

Technical Circular T8/94

July 15, 1994

TO: All Regional Directors
All Branch Directors
All District Highways Managers

Subject: Discontinuing Use of Orange Plastic Sand-filled
Bags for Delineating/Channelizing Traffic in Work Zones.

Background:

Orange plastic bags, partially filled with sand, are sometimes used in work zones to temporarily channelize or delineate traffic. Although relatively inexpensive, the plastic bags tend to be less effective than traffic cones, barricades and temporary highway delineators.

In 1988, use of the orange bags should have been limited to daytime work by Circular Letter G15/88. That Circular enacted a requirement that all temporary channelization and delineation devices used at night, including traffic cones, had to be reflectorized. Unfortunately, in too many cases, use has not been confined to daytime operations, resulting in inadequately marked work zones and higher motor vehicle accident potential during darkness and poor weather conditions.

Purpose:

Although they are economical, there are disadvantages to using the bags. They tend to flatten or break if run over; they are not reflectorized and cannot be cleaned easily. For delineation and channelization purposes, a decision has therefore been made to discontinue their use.

Procedure:

As of September 30, 1994, sand-filled orange plastic bags are no longer to be used on Ministry roads for channelizing or delineating traffic either during the day or at night. The bags may still be used to stabilize other channelizing devices but they should not be used alone.

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July 4, 1994
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**Re: Technical Circular - Discontinuing Use of Orange Plastic
Sand-filled Bags for Delineating/Channelizing Traffic in Work Areas.**

In December, 1993, we prepared a draft circular letter to cover this subject. Before issuing, you asked us to seek the opinions of the Regional Directors on the advisability of doing away with the orange bags as delineation devices on Ministry works. Following are the results:

- Region 1 - Director agrees with proposal.
- Region 2. - Director agrees.
- Region 3. - Director agrees.
- Mgr., Prof. Services (Eastman) feels proposal is an overreaction.
- Region 4. - Director agrees.
- Region 5. - Director agrees.
- Region 6. - Reg. Mgr., Des. & Con. agrees.
- Reg. Safety Officer (Cox) for Director. Pros. and cons.

Although not unanimous, there seems to be sufficient agreement to warrant proceeding. We have therefore re-drafted the Technical Circular, for your signature, showing a suggested implementation date of September 30, 1994.

David M. Arnott,
Senior Traffic Engineer

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Enclosure

c.c. Merv F. Clark, Director, Highway Engineering