General

Exit numbering is applied to intersections that warrant special signs and directional information to guide motorists to their desired destination, and assist motorists in determining their location relative to their target destination. Applying exit numbers can also provide a means to identify the location of incidents and emergencies.

Eligibility

Exit numbering is installed at the authorization of Alberta Transportation after approval from the Divisional Executive Committee and Technical Standards Branch. Exit numbering is permitted at interchanges and major at-grade intersections along high priority provincial routes such as Highway 2 and Highway 1. Major at-grade intersections are classified as those which facilitate the crossing of an expressway/freeway with another primary or secondary highway (major or minor arterial) where exit signage is existing or warranted.

To be considered for exit numbering the highway must be sufficiently access controlled. Sufficient access control is defined as a density of 10 interchanges in an 80 kilometre section along the highway under consideration.

Description and Use

Exit number tabs (IF-205A-T, IF-205B-T, IF-205C-T, IF-205D-T) consist of a white message (203 mm text and 406 mm digit height) on a green background, and are attached to a parent sign (advance guide or exit directional sign).

IF-205C-T	2100 mm x 610 mm	
Colour	Message and border Background	White Green
Sheeting	ASTM, Type III or IV	

Exit gore signs used in exit numbering (IF-205A, IF-205C) consist of a white message (250 mm text and 300 mm digit height) on a green background, and are supported by two 100 mm x 100 mm wooden posts. Exit gore signs should be manufactured from ¾ inch plywood.

IF-205A	1540 mm x 1440 mm x 1000 mm	
Colour	Message, symbol and border Background	White Green
Sheeting	ASTM, Type III or IV	

Exit tabs can be made from either extrude aluminum or ¾ inch plywood. The material selected should be consistent with the parent sign material. However, where an extrude aluminum parent sign is not sound a ¾ inch plywood tab should be used.

In addition, the sheeting used for exit tabs should be consistent with the sheeting of the parent sign. For ground-mount signs, the sheeting should be high intensity (Type III or IV). Exit tabs for overhead signs may be of a higher grade.

ClearviewHwy fonts are the standard for all new overhead and shoulder-mounted guide signs. However, if the parent sign uses Highway Gothic font and is not being replaced, for consistency the same font system should be used for the exit tab sign.

Exit numbers provide valuable orientation for motorists. Using exit numbers, motorists are able to determine relative positions along the highway for checking their travel progress. Exit numbers also provide directional information to guide motorists to their desired destination. In addition, exit numbers provide a means to identify the location of disaster or emergency incidents, and aid in highway maintenance and servicing.
Including the word 'EXIT' on numbered exit signs provides a clear message to Alberta drivers as to what the number stands for.

Exit numbering will be installed on an as needed basis only, as determined by Alberta Transportation.

The majority of locations will have advance guide and exit directional signs of sufficient size to accommodate the standard exit tab design. However, where parent signs are less than 3.5 metres in width the exit tab will have to be downsized (reduced in width while maintaining standard font size), or the parent sign upgraded so that the exit tab will not take up more than 60% of the width of the parent sign.

In instances where the exit number is more than 3 characters, the standard exit tab design will have to be increased in width to accommodate additional characters (i.e., IF-205D-T). Should additional width be required, the unique exit tab should still fit within 60% of the parent sign width.

Numbering Convention and Sign Location

Exit numbering signs will be placed in advance of the exit. There should be a minimum of 3 signs marking each exit: an advance guide sign, an exit direction sign, and a gore exit sign.
The advance guide sign gives notice well in

advance of the exit point of the principal destinations served by the next intersection and often the distance to that intersection.

The exit direction sign repeats the route and destination information that was shown on the advance guide sign for the next exit and thereby assures road users of the destination served and indicates whether they exit to the right or the left for that destination.

The exit gore sign, located in the gore of the main and exiting roadway, indicates the exiting point or the place of departure from the main roadway.

Exit tabs should be installed on top of existing advance guide and exit directional signs to be flush with the vertical edge of the parent sign on whichever side the exit is located.

Each highway has its own system of exit numbers. Where a highway originates in Alberta, the westernmost or southernmost terminus should be the beginning point of numbering, with exit numbers increasing in the east direction for east-west highways and in the north direction for north-south highways. Exits should be numbered according to the nearest kilometre measured from the start of the highway (in Alberta) to the centre of the interchange/intersection.

Special numbering conventions for circumferential, loop, and spur routes can be found in the Manual of Uniform Traffic Control Devices for Canada (MUTCDC Section A5.5).

On sections where two or more highways with exit numbers overlap, the numbering for one of the highways should be continuous. The highway of highest classification should have continuous numbering. Where the highways are of equal classification, the route that was established first or the route that is of higher status should be kept continuous. In the case of Alberta, and the high status of the North-South Trade Corridor, highways that compose the North-South Trade Corridor should be given precedence.

Where several exits are within the same kilometre, a suffix letter (A, B, C, D, E, etc.) is used to mark multi-exit interchanges or multiple interchange exits within the same exit number zone. If used, the suffix letter is displayed with the exit number. The suffix progression follows a consecutive order south to north or west to east without any gaps, beginning with the letter A.

Installation and Maintenance

Alberta Transportation is responsible for the cost of supplying and installing the exit numbering signs. Alberta Transportation will provide routine maintenance of exit number signs, including washing, straightening and rectifying occasional knockdowns.

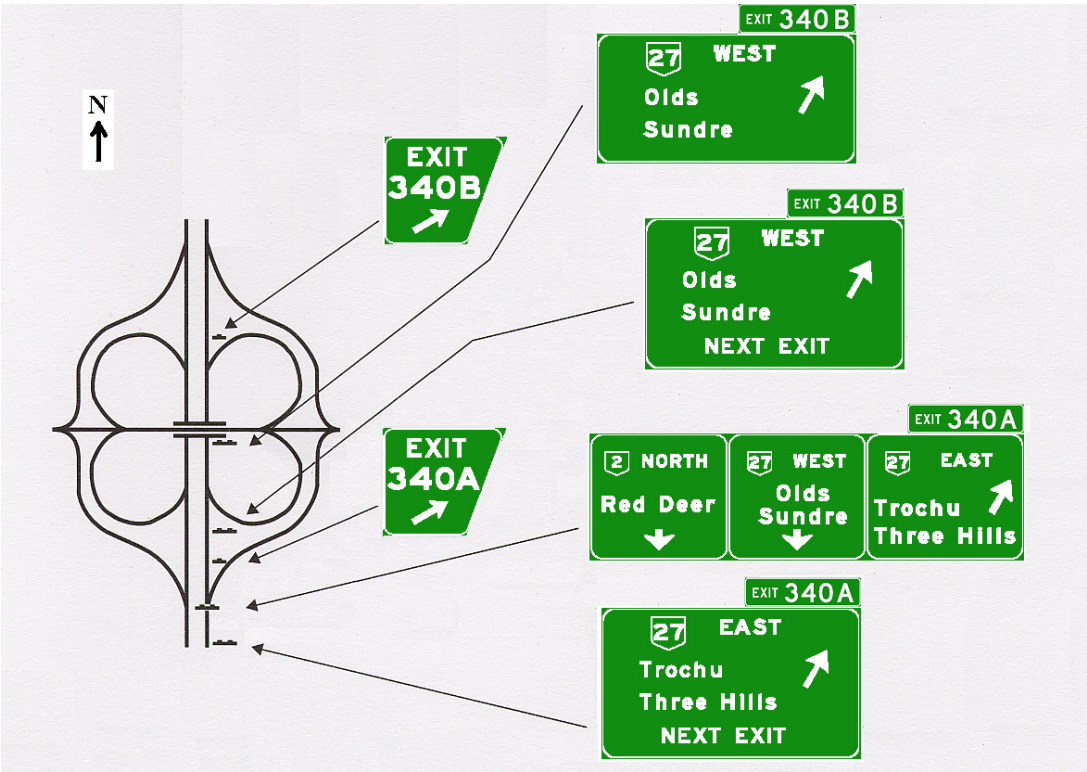
Exit gore signs (IF-205A and IF-205C) should replace the existing gore signs (IF-205) at locations receiving exit numbers. The existing gore signs and posts should be removed.
Extrude aluminum exit tabs should be attached to the parent sign structure according to standard extrude aluminum sign attachment procedures (with bolts and fasteners).

At the end of the sign's service life or when the sign(s) needs replacement, Alberta Transportation is responsible for the cost of supplying and installing replacement signs.

References to Standards

Manual of Uniform Traffic Control Devices for Canada, Section A5.5	Interchange Signing

Example signing at a Cloverleaf Interchange (not to scale)



Example signing at a Diamond Interchange (not to scale)