DESIGN BULLETIN #6/2002

Typical Traffic Controls for Highway Transitions Two-Lane Undivided – Four-Lane Divided.

Summary: This technical bulletin is issued to notify designers of revisions to the standard signing diagrams for the above and to provide a guideline on the usage of beacons at transitions.

The department desires to provide a high degree of consistency in the use of traffic control devices on the highway system. This is especially important on long continuous highways where road users are likely to encounter the same types of transitions several times. Highway 43 from the Yellowhead Highway to the British Columbia border is an example of an on-going twinning program where traffic may be transitioned from two lane to four lane and vice-versa several times along it's length.

To maintain consistency designers are to use the following new standard for all transitions other than "temporary" work zone transitions.

Drawing # TEB 1.49 - Typical Signing for Divided Highway Transitions

The drawing includes two geometrically different scenarios for a divided highway transition: Case A and Case B. It replaces former TEB 1.49 and TEB 1.50 drawings. The TEB 1.50 number has been reserved for future signing plans.

Designers should note the following:

1. New traffic control standards are introduced to mark divided highway transitions and they include:
   - Standardization of pavement markings for merge area to reflect TAC's new standard for lane end markings;
   - Opposite traffic control signing package "Do Not Enter" and "Wrong Way" is introduced at the diverge point for each transition scenario.
   - For a divided highway transition called Case A traffic flow is improved with a set of Chevron signs installed within the painted gore area. The "Keep Right" assembly is installed in the painted gore area in the front of the chevron signs set.
   - The Keep Right Assembly is improved with the use of oversize signs: "Two-Way Traffic Ahead" sign (75 x 75) and a "Keep Right" sign (150 x 120);
2. "Temporary" transitions are generally defined as transitions that will be in use for one construction season only and will be contained inside a construction zone with appropriate posted speed.
3. Traffic control at "temporary" transitions shall be undertaken as per the "Traffic Accommodation in Work Zones" manual (revised in May 2001).

4. A flashing light (visible from both directions of travel) is required at the gore area of all non-temporary undivided highway to divided highway transitions. On non-temporary transitions from divided highway to undivided highway the WA-109 standard sign is required. This includes two alternating flashing beacons. The technical details of the flashing lights are specified in the current edition of the Uniform Traffic Control Devices for Canada manual.

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Attachments: Drawings TEB 1.49.
http://www.transportation.alberta.ca/Content/docType233/Production/teb1m049.pdf