



Effective Date: **February 25, 1998**

Traffic Control Device: **Work Zone**
Division: **Temporary Warning**
Subject: **Truck Entrance**

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

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Purpose

Under some conditions it may be necessary or desirable to indicate the location where trucks are entering or crossing the main highway in order to minimize potential conflicts between high speed through traffic and slow moving trucks.

Policy

Orange symbolic TRUCK ENTRANCE signs (WD-A48) should be installed when **any one** of the following warranting conditions is met:

- X An entering truck stopped at the entering roadway stop sign is not visible to approaching traffic on the main highway from **at least the stopping sight distance**. See Table 1.
- X Chronic blowing dust or blowing snow on the main highway or haul road restricts the visibility of trucks to approaching traffic on the main highway. **(Dust conditions should be treated where feasible with calcium chloride, water, etc. to alleviate this condition, and the continuance of truck haul operations closely monitored during dusty or snowy conditions to ensure that traffic safety is not compromised.)**
- X Trucks are entering a **haul road reserved lane**, typically as part of a four-lane divided highway, which is coned or delineated to separate it from the through traffic lane. Signs are not necessary if trucks do not cross or otherwise conflict with through traffic.
- X A recorded incidence of entering truck/through traffic conflicts or collisions. Signs in this instance may be installed only with the approval of the Director of Traffic Engineering.

Note: Where feasible haul road approaches should be located/relocated with consideration to providing maximum approach visibility for highway traffic.

To limit the proliferation of unnecessary signs and to preserve the impact of necessary signs, **TRUCK ENTRANCE signs should only be installed where and when strictly warranted.**

RECOMMENDED: _____
Director, Traffic Engineering

APPROVED: _____
Executive Director
Highway Engineering

Standard

Signs should normally be located 150 m in advance of the crossing. Where necessary, due to extreme sight restrictions or approach geometry, **a second sign** up to 1 km in advance may be installed, and must include an appropriate orange distance tab xx m (WB-4T).

Signs must be removed or covered when the truck haul/truck entrance is not active, even if the truck entrance is in use for only part of the day. e.g. remove or cover signs at night if truck haul is daytime only.

Entering or crossing truck traffic must always be controlled by stop signs (or yield signs where a properly developed acceleration lane is in place for right-turning trucks).

When high traffic speeds and traffic volumes on the highway create problems or where it is not feasible for haul trucks to stop when approaching the main highway, due to steep approach gradient or extremely wet, soft grade, **traffic on the main highway must be controlled by flagmen and FLAGMAN AHEAD signs (WD-A45), NOT TRUCK ENTRANCE signs.**

For truck hauls as part of a construction project, whether or not TRUCK ENTRANCE signs are warranted, Project Supervisors should point out to contractors that **truck drivers and other vehicle and equipment operators must obey all rules of the road, entering or crossing the main highway after stopping and only when this can be done safely and with minimum impact to the general highway user.**

Where TRUCK ENTRANCE signs are warranted, the appropriate right facing or left facing version of the sign should be installed to indicate to traffic on the main route the direction of approach of the entering trucks.

TABLE 1 - Minimum Stopping Sight Distance (SSD), Level Road ¹

Operating Speed ² (km/h)	SSD ³ (m)
60	85
70	100
80	140
90	170
100	200
110	220

¹. contact Traffic Engineering Branch for approach downgrade SSD

². where 85th percentile speed is unknown use posted speed limit plus 10 km/h

³. from the (RTAC) (TAC) *Geometric Design Guide for Canadian Roads*, 1999