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PROVINCE OF BRITISH COLUMBIA

**Manual of
STANDARD TRAFFIC
CONTROL DEVICES
for
STREETS AND HIGHWAYS**

DEPARTMENT OF HIGHWAYS
TRAFFIC BRANCH

1955

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*Superseded by #29 (1968)
Manual of Standard Traffic
Devices*

INTRODUCTION

In publishing the British Columbia Manual on Standard Traffic Control Devices for Streets and Highways, the entire Manual conforms in principle to the requirements of the Manual on Uniform Traffic Control Devices for Streets and Highways as prepared by a joint committee of the American Association of State Highway Officials, the Institute of Traffic Engineers, and the National Conference on Street and Highway Safety, published in August, 1948, by the Public Roads Administration, Federal Works Agency, Washington, D.C.

This Manual is in keeping with the recommendations of the Conference of Western Canada Highway Officials of October, 1954, and it is respectfully requested that city, village, and district municipal officials responsible for the installation of traffic-control devices use this Manual as their standard. If this is done, the uniformity which is essential to the safe and efficient use of the highways of the four Western Provinces will be obtained.

Safety upon a highway, and the ability of that highway to carry an adequate number of vehicles with a minimum of delay and inconvenience, is dependent to a large extent upon the orderly flow of traffic.

The vast majority of motorists drive in an orderly and safe manner, provided there is intelligent and reliable use of regulatory, warning, and guide signs. On the other hand, the public will not react favourably to unintelligent direction and overuse or misuse of signs. The disrespect and lack of obedience which some traffic-control devices now receive is undoubtedly because sufficient attention has not been given to their design or use.

An essential factor in driver obedience is standardization. A motorist has a right to expect that any given device for the control of traffic will always have the same meaning and require the same action on his part regardless of where it is encountered.

Application of sound principles in the selection, installation, and operation of traffic-control devices is of the highest importance. Their misapplication, besides wasting public funds, has, in numerous cases, accomplished the reverse of the purpose intended, causing delay and confusion and promoting disrespect for and disregard of all traffic-control devices.

The applicability of traffic-control devices in any specific case, however minor, cannot be determined by guesswork. It should be based on sound engineering principles supplemented by factual studies of types and flow of traffic, accidents, speeds, delays, and physical conditions which will show the exact nature of the difficulty and indicate what particular devices or methods of control

are needed. Such a determination having been made, they should conform to and be applied as prescribed by the principles established in this Manual.

By careful study and analysis of the factual data, the field in which judgment must be exercised will be limited, but in the last analysis the element of personal judgment may necessarily enter. Every solution of a traffic problem should therefore be considered as tentative only, and after being placed in effect should be studied in the field to determine the reaction of traffic and to ascertain what changes may be necessary to produce the desired results.

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NUMERICAL INDEX

REGULATORY SIGNS

R-1, -1A	Stop (Standard and Oversize)
R-2	Motor Carriers Stop
R-3	School Crosswalk Stop when Occupied
R-4	Crosswalk Ahead No Passing
R-5	15 Miles per Hour School
R-6, -6A	Speed Zone Ahead (Standard and Oversize)
R-7, -7A	Speed Limit . . . (Standard and Oversize)
R-8, -8A	End . . . Zone (Standard and Oversize)
R-9	Keep Right Except to Pass
R-10R	Keep Right (and Arrow)
R-10L	Keep Left (and Arrow)
R-11	No Passing when Solid Line Is in Your Lane
R-12	Load Limit . . . Tons
R-13	Load Limit . . . Tons Speed Limit . . . on Bridge
R-14	No Parking Here to Corner
R-15	No Parking This Side
R-16	No Parking Safety Zone
R-17	No Parking Bus Stop
R-18	No Parking between Signs (with Arrow)
R-19	No Parking on Pavement
R-20	No Parking Any Time
R-21	
R-22	No Parking . . . A.M. . . . P.M.
R-23	Parallel Parking Only
R-24	Diagonal Parking Only
R-25	One Hour Parking . . . A.M. . . . P.M. (with Arrow)
R-26	One Way Do Not Enter
R-27	Vehicles with Flanges or Lugs Prohibited
R-28	
R-29	Truck and Slow Traffic Sign
R-30	Men Working Speed Limit 15
R-31	Survey Crew Speed Limit 15
R-32L	One Way (with Left Arrow)
R-32R	One Way (with Right Arrow)
R-33	
R-34	Bridge Traffic Only
R-35	
R-36	
R-37	Do Not Enter Bridge when Gate Down or Red Signal Showing

REGULATORY SIGNS—*Continued*

R-38	Vehicles with Flanges or Lugs Must Protect Bridge Deck P.W.D.
R-39	Traffic on This Bridge Restricted to One Bus or Truck at a Time
R-40, -40A	No Passing on Bridge (Standard and Oversize)
R-41	No Pedestrian Crossing
R-42, -42A	No Passing Stay in Line (Standard and Oversize)
R-43L, -44L	No Left Turn (Standard and Oversize)
R-43U, -44U	No U Turn (Standard and Oversize)
R-43R, -44R	No Right Turn (Standard and Oversize)
R-45	
R-46	No Stopping on Pavement
R-47	Wharf Closed to Traffic beyond This Point
R-48	Push Button for Green Light
R-49	
R-50	
R-51	
R-52	Walk on Left Facing Traffic
R-53	Road Closed
R-54	
R-55R	Signal Stop Line (with Arrow Right)
R-55L	Signal Stop Line (with Arrow Left)
R-56	Stop on Red then Right Turn Permitted
R-57	Signals Set for . . . M.P.H.
R-58	No Through Road
R-59	Emergency Load and Speed Restriction in Force
R-60	% Axle Load and Speed Restriction
R-61	Gross Load and Speed Restriction
R-62	All Trucks ½ Ton and Up Report at Scales (with Arrow)
R-63	Panels, Station Wagons, Pick-ups Report at Scales (Arrow)
R-64	Trucks Stop at Scales
R-65	
R-66	One Lane Bridge
R-67	Narrow Road One Way Traffic
R-68	Capacity of This Ferry . . . Tons
R-69	Road under Construction No Passing
R-70	Stop Wait Here for Ferry
R-71	No Parking on This Road
R-72	No Stopping on Bridge

WARNING SIGNS

W-1L	Curve (Left Arrow)
W-1R	Curve (Right Arrow)
W-2L	Sharp Curve (Left Arrow)
W-2R	Sharp Curve (Right Arrow)
W-3L	Turn (Left Arrow)
W-3R	Turn (Right Arrow)
W-4L	Reverse Curve (Left Arrow)
W-4R	Reverse Curve (Right Arrow)
W-5	Winding Road
W-6	Cross Road Symbol
W-7L	Side Road Symbol (Stub Left)
W-7R	Side Road Symbol (Stub Right)
W-8	T Symbol
W-9	Important Junction 1000 Feet
W-10	Railroad Crossing .
W-11	Slow
W-12	Narrow Bridge
W-13	Narrow Road
W-14	Low Clearance . . . Feet . . . Inches
W-15	Loose Gravel
W-16	Fresh Oil
W-17	Soft Shoulders
W-18	Hill
W-19	Tunnel
W-20	Slippery when Wet
W-21	Stop Ahead
W-22	Signals Ahead
W-23	Pavement Ends
W-24	Bump 400 Feet
W-25	Rough Roadway Ahead
W-26	Bridge Repair Ahead
W-27	Slow Road under Repair
W-28	Men Working
W-29	Men and Equipment Working
W-30	Road Construction Ahead
W-31	Slow Detour Ahead
W-32	Portable Barricade
W-33L	Detour (Left Arrow)
W-33R	Detour (Right Arrow)
W-34L	Detour (Left Arrow)
W-34R	Detour (Right Arrow)
W-35	Cattle Crossing 500 Feet
W-36	Truck Crossing 500 Feet

WARNING SIGNS—Continued

W-37	Watch for Rocks on Road
W-38	Watch for Deer on Road
W-39	Ice
W-40	Slide Area
W-41	Advisory Distance
W-42	Advisory Speed
W-43	Caution School Children
W-44	Slow Playground
W-45	Watch for Snow Plows Approaching in Your Lane
W-46	
W-47	Grader Working
W-48	Caution Trucks Turning
W-49	
W-50	Next Pavement . . . Miles Ahead
W-51	Slippery when Frosty
W-52	
W-53	Pilot Car Do Not Pass
W-54	Road Obstruction Ahead
W-55	Winding Highway Use Caution when Passing
W-56	Mountain Highway Use Caution when Passing
W-57	Slow (Temporary Sign)
W-58	
W-59	Slow Cattleguard Ahead
W-60	Caution Open Range Cattle at Large
W-61	Pavement Narrows
W-62	Divided Highway Ahead
W-63	Divided Highway Ends
W-64	Slow Hospital Entrance 500 Feet
W-65	Caution Airport Entrance 300 Feet
W-66	Vehicle Check Point ½ Mile Ahead
W-67	
W-68	Trucks Use Lower Gear
W-69	
W-70	Canada Customs Ahead Prepare to Stop
W-71	Canada Customs Stop and Report
W-72	Bridge Delineators
W-73	Road Delineators (White, Yellow, or Red)
W-74L	Arrow (Left)
W-74R	Arrow (Right)
W-75	Road Passable Caution
W-76L	Merging Traffic (Left)
W-76R	Merging Traffic (Right)

WARNING SIGNS—*Continued*

W-77	Traffic Islands Ahead
W-78	Logging Trucks
W-79	Slow to . . .
W-80	Slow Single Lane Traffic
W-81	Caution Patching Crew Ahead
W-82	Caution Pedestrian Crossing Zone for 500 Feet
W-83	School Bus Stop Ahead
W-84	School Bus Turn Ahead
W-85	Warning Do Not Go beyond This Point without Chains or Winter Tread Tires
W-86	Ferry Landing Ahead

GUIDE SIGNS

G-1	Destination Sign for Main Intersections
G-2	Destination Sign for Secondary Intersections
G-3	Directional Boards
G-3A	Directional Boards
G-4	Route Marker
G-5	Route Marker (Large)
G-6 to G-11	} Directional Markers (Standard and Oversize)
G-6A to G-11A	
G-12, -12A	Jct. (Standard and Oversize)
G-120	Junction
G-13	River or Creek Name Boards
G-14	Destination Sign Overhead for Main Intersections
G-15	Historic Site 500 Feet
G-16	
G-17	Provincial Park 1000 Feet
G-18	Picnic Site 1000 Feet
G-19	Camp Site 1000 Feet
G-20	
G-21	Electoral District Entering Sign
G-210	District Municipality Entering Sign
G-22	Incorporated Town Entering Sign
G-220	Unincorporated Town Entering Sign
G-23	Geographical Marker 500 Feet
G-24	Vehicles Please Form Single Line
G-25	Scale Traffic Only
G-26	Use Curb Lane Only
G-27	Temporary Route
G-28	Alternate Route
G-29	By-pass Route
G-30	Business Route
G-31	Detour Route

MISCELLANEOUS SIGNS

M-1	Contractor's Project Sign
M-2	Drinking Water
M-3	Viewpoint Ahead
M-4	
M-5	Do Not Dump Refuse
M-6	Checkerboard Sign (Small)
M-6A	Checkerboard Sign Addition
M-61	Checkerboard Sign (Large)
M-7	No Trespassing
M-8	Sorry for the Inconvenience—Road Construction Sign
M-9	Prov. Dept. of Public Works Stockpile Protection Sign
M-10	Portable Sign Tripod and Flag Holder
M-11	Road Notices and Temporary Signs
M-12	Rhododendrons Are Protected by Statute
M-13	Do Not Disturb Shrubs or Flowers
M-14	Speedometer Test Section Mile . . .

ALPHABETICAL INDEX

A

W-41	Advisory Distance
W-42	Advisory Speed
R-62	All Trucks ½ Ton and Up Report at Scales (with Arrow)
W-74	Arrow

B

W-72	Bridge Delineators
W-26	Bridge Repair Ahead
R-34	Bridge Traffic Only
W-24	Bump 400 Feet

C

G-19	Camp Site 1000 Feet
W-70	Canada Customs Ahead Prepare to Stop
W-71	Canada Customs Stop and Report
R-68	Capacity of This Ferry . . . Tons
W-35	Cattle Crossing 500 Feet
W-65	Caution Airport Entrance 300 Feet
W-60	Caution Open Range Cattle at Large
W-81	Caution Patching Crew Ahead
W-82	Caution Pedestrian Crossing Zone for 500 Feet
W-43	Caution School Children
W-48	Caution Trucks Turning
M-6	Checkerboard Sign (Small)
M-6A	Checkerboard Sign Addition
M-61	Checkerboard Sign (Large)
M-1	Contractor's Project Sign
W-6	Cross Road
R-4	Crosswalk Ahead No Passing
W-1L	Curve (Arrow Left)
W-1R	Curve (Arrow Right)

D

W-72	Delineators, Bridge
W-73	Delineators, Road (Red, White, and Yellow)
G-1	Destination Sign for Main Intersections
G-14	Destination Sign Overhead
G-2	Destination Sign for Secondary Intersections
W-33L	Detour (Left Arrow)
W-33R	Detour (Right Arrow)
W-34L	Detour (Left Arrow)

W-34R	Detour (Right Arrow)
R-24	Diagonal Parking Only
G-3	Directional Boards
G-3A	Directional Boards
G-13	Directional Boards (Urban)
G-6 to G-11	} Directional Markers (Standard and Oversize)
G-6A to G-11A	
G-21	District Entering Sign, Electoral
G-210	District Entering Sign, Municipality
W-62	Divided Highway Ahead
W-63	Divided Highway Ends
M-13	Do Not Disturb Shrubs or Flowers
M-5	Do Not Dump Refuse
M-2	Drinking Water

E

G-21	Electoral District Entering Sign
R-59	Emergency Load and Speed Restriction in Force
R-8, -8A	End . . . Zone (Standard and Oversize)

F

W-86	Ferry Landing Ahead
W-16	Fresh Oil

G

G-23	Geographical Marker 500 Feet
W-47	Grader Working

H

W-18	Hill
G-15	Historic Site 500 Feet

I

W-39	Ice
W-9	Important Junction 1000 Feet
G-22	Incorporated Town Entering Sign

J

G-120	Junction
G-12, -12A	Jct. (Standard and Oversize)

K

R-10L	Keep Left (Left Arrow)
R-10R	Keep Right (Right Arrow)
R-9	Keep Right Except to Pass

L

R-12	Load Limit . . . Tons
R-13	Load Limit . . . Tons Speed Limit . . . on Bridge
R-61	Load Restriction—Gross Load and Speed Limit
R-60	Load Restriction—% Axle Load and Speed Limit
W-78	Logging Trucks
W-15	Loose Gravel
W-14	Low Clearance . . . Feet . . . Inches

M

M-9	Material Removal Trespass Notice
W-29	Men and Equipment Working
W-28	Men Working
R-30	Men Working Speed Limit 15
W-76L	Merging Traffic on Left
W-76R	Merging Traffic on Right
R-2	Motor Carriers Stop
W-56	Mountain Highway Use Caution when Passing

N

W-12	Narrow Bridge
W-13	Narrow Road
W-50	Next Pavement . . . Miles Ahead
R-43L, -44L	No Left Turn (Standard and Oversize)
R-20	No Parking Any Time
R-18	No Parking between Signs
R-17	No Parking Bus Stop
R-22	No Parking . . . A.M. . . . P.M.
R-14	No Parking Here to Corner
R-19	No Parking on Pavement
R-71	No Parking on This Road
R-16	No Parking Safety Zone
R-15	No Parking This Side
R-40, -40A	No Passing on Bridge (Standard and Oversize)
R-11	No Passing when Solid Line Is in Your Lane
R-41	No Pedestrian Crossing
R-43R, -44R	No Right Turn (Standard and Oversize)
R-72	No Stopping on Bridge
R-46	No Stopping on Pavement
R-58	No Through Road
M-7	No Trespassing
R-43U, -44U	No U Turn (Standard and Oversize)

O

R-25	One Hour Parking . . . A.M. . . . P.M.
R-66	One Lane Bridge
R-32	One Way (with Arrow)
R-26	One Way Do Not Enter

P

R-63	Panels, Station Wagons, Pick-ups Report at Scales
R-23	Parallel Parking Only
W-23	Pavement Ends
W-61	Pavement Narrows
G-18	Picnic Site 1000 Feet
W-53	Pilot Car Do Not Pass
W-32	Portable Barricade
M-10	Portable Sign Stand
G-17	Provincial Park 1000 Feet
R-48	Push Button for Green Light

R

W-10	Railroad Crossing
W-4L	Reverse Curve (Left)
W-4R	Reverse Curve (Right)
M-12	Rhododendrons Are Protected by Statute
G-12	River, Creek, or Bridge Name Board
W-81	Road Blocked by Slide
R-53	Road Closed
W-30	Road Construction Ahead
M-11	Road Notices and Temporary Signs
W-54	Road Obstruction Ahead
W-75	Road Passable Caution
R-69	Road under Construction No Passing
W-82	Rough Crossing Ahead
W-25	Rough Roadway Ahead
G-4	Route Marker
G-5	Route Marker (Large)
G-28	Route Marker, Alternate
G-30	Route Marker, Business
G-29	Route Marker, By-pass
G-31	Route Marker, Detour
G-27	Route Marker, Temporary

S

G-25	Scale Traffic Only
W-83	School Bus Stop Ahead

W-84	School Bus Turn Ahead
R-3	School Crosswalk Stop when Occupied
R-5	School Zone
W-2L	Sharp Curve (Left)
W-2R	Sharp Curve (Right)
W-7L	Side Road Symbol (Left)
W-7R	Side Road Symbol (Right)
W-22	Signals Ahead
R-57	Signals Set For . . . M.P.H.
R-55	Signal Stop Line (with Arrow)
W-40	Slide Area
W-51	Slippery when Frosty
W-20	Slippery when Wet
W-11	Slow
W-57	Slow (Temporary Sign)
W-59	Slow Cattleguard Ahead
W-31	Slow Detour Ahead
W-64	Slow Hospital Entrance
W-44	Slow Playground
W-27	Slow Road under Repair
W-80	Slow Single Lane Traffic
W-79	Slow to . . . (Sunburst)
W-17	Soft Shoulders
M-8	Sorry for the Inconvenience
R-7, -7A	Speed Limit . . . (Standard and Oversize)
R-6, -6A	Speed Zone Ahead (Standard and Oversize)
M-14	Speedometer Test Section Mile . . .
R-1, -1A	Stop (Standard and Oversize)
W-21	Stop Ahead
R-56	Stop on Red then Right Turn Permitted
R-70	Stop Wait Here for Ferry
R-31	Survey Crew Speed Limit 15

T

G-22	Town Entering Sign, Incorporated
G-220	Town Entering Sign, Unincorporated
W-69	Traffic Entering Highway
W-77	Traffic Islands Ahead
R-39	Traffic on This Bridge Restricted to One Bus or Truck at a Time
R-29	Truck and Slow Traffic
W-36	Truck Crossing 500 Feet
R-64	Trucks Stop at Scales
W-68	Trucks Use Lower Gear
W-8	T Symbol

W-19	Tunnel
W-3L	Turn Left
W-3R	Turn Right

U

G-220	Unincorporated Town Entering Sign
G-26	Use Curb Lane Only

V

W-66	Vehicle Check Point ½ Mile Ahead
G-24	Vehicles Please Form Single Line
R-27	Vehicles with Flanges or Lugs Prohibited
R-38	Vehicles with Flanges or Lugs Must Protect Bridge Deck P.W.D.
M-3	Viewpoint Ahead

W

R-5	Walk on Left Facing Traffic
W-85	Warning Do Not Go beyond This Point with- out Chains or Winter Tread Tires
W-38	Watch for Deer on Road
W-37	Watch for Rocks on Road
W-45	Watch for Snow Plows Approaching in Your Lane
W-55	Winding Highway Use Caution when Passing
W-5	Winding Road
R-47	Wharf Closed to Traffic beyond This Point

SECTION 1

STANDARD SIGNS

Function of Signs

The commonest device for controlling, safeguarding, or expediting traffic is the traffic sign. As in the case of any other type of traffic-control device, signs must be used only where necessary and where justified by facts and field studies. Signs are not needed to confirm well-known or universally recognized rules of the road, such as that requiring drivers to keep to the right, but they are essential where special regulations apply at specific places or at specific times only, or where hazards are not self-evident. They are also needed to give information as to highway routes, directions, destinations, and points of interest.

Classification of Signs

Functionally, signs are classified as follows:—

Regulatory signs, giving the highway-user notice of traffic regulations that apply at any given place or on a given highway, and which would not otherwise be apparent.

Warning signs, calling attention to conditions in or adjacent to a highway or street that are potentially hazardous to traffic operations.

Guide signs, showing route designations, destinations, directions, distances, points of interest, and other geographical or cultural information.

Excessive Use of Signs

Care should be taken not to install too many signs, especially those of the regulatory and warning types which, if used to excess, tend to lose their authority. A conservative use of regulatory and warning signs is recommended. On the other hand, a frequent display of route markers and directional signs, judiciously placed, will not lessen their value.

Standardization of Signs

Modern highway speeds and increasingly complex intersections and interchanges require that highway signs be recognized and understood at a glance. Uniformity and simplicity in design, position, and application is of the greatest importance in aiding recognition. All signs hereafter installed on any highway shall conform to the standards set forth in this Manual. In situations where messages are required other than those herein provided for, the signs shall be of the same shape and colour as standard signs of the same functional type.

Sign Shapes

The significance of sign shapes has been standardized as follows:—

The octagon shape shall be reserved exclusively for the Stop sign, which requires that the driver shall stop near or at the point where the sign is located before proceeding cautiously.

The round shape shall be used exclusively for the advance warning of a railroad crossing.

Diamond-shaped signs shall be used only to warn of hazards either on the roadway or adjacent thereto.

Regulatory and guide signs shall be rectangular. Guide signs, as a rule, are rectangles with the longer dimension horizontal. Regulatory signs are ordinarily rectangular with the longer dimension vertical.

Special shapes are also reserved for other special purposes, e.g., the shield or other characteristic shape for route markers. In the rare cases where other shapes are desirable, they may be used, but only with the approval of the official authority having jurisdiction.

Colours

Warning signs (including the round railroad-crossing sign) shall have a background of "highway yellow" with black symbols or lettering.

Regulatory signs, other than the Stop sign and parking signs, shall have a white background and black letters. Parking signs shall have red or green lettering, depending on the type of restriction imposed. In the case of the Stop sign a red background with white reflectorized lettering will be used.

Guide signs shall be black and white. Route markers and auxiliary markers, including junction, turn, and directional markers, shall have black letters or symbols on a white background. Destination, distance, and information signs shall have black letters on a white background or, optionally for enlarged or oversize signs, white letters on a dark-green background.

Wherever white is specified herein as a sign colour, it is understood to include aluminum or silver-coloured reflecting coatings that reflect white light.

Dimensions

The sign dimensions shown in this Manual are to be regarded as the minimum standard. Increases above this minimum are permissible and desirable where investigation has shown that a larger sign is needed for adequate emphasis. However, oversize signs should be used sparingly in order not to weaken the effect of smaller signs.

In determining whether the installation of an oversize sign is warranted, consideration should be given to such elements as highway speeds, the degree of hazard (as appraised by a field survey of sight limitations, intersection complications, etc., or as revealed by accident records), and the competition offered by other signs, lighting, or displays. Generally the use of oversize signs cannot be prescribed on the basis of arbitrary warrants. Each installation is a special case for study and decision.

In the enlarging of signs, standard shapes and colours shall be used, and standard proportions shall be retained, so far as practicable.

Symbols

Where practical, the standard signs use symbols rather than words to convey their messages. A simple conventional symbol like the curve arrow or the intersection diagram is instantly recognized. Symbol designs shall in all cases be essentially like those shown in the Manual.

Word Messages

Most sign messages, particularly those of regulatory and informational signs, cannot adequately be conveyed by symbols. Word messages should be as brief as possible. Where applicable, standard wordings as shown in this Manual shall be used.

Lettering

Sign lettering shall be in clear, open capital letters of the type approved by the Joint Committee on Uniform Traffic Control Devices and its sponsoring agencies.

The rounded style of the approved lettering, shown in all the sign illustrations herein, has been found by extensive tests to have better legibility, as well as a more pleasing appearance, than the former standard, which used straight lines and sharp bends throughout.

In no case should lettering be smaller than that shown in the illustrations herein.

Illumination and Reflectorization

Signs that carry messages of warning, important regulations, or essential directional information are just as necessary by night as by day. All warning signs, including railroad-crossing signs, all Stop signs, all other regulatory signs with the exception of urban parking signs, and, on Provincial highways and important local roads, all guide signs, shall be illuminated or reflectorized. Parking

signs are ordinarily read at slow speeds and often receive some illumination from street-lighting. Other exceptions to the general rule are the School sign and similar signs that have significance only during school or daylight hours, and also the Men Working sign and other temporary signs, if used only during daylight.

Means of Illumination

(a) A light, within or behind the sign, illuminating the main message or symbol, or luminous tubing shaped to the lettering or symbol; or

(b) An attached or independently mounted flood-light or flood-lights directed on the face of the sign.

Ordinary street or highway lighting is not regarded as meeting the requirements for sign illumination. However, such lighting can aid visibility to an appreciable degree and, if present, should be taken into consideration in selecting the exact points at which unreflectorized signs are placed.

An illumination shall be by white light, except that a flashing light incorporated in a sign installation shall be yellow when displayed with a warning sign or red when displayed with a Stop sign.

Means of Reflectorization

Reflectorization may be by means of reflecting coatings, either on the sign background or, where a dark-green background or panel is used, in the symbol or message.

All reflecting elements shall reflect white light, except that if a reflecting coating is used as a background of a yellow sign it shall reflect yellow light, or a red sign red, etc.

A reflecting coating is a surfacing applied either to the background or to the symbol or lettering of a sign to give a uniformly brilliant reflection over the entire area so coated. The types of coating most commonly used are of retrodirective reflecting character, having minute glass spheres (or "beads") closely distributed and embedded in a flexible weather-resistant or painted surface. Each bead acts as an independent reflector button, but in mass effect the beads give the appearance of a uniformly brilliant area when viewed in the head-lamp beam. A suitable incorporation of pigment in a reflecting coating causes it to reflect coloured light, as for the yellow backgrounds of warning signs, etc.

Reflecting coatings are particularly advantageous in signs having small lettering. With a reflecting coating there is usually a minimum of difference between the day-time and night-time aspects of a sign.

Sign Borders

With rare exceptions, shown in the illustrations, all signs shall have a narrow border of the same colour as the message, just inside the edge. For 24-inch signs the border shall be from three-eighths to five-eighths of an inch in width, set in three-eighths of an inch from the edge, and for other sign sizes approximately in proportion. On metal signs, corners shall be rounded on a radius of $1\frac{1}{2}$ inches.

Standardization of Position

Standardization of position cannot always be attained in practice, because signs must in all cases be placed in the most advantageous positions, and must be accommodated to highway design and alignment. The general rule is to locate signs on the right-hand side of the roadway, where the driver is in the habit of looking for them. Signs in any other position should ordinarily be considered only as supplementary to signs in the normal location. Under some circumstances, signs may advantageously be placed on channelizing islands, or overhead, or on the left-hand edge of a traffic lane. A supplementary sign located on the left of the roadway is often helpful on a three- or four-lane road, or on a one-way road, where traffic in the right-hand lane interferes with the driver's view to the right.

All signs shall be mounted approximately at right angles to the direction of and facing the traffic that they are intended to serve.

Reflectorized signs should usually be turned a little toward the road to keep the incident angle of the head-light beams near 90 degrees throughout the range of useful visibility. Where mirror reflection from the sign face is encountered in such degree as to reduce the legibility of the signs, non-reflectorized signs should be turned slightly away from the road. At curved alignments the angle of placement should be determined by the course of approaching traffic, rather than by the roadway edge at the point where the sign is located. On grades it may be desirable to tilt a sign forward or back from the vertical to improve the viewing angle.

Overhead signs, whether in rural or urban areas, shall be not less than 16 feet above the road surface, and preferably centred over traffic lanes to which they apply.

Warning signs are generally placed in advance of the condition to which they call attention; Stop signs as near as practicable to the point where the stop is to be made. Intersection guide signs are placed as shown in Figs. 4 to 9.

CODE FOR PLACEMENT OF SIGNS

1. Distance offset from edge of roadway:—
 - (a) Not less than 6 feet nor more than 10 feet.
 - (b) Not less than 1 foot between the face of the curb and left-hand edge of the sign.
2. Height of bottom of sign above crown of roadway:—
 - (a) When supplementary signs are required on the same post, such as advisory speed, route marker, and jct. assemblies, etc., the lower edge of the bottom sign shall be not less than 4 feet.
 - (b) Not less than 5 feet nor more than 5½ feet.
 - (c) Not less than 7 feet nor more than 7½ feet.
3. Distance from hazard or intersection:—
 - (a) 50 to 100 feet in advance.
 - (b) 150 to 200 feet in advance.
 - (c) 150 to 300 feet in advance.
 - (d) 300 to 500 feet in advance.
 - (e) Urban, 10 to 50 feet beyond intersection; rural, 25 to 100 feet beyond intersection.
 - (f) At point where vehicle is to stop or as near thereto as possible.

PLACEMENT OF SIGNS

Regulatory Signs

<i>On Rural Highways</i>	<i>On Urban Highways</i>
Distance offset: 1 a	Distance offset: 1 b
Height of sign: 2 b	Height of sign: 2 c
Supplementary signs: 2 a	Supplementary signs: 2 c
Stop signs: 1 a, 2 b, 3 f	Stop signs: 1 b, 2 c, 3 f

Warning Signs

Distance offset: 1 a	Distance offset: 1 b
Height of sign: 2 b	Height of sign: 2 c
Supplementary signs: 2 a	Supplementary signs: 2 c

Directional Route Marker and Jct. Assemblies

Distance offset: 1 a	Distance offset: 1 b
Height of sign: 2 a	Height of sign: 2 c
Single route marker: 2 b	Single route marker: 2 c

Confirming Route Markers

Distance offset: 1 a	Distance offset: 1 b
Height of sign: 2 b	Height of sign: 2 c
Location: 3 e	Location: 3 e

Guide Signs

Distance offset: 1 a	Distance offset: 1 b
Height of sign: 2 b	Height of sign: 2 c
Location: 3 b	Location: 3 a

Informational Signs

Distance offset: 1 a	Distance offset: 1 b
Height of sign: 2 b	Height of sign: 2 b

Standardization of Application

Important as is standardization with respect to design and placement, uniformity of application is at least equally important. Identical conditions should always be marked with the same type of sign, irrespective of where those particular conditions occur. Each sign shall be displayed for one definite and specific purpose only.

This Manual sets forth criteria for the application and use of all types of signs. It is impossible, however, to set specifications that can apply to every case. The proper signing of highways depends to a very great extent on the experience and good judgment of the engineer responsible for the placement and maintenance of signs.

Similar conditions in urban and rural areas should be treated in generally the same manner. It is recognized, however, that urban conditions differ from rural in respect to speeds, frequency of intersections, traffic congestion, parking, competing lights and displays, etc., and that in many instances signs must be differently applied and located. Where practical, therefore, this Manual sets forth separate specifications for rural, residence, and business districts.

Before any new highway or any detour or temporary route is opened to traffic, all necessary signs shall be in place.

Changes in the traffic characteristics of a highway may at any time call for a reappraisal of local sign requirements. Signs required by road conditions or restrictions for construction or maintenance work shall be immediately removed when those conditions cease to exist or the restrictions are withdrawn. *This is essential*, as signs displayed without cause promote the disregard of signs by motorists. Guide signs directing traffic to and on temporary routes or detours shall be removed when no longer applicable.

Erection

Normally signs should be individually erected on separate posts, except where one sign supplements another, or where route or

directional signs must be grouped. Two signs for different purposes should not be placed closer together than 100 feet along the highway if it can reasonably be avoided. Exceptions to this rule are sometimes necessary where space is limited, but the principle is sound. Two signs closely adjacent are difficult to read, especially at high speed.

This general rule also applies to signs facing in opposite directions. To minimize distraction, such signs should not be placed immediately opposite each other on each side of the roadway.

Maintenance

All traffic signs shall be kept in proper position, clean and legible at all times. Damaged signs shall be replaced immediately.

Signs poorly maintained lose their authority as traffic-control devices. Damaged, defaced, or dirty signs are ineffective and discredit the agency responsible for them.

To ensure adequate maintenance, a suitable schedule for inspection, cleaning, and replacement of signs should be established. All signs should be inspected at least twice a year, and any that are defective should be cleaned, touched up, or replaced and taken in for repair and refinishing or scrapping. Employees of the highway department and traffic police whose duties require that they travel on the highways should be instructed to report any damaged or obscured sign at once.

Special care should be taken to see that weeds, shrubbery, construction materials, and snow are not allowed to obscure the face of any sign.

Delineators

Road-delineation markers are effective aids for night driving. Delineators are to be considered as guide markings rather than warning devices. They may be used through short stretches of highway where there are changes in vertical or horizontal alignment, particularly where the alignment might be confusing. An important advantage of delineators, in certain areas, is that they remain visible when there is snow on the ground. They are a cheap and effective safety device when used to outline hazardous curves on high-speed highways.

Delineators shall consist of reflector units mounted on suitable supports, the units being capable of reflecting light of the same colour as that of its background material and being clearly visible under normal atmospheric conditions from a distance of 1,000 feet when illuminated by the upper beam of standard automobile headlamps. The heads or reflector units shall be 3 inches wide and 8 inches high, unless they consist of reflector buttons. The reflector-

izing elements or surface may consist of glass or plastic buttons, a glass-bead reflecting coating, or other suitable reflecting material.

When used on long continuous sections of undivided roadway, bidirectional delineators (i.e., delineators with two faces, visible from opposite directions, or two delineators mounted back to back) shall be installed on both sides of the roadway. When used on divided roadways and at certain isolated locations such as pavement-width transitions not included in a continuous delineated section of highway, monodirectional delineators shall be installed. On divided roadways such monodirectional delineators shall be used on both sides of each roadway. At isolated pavement-width transitions they shall be used only on that side of the roadway affected by such a transition.

Delineators shall be installed at a height such that the centre of the reflecting head is $3\frac{1}{2}$ feet above the near pavement or roadway edge. They shall in no case be more than 10 feet nor less than 2 feet outside the roadway or pavement edge, the most desirable location being uniformly 8 feet, leaving a clear shoulder wide enough for the parking of a vehicle. On roadways with shoulders less than 8 feet wide, delineators, if used, shall be installed at the shoulder edge. Along curbed sections of roadway, delineators, if used, shall be placed not less than 2 feet nor more than 5 feet from the curb face.

Normally, delineators on tangents should be spaced 200 feet apart. Where such spacing is interrupted by driveways, cross-roads, etc., and where, under the normal spacing, a delineator would fall within such an area, that delineator may be moved in either direction a distance not exceeding one-quarter of the normal spacing. If such delineator still falls within that area, it should be eliminated.

On the approaches to and throughout horizontal curves the spacing should be such as to make five delineators always visible to the right of the centre line of a two-lane pavement, or of the right-hand lane line of a multi-laned pavement. Table 1 shows the recommended spacing for horizontal curves.

The recommended spacing for vertical curves is shown in Table 2.

Table 1.—Spacing¹ for Highway Delineators on Horizontal Curves

Degree of Curve	Spacing on Curve	Spacing in Advance of and Beyond Curve		
		First Space	Second Space	Third Space
	Feet	Feet	Feet	Feet
1.....	91	164	200	200
3.....	53	95	159	200
5.....	41	75	123	200
7.....	35	63	105	200
9.....	31	56	93	186
12.....	27	49	81	162
15.....	24	43	72	144
18.....	22	40	66	132
21.....	20	36	60	120
25.....	19	34	57	114
30.....	17	31	51	102

¹ The spacing, S, on the curve is found from the formula $S=1.2\sqrt{R}+18$ where R is the radius of the curve in feet. The spacing to the first delineator in advance of and beyond the curve is 1.8S, to the next delineator 3S, and to the next 6S, but not to exceed 200 feet.

Table 2.—Spacing¹ for Highway Delineators on Vertical Curves (Summits)

Algebraic Difference in Per Cent of Grade	Delineator Spacing, in Feet, when Length of Vertical Curve Is—												
	100	200	300	400	500	600	800	1,000	1,200	1,400	1,600	1,800	2,000
0.5	113	168	200	200	200	200	200	200	200	200	200	200	200
1.0	74	113	143	168	190	200	200	200	200	200	200	200	200
1.5	57	89	113	134	152	168	197	200	200	200	200	200	200
2.0	46	74	95	113	129	143	168	190	200	200	200	200	200
2.5	39	64	83	99	113	126	148	168	186	200	200	200	200
3.0	34	57	74	89	101	113	134	152	168	183	197	200	200
4.0	27	46	61	74	85	95	113	129	143	156	168	179	190
5.0	22	39	53	64	74	83	99	113	126	137	148	158	168
6.0	-----	34	46	57	66	74	89	101	113	124	134	143	152
7.0	-----	30	42	51	59	67	80	92	103	113	122	131	139
9.5	-----	23	33	41	48	55	66	76	86	94	102	109	116
12.0	-----	-----	27	34	41	46	57	66	74	82	89	95	101
14.5	-----	-----	23	29	35	40	50	58	66	72	79	85	90
17.0	-----	-----	20	26	31	36	44	52	59	65	71	77	82
19.5	-----	-----	-----	23	28	32	40	47	54	60	65	70	75
24.0	-----	-----	-----	-----	23	27	34	41	46	52	57	61	66

¹ The spacing, S , on the vertical curve (to a maximum of 200 feet) is found from the formula $S = 94 \sqrt{\frac{L}{G}} - 20$ where L is the length of curve in hundreds of feet and G is the algebraic difference in per cent of grade. The spacing to the first delineator in advance of and beyond the curve should be $1.8S$, to the next delineator $3S$, and to the next $6S$, but not to exceed 200 feet.

Determination of Advisory Speed

The advisory or "safe" speed on curves will be determined by the use of the ball bank indicator, which is a machined steel ball rolling freely in an alcohol compound within a glass tube. The tube, bent on the arc of a circle, is graduated from zero to 10 or 20 degrees both to the right and the left.

The advisory speed is that at which the indicator shows a reading of 10, and will be determined to the nearest 5 m.p.h. Consideration of sight distance, intersections, accident record, etc., may indicate a speed lower than that determined by the indicator, and in such cases the lower speed should be the advisory speed.

In order to obtain a true reading, the car must be driven parallel with the centre line of the curve. The common practice of flattening out a curve should not be followed. As the advisory speed may differ, depending upon the direction in which the curve is run, the determination should be made in each direction. The curve should be run a number of times until the safe speed has been satisfactorily determined.

Speed determinations should be made on dry pavements only. Before making any determinations, the ball bank indicator should be checked to ensure that the ball is at zero while the car is on a surface which is transversely level, and loaded as it will be when the tests are made.

Table 3.—Guide Table for Use of Curve, Slow, and Advisory Speed Signs

Legal Limit	Design Speed	Safe Speeds (Miles per Hour)						
		55	50	45	40	35	30	25
M.P.H.	M.P.H.							
60	60	W-1	W-1, W-42	W-11, W-1, W-42	W-11, W-2, W-42	W-11, W-2, W-42	W-11, W-2, W-42	W-11, W-2, W-42
	55	-----	W-1, W-42	W-1, W-42	W-11, W-2, W-42	W-11, W-2, W-42	W-11, W-2, W-42	W-11, W-2, W-42
	50	-----	-----	W-1, W-42	W-2, W-42	W-11, W-2, W-42	W-11, W-2, W-42	W-11, W-2, W-42
	45	-----	-----	-----	W-2, W-42	W-2, W-42	W-11, W-2, W-42	W-11, W-2, W-42
	40	-----	-----	-----	-----	W-2, W-42	W-2, W-42	W-11, W-2, W-42
55	55, 60	-----	W-1	W-1, W-42	W-11, W-1, W-42	W-11, W-2, W-42	W-11, W-2, W-42	W-11, W-2, W-42
	50	-----	-----	W-1, W-42	W-1, W-42	W-11, W-2, W-42	W-11, W-2, W-42	W-11, W-2, W-42
	45	-----	-----	-----	W-1, W-42	W-2, W-42	W-11, W-2, W-42	W-11, W-2, W-42
	40	-----	-----	-----	W-2, W-42	W-2, W-42	W-2, W-42	W-11, W-2, W-42
	35	-----	-----	-----	-----	W-2, W-42	W-2, W-42	W-2, W-42
50	50, 55, 60	-----	-----	W-1	W-1, W-42	W-11, W-2, W-42	W-11, W-2, W-42	W-11, W-2, W-42
	45	-----	-----	-----	W-1, W-42	W-1, W-42	W-11, W-2, W-42	W-11, W-2, W-42
	40	-----	-----	-----	-----	W-1, W-42	W-2, W-42	W-11, W-2, W-42
	35	-----	-----	-----	-----	W-2, W-42	W-2, W-42	W-2, W-42
	-----	-----	-----	-----	-----	-----	-----	-----
45	55, 60	-----	-----	-----	W-1	W-2, W-42	W-11, W-2, W-42	W-11, W-2, W-42
	45, 50	-----	-----	-----	W-1	W-1, W-42	W-11, W-2, W-42	W-11, W-2, W-42
	40	-----	-----	-----	-----	W-1, W-42	W-1, W-42	W-11, W-2, W-42
	35	-----	-----	-----	-----	-----	W-1, W-42	W-2, W-42
	-----	-----	-----	-----	-----	-----	-----	-----
40	55, 60	-----	-----	-----	-----	W-2	W-2, W-42	W-11, W-2, W-42
	50	-----	-----	-----	-----	W-1	W-2, W-42	W-11, W-2, W-42
	40, 45	-----	-----	-----	-----	W-1	W-1, W-42	W-11, W-2, W-42
	35	-----	-----	-----	-----	-----	W-1, W-42	W-2, W-42
	-----	-----	-----	-----	-----	-----	-----	-----
35	50, 55, 60	-----	-----	-----	-----	W-2	W-2, W-42	W-2, W-42
	35, 40, 45	-----	-----	-----	-----	W-1	W-1	W-2, W-42
	-----	-----	-----	-----	-----	-----	-----	-----
	-----	-----	-----	-----	-----	-----	-----	-----
	-----	-----	-----	-----	-----	-----	-----	-----

W-4 may be used in place of W-1 in all cases above.

Safe speed is determined by ball bank indicator and is speed shown on W-42 sign.

Design speed is safe speed for which highway was designed or is speed below which 90 per cent of motorists travel on that particular section of highway.

Special

It is recognized that occasionally conditions will arise where sign legends not specified in this Manual will be required. Where such signs are required, they shall conform to the standards set forth in this Manual as to shape, size, colour, application, and location. Standardization of these designs does not preclude further improvement by minor changes or the development of new signs; however, no material changes in design or any new-type signs shall be placed on the highway without submitting a detailed drawing of the contemplated sign, together with a written statement of warrants for the sign requested, for the approval of the Provincial Traffic Engineer and for consolidation in this Manual. This policy shall not be construed to prohibit the temporary use of wooden boards, heavy cardboard, etc., for special occasions or emergencies.

R-1
R-1A

STOP

WHITE LETTERS AND BORDER
ON RED BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS						
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE LETTERS	HOLE CENTRES	CORNER RADIUS
R 1	24 X 24	—	5/8	8 C	18	—
R 1A	30 X 30	—	5/2	10 C	24	—

STOP SIGN (R-1, R-1A)

The Stop sign shall be octagonal in shape, shall have a red reflectorized background, and shall carry the word "stop" in white reflectorized letters at least one-third the height of the sign.

The minimum size of Stop signs in rural and residential districts shall be 24 by 24 inches.

All Stop signs shall be reflectorized.

Secondary messages on Stop signs are not to be used.

Stop signs shall always be erected at the point where the vehicle is to stop or as near thereto as possible. In no case shall a Stop sign be placed farther than 50 feet from the intersected roadway. As a general rule, the distance should not exceed 15 or 20 feet, particularly in built-up areas. The sign shall be erected in accordance with the general specifications for the placement of regulatory signs. Where there is a marked crosswalk on the pavement, the sign shall be erected 4 feet in advance of the crosswalk line nearest to approaching traffic.

In the event the visibility of a Stop sign at any location is restricted, the approaching traffic is high speed, or forewarning is necessary for other reasons, the sign shall be located as specified and a Stop Ahead sign (W-21) shall be erected not less than 350 feet nor more than 500 feet in advance of the Stop sign, and in accordance with the general specifications for the placement of warning signs.

The R-1A oversize sign shall be used only at junctions of main highways or on heavily travelled side-roads where they join main highways. A traffic volume of 1,000 vehicles per day would constitute a heavily travelled side-road.

MOTOR CARRIERS STOP

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE				HOLE CENTRES	CORNER RADIUS
				LINE 1	LINE 2	LINE 3	LINE 4		
R 2	24X24	5/8	3/8	2 1/2 D	8 C	2 1/2 D		18	—

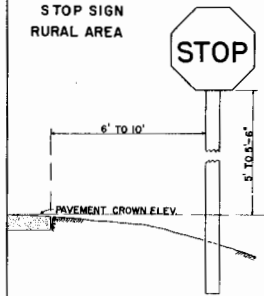
MOTOR CARRIERS STOP (R-2)

The Motor Carrier Stop sign shall be octagonal in shape, shall have a yellow reflectorized background, and shall carry the words and letter size as indicated.

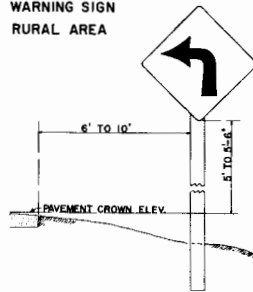
Motor Carriers Stop Sign shall always be erected at the point where the vehicle is to stop or as near thereto as possible. At unsignalized railroad crossings the Motor Carriers Stop shall be placed not less than 10 feet nor more than 15 feet from the edge of the nearest railroad track. The sign shall *not* be erected at signalized railroad crossings.

TYPICAL INSTALLATIONS

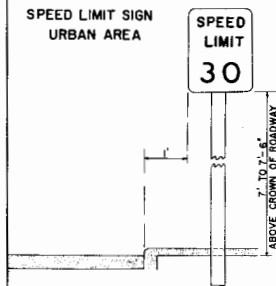
STOP SIGN
RURAL AREA



WARNING SIGN
RURAL AREA



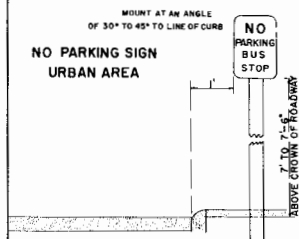
SPEED LIMIT SIGN
URBAN AREA



WARNING SIGN
WITH ADVISORY
SPEED SIGN



NO PARKING SIGN
URBAN AREA



PORTABLE BARRICADE

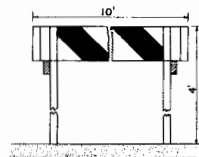


FIGURE 1

SIGN POSTS

(TIMBER)

POSTS TO BE PAINTED WHITE
FINISHING COAT TO BE WHITE ENAMEL

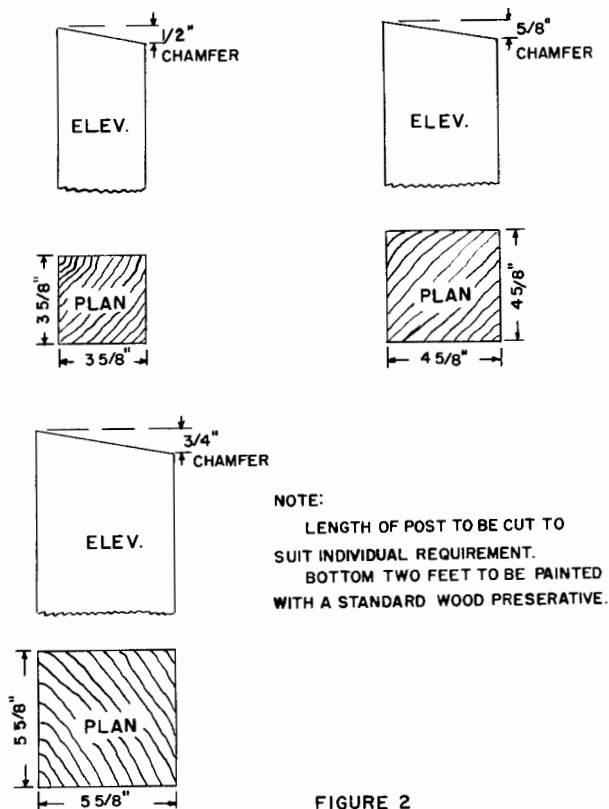


FIGURE 2

DIRECTIONAL POINTER SIGN ASSEMBLY

WHITE POST AND POINTER BOARDS
BLACK LETTERS

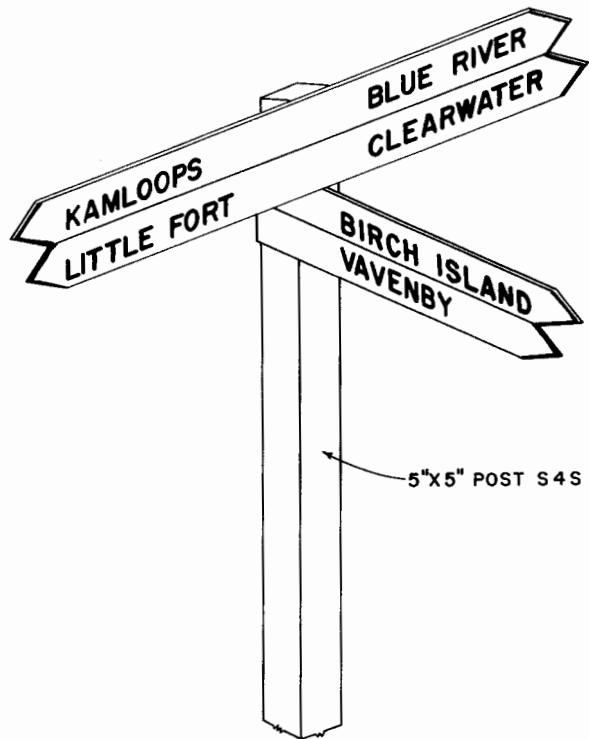
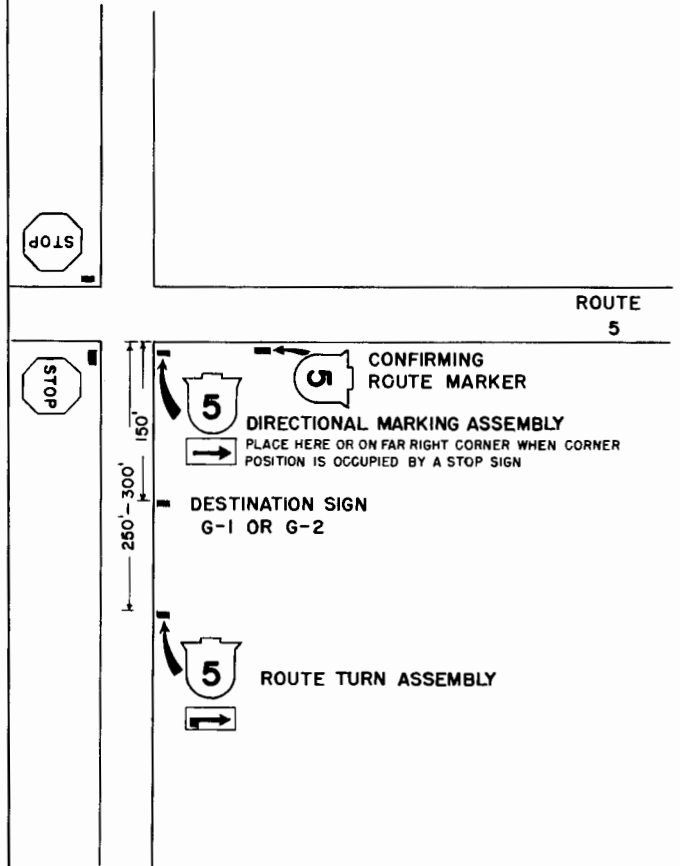


FIGURE 3

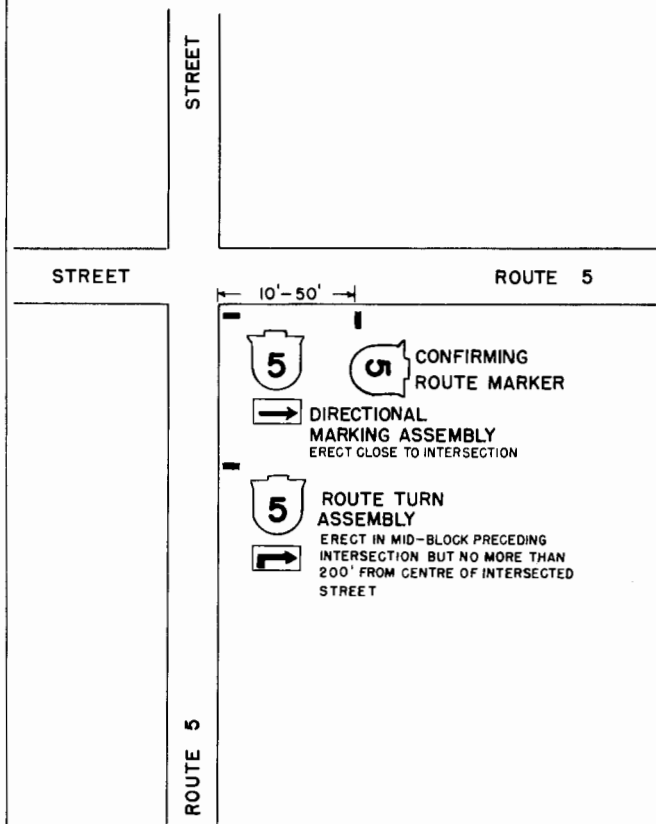
SIGN LAYOUT AT HIGHWAY INTERSECTIONS FOR ROUTE WITH TURN IN RURAL AREAS



FOR NUMBERED ROUTES ONLY

FIGURE 4

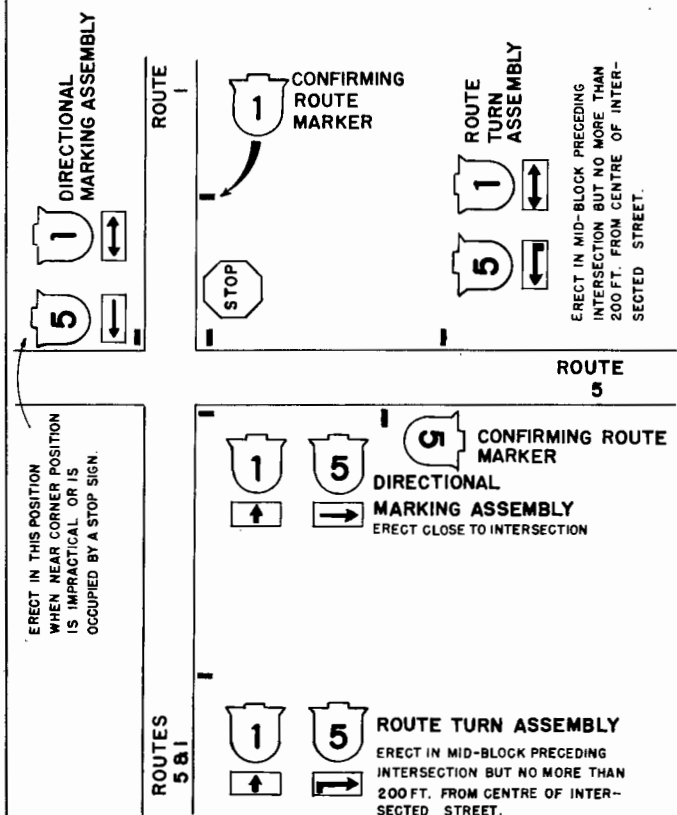
SIGN LAYOUT AT HIGHWAY INTERSECTIONS FOR ROUTE WITH TURN IN URBAN AREAS



FOR NUMBERED ROUTES ONLY

FIGURE 5

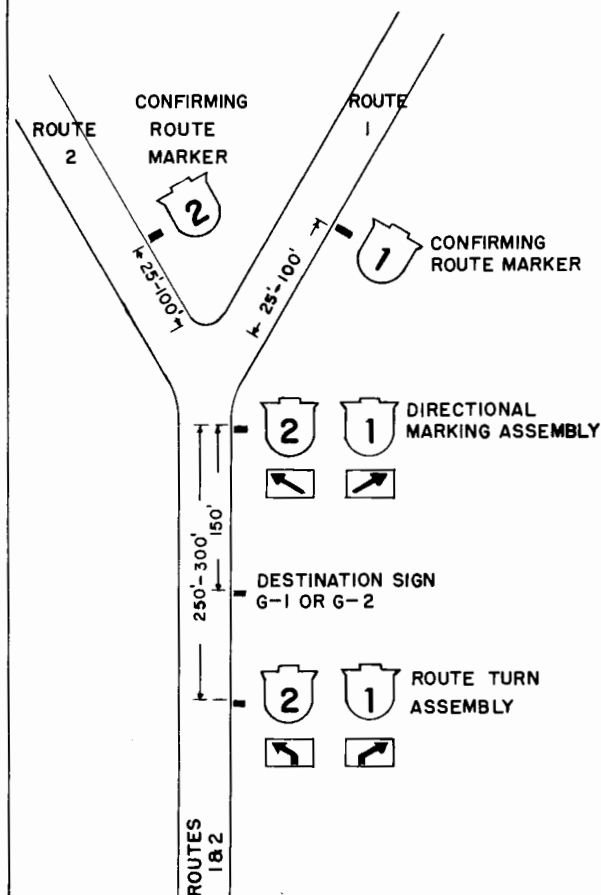
SIGN LAYOUT AT HIGHWAY INTERSECTIONS FOR CONTINUOUS ROUTES IN URBAN AREAS



FOR NUMBERED ROUTES ONLY

FIGURE 6

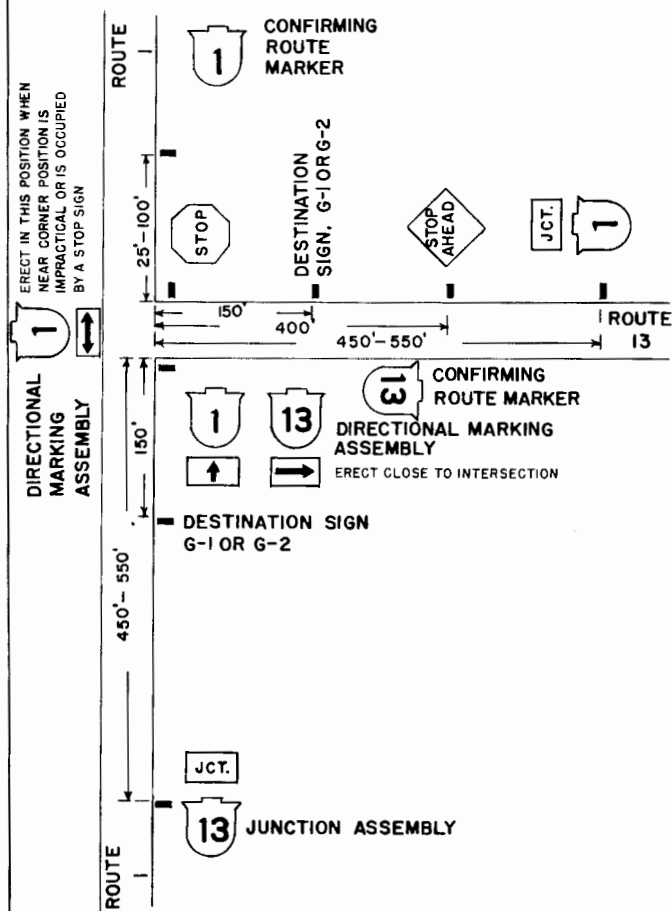
SIGN LAYOUT AT HIGHWAY INTERSECTIONS FOR Y INTERSECTION IN RURAL AREAS



FOR NUMBERED ROUTES ONLY

FIGURE 7

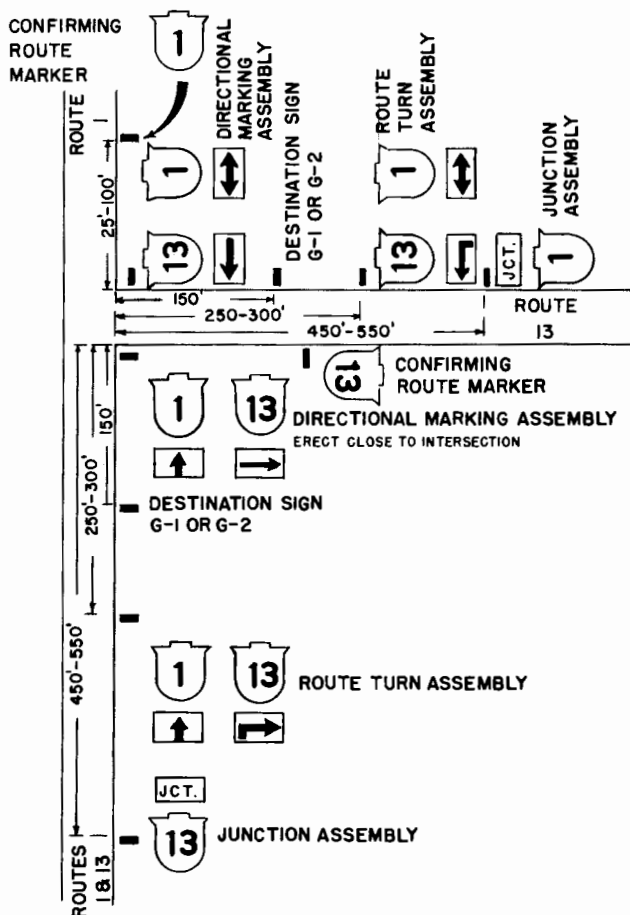
SIGN LAYOUT AT HIGHWAY INTERSECTIONS ONE ROUTE CONTINUOUS IN RURAL AREAS



FOR NUMBERED ROUTES ONLY

FIGURE 8

SIGN LAYOUT AT HIGHWAY INTERSECTIONS FOR CONTINUOUS ROUTES IN RURAL AREAS

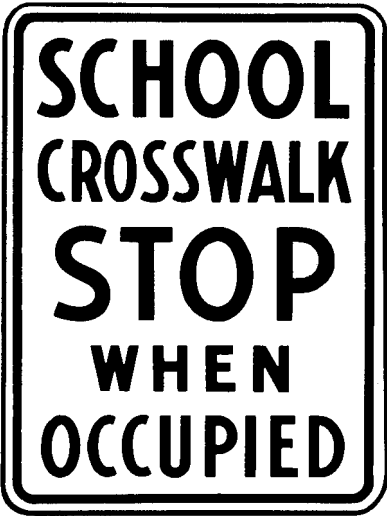


FOR NUMBERED ROUTES ONLY

FIGURE 9

SCHOOL CROSSWALK
STOP WHEN OCCUPIED

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS													
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE					HOLE	CORNER			
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3	LINE 4	LINE 5			CENTRE	RADIUS	
R 3	24 X 32	5/8	3/8	5	C	4	B	6	B	3	D	4	B
										26		1 1/2	

SCHOOL CROSSWALK STOP WHEN OCCUPIED (R-3)

The School Crosswalk Stop when Occupied sign, on Provincial roads, shall be erected only when authorized by the Traffic Engineer. A crosswalk shall also be painted on the roadway, and the sign shall be erected in accordance with the general specifications for the placement of regulatory signs.

The signs are not to be used within a school 15 m.p.h. zone. They are for use within 30 m.p.h. zones adjacent to schools where an appreciable number of children cross the street or highway in one location. They can be used at certain locations within 40 m.p.h. zones if the number of children crossing to or from school is at least twenty-five.

CROSSWALK AHEAD NO PASSING

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE				HOLE	CORNER
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3	LINE 4	CENTRES	RADIUS
R 4	24 X 32	5/8	3/8	4 A	4 D	5 D	5 C	26	1 1/2

CROSSWALK AHEAD NO PASSING (R-4)

The Crosswalk Ahead sign shall precede the School Crosswalk sign by 150 to 200 feet.

The mounting of the sign shall be the same as for sign R-3.

15 MILES PER HOUR SCHOOL

BLACK LETTERS AND BORDER

TOP-ON WHITE BACKGROUND

BOTTOM-ON YELLOW BACKGROUND



SIGN SPECIFICATIONS

STD NO	SIZE		BOR.	MAR.	LETTERS & SERIES SIZE				HOLE		CORNER	
	WIDTH	DEPTH			LINE 1	LINE 2	LINE 3	LINE 4	CENTRES	RADIUS		
R 5	22 3/4	20 1/2	3/8	3/8	6	1 1/2	5	B	1/4	16	1 1/2	

SCHOOL ZONE (R-5)

This sign shall be used only at locations not suitable for R-3 signs, where school buildings or grounds are contiguous to the highway. It shall remain in place during the school season and be removed at the end of the school-year. Where the school-ground is used throughout the summer as a playground, the School Zone sign shall be replaced by W-44.

The School Zone sign shall be erected not more than 300 feet in advance of the school-grounds and in accordance with the general specifications for the placement of regulatory signs.

R-6
R-6A

SPEED ZONE AHEAD

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS										
STD NO	SIZE	BORDER		MARGIN		LETTERS & SERIES SIZE			CORNER	
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3	CENTRES	RADIUS		
R 6	18 X 24	3/8	3/8	4	C	4	C	4	C	1 1/2
R 6A	24 X 32	5/8	3/8	6	C	6	C	6	C	1 1/2

SPEED ZONE AHEAD (Standard and Oversize)
(R-6, R-6A)

The Speed Zone Ahead sign may be placed in advance of an authorized speed zone to inform motorists that they are entering a section where the statutory limits have been altered. The sign shall be the same size as the Speed Limit sign at the beginning of the zone indicated. In rural districts it shall be placed not less than 300 feet or more than 500 feet in advance of the speed zone. In all cases it shall be erected in the same manner as the Speed Limit sign. Generally, it shall be used only on main highways.

Where an Entering Incorporated or Unincorporated Town sign is erected in advance of the speed zone (R-7), the Speed Zone Ahead sign (R-6) will not be required.

R-7
R-7A

SPEED LIMIT —

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIE SIZE			HOLE CENTRES	CORNER RADIUS
				LINE 1	LINE 2	NUMERAL		
R 7	18X24	3/8	3/8	4 C	4 C	8	20	1 1/2
R 7A	24X32	5/8	3/8	5 C	5 C	10	26	1 1/2

NOTE: ASK FOR REQUIRED SPEED

SPEED LIMIT AND END OF SPEED ZONE
(R-7, R-7A, R-8, R-8A)

The limit that is displayed on this sign shall be the mandatory municipal area speed limit set by law, or an absolute speed limit officially authorized for any one zone after appropriate engineering and traffic investigation.

Signs indicating altered speed limits shall not be erected until altered speed limits are approved and officially authorized. In such cases a Speed Limit sign shall be located at the beginning of each section where the speed limit is altered and at appropriate intermediate locations. At the end of such sections there shall be erected either a Speed Limit (R-7) showing the next speed limit, or an End . . . Mile Speed (R-8). An (R-7) Speed Limit 50 or 60, as the case may be, will be erected at the end of a speed zone less than 50 m.p.h. where alignment and surface indicate that the 50 or 60 m.p.h. speed is practical. On highways where the alignment of surface would not permit a speed of 50, an End . . . Mile Speed (R-8) must be erected.

Speed Limit signs shall be erected on the right-hand side of the road and shall face traffic approaching the section where the stated speed applies, and in accordance with the general specifications for placement of regulatory signs. Large-size signs (R-7A) shall be used where traffic volumes are over 3,000 vehicles per day.

R-8

R-8A

END — ZONE

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND

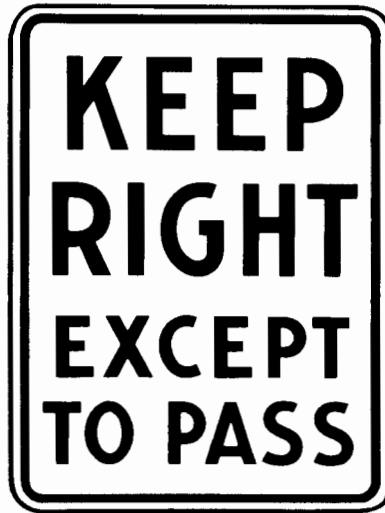


REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE			HOLE	CORNER
		WIDTH	WIDTH	LINE 1	LINE 3	NUMERALS	CENTRES	RADIUS
R 8	18 X 24	3/8	3/8	4 C	4 C	8	20	1 1/2
R 8A	24 X 32	5/8	3/8	5 D	5 D	10	26	1 1/2

KEEP RIGHT EXCEPT TO PASS

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE				HOLE	CORNER
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3	LINE 4	CENTRES	RADIUS
R 9	24 X 32	5/8	3/8	6 C	6 C	4 D	4 D	26	1 1/2

KEEP RIGHT EXCEPT TO PASS (R-9)

The Keep Right Except to Pass sign may be used on multiple-lane pavements where motorists are required to keep in the right lane except when passing.

It shall be placed on the right-hand side of the roadway, facing approaching traffic, and in accordance with the general specifications for the placement of regulatory signs.

R-10L

R-10R

KEEP LEFT (AND ARROW)

KEEP RIGHT (AND ARROW)

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER		MARGIN	LETTER	ARROW		HOLE CENTRES	CORNER RADIUS
		WIDTH	WIDTH			HEAD	SHAFT		
R 10L	18 X 24	5/8	3/8	5	C	4 1/2	2 1/4 X 9	20	1 1/2
R 10R	18 X 24	5/8	3/8	5	C	4 1/2	2 1/4 X 9	20	1 1/2

KEEP RIGHT OR LEFT (R-10L, R-10R)

The Keep Right sign shall be used within, and at the ends of, median strips, parkways, loading islands, and refuge islands, at traffic islands, and at underpass piers, where traffic is required to keep to the right or left of such obstructions.

The sign shall be mounted in accordance with the general specifications for the placement of regulatory signs. On a median strip, pedestrian island, or intersection-channelizing island it should be mounted at the approach end or as close thereto as possible.

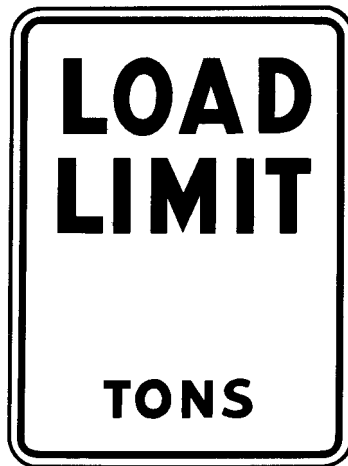
**NO PASSING WHEN SOLID LINE IS IN
YOUR LANE (R-11)**

The No Passing when Solid Line Is in Your Lane sign shall, when used, always be erected opposite the beginning of a no passing pavement marking. It shall be erected at intervals of 5 miles on heavily travelled routes, and at about 20 miles on other routes. The sign should always be erected near towns and cities for traffic leaving the urban areas, and near border points for traffic entering the Province.

The signs shall be erected in accordance with the general specifications for the placement of regulatory signs.

LOAD LIMIT—TONS

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE LINE 1 LINE 2 LINE 3 LINE 4				HOLE CENTRES	CORNER RADIUS
R 12	18X24	5/8	3/8	4 C	4 C	5	2 D	20	1 D/2

LOAD LIMIT . . . TONS (R-12)

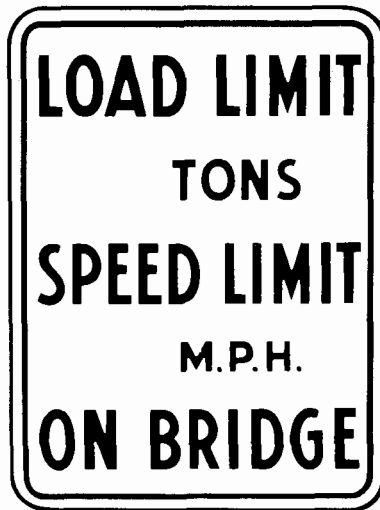
The Load Limit sign reading "Load Limit . . . Tons" shall be used to indicate such restrictions. It shall be located immediately in advance of the bridge or other structure to which the restriction applies. In the case of an extended length of road the sign shall be placed on the right-hand side of the restricted roadway approximately 25 feet from any intersecting road, on which the restriction does not apply, so as to be clearly visible from all vehicles turning into the restricted roadway.

Load Limit signs shall be erected in accordance with the general specifications for the placement of regulatory signs. At bridges they may be mounted on the bridge structure.

R-13

LOAD LIMIT — TONS
SPEED LIMIT — M.P.H.
ON BRIDGE

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS									
STD NO	SIZE	BOR. MAR.		LETTERS & SERIES SIZE				HOLE CENTRES	CORNER RADIUS
		WID.	WID.	LINES 1,3,5	LINES 2,4	NUMERAL			
R 13	18 X 24	5/8	3/8	3	8	1 1/2	3	20	1 1/2

LOAD LIMIT AND SPEED LIMIT ON BRIDGE (R-13)

The Load and Speed Limit on Bridge sign shall be used to indicate such restrictions as may apply. It shall be located immediately in advance of the bridge or other structure to which the restriction applies.

The sign shall be mounted at a height of not less than 7 feet nor more than 10 feet from the crown of the bridge deck. It may be mounted on the bridge structure, with the left edge not less than 1 foot from the bridge curb.

R-14

R-15

NO PARKING SIGNS

RED LETTERS AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS

STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE						HOLE CENT	COR RAD
				LINE 1	LINE 2	LINE 3	LINE 4	LINE 5			
R 14	12 X 18	3/8	3/8	3	D	2	2	2	2	14	1 1/2
R 15	12 X 18	3/8	3/8	3	D	2	2	2		14	1 1/2

PARKING AND STOPPING SIGNS (R-14, R-15)

The legend on parking signs shall state whatever regulations apply, but signs shall conform to the standards of shape, colour, location, and use.

Where parking is prohibited at all times or at specified times, parking signs shall have red letters and border on a white background (Parking Prohibition signs); and where only limited-time parking is permitted, or where parking is permitted only in a particular manner, the signs shall have green letters and borders on a white background (Parking Restriction signs).

Parking signs shall be mounted at an angle of not less than 30 degrees nor more than 45 degrees with a line parallel to the flow of traffic so as to be visible to approaching traffic, and in accordance with the general specifications for the placement of regulatory signs. Care should be exercised to see that the single arrows point in the proper direction to indicate the regulated zone. Where the zone is longer than 200 feet, signs showing a double arrow will be needed at intermediate points within the zone, at intervals not exceeding 200 feet.

The significance of the sign number suffixes shall be taken as follows:—

- R-()R- horizontal arrow right.
- R-()L- horizontal arrow left.
- R-()D- horizontal double arrow.

R-16

R-17

NO PARKING SIGNS

RED LETTERS AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE				HOLE CENTRES	CORNER RADIUS
				LINE 1	LINE 2	LINE 3	LINE 4		
R 16	12X18	3/8	3/8	3	D	2	2	2	14
R 17	12X18	3/8	3/8	3	D	2	2	2	14

PARKING SIGNS (R-16, R-17)

These signs shall conform to the conditions pertaining to Parking signs as shown with R-14, R-15.

R-18R R-18L

R-18D R-19

NO PARKING BETWEEN SIGNS

NO PARKING ON PAVEMENT

RED LETTERS AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS

STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETT LINE	Ø SERIES SIZE LINES 2, 3, 4	HOLE CENTRE	CORNER RADIUS	REMARKS
R 18R	12X18	3/8	3/8	3	D 2	14	1 1/2	ARROW R
R 18L	12X18	3/8	3/8	3	D 2	14	1 1/2	ARROW L
R 18D	12X18	3/8	3/8	3	D 2	14	1 1/2	DOUB ARR
R 19	12X18	3/8	3/8	3	D 2	14	1 1/2	NO ARROW

PARKING SIGNS (R-18, R-19)

These signs shall conform to the conditions pertaining to Parking signs as shown with R-14, R-15.

NO PARKING ANY TIME

RED LETTERS AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS

STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE				HOLE	CORNER
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3	LINE 4	CENTRES	RADIUS
R 20	12 X 18	3/8	3/8	3 D	2 A	2 D	2 D	14	1 1/2

PARKING SIGN (R-20)

This sign shall conform to the conditions pertaining to Parking signs as shown with R-14, R-15.

R-22 R-22L

R-22R R-22D

NO PARKING
-A.M. TO -P.M.

RED LETTERS AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS

STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE -- ARROW						HOLE COR.
				LINE 1	LINE 2	LINE 3	LINE 4	NUM'S	ARROW	
R 22	12 X 18	3/8	3/8	3	D	2	C	1	2	14 1 1/2
R 22L	12 X 18	3/8	3/8	3	D	2	C	1	2	14 1 1/2
R 22R	12 X 18	3/8	3/8	3	D	2	C	1	2	14 1 1/2
R 22D	12 X 18	3/8	3/8	3	D	2	C	1	2	14 1 1/2

PARKING SIGN (R-22)

This sign shall conform to the conditions pertaining to Parking signs as shown with R-14, R-15.

R-23

R-24

PARALLEL PARKING ONLY
DIAGONAL PARKING ONLY

GREEN LETTERS AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE			HOLE CENTRES	CORNER RADIUS	
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3			
R 23	12X18	3/8	3/8	2	2	2	14	1 1/2	
R 24	12X18	3/8	3/8	2	2	2	14	1 1/2	

PARKING SIGNS (R-23, R-24)

These signs shall conform to the conditions pertaining to Parking signs as shown with R-14, R-15.

R-25 R-25L

R-25R R-25D

ONE HOUR PARKING

—AM— —PM

GREEN LETTERS AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS

STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE — ARROW				HOLE CENT.	COR. RAD.
				LINE 1	LINE 2	LINE 3	LINE 4		
R 25	12 X 18	3/8	3/8	2 D	2 B	1 D	2	—	14 1 1/2
R 25L	12 X 18	3/8	3/8	2 D	2 B	1 D	2	3/4 X 4 1/2	14 1 1/2
R 25R	12 X 18	3/8	3/8	2 D	2 B	1 D	2	3/4 X 4 1/2	14 1 1/2
R 25D	12 X 18	3/8	3/8	2 D	2 B	1 D	2	3/4 X 7	14 1 1/2

PARKING SIGN (R-25)

This sign shall conform to the conditions pertaining to Parking signs as shown with R-14, R-15.

ONE WAY DO NOT ENTER

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE				HOLE CENTRES	CORNER RADIUS
				LINE1	LINE2	LINE3	LINE4		
R 26	18 X 24	3/8	3/8	4 D	4 D	4 D		20	1 1/2

ONE WAY DO NOT ENTER (R-26)

This sign shall be conspicuously placed at the end of a one-way roadway to prohibit traffic from entering the restricted section, and shall be erected in accordance with the general specifications for the placement of regulatory signs. The sign may also be suspended over the lane.

VEHICLES WITH FLANGES OR LUGS PROHIBITED

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE LINES 1,2,4 LINES 3,5,6			HOLE CENTRES	CORNER RADIUS	
R 27	18X 24	5/8	3/8	2	C	3	C & D	20	1 1/2

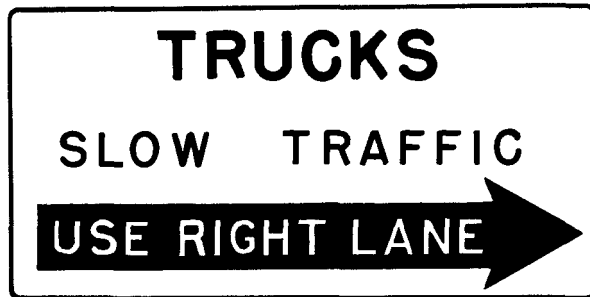
**VEHICLES WITH FLANGES OR LUGS
PROHIBITED (R-27)**

This sign may be used along any highway, the surface of which would be damaged by the passage of such vehicles. Use of the sign should be confined to the highways which are liable to be used or crossed by such vehicles.

These signs should be erected just beyond intersections and at other locations where such vehicles may enter the highway. They shall be erected on the right-hand side of the road facing traffic, and in accordance with the general specifications for the placement of regulatory signs.

TRUCKS AND SLOW TRAFFIC SIGN

BLACK LETTERS, ARROW AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS												
STD NO	SIZE	BORDER WIDTH	LETTER & SERIES						ARROW		HOLE	CORNER
			LINE 1	LINE 2	LINE 3	HEAD	SHAFT	CENTRES	RADIUS			
R 29	72X36	1/2	8	D	6	D	6	8	12X14	9	42	1 1/2

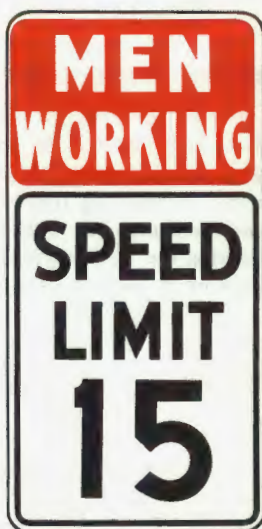
TRUCKS SLOW TRAFFIC USE RIGHT LANE (R-29)

The Trucks Slow Traffic Use Right Lane sign shall be used when an additional lane has been provided at the right-hand side of the roadway on steep hills or long grades. It shall be located from 200 to 300 feet in advance of the commencement of the additional lane, and in accordance with the general specifications for the placement of regulatory signs.

R-30

MEN WORKING SPEED LIMIT 15

WHITE LETTERS ON RED
BLACK LETTERS AND BORDER ON WHITE



SIGN SPECIFICATIONS

STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE			HOLE CENTRES	CORNER RADIUS
				LINES 1,3,4	LINE 2	NUMERAL		
R 30	18 X 36	3/8	3/8	4	D	4 B 8		1 1/2

MEN WORKING SPEED LIMIT 15 (R-30)

This sign shall be used primarily for the protection of men working on the roadway in the path of the traffic.

The sign shall be placed adjacent to the roadway on the shoulder of the road facing approaching traffic. It shall be left in place only as long as there are men working on the road, and shall not be left up during the lunch period or at any other time when men are not working in the path of traffic.

SURVEY CREW

SPEED LIMIT 15

WHITE LETTERS ON RED
BLACK LETTERS AND BORDER ON WHITE



SIGN SPECIFICATIONS							
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE LINES 1, 2, 3, 4 NUMERALS		HOLE CENTRES	CORNER RADIUS
R 31	18X 36	3/8	3/8	4	0 8	—	1 1/2

SURVEY CREW SPEED LIMIT 15 (R-31)

The Survey Crew sign shall be used to protect engineering crews when working on public thoroughfares, and for the protection of traffic when the engineering work is such as to create a hazard.

The sign shall be mounted on the standard portable sign tripod (M-10) and placed on the shoulder of the roadway facing traffic on two-lane highways. The sign may be placed in the centre of the pavement surface of four-lane highways.

The sign shall be placed in advance of the engineering work to warn both directions of traffic. The sign should be moved as the work progresses so that it is never more than 500 feet in advance of the crew.

R-32L

R-32R

ONE WAY

BLACK LETTERS ON WHITE ARROW
BLACK BACKGROUND NO BORDER



ARROW REFLECTORIZED

SIGN SPECIFICATIONS							
STD NO	SIZE	LETTERS AND ARROW SIZE				HOLE CENTRES	CORNER RADIUS
		LETTERS		HEAD	SHAFT		
R 32L	36 X 12	4	D	9 1/2 X 7	25 X 5 1/4	9	1 1/2
R 32R	36 X 12	4	D	9 1/2 X 7	25 X 5 1/4	9	1 1/2

ONE WAY TRAFFIC (WITH ARROW) (R-32L, R-32R)

The One Way Traffic sign shall be used to indicate streets upon which traffic is allowed to travel in one direction only.

One Way signs shall be placed on the near right-hand and the far left-hand corners of the intersection so as to face traffic entering or crossing the one-way street. Where the intersection is signalized, the signs shall be placed below the appropriate signal faces.

One Way signs shall also be placed parallel to the one-way street directly opposite the exits from driveways, alleys, and other publicly accessible places.

At unsignalized intersections the sign shall be mounted in accordance with the general specifications for the placement of regulatory signs.

**TRAFFIC ON THIS BRIDGE
RESTRICTED TO ONE
BUS OR TRUCK AT A TIME**

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE			HOLE CENTRES	CORNER RADIUS
R 39	24 X 32	5/8	3/8	3	C	3 B 4 A	26	1 1/2

**TRAFFIC ON THIS BRIDGE RESTRICTED TO ONE
BUS OR TRUCK AT A TIME (R-39)**

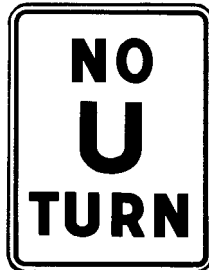
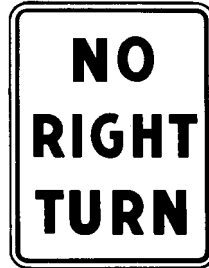
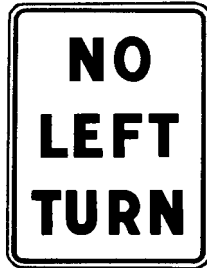
This Bridge Restriction sign shall be used to notify heavy vehicles of the danger of overloading a bridge.

The sign shall be erected on the bridge structure.

R-43L R-44L
R-43R R-44R
R-43U R-44U

NO ——— TURN

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS											
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE						HOLE	CORNER
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3	CENTRES		RADIUS		
R 43	18 X 24	3/8	3/8	4	D	4	D	4	D	20	1 1/2
R 44	24 X 32	5/8	3/8	6	B	6	B	6	B	26	1 1/2

TURN PROHIBITION SIGNS
(R-43L, R-43R, R-43U, R-44L, R-44R, R-44U)

Turn Prohibition signs shall be used at intersections to indicate regulations prohibiting the types of turns specified. Where U-turns are prohibited by Statute throughout a given area, it is unnecessary to erect prohibitory signs at or between intersections.

Where required at unsignalized intersections, the No Right Turn sign shall be placed on the near right-hand corner. Where No Left Turn or No U Turn signs are required, two shall be used—one at the near right-hand corner and one at the far left-hand corner. Such signs shall be mounted in accordance with the general specifications for the placement of regulatory signs. At signalized intersections the signs shall be mounted just below or beside the signal faces governing the traffic to which they apply. The oversize Turn Prohibition sign mounted on the traffic signal installed directly over any roadway shall have a clearance of at least 16 feet above the roadway.

NO STOPPING ON PAVEMENT

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS

STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE				HOLE CENTRES	CORNER RADIUS
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3	LINE 4		
R 46	18 X 24	3/8	3/8	4 D	4 C	2 D	4 C	20	1 1/2

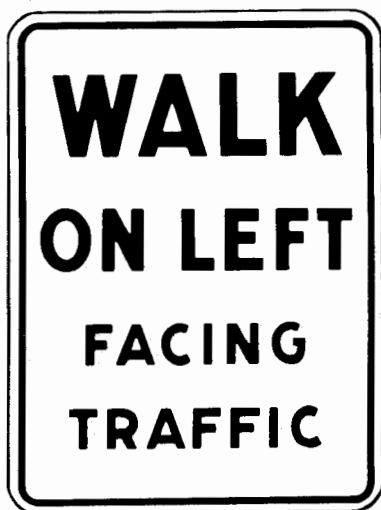
NO PARKING or NO STOPPING ON PAVEMENT (R-46)

In rural districts No Stopping on Pavement signs may be used to emphasize the provisions of law that no person shall stop or leave standing any vehicle upon the paved part of the highway where it is practical to leave such vehicle off such part of the highway. The signs should be used primarily at points of scenic beauty, or other points of interest, where violations are prevalent, and where stopping on the pavement obstructs the normal flow of traffic.

The signs shall be mounted at right angles to the pavement, facing approaching traffic, and in accordance with the general specifications for the placement of regulatory signs.

WALK ON LEFT FACING TRAFFIC

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS										
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE				HOLE CENTRES	CORNER RADIUS	
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3	LINE 4			
R 52	18 X 24	3/8	3/8	4	D	3	B 2 B 2 B	20	1 1/2	

WALK ON LEFT FACING TRAFFIC (R-52)

On rural highways where no sidewalks are provided, a pedestrian sign, Walk on Left Facing Traffic, may be used to encourage safer pedestrian habits. It should be erected on the right-hand side of the road, where pedestrians must walk on the pavement or shoulder of the road in the absence of pedestrian pathways or sidewalks. It is particularly desirable at the edge of built-up districts where sidewalks are discontinued. The signs should be mounted in accordance with the general specifications for the placement of regulatory signs, and at the outside edge of the usable shoulder of the road.

ROAD CLOSED

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER MARGIN		LETTERS & SERIES SIZE				HOLE CENTRES	CORNER RADIUS
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3	LINE 4		
R 53	24X18	3/8	3/8	5 D	5 B			14	1 1/2

ROAD CLOSED (R-53)

The Road Closed sign shall be used to mark roads that have been closed to all traffic (except the contractor's equipment and such vehicles as may be permitted to enter for access to residences on the closed portion of the road) either because of construction or maintenance operations or because of a temporary emergency such as high water or land-slide. It should not be used where traffic is maintained or where a route is detoured several miles in advance of the actual construction or blockage.

The sign shall be mounted on a barricade in the centre of the roadway or directly facing traffic on the right half of the roadway at a height of 2½ feet to the bottom of the sign. If a temporary or detour route begins at the barricade, a temporary route marker with directional arrow or a Detour sign should be mounted just below the Road Closed sign, with the lower part of the assembly not less than 2 feet above the road surface.

R-55L

R-55R

SIGNAL STOP LINE

WITH ARROW (R OR L)

**BLACK LETTERS AND BORDER
ON WHITE BACKGROUND**



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS							
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE LINES 1, 2, 3 ARROW		HOLE CENTRES	CORNER RADIUS
R 55L	18 X 24	3/8	3/8	3	D	15 X 2 1/8	1 1/2
R 55R	18 X 24	3/8	3/8	3	D	15 X 2 1/8	1 1/2

SIGNAL STOP LINE (WITH INDICATING ARROW)
(R-55, R-55L, R-55R)

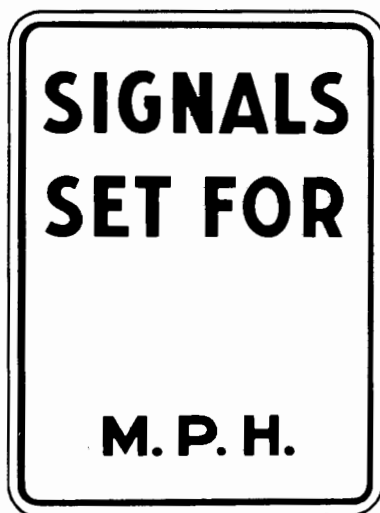
The Signal Stop Line sign shall be used at locations where a supplementary notification is desired as well as a painted Stop line. This sign is particularly applicable on channelizing islands, and median strips. The sign shall be mounted at the Stop line and in accordance with the general specifications for the placement of regulatory signs. On channelizing curbs or median strips, care must be taken that the mounting of the sign does not obscure the motorist's vision of approaching traffic.

STOP ON RED THEN RIGHT TURN PERMITTED (R-56)

The Right Turn Permitted after Stopping sign shall only be used at signalized intersections where there is a heavy right-turn movement into a comparatively light cross-movement and where pedestrian traffic is negligible. It shall be erected in accordance with the general specifications for the placement of regulatory signs. In some cases the sign may be mounted on the appropriate signal pedestal. The use of this sign is to be avoided, if at all possible, in urban areas.

SIGNALS SET FOR — M.P.H.

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE			HOLE CENTRES	CORNER RADIUS
R 57	18 X 24	3/8	3/8	3 C	2 D	5	20	1/2

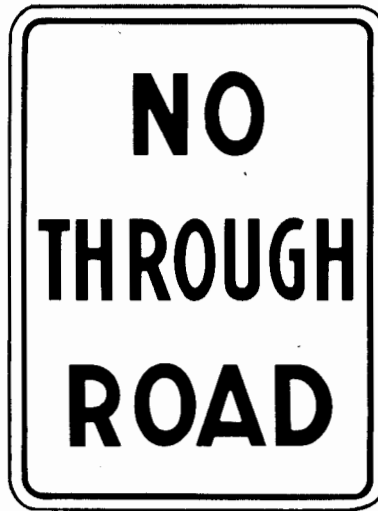
TRAFFIC SIGNAL SPEED SIGNS (R-57)

The Traffic Signal Speed sign may be used to indicate the beginning of a section where the traffic-control signals are coordinated into a progressive system and timed for a specified speed.

Where used, they should be mounted on, or as near as possible to, each signal face where the timed speed changes, and at intervals of two blocks throughout any section where the timed speed remains constant.

NO THROUGH ROAD

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE			HOLE	CORNER
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3	CENTRES	RADIUS
R 58	18 X 24	3/8	3/8	4 D	4 A	4 D	20	1 1/2

NO THROUGH ROAD (R-58)

The No Through Road sign shall be erected on those streets which have no outlet.

The sign shall be located just beyond the last intersecting street, but under no condition shall the sign be placed less than 150 feet from the end of the street. The sign shall be erected in accordance with the general specifications for the placement of regulatory signs.

ADDITIONAL REGULATORY SIGNS

DESCRIPTION	SIZE	COLOR	REFL.	NO.
BRIDGE TRAFFIC ONLY	24 X 32	B & W	YES	R-34
DO NOT ENTER BRIDGE WHEN GATE DOWN OR RED SIGNAL SHOWING	24 X 32	B & W	YES	R-37
VEHICLES WITH FLANGES OR LUGS MUST PROTECT BRIDGE DECK	24 X 32	B & W	NO	R-38
NO PASSING ON BRIDGE	18 X 24	B & W	NO	R-40
NO PASSING ON BRIDGE	24 X 32	B & W	NO	R-40A
NO PEDESTRIAN CROSSING	18 X 24	R & W	NO	R-41
NO PASSING STAY IN LINE	18 X 24	B & W	YES	R-42
NO PASSING STAY IN LINE	24 X 32	B & W	YES	R-42A
WHARF CLOSED TO TRAFFIC BEYOND THIS POINT	24 X 32	B & W	YES	R-47
PUSH BUTTON FOR GREEN LIGHT	12 X 18	B & W	NO	R-48
EMERGENCY LOAD AND SPEED RESTRICTIONS IN FORCE	24 X 12	R & W	YES	R-59
%AXLE LOAD AND SPEED RESTRICTIONS	24 X 32	B & W	NO	R-60
GROSS LOAD AND SPEED RESTRICTIONS	24 X 32	B & W	NO	R-61
ALL TRUCKS 1/2 TON AND UP REPORT AT SCALES (WITH ARROW)	36 X 72	B & W	YES	R-62
PANELS, STATION WAGONS, PICK-UPS REPORT AT SCALES (WITH ARROW)	24 X 48	B & W	YES	R-63
TRUCKS STOP AT SCALES	24 X 32	B & W	NO	R-64
STOP IF SIGNAL OFF OR FLASHING	30 X 30	Y & B	YES	R-65
ONE LANE BRIDGE	24 X 24	B & W	YES	R-66
NARROW ROAD ONE WAY TRAFFIC	30 X 30	B & W	YES	R-67
CAPACITY OF THIS FERRY — TONS	24 X 24	B & W	YES	R-68
ROAD UNDER CONSTRUCTION NO PASSING	30 X 30	B & W	NO	R-69
STOP WAIT HERE FOR FERRY	36 X 36	R, B & W	YES	R-70
NO PARKING ON THIS ROAD	12 X 18	R & W	NO	R-71
NO STOPPING ON BRIDGE	18 X 24	B & W	YES	R-72

W-1L

W-1R

CURVE (LEFT ARROW)
CURVE (RIGHT ARROW)

BLACK SYMBOL AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS							
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	ARROW		HOLE CENTRES	CORNER RADIUS
				HEAD	SHAFT		
W 1L	24X 24	5/8	3/8	8 X 9	2 1/2 TO 3 1/2	24	1 1/2
W 1R	24X 24	5/8	3/8	8 X 9	2 1/2 TO 3 1/2	24	1 1/2

CURVE (LEFT OR RIGHT ARROW) (W-1L, W-1R)

The Curve sign, showing a curved arrow to right or to left, shall be used to mark a curve having a central angle of less than 45 degrees and a curvature of from 4 to 28 degrees, and to mark all other curves having a curvature between 4 and 15 degrees and a central angle greater than 45 degrees.

For field determination of signing requirements, use the following rules:—

When the safe speed (critical speed) at which a curve may be safely driven equals or exceeds the design speed of the balance of the highway, or the legal limit, whichever is lower, no curve sign of any type is required.

The curve sign shall be erected not less than 300 feet nor more than 500 feet in advance of the beginning of the curve, and in accordance with the general specifications for the placement of warning signs.

The Advisory Speed sign (W-42) should be used in conjunction with this sign, where the safe speed of the curve is at least 10 m.p.h. lower than the established speed-limit. Additional protection may be provided by the installation of white reflectorized road delineation markers on white posts.

See Table 3, page 13, for use of this sign.

W-2L

W-2R

**SHARP CURVE (LEFT ARROW)
SHARP CURVE (RIGHT ARROW)**

BLACK SYMBOL AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS							
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	ARROW		HOLE CENTRES	CORNER RADIUS
				HEAD	SHAFT		
W 2L	24X24	5/8	3/8	8 X 8 3/4	2 1/2 TO 3 1/2	24	1 1/2
W 2R	24X24	5/8	3/8	8 X 8 3/4	2 1/2 TO 3 1/2	24	1 1/2

SHARP CURVE (LEFT OR RIGHT ARROW)
(W-2L, W-2R)

The Sharp Curve sign, showing an arrow bent at a right angle to left or right, shall be used to mark curves having a curvature of 28 degrees and over, and to mark other curves having a curvature of from 15 to 27 degrees when the central angle exceeds 45 degrees.

For field determination of signing requirements, use the following rules:—

When the safe speed (critical speed) at which a curve may be safely driven falls below two-thirds of the design speed or legal limit, whichever is greater, use this Sharp Curve sign.

The Advisory Speed sign (W-42) should be used in conjunction with this sign.

The Sharp Curve sign shall be erected not less than 350 feet nor more than 500 feet in advance of the beginning of the turn, and in accordance with the general specifications for the placement of warning signs. Additional protection should be provided by the installation of white reflectorized road delineation markers on white posts.

See Table 3, page 13, for use of this sign.

W-3L

W-3R

**TURN (LEFT ARROW)
TURN (RIGHT ARROW)**

BLACK SYMBOL AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS							
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	ARROW		HOLE CENTRES	CORNER RADIUS
				HEAD	SHAFT		
W 3L	24X24	5/8	3/8	8 1/2 X 8 1/2	2 1/2 TO 3 1/2	24	1 1/2
W 3R	24X24	5/8	3/8	8 1/2 X 8 1/2	2 1/2 TO 3 1/2	24	1 1/2

TURN (LEFT OR RIGHT ARROW) (W-3L, W-3R)

The Turn sign shall be used in cases of extreme curvature only, where the curve is approximately a 90-degree turn. The Advisory Speed sign (W-42) must be used in conjunction with this sign.

The Turn sign shall be erected not less than 350 feet nor more than 500 feet in advance of the beginning of the turn, and in accordance with the general specifications for placement of warning signs.

Additional protection must be provided by the installation of white reflectorized road delineation markers on white posts, or checkerboards (M-6) at the turn.

W-4L

W-4R

REVERSE CURVE (LEFT ARROW)
REVERSE CURVE (RIGHT ARROW)

BLACK SYMBOL AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS							
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	ARROW		HOLE CENTRES	CORNER RADIUS
				HEAD	SHAFT		
W 4L	24X24	5/8	3/8	8 1/2 X 8 1/2	2 1/2 TO 3 1/2	24	1 1/2
W 4R	24X24	5/8	3/8	8 1/2 X 8 1/2	2 1/2 TO 3 1/2	24	1 1/2

REVERSE CURVE (TO RIGHT OR LEFT) (W-4L, W-4R)

Where two curves in opposite directions are separated by a tangent of less than 400 feet, a Reverse Curve sign shall be used. If the first curve is to the right, a Right Reverse Curve sign (W-4R) shall be used, and if the first curve is to the left, a Left Reverse Curve sign (W-4L). The advisory speed-limit should be used in conjunction with this sign, where the safe speed on the first curve is at least 10 m.p.h. lower than the established speed-limit.

The Reverse Curve sign shall be erected not less than 300 feet nor more than 500 feet in advance of the first curve, and in accordance with the general specifications for the placement of warning signs. Additional protection may be provided by the installation of white reflectorized road delineation markers on white posts.

WINDING ROAD (W-5)

The Winding Road sign shall be used where there is a series of five or more turns or curves separated by tangent distances of less than 400 feet. Additional protection may be provided by the installation of white reflectorized road delineation markers on white post. The Advisory Speed sign (W-42) should be used in conjunction with this sign. The Advisory Distance sign (W-41) may be used in lieu of the W-42 where the safe speed on all the curves is no more than 5 m.p.h. less than the established speed-limit.

The Winding Road sign shall be erected 300 to 500 feet from the beginning of the first series of curves. These signs shall be erected in accordance with the general specifications for the placement of warning signs.

CROSS ROAD SYMBOL

BLACK SYMBOL AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	ARROW			HOLE CENTRES	CORNER RADIUS	
				HEAD	SHAFT	CROSS SH.			
W 6	24 X 24	5/8	3/8	7 X 7	3 TO 4	2 1/2	24	1 1/2	

CROSS ROAD SYMBOL (W-6)

The Cross Road sign shall be erected on a through highway to indicate the presence of a cross-road. Its use should be restricted to intersections with roads that are improved to such an extent that there is likely to be a fairly large volume of traffic entering or crossing the through route, and where unusual features, such as poor sight distance or obscured entrances, make it advisable that the intersection be called to the motorists' attention. Cross Road signs shall not be erected at unimproved intersecting roads. Too frequent use of the Cross Road sign should be avoided.

The Cross Road sign shall be erected not less than 300 feet nor more than 500 feet in advance of the intersection in accordance with the general specifications for the placement of warning signs.

W-7L

W-7R

SIDE ROAD SYMBOL

BLACK SYMBOL AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	ARROW			HOLE CENTRES	CORNER RADIUS
				HEAD	SHAFT	STUB SH.		
W 7 L	24X24	5/8	3/8	7 X 7	3 TO 3 1/2	3	24	1 1/2
W 7 R	24X24	5/8	3/8	7 X 7	3 TO 3 1/2	3	24	1 1/2

SIDE ROAD SYMBOL (W-7L, W-7R)

The Side Road Symbol shall be used under the same warrants as the Cross Road sign (W-6).

The Side Road sign shall be erected not less than 300 feet nor more than 500 feet in advance of the intersection and in accordance with the general specifications for the placement of warning signs.

T SYMBOL

BLACK SYMBOL AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	SYMBOL			HOLE CENTRES	CORNER RADIUS
				HEAD	SHAFT	VERT. SH.		
W 8	24 X 24	5/8	3/8	6 X 6	2 1/2	2 1/2 TO 3 1/2	24	1 1/2

T SYMBOL (W-8)

The T Symbol sign shall be used to warn traffic approaching a T intersection on the road that forms the stem of the T; i.e., where traffic must make a turn either to the right or to the left. The sign shall not be used on an approach where traffic is required to stop before entering the intersection, nor at a T intersection that is channelized by traffic islands nor where Junction signs or turn markers are present.

The T Symbol sign shall be erected not less than 350 feet nor more than 500 feet in advance of the intersection and in accordance with the general specifications for the placement of warning signs.

IMPORTANT JUNCTION 1000 FEET (W-9)

The Important Junction sign shall be used for the intersection of a main highway with an important secondary highway where a Side Road or Cross Road sign would not be considered satisfactory.

The sign shall be erected not more than 1,000 feet in advance of the intersection, and in accordance with the general specifications for the placement of warning signs.

R X R

BLACK LETTERS, CROSSBAR AND
BORDER ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS							
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE		HOLE CENTRES	CORNER RADIUS
				LETTERS	CROSSBAR		
W 10	30 DIA.	5/8	3/8	7 E	3	24	—

RAILROAD ADVANCE WARNING (W-10)

The Railroad Advance Warning sign shall be used in advance of every railroad crossing, even if protected by signals, gates, or flagmen.

In residential and business districts where low speeds are prevalent, the sign may be placed a minimum distance of 100 feet from the crossing. In rural districts it shall be placed 500 feet from the crossing, although local conditions, such as grades, curves, and limited visibility, may make some intermediate distance between 300 and 500 feet more satisfactory. The sign shall be erected on the right-hand side of the roadway in accordance with the general specifications for the placement of warning signs.

W-11

SLOW

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS							
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE		HOLE CENTRES	CORNER RADIUS
		WIDTH	WIDTH	LETTERS			
W 11	24X24	5/8	3/8	8	C	24	1 1/2

SLOW (W-11)

The Slow sign shall be erected only when it is followed by a second warning sign which indicates the reason for slowing down, and the advisory safe speed (W-42) at which to proceed. Never use this sign alone. It is not necessary to mount a W-42 Advisory Speed sign below the Slow sign, as the Advisory Speed is displayed together with the following warning sign.

Use a Slow sign only when the safe (critical) speed is at least 15 m.p.h. lower than the design speed, or the legal speed-limit of that portion of the highway, whichever is lower.

In rural districts erect the sign 200 to 300 feet in advance of the following standard warning sign, and in accordance with the general specifications for the placement of warning signs.

See Table 3, page 13, for use of this sign.

NARROW BRIDGE

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS						
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE LETTERS	HOLE CENTRES	CORNER RADIUS
W 12	24X24	5/8	3/8	4 D	24	1 1/2

NARROW BRIDGE (W-12)

The Narrow Bridge sign shall be used to indicate a bridge having a clear roadway width of 16 to 18 feet, inclusive, or any bridge having a roadway clearance less than the width of the approach pavement.

The sign shall be erected not less than 300 feet nor more than 500 feet in advance of the structure, and in accordance with the general specifications for the placement of warning signs. Additional protection should be provided by the use of striped reflectorized markers mounted on the bridge abutments.

NARROW ROAD

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS						
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE LETTERS	HOLE CENTRES	CORNER RADIUS
W 13	24X24	5/8	3/8	4 D	24	1 1/2

NARROW ROAD (W-13)

The Narrow Road sign shall be used on two-lane roads where the pavement-width is reduced abruptly to a width such that two cars cannot pass safely without reducing speed.

The sign shall be erected not less than 300 feet nor more than 500 feet in advance of the beginning of the narrow road and in accordance with the general specifications for the placement of warning signs.

W-14

LOW CLEARANCE
-FT. -IN.

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE				HOLE	CORNER
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3	NUM'S	CENTRES	RADIUS
W 14	24 X 24	5/8	3/8	5 B	5 A	2 B	3	24	1 1/2

LOW CLEARANCE (W-14)

The Low Clearance sign, indicating low overhead clearance at bridges, underpasses, and other overhead structures, shall be used at all points where clearance is less than 13 feet 6 inches. The actual clearance shall be shown on the sign to the nearest inch.

In the case of an arch or other structure under which the clearance varies greatly, two or more signs should be used as necessary on the structure itself to give accurate information as to the practical clearance over the entire roadway.

In rural districts the sign shall be erected not less than 350 feet nor more than 500 feet in advance of the impaired clearance, and in accordance with the general specifications for the placement of warning signs. In urban districts it should ordinarily be located nearer to the point of hazard.

W-15

LOOSE GRAVEL

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS						
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE LETTERS	HOLE CENTRES	CORNER RADIUS
W 15	24X24	5/8	3/8	5 C	24	1 1/2

LOOSE GRAVEL (W-15)

The Loose Gravel sign shall be erected 300 to 500 feet in advance of the loose gravel condition, and repeated at intervals throughout the length of the road on which the condition exists.

The sign shall be mounted in accordance with the general specifications for the placement of warning signs.

W-16

FRESH OIL

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS							
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE LETTERS	HOLE CENTRES	CORNER RADIUS	
W 16	24 X 24	5/8	3/8	5 D	24	1 1/2	

FRESH OIL (W-16)

The Fresh Oil sign shall be used to warn traffic of resurfacing operations that render the surface of the pavement temporarily hazardous, and that may cause objectionable splashing on vehicles.

The sign shall be placed on a portable support (M-10) on the right-hand side of the road, or in the centre of the roadway if the width permits. It should be located not less than 300 feet nor more than 500 feet in advance of the section being treated.

SOFT SHOULDERS

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS						
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE LETTERS	HOLE CENTRES	CORNER RADIUS
W 17	24X24	5/8	3/8	4 G	24	1 1/2

SOFT SHOULDERS (W-17)

The Soft Shoulders sign shall be placed at or near the beginning of the soft shoulder condition, and other signs shall be placed at intervals throughout the length of the road where the condition exists. The sign shall be erected in accordance with the general specifications for the placement of signs, or on the portable support (M-10). The Soft Shoulder sign is for temporary use only and must be removed as soon as the shoulders become stable.

W-18

HILL

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS						
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE LETTERS	HOLE CENTRES	CORNER RADIUS
W 18	24X 24	5/8	3/8	8 D	24	1 1/2

HILL (W-18)

The Hill sign shall be used only in advance of down grades of 6 per cent or more for lengths given in the following table, or grades of 6 per cent or more where any part of the grade is on a curve sharper than 4 degrees.

Use only under the following conditions:—

- 6-per-cent grade more than 2,000 feet long.
- 7-per-cent grade more than 1,000 feet long.
- 8-per-cent grade more than 750 feet long.
- 9-per-cent grade more than 500 feet long.
- 10-per-cent grade or more, any length.

Where safety demands a descent of the grade in intermediate or low gear, a secondary message, Trucks Use Lower Gears (W-68), shall be used in conjunction with the Hill sign.

The Hill sign shall be located not less than 300 feet nor more than 500 feet in advance of the beginning of that part of the down grade where conditions require a reduction of speed for safety. It shall be erected in accordance with the general specifications for the placement of warning signs.

TUNNEL

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS							
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE LETTERS		HOLE CENTRES	CORNER RADIUS
W 19	24 X 24	5/8	3/8	6	C	24	1 1/2

TUNNEL (W-19)

The tunnel sign shall be mounted 350 to 500 feet in advance of both ends of a tunnel. A Clearance sign (W-14) shall be used following the Tunnel sign for all places where the clearance is less than the standard 13 feet 6 inches.

The sign shall be erected in accordance with the general specifications for the placement of warning signs.

W-20

SLIPPERY WHEN WET

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE		HOLE CENTRES	CORNER RADIUS	
				LINE 1	LINE 2			
W 20	24X24	5/8	3/8	4 B	4 C	24	1 1/2	

SLIPPERY WHEN WET (W-20)

The Slippery when Wet signs shall be used to warn traffic of an extraordinarily slippery condition when the pavement is wet. The use of this sign should be kept to an absolute minimum, and upon correction of the slippery condition the sign should be removed.

On rural highways it should be located 500 feet in advance of the beginning of the slippery section and at not more than 2-mile intervals on long sections of such pavement. In urban districts these distances should be greatly reduced.

The sign shall be erected in accordance with the general specifications for the placement of warning signs.

STOP AHEAD

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE		HOLE CENTRES	CORNER RADIUS		
		WIDTH	WIDTH	LINE 1	LINE 2				
W 21	24X24	5/8	3/8	5	D 5	C	24		1 1/2

STOP AHEAD (W-21)

The Stop Ahead sign shall be used in advance of a Stop sign (R-1) that is not visible for a sufficient distance to permit the driver to bring his vehicle to a stop at the Stop sign. The Stop Ahead sign may also be used for emphasis where there is poor observance of the Stop sign.

The sign shall be erected not less than 350 feet nor more than 500 feet in advance of the Stop sign and in accordance with the general specifications for the placement of warning signs. In urban areas it may be necessary to erect the sign less than 350 feet in advance of the Stop sign in order to have it within the same block.

SIGNALS AHEAD

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE		HOLE CENTRES	CORNER RADIUS		
				LINE 1	LINE 2				
W 22	24 X 24	5/8	3/8	4	D	4	D	24	1 1/2

SIGNALS AHEAD (W-22)

The Signals Ahead sign shall be used at any rural signalized intersection where the signal is not visible for a distance of 400 feet in advance of the intersection or at any signalized intersection where the prevailing approach speeds or conditions of visibility are such as to justify an advance warning.

The sign shall be erected not less than 400 feet nor more than 600 feet in advance of the intersection, and in accordance with the general specifications for the placement of warning signs. In urban areas it may be necessary to erect the sign less than 400 feet from the signal in order to have it within the same block.

PAVEMENT ENDS

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS							
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE		HOLE	CORNER
		WIDTH	WIDTH	LINE 1	LINE 2	CENTRES	RADIUS
W 23	24 X 24	5/8	3/8	4	C 4	C 24	1 1/2

PAVEMENT ENDS (W-23)

The Pavement Ends sign shall be used where a pavement surface changes from a hard-surfaced pavement to a low-type surface or an earth road.

It shall be erected not less than 300 feet nor more than 500 feet in advance of the beginning of the lower-type surface and in accordance with the general specifications for the placement of warning signs.

W-24

BUMP 400 FT.

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND
TOP AND BOTTOM CORNERS RED



REFLECTORIZED RED CORNERS AND BACKGROUND

SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE		HOLE CENTRES	CORNER	
		WIDTH	WIDTH	LINE 1	LINE 2		RADIUS	
W 24	24 X 24	5/8	3/8	7	D 3	C	24	1 1/2

BUMP 400 FEET (W-24)

The Bump 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 a truck load, or to deflect a vehicle from its true course, when crossed at speeds 25 per cent greater than the normal driving speed for that section of road. The sign shall be removed as soon as the hazard is repaired.

The Bump sign shall be located not less than 300 feet nor more than 500 feet in advance of the hazard, and shall be erected in accordance with the general specifications for the placement of warning signs.

W-25

ROUGH ROADWAY AHEAD

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE			HOLE	CORNER
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3	CENTRES	RADIUS
W 25	24 X 24	5/8	3/8	4 C	4 C	4 C	24	1 1/2

ROUGH ROADWAY AHEAD (W-25)

The Rough Roadway Ahead sign shall be used as required to warn traffic of stretches of rough or broken pavement which are in such condition as to create a hazard or to cause considerable discomfort to motorists.

This is a temporary sign, and shall be removed as soon as conditions which require its use are corrected.

The sign shall be erected not less than 350 feet nor more than 500 feet in advance of the hazard, and in accordance with the general specifications for the placement of warning signs. In residential and business areas where slower traffic is prevalent, the sign may be mounted considerably closer. The sign may be mounted on a post or portable tripod (M-10).

BRIDGE REPAIR AHEAD

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE			HOLE	CORNER
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3	CENTRES	RADIUS
W 26	48 X 48	5/8	3/8	8 D	8 D	8 D	40	1 1/2

BRIDGE REPAIR AHEAD (W-26)

The Bridge Repair Ahead sign is used to warn traffic that bridge repairs are being carried on and that a reduction of speed will be necessary.

This is a temporary sign, and shall be removed as soon as conditions which require its use are corrected.

The sign shall be placed not less than 350 feet nor more than 500 feet in advance of the bridge, and in accordance with the general specifications for the placement of warning signs.

This sign may be mounted on a post or portable tripod.

W-27

SLOW ROAD UNDER REPAIR

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE				HOLE	CORNER
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3	LINE 4	CENTRES	RADIUS
W 27	30 X 30	5/8	3/8	6 C	4 D	2 C	4 D	24	1 1/2

SLOW ROAD UNDER REPAIR (W-27)

The Slow Road under Repair sign shall be used primarily for the protection of traffic when the nature of the road repair is such as to create a hazard. The sign shall be used on temporary repairs only and must be removed when the hazard no longer exists.

The sign shall be mounted on the portable tripod (M-10), and shall be placed 350 to 500 feet in advance of the repairs. In business and residential areas where slower traffic is prevalent, the sign shall be set up 150 to 200 feet in advance of the repair.

W-28

MEN WORKING

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



SIGN SPECIFICATIONS							
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE		HOLE	CORNER
		WIDTH	WIDTH	LINE 1	LINE 2	CENTRES	RADIUS
W 28	30 X 30	5/8	3/8	6 0	6 0	24	1 1/2

MEN WORKING (W-28)

The Men Working sign shall be used primarily for the protection of men adjacent to the road or for the protection of traffic when the nature of the work itself is such as to create a hazard. This is a temporary sign and should be left in place only as long as there are men working on the road. It must not be left up during the lunch period nor at any other time when men are not working near the highway.

The sign shall be mounted on a portable tripod (M-10) with 18- by 18-inch red flag, and shall be placed on the shoulder of the road facing traffic or in the centre of the roadway if pavement-width permits. The sign shall be placed 350 to 500 feet in advance of the hazard on rural highways or 150 to 200 feet in advance in business or residential areas where slower speeds are prevalent.

W-29

MEN AND EQUIPMENT WORKING

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE				HOLE	CORNER
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3	LINE 4	CENTRES	RADIUS
W 29	30 X 30	5/8	3/8	4 D	3 D	4 D	4 D	24	1 1/2

MEN AND EQUIPMENT WORKING (W-29)

The Men and Equipment Working sign shall be used as a warning that men and machines are working in the path of vehicles or on the road shoulder. The sign shall be mounted on a portable tripod (M-10) with 18- by 18-inch red flag, and shall be placed in the centre of the roadway if pavement width permits. The sign shall be placed 350 to 500 feet in advance of the work, and shall be left in place only as long as there are men and equipment working on the road. Signs shall be moved forward as work progresses so that there is not more than 1,000 feet between the sign and the workmen.

W-30

ROAD CONSTRUCTION AHEAD

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



LETTERS REFLECTORIZED

SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE			HOLE CENTRES	CORNER RADIUS
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3		
W 30	48 X 48	5/8	3/8	8 8	8 8	8 8	—	1 1/2

ROAD CONSTRUCTION AHEAD (W-30)

The Road Construction Ahead sign shall be used as a warning of all major road-construction work. The sign shall be placed not less than 400 feet nor more than 500 feet in advance of the beginning of construction operations, and shall be mounted in accordance with the general specifications for the placement of warning signs.

SLOW DETOUR AHEAD

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



LETTERS REFLECTORIZED

SIGN SPECIFICATIONS							
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTER & SERIES SIZE			CORNER RADIUS
				LINE 1	LINE 2	LINE 3	
W 31	48 X 48	5/8	3/8	10 D	8 D	8 D	1 1/2

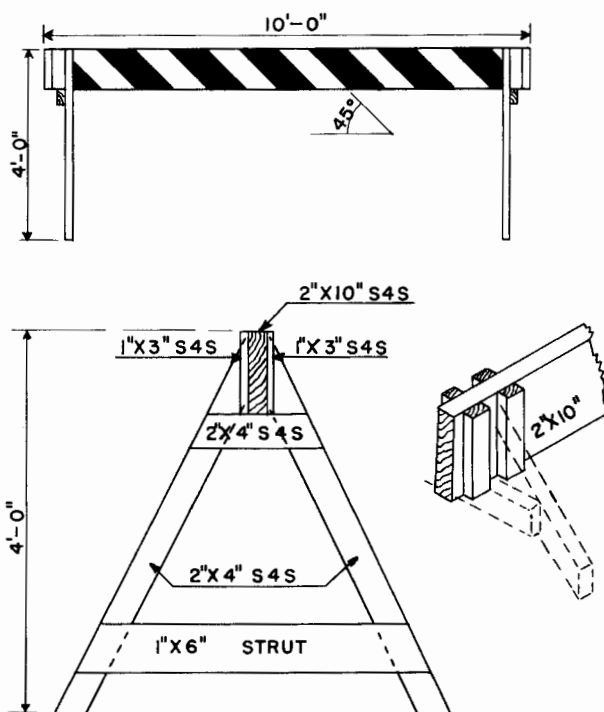
SLOW DETOUR AHEAD (W-31)

The Slow Detour Ahead sign shall be used to warn traffic of conditions requiring a detour, including road construction, or major maintenance work, bridge out, high water, or similar circumstances that make the regular route impossible.

The sign may be mounted on post or portable tripod 1,000 feet in advance of the start of any detour and in accordance with the general specifications for the placement of warning signs. Flare pots shall be used with this sign at night.

PORTABLE BARRICADE

WHITE REFLECTORIZED STRIPS
ON BLACK BACKGROUND



NOTE: BARRICADE NOT SUPPLIED BY TRAFFIC BRANCH

PORTABLE BARRICADE (W-32)

W- 33L

W- 33R

W- 34L

W- 34R

DETOUR (AND ARROW)

BLACK LETTERS AND BACKGROUND

WHITE ARROW



ARROW REFLECTORIZED

SIGN SPECIFICATIONS						
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SYMBOL SIZE		HOLE CENTRES
				LETTERS	SYMBOLS	
W 33L	24 X 9	NIL	NIL	3 D	4 1/8 X 2 1/8	1 1/2
W 33R	24 X 9	NIL	NIL	3 D	4 1/8 X 2 1/8	1 1/2
W 34L	48 X 18	NIL	NIL	6 D	8 1/4 X 4 2 1/4	3
W 34R	48 X 18	NIL	NIL	6 D	8 1/4 X 4 2 1/4	3

**DETOUR (AND ARROW) (STANDARD AND OVERSIZE)
(W-33L, W-33R, W-34L, W-34R)**

The standard Detour sign shall be placed as markers, as frequently as necessary, to guide traffic along the detour route back to the regular route.

The oversize Detour signs shall be used in conjunction with the portable barricade (W-32) at the beginning of the detour to direct traffic on the new route. The detour marker should be hung by chains or bolted to the barricade cross-member.

W-35

CATTLE CROSSING 500 FT.

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE			HOLE	CORNER
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3	CENTRES	RADIUS
W 35	24 X 24	5/8	3/8	4 C	4 C	3 C	24	1 1/2

CATTLE CROSSING 500 FEET (W-35)

The Cattle Crossing sign shall be used on both sides of locations where cattle cross a highway daily in a well-defined area, and evidence exists that such crossings constitute a traffic hazard. The sign shall be mounted 500 feet in advance of the crossing and in accordance with the general specifications for the placement of warning signs.

If the cattle do not cross daily, then the sign should be placed on the road shoulder as a temporary sign by the cattle-owner, and left in place only at such times as cattle are being herded across the highway.

TRUCK CROSSING 500 FT.

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE			HOLE CENTRES	CORNER RADIUS
				LINE 1	LINE 2	LINE 3		
W 36	24 X 24	5/8	3/8	4 C	4 C	3 C	24	1 1/2

TRUCK CROSSING 500 FEET (W-36)

The Truck Crossing sign shall be used on both sides of locations where trucks cross a highway in a well-defined area, and evidence exists that such crossings constitute a traffic hazard.

The sign shall be mounted 500 feet in advance of the crossing and in accordance with the general specifications for the placement of warning signs.

WATCH FOR ROCKS ON ROAD



SIGN SPECIFICATIONS													
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE				HOLE CENTRES	CORNER RADIUS				
				LINE 1	LINE 2	LINE 3	LINE 4						
W 37	24 X 24	5/8	3/8	4	0	2	0	4	0	4	0	24	1/2

WATCH FOR ROCKS ON ROAD (W-37)

The Watch for Rocks on Road sign shall be used at heavy rock cuts, or dirt and boulder cuts, where the slopes are in an unstable condition, and falling or rolling rock may be encountered on the highway by motorists.

The sign shall be erected not less than 350 feet nor more than 500 feet in advance of the point where the hazard begins and in accordance with the general specifications for the placement of warning signs. Advisory Distance sign (W-41) shall be used in conjunction with the Rocks on Road sign to indicate the distance over which the hazard extends.

W-38

WATCH FOR DEER ON ROAD

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE			HOLE CENTRES	CORNER RADIUS	
				LINE 1	LINE 2	LINE 3			
W 38	24 X 24	5/8	3/8	4 C	4 B	4 C	24	1 1/2	

WATCH FOR DEER ON ROAD (W-38)

The Watch for Deer on Road sign shall be used on both sides of locations where deer are known to cross a highway in a well-defined area. The sign shall be mounted not less than 350 feet nor more than 500 feet in advance of the hazardous area and in accordance with the general specifications for the placement of warning signs. Advisory Distance signs (W-41) shall be used in conjunction with the Deer on Road sign to indicate the distance over which the hazard extends.

W-39

ICE

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS						
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE LINE 1	HOLE CENTRES	CORNER RADIUS
W 39	24 X 24	5/8	3/8	8 D	24	1 1/2

ICE (W-39)

The Ice sign shall be used to warn traffic of an extraordinarily slippery condition. The use of this sign should be kept to an absolute minimum, and will be used specifically at places where the presence of ice on the roadway is extremely hazardous.

The Ice sign is a temporary sign and shall be removed as soon as its use is no longer required. The sign shall be mounted on the portable tripod (M-10) (with red flag), and a torch or flare shall be placed beside the sign at night. Advisory Distance sign (W-41) shall be used in conjunction with the Ice sign to indicate the distance over which the hazard extends. The Ice sign shall be placed not less than 350 feet nor more than 500 feet from the beginning of the hazardous area.

W-40

SLIDE AREA

**BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND**



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS						
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE ALL LETTERS	HOLE CENTRES	CORNER RADIUS
W 40	24 X 24	5/8	3/8	5 D	24	1 1/2

SLIDE AREA (W-40)

The Slide Area sign shall be used in areas where slide conditions are known to exist. Advisory Distance signs (W-41) shall be used in conjunction with the Slide sign to indicate the distance over which the hazard extends.

The sign shall be mounted 350 feet in advance of the area and in accordance with the general specifications for the placement of warning signs.

W-41

W-42

FOR — MILE

SLOW TO —

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE			HOLE CENTRES	CORNER RADIUS	
				LINE 1	LINE 2	LINE 3			
W 41	13 X 13	3/8	3/8	2 D	5	2 D	10	1 1/2	
W 42	13 X 13	3/8	3/8	2 1/2 D	1 1/2 D	5	10	1 1/2	

ADVISORY DISTANCE SIGN (W-41)

The Advisory Distance sign may be used in conjunction with any standard yellow warning sign to indicate the distance over which the warning should be heeded.

It should be mounted immediately below the standard warning sign, with its lower edge not less than 4 feet above the crown of the pavement.

ADVISORY SPEED SIGN (W-42)

The Advisory Speed sign should be used in conjunction with any standard yellow warning sign to indicate the maximum "safe speed" around a curve or through a hazardous location where such speed is at least 10 m.p.h. lower than the established speed limit.

It should be mounted immediately below the standard warning sign, with its lower edge not less than 4 feet above the crown of the pavement.

See Section 1 for an explanation of the use of a ball bank indicator to determine the safe or "advisory" speed.

See Table 3, page 13, for use of this sign.

CAUTION SCHOOL CHILDREN

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE			HOLE CENTRES	CORNER RADIUS
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3		
W 43	24 X 24	5/8	3/8	4 C	3 C	3 C	24	1 1/2

CAUTION SCHOOL CHILDREN (W-43)

The Caution School Children sign shall be used in areas where a school is situated a short distance from the highway and children going to and from their homes disperse along the highway. These signs are to be used in place of a 15 m.p.h. school zone, and not to supplement such a zone. They may be used in urban as well as rural areas, but are most applicable in rural areas.

This sign shall be suitably erected so as to give the motorist adequate warning that he is approaching such an area, and shall be mounted in accordance with the general specifications for the placement of warning signs.

SLOW PLAYGROUND

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE		HOLE CENTRES	CORNER RADIUS	
		WIDTH	WIDTH	LINE 1	LINE 2			
W 44	24 X 24	5/8	3/8	5 C	4 A	24	1 1/2	

SLOW PLAYGROUND (W-44)

The Slow Playground sign shall be erected from 350 to 500 feet in advance of unfenced playgrounds bordering the highway in rural areas. In residential and business districts, this distance shall be 200 to 300 feet. No sign shall be erected where the playground is fenced.

The sign shall be mounted in accordance with the general specifications for the placement of warning signs.

W-45

**WATCH FOR SNOW PLOWS
APPROACHING IN YOUR LANE**

FIRST AND THIRD LINES BLACK LETTERS
SECOND AND FOURTH LINES RED ON BLACK LETTERS

**WATCH FOR
SNOWPLOWS
APPROACHING
IN YOUR LANE**

RED LETTERS REFLECTORIZED

SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE				HOLE CENTRES	CORNER RADIUS
				LINE 1	LINE 2	LINE 3	LINE 4		
W 45	60X48	NO	BORDER	5 D	8 B	5 D	6 B	—	SQUARE

**WATCH FOR SNOW PLOWS APPROACHING
IN YOUR LANE (W-45)**

The Snow Plow sign shall be used for the protection of traffic where conditions require snow plows to operate in the left-hand lane, and where plowing is fairly frequent.

This is a temporary sign and shall be removed at the end of the snow-removal season.

The sign shall be mounted on the shoulder of the road facing traffic in accordance with the general specifications for the placement of warning signs.

W-47

GRADER WORKING

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



SIGN SPECIFICATIONS

STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE		HOLE	CORNER
		WIDTH	WIDTH	LINE 1	LINE 2	CENTRES	RADIUS
W 47	24 X 24	5/8	3/8	5 B	5 A	—	1 1/2

GRADER WORKING (W-47)

The Grader Working sign shall be used for the protection of traffic when the nature of the work is such as to create a hazard.

This is a temporary sign and shall be left in place only as long as the grader is working on the road.

The sign shall be mounted on a portable tripod (M-10), and shall be placed on the shoulder of the road facing traffic or in the centre of the roadway if width permits.

W-48

CAUTION TRUCKS TURNING

**BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND**



SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE			HOLE CENTRES	CORNER RADIUS
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3		
W 48	24X24	5/8	3/8	4 A	4 A	4 A	24	1 1/2

CAUTION TRUCKS TURNING (W-48)

The Trucks Turning sign shall be used for the protection of traffic when the nature of the movement is such as to create a hazard. This is a temporary sign, and shall be left in place only as long as the trucks are working.

The sign shall be mounted on a portable tripod (M-10) and shall be placed on the shoulder of the road facing traffic or in the centre of the roadway if width permits. The sign shall be placed 350 to 500 feet in advance of the hazard on rural highways or 150 to 200 feet in advance in business or residential areas when slower speeds are prevalent.

NEXT PAVEMENT

— MILES AHEAD

**BLACK LETTERS AND BORDER
ON WHITE BACKGROUND**



SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE				HOLE CENTRES	CORNER RADIUS
W 50	24X24	5/8	3/8	3 D	4 8	4 8	3 D	20	1/2

NEXT PAVEMENT . . . MILES AHEAD (W-50)

The Next Pavement . . . Miles Ahead shall be used on long stretches of unpaved road to give motorists an indication of the distance to be travelled on unimproved road.

The sign shall be located 350 feet to 500 feet after coming onto the unpaved section, and throughout the length of the unpaved section if warranted, and shall be mounted in accordance with the general specifications for the placement of warning signs.

W-51

SLIPPERY WHEN FROSTY

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE			HOLE	CORNER
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3	CENTRES	RADIUS
W 51	24X24	5/8	3/8	4 B	4 C	4 C	20	1 1/2

SLIPPERY WHEN FROSTY (W-51)

The Slippery when Frosty sign shall be used to warn traffic of an extraordinarily slippery condition when the pavement is frosty. The use of this sign should be kept to an absolute minimum, and upon ending or correction of the slippery condition the sign should be removed.

On rural highways it should be located 500 feet in advance of the beginning of the slippery section, and at not more than 2-mile intervals on long sections of such pavement.

The sign shall be erected in accordance with the general specifications for the placement of warning signs.

W-57

SLOW

**WHITE LETTERS ON RED BACKGROUND
NO BORDER**



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS						
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE	HOLE CENTRES	CORNER RADIUS
W 57	12 X 12	NIL	NIL	4 C	—	SQUARE

SLOW (W-57)

The Slow sign shall be used to emphasize some temporary hazardous condition which calls for a reduction in speed for safety.

This is a temporary sign, and shall be removed immediately the hazardous condition is eased or removed.

The sign shall be placed at the hazard, mounted on a length of steel pipe or wood 2 by 2's driven into the shoulder of the road. The sign shall be erected at a height of 3 feet to the bottom edge. Lateral placement is left to the discretion of the person installing the sign.

W-59

**SLOW
CATTLEGUARD AHEAD**

**BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND**



SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE			HOLE	CORNER
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3	CENTRES	RADIUS
W 59	24 X 24	5/8	3/8	4 D	4 B	4 B	24	1 1/2

SLOW CATTLEGUARD AHEAD (W-59)

The Slow Cattleguard Ahead sign shall be used to warn traffic of the break in the road surface on rural roads where cattleguards are maintained.

The sign shall be erected 150 feet to 300 feet in advance of the guard, and in accordance with the general specifications for the placement of warning signs.

W-60

**CAUTION
OPEN RANGE CATTLE AT LARGE**

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE				HOLE CENTRES	CORNER RADIUS
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3	LINE 4		
W 60	30 X 30	5/8	3/8	5 B	4 D	4 C	4 C	24	1 1/2

OPEN RANGE CATTLE AT LARGE (W-60)

The Open Range Cattle at Large sign shall be used on highways through open range areas where the right-of-way is not fenced and cattle are free to cross the highway or browse on the right-of-way.

The sign shall be erected in accordance with the general specifications for the placement of warning signs.

W-61

PAVEMENT NARROWS

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS							
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE		HOLE CENTRES	CORNER RADIUS
				LINE 1	LINE 2		
W 61	24 X 24	5/8	3/8	4 B	4 B	24	1 1/2

PAVEMENT NARROWS (W-61)

The Pavement Narrows sign shall be used to give advance notice of a reduction in the number of lanes of pavement. Pavement markings and delineators shall be used in conjunction with the sign to make such transitions.

On divided highways, where the width of the median island will permit, two such signs shall be erected facing approaching traffic, one on the right side and one on the median island. The sign or signs shall be located from 350 to 500 feet in advance of the point where the reduction in width begins, and shall be erected in accordance with the general specifications for the placement of warning signs.

W-62

W-63

DIVIDED HIGHWAY AHEAD
DIVIDED HIGHWAY ENDS

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE			HOLE CENTRES	CORNER RADIUS
				LINE 1	LINE 2	LINE 3		
W 62	30X30	5/8	3/8	4 D	4 D	4 D	24	1 1/2
W 63	30X30	5/8	3/8	4 D	4 D	4 D	24	1 1/2

DIVIDED HIGHWAY AHEAD (W-62)

The Divided Highway Ahead signs shall be used on the approaches to a section of highway where the opposing flows of traffic are separated by a median island.

The sign shall be located from 350 to 500 feet in advance of the dividing island and in accordance with the general specifications for the placement of warning signs.

DIVIDED HIGHWAY ENDS (W-63)

The Divided Highway Ends sign shall be used at the end of a section of divided highway as a warning of two-way traffic ahead.

The sign shall be located 350 to 500 feet in advance of the end of the median island, and shall be erected in accordance with the general specifications for the placement of warning signs.

W-68

TRUCKS USE LOWER GEAR

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



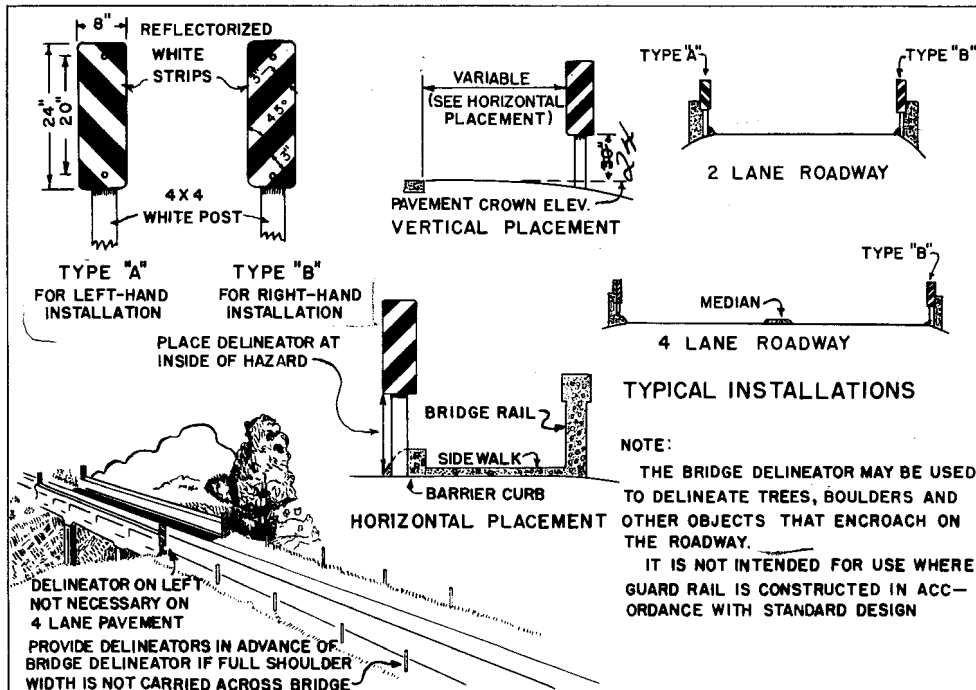
REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE			HOLE CENTRES	CORNER RADIUS
				LINE 1	LINE 2	LINE 3		
W 68	12 X 24	3/8	3/8	3 D	2 D	3 B	—	1 1/2

TRUCKS USE LOWER GEAR (W-68)

The Trucks Use Lower Gear sign shall be used in conjunction with the Hill sign (W-18) to indicate the necessity of changing to lower gear on long winding down grades.

The sign shall be placed below the Hill sign (W-18) so that the whole unit is mounted in accordance with the general specifications for the placement of warning signs.



BRIDGE DELINEATORS

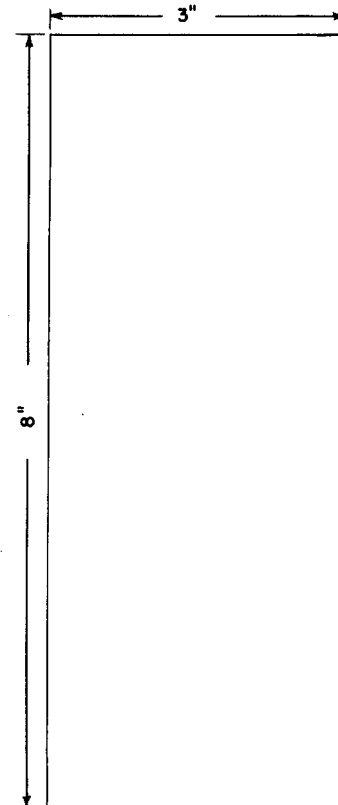
BRIDGE DELINEATORS (W-72)

Bridge delineators are to be used as shown at all concrete or steel bridges where the deck-width is less than the shoulder-to-shoulder width of the highway. They are not to be used in advance of wooden bridges with wooden rails, as 3- by 8-inch red delineators (W-73) may be attached to the wooden end post. The bridge delineator (W-72) shall also be used to mark fixed obstructions on the shoulder of a highway.

W-73W W-73R
W-73Y

**ROAD
DELINEATORS**

20 GAUGE ALUMINUM PLATE
COVERED BY REFLECTORIZED WHITE,
YELLOW OR RED. AS REQUIRED



DELINEATORS (W-73)

These consist of aluminum reflectorized plates, 3 by 8 inches, of red, yellow, or white. Red to be used on wooden underpass piers and wooden bridge abutments, and white or yellow as road alignment markers, etc.

Delineators shall be installed at a height such that the centre of the reflecting head approximates $3\frac{1}{2}$ feet above the near pavement or roadway edge. They shall in no case be more than 10 feet nor less than 2 feet outside the roadway or pavement edge, the most desirable location being uniformly 8 feet, leaving a clear shoulder wide enough for parking a vehicle. On roadways with shoulders less than 8 feet wide, delineators, if used, shall be installed at the shoulder edge. Along curved sections of roadway, delineators, if used, shall be placed not less than 2 feet nor more than 6 feet from the curb face.

Normally, delineators shall be spaced 200 feet apart. On the approaches to and throughout horizontal curves the spacing should be such as to make five delineators always visible to the right of the centre line of a two-lane pavement or of the right-hand lane line of a multi-laned pavement.

White or yellow delineators shall be used to indicate horizontal road alignment.

Red delineators shall be used only on wooden bridge end posts.

W-74L

W-74R

ARROW

YELLOW ARROW ON BLACK
NO BORDER



ARROW REFLECTORIZED

SIGN SPECIFICATIONS						
STD NO	SIZE	ARROW				CORNER RADIUS
		LENGTH	HEAD	SHAFT	TAIL	
W 74L	48 X 24	44	18 X 10 1/2	9 X 21	13 X 12 1/2	3
W 74R	48 X 24	44	18 X 10 1/2	9 X 21	13 X 12 1/2	3

LARGE ARROWS (W-74L, W-74R)

The large arrow sign shall be used on hazardous curves at the end of long tangents where some special warning is needed, but where the curvature is insufficient to warrant a checkerboard; i.e., not a 90-degree turn. The sign shall not be used to mark the ends of median strips, centre piers, etc., where there is no change in the direction of travel.

W-76L

W-76R

**MERGING TRAFFIC
ON LEFT (RIGHT)**

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE			HOLE	CORNER
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3	CENTRES	RADIUS
W 76L	30 X 30	5/8	3/8	4 C	4 C	4 C	24	1 1/2
W 76R	30 X 30	5/8	3/8	4 C	4 C	4 C	24	1 1/2

MERGING TRAFFIC ON RIGHT (OR LEFT)
(W-76L, W-76R)

The Merging Traffic sign shall be used to warn traffic of the merging of traffic on their right or left because of a reduction in the number of traffic lanes.

On divided highways where the width of the median island will permit, two such signs shall be erected facing approaching traffic, one on the right side and one on the median island. The sign shall be located somewhat less than the usual 350- to 500-foot erection distance, as it is generally used at interchanges.

It shall be erected in accordance with the general specifications for the placement of warning signs.

W-77

TRAFFIC ISLANDS AHEAD

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE			HOLE	CORNER
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3	CENTRES	RADIUS
W 77	30 X 30	5/8	3/8	4 D	4 D	4 D	24	1 1/2

TRAFFIC ISLANDS AHEAD (W-77)

The Traffic Islands Ahead sign shall be used to denote the approach to any intersection which has been channelized by the use of islands, curbing, etc.

The sign shall be located from 350 to 500 feet in advance of the channelization and in accordance with the general specifications for the placement of warning signs.

W-78

LOGGING TRUCK

BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND



SIGN SPECIFICATIONS

STD NO	SIZE		BORDER MARGIN		LETTERS & SYMBOL		HOLE	CORNER
	WIDTH	DEPTH	WIDTH	WIDTH	LETTERS	SYMBOL	CENTRES	RADIUS
W 78	22 3/4	20 1/2	3/8	3/8	4	8	6 X 1 1/2	16

LOGGING TRUCK CROSSING (X) (W-78)

The Logging Truck Crossing sign shall be used wherever this type of vehicle enters or crosses the highway.

The sign shall be located from 350 to 500 feet in advance of the point where the trucks cross the highway, and shall be erected in accordance with the general specifications for the placement of warning signs.

SLOW TO . . . (W-79)

This sign shall be infrequently used, and then only in locations of extreme hazard where there has been a proven accident occurrence and a disregard of the usual warning signs. This sign shall be used in place of a standard Slow sign (W-11) and under the same warrant.

The sign shall never be used alone, but shall be erected 200 to 300 feet in advance of a standard warning sign and in accordance with the general specifications for the placement of warning signs.

W-80

**SLOW
SINGLE LANE TRAFFIC**

**BLACK LETTERS AND BORDER
ON YELLOW BACKGROUND**



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE			HOLE CENTRES	CORNER RADIUS
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3		
W 80	30 x 30	5/8	3/8	6 C	4 C	4 D	24	1 1/2

SLOW SINGLE LANE TRAFFIC (W-80)

The Slow Single Lane Traffic sign shall be used on highway construction or reconstruction and highway maintenance projects where traffic movement is restricted to a single-lane flow.

The sign shall be mounted on the standard portable sign tripod (M-10) and placed on the shoulder of the roadway facing traffic on two-lane highways. A flare pot shall be used in conjunction with this sign when the restriction is necessary at night.

The sign shall be placed not less than 300 feet nor more than 500 feet from the change to single-lane traffic. If sight distance of the beginning and end of the restriction is not visible, a flagman must be used.

It is imperative that the sign be removed immediately the restriction is no longer necessary.

ADDITIONAL WARNING SIGNS

DESCRIPTION	SIZE	COLOR	REFL.	NO.
PILOT CAR DO NOT PASS	36 X 18	B & W	NO	W-53
ROAD OBSTRUCTION AHEAD	30 X 30	B & Y	NO	W-54
WINDING HIGHWAY USE CAUTION WHEN PASSING	48 X 60	B & W	YES	W-55
MOUNTAIN HIGHWAY USE CAUTION WHEN PASSING	48 X 60	B & W	YES	W-56
SLOW HOSPITAL ENTRANCE 500 FT.	24 X 24	B & Y	YES	W-64
CAUTION AIRPORT ENTRANCE 300 FT.	24 X 24	B & Y	YES	W-65
VEHICLE CHECK POINT 1/2 MILE AHEAD	36 X 72	B & W	YES	W-66
CANADA CUSTOMS AHEAD PREPARE TO STOP	30 X 30	B & W	YES	W-70
CANADA CUSTOMS STOP & REPORT	48 X 24	B & W	YES	W-71
ROAD PASSABLE CAUTION	30 X 30	B & Y	NO	W-75
CAUTION PATCHING CREW AHEAD	24 X 24	B & Y	NO	W-81
CAUTION PEDESTRIAN CROSSING ZONE FOR 500 FT.	24 X 32	R, B & W	YES	W-82
SCHOOL BUS STOP AHEAD	24 X 24	B & Y	NO	W-83
SCHOOL BUS TURN AHEAD	24 X 24	B & Y	NO	W-84
DO NOT GO BEYOND THIS POINT WITHOUT CHAINS OR WINTERTREAD TIRES	40 X 60	R, B & W	YES	W-85
FERRY LANDING AHEAD	24 X 24	Y & B	YES	W-86

DESTINATION SIGN FOR MAIN INTERSECTIONS

WHITE LETTERS AND BORDER
ON BOTTLE GREEN BACKGROUND



REFLECTORIZED LETTERS, BORDER AND ARROWS

SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER	DIVIDING	LETTERS & ARROWS			HOLE	CORNER	
		WIDTH	LINE	LETTER	HEAD	SHAFT	CENTRES	RADIUS	
G 1	72 X 36	5/8	5/8	6 D	5 1/4 X 6 1/2	2 1/2	42	1 1/2	

DESTINATION SIGN (G-1)

The destination sign (G-1) shall be standard for directional signs at major rural intersections wherever shoulder-type installations are considered to be practicable.

Not more than three names are to appear on one sign.

The sign shall be located not less than 100 feet nor more than 150 feet in advance of the intersection, and shall be erected in accordance with the general specifications for the placement of guide signs, with the lower edge between 5 and 5½ feet above the crown of the road. At Y-type intersections it may be erected in the apex of the Y.

When the signs are used in heavily travelled urban areas, the mileages should not be shown.

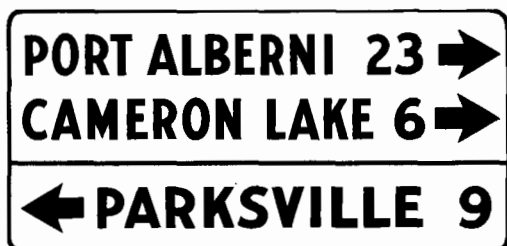
A vertical arrow, when required, should be placed in the left-hand corner, followed by a left arrow if required, and with a right arrow, if required, in the bottom right corner of the sign.

As a general rule, the next important city or point of interest should be at the top of the sign, and below it the next important destinations to the left and to the right, in that order. If there is more than one destination in any direction, the name of the nearest town or city should appear above that of any farther away.

The choice of destination names must be somewhat flexible. The destination shown for each direction should ordinarily be the next important town or the next junction point, rather than a more distant destination.

DESTINATION SIGN FOR SECONDARY INTERSECTIONS

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER	DIVIDING	LETTERS & ARROWS			HOLE	CORNER	
		WIDTH	LINE	LETTER	HEAD	SHAFT	CENTRES	RADIUS	
G 2	48 x 24	3/8	3/8	4	3	x 4	13/16	32	1 1/2

DESTINATION SIGN (G-2)

The destination sign (G-2) shall be standard for directional signs at minor rural or urban intersections wherever shoulder-type installations using this size of sign are considered adequate.

Not more than three names are to appear on one sign.

The sign shall be located not less than 100 feet nor more than 150 feet in advance of the intersection, and shall be erected in accordance with the general specifications for the placement of guide signs, with the lower edge between 5 and 5½ feet above the crown of the road. At Y-type intersections it may be erected in the apex of the Y.

When the signs are used in heavily travelled urban areas, the mileages should not be shown.

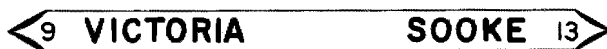
A vertical arrow, when required, should be placed in the left-hand corner, followed by a left arrow if required, and with a right arrow, if required, in the bottom right corner of the sign.

The choice of destinations to be shown should be based on similar fundamentals to those given for sign (G-1).

G-3

G-3A

DIRECTIONAL BOARDS



G-3



G-3



G-3A

SIGN SPECIFICATIONS							
STD NO	SIZE	LETTER	NUMERAL	POINTER	ARROW		
		SIZE	SIZE	SIZE	HEAD	SHAFT	
G 3	74 X 5 1/2	4	2 3/4	4 1/2	—	—	
G 3	40 X 5 1/2	4	2 3/4	4 1/2	—	—	
G 3A	45 X 5 1/2	4	4	—	3 X 3 1/2	1 3/4 X 2	

NOTE: LETTER SERIES TO BE DETERMINED BY LENGTH OF MESSAGE

FINGERBOARD DIRECTION SIGN (G-3, G-3A)

The fingerboard direction sign may be used at minor or less important intersections, both urban and rural, but shall not be used at major and important intersections where the large destination signs are required, except in certain instances where the erection of a few fingerboard signs immediately at the intersection might augment the large destination signs to an advantage.

The fingerboard sign-post should not carry more than three boards pointing in any one direction. The mileage indicated on rural signs shall be to city centres.

Care should be taken to determine the most effective position of the fingerboards at an intersection. In urban and rural installations the lowest sign in the assembly shall be not less than 5 feet above the travelled surface.

The modified fingerboard sign (G-3A) shall be used in areas where vandalism of fingerboards is high, and in urban areas where the shoulder erection of a (G-1) or (G-2) sign is not warranted or feasible at an intersection.

STANDARD ROUTE MARKER

BLACK LETTERS, BORDER AND CREST
ON WHITE BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS							
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & NUMERAL SIZE		HOLE CENTRES	CORNER RADIUS
G 4	12 X 16 1/2	1/4	1/4	1 3/4	6	14	—

STANDARD ROUTE MARKER (G-4)

Confirming Route Markers shall be erected just beyond all intersections where there is any possibility that the motorist might lose the route. In rural districts they shall be placed not less than 25 feet nor more than 75 feet beyond the far pavement line of the intersected highway. In urban areas these distances shall be not less than 10 feet nor more than 50 feet.

Reassurance Markers shall be located between intersections as required and just outside the built-up area of any city, town, or village. On stretches of rural highway not intersected by other routes, no reassurance markers are required except outside cities, towns, or villages. In district municipalities they shall be located at random intervals of not more than 5 miles.

Where two or more routes follow the same road, route markers for all the routes shall be erected on the same support.

In rural and urban areas, route markers shall be mounted according to general specifications for the placement of route marker signs.

In residential districts, route markers of confirming or reassuring type shall be spaced not more than two blocks apart, and, in any case, so frequently that there is always at least one marker visible ahead along the route.

LARGE ROUTE MARKER

BLACK LETTERS, CREST AND BORDER
ON WHITE BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS									
STD NO	SIZE	MARGIN	STRIPE	MARGIN	BORDER	LETTERS & NUMER'S			CORNER
		WIDTH	WIDTH	WIDTH	WIDTH	LETTER	CREST	NUM'S	RADIUS
G 5	28 X 34	2	1/16	3/8	5/8	3 1/2	10 X 83/8	12	1 1/2

OVERSIZE ROUTE MARKER (G-5)

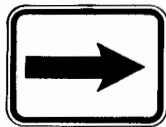
The oversize route marker should ordinarily be used only at rural intersections of two major routes, or at intersections in residential or business districts where special emphasis is needed. It may also be used as a confirming marker just beyond such intersections. All auxiliary markers used with the oversize route marker shall also be of oversize design (G-6A to G-11A).

The oversize route marker shall be located and erected in accordance with the general specifications for the placement of guide signs.

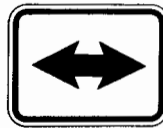
G-6 TO G-11 G-6A TO G-11A

DIRECTIONAL MARKERS

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



G-6



G-7



G-8



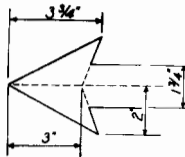
G-9L
G-9R



G-10L
G-10R



G-11L
G-11R



Dimensions of
Arrow-head for
Markers G-6 to G-11

REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS							
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	ARROWS		HOLE CENTRES	CORNER RADIUS
				HEAD	SHAFT		
G 6-11	13 X 10	3/8	3/8	3 3/4 X 4	13/4 X L'GTH.	7	1 1/2
G 6A-11A	20 X 15	3/8	3/8	5 X 6 1/2	25/8 X L'GTH.	—	1 1/2

ROUTE DIRECTIONAL MARKERS

(G-6 to G-11, G-6A to G-11A)

The directional markers shall be placed directly under a route marker to form a route turn assembly or a directional marking assembly. The route turn assembly is used on a numbered route in advance of an intersection to indicate a turn in that route at the intersection. A directional marking assembly is used at intersections to show the direction of a route turn or directions of an intersected route.

If several routes turn at an intersection, each shall be marked with a separate assembly, whether they turn in the same or different directions. Where one or more routes turn while one or more proceed straight through, the routes that turn shall be marked with assemblies using the appropriate right or left directional marker, while the straight-through routes may be indicated by a similar assembly using the vertical directional marker.

Turn assemblies for all routes shall be mounted on one post, preferably in a horizontal arrangement. Similarly, for directional marking assemblies, where there are routes turning in opposite directions, assemblies for routes turning left shall be mounted to the left of the group of assemblies, and those for right-turning routes to the right. If straight-through assemblies are used, the right- and left-turn assemblies shall be to the right and left of them respectively. In a vertical arrangement of assemblies, the straight-through assemblies shall be at the top, followed by left- and right-turn assemblies respectively. Where two or more routes turn in the same direction, the assembly for a Trans-Canada route should be above or to the left of the Provincial route assembly.

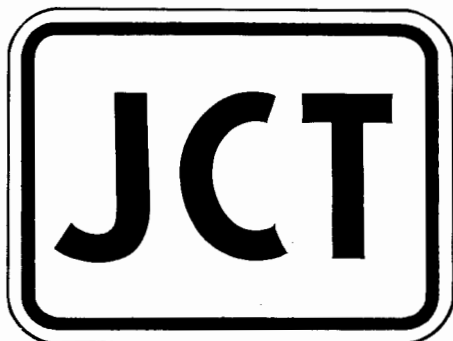
In rural or residential areas the signs shall be located in accordance with Figs. 4 to 9 and mounted according to the general specifications for mounting height and distance offset.

The oversize route directional markers shall be used in the same manner as the standard size, but only in conjunction with the oversize route marker (G-5).

G-12 G-12A
G-120

JCT
JUNCTION

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



REFLECTORIZED BACKGROUND

SIGN SPECIFICATIONS						
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE LETTERS	HOLE CENTRES	CORNER RADIUS
G 12	16 1/2 X 8	3/8	3/8	4 C	8	1 1/2
G 12A	18 X 12	3/8	3/8	6 D	9	1 1/2
G 120	27 X 10	3/8	3/8	5 1/2 A	8	1 1/2

JUNCTION SIGN (G-12, G-12A, G-120)

The Junction sign shall be mounted immediately above the route markers thus making a junction assembly.

The Junction assembly shall be erected in advance of every intersection where a marked route is intersected or joined by another marked route. The route marker in the assembly shall carry the number of the intersected or joined route.

In rural and urban areas the Junction assemblies shall be located and erected in accordance with Figs. 4 to 9 and the specifications for mounting height and distance offset.

The (G-120) sign shall be used in advance of intersections with dual numbered highway routes. The (G-12) sign shall be used for all other junction assemblies. *See* Figs. 8 and 9.

RIVER OR CREEK NAME BOARD

BLACK LETTERS ON WHITE BACKGROUND
NO BORDER

**STAWAMUS
RIVER**

**HUNGRY MOOSE
CREEK**

SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE		HOLE CENTRES	CORNER RADIUS		
				LINE 1	LINE 2				
G 13	24 X 8	—	—	2	D	2	D	—	SQUARE

RIVER AND CREEK NAME BOARDS (G-13)

This sign, showing the name of river, creek, or lake, shall be used to indicate waterways of public interest.

The sign shall be mounted either on the bridge structure or at a desirable point in advance of a bridge or culvert.

If the sign is attached to the bridge structure, the left edge of the sign shall never be nearer to the edge of the roadway than the inside of the bridge railing.

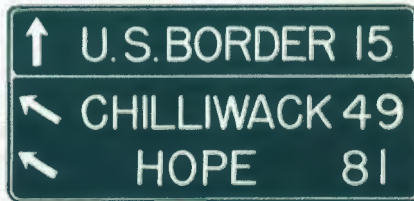
If the sign is erected in advance of the bridge, it shall be in accordance with the general specifications for the placement of guide signs.

G-14

G-14A

OVERHEAD DESTINATION SIGN FOR MAIN INTERSECTIONS

WHITE LETTERS AND BORDER
ON BOTTLE GREEN BACKGROUND



REFLECTORIZED LETTERS, BORDER AND ARROWS

SIGN SPECIFICATIONS								
STD NO	SIZE	BORDER	DIVIDING	LETTERS	ARROWS		HOLE CENTRES	CORNER RADIUS
		WIDTH	LINE		HEAD	SHAFT		
G 14	72 X 36	5/8	5/8	8	5 1/4 X 6 1/2	2 1/2	42	1 1/2
G 14A	96 X 48	5/8	5/8	10	AS	REQ'D	66	1 1/2

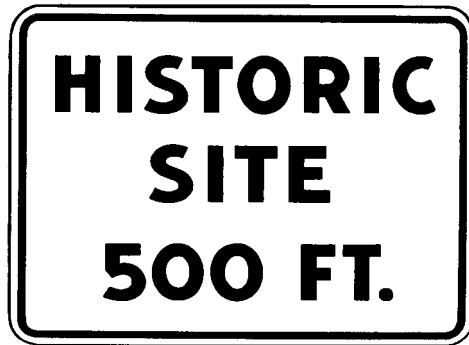
OVERHEAD DESTINATION SIGNS (G-14)

The overhead destination sign is primarily designed for overhead installation at major junctions, or at intersections requiring special treatment, or where the erection of a larger shoulder-type destination sign is considered to be impractical.

Where signs are placed over the pavement, a clearance of 16 feet shall be provided between the surface of the pavement and the bottom of the sign.

HISTORIC SITE 500 FT.

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS										
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE				HOLE		CORNER
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3	NUM'S	CENTRES	RADIUS	
6 15	24 X 18	3/8	3/8	3	D	3	D	3	D	1 1/2

HISTORIC SITE 500 FEET (G-15)

The Historic Site sign shall be erected in advance of any historic site maintained by the Government of Canada or other agency in the travelling public's interest.

The sign shall be located not less than 500 feet in advance of the site and in accordance with the general specifications for the placement of guide signs.

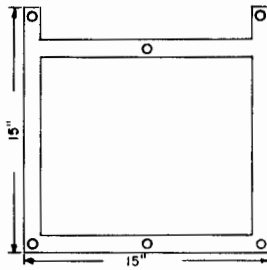
ROUTE MARKER BRACKET

TYPE B

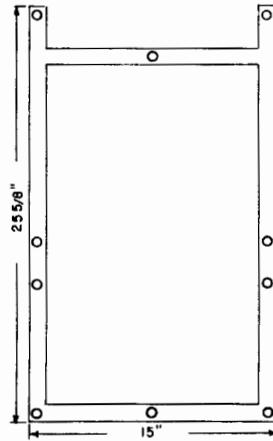
G-16

TYPE A

G-16A



TYPE B



TYPE A

PROVINCIAL PARK

1000 FT.

GREEN LETTERS, TREE AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS												
STD NO	SIZE				BORD. WIDTH	MARG. WIDTH	LETTERS & SERIES SIZE				HOLE DENT'S	COR. RADIUS
	TOP	SIDE	BOT.				LINE 1	LINE 2	LINE 3	TREE		
G 17	32	26	12	5/16	3/8	2	0	4	0	2 1/4	9 X 12	21 11/2

PROVINCIAL PARK 1000 FEET (G-17)

The Provincial Park sign shall be erected in advance of any park area, or turn-off to same, owned and maintained by the Provincial Government.

The Provincial Park sign shall be located not less than 1,000 feet in advance of the park entrance and in accordance with the general specifications for the placement of guide signs.

PICNIC SITE 1000 FT.

GREEN LETTERS, TREE AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS											
STD. NO.	SIZE			BORD. WIDTH	MARG. WIDTH	LETTERS & SERIES SIZE				HOLE	
	TOP	SIDE	BOT.			LINE 1	LINE 2	TREE	CENT'S	RADIUS	
G 18	32	26	12	5/16	3/8	4	B	2 1/4	9 X 12	2 1	1 1/2

PICNIC SITE 1000 FEET (G-18)

The Picnic Site sign shall be erected in advance of any picnic area owned and maintained by the Provincial Government.

The Picnic Site sign shall be located not less than 1,000 feet in advance of the picnic-site entrance and in accordance with the general specifications for the placement of guide signs.

CAMPSITE 1000 FT.

GREEN LETTERS, TREE AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS											
STD NO	SIZE			BORD WIDTH	MARG WIDTH	LETTERS & SERIES SIZE			HOLE CENT'S	COR. RADIUS	
	TOP	SIDE	BOT.			LINE 1	LINE 2	TREE			
G 19	32	26	12	5/16	3/8	4	B	2 1/4	9 X 12	21	1 1/2

CAMPSITE 1000 FEET (G-19)

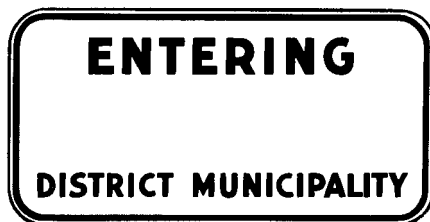
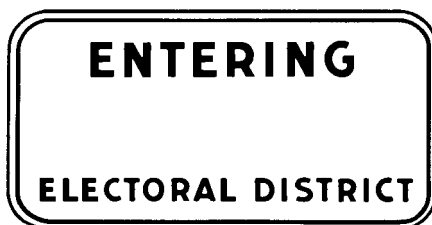
The Campsite sign shall be erected in advance of any roadside campsite area owned and maintained by the Provincial Government.

The Campsite sign shall be located not less than 1,000 feet in advance of the campsite entrance and in accordance with the general specifications for the placement of guide signs.

DISTRICT ENTERING SIGN

ELECTORAL DISTRICT G-21
DISTRICT MUNICIPALITY G-210

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS											
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE						HOLE CENTRES	CORNER RADIUS
				LINE 1	LINE 2	LINE 3					
G 21	36X18	3/8	3/8	3	D	5	D	2	D	15	1/2
G 210	36X18	3/8	3/8	3	D	5	D	2	D	15	1/2

DISTRICT ENTERING SIGN (G-21, G-210)

The Electoral District Entering sign (G-21) shall be placed on the shoulder of the road at the boundary between two electoral districts. The signs for the two districts shall be mounted back to back on one post.

The signs shall be mounted in accordance with the general specifications for the placement of guide signs.

At highway district boundaries within an electoral district, a special sign worded "Highway" instead of "Electoral" District will be necessary.

The District Municipality sign (G-210) shall be placed on the shoulder of the road at the boundary of a district municipality.

If the district municipal and the electoral district boundaries coincide, then only the district municipality sign (G-210) shall be erected.

TOWN ENTERING SIGN

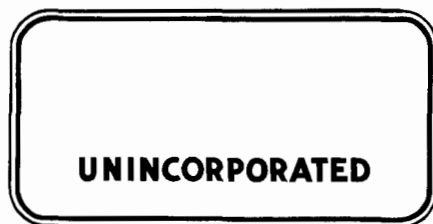
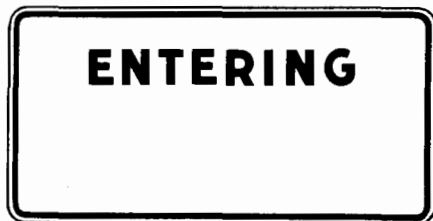
INCORPORATED

G-22

UNINCORPORATED

G-220

**BLACK LETTERS AND BORDER
ON WHITE BACKGROUND**



SIGN SPECIFICATIONS									
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS & SERIES SIZE			HOLE CENTRES	CORNER RADIUS	
				LINE 1	LINE 2	LINE 3			
G 22	36 X 18	3/8	3/8	3 D	5 D	2 D	15	1/2	
G 220	36 X 18	3/8	3/8	3 D	5 D	2 D	15	1/2	

TOWN ENTERING SIGN (G-22, G-220)

The City, Town, or Village sign shall be mounted at the city limits, town boundary, or outskirts of a village on the right-hand side of the road facing traffic. Where a reduced speed limit is enforced in the residential or business area, the sign shall be located not less than 200 feet nor more than 300 feet in advance of the reduced speed limit sign (R-7). The sign shall be mounted in accordance with the general specifications for the placement of guide signs.

The (G-22) sign shall be used only for incorporated cities or villages, and the (G-220) sign shall be used only for unincorporated villages.

ADDITIONAL GUIDE SIGNS

[illegible]

M-1

CONTRACTOR'S PROJECT SIGN

**BLACK LETTERS ON WHITE BACKGROUND
NO BORDER**

**BRITISH COLUMBIA
DEPT. OF PUBLIC WORKS
HIGHWAY PROJECT
BEING CONSTRUCTED BY
'CONTRACTOR'S NAME
AND ADDRESS'
DRIVE SLOWLY**

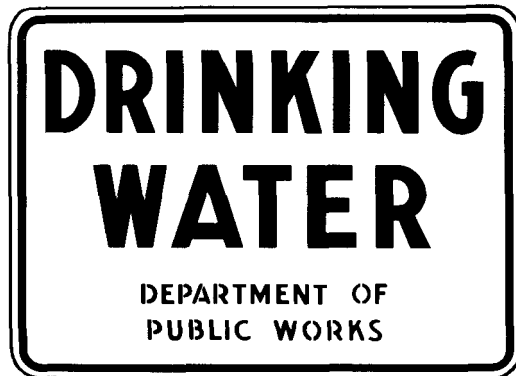
SIGN SPECIFICATIONS						
STD NO	SIZE	LETTERS & SERIES			SIZE	
		LINES 1, 2, 3 & 5		LINES 4, 6 LINE 7		HOLE CENTRES
M 1	60X 40	3	D	2	C 5 D	CORNER RADIUS SQUARE

CONTRACTOR'S PROJECT SIGN (M-1)

The contractor's project sign shall be used in advance of all new road-construction projects. The sign shall be erected 300 to 500 feet in advance of the beginning of the road construction and mounted in accordance with the general specifications for the placement of miscellaneous signs.

DRINKING WATER

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS							
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	LETTERS B SERIES SIZE		HOLE CENTRES	CORNER RADIUS
				LINES 1 & 2	LINES 3 & 4		
M 2	24 X 18	3/8	3/8	3	D	I	16
							1 1/2

DRINKING WATER (M-2)

The Drinking Water sign shall be placed at water sources approved by the Health Branch of the Department of Health and Welfare. Two signs shall be mounted back to back on one post, at right angles to the highway and on the same side of the highway as the water source. They shall be mounted in accordance with the general specifications for the placement of miscellaneous signs.

VIEWPOINT AHEAD

GREEN LETTERS AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS									
STD NO	SIZE			BORDER WIDTH	MARGIN WIDTH	LETTER & SERIES		HOLE CENTRES	CORNER RADIUS
	TOP	BOT.	DEP.			LINE 1	LINE 2		
M 3	27	18	18	3/8	3/8	4 B	4 D	15 1/2	1 1/2

VIEWPOINT AHEAD (M-3)

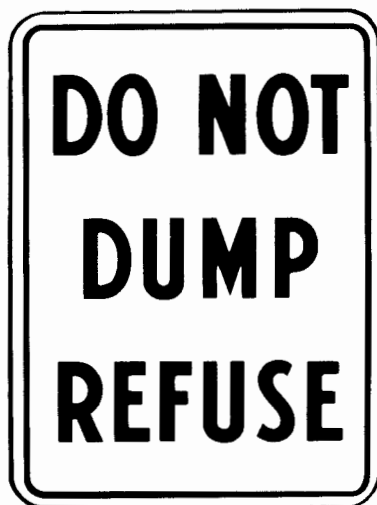
The Viewpoint Ahead sign shall be erected in advance of any turnout from the main highway, maintained for the interest of the sightseeing public.

The viewpoint ahead sign shall be located not less than 500 feet in advance of the turnout and in accordance with the general specifications for the placement of miscellaneous signs.

M-5

DO NOT DUMP REFUSE

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS											
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE			HOLE	CORNER			
		WIDTH	WIDTH	LINE 1	LINE 2	LINE 3	CENTRES	RADIUS			
M 5	18 X 24	5/8	3/8	4	B	4	B	4	B	20	1 1/2

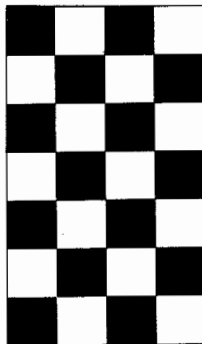
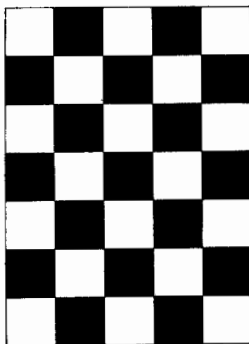
DO NOT DUMP REFUSE (M-5)

This sign is to be used to discourage the public dumping of waste and refuse in unauthorized areas. The sign shall be placed at points where such dumping is prevalent and undesirable.

**M-60 M-6
M-6A**

CHECKERBOARD SIGN

BLACK BACKGROUND WITH
ALTERNATE WHITE SQUARES



**M-6
SIGNS COMBINED M-60**

M-6A

WHITE SQUARES REFLECTORIZED

SIGN SPECIFICATIONS						
STD NO	SIZE	BORDER WIDTH	MARGIN WIDTH	SQUARES	HOLE CENTRES	CORNER RADIUS
M 6	48 X 67 1/4	—	—	9 9/16	—	—
M 6A	38 1/2 X 67 1/4	—	—	9 9/16	—	—
M 60	86 1/2 X 67 1/4	—	—	9 9/16	—	—

CHECKERBOARD (M-6, M-6A, M-60)

The Checkerboard (M-6) sign shall be used at T intersections or at the end of the projected tangent on an extremely sharp curve having a central angle of close to 90 degrees, where overdriving exists despite standard warning signs. The sign shall be mounted on two posts so that the lower edge of the sign is not less than 2 feet nor more than 4 feet above the pavement.

The large-size checkerboard (M-60) shall be made up of two small checkerboards (M-6 plus M-6A) butted together and mounted, with the longer dimension horizontal, on three posts. The M-60 sign shall be used on main highways only.

NO TRESPASSING

BLACK LETTERS AND BORDER
ON WHITE BACKGROUND



SIGN SPECIFICATIONS							
STD NO	SIZE	BORDER	MARGIN	LETTERS & SERIES SIZE		HOLE	CORNER
		WIDTH	WIDTH	LINES 1 & 2	LINES 3 & 4	CENTRES	RADIUS
M 7	18 X 12	3/8	3/8	1	2	C	10
							1 1/2

NO TRESPASSING (M-7)

The No Trespassing sign shall be used for the protection of Department of Public Works material and property. The sign shall be erected at the entrance of any road giving access to Public Works material or property. The sign shall be mounted in accordance with the general specifications for the placement of miscellaneous signs.

ROAD NOTICES AND TEMPORARY SIGNS

NO.	MATERIAL	SIZE	MESSAGE
P.W. 6	CARDBOARD	12 X 18	ROAD CLOSED
P.W. 18	FABRIC	12 X 18	NOTICE BRIDGE UNSAFE PERSONS USING SAME DO SO AT THEIR OWN RISK AND RESPONSIBILITY.
P.W. 35	FABRIC	20X28	WARNING LOAD LIMIT — TONS SPEED LIMIT — M.P.H.
P.W. 42	FABRIC	12 X 18	NOTICE THIS BRIDGE IS LIMITED TO A GROSS LOAD OF — TONS.
P.W. 57	FABRIC	12 X 18	NOTICE ROAD CLOSED DETOUR VIA —
P.W. 97	FABRIC	12 X 18	THE ERECTION OF THIS FENCE AND GATE HAS BEEN AUTHORIZED BY ORDER IN COUNCIL NO. —, APPROVED —
P.W. 101A	FABRIC	24X28	CAUTION MACHINERY AT WORK AHEAD
	FABRIC	12 X 15	NOTICE THE DUMPING OF ANY REFUSE OR GAR- BAGE ON ANY PROVINCIAL HIGHWAY RIGHT- OF-WAY IS CONTRARY TO THE HIGHWAY ACT. ANY PERSON VIOLATING THIS ACT WILL BE PROSECUTED.

**ADDITIONAL
MISCELLANEOUS SIGNS**

[illegible]

SECTION II

PAVEMENT WORD MARKINGS

Standards

Word markings on the pavement may be used for the purpose of guiding, warning, or regulating traffic. They should be limited to as few words as possible, never more than three.

Word markings shall not be used for mandatory messages except in support of standard signs. They shall be white in colour, as agreed by the October, 1954, Conference of the Western Canada Highway Officials.

The letters should be greatly elongated in the direction of traffic movement because of the low angle at which they are viewed by approaching drivers.

On high-speed roads, especially where traffic is heavy, messages of more than one line are undesirable and should generally be avoided. It is difficult to read and understand a message when the words are necessarily spread over so great a distance that they are not all legible at one time.

Where prevailing traffic speeds are greater than 35 miles per hour, large letters and numerals should be used, 8 feet or more in height; and if the message consists of more than one word, it should read up; i.e., the first word should be nearest the driver. The space between lines should be at least four times the height of the characters.

On the other hand, where prevailing traffic speeds are 35 miles per hour or less, it is preferable to use smaller letters and numerals, 6 feet in height, and to space the lines closer together. In this case a message of two or three lines should be arranged to read down; i.e., with the first word farthest from the driver. The spacing between the lines should be equal to twice the height of the characters.

The word "STOP" shall never be used on the pavement in advance of a Stop line, unless every vehicle is required to stop at all times.

Curb Markings for Parking Restrictions

Curb markings may be used to show where parking is prohibited at all times. They should not be used except on curbs along which parking is legally prohibited, either by general ordinance, as at fire-hydrants, adjacent to corners, and opposite loading islands, or by the erection of standard no-parking signs.

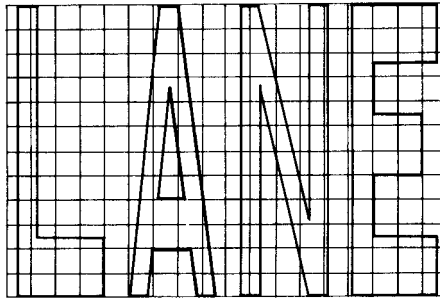
The curb marking shall be of a solid yellow colour, covering the face and top of the curb.

Experience has shown that the public does not easily understand a colour code where several colours are used in curb marking to indicate different types or degrees of parking restrictions. Curb markings are accordingly recommended only to show that parking is prohibited at all times. Other restrictions should be shown by standard parking signs.

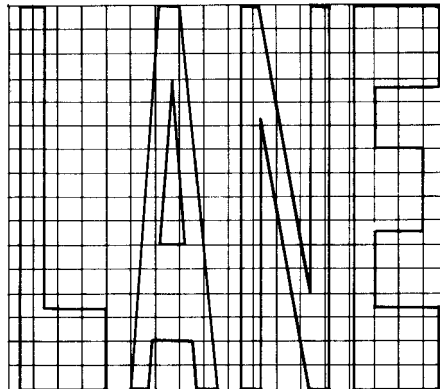
PAVEMENT LETTERING

LANE (6 FT. AND 8 FT.)

USE WHITE ROAD MARKING PAINT



6 FOOT LETTERS



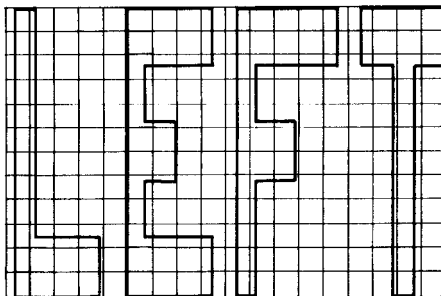
8 FOOT LETTERS

FIGURE 10

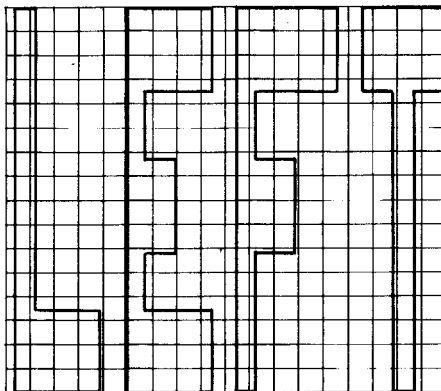
PAVEMENT LETTERING

LEFT (6 FT. AND 8 FT.)

USE WHITE ROAD MARKING PAINT



6 FOOT LETTERS



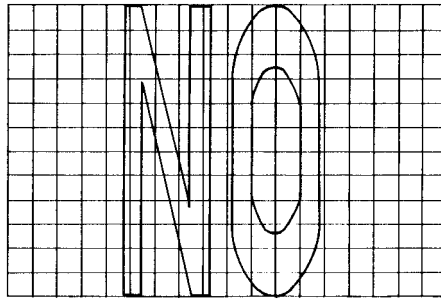
8 FOOT LETTERS

FIGURE 11

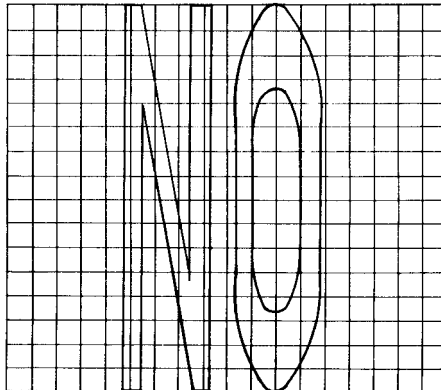
PAVEMENT LETTERING

NO (6 FT. AND 8 FT.)

USE WHITE ROAD MARKING PAINT



6 FOOT LETTERS



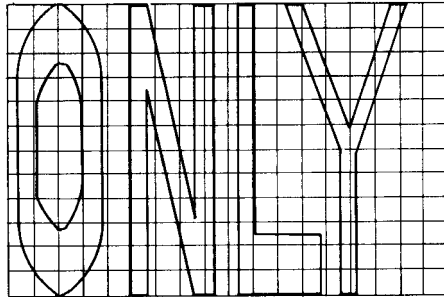
8 FOOT LETTERS

FIGURE 12

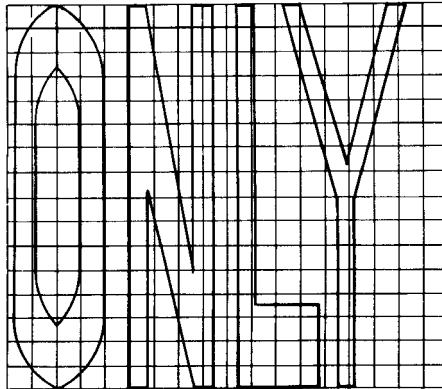
PAVEMENT LETTERING

ONLY (6 FT. AND 8 FT.)

USE WHITE ROAD MARKING PAINT



6 FOOT LETTERS



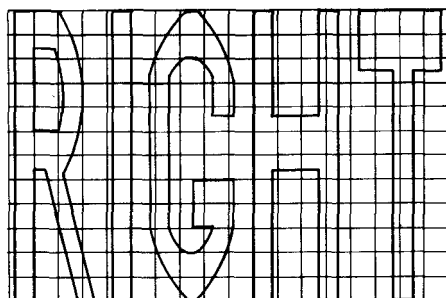
8 FOOT LETTERS

FIGURE 13

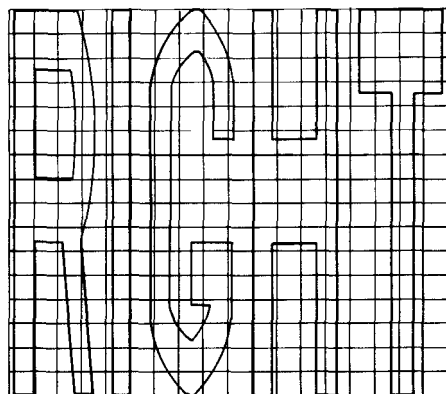
PAVEMENT LETTERING

RIGHT (6FT. AND 8FT.)

USE WHITE ROAD MARKING PAINT



6 FOOT LETTERS



8 FOOT LETTERS

FIGURE 14

PAVEMENT LETTERING

SCHOOL (6FT. AND 8FT.)

USE WHITE ROAD MARKING PAINT

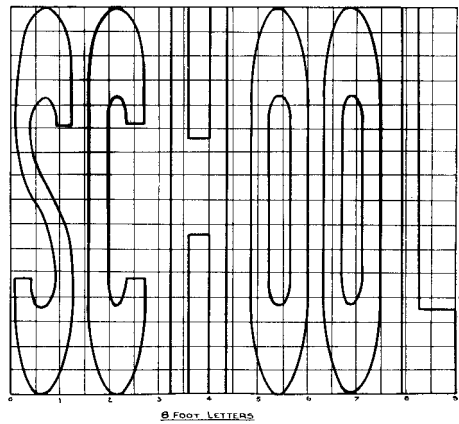
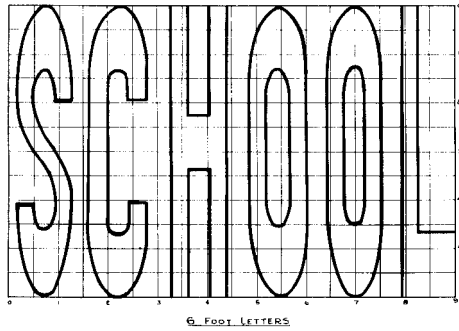
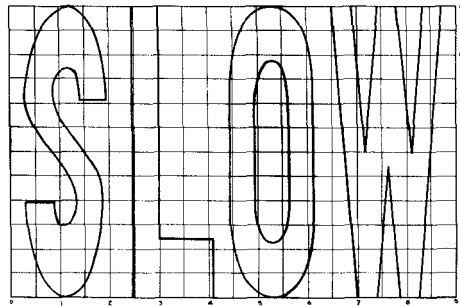


FIGURE 15

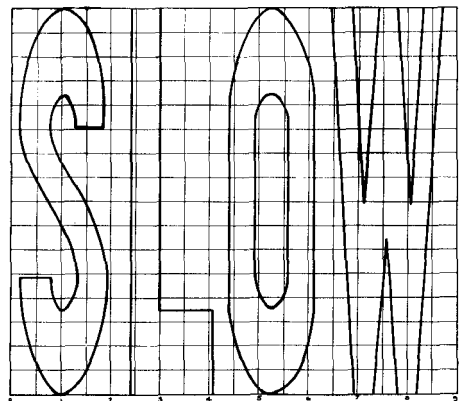
PAVEMENT LETTERING

SLOW (6 FT. AND 8 FT.)

USE WHITE ROAD MARKING PAINT



6 FOOT LETTERS



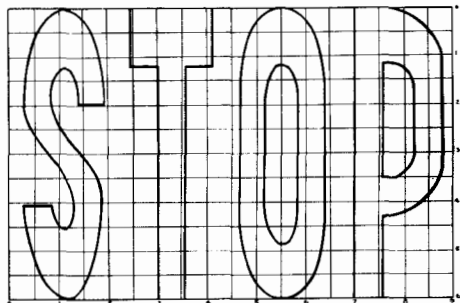
8 FOOT LETTERS

FIGURE 16

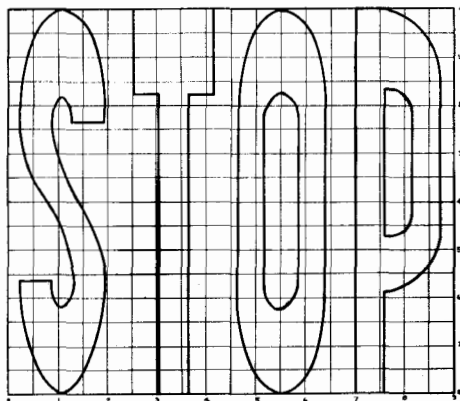
PAVEMENT LETTERING

STOP (6 FT. AND 8 FT.)

USE WHITE ROAD MARKING PAINT



6FOOT LETTERS

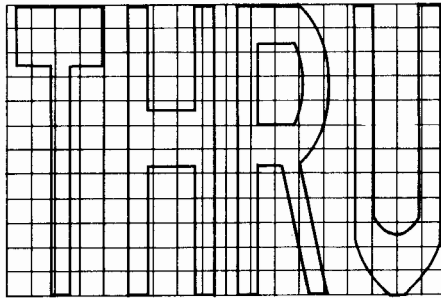


8FOOT LETTERS

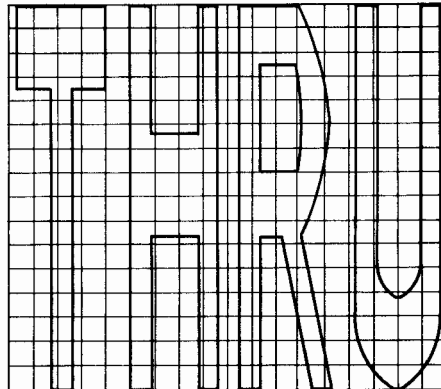
FIGURE 17

PAVEMENT LETTERING THRU (6FT. AND 8FT.)

USE WHITE ROAD MARKING PAINT



6 FOOT LETTERS



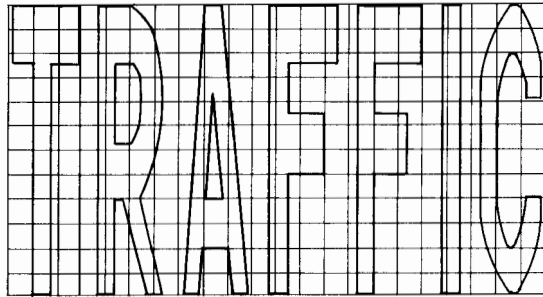
8 FOOT LETTERS

FIGURE 18

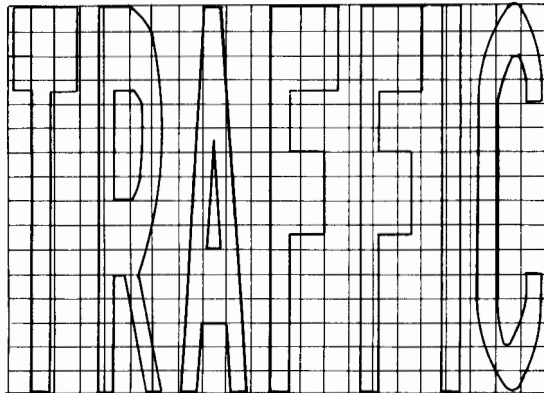
PAVEMENT LETTERING

TRAFFIC (6 FT. AND 8 FT.)

USE WHITE ROAD MARKING PAINT



6 FOOT LETTERS



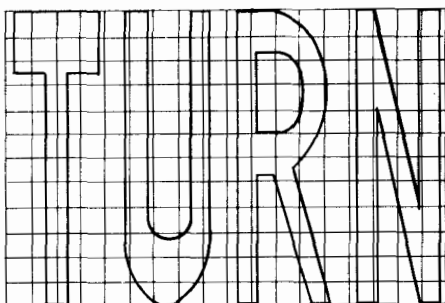
8 FOOT LETTERS

FIGURE 19

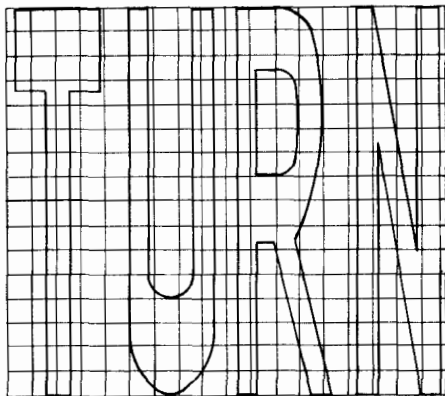
PAVEMENT LETTERING

TURN (6 FT. AND 8 FT.)

USE WHITE ROAD MARKING PAINT



6 FOOT LETTERS



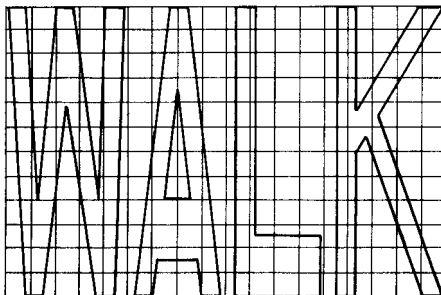
8 FOOT LETTERS

FIGURE 20

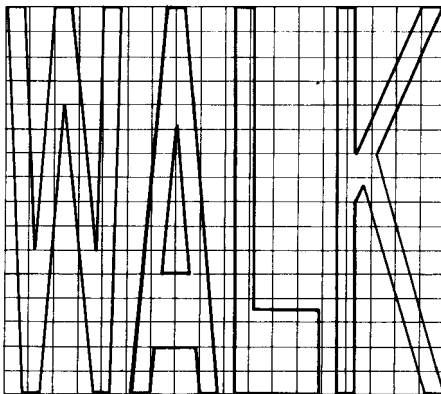
PAVEMENT LETTERING

WALK (6FT. AND 8FT.)

USE WHITE ROAD MARKING PAINT



6 FOOT LETTERS



8 FOOT LETTERS

FIGURE 21

SECTION III

TRAFFIC LINES

Standards

All centre lines and no-passing zone lines shall consist of white reflectorized painting, a minimum of 4 inches and a maximum 6 inches in width.

On a two-lane paved rural highway the centre line shall be a broken white line with line segments 15 feet in length and 25-foot gaps, and the no-passing barrier line shall be an auxiliary solid 4-inch line to the right of the normal centre line; i.e., in the lane of traffic that it is to govern with a minimum space between lines equal to the width of a single line.

Lane lines on rural or suburban highways shall be broken white lines as above. On four-lane undivided rural or suburban highways the centre line shall consist of two solid lines as above.

Centre lines and lane lines on urban streets shall be single broken white lines as above, but where traffic is heavy, speeds are low, or blocks short, 10-foot line segments separated by 10-foot gaps should be used. Short sections of centre line used to discourage passing in built-up commercial areas shall be single solid white lines, as shall centre lines on streets marked for four lanes of traffic. Wide streets marked for four or more lanes should preferably have a centre-line marking consisting of two solid lines similar to that used on rural undivided four-lane highways.

No-passing zones shall be determined and indicated separately for traffic in each direction. No-passing zones for traffic in opposite directions may overlap or there may be a gap between their ends, depending on alignment. Where they overlap, the dashed centre line shall be discontinued, and a double solid line will indicate that passing is prohibited in both directions.

In no case shall the marking be less than 300 feet in length. If the actual no-passing distance is between 150 and 300 feet in length, the additional length of marking shall be added at the beginning of the zone, and if it is less than 150 feet, no no-passing line shall be put down. Likewise, when two successive zones are separated by less than 300 feet, the two zones are connected to form one.

Warrants

No-passing zones should be established at vertical or horizontal curves or elsewhere where passing must be prohibited because of dangerously restricted sight distances or other hazardous conditions.

A no-passing zone where sight distance is restricted shall be one in which the sight distance ahead is less than 500, 600, 800, 1,000,

and 1,200 feet for assumed design speeds of 30, 40, 50, 60, and 70 miles per hour respectively, as adopted by the A.A.S.H.O.

No-passing zones will also be placed at approaches to railway crossings and important intersections in rural areas.

Method of Locating

The assumed design speed is considered to be the maximum approximate uniform speed which probably will be adopted by the faster group of drivers but not, necessarily, by a small percentage of reckless ones.

No-passing zones on an existing road are located by first determining or assuming the design speed of the road or section of road, then looking up the appropriate minimum sight distance necessary for safe passing at that speed, as given in a preceding paragraph. The section of highway in question is then checked and locations marked where sight distance is less than that set for the chosen design speed.

"For the field work one end of a wire or rope of the agreed length is fastened to the rear of an automobile, and to the other end is attached a drag or weight. This lead car, with an observer (whose eyes are at a level of $4\frac{1}{2}$ feet above the pavement), is driven along the highway while a second vehicle follows alongside the weight or drag. On the front of this second car is attached a target $4\frac{1}{2}$ feet above the road.

"At a point on a vertical curve where the target on the rear car just disappears from the view of the observer, both vehicles are stopped. Opposite the drag a mark is left to indicate the beginning of the zone. The position of the leading end of the wire or rope is also marked. This designates the end of the no-passing zone for traffic coming from the opposite direction. The cars then continue until the target again comes into the view of the observer on the lead car who now marks the start of the zone for traffic from the other direction, while the driver of the rear car indicates the end of the zone. At many zones thus identified it may be necessary to adjust the location of zone ends to meet local conditions.

"With modifications and with additional assistants to conform the wire or rope to the curve, the same field procedure may be applied to horizontal curves."*

* Traffic Engineers Handbook.

ZONE PAINTING

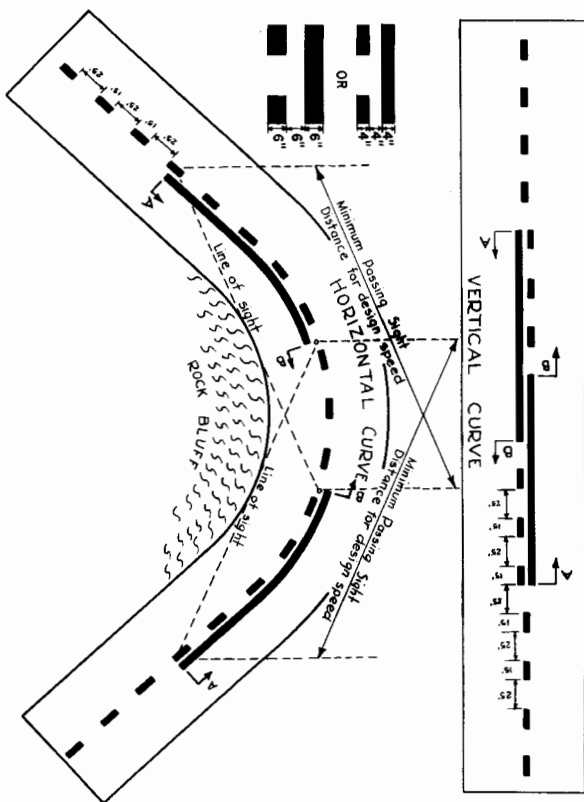


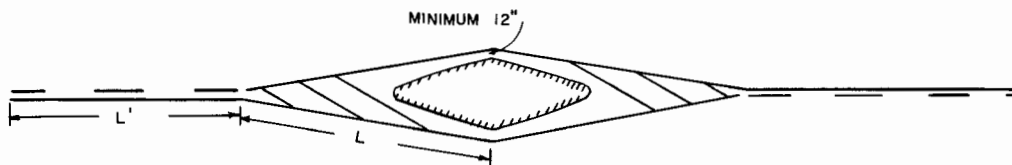
FIGURE 22

POINTS A: WHERE VISION BECOMES LESS THAN MINIMUM PASSING SIGHT DISTANCE IN DIRECTION INDICATED BY ARROW.

POINTS B: WHERE VISION BECOMES MORE THAN MINIMUM PASSING SIGHT DISTANCE IN DIRECTION INDICATED BY ARROW.

ROAD OBSTRUCTION MARKINGS

DIAGONAL LINES:
SPACED AT 20' ALONG CENTRE LINE
SLOPED 3 TO 1
6" WIDE



$L=L'$. L VARIES WITH SPEED AND OFFSET.
DISTANCE—MINIMUM 150' RURAL, 50' URBAN.

FIGURE 23

CROSSWALK PAVEMENT MARKING ARTERIAL HIGHWAY EXCEPT IN URBAN AREAS

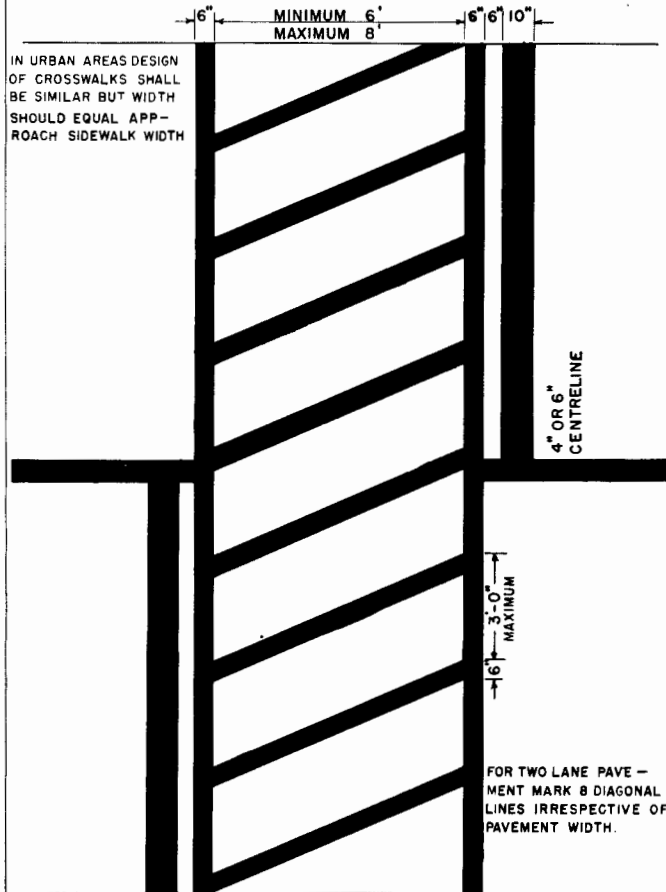


FIGURE 24

CROSSWALK PAVEMENT MARKING ARTERIAL HIGHWAY SIGNALIZED INTERSECTIONS

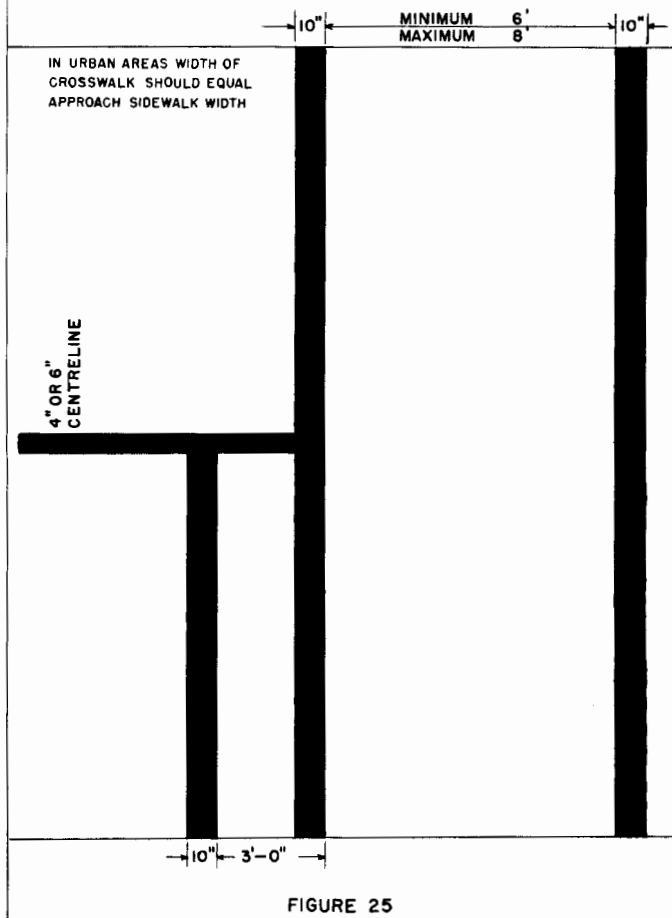


FIGURE 25