

**PART A—SIGNS**

**Division 2**

**REGULATORY SIGNS**

**A2.1 TO A2.11**

SIGNS

REGULATORY

A2

MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR CANADA

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## A2 REGULATORY SIGNS

The description of regulatory signs and their applications is organized as follows:

- Section A2.1 General considerations
- Section A2.2 Right-of-way control
- Section A2.3 Speed control
- Section A2.4 Turn control
- Section A2.5 Directional traffic control
- Section A2.6 Passing control
- Section A2.7 Lane designation
- Section A2.8 Parking control
- Section A2.9 Specific types of road user control
- Section A2.10 Miscellaneous regulatory signs
- Section A2.11 Temporary regulatory tab signs

Regulatory signs used for pedestrian crossing control are described in Division A6.

### A2.1 GENERAL CONSIDERATIONS FOR REGULATORY SIGNS

#### A2.1.1 Application of Regulatory Signs

Regulatory signs indicate a traffic regulation that applies at a specific time or place on a road. Disregarding any regulation constitutes a violation. These signs are essential to indicate the applicability of legal requirements that may not otherwise be apparent to the driver. Due care must be taken to ensure that these signs are installed wherever needed to fulfil this purpose, but unnecessary signs should be avoided.

Regulatory signs are installed at locations where the regulations apply and where they are easily visible to the driver. The message on the sign must clearly indicate the requirements imposed by the regulation. It is important to promptly remove signs that are no longer applicable. All regulations indicated by the signs should be enforced. Otherwise, no matter how effectively the signs may be designed and placed, the desired results will not be obtained.

Applicable regulations differ widely from one location to another, depending on traffic requirements, road conditions and local legislation. It is possible, however, to establish uniform standards of application, location, size, shape and colour for different types of regulatory signs so that drivers may recognize them quickly and be governed accordingly.



### **A2.1.2 Classification of Regulatory Signs**

Regulatory signs are classified into the following sub-classes according to their function, as defined in Division A1:

- RA: Right-of-way control signs
- RB: Road use control signs
- RC: Miscellaneous regulatory signs

### **A2.1.3 Design of Regulatory Signs**

Regulatory signs are usually designed in accordance with the general specifications in Section A1.6. Regulatory signs are generally rectangular in shape with the longer dimension vertical. They usually consist of either a red, green or black message on a white background (see Table A1-1).

In certain cases, the colours may be reversed, such as white on a black or red background. Examples include the Stop, Yield, One-Way, Do Not Enter, Night Speed, and Overhead Lane Designation signs.

Minimum dimensions for each sign are presented in the following sections. Where conditions require increased visibility, larger signs should be used. All dimensions are increased proportionately.

## **A2.2 RIGHT-OF-WAY CONTROL**

Right-of-way control signs indicate the right-of-way to drivers and/or pedestrians as appropriate.

### **A2.2.1 Stop Sign (RA-1)**

The Stop sign indicates to drivers that they must stop their vehicles completely before entering the intersection area and must not proceed until it is safe to do so. The Stop sign is octagonal in shape with a minimum horizontal and vertical dimension of 600 mm.



**600 mm x 600 mm**

Oversized Stop signs may be used where the physical characteristics, collision experience or traffic speeds indicate that a 600 mm sign will not have sufficient impact (Section A1.6).

Reduced-size Stop signs may be used on separate bicycle facilities to regulate the movement of cyclists. In this case, the minimum dimensions are 450 mm. Care should be taken to ensure that signs are placed on the bicycle facility so that they are not readily visible to drivers.

### A2.2.1.1 Installation Guidelines

A Stop sign should be placed at or as near as possible to the point where the vehicle is to stop. The Stop sign should not be placed farther than 15 m from the near edge of the intersecting road, with its preferred location being not farther than 5.0 m (Figure A2-1).

Where only one Stop sign is used on an approach to an intersection, it must be placed on the right side of the traffic lane to which it applies. Where two or more lanes of traffic on a one-way or divided road are controlled by a Stop sign, a second Stop sign should be placed where it will be visible to the traffic in the left lane.

Where a minor road controlled by a Stop sign intersects a through route at an acute angle, the Stop sign should be placed to avoid displaying the stop message to drivers on the through route. This may require shielding the sign from the view of through traffic, or orienting the sign parallel to the through route.

Where a Stop sign is used to control traffic on one approach of a four-way intersection, the opposing approach should also normally be controlled by a Stop sign.

If a Stop sign is used at a "T" intersection, the stem of the T should normally be stopped.

The physical characteristics of the intersection, the collision experience, or travel speeds may require that a Stop sign be supplemented by one or more of the following devices:

- (a) a stop line (Division C3)
- (b) a Stop Ahead sign (WB-1) (Division A3)
- (c) a flashing red beacon in operation both day and night (Division B5)

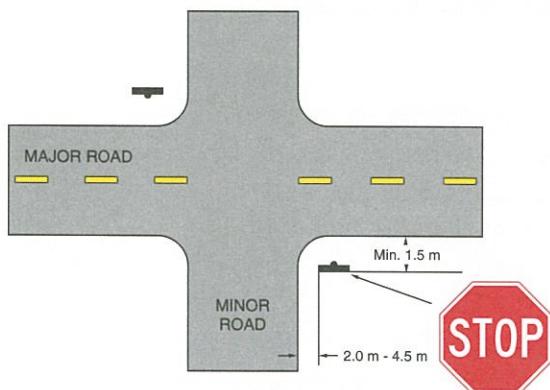
### A2.2.1.2 Usage Guidelines (General)

Stop sign control results in delay to drivers and may increase fuel consumption, vehicle emissions and frequency of collisions. Therefore, Stop signs should not be used indiscriminately. Stop signs are not intended as speed control devices, and their usage should therefore be limited to the control of right-of-way conflicts.

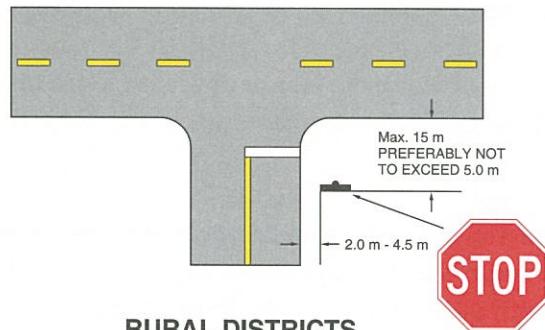
Stop signs must not be used on the same approach to intersections where traffic control signals are operating. Portable or part-time Stop signs are used only in emergency or temporary situations, such as in conjunction with traffic control staff, or at intersections where traffic signals are no longer working.

FIGURE A2-1

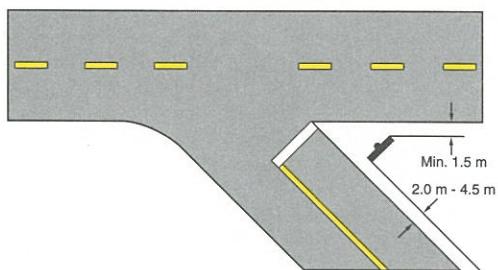
## TYPICAL LOCATION OF STOP SIGN



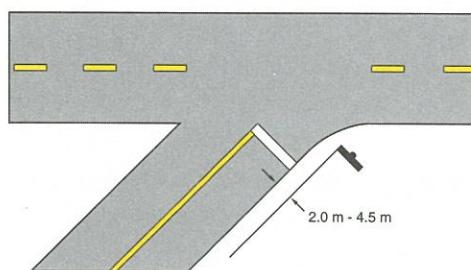
RURAL DISTRICTS



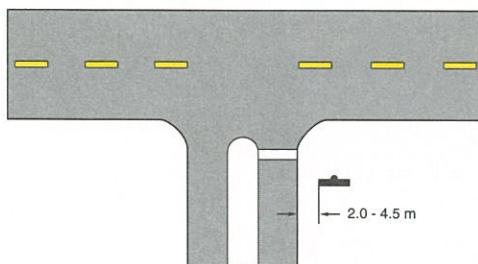
RURAL DISTRICTS



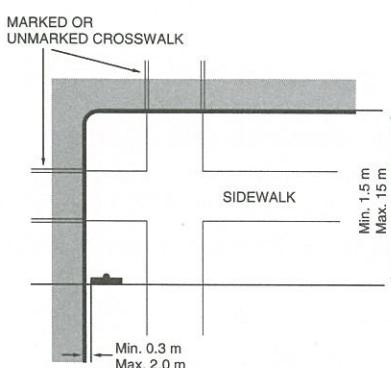
RURAL DISTRICTS



RURAL DISTRICTS



RURAL DISTRICTS



URBAN AND SUBURBAN DISTRICTS

FIGURE A2-1

Stop signs should only be used where traffic engineering studies indicate that the usage of Stop signs is warranted. These studies should consider such aspects as traffic speeds, traffic volumes, sight lines, and collision experience. Stop signs may be warranted at the following locations:

- (a) on a minor road entering a through road;
- (b) on the road carrying the lesser volume of traffic at an intersection where all roads are of the same functional classification;
- (c) at an unsignalized intersection in a signalized area except where they would interfere with traffic signal progression;
- (d) at an intersection where the application of the normal right-hand rule would be unduly hazardous;
- (e) at an intersection where the safe vehicle speed on the approach is less than 15 km/h;
- (f) as an interim measure at a railway crossing which is scheduled for automatic protection or as required by the railway authority;
- (g) within an intersection of a divided highway where a Stop sign is present at the entrance to the first roadway, and further control is necessary in the median at the entrance to the second roadway. This additional Stop sign would be necessary where the median width between the two roadways exceeds 30 m; and
- (h) where three or more reportable right-angle collisions per year have occurred and methods of reducing the collision experience, such as improving sight lines, street lighting, parking prohibitions, enforcement, geometric modifications, or a Yield sign, have been tried unsuccessfully.

#### A2.2.1.3 Usage Guidelines (Multi-way Stop Signs)

Multi-way Stop signs may be warranted under one or more of the following conditions:

- (a) where the traffic volumes on the intersecting roads are approximately equal, and the combined pedestrian and vehicular volumes on the minor road average 200 per hour for an eight hour period;
- (b) where the average delay to the minor road vehicular traffic entering the intersection exceeds 30 seconds per vehicle during the peak hour;

- (c) where traffic signals are not warranted, and a collision problem exists, as indicated by five or more reported collisions per year of a type which may be prevented by a multi-way Stop sign installation. Such collisions include right and left turn collisions as well as right angle collisions;
- (d) as an interim measure prior to the installation of traffic signals; or
- (e) as an interim measure, for a period of approximately one month prior to switching the stop control from one road to an intersecting road and the subsequent removal of existing Stop signs on the first road.

### A2.2.2 Yield Sign (RA-2)



The Yield sign indicates to drivers that they must yield the right-of-way, stopping if necessary, before entering the intersection, and must not proceed until it is safe to do so. The Yield sign is an inverted equilateral triangle with sides 750 mm in length.

Oversized Yield signs may be used where the physical characteristics, collision experience or traffic speeds indicate that the 750 mm sign will not have sufficient impact (Section A1.6).

Reduced-size Yield signs may be used on bicycle facilities to regulate the movement of cyclists. This condition applies where the cyclist must yield the right-of-way to other traffic, and where sight lines permit adequate visibility to allow a safe stop. In this case, the minimum dimension of the Yield sign is 600 mm. Care should be taken to ensure that signs are placed on the bicycle facility so that they are not readily visible to drivers.

#### A2.2.2.1 Installation Guidelines

A Yield sign should be placed at or as near as possible to the point where the vehicle may be required to stop. A Yield sign should not be placed farther than 15 m from the near edge of the intersecting road, and preferably not farther than 5.0 m.

When a minor road controlled by a Yield sign intersects a through road at an acute angle, the Yield sign should be placed to avoid displaying the yield message to drivers on the through road. This may require shielding the sign from the view of through traffic, or orienting the sign parallel to the through road.

When Yield signs are used at channelized right turn lanes, particularly where the radius of curvature is less than 60 m, the visibility of a Yield sign on the right side of the road may be inadequate. In these situations, consideration should be given to installing an additional Yield sign on the left side.

A Yield sign may be supplemented by a Yield Ahead sign (WB-2) (Section A3.6).

### A2.2.2.2 Usage Guidelines

Yield sign control should be considered when the basic right-of-way rule does not provide for safe and efficient traffic movement, and a Stop sign is considered to be too restrictive.

As a general rule, Yield signs should only be used where traffic engineering studies indicate that their usage is warranted. These studies should consider such aspects as traffic volumes, traffic speeds, intersection sight lines and collision experience. Yield signs may be warranted in assigning the right-of-way at locations where one or more of the following conditions exist:

- (a) on the minor road approach to an intersection, where the safe vehicle speed on the approach is greater than 15 km/h;
- (b) where a fully-developed acceleration lane is not provided at the entrance ramp to an expressway or a right-turn channel at an at-grade intersection; or
- (c) within an intersection of a divided highway where a Stop sign is installed at the entrance to the first roadway, and further control is necessary in the median at the entrance to the second roadway. Yield control may be appropriate at the entrance to the second roadway where the median width between the roadways is less than 30 m.

### A2.2.3 Roundabout Yield Sign (RA-7)

The Roundabout Yield sign indicates to drivers that they must yield the right-of-way, stopping if necessary, before entering the roundabout, and must not proceed until it is safe to do so.

A Roundabout Yield sign should be placed at or as near as possible to the point where the vehicle may be required to stop. A Roundabout Yield sign should not be placed farther than 15 m from the near edge of the roundabout roadway, and preferably not farther than 5 m.

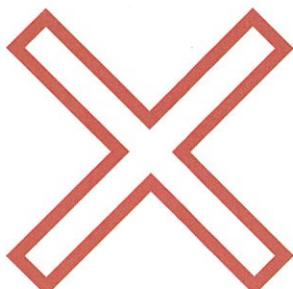
For approaches of more than one lane, roundabout yield signs should be placed on both sides of the approach.

A RA-7 sign may be supplemented by a WA-36 Roundabout Ahead sign as indicated in A3.3.6. The typical installation of signs at a modern roundabout is illustrated in Figure A3-6.

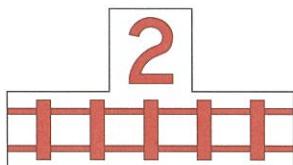


**RA-7**  
**750 mm sides**

RA-6 – RB-1S



RA-6



RA-6S

700 mm x 400 mm

#### A2.2.4 Railway Crossing Sign (RA-6)

The Railway Crossing sign indicates to drivers that they must yield the right-of-way, stopping if necessary, before entering the railway crossing area and must not proceed until it is safe to do so.

The Railway Crossing sign is in the form of an “X”. Both crosspieces of the “X” are 1200 mm by 200 mm and they intersect at a right angle.

The supplementary tab sign (RA-6S) must be used with the Railway Crossing sign where there are two or more tracks at the crossing. This tab sign is in the form of an inverted “T”, where the minor leg displays a numeral corresponding to the number of tracks, and where the major leg graphically depicts a railway track.

The typical installation of signs and pavement markings at a railway crossing is illustrated in Figure C1-5.

### A2.3 SPEED CONTROL

Speed control signs indicate the maximum or minimum legal speed under ideal driving conditions on the section of road identified by the signs.

The applicable speed in kilometres per hour, as established by law, is shown in multiples of 10 km/h.

#### A2.3.1 Maximum Speed Sign (RB-1)

The Maximum Speed sign indicates to drivers the maximum legal vehicle speed that is permitted under ideal driving conditions on the road section where the signs are installed.

Although generally not required, the supplementary tab sign (RB-1S) may be placed below speed control signs in areas near the border with the United States or near international airports to assist drivers in their interpretation of metric speed limits.

#### A2.3.1.1 Location of Maximum Speed Signs

Maximum Speed signs are placed at the beginning of each speed zone.

Signs indicating altered speed limits must be located at the beginning of each section where the speed is altered, and at appropriate intermediate locations. At the end of such sections, a Maximum Speed sign is installed showing the next succeeding speed limit.



RB-1  
600 mm x 750 mm



RB-1S  
600 mm x 300 mm

RB-2 – RB-3F

### A2.3.2 Trucks Maximum Speed Sign (RB-2)

The Trucks Maximum Speed sign indicates to drivers that the maximum legal speed for trucks differs from the maximum legal speed for other vehicles.

It must be given the same prominence as the Maximum Speed sign, and it must be installed to follow the Maximum Speed sign at a distance not less than 50 m and not more than 300 m.



RB-2

600 mm x 750 mm

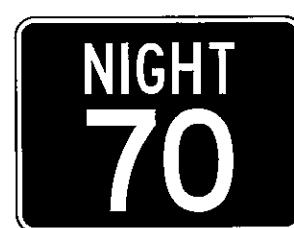


RB-2F

600 mm x 750 mm

### A2.3.3 Night Speed Sign (RB-3)

The Night Speed sign, when used in jurisdictions that differentiate between normal and nighttime speed limits, indicates to drivers the maximum legal speed which is permitted during hours of darkness. It must be mounted immediately below the normal speed limit sign. It has reversed colours, with a white message on a black background.



RB-3

600 mm x 450 mm



RB-3F

600 mm x 450 mm



RB-4

600 mm x 750 mm

#### A2.3.4 Minimum Speed Sign (RB-4)

The Minimum Speed sign indicates that it is illegal to drive at a lower speed except when necessary for safe operation or in compliance with law. It is used where engineering and traffic investigations show that slow speeds on a highway consistently impede the normal and reasonable movement of traffic. Minimum Speed signs are posted in the same manner as Maximum Speed signs. When both Maximum and Minimum Speed signs are used, the Minimum Speed sign must be installed immediately below the Maximum Speed sign.

## A2.4 TURN CONTROL

Turn control signs are used at intersections to indicate regulations prohibiting or designating specific turning movements.

In general, turn control signs are placed on the far right corner facing traffic approaching the intersection. This is usually supplemented with a sign on the far left corner for left turn prohibitions, and on the near right corner for right turn prohibitions. Where left turns are prohibited from a one way street, a supplementary sign is usually installed on the near left corner.

At signalized intersections, turn control signs should be mounted adjacent to, or just below or above, the traffic signals governing the traffic to which the signs apply. When mounted below a traffic signal, installed directly over any road, a turn control sign must have a clearance of at least 4.5 m above the road. As noted for unsignalized intersections, supplementary signs may be added where appropriate.

In some cases, additional signs may be placed in advance of the intersection. If signs are placed in advance, care should be taken that there is no driveway between the signs and the intersection where the turning movement is prohibited.

At an intersection with a one-way street, whether signalized or not, a One-Way sign (RB-21) should be used rather than a turn control sign.

### A2.4.1 Through Traffic Prohibited Sign (RB-10)

The Through Traffic Prohibited sign indicates to drivers that they are not permitted to proceed straight ahead.

### A2.4.2 Supplementary Tab Signs (RB-11S1, RB-11S2)

Supplementary tab signs indicate information concerning the time(s) of the day and days of week when a regulation applies or when exceptions to a regulation apply. The tab sign is installed immediately below the primary sign to which it applies.

The supplementary tab sign (RB-11S1) may be used with turn control and other regulatory signs where transit vehicles are exempt from the specific regulation.

The supplementary tab sign (RB-11S2) may be used with a primary regulatory sign to show the time(s) of the day and the days of the week when the primary sign regulation is in effect.



**RB-10**  
600 mm x 600 mm



**RB-11S1**  
600 mm x 300 mm



**RB-11S2**  
600 mm x 300 mm



**RB-11S1F**  
600 mm x 300 mm



**RB-11S2F**  
600 mm x 300 mm



RB-11R

600 mm x 600 mm

#### A2.4.3 Right (Left) Turn Prohibited Sign (RB-11)

The Right Turn Prohibited sign (RB-11R) indicates to drivers that they are not permitted to turn right.

The Left Turn Prohibited sign (RB-11L) indicates to drivers that they are not permitted to turn left.



RB-11L

600 mm x 600 mm

#### A2.4.4 Turn Right (Left) Sign (RB-14)

The Turn Right sign (RB-14R) indicates to drivers that they are required to turn right only. This sign is used where all traffic in all lanes of the road must turn right. Where only a specific lane(s) must turn right, the RB-41R sign must be used for the appropriate lane(s).

The Turn Left sign (RB-14L) indicates to drivers that they are required to turn left only. This sign is used where all traffic in all lanes of the road must turn left. Where only a specific lane(s) must turn left, the RB-41L sign must be used for the appropriate lane(s).



RB-14R

600 mm x 600 mm

#### A2.4.5 Turns Prohibited Sign (RB-15)

The Turns Prohibited sign indicates to drivers that they are not permitted to turn left or right at the intersection. The sign is used where all traffic in all lanes of the road must proceed straight ahead. Where only a specific lane(s) must proceed straight, the RB-45 sign must be used for the appropriate lane(s).



RB-15

600 mm x 600 mm

#### A2.4.6 U-Turn Prohibited Sign (RB-16)

The U-Turn Prohibited sign indicates to drivers that they are prohibited from executing U-turns at or near that location.



RB-16

600 mm x 600 mm

RB-17R – RB-17L

#### A2.4.7 RIGHT (LEFT) TURN ON RED TRAFFIC SIGNAL PROHIBITED SIGN (RB-17)

The Right (Left) Turn on Red Traffic Signal Prohibited sign indicates to drivers that during the red traffic signal indication they are not permitted to turn right (or left). Such prohibitions may be required for any of the following conditions:

- (a) inadequate sight distance or restrictive geometrics;
- (b) irregular intersection with more than four approaches and multi-phase control;
- (c) conflicts with an exclusive pedestrian phase;
- (d) the existence of unusual movements such as double left turns by opposing traffic or double right turns;
- (e) a history of right turn on red or left turn on red collisions on a particular approach; or
- (f) the proximity of a railroad crossing with signal pre-emption on that approach.



**RB-17R**  
600 mm x 900 mm



**RB-17L**  
600 mm x 900 mm

The sign should be mounted on the far right (or the far left) corner of the intersection. In many cases it is installed adjacent to the far right (or the far left) signal head. When a near right (or left) signal head exists, another sign should be installed. Other special circumstances such as a wide intersection may require the installation of additional signs.

## A2.5 DIRECTIONAL TRAFFIC CONTROL

On one-way roads and on certain ramp type roads, drivers are permitted to travel in only one specified direction. The following directional control signs are intended for use under such circumstances.

### A2.5.1 One-Way Sign (RB-21)

The One-Way sign indicates to drivers that traffic is allowed to travel only in the direction of the arrow, on the road or section of road.

One-Way signs must be placed on the near right and far left corners of the intersection to face traffic entering or crossing the one-way road. Where the intersection is signalized, signs must be placed as close as practicable to the appropriate traffic control signal faces.

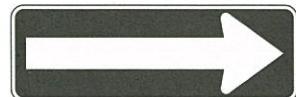
One-Way signs may also be placed parallel to the one-way road directly opposite the exits from driveways, alleys and other public vehicle access places. The One-Way sign must always be used in these situations rather than a turn control sign.

### A2.5.2 Entry Prohibited Sign (RB-23), Wrong Way Sign (RB-22)

The Entry Prohibited sign (RB-23) indicates to drivers that vehicular traffic is not permitted to enter the road at the location of the sign. The sign must be conspicuously placed at the end of a one-way road or ramp to indicate that traffic entry is prohibited.

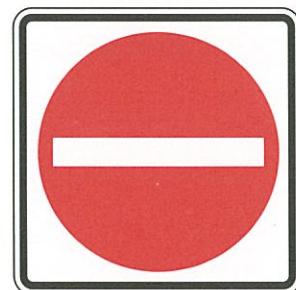
Where required at intersections, the Entry Prohibited sign should be placed at the far corners facing traffic that would otherwise illegally enter the one-way road or ramp.

The Wrong Way sign (RB-22) may be used only as a supplementary sign with the Do Not Enter sign to advise motorists that they are travelling the wrong way against the flow of traffic. The sign should be conspicuously placed beyond the point of illegal entry. The sign normally is used on interchange exit ramps.



RB-21

900 mm x 300 mm



RB-23

600 mm x 600 mm



RB-22

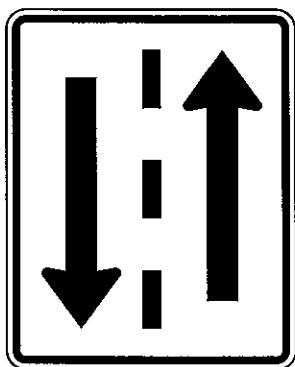
600 mm x 600 mm



RB-22F

600 mm x 600 mm

RB-24 – RB-25



RB-24

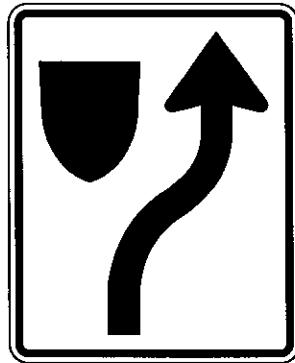
600 mm x 750 mm

### A2.5.3 Two-Way Traffic Sign (RB-24)

The Two-Way Traffic sign indicates to drivers that the section of road which they are travelling on is a two-way road, and that the normal rules of the road for two-way operation apply.

This sign should be placed on both sides of the road. It indicates to drivers who have been travelling on a one-way street, or on one half of a divided highway, that they are now travelling on a section which is operated two-way. In certain circumstances, it may be necessary to repeat the signing at intervals along the road.

The Two-Way Traffic Ahead sign (WB-3) is used to provide advance warning of two-way traffic operation ahead.



RB-25

600 mm x 750 mm

### A2.5.4 Keep Right Sign (RB-25)

The Keep Right sign indicates that traffic is required to pass to the right of obstructions such as medians, islands or underpass piers. The Object Marker (WA-36L) may be used with the RB-25 sign.

On a median, the Keep Right sign should be mounted not more than 15 m beyond the approach end. On a pedestrian island or intersection channelization island it should be mounted at or as close as practicable to the approach end. The sign should be mounted on the face of, or just in front of, a pier or other obstruction in the centre of the road. In locations where stripe markings are also used on the obstruction, the stripe markings should be discontinued to leave a 100 mm space around the outside of the Keep Right sign.

Where traffic is permitted to pass on either side of an island or other obstruction in the road, the Double Arrow sign (WA-17) must be used. The Object Marker (WA-36L) is normally placed below the WA-17 sign.

## A2.6 PASSING CONTROL

On certain sections of road, it is necessary to restrict passing manoeuvres due to limited sight distance which makes overtaking hazardous. The following signs may be used under such circumstances.

### A2.6.1 Passing Prohibited Sign (RB-31)

The Passing Prohibited sign indicates to drivers that they must not overtake another vehicle within a specified zone. The termination of this zone may be indicated by the placement of a Passing Permitted sign (RB-32).

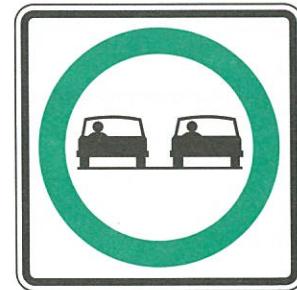
The sign is installed on the right side of the road.



**RB-31**  
**600 mm x 600 mm**

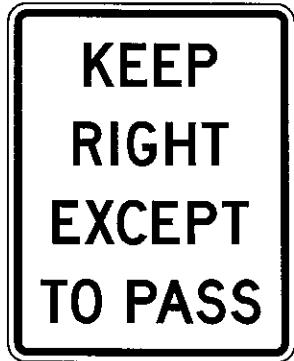
### A2.6.2 Passing Permitted Sign (RB-32)

The Passing Permitted sign indicates to drivers that passing is permitted. It may only be used at the end of a no-passing zone where a Passing Prohibited sign (RB-31) is installed at the beginning.



**RB-32**  
**600 mm x 600 mm**

RB-34 – RB-34F



RB-34

600 mm x 750 mm



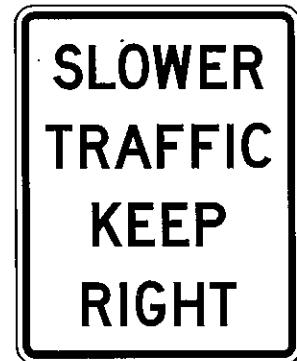
RB-34F

600 mm x 750 mm

RB-35 – RB-35F

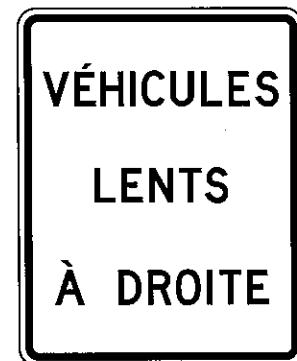
#### A2.6.4 Slower Traffic Keep Right Sign (RB-35)

The Slower Traffic Keep Right sign indicates to drivers that slower moving vehicles should travel in the right lane. It is used on multi-lane divided and undivided highways. This sign should be installed at the beginning of a multi-lane section, and at other locations where there is a tendency by drivers to use the median lane when not passing.



RB-35

600 mm x 750 mm



RB-35F

600 mm x 750 mm



**RB-36**  
900 mm x 1500 mm



**RB-36F**  
900 mm x 1500 mm

#### A2.6.5 Yield Centre Lane to Opposing Traffic Sign (RB-36)

The Yield Centre Lane to Opposing Traffic sign indicates to drivers that an additional lane has been added to the opposing direction as a climbing or a passing lane, and that passing is permitted by pavement markings in the single-lane direction. It is used where a third lane has been added to a two-lane, two-way highway (Figure A3-3 and Figure A3-4).

The sign is installed to face traffic travelling in the single-lane direction. It is located at the start of every passing opportunity in that direction and at 800 m intervals throughout the section where pavement markings indicate that passing is permitted.

Factors that should be taken into account in permitting passing in the single-lane direction include:

- (a) heavy vehicle volumes in the single-lane direction that would influence other drivers to attempt a passing manoeuvre;
- (b) the availability of passing opportunities in the single-lane direction before or after the passing lane section; and
- (c) the length of the passing or climbing lane.

## A2.7 LANE DESIGNATION

Lane designation signs are used on intersection approaches where the permitted movement in one or more of the approach lanes is contrary to normal driver expectations. This may include permission for a movement normally prohibited, prohibition of a movement normally permitted, or both.

Lane designation signs may be installed overhead or beside the road.

Lane designation signs should be located no more than 50 m in advance of an intersection. They must not be used to replace turn control signs.

### A2.7.1 Overhead Lane Designation Signs

When used, overhead lane designation signs must be placed over a specific lane or lanes where the movement is contrary to normal driver expectations. The signs may also be placed over all lanes on the same approach, depending on local conditions.

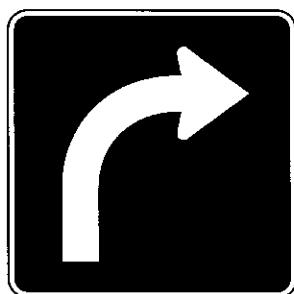
The signs should be mounted so that the bottom of the sign is 4.5 m to 6.0 m above the road, and so that each sign is centred over the lane it governs. The signs may be mounted on mast arms, bridge structures, or on span wires.

### A2.7.2 Side-Mounted Lane Designation Signs

Overhead lane designation signs are generally preferred and are more effective than side-mounted installations. However, side-mounted signs may be used for applications such as exclusive right or left turn lanes, double right or left turn lanes, T-intersections, centre two-way left turn lanes (with supplementary tab sign), interim installations until an overhead sign can be installed, and designation of a three-lane approach with turning movements contrary to normal driver expectations. Side-mounted lane designation signs may be used where the following conditions exist:

- (a) low to medium traffic speeds;
- (b) low to medium traffic volumes;
- (c) good sight distance;
- (d) established pattern of turning traffic; and
- (e) control of three or fewer lanes on the intersection approach.

RB-41R – RB-43

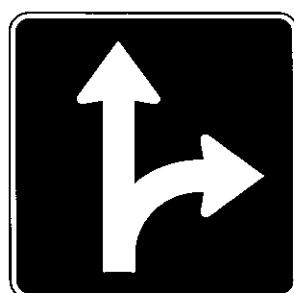


**RB-41R**  
600 mm x 600 mm

#### A2.7.3 Right (Left) Turn Only Lane Sign (RB-41)

The Right (Left) Turn Only Lane sign indicates to drivers approaching an intersection in the designated lane that they must only turn right (left) from the designated lane at the intersection.

The right (RB-41R) or left (RB-41L) version of the sign is used as appropriate.



**RB-42R**  
600 mm x 600 mm

#### A2.7.4 Straight Through or Right (Left) Turn Only Lane Sign (RB-42)

The Straight Through or Right (Left) Turn Only Lane sign indicates to drivers approaching an intersection in the designated lane that they must only proceed straight through or turn right (or left, as shown on the sign) from the designated lane at the intersection.

The right (RB-42R) or left (RB-42L) version of the sign is used as appropriate.



**RB-43**  
600 mm x 600 mm

#### A2.7.5 Right or Left Turn Only Lane Sign (RB-43)

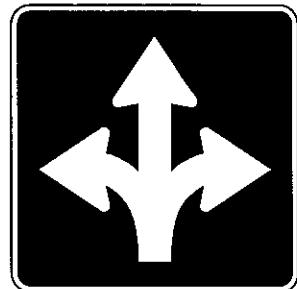
The Right or Left Turn Only Lane sign indicates to drivers approaching an intersection in the designated lane that they must turn left or right from the designated lane at the intersection.

In cases where there is a horizontal curve or slight change in alignment in the road through the intersection, the arrow symbol should reflect the actual geometry of the through road.

RB-44 – RB-45

#### A2.7.6 All Movements Permitted Lane Sign (RB-44)

The All Movements Permitted Lane sign indicates to drivers approaching an intersection in the designated lane that they may proceed straight through, turn left, or turn right from the designated lane at the intersection.

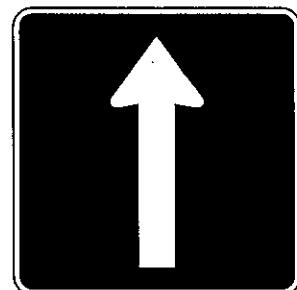


RB-44  
600 mm x 600 mm

#### A2.7.7 Straight Through Only Lane Sign (RB-45)

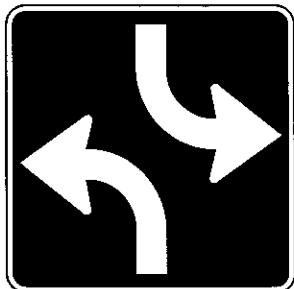
The Straight Through Only Lane sign indicates to drivers approaching the intersection in the designated lane that they must proceed straight through from the designated lane at the intersection.

In cases where there is a horizontal curve or slight change in alignment in the road through the intersection, the arrow symbol should reflect the actual geometry of the through road.



RB-45  
600 mm x 600 mm

RB-48 – RB-48SF



RB-48

900 mm x 900 mm



RB-48S

600 mm x 300 mm



RB-48SF

600 mm x 300 mm

#### A2.7.8 Two-Way Left-Turn Lane Sign (RB-48)

The Two-Way Left-Turn Lane sign indicates to drivers that the designated lane is reserved for left-turning vehicles that may use the designated lane only for deceleration and waiting to turn left. Accordingly, they should enter the lane within a reasonable distance of the point at which the left turn will be made. The sign is installed over the lane to indicate the start of the two-way left-turn lane, and then at appropriate intervals of approximately 150 m, with at least one sign per block.

When the RB-48 sign is used in a side-mounted position as an alternative or supplement to the overhead sign, the supplementary tab sign (RB-48S) must be installed with the RB-48 sign.

#### A2.7.9 Side-Mounted Single Lane Designation Signs

The side-mounted signs indicate to drivers that the lane is designated exclusively for the movements indicated. To designate exclusive right turns, the Right Turn Only Lane sign (RB-41R) is placed on the right side of the turn lane. To designate exclusive left turns, the Left Turn Only Lane sign (RB-41L) is placed on the left side of a one-way street, or on the median of a divided road. If there is not a median, overhead signs should be used.

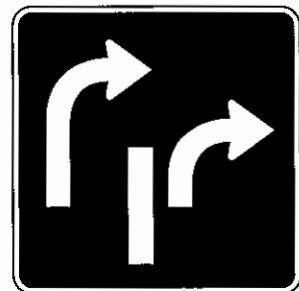
The RB-42 (R or L), RB-43, RB-44, and RB-45 signs may also be used for side-mounted installations where appropriate. The signs are installed to the right or to the left of the lane to which they apply. The RB-48 sign may be used for a side-mounted installation, as noted in subsection A2.7.8.

### A2.7.10 Side-Mounted Multiple Lane Designation Signs

Where more than one lane is to be designated by side-mounted lane designation signs, the appropriate lane designations may be combined on a single sign, as illustrated by the RB-46 (R or L), RB-47 (R or L) or the RB-49 signs. Other combinations of lane designations may be shown in a similar fashion.

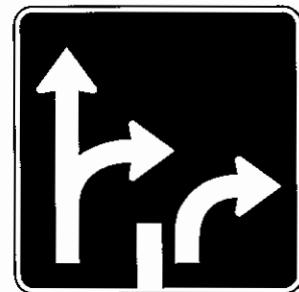
To designate two right-turn lanes, the sign is placed on the right side of the turn lanes. To designate two left-turn lanes, the sign is placed on the left side of a one-way street, or on the median of a divided road. If there is not a median, overhead signs should be used.

When side-mounted signs such as the RB-49 signs are used to designate lanes on a three-lane approach, one sign is installed on the right side of the road and one sign is installed on the left side of a one-way street or on the median to the left side on a divided road.



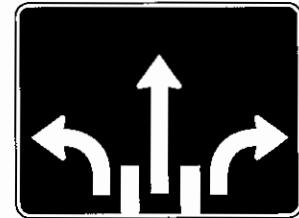
RB-46

600 mm x 600 mm



RB-47

600 mm x 600 mm



RB-49

Variable

## A2.8 PARKING CONTROL

Parking control is an effective method to achieve efficient traffic use of the curb lane of streets in urban areas. Normal traffic engineering practice is to give first priority to the safe and convenient movement of persons and goods, with curb-lane loading and unloading accorded second priority, and curb-lane parking the lowest priority.

The prohibition of stopping at the curb during peak periods improves the ability of public streets to accommodate peak traffic volumes, at a small cost for sign installation. Significant improvements can be made in the flow of traffic through signalized intersections by the selective prohibition of stopping.

On streets with bus routes, it is necessary to provide adequate curb space to permit transit vehicles to load and unload passengers. Where curb-lane parking is otherwise permitted, additional space is required to permit the transit vehicles to manoeuvre out of the traffic stream into the curb lane, and back into the traffic stream.

Where there is insufficient off-street space for loading and unloading persons and goods, it is advantageous to provide curb loading zones adjacent to significant generators of pedestrians or commercial deliveries. The transportation role of taxis is also important, and where they are numerous, curb-space may be assigned as taxi stands or zones.

Where demand for on-street parking exceeds the supply, it is normally in the public interest to regulate its use in order to serve the parking interests of abutting businesses and land owners. The short-term parking needs of customers or visitors may be given preference over the long-term parking interest of employees through the imposition of time limits. Parking time limits of one hour are suitable in retail shopping areas, with two-hour limits in the periphery of retail districts. Usually, fifteen minutes adequately serves adjacent establishments such as banks and post offices in retail areas.

Provisions for the general prohibition of stopping and parking are contained in applicable acts, regulations or by-laws. These restrictions are normally applied at sidewalks, driveways, intersections, crosswalks, fire hydrants, railway crossings, construction areas, bridges, tunnels, or any condition that constitutes a hazard in urban or rural areas.

Municipal-wide regulations may prohibit all-night on-street parking on all streets to facilitate street cleaning and snow removal, or for other reasons. Other municipal-wide regulations such as a three-hour time limit may also be in effect.

In some cases, the associated legislation requires that such rules be indicated to drivers by suitable roadside signs. This should be done with care so that the signs clearly indicate municipal-wide regulations without giving the appearance of site specific regulations.

#### A2.8.1 Orientation of Parking Control Signs

The signs should be set at an angle of not less than 30 degrees and not more than 45 degrees with respect to the curb or edge of the road. This will ensure that they are visible to approaching traffic, and indicate regulation of a curb-lane activity.

#### A2.8.2 Design of Parking Control Signs

Parking control signs indicate to drivers a wide variety of regulations. Within the limits of standardization prescribed in this Manual, the regulations on parking control signs should be specified as practicable in order to avoid misunderstanding, confusion and possible non-compliance.

##### A2.8.2.1 Basic Elements of Parking Control Signs

Parking control sign messages include a number of elements. It is important that the content and location of the elements be standardized to attain the greatest degree of understanding by drivers, and uniformity of the variety of types of parking control signs.

The layout of the elements on the sign face must be in the following order from top to bottom:

- symbol
- time limit
- time period
- exceptions
- days of week and extent of application

###### (a) Symbol

The symbol used on the sign may be one of the following:

- (i) The octagon symbol indicates that the sign controls curb-lane and roadside stopping. The interdictory symbol is superimposed to indicate that stopping is prohibited.

- (ii) The capital letter "P" indicates that the sign controls curb-lane or roadside parking. The mandatory/permisive symbol is superimposed to indicate that parking is permitted. Alternatively, an interdictory symbol is superimposed to indicate that parking is prohibited. Where parking is prohibited, stopping for the purpose of loading or unloading persons or goods is usually permitted.
- (iii) In some cases, more than one parking control regulation may apply to the same section of street. In these cases, the sign that indicates the more restrictive regulation must appear above the sign that indicates the less restrictive regulation. For example, a sign indicating Stopping Prohibited 07:00–09:00 installed above a Parking Prohibited sign indicates that the more restrictive regulation supersedes the less restrictive regulation during the time period when the more restrictive regulation is in effect.

**(b) Time Limit**

Permissive parking signs normally prescribe a parking time limit, such as one hour. The time limit is the maximum length of uninterrupted time for which a person is lawfully permitted to park a vehicle at the location. The time limit is indicated as described in Section A1.9.

**(c) Time Period**

The time period is the period of consecutive hours during which the associated regulation is in effect during the day. In the case where no time period is specified on the sign, the parking regulation is in effect for the full 24 hours of the day. The time period is indicated using the 24-hour clock.

**(d) Exceptions**

The parking control sign may indicate exceptions to the parking control regulations. The exception may be shown using a symbol within a green annular ring as shown in the RB-60 and RB-71 signs.

**(e) Days of The Week and Extent of Application**

The days of the week when the parking control regulation is in effect are shown in the standard abbreviations specified in Section A1.9 in the appropriate languages. Where no days are specified on the sign, the parking control regulation is in effect on all days.

The parking regulation must be fully specified on the parking control sign. This will avoid misunderstanding, confusion and possible non-compliance with the regulation. The arrow is used to indicate the direction or extent of a parking control regulation. The use of appropriate arrows also overcomes the requirement to employ lengthy word messages for this purpose. All parking control signs should contain one or more appropriate arrows to indicate the direction and extent of the associated parking control regulations along the side of the road upon which the sign is placed.

The arrow which indicates that the parking control regulation extends to the right of the sign, that is, along the curb lane or roadside on the approach to the sign, is placed in the bottom right corner of the sign as shown in the illustrations. The arrow which indicates that the parking control regulation extends to the left of the sign, that is, along the curb lane or roadside beyond the sign, is placed in the bottom left corner of the sign as shown in the illustrations.

The parking control regulations in the direction indicated by the arrow extends to:

- (i) the next intersection with a cross-street or highway; or
- (ii) the next parking control sign.

#### A2.8.2.2 Reflectorization of Parking Control Signs

Parking control signs in urban areas normally are not reflectorized. However, on high speed rural roads, reflectorized signs may be used.

#### A2.8.3 Parking Control Signs (RB-51, RB-52, RB-53, RB-60, RB-71)

A variety of individual signs may be used to advise drivers of the parking regulations that apply to a section of street (for use in combination see subsection A2.8.6).

The Parking Prohibited sign (RB-51) indicates that parking is prohibited at all times on all days, in the direction(s) indicated by the arrow(s).

The Parking Prohibited Part-Time sign (RB-52) indicates that parking is prohibited during the time period(s) on the days prescribed in the direction(s) indicated by the arrow(s). When one of the time periods is omitted, the space should be left blank to assist drivers to more easily identify the particular peak period during which the regulation is in effect.



**RB-51**  
300 mm x 300 mm



**RB-52**  
300 mm x 450 mm



RB-53 – RB-72



The Parking Limit Control sign (RB-53) indicates that parking is permitted to a maximum duration indicated on the sign, during the time period on the days prescribed, in the direction(s) indicated by the arrow(s). Note that the figures 30 min or 1 h may be replaced with any suitable value in minutes or combination of values of minutes and hours (for example, 1 h 30 min or 90 min).

The Parking Prohibited Except Buses sign (RB-60) indicates that parking is prohibited at all times, buses excepted, on all days, in the direction(s) indicated by the arrow(s).

The Parking Prohibited Except Disabled sign (RB-71) indicates that parking is prohibited at all times, disabled drivers excepted, on all days, in the direction(s) indicated by the arrow(s).



#### A2.8.4 Stopping Prohibited Signs (RB-55, RB-57, RB-58, RB-72)



RB-55  
300 mm x 300 mm

The Stopping Prohibited sign (RB-55) indicates that stopping is prohibited at all times on all days, in the direction(s) indicated by the arrow(s).

The Stopping Prohibited Part-Time sign (RB-57) indicates that stopping is prohibited during the time period(s) on the days prescribed in the direction(s) indicated by the arrow(s). When one of the time periods is omitted, the space should be left blank to assist drivers to more easily identify the particular peak period during which the sign is in effect.

The Stopping Prohibited Except Buses sign (RB-58) indicates that stopping is prohibited at all times, buses excepted, on all days, in the direction(s) indicated by the arrow(s).

The Stopping Prohibited Except Disabled sign (RB-72) indicates that stopping is prohibited at all times, disabled drivers excepted, on all days, in the direction(s) indicated by the arrow(s).



### A2.8.5 Parking Control Signs on Higher Speed Roads

The higher operating speeds on rural roads and on highways necessitate larger parking control signs. Typically, larger signs are twice as large in all dimensions as the equivalent signs for urban usage. Larger signs are recommended for roads and highways where speed limits are 80 km/h or higher. Reflectorized signs may be used in these situations.

### A2.8.6 Multiple Parking Control Signs

Most parking control signs advise drivers of a single parking control regulation. However, it is often necessary to have two or more parking regulations in effect at different times along the same section of street, or different parking control regulations immediately adjacent to each other along a street. The parking control signs indicating the adjacent regulations can be placed one above the other, either as separate signs, or as modules on one sign plate, as depicted in Assembly A. The parking control sign modules can also be placed side by side, separately, or on one sign plate as depicted in Assembly B.

The primary advantage of the “one above the other” method is that the sign modules can be stocked as separate signs, and each can be replaced in the field independent of the other. The primary advantage of the “side by side” method is that the modular sign is mounted at a standard height on a standard length of sign post. This information array is believed to be more easily read and understood by road users since the “side by side” arrangement emphasizes the directional relationship of the messages. Therefore, the “side by side” method is preferable to the “one above the other” method.

#### (a) Assembly A

The signs shown in parking control Assembly A indicate that stopping is prohibited during the time period on the days prescribed, in the direction indicated by the arrow on the upper sign module. As well, parking is permitted and limited to a maximum of one hour duration during the time period on the days prescribed, in the direction indicated by the arrow on the lower sign module.

The sign module containing the arrow pointing to the left is placed above the sign module containing the arrow pointing to the right. When more than one arrow appears on a sign module, the assembly method of Subsection A2.8.2.1 (a) (iii) should be followed.

The upper sign module is identical in every respect with the Stopping Prohibited sign RB-57, except for the omission of one arrow. The lower sign module is identical in every respect with the Parking Limit Control sign RB-53 except for the omission of one arrow.



**Assembly A**  
300 mm x 900 mm

## ASSEMBLY B – ASSEMBLY C



**Assembly B**  
600 mm x 450 mm

**(b) Assembly B**

Parking control Assembly B indicates the same parking control regulations indicated by parking control Assembly A in an alternative mounting arrangement. When the arrangement in parking control Assembly B is employed, the sign module containing the arrow pointing to the left is placed to the left of the sign module containing the arrow pointing to the right. When more than one arrow appears on a sign module, the assembly method of Subsection A2.8.2.1 (a) (iii) should be followed.

Situations arise where two parking control regulations immediately adjacent to each other are combined with a third and more restrictive parking control regulation imposed part-time upon the same sections of street. The three parking control sign modules can be placed one above the other, either as separate signs or as modules on one sign plate, as depicted in Assembly C. Alternatively, the two parking control modules indicating the adjacent regulations can be placed side-by-side, with the sign module indicating the more restrictive overriding regulation placed above, as depicted in Assembly D.

**(c) Assembly C**

**Assembly C**  
300 mm x 1350 mm

The overriding regulation is usually more restrictive and the sign module indicating it is placed above the sign modules indicating the adjacent regulations. If the overriding regulation is less restrictive, it is placed below the sign modules indicating the adjacent regulations.

In all other respects, the specifications stated for parking control Assembly A should apply.

The upper sign module is identical in every respect with the Stopping Prohibited Part-Time sign (RB-57). The middle module is identical in every respect with the Parking Prohibited Part-Time sign (RB-52) except for the omission of an arrow. The lower module is identical with the Parking Limit Control sign (RB-53) except for the omission of an arrow.

## ASSEMBLY D

**(d) Assembly D**

Parking control Assembly D indicates the same parking control regulations as parking control Assembly C, in an alternative mounting arrangement. The overriding regulation is usually more restrictive and the sign module indicating it is placed above the sign modules indicating the adjacent regulations. If the overriding regulation is less restrictive, it should be placed below the sign modules indicating the adjacent regulations.

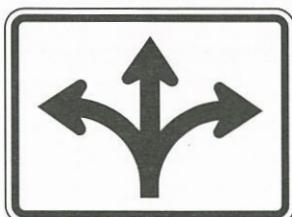
In all other respects, the specifications stated for parking control Assembly B should apply.



**Assembly D**  
600 mm x 900 mm



**RB-61**  
600 mm x 600 mm



**RB-61S**  
600 mm x 450 mm



**RB-62**  
600 mm x 600 mm



**RB-68**  
900 mm x 1500 mm

## A2.9 SPECIFIC TYPES OF ROAD USER CONTROL

The signs in this section are used to indicate regulations which prohibit or restrict either vehicles or pedestrians on specific sections of road.

### A2.9.1 Truck Control Signs

Truck control signs indicate regulations relating solely to the movement of trucks on roads.

#### A2.9.1.1 Truck Route Sign (RB-61)

The Truck Route sign indicates that trucks, as prescribed by legislation, are permitted to travel on a road.

The sign is installed along a road on which trucks are permitted to travel, at a location between 50 m to 150 m in advance of a point at which two or more truck routes intersect.

The supplementary tab sign (RB-61S) may be used to indicate the permissible movements. Other tab signs in Division A4 may also be used.

#### A2.9.1.2 Trucks Prohibited Sign (RB-62)

The Trucks Prohibited sign indicates that trucks, as prescribed by legislation, are prohibited from travelling upon a road.

The sign is installed on the road on which the truck movements are prohibited, at the point where the road intersects a truck route. This provides an opportunity to direct truck traffic to the appropriate route.

#### A2.9.1.3 Lane Use Restriction Sign (RB-68)

The Lane Use Restriction sign indicates that trucks, as prescribed by legislation, are prohibited in a traffic lane.

The sign must be installed directly above the lane. It may be mounted on overpass structures, or suspended by other means to be visible to drivers entering or proceeding along the road.

RB-75 – RB-75S3F

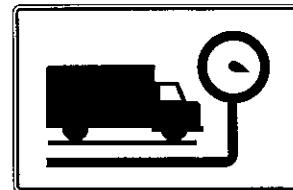
## A2.9.2 Truck Inspection Station Signs

### A2.9.2.1 Truck Inspection Station Sign (RB-75)

The Truck Inspection Station sign indicates that it is mandatory for specific classes of vehicles to leave a road to report to an inspection station. The sign may be used in conjunction with the Truck Inspection Station Advance and Exit signs (RB-76 and RB-77). The sign should be located approximately 300 m in advance of the exit. The exact number and location of the signs depends on conditions such as visibility, speed limit and local geometry.

The supplementary tab sign (RB-75S1) containing words which relate to the law in a particular jurisdiction may be used below the sign.

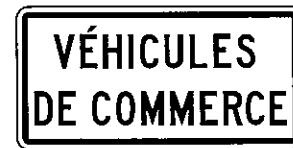
A variable message supplementary tab sign (RB-75S2/RB-75S3) may be used to indicate whether the inspection station is open or closed.



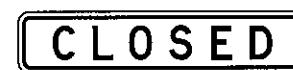
**RB-75**  
2100 mm x 1350 mm



**RB-75S1**  
2100 mm x 1050 mm



**RB-75S1F**  
2100 mm x 1050 mm



**RB-75S2**  
2100 mm x 450 mm



**RB-75S2F**  
2100 mm x 450 mm

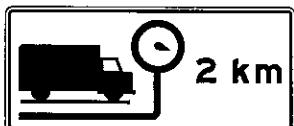


**RB-75S3**  
2100 mm X 450 mm



**RB-75S3F**  
2100 mm X 450 mm

RB-76 – RB-77



**RB-76**  
2100 mm x 900 mm

#### A2.9.2.2 Truck Inspection Station Advance Sign (RB-76)

The Truck Inspection Station Advance sign indicates that an inspection station is ahead. It may be used in conjunction with the Truck Inspection Station sign (RB-75). The advance sign should be located approximately 2.0 km from the exit to the truck inspection station. The exact location of the sign should take into account local conditions such as visibility, speed limit, geometry and the considerations outlined in Subsection A5.5.2.



**RB-77**  
2100 mm x 900 mm

#### A2.9.2.3 Truck Inspection Station Exit Sign (RB-77)

The Truck Inspection Station Exit sign indicates the exit and direction to the truck inspection station.

The exact location of the sign should take into account local conditions such as visibility, speed limit, geometry and the considerations outlined in Section A5.5.

### A2.9.3 Dangerous Goods Route Signs

Dangerous goods route signs are used to indicate regulations related solely to the movement on roads of vehicles classified as dangerous goods carriers.

#### A2.9.3.1 Dangerous Goods Route Sign (RB-69)

The Dangerous Goods Route sign indicates that dangerous goods carriers, as prescribed by legislation, are permitted to travel along a road.

The sign must be supplemented with proper advance and directional arrows (IS-5 to IS-9) to indicate a turn or a change in direction of a designated route. Advance turn arrow tab signs should be installed at a point between 50 m and 150 m in advance of an intersection where the route changes direction.



**RB-69**  
600 mm x 600 mm

#### A2.9.3.2 Dangerous Goods Prohibited Sign (RB-70)

The Dangerous Goods Prohibited sign indicates that dangerous goods carriers, as prescribed by legislation, are prohibited from travelling along a road.

The sign is installed on the road on which the dangerous goods carriers are prohibited, at the point where the road intersects a dangerous goods route. This provides an opportunity to direct dangerous goods carriers to the appropriate route.



**RB-70**  
600 mm X 600 mm

### A2.9.4 Weight Limit Control Signs

Weight limit control signs are used to indicate the restrictions on the gross weight of the vehicle using the facility.

#### A.2.9.4.1 Weight Limit Control Sign (RB-63)

The Weight Limit Control sign indicates that the gross vehicle weight of vehicles using the facility must not exceed the value shown, which must be expressed in tonnes. It is used under circumstances where it is necessary to limit the weight of vehicles permitted on roads or bridges.

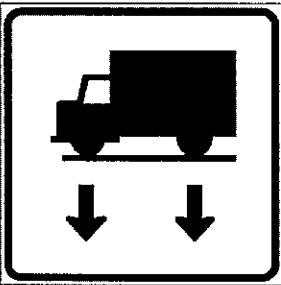
The sign must be located in advance of a bridge or other structure to which the restriction applies. In the case of an extended length of road, the sign should be placed on the right side of the restricted road, approximately 10 m from any in-



**RB-63**  
600 mm x 600 mm

RB-82 – RB-82A

tersecting road on which the restriction does not apply. If the limit begins at an intermediate point where there is no alternate route, a special sign should be provided to divert heavy vehicles at the nearest preceding intersection where a suitable alternate route is available.



**RB-82**  
600 mm x 600 mm

#### A2.9.4.2 Seasonal Load Restriction Sign (RB-82)

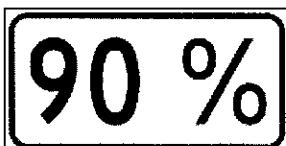
The seasonal load restriction sign indicates that there is a seasonal restriction on the axle weight of the vehicles using the facility. It is used in circumstances where it is necessary to limit the vehicle axle weight to avoid damaging the roadways during seasonal changes. The sign should be accompanied by the supplemental tab signs RB-82A or RB-82B that specify the restrictions.

The sign must be located in advance of the structure to which the restriction applies. In the case of an extended length of road, the sign should be placed on the right side of the restricted road, at least 10 m past any intersecting road to which the restriction does not apply. If the limit begins at an intermediate point where there is no alternate route, a special sign must be provided to divert heavy vehicles at the nearest preceding intersection where a suitable alternate route is available.

When the seasonal load restriction is not in effect, the sign should be covered or removed. Alternatively, the supplemental tab sign RB-82C may be provided to indicate the period for which the restriction is in effect.

#### A2.9.4.3 Supplementary Tab Signs (RB-82A, RB-82B and RB-82C)

Supplementary tab signs indicate information concerning the specifics of the seasonal load restriction. They are always used in conjunction with the Seasonal Load Restriction Sign (RB-82) and are placed directly below it.



**RB-82A**  
600 mm x 300 mm

The supplementary Percentage of Legal Axle Load tab sign (RB-82A) may be used where a reduction in load by a specified percentage is required.

RB-82B – RB-82C

The Maximum Weight Per Axle tab sign (RB-82B) may be used where a reduction in load to a specified maximum weight is required.



**RB-82B**  
600 mm x 300 mm



**RB-82BF**  
600 mm x 300 mm

The Sign Effective Period tab sign (RB-82C) may be used in locations where the load restrictions are described in regulations or declared through media or where the Seasonal Load Restriction sign is left year-round. Its purpose is to inform truck traffic when the load restriction is in effect.



**RB-82C**  
600 mm x 300 mm



**RB-82CF**  
600 mm x 300 mm

The intent of the supplementary tab signs is to accommodate the load restriction policy in the installing jurisdiction. As such, individual jurisdictions may encounter situations where they will be required to develop a supplementary tab sign that would be applied on a systemic basis to more effectively represent their specific load restriction policy.

RB-64 – RB-65

### A2.9.5 Snowmobile Control Signs

Snowmobile control signs indicate regulations relating solely to the movement of snowmobiles on roads.

#### A2.9.5.1 Snowmobile Route Sign (RB-64)



RB-64

600 mm x 600 mm

The Snowmobile Route sign indicates that snowmobile travel is permitted on the road.

If arrow tab signs are required, the supplementary tab sign (RB-61S) or other tab signs in Division A4 may be used to indicate the permissive movements.



RB-65

600 mm x 600 mm

#### A2.9.5.2 Snowmobiles Prohibited Sign (RB-65)

The Snowmobiles Prohibited sign indicates that snowmobile travel is prohibited on the road.

RB-66 – RB-67

#### A2.9.6 Pedestrians Prohibited Sign (RB-66)

The Pedestrians Prohibited sign indicates that pedestrians are prohibited in a specific area.



RB-66  
600 mm x 600 mm

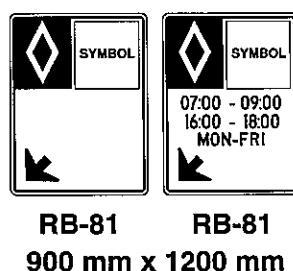
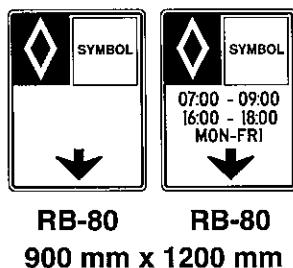
#### A2.9.7 Cycling Prohibited sign (RB-67)

The Cycling Prohibited sign indicates that cycling is prohibited in a specific area. The sign should be placed on the right side of the road, and be clearly visible to the approaching cyclist.



RB-67  
600 mm x 600 mm

RB-80 – RB-81



- buses
- taxis
- bicycles



### A2.9.8 Reserved Lane Signs (RB-80, RB-81)

The Reserved Lane signs indicate that lanes are reserved for use by specific vehicles such as buses, taxis, high occupancy vehicles (HOV), and bicycles. The appropriate symbol or symbols are arranged in the following order, from top to bottom, to indicate the vehicle types permitted to use the lane:

- buses
- taxis
- HOV
- bicycles

Reserved Lane signs should be mounted either directly above (RB-80) or adjacent to (RB-81) the reserved lane.

For full-time reserved lanes, the appropriate sign, without days or times is used.

Reserved Lane signs, for part-time operation, show the hours of the day and the days of the week when the lane is reserved.

The information related to time is arranged below the vehicle, in the following order from top to bottom:

- time(s) of day
- days of the week

Reserved Lane signs should be installed at a minimum of one sign between each intersection, with the sign located downstream from each intersection. Additional signs may be installed between intersections where there is public access to the reserved lane. A final sign must be installed at the end of the reserved lane and must be accompanied by the supplementary tab sign RB-80S2 which indicates the end of a reserved lane.

RB-80S1 – RB-80S2F

**BEGINS**

RB-80S1

900 mm x 300 mm

**DÉBUT**

RB-80S1F

900 mm x 300 mm

**ENDS**

RB-80S2

900 mm x 300 mm

**FIN**

RB-80S2F

900 mm x 300 mm

The supplementary tab sign RB-80S1 indicates the start of a reserved lane. When used, it is installed below the first reserved lane sign in a series.

The Diamond Symbol for Reserved Lanes Pavement Marking is illustrated in Figure C1-4.

Typical applications of reserved lane signs and pavement markings are shown in Division C2.



**RC-4R**  
600 mm x 750 mm



**RC-4RF**  
600 mm x 750 mm



**RC-5**  
600 mm x 600 mm



**RC-5S**  
600 mm x 300 mm

## A2.10 MISCELLANEOUS REGULATORY SIGNS

### A2.10.1 Stop Line Sign (RC-4)

The Stop Line sign indicates the point at which drivers approaching a traffic control device must stop their vehicles.

The sign should be used where the location of the stop line is non-standard, or where the required stopping position may not be obvious to drivers.

The appropriate version (RC-4R or RC-4L) should be used depending on whether the sign is installed on the right side or the left side of the road.

### A2.10.2 Littering Prohibited Sign (RC-5)

The Littering Prohibited sign indicates that it is illegal to discard litter or trash on or beside the road. The sign may be installed at locations where, in the judgement of the road authority, it is required.

A supplementary tab sign (RC-5S) indicating the maximum fine for littering may be placed below the Littering Prohibited sign.

RC-6 – RC-6 (Optional)

### A2.10.3 Seat Belt Sign (RC-6)

The Seat Belt sign indicates that vehicle occupants must wear seat belts. The sign may be considered at entry points to a road and highway system, such as border crossings, jurisdictional boundaries, ferry crossings, airports, freeway service centres and exits from major traffic generators.

The supplementary tab sign (RC-6S) indicating that the use of seat belts is mandatory may be placed below the Seat Belt sign.

The optional Seat Belt Sign (RC-6 Optional) emphasizes provincial regulations and may be considered at locations that experience large tourist volumes, where motorist may be unfamiliar with provincial seat belt regulations.



**RC-6**  
**750 mm x 750 mm**



**RC-6S**  
**300 mm x 750 mm**



**RC-6SF**  
**300 mm x 750 mm**



**RC-6 (OPTIONAL)**  
**1200 mm x 2400 mm**

SIGNS

REGULATORY

A2

MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR CANADA

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RB-17T – RB-31TF

### **A2.11 TEMPORARY REGULATORY TAB SIGNS (RB-17T TO RB-76T)**

Temporary regulatory tab signs indicate in words the same message represented by a symbol on the primary sign. Temporary regulatory tab signs may be used to convey the meaning of symbols during their introductory period. A temporary tab sign would normally be used for an educational period when a new sign is first introduced and drivers may not yet be familiar with the sign. The temporary tab sign will usually be removed after an introductory period of 3 to 6 months. In situations where the primary sign is used at few locations within a geographic area, the tab sign may remain for longer.

These tab signs have the suffix "T" in the sign number.



**RB-17T**  
600 mm x 300 mm



**RB-17TF**  
600 mm x 300 mm



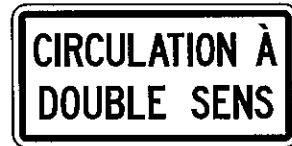
**RB-23T**  
600 mm x 375 mm



**RB-23TF**  
600 mm x 375 mm



**RB-24T**  
600 mm x 300 mm



**RB-24TF**  
600 mm x 300 mm



**RB-31T**  
600 mm x 300 mm



**RB-31TF**  
600 mm x 300 mm

RB-32T – RB-76T

**A2.11 TEMPORARY REGULATORY TAB SIGNS  
(RB-17T TO RB-76T) CONT'D**



**PASSING  
PERMITTED**

RB-32T  
600 mm x 300 mm



**DÉPASSEMENT  
PERMIS**

RB-32TF  
600 mm x 300 mm



**TRUCK ROUTE**

RB-61T  
600 mm x 225 mm



**TRAJET POUR  
VÉHICULES LOURDS**

RB-61TF  
600 mm x 225 mm



**DANGEROUS GOODS  
ROUTE**

RB-69T  
600 mm x 300 mm



**ROUTE POUR  
TRANSPORTEURS  
DE MARCHANDISES  
DANGEREUSES**

RB-69TF  
600 mm x 300 mm



**DANGEROUS GOODS  
CARRIERS  
PROHIBITED**

RB-70T  
600 mm x 300 mm



**INTERDICTION AUX  
TRANSPORTEURS  
DE MARCHANDISES  
DANGEREUSES**

RB-70TF  
600 mm x 300 mm



**DO NOT  
LITTER**

RC-5T  
600 mm x 300 mm



**DÉFENSE DE JETER  
DES ORDURES**

RC-5TF  
600 mm x 300 mm



**INSPECTION**

RB-76T  
2100 mm x 450 mm