



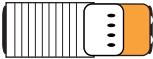





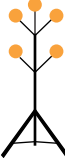


# APPENDICES

## TRAFFIC CONTROL FOR SPECIALIZED MINISTRY WORKS ON HIGH SPEED RURAL HIGHWAYS

### Notice

Traffic control as called for in these Appendices is generally required for high speed rural highways only. It is not intended as a requirement for low speed urban streets.

| <b>LEGEND</b>   |                                  |
|---|----------------------------------|
|    | TUBULAR MARKER – TYPE D          |
|    | CONE – TYPE A, B or C            |
|    | SIGN                             |
|   | TRAFFIC CONTROL PERSON (TCP)     |
|  | SHADOW, BUFFER or WORK VEHICLE   |
|  | (360°) FLASHING YELLOW LIGHT     |
|  | WORK AREA                        |
|  | PORTABLE LANE CONTROL SIGNAL     |
|  | BARRICADES and FENCING           |
|  | FLASHING ARROW BOARD (FAB)       |
|  | HIGH LEVEL WARNING DEVICE (HLWD) |

**TABLE A**

**Positioning of devices on conventional roadways for various speed limits.  
(For positioning of devices on rural freeways, see Table B in Chapter 5.)**

| *<br>Regulatory<br>speed limit  | 50<br>km/h   | 60<br>km/h   | 70<br>km/h   | 80<br>km/h   | 90-100<br>km/h |
|---|--------------|--------------|--------------|--------------|----------------|
| 1a<br>Taper length<br>for lane closure  | 35<br>(1:10) | 55<br>(1:15) | 75<br>(1:20) | 90<br>(1:25) | 110<br>(1:30)  |
| 1b<br>Taper length<br>for shoulder work<br>or where TCPs used<br>(min. 3 cones) | 5            | 8            | 10           | 12           | 15             |
| 2<br>Maximum distance<br>between cones<br>or tubular markers<br>for 1a          | 10           | 10           | 10           | 10           | 10             |
| 3<br>Minimum tangent<br>distance between<br>tapers                              | 30           | 60           | 90           | 120          | 150            |
| 4<br>Distance between<br>construction signs                                     | 40           | 60           | 80           | 100          | 150            |

Dimensions shown are in metres and are minimums except for 2\*.

Cones and tubular markers are generally used in daylight but if used at night must be reflectorized. Barricades, flexible drums or temporary delineator posts are generally used during hours of darkness and must be reflectorized.

Dimensions 1b\* apply to downstream tapers, shoulder tapers, and to two-way traffic tapers on travelled lanes where traffic is controlled by TCPs, portable lane control signals or temporary traffic signals.

Dimensions 4\* represent the minimum advance placement distances for initial signs as well as distances between subsequent signs in multi-sign series.

# APPENDIX A

## ROAD CLOSURES FOR SNOW AVALANCHE CONTROL

Where snow avalanche conditions warrant, a highway may be closed at locations with gates, at designated locations without gates, or at other locations approved by the Avalanche Technician. Closure locations should be on relatively level grade, be free of avalanche hazard and have turning room for large vehicles.

Traffic control for snow avalanche closures is as illustrated in one of the following:

Figure A1 Gates and no TCPs

Figure A2 Gates and TCPs

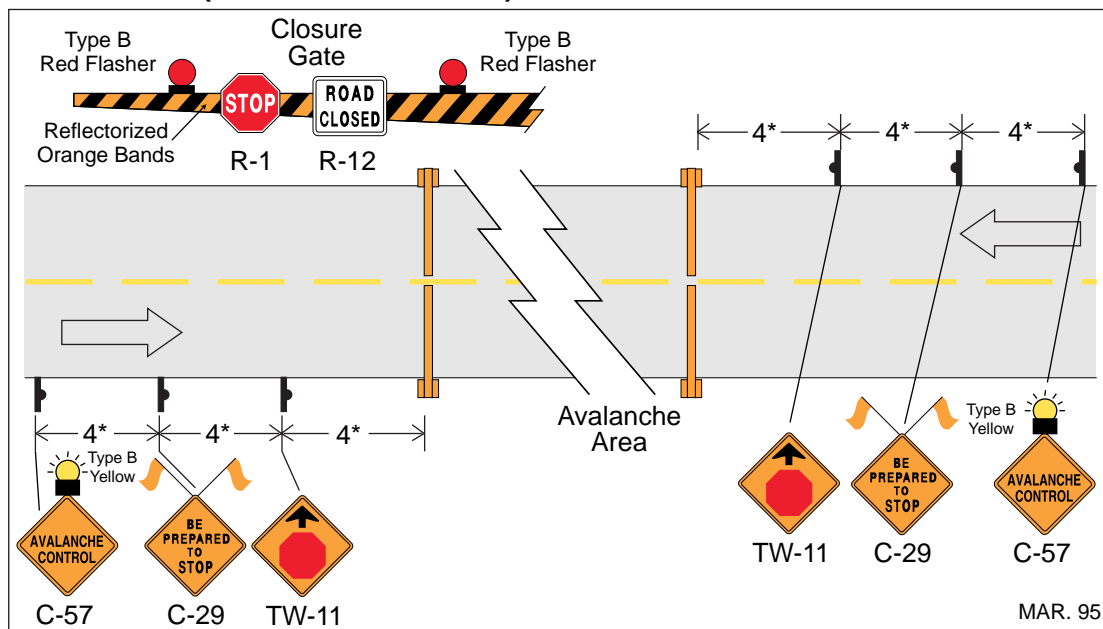
Figure A3 Barricades and TCPs

When not required, signs, including those on gates, must be removed, folded or covered, and flags removed.

Bases for gates shall be marked with W-54 black and yellow HAZARD markers.

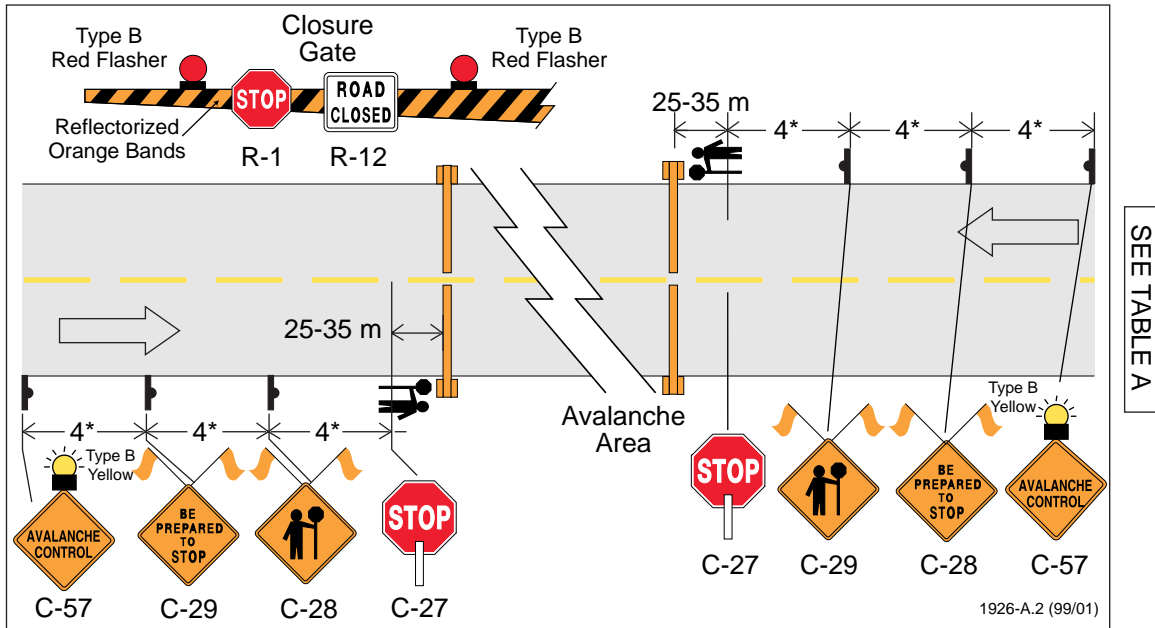
On multilane divided roadways the indicated signing should be repeated in the median if space permits. A sign mounted in the median should be approximately 60 m upstream from the same sign on the shoulder.

**Figure A.1 – Road Closure for Snow Avalanche Control (Gates and no TCPs)**



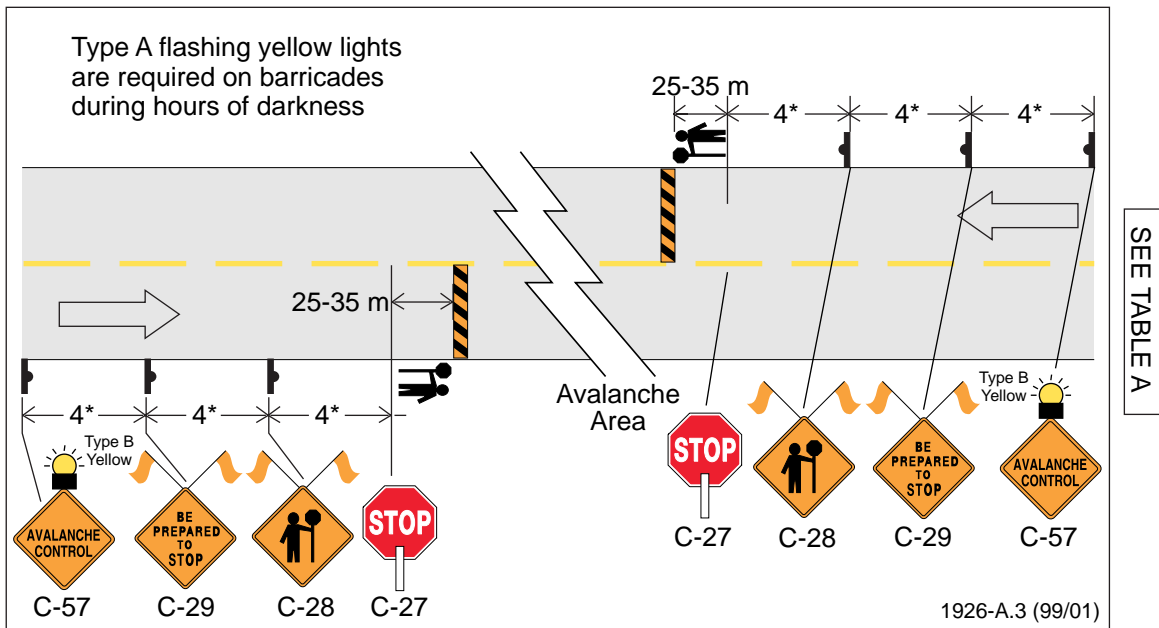
- If avalanche barrier gates are not manned during the closure, they should be locked as authorized by the Ministry Snow Avalanche Technician.
- Type B flashing yellow lights may be replaced with flags.

**Figure A.2 – Road Closure for Snow Avalanche Control (Gates and TCPs)**



- Type B flashing yellow lights may be replaced with flags.

**Figure A.3 – Road Closure for Snow Avalanche Control (Barricades and TCPs)**



- Roads may be closed for snow avalanche control (with barricades and TCPs) at ungated locations approved by the Avalanche Technician.
- Type B flashing yellow lights may be replaced with flags.