LEGEND					
	WORK AREA	TC-15R	ROAD REALIGNMENT (RIGHT VERSION)	DESIGNATED CONSTRUCTION ZONE MC-1 D	DESIGNATED CONSTRUCTION ZONE
-	TRAFFIC	TC-15L	ROAD REALIGNMENT (LEFT VERSION)	ZONE DÉSIGNÉE DE CONSTRUCTION DESIGNATED ZONE MC-1 DB	DESIGNATED CONSTRUCTION ZONE (BILINGUAL)
~- >	PEDESTRIAN	TC-16R	LANE REALIGNMENT (RIGHT VERSION)	CONSTRUCTION ENDS TC-4	CONSTRUCTION ENDS
TC-63	CHANNELIZATION BARREL	TC-16L	LANE REALIGNMENT (LEFT VERSION)	FIN DE CONSTRUCTION ENDS TC-4DB	CONSTRUCTION ENDS (BILINGUAL)
	TALL CONE (POLY POST)	WD-A17	DOUBLE ARROW	EXCAVATION MC-33	EXCAVATION (ENGLISH & BILINGUAL)
A	REFLECTORIZED LIGHT BARRICADE	WD-A17RW	DOUBLE ARROW REDUCED WIDTH	PREPARE TO STOP MC-55	PREPARE TO STOP
TC-2	ROADWORK	WD-A17R	DOUBLE ARROW WITH RIGHT TURN LANE	ROAD CLOSED	ROAD CLOSED
TC-3	SURVEY CREW	WD-A17L	DOUBLE ARROW WITH LEFT TURN LANE	ROAD CLOSED ROUTE BARRÉE	ROAD CLOSED (BILINGUAL)
MC-64	TRAFFIC CONTROL PERSON AHEAD	TC-24	TWO WAY TRAFFIC AHEAD	ROAD CLOSED	ROAD CLOSED
TC-5R	TEMPORARY LANE CLOSED AHEAD (RIGHT VERSION)	TC-26L	LEFT TURN	ROAD CLOSED ROUTE BARRÉE	ROAD CLOSED (BILINGUAL)
TC-5L	TEMPORARY LANE CLOSED AHEAD (LEFT VERSION)	TC-26R	RIGHT TURN	TC-62	CONSTRUCTION MARKER
TC-13R	ROAD DIVERSION (RIGHT VERSION)	TC-54R	TRUCK ENTRANCE (RIGHT VERSION)	RB-15	TURNS PROHIBITED
TC-13L	ROAD DIVERSION (LEFT VERSION)	TC-54L	TRUCK ENTRANCE (LEFT VERSION)	RB-14L	LEFT TURN
TC-28R	RIGHT REVERSE TURN	CONSTRUCTION AREA MC-1	CONSTRUCTION AREA	RB-14R	RIGHT TURN
TC-28L	LEFT REVERSE TURN	BARRICADE WD-A50	BARRICADE AHEAD	RB-32	PASSING ALLOWED



ISSUED FOR TENDER



NO U-TURN

























NO STRAIGHT THROUGH









SIDEWALK CLOSED

GROOVED PAVEMENT

PAVEMENT DROP-OFF

UNPAVED SHOULDER

TC-47

TC-49

TC-50

TC-51

FRESH

OIL

WD-A65

LOOSE GRAVEI

WD-A69

TC-73

SHARE

TC-73S

ARTAGE

ROUT

TC-73SF

BUMP

FRESH OIL

LOOSE GRAVEL

SHARE THE ROAD

SHARE THE ROAD









RB-11L

NO RIGHT TURN

SIDEWALK CLOSED (FRENCH)

SHARE THE ROAD (FRENCH)

TC-71F

RA-2

YIELD

YIELD TO ONCOMING TRAFFIC



BIKE LANE CLOSED

BIKE LANE CLOSED

(FRENCH)

BIKE DETOUR

BIKE DETOUR

(RIGHT VERSION)

BIKE DETOUR (LEFT VERSION)

BIKE DETOUR (RIGHT VERSION)

BIKE DETOUR (LEFT VERSION)

BIKE DETOUR ENDS

BIKE DETOUR ENDS (FRENCH)

TC-68

VOIE

TC-68F

ETOU TC-70

TC-70R1F

TC-70L1F

DETOUR TC-70R2F

TC-70L2F

ENDS

TC-71

DÉTOUR

 ∇

ONCOMING TRAFFIC TC-17

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RA-1

YIELD TO ONCOMING TRAFFIC



STOP



DO NOT ENTER



TRAFFIC LIGHT AHEAD





LEFT LANE - MUST TURN LEFT MIDDLE LANE - MUST GO STRAIGHT RIGHT LANE - MUST TURN RIGHT





LEFT LANE - MUST TURN LEFT RIGHT LANE - STRAIGHT OR RIGHT TURN



LEFT LANE - STRAIGHT OR LEFT TURN RIGHT LANE - MUST TURN RIGHT



ALL MOVEMENTS PERMITTED



RB-41L





RIGHT TURN LANE



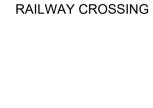




 \uparrow



RIGHT OR LEFT TURN ONLY



DETOUR AHEAD

REDUCED SPEED

2-WAY TRAFFIC

SPEED FINES DOUBLE

SPEED FINES COUBLE

(FRENCH)

NO EXIT TAB

MAXIMUM SPEED

MAXIMUM SPEED 70 km/h AHEAD

50 km/h AHEAD

TC-10

30

<mark>km / h</mark> TC-22S

SPEED FINES DOUBLE MR-179

AMENDES DOUBLES POUR EXCÈS DE VITESSE MR-179F

NO EXIT

50

WB-9

70 WB-9

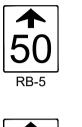
WA-18



RB-5 S



↑70



RB-1



MAXIMUM 50 RB-1

		GENERAL NOTES		
7	KEEP RIGHT	1.	ALL TEMPORARY SIGNAGE AND SIGN PLACEMENT TO BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF TEMPORARY TRAFFIC CONTROL ON CITY STREETS.	
RB-25R		2.	CONTRACTOR TO MAINTAIN 1 LANE OF TRAFFIC ON STURGEON ROAD AT ALL TIMES.	
	KEEP LEFT		ALL ASPHALT PAVING TO BE COMPLETED DURING OFF PEAK HOURS TO LIMIT TRAFFIC DISRUPTION. ANY MODIFICATIONS TO PAVING SCHEDULE TO BE APPROVED BY THE CONTRACT ADMINISTRATOR AND PUBLIC WORKS PROJECT MANAGER.	
RB-25L		4.	THE CONTRACTOR IS ADVISED THAT MATERIAL DELIVERIES AND CONCRETE POURS MUST OCCUR IN OFF PEAK HOURS IN BOTH DIRECTIONS ON STURGEON ROAD.	
RB-24	TWO WAY TRAFFIC	5.	PROPERLY EQUIPPED FLAG PERSONS WILL BE REQUIRED WHEN MOVING ANY CONSTRUCTION VEHICLE INTO OR OUT OF TRAFFIC.	
		6.	CONTRACTOR TO HAVE FLAG PERSONS AT ALL SIDE STREET UPSTREAM INTERSECTIONS DURING ASPHALT PAVING.	
	MAXIMUM SPEED 50 km/h	7.	CONTRACTOR TO MAINTAIN LEFT TURNS TO THE MAXIMUM EXTENT POSSIBLE. WHERE NOT POSSIBLE INSTALL APPLICABLE SIGNAGE.	
RB-1		8.	CONTRACTOR TO MAINTAIN ACCESS TO ALL SIDE STREETS, PRIVATE APPROACHES AT ALL TIMES. ANY DISRUPTION TO BE APPROVED BY THE CONTRACT ADMINISTRATOR AND THE CONTRACTOR IS TO ADVISE THE OWNER.	
70 RB-1	MAXIMUM SPEED 70 km/h	9.	CONTRACTOR TO MAINTAIN BUS STOPS AT CURRENT LOCATIONS. DURING STAGE 2, CONTRACTOR IS TO PROVIDE TEMPORARY BUS PLATFORMS WITH A NON-SLIP SURFACE AND SMOOTH TRANSITION TO SIDEWALK AS PER FIGURE 19 OF THE MANUAL OF TEMPORARY TRAFFIC CONTROL ON CITY STREETS AT NO ADDITIONAL COST TO THE PROJECT.	
50 RB-5	MAXIMUM SPEED 50 km/h AHEAD	10.	CONTRACTOR TO MAINTAIN PEDESTRIAN CROSSINGS AT ALL TIMES. TEMPORARY RAMPS TO BE PROVIDED IF CROSSING IS UNDER CONSTRUCTION ON STURGEON ROAD AND ALL SIDE STREET CROSSINGS.	
	MAXIMUM SPEED 70 km/h AHEAD	11.	DURING STAGE 2, RENEWAL OF SIDEWALKS ON THE WEST BOULEVARD MUST BE COMPLETED PRIOR TO BEGINNING RENEWAL OF SIDEWALKS ON THE EAST BOULEVARD.	
/0 RB-5		12.	POSTED SPEED ON STURGEON ROAD - 60 km/hr, CORRESPONDING DISTANCES TO BE USED FROM THE MANUAL OF TEMPORARY TRAFFIC CONTROL ON CITY STREETS.	
STOP LINE	STOP LINE			

MESSAGE _ TRAILER MESSAGE BOARD

SEQUENTIAL ARROW BOARD

CITY OF WINNIPEG STURGEON STREET REHABILITATION TRAFFIC STAGING & TEMPORARY SIGNAGE HALLONQUIST DR TO NESS AVE



LEGEND AND NOTES FIGURE ST-01