

## TOURIST SERIES

## G11

Tourist Feature (Advance,  
On Left At Roadside) –  
Example



G11-1A 1830 x 900  
G11-1B 2700 x 1200

Tourist Feature (Advance,  
On Right At Roadside) –  
Example



G11-2A 1120 x 900  
G11-2B 1530 x 1200

Tourist Feature (Position,  
Rectangular With Arrow) –  
Example



G11-3A 2320 x 400  
G11-3B 3110 x 500

Tourist Feature (Position, Point  
And Chevron End) – Example



G11-4A 2150 x 640  
G11-4B 2750 x 820

Tourist Feature (Position,  
fingerboard format) – Example



G11-5A 2000 x 530  
G11-5B 2570 x 680

Tourist Feature (Turn Left Down  
Side Road) – Example



G11-7A 2300 x 1100  
G11-7B 3284 x 1600

Tourist Feature (Turn Right  
Down Side Road) – Example



G11-8A 1350 x 900  
G11-8B 1800 x 1200

Tourist Feature (Turn Right  
Down Side Road), Advance  
Combined tourist/service –  
Example



G11-8

Tourist Feature (Special tourist  
information) - Example



G11-9

## TOURIST SERIES

G11

Tourist Feature (Position,  
rectangular with arrow) –  
Example



G11-10A 440 x 780

G11-10B 660 x 1140

Tourist Feature (Reassurance)  
– Example



G11-11

National Trail Direction Sign



G11-Q01 1800 x 450

Special Tourist Sign  
Example



G11-Q02 3000 x 1500

## SYMBOLS FOR TOURIST SIGNS

TS

## Aboriginal heritage



TS1

## Lookout



TS2

Walking trail  
(L or R)

TS3

## Winery



TS4

## OVERDIMENSIONAL LOAD ROUTE SERIES

G12

START OD Route



G12-Q01 900 x 750

OD Route marker



G12-Q02 900 x 300

END OD Route



G12-Q03 750 x 750

NOTE: This may be a low-resolution file intended for on-screen viewing only. This file cannot be printed.

This file may be one part of a complete technical publication, and should not be read in isolation of the other parts of the publication.

A full-resolution version of all parts of the publication can be obtained from the Department of Transport and Main Roads. [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

The Department of Transport and Main Roads takes no responsibility for any loss or damage resulting from the use of this low-resolution file.

## FREEWAY GUIDE SERIES

## GE

First advance exit (distance)  
Example



GE1-5

First advance exit (distance)  
Example



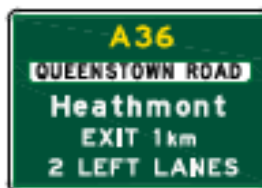
GE1-5

First advance exit (distance)  
Example



GE1-5

Second advance exit (lane)  
Example



GE1-6

Second advance exit (lane)  
Example



GE1-6

Supplementary advance exit  
Example



GE1-8-1

Supplementary advance exit  
Example



GE1-8-2

Supplementary advance exit  
Example



GE1-8-3

Interchange sequence  
Example



GE1-9

**FREEWAY GUIDE SERIES**

**GE**

First advance exit,  
diagrammatic - Example



GE1-11

Second advance exit,  
diagrammatic - Example



GE1-12

Second advance exit,  
diagrammatic - Example



GE1-12

Second advance exit,  
diagrammatic - Example



GE1-12

Second advance exit,  
diagrammatic - Example



GE1-12

Second advance exit (lane)  
Example



GE1-13

Second advance exit (lane)  
Example



GE1-13

Second advance exit, 2-lane exit  
Example



GE1-14

NOTE: This may be a low-resolution file intended for on-screen viewing only. This file cannot be printed.  
This file may be one part of a complete technical publication, and should not be read in isolation of the other parts of the publication.  
A full-resolution version of all parts of the publication can be obtained from the Department of Transport and Main Roads. [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)  
The Department of Transport and Main Roads takes no responsibility for any loss or damage resulting from the use of this low-resolution file.

## FREEWAY GUIDE SERIES

GE

By-passed town  
Example

GE1-15

Freeway Approach



GE1-Q01 1650 x 700

Freeway Approach  
Example

GE1-Q02

Freeway Approach



GE1-Q03 800 x 1650

Interchange sequence,  
Service centre - Example

GE1-Q09

## FREEWAY GUIDE SERIES

GE

Exit direction  
Example

GE2-1-1

Exit direction  
Example

GE2-1-2

Exit direction  
Example

GE2-1-3

Exit direction  
Example

GE2-1-4

Through direction at exit  
Example

GE2-2

EXIT gore



GE2-3 1800 x 1600

EXIT ... (No.)



GE2-4 1600 x 2200

EXIT ... (No.) Supplementary  
Plate - Example

GE2-6

EXIT ... (No.) Supplementary  
Plate - Example

GE2-6-Q01 var. x 900

## FREEWAY GUIDE SERIES

GE

Reassurance direction  
Example



GE4-1

PROHIBITED ON FREEWAY  
Example



GE6-2

Services reached via an  
interchange  
NEXT SERVICE ... km



GE6-8 3300 x 1150

END FREEWAY 2 km



GE6-9 2300 x 1500

END FREEWAY 1 km



GE6-10 2300 x 1500

PROHIBITED ON FREEWAY  
Example



GE6-Q01

Freeway service centres  
NEXT EXIT/NEXT SERVICE  
... km



GE6-Q08

NOTE: This may be a low-resolution file intended for on-screen viewing only. This file cannot be printed.  
This file may be one part of a complete technical publication, and should not be read in isolation of the other parts of the publication.  
A full-resolution version of all parts of the publication can be obtained from the Department of Transport and Main Roads. [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)  
The Department of Transport and Main Roads takes no responsibility for any loss or damage resulting from the use of this low-resolution file.

## FREEWAY GUIDE SERIES

GE

Services reached via an interchange - Service symbol(s) THIS (NEXT) EXIT  
Example



GE7-1-3

Freeway rest areas and service centres - Advance (2 km or 1 km) - Example



GE7-3-1

Freeway rest areas and service centres - Advance (2 km or 1 km) - Example



GE7-3-1

Freeway rest areas and service centres - Advance (2 km or 1 km) - Example



GE7-3-2

Freeway rest areas and service centres - Advance (2 km or 1 km) - Example



GE7-3-3

Freeway rest areas and service centres - Advance (2 km or 1 km) - Example



GE7-3-3

Information symbol and BAY - Advance 2 (1) km - Example



GE7-3-5

Freeway rest areas and service centres - Advance (1 km LEFT LANE) - Example



GE7-4-1 3350 x 1800

Freeway rest areas and service centres - Advance (1 km LEFT LANE) - Example



GE7-4-4

## FREEWAY GUIDE SERIES

GE

Information symbol and BAY -  
Advance 1 km LEFT LANE  
Example



GE7-4-5

Freeway rest areas and service  
centres - Position - Example



GE7-5-1 1480 x 2000

Freeway rest areas and service  
centres - Position - Example



GE7-5-3

Freeway rest areas and service  
centres - Position - Example



GE7-5-3

Freeway rest areas and service  
centres - Position - Example



GE7-5-5

Help Phone – Pedestrian  
Indicator Sign



GE7-8 200 x 350

Supplementary Distance Plate



GE7-9 200 x 100

NOTE: Used only with GE7-8  
sign.

Services reached via an  
interchange - Supplementary  
panel - Example



GE7-10-3

Services reached via an  
interchange - Service  
symbol(s) Use (Name) EXIT  
Example



GE7-11-3

## FREEWAY GUIDE SERIES

GE

REDUCE SPEED NOW



GE9-3 2800 x 2000

WRONG WAY

GE9-15B 600 x 400  
GE9-15C 750 x 500

Emergency Median Crossing



GE9-23 450 x 450

FREEWAY ENTRY RESTRICTED  
WHEN FLASHING

GE9-Q02 880 x 880

ONE VEHICLE ONLY ON  
GREEN SIGNAL

GE9-Q03 675 x 750

ONE VEHICLE PER LANE ON  
GREEN SIGNAL

GE9-Q04 720 x 750

Tourist feature  
Expressway THIS EXIT

GE11-1 2600 x 1000

Tourist feature  
Expressway USE (Name) EXIT

GE11-2 2600 x 1400

**NOTE: This may be a low-resolution file intended for on-screen viewing only. This file cannot be printed.**

**This file may be one part of a complete technical publication, and should not be read in isolation of the other parts of the publication.**

**A full-resolution version of all parts of the publication can be obtained from the Department of Transport and Main Roads. [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)  
The Department of Transport and Main Roads takes no responsibility for any loss or damage resulting from the use of this low-resolution file.**

(Blank)



## 5.4 ILLUSTRATIONS OF TEMPORARY SIGNS

## ADVANCE SERIES

T1

## ROADWORK AHEAD



T1-1A 1800 x 600  
T1-1B 2400 x 800

## BRIDGEWORK AHEAD



T1-2A 1800 x 600  
T1-2B 2400 x 800

## ROAD PLANT AHEAD



T1-3-1 900 x 600

## ROAD PLANT AHEAD



T1-3-2 1800 x 600

## GRADER AHEAD



T1-4 900 x 600

## Workers Ahead



T1-5A 900 x 600  
T1-5B 1200 x 900  
T1-5C 1800 x 1200

## DETOUR AHEAD



T1-6A 1200 x 600  
T1-6B 1800 x 900

## TRAFFIC HAZARD AHEAD



T1-10 1200 x 600

## TRAFFIC SURVEY ... m



T1-14 1200 x 900

## ADVANCE SERIES

T1

## ROADWORK 1 km AHEAD



T1-18A 1800 x 800  
T1-18B 2400 x 900

## PREPARE TO STOP



T1-18B 750 x 500  
T1-18C 900 x 600  
T1-18D 1200 x 900

## Stock AHEAD



T1-19A 900 x 600  
T1-19B 1200 x 900

## NEW ROUNDABOUT AHEAD



T1-21 1800 x 600

## CHANGED SIGNALS AHEAD




T1-22 1200 x 600

## CHANGED TRAFFIC CONDITIONS AHEAD



T1-23 1800 x 900

## ROADWORK NEXT 2 km



T1-24A 1800 x 600  
T1-24B 2400 x 900

## ROADWORK ON SIDE ROAD



T1-25A 1800 x 600  
T1-25B 2400 x 900

## ROAD PLANT ON SIDE ROAD



T1-27A 1800 x 600

## ADVANCE SERIES

T1

NEXT 2 km



T1-28A 800 x 800  
T1-28B 900 x 900

BRIDGEWORK  
1 km AHEAD

T1-29A 1800 x 800  
T1-29B 2400 x 900

Signals Ahead



T1-30A 900 x 800

ROAD WORK  
AHEAD

T1-31A 800 x 1200

CHANGED INTERSECTION

T1-33A 1800 x 800

PROBABLE DELAY  
15 MINUTES

T1-Q02 900 x 800

Traffic Controller Ahead/  
PREPARE TO STOP

T1-Q05A 900 x 1000

Traffic Controller Ahead/  
PREPARE TO STOP

T1-Q05B 1200 x 900

ROAD WORK  
AHEAD

T1-Q06 600 x 900

## ADVANCE SERIES

T1

ROADWORK ON SIDE ROAD  
(arrow) (L or R)

T1-Q07 900 x 600

LINEMARKERS  
ON ROADT1-Q08A 1500 x 600  
T1-Q08B 1800 x 600MOBILE LINEMARKING  
AHEAD

T1-Q09 900 x 600

Tractor/Slasher  
Mowing

T1-Q10 900 x 600

## POSITION SERIES

T2

## ROAD CLOSED



T2-4 1800 x 300

Lane Status  
(2 lane)T2-6-1A 1200 x 900  
T2-6-1B 1800 x 1200Lane Status  
(3 lane)T2-6-2A 1800 x 900  
T2-6-2B 2400 x 1200

## WATER OVER ROAD

T2-13A 900 x 600  
T2-13B 1200 x 900

## END ROADWORK



T2-16A 1800 x 600

## END ROADWORK



T2-17A 900 x 1200

## EXIT CLOSED



T2-20 2100 x 1200

... EXIT CLOSED –  
ALTERNATIVE

T2-21 2600 x 1700

## TRAFFIC SURVEY



T2-22 1200 x 600

## POSITION SERIES

T2

## END DETOUR



T2-23 1200 x 600

## Two-way Traffic



T2-24A 900 x 600

## Trucks (crossing or entering)



T2-25A 900 x 600

## ROAD CLOSED ...km AHEAD



T2-Q02 1800 x 600

## END ROADWORK



T2-Q03 900 x 600

## SURVEYORS AHEAD



T2-Q06A 900 x 600

T2-Q06B 1200 x 900

Lane Status  
(4 lane)

T2-Q07 2230 x 900

## ROAD CONDITION SERIES

T3

## WET TAR



T3-1A 900 x 600

## Slippery

T3-3A 900 x 600  
T3-3B 1500 x 900

## SOFT EDGES



T3-6A 900 x 600

## ROUGH SURFACE

T3-7A 900 x 600  
T3-7B 1500 x 900

## Loose Stones

T3-8A 900 x 600  
T3-8B 1500 x 900NEW WORK NO LINES  
MARKED

T3-11 1500 x 900

NO LINES DO NOT OVERTAKE  
UNLESS SAFE

T3-12 1500 x 900

## GRAVEL ROAD

T3-13A 900 x 600  
T3-13B 1500 x 900

## LOOSE SURFACE

T3-14A 900 x 600  
T3-14B 1500 x 900

## ROAD CONDITION SERIES

T3

ROUGH SURFACE  
(Bicycles)

T3-15A 600 x 450

NOTE: For use only on off-road bicycle or joint-use paths.

Traffic Signal  
NOT IN USE

T3-Q02 300 x 900

## SIGNALS UNDER REPAIR



T3-Q03 1200 x 700

## SPECIAL HAZARD SERIES

T4

BLASTING, STOP AWAIT  
SIGNAL

T4-1A 800 x 600  
T4-1B 1200 x 900

## END BLASTING AREA



T4-3 1200 x 450

POWER LINE WORKS IN  
PROGRESS

T4-5 1800 x 900

## SMOKE HAZARD



T4-6A 800 x 600  
T4-6B 1200 x 900

BLASTING AREA SWITCH OFF  
RADIO TRANSMITTERS AND  
MOBILE PHONES

T4-7 1200 x 900

## DANGER GAS NO SMOKING



T4-Q03 1200 x 600

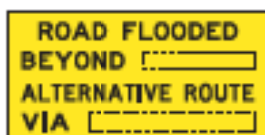
NOTE: This may be a low-resolution file intended for on-screen viewing only. This file cannot be printed.  
This file may be one part of a complete technical publication, and should not be read in isolation of the other parts of the publication.  
A full-resolution version of all parts of the publication can be obtained from the Department of Transport and Main Roads. [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)  
The Department of Transport and Main Roads takes no responsibility for any loss or damage resulting from the use of this low-resolution file.

## TRAFFIC DIVERSION SERIES

T5

DETOUR  
(L or R)

T5-1A 1200 x 300  
T5-1B 1800 x 450

ROAD FLOODED BEYOND ...  
ALTERNATIVE ROUTE VIA ...

T5-3 1800 x 900

## Temporary Hazard



T5-4 1500 x 450

## Temporary Hazard Marker

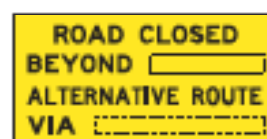


T5-5 600 x 600

## Detour Marker



T5-6A 450 x 450  
T5-6B 600 x 600

ROAD CLOSED BEYOND ...  
ALTERNATIVE ROUTE VIA ...

T5-Q01 1800 x 900

Temporary Collapsible  
Chevron Delineator

T5-Q02 250 x 1200

## VEHICLE MOUNTED SERIES

T6

## SCHOOL BUS



T6-4 1200 x 230

## ROAD TRAIN


T6-Q01A 1200 x 250  
T6-Q01B 1800 x 350KEEP CLEAR  
(L or R)T6-Q02A 1200 x 600  
T6-Q02B 1800 x 750

## OVERSIZE



T6-Q03 1200 x 450

## OVERSIZE LOAD AHEAD



T6-Q04 1200 x 600

## LINE MARKING

T6-Q06A 1200 x 600  
T6-Q06B 1800 x 750

## LINEMARKING


T6-Q07A 1200 x 300  
T6-Q07B 1800 x 450WET PAINT  
(L or R)T6-Q08A 1200 x 600  
T6-Q08B 1800 x 750

## HAND BANNER SERIES

T7

## SLOW Bat



T7-1A	450 dia.
T7-1B	600 dia.

NOTE: This may be a low-resolution file intended for on-screen viewing only. This file cannot be printed.  
This file may be one part of a complete technical publication, and should not be read in isolation of the other parts of the publication.  
A full-resolution version of all parts of the publication can be obtained from the Department of Transport and Main Roads. [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)  
The Department of Transport and Main Roads takes no responsibility for any loss or damage resulting from the use of this low-resolution file.

## PEDESTRIAN SERIES

T8

PEDESTRIANS WATCH YOUR  
STEP

T8-1 900 x 600

PEDESTRIANS (arrow)  
(L or R)

T8-2 1200 x 300

## USE OTHER FOOTPATH



T8-3 900 x 600

NOTE: This may be a low-resolution file intended for on-screen viewing only. This file cannot be printed.  
 This file may be one part of a complete technical publication, and should not be read in isolation of the other parts of the publication.  
 A full-resolution version of all parts of the publication can be obtained from the Department of Transport and Main Roads. [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)  
 The Department of Transport and Main Roads takes no responsibility for any loss or damage resulting from the use of this low-resolution file.

## SECTION 6. HAZARD MARKERS

### 6.1 SCOPE

This section illustrates hazard markers which are listed in numerical order. The most commonly used sizes are given for each marker.

### 6.2 FUNCTION

Hazard markers are used to emphasize to approaching traffic a marked change in the direction of travel and the presence and width of an obstruction.

### 6.3 BASIC DESIGN

Hazard markers are rectangular in shape and generally consist of a series of alternate black and white bands. The white portion is always reflectorised, but the reflective material may cover only the central portion of each white band in order to achieve a balance between the areas of black and white under headlight illumination. The bands may consist of either diagonal strips where only a target is required, or of chevrons where directional as well as target properties are desirable.

For the shapes illustrated, both the size of the board and the number and spacing of the bands or chevrons may be varied to suit visibility requirements.

NOTE: Detailed specifications are given in AS 1743 for the design of hazard markers, or on the TC Sign page on [www.transportandmainroads.qld.gov.au](http://www.transportandmainroads.qld.gov.au) for Queensland signs e.g. D4-Q01.

### 6.4 ILLUSTRATIONS OF HAZARD MARKERS

#### HAZARD MARKERS

**D4**

Unidirectional Hazard  
Marker



D4-1-1A 1600 x 400  
D4-1-1B 3200 x 800

Unidirectional Hazard  
Marker



D4-1-2A 450 x 450  
D4-1-2B 600 x 600

Bidirectional Hazard  
Marker



D4-2-2A 300 x 750  
D4-2-2B 400 x 1000

## HAZARD MARKERS

D4

## Bidirectional Hazard Marker



D4-2-3A 1600 x 400  
D4-2-3B 3200 x 800

Width Marker  
(L or R) (L illustrated)

D4-3A 225 x 450  
D4-3B 450 x 900

## Sight Board



Two D4-1-1 markers

## Obstruction Marker



D4-5 1800 x 450

## Chevron Alignment Marker



D4-6A 600 x 750  
D4-6B 750 x 900  
D4-6C 900 x 1100

## Bidirectional Hazard Marker



D4-Q01A 450 x 600  
D4-Q01B 900 x 1200

## APPENDIX A

### SUPPLEMENTARY LIST OF SIGNS

The signs shown below are used for specific situations throughout the State. Their use, however, is not considered to be sufficiently frequent for them to be included in the relevant Part of the Manual at this time. Further details of the design of the signs and devices listed may be obtained from the Department of Transport and Main Roads, Brisbane.

#### REGULATORY SIGNS

- (a) Walk to island and wait for further signal (R3-Q01)



R3-Q01

This sign may be used where pedestrians at signalised crossings must make the crossing in more than one stage.

- (b) Stop bat (R6-Q02)



R6-Q02

This sign is only used in accordance with the Transport Operations (Road Use Management) Regulations. Drivers are required to stop their vehicle when indicated by the display of sign R6-Q02. The sign has a diameter of 300 mm. Vehicle mounted flashing magenta coloured lights may be displayed in conjunction with the R6-Q02 sign to assist in attracting the driver's attention.

#### WARNING SIGNS

- (a) S-lanes (W4-Q01)



W4-Q01

The S-lanes sign is used on multilane divided roads with restricted width where the left lane is terminated and the remaining lanes are deviated to the left to allow the provision of a right turn lane. The sign is used in advance of the end of the terminating lane and is followed by the LEFT LANE ENDS (W4-9)/MERGE RIGHT (W8-15) signs and the FORM 1 LANE sign (G9-15) or FORM 2 LANES sign (G9-16), as appropriate.

- (b) End rockfall area (G9-Q11)



G9-Q11

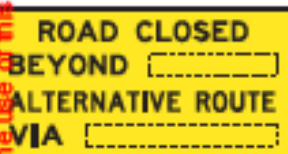
The END ROCKFALL AREA (G9-Q11) sign may be used to indicate the end of a rockfall area.

## TEMPORARY SIGNS

- (a) Road flooded beyond ... alternative route via ... (T5-3)  
 (b) Road closed beyond ... alternative route via ... (T5-Q01)



T5-3



T5-Q01

The ROAD FLOODED BEYOND ... ALTERNATIVE ROUTE VIA ... sign is used to indicate the reason for closing the road and a suitable detour.

Where a road is closed for reasons other than flooding, the ROAD CLOSED BEYOND ... ALTERNATIVE ROUTE VIA ... sign is used.

## APPENDIX B

### APPLICATION OF WARRANTS AND GUIDELINES

Traffic operation is facilitated by efficient control devices, but these devices must be selected and used following scientific investigation, not subjective assessment.

A proper evaluation embraces the measurement of certain factors, such as traffic volume, and a close engineering study of the environment to ascertain firstly, if there is a need for control in a particular situation, and secondly, the type of control device which should be used.

Long experience has established the respective conditions under which the many traffic control devices are justified. These conditions, called warrants or guidelines, may comprise quantitative figures or other general requirements at the site concerned. Established warrants and guidelines for the installation of control devices are prescribed in the Manual.

The use of warrants and guidelines is to ensure that:-

- (a) control devices are installed where the need has been proven, and only in such situations;
- (b) the most efficient treatment is provided for any given set of conditions; and
- (c) standard treatment is employed at similar situations.

However, even if a formal warrant or guideline is satisfied in a particular instance, it does not necessarily follow that the relevant traffic control device should be installed on that basis alone. The justification for the installation of a particular device often involves a number of elements; some incapable of being expressed in quantitative terms. To attempt to include all such elements in formal warrants or guidelines would be impracticable, and therefore the final decision must involve proper engineering judgment.

There will occur in practice many cases where a particular form of control would be best suited to the local conditions, although the requirements of the formal warrant or guideline may indicate otherwise. In some cases, it may be advisable to refrain from imposing a particular type of control, although the prescribed warrant or guideline may be met. In other instances, some form of control may be justified where there is no applicable warrant or guideline. Indeed, objective investigations will in practice frequently indicate that the most effective treatment should be constructional works, such as improvement to visibility or widening of pavement.

In all cases, engineering judgment must be used in assessing the need for treatment at any location. Warrants and guidelines set out in the Manual should be regarded as the means of exercising this judgment and selecting the proper treatment, rather than as a substitute for it.

However, it is emphasized that warrants and guidelines have been established after long experience and careful study, and should not be departed from unless the necessity to do so can be fully substantiated.

Warrants and guidelines for particular traffic control devices are included in the relevant Part of this Manual.

## APPENDIX C

### ERECTION AND REMOVAL OF REGULATORY TRAFFIC CONTROL DEVICES ON ROADS CONTROLLED BY DEPARTMENT OF TRANSPORT AND MAIN ROADS

#### C1 GENERAL

An essential adjunct to the erection or removal of any regulatory sign/device, is the recording and filing of the circumstances for use in connection with any prosecutions or litigation resulting from traffic offences, or traffic accidents, in the area of the particular sign/device. This procedure particularly applies when regulatory signs/devices are used as a traffic control aid at, or adjacent to, road construction and maintenance work sites.

This Appendix outlines example procedures for the erection and removal of permanent signs and devices. Variations to these procedures can be implemented to address Quality Management and Administration Practices. Procedures for the erection and removal of temporary signs and devices are given in Part 3 of this Manual, Works on Roads.

#### C2 EXAMPLE PROCEDURES FOR THE ERECTION OR REMOVAL OF PERMANENT REGULATORY SIGNS/DEVICES (i.e. FOR OTHER THAN ROADWORKS PURPOSES)

The example procedures are as follows:

- a) Prior to the placement or removal of regulatory signs/devices, a Form M994 should be completed.
- b) The original Form M994 should be filed on a Region Register.
- c) A Form M994 is not required when a damaged or deteriorated sign/device is removed and replaced by a new one of the same size and type, providing the replacement is erected in the same location as the old sign/device.

##### NOTES:

Permanent signs and markings plans for a project, suitably annotated, may be used in lieu of Form M994.

Permanent speed limit changes and other regulatory signs and devices may alternatively be recorded on the authority's road database system, where appropriate. Time and date of installation is required.

#### C3 EXAMPLE PROCEDURES FOR VARIABLE SPEED LIMIT AND LANE CONTROL SIGNS

The example procedures are as follows:

##### Initial installation

- a) A Form M994 should be completed covering the multiple devices at each location.
- b) The form should record the speed limits capable of being displayed.
- c) The form should be filed on a Region Register.

##### Operation

- a) A Form M994 is not required for every speed limit or lane control change. Some form of data recording is still required for evidentiary purposes.

## APPENDIX D

### SUPPLEMENTARY LIST OF SIGNS NOT USED IN QUEENSLAND

- (i) *Traffic Light stop sign (R1-4)*



R1-4

This sign is NOT APPROVED FOR USE IN QUEENSLAND.

- (ii) *Left turn on red after stopping (R2-20)*



R2-20

This sign is NOT APPROVED FOR USE IN QUEENSLAND.

- (iii) *Hook turn only (R2-21)*



R2-21

This sign is NOT APPROVED FOR USE IN QUEENSLAND pending development of application criteria by Australian Standards.

- (iv) *No hook turn by bicycles (R2-22)*



R2-22

This sign is NOT APPROVED FOR USE IN QUEENSLAND pending development of application criteria by Australian Standards.

- (v) *Children crossing when lights flashing (R3-4)*



R3-4

This sign is NOT APPROVED FOR USE IN QUEENSLAND.

(vi) *Speed de-restriction (R4-2)*

R4-2

This sign is NOT APPROVED FOR USE IN QUEENSLAND.

(vii) *End school zone (R4-9)*

R4-9

This sign is NOT APPROVED FOR USE IN QUEENSLAND.

(iii) *Railway crossing not in use (G9-74)*

G9-74

This sign is NOT APPROVED FOR USE IN QUEENSLAND.