



Effective Date: **January 31, 2002**

Traffic Control Device: **Work Zone**

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

Division:

Subject: **Traffic Control For Planned Traffic Signal Repairs**

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Purpose

Traffic control during signal construction and repair is necessary to ensure the safety of all motorists, pedestrians and workers.

Policy

This policy applies to all intersections where traffic signals will be temporarily inoperative.

Standard

The following standards are applicable to planned traffic signal construction and repairs:

1. For all planned work where traffic signals will be temporarily inoperative (i.e. cutovers, controller replacement, etc.), the WD-A41 (men working sign) and MW-121 (signals under repair ahead sign) should be placed on all approaches (refer to S-TMP-9 and S-TMP-10).
2. Additional traffic control for planned traffic signal repairs should be as follows:
 - For lower speed (<70 km/h) – Lower Volume intersections (i.e. Gimli, Dauphin, The Pas) (refer to S-TMP-9): Traffic should normally be controlled with 4-way stop signs with advance stop ahead signs. The signal crew should be mindful and watchful of traffic and pedestrians, and if necessary, aid pedestrians who wish to cross the roadway.
 - Low Speed-High Volume on Main Road, Low Volume on cross road intersections (i.e. PTH 9 at Riverglenn, 1st/Rosser (Brandon), etc.) (refer to S-TMP-10): Traffic would normally be controlled with 2-way stop signs, flagman ahead signs and Department flagpeople.
 - Low Speed-High Volume on all approaches (i.e. Richmond/18th Street, 18th Street/Park, etc.) (refer to S-TMP-10): Traffic would normally be controlled with 2-way stop signs, flagman ahead signs and Police (City or RCMP).

RECOMMENDED: _____
Director, Traffic Engineering

APPROVED: _____
Executive Director
Highway Engineering

- High Speed-High Volume (i.e. 100/St. Mary's, 1/16, etc.) (refer to S-TMP-10): Traffic would normally be controlled with 2-way stop signs, flagman ahead signs and Police (City or RCMP).
- High Speed-Lower Volume (i.e. 1/Blumberg, 1/Odeon, etc.): To be reviewed and approved by the Traffic Operations Engineer on a site-by-site basis.