



# **Temporary Traffic Control Manual**

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# TEMPORARY TRAFFIC CONTROL MANUAL

## PART I

### INTRODUCTION

## **1.0 INTRODUCTION**

### **1.1 PURPOSE**

Traffic control is required when traffic must be moved through or around street construction, maintenance operations or utility work on or adjacent to a roadway. This manual is intended to provide guidelines for the protection of road users and workers during temporary periods of street maintenance and construction, including utility and other operations. This manual sets forth basic principles and provides standards for design, applications, installation, and maintenance of the various types of traffic control through work zones.

### **1.2 SCOPE**

This manual is intended as a practical working reference to be used by municipal employees. Uniform standards and procedures are set out in this manual and shall be adhered to when working on or adjacent to roadways under jurisdiction of The Township of Ear Falls.

This manual shall be used in conjunction with the Ontario Occupational Health and Safety Act and Regulations, the Provincial Highways Traffic Act, and Associated Regulations including applicable bylaws and related contract documents.

### **1.3 DISCLAIMER**

Since it is not practical to prescribe detailed application standards for all situations that may arise, it is emphasized that only minimum desirable standards for normal situations are presented in this manual. No one standard sequence of signs or control devices may be applied for all locations or conditions, due to the variety of conditions possible. When unusual or hazardous conditions prevail, traffic control procedures must be established by appropriate modification of existing examples and/or application of the general control principles set out in this manual. Where there may be a conflict between this manual and the regulations set forth in supplementary Provincial/Municipal Regulations and/or Acts, the most stringent requirements shall apply.

# TEMPORARY TRAFFIC CONTROL MANUAL

## PART II

### TRAFFIC CONTROL PRINCIPLES

## **2.0 TRAFFIC CONTROL PRINCIPLES**

### **2.1 DURATION OF WORK**

Urban traffic is typically characterized by relatively low speeds, wide ranges of traffic volume, narrower traffic lanes, frequent intersections and turning movements, significant pedestrian and cyclist traffic, and more roadside obstacles.

Work duration is a major factor in determining the methods along with the number and types of devices to be used in temporary work zones. There are three categories of work duration used in this manual. They are as follows:

- Mobile
- Very Short Duration
- Long Duration

#### **2.1.1 Mobile**

Mobile operations involve work that is done while moving continuously, usually at slow speeds, or intermittently, with periodic stops which do not exceed 30 minutes in duration. The advance warning area moves with the activity area. For some continuously moving operations, such as street sweeping, where volume is light and visibility is good, flashers and safety beacons may be sufficient.

*Examples of mobile operations include street sweeping and pavement marking.*

#### **2.2.2 Very Short Duration**

Very short duration of work occupies a fixed location for 30 minutes and less than 24 hours. The work site may be moved along the road and make frequent, short stops. The time required to set up and remove normal traffic control devices in these situations often exceeds the time required to perform the work itself. Consequently, the use of active devices such as flashers and pylons are advocated for very short duration of work. The investment in these active devices ensures adequate traffic control, reduces worker time spent exposed to traffic hazards and yields more efficient, productive work operations.

*Examples of very short duration work include sidewalk repair, asphalt patching, water main repairs, manhole inspections, and road maintenance.*

### **2.2.3 Long Duration**

Long duration work is stationary work that requires a separate workspace for longer than 24 hours. At long duration temporary work zones, there is ample time to install and to realize the benefits from the full range of traffic control devices and procedures that are outlined in this manual. Temporary roadways and barriers may be provided.

*Examples of long duration operations include utility replacement, roadway reconstruction, sewer & water upgrades/repairs, and large paving projects.*

## **2.3 NOTIFICATION TIMELINES**

For closures longer than one day, the public shall be notified by public service announcement.

**Whenever possible, two-way traffic set-ups are preferred over detouring traffic to another street. In situations where only one lane is available, it is preferred that it is utilized and only one direction of travel be detoured.**

## **2.4 EMERGENCIES**

Where an emergency situation arises, temporary traffic control and public communication shall not be compromised. Minimum standards must be achieved as soon as possible. It is understood that in emergency situations it may not be possible to meet all the minimum standards mentioned in this manual.

## **2.5 PEDESTRIAN SAFETY**

Where pedestrians and/or cyclists are likely to be present in work zones, significant consideration shall be given to their safety requirements.

Although the contents of this manual deal mostly with the motoring public and worker safety, it must be recognized that providing for the safety of pedestrians is equally important.

# TEMPORARY TRAFFIC CONTROL MANUAL

## PART III

### TRAFFIC CONTROL DEVICES

## **3.0 TRAFFIC CONTROL DEVICES**

### **3.1 PYLONS**

Pylons are used to direct traffic away from, through or around a work area and may also be employed to separate traffic traveling in opposite directions.

The pylons must be fluorescent orange and made of rubber or similar flexible material. In the case the pylons are struck by errant vehicles, they themselves must be less hazardous than the hazards they mark.

### **3.2 BARRICADES**

Barricades are highly visible, relatively frangible warning devices, which are used to mark areas into which most public traffic is not intended to proceed. They may be used to close streets at, or in advance of, the activity area.

When barricades are used to close a street, they should be placed so there is no gap large enough for a vehicle to pass through, except when it is necessary to provide access for local traffic or emergency vehicles. Barricades act as a physical barrier between the road user and the activity area or the obstruction. They shall be placed at 90° to the direction of travel to present the largest possible target area to the motorist.

### **3.3 BUFFER VEHICLE**

Buffer vehicles are used when necessary to protect workers from errant vehicles in a closed off activity work area. A buffer vehicle may be parked in the work area and upstream of the workers.

Buffer vehicles shall be equipped with safety beacon and 4-flashers.