

DESIGN BULLETIN #76/2012

Ramp Advisory Speed Signage

Summary

This Bulletin is issued to inform practitioners and department staff of the department's recommended practice for ramp advisory speed signage.

The department has recently adopted the attached recommended practice to standardize the manner in which ramp speeds are signed at Alberta highway interchanges. This standardization will create uniformity throughout the province, and consistency with Transportation Association of Canada's ramp advisory speed signage guidelines.

Key Changes

Changes to the department practice for signing ramp advisory speeds are as follows:

- Ramp Advisory Speed signs (WA-10A) shall be used on all ramps connecting a provincial highway with another provincial highway or local road.
- Ramp Ahead Advisory Speed signs (WA-10B) shall always be used in conjunction with the Ramp Advisory Speed sign.
- In cases where the ramp is long and gentle, and/or where speed limit compliance is critical for motorist safety and enforceability is necessary, the department may gazette a speed limit for the ramp. In such cases, RB-1 (Maximum Speed) and RB-5 (Maximum Speed Ahead) signs should be used instead.
- The Ramp Advisory Speed sign should be placed at the beginning of the ramp curve. The sign indicates that a reduced speed is advised at that point. The sign should be visible in time for drivers to make final speed adjustments.
- The Ramp Ahead Advisory Speed sign should be installed at the beginning of the ramp deceleration taper (preferably at the point where the exit taper is at a 2 metre offset).
- Drawing TCS-A-301 shows the appropriate placement of Ramp Advisory Speed signs.
- The exact location of signs should be determined in the field based on site-specific conditions (i.e., availability of sight distances, configuration of the deceleration taper, etc).
- Detailed guidelines for establishing safe travelling speeds along a curve are included in the Recommended Practice guideline entitled Methods for Establishing Safe Speeds on Curves.
- For projects involving new construction, safe travelling speeds can be predetermined based on the design speed selected for the ramp curvature.
- Oversize versions of the WA-10A and WA-10B signs will be permitted in special situations where an investigation has shown that a larger sign is needed for greater visibility or emphasis (see recommended practices guideline for details).
- Sign sheeting is to be ASTM D4956 Type IX or XI fluorescent yellow sheeting.
- RB-5 Maximum Speed Ahead signs may be installed on freeway/expressway on-ramps in accordance with the attached guideline to alleviate motorist confusion.

The new recommended practices as indicated in this Bulletin are to be implemented immediately as per the usual practice. Conversion of all existing signs not compliant with this Bulletin should be completed by January 31, 2015.

Effective Date

February 15, 2012

Contact

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References

Recommended Practices Guideline – Ramp Advisory Speed Signs
Recommended Practices Guideline – Methods for Establishing Safe Speeds on Curves
Sign Patterns – WA-10A, Standard – 40, 50, 60, 70, 80, 90 km/h
Oversize – 40, 50, 60, 70, 80, 90 km/h
Sign Patterns – WA-10B, Standard – 40, 50, 60, 70, 80, 90 km/h
Oversize – 40, 50, 60, 70, 80, 90 km/h

Recommended:

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