



Traffic Control Device: **Work Zone**

Division:

Subject: **Sealcoat Operations**

Page **1**

## Purpose

Sealcoat 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 installing and removing the necessary traffic control devices.

Sealcoat projects are unique in that vehicles are at a greater risk of damage by stones from passing vehicles than would normally be expected on a surfaced roadway. Drivers must be given additional information to ensure they are aware of the potential hazards.

## Policy

This standard covers the sealcoat operation only.

Prior to commencing a sealcoat operation over a paved surface, the start and end of all passing restrictions must be signed using the "No Passing" (RB-32) sign and the "Passing Allowing" (RB-31) sign.

Windshield Hazard signs (MW-94S) should be installed at the beginning of all sealcoat projects over 3 km in length. Windshield Hazard signs are not required where the sealcoat work is being done as part of a large construction project where project boards and gates are in place.

Traffic control should consist of at least the following (see drawing TMP-29):

- X Symbolic "Flying Stones" sign (MW-94S), "No Passing" sign (RB-31) and regulatory "Maximum 40 When Meeting Traffic" sign (MR-98) repeated at minimum 3 km intervals throughout the length of the project. These signs should be maintained as necessary during and immediately after the sealcoating operation until the "flying stones" hazard has been minimized.
- X Flagperson stationed at each end of the active work area where sealcoating is in progress.
- X Optional Pilot Vehicle and additional flagpeople, as required, based on traffic volume and road geometry.

RECOMMENDED: \_\_\_\_\_  
Director, Traffic Engineering

APPROVED: \_\_\_\_\_  
Executive Director, Highway Engineering