

Summary of WATCM Revisions (January 2025 Version)

The latest version of the New Brunswick Work Area Traffic Control Manual (WATCM) was released in January 2025. The following is a “high-level” summary of revisions made to the most recent version (compared to the prior April 2024 version). In addition to the changes explicitly listed, several smaller changes were made to address various typos, grammatical errors and formatting issues. **Users shall familiarize themselves with the contents of the new manual itself, rather than rely exclusively on this list.**

1. **Section 2.1 (General Principles)** – added new bullet under the 3rd fundamental principle (*Minimize Hazards within the Construction Zone*) to emphasize that the Traffic Control Agent shall “ensure lighting and weather conditions provide for adequate visibility and sight distance”.
2. **Section 2.4 (Speed Management)** – added text to *Application of Reduced Speed Limits* section to emphasize that “Reduced Speed Zones shall be limited to the length of road impacted by the work activity or road condition. For Non-Stationary Work, this may require signs to be relocated as work progresses.”
3. **Section 2.9 (Intersecting Roads)** – added text stating that “For Non-Stationary Work, the Traffic Control Agent shall continuously evaluate signage on the intersecting road(s) to ensure that any non-applicable signs are immediately removed once the work has progressed a sufficient distance beyond the intersection.”
4. **Section 5.1 (Sheeting)** – added text to clarify that Type IX and Type XI sheeting are also acceptable.
5. **Section 6-3 (Barriers)** – Identified M6 Barrier as pre-approved for use on Provincial Highways.
6. **Section 6.4 (Delineation Devices)** – replaced Table 6-1 with new table containing separate maximum spacings for Tapers (D_{TAP}) and Tangents (D_{TAN}).
7. **Section 6.4 (Delineation Devices)** – added text stating that “Flexible Delineator Posts are recommended for Long Duration Work to delineate the centerline under two-way traffic conditions.”
8. **Section 6.4 (Delineation Devices)** – reduced minimum requirements for Traffic Cones from two white retroreflective stripes to one.
9. **Section 6.8 (Temporary Pavement Markings)** – added new bullet under Application Guidelines stating “Where wide asphalt shoulders exist, Delineator Posts may be spaced every 100-200 m along the lane line such that drivers don’t mistake the shoulder for an additional travel lane.”
10. **Layout 7-7** – Added note stating “No Passing sign is optional on roads with less than 300 vehicles per day or Normal Speed Limit of 50km/hr or less.”
11. **Layout 7-8** – Added note restricting the maximum length of Active Work Area to 1 km for Chip sealing operations.
12. **Layout 7-8** – Maximum Speed sign removed from diagram in opposing direction to avoid confusion. Sign may require repositioning as work progresses (as stated in Note 6).
13. **Section 9 (Setup & Removal of Traffic Control)** – added text to Figures 9-3 and 9-7 permitting Delineators to be picked up against the flow of traffic if deemed less risky.
14. **Layout 7-18** – Added note stating “No Passing sign is optional on roads with less than 300 vehicles per day or Normal Speed Limit of 50km/hr or less.”