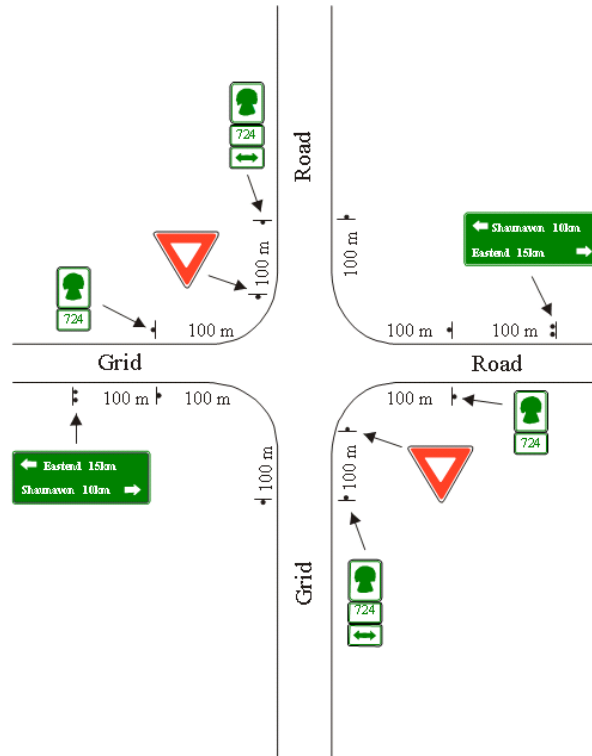




RURAL MUNICIPAL TRAFFIC SIGNING MANUAL



Rural Municipal Traffic Signing Manual

RMTSM 1-0

Section:

TABLE OF CONTENTS

Subject:

Introduction

- 1-0 General
- 1-1 Traffic Control Devices
- 1-2 Sign Legality
- 1-3 Sign Maintenance
- 1-4 Sign Handling & Storage
- 1-5 Sign Classification
- 1-6 Sign Design
- 1-7 Sign Orders

Sign Installation

- 2-0 Sign Post Installation
- 2-1 Guide Sign Installation
- 2-2 Dual Installation of Route Markers
- 2-3 Sign Placement
- 2-4 Speed Sign Installation
- 2-5 T-Intersection Sign Installation
- 2-6 Grid Intersection
- 2-7 Curve & Concealed Road
- 2-8 Railway Crossing

Delineators & Hazard Markers

- 3-0 General
- 3-1 Delineation Specifications
- 3-2 Crossroad Delineation
- 3-3 Box Beam Barrier
- 3-4 Cable Barrier
- 3-5 W-Beam Barrier
- 3-6 Bridge End Hazard Marker

Work Zone Signing

- 4-1 to 4-17 General, Sign Plans and Information

Sign Types & Reference Numbers

- 5-0 Regulatory Signs
- 5-1 Warning Signs
- 5-2 Guide Signs
- 5-3 Information Signs

Date

2016-03-01

Page

1 of 1

Foreword

This Manual replaces the Municipal Road Program Manual Section 1300 (Revised 1996). The layout of the Rural Municipal Traffic Signing Manual mirrors the 1996 Municipal Road Program Manual Section 1300 while updating the information to current standards of national practice and research. Signing the municipal road system and the maintenance of the signs are the legal responsibility of the municipality for the public highways under its jurisdiction.

The intent of the Rural Municipal Signing Manual (RMTSM) is to provide a guideline for signing on the municipal system which is flexible in application to handle the variability of the municipal road system. It is understood that there may be several installations of signs that do not meet with the new guidelines, and therefore it is expected that the updated guidelines will be applied to new sign installations and signs that need replacement or repair. The full implementation of the Manual guidelines may be realized over several years.

The examples provided throughout the Manual are highways examples on the provincial system where the traffic and road geometry warrants specific sign spacing and sign size. Municipalities may opt to deviate from the guidelines after consideration is given to local policy, road geometry and traffic.

We would like to acknowledge the Ministry of Highways and Infrastructure for their guidance, assistance and support in preparing this Manual. We would also like to acknowledge the Ministry of Municipal Affairs for their financial assistance through the Communities in Transition Program.



RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

INTRODUCTION

Subject:

GENERAL

PURPOSE

The primary purpose of this manual is to provide a reference to assist staff and sign crews in the proper installation of traffic signs on the municipal road system in Saskatchewan.

A fieldbook is also provided as a quick reference for field staff.

DISCLAIMER

The guidelines provided in this manual are for typical situations. A number of typical situations are illustrated in each section to show the appropriate application of standard traffic control devices. The guidelines will not apply for every situation and judgement may need to be applied for some installations.

Text and schematic drawings in the manual are not legal standards except where Statutes or Regulations pursuant thereto are precisely quoted. Criteria for position, location and use of traffic control devices are provided solely for the purpose of guidance and information and are not a legal standard.

REFERENCE

The suggested practices in this manual are in accordance with provincial and national standards. Some existing signs may have been installed at a time that the standard was different than that shown in this manual. The intent of this manual is not to suggest existing signs be moved but rather consideration be given to the current standards when those signs are replaced and when new signs are installed.

More detailed information on traffic sign installation is provided in a number of manuals available from the Ministry of Highways and Infrastructure (MHI):

- Saskatchewan Traffic Control Devices Manual (STCDM);
- Traffic Control Devices Manual for Work Zones (WZ);
- Design Manual Part 2

As well there is a national reference, the Manual on Uniform Traffic Control Devices (MUTCD) that is available through the Transportation Association of Canada (TAC).

Date

2010-02-08

Page

1 of 3

Section:**INTRODUCTION****Subject:****GENERAL**

This manual does not address all situations and has been developed to provide guidance for its users. When the decision to use a traffic device at a specific location is not clear, then advice and guidance may be obtained from a consultant. See section 6-0 for SARM contact information, reference list and website addresses.

The information and specifications in this manual should not be taken as absolute but rather as guidance and accepted practice. It is intended that the manual will enhance municipal road safety by providing increased guidance.

LEGIBILITY

Motorists must be able to read signs at a glance as they drive by, if the signs are to be of any value. There are a number of factors that limit the legibility of a sign message such as:

Message Clarity

Motorists can only read and comprehend a very limited amount of information at highway speeds. Three or four lines of information with three or four words per line are the maximum that a normal motorist is able to read and comprehend while driving.

Lettering

The size and style of lettering are the most important factors for legibility. Consideration should be given to the following:

- As a rule of thumb, the size of lettering should be as large as practical. A 15 cm high letter is the minimum effective size. The most commonly used letter height for highway signs is 20 to 25 cm. Larger letters may be used depending on the length of the message;
- The size of lettering on the same line should remain the same. Varying the size of lettering of different lines can be used to provide emphasis to the most important part of the sign message;
- Upper and lower case letters are acceptable and sometimes may improve legibility;
- Letters should not be tightly compressed because their legibility is severely reduced; and
- Script or highly stylized lettering types are very difficult to read and should be avoided as much as possible.

Symbolic Message

The use of logos, symbols or symbolic signs can be advantageous because:

Section:

INTRODUCTION

Subject:

GENERAL

- legibility distance is increased;
- comprehension and perception of the message is improved; and
- well designed symbolic signs are easier to assimilate than the corresponding text.

Sign messages should be reduced to a very basic amount of information. Standard symbols should be used in order to convey as much information as possible.

Visibility

The visibility of the sign at night is important. This can be accomplished by using retro-reflective materials similar to highway signs, or by illuminating the sign.

If retro-reflective materials are chosen, it is recommended that a high quality product be used. This will provide durability and ensure that enough light is returned to the motorist to read the sign.

Illumination should be carefully designed to ensure that there is no glare or undue distraction, since this may impair the night vision of the motorist. Illumination can be expensive, due to electrical power cable trenching costs.

The use of running, rapidly changing electronic messages or flashing lights is strictly prohibited for reasons of safety and liability.

Contrast

The use of high contrasting background and text is important for legibility. Pastel colours have very poor contrast. Black and white have the most contrast. However, there are many other suitable combinations of colours that work well together.

The use of a large number of colour combinations on one sign can reduce comprehension.

DURABILITY

The durability of the sign is very important to ensure long life and a minimum of maintenance. A variety of materials may be used to obtain a satisfactory sign that could last from five to ten years. MHI uses high quality retro-reflective sheeting on aluminum backing. While initial costs are fairly high, over the life of a sign it does become more economical to use the best materials possible.



RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

INTRODUCTION

Subject:

TRAFFIC CONTROL DEVICES

TRAFFIC CONTROL DEVICE

Traffic control devices are all signs, signals, markings and devices placed on, over or next to a street or highway by authority of a public body or official having jurisdiction to regulate, warn or guide traffic. They assist the driver in a number of ways including warning of potential hazards, assigning vehicular right-of-way at intersections, providing guidance in navigating the chosen route and informing the driver of regulations such as speed limits, no parking and weight limits. Information may be given to the driver using a combination of devices. Standardization of design and usage of traffic control devices helps the driver to quickly understand the information provided so that suitable action can be taken.

Requirements of Traffic Control Devices

To be effective, a traffic control device should meet the following basic requirements:

- Fulfill a need;
- Command attention of drivers;
- Convey a clear, simple meaning to drivers;
- Command respect of drivers; and
- Give adequate time for proper response by drivers.

Uniformity in the selection and application of traffic signs is important as the driver expects to see similar signs used in similar situations.

Improper or excessive use of signs tends to cultivate disrespect for signs in general. As a result, signs lose their authority throughout the area where the improper use occurs.

The guidelines and warrants set out in the following sections will assist in attaining uniformity and consistency in the use of traffic signs.

Section:

INTRODUCTION

Subject:

TRAFFIC CONTROL DEVICES

Meanings of 'Shall', 'Should' and 'May'

The following terms are used consistently throughout the manual. It is essential that the terms are understood.

1. **SHALL** – a mandatory condition. Where certain requirements in the design or application of the sign are described with the 'shall' stipulation, it is mandatory when an installation is made, that these requirements are met.
2. **SHOULD** – an advisory condition. Where the word 'should' is used, it is considered to be advisable usage, recommended but not mandatory.
3. **MAY** – a permissive condition. No requirement for design or application is intended.



RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

INTRODUCTION

Subject:

SIGN LEGALITY

LEGAL AUTHORITY

Signs shall be installed and maintained by persons hired by the Municipality and shall follow the requirements as outlined in the manual and/or as advised by SARM. Signs installed by private organizations are often poorly installed and maintained and are not legally binding. All unofficial and non-essential signs should be removed from the road. No traffic sign or its support shall bear any commercial advertising.

BYLAWS

Stop and Yield Signs

To ensure that Stop and Yield signs can be enforced, the location of these signs should be approved by Resolution of Council or by a Bylaw. An up-to-date list should be maintained to provide for better administration and enforcement.

A bylaw or resolution is not required for Stop or Yield signs installed on provincial highway rights-of-way. The Highways & Transportation Act states that a vehicle must yield the right-of-way when entering a provincial highway. However, should a Stop or Yield sign be required at a provincial highway intersection due to inadequate sight distance, a request should be made to MHI to have the sign installed. MHI will purchase, install and maintain the sign.

At highway intersections where Stop or Yield signs are not required, it may be advisable to erect a provincial highway route marker in advance of the intersection to advise the motorist of the approaching highway intersection.

Speed Zones

Municipalities may wish to establish a regulatory speed zone on a specific section of road by passing a bylaw to regulate the speed of vehicles. When the bylaw is inconsistent with the Highways & Transportation Act, it must be forwarded to MHI for approval.

All necessary signs must be installed as outlined in this manual in order for the speed zone to be enforceable.



RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

INTRODUCTION

Subject:

SIGN MAINTENANCE

MAINTENANCE

Poorly maintained signs lose their authority as traffic control devices. Damaged, defaced or dirty signs are ineffective and discredit the agency responsible for them. If a sign is worth installing in the first place, then it is worth maintaining it in perpetuity or until it is no longer required.

Adequate maintenance of a traffic sign is of equal importance with adherence to proper warrants and good installation practices in the original installation. A continual or systematic inspection of all signs should be carried out. RM staff should be encouraged to report any damaged or obscured signs immediately. Action should be taken to correct the situation as soon as possible.

The average life of a sign, discounting physical damage, is six to eight years. High quality reflective sheeting has an expected life of ten to twelve years. All signs are marked with year of manufacture to provide some guidance as to durability of the sign. The environment and quality of fabrication will also affect the sign life.

With the almost exclusive use of aluminum substrate, most sign failures take place on the reflective sheeting overlay. Cracking, crazing, peeling and fading are easily detectable. Not so easily noticed are the sign face reflective properties. Reflectivity of the sign normally begins to deteriorate when exposed to the elements. While a sign may look perfectly adequate during the day, it may be ineffective at night. It is therefore equally important to inspect the sign during darkness.

The plastic laminates used on the sign are basically self cleaning surfaces, however washing with water and detergent may be necessary where signs are subject to roadside spray or air pollutants. Roadside delineators require frequent cleaning to maintain effectiveness.

Damage to signs by bullets is a problem, especially in areas of low population density. A single bullet hole or indentation in a sign does not normally reduce the sign's immediate effectiveness. In time the shattered sheeting will start to deteriorate around the bullet hole. The presence of bullet holes in a sign may also encourage others to use the sign for target practice. For interim maintenance it is possible to hammer out the dent and/or apply a matching patch of reflective material.

Section:

INTRODUCTION

Subject:

SIGN MAINTENANCE

Vandalism by painting, spray bombs or stickers may also be experienced. Special solvents are available that will often remove the offending material without attacking the reflective sheeting or inks.

In some cases trees, weeds or shrubbery may obscure a sign face. Special attention and necessary action should be taken.

Missing or broken signs and/or supports due to wind, vandalism or traffic collisions present a special problem because if they are not reported they can go unnoticed for some time.

Signs that are crooked, bent or broken should be attended to. While they may still be functional, maintenance will restore their credibility and prevent further deterioration.

INSPECTIONS

Sign inspections should be carried out on a regular basis by RM staff.



RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

INTRODUCTION

Subject:

SIGN HANDLING & STORAGE

HANDLING

Signs may become damaged even before they are installed. When in transport, two signs should be placed face to face with the protective waxed sheeting between them. Avoid placing heavy or sharp objects on the sign. Treated or painted posts should not be placed on the sign face.

When attaching the sign to the post, do not allow the bolt to turn as this could twist the reflective material, causing damage.

STORAGE

Signs should be stored on edge, indoors, in a dry area.

If signs become wet, remove wax sheeting and separate signs to dry.

If signs must be stored outdoors remove sheeting and stand on edge with a wooden spacer between each sign.



RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

INTRODUCTION

Subject:

SIGN CLASSIFICATION

SIGN CLASSIFICATION

There are four classifications of signs based on function:

Class R – Regulatory Signs – give the road user notice of traffic regulations that apply at any given place or on a given road. Regulatory signs are described in section 5-0 of this manual.

Class W – Warning Signs – call attention to conditions in or adjacent to a road or street that are potentially hazardous to traffic operations. Warning signs are described in section 5-1 of this manual.

Class G – Guide Signs – provide route designations, directions and distance and instructions for locating off road facilities. Guide signs are described in section 5-2 of this manual.

Class I – Information Signs – provide information to the motorist including directions and services available off the highway. Information signs are described in section 5-3 of this manual.

Two signs which give a different message should never be placed on the same post, as an example an Information Sign should not be placed on the same post with a Regulatory Sign.

TAB SIGNS

In addition to the foregoing classes of signs, there is a group of signs referred to as Tab signs.

A Tab sign is smaller in size than the primary sign with which it is associated. A tab sign shall always be mounted below the primary sign(s) on the same support. Tab signs are of two types:

- **Supplementary Tab Signs** – shall indicate additional related information supplementing the message conveyed by the primary sign and may be used where the entire message cannot be conveyed using the standard primary sign.
- **Educational Tab Signs** – shall indicate in legend form the same message represented by a symbol on the primary sign. They shall, however, never be used alone. Educational tab signs may be used to convey the meaning of symbols during an introductory period (preferably for two years).



RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

INTRODUCTION

Subject:

SIGN DESIGN

GENERAL

Design of the traffic sign refers to size, colour, shape, reflectorization and message. The design is very important in drawing attention to the sign, conveying a clear meaning and when combined with proper placement, can provide adequate time for response by the driver.

Generally, sign design shall be in accordance with specifications set out in the MUTCD except for those signs exclusive to Saskatchewan. For these signs, the design has been agreed upon through discussions and tests with the sign manufacturer or other government departments and SARM. Design specifications may be obtained from SARM.

SIGN SHAPES

Sign shapes are standardized as follows:

- the octagon shape shall be reserved exclusively for the Stop sign which requires that the driver stop near or at the point where the sign is located;
- the triangular shape shall be reserved exclusively for the Yield sign;
- regulatory signs shall be rectangular in shape with the longer dimension being vertical;
- the diamond shape shall be used for signs to warn of hazards either on the roadway or adjacent thereto;
- Information and Guide signs shall, for the most part be rectangular or as specified in sections 5-2 and 5-3;
- School signs shall be pentagon shaped.

SIGN COLOURS

Sign colours are standardized as follows:

- the Stop sign shall have a red background with white lettering and border;
- Yield signs shall have a white background with red symbol and white border;

Section:**INTRODUCTION****Subject:****SIGN DESIGN**

- Regulatory signs shall, for the most part have a white background and black symbols or lettering. A green annular ring shall indicate a positive message, either permissive or mandatory. A red annular ring with interdictory stroke, shall indicate a prohibitive message.
- Warning signs shall have a yellow background with black symbols or lettering.
- Information and Guide sign colours shall, for the most part be green, blue or brown as specified in sections 5-2 and 5-3.
- School signs shall have a fluorescent yellow/green background with black symbols and a black border.
- Construction signs shall have an orange background with black symbols or lettering.

SIGN SIZE

Sign sizes shall be as follows:

- National (TAC MUTCD) minimum sign size of 60 by 60 centimetres (cm) on a roadway with a speed limit of 80 km/h or less;
 - o MHI uses a recommended minimum size 75 by 75 cm;
 - o for special circumstances 90 by 90 cm;
 - o for hazardous circumstances 120 by 120 cm

SIGN SPECIFICATIONS

Reflective Sheeting

All regulatory, warning, information, guide, construction and hazard marker signs shall be fully reflectorized to show the same colour and shape by night as by day.

Retro-reflective sheeting for all signs must have a high-intensity retro-reflective sheeting consistent with ASTM 4956-07e1 – Type III Standard Specification for Retro-reflective Sheeting for Traffic Control.

Silkscreen Colours

Silkscreen process colours shall follow the colours set out in Table 8 in the ASTM 4956-07e1 – Type III Standard Specification for Retro-reflective Sheeting for Traffic Control.

Section:**INTRODUCTION****Subject:****SIGN DESIGN**

Finishing clearcoat shall conform to specifications indicated by the paint/ink supplier.

Edges and Back

The edges of the sign need not be sealed when high intensity retro-reflective sheeting Type III in the ASTM 4956-07e1 is used. However, for signs using Type I sheeting as set out in the ASTM 4956-07e1 edge sealing is required.

The backs of signs need not be painted.

Cut-out Letters

Cut out letters, numbers and arrows need not be clear-coated or edge sealed when a high intensity retro-reflective sheeting Type III in the ASTM 4956-07e1 is used. However, for signs using Type I sheeting as set out in the ASTM 4956-07e1 edge sealing and clear coating is required.

Borders and Lettering

All signs shall have a narrow border just inside the edge, of the same colour as the message. For a 60 cm by 60 cm sign the border shall be 1.0 cm to 1.5 cm in width set 1.0 cm from the edge. Other sign sizes shall have borders in the same approximate proportions. Corners shall be rounded on a radius of 0.4 mm.

All symbols, word messages and sign lettering shall be as set forth in this manual or as shown in the MUTCD.

Sign Blanks

MHI currently uses sign blanks made from one of the following aluminum sheet alloys:

- (i) Alcan S-67
- (ii) 5083-H32
- (iii) 6061-T6
- (iv) Reynolds 5154.

All sign blanks shall be a minimum gauge of 2.0 mm. Aluminum sign sheeting has proven to be very durable for use in Saskatchewan as it eliminates cracking of the retro-reflective sheeting and minimizes sign damage caused by vandalism and severe weather changes.



RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

INTRODUCTION

Subject:

SIGN ORDERS

GENERAL

When purchasing signs, municipalities must ensure that the manufacturer has met the sign specifications as outlined in section 1-6.

Sign reference numbers and additional information such as colour, size, distance and destination should be included with the sign orders. Many sign reference numbers are provided in sections 5-0, 5-1, 5-2 and 5-3. For other signs that are not listed in this manual, contact SARM for further information.

It may be advisable to maintain a certain number of signs in stock (especially Regulatory and Warning signs) to avoid delay when a sign needs replacement.

To place an order for signs, contact the SARM Trading Department at 1-800-667-3604.



RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

SIGN INSTALLATION

Subject:

SIGN POST INSTALLATION

SIGN POST INSTALLATION

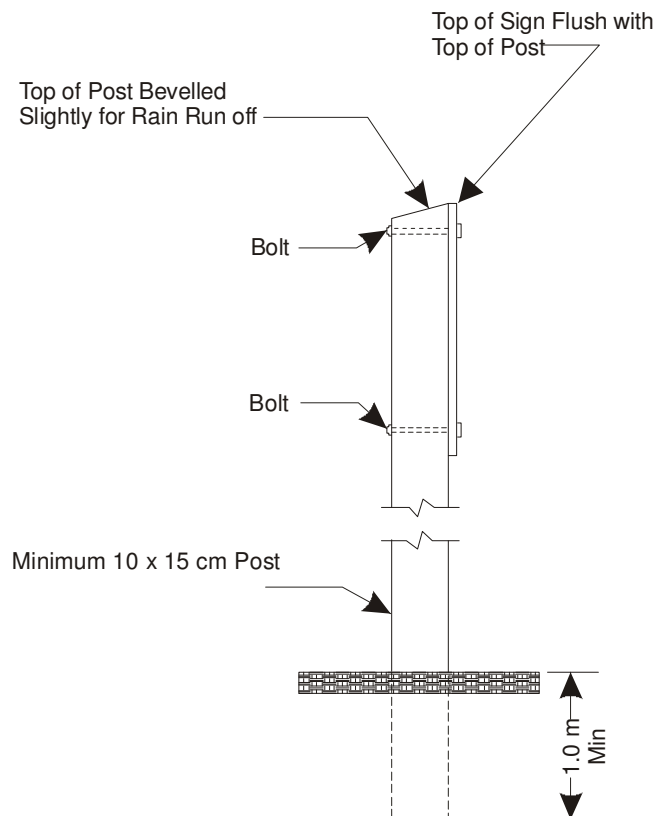
A wooden 10 cm by 10 cm or 10 cm by 15 cm post is recommended. A minimum 4.2 metre post length will raise the sign to 1.5 m above the shoulder of the roadway.

The bottom of the post can be treated with a preservative.

Anchor at least one metre of the post into the ground and pack securely. A level should be used to ensure posts are installed upright.

Steel posts designed for the purpose may be used only where continual knockdown is being experienced.

Post Selection	
Sign Size	Post Size
≤ 75 cm x 75 cm (0.56 m ²)	10 cm x 10 cm
> 75 cm x 75 cm	10 cm x 15 cm





RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

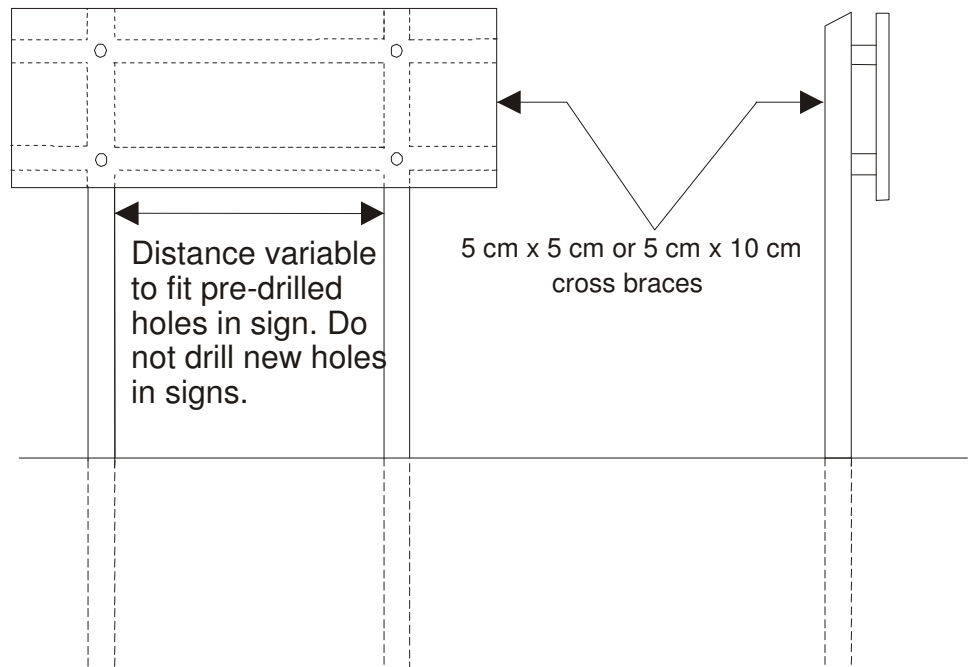
SIGN INSTALLATION

Subject:

GUIDE SIGN INSTALLATION

GUIDE SIGN INSTALLATION

Signs larger than 90 cm by 90 cm should be installed on two posts and supported on the back with wooden crossbracing.





RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

SIGN INSTALLATION

Subject:

DUAL INSTALLATION OF ROUTE
MARKERS

DUAL INSTALLATION OF ROUTE MARKERS

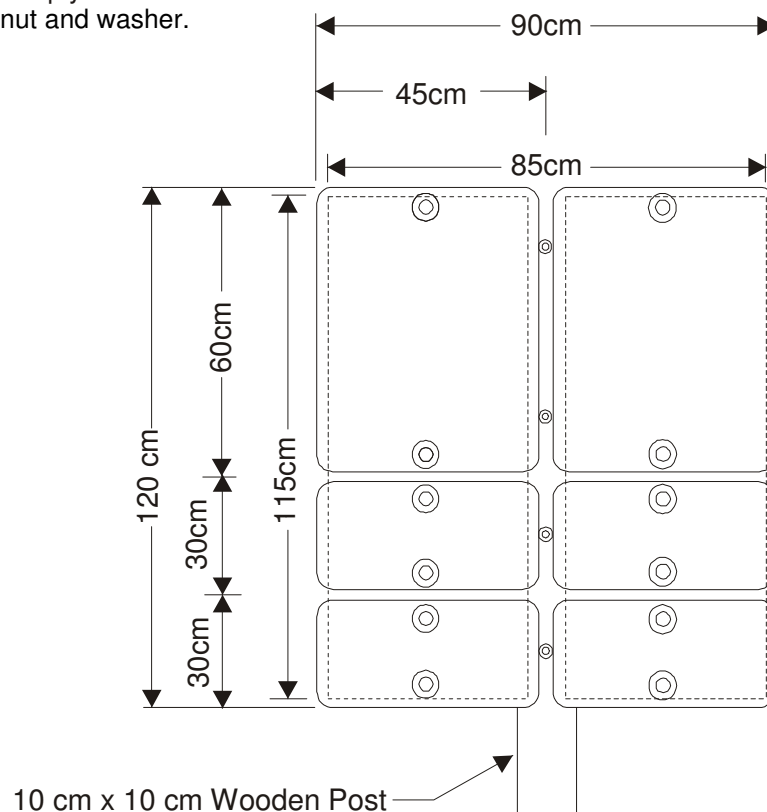
A dual installation of Highway or Municipal route markers only requires one post with a plywood support on the back of the signs.

Sign Backing

- 12.5 mm construction grade plywood primed and painted white.
- Plywood must be bolted to post before signs are mounted.
- Flat or channel iron frame may also be used.

Fasteners

- Plywood to post 10 mm x 75 mm lag bolt.
- Signs to plywood 10 mm x 36 mm bolt, nut and washer.





RURAL MUNICIPAL TRAFFIC SIGNING HANDBOOK

Section:

SIGN INSTALLATION

Subject:

SIGN PLACEMENT

SIGN HEIGHT

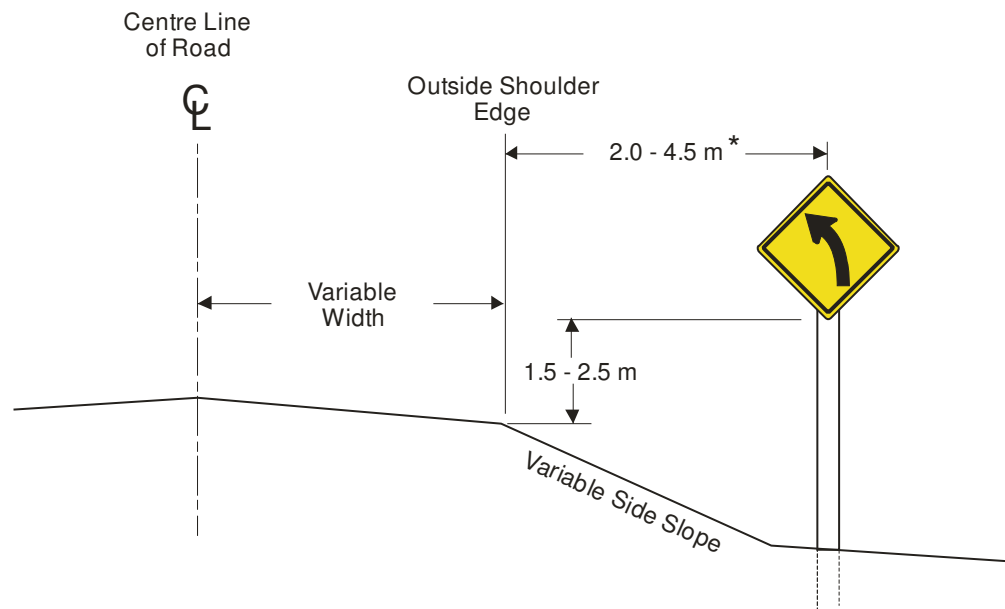
All signs shall be mounted so that the bottom of the sign is 1.5 to 2.5 metres above the road surface. A person of average height standing on the road should be looking at the bottom half of the sign.

All signs except the checkerboard shall be placed off the right hand side of the road facing oncoming traffic.

SIGN LATERAL PLACEMENT

The sign should be positioned 2.0 to 4.5 metres from the shoulder of the road.

It is very important that signs are installed in a uniform manner. Those which have been poorly installed and not maintained lose their authority as effective traffic control devices.



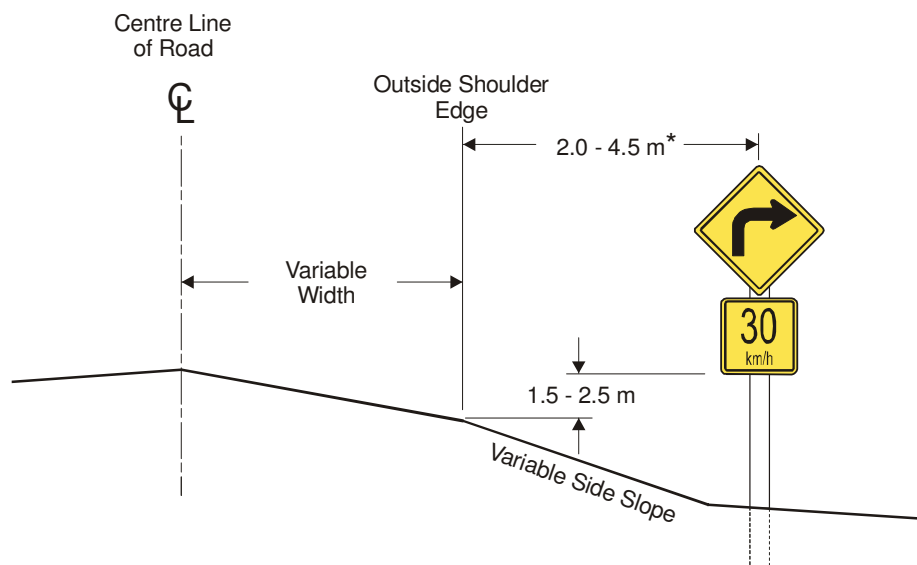
* 4.5 m offset should be used when possible

Section:

SIGN INSTALLATION

Subject:

SIGN PLACEMENT



* 4.5 m offset should be used when possible

PLACEMENT DISTANCE

Suggested Minimum Sign Placement Distance - Metres

Posted speed km/h	Condition A High judgement needed	Condition B STOP condition	Condition C Deceleration conditions to listed advisory speed - km/h (or desired speed at condition)				
			15	30	50	60	80
30	55	n/a	n/a				
40	75	n/a	30				
50	100	30	45	30			
60	135	60	70	65			
70	170	90	110	100	75		
80	190	115	130	125	100	70	
90	215	140	150	145	125	90	
100	240	170	175	170	150	125	90

Distances shown are for level roadways.
Distances based on 90 cm signs with a 40m legibility distance.
This figure assumes a 3 second total perception/reaction time.

Descriptions/Examples:

Condition A A higher driver judgement condition which requires the driver to use extra time in making and executing a decision. i.e. Merge, Lane ends

Condition B The driver will likely be required to stop. i.e. Stop ahead, cross road

Condition C The driver will likely be required to slow to a specified speed.
i.e. Curve, hill

Date

2010-02-08

Page

2 of 3

Section:

SIGN INSTALLATION

Subject:

SIGN PLACEMENT

ORIENTATION ANGLE Signs are normally mounted at approximately right angles to the direction of and facing the traffic that they are intended to serve.

Post mounted signs located close to the traveled way should be turned slightly away from the roadway to avoid reflection of headlights off the sign face directly back into the driver's eyes. An angle of approximately 93° to the line of approaching traffic is satisfactory for signs up to 4.5 m from the outside shoulder (see Figure 1).

An angle of approximately 87° to the line of approaching traffic is satisfactory for sign locations greater than 4.5 m from the outside shoulder edge (see Figure 2).

On curved alignments, the angle should be determined by the course of approach traffic, rather than by the roadway edge at the point where the sign is located.

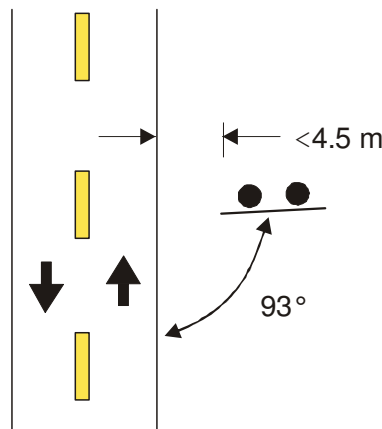


Figure 1

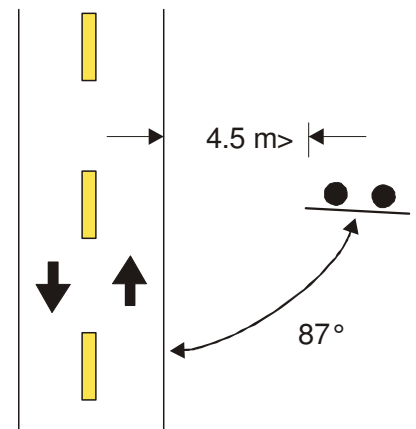


Figure 2

Parking signs are an exception to this rule. Parking signs should be set at an angle of not less than 30° and not more than 45° to the direction of traffic.



RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

SIGN INSTALLATION

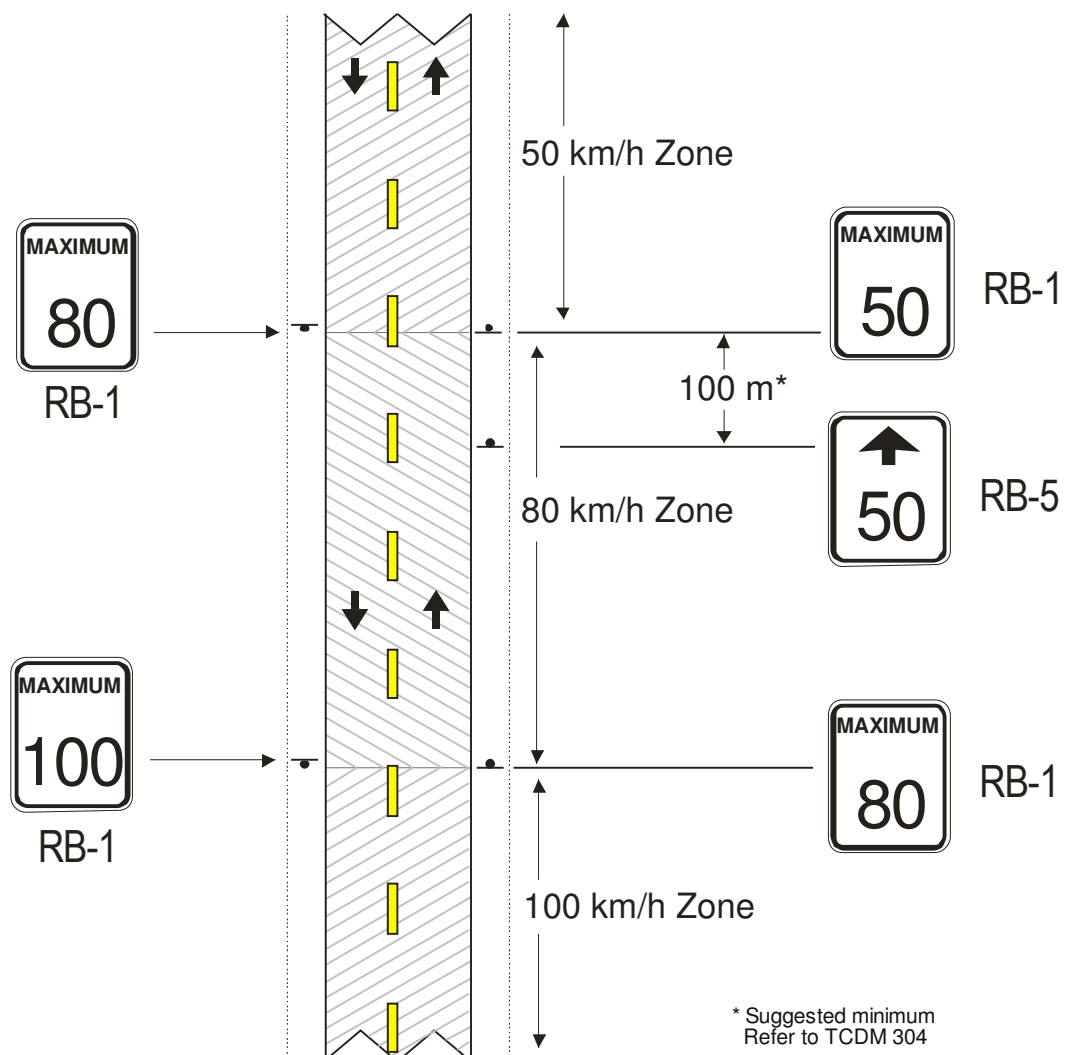
Subject:

SPEED SIGN INSTALLATION

TYPICAL SPEED SIGN INSTALLATION

Speed control signs (RB-1 in section 5-0) indicating speed limits are installed at the points of change from one speed limit to another. Additional signs should be installed beyond major intersections and at other locations where it is necessary to remind motorists of the speed limit.

Maximum Speed Ahead Signs (RB-5 in section 5-0) should be used to inform the motorists of a reduced speed zone ahead. The RB-5 sign is always followed by a Maximum Speed sign (RB-1).





RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

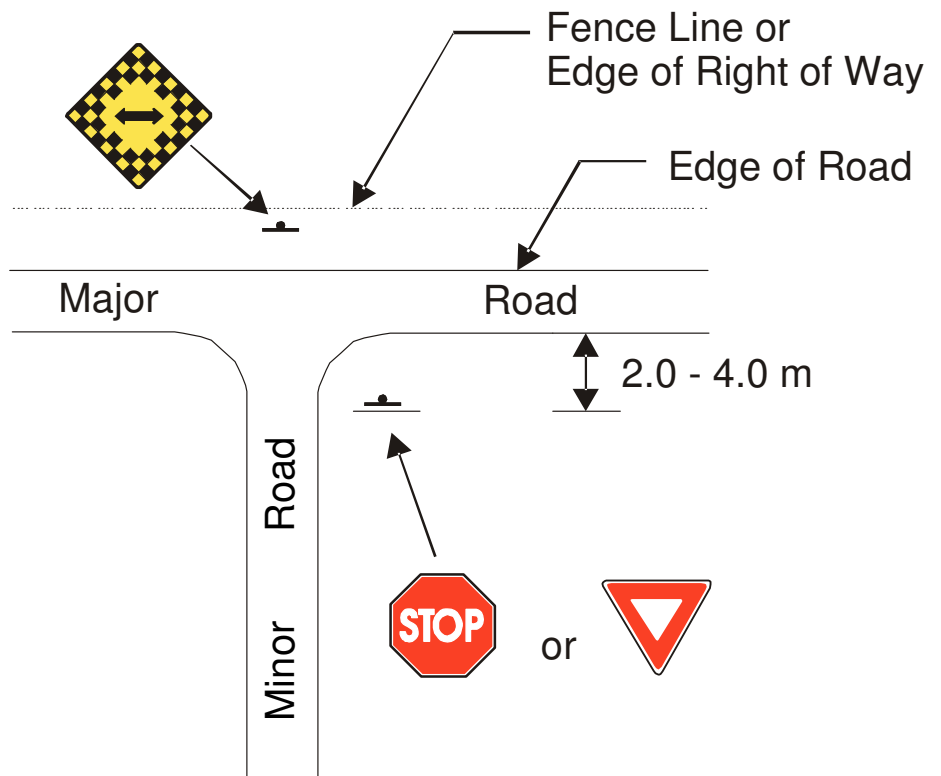
SIGN INSTALLATION

Subject:

T-INTERSECTION SIGN INSTALLATION

T-INTERSECTION SIGN INSTALLATION

Checkerboard signs (WA-8 in section 5-1) should be placed near the fence line or edge of the right-of-way facing oncoming traffic at a height appropriate for the line of sight for approaching drivers.



Section:

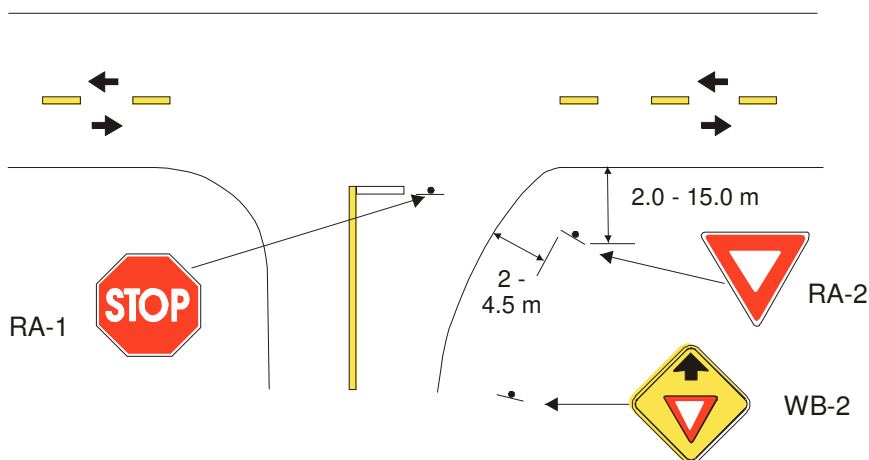
SIGN INSTALLATION

Subject:

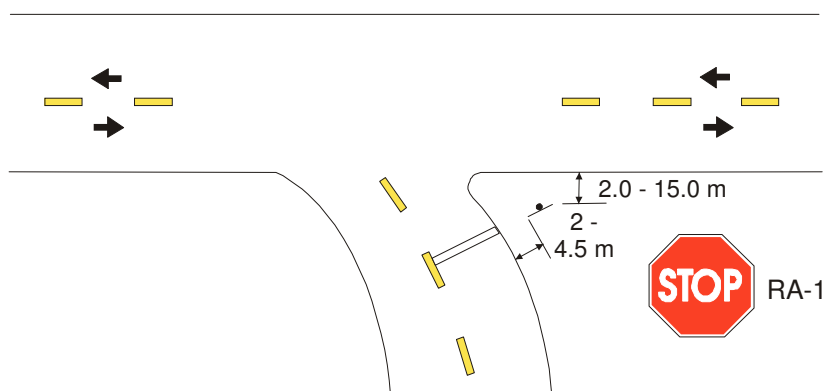
T-INTERSECTION SIGN INSTALLATION

At intersections only three signs should be placed within a 60 metre radius. These are Stop or Yield and checkerboard signs.

Stop or Yield signs should be placed within 2.0 to 15.0 metres from the shoulder of the intersecting road.



Channelized Intersection



Acute Angle Intersection

Note:

1. All measurements are from outside of the shoulder edge.
2. Stop signs and stop bars are usually directly in line with each other.
3. Preferred placement on municipal roads is 4 m off the main road.



RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

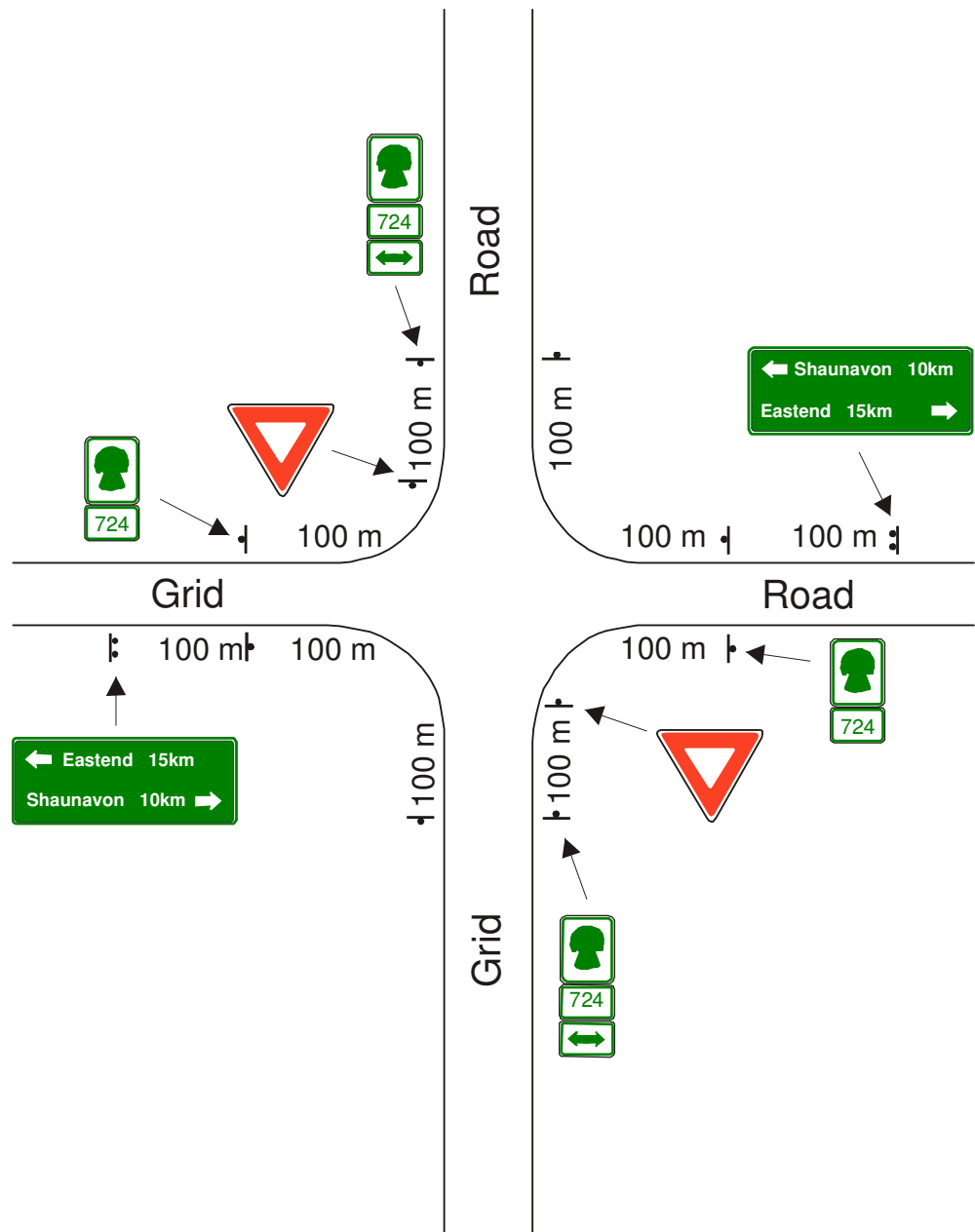
SIGN INSTALLATION

Subject:

GRID INTERSECTION

INTERSECTION SIGN INSTALLATION

Signs required on approaching an intersection should be spaced a minimum of 100 metres apart.



Date

2010-02-08

Page

1 of 1



RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

SIGN INSTALLATION

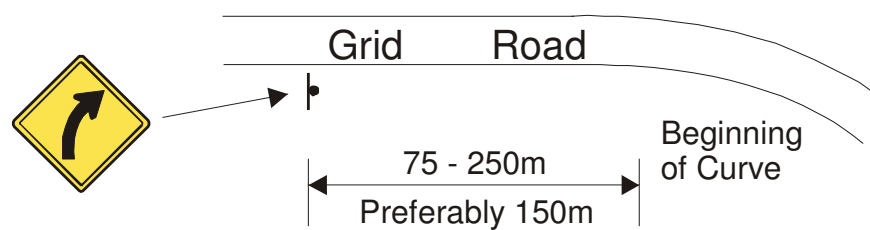
Subject:

CURVE & CONCEALED ROAD

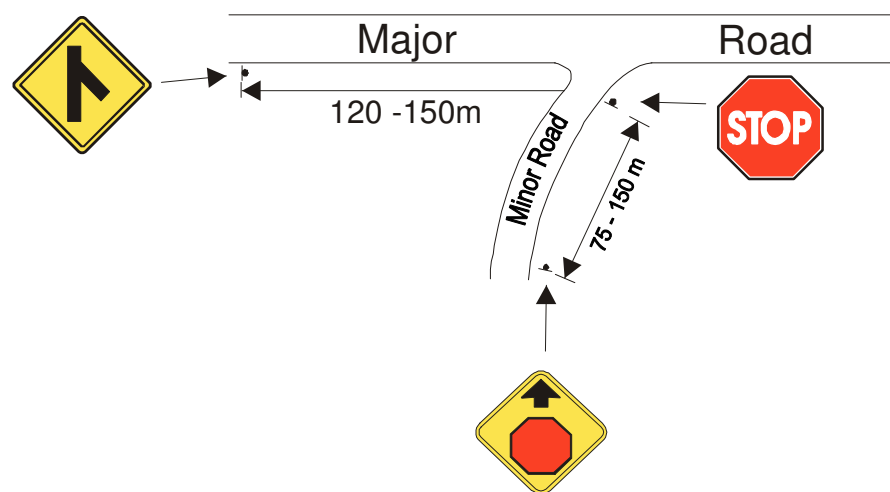
CURVE & CONCEALED ROAD

Signs that indicate hazards such as curves, concealed intersections, railway crossing, etc. should be placed 150 metres ahead of the hazard. To suit field conditions, this distance can be modified as shown in the diagrams below.

Curve



Concealed Road





RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

SIGN INSTALLATION

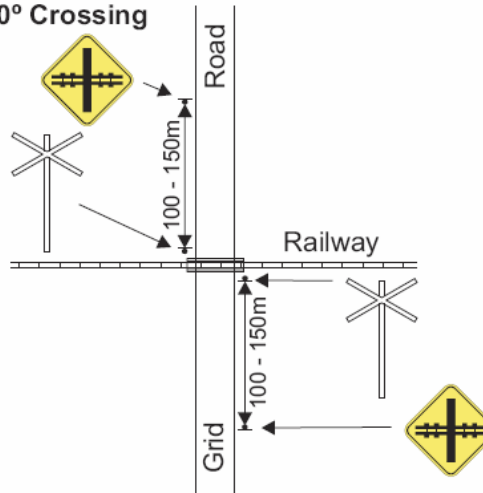
Subject:

RAILWAY CROSSING

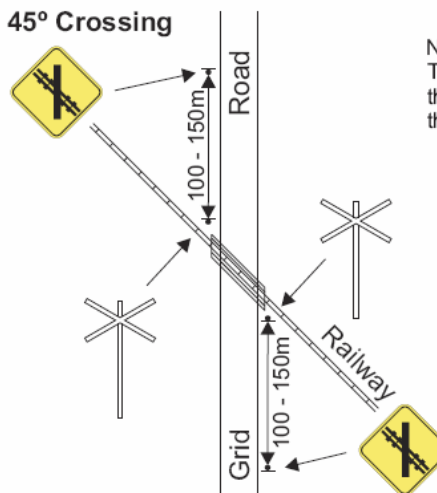
RAILWAY CROSSING

Signs that indicate hazards such as railway crossing, etc. should be placed 150 metres ahead of the hazard. To suit field conditions, this distance can be changed by 50 metres in either direction.

90° Crossing



45° Crossing



NOTE:
The crossbuck sign is
the responsibility of
the Railway Company



RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

DELINEATORS & HAZARD MARKERS

Subject:

GENERAL

GENERAL

Application

Road-edge delineation and hazard markers are effective aids and provide positive guidance for night-time driving.

These signs should be used in conjunction with warning signs but should never be substituted for warning signs.

These signs are generally used where there is a sharp change in road characteristics i.e. horizontal alignment, steep grades, narrow structures, etc.

Location

Standardization of application and placement is important to provide guidance to the motorist. Conditions for use of delineation signs can vary from one location to another. Therefore, it may be advisable to engage a consultant to determine the most appropriate sign application.

Specifications

Signs should have a good degree of reflectivity. These signs should be yellow and black.



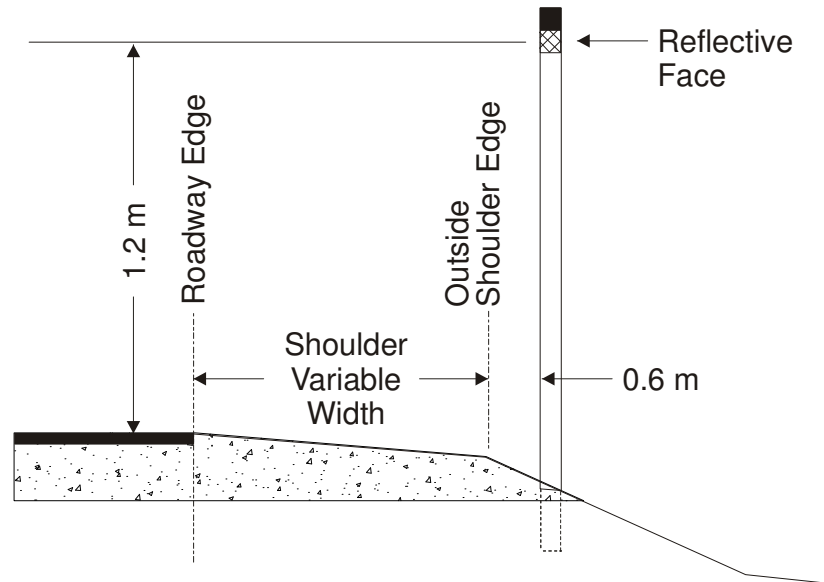
RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

DELINEATORS & HAZARD MARKERS

Subject:

DELINEATOR SPECIFICATIONS



The reflective face is 10 centimetres white wide level 1 reflector tape.

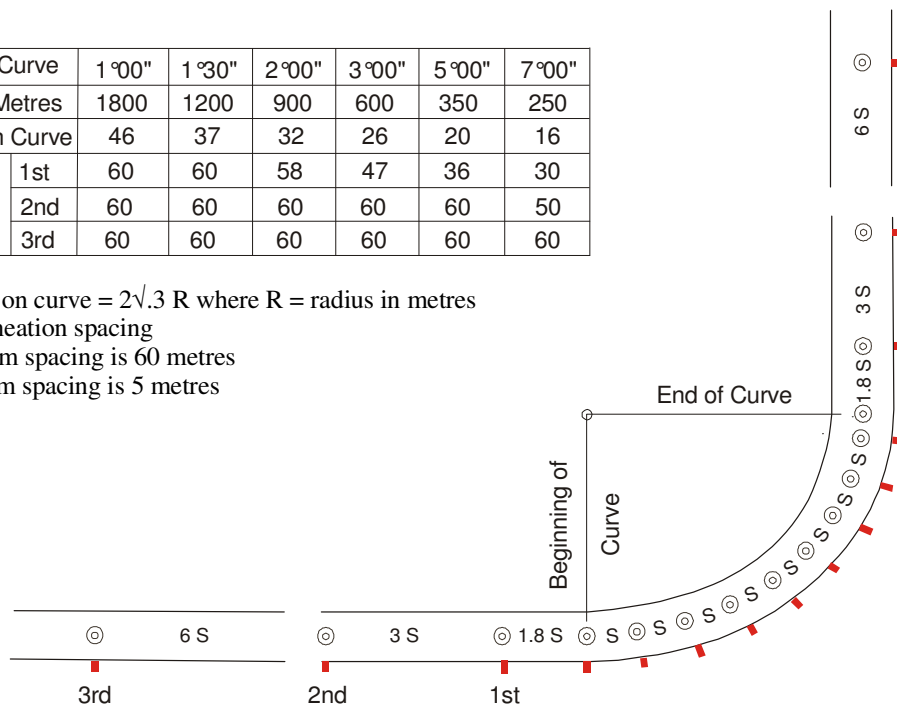
Degree of Curve	1°00"	1°30"	2°00"	3°00"	5°00"	7°00"
Radius in Metres	1800	1200	900	600	350	250
Spacing on Curve	46	37	32	26	20	16
Spacing in Advance & Beyond Curve	1st	60	60	58	47	36
	2nd	60	60	60	60	50
	3rd	60	60	60	60	60

A) Spacing on curve = $2\sqrt{.3 R}$ where R = radius in metres

B) S = delineation spacing

C) Maximum spacing is 60 metres

D) Minimum spacing is 5 metres



*The spacing depends on the radius of curve, to find this information, please contact Ministry of Highways and Infrastructure for advice.

Date

2010-02-08

Page

1 of 1



RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

DELINEATORS & HAZARD MARKERS

Subject:

CROSSROAD DELINEATORS

CROSSROAD DELINEATORS

MHI installs Stop and Yield signs at intersections with provincial highways. The crossroad delineators installed on Stop and Yield signs, facing traffic are grouped as follows:

Three delineators:

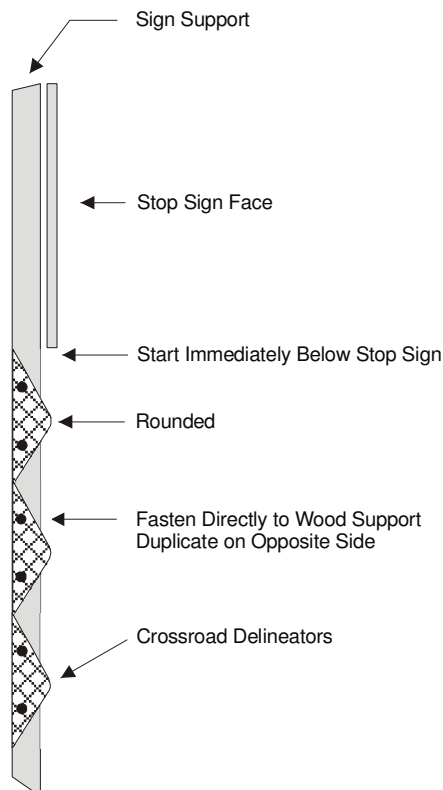
- all provincial and public highways
- community access roads
- municipal roads
- major streets

Two delineators:

- main farm access roads
- improved all weather roads
- intermediate urban streets

One delineator:

- all other minor rural roads and local urban streets





RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

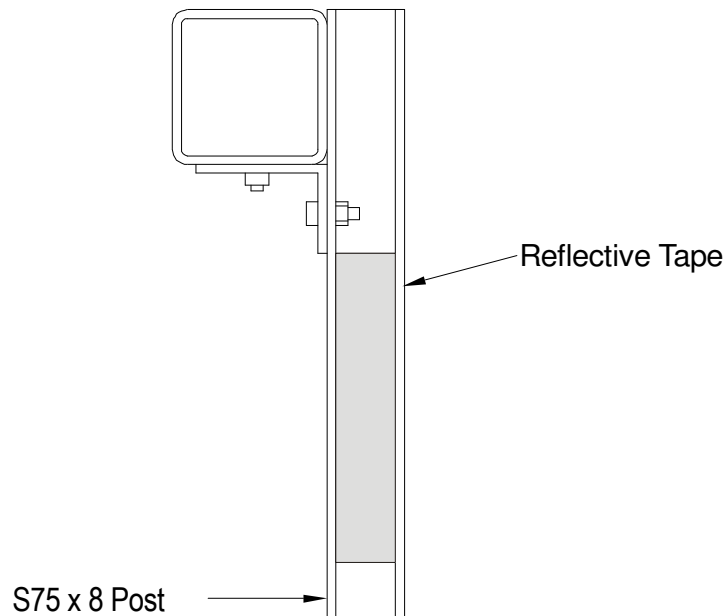
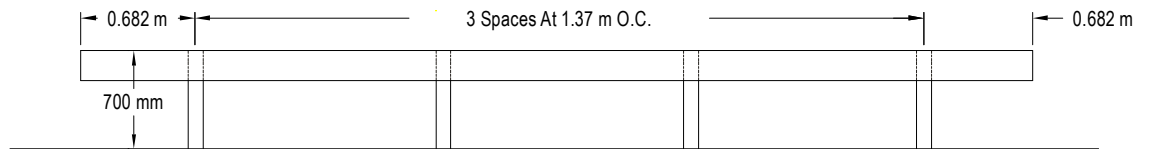
Section:

DELINEATORS & HAZARD MARKERS

Subject:

BOX BEAM BARRIER

Reflective strips should be installed on box beam barriers as shown in the figures below.



4.5 cm x 20 cm reflective tape, the same colour as the painted edgeline.
Reflective strips are applied to every second post, starting with the first post.



RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

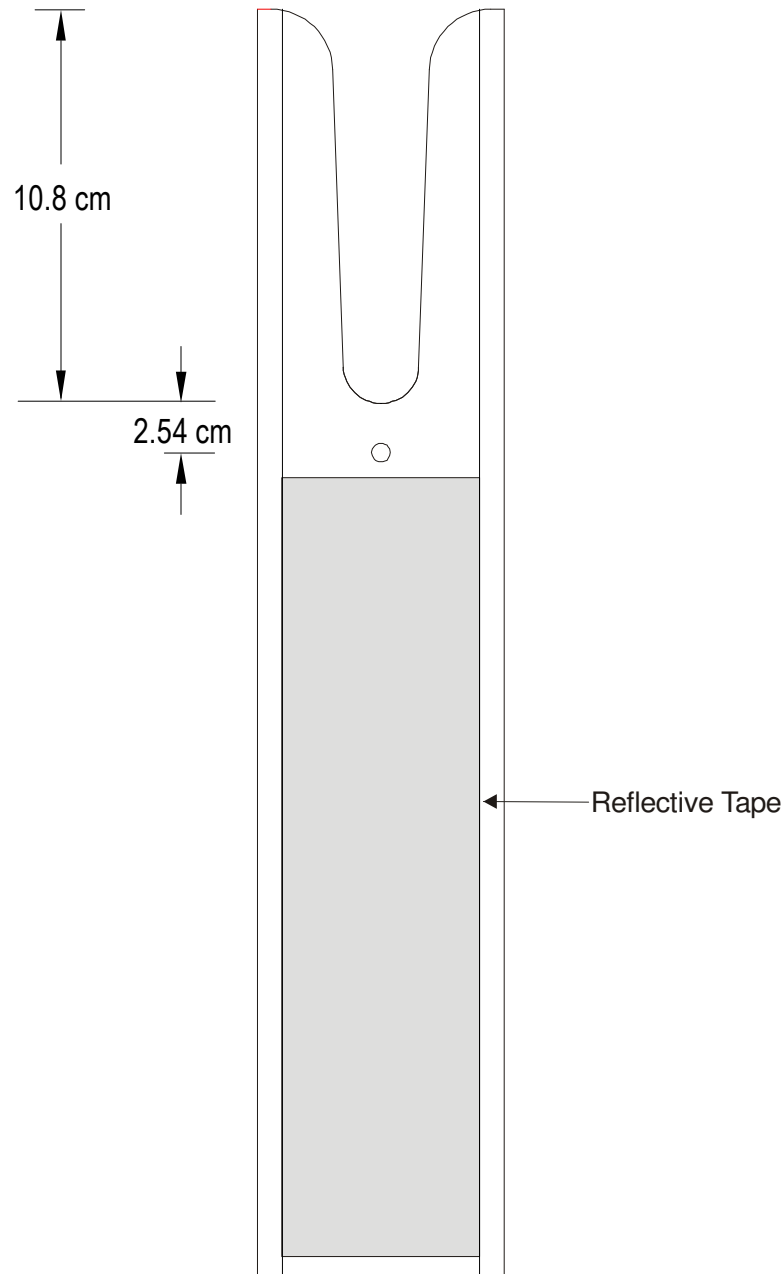
Section:

DELINEATORS & HAZARD MARKERS

Subject:

CABLE BARRIER

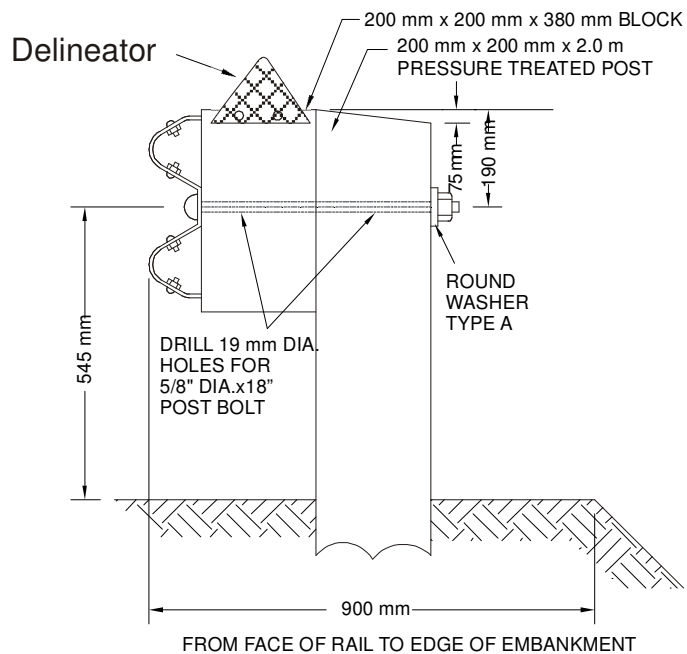
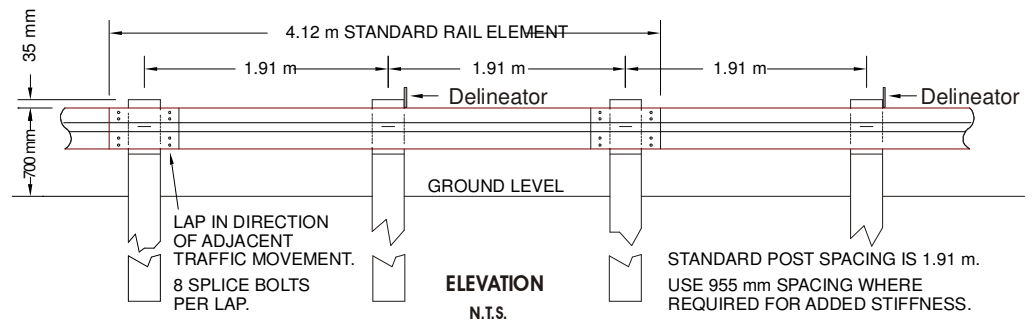
Reflective strips should be installed on cable barriers as shown in the figures below.



4.5 cm x 20 cm reflective tape, the same colour as the painted edgeline.
Reflective strips are applied to every second post, starting with the first post.

W-BEAM BARRIER

Reflective strips should be installed on w-beam barriers as shown in the figures below.



Crossroad Delineators are fastened to every second post, starting with the first post.



RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

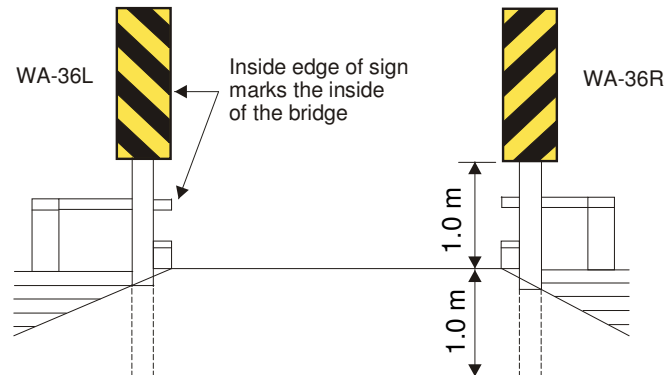
DELINEATORS & HAZARD MARKERS

Subject:

BRIDGE END HAZARD MARKER

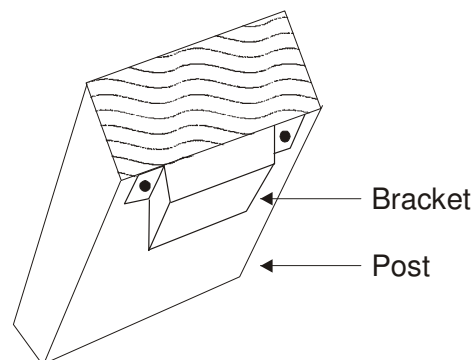
BRIDGE END HAZARD MARKER

Place the hazard markers directly in front of the bridge abutment.



Hazard Marker Bracket

The Hazard Marker Bracket may be used at locations where the hazard markers may have to be removed to allow overwidth loads to pass.



Brackets are made of 1 1/4" flat iron. 2 brackets are required per post.

Updates to the RMTSM Work Zone Signing

During construction and in the Work Zone signing the municipal road system and the maintenance of the signs are the legal responsibility of the municipality for the public roadways under its jurisdiction.

The intent of the Rural Municipal Traffic Signing Manual (RMTSM) is to provide a guideline for signing on the municipal system which is flexible in application to handle the variability of the municipal road system. It is understood that there may be several existing sign installations that do not meet with the new guidelines, and therefore it is expected that the updated guidelines will be applied to new sign installations and signs that need replacement or repair. Existing sign installations can be modified to meet the new guidelines at the Municipalities' discretion.

The examples provided throughout the Manual are highways examples on the provincial system where the traffic and road geometry warrants specific sign spacing and sign size.

Municipalities may opt to deviate from the guidelines after consideration is given to local policy, road geometry and traffic.

The Rural Municipal Traffic Signing Manual - Work Zone Signing dated February 8, 2010 pages 1 thru 5 – General, Work Adjacent to Roadway, Work on Shoulder of Roadway, Two Lane Roadway One Lane Closed and Temporary Roadway Closed are CANCELLED.

Effective immediately the new Section 4-0 to 4-17 includes a variety of scenarios for roadway and bridge Work Zone Signing.

A moving work site should be signed in accordance with short duration work zones. Guidelines for short duration work zones would apply to either moving work sites or where the work will take minimal time.

In the event that work zone activities are not complete and the work zone site is abandoned due to rain or other unforeseen circumstances, ensure that the signage is kept in place to warn the driving public. Additional signage as required can be used to mark additional hazards presented by the abandonment of the work site.

When a construction work zone is finished or has completed for the day it is the responsibility of the sign person to remove or cover the construction “worker with shovel sign” and the “slow to 60 sign” for the benefit of the driving public.

Guidelines are developed for the safety of workers and the driving public. Proper signing is a necessary cost of doing safe business

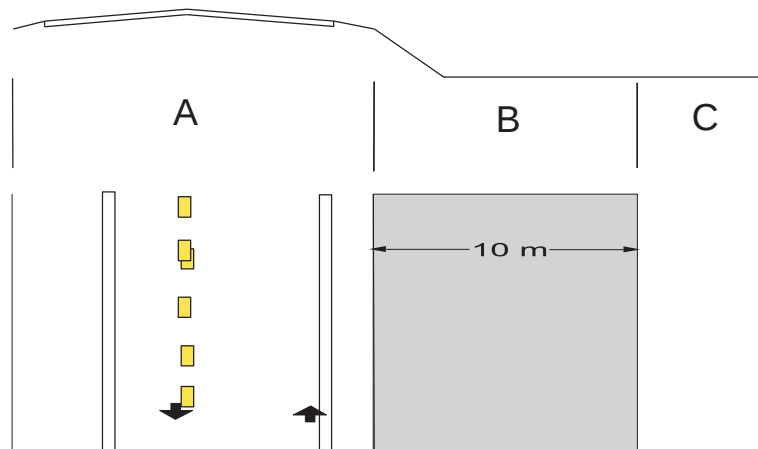
BACKGROUND

Work zone safety for construction workers and the travelling public is a major concern. As a pro-active measure to prevent injuries to road users and workers in work zones the Ministry of Highways and Infrastructure completed a ‘safety audit’ for Work Zones in 2013/2014. The purpose of the safety audit, carried out by independent road safety experts, was to flag possible issues in the manual that could be updated in support of best practices in road safety engineering. SARM has adopted the changes to the work zone signing section 4 of the RMTSM.

Section:	Subject:
WORK ZONE SIGNING	WORK ADJACENT TO ROADWAY SHORT DURATION < A DAY WORK TECHNICAL PLANS SIGNING REQUIREMENTS

	DESCRIPTION	SIGNING REQUIREMENTS	OTHER REQUIREMENTS
A	Road surface including shoulder	Applicable construction signing	Applicable contract requirements
B	Outside shoulder edge to 10 m from outside shoulder edge	Sign Plan RMTSM 4-2 or 4-3.	Hazard must be delineated.
C	Greater than 10 m from shoulder edge	No signing required	Hazard must be delineated

Two Lane



Section:

WORK ZONE SIGNING

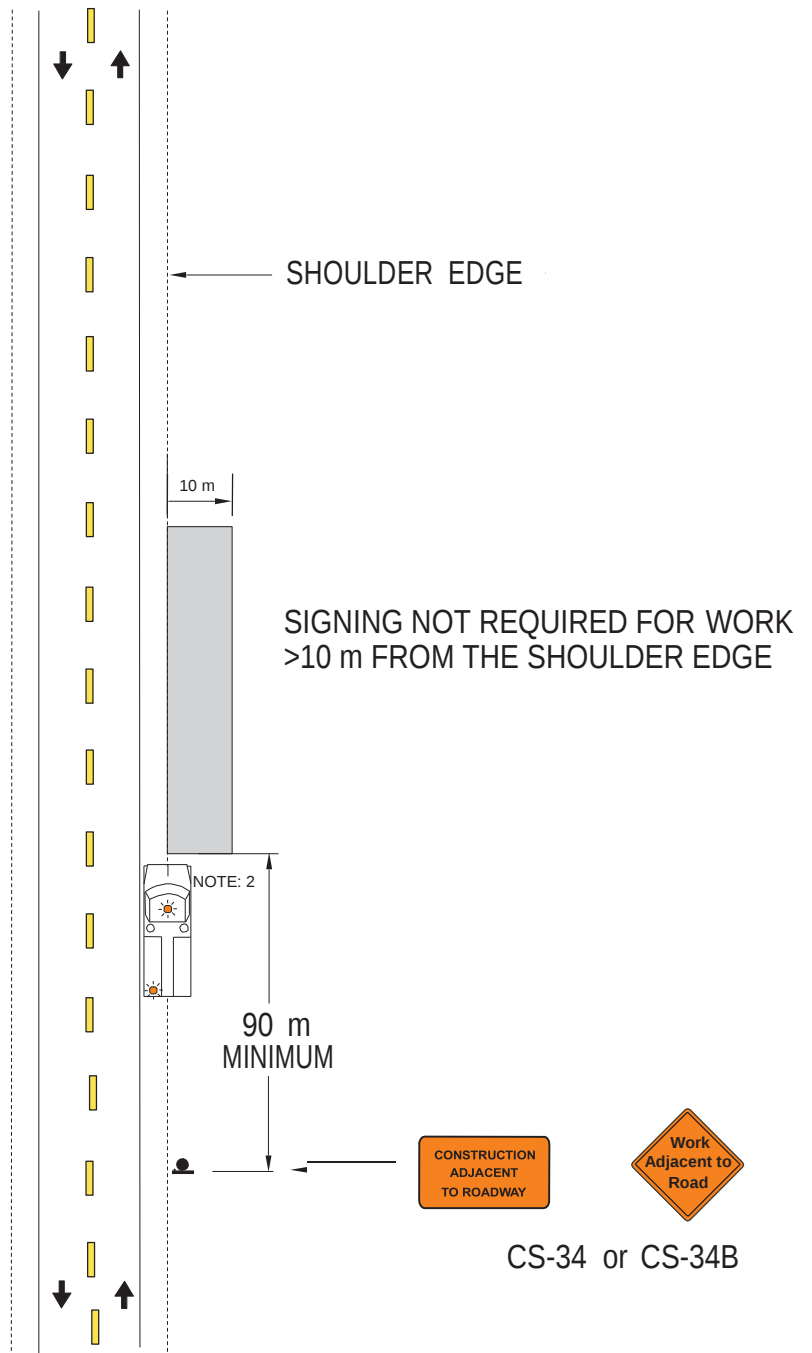
Subject:

WORK ADJACENT TO ROADWAY
SHORT DURATION < A DAY TYPICAL PLANS
WORK ADJACENT TO ROADWAY WITHOUT
A HAZARD

TYPICAL PLAN

NOTES:

1. TWO LANE ROADWAYS:
CORRESPONDING TRAFFIC CONTROL DEVICES
MAY BE REQUIRED FOR TRAFFIC TRAVELLING
IN THE OPPOSITE DIRECTION.
2. VEHICLES MUST BE COMPLETELY PARKED
OFF THE DRIVING LANE. ALL VEHICLES MUST
HAVE APPROVED FLASHING LIGHTS TURNED
ON.



Section:

WORK ZONE SIGNING

Subject:

WORK ADJACENT TO ROADWAY
SHORT DURATION < A DAY TYPICAL PLANS
WORK ADJACENT TO ROADWAY WITH A
HAZARD

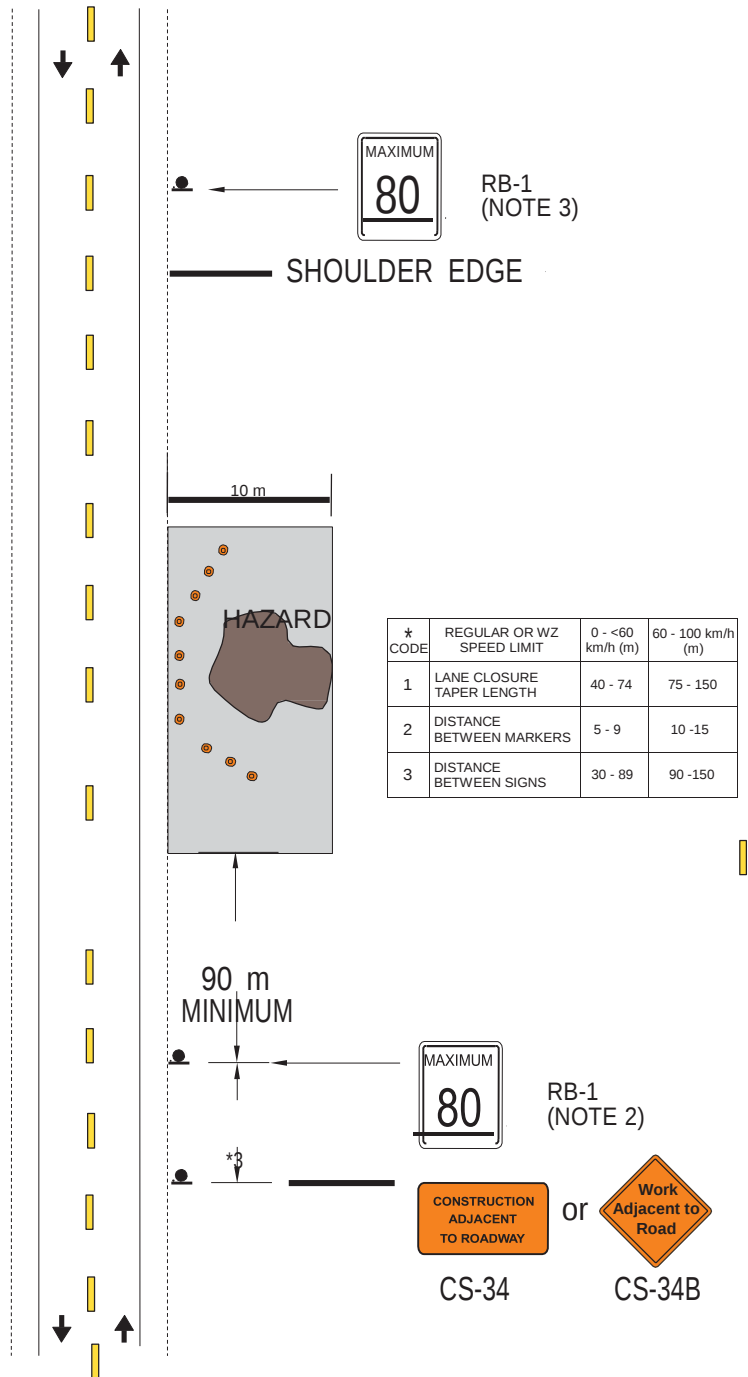
TYPICAL PLAN

SPEED CHART	
Distance from the road that hazard is located	SPEED LIMIT
≤ 4 meters + SW	60 km/hr
> 5 and ≤ 6 + SW	70 km/hr
> 6 and ≤ 7 + SW	80 km/hr

Note: The table is based on clear zone.
SW = Shoulder width

NOTES:

1. TWO LANE ROADWAYS CORRESPONDING TRAFFIC CONTROL DEVICES MAY BE REQUIRED FOR TRAFFIC TRAVELING IN THE OPPOSITE DIRECTION.
2. REGULATORY SPEED SIGN SHOULD COINCIDE WITH THE SPEED CHART ABOVE. IF THE CURRENT REGULATORY SPEED IS LOWER THAN THE RECOMMENDED SPEED NO SPEED SIGNS ARE REQUIRED.
3. THE REGULATORY SPEED USED AT THE END OF THE ZONE MUST MATCH THE SPEED LIMIT THAT WAS POSTED PREVIOUS TO THE WORK ZONE.
4. DELINEATION OF THE HAZARD MUST BE PLACED AS CLOSE TO THE HAZARD AS POSSIBLE AND STILL BE VISIBLE FROM THE ROAD SURFACE.
5. IF THE HAZARD IS LOCATED BETWEEN 10 m AND 20 m FROM THE SHOULDER EDGE NO SIGNING IS REQUIRED BUT THE HAZARD MUST BE DELINEATED.
6. THE HAZARD CAN BE DELINEATED USING DELINEATORS, SNOW FENCE OR RETRO-REFLECTIVE BARRICADES.
7. CONCRETE BARRIERS SHALL BE USED FOR HAZARDS THAT MAY CAUSE SEVERE INJURY OR A FATALITY UPON COLLISION.



Date

2016-03-01

Page

4 of 17

Section:

WORK ZONE SIGNING

Subject:

WORK ADJACENT TO ROADWAY
LONG DURATION > A DAY TYPICAL PLANS
WORK ADJACENT TO ROADWAY WITH A
HAZZARD

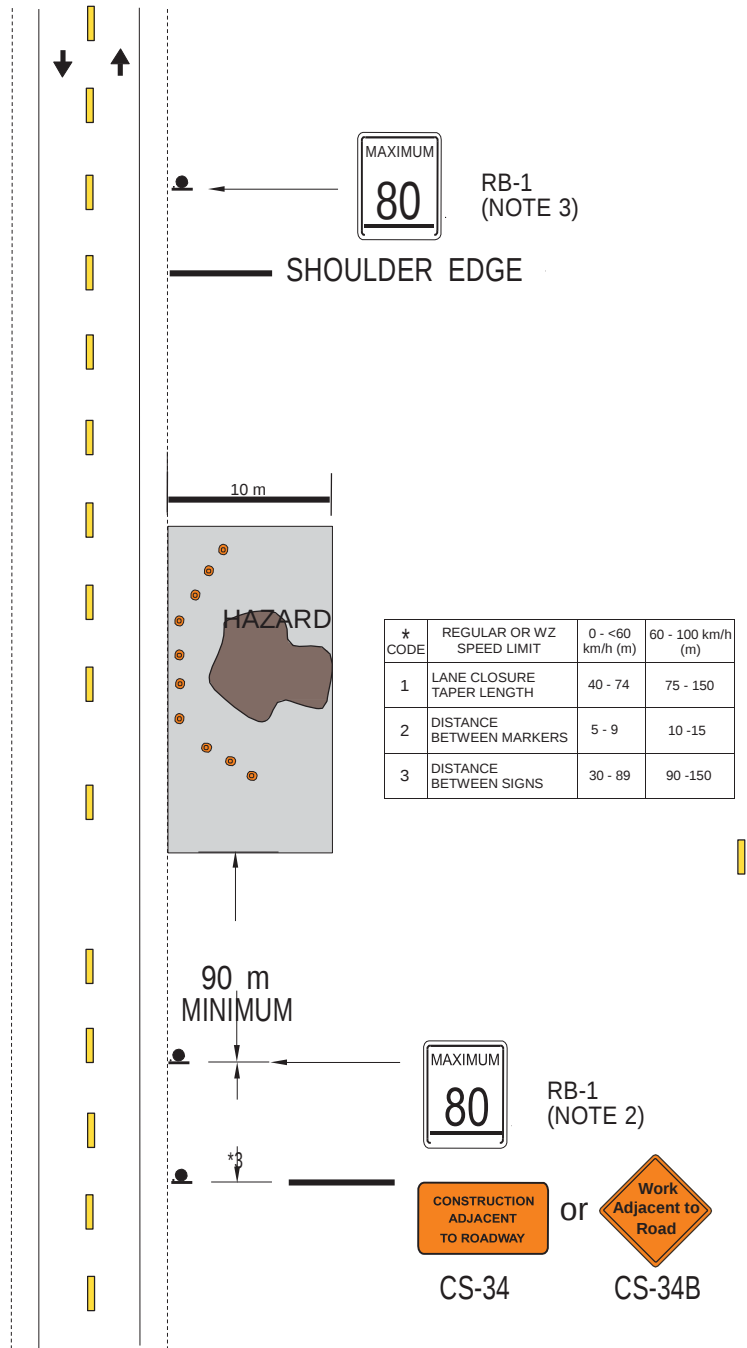
TYPICAL PLAN

SPEED CHART	
Distance from the road that hazard is located	SPEED LIMIT
≤ 4 meters + SW	60 km/hr
> 5 and ≤ 6 + SW	70 km/hr
> 6 and ≤ 7 + SW	80 km/hr

Note: The table is based on clear zone.
SW = Shoulder width

NOTES:

1. TWO LANE ROADWAY: CORRESPONDING TRAFFIC CONTROL DEVICES MAY BE REQUIRED FOR TRAFFIC TRAVELING IN THE OPPOSITE DIRECTION.
2. REGULATORY SPEED SIGN SHOULD COINCIDE WITH THE SPEED CHART ABOVE. IF THE CURRENT REGULATORY SPEED IS LOWER THAN THE RECOMMENDED SPEED NO SPEED SIGNS ARE REQUIRED.
3. THE REGULATORY SPEED USED AT THE END OF THE ZONE MUST MATCH THE SPEED LIMIT THAT WAS POSTED PREVIOUS TO THE WORK ZONE.
4. DELINEATION OF THE HAZARD MUST BE PLACED AS CLOSE TO THE HAZARD AS POSSIBLE AND STILL BE VISIBLE FROM THE ROAD SURFACE.
5. IF THE HAZARD IS LOCATED BETWEEN 10 m AND 20 m FROM THE SHOULDER EDGE NO SIGNING IS REQUIRED BUT THE HAZARD MUST BE DELINEATED.
6. THE HAZARD CAN BE DELINEATED USING DELINEATORS, SNOW FENCE OR RETRO-REFLECTIVE BARRICADES.
7. CONCRETE BARRIERS SHALL BE USED FOR HAZARDS THAT MAY CAUSE SEVERE INJURY OR A FATALITY UPON COLLISION.



Section:

WORK ZONE SIGNING

Subject:

SHORT DURATION < A DAY WORK
TYPICAL PLAN TEMPORARY ROADWAY
CLOSURE

TYPICAL PLAN

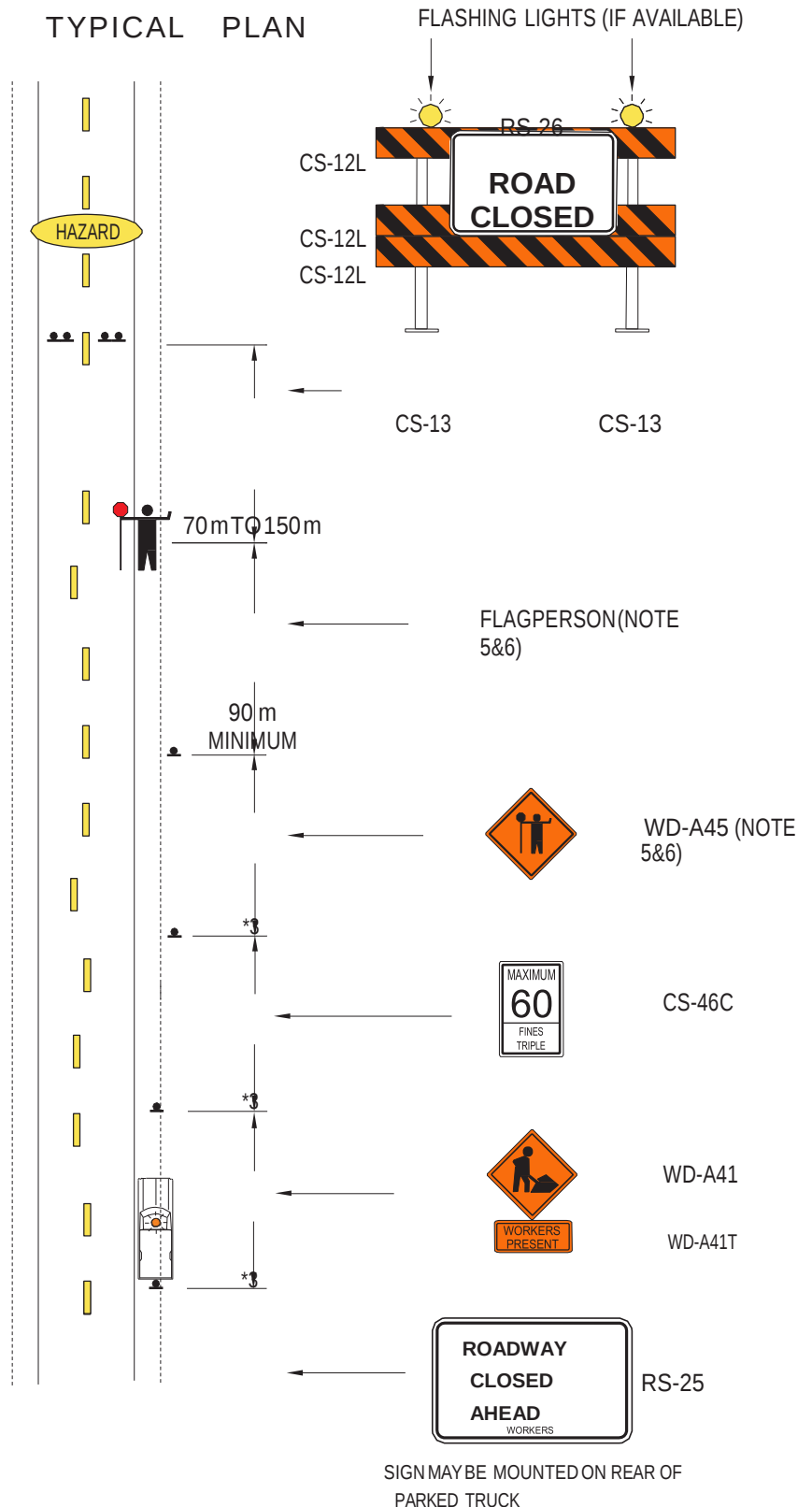
* CODE	REGULAR OR WZ SPEED LIMIT	0 - <60 km/h (m)	60 - 80 km/h (m)
1	LANE CLOSURE TAPER LENGTH	40 - 74	75 - 150
2	DISTANCE BETWEEN MARKERS	5 - 9	10 - 15
3	DISTANCE BETWEEN SIGNS	30 - 89	90 - 150

NOTES:

- DEPENDENT UPON THE CONDITIONS TRAFFIC CONTROL DEVICES MAY OR MAY NOT BE SET UP FOR TRAFFIC TRAVELLING IN THE OPPOSITE DIRECTION.
- ERECT ONLY A SINGLE BARRICADE WHEN TRAFFIC CONTROL DEVICES ARE NOT REQUIRED FOR TRAFFIC TRAVELLING IN THE OPPOSITE DIRECTION.
- SIGNING USED TO ADVISE OF A CLOSURE FARTHER DOWN THE ROADWAY WILL ONLY USE A SINGLE BARRICADE OR IN ITS PLACE AN INFORMATION SIGN.
- ERECT BARRICADE OR SIGN ON RIGHT SHOULDER.
- IF INFORMATION SIGN (RS-25) IS USED, FLAGPERSONS, WD-A45 SIGN AND CS-46C SIGN MAY NOT BE REQUIRED.
- ONE FLAGPERSON IS REQUIRED FOR ALL ACTIVITIES IN WHICH ONE LANE IS BEING AFFECTED BY CONSTRUCTION. ADDITIONAL FLAGPERSONS ARE OPTIONAL FOR WHEN TO USE ADDITIONAL FLAGPERSONS REFER TO TCDM 701.

TWO FLAGPERSONS ARE REQUIRED FOR ALL ACTIVITIES IN WHICH BOTH LANES ARE AFFECTED BY CONSTRUCTION.

FLAGPERSON(S) SHALL BE VISIBLE TO THE MOTORISTS APPROACHING THE WORK ZONE FOR A MINIMUM OF 125 METRES.



Date

2016-03-01

Page

6 of 17

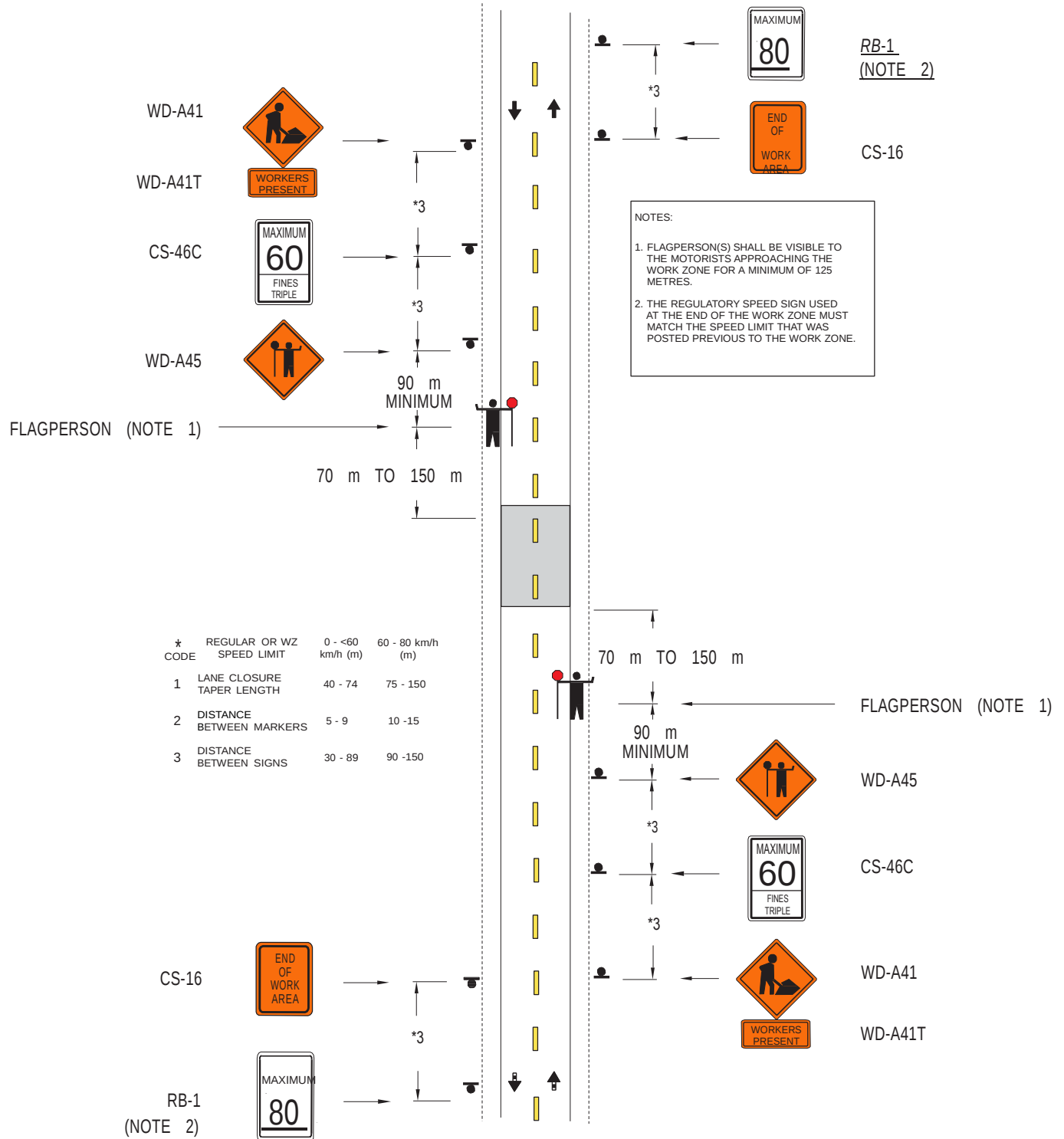
Section:

WORK ZONE SIGNING

Subject:

**SHORT DURATION < A DAY WORK
TYPICAL PLAN TWO LANE ROADWAY
BOTH LANES UNDER REPAIR AADT > 1000**

TYPICAL PLAN



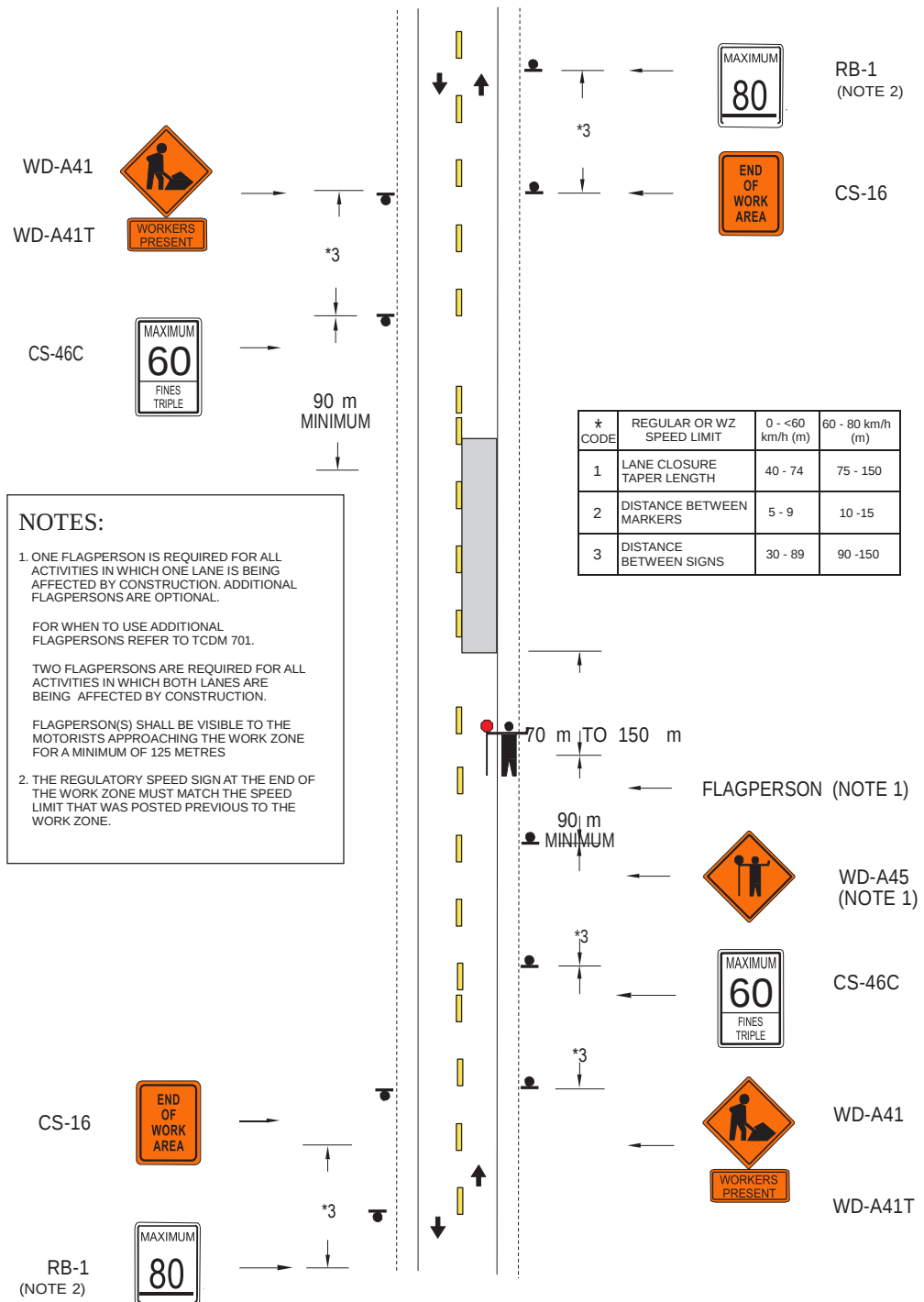
Section:

WORK ZONE SIGNING

Subject:

SHORT DURATION < A DAY WORK
TYPICAL PLAN TWO LANE HIGHWAY
ONE LANE CLOSED AADT > 1000

TYPICAL PLAN



Date

2016-03-01

Page

8 of 17

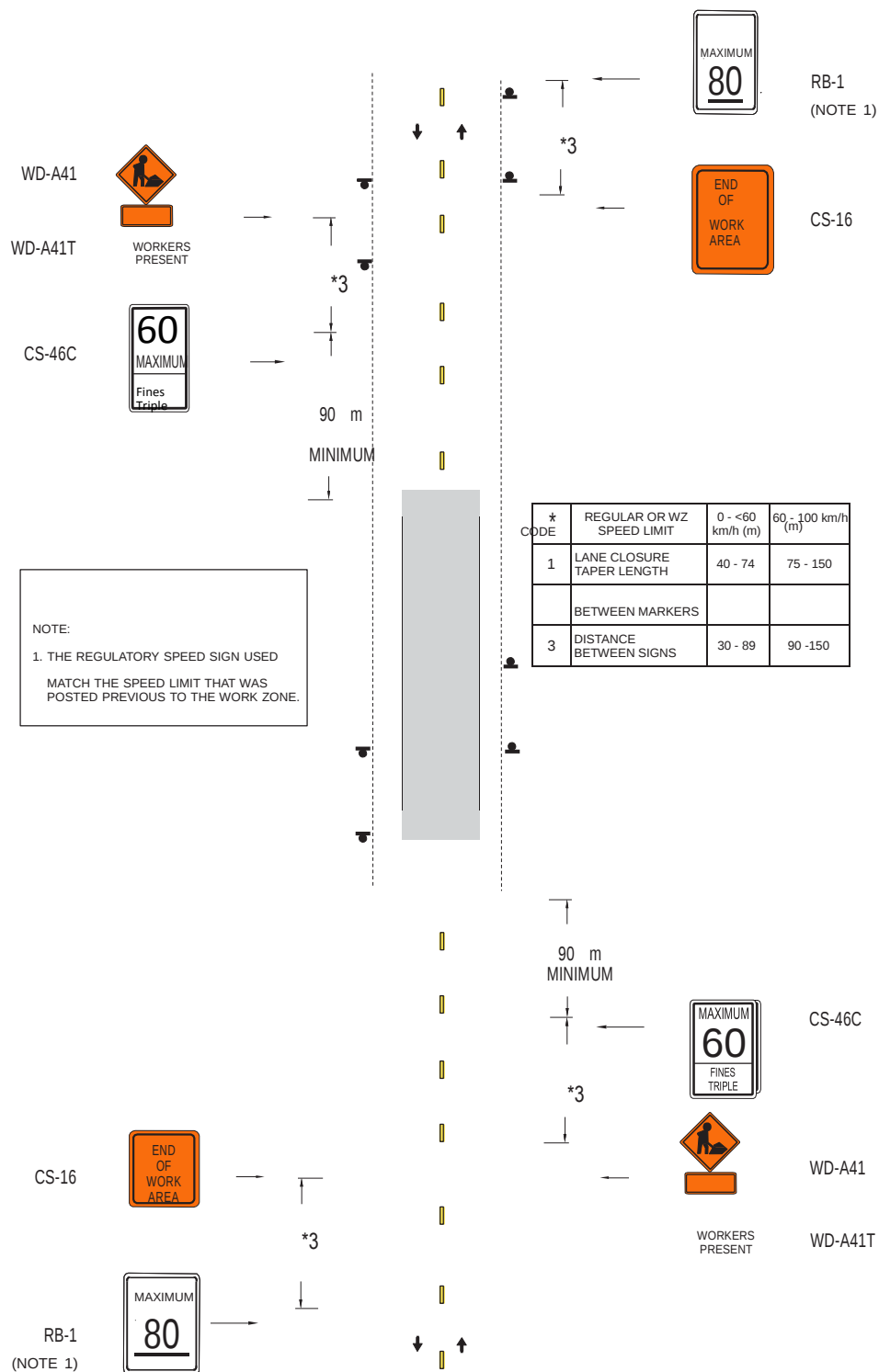
Section:

WORK ZONE SIGNING

Subject:

**SHORT DURATION < A DAY WORK
TYPICAL PLAN TWO LANE HIGHWAY
BOTH LANES UNDER REPAIR AADT <1000**

TYPICAL PLAN



Date

2016-03-01

Page

9 of 17

Section:

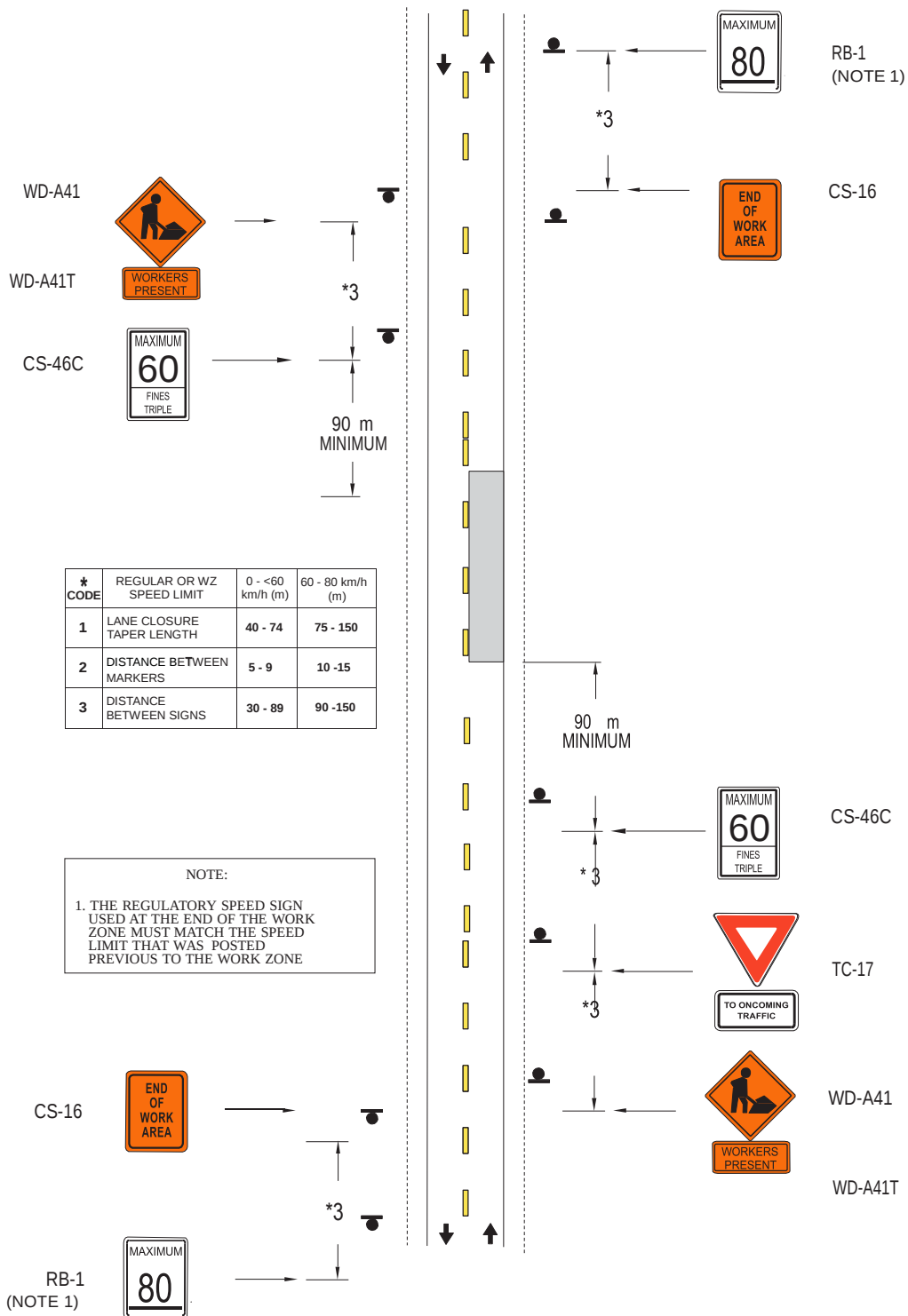
WORK ZONE SIGNING

Subject:

TWO LANE ROADWAY ONE LANE CLOSED

ADT<1000

TYPICAL PLAN



Date

2016-03-01

Page

10 of 17

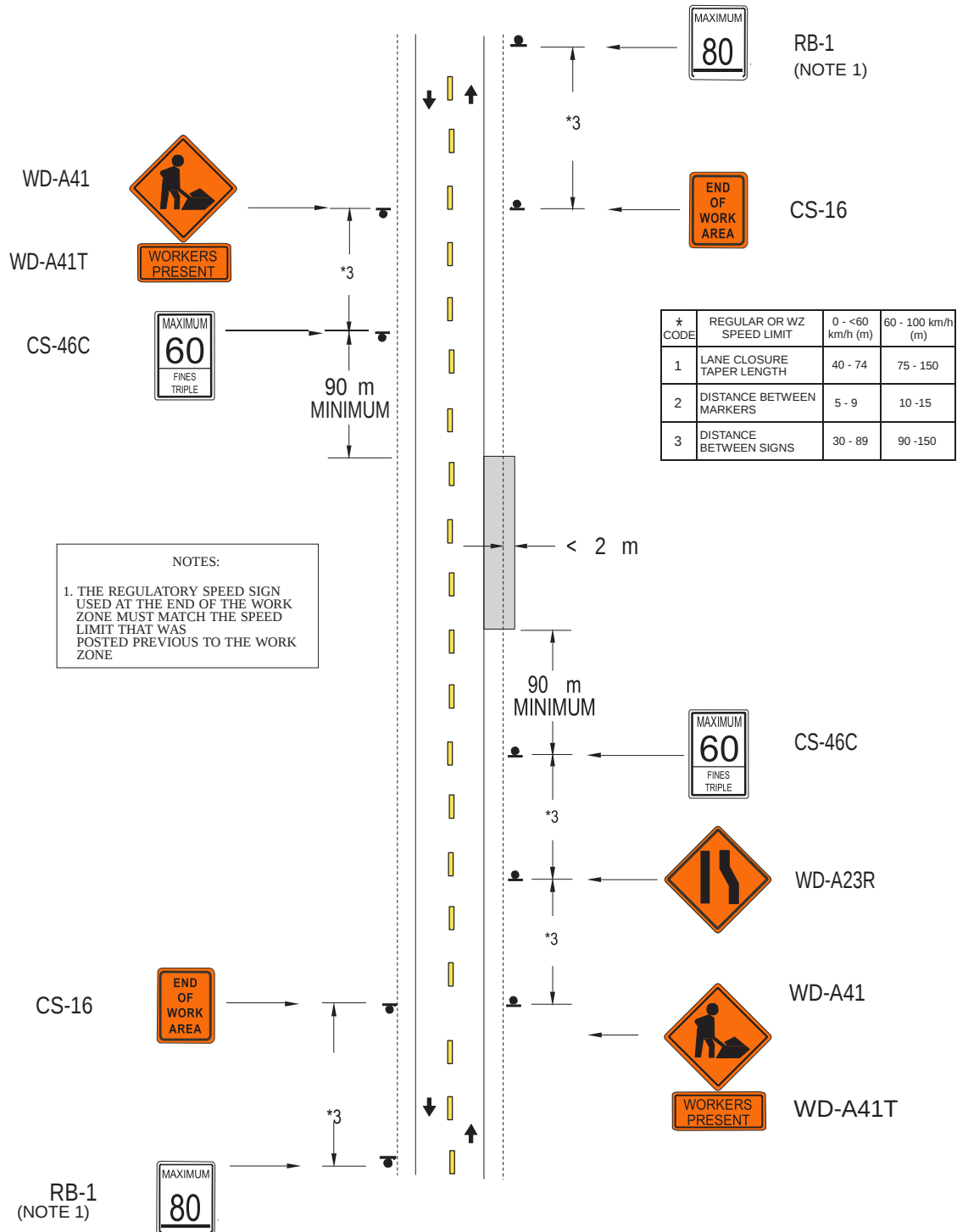
Section:

WORK ZONE SIGNING

Subject:

WORK ON SHOULDER OF ROADWAY

TYPICAL PLAN



Date

2016-03-01

Page

11 of 17

Section:**WORK ZONE SIGNING****Subject:****CLOSURE OF A MUNICIPAL ROAD**

The access road to hazard shall be closed to all vehicles not directly related to the repair of the hazard.

Sign Placement

At the intersections adjacent to the hazard, the RM shall erect a minimum of three (3) standard barricades across the road leading to the hazard.

- The standard barricades shall conform to the details of the “Standard Barricade” shown on page 2 of 3 in TCDMWZ 501 of the Saskatchewan Ministry of Highways and Infrastructure - Traffic Control Devices Manual for Work Zones.
- The Centre Barricade shall be equipped with a RS-27 (Road Closed to Thru Traffic) sign.
- The barricades located adjacent to the centre barricade shall be equipped with a RB-23 (Do Not Enter) sign.

A minimum of two (2) portable barricades shall be erected across the road approximately 100 metres on both sides of the hazard.

- The portable barricades shall conform to the details of the “Portable Barricade” shown on page 3 of 3 in TCDMWZ 501 of the Saskatchewan Ministry of Highways and Infrastructure - Traffic Control Devices Manual For Work Zones.
- Each barricade shall be equipped with a RS-26 Road Closed sign.

Sign Application

Traffic shall be detoured around the hazard on adjacent municipal roads for as long as the road is inoperative due to the hazard.

Section:

WORK ZONE SIGNING

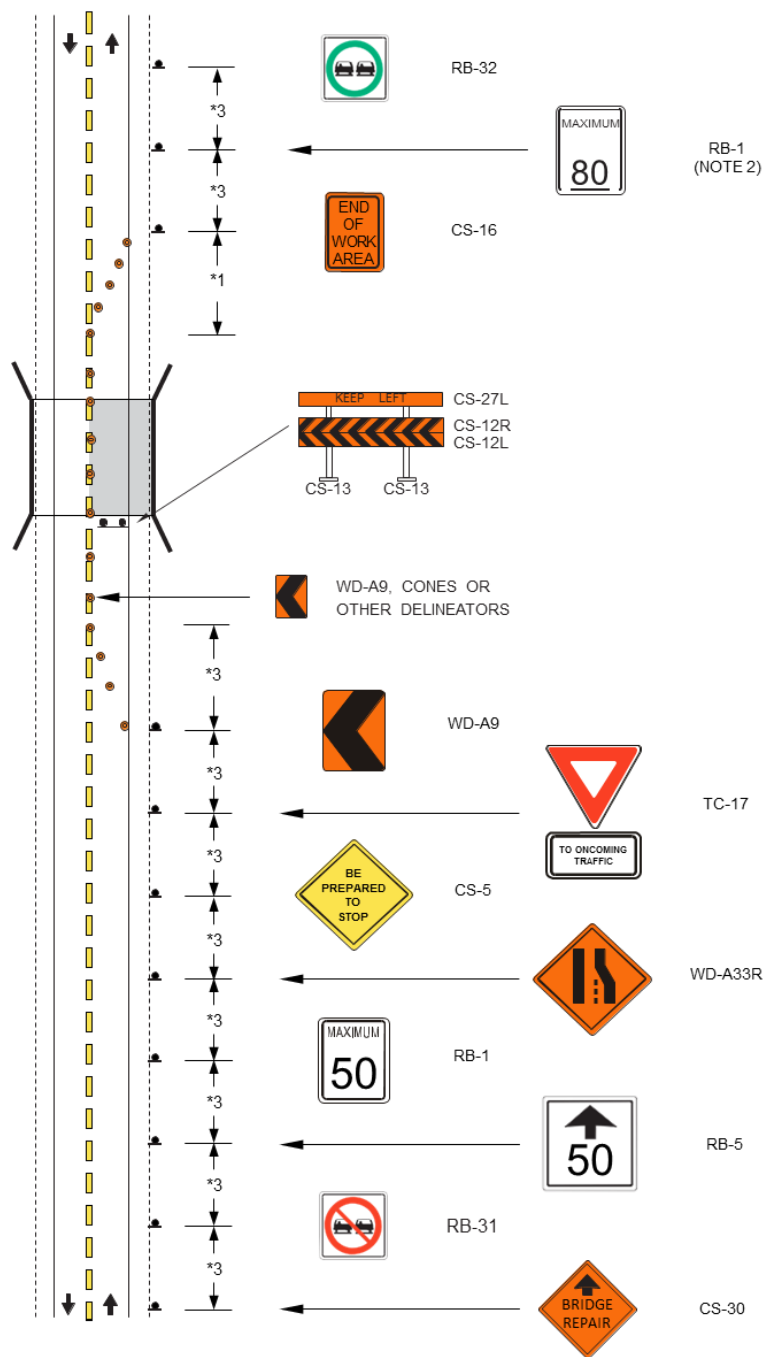
Subject:

**TWO LANE BRIDGE
ONE LANE CLOSED**

* CODE	REGULAR OR WZ SPEED LIMIT	0 - <60 km/h (m)	60 - 100 km/h (m)
1	LANE CLOSURE TAPER LENGTH	40 - 74	75 - 150
2	DISTANCE BETWEEN MARKERS	5 - 9	10 - 15
3	DISTANCE BETWEEN SIGNS	30 - 89	90 - 150

NOTES:

1. CORRESPONDING TRAFFIC CONTROL DEVICES EXCEPT WD-A33R AND TC-17 ARE ERECTED FOR TRAFFIC TRAVELLING IN THE OPPOSITE DIRECTION.
2. THE REGULATORY SPEED SIGN USED AT THE END OF THE WORK ZONE MUST MATCH THE SPEED LIMIT THAT WAS POSTED PREVIOUS TO THE WORK ZONE.



Date

2016-03-01

Page

13 of 17

Section:

WORK ZONE SIGNING

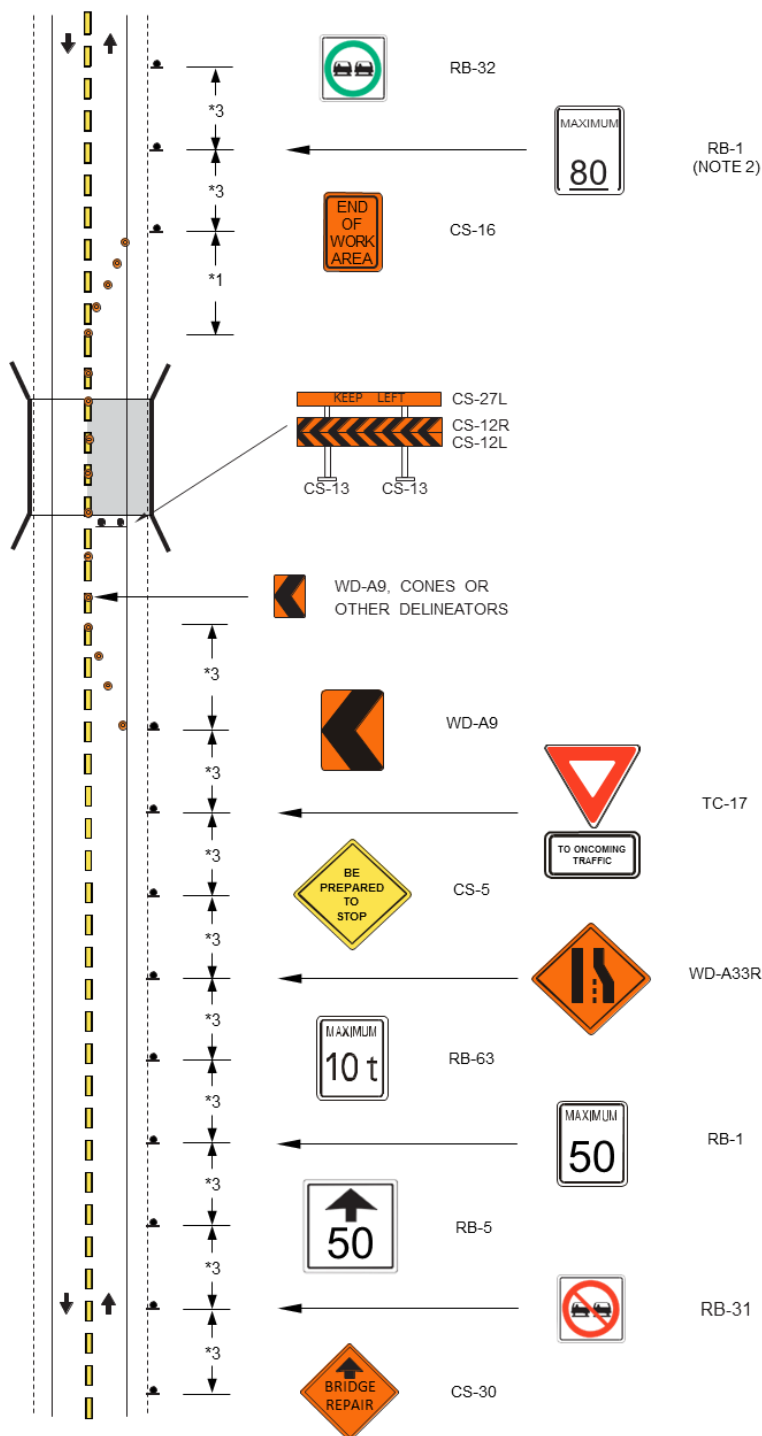
Subject:

TWO LANE BRIDGE
ONE LANE CLOSED
(WITH WEIGHT RESTRICTION)

* CODE	REGULAR OR WZ SPEED LIMIT	0 - <60 km/h (m)	60 - 100 km/h (m)
1	LANE CLOSURE TAPER LENGTH	40 - 74	75 - 150
2	DISTANCE BETWEEN MARKERS	5 - 9	10 - 15
3	DISTANCE BETWEEN SIGNS	30 - 89	90 - 150

NOTES:

1. CORRESPONDING TRAFFIC CONTROL DEVICES EXCEPT WD-A33R AND TC-17 ARE ERECTED FOR TRAFFIC TRAVELLING IN THE OPPOSITE DIRECTION.
2. THE REGULATORY SPEED SIGN USED AT THE END OF THE WORK ZONE MUST MATCH THE SPEED LIMIT THAT WAS POSTED PREVIOUS TO THE WORK ZONE.



Section:

WORK ZONE SIGNING

Section:

**CHANNELIZATION & DELINEATION
DEVICES BARRICADES**

APPLICATION

The primary function of barricades is to delineate a work area in or near the travelled portion of a roadway and to block off a portion or all of a lane or roadway where closures become a necessity. Barricades will not be used to channelize traffic.

STANDARD BARRICADE

The Standard Barricade is a portable device having three panels with reflective orange and black stripes. Each barricade panel must be 24 cm wide and 240 cm long. The orange and black stripes must be at least 15 cm wide. Barricades with stripes that begin at the upper right side and slope downward to the lower left side are to be designated as "right" barricades (CS-12R).



Barricades with stripes that begin at the upper left side and slope downward to the lower right side are to be designated as "left" barricades (CS-12L).



Markings for the top barricade panels will slope downward at an angle of 45 degrees in the direction traffic is to take.

The top rail of the barricade may be replaced with a CS-27 rail signifying to keep left or right.

CS-27R

KEEP RIGHT

CS-27L

KEEP LEFT

Regulatory or warning traffic signs may be affixed to barricades to provide additional information to the motorist regarding the road closure.

A typical plan of the Standard Barricade is shown on the next page.

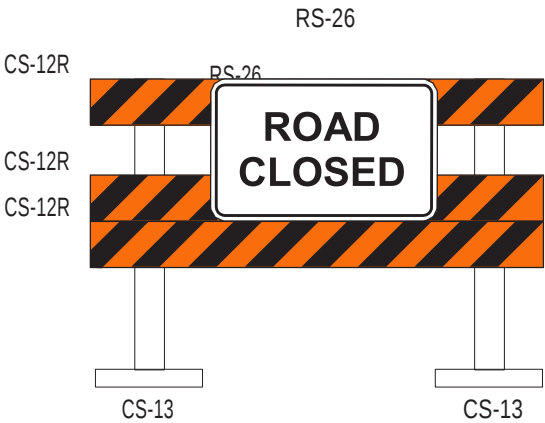
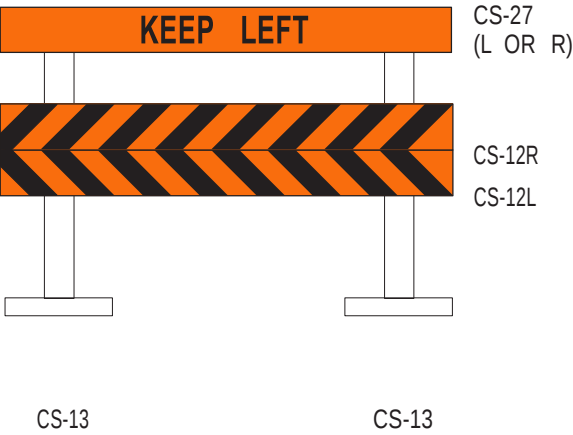
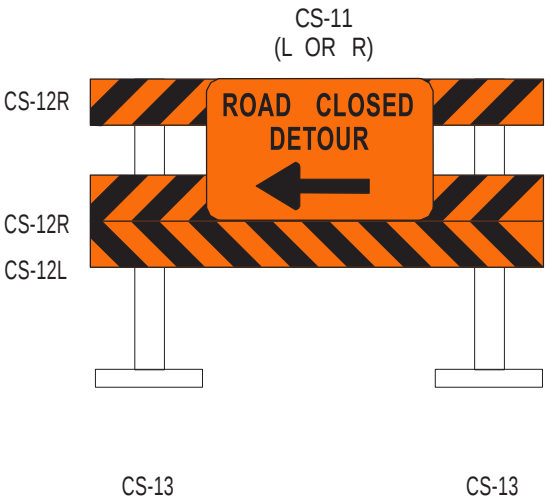
Section:

WORK ZONE SIGNING

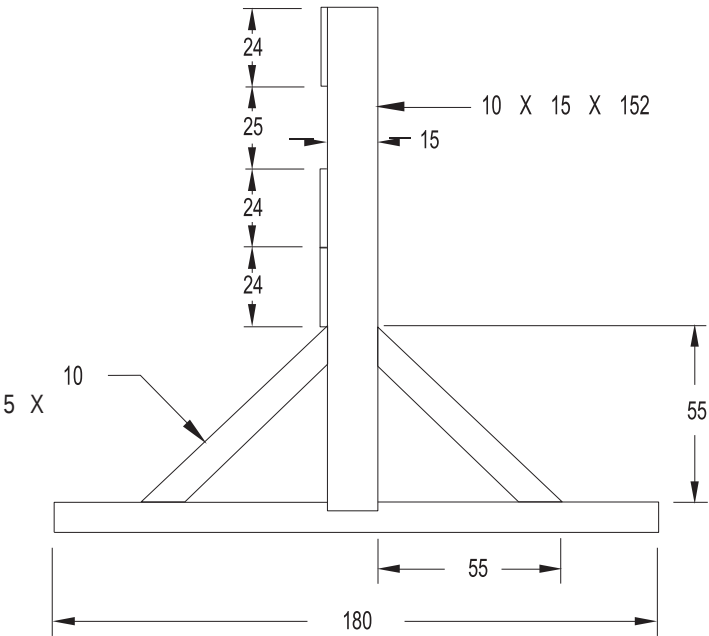
Section:

CHANNELIZATION & DELINEATION
DEVICES BARRICADES

STANDARD BARRICADE



ALL DIMENSIONS IN CENTIMETRES CS-13



Section:

WORK ZONE SIGNING

Section:

CHANNELIZATION & DELINEATION
DEVICES BARRICADES

PORTABLE BARRICADE

The Portable Barricade is light and easy to handle, store and transport. The intent is to use this type of barricade for short term road closures such as a washout. The barricade consists of one rail with reflective orange and black stripes.

The stability of portable barricades may be enhanced with the use of sandbags provided they are placed on or close to the barricade base.

PORTABLE BARRICADE





RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

SIGN TYPES AND REFERENCE NUMBERS

Subject:

REGULATORY SIGNS

GENERAL

Application

Regulatory signs give the road user notice of traffic regulations that apply at any given place or on a given road.

They are essential to indicate the applicability of legal requirements that may not otherwise be apparent.

Regulatory signs shall be erected at those locations where the regulations apply and shall be easily visible to the motorist.

Location

Standardization is of utmost importance in the placement of regulatory signs. The motorist will expect to find these signs placed and used in similar situations at all times.

Regulatory signs shall generally be located in accordance with section SIGN INSTALLATION (2-0 to 2-8) with specific sign details as outlined in section 5-0. Tab signs shall be installed as outlined.

Specifications

A highly reflective sign sheeting shall be used for all regulatory signs. With the exception of the Stop sign and the Yield sign all regulatory signs are rectangular in shape with the longer dimensions vertical. The signs shall be designed in accordance with the general specifications for sign shape, colour, size, materials, and lettering.

Note: Regulatory signs other than those specified in this section may be required to aid in the enforcement of other laws or regulations. If so, advice and guidance should be obtained from SARM.

STOP SIGN



RA-1

Section:
**SIGN TYPES AND REFERENCE
NUMBERS**

Subject:
REGULATORY SIGNS

Sign Placement

Stop signs shall be erected at a point where a vehicle is to stop for oncoming traffic or as near thereto as possible.

The Stop sign shall be placed a minimum of 2.0 metres and a maximum of 15.0 metres (preferably 4.0 metres) from the nearest shoulder of the intersection roadway. Refer to section 2-5 and 2-7 for sign placement.

Sign Application

A Stop sign may be warranted at an intersection where one or more of the following conditions exist:

- intersection of a minor road with a major road where application of the normal right-of-way is hazardous;
- intersections where a combination of high speed, restricted view and serious collision record indicates a need for control;
- railroad crossing where a Stop sign is required by law or by order of the authority having jurisdiction over the road.

Note:

- for placement of Stop signs at intersections with provincial highways refer to section 1-2
- for Stop sign legality refer to section 1-2.

YIELD SIGN



RA-2

Sign Placement

Yield signs shall be erected at a point where a vehicle is to yield for oncoming traffic or as near thereto as possible.

Section:**SIGN TYPES AND REFERENCE
NUMBERS****Subject:****REGULATORY SIGNS**

The Yield sign shall be placed a minimum of 2.0 metres and a maximum of 15.0 metres (preferably 4.0 metres) from the nearest shoulder of the intersection roadway. Refer to section 2-5 and 2-6 for sign placement.

Sign Application

A Yield sign may be warranted at an intersection where one or more of the following conditions exist:

- intersection of a minor road with a major road where it is necessary to assign right-of-way to the major road, but where a Stop sign may be too restrictive;
- intersections where a special problem exists and it has been determined that the problem may be corrected by the use of a Yield sign.

Note:

- for placement of Yield signs at intersections with provincial highways, refer to section 1-2
- For Yield sign legality refer to section 1-2

WEIGHT LIMIT CONTROL SIGN



RB-63

Sign Placement

The sign shall be placed 60 to 200 metres in advance of the roadway, bridge or structure for which it is intended.

In the case of an extended length of road, the sign shall be placed on the right side of the restricted roadway approximately 10 metres from any intersecting road on which the restriction does not apply.

Section:**SIGN TYPES AND REFERENCE
NUMBERS****Subject:****REGULATORY SIGNS****Sign Application**

A sign is to be used where it is necessary to limit the weight of vehicles permitted on the roadway, bridge or other structure to which the restriction applies. The Weight Limit Control sign shall indicate the weight that the vehicles using the road facility shall not exceed. All Weight Limit Control signs shall be expressed in tonnes.

BRIDGE MAXIMUM WEIGHT SIGN**RS-69****Sign Placement**

The sign shall be placed 60 to 200 metres in advance of the bridge for which it is intended.

Sign Application

The Bridge Maximum Weight sign shall be used to post those municipal bridge structures which have been identified as not being able to carry legal loads.

The numeric values required on the signs are variable and are dependent on the recommended load limit for each bridge structure.

Note:

- The recommended load limit may be obtained from the SARM Bridge Section staff.

Section:

SIGN TYPES AND REFERENCE
NUMBERS

Subject:

REGULATORY SIGNS

The following are only a partial listing of the signs available.



RA-1



RA-2



RA-3L(R)



RA-4L(R)



RB-1



RB-5



RB-11



RB-12



RB-13



RB-14



RB-15



RB-16



RB-21



RB-22



RB-23



RB-24



RB-25



RB-31



RB-32



RB-41L(R)



RB-42L(R)



RB-43



RB-46L(R)



RB-49



RB-61



RB-62



RB-64



RB-65



RB-69



RB-70



RB-151



RB-155



RB-63



RS-69

Date

2010-02-08

Page

5 of 5



RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

SIGN TYPES AND REFERENCE NUMBERS

Subject:

WARNING SIGNS

GENERAL

Application

Warning signs, as their name implies shall be used for the purpose of warning traffic of hazardous conditions either on, or adjacent to the road. Such conditions will normally require caution on the part of the driver and may necessitate a reduction of speed.

Determination of the sign to be erected shall be in accordance with the criteria set forth in the following sections. When doubt exists as to which sign to use, the one requiring the minimum restrictions shall be erected.

Location

Standardization in the placement and application of warning signs is important as motorists rely on the use of these signs in all similar situations.

Warning signs shall be located in accordance with the section 5-1.

Specifications

A highly reflective sign sheeting shall be used for all Warning signs.

All warning signs shall be diamond shaped with yellow background. Legends and symbols shall generally be black; however, some elements of symbols contained on the sign may include other colours. The advisory speed sign shall be square. Signs warning of temporary conditions, however, shall have orange backgrounds as described in section WORK ZONE SIGNING and the MHI Traffic Control Devices Manual for Work Zones.

Note: Warning signs other than those specified in the section may be required to warn the motorist of other hazards. If so, advice and guidance should be obtained from SARM.

Section:
**SIGN TYPES AND REFERENCE
NUMBERS**
Subject:
WARNING SIGNS

Posted Speed	Advisory Speed							
	90	80	70	60	50	40	30	20
km/h								
100	WA-3	WA-3	WA-3	WA-2	WA-2	*WA-2	*WA-2	*WA-2
90	WA-3	WA-3	WA-3	WA-2	WA-2	*WA-2	*WA-2	*WA-2
80		WA-3	WA-3	WA-2	WA-2	*WA-2	*WA-2	*WA-2
70			WA-3	WA-2	WA-2	*WA-2	*WA-2	*WA-2
60				WA-2	WA-2	WA-2	*WA-2	*WA-2
50					WA-2	WA-2	*WA-2	*WA-2

- WA-4 may be used in place of WA-2 when a multiple turn/curve sign is required.
- WA-5 or WA-6 may be used in place of WA-3 when a multiple turn/curve sign is required.
- An advisory speed sign (WA-7) will be used in conjunction with a turn/curve-sign where the maximum safe operating speed is less than the posted speed by 10km/h or more

TURN SIGN



WA-1L(R)

Sign Placement

The sign shall be placed 75 to 250 metres (preferably 150 m) in advance of the beginning of the curve.

Sign Application

The sign shall be used to mark right angle turns with a radius of 100 metres or less.

The advisory speed sign (WA-7) may be used in conjunction with the turn sign.

Section:**SIGN TYPES AND REFERENCE
NUMBERS****Subject:****WARNING SIGNS**

SHARP CURVE SIGN



WA-2R(L)

Sign Placement

The sign shall be placed 75 to 250 metres (preferably 150 m) in advance of the beginning of the turn.

Sign Application

The sign shall be erected to mark all sharp curves with a radius of 100 to 300 metres.

The advisory speed sign (WA-7) may be used in conjunction with the curve sign.

FLAT CURVE SIGN



WA-3L(R)

Sign Placement

The sign shall be placed 75 to 250 metres (preferably 150 m) in advance of the beginning of the curve.

Sign Application

The sign shall be used to mark curves with a radius of 300 to 850 metres.

The advisory speed sign (WA-7) may be used in conjunction with the turn sign.

Section:**SIGN TYPES AND REFERENCE
NUMBERS****Subject:****WARNING SIGNS**

Note:

- Curves with a radius of 600 to 850 metres may not require a curve sign if there are several curves in succession.
- Curves with a radius of over 850 metres generally do not require curve signs.

REVERSE TURN SIGN



WA-4R(L)

Sign Placement

The sign shall be placed 75 to 250 (preferably 150 m) in advance of the beginning of the turn.

Sign Application

When two turns in opposite directions are separated by a tangent of less than 120 metres a reverse turn sign shall be used, showing an arrow bent twice in opposite directions at right angles. If the first turn is to the right, a right reverse turn sign (WA-4R) shall be used. If the first turn is to the left, a left reverse turn sign (WA-4L) shall be used. The sign shall be erected where one or both of the turns has a radius of 100 metres or less.

The advisory speed sign (WA-7) may be used in conjunction with the turn sign.

REVERSE CURVE SIGN



WA-5L(R)

Section:**SIGN TYPES AND REFERENCE
NUMBERS****Subject:****WARNING SIGNS**

Sign Placement

The sign shall be placed 75 to 250 metres (preferably 150 m) in advance of the beginning of the curve.

Sign Application

When two curves in opposite directions are separated by a tangent of less than 120 metres a reverse curve sign shall be used, showing an arrow curved twice in opposite directions. If the first curve is to the right, a right reverse curve sign (WA-5R) shall be used. If the first curve is to the left, a left reverse curve sign (WA-5L) shall be used. The sign shall be erected where one or both of the curves has a radius of 100 metres or more.

The advisory speed sign (WA-7) may be used in conjunction with the turn sign.

WINDING ROAD SIGN



Sign Placement

WA-6R(L)

When followed by a turn or curve sign, this sign shall be placed 150 to 250 metres (preferably 200 metres) in advance of the first turn or curve. These signs shall not be closer than 60 metres.

When used alone, the sign shall be placed 75 to 250 (preferably 150 m) in advance of the first turn or curve.

Sign Application

The winding road sign, showing an arrow bent four times in opposite directions shall be used where there is a series of three or more curves separated by tangent distances of less than 120 metres. If the first turn is to the right, a right winding road sign (WA-6R) shall be used. If the first curve is to the left, a left winding road sign (WA-6L) shall be used.

Following the winding road sign, either a turn or curve sign shall be erected showing the direction of the first curve. Where there

Section:**SIGN TYPES AND REFERENCE
NUMBERS****Subject:****WARNING SIGNS**

are fewer than three curves in succession, normally one or more reverse turn or curve signs should be used.

The advisory speed sign (WA-7) may be used in conjunction with the turn sign.

CHECKERBOARD (DEAD-END) SIGN



Sign Placement

WA-8

The sign shall be installed as close as possible to directly in line with the path of the approaching vehicle.

Sign Application

The sign shall be used in situations where the roadway terminates (dead-end or road closed).

CHECKERBOARD SIGN



WA-8L(R)



WA-8B

Sign Placement

The sign shall be installed on the backslope as close as possible to directly in line with the path of the approaching vehicle.

Sign Application

The sign shall be used to warn motorists of a sharp change of alignment. At turns or sharp curves, use a WA-8R or WA-8L. Use a WA-8B at t-intersections which may be particularly hazardous due to a sharp drop off or no escape approach.

Section:**SIGN TYPES AND REFERENCE
NUMBERS****Subject:****WARNING SIGNS**

T-INTERSECTION SIGN



WA-14

Sign Placement

The sign shall be placed 100 to 150 metres in advance of the intersection.

Sign Application

The sign should be used to warn traffic approaching a t-intersection on the road where traffic must make a turn either to the left or the right.

The sign shall not be used on an approach where traffic is required to stop before entering the intersection. Under these conditions, a 'Stop ahead' sign shall be used instead.

Note:

- it may also be desirable to construct a field approach and/or place a checkerboard or chevron sign at the end of the T, directly in line with approaching traffic.

CONCEALED INTERSECTION SIGN



WA-11

Sign Placement

The sign shall be placed 100 to 150 metres in advance of the intersection.

Section:

**SIGN TYPES AND REFERENCE
NUMBERS**

Subject:

WARNING SIGNS

Sign Application

The sign should be used to warn traffic approaching an intersection where the vertical or horizontal alignment restricts sight distance.

The sign shall not be used on an approach where traffic is required to stop before entering the intersection. Under these conditions, a 'Stop ahead' sign shall be used instead.

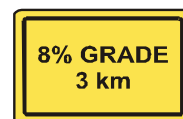
HILL SIGN



WA-21



WA-21S1



WA-21S2

Sign Placement

The sign shall be placed 75 to 250 metres (preferably 150 metres) in advance of the beginning of that part of the downgrade where conditions require a reduction of speed for safety.

Sign Application

The sign shall be used only in advance of downgrades of 5% or more where any part of the grade is on a curve sharper than 3 degrees as follows:

- on a 5% grade more than 800 metres long;
- on a 6% grade more than 550 metres long;
- on a 7% grade more than 250 metres long;
- on a 8% grade more than 200 metres long;
- on a 9% grade more than 125 metres long;
- on a 11% or greater grade more than 100 metres long;

Exceptions to the above conditions may be made if the locations exhibits one or both of the following conditions:

Section:**SIGN TYPES AND REFERENCE
NUMBERS****Subject:****WARNING SIGNS**

- sharp curve or other unusual condition at or near the bottom of the grade, such as a railway crossing; or
- a collision history suggesting that the grade is a contributing factor.

Note:

- for grades 6% or steeper, having a length of more than 1000 metres, the supplementary tab signs (WA-21S2) indicating percentage of grade and distance may also be used.

SCHOOL AHEAD SIGN



Sign Placement

WC-1

On rural roads, the sign shall be placed 100 to 200 metres in advance of the crossing if the speed on the road is 50 km/h or greater.

Within urban areas, the sign shall be placed 50 to 200 metres (preferably 50 metres) in advance of the school grounds or the crossing used by the pupils.

Sign Application

The sign should be used only at locations where school buildings or grounds are adjacent to the road and where passing traffic creates a hazard.

RAILWAY ADVANCE SIGN

**WA-18****WA-18R(L)**

Section:**SIGN TYPES AND REFERENCE
NUMBERS****Subject:****WARNING SIGNS**

Sign Placement

The sign shall be placed 150 to 300 metres in advance of the railway crossing or if grades, curves and limited visibility make it necessary, a distance from 100 to 150 metres may be used

Sign Application

The sign should be used to warn motorists in advance of all roadway-railway crossings at-grade.

Three signs are available which show the angle at which the railway crosses the road, i.e. 90, 45 right or 45 left.

SCHOOL BUS STOP AHEAD SIGN



WC-9

Sign Placement

On rural roads, the sign shall be placed 150 metres in advance of a school bus stop. The sign should be used only when sight distance to the stop is less than 150 metres.

Sign Application

The sign should be used in advance of a school bus stop location when conditions of horizontal/vertical alignment or foliage are such that the motorist is unaware that a bus may be stopped to unload, load or transfer children.

TEXAS GATE SIGN



WS-45

Sign Placement

The sign shall be placed not less than 120 m and preferably 150 metres in advance of the texas gate.

Date

2010-02-08

Page

10 of 17

Section:**SIGN TYPES AND REFERENCE
NUMBERS****Subject:****WARNING SIGNS**

Sign Application

The sign should be used to warn the motorist that a texas gate is located on the roadway.

Due to the nature of construction of a texas gate, there can be a sharp change in the profile of the road which can cause a shifting of cargo or deflect a vehicle from its true course.

The advisory speed tab (WA-7) may be used in conjunction with the Texas Gate sign.

BUMP SIGN



WA-22

Sign Placement

The sign shall be placed not less than 100 metres and preferably 120 metres in advance of the hazard.

Sign Application

The sign shall be used to give warning of a sharp change in the profile of the road that is sufficiently abrupt to create a hazardous condition, to cause considerable discomfort to passengers, to cause a shifting of cargo or to deflect a vehicle from its true course when the bump is crossed at speeds 25% greater than normal driving speed for that section of the road.

A secondary tab sign WA-29S may be used to indicate the distance in advance of the bump.

NARROW STRUCTURE SIGN



WA-24

Section:**SIGN TYPES AND REFERENCE
NUMBERS****Subject:****WARNING SIGNS**

Sign Placement

The sign shall be placed 75 to 250 metres (preferably 150 m) in advance of the structure.

Sign Application

The sign shall be used to indicate a structure having a clear roadway width of 5 to 6 metres inclusive, or any structure with a roadway clearance less than the width of the approach roadway.

Where the structure has a clear roadway width of less than 5 metres, thereby permitting only a single lane of traffic, a tab sign WA-24T (60 by 30 cm) shall be added immediately below the narrow structure sign, on the same sign post.

Note:

- Ends of narrow structures i.e. bridges, shall be delineated with hazard markers (WA-36R (L)) as outlined in section 3-6.

LOW LEVEL CROSSING SIGN



Sign Placement

WS-46

The sign shall be placed not less than 120 metres and preferably 150 metres in advance of the crossing.

Sign Application

The sign shall be used to mark river and creek crossings where a crossing other than a bridge has been established by the use of concrete or rock. As this type of crossing usually results in an abrupt change of grade line, the sign is required to warn the motorist of this hazard.

Section:**SIGN TYPES AND REFERENCE
NUMBERS****Subject:****WARNING SIGNS**

The advisory speed tab (WA-7) shall be used in conjunction with the Low Level Crossing sign in all cases.

Note:

- Other hazards may also be present at low level crossings: i.e. high water. Therefore, additional signing may be required.

WATER ON ROADWAY SIGN



WS-40



WS-40T

Sign Placement

The sign shall be placed not less than 120 metres and preferably 150 metres in advance of the hazard.

Sign Application

The sign shall be used to mark locations where water has accumulated on the roadway.

PAVEMENT ENDS SIGN



WA-25

Sign Placement

The sign shall be placed 100 to 250 metres (preferably 150 metres) in advance of where the paved surface ends.

Sign Application

Section:**SIGN TYPES AND REFERENCE
NUMBERS****Subject:****WARNING SIGNS**

The sign shall be used to warn motorists that an asphalt/oil roadway is about to end and that its continuation has a gravel surface.

STOP AHEAD SIGN

**WB-1**

Sign Placement

The sign shall be placed 100 to 250 metres (preferably 150 metres) in advance of the Stop sign. The size of the sign should match the size of the Stop sign.

Numerals rounded to the nearest 50 m and accompanied by the symbol 'm' may be inserted in the sign to indicate the distance to the Stop sign.

Sign Application

The Stop Ahead sign shall be used in advance of a Stop sign that is not visible for a sufficient distance to permit the driver to bring their vehicle to a safe stop at the Stop sign. Such limited visibility may be due to horizontal and vertical curves, foliage and/or high approach speeds.

NO TRAFFIC SIGNS SIGN

**W-39A**

Sign Placement

The sign shall be placed within 100 m of the beginning of the roadway.

Section:**SIGN TYPES AND REFERENCE
NUMBERS****Subject:****WARNING SIGNS**

Sign Application

The sign shall be used to mark low volume roadways that have no traffic control devices.

CHEVRONS



WA-9L(R)

Sign Placement

The chevron should be placed on the outside of a curve or sharp turn and should be located at right angles to oncoming traffic. The sign height should be 1.2 m above the near edge of the road. Sign spacing should be determined by field investigation.

Sign Application

The sign is intended to provide additional emphasis and guidance for abrupt changes in horizontal alignment of the roadway.

Section:

SIGN TYPES AND REFERENCE
NUMBERS

Subject:

WARNING SIGNS

The following are only a partial listing of the signs available.



WA-1L(R)



WA-2R(L)



WA-3L(R)



WA-4R(L)



WA-5L(R)



WA-6R(L)



WA-7



WA-8L(R)



WA-8B



WA-8



WA-9L(R)



WA-11



WA-12R(L)



WA-13L(R)



WA-14



WA-15



WA-16



WA-17



WA-18



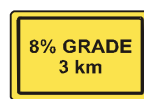
WA-18L(R)



WA-21



WA-21S1



WA-21S2



WA-22



WA-23



WA-23L(R)



WA-24



WA-24T



WA-25



WA-26



WA-27



WA-31



WA-32



WA-33R(L)



WA-34



WA-36R(L)



WB-1

Section:

SIGN TYPES AND REFERENCE
NUMBERS

Subject:

WARNING SIGNS

The following are only a partial listing of the signs available.



WA-28S



WB-2



WB-3



WC-1



WC-2



WC-3



WC-5



WC-8R(L)



WC-9



WC-10



WC-12R(L)



WC-13



WC-15



WS-38T



WS-39



WS-25



WS-26



WS-45



WS-46



W-39A



WS-40



WS-40T



WC-5T1

Date

2010-02-08

Page

17 of 17



RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

SIGN TYPES AND REFERENCE NUMBERS

Subject:

GUIDE SIGNS

GENERAL

Application

Guide signs shall inform motorists about the distance and direction of cities, towns and villages along the route or immediately adjacent to the route. Route Marker signs shall inform the motorist of the number of the Provincial Highway junctions and Grid routes.

Location

Directional arrow signs shall be erected in the same manner as tab signs.

Specifications

Standard reflective sign sheeting should be used. Specifications with regard to materials for guide signs shall conform to the standards set forth in section 1-6.

Highway route markers shall conform to the design and specifications designated by MHI.

HIGHWAY ROUTE MARKERS



IB-1A



IB-1B



IB-2A



IB-2B

Specific Number Required

Sign Placement

The sign shall be placed a minimum of 100 metres in advance of the beginning of the Stop or Yield sign located at the intersection.

Sign Application

The sign shall be installed at all Grid road junctions with Provincial Highways.

Section:**SIGN TYPES AND REFERENCE
NUMBERS****Subject:****GUIDE SIGNS**

The TransCanada Route Markers shall be erected adjacent to the highways only. The Provincial Route Marker (example Provincial Highway No. 14) or Provincial ‘900 Roads’ Route Marker (example Provincial Road No. 969) shall be used to mark all Provincial Highway numbered routes.

Directional arrows shall be used in conjunction with the highway route markers and colour coded to match the associated route marker.

Note:

- When more than one route turns, or is intersected, a horizontal grouping is preferable to a vertical grouping. Such an assembly shall be mounted on one post only.

HIGHWAY ROUTE MARKER ARROW TABS



IB-7



IB-8L/R



GS-1



IB-3

Sign Placement

The arrow tab sign shall be placed immediately below the Highway route marker on the same support with its lower edge not less than 1.5 m above the crown of the road.

Sign Application

The sign shall be used in conjunction with the Provincial Highway route marker to indicate the direction of the Provincial Highway.

The “Double arrow” sign (GS-1) shall be used at all angled intersections. Combinations of the IB-7 and IB-8 signs shall be used where grid roads intersect at right angle curves on the Provincial Highway.

Section:**SIGN TYPES AND REFERENCE
NUMBERS****Subject:****GUIDE SIGNS**

Note:

- When ordering the signs, please specify the colour required or indicate the number of the Provincial Highway on which the arrows are going to be used. i.e. arrow tabs for TransCanada marker must be white message on a green background, Provincial Route markers must be a white message on a blue background, etc.

FERRY



GS-30

Sign Placement

The sign shall be placed directly at the turn off to the ferry crossing or 100 metres in advance of a Stop, Yield, Provincial Route marker or destination sign erected at the intersection.

Sign Application

The sign shall be erected at major roadway intersections to direct motorists to the ferry crossing locations. The ferry guide sign shall indicate the distance and direction to the ferry crossing locations. The sign shall contain the name of the specific crossing.

The distance shown on the sign shall be in kilometres, rounded to the nearest whole number.

The hours of operation for the ferry crossing may be added as a supplementary tab. The sign may have an 'open' and 'closed' tab.

Section:**SIGN TYPES AND REFERENCE
NUMBERS****Subject:****GUIDE SIGNS**

PRIMARY WEIGHT CORRIDOR



IB-2D

Sign Placement

The sign shall be installed on all primary weight provincial highways 100 m to 200 m in advance of an intersection with a Primary Weight Corridor (PWC) route. If the route is also designated as a Municipal Numbered Route, the PWC sign should be installed, wherever possible, on the same sign support in combination with the Municipal Numbered Route signs. The signs shall be installed such that the message is displayed from top to bottom in a vertical pattern.

Supplemental signage shall be installed along the route where there is a change in direction. These signs shall be installed 100 to 200 m in advance of a direction change. The route shall also be confirmed with a PWC sign installed 100 to 200 m after the direction change.

Sign Application

Upon notification from an R.M. that signs along the municipal corridor have been installed, the Ministry will install a PWC sign on a primary weight provincial highway prior to the intersection with the PWC.

The R.M. is responsible for installing PWC signs at locations along the municipal route where changes in direction require signage to assist motorists with following the route. These signs will be in place prior to the PWC signs being installed on the provincial highway.

Appropriate directional arrows are required below the PWC sign to indicate the direction of the corridor. The arrows will be green on a white background and 45 cm x 22.5 cm in size.

Section:

SIGN TYPES AND REFERENCE
NUMBERS

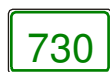
Subject:

GUIDE SIGNS

PRIMARY GRID ROAD MARKERS



IB-2C


Specify Number
Required

IB-2CT



GS-7L(R)



GS-6



GS-4



GS-5



IB-15

Sign Placement

The sign shall be installed on the Primary Grid 100 m off Provincial Highways or Grid road junctions, in the direction of travel.

At Primary Grid junctions, the sign shall be placed 100 m in advance of the intersection.

Primary Grid Route Markers that are required on the Provincial Highway system will be installed by MHI.

The Number Tab shall be placed immediately below the Primary Grid Route Marker on the same support with its lower edge not less than 1.5 m above the crown of the road.

The Arrow tab shall be placed immediately below the Number Tab on the same support with its lower edge not less than 1.5 m above the crown of the road.

Sign Application

The sign shall be used at all Primary/Highway, Primary/Primary and Primary/Grid road intersections to indicate all designated Primary Grid links.

The Number Tab shall be used in conjunction with the Primary Grid Route Markers to indicate the number of the designated Primary Grid. Primary Grid Roads that are oriented in a north/south direction are numbered in the 600's. Primary Grid Roads that are oriented in an east/west direction are numbered in the 700's.

The Arrow Tabs shall be used in conjunction with the Primary Grid Route Markers to indicate the direction or end of a Primary Grid. The 'Ends' tab is not required where the Primary Grid terminates at a Provincial Highway or where no road continues.

Date

2010-02-08

Page

5 of 6

Section:

**SIGN TYPES AND REFERENCE
NUMBERS**

Subject:

GUIDE SIGNS

The following are only a partial listing of the signs



IB-2C



IB-3



IB-7



IB-8



IB-9R(L)



IB-10



IB-11



IB-12



IB-13



IB-15



GS-22



GS-24



GS-25



GS-26



GS-32



GS-41



GS-49



RURAL MUNICIPAL TRAFFIC SIGNING MANUAL

Section:

SIGN TYPES AND REFERENCE NUMBERS

Subject:

INFORMATION SIGNS

GENERAL

Application

Information signs shall inform motorists about the availability and directions to off-road services and recreational facilities.

Location

Information signs shall be installed as outlined in the section 5-3. Directional arrow signs shall be erected in the same manner as tab signs.

Specifications

Standard reflective sign sheeting should be used. Specifications with regard to materials for guide signs shall conform to the standards set forth in section 1-6.

REGIONAL PARK TRAIL BLAZER



IS-65

Sign Placement

The sign shall be placed at the Park entrance and 100 metres in advance of all turns and intersections or in advance of any other sign at those locations.

Sign Application

The Regional Park Trail Blazer sign shall be used on the designated Regional Park roads to supplement the large Regional Park Guide sign located on the Provincial Highway. The sign will provide guidance and direction to the Regional Park.

A supplementary distance tab (IS-30) and/or directional arrow tab (IS-29A/B) should be used as required. Refer to section 5-2 for installation of arrow tabs.

Section:**SIGN TYPES AND REFERENCE
NUMBERS****Subject:****INFORMATION SIGNS**

FERRY SIGN



IC-17

Sign Placement

The sign shall be placed one kilometre in advance of each ferry crossing and 100 metres in advance of all turns and intersections leading to the crossing. When other signs are located at the intersection, the ferry sign shall be placed 100 metres in advance of any other sign.

Sign Application

The sign shall be used to direct and guide motorists to the location of a ferry crossing. The name of the specific ferry service should be added to the lower portion of the sign.

A supplementary distance tab (IS-30) and/or directional arrow tab (IS-29A/B) should be used as required. Refer to section 5-2 for installation of arrow tabs.

FIRST AID STATION SIGN



IS-112

Sign Placement

The sign shall be placed 100 metres in advance of all turns and intersections leading to the First Aid Station or the roadway that leads to the First Aid Station. When other signs are located at the intersection, the First Aid Station sign shall be placed 100 metres in advance of any other sign.

Sign Application

The sign shall be used to direct and guide motorists to the location of a First Aid Station.

Section:**SIGN TYPES AND REFERENCE
NUMBERS****Subject:****INFORMATION SIGNS**

A supplementary distance tab (IS-30) and/or directional arrow tab (IS-29A/B) should be used as required. Refer to section 5-2 for installation of arrow tabs.

HOSPITAL SIGN



Sign Placement

IC-10

The sign shall be placed 100 metres in advance of all turns and intersections leading to the Hospital or the roadway that leads to the Hospital. When other signs are located at the intersection, the Hospital sign shall be placed 100 metres in advance of any other sign.

Sign Application

The sign shall be used to direct and guide motorists to the location of a Hospital.

A supplementary distance tab (IS-30) and/or directional arrow tab (IS-29A/B) should be used as required. Refer to section 5-2 for installation of arrow tabs.

Section:

**SIGN TYPES AND REFERENCE
NUMBERS**

Subject:

INFORMATION SIGNS

The following are only a partial listing of the signs available.



IC-11



IC-12



IC-13



IC-14



IC-21



IC-10



IS-004



IS-006



IS-007



IS-008



IS-009



IS-010



IS-011



IS-012



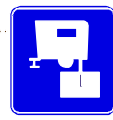
IS-017



IS-018



IS-019



IS-020



IS-021



IS-022



IS-027



IS-028



IS-31



IS-37



IS-060



IS-097



IS-101



IS-109



IS-110



IS-111



IS-112



IS-115



IS-117



IS-118



IS-119



IS-164



RURAL MUNICIPAL TRAFFIC SIGNING HANDBOOK

Section:

MISCELLANEOUS INFORMATION

Subject:

CONTACT & REFERENCE INFORMATION

SARM Contact Information:

Faye Nashi
Municipal Program Engineer
Saskatchewan Association of Rural Municipalities
2075 Hamilton Street
Regina, SK S4P 2E1
Telephone: 306-761-3728
Fax: 306-565-2141
Email: fnashi@sarm.ca

Website address:

www.sarm.ca

Reference list:

More detailed information on traffic sign installation is provided in a number of manuals available from the Ministry of Highways and Infrastructure (MHI):

- Saskatchewan Traffic Control Devices Manual (STCDM);
- Traffic Control Devices Manual for Work Zones (WZ);
- Design Manual Part 2

As well there is a national reference, the Manual on Uniform Traffic Control Devices (MUTCD) that is available through the Transportation Association of Canada (TAC).