



Traffic Control Device: **Work Zone**

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

Division:

Subject: **Four Lane Divided Highway
Conversion to Two-Lane Two-Way (2L2W) Operation**

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Purpose

Occasionally it is necessary to operate a four-lane divided highway as a two-lane two-way (2L2W) highway to accommodate construction or maintenance activities, or emergencies. However, these operations can be exceptionally dangerous, particularly over longer stretches of road where there is considerable risk of head-on collisions.

Policy

Before implementing any 2L2W operation the use of any adjacent service roads should be considered as an alternate route.

Because of the risks associated with 2L2W operation, the opposing traffic flows must be physically separated. The most desirable method of providing this separation is by the use of the portable concrete median barrier (CMB) or water filled plastic median barrier, supplemented by reflective delineators.

However, for projects of considerable length, short term projects, or where sufficient clear roadway width is not available (bridge decks, etc.), it may not be practical to utilize CMB's. Under these conditions other devices as noted may be used.

Standard

To prohibit passing on the 2L2W section, either flexible, highly visible fluorescent orange reflectorized marker posts at 10 m spacing, or portable concrete or plastic water-filled median barriers should be used to separate opposing traffic flows. These devices should be supplemented by barrier delineators or by a pair of yellow temporary overlay markers (TOM) at 10 m intervals when the orange marker posts are used. When CMB's are used, care must be taken to orient the end units such that the unprotected ends are not exposed to oncoming traffic.

RECOMMENDED: _____
Director, Traffic Engineering

APPROVED: _____
Executive Director
Highway Engineering

Under normal conditions it will be necessary to reduce the prevailing speed limit on the 2L2W section. Refer to Policy/Standard 900-C-6. In addition, speed reductions (advisory or regulatory) may be necessary through the crossover areas. (For an example see drawing TMP-25)

At least one set of DO NOT PASS (RB-31) and TWO WAY TRAFFIC (RB-24) signs should be installed. They should be repeated at a minimum interval of 1 km, in each direction when applicable, and following Provincial Trunk Highway or Provincial Road intersections.

A minimum clear lane width of 3.7 m including shoulders should normally be maintained at all times. Reduced widths may be approved by the Director of Traffic Engineering. However, special signing, and notification of the Road Information/Permits section will also be required for reduced widths.

The 2L2W section should be restriped with pavement markings of the appropriate colour and configuration. For this purpose either semi-permanent materials or paint may be used.

During winter months when 2L2W operations are in effect and markings are obliterated or obscured, every effort must be made to maintain the flexible orange marker posts.

All conversions to two-lane two-way operations require approval by Traffic Engineering Branch.