

	STANDARD USE OF OVERSIZE SIGNS		Issued: JAN 2010
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RECOMMENDED PRACTICES	PART A	HIGHWAY SIGNS	
	SECTION	GENERAL	
	SUB-SECTION		

General

Larger signs provide greater target visibility for drivers. This becomes increasingly important on high speed roadways and areas where additional sign emphasis/conspicuity is necessary. The appropriate use of oversize signs as standard sizes on Alberta highways is detailed in this guideline.

Guidelines for Use

The standard use of oversize signs is reserved for high-speed, multi-lane divided highways (110 km/h speed limit) as greater sign visibility is necessary on these highways. These “key corridors” (i.e., Highway 16, Highway 1, Highway 3, Highway 2, Highway 4, Highway 43) are where the need for additional sign conspicuity is greatest.

Oversize signs should also be used as standard on Anthony Henday Drive and Stony Trail ring roads, in Edmonton and Calgary respectively. These highways are connectors for traffic using the North-South Trade Corridor, and signing consistency along the corridor is desirable. In addition, these highways are high volume and enhanced sign conspicuity is desirable.

The need for individual oversize signs on undivided and lower speed highways should be evaluated on a site specific basis.

At highway junctions where a route marker cluster is used, the standard size for route marker, directional arrow, cardinal direction,

etc. tab signs should be used as the oversize versions of these signs would produce a structure of substantial size which may block sightlines.

The oversize version of the following signs should be used as the standard sign size on high-speed, multi-lane divided highways, Anthony Henday Drive, and Stony Trail:

Regulatory:

- Maximum Speed (RB-1)
 - 750 mm x 900 mm
- Maximum Speed Ahead (RB-5)
 - 750 mm x 900 mm
- One Way (RB-21-L/R)
 - 1200 mm x 450 mm

Warning:

- Curve (WA-3-L/R)
 - 750 mm x 750 mm
- Advisory Speed (WA-7)
 - 750 mm x 750 mm
- Chevron Alignment (WA-9)
 - 600 mm x 750 mm
- Low Clearance (WA-26)
 - 900 mm x 900 mm
- Two-Way Traffic Ahead (WB-3)
 - 750 mm x 750 mm
- Railway Crossing Ahead (WB-6A)
 - 2400 mm x 1500 mm
- School Bus Stop Ahead (WC-9)
 - 900 mm x 900 mm

Guide/Information:

- Route Marker (IB-2, IB-100)
 - 600 mm x 750 mm
- Direction Arrows (IB-5-TL/TR, IB-6-TL/TR, IB-7-T, IB-8-TL/TR, IB-9-TL/TR)
 - 600 mm x 450 mm

- Cardinal Directions (IB-10-T, IB-11-T, IB-12-T, IB-13-T)
 - 600 mm x 450 mm
- By-Pass (IB-14-T)
 - 600 mm x 450 mm
- Ends (IB-15-T)
 - 600 mm x 450 mm
- Applicable Trailblazer signs
 - 600 mm x 750 mm

In addition to the above, oversize versions of other warning signs may be used as standard on high-speed, multi-lane divided highways, Anthony Henday Drive and Stoney Trail for warning sign size consistency.

Guidelines for Placement

Sign placement should be in accordance with the Recommended Practices Placement of Signs guideline.

Signs should be placed as described in their individual Recommended Practices sign guidelines and relevant standard drawings, or in the absence of a guideline/standard drawing, in accordance with the Transportation Association of Canada Manual of Uniform Traffic Control Devices for Canada (MUTCDC).

When considering the installation of oversize signs, care should be taken not to obstruct the sightlines of intersections, and other guide/information, warning or regulatory signage. If necessary, sign spacing or distance in advance of the hazard/intersection may need to be adjusted.

Implementation

As existing standard size signs reach the end of their service life, they should be replaced by an oversize sign where applicable. No mass conversion will take place.

When converting existing signs to their oversize version, consideration should be given to also converting eligible signs within a one to two kilometre vicinity to the oversize sign size for visual consistency.

References to Standards

<i>Recommended Practices</i>	Placement of Signs
Section: General	
<i>TAC Manual of Uniform Traffic Control Devices for Canada</i>	