Technical Circular T-02/02

Date: February 1 , 2002

TO: All HQ Directors: Operations, Planning & Major Projects
All Regional Directors
All District Highways Managers

SUBJECT:

Update: Manual of Standard Traffic Signs & Pavement Markings

PURPOSE:

1. Chapter 7, Section 7.6- 7.6 Delineation - new (in effective Feb 1, 2002)

2. Erratum to September 2001 edition

BACKGROUND:

The current manual prescribes multi-reflector delineators for interchanges and specifies different variations of the W-55 reflector depending on the application and highway type.

The use of 2 or 3 reflectors for delineators at interchanges dates back to U.S. MUTCD standard and the intention was to indicate the terminus of ramps or median openings.

Some of the current W-55 have black borders. This seems to have been done to simulate the same effect as a reflector on a wood post where he top of the wood post was painted black. It may be argued that the border adds “target value” to the delineator under daylight conditions however delineators are used for additional guidance for drivers at night or during inclement weather conditions, therefore the black border on W-55, the way they are currently fabricated, simply reduces the retro-reflective area of the W-55.

Both the Canadian and U.S. MUTCD simply specify a minimum square area for all delineators, regardless of road classification.

This new standards will reduce the number of variations of the W-55 from twelve to two (150 x 150mm in either white or yellow, no border)

Table 7.4 has been renamed 7.4a and was revised to reduce the number of categories for delineator spacing based on curve radii. This will help simplify field placement and reduce the small spacing increments that would not be discernable to the motorist. The criteria used was the minimum radius for curves for design speeds from 40 to 120km/h based on e= 0.06. A new Table 7.4b is introduced to provide guidance for installation of reflectors on isolated segment of barrier where geometric information is not readily available.

NEW POLICY:

- The currently inventory of the various W-55's may be still installed on the highway until stock is depleted.
- All new W-55's will be fabricated in one size: 150 x 150mm in either white or yellow.
- Any new delineators installed on curves should conform to Table 7.4a or 7.4b
- Flexible barrier mounted reflectors may be used on barrier in place of RPM style reflectors.
- Active delineator may be used at location where warranted and approved by the Regional Traffic Engineer and the Sr Traffic & Electrical Engineer.

ACTION:

1. **Replace pages 7.21 – 7.32 of the manual with the update.**

2. **Errata to September 2001 edition: Note the following corrections**

Page	Section or Sign #	Correction (in bold)
1.6	1.6.1.1	**"Medium** Density Overlaid"
1.6	1.6.1.1	**0.081** not 0.018
3.5-3.6	W-6 to W-10, W-20, W-26, W-30, W-32, W-33, W-48, W-49, W-50, W-63, W-64, W-107 , W-108, W-114 , W-121, W-122, W-314,	Revise all to "Condition **A**, Table 1"
3.11	W-28	"See the **R-3** warrant…"
3.18	W-51	"As shown in **Figure 7.33"**
7.53	7.10.1.2	"Minimum passing length equals **160m"**
7.54	7.10.1.3	"Barrier line must equal **160m"**

CONTACT:

Glen Roberts
387-7675

D. Nyland
Chief Engineer
Engineering Branch