

Government of Alberta Transportation	MAXIMUM SPEED AHEAD SIGN		<i>Issued: MAR 2012</i>
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RECOMMENDED PRACTICES	PART	HIGHWAY SIGNS	
	SECTION	REGULATORY SIGNS	
	SUB-SECTION		

General

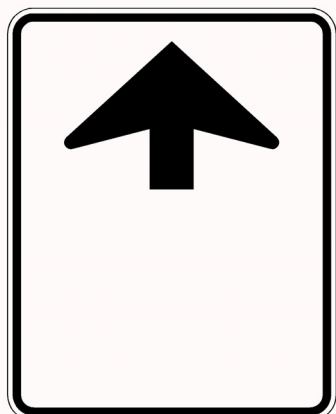
Indicating to drivers that they are approaching a section of road where the speed limit is reduced can improve traffic operation.

When motorists have notification, speed limit compliance at the entrance to the reduced speed zone may be improved and the incidence of aggressive braking may be decreased. Particularly in winter driving conditions, safety can be enhanced when motorists are able to slow down to the reduced speed limit without having to aggressively use their brakes.

Standard

A standard Maximum Speed Ahead sign gives motorists advance notification of an upcoming speed limit reduction. The sign consists of black symbol/text on a white background.

The standard size of a Maximum Speed Ahead sign is 600 mm x 750 mm.



RB-5	600 mm x 750 mm 750 mm x 900 mm	
Colour	Symbol and Border Background	Black White
Sheeting	ASTM, Type III or IV	

The oversize version of the WB-9 Maximum Speed Ahead Warning sign contained in the Manual of Uniform Traffic Control Devices for Canada may also be used under special circumstances in place of the standard RB-5 sign.



WB-9	900 mm x 900 mm	
Colour	Symbol and Border Background	Black Yellow
Sheeting	ASTM, Type III or IV	

Guidelines for Use

Standard Maximum Speed Ahead signs (RB-5) should be installed in advance of all speed limit reductions (work zone and permanent), irrespective of the magnitude of the reduction.

The RB-5 Maximum Speed Ahead sign may also be installed on freeway/expressway on-ramps where the length of the ramp or location of the mainline RB-1 Maximum Speed sign creates confusion for accelerating motorists. Operational issues may arise if motorists are uncertain of the freeway/expressway mainline maximum speed to which they should accelerate.

The use of the RB-5 sign for indicating a higher maximum speed ahead is reserved for situations where:

- The on-ramp is long (in excess of 350 m), or the mainline RB-1 Maximum Speed sign is out of view from the end of ramp curvature, and
- Operational issues with acceleration to the mainline speed for merging are observed.

The oversize version of the RB-5 sign should be used on the on-ramp if oversize RB-1 Maximum Speed signs are used on the mainline highway.

The oversize WB-9 sign may be used in place of the RB-5 sign at critical (“higher risk”) locations, such as:

- Where a severe speed reduction compliance issue has been observed.

- Locations experiencing a relatively high number of collisions related to non-compliance with a speed reduction.
- At the first speed limit transition coming into an urban area.

To avoid overuse, the WB-9 sign is to be used very selectively and only where other methods of increasing sign visibility and motorist compliance have proved ineffective.

Guidelines for Placement

Maximum Speed Ahead signs must always be followed by the Maximum Speed sign (RB-1). Maximum Speed Ahead signs should be placed not less than 150 metres, and not more than 250 metres, in advance of the corresponding RB-1 sign.

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

If the oversize WB-9 sign is installed, care should be taken to ensure the sign does not limit sightlines. Due to potential interference with sightlines and pedestrian traffic on the sidewalk, the oversize WB-9 sign is not recommended for use within urban areas.

When used for on-ramp applications, the RB-5 Maximum Speed Ahead sign should be placed at the end of the ramp curvature, or at the point where motorists are expected to begin accelerating to the mainline maximum speed.

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References to Standards

<i>Recommended Practices, Section: General</i>	Placement of Signs
<i>Manual of Uniform Traffic Control Devices for Canada</i>	A3.6.9