

DESIGN BULLETIN #65/2010 (REVISED December, 2012)

Standard Use of Oversize Signs on High-Speed Multi-Lane Divided Highways

December 3, 2012 Amendment to Design Bulletin #65/2010

This amendment is issued to remove Ramp Advisory Speed and Ramp Ahead Advisory Speed signs from the list of oversize signs that should be used as standard on high-speed multi-lane divided highways.

February 9, 2010 Amendment to Design Bulletin #65/2010

This amendment is issued to include Anthony Henday Drive in Edmonton and Stoney Trail in Calgary as highways where oversize signs should be used as standard.

Summary

This Bulletin is issued to inform practitioners and department staff of the department's recommended practice for the standard use of oversize signs on high-speed multi-lane divided highways.

The department has recently adopted the attached recommended practice to improve the visibility/emphasis of select regulatory, warning and route marker signage on divided highways. Any new signage on high-speed multi-lane divided highways should be in accordance with these new standards.

Key Changes

The standard use of oversize signs shall be as follows:

- Standard use of oversize signs is reserved for high-speed, multi-lane divided highways (110 km/h speed limit), and Anthony Henday Drive and Stoney Trail ring roads in Edmonton and Calgary respectively.
- 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 Stoney Trail: Maximum Speed (RB-1), Maximum Speed Ahead (RB-5), One Way (RB-21-L/R), Curve (WA-3-L/R), Advisory Speed (WA-7), Chevron Alignment (WA-9), Low Clearance (WA-26), Two-Way Traffic Ahead (WB-3), Railway Crossing Ahead (WB-

6A), School Bus Stop Ahead (WC-9), Route Marker (IB-2, IB-100), Direction Arrows (IB-5-TL/TR, IB-6-TL/TR, IB-7-T, IB-8-TL/TR, IB-9-TL/TR), Cardinal Directions (IB-10-T, IB-11-T, IB-12-T, IB-13-T), By-Pass (IB-14-T), Ends (IB-15-T), Trailblazer signs. Sign sizes should be as specified in the attached Recommended Practices Guideline.

- 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.
- 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.
- 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.

The new recommended practices as indicated in this Bulletin are to be implemented immediately as per the usual practice.

Effective Date: January 8, 2010
Revised Date: February 9, 2010
Revised Date 2: December 3, 2012

Contact

Elena Yin at (780) 415-4827
Technical Standards Branch, Alberta Transportation

References

Recommended Practices Guideline – Standard Use of Oversize Signs

Recommended:

*Original signed
by Steve Otto*

Steve Otto
Director, Highway Operations
Technical Standards Branch

Approved:

*Original signed
by Moh Lali*

Moh Lali
Executive Director
Technical Standards Branch