

Revised Standards for Pavement Marking and Signing of Passing & Climbing Lanes.

Background:

Alberta Transportation is adopting a new pavement marking and signing scheme for passing and climbing lanes. This will make the department's practice consistent with the practice developed by the Transportation Association of Canada's National Committee on Uniform Traffic Control.

The major changes are the elimination of the wide continuity line at the end of the Passing/Climbing lane and the use of the RB-37 sign 'Passing Lane Ahead' in advance of the additional lane.

The elimination of the wide continuity line at the end of the Passing/Climbing lane is consistent with other typical pavement marking schemes shown in the Manual of Uniform Traffic Control Devices for Canada where a lane drop occurs. This is also consistent with practices in the US MUTCD.

Revised Standards for Pavement Markings and Signing:

Figure TCS-C-2.03 from the Alberta Highway Pavement Marking Guide on typical pavement markings for Passing/Climbing lanes has been revised to reflect the new standard for Alberta. (Attached)

Figure TEB 1.58 from the Traffic Control Standards Manual has been revised to reflect the new standard for signing of Passing/Climbing lanes. (Attached)

Implementation:

These revised standards are to be implemented immediately. Projects currently underway, which involve Passing/Climbing lanes should also follow these revised standards where this is feasible and reasonable in the judgement of the Engineer.

All existing Passing/Climbing lanes should be reviewed and modified if required when the opportunity arises. This would typically occur at the time of pavement rehabilitation or when other capital works are undertaken.

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Attachments:

Figure TCS-C-2.03 Typical Pavement Markings, Passing & Climbing Lanes, Revised Aug 2001.

Drawing TEB 1.58 Typical Signing for Passing & Climbing Lanes, Revised August 2001.