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1 Scope and general

1.6 Sign design guidelines

1.6-1 Direction signs – legends and layouts

1 Introduction

This supplement outlines the procedure for the layout design of direction signs.

2 Layout Design Procedure

The following should be determined initially:

- appropriate Level of Signing
- applicable Route Marking Numbers for each intersecting road (including Strategic Tourism Routes)
- Focal Points, (Destination Points and Key Decision Points if applicable), and
- appropriate Route or Street Names for each intersecting road.

2.1 Level of Signing

The appropriate Level of Signing for use along each leg of the intersection should be determined to indicate whether Advance Direction signs, Lane Direction signs, Intersection Direction signs, Reassurance Direction signs, or Fingerboards are required.

2.2 Route Marking Numbers

When selecting route markers for use at an intersection, all routes that are already signed are included on the direction signs, as appropriate. Routes that are included on the Route Marking System Map, but are not yet marked (e.g. because of condition, funding, etc.) should be marked as an entire route between Focal Points.

It may be necessary to omit route marking along some yet unmarked routes even though route marking is shown on the Route Marking System Map.

2.3 Focal Points (Destination Points and Key Decision Points)

Destinations to be included in the legends of direction signs are initially selected from the Focal Points map maintained by the District Office. Where a Focal Point has been specified for use at an intersection, the designer should include this as the prime destination on the Direction sign.

On minor roads, where no Focal Points have been specified, local stakeholders (e.g. local government, regional tourist associations, etc.) should be consulted to determine the appropriate destination to be included on Direction sign.

2.4 Route or Street Names

Route or street names are generally applicable in urban areas to indicate highway or motorway names. Guidelines for their application to Direction signs are given in Appendix F.

When selecting road or street names (e.g. in urban areas) the local name (as used in the street directory) be used (not the Queensland Road name. An exception to this is the use of highway names
in lieu of local street names on Direction signs, which in this instance the street name sign is shown on a G5 series Street Name sign at the intersection.

2.5 Design Summary Table

Table 2 should be completed before starting the design of intersection direction signs to ensure consideration are in accordance with the requirements of the MUTCD.

**Table 2.5 – Design Summary Table**

Complete one table for each leg of the intersection

![Design Summary Table](image)

2.6 Worked Examples

Refer to the worked examples in Appendix D for general use. Both three-leg and four-leg examples are shown.
3 Level of Signing

3.1 General

The Level of Signing is defined as the standard of signing treatment denoting the various levels of interchange and intersection signing treatment used on Queensland Roads. Level of Signing is specified in descending order of signing hierarchy.

The appropriate level of signing is as follows:

Freeways / Motorways

F1 Major exits and freeway to freeway interchanges
F2 Minor exits on urban freeways (80 km/h)
F3 Exits to access points on urban freeways (80 km/h).

Other Roads

L1 At intersections of two important Queensland Roads (including Strategic Tourism Routes)
L2 At intersections of an important Queensland Road and a major local government or minor Queensland Road
L3 At intersections of important Queensland Roads and other roads not requiring Level of Signing L2
L4 At the intersections of other Queensland Roads and minor side streets.

3.2 Motorways / Freeways

3.2.1 Level of Signing F1

Level of Signing F1 involves the use of two Advance Exit signs, Exit Direction sign(s) and a Reassurance Freeway Direction sign.

F1 is used at all important exits.

In rural areas, the Advance Exit signs are located 2 km and 1 km from the exit. In urban areas, they are located 1 km and 500 m from the exit. Where interchange spacing is close, these distances may be reduced, but not generally below 400 m and 200 m respectively.

Where approach visibility is adequate (e.g. on sag vertical curves) the value of a sign only 200 m in advance of an exit is questionable.

At major urban intersections (e.g. where Queensland Roads intersect) consideration should be given to the use of overhead gantry signs (GE2-2) or diagrammatic Advance Exit signs (GE1-12).

Overhead signs should generally be considered for use on freeways and motorways with three or more lanes for general traffic movement, particularly where there are significant volumes of trucks or where advance visibility is restricted (e.g. on a crest vertical curve).

Overhead mounting is often necessary at closely spaced intersections (refer to MUTCD).

3.2.2 Level of Signing F2

Level of Signing F2 involves the use of one Advance Exit Direction sign no closer than 200 m to the exit, plus an Exit Direction sign.
It is used at very minor exits where some motorists may be unfamiliar with the road system (e.g. small industrial or minor tourist areas).

They are generally only used on freeways and motorways with a maximum operating speed of 80 km/h.

3.2.3 Level of Signing F3

Level of Signing F3 is appropriate at very minor exits such as access points to isolated developments, where motorists will generally be familiar with the exit arrangements.

It involves the use of an Advance Street Name sign (G2-2) in advance of the exit. Design and location of this sign should be as specified in MUTCD.

3.3 Roads Other than Freeways / Motorways

3.3.1 Level of Signing L1

Level of Signing L1 is used at the intersections of Queensland Roads.

It involves the use of Advance Direction signs and Lane Direction signs, Intersection Direction signs and Reassurance Direction signs as per MUTCD.

Where the number of destinations required is large and exceeds the maxima in Appendix C, supplementary Advance Direction signs and multiple Intersection Direction signs in the one direction may be used to convey the additional information.

3.3.2 Level of Signing L2

Level of Signing L2 is used at the intersection of Queensland Roads and important local government roads.

It involves the same signs as for L1 on the Queensland Road (i.e. Advance Direction signs, Lane Direction signs, Intersection Direction signs and Reassurance Direction signs) and on major local government roads.

Elsewhere (i.e. on other important local government roads), Advance Direction signs, Lane Direction signs and Reassurance Direction signs may not be necessary on the local government road.

In rural areas, fingerboards are generally used and in urban areas Intersection Direction signs are used to indicate directions along such local government roads.

3.3.3 Level of Signing L3

In rural areas Level of Signing L3 is applied at the intersection of Queensland Roads and significant local government side streets.

Advance Direction signs and fingerboards are used on the Queensland Road to indicate the directions down the side street. Intersection Direction signs (or fingerboards on minor roads) may be used to indicate directions along the Queensland Roads to local government road traffic.

Reassurance Direction signs are not used. Where reassurance is required, a route marker is used, if appropriate.

In urban areas, Level of Signing L3 is used on arterial Queensland Roads in advance of significant local government roads, where a higher Level of Signing is inappropriate.
It is applied as a minimum at all signalised intersections on such Queensland Roads and at other
significant intersections (e.g. at median openings on divided roads).

It involves Advance Street Name signs (G2-2) erected on the Queensland road. Fingerboards may be
appropriate facing traffic on the local government road.

3.3.4 Level of Signing L4

Level of Signing L4 refers to the use of street name signs or rural road name signs only.

This is appropriate at the intersection of Queensland Roads and minor local government controlled
roads.

Street names should be provided in accordance with Part 5 of the MUTCD.

4 Route Identity

4.1 Strategic Tourism Routes

Strategic Tourism Routes are routes that provide a consistent and convenient path for long haul
drivers travelling through and within Queensland. They form a network that links major centres of
tourism with major population.

The eight Strategic Tourism Routes are shown on the map in Appendix A, together with details of the
Destination Point and Key Decision Points for each route.

Regional Link Routes have also been identified. These routes carry a relatively high proportion of
tourist traffic, but are of insufficient length (e.g. Goondiwindi / Brisbane) or standard (e.g. Charters
Towers / Cairns) to warrant classification as a Strategic Tourism Route.

For more information refer to Tourism Signing Guidelines.

4.2 Route Marking

The types of route marker in general use are as follows:

- National Highway route markers
- Metroads markers in Brisbane
- National Route markers
- State Route markers, and
- Tourist Drive route markers.

Route numbering may be based on an alphanumeric code comprising a letter in the
Series, M, A, B, C, indicating the relative importance of the function of the road and a number applying
to the specific route.

All intersection and interchange direction signs should include the appropriate route markers together
with the appropriate destinations.

The location of route markers on signs is standardised and generally shown in the MUTCD and in the
worked examples (refer to Appendix D). The use of route marking on direction signs is detailed in
Appendix B.

Districts and Network Administration and Information Branch maintain maps and a register showing
the approved Route Marking System. The latter also maintains details of which routes in the Route
Marking System are signed with route markers. Only details of routes signed with route markers are released to the public (e.g. to map makers). The Route Marking System is a confidential document used for future network signing reference.

Metropolitan District maintains details of Metroad markers.

5 Destination Legends

5.1 Definitions

Table 5.1 contains a list of definitions used in the following text.

**Table 5.1 – List of definitions**

<table>
<thead>
<tr>
<th>Name</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Definition Points</td>
<td>Cities and towns that play a dual tourism and broader economic/service centre role and are located near the end of a Strategic Tourism Route. These are designated to give long distance continuity to the overall signing system. They are used as a second destination (Focal Points are always first) on Advance and Intersection Direction signs where continuity is necessary. Interstate Destination Points are specified where required. Destination Points are generally the last (bottom) destination on reassurance direction signs.</td>
</tr>
<tr>
<td>Focal Points</td>
<td>Principal cities, towns and places, located at the intersection of major routes that have been chosen to provide a consistent basis and continuity of direction signing on important roads throughout the state. Where such an intersection occurs outside these vicinities, the name of the intersecting road may be chosen as the Focal Point. Generally, the only destinations shown on direction signs are Focal Points (Key Decision Points and Destination Points may also be used where appropriate).</td>
</tr>
<tr>
<td>Key Decision Points</td>
<td>Points where Strategic Tourism Routes or Regional Link Routes intersect. These have been selected (refer to Appendix A) to provide continuity for Destination Points along Strategic Tourism Routes.</td>
</tr>
<tr>
<td>Intersections</td>
<td>At-grade facilities where roads other than freeways meet.</td>
</tr>
<tr>
<td>Interchanges</td>
<td>Grade separated facilities where freeways intersect with other freeways or other roads.</td>
</tr>
</tbody>
</table>

5.2 General

Generally, the only destinations used on Intersections and Interchange Direction signs are Focal Points, Destination Points or Key Decision Points. However, on some urban freeways, street names are used as Focal Points at interchanges with minor (local government) cross streets. In Metropolitan areas, Target Suburbs have been specified as Focal Points.

On roads of less importance (e.g. Minor or Secondary Queensland Roads) Focal Points may not have been specified. The designer should consult with local stakeholders (e.g. local government, regional tourist associations etc.) to determine appropriate destinations.

All direction signs used in urban areas should contain route and street names in accordance with the provisions detailed in Appendix F.
5.3 **Destinations**

5.3.1 **Types of Destinations**

On important roads, the only destinations generally included on direction signs (i.e. Advance Direction signs, Lane Direction signs, Intersection Direction signs and Reassurance Direction signs) are Focal Points, Destination Points or Key Decision Points.

Exceptions exist on Reassurance Direction signs where a minor destination located between the Reassurance Direction sign and the next Focal Point is sufficiently important to warrant inclusion (e.g. on the Warrego Highway (Strategic Tourism Route A6 and National Highway 54) the Focal Point west of Ipswich is Toowoomba. Gatton, located between Ipswich and Toowoomba, is sufficiently important to include on the Reassurance Direction Sign leaving Ipswich.

Other exceptions exist on freeways/motorways particularly in urban areas (refer to Clause 5.3.2) where some street names and Target Suburbs have been specified as special Focal Points.

On minor roads, where Fingerboard Direction signs are used, Focal Points are used as destinations where specified in the District Focal Point Map (refer to Clause 5.4) elsewhere, the appropriate destination is chosen in consultation with local stakeholders (e.g. local government, regional tourist associations). Generally, Destination Points and Key Decision Points do not apply in these situations.

5.3.2 **Application of Focal Points, Destination Points and Key Decision Points**

Destinations used on direction signs on important roads are selected from the Focal Point Map (refer to Clause 5.4), and where appropriate from the Destination Points and Key Decision Points listed in Appendix A.

Twelve Destination Points have been specified for use on Strategic Tourism Routes in Queensland. The Destination Points comprise seven of the eight Principal and Intermediate Focal Points previously adopted by TMR together with an additional five new centres. These are Mt Isa, Townsville, Rockhampton, Brisbane, Cairns, Longreach, Charleville (Mackay is now a Key Decision Point), Cloncurry, Cunnamulla, St George, Goondiwindi and Warwick.

Eleven Key Decision Points have been specified. These centres are located at the intersection of the Strategic Tourism Routes and, to complete the network in Southern Queensland, where a Regional Link Route (State Route 49) intersects the Strategic Tourism Routes A3, A5, A55 and A71.

In South East Queensland, Target Suburbs have been specified for use in Metropolitan, North Coast-Hinterland and South Coast-Hinterland Districts. Reference should be made to District Intersection Signing Guidelines for details.

It is important to provide adequate direction signing consistent with road safety and traffic efficiency. Further, it is equally important to keep the amount of information included on direction signs to a minimum. Appendix C sets out the maximum amounts of legend for use on direction signs on Queensland Roads.

At more important intersections (particularly in urban areas), route or street naming is used, as well as destinations on direction signs. The maximum amount of legend in Appendix C allows for this requirement.

All route or street names on destination signs are shown in black legend on a white patch on the otherwise white on green direction signs. The size of lettering is the letter height of the lower case lettering on the direction sign.
It is important to use local street directory names (not Queensland Road names) wherever possible. The Queensland Road name should only be used in preference to local street names to name major highways or motorways.

Appendix C provides a guide to the use of Focal Point signing (incorporating Destination Points and Key Decision Points).

The following guidelines apply to the selection of Focal Points, Destination Points or Key Decision Points as destinations for use on direction signs:

- the principal (and usually the only) destination shown in one direction on a sign (or panel) is the Focal Point.

The Destination Point or Key Decision Point (as appropriate) is used:

- on Advance Direction signs, Lane Direction signs and Intersection Direction signs where the approach leg of the intersection intersects with a Strategic Tourism Route
- on Reassurance Direction signs at intersections with a Strategic Tourism Route, and
- on Advance Direction signs, Lane Direction signs and Intersection Direction signs where the approach leg is a Strategic Tourism Route and the route of the Strategic Tourism Routes is complex (e.g. makes a right-angled bend) and the continuation of the Strategic Tourism Route is not obvious.

In these situations, the Destination Point or Key Decision Point is generally included with (and below) the Focal Point on the sign (or panel) as an additional destination. They may be included on supplementary signs where necessitated by:

- a large number of destinations, and / or
- modification to existing signs.

**Roads Other than Freeways/Motorways (Urban Roads)**

Destinations used on direction signs in these situations will generally be Focal Points, Target Suburbs, and Destination Points or Key Decision Points (on Strategic Tourism Routes). Focal Points will usually be available for destinations along state-controlled side roads. Target Suburbs are usually available on major local government side roads. Minor local government roads are treated with lower Level of Signing signs that involve the use of street names (refer to Clause 3.3).

Roads in urban fringe areas are usually treated as for urban roads.

**Freeways / Motorways (Urban Roads)**

Destinations used on direction signs on these roads are usually chosen in a similar way to other roads (above). However, at some interchange exits, route naming (e.g. cross-street names) alone may be more practical / appropriate because of:

- a number of other major streets served by the exit
- the large number of Focal Points or Target Suburbs that would otherwise apply at the exit (maximum amounts of legend on sign limitations – refer to Appendix C), and
- limitations due to practical sign size.
Where appropriate, and to provide route continuity, diagrammatic Advance Exit signs (GE1-12) or overhead signs (GE2-2) should be used at all important interchanges (e.g. with other Queensland Roads).

Roads in urban fringe areas are usually treated as for urban roads.

**Rural Roads**

Focal Points and Destination Points or Key Decision Points (if appropriate) are used as destinations on direction signs on these roads.

Focal Points will be available for use on all important Queensland Roads. Elsewhere the appropriate destination is chosen in consultation with the appropriate local stakeholders (e.g. local government, regional tourist associations). In these circumstances a lower Level of Signing involving fingerboards is used (refer to Clause 3.3).

**Freeways / Motorways (Rural Roads)**

Destinations used on Advance and Exit signs on rural freeways are generally chosen in a similar manner to roads other than freeways and motorways.

To ensure route continuity, diagrammatic Advance Direction signs (GE1-12) should be used at all important exits, particularly at interchanges with other Queensland Roads. Overhead gantry signs (GE2-2) may also be appropriate.

5.4 **Administration of Focal Point Maps**

Districts are responsible for the preparation and maintenance of District Focal Point Maps. Focal Points Maps usually contain Focal Points details for all major roads. Some minor roads (e.g. secondary roads) may be omitted from the maps. On such roads, a lower Level of Signing (see Clause 5.2) is appropriate mainly using fingerboard direction signs.

Focal Point signing practice is usually relatively simple. However, the interpretation of Focal Point Maps may be complicated by complex road networks, the presence of important destinations away from the intersection of important roads, and the presence of a number of important destinations in close proximity etc. Appendix C provides detailed guidelines for the use of Focal Points Maps.

6 **Special Signing Situations**

Departures from the worked examples for general use in intersection signing may be necessary with Level of Signing L1 intersection signing where:

- complex road networks or road naming require special treatment
- Tourist / Service signs are also required
- two Strategic Tourism Routes roads intersect (i.e. at Key Decision Points), or
- changes / additions are required to an existing signed intersection.

Supplementary Advance Direction signs and Intersection Direction signs may be required in this instance due to the information to be included on the Direction signs exceed the maxima specified in Appendix C.
2 Direction Signs At and Near Intersections

2.2 Advance Direction Signs

2.2.2 Format and Use

2.2.2-1 Advance signing of multi-lane roundabouts

(c) Advance signing of multi-lane roundabouts

Where the geometry of a roundabout is such that selection of the correct lane is not clearly conveyed by pavement arrows alone, consideration should be given to the use of special advance direction signs.

*Figure 2.2.2 – Special advance direction sign*
Appendix A: Strategic Tourism Routes

Figure A1 – Strategic Tourism Route Map
### Table A1 – Destination Points, Key Decision Points

<table>
<thead>
<tr>
<th>Route</th>
<th>Location</th>
<th>Destination Points</th>
<th>Key Decision Points</th>
<th>Interstate Destination Point</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Coolangatta to Cairns (along National Highway 1)</td>
<td>Cairns (North)</td>
<td>Townsville***</td>
<td>Sydney</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Brisbane (South)</td>
<td>Mackay</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Rockhampton***</td>
<td></td>
</tr>
<tr>
<td>A6</td>
<td>Townsville to Camooweal (along Flinders Highway)</td>
<td>Townsville (East)</td>
<td>Charters Towers</td>
<td>Tennant Creek</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Mt Isa (West)</td>
<td>Cloncurry***</td>
<td></td>
</tr>
<tr>
<td>A3</td>
<td>Rockhampton to Wallangarra</td>
<td>Rockhampton (North)</td>
<td>Westwood</td>
<td>Tamworth</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Warwick (South)</td>
<td>Dululu</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Toowoomba</td>
<td></td>
</tr>
<tr>
<td>A4</td>
<td>Rockhampton to Barcaldine</td>
<td>Rockhampton (East)</td>
<td>Westwood</td>
<td>Not applicable</td>
</tr>
<tr>
<td></td>
<td></td>
<td>*(Longreach)</td>
<td>Emerald</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Barcaldine</td>
<td></td>
</tr>
<tr>
<td>A5</td>
<td>Rockhampton to Goondiwindi</td>
<td>Rockhampton (North)</td>
<td>Dululu</td>
<td>Dubbo</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Goondiwindi (South)</td>
<td>Miles</td>
<td></td>
</tr>
<tr>
<td>A2</td>
<td>Brisbane to Charleville</td>
<td>Brisbane (East)</td>
<td>Toowoomba</td>
<td>Not applicable</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Charleville (West)</td>
<td>Miles</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Roma</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Morven</td>
<td></td>
</tr>
<tr>
<td>A7 &amp; A55</td>
<td>Charters Towers to Hebel</td>
<td>**(Townsville) (North)</td>
<td>Charters Towers</td>
<td>Dubbo</td>
</tr>
<tr>
<td></td>
<td></td>
<td>St George (South)</td>
<td>Clermont</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Emerald</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Roma</td>
<td></td>
</tr>
<tr>
<td>A5 &amp; A71</td>
<td>Cloncurry to Barringun</td>
<td>Cloncurry (North)</td>
<td>Longreach***</td>
<td>Bourke</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cunnamulla (South)</td>
<td>Barcaldine</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Augathella</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Charleville</td>
<td></td>
</tr>
</tbody>
</table>

* The reason that Longreach is not on A4 is to avoid the confusion of duplicating A4 and A2 between Barcaldine and Longreach and it seems more practical for A2 to be continuous and A4 terminate at Barcaldine. However, Longreach is the natural destination for those travelling west along A4.

** Similarly, Townsville is the logical Destination for travellers going north along A7, although Charters Towers is the northern end of this route.

*** These Key Decision Points are also Destination Points.
Appendix B: Route Markers on Direction Signs

1 Application of Route Markers

The following guidelines apply to the location of route markers on new direction signs installed on Motorways / Freeways, in addition to roads not classified as Motorways / Freeways.

2 Motorways/Freeways

The positioning of route markers on freeway signs is dependent upon the amount of other information to be included on the sign and the sign space limitations. Generally, the following guidelines apply:

- on signs with arrows (e.g. Exit Direction signs), the route marker should generally be placed close to the arrow and between the arrow and the destination. However, Lateral space limitations often require alternative arrangements – refer Part 8 MUTCD
- on Advance Exit signs (e.g. GE1-5, 1-6 and 1-13), route markers are usually placed near the top of the sign, if possible adjacent to (or else above) the destination(s) – refer Part 8 MUTCD
- on diagrammatic Advance Exit signs (e.g. GE1-11 and GE1-12) the route marker is located as close as possible to the pointed ends of the diagram – see Part 8 MUTCD
- route markers are not generally used on Supplementary Advance Exit signs (e.g. GE1) unless the marked route (e.g. a Strategic Tourism Route) is the subject of the supplementary sign
- on Reassurance Direction signs (e.g. GE4-1), route markers are usually located centrally at the top of the sign. They may be erected level with, and on the LH side of a route or street name, (particularly a short name) if required for space limitations, and
- direction signs at freeway ramp terminals are generally treated as for roads other than freeways (see below).

3 Roads (Other than Motorways / Freeways)

On signs with arrows or chevrons without distances (for example, Advance Direction Sign, Lane Direction Sign and Intersection Direction sign), the route marker should be placed close to the arrow and generally between the destination name and the arrow.

Recognised exceptions include:

- on Advance Direction signs (or on a panel of an Advance Direction sign) with two directions of travel and where both have the same route marker (for example, sign G1-4), the route marker may be used at the top of the sign (or panel) with the appropriate route or street name
- on diagrammatic Advance Direction signs (for example, G1-3) route markers used for L and R destinations are usually located close to the L and R arrow ends of the diagram. The straight-ahead route marker is usually located beside the destination name unless the destination name is unusually long. In this case, it is located below the destination name and close to the straight-ahead arrow end
- on signs with one destination name much longer than other destinations, a more economical design can be achieved by locating the route marker above the arrow and in line with the route or street name (if applicable – see Appendix F)
• on Intersection Direction signs with two directions of travel and where both have the same route marker (for example, G2-4), the route marker may be located between the two destination names in the centre of the sign

• on signs with distance indications (e.g. Reassurance Direction Signs and fingerboards) the distance indication occupies the location close to the arrow (fingerboards) or adjacent to RH end of the destination name (Reassurance Direction sign). The route marker is then located as follows to avoid confusion with the distance indication

• on fingerboards (for example, G3-3), the route marker is located at the opposite end of the sign to the arrow and distance indication or centrally between the two destinations on a fingerboard with arrows at both ends

• Reassurance Direction signs (for example, G4-1), the route marker is usually erected centrally at the top of the sign. On Reassurance Direction signs with route or street names, the route marker is located at the top of the Reassurance Direction sign on the left side of the route or street name, so as to be as far as possible away from the distance indications. Where the route or street name is unusually long, the route marker may be placed above the route or street marker centrally at the top of the Reassurance Direction sign.

• On signs with more than one route marker per direction, the route markers are grouped together (horizontally or vertically) to minimise the amount of blank space on the sign for example, the cost.

Exceptions or special cases include:

• where the route markers are usually located adjacent to a route or street name (for example, on an Reassurance Direction sign) they may be located horizontally above the route or street name

• on diagrammatic Advance Direction sign, they are usually located adjacent to the straight-ahead arrow end and one on each side of this arrow end (below the destination)

• on signs with more than one destination in the same direction, the route markers are located vertically between the legends and the arrow but ordered to be adjacent to the destination along the route that is indicated by the route marker, and

• on signs dealing with special situations it is permissible to alter the above rules if the resulting sign assists in solving the special situation.

When existing direction signs are modified to include new route markers, the following rules apply:

• where there is space on the existing sign and there is no confusion concerning the arrow that will accompany the route marker, the new marker may be located on the direction sign (for example, Advance Direction sign, Intersection Direction sign)

• on Reassurance Direction signs, and fingerboards, there will not usually be sufficient space for the inclusion of route markers. They should be erected above or below the existing sign.
Appendix C: Destination Legends

1 Maximum Amount of Legend

Direction sign legends are generally Focal Points, Destination Points and Key Decision Points. Route or street names are also used in urban areas (Appendix F).

Direction signs may contain a tourist sign (white on brown) element. Some are composed completely of such tourist sign elements.

The maximum amount of legend on Direction (including Tourist Direction) signs exclusive of route markers and any driving instructions or information is detailed in the following clauses.

1.1 Roads other than Motorways / Freeways

- Advance Direction sign – stack type
- associated with any one-direction arrow
- two destination names plus one route name
- seven lines of legend in total (3 directions) or 5 lines of legend in total (2 directions)
- Diagrammatic Advance Direction signs
- number of destinations or route names in each direction
- two destination names plus one route name
- number of lines of legend
- three lines per direction
- seven lines of legend in total per sign.
- Intersection Direction signs and assemblies
- on any one board / direction
- two destination names plus one route name
- in any one assembly facing one direction
- not more than 3 boards
- not more than 5 lines of legend in total
- Reassurance Direction signs, and
- Six lines of legend, one of which may be a route name.

1.2 Motorways / Freeways

- Roadside mounted signs
- Advance Exit signs
- 3 lines per exit
- lines of legend in total on diagrammatic sign
- Exit Direction signs
- 3 lines of legend
Part 15: Direction Signs, Information Signs and Route Numbering

- Reassurance sign
- 5 lines of legend, one of which may be a route name.

- Overhead signs
- 3 lines of legend (however, a maximum of 2 lines is preferred)
  - where 3 lines are used, route markers should be included on one of the 3 lines
  - similarly, where arrows are used on overhead signs, they should replace (or be included as) one of the 3 lines
  - where instructions or other information is also included on these signs, the maximum amount of legend is 4 lines

2 Focal Point Signing Practice

2.1 Focal Point System

The Focal Point System is used to determine place names for inclusion on Direction signs.

When correctly applied, the system will produce consistency in signing and more importantly, will associate the destinations and routes taken by motorists, with those found on road maps and in street directories.

Motorists usually navigate using maps. Therefore, it is imperative that direction signs display destinations that are prominent on maps and easily recognised.

Focal Points provide a consistent basis and a measure of continuity of direction signing on important Queensland Roads. They are generally selected from principal cities, towns or places located at the junction of major routes. Where such a junction or intersection occurs outside these vicinities, the name of the intersecting road may be chosen as the Focal Point.

2.2 Destination Points

To provide long distance route continuity, Destination Points have been selected for use on direction signs on Strategic Tourism Route intersections. At present twelve Queensland Destination Points and five Interstate Destination Points have been selected (refer to Appendix A for details).

The Destination Point should be displayed consistently as the last destination (bottom of sign) on all Reassurance Direction signs used along a Strategic Tourism Routes until that destination is reached. Where an Interstate Destination Point applies to a route, it should be the last destination (bottom of sign) in lieu of the last Queensland Destination Point.

The Destination Point may also be used as a second destination on Advance Direction Signs, Lane Direction signs and Intersection Direction signs where long distance continuity is desirable; particularly where the road network is complex. However, where a Key Decision Point has been specified (see below) and the Key Decision Point is located between the sign and the Destination Point, the Key Decision Point is used in lieu of the Destination Point on Advance Direction sign, Lane Direction sign on Intersection Direction sign.

2.3 Key Decision Points

To assist long distance continuity of signing and to highlight the strategic importance of some key locations, Key Decision Points have been specified along Strategic Tourism Routes between the
Destination Points. They are generally at the intersections of Strategic Tourism Routes. Details are given in Appendix A.

The Key Decision Point should be displayed consistently as the second last destination on all Reassurance Direction signs used along Strategic Tourism Routes until that destination is reached. Where there is more than one Key Destination Point, these may also be included subject to maximum legend limits on signs. Particular attention should be given to ensuring that centres listed on Reassurance Direction signs along route are consistent for the guidance of motorists.

Key Decision Points may also be used as a second destination, in lieu of Destination Points (see C2.2 above), on Advance Direction signs, Lane Direction signs and Intersection Direction signs where long distance continuity is desirable (particularly when the road network is complicated) and to support the Strategic Tourism Route markers also included on the sign.

2.4 Application of Focal Points on Direction signs

Focal Points are included as destinations on the following Direction signs:

- Advance Direction signs
- Intersection Direction signs
- Reassurance Direction signs
- Advance Direction Signs

Advance Direction sign on all roads forming part of the Focal Points System should include Focal Points.

Focal Points are generally the only names provided on signs in the rural road network. In exceptional circumstances, (e.g. at some intersections on STR) other names (Destination Points and Key Decision Points) may be required. The application of additional names should, however, be kept to a minimum and only used where long distance continuity would otherwise be a problem.

Intersection Direction Signs

Intersection Direction signs should generally only display Focal Points. It is important that names appearing on these signs are identical to those on the corresponding Advance Direction sign. They may contain Destination Points and Key Decision Points in exceptional circumstances (see above).

Reassurance Direction Signs

Reassurance Direction signs must, as a minimum, include the Focal Points shown on Advance Direction signs and Intersection Direction signs. However, the names included on these signs are not restricted to Focal Points, but may appropriately include:

- small towns which of historic or geographic interest to tourists;
- small towns located at the junction of a subsidiary route;
- supplementary information including the name of streets or routes which cross or branch from the route. These would be appropriate where routes intersect a named highway, or another important named route, and
- Key Decision Points and Destination Points (Queensland and / or interstate) on Strategic Tourism Routes.
2.5 Focal Point Maps

Queensland Focal Point Maps are maintained by each District Director.

On each map, arrow heads point to the Focal Point name to be used for each particular route. Only those carrying significant volumes of non-local traffic are included in the system.

2.6 Using the Focal Point Map

The following demonstrates how Focal Point Maps are used to determine destinations for direction signs.

Figure 2.6 shows a simplified Focal Point Map. Explanation of terms:

Points A, B, C, D, E, F, G, H and J are all towns chosen as Focal Points on the road network. Although not a town, the significant junction point e has also been chosen as a Focal Point and named Highway BE.

Arrow heads on the roads point to the Focal Points; the names to be used on directional signing.

Points a, b, c, d and f are junctions or intersections; not Focal Points. Examples:

Town D is the Focal Point for roads FD and CD. At any intersection, or point along road FD, westbound traffic is directed to town D. Similarly, at any point along road CD, southbound traffic is directed to town D.

Towns B and E are Focal Points for road BedE. Note: junctions e and d are not Focal Points on that route. Town B is the correct Focal Point for northbound traffic on section Ed. This is determined by following the road, as indicated by the small arrows, until the next Focal Point on that route is reached. (This simple example is given to illustrate the techniques and principles used. In practice these arrows are often for clarity.)

Following the principle, the Focal Point for northbound traffic on section Fb is town C. Similarly, town C is the Focal Point for westbound traffic on road eb. Again, town B is the only Focal Point for eastbound traffic on section Ca.

Town J is important enough to be a Focal Point, but is close to town C. The broken arrow at J is used to indicate that both J and C are Focal Points for traffic travelling from town A towards town J.

Explanation of principles

In the last example, the use of broken arrow to indicate two Focal Points, should be restricted to those situations where it is absolutely necessary. Widespread use would be in conflict with the general principle that only one destination should be indicated for each direction.

Similarly, it may be necessary to include more than one Focal Point on the direction sign; one for each direction. An example being section ab, where it was considered necessary to display two Focal Points, junction e and town F. This is indicated by the arrows adjacent the roads. Again, this should be avoided wherever possible.

Road cD was considered too minor to warrant inclusion in the system. (It would be signed with Fingerboards.) There are no arrow heads shown on this road.

On road EH, town G was not considered important enough to warrant inclusion as a Focal Point. It is, however, the Focal Point for eastbound traffic from town F via intersection d and must be signed accordingly.
There was considered to be little interchange between roads FdG and EdeB. For this reason, no Focal Point was established at intersection d. Had there been a significant interchange, it would have been necessary to establish intersection d as a Focal Point on the route FdG. This was the case for point e, being situated at a major junction.

**Figure 2.6 – Example of simplified Focal Point <ap>**

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2.7 **Maintaining Focal Point Maps**

Where a Focal Point is located close to a District boundary, it will invariably be used for signing by both Districts. In this situation, it is extremely important that consultation takes place before any amendments to the adjoining District Focal Point Maps. Consensus must be reached, in order to maintain consistency of signing across the borders.

A similar situation exists where a Focal Point is located close to a state boundary, in which case consensus between states will be necessary to maintain consistency of signing across boundaries.
Appendix D: Worked Examples for General Use

Figure D1 – Example Intersection 1

Location: Typical National Hwy / National Hwy

Type: Strategic Tourism Route / Strategic Tourism Route
Figure D2 – Example Intersection 2

Location: Typical National Hwy / State Government (with dual numbering)
Type: Strategic Tourism Route / State-controlled Road OR State-controlled / Local Government Road (Major)
Figure D3 – Example Intersection 3

Location: Typical National Hwy / Local Road; Level of Signing 2

Type: Strategic Tourism Route / Local Government Road (Important – Rural)
Figure D4 – Example Intersection 4

Location: Ipswich Rd / Annerley Rd; Level of Signing 1 and 2
Type: Major Local Government Road / Local Government Road (Important – Urban)
Figure D5 – Example Intersection 5

Location: Glass House Mtns Rd / Roys Rd / Beerwah Rd; Level of Signing 3
Type: State-controlled Road / Local Government Road (Significant – Rural)
**Figure D6 – Example Intersection 6**

Location: Ipswich Rd / School Rd (Yeronga); Level of Signing 3

Type: Major Local Government Road / Local Government Road (Significant – Urban)
Appendix E: Direction Signs to Shopping Centres

1 Purpose
In the interest of uniformity, local governments are encouraged to apply similar provisions when considering requests for shopping centre direction signs.

2 Conditions

2.1 Regional Shopping Centres

Major Urban Areas
Shopping centre direction signs are not generally provided in major urban areas, including the Greater Brisbane Metropolitan Area (as defined by the Australian Bureau of Statistics outer urban boundary). It is expected that regional shopping centres are usually located adjacent the arterial road system, or within close proximity of freeway exits. However, signing may be warranted in major urban areas, in tourist regions, if the following conditions prevail with an existing centre, or are likely to prevail with a proposed centre:

- the centre is not readily visible from the state-controlled or arterial road network; or
- the centre is visible from the state-controlled or arterial road network but the route to the centre is not obvious; and
- the centre is expected to attract a large number of motorists not familiar with the local road network.

Provincial Towns
The same conditions as for major urban areas apply, providing the shopping centre has a gross floor area exceeding 20,000 m².

New Centres
New regional shopping centres quite often have major road infrastructure improvements associated with them. It is therefore possible that some of the conditions outlined above may prevail for some period during the construction of associated roadworks. Temporary route, direction signs (removed after the completion of the roadworks) may be justified in order to safely direct motorists to the centre, along an alternative route.

These signs should be removed when it is considered that the conditions outlined for Major Urban Areas and Provincial Towns cease to apply.

2.2 Town / City Centres

This section addresses signing of town / city centres from a local by-pass.

The principles that normally apply in developing a system of direction signing adequately cover the signing of town / city centres from a local by-pass. These principles are detailed in Part 15, of the MUTCD and are supplemented by the principles relating to the ‘Focal Point’ system. Further details (that relate specifically to by-pass signing) are also provided in Part 6 (Service and Tourist Signs) of the MUTCD.

This practice does not relate to town / city bypasses that differ in function to town / city centre bypasses.
3 Design and Location of Signs

3.1 Regional Shopping Centres

Where signing to shopping centres is required, conventional direction signing as described in Part 2 of the MUTCD (G1 – advance and G2 – intersection series) should be adopted.

The preferred approach is to use the legend ‘Shopping Centre’, although centres that are likely to be sought by name may warrant inclusion of the shortest name by which the shopping centre is commonly known. These signs have a white reflectorised legend on a blue reflectorised background.

The sign would be erected on the state-controlled or arterial road at or near its intersection with the ‘principal street’ leading to the development. Two or more signs may be provided if there are two or more ‘principal streets’.

Where conditions warrant, an advance direction sign may also be provided on the approach roads to the centre. The department or local government shall determine the precise location of the signs, as appropriate.

3.2 Town / City Centres

Signs directing motorists to town / city centres should conform to conventional direction signing as described in Part 2 of the MUTCD. The destination names ‘Town Centre’ and ‘City Centre’ is preferred. These signs shall have a white reflectorised legend on a blue reflectorised background.

Signs directing motorists to town / city centres shall be located according to the same principles for signing regional shopping centres (Clause E4.1).

4 Administration

4.1 General

It shall be the initiative of various shopping centres to request consideration for the erection of direction signs. Applications for signs are to be made to the District Director, Department of Main Roads District Offices, where:

- the establishment is on a Queensland Road, or
- the establishment needs to be signed from a Queensland Road.

In all other cases, application should be made to the relevant local government (applicants should be made aware the local government might well have conditions that differ from those contained in this document).

Where a request is received and the District Director considers that additional information is needed before a decision can be made on the matter, he may seek further information from the applicant.
4.2 Cost of Shopping Centre Signs

The following principles are to be used in determining the cost to applicants for signs: **Regional Shopping Centres**

The design, supply and installation of shopping centre signs on Queensland Roads are arranged by the Department in accordance with the following:

*Complete New Signs (including temporary signs)*

The supply costs (sign design, all materials and labour and other installation costs) are to be estimated and apportioned on an area of the sign plate basis between the department and the applicant. Before ordering the signs, the applicant is charged an amount equal to twice its share of the supply costs.

*Additional Sign Plates to an Existing Installation*

The applicant is charged an amount equal to twice the cost of design, supply and installation costs of the additional plate plus a suitable allowance for the applicant's share of replacement of the whole sign when this becomes necessary (based on ‘Complete New Signs’ above).

*Maintenance of Signs*

The department will maintain and carry out minor repairs to the signs provided under ‘Complete New Signs’ and ‘Additional Sign Plates’ above, while messages remain relevant and up to the end of the effective life of the signs (generally seven years). This does not include replacement of the sign in the event of major damage or theft. In these circumstances, replacement of the sign would be carried out at cost to the applicant, this being an estimate of the actual cost of the repairs or replacement.

At the end of the effective life of the signs, establishments will be required to again finance any signing they wish to continue, in accordance with ‘Complete New Signs’ above.

*Existing Signs*

Signs in existence before the introduction of these guidelines will be maintained under the original agreement until the end of the effective life of the sign. At that time, replacement of the sign will be carried out in accordance with the requirements set down in this supplement.

*Town / City Centre Signs*

All costs associated with the provision of signing to town / city centres from the state-controlled road system are borne by the department.

4.3 Ownership

All signs erected under these guidelines remain the property of the department.

4.4 Ordering of Signs

Shopping Centre signs are made to individual order. They cannot be given priority for manufacture over traffic safety related signs required by the department.

Monies must be received (including bank clearance) before arrangements are made to order any signs.
4.5 Sign Removal

Shopping Centre signs will be removed from the Queensland Road where:

- the establishment no longer exists
- the conditions in Clause E3.1 are no longer satisfied, or
- the sign may create a hazard.

Notification shall be given to the applicant of the proposed removal of the shopping centre sign. Should no objection be received within one calendar month of the date of the letter, arrangements may then be made for the removal of the sign. Any objections received will be considered before making a final decision.

In the case of temporary signs, the applicant may lodge an application to maintain the sign. This application must be made no less than one calendar month from the specified date for removal.
Appendix F: Use of Route and Direction Names on Guide Signs in Urban Areas

1  Manual of Uniform Traffic Control Devices (MUTCD)

The MUTCD indicates desirable minimum amounts of legend on direction signs. This Supplement provides advice on the desirable maximum amount of legend on Direction signs, where greater than the minimum amount of legend is necessary to provide adequate guidance for drivers.

2  General

It is expected that drivers unfamiliar with local directions will navigate by means of maps or street directories. They therefore need to be made aware and consistently reassured of the name and / or the number of the route they are entering or travelling on. As well, they need to be directed to places prominently marked on maps, even though these may not be their ultimate destination. The ability to relate map to ground is the most useful test of a direction signing system.

The amount of information on advance and intersection direction signs needs to be kept to a minimum, consistent with these requirements, so that the legend limitation requirements of Clause F4 are not exceeded. Demands for additional information can be met by use of reassurance direction signs.

Destination and route naming on direction signs in urban areas is generally applicable to the intersection of more important roads. Where signing is required for other urban streets, it should be as per Part 5 (Street Name and Community Facility Name Signs) of the MUTCD.

3  Amount of Legend

The maximum amount of legend on urban direction signs exclusive of route markers and any driving instructions is as follows:

- Advance Direction signs – stack type
  - Associated with any one direction arrow:
    - two destination names plus one route name
- Seven lines of legend in total (3 directions) or five lines of legend in total (2 directions)
- Diagrammatic Advance Direction signs
- Number of destination or route names in each direction:
  - two names (however, one name is preferred)
- Number of lines of legend:
  - three lines per direction
  - seven lines of legend in total per sign
- Intersection Direction signs and assemblies
- On any one board / direction:
  - two destination names plus one route name
• In any one assembly:
  – not more than three boards
  – five lines of legend in total

• Reassurance Direction signs

• Six lines of legend, one of which may be a route name

Figures 6-A to 6-D show examples of the types of format for each type of direction sign listed above. Figure 6-E shows an example of a typical sign layout for a major intersection.

4 Display of Destination and Route Names on Direction Signs

4.1 General Roads

The methods by which destination and route or street names are displayed on direction signs are as follows:

• Destination name only in a panel or sector, or on a sign
  – the name is shown as the main legend in that panel, with white reflectorised upper / lower case letters on reflectorised standard green background, for both advance direction signs and intersection direction signs (refer Figure 6-A)

• Route name only in a panel or sector, or on a sign
  – the name is shown as the main legend in that panel, with black upper case letters on a reflectorised white rectangle on a reflectorised standard green background, for both advance direction signs and intersection direction signs

• Both route and destination name(s) in a panel or sector, or on a sign
  – on all Advance, and Reassurance Direction signs, the name of the cross or side street name is shown in black upper case letters on a white reflectorised rectangle within the panel or sign, and located above the destination legend (refer Figure 6-A)

  – on intersection direction signs, the name of the cross or side street is shown in black upper case letters on a white reflectorised background. This street name may be placed above the Intersection Direction sign or as an overlay panel within the direction sign, as appropriate (refer Figure 6-C)

• Directions to remote streets
  – where the word ‘TO’ precedes a route (or street) name on a Direction sign, it is included on the panel with the route name it precedes (see Figure 6-C)

• On Advance Direction signs
  – in the case of a stack type Advance Direction sign, the straight ahead direction would not normally show the route name unless there is a need to do so e.g. change in the naming of the through route at the intersection, or the route turns at intersection and the continuity of the through route may not be obvious
• Road Name Panel Size
  – the white panel displaying the road or route name should have a height equal to 2.0 times the letter height. The width of this panel should be equal to the width of the road name plus the height of the road name.

4.2 Freeways

• Since exits from urban freeways usually serve a number of suburbs, the exit destination is normally confined to the name of the principal cross road or route served by the exit. Freeway signing is treated in Part 15 of MUTCD.

• Direction signing at entrance and exit ramp terminals with cross roads are normally treated in accordance with F5.1 above.

• Rural freeways are treated in the same manner as above, except that exit destinations may then include route / street and cross names, suburbs names, towns or focal points.

5 Direction Sign Legend – Size Selection

Table 5 details minimum sign legend size for different scenarios. Larger sizes should be considered in the following situations:

• excessive visual clutter at the sign site

• the need to emphasise an especially important intersection, significant destination or change of direction of a through route

• abnormally large lateral offset of a sign from the driver’s path, where positioning of the sign significantly in advance of an intersection is not practicable, or

• where a sign has to be read at a distance greater than the legibility distance for the tabulated minimum size.

Table 5 – Legend size selection (desirable minimum)

<table>
<thead>
<tr>
<th>Speed Environment</th>
<th>Destination Name</th>
<th>Route Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 / 70 km/h</td>
<td>160 Mod E</td>
<td>120 DM, DN or CN</td>
</tr>
<tr>
<td></td>
<td>120 LC</td>
<td></td>
</tr>
<tr>
<td>80 km/h</td>
<td>180 Mod E</td>
<td>140 DM, DN or CN</td>
</tr>
<tr>
<td></td>
<td>135 LC</td>
<td></td>
</tr>
</tbody>
</table>

The route name letter height should be approximately 75% of the destination name capital letter height.

6 Distances on Reassurance Direction Signs

Present practice requires that distances be measured from the sign to Post Offices, a recognised centre in each destination.
Figure 6-A – Advance Direction Sign

Notes:
1. White reflectorized border and arrows on standard green reflectorised ground.
2. Highlighted street names – black letters on white reflectorised ground.
3. Destination letters to be white reflectorised.

Figure 6-B – Diagrammatic Advance Direction Sign

Notes:
1. White reflectorized symbol and border on standard green reflectorised ground.
2. Highlighted street names – black letters on white reflectorised ground.
3. Destination letters to be white reflectorised.
**Figure 6-C – Intersection Direction Sign**

![Intersection Direction Sign](image1)

**Notes:**
- Standard green reflectorized ground with white reflectorised border and chevrons.
- Street name board – black letters on white reflectorised ground.
- Destination letters to be white reflectorised.
- Maximum three lines of legend (including route name) to be used on chevron panel.

**Figure 6-D – Reassurance Direction Sign**

![Reassurance Direction Sign](image2)

**Notes:**
1. White reflectorized border and arrows on standard green reflectorised ground.
2. Highlighted street names – black letters on white reflectorised ground.
3. Destination letters and figures to be white reflectorised.
Figure 6-E – Typical Urban Intersection