## Purpose

Fast moving operations present a special set of traffic control problems.

Protection of the travelling public, and the safety of workers is paramount. Every reasonable effort must be taken to enhance the visibility of slow-moving equipment where its unexpected presence and slow speed may otherwise demand drastic avoidance maneuvers by highway traffic.

### Definition

**Fast Moving Operations** will generally be considered to include any operation which travels continuously or stops on the travelled surface of the road for a period not exceeding 10 minutes in daylight hours only.

## Policy

This standard covers the self-propelled profilograph unit only. Due to the continuous mobile nature of this operation, static advance signing is not feasible. Vehicle and equipment mounted signs and lights must provide adequate warning.

This policy applies to all Provincial Trunk Highways and Provincial Roads.

## Standard

X The profilograph operation effectively closes the lane being evaluated/measured. Traffic must find its way around the operation on two-lane two-way (2L2W) highways by choosing appropriate available gaps in the oncoming traffic stream.

X For traffic safety reasons the profilograph unit must restrict its operation to daylight hours only. Late season operation must be evaluated to determine that low sunlight angles do not obscure equipment visibility.

RECOMMENDED: _____
Director, Traffic Engineering

APPROVED: _____
Executive Director
Highway Engineering

Traffic control shall consist of at least the following (see drawing S-TMP-3):

X A trailing vehicle comprising a suitable vehicle towing the profilograph trailer, following approximately 15 m behind the self propelled profilograph unit and equipped with the following:

- X a special black on fluorescent reflective orange rearward facing hinged sign “Yield To Approaching Traffic”
- X highly visible black/fluorescent orange diagonal cross-hatched markings on the back of the trailer unit
- X extremely bright flashing yellow strobe lights (Whelen model 97 or equivalent) facing front and rear, mounted as high as possible on the trailing vehicle trailer
- X a rear-facing sequential flashing "arrow board" - the arrow board should flash in the non-directional "diamond" or four-corner mode during operation on 2L2W roadways, and indicate the direction for following traffic to pass (left or right as applicable) only on multi-lane roadways
- X fluorescent orange flags (in specially constructed flagholders) at the rear of the trailing vehicle trailer unit
- X headlights and forward facing strobe lights on the profilograph tractor unit (similar to those on the trailing vehicle trailer)
- X fluorescent orange pennant mounted at the front and rear of the profilograph beam

X Where traffic volumes, highway geometry, or other conditions dictate, (and the operation cannot reasonably be rescheduled), an additional **trailing vehicle** may be necessary. This vehicle operating **on the shoulder** should be equipped with flashing or rotating amber warning lights, a special black-on-fluorescent orange sign SLOW MOVING EQUIPMENT AHEAD (see sketch), and should follow the first trailing vehicle at a distance of approximately 300 m.

X As with other fast moving operations, profilograph operators must continually evaluate traffic conditions and be prepared to discontinue operations to allow following traffic queues to pass, or to abandon operations until conditions improve.