



Traffic Control Device: **Work Zone**

Date of Revision: **March 15, 2002**

Division:

Subject: **Mobile Operations**

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Purpose

Mobile operations present a special set of traffic control problems.

Protection of the travelling public, and the safety of workers is paramount. However, these must be weighed against the cost and time involved with the installation and removal of the necessary traffic control devices.

The speed of the operation and the duration at any one work location makes the signing of the work site using standard techniques difficult and hard to justify from a cost perspective. However, safety of the motorist and workers requires that some form of advance warning be provided and maintained.

Definition

Mobile Operations - Include any operation where the maximum duration of any activity on or near the road surface is less than 5 minutes for any 30 m length of work zone. Mobile operations include maintenance activities which are of very short duration, including "Pitch and Run", "Sign Washing", and any other activity where workers are exposed to traffic for short periods of time.

Policy

Whenever a construction and maintenance activity can be identified as a mobile operation, a minimum level of traffic control must be established and maintained for the duration of the work. This policy/standard is limited to "daylight hours" only.

Whenever mobile operations must occur during hours of darkness, a Traffic Management Plan (TMP) must be approved by the Director of Traffic Engineering or designate.

RECOMMENDED: _____
Director, Traffic Engineering

APPROVED: _____
Executive Director
Highway Engineering

Standard

Traffic control must consist of one of the following drawings: TMP5, TMP9, TMP10

- X A buffer vehicle located a distance from the work zone (distance determined by travelling speeds). The buffer vehicle must be equipped with warning lights and rear facing sign, **or on four-lane roads only**, a sequential flasher indicating required motorist action. In situations with limited sight distance the buffer vehicle should remain at the most visible location available. In extreme cases, such as restricted visibility conditions, or during high traffic flows, the work should be rescheduled. Where this is not possible, a TMP approved by the Director of Traffic Engineering or designate must be implemented and maintained.

- X A ROAD WORKS sign (WD-A41) which must be located within sight of the work zone, is required when traffic flow levels during the periods of work are greater than **60 vehicles per hour**.