours
 - Lockout may be required
- Limit 4**
Prohibited Approach Boundary
- Train envelope or contact with any TOH wires

CONTACT NUMBERS

Work Planning:

Adjacent & Integrated Developments (AID) Program & Trolley Overhead (TOH)
 Program **778.375.7500**
 **AIDreview@translink.ca**
 **TOHreview@translink.ca**

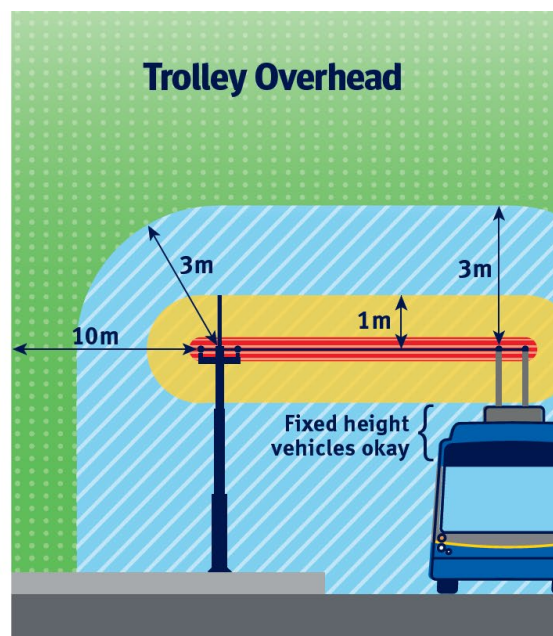
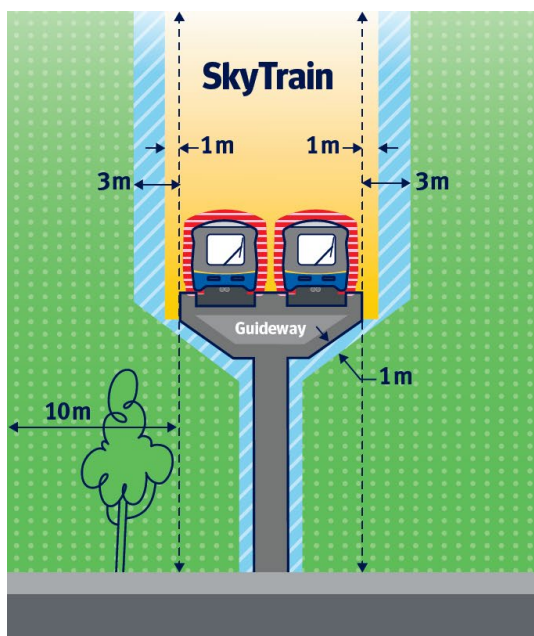
In the event of an emergency, please contact:

SkyTrain Emergency Expo/
 Millenium Lines. **604.520.5555**
 Canada Line. **604.247.5703**
 TOH **778.593.5588 / 911**

Limits of Approach

Safety requirements for work near transit operations and infrastructure

translink.ca



Crane Overswing Agreement

If a project owner requires the use of fixed or mobile construction crane equipment on a construction site whereby any part of the crane will swing (including weathervaning) within the air space of TransLink Infrastructure as defined by the Limits of Approach, the project owner must first seek TransLink's consent. The project owner will need to enter into a Crane Overswing Agreement with TransLink prior to the operation of the crane equipment.

Housekeeping

Items blowing onto the guideway track may significantly impact the operation and safety of the transit system. To minimize the risk of items blowing onto the guideway, it is imperative that contractor(s) store materials neatly and in an organized manner in designated locations.

Packaging for food and beverages is a major source of debris. Consequently, the consumption of food and drink should be banned from open floors of the construction site.

A "Clean as You Go" program and appropriate training should be implemented to educate workers on the hazards of seemingly harmless debris and on the control techniques listed in this guide. The philosophy of "Clean as You Go" is to encourage workers to clean up as they work, rather than leaving debris clean up until the end of the shift, thereby reducing the chance of accumulated debris blowing onto the guideway during the shift. Sweeping should be conducted towards the interior core of the building to prevent materials or debris from being inadvertently swept over the edge. This program should be communicated regularly through weekly subcontractor meetings, toolbox talks and prominent signage.

Open topped garbage barrel bins and five-gallon pails are effective trash receptacles in locations where wind is not a factor; however, on the upper floors the potential for wind to pull light debris out of garbage containers constitutes a hazard. Therefore, on all the open floors of the residential towers and top working decks, secured covered bins for the collection of construction debris should be provided and emptied regularly as debris accumulates.



To prevent work site congestion and to limit any potential for damage to the building materials as a result of adverse weather, materials used within towers will be stored well away from the perimeter edge. Materials used on the top working forming deck will be kept securely fastened and excess material will be promptly removed.

Contractors are responsible for the maintenance and housekeeping of their work areas on a daily basis and need to provide their own garbage bins for their lunchrooms and work stations. A review and amendment of contractor work procedures will be conducted with TransLink's guidance, to assist contractors in identifying opportunities to manage and reduce debris. The project owner will enforce

these practices by serving contractors written warnings and conducting cleanup of areas deemed to have unacceptable levels of housekeeping. This will ensure contractors effectively maintain a sufficient level of cleanliness.

Tools and Equipment Lanyards



A project rule requiring the use of tool lanyards for all work outside of the guardrails at the slab edge will be implemented. Tools will be secured at all times to prevent them from inadvertently falling from the building. Workers on top working decks and open floored buildings will be required to have their hard hats fastened to their persons through the use of a lanyard or chin strap.

Perimeter Edge Work

To prevent worker injury, dropped tools or dropped materials, all projects will install and maintain synthetic mesh safety fencing where identified as needed by a hazard assessment, and including but not limited to, the situations described below:

- all perimeter floor edges where guardrails are installed, including installations where the guardrail is set back several feet from the perimeter edge
- the solid guardrail systems (2x4 and cattle guard) installed on structural steel frame buildings including all perimeter floor and roof edges as well as stairwell and larger floor openings
- on the end-frames of scaffold stair towers erected to a height of three frames or more including stair towers providing access to large bulk excavations (mesh would not be required on the stair handrails)
- on the sides of crane thrust-out landing platforms if not already protected by expanded metal screens or other effective barrier

It is recommended that contractors install guardrails approximately 2.5 metres (8 feet) back from the slab edge. Materials and tools are not to be stored directly adjacent to any guardrail. If work is required at the building edge, a fall protection system is required as well as a system of “tie-off” for ladders, scaffolding, tool buckets or other tools and equipment to prevent them from falling from the edge of the building. Contractors will bring their tools and materials to the slab edge only as needed for installation and will not store tools or materials outside of the guardrail area. When workers take rest breaks, change work locations or cease for the day, they will move any uninstalled materials and equipment back behind the guard rail and reinstate the edge protection.

Horizontal debris nets



On any building site facing TransLink facilities, horizontal debris nets will be required on the top working deck. These nets will be installed three floors below the floors being formed and moved up a floor at a time as the tower structure grows in height. They will extend out from the building a minimum of 2.5 metres (8 feet) and be designed to catch debris from concrete forming and pouring operations.

Debris nets will also be installed over and above the station roof. These nets should be installed at a 45-degree angle, extend outwards approximately 2.5 metres (8 feet) and designed to prevent any debris from the exterior cladding operations from landing on any part of the TransLink Infrastructure.

Vertical debris nets



Floors that lie below the horizontal debris nets, but above floors that have been enclosed, will have vertical netting installed floor to ceiling. The vertical netting is to be secured to shoring posts installed specifically to support these protective nets. These nets will be installed outside the existing guardrail panels, and installed on subsequent floors as the remaining floors of the building structure progresses upwards.

Installation of the netting approximately 2.5 metres (8 feet) back from the slab edge has been found to be very effective for debris control.

Formwork

If the formwork system is a flying form process, then forms may be moved (flown) by the tower crane as part of the construction process. The three floors below the upper working deck are supported by re-shoring, as part of the engineered construction design, until concrete attains its required strength. All perimeter re-shores will be fastened securely to the building to prevent them from falling in the event that they become dislodged. They must be regularly inspected by the formwork contractor to verify the shoring posts are secured in place. Lanyards will be required on all hand tools on the re-shore floors.

The station and guideway are designated “no fly zones” for tower and mobile cranes. This means that fly tables and other materials are never to be flown over TransLink Infrastructure at any time.

Swing Stages

If swing stages are to be used for exterior cladding installation, then outriggers and swing stages will be securely fastened back to the building structure or designated anchor points. Mesh or other permanent barrier will be installed on the outside perimeter of the stage to prevent materials or tools from inadvertently falling off of suspended work platforms. On the staging, workers will use tool lanyards, designated materials containers for fasteners and shims, etc. Enclosed debris containers or sealed bags will be used by the work crews on the swing stages. Installation of building material will be managed on a “Clean as You Go” basis. Debris is not permitted to accumulate on the floor of the swing stage. All debris in the swing stage area need to be disposed of in debris buckets and cannot be left in the stage where it could accidentally drop or be blown off by the wind.

The potential for components or fasteners (screws, shims, etc.) to fall while working on the stage will be evaluated through a review of contractor work procedures in order to establish methods that limit the potential for loss of control of these materials.

Covered Walkways

Engineered, covered walkways will be installed in pedestrian areas located adjacent to the project, including bus loops, bus stops, and station entrances and exits. As the building progresses in height, the opportunity for falling objects on upper working decks to travel outside of the construction footprint grows, constituting a potential hazard to the public. The pedestrian areas are also part of the “No fly zones” for the tower cranes. Vertical plywood hoarding will be installed to prevent members of the public from getting close to the construction.

Warning Tape

Red danger tape and yellow caution tape is commonly used on construction projects to delineate workers from potentially hazardous areas. Due to the large amount of tape deployed in high rise tower construction projects, the opportunity for it to detach and become windborne if it is not effectively maintained and immediately disposed of after use, can be an on-going housekeeping issue.



An incident occurred on the Canada Line when red warning tape was found on the underside of a Canada Line passenger car, which triggered the emergency stop in every station. The use of warning tape is therefore not permitted on tower sites. In order to protect workers and delineate hazards, warning tape will be replaced with a heavier gauge nylon rope with written signage securely attached to the rope. This system is more robust, more likely to be reused instead of discarded and less prone to becoming windborne.

Communications Regarding Debris Control

The project owner, superintendent(s) and foreman/foremen of the major subcontractors must reinforce to every member of the workforce the importance of debris control around TransLink Infrastructure. Therefore, debris containment will be a regular topic of discussion in the weekly/ bi-weekly trade meetings as well as during daily morning meetings with the subcontractors on the project site. Additionally, there will be regular toolbox talks to the workforce explaining the debris control plan and how it will be implemented for their particular work. The project owner should have a representative in attendance at these toolbox talks to ensure the message is delivered accurately and appropriately.

Inspections

Regular inspections will be conducted to monitor contractor work procedures and to proactively identify unsafe conditions or behaviors and implement corrective actions to prevent injury or damages to TransLink Infrastructure:

- project superintendents will complete documented weekly inspections of the project
- contractors will complete and submit weekly documented inspection report of their work areas
- project safety coordinator will complete daily inspections of the project
- corporate inspections will also be conducted by TransLink's Safety Monitor, who will visit the project on a regular basis as determined by the TransLink Safety Monitor, or more frequently as needed

Two daily inspections with a specific focus on debris control will be completed for all floors where there is a potential for the accumulation of debris to adversely impact guideways or station operations. These additional inspections will be conducted specifically on the open floors that do not have windows installed and on roof areas adjacent to the guideway.

Severe Weather

Weather conditions will be monitored daily by the contractor's project staff to determine if severe or adverse weather conditions will negatively affect safe construction activities. The contractor will provide prompt notification of severe

weather events to assist work crews in preparing in advance of the inclement weather. Weather events that present hazards to the project include: heavy rains, high winds, snowfall, below average cold temperatures, above average warm temperatures, etc.

Once aware of the adverse weather warning, the contractor will implement appropriate actions to mitigate any incidents. A specific weather event that would affect any project adjacent to TransLink Infrastructure would be high winds. In the event of high wind warnings in excess of 15 km per hour, the contractor will implement the following:

- an inspection of all open floors for debris and secure or remove all garbage bins
- verify that materials (insulation, plywood, metal deck, etc.) are adequately secured to prevent displacement by the high winds
- verify that guardrail, shoring and any other temporary construction is adequately constructed to withstand strong winds
- organize crane work activities to prevent loads that can be affected by strong winds from being lifted
- secure or take down any mesh or tarps that could act as sails in strong winds and be pulled off the building
- swing stages are lowered and secured or dismantled and taken off site as required
- close windows and doors on the high-rise towers
- raise and secure horizontal debris nets
- install a wind anemometer on the tower to monitor wind speeds for planning work tasks

Part D: Incident/Accident Reporting

Incidents and accidents must be reported to TransLink to ensure system and passenger safety. The project owner and TransLink need to work collaboratively to investigate incidents/accidents, to understand the causes and prevent its reoccurrence.

This section applies to all work sites proximal to TransLink Infrastructure including:

- development working under a consent agreement issued by TransLink
- contractors to TransLink or one of its operating companies
- municipal workers, contractors to municipalities or other workers performing work adjacent to TransLink Infrastructure who have been in contact with TransLink or one of its operating companies to plan or organize work that may impact TransLink Infrastructure or the service(s) being provided by TransLink
- work sites where work is being performed within 10 metres of a structure belonging to TransLink or one of its operating companies

What Incidents/Accidents Must be Reported?

The person in charge of the work site (as listed above) is responsible for reporting **safety occurrences** of the following nature to TransLink:

- contact with an energized or de-energized conductor owned by TransLink or one of its operating companies (e.g. trolley wire, SkyTrain power rail, buried cables, substation equipment)
- contact (impact or collision) with TransLink Infrastructure whether or not there is damage (e.g. contact with SkyTrain beams, columns, stations or trains; contact with a CMBC bus or other structure; contact with a bridge or other infrastructure)
- injury to TransLink passengers, employees or the public associated with the work site activities
- damage to infrastructure belonging to TransLink or its operating companies caused by work at the work site
- any interruption to service or material interference to service caused by work at the work site
- breach of Limits of Approach or breach of restricted area without advance notice
- incidents that could have (under slightly different circumstances) caused damage to TransLink infrastructure, injury to passengers, or service interruptions

How Do You Report an Incident/Accident?

Persons in charge of a work site must ensure all—employees, subcontractors and site visitors—are trained in required safe work procedures and understand what safety occurrences require reporting.

To report a safety occurrence in a timely manner, you must have the following contact information readily available.

Urgent Situations

Incidents/accidents where TransLink or one of its operating companies must act immediately to protect lives or prevent the situation from worsening. The person in charge of the work site or the person discovering the event must immediately phone the number appropriate to your work site:

Expo/Millennium Line Control Room: 604.520.5555

Canada Line Control Room: 604.247.5703

West Coast Express: 604.669.8416

**Coast Mountain Bus Company Transit Communications (TCOMM):
778.593.5588**

Please note that these numbers are staffed 24/7 and should only be used to request emergency response from Train Control or CMBC Duty Managers.

Upon request, copies of documentation relating to the incident (e.g. WorkSafeBC report, accident investigation findings, root cause analysis, camera footage, recurrence prevention strategy, additional training, safety meeting minutes, etc.) will be shared with TransLink following the incident.

Part E: Communications

Effective open communication between the project owner, the general contractor and its sub-trades, local authorities and TransLink will be critical to ensure safe, reliable transit service. At the project kick-off meeting, the following contacts should be established and distributed to all parties:

- Contractor
- Project Owner
- TransLink Project Manager
- TransLink Safety Manager

During construction, all issues related to construction activities should be communicated through these individuals and information disseminated by them as required.

Prior to construction, and as updates are made, the project owner will provide a current project schedule of all activities of concern to TransLink, both below grade and above the guideway. TransLink will review activities and related safety procedures with the general contractor and the sub-trades to ensure all work is carried out safely.

Conclusion

This guide does not provide an exhaustive list of the construction and safety procedures and processes that must be implemented on a construction project site. The project owner must consider other additional safety measures and procedures specific to the project site and require its contractor to implement them effectively. TransLink is committed to working collaboratively with the project owner and contractor to continuously review and improve safety throughout the course of the project.

Appendix A: Toolbox Talk – Debris Control Sample Notice

Construction debris has been found on the TransLink guideway, in the station platform, and in the bus loop. This debris has affected sensors on the guideway and resulted in service interruptions to the public. Debris falling onto the public or onto the transit facility has the potential to cause more serious incidents.

The construction debris causing the issues is unassuming and innocent and would not normally be considered very hazardous.

Examples of such construction debris:

- warning (danger & caution) tape
- plastic shims
- coffee cups and food wrappers
- banding and strapping
- plastic wrappings

Contractor work processes must align with the principles of “Clean as You Go”.

Simply put, **Clean as You Go** requires contractors to identify where debris is created in their work processes and implement strategies to reduce and dispose of debris promptly. It will no longer be an acceptable practice to conduct end of shift clean ups.

Contractors are required to abide by the following additional practices on the residential towers:

- no food or drink is permitted on any of the open floors
- hard hat and tool lanyards must be used
- tasks that may damage the installed vertical netting must be coordinated through project supervision
- incidents of dropped material must be immediately reported to the Superintendent
- contractors will be required to investigate and document all near-misses involving debris
- warning tape is easily wind borne and has resulted in several incidents and consequently, will be banned from use on the project site

We have a responsibility to protect the public and SkyTrain infrastructure from injury or damage. Your commitment will make this possible.

If you have any questions, contact your supervisor.

Project: _____

Address _____

Employer: _____

Supervisor: _____

Date: _____ Time: _____ Shift: _____

Number in Crew: _____ Number Attending: _____

Other safety concerns or suggestions:

Record of those attending:

Name: (please print)	Signature:	Company:
1.		
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Manager's remarks

Manager: _____

Supervisor: _____

Appendix B: Limits of Approach

Click the icon to open the 2025-09 SkyTrain Limits of Approach Document



2025-09- SkyTrain
Limits of Approach
Document

Click the icon to open the 2025-06-12 Trolley Overhead Limits of Approach Document



2025-06-12 TOH
Limits of Approach
Document