Longitudinal Sign Placement at Highway Intersections

Summary
This Bulletin is issued to provide additional guidance to practitioners and department staff on longitudinal sign placement at highway intersections.

Background
Currently, there is only one typical drawing (TEB 1.61 issued in Dec/91) that shows longitudinal sign distances at an intersection. This typical drawing does not reflect various types of intersection approaches (e.g., Urban/Rural intersections, Low/High Speed intersections, Divided Highway intersections).

The typical signing drawings (TCS-A4-405, TCS-A4-410, TCS-A4-415, TCS-A4-420, TCS-A4-425, and TCS-A4-430) at highway junctions only depict major sign sequences at different types of intersections. These drawings do not provide longitudinal sign placement distances at highway intersections.

With the adoption of transverse rumble strips for intersection approaches where highway approach speed is greater than 70 km/h has created signage placement inconsistency for the transverse rumble strips warning across the province.

It has been suggested that additional guidance be provided on the placement of signs at highway intersections to promote uniformity and consistency across the province and to select distances that would improve sign visibility approaching intersections for high and low speed approaches (rural and urban, etc.). The longitudinal placement of signs on the approach to an intersection determines the amount of time available to the road user to make navigational decisions.

Key Changes
The following typical signing drawings have been adopted for providing additional guidance on longitudinal placement of signs at highway intersection approaches:

<table>
<thead>
<tr>
<th>Drawing</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>TCS-A4-430A</td>
<td>Typical Signing Distances on Low Speed (70 km/h or lower) Stop Control Approach (Rural)</td>
</tr>
<tr>
<td>TCS-A4-430B</td>
<td>Typical Signing Distances on Low Speed (70 km/h or lower) Stop Control Approach (Urban)</td>
</tr>
<tr>
<td>TCS-A4-430C</td>
<td>Typical Signing Distances on High Speed (higher than 70 km/h) Stop Control Approach</td>
</tr>
<tr>
<td>TCS-A4-430D</td>
<td>Typical Signing Distances on Signal Control Approach</td>
</tr>
<tr>
<td>TCS-A4-430E</td>
<td>Typical Signing Distances on No Control Approach</td>
</tr>
<tr>
<td>TCS-A4-430F</td>
<td>Typical Departure Signing Placement</td>
</tr>
<tr>
<td>TCS-A4-430G</td>
<td>Typical Signing Distances on High Speed No Control Divided Approach</td>
</tr>
</tbody>
</table>
These drawings supersede TEB 1.29 Typical Signing Four Lane Divided Highway Cross-Over (Depressed Median) and TEB 1.61 Typical Signage Distances for Sign Locations at Intersection.

The new guidelines as indicated in this Bulletin are to be implemented immediately as per the usual practice. Existing signs should be adjusted and/or replaced as opportunity arises.

**Effective Date**
October 15, 2014

**Contact**
Richard Chow at (780) 415-1050 or Steve Lai at (780)415-1051
Technical Standards Branch, Alberta Transportation

**References**
N/A

---

**Recommended:**

[Signature]
Steve Otto  
Director, Highway Operations  
Technical Standards Branch

**Approved:**

[Signature]
Moh Lali  
Executive Director  
Technical Standards Branch
NOTES:
1. THIS PLAN SHOWS TYPICAL SIGNING AND DISTANCES ONLY.
2. EACH SITUATION WILL REQUIRE JUDGEMENT AND ASSESSMENT CONSIDERING SIGHT DISTANCES AND OTHER FACTORS. DISTANCES MAY HAVE TO BE ADJUSTED ACCORDING TO INDIVIDUAL CIRCUMSTANCES.
3. THIS PLAN SHOWS ESSENTIAL SIGNING ONLY. ADDITIONAL SIGNING SHOULD BE ONLY INSTALLED OUTSIDE THE LIMITS OF THIS SIGNING.
4. IF HWY YY • HWY XX, THERE IS NO NEED FOR ROUTE MARKER HWY XX ON TOP OF ROUTE MARKER CLUSTER ASSEMBLY.

DESTINATION SIGN

JUNCTION SIGN

TODS SIGN

DATE: April 2014

PREPARED BY: SL
CHECKED BY: RC
SCALE: N.I.S.
NOTES:
1. THIS PLAN SHOWS TYPICAL SIGNING AND DISTANCES ONLY.
2. EACH SITUATION WILL REQUIRE JUDGEMENT AND ASSESSMENT CONSIDERING SIGHT DISTANCES AND OTHER FACTORS. DISTANCES MAY HAVE TO BE ADJUSTED ACCORDING TO INDIVIDUAL CIRCUMSTANCES.
3. THIS PLAN SHOWS ESSENTIAL SIGNING ONLY. ADDITIONAL SIGNING SHOULD BE ONLY INSTALLED OUTSIDE THE LIMITS OF THIS SIGNING.
4. IF HWY YY - HWY XX, THERE IS NO NEED FOR ROUTE MARKER HWY XX ON TOP OF ROUTE MARKER CLUSTER ASSEMBLY.
NOTES:
1. THIS PLAN SHOWS TYPICAL SIGNING AND DISTANCES ONLY.
2. EACH SITUATION WILL REQUIRE JUDGEMENT AND ASSESSMENT CONSIDERING SITE DISTANCES AND OTHER FACTORS. DISTANCES MAY HAVE TO BE ADJUSTED ACCORDING TO INDIVIDUAL CIRCUMSTANCES.
3. THIS PLAN SHOWS ESSENTIAL SIGNING ONLY. ADDITIONAL SIGNING SHOULD BE ONLY INSTALLED OUTSIDE THE LIMITS OF THIS SIGNING.
4. IF HWY YY • HWY XX, THERE IS NO NEED FOR ROUTE MARKER HWY XX ON TOP OF ROUTE MARKER CLUSTER ASSEMBLY.
NOTES:
1. THIS PLAN SHOWS TYPICAL SIGNING AND DISTANCES ONLY.
2. EACH SITUATION WILL REQUIRE JUDGEMENT AND ASSESSMENT CONSIDERING SIGHT DISTANCES AND OTHER FACTORS. DISTANCES MAY HAVE TO BE ADJUSTED ACCORDING TO INDIVIDUAL CIRCUMSTANCES.
3. THIS PLAN SHOWS ESSENTIAL SIGNING ONLY. ADDITIONAL SIGNING SHOULD BE ONLY INSTALLED OUTSIDE THE LIMITS OF THIS SIGNING.
4. IF HWY YY - HWY XX, THERE IS NO NEED FOR ROUTE MARKER HWY XX ON TOP OF ROUTE MARKER CLUSTER ASSEMBLY.
NOTES:
1. THIS PLAN SHOWS TYPICAL SIGNING AND
   DISTANCES ONLY.
2. EACH SITUATION WILL REQUIRE JUDGEMENT
   AND ASSESSMENT CONSIDERING SIGHT
   DISTANCES AND OTHER FACTORS. DISTANCES
   MAY HAVE TO BE ADJUSTED ACCORDING TO
   INDIVIDUAL CIRCUMSTANCES.
3. THIS PLAN SHOWS ESSENTIAL SIGNING ONLY,
   ADDITIONAL SIGNING SHOULD BE ONLY INSTALLED
   OUTSIDE THE LIMITS OF THIS SIGNING.
4. IF HWY YY : HWY XX, THERE IS NO NEED FOR
   ROUTE MARKER HWY XX ON TOP OF ROUTE
   MARKER CLUSTER ASSEMBLY.

DESTINATION SIGN
Should be placed minimum
100m from LANE
DESIGNATION SIGN or at
beginning of deceleration
350m taper if no LANE
DESIGNATION SIGN.

JUNCTION SIGN

ROUTE MARKER CLUSTER

LANE DESIGNATION
SIGN
Should be placed at
beginning of taper
(optional dependent on
engineering assessment)

STOP

TODS SIGN

Green Acres
Trailer Park

Lakeside
Golf Course

Sandy Cove
Beach Resort

TYPICAL SIGNING DISTANCES
ON NO CONTROL APPROACH

DRAWING
TCS-A4-430E

Date: April 2014
NOTES:
1. THIS PLAN SHOWS TYPICAL SIGNING AND DISTANCES ONLY.
2. EACH SITUATION WILL REQUIRE JUDGEMENT AND ASSESSMENT CONSIDERING SIGHT DISTANCES AND OTHER FACTORS. DISTANCES MAY HAVE TO BE ADJUSTED ACCORDING TO INDIVIDUAL CIRCUMSTANCES.
3. THIS PLAN SHOWS ESSENTIAL SIGNING ONLY. ADDITIONAL SIGNING SHOULD BE ONLY INSTALLED OUTSIDE THE LIMITS OF THIS SIGNING.
4. PLACEMENT OF SPEED LIMIT SIGN IS DESIRABLE IF THE SPEED LIMIT ON THE DEPARTURE IS DIFFERENT THAN THE SPEED ON ANY OF THE APPROACHES.
NOTES:
1. THIS PLAN SHOWS TYPICAL SIGNING AND DISTANCES FOR THE RIGHT ROADWAY ONLY. SIGNING ALONG LEFT ROADWAY IS ALSO REQUIRED.
2. EACH SITUATION WILL REQUIRE JUDGEMENT AND ASSESSMENT CONSIDERING SIGHT DISTANCES AND OTHER FACTORS. DISTANCES MAY HAVE TO BE ADJUSTED ACCORDING TO INDIVIDUAL CIRCUMSTANCES.
3. THIS PLAN SHOWS ESSENTIAL SIGNING ONLY. ADDITIONAL SIGNING SHOULD BE ONLY INSTALLED OUTSIDE THE LIMITS OF THIS SIGNING.

LANE DESIGNATION SIGN
Should be placed at beginning of taper (optional dependent on engineering assessment)

DESTINATION SIGN
Should be placed minimum 100m from LANE DESIGNATION SIGN or at beginning of deceleration taper if no LANE DESIGNATION SIGN.

DRAWING
TCS-A4-430G
TYPICAL SIGNING DISTANCES ON HIGH SPEED NO CONTROL DIVIDED APPROACH

Date: April 2014

Prepared By: SL
Checked By: IC
Scale: N.T.S.