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<th>Section</th>
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<tr>
<td>All</td>
<td>Clarification on whether “speed limit” was referring to regular posted speed limit or construction speed limit</td>
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<tr>
<td>All</td>
<td>Additional emphasis that in low speed urban areas, customization of traffic control layouts, including closer device spacing and shorter taper lengths may be necessary to maintain access and mobility. In these cases, documentation should be made.</td>
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</table>
| **Section 1.2**
Road Authority and Prime Contractor Responsibilities | - Clarification on designating the role of a Prime Contractor
- Strengthened wording regarding the qualifications, role and responsibilities of a Traffic Engineer |
| **Section 2.1**
Principles of Traffic Management | Added Ministry Traffic Management Plan acceptance process flow chart for major works (Figure 2.3 and 2.4) to provide additional guidance |
| **Section 2.2**
Principles of Traffic Control | Clarification of clear zone requirements for work zones in Section 2.2.7 Roadside Safety |
| **Section 2.2**
Principles of Traffic Control | Additional guidance on working near railways including a new layout |
| **Section 7.17**
Work Near a Rail System Grade Crossing | - Clarification on the difference between construction speed zone and temporary speed zone including when each should be used
- Clarification on use of CONSTRUCTION SPEED LIMIT AHEAD C-128 as an option for transition speed zones
- New Figure 2.8 showing use of the C-128 sign |
| **Section 3.2**
Traffic Management Sub-Plans | - For Category 1 TMPs, allowed using typical drawings contained in the Manual, provided they show site specific consideration
- Clarification on “incident” for Incident Management Plans |
| **Section 3.3**
Project Category Determination | - Clarification of certain elements for Project Category Assessment tables
- Amended some point values to be more in line with projects and risk |
| **Section 3.4**
Traffic Management Plan Requirements by Category | - Removed need to identify Traffic Control Supervisor and Traffic Control Person by name on TMP as often they are not known until the day of. Their names must be recorded on the Daily Traffic Control Log. |
| **Section 3.6**
Potential for Traffic Incident Litigation | - Added section, taken from the 1999 Traffic Control Manual |
| **Section 4.2**
Traffic Signs | Added barrier-mounted sign supports (saddle brackets) as an acceptable type of sign support |
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| **Section 4.5** Channelizing Devices | • Additional guidance on Section 4.5.6 Vertical Panels  
• Introduction of new device – Section 4.5.7 Direction Indicator Barricade/Panel |
| **Section 4.6** Flashing Arrow Boards | • Clarification that “arrow sticks with arrowheads” are considered Type D Arrow Boards  
• In Table 4.7, additional clarification on use of different types of FABs including new column “Application” |
| **Section 4.8** Portable Traffic Signals | • Renamed the 2 categories of portable traffic signals to Class 1 and Class 2  
• Additional guidance on ensuring battery levels are adequate  
• Changed Signal Timing Plan template. Used the term “Passage” to be more in line with our current signal timing sheets.  
• Added advance warning sign distances from the Electrical and Traffic Engineering Manual for easy reference |
| **Section 6.6** Positioning of Temporary Traffic Control Devices | • Guidance and examples of best practices and which speed limit to use  
• Changed columns of Tables A and B from “Regulatory Speed Limit before Work Begins” to “Regular Posted Speed Limit” for further clarification.  
• Introduction of “R” Roll Ahead Buffer Distance in Table B |
| **Section 6.11** Using Sections 7 to 19 | Clarification on use of shall, should and may |
| **Section 7** Traffic Control Layouts – Two-Lane, Two-Way Roadways | New layouts for single lane alternating traffic to provide additional guidance including:  
• Section 7.8.1 Lane Closure with TCPs – Single Lane Alternating with Speed Reduction (Construction Speed Limit ≤ 50 km/h)  
• Section 7.8.2 Lane Closure with TCPs – Single Lane Alternating with Speed Reduction (Construction Speed Limit ≥ 60 km/h) |
| **Section 8** Traffic Control Layouts – Multilane Undivided Roadways | Increased advanced warning for runaway lane closures including changes to the following:  
• Section 8.13 Runaway Lane Closed – Short and Long Duration  
• Section 9.17 Runaway Lane Closed – Short and Long Duration |
| **Section 9** Traffic Control Layouts – Multilane Divided Roadways | • Revision of Section 9.10.1 Double Right Lane Closure layout to include use of RIGHT TWO LANES CLOSED AHEAD sign  
• New layout for more guidance – Section 9.10.2 Double Left Lane Closure  
• New layouts on use of zipper merge signing including:  
  o Section 9.18 Lane Closure with Zipper Merge Signing (Queues < 800 m)  
  o Section 9.19 Lane Closure with Zipper Merge Signing (Queues ≥ 800 m) |
| **Section 19** Traffic Control Layouts – Other Scenarios | • 3 additional layouts to provide more guidance for road closures and detours:  
  o Section 19.2 Roadway Closure – No Through Road  
  o Section 19.3 Roadway Closure with Detour (≤ 60 km/h)  
  o Section 19.4 Roadway Closure with Detour (≥ 70 km/h)  
• New layout and guidance – Section 19.5 Emergency Response |
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<tbody>
<tr>
<td><strong>Appendix A</strong></td>
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<tr>
<td>Glossary</td>
<td>Added new definitions for additional guidance</td>
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<tr>
<td><strong>Appendix B</strong></td>
<td></td>
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<tr>
<td>Standard Construction Signs</td>
<td>Developed new signs, updated section to match catalogue</td>
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<tr>
<td><strong>Appendix C</strong></td>
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<tr>
<td>Templates for Traffic Management Plans</td>
<td>New Sample Daily Traffic Control Log</td>
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<tr>
<td><strong>Appendix G</strong></td>
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<tr>
<td>Pilot Car Load Movement Guidelines</td>
<td>Updated website links</td>
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