

If a Permit has been issued pursuant to Section 62 of the Traffic Safety Act authorizing the movement of Long Combination Vehicles (LCV's), any and all of the following conditions shall apply in addition to any other conditions specified on the permit. These conditions, where applicable, are in addition to the requirements of the Traffic Safety Act and its regulations.

A. General Provisions

1. That the Permit Holder and/or driver shall, upon request of any authorized employee of Alberta Transportation or any peace officer, allow and assist such employee or peace officer to make any inspection, test, examination or inquiry as such member may wish to make in regard to the operation of these trailer combinations.
2. That the Permit Holder shall abide by the routes, vehicle dimensions, equipment and conditions specified on, attached to or referred to by the permits as well as all applicable legislation unless specifically exempted on the Permit or Permit attachments.
3. That the Permit Holder shall carry a copy of the appropriate Permit in each power unit.
4. That, upon request, the Permit Holder will supply to Transport Engineering Branch, Alberta Transportation, any reasonable statistics related to LCV operations.
5. That the Permit Holder must investigate and document the findings of every traffic accident involving a vehicle registered to the Permit Holder for more than 4,500 kilograms or a passenger vehicle originally designed to transport 11 or more persons, including the driver, that resulted in:
 - (a) the death of a person;
 - (b) an injury requiring treatment by a medical doctor;
 - (c) a condition that causes an employee to lose consciousness; or
 - (d) damage to all property, including cargo, totaling \$2,000 or more.

Those collisions found to have occurred while operating under this Permit must be evaluated to determine if the collision was preventable on the part of the Permit Holder and/or their driver(s). Each evaluation must use the criteria established by the National Safety Council (www.nsc.org). Each evaluation and follow-up action(s) taken must be fully documented and retained by the Permit Holder for at least the current year and the following 4 years. Any collision considered non-preventable may be submitted to Alberta Transportation for verification (see www.transportation.alberta.ca/656.htm). Verified non-preventable collisions will not be used to help determine the carrier's risk associated with operation under this permit.

6. That the Permit Holder ensure, and be able to provide proof, that their drivers and driver trainers meet and maintain the requirements outlined in the Alberta Motor Transport Association's "Longer Combination Vehicle Driver's and/or Instructors Manual".
7. That the carrier is responsible to issue an annual LCV Driver's Certificate. The Driver's Certificate is valid for a period of 12 months after the date of issue and must be in the possession of the driver at all times when operating an LCV.
8. The LCV Driver's Certificate must show the following information:
 - (a) Driver's name
 - (b) Company's name
 - (c) Issue and expiry date; and
 - (d) Signature and printed name of the person issuing the certificate
9. Prior to issuing an LCV Driver's Certificate, the carrier must ensure the driver meets the following qualifications:
 - (a) Holds a valid Class 1 driver's license or equivalent.
 - (b) Has a minimum of 24 months or 150,000 km of driving experience with articulated vehicles.

- (c) Has passed a Professional Driver Improvement Course within the past 48 months.
 - (d) Has passed the Alberta Motor Transport Association’s “Longer Combination Vehicles Driver Training Course”.
 - (e) The driver’s abstract, dated not more than one month prior to the issue date of the Drivers Certificate, must show no driving-related criminal code convictions in the prior 36 months; no more than 2 moving violations in the prior 12 months; and no more than 3 moving violations in the prior 36 months. The date of conviction and the current date will be the dates used to determine time periods.
 - (f) In the past 12 months the driver has reviewed all current regulations, permit conditions and issues covering the operation of LCV’s.
10. A driver-in-training who meets the requirements of 9 (a), (b), (e), and (f), may operate a long combination vehicle, while accompanied by a driver who holds a valid LCV Driver’s Certificate.
 11. Upon request, the Permit Holder must be able to produce all documents to support the driver’s qualifications.
 12. Driver’s Certificates issued by other jurisdictions, which meet or exceed the Alberta requirements, will be accepted as valid for the term of this agreement.

B. Instructor Qualifications

1. The Instructor must be certified as a Driver Trainer in their home jurisdiction and be qualified to instruct the Alberta Motor Transport Association’s “Longer Combination Vehicle Driver Training Course.”

C. Equipment Requirements

1. All tractors must feature a maximum gross weight to power ratio of no more than 160 kg per horsepower (120 kg/kW).
2. Tractor air supply – Compressors must be capable of raising the air pressure from 50 PSI to 90 PSI with the engine idling at 1,250 RPM in 2 minutes or less with the tractor alone and 4 minutes or less with the trailers hooked up and the complete air system energized.
3. Air reservoirs – Tractors must be equipped with at least two air reservoirs. Each reservoir must have at least 41,000 cm³ (2,500 in³) of capacity. The two tanks must have a combined capacity of 82,000 cm³ (5,000 in³).
4. Brake relay valves – Compatible relay valves are required to reduce the time lapse between treadle application and brake application at the rear most trailer.
5. The rear axle group of the power unit and all axle groups of the trailers and converters must be equipped with mud flaps or splash guards that are constructed to ensure that they remain in a rigid downward position at all times. All mud flaps or splash guards shall be mounted behind the wheels at a distance not exceeding 25.0 cm to the rear of the wheels.
6. The trailers of the combination shall be joined together by means of no-slack pintle hook(s), equipped with an air or hydraulic ram. The no-slack ram is to be incorporated in either the pintle hook or the pintle hook eye of the coupling apparatus.
7. The allowable tire and axle weight limits are set out in the Commercial Vehicle Dimension and Weight Regulation, with the following exception:

The combined weight for dual-tire, tandem-tandem axle group combinations are:

Interaxle Spacing	Combined Weight Limit
< 3.0 m	Max 23,000 kg
3.0 m to < 4.3 m	Max 30,000 kg
4.3 m to < 4.4 m	Max 30,500 kg
4.4 m to < 4.5 m	Max 31,000 kg

4.5 m to < 4.6 m	Max 31,500 kg
4.6 m to < 4.7 m	Max 32,000 kg
4.7 m to < 4.8 m	Max 32,500 kg
4.8 m to < 4.9 m	Max 33,000 kg
4.9 m to < 5.0 m	Max 33,500 kg
5.0 m and greater	Max 34,000 kg

8. The maximum weight limits for carrying axles fitted with two wide based single tires, each of which has a width of 445 mm or greater, are:
 - (a) 7,700 kg for single axles, and
 - (b) 15,400 kg for tandem axle groups.

D. Operational Requirements

1. Any breakup or makeup of extended length combination units must be done off public roadways on private property or as directed by an authorized Alberta Transportation staff member or peace officer.
2. The vehicles in a combination shall be so loaded and coupled together as to ensure that any such combination travelling on a level, smooth, paved surface will follow in the path of the towing vehicle without shifting, swerving, or swaying from side to side over 10 cm to each side of the path of the towing vehicle when it is moving in a straight line.
3. Drivers shall avoid crossing opposing lanes of traffic unless absolutely necessary.
4. Maximum speed shall be the lesser of 100 km/h or the posted speed limit.
5. This Permit cannot be combined with any other Permit for overwidth, overheight, overhang, or overweight.
6. All provincial and municipal road bans shall be observed unless specified otherwise.

E. Adverse Weather

1. For multi-lane highways:
 - (a) LCV's shall not cross oncoming lanes where visibility does not allow it to be done safely.
 - (b) Where there is accumulated snow on the highway or when the highway is icy, LCV's shall not pass any other vehicle unless that vehicle is traveling at a speed of less than 70 km/hr.
 - (c) Where a highway becomes impassible due to icy or slippery conditions, LCV's will obey all advisories posted by the authority of Alberta Transportation.
2. For two lane highways, LCV's shall not operate during adverse weather or driving conditions (including but not limited to rain, snow, sleet, ice, smoke, fog or other conditions) which:
 - (a) Obscure or impede the driver's ability to drive in a safe manner, or
 - (b) Prevent the driver from driving with reasonable consideration for the safety of persons using the highway.
 - (c) The Permit Holder is required to make a reasonable effort to determine the driving conditions on the route. Vehicles must not be dispatched when adverse conditions are known to be present on the route. Drivers encountering unexpected adverse conditions must stop at the next safe location (or as directed by an authorized Alberta Transportation staff member or a peace officer) and wait for the adverse conditions to abate.

F. Special Holidays

1. "Special holiday" means Good Friday, Victoria Day, Canada Day, August Civic Holiday, Labour Day, Thanksgiving Day, and Remembrance Day.

G. Hours of Operation

Operation will be allowed 24 hours per day except in the following cases:

1. On Two-lane Highways

- (a) For weekends with no special holiday on the Friday or the Monday, movement will not be allowed from 4:00pm to 8:00pm on Friday and from 4:00pm to 8:00pm on Sunday.
- (b) For a long weekend when a special holiday falls on a Friday, movement will not be allowed from 4:00pm to 8:00pm on the preceding Thursday and from 4:00pm to 8:00pm on Sunday.
- (c) For a long weekend when a special holiday falls on a Monday, movement will not be allowed from 4:00pm to 8:00pm Friday and from 4:00pm to 8:00pm on the Monday.
- (d) NOTE: 1(a), (b), and (c) above do not apply to Highway 35.

- (e) In addition to sections (a), (b), and (c), movement will not be allowed on individual two-lane highways as follows:

<u>Highway</u>	<u>Location</u>	<u>Hours</u>	<u>Days</u>
28	Jct. 28A to Jct. 63	4:00pm to 7:00pm	Mon – Sat
28A	Edmonton to Jct. 28	4:00pm to 7:00pm	Mon – Sat

From the Friday before the Victoria Day Weekend (May) to the Tuesday following the Labour Day Weekend (September):

<u>Highway</u>	<u>Location</u>	<u>Hours</u>	<u>Days</u>
15	Edmonton to Jct. 21	7:00am to 11:00pm	Mon – Fri
		7:00am to 11:00pm	Saturday
		10:00am to 10:00pm	Sunday
3	AB/BC border to Jct. 22	12:00pm to 5:00pm	Fri & Sat
22	Jct. 1 to Jct. 1A	1:00pm to 3:00pm	Saturday
		1:00pm to 8:00pm	Sunday

From the Tuesday following the Labour Day Weekend (September) to the Thursday before the Victoria Day Weekend (May):

<u>Highway</u>	<u>Location</u>	<u>Hours</u>	<u>Days</u>
15	Edmonton to Jct. 21	8:00am to 7:00pm	Mon - Fri
		10:00am to 7:00pm	Saturday
		12:00pm to 7:00pm	Sunday

H. Turnpike Double and Triple Trailer Routes

- 1. All multi-lane highways with four or more driving lanes
- 2. Highway 11A from junction of Highway 2 east to junction of Gaetz Avenue in Red Deer

I. Routes in Urban Centers

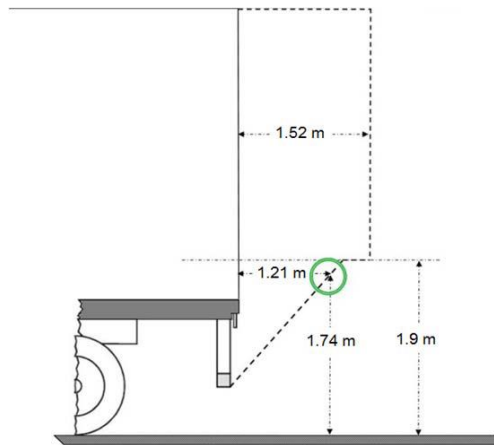
- 1. Where travel is within a city, the city will designate the routes and conditions for the operation of the long combination vehicle.

J. Exemptions for Length

1. Aerodynamic Devices installed at the rear of trucks, trailers and semitrailers are excluded from the measurement of overall length, trailer length, semi-trailer length, box length and effective rear overhang.

The aerodynamic devices shall conform to:

- a. any portion of the device more than 1.9 metres above the ground shall not protrude more than 1.52 metres beyond the rear of the vehicle, and
- b. any portion of the device within 1.9 metres of the ground shall not protrude beyond a transverse plane starting from the rear bottom edge of the rear impact guard or, if not so equipped, the lowest point at the rear of the vehicle and intersecting a point that is 1.74 metres above the ground and 1.21 metres behind the rear of the vehicle as shown in the diagram below, and



- c. the aerodynamic device shall not be designed or used to carry cargo, and
- d. the aerodynamic device shall be capable of being folded within 0.305 metres of the rear of the vehicle.

The aerodynamic devices must comply with applicable *Canadian Motor Vehicle Safety Standards (CMVSS)* and *Commercial Vehicle Safety Regulation* regarding lighting and conspicuity.

2. Heavy duty bumpers and devices designed to reduce the impacts of wildlife collisions which do not extend more than 30 centimetres beyond the front of trucks or truck tractors are excluded from the measurement of overall length.

Definitions

1. Aerodynamic Device means a device mounted at the rear of a truck, truck tractor or trailer that is designed to reduce the drag associated with airflow around a moving vehicle.

K. Extended Length Double and Rocky Mountain Double Routes

1. All multi-lane highways with four or more driving lanes
2. The following two lane highways:

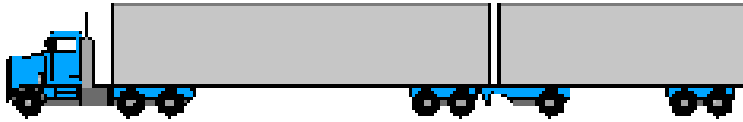
Highway	Section	Highway	Section
1A	Calgary to Jct. 22	22	Jct. 8 to Jct. 1
			Jct. 1 to Jct. 1A
2	USA boundary to Jct. 5	22X	Calgary to Jct. 24
	Jct. 5 to Jct. 3	23	Jct. 2 to Jct. 3
	Jct. 642 to Jct. 18	28	Jct. 28A to Jct. 63
	Jct. 49 (West of Donnelly) to Jct. 43 (North of Grande Prairie)		Jct. 63 to Bonnyville
2A	Jct. 2 (Leduc) to Jct. 2 (near Morningside)	35	Edmonton to Jct. 28
			Jct. 2 to NWT border
3	All	36	Jct. 1 to Jct. 9
5	Jct. 2 to Lethbridge		Jct. 14 to Jct. 16
8	Calgary to Jct. 22		Jct. 28 to Lac La Biche
9	Jct. 36 to Saskatchewan	39	Jct. 2 to Calmar
9	Jct. 1 to Drumheller	43	Wembley to BC border
11A	Jct. 2 to Gaetz Avenue (Red Deer)	44	Jct. 16 to Westlock
	Jct. 2 to Gaetz Avenue (Red Deer)		Jct. 43 (Valleyview) to Jct. 2 (West of Donnelly)
12	Jct. 2 to Veteran	49	Jct. 2 (near Rycroft) to McLennan
13	Jct. 2A to Camrose	52	Jct. 5 to Raymond
14	Edmonton to Sask. border	53	Jct. 2A (Ponoka) to Jct 20
15	Edmonton to Jct. 45 (South of Bruderheim)	55	Jct. 63 to Athabasca
16	West of Hinton to East Jasper Park Gates	63	Jct. 28 to Ft. McMurray
17	Jct. 14 South to the Sask. border	69	Jct. 63 to South Industrial Park
18	Jct. 2 to Westlock		in Ft. McMurray
20	Jct. 53 to Rimbey	901	Jct. 22X to Jct. 1
21	Jct. 12 to Jct. 13		

Or additional routes as may be indicated on the Permit

L. LCV Travel off of Designated Highways

1. Except where prohibited in section 2, the following roads are eligible for travel by LCV's:
 - (a) Roads giving access to a municipal industrial park from a designated highway, for a distance of not more than two kilometres.
 - (b) Roads giving access to a city, town, or village from a designated highway, for a distance of not more than 500 metres.
 - (c) Roads within a city, town, village, or a municipal industrial park, where designated safe to do so by the municipality.
 - (d) Highway 2A emergency detour route between junctions 27 and 72 including any junctions in between when directed by any peace officer.
2. Notwithstanding the exemption to travel off the designated highways, the following roadway sections are not eligible for travel by LCV's:
 - (a) Highway 2A north of Innisfail.

M. Specific Conditions for Rocky Mountain Doubles



The following lists specific requirements for the equipment. Dimensions or weights, where not specifically listed, shall conform to the Alberta Commercial Vehicle Dimension and Weight Regulation (AR 315/2002) for A, B or C trains.

PARAMETER	LIMIT		
	A Train	B Train	C Train
Overall Length ***	Max 31 m ***	Max 31 m ***	Max 31 m ***
Trailer One			
Length (box length)	Min 12.2 m	Min 12.2 m	Min 12.2 m
Wheelbase	Max 14.0 m	Max 14.0 m	Max 14.0 m
Hitch Offset*:			
Trailer length 12.2 - 13.7 m	Max 1.8 m	n/a	Max 1.8 m
Trailer length > 13.7 m	Max 2.8 m	n/a	Max 2.8 m
Converter Dolly			
Drawbar Length	Max 4.65 m	n/a	Max 2.0 m**
Max Number of Axles	2	n/a	1
Trailer Two – legal dimensions			
Overall Gross Vehicle Weight	Max 53,500 kg	Max 63,500 kg	Max 60,500 kg

Note 1: In all cases, the lead semi-trailer of the configuration must be heavier than the second trailer or semi-trailer.

Note 2: An empty converter dolly may be towed behind the combination so long as the overall length does not exceed the limits stated on this page, and the dolly is equipped with all legally required lights and equipment.

Trailer two may be used as the lead semi-trailer providing the following conditions are met:

- Trailer two is heavier than trailer one and
- Only "B" or "C" converters will be allowed on any approved two lane highway.
- "A" converters will be allowed on all turnpike/triple trailer routes.

* Tridem axle groups, because of the hitch offset requirements, are very difficult to fit into A and C train lead trailers less than 13.7 metres in length. Note that hitch offset is generally not a concern on B trains and tridem axle groups are easily accommodated.

** The 2.0 metre maximum drawbar length is applicable to "C" converters manufactured in 1993 or later, in accord with the compliance requirements to the CMVSS under the Motor Vehicle Safety Act, Canada

*** The 31.0 metre overall length limit applies to all designated two lane highways as listed in paragraph K. If travel is on a multi-lane highway with 4 or more driving lanes, Rocky Mountain Double combinations can exceed this limit up to a maximum overall length of 41.0 metres. All other dimensions are restricted to the limits specified in the Parameter Table for Rocky Mountain Doubles.

N. Specific Conditions for Extended Length Doubles

The following lists specific requirements for the equipment. Dimensions or weights, where not specifically listed, shall conform to the Alberta Commercial Vehicle Dimension and Weight Regulation (AR 315/2002) for A, B or C trains.

PARAMETER	LIMIT		
	A Train	B Train	C Train
Overall Length ***	Max 31 m ***	Max 31 m ***	Max 31 m ***
Trailer One			
Length (box length)	Min 10.0 m	Min 10.0 m	Min 10.0 m
Hitch Offset*:	Max 1.8 m	n/a	Max 1.8 m
Converter Dolly			
Drawbar Length	Max 4.65 m	n/a	Max 2.0 m**
Max Number of Axles	2	n/a	1
Trailer Two –			
Length (box length)	Min 10.0 m	Min 10.0 m	Min 10.0 m
Overall Gross Vehicle Weight	Max 53,500 kg	Max 63,500 kg	Max 60,500 kg

Note 1: In all cases, the lead semi-trailer of the configuration must be heavier than the second trailer or semi-trailer.

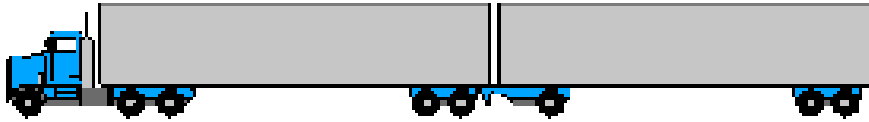
Note 2: An empty converter dolly may be towed behind the combination so long as the overall length does not exceed 31.0 meters and the dolly is equipped with all legally required lights and equipment.

* Tridem axle groups, because of the hitch offset requirements, are very difficult to fit into A and C train lead trailers less than 13.7 metres in length. Note that hitch offset is generally not a concern on B trains and tridem axle groups are easily accommodated.

** The 2.0 metre maximum drawbar length is applicable to "C" converters manufactured in 1993 or later, in accord with the compliance requirements to the CMVSS under the Motor Vehicle Safety Act, Canada

*** The 31.0 metre overall length limit applies to all designated two lane highways as listed in paragraph K. If travel is on a multi-lane highway with 4 or more driving lanes, Extended Length Double combinations can exceed this limit up to a maximum overall length of 38.0 metres. All other dimensions are restricted to the limits specified in the Parameter Table for Extended Length Doubles.

O. Specific Conditions for Turnpike Doubles



The following lists specific requirements for the equipment. Dimensions or weights, where not specifically listed, shall conform to the Alberta Commercial Vehicle Dimension and Weight Regulation (AR 315/2002) for A, B or C trains.

PARAMETER	LIMIT		
	A Train	B Train	C Train
Overall Length	Max 41 m	Max 41 m	Max 41 m
Lead Semi-trailer			
Length (box length)	Min 12.2 m Max 16.2 m	Min 12.2 m Max 16.2 m	Min 12.2 m Max 16.2 m
Wheelbase	Min 9.5 m Max 14.0 m	Not controlled	Min 9.5 m Max 14.0 m
Hitch Offset*: Trailer length 12.2 m to 13.7 m Trailer Length > 13.7 m	Max 1.8 m Max 2.8 m	n/a n/a	Max 1.8 m Max 2.8 m
Converter Dolly			
Drawbar Length Maximum number of axles	Not controlled 2	n/a n/a	Max 2.0 m** 1
Second Semi-trailer or Full Trailer			
Length	Min 12.2 m Max 16.2 m	Min 12.2 m Max 16.2 m	Min 12.2 m Max 16.2 m
Wheelbase	Min 9.5 m Max 12.5 m	Max 12.5 m	Min 9.5 m Max 12.5 m
Maximum Gross Vehicle Weight			
5 Axle	41,900 kg	40,700 kg	41,900 kg
6 Axle	49,800 kg	48,600 kg	49,800 kg
7 Axle	57,700 kg	56,500 kg	57,700 kg
8 or more Axles	63,500 kg	63,500 kg	63,500 kg

Note 1: In all cases, the lead semi-trailer of the configuration must be heavier than the second trailer or semi-trailer.

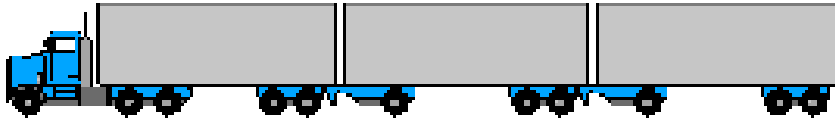
Note 2: Turnpike doubles may include a tridem axle group on the second trailer.

Note 3: An empty converter dolly may be towed behind the combination so long as the overall length does not exceed 41.0 meters and the dolly is equipped with all legally required lights and equipment.

Note 4: Tridem axle groups, because of the hitch offset requirements, are very difficult to fit into A and C train lead trailers less than 13.7 metres in length. Note that hitch offset is generally not a concern on B trains and tridem axle groups are easily accommodated.

** The 2.0 metre maximum drawbar length is applicable to "C" converters manufactured in 1993 or later, in accord with the compliance requirements to the CMVSS under the Motor Vehicle Safety Act, Canada.

P. Specific Conditions for Triple Trailer Combinations



The following lists specific requirements for the equipment. Dimensions or weights, where not specifically listed, shall conform to the Alberta Commercial Vehicle Dimension and Weight Regulation (AR 315/2002) for A, B or C trains.

PARAMETER	LIMIT		
	A Train	B Train	C Train
Overall Length	Max 35 m	Max 38 m	Max 35 m
First Converter Dolly			
Drawbar Length	Max 4.65 m	n/a	Max 2.0 m*
Maximum number of axles	2	n/a	1
Overall Gross Vehicle Weight	53,500 kg	53,500 kg	53,500 kg

Note 1: In all cases, the lead semi-trailer of the configuration must be heavier than the second trailer or semi-trailer and the third trailer or semi-trailer is the lightest.

Note 2: An empty converter dolly may **not** be towed behind a triple trailer combination.

Note 3: In order to qualify for the 38 m length, both trailers 2 and 3 must be coupled by a B converter.

* The 2.0 metre maximum drawbar length is applicable to "C" converters manufactured in 1993 or later in accord with the compliance requirements to the CMVSS under the Motor Vehicle Safety Act, Canada.

Appendix A

Changes to LCV Permit condition

For May 25, 2017

Section A	replaced company with permit holder, permittee with driver
Section M & N	reworded statement regarding 38.0 metre length on multi-lane highways
Section A 5	removed requirement to notify Director of Transport Engineering when collisions occur. Added requirement to review collisions.
Section A 7 (d)	change reference from “the CTA Longer Combination Vehicle Driver Training Course” to “the AMTA Longer Combination Vehicle Driver Training Course”.
Section C 1	remove reference to CVIP decals as that is in regulations
Section C2	remove reference to CMVSS 121, as that is in regulations.
New section C5	indicate weight allowance for super single tires
Numbered E 2 (c)	for clarity as that section refers only to 2. Two lane highways
Section G 1 (b)	remove January 1 to allow LCV’s to operate on that day.
Section G 1 (c)	remove afternoon curfew on December 26.
Section G 3 (e)	remove 7:00am to 9:00am curfew for Highways 28 and 28A
Section H 4	remove “Hwy 4 at Milk River” as that section is now a multi-lane highway.
Section G 2	remove section entirely.
Section L 1 (d)	added section L1.(d) regarding emergency detour route
Section G 2	corrected typographical error in section G2.(d)
Section K	removed highway 4 from USA boundary to Lethbridge
Section K	added highway 9 from jct. 1 to Drumheller
Section G	added section 2(d)
Section A	modified section 5
Section D	added section D.6 and modified bolded statement at top of page
Section C	removed section C.2 allowing brake disconnects for empty converters without ABS since it’s now covered by registrars exemption
Section A	specified requirements for driver’s certificate
Section C	added requirements for air supply and brake relays. added tandem-tandem combination weight table.
Section O	maximum length increased to 41.0 metres. Minor changes made to trailer length and wheelbase specifications (to match MOU).
Section G	removed Christmas Day travel restriction.
Section K	extended highway 28 from Jct. 36 (west) to Bonnyville.
Section H & K	removed highway 1A from Calgary city limit to junction of highway 1. Formerly provincial highway and now a municipal road.
Section G & K	deleted references to two-lane part of highway 43 in sections G 2. (d) and K after highway 43 was twinned.
Section G	deleted section G (1) referring to travel restriction on December 24 and 31.

Section J	revised to align with Amendment 8 (October 2014) of National MOU.
Section M	Increase overall length of Rocky Mountain Doubles on multi-lane highways to 41.0 m.
Section G (1) (e)	changed time restriction on highway 3 from BC border to Jct. 22 from 12:00 - 5:00pm to 12:00 pm - 5:00pm.