

	<b>CALCULATION OF CLEARANCE FOR OVERHEAD CLEARANCE SIGNS</b>	
	<i>Issued: OCT 2007</i>	
	<i>Revised:</i>	
<b>RECOMMENDED PRACTICES</b>	PART	HIGHWAY SIGNS
	SECTION	WARNING SIGNS
	SUB-SECTION	

## General

Low clearance signs indicate the maximum amount of overhead clearance at low bridges, underpasses, and under other structures.

It is critical that clearance heights be properly calculated for display on warning signs in order to give over-height load operators sufficient warning to find alternate routes and avoid colliding with the overhead structure. Collisions of this nature can cause significant structural and property damage, as well as traffic flow impedances.

## Usage of Overhead Clearance Signs

Alberta follows the Transportation Association of Canada standard for overhead clearance signs, contained in the Manual of Uniform Traffic Control Devices for Canada (MUTCDC).

Such signs must be used at all points where the clearance is less than 150 mm greater than the maximum height of a vehicle plus its load permitted by Alberta law. In any case, they must be used where the clearance is less than 4.3 metres.

In addition, Alberta Infrastructure and Transportation provides overhead clearance signs for all full overhead structures (i.e. bridges) irrespective of whether or not the clearance is less than the 4.3 m stipulated in the MUTCDC.

## Establishing Clearance

To determine the clearance height value used on the signs, Alberta Infrastructure and Transportation measures the height from the roadway surface to the lowest point of the overhead structure to the nearest hundredth of a metre.

The height value is then rounded down to the nearest tenth of a metre, and a factor of safety of 0.1 metres is added.

For example, for a measured clearance height of 3.57 metres Alberta Infrastructure and Transportation would first round the value down to 3.50 metres, and add the factor of safety to obtain a clearance height of 3.40 metres for use on the warning signs.

## References to Standards

Transportation Association of Canada, <i>Manual of Uniform          Traffic Control Devices</i>	Section A3.4.9
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