Subject: DMS and Electronic Sign Naming Convention

Date: March 1, 2018	**Author**: William Zhang, P. Eng.
Bulletin Number: TE-2018-01 **Bulletin Type: Requirement**	**Effective Date: March 1, 2018**
Audience	**Standards Affected**
Ministry Managers, Electrical Services; all holders of the Electrical and Traffic Engineering Manual; all Project Managers and Traffic Engineers; all Design Consultants	Electrical & Traffic Engineering Manual

Background: The number of electronically controlled signs (DMS, Open/Closed, Chain-Up, Severe Winter Conditions, etc.) has increased significantly since the early 1970's. Signs were named using a numbering convention based upon the Region and District where they were located. This numbering convention is no longer in effect. To better identify signs for internal and external users, a new naming convention has been developed.

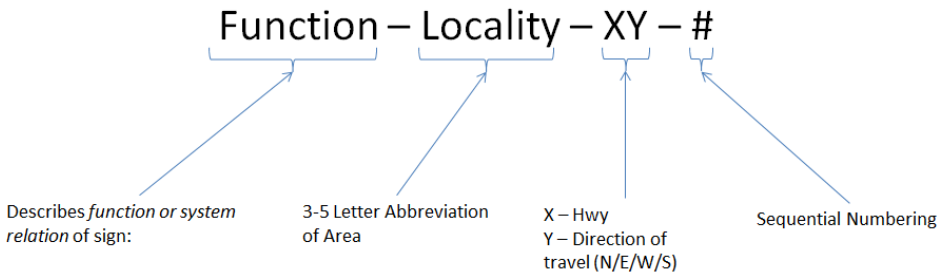
Policy: All new signs, either autonomous or controlled by the RTMC, shall be assigned a name by Ministry ITS Engineering. The sign name shall conform to the naming convention described below. Exceptions may be made if the sign(s) is/are part of a project that, for operational reasons, requires a unique naming scheme.

Procedure:

1) Designers shall request a sign name from Ministry ITS Engineering. Designers shall provide the location, direction of travel, purpose, and systems that the sign will be interacting with. Based on the information provided, a sign name will be provided by following the naming convention.

2) Designers shall include a *DMS Standard Block* in their drawings.

3) Naming convention and its parts explained:



Function – An abbreviation describing the *function* or *system relation* of the sign. A list of abbreviations will be kept and updated by ITS Engineering for consistency.

Locality – A 3 to 5 letter abbreviation describing the community, geographical landmark, or commonly referred area that the sign is at or near. A list of abbreviations will be kept and updated by ITS Engineering for consistency.

XY – X refers to the highway number and *Y* refers to the direction of travel for which the sign is facing. If a stretch of highway uses two highway numbers, the longer highway will be used. Direction of travel is determined by the general direction of the highway, not at the particular segment where the sign resides.

Sequential Numbering – The last part of the name provides differentiation from signs that have the same three previous attributes. General rules:

- First sign in an area will be '1'.
- The numbering increases numerically or alphabetically when signs are added north or east of the existing sign(s).
- Numbers and letters are alternated when new signs are inserted between signs when the next sequential number or letter is not available.
- '0' is used for new signs south or west of sign AAAA-BBBB-XY-1.
- 'X' will be used for new signs south or west of existing sign(s) that does not have any letters or numbers available. Any subsequent signs added to south or west of this sign will have another 'X' added to its name.

Note: When appropriate, it is recommended to select another geographical location rather than using 'X'. ITS Engineering will provide direction and guidance.

Example:

'INFO-HOPE-1E-1' and 'INFO-HOPE-1E-2' are the original DMSs in the area. The DMSs near Hope are for used general information, on Highway 1, and for eastbound traffic.

(Map data: Google)

Additional general information DMS's for eastbound traffic are added in proximity to the original signs in the order shown above in the black circles.

Note: Example used to illustrate sequential numbering only.

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