

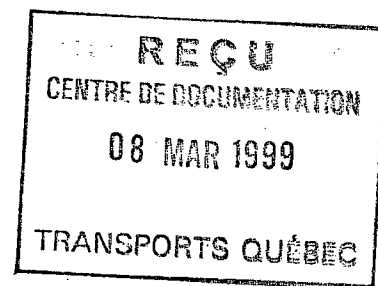
**GUIDE TO SIGNS ON ROADS CLOSED TO
TRUCK AND
SPECIAL MOBILE EQUIPMENT TRAFFIC**

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Québec

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**GUIDE TO SIGNS ON ROADS CLOSED TO
TRUCK AND
SPECIAL MOBILE EQUIPMENT TRAFFIC**



MINISTÈRE DES TRANSPORTS
DIRECTION DE L'OBSERVATOIRE EN TRANSPORT
SERVICE DE L'INNOVATION ET DE LA DOCUMENTATION
700, Boul. René-Lévesque Est, 21e étage
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This publication was prepared by the Service des politiques d'exploitation, in collaboration with the Direction du transport multimodal and the territorial divisions of the ministère des Transports du Québec. It was produced by the Direction des communications.

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For further information, contact the territorial division of the ministère des Transports in your region. A list of territorial divisions is provided in Appendix B.

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FOREWORD

This publication deals with heavy vehicle traffic on public highways, as defined in the *Québec Highway Safety Code*, that are maintained by the ministère des Transports or municipalities. The rules herein do not apply to road vehicles travelling on private roads.

The publication reflects the principles set down in the third edition of *Heavy Vehicle Traffic on the Municipal Road Network*, published in July 1997.

It indicates to those in charge of the road network the types of signs to be installed and their use according to the *Regulation respecting traffic control devices* (R.S.Q., c. C-24.2, s. 289).

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INTRODUCTION

The ministère des Transports has been setting up a trucking route network in its territory since July 1, 1996. Carried out in cooperation with the municipalities, this operation requires road signs that will provide truck drivers with information and indicate which direction to take on roads to which they have access.

In addition to the powers granted under paragraph (5) of section 626 of the *Highway Safety Code*, a municipality may, by by-law or ordinance, prohibit, with or without exception, any vehicle traffic on the roads its maintains.

Since traffic management may have an impact on neighbouring municipalities and the department's road network, appropriate signs are required to indicate where truck traffic is to be prohibited and the direction it must take.

This guide has been specially prepared for those in charge of the road network. It provides all the information required to install adequate and standard road signs on all roads. It gives us an overview of all the signs on trucking routes, using diagrams with several signs to illustrate common situations.

1. COMPATIBILITY OF TRUCKING NETWORKS

In July 1994, the ministère des Transports adopted a new policy on truck and special mobile equipment traffic on the municipal road network. The policy, the third edition of which was published in 1997, is designed to help those in charge at municipalities in the drafting of their by-law on the prohibition of traffic on certain roads. This by-law enables any municipalities that so wish to control truck traffic access to their territory. In conjunction with the policy, the department created its own trucking route network. Prohibitions submitted by the municipalities must be compatible with those imposed on the department's roads.

A copy of this policy may be obtained by writing the department at the address given in Appendix A.

2. PURPOSE OF THE TRUCKING NETWORK

The department's main objectives in creating a trucking network, the maintenance of which it is responsible for, are to:

- direct trucks and special mobile equipment onto a more appropriate network in order to enable truck drivers to travel on roads that are better suited to heavy vehicles and, therefore, safer;
- make road surveillance easier;
- enable municipalities to determine the routes to be used by truck and special mobile equipment traffic in their territory in order to decrease through traffic on secondary roads.

3. DEFINITIONS OF TERMS RELATED TO THE TRUCKING NETWORK

The setting up of the trucking network has made it necessary for the department to establish new terminology.

3.1 TRUCK

In the *Regulation respecting traffic control devices*, a truck means a road vehicle with a net weight of more than 3000 kg, designed solely to transport goods or permanently fixed equipment or both.

This definition is similar to the one in the *Regulation respecting road vehicle registration*. In the signs used on truck routes, the truck symbol also includes special mobile equipment.

3.2 SPECIAL MOBILE EQUIPMENT

In the *Regulation respecting traffic control devices*, special mobile equipment means a motorized road vehicle designed solely to carry out a specific task and to travel at a maximum speed of 70 km/h. This definition is similar to the one in the *Regulation respecting road vehicle registration*.

To be considered special mobile equipment, a vehicle must be registered and driven on public highways. The list below is given as a guide only and simply provides an idea of the types of vehicles currently in use. It must not be used restrictively, since other types of vehicles could be added. The following vehicles may be subject to a by-law prohibiting the operation of trucks and special mobile equipment on municipal roads:

- integrated power sweepers
- wheeled front-end loaders
- lift trucks
- self-propelled cranes
- graders
- wheeled power shovels
- resurfacers
- overhead shovels
- rollers
- snowblowers
- farm tractors

3.3 LOCAL DELIVERY

In the *Regulation respecting traffic control devices*, "local delivery" has the same meaning as in section 292 of the *Highway Safety Code* (R.S.Q., c. C-24.2) and, where applicable, any other purpose for which traffic is exceptionally authorized by a provision or a by-law or ordinance adopted under paragraph (5) of section 626 of the *Highway Safety Code*.

Carriers meeting the criteria of the definition of local delivery may travel on a road on which the prohibitory sign "Excepté livraison locale" is erected if:

- the truck or special mobile equipment must travel across a zone where such traffic is prohibited in order to collect or deliver a good, provide a service, perform a job, be repaired or return to its home base;
- an outsized vehicle is operated under a special operating permit expressly authorizing access to the prohibited road;
- the vehicle is farm machinery, a farm tractor or a farm motor vehicle road as defined in the *Regulation respecting road vehicle registration*.

3.4 THROUGH TRAFFIC (TRANSIT)

In the *Regulation respecting traffic control devices* the term "transit" means the passage of a motor vehicle through a place where there is no local delivery to be made.

As a rule, carriers use autoroutes, not city streets, to cross urban centres. The majority of carriers travelling around in urban centres are making deliveries. Their main concern is to be able to easily figure out the streets to which they have access.

Through traffic road signs are erected in less urbanized areas, where trucks travel through municipalities to reach other regions. In this case, it is important for truck drivers to be able to travel through municipalities without losing their way. Through traffic signs can help them cross municipalities rapidly.

3.5 PROHIBITED ZONE

In order to facilitate the sign installation process, the notion of prohibited zone was created in the publication *Heavy Vehicle Traffic on the Municipal Road Network*.

Thus, each road or part of road to which access is prohibited constitutes a separate zone where heavy vehicle traffic is prohibited. Where the roads prohibited are contiguous, they together form a single zone where such vehicle traffic is prohibited. When such roads are contiguous with a road to which access is prohibited that is maintained by the ministère des Transports or another municipality, unless otherwise indicated they form part of a common zone that includes all the contiguous roads to which access is prohibited.

The boundaries of the zone where such vehicle traffic is prohibited are marked by signs that must be placed at each end of each road to which access is prohibited at its intersection with a road where such vehicle traffic is permitted.

The existence of the zone where such vehicle traffic is prohibited can be indicated at other locations as well, in particular at the boundaries of a municipality's territory.

Lastly, all entry points to the prohibited zone must be clearly marked so that truck drivers will know that they are in the appropriate zone.

**Prohibited road
Prohibited zone**

**Prohibited roads
Prohibited zone**

4. SIGNS ON TRUCKING ROUTES

4.1 PURPOSE

The setting up of a trucking route on the roads maintained by the ministère des Transports, as well as the prohibitions municipalities will impose on the municipal network, will require that all parties work together. If signs are to be effective, they must be:

- standard and homogeneous
- stand out
- clearly visible and legible from a distance
- easy to understand
- well suited to the dangers and indications

Therefore new distinctive signs have been designed to facilitate traffic flow on trucking routes.

The signs used on the municipal road network must comply with the *Regulation respecting traffic control devices*. Québec-wide standardization of road signs used to show where truck and special mobile equipment traffic is prohibited ensures the smooth flow of road vehicle traffic, harmonization with the trucking network and harmonization of municipal by-laws. The signs commonly used to prohibit road vehicle traffic are reproduced further on. Municipalities are responsible for erecting road signs. If need be, they may ask the territorial division of the department in their region for help.

The department prefers signs showing where traffic is prohibited to signs indicating mandatory routes. This way of doing things reflects the orientation adopted in municipal regulations, that is, indicating what is prohibited. Moreover, prohibitions have more impact on drivers, thus facilitating comprehension of and compliance.

4.2 SIGNS AND TAB SIGNS

The signs and tab signs used to indicate that traffic is prohibited on a public highway must comply with the *Regulation respecting traffic control devices*. A municipality that wishes to prohibit and direct truck and special mobile equipment traffic on a road or roads it specifies must use the following signs to inform truck drivers of the existence of a by-law:

Compulsory symbol

- Whatever is shown in the green circle is compulsory.

Prohibitive symbol

- Whatever is shown in the red circle with a diagonal bar across it is prohibited.

Access prohibited to trucks and special mobile equipment

- A P-130-20 sign and a P-130-1 sign with a P-130-P tab sign mean the same thing. They prohibit truck and special mobile equipment traffic, except for local deliveries as defined in point 3.3.
- These signs must indicate the boundaries of the zone where truck traffic is prohibited. They inform truck drivers that they are entering a zone where truck traffic is prohibited and that they must meet the conditions required for making a local delivery if they want to enter a prohibited zone (see Diagram 1D).

Whenever a truck driver sees one of these prohibitive signs, he must ask himself whether his situation corresponds to one of the exceptions in the definition of local delivery allowing him to travel in the prohibited zone. In the affirmative, he may keep on travelling until he sees another prohibitive sign, when he will have to assess the situation again. If his situation does not correspond to any of the exceptions, he will have to use a mandatory truck and special mobile equipment route.

Note that a given road to which access is prohibited, especially in big cities, may be divided into several zones by these signs, which means that truck drivers must know their routes well so that they will not accidentally cross over into a prohibited zone. They must inquire at the municipalities or the territorial divisions of the department to find out where these signs are located.

- The P-130-24 sign serves as a reminder to truck drivers that they are still travelling on a road on which truck and special mobile equipment traffic is prohibited. It enables truck drivers who have made a local delivery to continue travelling on the road until they reach a new "Excepté livraison locale" sign, at which point they will have to reassess the situation.

This sign is erected where required along the road to which access is prohibited, especially at the boundaries of the different municipal territories it intersects. This sign allows the various municipalities within the zone where heavy vehicle traffic is prohibited to put up a sign that prohibits such traffic but allows truck

drivers to travel in the prohibited zone to make deliveries. The sign shows the continuity of the prohibitions in a given prohibited zone.

- A P-130-1 sign with tab signs P-110-P-1 and P-130-P prohibits truck and special mobile equipment traffic during the hours indicated, except for local deliveries.
- A P-110-P-1 tab sign is used when the prohibition is temporary. The tab sign may indicate the hours or the hours, and days, when access is prohibited. The duration must always appear under the prohibitive symbol so that it can be easily understood by truck drivers.
- A P-130-20 sign with a P-120-P-1 "sur X km" tab sign shows truck drivers the length of a zone to which access is prohibited.

The tab sign may be used when the prohibited road section is long and is not intersected by any major roads.

- A P-130-20 sign with a P-140-P tab sign informs truck drivers of the end of a zone to which access is prohibited; this sign combination is used where required.
- A P-130-26 sign informs truck drivers that they are on a special road designated as a delivery route, enabling them to travel in a prohibited zone and to travel on the side streets.

Mandatory Truck and Special Mobile Equipment Route

- A P-120-12 sign indicates that through truck and special mobile equipment traffic is required to continue in the direction shown by the arrow. This sign means the same thing as a P-120-1 sign with a P-120-P tab sign (arrow and "transit"). The arrows on a P-120-12 sign and P-120-P tab sign may indicate all possible directions.

4.3 ADVANCE SIGNS

Advance signs are placed at the approach to roads to which access is prohibited, to enable truck drivers to comply with the prohibitions. The following signs inform truck drivers in advance of prohibitions related to the trucking network.

4.3.1 Advance signs on autoroutes

The following advance signs are placed before exits to indicate zones to which access is prohibited:

4.3.2 Advance signs on other roads

A D-450 advance sign or a P-130-20 advance sign with a P-200-P-2 tab sign may be erected on other roads to indicate that a road prohibited to truck and special mobile equipment traffic lies ahead.

A P-130-20 advance sign with a P-200-P-2 tab sign are put up at the last intersection so that truck drivers can choose another route. The arrow indicates where the prohibited zone starts.

The following diagrams, illustrating where to install signs for trucking routes, show the conditions of use of these two advance signs.

4.4 ADDITIONAL RESTRICTIONS ON HEAVY VEHICLES

4.4.1 Restrictions on the transportation of dangerous substances

A municipality may prohibit the transportation of dangerous substances, in order to safeguard its residents, their property and the environment.

Restrictions on the transportation of dangerous substances are indicated by a "Mandatory Dangerous Substances Route" sign (P-120-4) together with a tab sign indicating direction (P-240-P-2) or a through-traffic (transit) tab sign (P-120-P), or a "No Entry for Carriers of Dangerous Substances" tab sign (P-130-3), which can be posted with a P-130-P tab sign.

4.4.2 Restrictions on vehicle loads, dimensions and number of axles on a given route

In the interest of free-flowing and harmonious heavy vehicle traffic, the *Code* provides that the government alone has the power to regulate vehicle load and size limits. The main purpose of the *Vehicle Load and Size Limits Regulation* is mainly to ensure the safety of road users and to protect road infrastructures like bridges and roadways. The regulation provides for several limits, including the maximum dimensions, axle load and total loaded mass of road vehicles on public highways. For any further information, refer to the *Vehicle Load and Size Limits Guide*, published by the department in 1993 and revised in 1996.

Municipalities are not authorized to set load and size limits different from those specified in the regulation. Only the provincial government may do so, by amending the regulation, and the Minister of Transport may do so, by granting a special permit.

A municipality wishing to set different limits for a given route may say so clearly in the draft by-law it intends to adopt to prohibit truck and special mobile equipment traffic. The provision of the by-law must correct a situation that actually exists. Given the special character of such a provision, the municipality must apply to the department's territorial division in its region for approval.

Higher limits will be authorized only under exceptional circumstances, in which case compensatory safety measures will be required. Lower limits are rarely authorized.

Municipalities do have the power to make by-laws to prohibit road vehicles with a given number of axles from using municipally managed roads.

Authorized vehicle loads, dimensions and numbers of axles are shown on "Truck and Special Mobile Equipment Prohibited" signs (P-130-15 to P-130-19 and P-130-25 and P-130-27).

4.4.3 Complete prohibition of traffic

If a municipality feels that conditions call for the complete prohibition of traffic on a public highway (a steep slope may be involved, for example) or on a structure (such as a bridge), it may submit a by-law for the purpose to the department's territorial division in its region. The prohibition must not affect essential services, however, such as snow removal, fire-fighting, and ambulance and police services.

Complete prohibition of traffic is indicated by means of "Trucks and Special Mobile Equipment Prohibited" signs (P-130-1) and the required route is indicated using "Mandatory Truck and Special Mobile Equipment Route" signs (P-120-1) posted together with direction tab signs (P-240-P).

5. IMPORTANCE OF SIGNS ON THE TRUCKING NETWORK

The signs used on the municipal road network must comply with the *Regulation respecting traffic control devices* so that they will be standardized throughout the municipalities. Road signs must be used to indicate roads closed to trucks on trucking routes. The fines provided for in the *Highway Safety Code* may then be issued to offenders. Fines cannot be given if no signs are posted.

6. PRACTICAL CASES OF ROAD SIGN USE

The following text gives a brief description of the diagrams, which show the most common signs.

Diagram 1A: A bypass road in a rural area

These signs are required where there are several possible routes that can be taken to reach a given destination but one of them is preferable to the others. "Mandatory Truck and Special Mobile Equipment Route" signs P-120-1 with the appropriate through-traffic tab signs (P-120-P) or signs P-120-12 to direct truck drivers to the route they are to take must be erected. However, the roads closed to truck traffic do not exclude local deliveries. To allow local deliveries on the prohibited road or roads, the "Access prohibited to trucks except for local deliveries" sign P-130-20 must be erected at the entry to those roads.

It should be specified that the "Excepté livraison locale" on the sign is required to allow carriers to make their deliveries. The "Prohibition" symbol is comprehensive and does not allow for any exceptions, as is the case of "Access prohibited to truck traffic" sign P-130-1.

Furthermore, a temporary "new road sign" may be installed for a three-month period before the roads intersect, at the point where truck and special mobile equipment traffic must be diverted, in order to inform carriers of the new road signs on certain routes.

Signs on a bypass road for through truck and special mobile equipment traffic

Equivalent signs must be installed in the opposite direction.

* *In order to properly direct truck drivers, there must be an adequate number of road signs. If there is a change in direction, the sign must be installed at a distance of 35 metres to 100 metres from an intersection. The sign must be installed again at intersections if necessary (visibility, geometry, environment, truck traffic flow).*

** *This advance sign is designed in keeping with route requirements (heavy truck traffic flow, length of prohibited network). When used, this temporary advance sign must be installed for a three-month period following the installation of the prohibitory signs.*

Diagram 1B: A prohibited road in a rural area

These signs are required to indicate that the road is closed to truck and special mobile equipment traffic. This road becomes a prohibited zone. All entry points to this zone must be indicated so that truck drivers will not accidentally end up in the prohibited zone. Advance signs must also be put up to warn truck drivers that they are approaching a prohibited zone. The end of the zone must also be indicated. Lastly, "Livraison locale seulement" signs may be installed along the route, close to major intersections, to inform truck drivers of the continuation of the prohibition.

Signs on a road closed to truck and special mobile equipment traffic in a rural area

Major road

(optional)

Equivalent signs must be installed in the opposite direction.

* *Advance signs on the prohibited road must be installed as illustrated in the following diagrams.*

Diagram 1C: A very long prohibited road

When a prohibited zone is very long and is not intersected by any major roads, a "sur X km" P-120-P-1 tab sign may be put underneath the prohibitory sign to indicate the length of the zone. This additional information is important to truck drivers because it spares them from having to wonder at every junction whether they can continue on the prohibited road.

Signs on a long road closed to truck and special mobile equipment traffic in a rural area

Concession road

Concession road

Equivalent signs must be installed in the opposite direction.

**Advance signs on the prohibited road must be installed as illustrated in the following diagrams.*

Diagram 1D: A prohibited contiguous road

These signs are required when the prohibited road, that is, the prohibited zone, intersects several municipalities. All entry points to the zone must be indicated in order to prevent truck drivers from straying into prohibited zones. In addition, "Livraison locale seulement" signs must be put up along the route, especially at municipality boundaries, in order to inform truck drivers that the prohibition continues to apply to their route. Therefore, they may continue their route until they see a new prohibitory sign.

Signs for a prohibited route composed of one zone intersecting several municipalities

Municipality C

Municipality B

Municipality A

(optional)

(optional)

(optional)

Equivalent signs must be installed in the opposite direction.

** Use of the tab sign is optional.*

*** Advance signs on the prohibited road must be installed as illustrated in the following diagrams.*

Diagram 1E: A noncontiguous prohibited road

When a road crosses through several municipalities and another prohibited zone is formed thus breaking the contiguity, a prohibitory sign must be erected. At this point, truck drivers must again ask themselves whether or not they have a delivery to make. To continue on the prohibited road truck drivers must have a delivery to make in the second zone or they will have to turn at the intersection and take another route.

Signs for a prohibited route composed of several zones crossing several municipalities

Equivalent signs must be installed in the opposite direction.

Zone 2

Zone 1

Municipality C

Municipality B

Municipality A

(optional)

(optional)

** This sign breaks the contiguity. Truck drivers having made a delivery in Zone 1 must have a new delivery to make in Zone 2 to take the closed route in Municipality C; if they do not, they must turn at the intersection.*

*** Advance signs on the prohibited road must be installed as illustrated in the following diagrams.*

Diagram 2A: A bypass road in an urban area

In urban areas, there are two types of roads: roads open to through truck and mobile equipment traffic and those closed to truck and mobile equipment traffic. In order to control this type of vehicle traffic in urban areas, truck routes must be indicated. Roads open to truck and special mobile equipment traffic may be indicated with "Mandatory Truck and Special Mobile Equipment Route" P-120-1 signs together with the appropriate through traffic tab signs (transit) (P-120-P) or signs P-120-12. These signs indicate to carriers the direction or directions they may take. This means they will be able to travel through areas closed to truck and special mobile equipment traffic. A road open to traffic will sometimes cross over a road closed to truck traffic, which means that "Road closed to truck and special mobile equipment traffic" P-130-20 or P-130-1 signs, as the case may be, must be installed at the intersection of the prohibited road and the road open to truck traffic.

Signs used on a bypass road for through truck and special mobile equipment traffic in an urban area

Road open to truck and special mobile equipment traffic

Prohibited zone

Road open to truck and special mobile equipment traffic

Prohibited zone

Road open to truck and special mobile equipment traffic

** Signs recalling the route to be taken must be placed at intervals of not more than 500 metres. If, in addition, there is a change of direction, the sign must be installed at a distance of 25 metres to 100 metres from all intersections. The sign must be installed at intersections if required (visibility, geometry, environment, major traffic flow).*

Note: These signs are required for the direction indicated. An equivalent sign with appropriate directional arrows must be installed in the opposite direction. Prohibitory signs are not required within the prohibited zone.

Diagram 2B: A delivery route

A third type of road is found in heavily urbanized areas, i.e. that reserved for deliveries in prohibited zones. Trucks and special mobile equipment traffic are allowed to make deliveries in the prohibited zone but only at certain times. At the intersection of a delivery route and a route open to truck traffic, sign P-130-26, on which the hours are indicated, must be installed at the very beginning of the delivery route.

The other entry points to the delivery route are indicated by means of "Access prohibited to truck traffic, except for local deliveries" P-130-20 signs.

Signs for a delivery route to be used by truck and special mobile equipment traffic in an urban area.

Road open to truck and special mobile equipment traffic

Prohibited zone

Delivery zone

Road open to truck and special mobile equipment traffic

Note: Equivalent road signs with the appropriate directional arrows must be installed in the opposite direction.

Diagram 2C: A prohibited zone

A zone may be closed to truck and special mobile equipment traffic by installing the "Road closed to truck traffic, except for local deliveries" P-130-20 sign at all entry points. This means that the entire zone is indicated. The intersections within the zone do not require prohibitory signs. However, local delivery is permitted in the protected zone if so indicated on the sign.

Signs in a zone closed to truck and special mobile equipment in an urban area

Road open to truck and special mobile equipment traffic
Road open to truck and special mobile equipment traffic
Road open to truck and special mobile equipment traffic
Road open to truck and special mobile equipment traffic

Zone closed to truck and special mobile equipment traffic

Note: Prohibitory signs do not need to be installed on the roads within the prohibited zone.

Diagrams 3 and 4: A municipal road closed at an autoroute exit

3A and 4A

Where an exit ramp leads to a municipal road closed to truck and special mobile equipment traffic, the municipality concerned is responsible for installing the required signs. In the case of Diagram 3A, the road is closed to truck traffic in both directions. An agreement will therefore have to be concluded with the ministère des Transports to have it install signs on the autoroute. These signs will spare carriers from taking the exit ramp and ending up in a dead end.

Signs installed on an autoroute to warn of a road closed to truck and special mobile equipment traffic (overhead signs)

Direction sign

Advance sign

If space on gantry so permits

If space on gantry so permits

Note: The signs must be installed on the gantries if there is enough room. Otherwise, the structure may be modified or the signs may be installed on the side of the autoroute.

Signs installed on an autoroute to warn of a road closed to truck and special mobile equipment traffic (signs installed on the side of the road)

- * Where several road signs are erected before the interchange, the minimum space, "D", between each sign must be 200 metres, whereas the sign preceding a green information sign must be placed at a distance of 250 metres from that sign.*

3B and 4B

When the ramp prohibition is for one direction only, that direction must be indicated by means of signs on the autoroute in order to clearly inform truck drivers.

Signs installed on an autoroute to warn of a road closed to truck and special mobile equipment traffic (overhead signs)

Direction sign

Advance sign

If space on gantry so permits

If space on gantry so permits

** In the case of an unnumbered road, the local road name may be used when a direction must be specified.*

Note: The signs must be installed on the gantries if there is enough room. Otherwise the structure may be modified or the signs may be installed on the side of the autoroute.

Signs installed on an autoroute to warn of a road closed to truck and special mobile equipment traffic (Signs installed on the side of the road)

** In the case of an unnumbered road, the local road name may be used when a direction must be specified.*

Note: Where several road signs are erected before the interchange, the minimum space, "D", between each sign must be 200 metres, whereas the sign preceding a green information sign must be placed at a distance of 250 metres from that sign.

3C

An exit ramp may lead to a municipal road closed to truck and vehicle traffic that is a fair distance from the ramp intersection. In such case, only municipal signs will be installed. There is no need to install any other signs on the autoroute. However, an advance sign may be put up on the municipal road to indicate that a prohibition is coming up.

These signs also apply in the case where one wishes to allow access to services located close to the ramps and to make it easy for truck traffic to get back on to the autoroute and go on their way.

Signs installed on an autoroute to warn of a road closed to truck and special mobile equipment traffic

X km or Xm

Directional sign for exit

Advance exit sign

Distance between warning signs*

S (km/h) D (m)

* *The distance between signs may vary by $\pm 10\%$.*

** *In such case, no advance signs are installed on the autoroute.*

Note: The distance indicated on the sign may be in metres or kilometres. The arrow on the sign may indicate one direction or both directions.

3D

Truck drivers must be informed when a road parallel to an autoroute is closed to trucks and special mobile equipment traffic. If the road is less than a kilometre away, the sign in Diagram 3B must be installed. If the road is more than a kilometre away, all that is required is a warning sign at the exit ramp.

Signs installed on an autoroute to warn of a road closed to truck and special mobile equipment traffic

If $X \geq 1\text{km}$

Directional sign for exits

Advance exit sign

(optional)

Distance between warning signs*

S (km/h) D (m)

* *The distance between signs may vary by $\nabla 10\%$.*

** *In such case, no advance signs are installed on the autoroute.*

Diagrams 5 and 6: Advance signs announcing prohibited roads

Sometimes a road on which heavy vehicle traffic is allowed will lead directly to one that is closed to truck traffic. In order to avoid this problem, truck drivers must be informed of this at the last intersection before the prohibited road. An advance sign may also be erected to warn truck drivers that they are approaching a road that is closed to trucks and special mobile equipment traffic and that they will have to turn around.

Road closed to truck and special mobile equipment traffic

(optional)

Distance between warnings signs*

S (km/h) D (m)

* *The distance between signs may vary by $\pm 10\%$.*

** *The sign may be installed 25 metres to 100 metres from intersections.*

Road closed to truck and special mobile equipment traffic

(optional)

* *The distance between signs may vary by ∇ 10%.*

** *The sign may be installed 25 metres to 100 metres from intersections.*

Distance between warnings signs*

S (km/h) D (m)

Diagram 7:

This diagram shows the details of road sign installation as stipulated in the *Regulation respecting traffic control devices*.

Sign installation details

1.0 to 3.5

1.5 to 2.5

Roadway

Rural area

0.3 to 3.5

(A) 1.8 to 3.0

(A) = if there is pedestrian traffic, the minimum height is 2.2 m

Urban area

7. QUÉBEC TRUCKING NETWORK ROAD MAP

The department has prepared a road map of the Québec trucking network indicating all roads that are open and closed to truck and special mobile equipment traffic. The map indicates the services available to truck drivers, such as rest areas and custom offices. It enables truck drivers to plan their routes on the Québec trucking network. The map also indicates the roads on which there are restrictions (weight limitation, steep hills, prohibitions for carriers of dangerous substances) that may prevent truck drivers from travelling on them. For a copy of the map, write the department at the address given in Appendix A.

8. SHARING RESPONSIBILITIES

Those in charge of the road network must provide truck drivers with all the information they require regarding road signs on trucking routes.

The department is working jointly with municipalities to set up the provincial trucking route network. It is also determining with them the roads signs that are compatible with both its prohibitions and theirs. Each person in charge of the road network must erect, on his or her own roads, the prohibitory and advance signs that are appropriate for his or her partner's trucking route network. The traffic signs on the department's road network announcing municipal prohibitions will be erected at the department's expense. However, the road signs on the municipal road network announcing the roads to which access is prohibited on the department's road network will be installed at the municipalities' expense.

Truck traffic is permitted on 95% of roads under the department's responsibility. Consequently, the department pays a good part of the costs of installing signs announcing municipal prohibitions on its network. In this manner, it is helping set up the trucking route network.

Road sign maintenance is the responsibility of the person in charge of the upkeep of the network on which they are installed. This means that the signs on the department road network will be maintained by the department. Conversely, if a sign is on a municipal network, maintenance costs will be assumed by the municipality.

APPENDIX A

DOCUMENTATION

To obtain copies of the *Heavy Truck Traffic Road Map* or *Heavy Vehicle Traffic on the Municipal Road Network*, simply call (418) 643-6894 (Québec City) or (514) 873-2321 (Montréal), or write to the following address:

Direction des communications
Ministère des Transports du Québec
700, boulevard René-Lévesque Est, 27^e étage
Québec (Québec)
G1R 5H1

For further information or copies of this guide, contact the territorial division of the ministère des Transports in your region. A list of territorial divisions is provided in Appendix B.

APPENDIX B

LIST OF TERRITORIAL DIVISIONS OF THE MINISTÈRE DES TRANSPORTS DU QUÉBEC

QUÉBEC AND EASTERN DIVISIONS

Direction de la Côte-Nord
Ministère des Transports du Québec
625, boulevard Laflèche, bureau 110
Baie-Comeau (Québec)
G5C 1C5
Tel. (418) 295-4765
Fax (418) 295-4766

Direction du Bas-Saint-Laurent--Gaspésie--
Îles-de-la-Madeleine
Ministère des Transports du Québec
92, 2^e Rue Ouest, 1^{er} étage
Rimouski (Québec)
G5L 8E6
Tel. (418) 727-3674
Fax (418) 727-3673

Direction du Saguenay--Lac-Saint-Jean--Est
Ministère des Transports du Québec
3950, boulevard Harvey
Jonquière (Québec)
G7X 8L6
Tel. (418) 695-7916
Fax (418) 695-7926

Direction de la Chaudière-Appalaches
Ministère des Transports du Québec
1156, boulevard de la Rive-Sud
Saint-Romuald (Québec)
G6W 5M6
Tel. (418) 839-5581
Fax (418) 834-7338

Direction de Québec
Ministère des Transports du Québec
5353, boulevard Pierre-Bertrand
Québec (Québec)
G2K 1M1

Tel. (418) 644-9261

Fax (418) 646-0003

WESTERN DIVISIONS

Direction de l'Estrie
Ministère des Transports du Québec
200, rue Belvédère Nord, bureau 2.02
Sherbrooke (Québec)
J1H 4A9
Tel. (819) 820-3280
Fax (819) 820-3118

Direction des Laurentides-Lanaudière
Ministère des Transports du Québec
85, rue de Martigny Ouest, bureau 3.18
Saint-Jérôme (Québec)
J7Y 3R8
Tel. (514) 569-3057
Fax (514) 569-3072

Direction de l'Outaouais
Ministère des Transports du Québec
170, rue de l'Hôtel-de-Ville, bureau 5.110
Hull (Québec)
J8X 4C2
Tel. (819) 772-3107
Fax (819) 772-3338

Direction de l'Abitibi-Témiscamingue--
Nord-du-Québec
Ministère des Transports du Québec
80, boulevard Québec, 1^{er} étage
Rouyn-Noranda (Québec)
J9X 6R1
Tel. (819) 764-6137
Fax (819) 797-0493

Direction de la Mauricie--Bois-Francs
Ministère des Transports du Québec
100, rue Laviolette, bureau 4.08
Trois-Rivières (Québec)
G9A 5S9
Tel. (819) 371-6896
Fax (819) 371-6136

GREATER MONTRÉAL DIVISIONS

Direction de l'Île-de-Montréal
Ministère des Transports du Québec
800, Tour de la Bourse, Place-Victoria, 13^e étage
Case postale 395, Montréal (Québec)
H4Z 1J2
Tel. (514) 873-7781
Fax (514) 864-3867

Direction de Laval--Mille-Îles
Ministère des Transports du Québec
1725, boulevard Le Corbusier
Laval (Québec)
H7S 2K7
Tel. (514) 973-4002
Fax (514) 973-4959

Direction de l'Est-de-la-Montérégie
Ministère des Transports du Québec
201, place Charles-Lemoyne, 4^e étage
Longueuil (Québec)
J4K 2T5
Tel. (514) 677-8974
Fax (514) 928-7771

Direction de l'Ouest-de-la-Montérégie
Ministère des Transports du Québec
245, boulevard Saint-Jean-Baptiste
Châteauguay (Québec)
J6K 3C3
Tel. (514) 698-3400
Fax (514) 698-3452

MINISTÈRE DES TRANSPORTS



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