

## Summary of Revisions

The following is a summary of revisions completed for the WATCM for 2015.

Section	Section Title	Page / Figure	Reason for Revision
All			Update to Department of Transportation and Infrastructure.
	Table of Contents	i	Change to title of Chapter 5 from “Work Area Personnel” to “WATCM Traffic Personnel”
	Definitions	ii	<b>Partial Lane Closure</b> is changed from 2.5 m to 3.0 m. This brings the definition in line with other jurisdictions and in practice, less than 3.0 m is too narrow for a usable lane width.
	Definitions	iii	<b>Traffic Control Device</b> : added “or any other Traffic Control Device as prescribed by this manual” to make the definition inclusive of all possible devices used in the manual.
1.3	Planning and Preparation	2	Under <b>Public Advisory Notices</b> added “Utility Agencies shall be responsible to issue public advisory notices related to their work”.
2.3	Work Area Components	6	Under <b>Advance Warning Area</b> added “including the appropriate distance advisory tab” to the Construction Ahead sign, as this tab is required.
2.7	Urban Area Work	9	Under Lower Speeds change from 50 km/hr to “50 – 70 km/hr”, to account for the various speed limits found in urban areas.
3	Traffic Control Devices	19	“Road Closed to Thru Traffic” format change.
3	Traffic Control Devices	22, 23	Added <b>Hazard Marker</b> to page 23, as it is a frequently used traffic control device. Format change to page 22 and 23 to allow the insertion of the Hazard Marker without adding an additional page.
3.7	Delineation Devices	27	Updated the Construction Marker to remove post, as it can be used in multiple methods, with post or attached to barriers.
3.7	Delineation Devices	28	Removed “However, traffic cones may be used in tapers provided they are spaced at half the distance shown in Table 3-3.”
3.8	Temporary Pavement Markings	28	Added “greater than 150 m in length” to Work Areas description.
3.8	Temporary Pavement Markings	29	Removed “shall only be used on milled surfaces”, as this conflicts with the Item 576 Standard Specification.
3.12	Pilot Vehicles	31	Removed “long or complex” from the Work Area description. Added “Minimize the length of road affected by the work” to procedures to be followed when Pilot Vehicles are used. This is to help ensure users know that they need to keep the Work Area as short as possible to minimize road user delay and frustration.
4.1	Sign Installation	32	Added “Alternate mounting devices shall be approved by the Department of Transportation and Infrastructure’s Maintenance and Traffic Branch.” This will assist users in knowing that any alternate device can and must be approved by DTI.
4.1	Sign Installation	34	Under <b>Flags</b> “shall only” was changed to “must”. This will allow users to use flags on other size human activity signs.
4	Figure 4-7, 4-8, 4-9, 4-10	40-43	White line and Yellow line were detailed incorrectly, this has been fixed.
5	WATCM Traffic Personnel	48	Change of title from “Work Area Personnel” to “WATCM Traffic Personnel”.
5.1	Traffic Control Agents	48/49	Added Traffic Control Agents “shall keep up to date with revisions available on the DTI site.”
5.2	Traffic Control Persons	50	Changed “entertainment devices” to “personnel electronic devices”. This reflects the recent change in electronics.

5.3	Dedicated Traffic Observers	52	Added example of “very brief period” to section to better clarify what it means. (Same example as in section 2.1).
6.1	Work Location	53	<b>Partial Lane Closure</b> is changed from 2.5 m to 3.0 m. <b>Lane Closure</b> is changed from 2.5 m to 3.0 m. This brings the definition in line with other jurisdictions and in practice, less than 3.0 m is too narrow for a usable lane width.
7	Typical Layouts for Two Lane Roads	Figure 7-5	Added to Note 5 “or $\leq$ 50km/hr”.
7	Typical Layouts for Two Lane Roads	Figure 7-6	Buffer is 20 m only. Removed reference to “B” in table. 20 m fixed buffer added to both sides.
7	Typical Layouts for Two Lane Roads	Figure 7-7	Buffer is 20 m only. Removed reference to “B” in table. 20 m fixed buffer added to both sides. Notes 2 replaced and Notes 7 and 8 were added. Centerline in lane closure area removed. Reduction in Speed Signs added.
7	Typical Layouts for Two Lane Roads	Figure 7-8a	Buffer is 20 m only. Removed reference to “B” in table. 20 m fixed buffer added to both sides. Centerline in lane closure area removed.
7	Typical Layouts for Two Lane Roads	Figure 7-8b	Buffer is 20 m only. Removed reference to “B” in table. 20 m fixed buffer added to both sides. Centerline in lane closure area removed.
7	Typical Layouts for Two Lane Roads	Figure 7-22	Diagram table – now indicates All Durations. Notes updated to reflect this change. Road Work Sign with km tab added. After Milling/Paving Signs removed. Moved Traffic Control Persons Ahead sign to outside of Activity Area. Changed location of Construction Zone Ends and Max Speed signs.
7	Typical Layouts for Two Lane Roads	Figure 7-23	Changed delineation device picture to cone. Added Bump sign and Note 8. Added pave to gravel sign.
7	Typical Layouts for Two Lane Roads	Figure 7-28	Changed delineation device picture to cone.
7	Typical Layouts for Two Lane Roads	Figure 7-29	Diagram word changed to “Unexpected hazard”
7	Typical Layouts for Two Lane Roads	Figure 7-31	Updated signs to reflect current use and requirements.
8	Typical Layout for Multilane Roads	Figure 8-8a	Added arrowboard and enhanced striping detail.
8	Typical Layout for Multilane Roads	Figure 8-8b	Added enhanced striping detail.
8	Typical Layout for Multilane Roads	Figure 8-10	Added missing temporary Exit Sign. Correction – changed S to B.
8	Typical Layout for Multilane Roads	Figure 8-18	Changed delineation device picture to cone.
8	Typical Layout for Multilane Roads	Figure 8-21	Added Note 4. Updated signs to reflect current use and requirements.