This interim standard concerns the requirements of snow blowing operations, with or without snow removal, which will replace the requirements provided for in the version of Volume V – Traffic Control Devices of June 2019.

The aim of publishing this interim standard is to standardize practices for road safety purposes and immediately inform stakeholders of these new requirements before their introduction in Volume V – Traffic Control Devices.

Please note that, as of December 2019, this interim standard will become regulatory, and its application, mandatory for all.
The sign must only be installed on road construction sites recognized and designated by the road network manager. The list of designated road construction sites is available on the Ministère’s website.

In the case of a roadwork zone with a mobile photo radar device, sign T-I-413-1 must be installed in accordance with Figures 4.42–4 and 4.42–5. The Radar Possible tab sign (T-I-413-1-P-1), which indicates that the surveillance operations are intermittent, must be installed below the Traffic Surveillance sign.

In the case of a roadwork zone with a stationary photo radar device, sign T-I-413-1 must be installed in accordance with Figures 4.42–6, 4.42–7 and 4.42–8.

4.42.8 Snow Blowing Operations With or Without Snow Removal

When snow blowing operations, with or without snow removal, are carried out on freeways or highways where the speed limit is over 70 km/h, signage for these operations must comply with Standardized Drawings TM 033, TM 034, TM 037, TM 038, TM 042 and TM 043.

4.43 Signing During Suspension of Work

If work is suspended and the obstruction to the highway or detour is maintained, the roadwork signs must remain in place regardless of the duration of the suspension.

4.44 Sign Covers

Signs installed adjacent to or above a traffic lane and which are not being used for part or all of the roadwork period must be covered with fully opaque material both day and night, while conserving a retroreflective portion of the sign, in accordance with Figure 4.44–1.

The entire surface of the sign must be covered in conformity with the requirements indicated in Figure 4.44–1. The cover must not conceal only certain messages that appear on the sign. The cover must have the same shape as the sign that it conceals. The cover must not bear any unnecessary inscription or image that could cause confusion for users. Turning a sign mounted on a mobile support is not considered covering the sign.

In all cases, covered signs must not obstruct a shoulder, sidewalk or bicycle path, and thus not interfere with traffic.

4.44.1 Covers for Oversized Guide and Information Signs

On oversized guide and information signs that are used to indicate a detour or alternate route, the messages affected by the changes must be completely covered by a totally opaque orange-coloured material that may or may not bear any new messages in effect.

When one or more of the destinations accessible from a freeway exit are no longer accessible, but the exit remains open to traffic, the messages on the guide and information signs affected by the changes must be completely covered by a totally opaque material of the same colour as the corresponding guide and information sign.
Figure 4.42–1
Signing for a temporary pedestrian crosswalk – Undivided road

Notes:
– The dimensions of the pedestrian crosswalk stripes are indicated in Appendix A to Chapter 6, “Pavement Markings”, of this volume.
– All distances are in metres.
Creation of a snow windrow

<table>
<thead>
<tr>
<th>V (km/h)</th>
<th>A (m)</th>
<th>B (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>80</td>
<td>35</td>
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</tbody>
</table>

V: Speed posted on P-70 sign (white background)
A: Buffer lengths for TMAs (1)
B: Distance between the protective vehicle and the accompanying work vehicle

1. The recommended buffer lengths may be adjusted as required according to local conditions, notably if the actual driving speed is different from the posted speed, if there is congestion, or if the operator observes obvious attempts to cut in front of the vehicle equipped with the truck-mounted attenuator (TMA). Buffer lengths may also be adjusted in areas where the stopping sight distance described in Table 4.3–1 cannot be complied with.

Vehicles used
- V1 Snowplow
- V2 Snow blower
- V3 Dump truck
- V4 Protective vehicle with a truck-mounted attenuator
- V5 Accompanying vehicle

1. Dump truck V3 must enter the traffic lane in front of the protective vehicle V4 in order to be positioned near the snow blower V2.
2. V5 is required if there is enough space on the shoulder.

Note:
- If the convoy intersects with an entrance ramp, access must be closed temporarily until the convoy has cleared the entrance ramp.
SIGNAGE FOR CONVOYS DURING SNOW REMOVAL OPERATIONS – HIGHWAY WITH $V > 70$ km/h AND FREEWAY WITHOUT SHOULDER – TWO RIGHT LANES CLOSED

Vehicles used

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>V1</td>
<td>Snowplow</td>
</tr>
<tr>
<td>V2</td>
<td>Snow blower</td>
</tr>
<tr>
<td>V3</td>
<td>Dump truck</td>
</tr>
<tr>
<td>V4</td>
<td>Protective vehicle with a truck-mounted attenuator</td>
</tr>
<tr>
<td>V5</td>
<td>Accompanying vehicle</td>
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</table>

1. Dump truck V3 must enter the traffic lane in front of the protective vehicle V4 in order to be positioned near the snow blower V2.

Road flare without a metal wire

Creation of a snow windrow

<table>
<thead>
<tr>
<th>$V$ (km/h)</th>
<th>$A$ (m)</th>
<th>$L$ (m)</th>
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<tbody>
<tr>
<td>80</td>
<td>35</td>
<td>30 $d$</td>
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<tr>
<td>90</td>
<td>40</td>
<td>30 $d$</td>
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<tr>
<td>100</td>
<td>50</td>
<td>40 $d$</td>
</tr>
</tbody>
</table>

$V$: Speed posted on P-70 sign (white background)

$A$: Buffer lengths for TMAs

$L$: Length of taper

$d$: Width of lane closure (lane $\leq 3.65$ m)

1. The recommended buffer lengths may be adjusted as required according to local conditions, notably if the actual driving speed is different from the posted speed, if there is congestion, or if the operator observes obvious attempts to cut in front of the vehicle equipped with the truck-mounted attenuator (TMA). Buffer lengths may also be adjusted in areas where the stopping sight distance described in Table 4.3–1 cannot be complied with.
These standardized drawings are withdrawn.

TM 035  SIGNAGE FOR CONVOYS DURING SNOW BLOWING AND SNOW REMOVAL OPERATIONS – HIGHWAY AND FREEWAY WITH SHOULDER – SPEED OF 70 km/h AND OVER – RIGHT LANE CLOSED NEAR AN ENTRY RAMP

TM 036  SIGNAGE FOR CONVOYS DURING SNOW BLOWING AND SNOW REMOVAL OPERATIONS – HIGHWAY AND FREEWAY WITHOUT SHOULDER – SPEED OF 70 km/h AND OVER – TWO RIGHT LANES CLOSED NEAR AN ENTRY RAMP
STANDARDIZED DRAWING

SIGNAGE FOR CONVOYS DURING SNOW REMOVAL OPERATIONS – HIGHWAY WITH $V > 70 \text{ km/h}$ AND FREeways WITH SHOULDER – RIGHT LANE AND EXIT RAMP CLOSED

Road flare without a metal wire
Creation of a snow windrow

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V: Speed posted on P-70 sign (white background)
A: Buffer lengths for TMAs
B: Distance between the protective vehicle and the accompanying work vehicle

1. The recommended buffer lengths may be adjusted as required according to local conditions, notably if the actual driving speed is different from the posted speed, if there is congestion, or if the operator observes obvious attempts to cut in front of the vehicle equipped with the truck-mounted attenuator (TMA). Buffer lengths may also be adjusted in areas where the stopping sight distance described in Table 4.3–1 cannot be complied with.

Vehicles used
- V1 Snowplow
- V2 Snow blower
- V3 Dump truck
- V4 Protective vehicle with a truck-mounted attenuator
- V5 Accompanying vehicle

1. Dump truck V3 must enter the traffic lane in front of the protective vehicle V4 in order to be positioned near the snow blower V2.
2. V5 is required if there is enough space on the shoulder.

Note:
- When visibility is limited, distance “B” must be increased.
V: Speed posted on P-70 sign (white background)

A: Buffer lengths for TMAs

1. The recommended buffer lengths may be adjusted as required according to local conditions, notably if the actual driving speed is different from the posted speed, if there is congestion, or if the operator observes obvious attempts to cut in front of the vehicle equipped with the truck-mounted attenuator (TMA). Buffer lengths may also be adjusted in areas where the stopping sight distance described in Table 4.3–1 cannot be complied with.

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Vehicles used

V1 Snowplow
V2 Snow blower
V3 Dump truck
V4 Protective vehicle with a truck-mounted attenuator
V5 Accompanying vehicle
These standardized drawings are transferred to AET-S 001 to AET-S 003.

TM 039  SPORTING EVENT – TWO-LANE UNDIVIDED HIGHWAY – ONE LANE CLOSED
TM 040  SPORTING EVENT – HIGHWAY WITH TWO LANES IN THE SAME DIRECTION – TWO LANES CLOSED
TM 041  SPORTING EVENT – HIGHWAY WITH TWO LANES IN THE SAME DIRECTION – RIGHT LANE CLOSED
Creation of a snow windrow

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V: Speed posted on P-70 sign (white background)
A: Buffer lengths for TMAs\(^{(1)}\)
B: Distance between the protective vehicle and the accompanying work vehicle

1. The recommended buffer lengths may be adjusted as required according to local conditions, notably if the actual driving speed is different from the posted speed, if there is congestion, or if the operator observes obvious attempts to cut in front of the vehicle equipped with the truck-mounted attenuator (TMA). Buffer lengths may also be adjusted in areas where the stopping sight distance described in Table 4.3–1 cannot be complied with.

Vehicles used
- V1 Snowplow
- V2 Protective vehicle with a truck-mounted attenuator
- V3 Accompanying vehicle

Note:
- When visibility is limited, distance “B” must be increased.
STANDARDIZED DRAWING

SIGNAGE FOR CONVOYS DURING SNOW BLOWING OPERATIONS – HIGHWAY WITH \( V > 70 \text{ km/h} \) AND FREEWAY – 2 LANES OR MORE IN THE SAME DIRECTION AND PARTIAL OR COMPLETE LANE CLOSURE

Vehicles used

- **V1** Snowplow
- **V2** Protective vehicle with a truck-mounted attenuator
- **V3** Accompanying vehicle

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- **V**: Speed posted on P-70 sign (white background)
- **A**: Buffer lengths for TMAs\(^{(1)}\)
- **B**: Distance between the protective vehicle and the accompanying work vehicle

1. The recommended buffer lengths may be adjusted as required according to local conditions, notably if the actual driving speed is different from the posted speed, if there is congestion, or if the operator observes obvious attempts to cut in front of the vehicle equipped with the truck-mounted attenuator (TMA). Buffer lengths may also be adjusted in areas where the stopping sight distance described in Table 4.3–1 cannot be complied with.

Note:
- When visibility is limited, distance "B" must be increased.

\(^{(1)}\) \( V3 \) is required if there is enough space on the shoulder.