

Tool Box Talk



TRAFFIC CONTROL

January 2017

On Site Traffic Control Plans

The Prime Contractor should initiate, build and monitor a traffic control plan for the site. All workers who may work around traffic should be trained in its particulars, and it should remain posted on the site.

On Site Traffic Control Tips

When it comes to working around vehicles, traffic and around highly congested areas, there are some keys things to do and watch for:

- ✘ High visibility clothing is required at all times (CSA Z96-15 standard recommended).
 - Vests
 - Coveralls
 - Stripes
 - Hard hats
- ✘ Housekeeping needs to be maintained to avoid slips, trips and falls, as well to maintain safe access and egress.
- ✘ Signage is up and obeyed.
- ✘ Painted lines are touched up as required.
- ✘ Ensure all traffic will move safely through the site.
- ✘ If there is a risk of accident, have traffic control in place—pylons, cones, flags, or a have a flagger directing traffic.
- ✘ If possible, avoid driving in reverse on sites. If unavoidable, have audible reverse alarms.
- ✘ Ensure all vehicles have a walk around inspection done daily to ensure lights, signals and horns work.

Emergency Preparedness: *Keep safe access and egress in mind when having numerous vehicles and equipment moving on and off site. If accesses are blocked or congested, this can make an emergency evacuation difficult. Emergency services may need to enter the site and will need to be able to do so safely.*

Operating on Public Roadways

If the public lanes of traffic have to be altered, permits are required from the municipality or the Department of Highways. Coordinate these efforts through the Prime Contractor.

Heavy equipment is permitted to move and be on public roadways “incidentally” for their basic purpose:

- ✘ moving materials is okay
- ✘ driven as a means of transportation is **NOT** okay

If the operator is currently prohibited from driving, they should **NOT** be on a public roadway at any time, regardless if it is incidental.

Failure to do so may result in fines or charges imposed on the operator, impoundment of the vehicle, or insurance on equipment becoming invalid.

Myth (M) or Truth (T)?

1. Equipment should be transported on licenced trailers.
2. Equipment used as intended requires provincially licensed operators and SGI insurance.

Answers
(1) T (2) M



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