

ASHGHAL

Interim Advice Note No. 014

Traffic Signs and Road Markings Guidance

Revision No. A2

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Summary

This Interim Advice Note (IAN) provides information and guidance on the design of traffic signs and road markings for public roads in Qatar. This IAN supplements the current Qatar Traffic Manual (QTM) and shall be used as interim guidance until the release of the update to the current QTM.

This document supersedes IAN 014 Rev 1 dated Sept 2013. Third parties not working on Ashghal projects make use of this document at their own risk. Paper copies of this document are uncontrolled. Refer to Ashghal's website for the most recent version.



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1. Foreword

- 1.1 Interim Advice Notes (IAN) may be issued by Ashghal from time to time. They define specific requirements for works on Ashghal projects only, subject to any specific implementation instructions contained within each IAN.
- 1.2 Whilst IANs shall be read in conjunction with the Qatar Highway Design Manual (QHDM), the Qatar Traffic Manual (QTM) and the Qatar Construction Specifications (QCS), and may incorporate amendments or additions to these documents, they are not official updates to the QHDM, QTM, QCS or any other standards.
- 1.3 Ashghal directs which IANs shall be applied to its projects on a case by case basis. Where it is agreed that the guidance contained within a particular IAN is not to be incorporated on a particular project (e.g. physical constraints make implementation prohibitive in terms of land use, cost impact or time delay), a departure from standard shall be applied for by the relevant Consultant / Contractor.
- 1.4 IANs are generally based on international standards and industry best practice and may include modifications to such standards in order to suit Qatar conditions. Their purpose is to fill gaps in existing Qatar standards where relevant guidance is missing and/or provide higher standards in line with current, international best practice.
- 1.5 The IANs specify Ashghal's requirements in the interim until such time as the current Qatar standards (such as QHDM, QTM, etc.) are updated. These requirements may be incorporated into future updates of the QHDM, QTM or QCS, however this cannot be guaranteed. Therefore, third parties who are not engaged on Ashghal projects make use of Ashghal IANs at their own risk.
- 1.6 All IANs are owned, controlled and updated as necessary by Ashghal. All technical queries relating to IANs should be directed to Ashghal's Manager of the Design Department, Infrastructure Affairs.

Signed on behalf of Design Department:

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2. Ashghal Interim Advice Note (IAN) – Feedback Form

Ashghal IANs represent the product of consideration of international standards and best practice against what would work most appropriately for Qatar. However, it is possible that not all issues have been considered, or that there are errors or inconsistencies in an IAN.

If you identify any such issues, it would be appreciated if you could let us know so that amendments can be incorporated into the next revision. Similarly, we would be pleased to receive any general comments you may wish to make. Please use the form below for noting any items that you wish to raise.

Please complete all fields necessary to identify the relevant item			
IAN title:			
IAN number:		Appendix letter:	
Page number:		Table number:	
Paragraph number:		Figure number:	
Description comment:			
Please continue on a separate sheet if required:			
Your name and contact details (optional):			
Name:		Telephone:	
Organisation:		Email:	
Position:		Address:	

Please email the completed form to:

Abdulla Ahin AA Mohd

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We cannot acknowledge every response, but we thank you for contributions. Those contributions which bring new issues to our attention will ensure that the IANs will continue to assist in improving quality on Ashghal's infrastructure projects.

3. Introduction

- 3.1 This Interim Advice Note (IAN), which takes immediate effect, provides additional guidance to practitioners using the current Qatar Traffic Manual (QTM). This IAN supplements existing gaps within the QTM for major Expressway and Arterial roads and provides further guidance for Qatar specific sign legends and route markers. All Ashghal infrastructure projects are to implement this IAN in accordance with Section 5 below, prior to the release of the updated QTM, which is currently under development.

4. Withdrawn / Amended Standard

- 4.1 The current QTM shall remain the principal guidance document for the development of Traffic Signs and Road Markings and will be supplemented by the Dubai Traffic Control Devices 2004 for Directional Signage only. Full guidance and breakdown of the information is included within Appendix A. This includes Qatar specific sign legends and route markers, currently not detailed with the QTM.

5. Implementation

- 5.1 The IAN is to be used with immediate effect on projects as follows:
- All relevant infrastructure projects in Concept and Preliminary Design Stage.
- 5.2 All relevant infrastructure projects at Detailed Design and Tender Stage shall be reviewed by Ashghal's respective Consultant / Contractor and the implications of adoption of this Interim Advice Note discussed with the respective Ashghal Project Manager or Programme Management Consultant (PMC).
- 5.3 The only exceptions are:
- Projects already in Construction, where a significant high proportion of Traffic Signs and Road Markings have already been fabricated and/or installed, where implementation of this IAN would result in significant additional cost or delay.
 - Projects sufficiently advanced that have already obtained Ashghal O&M (Operations and Maintenance) approvals.
- 5.4 If in doubt, Consultants / Contractors should seek guidance from the respective Ashghal Project Manager or designated Programme Management Consultant (PMC) on a scheme specific basis.

Appendix A: Signage Guidance for Practitioners

INTERIM ADVICE FOR PWA PROJECTS ONLY

A1. General Signing System

- A1.1 Signage destination shall be developed by the Consultants, utilising Figure 1.1 of the Qatar Traffic Manual (QTM) as the End Control Destination(s). The neighboring local municipality and residential zones shall be used as Intermediate Destinations. If multiple exits occur within a single local residential zone the Consultant shall first consider breaking down the residential zone into four cardinal directions (north, south, east or west) before seeking guidance from the Engineer.
- A1.2 Extents of residential zones and local municipalities are available online on the Qatar MMUP GIS website:
<http://portal.www.gov.qa/wps/portal/map>
- A1.3 Consultants shall provide feedback to the MMUP Consultants employed to update the current Qatar Traffic Manual on an ad-hoc basis to ensure continued collaboration on the development of the Qatar Road Network.
- A1.4 Table 1.1 Highway and Direction Signing Classification and Section 1.2.1 General Description of the QTM shall be replaced to include the following guidance for the colour-coded system of Advance Direction, Direction and Route Confirmatory signs:

- a- Blue for the District names.
- b- White for the Street names.
- c- Green for the Interchange & Intersection names.
- d- Brown for the Tourist places, Sports Clubs, Government Buildings, Universities...etc

Figure 1: Directional colour-coded system of Advance Direction, Direction and Route Confirmatory signs.

A2. Direction Signing System

- A2.1 Section 1.3 to 1.6 of the QTM shall be supplemented by Chapter 5. Guide Sign of Dubai Traffic Control Devices Manual (TCDM) 2004. If any contradictions occur between the QTM and Dubai TCDM the QTM shall take precedence, unless stated within this IAN.
- A2.2 Placement locations for all Far Advance Direction Signs (FADS), Advanced Direction Signs (ADS), Direction Signs (DS) and Route Confirmatory Signs (RCS) shall remain in accordance with *Section 1.7 - Sitting of Directional Signs* of the QTM.

A3. Qatar Route Marker and Trailblazing Signing System

- A3.1 Route Marker Signs shall remain as per currently shown within the existing Qatar Road Network and as detailed below in Figure 2: Route Marker Symbols.

-		Qatar Freeway Route Marker
-		Doha Ring Road Route Marker
-		City Centre Route Marker
-		Airport Route Marker

Figure 2: Route Marker Symbols

A4. Qatar Junction and Local Road Name Signing System

A4.1 Junction naming shall be developed by the Consultants by utilising the existing Interchange name. If no existing Interchange name exists the Consultants shall:

- i. Consult with MMUP or CMC as to any proposed or existing Interchange Name.
- ii. Use the minor crossing road name if not already used on the network.
- iii. Propose a suitable Interchange name utilising any familiar local noticeable landmarks.

A4.2 Junction name plates shall be installed at all roundabouts, signalised intersections and interchanges. The position of these signs shall be sited in a position that is visible to all drivers entering the Intersection and from the secondary approach roads. (i.e. non-expressway exit ramps) entering the Interchange. 'Figure 3: Typical Junction Name Plate' shows an example of a Junction Name Plate.



Figure 3: Typical Junction Name Plate

A4.3 Major Street Road Name Signs shall be installed at all roundabouts, signalized interchanges and intersections. The position of these signs shall be sited in a position that is visible to all drivers exiting the Intersection and from the secondary approach roads. (i.e. non-expressway exit ramps) exiting the Interchange. 'Figure 4: Typical Major Street Road Name Sign' shows an example of a Major Street Road Name Sign.



Figure 4: Typical Major Street Road Name Sign

A4.4 Local Street Name Signs shall have a different border layout from the Major Street Name Signs. The Local Street name sign be used to indicate the local residential street name branching from the Main Road. 'Figure 5: A Typical Local Street Name Sign' shows an example of a Local Street Name Sign.



Figure 5: A Typical Local Street Name Sign

- A4.5 Local Resident Zone and Municipality Zone Border Signs shall be installed at the interface between adjacent Zones and Municipalities. *Figure 6: A Typical Zone Border Sign* shows an example of a Zone Border Sign.



Figure 6: A Typical Zone Border Sign

A5. Interchange Exit Signing System

- A5.1 Supplemental Exit Signs (Section 5.6.6 TCDM) shall be modified to replace the 'Exit Number' with the corresponding 'Interchange Name' at the main road exit. This 'Interchange Name Exit' sign shall be positioned above the top right corner of the Direction Sign as per the Exit Number plate position, as detailed in Section 5.6.6 TCDM. The 'Interchange Name Exit' sign shall have a green background and white text.



Figure 7: Typical Direction Sign at an Interchange Exit

- A5.2 An 'Advanced Interchange Name Exit' for the preceding junction exit shall be positioned above the top right of the ADS Ongoing-Direction Sign. This sign is to inform motorist of the next oncoming Interchange exit and include a distance marker. As shown in 'Figure 8: A Typical Advanced Direction Signs before an Interchange Exit'.
- A5.3 An 'Interchange Name Exit' sign shall not be added in conjunction with an 'Advanced Interchange Name Exit'.



Figure 8: A Typical Advanced Direction Signs before an Interchange Exit

- A5.4 The Signage Strategy for Salwa Road is attached in Appendix B of this IAN. This is to be used as an example to aid the Design Consultants in developing their own Signage Design Drawings and provide further understanding of the above Technical Guidance described within this IAN.

A6. Character Size Sign Design

- A6.1 Road signage letter / character sizes shall be as per the requirements within QTM. Acceptable reductions in letter / character sizes for use on overhead directional signs are detailed below in 'Figure 9: Allowable reduction in Overhead Signage Letter Heights'.

- a- Roads Outer Doha: on the main road X-Height 250mm, Alpha Height 375mm for FADS, ADS & DS ,on the service and crossing road X-Height 150mm, Alpha Height 255mm for the cantilever sign & X-Height 75mm, Alpha Height 127.5mm for the Flag Sign (FS).
- b- Roads in Doha: on the main road X-Height 200mm, Alpha Height 340mm for FADS, ADS & DS ,on the service and crossing road X-Height 150mm, Alpha Height 255mm for the cantilever sign & X-Height 75mm, Alpha Height 127.5mm for the FS.

Figure 9: Allowable reduction in Overhead Signage Letter Heights

A7. Signage mounting height

- A7.1 Minimum mounting heights shall be as per the requirements within QTM with the following supplementary information:

- a- 1500mm for General Signs, increased to 2100mm when located above Pedestrian Footpaths or Cycle ways
- b- 1800mm for the Flag Signs (FS).
- c- 6500mm for the Overhead Signs

Figure 10: Minimum mounting heights

A8. Gantry Design

The Consultant shall interface with the concerned authorities in order to determine the current and future signage requirements, on a case by case and design accordingly the overhead cantilever and portal signage gantries.

A9. Signage Approval Guidance

A9.1 The following guidance should be read in conjunction with the relevant Consultants Contract and used as general guidance on what information is to be provided to ASHGHAL for any Sign Approvals. This section does not replace any specific contractual deliverables or requirements.

A9.2 Any correspondence between the Consultant / Contractor and Ashghal O&M shall be directed via Ashghal's relevant Programme Management Consultant (PMC) where applicable.

Preliminary / Concept Signage Submission

A9.3 The Design Consultant shall remain responsible for the development of their Project's Signage Strategy. The Consultant shall consult with local stakeholders and relevant Authority Bodies to create a complete Signage Strategy along the project corridor and adjoining roads. Once this has been completed the Consultant shall submit their Preliminary Design / Signage Strategy to the Engineer for review. The submission shall include but not limited to:

- i. A long roll plot of the Works showing the position and sign face information for all directional signs (FADS, ADS, DS, FCS) superimposed on the proposed road layout. At this stage the sign text maybe in both Arabic and English or English only.
- ii. A separate drawing of the road layout and signage superimposed on the Local Residential Zone Boundaries.

A9.4 Once the design has been consented by the Engineer, the submission will be sent to Ashghal O&M for Approval.

Detailed Design / Shop Drawing Signage Submission

A9.5 The Design Consultant / Contractor shall develop the Approved Preliminary / Concept Design to provide accurate Shop Drawings of each Sign Face and complete the design. Once this has been completed the Consultant / Contractor shall submit their Detailed Design / Shop Drawings to the Engineer for review. The submission shall include but not limited to:

- i. A long roll plot of the extents of Works showing the position and sign face information for all directional signs (FADS, ADS, DS, FCS) superimposed on the proposed road layout.
- ii. Drawings showing each Sign Face details in colour for each directional sign developed using international recognised signage design software. The drawings shall include all key sign dimensions, text sizes, sign colours and line spacing dimensions.
- iii. A Check Certificate shall be provided for the bilingual translation between Arabic to English.

A9.6 Once the design has been consented by the Engineer, the submission will be sent to Ashghal O&M for Approval.

Appendix B: Salwa Road Signage Layout Example

INTERIM ADVICE FOR PWA PROJECTS ONLY



Salwa Road Signage
Example

INTERIM ADVICE FOR PWA PROJECTS ONLY