

To: All HQ Directors: Operations, Planning & Major Projects
All Regional Directors
All District Highway Managers
Manager, Provincial Sign Shop
Work Safe BC
BC Construction Safety Alliance

Subject: **Use of Fluorescent Pink signs for Incident Management**

Purpose:

This technical circular amends the Traffic Control Manual for Work on Roadways to allow the option of using fluorescent pink background temporary warning signs for emergency short-term traffic control. The fluorescent orange background will continue to be the primary choice of colour used by the British Columbia Ministry of Transportation and Infrastructure (BC MoTI)

Background:

The Transportation Association of Canada in the Manual of Uniform Traffic Control Devices for Canada has reserved the colour fluorescent pink for diamond shaped signs used for incident management.

The US Manual of Uniform Traffic Control Devices also uses the fluorescent pink colour for incident management. A number of jurisdictions allow the fluorescent pink signs as an optional alternative to the black on orange signs used for temporary conditions which are customarily associated with construction and maintenance work zones.

Emergency responders are often the first at the scene of an incident. Emergency responders may use portable roll-up or rigid substrate "Incident Management" signs to add to their site safety.

Policy and Application:

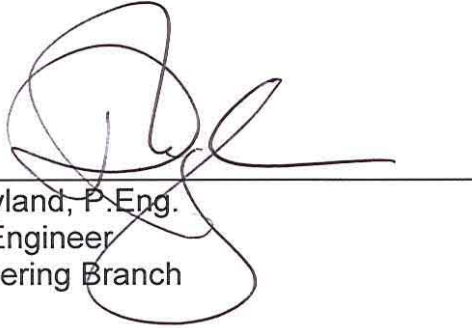
Fluorescent pink may be used as the background colour of signs identifying an incident scene.

BC MoTI will continue to use signs with fluorescent orange background.

The minimum roll-up sign size is 75 cm X 75 cm (30 inch X 30 inch) as stated in the Traffic Control Manual for Work on Roadways. For higher speed and volume roadways larger signs should be used.- 90 cm X 90 cm (3 ft X 3 ft) for arterials/expressways, and 1.2 m X 1.2 m (4 ft X 4 ft) on freeways)

Contact:

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A handwritten signature in black ink, appearing to read 'Dirk Nyland', is written over a horizontal line. The signature is stylized and somewhat abstract, with several loops and a long horizontal stroke extending to the right.

Dirk Nyland, P.Eng.
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cc: Ed Miska, Chief Traffic, Electrical, Highway Safety Geometric & Standards Engineer
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