

SUBJECT:	SIGN POSITIONING	A-1
CATEGORY:	Traffic Signing	Revision Date: March 2012
PURPOSE:		
For reasons of providing maximum conspicuity to the motorist, traffic signs should be installed as close as practical to the roadway. However, for reasons of traffic safety, maintenance, and streetscaping, signs may be set back to near the property limit in certain circumstances.		
REFERENCE: MUTCDC A1, A2, A3, A6; Traffic Services Operations Manual		
GUIDELINES/PROCEDURES:		
To provide the desired conspicuity for the motorist while maintaining reasonable safety requirements, traffic signs should be installed as per the following guidelines. Note that the following guidelines do not apply to guide signs, bus stop markers, overhead signs and street name signs:		
1. General Positioning (reference MUTCDC A1.7.2 [d]&[e])		
1.1. Vertical		
<i>Urban and Rural Cross Sections</i>		
<ul style="list-style-type: none"> • Generally, higher priority signs should be placed above lower priority signs. For example, speed limit signs should be placed above parking regulation signs. An exception is that turn control signs are placed above STOP signs. • Generally, the bottom of the lowest sign on the supporting structure should be located 2.3m (7.5') to 3.0m (10') (typical 2.4m [8']) above the outside edge of the nearest travel lane. Some circumstances may necessitate signs be placed outside this range; however, the bottom of a sign should not be placed below 2.0m and if the bottom of any sign will be above 3.5m, approval is required from Traffic Management or Traffic Assessment. 		
1.2. Lateral		
<i>Urban Cross Section</i>		
<ul style="list-style-type: none"> • The sign support should be between 0.3m to 2.5m from the curb edge. There may be circumstances where larger setbacks may be required (typically where the boulevard and sidewalk is fully paved). In these circumstances, Traffic Management or Traffic Assessment can approve a larger setback and oversized signs may be used. 		
<i>Rural Cross Section</i>		
<ul style="list-style-type: none"> • The sign support should be 3.0m to 5.0m from the outside edge of the shoulder. Speed Limit signs and Route Markers should be located as close to the minimum setback as possible. There may be circumstances where larger setbacks may be required. In these circumstances, Traffic Management or Traffic Assessment can approve a larger setback and oversized signs may be used. 		
1.3. Supplementary Signing (Divided and One-Way Roadways)		
To reinforce conspicuity and driver expectation, signs are installed only on the right side of a roadway, and it is the general practice to refrain from installing supplementary signs on medians wherever possible, with the exception of those signs which are directly related to the control of vehicular traffic at an intersection. The following list defines those signs which fall into this category; there may be occasions where it may be necessary to place a supplementary sign on a median that is not specified:		

- Stop Sign (RA-1)
- No Left Turn (RB-12)
- No Turns (RB-15)
- No U-Turns (RB-16)
- One-Way Sign (RB-21)
- Two-Way Traffic (RB-24)
- Keep Right (RB-25)
- School Areas (WC-1)
- Pedestrian Crosswalk (RA-4)
- Pedestrian Crosswalk Ahead (WC-2)
- Playground Area (WC-3)
- Railway Crossing Ahead (WA-18)
- Stop Ahead (WB-1)
- Signals Ahead (WB-4)
- Divided Highway Ends (WA-32)
- Route Markers (only in the case, where, at a junction of two or more major roadways intersect another to the left) **SEE ALSO 2.2.**

2. Regulatory Sign Positioning

2.1. Maximum Speed Ahead Signs (WB-9)

- Placed approximately 100 m in advance of RB-1 for a reduction of 10 km/h
- Placed approximately 200 m in advance of RB-1 for a reduction of >10 km/h

2.2. Route Markers

- Route Markers on the approach to another route should be placed on the right side of any roadway configuration of 2 lanes or less approximately 50m in advance. Roadways that are 3 lanes or more would have an additional sign in the centre median or on the left side. Where the speed limit is 70 km/h or higher the signs should be placed 150m in advance. The confirming approach signs for the route should be placed on both sides of the intersection near side where possible. Where a right turn exists, the confirming approach sign should be placed as close as possible to the actual turn.
- Confirmation departing signs should be placed approximately 50m far side of an intersection.
- Additional signs should be placed approximately once each 1.5 kilometres or at major intersection routes.
- When installing Route Markers in the vicinity of a Maximum Speed Sign, the Route Marker should be placed first in sequence followed by the Speed sign.
- When a route no longer continues, "Route Ends" signs should be installed. Those signs would be installed in between the advance route signs and the confirmation approaching signs of an intersecting route.

2.3. Truck Routes (Reference Technical Standard & Practice A-12)

- Positive directional Truck Route signs are installed 50m (for 50 km/h and 60 km/h roadways) to 150m (for 70 km/h or higher roadways) in advance of the intersecting roadway.

2.4. Turn Control Signs (different from MUTCDC A2.4)

- On roadways with a center median, turn control signs are placed near and far side the applicable regulation (i.e. Left Turn Prohibited is installed near-side and far-side on the median). Turn control signs are placed near right and far left at all other intersections.
- Supplementary signs may be added as required.
- Intersections shall be double signed with Turn Rights above the stop sign and in the center median.
- Right turn movements at a public lane intersection with a divided roadway will be signed in the center median only.
- Driveways opposite medians are not signed unless approved by Traffic Management or Traffic Assessment.

2.5. Directional Traffic Control (One-Way) Signs (different from MUTCDC A2.5)

- One-Way signs shall be placed on the far right and left corners of the intersection or lane to face traffic entering or crossing the one-way roadway.
- One-Way signs shall be placed parallel to the one-way roadway directly opposite the exits from driveways and other public access points. A one-way sign shall always be used, where applicable, rather than a turn control sign.

2.6. Lane Designation Signs (reference MUTCDC A2.7)

- Overhead lane designation signs should be mounted so that the bottom of the sign is a minimum of 5.0m above the roadway, and so that each sign is centered over the lane it governs. Overhead lane designation signs are generally located 50m near-side the intersection. Supplementary signs may be placed nearside the intersection.
- Side-Mounted lane designation signs are generally installed 50m nearside the intersection and a supplementary sign may be placed nearside the intersection.

2.7. Keep Right Sign (RB-25)

- On a median, the Keep Right sign should be mounted not more than 15m beyond the approach end. On a pedestrian island or intersection channelization island it should be mounted as close as practicable to the approach end. The sign should be mounted on the face of, or just in front of, a pier or other obstruction in the centre of the road. A supplementary Object Marker (WA-36L) may be placed below the Keep Right sign.

2.8. Right (Left) Turn on Red Traffic Signal Prohibited Sign (RB-17)

- The sign should be mounted on the far right (or the far left) corner of the intersection. In general, it is installed adjacent to the far right (or the far left) signal head. When a near right (or left) signal head exists, another sign may be installed. Other special circumstances, such as a wide intersection may have additional signs installed, subject to approval of the Traffic Management Branch.

3. Warning Sign Positioning

3.1. Warning Signs are generally installed between a minimum of 50m (<70 km/h roadways) and a maximum of 150m (70 km/h or higher roadways) in advance of the corresponding condition. General Positioning of Section 1. applies with the exception of:

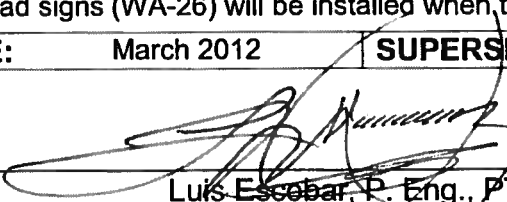
- **Hazard / Object Markers (A-16)** – Object markers should be installed no more than 1.0m from the base of the support structure to the bottom of the sign.

- **Checkerboards and Chevrons (A-16)** – Checkerboards (WA-8, WA-8L, WA-8R, WA-8B) should be installed far side and in line with the path of the approaching vehicles or traffic lanes at a height of 1.2m from the base of the support structure to the bottom of the sign. Chevrons should be installed at a height of 1.2m above the near edge or the nearest traffic lane to the bottom of the sign and positioned in accordance with the revised section A3.2.7 of the MUTCDC.
- **Merge Signs (B-3)** – should be facing the main roadway at the end of the right turn cut-off island. Additional signs may be installed subject to approval by the Traffic Management Branch.
- **Double Arrow (WA-17)** – on an island, it should be mounted as close to the approach end as practicable.
- **Low Clearance Signs on Structures** – low clearance signs (WA-27) will be installed on the structure itself up to a maximum height of 4.60m. Low clearance ahead signs (WA-26) will be installed when the clearance is 4.15m or less.

DATE OF ISSUE: March 2012

SUPERSEDES ISSUE OF: February 2006

APPROVED:



Luis Escobar, P. Eng., PTOE
Manager of Transportation

Based on the above recommendations, a draft of Section A3.2.7 was completed, and is shown below.

Chevron Alignment signs may be used to provide additional guidance to drivers where there is a change in the horizontal alignment of the road.

Chevron Alignment signs should be used where the difference between the design speed (or posted speed if lower) on the approach and the safe speed in the turn or curve (as shown on the advisory speed tab sign) is 35 km/h or higher.

Chevron Alignment signs may be considered under the following conditions:

- (a) where the difference between the design speed (or posted speed if lower) on the approach and the safe speed in the turn or curve (as shown on the advisory speed tab sign) is less than 35 km/h;
- (b) where there is an off-road and/or head-on collision history of one correctable collision per year over three consecutive years;
- (c) where there is a truck rollover collision history of one correctable collision per year over three consecutive years; or,
- (d) where engineering review indicates that additional curve warning is needed to make the curve more apparent to approaching motorists, or the curve is severe and driver compliance with the advisory speed limit is low.

Chevron Alignment signs should not be used to indicate obstructions in the roadway, roadway width transitions such as lane drops and approaches to narrow bridges, and the end of minor street approaches of T-intersections.

Chevron Alignment signs may be used in conjunction with Turn and Curve Warning signs, Checkerboard signs, Delineation Markers, pavement edge lines, and raised pavement markers. However, Chevron Alignment signs are not to be installed on the same pole support device as the signs or Delineation Markers.

The recommended sign spacing by curve radius and approximate design speed is shown in Table A3-X. For a single-lane approach, the first Chevron Alignment sign should be placed directly in front of the driver on the approach. For a multi-lane approach, a Chevron Alignment sign should be placed directly in front of each approach lane. The placement of the signs is illustrated in Figure A3-X. The signs should be installed until the change in alignment eliminates the need for the signs.

The signs should be installed to lateral standards outlined in A1.7.2 and at a height of 1.2 m above the near edge of the nearest traffic lane to the bottom of the sign. The sign installation height may be increased due to road geometry. The basis in sign height changes relative to road geometry is illustrated in Figure A3-Y, and the recommended adjustment height is shown in Table A3-Y.

Chevron Alignment signs along the tangent approach may be considered after an on-site review under the following conditions:

- (a) where the road geometry prevents the first two Chevron Alignment signs from being visible to the upon approach; or
- (b) where the horizontal curve is along a rural section where due to lack of visual cues, additional guidance may be required.

The recommended spacings of the tangent approach Chevron Alignment signs are illustrated in Figure A3-Z.

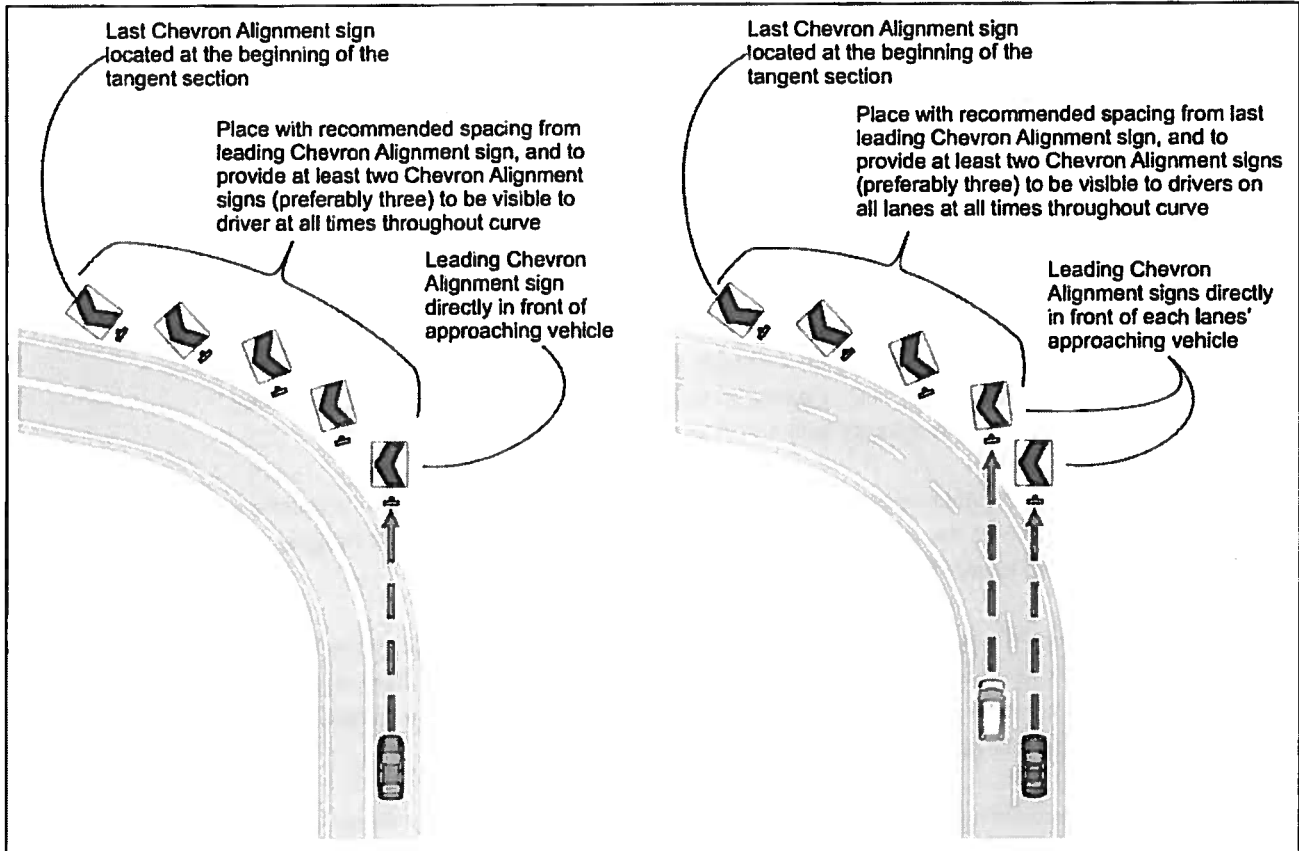


FIGURE A3-X

TABLE A3-X

CURVE RADIUS (m)	APPROXIMATE DESIGN SPEED OF CURVE (km/h)*		RECOMMENDED SPACING (m)
	Rural or High-Speed Urban	Low-Speed Urban	
30	25 to 30	35 to 40	13
40	30 to 35	35 to 40	16
50	35 to 40	40 to 45	20
60	40 to 45	40 to 45	22
70	40 to 45	45 to 50	24
80	45 to 50	45 to 50	27
90	45 to 50	45 to 50	29
100	50 to 55	50 to 55	30
125	55 to 60	50 to 55	35
150	60 to 65	55 to 60	38
175	65 to 70	n/a**	42
200	70 to 75	n/a	45
225	75 to 80	n/a	48
250	75 to 80	n/a	51
275	80 to 85	n/a	53
300	85 to 90	n/a	56
350	85 to 95	n/a	61
400	90 to 100	n/a	65
450	95 to 105	n/a	69
500	100 to 110	n/a	73
550	105 to 115	n/a	77
600	105 to 115	n/a	80
700	110 to 125	n/a	87
800	115 to 130	n/a	93
900	120 to 140	n/a	98

* Posted or advisory speed used to determine the sign spacing if it is found to be less than the design speed or if the design speed is unknown.

** corresponding design speed greater than 60 km/h

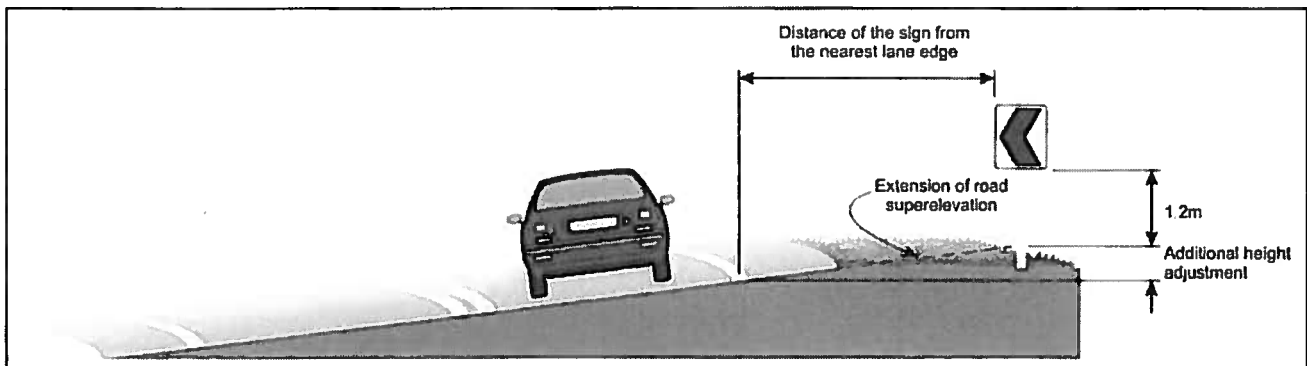


FIGURE A3-Y

TABLE A3-Y

DISTANCE FROM LANE EDGE* (m)		SIGN HEIGHT BY SUPERELEVATION (m)							
		0.00	0.02	0.04	0.06	0.08			
60 km/h or lower, with curb, urban	60 km/h or lower, with curb, rural	0.3	1.2	1.2	1.2	1.2	1.2		
		0.5	1.2	1.2	1.2	1.2	1.2		
		1.0	1.2	1.2	1.2	1.3	1.3		
		1.5	1.2	1.2	1.3	1.3	1.3		
		2.0	1.2	1.2	1.3	1.3	1.4		
	60 km/h or lower, without curb, infrequent or no snow	2.5	1.2	1.3	1.3	1.4	1.4		
		3.0	1.2	1.3	1.3	1.4	1.4		
		3.5	1.2	1.3	1.3	1.4	1.5		
		60 km/h or lower, without curb, regular snow	70 km/h or higher, infreq. or no snow, urban	4.0	1.2	1.3	1.4	1.4	1.5
				4.5	1.2	1.3	1.4	1.5	1.6
	70 km/h or higher, infrequent or no snow, rural		5.0	1.2	1.3	1.4	1.5	1.6	
			70 km/h or higher, regular snow	5.5	1.2	1.3	1.4	1.5	1.6
				6.0	1.2	1.3	1.4	1.6	1.7

* Lane edge is defined as the nearest edge of the nearest travel lane to the outside of the curve.

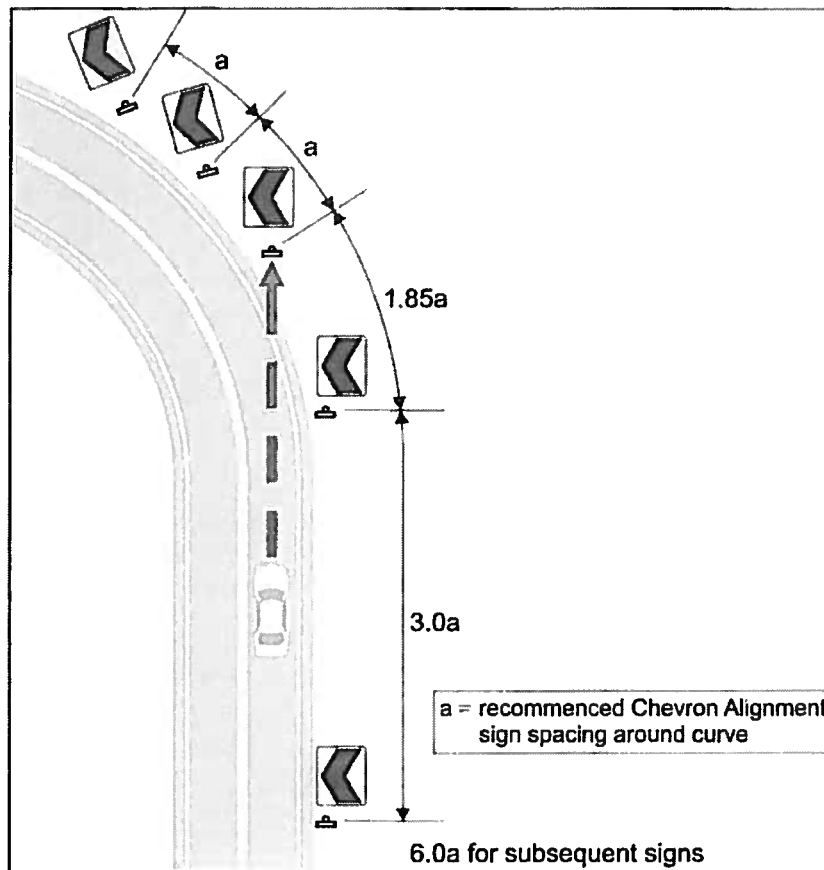
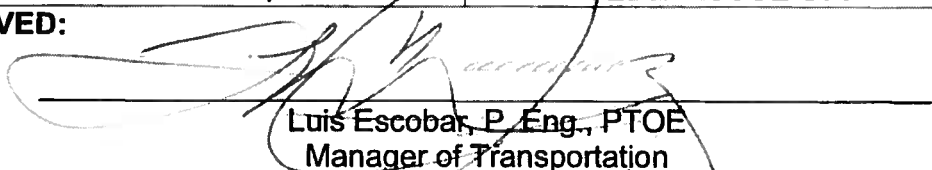


FIGURE A3-Z

A draft of a recommended additional paragraph of Section A1.7.6 was also completed, and is shown below (to be inserted after the second paragraph).

In the case of a group of signs that are similar in appearance and operate as a single device (such as Chevron Alignment signs), the signs should be maintained as a group and replaced at the same time to retain sign appearance consistency.

TECHNICAL GUIDELINES & PRACTICES

SUBJECT:	SPEED LIMITS	A-2
CATEGORY:	Traffic Signing	Revision Date: August 2012
PURPOSE:		
Speed limit signs shall be used to make known the speed limit(s) at transitions from one speed zone to another, within the urban restricted speed area where the speed limit has been set at something other than 50 km/h and outside the urban restricted speed area where the speed limit is something other than 90 km/h.		
REFERENCE:		
HTA, Sections 77, 80, 95(1), 97, 98(1-8), 103(1-4) MR 204/92, and amendments MUTCDC, Section A2.3, A3.6.9 Technical Guideline A-1		
GUIDELINES/PROCEDURES:		
<p>The urban speed limit of 50 km/h, the rural speed limit of 90 km/h and the back lane speed limit of 30 km/h are statutory limits and are established by the Highway Traffic Act. All motorists are expected to be aware of these speed limits and therefore, speed limit signing is not necessary, other than at the boundaries of the urban speed limit area.</p> <p>However, the Highway Traffic Board is authorized by the Province to modify the speed limits on specific sections of routes from these pre-established values. Speed limit signing is therefore required at the transition point (either up or down) from one speed limit to another and at selected locations to confirm/reinforce the speed limit for the motorist. Consequently, speed limit signing may be provided under the following circumstances:</p> <ul style="list-style-type: none"> • Downstream of major cross street intersections where the speed limit has been modified on a particular street or section of street, or; • Approximately 1.5 km apart where the speed limit has been modified but there are no major cross street intersections, or; • Where a speed limit has been lowered to 50 km/h, 50km/h speed limit signs will be temporarily installed for a transition period of 6 weeks and then removed. • For installations subsequent to January 1, 2012, if the speed limit is ≤ 60 km/h, the Maximum Speed Sign (RB-1) will generally be 600 x 750 • For installations subsequent to January 1, 2012, if the speed limit is > 60 km/h, the Maximum Speed Sign (RB-1) will generally be 750 x 900 and where the higher speed zone transitions to a lower speed zone the first maximum speed sign will generally be 750 x 900 <p>Starting in 2012, a program to replace the RB-5 Maximum Speed Ahead Signage with the WB-9 Maximum Speed Ahead Signage will be undertaken, commencing on high speed (70 km/h or higher) routes and then in order of descending speed limits on the remaining routes. If the speed limit is ≤ 60 km/h, the WB-9 Maximum Speed Ahead sign generally will be 900 x 900. If the speed limit is > 60 km/h, the WB-9 Maximum Speed Ahead sign will generally be 1200 x 1200 and where the higher speed zone transitions to a lower speed zone the first WB-9 Maximum Speed Ahead sign will generally be 1200 x 1200.</p>		
DATE OF ISSUE:	September 2012	SUPERSEDES ISSUE OF: March 2012
APPROVED:		
 Luis Escobar, P. Eng., PTOE Manager of Transportation		

Restricted speed area sign for Winnipeg

77(2) The City of Winnipeg may cause to be erected on any highway running from Provincial Trunk Highway 100 or 101, in or towards a restricted speed area lying in the area bounded by those Provincial Trunk Highways, and at the beginning of that restricted speed area,

- (a) a sign facing traffic that is entering that restricted speed area, indicating that the maximum speed permissible in the restricted speed area is 50 kilometres an hour unless otherwise indicated; and
- (b) a sign facing traffic that is leaving the restricted speed area to proceed on the highway toward Provincial Trunk Highway 100 or 101, indicating that the traffic, at that place, has left or is about to leave, the restricted speed area.

Signs on designated highways

77(3) In the case of a highway or portion thereof designated under subsection 97(1), it is sufficient compliance with subsection (1) if there is erected, at each end of the highway or portion thereof,

- (a) a sign facing traffic entering the designated highway or portion thereof and indicating that the maximum speed permissible therein is 50 kilometres per hour; and
- (b) a sign facing traffic leaving the designated highway or portion thereof and indicating that that the maximum speed to which reference is made in clause (a) is not thereafter applicable.

Signs in restricted speed areas

77(4) Where, in a municipality that is otherwise wholly within a restricted speed area, there is or are one or more highways,

- (a) on which a rate of speed greater than 50 kilometres per hour is permissible; and
- (b) in respect of which traffic control devices are in place as required under subsection (1);

it is a sufficient compliance with subsection (1) if there are erected, at each point where a highway to which clause (a) applies crosses the boundary of the municipality,

Signal de limitation de vitesse pour Winnipeg

77(2) La ville de Winnipeg est habilitée à faire ériger sur toute route menant des routes provinciales à grande circulation 100 ou 101 vers une zone de limitation de vitesse bordée par ces dernières, et à l'entrée de cette zone de limitation de vitesse :

- a) un signal faisant face aux véhicules abordant cette zone de limitation de vitesse, lequel signal indique que la vitesse maximale autorisée dans cette zone est, sauf indication contraire, de 50 kilomètres à l'heure; et
- b) un signal faisant face aux véhicules quittant cette zone par la route menant vers la route provinciale à grande circulation 100 ou 101, lequel signal indique qu'à cet endroit, ces véhicules sont sortis ou sur le point de sortir de la zone de limitation de vitesse.

Signaux sur les routes désignées

77(3) Dans le cas de la route ou section de route désignée en application du paragraphe 97(1), le paragraphe (1) est considéré comme étant respecté si l'on a érigé à chaque extrémité de cette route ou section de route :

- a) un signal faisant face aux véhicules entrant dans la route ou section de route désignée, lequel signal indique que la vitesse maximale qui y est autorisée est de 50 kilomètres à l'heure; et
- b) un signal faisant face aux véhicules quittant la route ou section de route désignée, lequel signal indique que la vitesse maximale visée à l'alinéa a) cesse d'être applicable.

Signaux dans les zones de limitation de vitesse

77(4) Si, dans une municipalité qui à tous autres égards se trouve entièrement comprise dans une zone de limitation de vitesse, il y a une ou plusieurs routes :

- a) sur lesquelles une vitesse maximale supérieure à 50 kilomètres à l'heure est autorisée, et
- b) à l'égard desquelles des dispositifs de signalisation sont en place conformément au paragraphe (1),

le paragraphe (1) est considéré comme étant respecté si l'on a érigé, à tout emplacement où une route visée par l'alinéa a) croise les limites de la municipalité :

(c) a sign facing traffic entering the municipality, and indicating that the maximum speed permissible in the municipality is 50 kilometres per hour unless otherwise indicated; and

(d) a sign facing traffic leaving the municipality, and indicating that the traffic is at that point leaving the municipality.

Signs affecting speed in back lanes

77(5) Where a municipality has by by-law, made under section 103, fixed a lower rate of speed on back lanes than the speed permissible under subsection 95(1), it is sufficient compliance with subsection (1) if the municipality erects, at each point where a highway crosses the boundary of the municipality or in the case of The City of Winnipeg in accordance with subsection (2), a sign, of the type approved by the traffic board, facing traffic entering the municipality or the city indicating the maximum rate of speed permissible on back lanes in the municipality.

Fixing of lower rate of speed by traffic authority

77(6) Where a traffic authority or the traffic board has by by-law, order or regulation made under section 98, 103 or 104 fixed a lower rate of speed on highways situated within a park, resort or community than the speed permissible under subsection 95(1), it is sufficient compliance with this section if the traffic authority erects at each point of a highway entering the park, resort or community as described in the by-law, order or regulation, a sign of the type approved by The Highway Traffic Board, facing traffic entering the park, resort or community indicating the maximum speed permissible and a sign facing traffic leaving the park, resort or community indicating that the traffic is at that point leaving the park, resort or community.

c) un signal faisant face aux véhicules abordant la municipalité, lequel signal indique que la vitesse maximale autorisée à l'intérieur de la municipalité est, sauf indication contraire, de 50 kilomètres à l'heure, et

d) un signal faisant face aux véhicules sortant de la municipalité, lequel signal indique que ces véhicules sont sur le point de sortir de cette municipalité.

Signaux concernant la circulation dans les ruelles

77(5) Dans le cas de la municipalité qui, par arrêté pris en application de l'article 103, a fixé pour les ruelles une vitesse inférieure à celle autorisée par application du paragraphe 95(1), le paragraphe (1) est considéré comme étant respecté si cette municipalité a érigé, à chaque emplacement où une route croise les limites de cette municipalité ou encore, dans le cas de la ville de Winnipeg, conformément au paragraphe (2), un signal du type approuvé par le Conseil routier, faisant face aux véhicules entrant dans la municipalité, lequel signal indique la vitesse maximale autorisée dans les ruelles de cette municipalité.

Vitesse inférieure

77(6) Lorsque, par arrêté, ordonnance ou règlement pris en application de l'article 98, 103 ou 104, l'autorité chargée de la circulation ou le Conseil routier a fixé pour les routes situées à l'intérieur d'un parc, d'un lieu de villégiature ou d'une agglomération, une vitesse inférieure au maximum autorisé en application du paragraphe 95(1), le présent article est considéré comme étant respecté si, à chaque emplacement où une route entre dans le parc, le lieu de villégiature ou l'agglomération visé par l'arrêté, l'ordonnance ou le règlement, l'autorité chargée de la circulation a érigé un dispositif de signalisation du type approuvé par le Conseil routier, faisant face aux véhicules entrant dans le parc, le lieu de villégiature ou l'agglomération, lequel dispositif indique la vitesse maximale autorisée, et un dispositif de signalisation faisant face aux véhicules sortant du parc, du lieu de villégiature ou de l'agglomération, lequel dispositif indique que ces véhicules sont sur le point de sortir de ce parc, de ce lieu de villégiature ou de cette agglomération.

Signs where construction work in progress

77(7) Where any portion of a highway is under construction, or where any reconstruction, widening, marking, repair thereof or other work with respect thereto is being carried on, the traffic authority may erect, not further from each end of that portion of the highway than 450 metres,

(a) a traffic control device facing traffic entering upon the highway or portion thereof

(i) which shall indicate that work of some of the kinds mentioned in this subsection is being done on the highway or portion thereof, and

(ii) of which the design and dimensions have been approved as provided in section 81; and

(b) a traffic control device facing traffic leaving the highway or portion thereof,

(i) which shall indicate that the highway or portion thereof to which the traffic control device mentioned in clause (a) relates ends at that place, and

(ii) of which the design and dimensions have been approved as provided in section 81.

Signs indicating workers or equipment are present

77(7.1) A traffic control device erected under clause (7)(a), or another traffic control device the traffic authority erects adjacent to it or before any part of the construction zone where workers may be present or using equipment, may indicate

(a) that workers are present or using equipment in the construction zone; and

(b) that, while workers are present or using equipment in the construction zone, travel on the highway is prohibited, or traffic must proceed on the highway only in the manner or at the permissible speed indicated by the traffic control device.

Signalisation de travaux en cours

77(7) Lorsqu'une section de route est en cours de construction, ou est soumise à des travaux de reconstruction, d'élargissement, de marquage, de réfection ou autres, l'autorité chargée de la circulation peut ériger, à une distance de 450 mètres au plus de chaque extrémité de cette section :

a) un dispositif de signalisation faisant face aux véhicules entrant dans cette route ou section de route

(i) indiquant que des travaux de l'une ou l'autre des classes ci-dessus sont en cours sur cette route ou section de route,

(ii) dont le dessin et les dimensions ont été approuvés conformément à l'article 81;

b) un dispositif de signalisation faisant face aux véhicules quittant cette route ou section de route

(i) indiquant que la route ou section de route visée à l'alinéa a) se termine à cet endroit,

(ii) dont le dessin et les dimensions ont été approuvés conformément à l'article 81.

Signaux annonçant la présence d'ouvriers et d'équipement

77(7.1) Tout dispositif de signalisation érigé conformément à l'alinéa (7)a), ou tout autre dispositif de signalisation que l'autorité chargée de la circulation fait ériger à côté d'un tel dispositif ou devant une section de la zone de construction où des ouvriers peuvent être présents ou utiliser de l'équipement, peut indiquer :

a) que les ouvriers sont présents ou qu'ils utilisent de l'équipement dans la zone de construction;

b) que, lorsque les ouvriers sont présents ou qu'ils utilisent de l'équipement dans la zone de construction, la circulation sur la route est soit interdite, soit autorisée uniquement de la façon ou à la vitesse permise qu'indique le dispositif.

Contractor erecting signs

77(8) If the government enters into an agreement with a contractor to construct or repair part or all of a provincial highway, the minister may authorize or require the contractor to exercise the minister's authority to erect traffic control devices on the highway under subsection (7) or (7.1). The minister may require the contractor to alter or remove any traffic control devices the contractor erects.

Removal of signs

77(9) Where, under subsections (7) and (8), or either of those subsections, a traffic authority or a contractor has erected traffic control devices, when the work that is being done on the highway or any portion thereof is sufficiently completed to render it unnecessary for the traffic control devices to remain thereon, the traffic authority or the contractor, as the case may be, shall cause the traffic control devices to be removed.

Definition of "flagman"

77(10) In this section, "flagman" means a person employed by a traffic authority, or a contractor doing work on behalf of a traffic authority, for the purpose of directing the movement of traffic on any portion of a highway under construction, or where repair work or other work is being carried on.

Observance of flagman's directions

77(11) Every driver of a vehicle shall obey and observe the directions given by a flagman.

S.M. 1986-87, c. 14, s. 17; S.M. 2001, c. 43, s. 44; S.M. 2004, c. 30, s. 7.

78 Repealed.

S.M. 1996, c. 26, s. 8.

Erection of "stop" or "arrêt" signs

79(1) A traffic authority may erect a "stop" or "arrêt" sign at an intersection or level railway crossing within the area over which the traffic authority has jurisdiction.

Illumination of "stop" or "arrêt" signs

79(2) Every "stop" or "arrêt" sign erected under subsection (1) shall be reflectorized and so placed as to be illuminated by the headlights of an approaching vehicle.

Érection de signaux par les entrepreneurs

77(8) Si un contrat est conclu entre le gouvernement et un entrepreneur pour la construction ou la réfection de tout ou partie d'une route provinciale, le ministre peut autoriser ou obliger cet entrepreneur à exercer les pouvoirs dont il est investi pour ériger, en application du paragraphe (7) ou (7.1), des dispositifs de signalisation sur cette route. Le ministre peut également exiger de l'entrepreneur qu'il modifie ou enlève tout dispositif de signalisation érigé par ce dernier.

Enlèvement des signaux

77(9) Lorsque, en application des paragraphes (7) ou (8), l'autorité chargée de la circulation ou un entrepreneur a érigé des dispositifs de signalisation et que les travaux portant sur la route ou la section de route sont suffisamment avancés pour qu'il ne soit plus nécessaire de laisser ces dispositifs de signalisation en place, l'autorité chargée de la circulation ou l'entrepreneur, selon le cas, les en fait enlever.

Définition de « signaleur »

77(10) Pour l'application du présent article, « signaleur » désigne la personne employée par l'autorité chargée de la circulation, ou par l'entrepreneur effectuant des travaux pour le compte de cette autorité, à diriger la circulation sur une route ou une section de route en cours de construction ou soumise aux travaux de réfection ou autres.

Observation des instructions du signaleur

77(11) Tout conducteur de véhicule doit se conformer aux instructions données par un signaleur.

L.M. 1986-87, c. 14, art. 17; L.M. 2001, c. 43, art. 44; L.M. 2004, c. 30, art. 7.

78 Abrogé.

L.M. 1996, c. 26, art. 8.

Érection de signaux « arrêt » ou « stop »

79(1) L'autorité chargée de la circulation est habilitée à ériger un signal « arrêt » ou « stop » à une intersection ou à un passage à niveau de chemin de fer situé à l'intérieur de la zone relevant de sa compétence.

Signaux « arrêt » ou « stop » réfléchissants

79(2) Tout signal « arrêt » ou « stop » érigé en application du paragraphe (1) doit être traité et disposé de façon à réfléchir la lumière émise par les phares de tout véhicule qui s'approche.

PRESUMPTIONS

Presumption of proper erection of traffic control devices

80 The existence on a highway of a sign, marking, poster, notice, or traffic control device such as is required or permitted by this Act, purporting to regulate the use of the highway in any manner, raises the prima facie presumption that the sign, marking, poster, notice, or traffic control device was duly erected and maintained by the proper authority pursuant to the power given by this Act and in accordance therewith.

TRAFFIC CONTROL DEVICES

Approval of traffic control devices

81 No traffic control device shall be erected on a highway by any traffic authority, unless the design and dimensions thereof have been first approved by the traffic board, or by a person authorized by it in writing to give such an approval, or, in the case of provincial highways, by the minister.

S.M. 2001, c. 43, s. 44.

Imitative devices prohibited

82(1) No person shall erect or maintain, upon or in view of a highway, a device that purports to be, resembles, or interferes with the effectiveness of, a traffic control device unless he is authorized to do so by a traffic authority; and if such a device is erected or maintained without that authority, it may be removed by, or under the authority of,

- (a) the mayor, reeve, or chief constable of the municipality in which it is situated; or
- (b) the officer in command in Manitoba of the Royal Canadian Mounted Police Force; or
- (c) the minister where it is situated on a highway in respect of which the minister is the traffic authority;

or the representative of any of them duly authorized by him for that purpose.

PRÉSUMPTIONS

Présomption d'érection convenable des signaux

80 L'existence sur une route d'un signal, d'une marque, d'un affiche, d'un avis ou d'un dispositif de signalisation exigé ou autorisé par la présente loi, et censé régler l'usage de cette route de quelque manière que ce soit, vaut présomption prima facie que le signal, la marque, l'avis ou le dispositif de signalisation a été dûment mis en place et maintenu en service par l'autorité compétente conformément aux pouvoirs que la présente loi lui confère.

DISPOSITIFS DE SIGNALISATION

Approbation des dispositifs de signalisation

81 Il est interdit à toute autorité chargée de la circulation d'ériger sur une route un dispositif de signalisation dont le dessin et les dimensions n'ont pas été approuvés au préalable par le Conseil routier, par une personne que celle-ci autorise par écrit à cet effet ou, à l'égard des routes provinciales, par le ministre.

L.M. 2001, c. 43, art. 44.

Dispositifs imitatifs interdits

82(1) Il est interdit d'ériger ou de garder en place, sur une route ou à portée de vue de cette dernière, un dispositif qui passe pour être un dispositif de signalisation, qui lui ressemble ou qui porte préjudice à son efficacité, à moins d'y être autorisé par l'autorité chargée de la circulation; si pareil dispositif est érigé ou gardé en place sans autorisation, il peut être enlevé, directement ou par personne interposée :

- a) par le maire, le préfet ou le chef de la police de la municipalité où se trouve ce dispositif;
- b) par l'officier commandant la Gendarmerie royale du Canada au Manitoba;
- c) par le ministre lorsque ce dispositif se trouve sur une route à l'égard de laquelle le ministre est l'autorité chargée de la circulation,

ou par le représentant dûment autorisé à cet effet par l'une ou l'autre des autorités mentionnées ci-dessus.

DIVISION II

SECTION II

SPEED RESTRICTIONS

LIMITATIONS DE VITESSE

GENERAL PROVISIONS

DISPOSITIONS GÉNÉRALES

Speed limit in particular cases

95(1) Subject to subsections 98(1) to (5), no person shall drive a vehicle at a rate of speed greater than

- (a) 50 kilometres an hour within any restricted speed area if it and the maximum speed permissible therein are designated by signs erected as herein required; or
- (b) the maximum speed permissible at any other place as designated by signs erected as herein required or authorized; or
- (c) 90 kilometres per hour in all places not mentioned in clauses (a) or (b).

Meaning of construction zone

95(1.1) In subsection (1.2), "construction zone" means a portion or length of highway

- (a) that is under construction, or where any reconstruction, widening, marking, repairs or other work is being done by or on behalf of the traffic authority, including installation of, and repairs and modifications to, the equipment or facilities of any person who the traffic authority allows to maintain equipment or facilities on or under the highway; and
- (b) that is identified as a construction or work zone by approved traffic control devices placed at the beginning and end of the zone facing each direction of travel in the zone.

Cas particuliers de limitation de vitesse

95(1) Sous réserve des paragraphes 98(1) à (5), il est interdit de conduire un véhicule à une vitesse supérieure :

- a) à 50 kilomètres à l'heure dans toute zone de limitation de vitesse si cette zone ainsi que la vitesse maximale qui y est autorisée sont indiquées par des signaux érigés conformément à la présente loi;
- b) à la vitesse maximale qui est autorisée en tout autre lieu selon les signaux érigés conformément à la présente loi;
- c) à 90 kilomètres à l'heure dans les lieux non visés à l'alinéa a) ou b).

Zone de construction

95(1.1) Pour l'application du paragraphe (1.2), « zone de construction » s'entend d'un tronçon de route qui :

- a) d'une part, est en construction ou sur lequel des travaux de reconstruction, d'élargissement, de marquage, de réparation ou autres sont effectués par ou pour l'autorité chargée de la circulation, notamment la mise en place d'équipement ou d'installations appartenant à une personne à qui l'autorité permet d'avoir de l'équipement ou des installations sur ou sous la route ainsi que les réparation et les modifications dont ils font l'objet;
- b) d'autre part, constitue une telle zone selon ce qu'indiquent des dispositifs de signalisation approuvés, installés au début et à la fin de la zone et faisant face aux véhicules qui y circulent dans chaque direction.

Speed when workers or equipment present

95(1.2) Despite subsection(1), when workers are present or using equipment in a construction zone, or in part of a construction zone, where a traffic control device warning of their presence or the equipment's use has been erected in accordance with subsection 77(7.1), no person shall drive a vehicle in the construction zone, or in the particular part of it, at a rate of speed greater than the lesser of

- (a) the maximum speed otherwise permissible under subsection (1); and
- (b) the maximum permissible speed indicated by any traffic control device erected in accordance with subsection 77(7.1).

Where passing other vehicles prohibited

95(2) No person driving a vehicle shall overtake or pass another vehicle while the other vehicle is passing

- (a) an institution for the blind or the grounds thereof; or
- (b) a school building or the grounds thereof
 - (i) within 15 minutes before the opening of morning classes or afternoon classes in the school, or
 - (ii) within 15 minutes of closing of morning classes or afternoon classes in the school; or
- (c) the grounds of a school building or of an institution for the care of children, or grounds on which there is a playground or rink, while children are on the highway adjacent to those grounds; or
- (d) persons engaged in constructing, maintaining, or repairing the highway;

if the existence at that place of the institution, school building, playground, rink, or persons so engaged, is indicated, in each case, by a traffic control device.

Vitesse permise en présence d'ouvriers ou d'équipement

95(1.2) Malgré le paragraphe (1), si des ouvriers sont présents ou utilisent de l'équipement dans une zone de construction et qu'un dispositif de signalisation érigé en conformité avec le paragraphe 77(7.1) y indique la présence d'ouvriers ou l'utilisation d'équipement, il est interdit de conduire un véhicule dans cette zone, ou dans la partie visée de la zone en question, à une vitesse excédant la moins élevée des vitesses suivantes :

- a) la vitesse maximale normalement permise en vertu du paragraphe (1);
- b) la vitesse maximale permise qu'indique un dispositif de signalisation érigé conformément au paragraphe 77(7.1).

Cas d'interdiction de dépassement

95(2) Il est interdit de dépasser tout véhicule qui est en train de passer :

- a) devant un établissement d'aveugles ou les terrains y attenants;
- b) devant un établissement scolaire ou les terrains y attenants
 - (i) durant les 15 minutes précédant l'ouverture des classes du matin ou de l'après-midi;
 - (ii) durant les 15 minutes qui suivent la fermeture des classes du matin ou de l'après-midi;
- c) devant les terrains attenants à un établissement scolaire ou à une garderie d'enfants, ou devant les terrains sur lesquels se trouve un terrain de jeux ou une patinoire, au moment où les enfants se trouvent sur la route adjacente à ces terrains;
- d) devant les personnes se livrant aux travaux de construction, d'entretien ou de réfection de la route,

si l'existence à cet endroit de cet établissement, établissement scolaire, de ce terrain de jeux, de cette patinoire ou de ces personnes au travail, est indiquée, dans chaque cas, par un dispositif de signalisation.

**RESTRICTED OR
INCREASED SPEED AREAS**

Designation of restricted speed areas

97(1) The traffic board may make orders designating

- (a) any municipality or part of a municipality;
- (b) any part of unorganized territory; and
- (c) any highway or part of a highway;

as a restricted speed area.

Limitation to parts of year

97(2) An order made under subsection (1) or subsection 98(2) may designate any area, highway, or part of a highway, to which those subsections refer to be a restricted area or reduced restricted speed area during only such period or periods, in any year, as may be specified in the order; and, in that event, the traffic control devices erected under section 77 respecting the restricted speed area or reduced restricted speed area shall be removed by the traffic authority at the close of each such period.

Exclusion of certain areas

97(3) The traffic board may make orders excluding from a restricted speed area any municipality or part of a municipality or any highway or part of a highway, whether provision for the inclusion thereof in a restricted speed area is specifically made in this Act or it has been included therein by order of the traffic board.

Existing restricted speed areas continued

97(4) Every highway or portion of a highway that, on the coming into force of this Act, is a restricted speed area is, and shall continue to be, a restricted speed area as if designated by the traffic board until such time as the traffic board, by order, otherwise directs.

Copies of orders to traffic authorities

97(5) Upon making an order under this section the traffic board shall forthwith send a copy thereof to the traffic authority having jurisdiction in the area, or over the highway, to which the order applies.

**ZONES DE DIMINUTION
OU D'AUGMENTATION
DE LA VITESSE LIMITE**

Désignation des zones de limitation de vitesse

97(1) Le Conseil routier est habilité à prendre des ordonnances pour désigner à titre de zone de limitation de vitesse :

- a) tout ou partie d'une municipalité;
- b) toute partie d'un territoire non organisé;
- c) toute route ou section de route.

Limitation à certaines époques de l'année

97(2) L'ordonnance prévue au paragraphe (1) ou au paragraphe 98(2) peut désigner toute zone, route ou section de route visée par ces paragraphes à titre de zone de limitation de vitesse ou zone de diminution de la vitesse limite, uniquement pendant les périodes de l'année prévues par cette ordonnance, auquel cas l'autorité chargée de la circulation enlève à la fin de chacune de ces périodes, les dispositifs de signalisation érigés conformément à l'article 77 à l'égard de cette zone de limitation de vitesse ou de diminution de la vitesse limite.

Exclusion de certaines zones

97(3) Le Conseil routier peut prendre des ordonnances excluant d'une zone de limitation de vitesse tout ou partie d'une municipalité ou d'une route, que celle-ci ait été incluse dans la zone de limitation de vitesse par disposition expresse de la présente loi ou par ordonnance du Conseil routier.

Maintien des zones de limitation de vitesse existantes

97(4) Toute route ou section de route qui, à l'entrée en vigueur de la présente loi, est une zone de limitation de vitesse, continue à l'être tout comme si elle avait été désignée à cet effet par le Conseil routier, et ce jusqu'à ordonnance contraire de celui-ci.

Notification de l'ordonnance

97(5) Dès qu'il a pris une ordonnance en application du présent article, le Conseil routier la notifie immédiatement à l'autorité chargée de la circulation sur la zone ou la route faisant l'objet de cette ordonnance.

Order permitting higher speed limit

98(1) The traffic board may make orders fixing, for any highway or portion of a highway designated in an order, the maximum speed permissible thereon which may be more than 90 kilometres per hour as mentioned in clause 95(1)(c), but shall not be more than 110 kilometres per hour.

Lower rate of speed

98(2) The traffic board may make orders fixing for any

- (a) municipality or part of a municipality;
- (b) part of an unorganized territory; and
- (c) highway or part of a highway;

designated in the order, the maximum speed permissible which may be less than 50 kilometres per hour.

Expiration of order

98(3) An order made under subsection (1) does not come into force and effect until confirmed by an order of the Lieutenant Governor in Council.

Copies of orders to traffic authorities

98(4) Upon making an order under subsection (1), the traffic board shall forthwith send a copy thereof to the traffic authority having jurisdiction over the highway to which the order applies.

Compliance with orders

98(5) Where an order made under subsection (1) has been indicated or made known to drivers as required by section 76, no person shall drive a vehicle on a highway or portion of a highway in respect of which the order is in force and effect and at a speed greater than that permissible under the order; and clauses 95(1)(c) and (d) do not apply in respect of that highway or portion of a highway while the order is in force and effect in so far as those clauses are inconsistent with the order.

Ordonnance autorisant une vitesse limite plus élevée

98(1) Le Conseil routier peut, par ordonnance, fixer pour tout ou partie de toute route désignée dans l'ordonnance, la vitesse maximale qui y est autorisée, laquelle vitesse peut être supérieure à la vitesse de 90 kilomètres à l'heure, visée à l'alinéa 95(1)c), sans dépasser toutefois 110 kilomètres à l'heure.

Diminution de la vitesse

98(2) Le Conseil routier peut, par ordonnance, fixer à l'égard :

- a) de tout ou partie d'une municipalité,
- b) de toute partie d'un territoire non organisé,
- c) de tout ou partie d'une route,

désigné dans l'ordonnance, la vitesse maximale autorisée qui peut être inférieure à 50 kilomètres à l'heure.

Expiration de l'ordonnance

98(3) L'ordonnance prise en application du paragraphe (1) n'entre en vigueur qu'une fois ratifiée par décret du lieutenant-gouverneur en conseil.

Notification de l'ordonnance

98(4) Dès qu'il a pris une ordonnance en application du paragraphe (1), le Conseil routier en envoie une copie à l'autorité chargée de la circulation sur la route visée par l'ordonnance.

Observation de l'ordonnance

98(5) Lorsque l'ordonnance prise en application du paragraphe (1) a été portée à la connaissance des conducteurs conformément à l'article 76, il est interdit de conduire un véhicule sur la route ou section de route visée par cette ordonnance, à une vitesse supérieure à celle qu'elle autorise; en cas d'incompatibilité entre l'ordonnance et les alinéas 95(1)c) et d), ceux-ci ne sont pas applicables à la route ou section de route soumise à l'application de cette ordonnance.

Modified speed zones

98(6) Notwithstanding subsection 95(1), the traffic board may, by order, designate any highway as a modified speed zone; and, for each modified speed zone, shall fix the maximum speed for vehicles being driven in the zone, which shall be

(a) not greater than the speed mentioned in clause 95(1)(c); and

(b) not less than 50 kilometres per hour;

and the order may designate any highway or part of highway to be a modified speed zone during such period or periods, in any year, as may be specified in the order; and in that event, the traffic control device erected under section 77 respecting the modified speed zone shall be removed by the traffic authority at the end of each such period.

Speed limit in modified speed zones

98(7) No person shall drive a vehicle on a highway that has been designated as a modified speed zone and in respect of which traffic control devices have been erected and are maintained as required by subsection 77(1), at a rate of speed greater than the maximum speed fixed for that zone.

Copies of orders to traffic authorities

98(8) Upon making an order under subsection (2) or (6), the traffic board shall forthwith send a copy thereof to the traffic authority having jurisdiction over the highway.

S.M. 1989-90, c. 4, s. 4; S.M. 1991-92, c. 25, s. 35.

Determination of speed on guilty pleas

99 Where a person pleads guilty to an offence under subsection 95(1), 98(5) or 98(7), the report of a peace officer as to the speed at which the person accused was driving the vehicle at the time the offence was committed, as determined by a speedometer or a speed timing device, is prima facie proof of the speed at which the accused was driving the vehicle.

Zones de modification de la vitesse limite

98(6) Par dérogation au paragraphe 95(1), le Conseil routier peut, par ordonnance, désigner toute route à titre de zone de modification de la vitesse limite; pour chaque zone de modification de la vitesse limite, elle fixe la vitesse maximale que peuvent atteindre les véhicules qui y circulent, laquelle vitesse ne doit pas être :

a) supérieure à la vitesse prévue à l'alinéa 95(1)c);

b) inférieure à 50 kilomètres à l'heure;

et l'ordonnance peut désigner toute route ou section de route à titre de zone de modification de la vitesse limite durant les périodes de l'année, que peut prévoir cette ordonnance, auquel cas l'autorité chargée de la circulation enlève à la fin de chacune de ces périodes, le dispositif de signalisation érigé en application de l'article 77 à l'égard de la zone de modification de la vitesse limite.

Vitesse dans les zones de modification de la vitesse

98(7) Il est interdit de conduire un véhicule sur une route qui a été désignée à titre de zone de modification de la vitesse limite et à l'égard de laquelle des dispositifs de signalisation ont été érigés et maintenus en service conformément au paragraphe 77(1), à une vitesse supérieure à la vitesse maximale autorisée pour cette zone.

Notification de l'ordonnance

98(8) Dès qu'il a pris une ordonnance en application du paragraphe (2) ou (6), le Conseil routier en envoie une copie à l'autorité chargée de la circulation sur la route visée.

L.M. 1989-90, c. 4, art. 4; L.M. 1991-92, c. 25, art. 35.

Détermination de la vitesse en cas d'aveu de culpabilité

99 Lorsqu'une personne plaide coupable de l'infraction prévue au paragraphe 95(1), 98(5) ou 98(7), le procès-verbal établi par tout agent de la paix au sujet de la vitesse à laquelle le prévenu conduisait le véhicule au moment de l'infraction, vitesse déterminée au moyen d'un cinémomètre ou de tout autre instrument de mesure de la vitesse, constitue la preuve prima facie de la vitesse à laquelle ce prévenu conduisait son véhicule.

(b) he is decelerating in compliance with the instructions on a traffic control device erected on the highway; or

(c) he is decelerating for the purpose of turning from the highway or stopping in compliance with the provisions of this Act; or

(d) he is complying with the order of a peace officer.

b) le conducteur est en train de décélérer conformément aux indications données par un dispositif de signalisation érigé sur cette route;

c) le conducteur est en train de décélérer afin de sortir de la route ou de s'arrêter conformément aux dispositions de la présente loi;

d) le conducteur est en train d'obtempérer aux ordres donnés par un agent de la paix.

MUNICIPAL JURISDICTION AS TO SPEED

Speed fixed by by-law

103(1) Subject to subsections (2), (3) and (4), the council of a municipality or the council of an Indian band on an Indian Reservation may, by by-law, fix the maximum speed at which vehicles, or any one or more classes of vehicles specified in the by-law, may be driven on any highway or part thereof, of which the municipality or the council of the band is the traffic authority and that is described in the by-law and the by-law may set out the speed limit for such period or periods, in any year, as may be specified therein and, in that event, traffic control devices erected under section 77 shall be removed by the traffic authority at the end of each period.

Limitation on speed fixed

103(2) The maximum speed fixed in a by-law passed under subsection (1) shall not be greater than the maximum speed permissible under subsection 95(1), or fixed pursuant to section 98 in respect of a vehicle, or of a highway or portion of a highway, to which each of those provisions respectively applies.

Approval of traffic board

103(3) After the first reading and before the second reading of a by-law passed under subsection (1), the council of the municipality or the council of the Indian band, as the case may be, shall submit the by-law to the traffic board for its approval; and that board, after the consideration of the circumstances, if it deems that the passing of the by-law would be in the public interest, may approve it.

COMPÉTENCE MUNICIPALE EN MATIÈRE DE VITESSE

Vitesse fixée par arrêté

103(1) Sous réserve des paragraphes (2), (3), et (4), le conseil d'une municipalité, d'une bande indienne ou d'une réserve indienne peut, par arrêté, fixer la vitesse à laquelle les véhicules, ou une ou plusieurs classes de véhicules visées par l'arrêté, peuvent circuler sur toute route ou section de route à l'égard de laquelle la municipalité ou le conseil de bande est l'autorité chargée de la circulation et qui est désignée dans l'arrêté. Cet arrêté peut fixer la vitesse limite pour les périodes de l'année qu'il prévoit, auquel cas l'autorité chargée de la circulation enlève à la fin de chacune de ces périodes les dispositifs de signalisation érigés conformément à l'article 77.

Restrictions relatives à la vitesse fixée

103(2) La vitesse maximale fixée par arrêté pris en application du paragraphe (1), ne doit pas être supérieure à la vitesse maximale autorisée par le paragraphe 95(1) ou fixée en application de l'article 98 à l'égard de tout véhicule ou de toute route ou section de route soumis à l'application respective de ces dispositions.

Approbation du Conseil routier

103(3) Après la première lecture mais avant la deuxième lecture de l'arrêté pris en application du paragraphe (1), le conseil de la municipalité ou, selon le cas, le conseil de bande indienne soumet l'arrêté à l'approbation du Conseil routier, lequel, eu égard aux circonstances, peut l'approuver s'il juge l'arrêté conforme à l'intérêt public.

By-law to be approved by traffic board

103(4) A by-law passed under subsection (1) is not valid unless before the final passing thereof, it has been approved by the traffic board.

Jurisdiction of traffic board where no municipality

103(5) With respect to any highway not in a municipality, the traffic board may exercise, by its order, the powers that a municipal council has under subsection (1).

Speed to be expressed in kilometres per hour

103(6) Any provision of a by-law enacted under this section or under section 104 or 105 fixing the maximum speed at which vehicles, or any one or more classes of vehicles, may be driven on any highway or part thereof that, after the expiration of 3 months after the coming into force of this subsection, does not express the maximum speed in kilometres per hour is of no effect and unenforceable.

Speed limit in parks

104(1) Notwithstanding any other provision of this Act

- (a) the municipal council or other traffic authority having jurisdiction over a park or parkway; and
- (b) in the case of forest reserves owned and administered by Her Majesty in right of the province, the traffic board;

may, by by-law, order, or regulation, as the case may be, fix the maximum rate of speed to be observed by drivers of vehicles in the park, parkway, or forest reserve while signs are maintained as required under section 77.

Copies of orders to ministers

104(2) Upon making an order or regulation under subsection (1), the traffic board shall forthwith send a copy thereof to the minister and the Minister of Conservation.

Arrêté soumis à l'approbation du Conseil routier

103(4) L'arrêté pris en application du paragraphe (1) n'est pas valide sauf si le Conseil routier l'approuve avant son adoption définitive.

Compétence du Conseil routier faute de municipalité

103(5) À l'égard de toute route qui ne se trouve pas dans les limites d'une municipalité, le Conseil routier peut, par ordonnance prise à cet effet, exercer les pouvoirs prévus par le paragraphe (1) pour les conseils municipaux.

Vitesse exprimée en kilomètres à l'heure

103(6) Est nulle et de nul effet toute disposition d'un arrêté pris en application du présent article ou de l'article 104 ou 105 pour fixer la vitesse à laquelle les véhicules ou une ou plusieurs classes de véhicules peuvent circuler sur toute route ou section de route, et qui, dans les 3 mois qui suivent l'entrée en vigueur du présent paragraphe, n'exprime pas la vitesse maximale en kilomètres à l'heure.

Vitesse limite dans les parcs

104(1) Malgré toute autre disposition de la présente loi :

- a) le conseil municipal ou autre autorité chargée de la circulation dans un parc ou sur une promenade, et
- b) le Conseil routier à l'égard des réserves forestières relevant du domaine et de l'administration de Sa Majesté du chef de la province,

peuvent par voie d'arrêté, d'ordonnance ou de règlement, selon le cas, fixer la vitesse maximale à laquelle les véhicules peuvent circuler dans le parc, sur la promenade ou dans la réserve forestière lorsque des signaux sont maintenus en service conformément à l'article 77.

Notification de l'ordonnance aux ministres

104(2) Dès qu'il a pris l'ordonnance ou le règlement prévu au paragraphe (1), le Conseil routier envoie une copie au ministre et au ministre de la Conservation.

THE HIGHWAY TRAFFIC ACT
(C.C.S.M. c. H60)

Highway Speed Regulation

Regulation 204/92
Registered November 4, 1992

Definitions

1 In this regulation,

"**C.N.R.**" means Canadian National Railway;

"**C.P.R.**" means Canadian Pacific Railway;

"**EPM**" means East of the Principal Meridian;

"**highway**" means highway as defined in *The Highway Traffic Act*;

"**km**" means Kilometres;

"**km/h**" means Kilometres per hour;

"**L.G.D.**" means Local Government District;

"**modified speed**" means a speed limit regulated above 50 km/h but below 90 km/h;

"**P.L.**" means Parish Lot;

"**P.R.**" means Provincial Road;

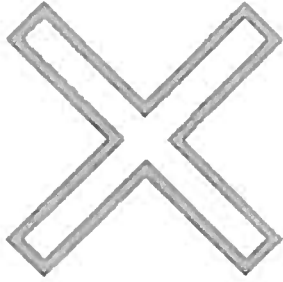
"**P.T.H.**" means Provincial Trunk Highway;

"**reduced restricted speed**" means a speed limit regulated below 50 km/h;

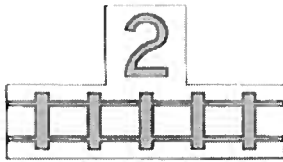
All persons making use of this consolidation are reminded that it has no legislative sanction. Amendments have been inserted into the base regulation for convenience of reference only. The original regulation should be consulted for purposes of interpreting and applying the law. Only amending regulations which have come into force are consolidated. This regulation consolidates the following amendments: 40/93; 92/93; 156/93; 195/93; 106/94; 128/94; 150/94; 179/94; 230/94; 23/95; 69/95; 115/95; 156/95; 184/95; 5/96; 94/96; 132/96; 218/96; 262/96; 9/97; 113/97; 157/97; 176/97; 223/97; 36/98; 85/98; 147/98; 188/98; 191/98; 3/99; 29/99; 82/99; 108/99; 119/99; 123/99; 136/99; 147/99; 152/99; 18/2000; 55/2000; 61/2000; 62/2000; 95/2000; 102/2000; 122/2000; 145/2000; 164/2000; 10/2001; 33/2001; 34/2001; 54/2001; 80/2001; 98/2001; 147/2001; 163/2001; 174/2001; 189/2001; 39/2002; 60/2002; 68/2002; 76/2002; 114/2002; 157/2002; 158/2002; 159/2002; 236/2002; 51/2003; 72/2003; 78/2003; 90/2003; 157/2003; 187/2003; 203/2003; 9/2004; 56/2004; 90/2004; 187/2004; 200/2004; 95/2005; 133/2005; 137/2005; 33/2006; 64/2006; 140/2006; 176/2006; 198/2006; 241/2006; 44/2007; 71/2007; 95/2007; 104/2007; 114/2007; 146/2007; 2/2008; 17/2008; 53/2008; 135/2008; 179/2008; 7/2009; 35/2009; 121/2009; 194/2009; 25/2010; 87/2010; 132/2010; 64/2011; 146/2011; 163/2011; 180/2011; 199/2011.



RA-6 – RB-1S



RA-6



RA-6S
700 mm x 400 mm

A2.2.4 Railway Crossing Sign (RA-6)

The Railway Crossing sign indicates to drivers that they must yield the right-of-way, stopping if necessary, before entering the railway crossing area and must not proceed until it is safe to do so.

The Railway Crossing sign is in the form of an "X". Both crosspieces of the "X" are 1200 mm by 200 mm and they intersect at a right angle.

The supplementary tab sign (RA-6S) must be used with the Railway Crossing sign where there are two or more tracks at the crossing. This tab sign is in the form of an inverted "T", where the minor leg displays a numeral corresponding to the number of tracks, and where the major leg graphically depicts a railway track.

The typical installation of signs and pavement markings at a railway crossing is illustrated in Figure CI-5.

A2.3 SPEED CONTROL

Speed control signs indicate the maximum or minimum legal speed under ideal driving conditions on the section of road identified by the signs.

The applicable speed in kilometres per hour, as established by law, is shown in multiples of 10 km/h.



RB-1
600 mm x 750 mm

A2.3.1 Maximum Speed Sign (RB-1)

The Maximum Speed sign indicates to drivers the maximum legal vehicle speed that is permitted under ideal driving conditions on the road section where the signs are installed.

Although generally not required, the supplementary tab sign (RB-1S) may be placed below speed control signs in areas near the border with the United States or near international airports to assist drivers in their interpretation of metric speed limits.



RB-1S
600 mm x 300 mm

A2.3.1.1 Location of Maximum Speed Signs

Maximum Speed signs are placed at the beginning of each speed zone.

Signs indicating altered speed limits must be located at the beginning of each section where the speed is altered, and at appropriate intermediate locations. At the end of such sections, a Maximum Speed sign is installed showing the next succeeding speed limit.



RB-2 – RB-3F

A2.3.2 Trucks Maximum Speed Sign (RB-2)

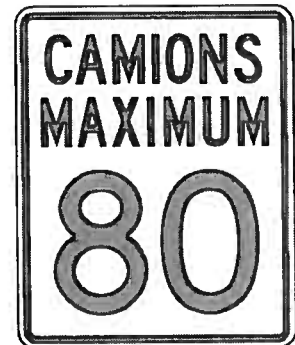
The Trucks Maximum Speed sign indicates to drivers that the maximum legal speed for trucks differs from the maximum legal speed for other vehicles.

It must be given the same prominence as the Maximum Speed sign, and it must be installed to follow the Maximum Speed sign at a distance not less than 50 m and not more than 300 m.



RB-2

600 mm x 750 mm



RB-2F

600 mm x 750 mm

A2.3.3 Night Speed Sign (RB-3)

The Night Speed sign, when used in jurisdictions that differentiate between normal and nighttime speed limits, indicates to drivers the maximum legal speed which is permitted during hours of darkness. It must be mounted immediately below the normal speed limit sign. It has reversed colours, with a white message on a black background.



RB-3

600 mm x 450 mm



RB-3F

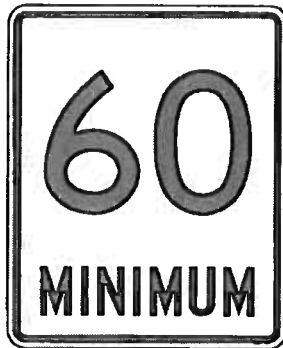
600 mm x 450 mm



RB-4

A2.3.4 Minimum Speed Sign (RB-4)

The Minimum Speed sign indicates that it is illegal to drive at a lower speed except when necessary for safe operation or in compliance with law. It is used where engineering and traffic investigations show that slow speeds on a highway consistently impede the normal and reasonable movement of traffic. Minimum Speed signs are posted in the same manner as Maximum Speed signs. When both Maximum and Minimum Speed signs are used, the Minimum Speed sign must be installed immediately below the Maximum Speed sign.



RB-4

600 mm x 750 mm



WB-8 – WB-9

A3.6.8 Reserved Lane Crossing Sign (WB-8)

The Reserved Lane Crossing sign indicates to drivers that they are approaching a cross street on which there is a near-side reserved lane. The sign is used where right-turning drivers are required to turn into the lane adjacent to the reserved lane.



WB-8

750 mm x 750 mm

It may be used for an introductory period when the reserved lane is initially installed or at locations where there is a high violation rate for vehicles entering the reserved lane from an intersecting road.

A3.6.9 Maximum Speed Ahead Sign (WB-9)

The Maximum Speed Ahead sign indicates to drivers that they are approaching a section of road where the maximum legal speed is reduced. It must always be followed by the Maximum Speed sign (RB-1) at a distance of not less than 100 m, nor more than 250 m.



WB-9

750 mm x 750 mm