A3.3.5 Added Lane Sign (WA-35)

The Added Lane sign indicates that two roads converge and merging movements are not required. When used, the sign should be installed in advance of the point of convergence where it is visible from both roads. Where the sign is not visible from both roads, a sign should be installed on each road.

The right or left version is used as appropriate.

A3.4 SPECIFIC ROAD FEATURES

Certain specific road features such as railway crossings, hills, bumps, narrow structures, changes in road surface or obstructions may necessitate the use of warning signs to advise drivers of such conditions.

A3.4.1 Double Arrow Sign (WA-17)

The Double Arrow sign indicates that traffic is permitted to pass on either side of an island or obstruction in the road.

On an island, it should be mounted as close to the approach end as practicable. It should be mounted on the face of, or just in front of, a pier or other large obstruction. The Object Marker (WA-36) is normally placed below the WA-17 sign.

Where traffic must keep to the right of the island or other obstruction, the Keep Right sign (RB-25) is used instead.
A3.4.2 Railway Crossing Ahead Signs (WA-18, WA-19 and WA-20)

The Railway Crossing Ahead sign is used to warn drivers in advance of all at-grade railway crossings.

On divided roads and on one-way streets or bikeways, it may be desirable to install an additional sign on the median or on the left side of the road.

If there is an intersection between the railway crossing and the railway crossing sign, an additional sign or signs may be required.

The WA-18R or WA-18L sign, as appropriate, should be used when the angle of skew of the at-grade crossing exceeds 30 degrees.

When both the Railway Crossing Ahead and Stop Ahead signs are installed in advance of an at-grade crossing, the Railway Crossing Ahead sign should always be paced upstream of the Stop Ahead sign.

Situations exist where a major road or bikeway and a rail line, which are parallel and in close proximity, intersect a minor road, such that insufficient distance is available on the minor road between the railway crossing and the major road or bikeway for proper siting of the WA-18 sign. In such a situation the WA-18 on the minor road between the major road or bikeway and the railway crossing is replaced by the WA-19 or WA-20, installed on the major road or bikeway in advance of the intersection, facing both directions of traffic on the major road or bikeway.

The right or left version is used as appropriate.

Where used solely for bicycle traffic, minimum sign dimensions are 450 mm x 450 mm.

The typical installation of signs and pavement markings at a railway crossing is illustrated in Figure C1-6.
### A3.4.13 Neighbourhood Speed Hump Sign (WA-50)

The Neighbourhood Speed Hump sign indicates a vertical deflection of the road surface including measures such as a speed hump, raised crosswalk or raised intersection as described in the *Canadian Guide to Neighbourhood Traffic Calming* (TAC 1998).

The sign must be installed at the location of each vertical measure, except where traffic is controlled by a Stop sign.

When the vertical measure is installed at a location that is marked by another sign such as a School Crossing sign (RA-3) or a Pedestrian Crosswalk sign (RA-4), the WA-50 sign is installed below the other sign.

An additional WA-50 sign, with a supplementary tab sign (WA-30S), which indicates the distance to the vertical measure, may also be installed.

The measure may also be identified by pavement markings as described in Section C3.7.

### A3.4.14 Vertical Visibility Constraint Sign (WA-42)

The Vertical Visibility Constraint sign may be used in advance of a crest vertical curve to advise road users to reduce speed as they approach and traverse the hill, as only limited stopping sight distance is available. A supplementary tab sign (WA-42S) is recommended with this sign.
A3.4.15 Low Ground Clearance at Railway Crossing Sign (WA-52)

The Low Ground Clearance at Railway Crossing sign indicates a roadway vertical alignment at a railway crossing that may cause the underside of a vehicle (especially long wheel base vehicles) to contact the road surface and/or the rails when crossing the railway.

The placement of this sign shall not interfere with the visibility of other railway crossing traffic control devices.
A3.5 DIVIDED HIGHWAY TRANSITIONS

The signs in this section may be used to warn drivers of a transition from undivided to divided road operation or from divided to undivided operation. Typical pavement markings and sign placement are illustrated in Figures C2-8 and C2-9.

A3.5.1 Divided Highway Begins Sign (WA-31)

The Divided Highway Begins sign indicates the transition from an undivided to a divided road cross-section ahead. It is used on the approaches to a section of road where the opposing flows of traffic are separated by a median.

A3.5.2 Divided Highway Ends Sign (WA-32)

The Divided Highway Ends sign indicates the transition from a divided to an undivided road cross-section ahead. It is used before the end of a section of divided road as a warning of two-way traffic ahead.

The sign should be installed on both sides of the roadway.

A3.5.3 Divided Highway Ahead Sign (WA-34)

The Divided Highway Ahead sign indicates to drivers that they are approaching an intersection with a divided road.
WARNING SIGNS

WC-49 (OPTIONAL)
2400 mm x 1500 mm

WC-48 (OPTIONAL)
2400 mm x 1500 mm

WC-49F (OPTIONAL)
2400 mm x 1500 mm

WC-48F (OPTIONAL)
2400 mm x 1500 mm
A3.7.20 Multi-Use Trail Crossing Ahead Sign (WC-47)

The Multi-Use Trail Crossing Ahead sign indicates to drivers that they are approaching a location where a multi-use trail for motorized and non-motorized users crosses a road. The right or left version of the sign (WC-47R, WC-47L) is used as appropriate so the symbols on the sign are oriented toward the center of the road.

The supplementary tab sign (WA-30S) may be used to indicate the distance to the Multi-Use Trail crossing.

A3.7.21 Water Flooding on Roadway Sign (WC-50)

The Water Flooding on Roadway sign indicates to road users a possible flooded road risk. If the road may be covered by water in some places, the WC-50 sign should be installed.
A3.8 TEMPORARY WARNING TAB SIGNS

A temporary warning tab sign may be used for an introductory period when a sign is first installed.

A3.8.1 “New” Tab Sign (WB-12T)

The “New” tab sign is used only in conjunction with other traffic control signs where necessary to provide added emphasis during an introductory period. The tab sign is installed either above or below the primary traffic control sign, and on the same post. The “New” tab sign is to be removed after an introductory period not to exceed 6 months.
### A3.8.2 Other Temporary Warning Tab Signs
(WA-16T to WC-44TF)

Most temporary warning tab signs indicate in word form the same message represented by a symbol on the primary sign. Temporary tab signs may be used to convey the meaning of symbols during their introductory period. A temporary tab sign would normally be used for an educational period when a new sign is first introduced and drivers may not yet be familiar with the sign. The tab sign will usually be removed after an introductory period of three to six months. In situations where the primary sign is used at few locations within a geographic area, the tab sign may remain for longer.