

SECTION 4. ROUTE NUMBERING

4.1 GENERAL PRINCIPLES

Route numbering supplements direction signing as an additional aid to navigation by assigning numbers to roads which have significance as 'through' routes. The following requirements and commendations apply to route numbering systems:

- (a) The route shall be numbered throughout without any gaps in the continuity of the numbering and should be consistently maintained in this condition.
- (b) The number shall be appropriately positioned and displayed sufficiently frequently that road users unfamiliar with the route will be both adequately directed and adequately reassured throughout their journey that they are still following the route.
- (c) Numbers shall be unique to a route and steps shall be taken to have them shown on road maps easily available to the public.
- (d) Once numbered routes are established there should be as few alterations as possible either to the course or the assigned number of any route so that maps in the public's possession do not become outdated.
- (e) Route numbers should in general be shown on direction signs except for certain applications for free standing route markers as set out in Clause 4.4.3.

4.2 TYPES OF ROUTE NUMBERING

4.2.1 The alphanumeric system

This system is based on a code comprising a letter in the Series, A, B, C or M indicating the relative importance of the function of the road and a number applying to the specific route. Further description and application of the system is given in Clause 4.3.

NOTE: The use of shields for general purpose route numbering including National Routes and National Highways is no longer specified in this Manual. Recommendations for interim maintenance of existing shield based systems pending their phase-out are given in Clause 4.2.5.

4.2.2 Tourist routes

The marking and numbering of tourist routes and drives is specified in Part 6 of this Manual. Route marker shields are used in this application.

4.2.3 Overdimensional load routes

Overdimensional load (OD) routes where marked shall have free standing route markers comprising a rectangular board with an internal arrow which may be horizontal, vertical or angled or a chevron shaped board for horizontal directions only, see Figure 4.1. The legend shall comprise the letters OD and if required, a number. Signs are normally black legend on white ground but may be colour coded using one or more of the sign colour combinations shown in Table 4.1. START and END signs are also illustrated in Figure 4.1.

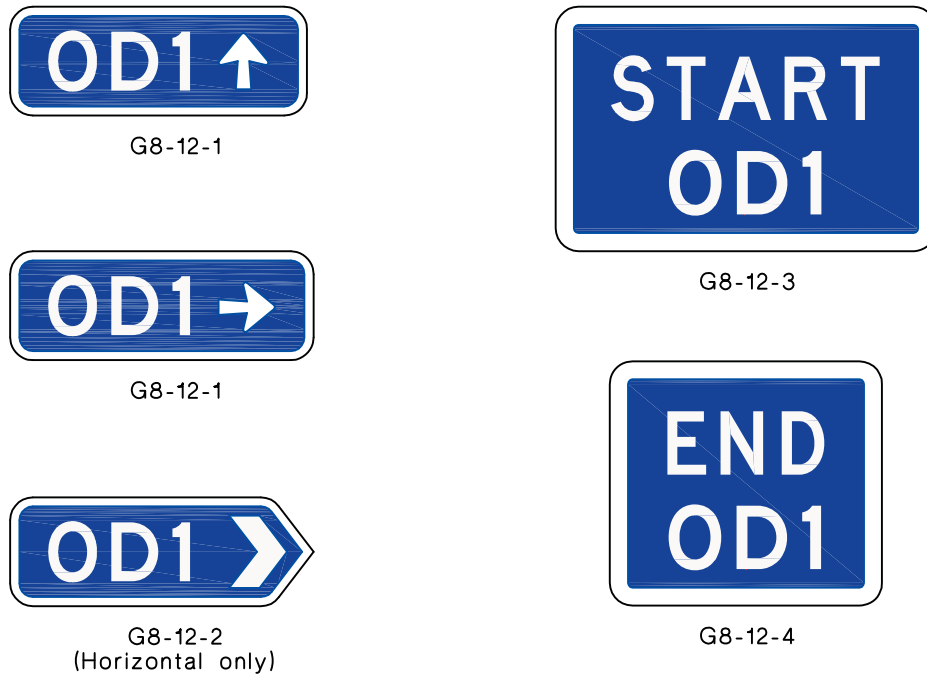
Any OD route number used shall not conflict with any nearby A, B, C, M route number.

TABLE 4.1 SIGN COLOUR COMBINATIONS FOR OD ROUTE SIGNS

Legend colour	Background colour
White or yellow	Blue Standard green Brown Black
Black	White Yellow Orange Light green

NOTE: Red backgrounds should not be used in this application.

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NOTE: Signs with light coloured background have a background colour edge strip outside the black border.

FIGURE 4.1 TYPICAL OD ROUTE SIGNS

4.2.4 Special routes using symbols

Where a route is to be marked as a special purpose route (e.g. a ring route) using a symbol, it shall be used on signs in the same way and in the same positions as alphanumeric route numbers. Where all or part of such a route is also part of a conventionally marked alphanumeric route, dual numbering may be required.

4.2.5 Maintaining existing shield based systems

Where it is desired to continue maintaining an existing shield based system other than those covered in Clauses 4.2.2 and 4.2.4, the following practice is recommended:

- Use of free-standing markers should be phased out with additional markers incorporated into direction signs to fill any gaps in the continuity of the marked route which might result.
- Route markers on direction signs should continue to be located in the same position on each sign as the alphanumeric number. Numerals should continue to be not less than 0.75 times the capital letter height of the destination name to which the number refers.
- In the design of new direction signs, provision should not only be made to accommodate the shield, but space should be available on the signboard to allow subsequent change to an alphanumeric number.

4.3 THE ALPHANUMERIC SYSTEM-DESCRIPTION AND USE

4.3.1 Route classification

For the purpose of route numbering, routes shall be classified by the function they perform. Except for the distinction made for the numbering of freeways and motorways under certain conditions, a route's classification shall be independent of its standard of construction. Requirements and recommendations for the assignment of route classifications are as follows:

(a) *A Routes*

Except as permitted in Item (d), the principal arterial routes in urban areas and connecting routes between cities and towns of key regional significance in rural areas shall be marked as A Routes.

(b) *B Routes*

Routes which may be marked as B Routes are as follows:

- (i) Routes alternative to A Routes, connecting cities and towns of key regional significance but which may not be preferred by road users wishing to make the connection in the most efficient manner. They would typically be longer than the A Route and perhaps connect with an alternative group of lesser towns along the way.
- (ii) Routes connecting towns of lesser significance to key regional centres without necessarily being through routes in a regional sense.
- (iii) Arterial roads in urban areas not meeting the requirements for an A Route.

C Routes

This classification may be used for roads of lesser significance than A or B Routes but on which route numbering will assist road user navigation.

M Routes

This classification may be substituted for the A Route classification for urban roads of freeway or motorway standard and for rural roads predominantly to freeway standard which extend continuously from the urban area of a major city.

4.3.2 Number selection

The following requirements and recommendations apply to the selection of route numbers.

- (a) An A Route proceeding from an M Route shall retain the same number, with the point of change treated as in Clause 4.4.4(c). In all other cases a unique set of numbers shall be reserved for each of A, B and C Routes.
- (b) Each route classification letter, except for changes between M and A, shall be used without change throughout the length of each numbered route.
- (c) Routes which are continuous across State borders should retain both the classification and number across the border. This may require consultation between jurisdictions.
- (d) Where identical numbers are to be used in adjacent states on different routes, those routes should be geographically remote from one another.

4.3.3 Alternative and by-pass routes

Where a town or city has been by-passed, the continuing route number and classification shall be applied to the by-pass. The alternative route through the town may be classified at either the same or a lower level but shall not use the same number. Consideration should be given however, to using an associated number, e.g. if the through route were A31, the alternative route through the town could be numbered A831 or B831, or A311 or B311.

Different numbers would need to be found for different town routes along the one numbered through route.

4.3.4 Dual numbering

Where two numbered routes join and later separate some distance along a common route, the common route should in general be dual numbered. An exception would be where the common route would be so long that any point in trying to maintain continuity of one of the routes is lost, i.e. it would be more appropriate to restart it as a freshly numbered route.

Dual numbering of an A Route along part of an M Route should be avoided as this could lead to confusion among drivers unfamiliar with the route as to the status of the route on which they are travelling.

4.4 DISPLAY OF NUMBERS

4.4.1 Form of display and visual prominence

Route numbers shall comprise yellow capital letters and numerals equal to or greater than the height of initial capital letters used for the principal destination or route names on the sign. On direction signs other than those in the G3 series, Series E letters and numerals shall be used. On G3 signs Series D shall be used as a minimum, with series E recommended wherever practicable. The route number shall be displayed without any shield or other enclosure.

The route number shall comprise retroreflective material with a luminance contrast ratio between legend and background of at least 6 to 1 when observed under both daylight and retroreflected light at normal viewing angles.

NOTE: Combination fluorescent/retroreflective yellow material may be needed to meet this requirement.

Dual numbers (see Clause 4.3.4) shall be displayed with a white oblique stroke separating the numbers as illustrated.

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4.4.2 Display on direction signs

In general, route numbers should be displayed on direction signs to provide best visual balance having regard to the shape of the signboard or sign panel and the word lengths of other text on the sign or sign panel. Detailed requirements for common sign types are as follows:

- (a) On a wide format non-diagrammatic advance direction sign panel, as follows:
 - (i) Above destination name(s), or beside on same side as arrow for most economical use of signboard having regard to shape of adjacent sign panel(s), see Figure 4.2(a).
 - (ii) Above or to the left of the route name, if any, for best visual balance, see Figure 4.2(c) and (d).
 - (iii) Not immediately above an arrow, see Figure 4.2(c).

NOTE: The requirement in Item (iii) is designed to avoid the route number appearing to be exclusively associated with the arrow.

- (b) On a narrow format advance direction sign, beside the arrow in all cases, above the destination/route legend for straight and angled upwards arrows, below for horizontal arrows, see Figure 4.2(b).
- (c) On intersection direction signs, all categories, as specified in Clause 2.4.7.
- (d) On reassurance direction signs, above the list of names, or above or to the left of the route name according to best visual balance and economical use of signboard space, see Figure 4.2(h).
- (e) On diagrammatic signs the route number should be located for best clarity and visual balance with the route number for each of the directions located consistently with respect to the destination name. The preferred location is above the name, see Figure 4.2(e), (f) and (g).

Examples of advance and reassurance direction signs are shown in Figure 4.2. Examples of intersection direction signs are shown in Clause 2.4.7. The principles should be adapted as appropriate to other direction sign types.

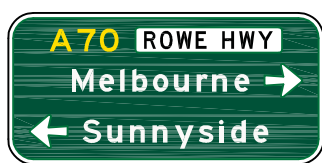
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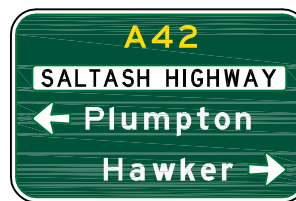
(a) On a wide list type ADS, e.g. Sign Nos G1-1, G1-2



(b) On a narrow format list type ADS, e.g. Sign No. G1-6



(c) On a G1-4 type sign or sign panel. Route number cannot be immediately above an arrow (see Clause 4.4.2(a)(iii))



(d) On a G1-4 sign where number needs to be at top of sign (see Clause 4.4.2(a)(iii))



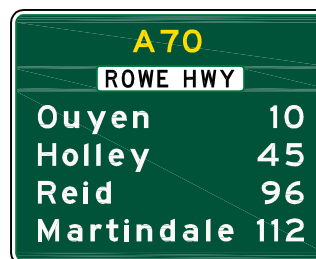
(e) On a G1-3 type diagrammatic ADS



(f) On a G1-5 type diagrammatic ADS



(g) On a G1-7 expressway exit diagrammatic sign



(h) On a G4-1 reassurance direction sign

FIGURE 4.2 EXAMPLES OF ROUTE NUMBERS ON ADVANCE AND REASSURANCE DIRECTION SIGNS

4.4.3 Display as free standing markers or supplementary plates

Signs used as free standing markers or supplementary plates are listed in Table 4.2 and used as shown below.

TABLE 4.2 FREE STANDING ROUTE NUMBER MARKERS AND SUPPLEMENTARY PLATES

Sign	Sign number	Size, mm
END (route)	G8-10-1A G8-10-1B	750 × 600 1000 × 800
END (route), supplementary plate	G8-10-2	Legend size to match principal legend size on parent sign
Route number change (END route/START route)	G8-10-3A G8-10-3B	750 × 1200 1000 × 1600
Guidance marker -free standing	G8-11-1	Vertical or angle arrow - 600 × 450 Horizontal arrow - 600 × 425
Reassurance markers -free standing	G8-11-2	600 × 300

(a) *Guidance and reassurance markers (G8-11-1, G8-11-2)*

Use of guidance and reassurance markers should be limited to the following:

- (i) Guidance markers in urban areas to provide continuity of a route through a network of streets at those locations where there are no direction signs incorporating the numbers.
- (ii) Reassurance markers-
 - (A) just outside a town or city, facing departing traffic;
 - (B) beyond an intersection with another numbered route;
 - (C) beyond an intersection where the numbered route turns;

unless in each case, a reassurance direction sign has been used.

Free standing guidance markers, G8-11-1, shall have an arrow above the number which may be vertically upwards, angled or horizontal. Reassurance markers, G8-11-2, do not have an arrow. The markers are illustrated in Figure 4.3.



FIGURE 4.3 FREE STANDING GUIDANCE AND REASSURANCE MARKERS

(b) *End and number change signs*

The following signs shall be used to indicate the termination of a numbered route or a change in the numbering:

(i) *END (route) (free standing sign), G8-10-1*

END (route), (supplementary plate), G8-10-2



G8-10-1

The END (route) sign may be required where a route number terminates and no dual number continues past that point. The freestanding marker, G8-10-1, should be placed 100 to 400 m in advance of the intersection at which the route terminates, and where there is no advance direction sign. The supplementary plate, G8-10-2, should be mounted under the advance direction sign where provided.



G8-10-2

(ii) *(Route) number change, G8-10-3*



G8-10-3

The (Route) Number Change sign shall be used at locations where an M Route changes to an A Route or vice versa without a change in the numeral(s). Ideally it should be located remote from an intersection, but if this is not practicable it should be located 100 to 400 m in advance of an intersection.

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SECTION 5. GENERAL INFORMATION SIGNS

5.1 GEOGRAPHICAL FEATURE SIGNS (G6)

5.1.1 Purpose

These signs convey to motorists general information of interest, such as the names of towns, rivers, streams or forests, and other information useful to a traveller.

5.1.2 Location

The signs should be located on the left side of the road in association with the feature to which they refer, and should be placed where they are seen clearly by an approaching driver, but without detracting from essential direction, warning or regulatory signs.

5.1.3 Shape and colour

Information signs shall be rectangular in shape with the long axis horizontal. They shall have a black legend on a white reflectorized background, except for tourist signs which are described in Part 6 of this Manual.

5.1.4 Legend

Legend should be Series D or E capitals although Series C is permissible for long words. The legend size varies considerably according to the message, but the principal legend should not be smaller than 140 mm for any sign located to face approaching traffic. For signs erected with the face parallel to the road centre-line, such as Local Government Boundary signs, legend smaller than 140 mm may be used.

5.1.5 Types of signs

The various types of information signs are given in Table 5.1.

TABLE 5.1 TYPES OF INFORMATION SIGNS

Sign type	Sign number
Town Name	G6-1
Stream Name	G6-2
State Border	G6-3
State Border	G6-4
Local Government Boundary	G6-5
Feature	G6-6

The size of these signs depends upon the size of letter used. Recommended letter sizes for each type are given in the following Clauses.

5.1.6 Town Name (G6-1)



Town Name signs showing the name of a town, village or suburb of a city should be erected on the left side of the road at the entrance to the town or at the boundary between city suburbs. In small villages the signs may be erected in the centre of the village.

The size of letters should not be less than 160 mm. For short names, and on roads with two or more lanes in one direction, the size should be increased. Letter sizes up to 240 mm may be used in these cases.

5.1.7 Stream Name (G6-2)



Stream Name signs showing the names of rivers, streams or creeks, when used, should be located on the left side of the road near to the stream and outside any protective fencing. The letter size should be not less than 140 mm.

Where a bridge over a river, stream or creek has an approved name, the bridge name may be shown below the stream name. In such cases an increase in the letter size for the stream name may be desirable, with the bridge name in letters 40 mm smaller.

5.1.8 State Border (G6-3)



STATE BORDER signs (G6-3) should be erected on the left side of a road to face traffic passing from one State into another. The minimum letter sizes should be 80 mm for 'STATE BORDER' and 180 mm for the name of the State being entered.

5.1.9 Local Government Boundary (G6-5)



Local Government Boundary signs should be erected parallel to the centre-line of the road at the boundary between two local government areas. The names of the councils should be placed one on each half of the appropriate side of the board. Because the signs are not erected to face approaching motorists, the minimum letter size may be 80 mm.

NOTE: Road authorities may permit alternative designs to be used in lieu of Sign No. G6-5.

5.1.10 Feature (G6-6)



Feature signs may be erected to mark the approximate location of important geographical features which would be of interest to passing motorists.

The location of the signs will depend on circumstances but they should face approaching motorists and the minimum letter size should be 140 mm.

5.2 KILOMETRE POSTS

5.2.1 General

Kilometre markers may be used on arterial roads both urban and rural, to indicate distances to and from important towns and cities. They are normally installed on a 'point-to-point' basis whereby for travel in each direction the driver encounters reducing distances to the selected datum town or other datum point on successive markers until that datum is reached. Although the markers are provided primarily for the benefit of road users, they may also provide an important administrative reference for the specification of road locations by road or other service authorities, or for emergencies.

5.2.2 Kilometre plates (G10-3, G10-4, G10-5)



The kilometre plate, G10-3, shall comprise a trapezoidal, standard green plate with white reflectorized legend not smaller than 140 mm in Series C, D and E depending on the number of letters or numerals in the legend.

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The distance shall be shown in kilometres measured to the approximate centre of the datum town to which they refer. The datum town shall be a town shown on reassurance direction signs. The initial letter of the datum town shall be used except as provided below.

Where another town on the route has the same initial letter and there could be confusion as to which town the marker refers, two letters may be used. If the initial letter is M, A, B or C, the first and second letter of the name should be used to avoid confusion with route numbers.

On routes identified as National routes, G10-4 supplementary plate may be mounted below the sign or alternatively the sign G10-5 may be used.

5.2.3 Location and Spacing

Kilometre markers should be displayed at not more than 10 km intervals along any marked route. This spacing should be reduced on high volume routes.

On undivided roads the markers should normally be erected as double-sided signs on the left side of the carriageway when proceeding away from the capital city or coast, or where neither of these reference points is applicable, on the left side when proceeding from east to west or from south to north.

On divided roads the markers should be erected as single-sided signs on the left side of each carriageway.

Only one marker should be displayed on each post for any one direction of travel unless a route splits into two marked routes a short distance beyond a datum town, in which case markers for both routes may be shown for the appropriate direction of travel over the length common to both routes.

5.3 NON-STANDARD INFORMATION SIGNS

5.3.1 General

Non-standard information signs comprise signs having a specialized legend appropriate to either a unique local purpose or a message so relatively rarely repeated that standardization of a sign or series of signs is not warranted.

Such signs should not be used where a standard sign will fit the purpose.

5.3.2 Sign design

Requirements and recommendations for the design of non-standard signs are as follows:

(a) *Length of message*

Signs to be read by drivers of moving vehicle shall be limited to a length which can be comfortably read at the prevailing approach speed. Guidance on required letter sizes for signs is given in Appendix D in Part 2 of this Manual. The letter size required will be dictated by the length of the message. Messages that are too long will require letter sizes and hence signboard sizes that become inordinately large. Non-standard symbols shall not be used unless their design conforms and their comprehension has been tested to AS 2342.

(b) *Message type*

Non-standard information signs shall be confined to warning messages, driving instructions or route information. Information of a commercial nature shall be confined to tourist and services signs as specified in Part 6 of this Manual.

(c) *Colour of signs*

Colours of non-standard information signs should conform to the following:

(i) General information - black, blue or green legend on white background,

(ii) Lengthy text warning and driving instruction signs - see Part 2 of this Manual.

(iii) Route information:

(A) Directional information (e.g. alternative route information) - white legend on standard green background.

(B) Controls or advice on route usage - black legend on white background.

(iv) Tourist and services information - white legend on brown or blue background as specified in Part 6 of this Manual.

5.3.3 Sign location

Non-standard information signs shall be located such that they do not distract drivers approaching points of hazard or warning signs and devices relating to those hazards. They shall not be located close to intersections or other points of conflict, or in positions where they may obscure or detract from related direction signs.

APPENDIX A

GUIDELINES FOR THE LAYOUT OF LEGEND ELEMENTS ON DIRECTION SIGNS

(Informative)

A1 GENERAL

The purpose of this Appendix is to provide guidance on the design and layout of direction signs.

Layout design is developed at two levels. Firstly the type of sign (i.e. the sign number) and any permitted variants under that number will dictate the general form of the sign. This can be ascertained from either the illustrations in this Standard on the examples of direction signs given in AS 1743.

The second level entails the development of a layout which observes rules of positioning and spacing of legend elements, and at the same time achieves a pleasing appearance and visual balance.

Common faults in the design of direction signs include:

- (a) Signboard and legend too small to be read properly at the prevailing traffic speed.
- (b) Legend too excessive to be read at prevailing traffic speed.
- (c) Legend elements bunched up vertically or horizontally, or both, making the sign difficult to read.
- (d) Legend not sufficiently clearly associated with the correct directional arrows or points on a diagrammatic sign.

A2 SELECTION OF LEGEND ELEMENTS

Legend elements may be selected as follows:

- (a) *Letters and numerals* - Forms of letters and numerals together with spacing tables are given in AS 1744. Letter heights for principal legend can be determined from Appendix A but Tables 1.1 and 1.2 in Section 1 of the Standard give recommended minimum sizes for principal and other legend elements for signs of standard legend content (i.e. generally up to six elements, including destination names, route names and route numbers).
- (b) *Sign arrows* - Recommendations for standard, long and extended arrow designs are given in AS 1743. Recommended widths across arrow barbs related to height of principal legend are also given.
- (c) *Diagrams* - Suitable designs and stroke widths for diagrams on diagrammatic direction signs can be designed by reference to the examples given in AS 1743. Particular note should be taken of the boldness required of the diagram as it relates to legend size and of the signboard space required to position legend around elements of the diagram for satisfactory readability.
- (d) *Borders, edge strips and corners* - Requirements and guidance on these are given in AS 1743. Internal dividing lines are equal in width to the border where there is an edge strip, and to 75% of the width of the border where there is no edge strip.

A3 SPACING OF LEGEND ELEMENTS

The following guides for the spacing of legend elements should be used in conjunction with Paragraph A4, Achieving visual balance:

- (a) Vertical spacing between lines of legend:
 - (i) Upper case legend - 0.5 times letter height minimum
- 0.75 times letter height desirable
 - (ii) Lower case legend - 0.5 times capital letter height minimum.
- 0.75 times capital letter height desirable or when there are descenders in the upper line

If the lines are of different letter height the factor applies to the larger of the two.

- (b) Vertical spacing to a border:
 - (i) Line of legend or route number-as for Item (a).
 - (ii) Road name panel-1.5 times width of border plus edge strip (if any), measured from edge of panel, not internal legend.

- (c) Horizontal spacing between any two sign elements other than spacings between words in the one name or phrase-0.75 times principal legend capital height. (Inter-word spacings are given in AS 1744).
- (d) Legend to edge of sign if sign has no border including road name panels:
 - (i) Horizontal-0.5 times legend height.
 - (ii) Vertical-0.25 times legend height.
- (e) Road name panel to any element-measure clearance from edge of panel, not the internal legend.
- (f) Vertical spacing between groups of destinations in a GI-4 type sign or sign panel-at least twice the spacing of lines within the group.

A4 ACHIEVING VISUAL BALANCE

Even if all the design rules are adhered to, a measure of artistic endeavour may be needed to give the sign a good appearance and visual balance. Adjust the balance of the design if necessary by proceeding in one or more of the following ways:

- (a) Lists of names in vertical format will usually be centred on one another and the panel sign. If not satisfactory, try-
 - (i) moving the centre of the list off-centre with the sign panel; or
 - (ii) left or right justifying the list. (This may be desirable to give the sign some directional enhancement.)
 - (b) If there are two lists side by side, e.g. as on a reassurance direction sign, left justify the left hand list and right justify the right hand list.
 - (c) If a particular line of legend is so long compared with others that it extends the signboard width unreasonably, try breaking it into two lines.
 - (d) Never cramp legend by slavish observance of minimum clearances, but likewise, try to avoid large areas of blank sign panel, particularly blank areas not symmetrically disposed across the panel-unless a directional enhancement is being sought.
 - (e) If a sign panel is unusually large, e.g. because it contains several lines of legend, try making elements such as arrows, route numbers and symbols larger than accompanying principal legend would require.
- In the design of a diagrammatic sign there needs to be adequate spatial separation between the groups of information labelling each directional element of the diagram so that it is clear at a glance what information applies to each element.

APPENDIX B

INSTALLATION AND LOCATION OF SIGNS (Normative)

B1 SCOPE

General principles for uniform installation and location of signs and guidance on the mounting angles required to ensure maximum effectiveness of signs are specified in Clause 1.12 in Part 1 of this Manual.

B2 SIGN LOCATION - ROADSIDE SIGNS

B2.1 General

Direction signs should normally be erected on the left side of the carriageway. On roads other than expressway type roads they may be placed in the median of a divided road if this would provide better prominence or visibility for the sign.

Care is needed in locating signs to ensure that they do not obscure one another or otherwise generally obscure visibility, particularly at intersections.

At channelized intersections some guide signs need to be erected on traffic islands or on the right side of some carriageways. They should, if practicable, be within a driver's normal line of vision as he/she approaches the intersection, or, if this cannot be achieved, should be on the side of the intersection where the driver is likely to be looking if he/she is required to execute a turn. However, the signs should not obscure a driver's vision of traffic approaching along a conflicting path or of other road users, e.g. pedestrians.

Very large roadside signs may require special consideration, while special circumstances of road layout and the adjacent topography may also warrant departures from the requirements given.

B2.2 Longitudinal placement

General principles for longitudinal placement of guide signs are specified in Clause 1.12.2 in Part 1 of the Manual.

For guide signs on expressways and other high-speed roads considerably greater distance may be required.

B2.3 Lateral placement and height

B2.3.1 General

General principles for lateral placement of guide signs are specified in Clause 1.12.3 in Part 1 of the Manual.

B2.3.2 Lateral placement - rural

The clearance to guide signs shall not be less than 2 m from the edge of the travelled way.

B2.3.3 Lateral placement - urban

On kerbed roads in urban areas guide signs shall be located back from the face of the kerb not less than 300 mm. Where mountable or semi-mountable kerbs are used, e.g. on traffic islands, the minimum clearance should be 500 mm. On urban roads which are unkerbed, or on expressway type roads, the distances given in Paragraph B2.3.2 shall be used.

NOTE: Large signs may require overhead mounting if these lateral clearances cannot be achieved.

B2.3.4 Height - rural

In rural areas roadside signs shall be mounted clear of roadside vegetation and be clearly visible under headlight illumination at night. The height of the sign should normally be not less than 1.5 m above the nearest edge of travelled way. For Finger boards and intersection direction signs, the height should be increased to 2 m. The maximum height above nearest edge of travelled way shall be 2.5 m for signs up to 3 m² in area and 3.5 m for larger signs.

B2.3.5 Height - urban

General principles apply.

B3 SIGN LOCATION - OVERHEAD SIGNS

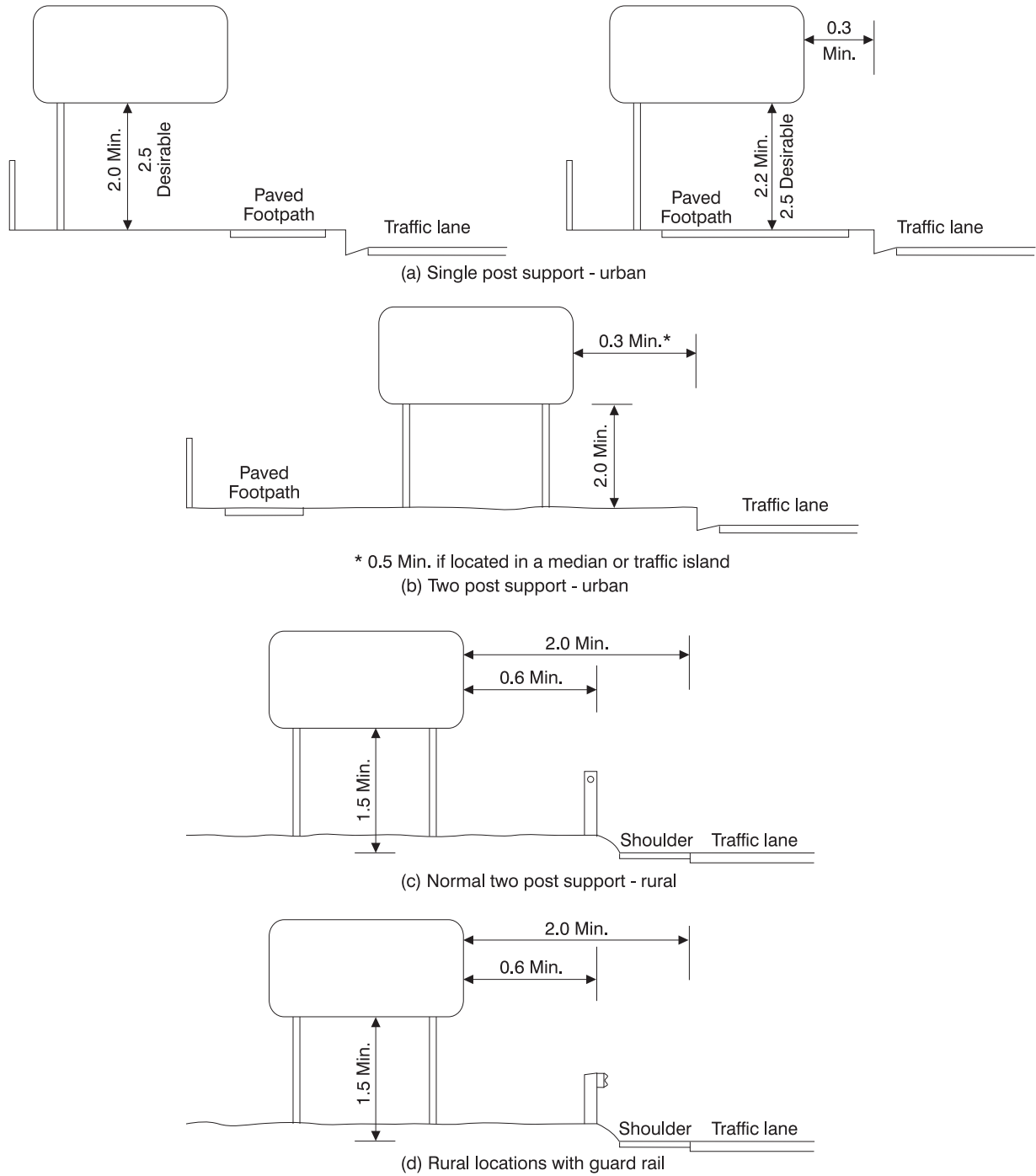
Overhead signs provide means of displaying essential traffic information on wide multilane roads, where lane use control is required, or where space at the roadside is insufficient to accommodate a roadside sign. They may also be the only means of providing adequate viewing distance. On expressway type roads, overhead signs are especially suitable for complex or closely spaced interchanges or multilane exits.

Overhead signs may also be desirable where the environmental background would detract from the essential message of a roadside sign. The composition and speed of traffic may also be influencing factors.

Overhead signs are generally of the directional and lane-control types, and are generally supported on cantilever, butterfly or gantry structures, or on overbridges.

Overhead signs shall be mounted a minimum of 5.3 m above the highest level of the carriageway. This is particularly important if there is no alternative route for occasional high loads. The height may be reduced to 4.6 m if the sign projects over a shoulder or lane which is used only for parking or emergency stopping. The greater height is preferred where possible.

Height requirements for overhead signs are illustrated in Figure B1.

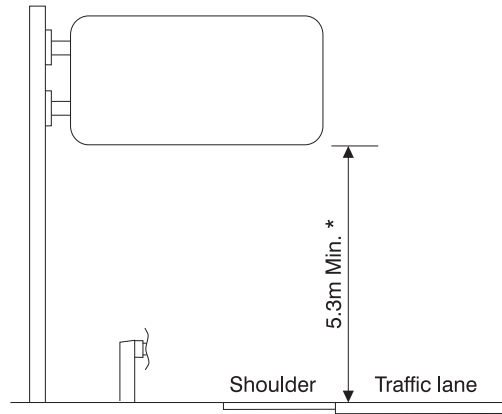


NOTE: Subject to any maximum offsets shown in this Figure, sign supports should be erected as great a distance as practicable away from the roadway (see Clause 2.1.1.(b)).

DIMENSIONS IN METRES

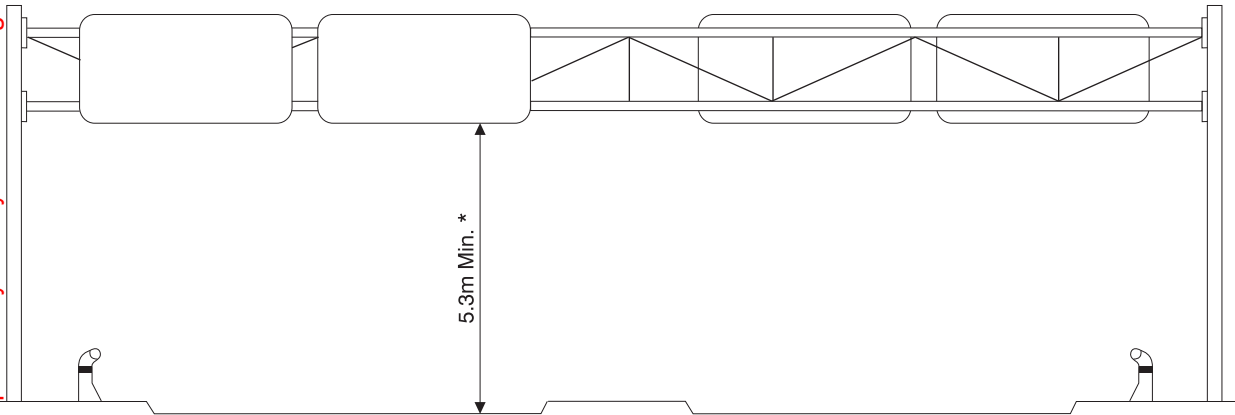
Figure B1 LATERAL POSITIONING AND MOUNTING HEIGHT OF ROADSIDE SIGNS

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* Where the sign does not overhang the running lanes the minimum may be reduced to 4.6 m.

(a) Cantilever support



* The minimum clearance applies to catwalks, lighting brackets or other fixtures, where these project below the sign

(b) Gantry support

NOTE: For preferred minimum mounting heights, see Clause 1.12.3.6 of Part 1 of this Manual.

Figure B2 TYPICAL STRUCTURES FOR OVERHEAD SIGNS

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