Guide
Signposting
Extracts from these guidelines may be reproduced providing the subject is kept in context and the source is acknowledged. Every effort has been made to supply complete and accurate information. However RTA, NSW assumes no responsibility for its use. All trade name references herein are either trademarks or registered trademarks of their respective companies.

For policy and technical enquiries regarding these guidelines please contact:

Traffic Engineering Services
Email: traffic.engineering@rms.nsw.gov.au
Phone: 13 22 13

To access electronic copies of these and other guidelines go to:

Contents

1. Introduction ............................................................................................................. 1
2. Approvals .................................................................................................................. 2
   2.1 Review of Environmental Factors .................................................................. 3
3. Selection of sign types and legends ..................................................................... 5
   3.1 Advance direction signs ............................................................................... 6
      3.1.1 Supplementary signs ......................................................................... 9
      3.1.2 Gantry signs ..................................................................................... 9
      3.1.3 Lane allocation signs ....................................................................... 9
      3.1.4 Remote focal cities on guide signs in Sydney .................................. 11
      3.1.5 Supplementary advance exit sign ................................................... 12
      3.1.6 Remote focal point reinforcement signs ......................................... 14
   3.2 Intersection direction signs .......................................................................... 14
3.3 Reassurance direction signs ............................................................................. 16
      3.3.1 Remote focal cities on reassurance direction signs in regional New South Wales .... 18
   3.4 Fingerboards ................................................................................................. 21
3.5 Street name and road name signs .................................................................. 21
3.6 Town entry signs ............................................................................................ 24
3.7 Advance exit signs .......................................................................................... 24
3.8 Exit direction signs ........................................................................................ 26
3.9 Exit gore signs ................................................................................................ 27
3.10 Freeway or motorway information signs ................................................... 27
3.11 Motorway toll charge signs ......................................................................... 28
4. Route markers and symbols ............................................................................. 32
   4.1 Route Markers .......................................................................................... 32
      4.1.1 National route markers .................................................................... 33
      4.1.2 National highway route markers ..................................................... 33
      4.1.3 State route markers ......................................................................... 34
      4.1.4 Tourist drive route markers ............................................................. 34
      4.1.5 Metroad route markers .................................................................... 34
      4.1.6 Alpha-numeric (MAB) route markers ............................................. 35
      4.1.7 End route marker signs ................................................................... 36
   4.2 Service Symbols ......................................................................................... 36
5. Standard sign treatments ................................................................................... 37
   5.1 Rural situations ............................................................................................ 38
   5.2 Urban situations .......................................................................................... 38
6. Bypassed towns and alternative routes ............................................................ 52
   6.1 Bypassed towns .......................................................................................... 52
   6.2 Alternative routes ......................................................................................... 52
7. Freeways and Motorways ................................................................................. 58
   7.1 Legend selection .......................................................................................... 59
   7.2 Signs in tunnels ............................................................................................ 61
   7.3 Situation diagrams for freeway or motorway guide
      signposting .................................................................................................... 61
      7.3.1 Signs on Toll Plazas .......................................................................... 61
8. Colour coding ......................................................................................................... 68
9. Alphabets ............................................................................................................... 68
10. Letter and sign sizes ................................................................. 69
11. Location of signs ..................................................................... 69
12. Kilometre posts ....................................................................... 73
   12.1 Direction of measurement .................................................. 73
   12.2 Form .................................................................................. 73
   12.3 Legend ............................................................................... 73
   12.4 Terminals ......................................................................... 73
   12.5 Location .......................................................................... 73
   12.6 Adjustment of kilometre posts .......................................... 74
Appendix A Terminal Points for Focal Point Towns
   Outside Sydney ...................................................................... 75
Appendix B Focal point maps .......................................................... 83
1. Introduction

Guide signs provide road users with directions and information to assist in the safe and efficient use of the road network. They may either indicate destinations, route names, route markers or distances on the route being traveled or along intersecting roads. They may also supply information to identify points of geographical, historical or tourist interest and give directions to service and accommodation facilities.

The Australian Standard provides the basis for guide signposting policy throughout Australia. Signs in the G series and GE series sign classification, reference Australian Standard AS 1742.2, *Manual of uniform traffic control devices, Part 2, Traffic control devices for general use*, are used in this respect. New South Wales (NSW) practice does not conflict with the underlying principles of the Australian Standard. However, there are some differences in terms of style rather than substance, e.g. the design of borders, corner radii and the formatting of sign faces. Further, this guideline explores each sign type and its application in much greater detail than the Australian Standard.

All signs illustrated in this document have a sign code number in the format of an alpha character “G” or “GE” and numeric characters, e.g. G2-4. Where the suffix (-4 in this example) is a one or two digit number, this sign can also be found in the Australian Standard. Where the suffix has a three digit number, e.g. GE1-205, this sign can only be found in this guideline and has no direct reference in the Australian Standard.

This guideline allows the reader to select focal points, (see Section 3), and refers to a number of guide signposting situation diagrams to cover the majority of possible intersection layouts. (See Sections 5 to 7). The document’s focus is on green / white guide signs but includes other guide signs where necessary when they are integrated with green / white signs for an intersection treatment.

This document is intended for use by:

- RTA officers,
- Local government,
- Sign manufacturers,
- Guide signposting contractors and consultants,
- Other government agencies, and
- The private sector.

This guideline is applicable to all State and regional roads in NSW. It supersedes the draft *Traffic Engineering Manual, Part 8, Guide Signs*. It now incorporates details for the provision of guide signs used on freeways and motorways. These details were previously contained in the draft *Traffic Engineering Manual, Part 9, Freeway Signs*. 
**SPECIAL NOTE REGARDING ROUTE MARKERS**

The RTA has endorsed an Austroads Council agreement regarding the adoption of an alpha-numeric (MAB) route marking system for Australia. (See Section 4, Route Markers). At this time funding is not available in NSW for the rollout of the system across the State’s classified road network. However, to mitigate against the cost of replacing large numbers of signs across the network at the time of an eventual launch, all new or replacement guide signs that include a route marker must be designed with an MAB route marker covered with a blank coverplate or traditional national, State or metroad route marker – whichever is appropriate.

This guideline uses examples of signs displaying MAB route markers throughout. Examples of traditional markers are shown in Section 4 and on the focal point maps in Appendix B.

Other guidelines which may be of interest are the:

- *Intersection Signs*, for regulatory and warning signs (when issued).
- *Service Signposting*, for guide signs with a blue background.
- *Tourist Signposting*, for guide signs with a brown background.
- *Installation and Maintenance of Signs*. The *Installation and Maintenance of Signs* guideline contains information relating to guide signs with respect to:
  - lateral and vertical displacement, and
  - the size and number of supports with typical mountings required.

Note: While the destinations, distances, route names, route numbers, etc. used as example sign faces in this guideline may have originally been based on real situations they are not now intended to portray any such situation. Often they have been embellished to describe good practice or describe a particular point. Consequently all sign faces and situation diagrams should be regarded as being examples only.

Any general questions regarding this, or any other guide sign policies can be directed to Leader, Guidance Strategy in the RTA’s Traffic Management Branch.

2. **Approvals**

All guide signs for erection on State roads must be approved by the RTA.

Figure 2.1 details the sign design approval process for guide signs proposed for State roads in NSW. The figure refers to the Directional Signposting Project Control Group (PCG). This group meets regularly to determine guide signposting policy and to review guide signposting for major signposting projects. Each RTA Region and RTA’s Traffic Management Branch are represented.

All contractors and consultants designing signs for erection on State roads must seek the advice of a member of the PCG at the concept stage.

PCG members are:
• Northern Region - Road Safety and Traffic Services Manager
• Hunter Region - Road Safety and Traffic Services Manager
• Central Coast - Traffic and Safety Manager
• Sydney Region - Guidance and Delineation Leader
• Southern Region - Road Safety and Traffic Services Manager
• South West Region - Road Safety and Traffic Services Manager
• Traffic Management Branch – Manager, Bus and Network Efficiency
• Traffic Management Branch – Leader, Guidance Strategy

The advice of the PCG must also be sought at the earliest possible point in the planning phase if:

• A situation diagram in Sections 5, 6 or 7 is not able to be used or adapted,

• The focal point map (Appendix B, Focal point maps) is inappropriate to their needs, or

• A new guide sign type for a particular situation is proposed.

2.1 Review of Environmental Factors

A Review of Environmental Factors (REF) may need to be completed for new or replacement guide signs to fulfil the legislative requirements of the NSW Environmental Planning and Assessment Act 1979 and Commonwealth Environment Protection and Biodiversity Conservation Act 1999. An REF would consider:

• Legislation (NSW or Commonwealth)
• Local Environment Plans (LEPs)
• Environmental Planning Instruments (EPIs)
• Community consultation
• External agency consultation or approvals
• Noise
• Property acquisition
• Access and parking
• Traffic impacts
• Visual amenity impacts, and
• Urban design.

Whilst all signposting works must give due consideration to environmental, community and visual impacts, no separate REF needs be created for guide signs in these circumstances:

• Replacement of a sign or signs of similar dimension and material
• Minor modifications of an existing sign, up to a 50% increase in the original sign area
• Single signs installed on pipe posts
• Minor modifications to sign location, including to allow for a new driveway or to improve sight distance at an intersection.

A full copy of Minor Works, Review of Environmental Factors for Minor Works on managed and maintained RTA roads is available as a controlled document by contacting the Senior Environmental Officer, Sydney Region.
Figure 2.1 – Sign design creation and approval process
3. **Selection of sign types and legends**

This section identifies sign types, their relationship with other guide signs and the determination of appropriate legends.

**Destination names**

City, town or suburb names that may be displayed on ADVANCE DIRECTION (G1 series) and INTERSECTION DIRECTION (G2 series) signs are called focal points. Towns and suburbs are selected as focal points as a means of providing continuity of signposting. Focal point towns are normally the next town of importance along a route. Focal point towns provide a range of road user services, and are prominently shown on maps. Focal point towns may sometimes be smaller than other nearby towns but may be more strategically located, eg, at the junction of two highways.

Maps showing focal point towns in NSW, and focal point suburbs in Sydney, Newcastle and Wollongong are included in Appendix B, *Focal point maps*. The maps show, with separate arrowheads for each portion of State or regional road, the town or suburb names to be used as “focal points”. Also shown are route numbers for inclusion on advance direction, intersection direction, reassurance direction and fingerboard signs.

Appendix A lists descriptions of terminal points for focal point towns. These terminals are used in the measurement of distances between towns.

Focal points are allocated by RTA’s Directional Signposting Project Control Group, see Section 2, Approvals.

**Road names**

The RTA has the power under Section 162 of the *Roads Act 1993* to name classified roads. The RTA’s practice is to name roads in order to identify routes of State significance for the purpose of guidance to through route road users. The State road name does not replace existing local street names which are generally determined by local governments. The State road name will prevail over any local street name for the purposes of guide signposting.

Where two highways are coincident over a section of State road, e.g. the Newell and Oxley Highways or the Newell and Mid Western Highways, only one road name is shown on guide signs but both route markers are shown.

Road names on unclassified roads are allocated by local government. Local government can also submit names for RTA’s consideration on unnamed classified roads. Where local governments wish to propose a name for a State or regional road it must not be name already in use or likely to be confusing to road users, e.g. A “Lawson Way” submission failed because of an existing “Henry Lawson Way”. Where local governments name a route as a “Way” on regional or local roads, the route should be reasonably direct, not meandering or circuitous.

Local governments should seek the advice of the RTA’s Local Government Liaison Manager when developing road naming proposals on State or regional roads.
SPECIAL NOTE REGARDING ROUTE MARKERS

The RTA has endorsed an Austroads Council agreement regarding the adoption of an alpha-numeric (MAB) route marking system for Australia. (See Section 4, Route Markers). At this time funding is not available in NSW for the rollout of the system across the State’s classified road network. However, to mitigate against the cost of replacing large numbers of signs across the NSW network at the time of an eventual launch, all new or replacement guide signs that include a route marker must be designed with an MAB route marker covered with a blank coverplate or traditional national, State or metroad route marker – whichever is appropriate.

This guideline uses examples of signs displaying MAB route markers throughout. Examples of traditional markers are shown in Section 4 and on the focal point maps in Appendix B.

3.1 Advance direction signs

ADVANCE DIRECTION (G1 series) signs, (see Figure 3.1), are positioned in advance of an intersection to indicate destinations that occur along each route leading away from the intersection, including the next principal destination encountered along each route.

The amount of legend shown on an advance direction sign should be the minimum necessary to provide adequate guidance to road users.

Focal points are the only destinations to be displayed on advance direction signs. In general, at each intersection, only one destination is displayed for each direction – this is the name of the next focal point on the road. However where a route bifurcates before the next focal point into two routes of approximately equal significance, the names of the focal points for both routes may be shown. In this case the first town displayed would be the town nearest the sign. The display of focal points, up to a maximum number of two (three in extreme cases – requiring approval of the Directional Signposting Project Control Group) are selected in accordance with the following priorities:

1. Focal point town for through route, then

2. Focal point town for an exiting route, where exiting route is some distance along the through route, and traffic has entered from a previous side road and has been given guidance to that focal point, then

3. Major intermediate town prior to focal point (it may also be bypassed or located a short distance off the through route), then

4. Focal point towns for exiting route which subsequently splits into two similarly important traffic streams, then

5. Focal point for exiting route where traffic arrangements have changed and the town is now reached by a more direct access.
Advance direction signs also display the route or road names **that exit from the through route only.** (See G1-1 sign at Figure 3.1). The only exception to this rule is where the through route has a road name change at that intersection, or as indicated in Section 6, *Bypassed towns and alternative routes.*

Signs also display route markers (G8 series) if it is a marked route, (see Section 4, *Route markers*). Note that any tourist drive route markers should be included, (see *Tourist Signposting*).

Where a road or street name is used as a de facto focal point e.g. To PARRAMATTA ROAD, the legend will be white on a green background and must not appear as a black on white patch, (see Figure 3.11).

On major arterials in Sydney previous practice allowed for the signposting of “remote” or regional focal point destinations such as “North Coast, South Coast, Northern Beaches, Blue Mountains” etc as well as the traditional focal points. This practice is no longer to be applied. See Section 3.1.4 for regional destinations on routes exiting Sydney.

Notwithstanding the above, where there is a specific traffic engineering need to aggregate traditional focal point destinations for guidance around the City of Sydney, focal points such as Western Suburbs or Eastern Suburbs may be used instead of traditional focal points.

Once the name of a town has been included on any advance direction sign, it must appear on all subsequent guide signs until the town is reached irrespective of whether the road is State, regional or local.

See Sections 5, 6 and 7 for examples of the use of advance direction signs in typical situations.

**If the intersection being signposted is a roundabout the examples of signs depicted in Figure 3.1 should be used instead of those depicted in Figure 3.2.** The only exceptions would be where the geometry or siting of the roundabout is unusual, meaning it:

- has legs that are not at approximately 90° to one another,
- has more than four legs, or
- is in a totally unexpected location.
Figure 3.1 Examples of ADVANCE DIRECTION (G1 series) signs
[G1-4 (top) & G1-1 (bottom)]
[These examples show the use of alpha-numeric route markers. Please see the Note on Pg 6]

Figure 3.2 Example of ADVANCE DIRECTION (G1-5) sign
for a roundabout with unusual geometry
[This example shows the use of alpha-numeric route markers. Please see the Note on Pg 6]
3.1.1 Supplementary signs

ADVANCE DIRECTION SUPPLEMENTARY (G1-208) signs, (see Figure 3.3), may be erected at the start of turning bays to supplement advance direction signs, where necessary. Factors that will influence their use include high approach speeds, limited sight distance, large turning volumes or a high percentage of new or infrequent users.

See Figure 5.2 for an example of the use of a supplementary advance direction sign in a typical situation.

3.1.2 Gantry signs

ADVANCE DIRECTION GANTRY (GEI-14) signs, (see Figure 3.4), are used on high volume multi-lane approaches to intersections where it is necessary to guide traffic into the correct lanes well in advance of exits or turning bays. They are particularly useful at high speed approaches to exits or split carriageways on urban freeways. These signs are often preceded by advance direction signs or lane allocation direction signs, but may stand alone where the guidance provided is adequate.

The arrows must be located above, and as near as practicable to the centre of each lane. The same legends that would appear on a “stacked type” advance direction sign, see example at Figure 3.1, must appear on a gantry advance direction sign.

All sites, designs and installation locations require Directional Signposting Project Control Group approval, see Section 2, Approvals. The use of either the “up” or “down” pointing arrows must be determined by the PCG on the basis of specific traffic management requirements to provide a consistent treatment satisfying the expectations of road users.

3.1.3 Lane allocation signs

ADVANCE DIRECTION LANE ALLOCATION (G9-42) signs, (see Figure 3.5), are used to provide supplementary advance guidance at intersections where there are at least three approach lanes. These signs are provided where the geometry of the intersection is unusual or where it is necessary to provide advance guidance to turning traffic or where there are counter-intuitive turning lanes. The number of lanes indicated on the sign must reflect the actual lane configuration adjacent to it.

All sites, designs and installation locations require Directional Signposting Project Control Group approval, see Section 2, Approvals.
See Figure 5.6 for an example of a lane allocation direction sign in a typical situation.

Figure 3.4 Examples of ADVANCE DIRECTION GANTRY (GE1-14) signs
[These examples show the use of alpha-numeric route markers. Please see the Note on Pg 6]

Figure 3.5 Example of ADVANCED DIRECTION LANE ALLOCATION (G9-42) sign
[This example shows the use of alpha-numeric route markers. Please see the Note on Pg 6]
3.1.4 Remote focal cities on guide signs in Sydney

In addition to traditional focal points indicated on the focal point maps in Appendix B, there is a need to advise road users transiting through or around Sydney of the remote focal cities. These cities are determined as:

- Newcastle
- Canberra
- Wollongong, and
- Blue Mountains.

The following notes refer to Figure 3.6 (circled in blue on the figure). It should be noted that as well as appearing on all reassurance direction signs these focal points will also appear on all advance direction and intersection direction signs along the highlighted routes.

1. **Newcastle** is the remote focal point from the junction of the M1 (General Holmes Drive) and the M5 Motorway then north along the M1 (General Holmes Drive) and then the A1 (Pacific Highway).

2. **Newcastle** is the remote focal point from the junction of the M4 Motorway and the A6 (Silverwater Road) then north along the A6 (Silverwater Road, Stewart Street, Marsden Road) and A7 (Penrith Hills Road), then the M1 (Pacific Highway).

3. **Newcastle** is the remote focal point from the junction of the M5 Motorway and the M7 Motorway at Liverpool, then via the M7 Motorway, A7 (Penrith Hills Road) then the M1 (Pacific Highway).

4. **Canberra** is the remote focal point from the intersection of the M1 (Pacific Highway) and the A7 (Penrith Hills Road) at Wahroonga, then via the A7 (Penrith Hills Road), M2 / M7 Motorway then the M2 (Hume Highway).

5. **Canberra** is the remote focal point from the junction of the M1 (Warringah Freeway) and the A10 (Military Road), then south via the M1 (Warringah Freeway, Sydney Harbour Tunnel, Eastern Distributor, South Dowling Street, Southern Cross Drive, General Holmes Drive) and M5 Motorway.

6. **Wollongong** is the remote focal point from the junction of the M1 (Warringah Freeway) and the A10 (Military Road), then south via the M1 (Warringah Freeway, Sydney Harbour Tunnel, Eastern Distributor, South Dowling Street, Southern Cross Drive, General Holmes Drive) and A1 (General Holmes Drive, The Grand Parade, President Avenue, Princes Highway).

7. **Wollongong** is the remote focal point from the junction of the A3 (King Georges Road) and the M5 Motorway, then south via the A3 (King Georges Road) and A1 (Princes Highway).

8. **Wollongong** is the remote focal point from the junction of the M4 Motorway and the A6 (Silverwater Road), then south via the A6 (Silverwater Road, St...
Hilliers Road, Rawson Street, Boorea Street, Olympic Drive, Joseph Street, Rookwood Road, Stacey Street, Fairford Road, Davies Road, Alfords Point Road, Old Illawarra Road, New Illawarra Road, Heathcote Road and A1 (Princes Highway).

9. **Blue Mountains** is the remote focal point from the junction of the A4 (City-West Link) and A4 (Parramatta Road), then west along the A4 (Parramatta Road) and the M4 Motorway.

### 3.1.5 Supplementary advance exit sign

SUPPLEMENTARY ADVANCE EXIT (GE1-205) signs, (see Figure 3.7), may be erected where a route realignment has bypassed intersections leading to focal point or other towns or villages located along the previous through route. A maximum of three towns can be listed with focal point towns taking priority. The road name would also be shown.

This sign may also be used in situations where existing advance direction and intersection direction signs cannot accommodate any additional legend, and where a demonstrated case has been made through the PCG for necessary additional guidance to a town or locality. In these instances, the sign would be erected between the advance direction and intersection direction signs.

![Figure 3.7 Example of SUPPLEMENTARY ADVANCE EXIT (GE1-205) sign](image)
Figure 3.6
REMOTE FOCAL POINTS - SYDNEY
3.1.6 Remote focal point reinforcement signs

REMOTE FOCAL POINT REINFORCEMENT (G1-200) signs, (see Figure 3.8), are used to supplement advance direction and intersection direction signs to remote focal points. Remote focal points used in NSW are:

- Sydney
- Melbourne
- Brisbane
- Adelaide, and
- Canberra.

Remote focal point reinforcement signs are only used where there is a need to guide road users through an area that has a confusing road layout. Sites where remote focal point reinforcement signs can be used are shown in Appendix B, Focal point maps. See also Sections 3.1.4 (around Sydney) and 3.3.1 (remote capital and other cities) for the display of these cities on other guide signs.

![Adelaide Follow A20](image)

Figure 3.8 Example of REMOTE FOCAL POINT REINFORCEMENT (G1-200) sign
[This example shows the use of alpha-numeric route markers. Please see the Note on Pg 6]

3.2 Intersection direction signs

INTERSECTION DIRECTION (G2 series) signs, (see Figure 3.9), generally do not appear alone but supplement advance direction signs and indicate where the intersecting roads lead. In rural and semi-rural areas, if intersection direction signs only are required, consider using FINGERBOARD (G3-3) signs, (see Figure 3.15).

The principal destination(s), road or street names and route markers for the intersecting route are repeated on the intersection direction sign if they are shown on the advance direction sign. A distance indication is not shown – this distance is indicated on REASSURANCE DIRECTION (G4-1) signs beyond the intersection.

Intersection direction signs are never erected in advance of intersecting roads, nor at the start of turning bays!

Once the name of a town has been included on any intersection direction sign, it must appear on all subsequent guide signs until the town is reached irrespective of whether the road is State, regional or local.
See Sections 5, 6 and 7 for examples of the use of intersection direction signs in typical situations.

Figure 3.9 Examples of INTERSECTION DIRECTION (G2 series) signs
[G2-1 (top) & G2-4 (bottom)]
[These examples show the use of alpha-numeric route markers. Please see the Note on Pg 6]

If the intersection being signposted is a roundabout the examples of signs depicted in Figure 3.10 are generally used. Care must be taken when siting these signs, so that they direct traffic to the correct exit.

Figure 3.10 Examples of INTERSECTION DIRECTION (G2-2) signs for a roundabout
3.3 Reassurance direction signs

REASSURANCE DIRECTION (G4-1) signs, (see Figure 3.12), reassure road users that they have made the correct turns at any intersections and are traveling towards their intended destination. They are placed beyond intersections that have been signposted with advance direction and intersection direction signs.

There is more flexibility in the location of reassurance direction signs compared with other guide signs. They should be placed approximately 400m beyond the intersection at a site where they are clearly visible.

Where an intersection occurs within a regional town (or city) the sign should be placed on the town outskirts. Where the town is large or the town outskirts are a long way from the intersection, or where there are major local road junctions within the town, it may be necessary to place signs both beyond the intersection as well as on the town outskirts.

Reassurance direction signs repeat all the information contained on the preceding advance direction and intersection direction signs as well as indicating the distances to the destinations nominated in the order in which they are met. If the sign is erected on a numbered route, the route marker(s) heads the legend. The highway or street name must appear above the name of the town(s) in an internal panel with black lettering on a white background. If used in conjunction with a route marker it is generally centred and to the right of it, except where a very long route name would lead to a larger sign than one designed with the route marker centred above the route name.

Distance shown on the sign should be to the recognizable centres of each of the towns (in the case of focal point towns this is the kilometre post terminal, see Appendix A). Distances are shown to the nearest whole kilometre.

Once a town name is included on a reassurance direction sign it must appear on all subsequent reassurance direction signs along the route(s) until the town is reached. The town does not necessarily appear on all subsequent advance direction, intersection direction or fingerboard signs.
Australian Standard AS 1742.2, 1994, *Manual of uniform traffic control devices*, Part 2, *Traffic control devices for general use*, allows brackets to be used around a focal point destination that is not on the road on which the sign is placed, e.g. a destination on a road branching from the through route some distance beyond the sign. **In NSW this practice is not used.**

A maximum of five town (or suburb) names may be listed in accordance with the following priority:

1. The next focal point town for the route, then
2. The remote focal city (see Sections 3.1.4, 3.3.1 and Figure 3.14), then
3. The intermediate remote focal city (see Sections 3.1.4, 3.3.1 and Figure 3.14), then
4. Where a route bifurcates before the next focal point town, the focal point on the bifurcating route, then
5. A subsidiary town, if given on associated advance direction or intersection direction signs, (see Section 3.1, *Advance direction signs*), then
6. The names of towns or villages reached before the next focal point.

See Sections 5, 6 and 7 for examples of the use of reassurance direction signs in typical situations.

![Figure 3.12 Examples of REASSURANCE DIRECTION (G4-1) signs](image)

These examples show the use of alpha-numeric route markers. Please see the Note on Pg 6.
FREeways or MOTORWAY REASSURANCE DIRECTION (GE4-1) signs, (see Figure 3.13), are normally placed just beyond each entrance ramp to a freeway or motorway, (see Section 7). The number of focal point town names on the sign must not exceed five and should preferably be limited to three.

On “M” routes, particularly in urban areas, the first destination listed on the sign would normally be the next exiting route number (if any), and the road name. Previous practice allowed the word “exit” next to the road name. This practice is no longer followed as it does not add to necessary information and generally results in a much larger sign than would otherwise be the case (see GE4-1 sign on Figure 7.3). The distance shown is to the end of the exit ramp. It may be necessary to signpost any major destination(s) served by the exit as well as more remote destinations.

### 3.3.1 Remote focal cities on reassurance direction signs in regional New South Wales

Remote focal cities are used on some routes on reassurance direction signs **only** in regional NSW to provide distance information to state or federal capitals or major regional cities. They are determined by the list below, and illustrated on Figure 3.14:

- Melbourne
- Brisbane
- Adelaide
- Sydney
- Newcastle
- Wollongong, and
- Canberra.
The following notes refer to Figure 3.14 (circled in blue on the figure).

1. **Adelaide** is the remote focal point west from Dubbo (Newell Hwy) on the Mitchell and Barrier Highways.

   **Sydney** is the remote focal point east from Dubbo (Newell Hwy) on the Mitchell and Great Western Highways.

   **Brisbane** is the remote focal point north from Dubbo on the Newell Highway.

   **Melbourne** is the remote focal point south from Dubbo on the Newell Highway.

2. **Adelaide** is the remote focal point on the Sturt Hwy west of the Hume Hwy. Note that Sydney is not used as a remote focal point anywhere on the Sturt Hwy.

3. **Newcastle** is the second last (before Sydney) focal point south from Tamworth on the New England Hwy.

4. **Newcastle** is the second last (before Sydney) focal point south from Port Macquarie (Oxley Hwy) on the Pacific Hwy.

5. **Wollongong** is the second last (before Sydney) focal point north from Bateman’s Bay on the Princes Hwy.

6. **Canberra** is the second last (before Melbourne) focal point south from Sydney on the Hume Hwy until the Federal Hwy is reached (and the focal point on the Federal Highway thereafter).

   **Melbourne** is the remote focal point south from Sydney on the Hume Highway.

7. **Canberra** is the second last (before Sydney) focal point north of the Sturt Hwy on the Hume Hwy until the Barton Hwy is reached (and the focal point on the Barton Highway thereafter).

8. **Newcastle** is the remote focal point east from Dubbo on the Golden Highway.

9. **Brisbane** is the remote focal point north from Sydney along the Pacific Highway, and along the New England Highway from its intersection with the Pacific Highway at Beresfield.

10. **Melbourne** is the remote focal point south from Sydney on the Princes Highway.
Figure 3.14
REMOTE FOCAL POINTS
ON REASSURANCE SIGNS IN NSW
### 3.4 Fingerboards*

FINGERBOARD (G3-3) signs, (see Figure 3.15), display directions, distances and route markers (if on a marked route), to towns or villages. They should be used at intersections where the traffic volume leaving or entering the through route is low. They should only be used to signpost towns or villages where the destination can be readily identified upon arrival. TOWN NAME (G6-1) signs must be provided at the locality. Generally there will be basic services, such as a public telephone and a public toilet. Where these requirements are not met, RURAL ROAD NAME (G3-5) signs, (see Section 3.5, Street name and road name signs), should be used instead.

The maximum number of towns or villages to be included on a fingerboard is two. Where it is unclear which eligible towns or villages should be shown on fingerboard signs, local government shall make any determinations.

If the distance to the town or village is less than 500m the distance should be shown in multiples of 100m, otherwise the distance should be rounded to the nearest kilometre.

Once the name of a town or village has been included on any fingerboard sign, it must appear on all subsequent guide signs until the town or village is reached irrespective of whether the road is State, regional or local.

All fingerboards are erected with a ROAD NAME (G3 – 4) sign, (see Figure 3.18), mounted above them.

See Sections 5 and 6 for examples of the use of fingerboard signs in typical situations.

* It should be noted that for the purpose of this guideline, the term “fingerboard” does not have precisely the same meaning as it does in Australian Standard AS 1742.2.

![Figure 3.15  Examples of FINGERBOARD (G3-3) signs](image)

[Bottom example shows the use of alpha-numeric route markers. Please see the Note on Pg 6]

### 3.5 Street name and road name signs

#### Urban situations

ADVANCE STREET NAME (G1-204) signs, (see Figure 3.16), may be installed on State roads in major urban areas in advance of regional roads and significant local roads, or on the approach to State roads from regional roads, where advance direction signs have not been used due to relatively low volumes of turning traffic.
Where a local road name replaces the State road name for the purposes of local addressing, these names are not to be used on any guide signs. Only the names of the State road will be shown. Local governments may signpost these local road or street names with street name blades (G5 series) on separate posts, (see AS 1742, Part 5, 1997 – Street name and community facility name signs).

See Section 5 for examples of the use of advance street name signs in typical situations.

Where advance street name signs have been used, STREET NAME (G5-1) signs are erected. These signs have a larger letter size than those that local government would normally erect (see Table 10.1).

See Section 5 for examples of the use of street name signs in typical situations.

Rural situations

All rural roads in NSW are progressively being named under the principles of Rural Addressing and contained in AS / NZS 4724 – 2000, Geographic Information / Rural Addressing.

ROAD NAME (G3-4) signs, (see Figure 3.18) are used above fingerboard signs where these are installed. RURAL ROAD NAME (G3-5) signs, (see Figure 3.19), are used at intersections preceded by ADVANCE ROAD NAME (G1-206 and G1-207) signs, (see below and Figures 3.20 and 3.21) where no fingerboard exists.
Where no advance direction sign exists on a State road in advance of a rural road and where there is no sight distance restriction, an ADVANCE ROAD NAME (G1-206) sign, (see Figure 3.20) is used.

Where an INTERSECTION and JUNCTION (W2 series) sign is required due to sight distance restrictions, a modified ADVANCE ROAD NAME (G1-207) sign, (see Figure 3.21), is erected.

No advance road name or rural road name signs will be erected on State roads where local governments have not named their roads in accordance with the above Australian / New Zealand Standard.

See Section 5 for examples of the use of road name, rural road name, and advance road name signs in typical situations.
3.6 Town entry signs

Standard TOWN ENTRY (G6-1) signs at town entry points may be replaced by ENHANCED TOWN ENTRY (G6-1-10) signs, (see Figure 3.22), in both rural and urban areas where the town is signposted as a focal point. In some rural towns or cities, and in urban areas in particular, the focal point town or city centre may be bypassed entirely. Road users must receive confirmation that a focal point has been reached. The enhanced town entry sign allows for a local government logo to be placed above or to the left of a standard black on white patch with the town name, all on a green background. The patch is identical in design to the standard town entry sign.

Where the suburb or town is not a focal point and local government wishes to erect an enhanced town entry sign they may do so at their cost.

If local government wishes to add a tourist message specific to a suburb, town or route whether it is a focal point or not (see Tourist Signposting for eligibility and design criteria), then signs would carry a brown background and be funded by local government.

See Figure 6.3 for an example of the use of an enhanced town entry sign in a typical situation.

![Enhanced Town Entry Sign](image)

Figure 3.22 Example of ENHANCED TOWN ENTRY (G6–1–10) sign

3.7 Advance exit signs

DIAGRAMMATIC ADVANCE EXIT (GE1 series) signs, are provided on all freeways and motorways in advance of off-ramps. These signs might also be used at isolated non-freeway grade separated intersections in both urban and rural areas, (see Section 5).

An ADVANCE EXIT (GE1-11) sign, (see Figure 3.23), is located 2km in advance of the off-ramp, indicates the name of the road that intersects with the off-ramp, its route marker (if appropriate), up to two focal points and the through route marker. Where an off-ramp serves a bypassed town (see Section 6), this sign may be replaced by the BYPASSED TOWN DIAGRAMMATIC ADVANCE EXIT (GE1-15) sign, see Figure 3.25.
An ADVANCE EXIT (GE1-12) sign, (see Figure 3.24), is located 1km in advance of the exit and in addition to all of the legend of the GE1-11 sign, contains the through route focal point(s).

Where two exits are closely spaced, less than 1.2km apart, it may be necessary to show combined information for both exits in advance of the first exit, (see Figure 7.4). Where exits are spaced so that the advance exit (2km) and advance exit (1km) signs cannot be installed consideration should be given to altering the distances on these signs or to dispense with the advance exit (2km) sign altogether, especially if the exit is of a relatively minor nature.

See Sections 5, 6 and 7 for examples of the use of advance exit signs in typical situations.

Figure 3.23  Example of ADVANCE EXIT (GE1-11) sign

Figure 3.24  Example of ADVANCE EXIT (GE1-12) sign

[These examples show the use of alpha-numeric route markers. Please see the Note on Pg 6]
3.8 Exit direction signs

EXIT DIRECTION (GE2-1-1) signs, (see Figure 3.26), are provided at off-ramps on freeways and motorways and at isolated grade separated interchanges at the beginning of the ramp. They include the same legend as that contained for the exit on the advance exit (GE1-11 and GE1-12) signs, (see Section 3.7, Advance exit signs).

See Sections 5, 6 and 7 for examples of use of exit direction signs in typical situations.
3.9 Exit gore signs

EXIT GORE (GE2-3) signs are erected in the ramp gore 20-30m back from the physical nose, (see Figure 3.27).

See Section 7 for an example of use of an exit gore sign in a typical situation.

![EXIT GORE (GE2-3) sign](image)

Figure 3.27 Example of EXIT GORE (GE2-3) sign

3.10 Freeway or motorway information signs

FREEWAY or MOTORWAY INFORMATION (R6 and GE6 series) signs, (see Figures 3.28, 3.29, 3.30 and 3.31), advise users of a range of information concerning the freeway or motorway including its start and end points and access prohibitions.

See Section 7 for examples of use of freeway or motorway information signs in typical situations.

![EXAMPLES OF START FREEWAY (R6-19) OR MOTORWAY (R6-241) SIGNS](image)

Figure 3.28 Examples of START FREEWAY (R6-19) or MOTORWAY (R6-241) signs

![EXAMPLES OF FREEWAY (R6-20) OR MOTORWAY ENTRANCE (R6-242) SIGNS](image)

Figure 3.29 Examples of FREEWAY (R6-20) or MOTORWAY ENTRANCE (R6-242) signs

![EXAMPLES OF END FREEWAY (R6-21) OR MOTORWAY (R6-243) SIGNS](image)

Figure 3.30 Examples of END FREEWAY (R6-21) or MOTORWAY (R6-243) signs
3.11 Motorway toll charge signs

MOTORWAY TOLL CHARGES (GE6 series) signs, (see Figures 3.32 to 3.38), advise road users of toll charging and payment arrangements.

All motorway toll charge signs will be designed in consultation with toll road managers.

A range of signs advising road users of their toll payment obligations and options are erected in advance of the entry points to the toll road, in advance and at the entry ramps, and on the toll road itself.

ADVANCE TOLL OPTION (GE6-220) signs, see Figure 3.32, are erected on intersecting roads up to 2km before the entry point to a toll road where cash payment is not an option. The nature of the approach road with regards to its traffic volumes and place in the road hierarchy will determine whether two signs, nominally at 2km and 500m will be required, or whether one sign at 500m will suffice.

TOLL PAYMENT OPTION INFORMATION (GE6-222) signs, see Figure 3.33, can be erected after the 2km advance toll option (GE6-220) sign to indicate to road users what the toll option symbols mean, and where cash payment is not an option.
Advance direction and intersection direction signs on approach to entry ramps to toll roads where there is no subsequent untolled exit must carry a patch with a yellow background indicating the toll payment options.
The patch will carry the legend “TOLL” where both electronic and cash payment options are available, see Figure 3.34, or “TOLL E e” where there is no cash payment facility, see Figures 3.35 and 3.36. Note that the patch can be designed in either a square or narrow format - whichever is the most economical to manufacture considering other legends on the sign face.

The large “E” indicates payment can be made with an electronic tag. The small “e” indicates payment can be made with an e-Pass.

![Figure 3.34 Example of intersection direction sign showing “TOLL” patch](image1)

Figure 3.34 Example of intersection direction sign showing “TOLL” patch

[This example shows the use of alpha-numeric route markers. Please see the Note on Pg 6]

![Figure 3.35 Example of intersection direction sign showing “TOLL E e” patch in square format](image2)

Figure 3.35 Example of intersection direction sign showing “TOLL E e” patch in square format

[This example shows the use of alpha-numeric route markers. Please see the Note on Pg 6]

![Figure 3.36 Example of advance direction sign showing “TOLL E e” patch in narrow format](image3)

Figure 3.36 Example of advance direction sign showing “TOLL E e” patch in narrow format

[This example shows the use of alpha-numeric route markers. Please see the Note on Pg 6]

Where a fixed toll is charged for a toll road, a TOLL CHARGES (GE6-221) sign, see Figure 3.37, is erected prior to the toll booths (if they exist), and / or on intersecting roads up to 2km before the entry point to a toll road.
A TOLL PAYMENT REASSURANCE (GE6-223) sign, see Figure 3.38, is erected where required along the toll road to reassure road users that they can pay the toll if they have no tag or pass. These signs indicate a phone number and website address.

A TOLL COLLECTION POINT (GE6-224) sign is required at the point where any toll is collected. Where road users must stop to pay a toll, the GE6-224 sign is used, see Figure 3.39, whereas GE6-224-1, see Figure 3.40, is used where road users do not stop to pay a toll.
4. Route markers and symbols

4.1 Route Markers

SPECIAL NOTE REGARDING ROUTE MARKERS

The RTA has endorsed an Austroads Council agreement regarding the adoption of an alpha-numeric (MAB) route marking system for Australia. At this time funding is not available in NSW for the rollout of the system across the NSW road network. However, to mitigate against the cost of replacing large numbers of signs across the network at the time of an eventual launch, all new or replacement guide signs that include a route marker must be designed with an MAB route marker covered with a blank coverplate or traditional national, State or metroad route marker – whichever is appropriate.

To aid to driver navigation, route numbering using distinctively shaped route markers (G8 series), are used by road authorities to supplement direction signing on roads that are significant routes.

This kind of route numbering system will only be effective if:

- The route is numbered throughout without any gaps in the continuity of the numbering and is consistently maintained in this condition, and
- Route numbers are shown on road maps that are readily available to the public.

It is important that, once established, there are as few alterations as possible to either the course or the assigned number of the route, thereby minimizing instances of obsolete maps being referenced.
Route markers (G8 series) may be displayed as either freestanding markers on separate posts or may be incorporated within advance direction (G1 and GE1 series), intersection direction (G2 and GE2 series), fingerboards (G3-3), and reassurance direction (G4-I and GE4-I) signs.

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

- National route markers (G8-I-1),
- National highway route markers (G8-I-2),
- State route markers (G8-8),
- Alpha-numeric route markers (G8-I-11) – to be covered (see note at the start of this section),
- Tourist drive route markers (G8-9) see Tourist Signposting, or
- Metroad route markers (G8-206).

All route markers and numbers for marked routes in NSW are allocated by RTA’s Traffic Management Branch.

### 4.1.1 National route markers

NATIONAL ROUTE MARKER (G8-I-1) signs, (see Figure 4.1), are used to identify those roads which have a national significance. Such roads have been adopted as national routes by AUSTROADS and have been approved for marking.

![Figure 4.1 Example of NATIONAL ROUTE MARKER (G8-I-1) sign](image)

### 4.1.2 National highway route markers

NATIONAL HIGHWAY ROUTE MARKER (G8-I-2) signs, (see Figure 4.2), are used on routes which are designated as national highways (federally funded). They are used in exactly the same way as NATIONAL ROUTE MARKERS (G8-I-1).
4.1.3 **State route markers**

STATE ROUTE MARKER (G8-8) signs, (see Figure 4.3), are used to identify roads which are significant inter-regional or urban routes not already marked as national routes, and which have been adopted as State routes.

4.1.4 **Tourist drive route markers**

TOURIST DRIVE ROUTE MARKER (G8-9) signs, (see Figure 4.4), denote tourist drives which guide people through areas of tourist interest and are recognized as such by local governments and Tourism New South Wales. Numbers relating to national, metroad or State routes in the vicinity are not to be allocated to tourist drives. See Tourist Signposting.

4.1.5 **Metroad route markers**

METROAD ROUTE MARKER (G8-209) signs, (see Figure 4.5), form a radial and ring pattern across the Sydney metropolitan area. They replace national or State routes on those roads.
4.1.6 Alpha-numeric (MAB) route markers

ALPHA-NUMERIC ROUTE MARKERS (G8-210), (see Figure 4.6), will ultimately be used to identify those roads which have State or national significance. These markers will replace all national, national highway, State and metroad route markers. All signs carrying route markers (other than tourist drives) will be designed with alpha-numeric route markers covered by a national, national highway, State or metroad route marker coverplate.

“A” routes form the primary State road network. They conform to one or more of the following criteria. They:

- Connect capital cities (national or state), e.g. Pacific Hwy or Hume Hwy,
- Represent a major interstate corridor, e.g. Princes Hwy or Newell Hwy, or
- Connect major regional centres located on other routes within the “A” network, e.g. Illawarra Hwy or Federal Hwy.

“M” routes replace “A” routes only where a section of the route is of motorway standard i.e., divided carriageway, grade separated. The “M” will only be route marked where the length of motorway is significant. This length may vary depending on the guidance requirements of the route, but typically would be confined to motorways that are continuous between two focal points.

“B” routes form the secondary State road network. They:

- Provide regional links to “A” routes, e.g. Mid Western Hwy or Kings Hwy; although they need not originate at a major regional centre, e.g. Kidman Way, or
- Represent an alternative traffic corridor to an “A” route, e.g. Summerland Way, or Castlereagh Hwy (Mudgee to Gilgandra).
4.1.7 End route marker signs

END ROUTE MARKER (G8-16) signs, (see Figure 4.7), are used at the termination of any marked route. They may appear as freestanding signs but are more likely to be supplementary plates on an advance direction sign if the route ends at a signposted intersection.

![Example of an ALPHA-NUMERIC ROUTE MARKER (G8-210)](image)

Figure 4.6 Example of an ALPHA-NUMERIC ROUTE MARKER (G8-210)

4.2 Service Symbols

Service symbols are not normally included within green and white guide signs. They usually appear on dedicated blue and white service signs (See Service Signposting guide). However where it is necessary to guide road users to Sydney Airport or to eligible hospitals at signposted focal point towns, the airport or hospital symbols may be included. See Figures 4.8 and 4.9 for examples of typical signs.

![Example of intersection direction sign displaying a symbol indicating the direction to Sydney Airport](image)

Figure 4.8 Example of intersection direction sign displaying a symbol indicating the direction to Sydney Airport

[This example shows the use of alpha-numeric route markers. Please see the Note on Pg 6]
5. **Standard sign treatments**

This section outlines typical signposting treatments in both urban and rural situations. Increasingly there are sections of the State road network that are not easily “classified” into the standard treatments illustrated here. The signposting practitioner must decide which situation is most appropriate with respect to the surrounding road network and how that network is signposted in consultation with a member of the Directional Signposting Project Control Group (see Section 2, Approvals).

Isolated grade separated intersections exist in both urban and rural environments outside the freeway or motorway network. It is recognized that a range of intersection types may exist within this category. Figure 5.9 details the treatment for signposting at an isolated rural or urban grade separated intersection for a typical case.

Section 6, *Bypassed towns and alternative routes*, details the signposting treatments to be followed when a town or section of road is bypassed.

Section 7, *Freeways and motorways*, details the signposting treatments to be followed on freeways or motorways.

---

Figure 4.9 Example of an advance direction sign displaying a symbol indicating the direction to an eligible hospital

*This example shows the use of alpha-numeric route markers. Please see the Note on Pg 6*


## 5.1 Rural situations

Table 5.1 outlines signposting treatments for typical rural intersections.

<table>
<thead>
<tr>
<th>Guide sign type</th>
<th>Rural intersection type</th>
<th>State road / State road / State road / Regional road / Local road /</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Figures 5.1 to 5.3</td>
</tr>
<tr>
<td><strong>Advance Direction</strong></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>(G1 series)</td>
<td>see note 1</td>
<td>see note 2</td>
</tr>
<tr>
<td><strong>Intersection Direction</strong></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>(G2 series)</td>
<td></td>
<td>see note 3</td>
</tr>
<tr>
<td><strong>Reassurance Direction</strong></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>(G4 -1)</td>
<td></td>
<td>see note 3</td>
</tr>
<tr>
<td><strong>Fingerboards</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(G3-3) + Road Name (G3-4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>See note 4</td>
</tr>
<tr>
<td><strong>Advance Road Name</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(G1-206 or G1-207)</td>
<td></td>
<td>State road, if no advance direction (G1 series) sign (see note 4)</td>
</tr>
<tr>
<td><strong>Rural Road Name</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(G3-5)</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

Table 5.1 Signposting treatments at typical rural State road intersections

Notes for Table 5.1

1. Supplementary advance direction signs may be necessary, see Figure 5.2. Factors requiring their use include – high approach speeds, limited sight distances, large turning volumes or a high percentage of new users.
2. On high volume State roads where turning traffic at local road intersections is high, consideration can be given to advance direction signs on the State road approaches.
3. Where the volume of turning traffic is low, consideration can be given to using fingerboards instead of intersection direction and reassurance direction signs.
4. Where villages or localities with services are sited along local roads, fingerboards should be used at the intersection for both State and local roads.

## 5.2 Urban situations

Table 5.2 outlines signposting treatments at typical urban State road intersections.
Where the minimum treatments that are indicated in Table 5.2 are insufficient because of road geometry, intersection complexity or safety, diagrammatic sign types may be considered. This requires the consideration of the Directional Signposting Project Control Group – see Section 2, Approvals.

<table>
<thead>
<tr>
<th>Guide sign type</th>
<th>Urban intersection type</th>
<th>State road / State road</th>
<th>State road / Regional road</th>
<th>State road / Local road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advance Direction (G1 Series)</td>
<td>✔</td>
<td>see note 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lane Allocation Direction (G9-42)</td>
<td>see note 2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intersection Direction (G2 Series)</td>
<td>✔</td>
<td>see note 3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reassurance Direction (G4-1)</td>
<td>✔</td>
<td>see note 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Advance Street Name (G1-204)</td>
<td></td>
<td>see note 1</td>
<td>see note 5</td>
<td></td>
</tr>
<tr>
<td>Street Name (G5-1)</td>
<td></td>
<td>see note 3</td>
<td>See note 5</td>
<td></td>
</tr>
</tbody>
</table>

Table 5.2 Signposting treatments for typical urban State road intersections

Notes for Table 5.2

1. Use advance direction signs at intersections with significant numbers of turning vehicles. Otherwise use advance street name (G1-204) signs.
2. All sites, designs and installation locations require Directional Signposting Project Control Group approval, see Section 2, Approvals.
3. Use intersection direction signs at intersections with significant numbers of turning vehicles. Otherwise use oversized street name (G5-1) signs.
4. Use depends upon locations of other reassurance direction signs along the State road. If there are many intersecting State roads it may not be necessary to place reassurance direction signs after each intersection.
5. Advance street name (G1-204) and oversized street name (G5-1) signs may be erected where there are significant numbers of turning vehicles. Council concurrence should be sought before erecting any signs.
Figure 5.1
RURAL INTERSECTION
STATE ROAD WITH STATE OR REGIONAL ROAD

[This figure shows the use of alpha-numeric route markers. Please see the Note on Pg 6]
NOTES
1. See Section 3 for determination of legends.
2. See Section 3 for locating reassurance direction signs in rural cities or towns.
3. See Section 10 for letter sizes.
4. See Section 11 for distance A.
5. Alternative location for sign dependant on site characteristics.

Figure 5.2
RURAL INTERSECTION
DUAL CARRIAGEWAY WITH STATE OR REGIONAL ROAD

[This figure shows the use of alpha-numeric route markers. Please see the Note on Pg 6]
NOTES
(1) See Section 3 for determination of legends.
(2) See Section 3 for locating reassurance direction signs in rural cities or towns.
(3) See Section 10 for letter sizes.
(4) See Section 11 for distance A.

Figure 5.3
RURAL INTERSECTION
STATE ROAD TURNS

[This figure shows the use of alpha-numeric route markers. Please see the Note on Pg 6]
Figure 5.4

RURAL INTERSECTION
STATE DUAL CARRIAGEWAY WITH LOCAL ROAD

NOTES
1. Use where an identifiable locality(ies) exists.
2. Use where no identifiable locality exists and there are no sight distance restrictions.
3. Use where no identifiable locality exists and there are sight distance restrictions.
4. Alternative or extra location for GI-206 or GI-1 sign dependant on turning volumes and/or site characteristics.
5. Alternative location for sign dependant on site characteristics.
6. See Section 10 for letter sizes.
Figure 5.5
RURAL INTERSECTION
STATE ROAD WITH LOCAL ROAD

[This figure shows the use of alpha-numeric route markers. Please see the Note on Pg 6]
Figure 5.6
URBAN INTERSECTION
STATE ROAD WITH STATE ROAD

[This figure shows the use of alpha-numeric route markers. Please see the Note on Pg 6]
NOTES

1. See Section 3 for determination of legends.
2. See Section 3 for determination of G1-1 or G1-204 and G2-3 or G5-1 signs.
3. See Table 5.2 for placement of reassurance direction signs.
4. See Section 11 for distance A.

Figure 5.7
URBAN INTERSECTION
STATE ROAD WITH REGIONAL ROAD

[This figure shows the use of alpha-numeric route markers. Please see the Note on Pg 6]
NOTES:
1. As a minimum street name signs should be placed in these locations.
2. Desirably street name signs should also be placed in these locations.
3. Placement of this sign depends upon the volume of turning traffic and the agreement of local government.
4. Prohibition symbol may replace arrows where turn ban exists.
5. See Section 11 for distance A.

Figure 5.8
URBAN INTERSECTION
STATE ROAD WITH LOCAL ROAD
Figure 5.9
SIGNPOSTING ON APPROACH TO EXIT RAMPS ON ISOLATED URBAN OR RURAL GRADE SEPARATED INTERCHANGES

[This figure shows the use of alpha-numeric route markers. Please see the Note on Pg 6]
Guide Signposting

Figure 5.10
SIGNPOSTING ON APPROACH TO ENTRY RAMP ON ISOLATED URBAN OR RURAL GRADE SEPARATED INTERCHANGES

[This figure shows the use of alpha-numeric route markers. Please see the Note on Pg 6]
NOTES

1. See Section 3 for determination of legends.
2. See Section 3 for locating reassurance direction signs in rural cities or towns.
3. See Section 10 for letter sizes.
4. See Section 11 for distance A.

Figure 5.11
ROUNDABOUT ON STATE ROAD WITH LOCAL ROAD
TYPICAL GEOMETRY

[This figure shows the use of alpha-numeric route markers. Please see the Note on Pg 6]
NOTES
1. See Section 3 for determination of legends.
2. See Section 3 for locating reassurance direction signs in rural cities or towns.
3. See Section 10 for letter sizes.
4. See Section 11 for distance A.

Figure 5.12
ROUNDABOUT ON STATE ROAD WITH LOCAL ROAD
UNUSUAL GEOMETRY

[This figure shows the use of alpha-numeric route markers. Please see the Note on Pg 6]
6. **Bypassed towns and alternative routes**

6.1 **Bypassed towns**

Where a route upgrade bypasses a town or village the RTA has a responsibility to the road user to provide signposting that adequately describes the towns and services available along the bypassed section, and any focal point towns reached from the bypass.

Figures 6.1 to 6.3 detail the signposting treatments for exiting traffic for three different situations:

- Figure 6.1 details the treatment for a bypass reached from a freeway or motorway exit,
- Figure 6.2 treats an at-grade rural junction, and
- Figure 6.3 treats the internal bypass of a rural or urban focal point.

It is recognised that a range of situations exist that don’t fit neatly within these three categories. The practitioner must assess the significance of the bypass, the services contained therein and the nature of the access. It may be necessary to adapt the signposting treatment from these diagrams to reflect locally specific needs. However, **no new sign types can be added**, see Section 2, Approvals.

Notes accompanying the figures define warrants and provide references to other signposting policies, where appropriate.

6.2 **Alternative routes**

For the purposes of this guideline “alternative route signposting” relates only to routes available for all vehicles and signposted with green and white guide signs and not for routes intended for use by over-dimensional vehicles and / or vehicles carrying hazardous goods.

In the past alternative route signposting may have been installed on the State's road network to identify routes that had a similar travel time and length to the usual through route. This is why by-passes are not usually considered to be alternative routes.

Increasingly, alternative routes are being sought by communities as a means of promotion. The RTA has adopted a signposting approach that facilitates the safest and most efficient movement between focal points. Signposting of alternative routes is inconsistent with this practice. Market research has shown that travellers, particularly those travelling long distances, undertake a high degree of trip planning.

Alternative route signposting is no longer being placed from State roads in NSW. Signposting is only provided for the preferred route.
Notes for Figure 6.1

1. All distances shown are approximate subject to site conditions. No signs are erected at more than 3km from the exit ramp.
2. The G9-292-1 sign should only be erected where the town provides services that are regionally significant to road users.

3. The G9-292-2 sign will only be erected as an alternative to the G9-292-1 sign when the warrants for fuel and restaurant symbols are met and services are available 24hrs / day, 7days / week.

4. The historic village symbol and the legend “HISTORIC” can be used if town is eligible. For warrants, see Tourist Signposting. Alternatively, a local government logo or other graphic may replace the legend “HISTORIC” and the historic village symbol, see Tourist Signposting.

5. A heritage statement may be used. For guidelines, see Tourist Signposting.

6. The population legend (not shown) is generally unnecessary. The signposting treatment infers a significant population for the bypassed town. The inclusion of the population on this sign may make the amount of legend difficult to read. If local government requires this information to be displayed, then the heritage statement will be omitted.

7. A maximum of five service or accommodation symbols may be shown. Where a hospital with emergency facilities is available then the hospital symbol must appear. Where an Accredited Visitor Information Centre, approved for signposting by Tourism New South Wales occurs, then the AVIC symbol must appear. Any other symbols are chosen by local government, providing the services or accommodation meet the warrants set out in AS 1742, Part 6, Tourist and Service Signs.

8. A maximum of three focal points or other towns accessed from or along the bypassed section may be listed. Focal point towns have the highest priority. Local government determines other town or village names.

9. The name, if any, of the bypassed section of road would be displayed on these signs.

10. Reassurance direction signs are to be erected where one or more of the following criteria are met:
    * There is a long (say greater than 3km) distance from the exit to the town centre,
    * There is more than one town or village on the bypassed section, or
    * There are focal point towns that can only be accessed from the bypassed section.

When this sign is used, the last focal point will be the highway or route name at the remote end of the bypass. This legend would normally appear on a supplementary panel, as the distance would usually be less than those for the focal point towns.

11. The signposting treatment shown is for exiting traffic only.

For letter sizes for signs for bypassed towns accessed from a freeway or motorway exit – see Table 10.2.
Figure 6.2
BY-PASSED TOWN ACCESSED FROM RURAL JUNCTION

[This figure shows the use of alpha-numeric route markers. Please see the Note on Pg 6]

Notes for Figure 6.2

1. All distances shown are approximate subject to site conditions. No signs are to be erected more than 2km from the turn-off.
2. The historic village symbol and the legend “HISTORIC” can be used if town is accredited. For warrants, see Tourist Signposting.

3. A heritage description may be used. For guidelines, see Tourist Signposting.

4. The population legend is generally unnecessary. The signposting treatment infers a significant population for the bypassed town. The inclusion of the population on this sign may make the amount of legend difficult to read. If local government requires this information to be displayed, then the heritage description will be omitted.

5. A maximum of five service or accommodation symbols may be shown. Where a hospital with emergency facilities is available then the hospital symbol must appear. Where an Accredited Visitor Information Centre, approved for signposting by Tourism New South Wales occurs, then the AVIC symbol must appear. Any other symbols are chosen by local government, providing the services or accommodation meet the warrants set out in AS 1742, Part 6, Tourist and Service Signs.

6. This sign should only be erected where a town or village has high tourism significance, or a substantial population (say, greater than 500), or where the provision of services to road users is regionally significant.

7. The G9-292-1 sign should only be erected where the town provides services that are regionally significant to road users.

8. The G9-292-2 sign will only be erected as an alternative to the G9-292-1 sign when the warrants for fuel and restaurant symbols are met and services are available 24hrs / day, 7days / week.

9. Signs are shown for one direction of travel only. A similar treatment applies on each approach.
NOTES

1. Roseville is not a focal point for State road traffic.
2. Erected at town suburb boundary. Chatswood is a focal point for State road traffic.
3. Alternative location for sign dependent on site characteristics.
4. Sign can be erected where turning volumes are high or where necessary for traffic management purposes.
5. Legend “TOWN CENTRE” may be replaced by “CITY CENTRE”.
6. See Section 3 for determination of legends.

Figure 6.3
INTERNAL BY-PASS OF URBAN OR RURAL FOCAL POINT ON STATE ROAD

[This figure shows the use of alpha-numeric route markers. Please see the Note on Pg 6]
7. **Freeways and Motorways**

This section of the guideline details the signposting for freeways and motorways.

Freeways are divided carriageway, access controlled, grade separated State roads with higher standard alignment.

Motorways are freeways that charge a toll (for the purposes of these guidelines).

The safe and efficient operation of a freeway or motorway depends not only on the road layout and design but also on devices that guide, warn, regulate and control traffic. Signs and markings should be considered during the preliminary planning stages of location and geometric design investigations, as they form an integral part of the freeway or motorway system. The location of signs is significant in relation to the geometric layout of the road (particularly approaches to exit ramps). It may sometimes be necessary to adjust the alignment or grade of the freeway or motorway to ensure that the message of the sign is correctly interpreted by approaching drivers.

The general principles of design and installation of traffic control devices apply to a freeway or motorway as they do to other roads. However, standards are often higher because of the special operational characteristics of a freeway or motorway.

These special characteristics include:

- No access across the freeway or motorway boundary,
- No traffic crossing at-grade,
- No pedestrians,
- Relatively long distances between successive entry and exit points,
- High speeds, and
- A significant proportion of drivers who are unfamiliar with the route.

A freeway or motorway traveler must not be required to make decisions regarding driving conditions in an abrupt manner. To aid decision making, signposting must be positioned well in advance of the driver’s required point of commitment. Some signs, e.g. those indicating exits, need to be repeated so that there is ample opportunity for drivers to take any necessary action.

On urban freeways or motorways, where tidal flow traffic control methods might be used in peak periods, it may be necessary to use changeable message signs to give guidance for the appropriate type of operation.
Changeable message signs are operated in one of the following ways:

- Mechanical (e.g. all or portion of the sign face comprising rotating segments, or whole panels interchanged by drawing them alternately from behind a blank plate),

- Electrical, or

- Electronic (e.g. fibre optic, bulb matrix, LED display or magnetic flipper matrix).

Care is needed that electrically or electronically produced letters and numerals are as legible as the standard forms in Australian Standard AS 1744 - 1975, Forms of letters and numerals for road signs (known as - Standard alphabets for road signs) or there is a compensating size increase if legibility is reduced. Symbolic representations should not be displayed on such signs unless the symbols have been tested for conformity with the requirements of Australian Standard AS 2342- 1992, Development testing and implementation of information and safety symbols and symbolic signs.

For details on location and the design of structures and footings for all signs associated with freeways or motorways, see the Erection and maintenance of signs guideline.

7.1 Legend selection

The maximum desirable amount of legend on any panel of a freeway or motorway guide sign is:

- Advance exit and exit direction signs - 1 route name and 2 destination names.

- Reassurance direction signs - 5 names absolute maximum, 3 names desirable maximum, including route name.

Where route names are shown on an advance exit, exit direction, or reassurance direction sign, they are displayed in black upper case letters on a white panel.

Destination and route names for freeways and motorways should be selected and used in accordance with the following guides:

Rural freeway or motorway destinations

The through route destinations to be shown on advance exit signs are:

- The next town on the focal point map indicating the through or continuing direction of the freeway or motorway; and

- The remote focal point city, where approval has been gained through the Directional Signposting Project Control Group, (see Section 2, Approvals).
Exit directions on the advance exit and exit direction signs are limited to one or two destination names - usually the town or towns immediately served by the exit, together with the route name, and the route number (if appropriate). If the exit is to another freeway or motorway, or rural State or regional road, it may be more appropriate to cite the next focal point town, city etc. along the branching route. The approval of the Directional Signposting Project Control Group must be sought for advice on treatments where there are more than two exiting focal points.

Reassurance direction signs placed beyond interchanges will include the through direction, together with any important distant focal points (such as any state capital, border town, regional centre etc.) towards which the freeway or motorway is headed. Significant intermediate exit destinations may also be included. On freeways or motorways the number of lines of legend below the route marker should be limited to three and shall not exceed five. It is often helpful if the name of the next exit and its distance is given as the first line of the legend, (see Figure 7.3).

See also Section 3.3, Reassurance direction signs and Figure 3.14, Remote focal point map, for selection of legends.

**Urban freeway or motorway destinations**

The through route destinations to be shown on advance exit signs are:

- The next town on the focal point map indicating the through or continuing direction of the freeway or motorway, and

- Where approval has been gained through the Directional Signposting Project Control Group, the remote focal point city or regional destination.

As exits from urban freeways and motorways usually serve a number of suburbs, the exit direction given on exit signs is often confined to the name of the principal cross street or route served by the exit.

However, there are exceptions to this practice, for example:

- If the exit serves one named centre almost exclusively, its name may be added to the sign.

- If the exit gives direct access to a city centre, or to a major traffic generator such as a principal sporting venue, large university, its name may be included.

- If in an urban fringe area the name of the cross street or route served is of limited significance compared with the centres being served, the rules for rural freeways and motorways may be more appropriate.

- If the exit leads to a focal point destination shown previously on through route direction signs, that destination should be included.

On the advance direction sign on the exit ramps, the name of a principal suburb in each direction along the cross street is shown on the sign if significant destinations exist. Where these do not occur, the street name only is used.
7.2 Signs in tunnels

Where freeways or motorways require guide signposting within tunnels, either to
direct traffic to an exit located within the tunnel, or in advance to an exit beyond the
end of the tunnel, a different signposting treatment is generally required.

Signs in tunnels are generally located over the road. Signs must display information to
oncoming motorists clearly and unambiguously under the conditions and constraints of
the design and operation of the tunnels. Typically, there is limited headroom and signs
conforming to this guideline are unable to be erected with optimal letter heights or
with the normal amount of legend. Where there is more than one exiting focal point,
elements of the sign legends – focal point names, road names or route markers - may
need to be placed in succession rather than on one panel. It is preferable that any such
signs are repeated at least twice for each message. A minimum letter height of 200mm
is essential and a maximum of two lines of legend can be displayed. If extra headroom
is available and larger letter sizes can then be used, more than two lines of legend can
be displayed.

Signs must provide road users with an image consistent to that of an equivalent
external sign designed and constructed in accordance with Australian Standard 1742.

Each illuminated tunnel sign may comprise a glass sign face, lighting components
including fluorescent lamp tubes which provide a backlit light source to the sign,
starter, capacitor, ballast and associated wiring to the power source, an internal
structural support framework, and a metallic enclosure that fully encloses the elements
described above. Alternatively any other technology that will deliver similar or
improved sign performance may be considered by the RTA on a case by case basis.
The Regional PCG member should be consulted in the first instance, (see Section 2,
Approvals).

Sign faces and enclosures must have a minimum design life of 20 years.

7.3 Situation diagrams for freeway or motorway guide
signposting

It is not possible to develop diagrams that can be universally applied to the wide
variety of situations that occur. The situation diagrams accompanying this section
(Figures 7.1 to 7.3) should be taken as a guide to the signs and markings required at
various locations on and leading to a freeway or motorway. In particular, the distances
given should not be rigidly followed but modified to suit the particular situation.

Figure 5.9 details the treatment for signposting at an isolated rural or urban grade
separated interchange.

7.3.1 Signs on Toll Plazas

Previous policy documents had included situation diagrams for signposting associated
with toll plazas. This guideline does not. The changing mix of methods for paying tolls
has made a typical situation diagram not very useful. The practitioner will need to take
into account approach lanes, the tolling options and approach speeds - which may vary
by lane depending on whether traffic needs to stop.
Figure 7.1
TURN OFF TO PARALLEL MOTORWAY OR FREeway

[This figure shows the use of alpha-numeric route markers. Please see the Note on Pg 6]
NOTES:

1. This sign is only used on approach to a tollway.
2. This sign not required if the distance between arterial road and freeway or motorway is less than approx. 1.5km and there are many cross streets between the arterial road and the freeway or motorway.
3. See Section 3.11 for the design and placement of “TOLL” patches.
4. Legend “MOTORWAY” may be replaced by “FREEWAY” or “TOLLWAY”.
5. Sign used where there are high volumes of entering traffic.

Figure 7.2
APPROACH AND ENTRY RAMP TO MOTORWAY OR FREEWAY

[This figure shows the use of alpha-numeric route markers. Please see the Note on Pg 6]
NOTE:

1. Depending on circumstances this sign may be located closer to the start of exit (but not closer than 300m) in which case the distance indication is not given.

2. Install on bridge structure.

Figure 7.3
MOTORWAY OR FREEWAY AND EXIT RAMP DIVERGE

(This figure shows the use of alpha-numeric route markers. Please see the Note on Pg 6)
NOTE:
Depending on circumstances this sign may be located closer to the start of exit (but not closer than 300m) in which case the distance indication is not given.

Figure 7.4
ADVANCE DIRECTION SIGNS FOR TWO CLOSELY SPACED EXITS

[This figure shows the use of alpha-numeric route markers. Please see the Note on Pg 6]
Figure 7.5
STAGE TERMINATION USING FUTURE OFF RAMP

[This figure shows the use of alpha-numeric route markers. Please see the Note on Pg 6]
Figure 7.6
STAGE TERMINATION USING TWO WAY ROAD

[This figure shows the use of alpha-numeric route markers. Please see the Note on Pg 6]
8. Colour coding

Table 8.1 details the colour of material used on guide signs. These colours conform to Australian Standard AS / NZS 1901.6. It is essential that practitioners strictly adhere to these colours to maintain uniformity of signs.

<table>
<thead>
<tr>
<th>Colour</th>
<th>Use</th>
<th>Road Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class 1 white letters on Class 1 blue background</td>
<td>See [Service Signposting guide]</td>
<td>All roads</td>
</tr>
<tr>
<td>Class 1 white letters on Class 1 standard green background</td>
<td>ADVANCE DIRECTION (G1 and GE1 series), INTERSECTION DIRECTION (G2 and GE2 series), FINGERBOARDS (G3-3) and REASSURANCE DIRECTION (G4-1 and GE4-1) signs</td>
<td>All roads</td>
</tr>
<tr>
<td>Class 1 white letters on Class 1 tourist brown background</td>
<td>Destinations primarily of tourist significance See [Tourist Signposting]</td>
<td>All roads</td>
</tr>
<tr>
<td>Black letters on Class 1 White background</td>
<td>ADVANCE STREET or ROAD NAME signs (G1 series), STREET or ROAD NAME signs (G3 and G5 series) and street or road name patches</td>
<td>All roads</td>
</tr>
</tbody>
</table>

Table 8.1 Materials used on guide signs

9. Alphabets

Guide signs are designed using the standard sign alphabet illustrated in Australian Standard AS 1744, 1975, *Forms of letters and numerals for road signs*. There are six alphabets for upper case letters ranging from narrow Series A to wide Series F, one alphabet for lower case letters and one alphabet for initial capitals (Modified E).

Modified Series E initial capitals are 1.33 times the lower case letter height.

Destination names on guide signs use lower case letters with a Modified Series E upper case initial letters. An exception is where a road or route name is used in lieu of a traditional focal point town (see Figures 3.11 and 3.13).

Exceptions to this are local direction signs (e.g. signs erected by local governments for features such as churches, railway stations, swimming pools etc.) that generally use Series C or D upper case letters, (see AS 1742.5, *Street name and community facility name signs*).

All words other than destination names on guide signs use upper case letters solely, generally of Series D or E. This guideline recognizes an exception to this rule at Figure 3.38 where lower case lettering is used on toll payment reassurance (GE6-223) signs. Where street names are long, Series C letters may need to be used to keep those signs within a reasonable width of 1.2 m.
Guide Signposting

Series A and B letters are too narrow for good legibility and are almost never used. They may be used for signs directing pedestrians where there is a severe constraint of the width of the sign.

10. Letter and sign sizes

Typical letter sizes for guide signs (except freeways and motorways) are shown in Table 10.1.

Typical letter sizes for freeway or motorway guide signs are shown in Table 10.2.

Attention is drawn to the need to adopt larger sizes if there are unusual conditions such as high speed, poor visibility etc.

11. Location of signs

For general principles regarding the placement of signs, see Installation and Maintenance of Signs guideline.

Table 11.1 specifies distance A as shown on the figures in Sections 5 to 7.

Distance A is the distance between an advance direction sign or an INTERSECTION and JUNCTION (W2 series) sign, and the intersection. For the purposes of this guideline, the start of the intersection is defined by a GIVE WAY (R1-2) or STOP (R1-1) sign, where installed.

For details on the use of WARNING (W series) signs associated with intersections, refer to the Intersection Signs guideline.

<table>
<thead>
<tr>
<th>$V_{85}$ (km/h)</th>
<th>$V_{85}$th percentile speed</th>
<th>Minimum for 2 lane roads</th>
<th>Desirable for 2 lane roads</th>
<th>Maximum for 2 lane roads</th>
<th>Maximum for multi-lane roads</th>
</tr>
</thead>
<tbody>
<tr>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td></td>
</tr>
<tr>
<td>60</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>110</td>
<td></td>
</tr>
<tr>
<td>70</td>
<td>100</td>
<td>110</td>
<td>120</td>
<td>130</td>
<td></td>
</tr>
<tr>
<td>80</td>
<td>120</td>
<td>130</td>
<td>140</td>
<td>160</td>
<td></td>
</tr>
<tr>
<td>90</td>
<td>140</td>
<td>160</td>
<td>170</td>
<td>190</td>
<td></td>
</tr>
<tr>
<td>100</td>
<td>170</td>
<td>190</td>
<td>210</td>
<td>240</td>
<td></td>
</tr>
<tr>
<td>110</td>
<td>210</td>
<td>240</td>
<td>260</td>
<td>280</td>
<td></td>
</tr>
</tbody>
</table>

Table 11.1 Spacing of direction signs and intersection warning signs
<table>
<thead>
<tr>
<th>Sign Type</th>
<th>One lane with Shoulder</th>
<th>Two lanes with kerb and gutter on left (no shoulder)</th>
<th>Two lanes with shoulder</th>
<th>Three lanes with kerb and gutter on left (no shoulder)</th>
<th>Signs over the carriageway (cantilevered or gantry)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADVANCE DIRECTION G1 series</td>
<td>160/1202</td>
<td>180/1352</td>
<td>200/1502</td>
<td>280/2102</td>
<td>280/2102</td>
</tr>
<tr>
<td>INTERSECTION DIRECTION G2 series</td>
<td>160/1202</td>
<td>180/1352</td>
<td>200/1502</td>
<td>240/1802</td>
<td>240/1802</td>
</tr>
<tr>
<td>FINGER BOARD G3-3</td>
<td>140/1052</td>
<td>140/1052</td>
<td>160/1202</td>
<td>180/1352</td>
<td></td>
</tr>
<tr>
<td>REASSURANCE DIRECTION G4-1</td>
<td>140/1052</td>
<td>140/1052</td>
<td>160/1202</td>
<td>180/1352</td>
<td>200/1502</td>
</tr>
<tr>
<td>DIAGRAMMATIC ADVANCE G1-202</td>
<td>160/1202</td>
<td>180/1352</td>
<td>200/1502</td>
<td></td>
<td>240/1802</td>
</tr>
<tr>
<td>ADVANCE STREET or ROAD NAME G1-204</td>
<td>120D2</td>
<td>120D2</td>
<td>120D up to 120E2</td>
<td>140D up to 140E2</td>
<td></td>
</tr>
<tr>
<td>ADVANCE ROAD NAME G1-206</td>
<td>140D2</td>
<td>140D2</td>
<td>140D up to 160E2</td>
<td>140D up to 160E2</td>
<td></td>
</tr>
<tr>
<td>ADVANCE ROAD NAME + WARNING G1-207</td>
<td>120D up to 140E2</td>
<td>120D up to 140E2</td>
<td>120D up to 140E2</td>
<td>120D up to 140E2</td>
<td></td>
</tr>
<tr>
<td>LANE ALLOCATION DIRECTION G9-42</td>
<td></td>
<td></td>
<td>180/1352</td>
<td>200/1502</td>
<td>200/1502</td>
</tr>
<tr>
<td>STOP REVIVE SURVIVE G9-292</td>
<td>160E</td>
<td>160/1202</td>
<td>180E</td>
<td>200E</td>
<td>200E</td>
</tr>
<tr>
<td>BYPASSED TOWN SERVICES G11-9</td>
<td>120E</td>
<td>140E</td>
<td>160E</td>
<td>180E</td>
<td>240/1802</td>
</tr>
</tbody>
</table>

Table 10.1 Recommended series and sizes of letters and numerals for guide signs (except freeways and motorways)
Notes for Table 10.1

1. In urban situations where there are a number of traffic lanes and traffic volumes are high, cantilevered, and in some cases, gantry signs are generally preferred to side mounted signs.

2. The sizes set out above are appropriate for normal conditions. If any of the factors listed below are present when selecting signs, then consider an increase in letter height to the next size.

   Consider increasing the size of the display where:

   - The lateral distance of the sign from the carriageway is large (because of excessively wide shoulders or other similar conditions),
   - Competition from commercial advertising signs, or the presence of other visual distractions occur,
   - A short guide sign legend exists e.g. City,
   - A sign is erected in close proximity to the intersection to which it refers (advance direction (G1 series) signs and warning (W series) signs only),
   - Traffic speed is high, or
   - Difficult lane / road geometry on approach is present.

3. In circumstances where a large amount of information needs to be included on a sign, consideration can be given to using a smaller letter size where the travel speed is 80km/h or less.
<table>
<thead>
<tr>
<th>Sign Type and Numbers</th>
<th>Focal points (mm)</th>
<th>Road Name Panel (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADVANCE EXIT (GE1 series) and EXIT DIRECTION (GE2 series):</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• standard size</td>
<td>400 E Mod/300 LC</td>
<td>300 E or D</td>
</tr>
<tr>
<td>• optional reduced size for use at low volume exits or rural freeways</td>
<td>320 E Mod/240 LC</td>
<td>240 E or D</td>
</tr>
<tr>
<td>FREECWAY OR MOTORWAY REASSURANCE DIRECTION (GE4–1) signs:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• urban</td>
<td>280 E Mod/240 LC</td>
<td></td>
</tr>
<tr>
<td>• rural</td>
<td>240 E Mod/210 LC</td>
<td>210 E or D</td>
</tr>
<tr>
<td>ADVANCE DIRECTION (G1 series) signs on exit ramps</td>
<td>200 E Mod/150 LC</td>
<td>160 D or E</td>
</tr>
<tr>
<td>DIAGRAMMATIC ADVANCE BYPASSED TOWN sign (GE1-15) – see Section 6</td>
<td>280 E Mod/210 LC</td>
<td></td>
</tr>
<tr>
<td>ADVANCE DIRECTION (G1 series) signs on cross street for entrance ramps (diagrammatic):</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• major urban</td>
<td>200 E Mod/150 LC</td>
<td>160 D or E</td>
</tr>
<tr>
<td>• minor urban &amp; rural</td>
<td>180 E Mod/135 LC</td>
<td>140 D or E</td>
</tr>
<tr>
<td>INTERSECTION DIRECTION (G2 series) signs at exit ramp terminals.</td>
<td>200 E Mod/150 LC</td>
<td>160 D or E</td>
</tr>
<tr>
<td>INTERSECTION DIRECTION (G2 series) signs at entrance ramps:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• major urban</td>
<td>240 E Mod/180 LC</td>
<td>180 D or E</td>
</tr>
<tr>
<td>• minor urban &amp; rural</td>
<td>180 E Mod/135 LC</td>
<td>140 D or E</td>
</tr>
<tr>
<td>EXIT sign (GE2-3)</td>
<td>320 E Mod/240 LC</td>
<td>240 E or D</td>
</tr>
<tr>
<td>STOP REVIVE SURVIVE sign (G9-292) – for bypassed towns – see Section 6</td>
<td>200 E or D</td>
<td></td>
</tr>
<tr>
<td>BYPASSED TOWN SERVICES sign (G11-9) – see Section 6</td>
<td>280 E Mod/210 LC</td>
<td>200 E or D</td>
</tr>
<tr>
<td>SUPPLEMENTARY ADVANCE EXIT sign (GE1-205)</td>
<td>320 E Mod/240 LC</td>
<td></td>
</tr>
</tbody>
</table>

Table 10.2 Recommended series and sizes of letters and numerals for freeway or motorway guide signs
12. Kilometre posts

KILOMETRE POSTS (G10-3) are spaced at five kilometre intervals, ending in multiples of 5, to inform kilometre of the distance to the next town ahead which is a focal point in the signposting system. They also form part of a reference system along the road for internal RTA or local government use (ROADLOC).

12.1 Direction of measurement

For official purposes all State and regional roads are to be measured in one direction only, the prescribed ROADLOC direction. The standard direction of measurement is away from Sydney or the coast, or from south to north or east to west, or towards the dead-end of the road as the case may be. Normally the gazetted description of the road will correspond to this direction.

12.2 Form

Kilometre posts comprise a single sided aluminium (G10-3) sign, (see Figure 12.1), mounted on a galvanized iron pipe support.

![Figure 12.1  Examples of KILOMETRE POST (G10-3) signs](image)

12.3 Legend

Kilometre posts have a white reflectorised border and legend showing the initial letter of the focal point town being approached and the distance to it in kilometres. In some cases it may be necessary to include the second letter of the town name to avoid confusion with other names shown on reassurance direction signs. Where there are two words in the town name, the initial letters of both words are used. The background is reflectorised standard green.

12.4 Terminals

The location of the terminal in each focal point town is given in Appendix A. The Sydney terminal is the historic obelisk in Macquarie Place that was erected for this purpose by Governor Macquarie in 1817.

12.5 Location

Kilometre posts are erected on each side of the road at a multiple of five kilometres from the terminal, to an accuracy of 10m compared to the current version of ROADLOC. The posts are mounted to face drivers approaching their focal points. Distances are continued across ferry crossings as if a bridge existed.
Where separate routes have a common length of road, kilometre posts along the common length are placed to suit the focal point town on the more important route only.

In rural areas kilometer posts are erected 0.5m to 2.0m from the outer edge of the road shoulder outside the line of guideposts. In urban areas it is erected behind the kerb so that no part of the sign panel is closer than 0.3m from the kerb face.

Kilometre posts are set on the left hand side of the road when proceeding towards the official starting point of the road and on the right hand side when proceeding away from the official starting point of the road. The official direction for measuring roads is away from Sydney or the coast, or from south to north or east to west, or towards the dead-end of the road as the case may be.

12.6 Adjustment of kilometre posts

Where a new road deviation alters the distance between focal point towns, the kilometre posts should be relocated. In the short term this should be done when the adjustment required exceeds one kilometre. When the adjustment is less than one kilometre, relocation can wait for the routine renewal that follows re-survey of the road.

Direction signs displaying incorrect distances are to be amended by overlay plates at the same time that adjustments are made to the kilometre posts.
## Appendix A  Terminal Points for Focal Point Towns Outside Sydney

<table>
<thead>
<tr>
<th>Focal Point Town</th>
<th>Description of Terminal Point</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adamstown</td>
<td>Int of MR 188, Glebe Rd &amp; MR 604, Brunker Rd</td>
</tr>
<tr>
<td>Adelaide (S.A.)</td>
<td>G.P.O.</td>
</tr>
<tr>
<td>Adelong</td>
<td>Int of HW 4, Tumut St and MR 280, Campbell St</td>
</tr>
<tr>
<td>Albion Park</td>
<td>Int of HW 25, Illawarra Hwy &amp; MR 266, Terry St</td>
</tr>
<tr>
<td>Albury</td>
<td>Int of HW 2, Young St and Dean St</td>
</tr>
<tr>
<td>Appin</td>
<td>Int of MR 177, Church St and MR 610</td>
</tr>
<tr>
<td>Ardlethan</td>
<td>Int of HW 17 and MR 84</td>
</tr>
<tr>
<td>Ariah Park</td>
<td>Int of MR 84 and MR 67</td>
</tr>
<tr>
<td>Armidale</td>
<td>Int of MR 76, Barney St and MR 7708, Marsh St</td>
</tr>
<tr>
<td>Ashford</td>
<td>Int of Inverell St and MR 137, Duff St</td>
</tr>
<tr>
<td>Avoca Beach</td>
<td>Post Office</td>
</tr>
<tr>
<td>Ballina</td>
<td>Int of HW 10 River &amp; Kerr Sts</td>
</tr>
<tr>
<td>Balranald</td>
<td>Int of HW 14 and MR 67</td>
</tr>
<tr>
<td>Bangalow</td>
<td>Int of MR 65, Granuaille St &amp; Main St</td>
</tr>
<tr>
<td>Baradine</td>
<td>Int of MR 129, Narren St and Lachlan St</td>
</tr>
<tr>
<td>Barham</td>
<td>Southern abutment of Murray River Bridge</td>
</tr>
<tr>
<td>Barmah</td>
<td>Eastern abutment of Murray River Bridge</td>
</tr>
<tr>
<td>Barmedman</td>
<td>Northern Int of MR 57 and MR 398</td>
</tr>
<tr>
<td>Barraba</td>
<td>Int of MR 63, Queen St and Maude St</td>
</tr>
<tr>
<td>Batemans Bay</td>
<td>Int of HW 1, Princes Hwy and MR 560, Beach Rd</td>
</tr>
<tr>
<td>Bathurst</td>
<td>Int of HW 5, Durham St and MR 54, Bentinck St</td>
</tr>
<tr>
<td>Beaudesert (Q)</td>
<td>In Queensland</td>
</tr>
<tr>
<td>Bega</td>
<td>Int of HW 1, Gipps St and HW 4, Carp St</td>
</tr>
<tr>
<td>Belarabon</td>
<td>Post Office</td>
</tr>
<tr>
<td>Bell</td>
<td>Int of MR 184 and MR 516</td>
</tr>
<tr>
<td>Bellingen</td>
<td>Int of MR 76, Hyde St and MR 118, Church St</td>
</tr>
<tr>
<td>Belmont</td>
<td>Int of HW 10 and MR 527, Macquarie St</td>
</tr>
<tr>
<td>Bermagui</td>
<td>Int of MR 272, Bunga St and MR 320, Lamont St</td>
</tr>
<tr>
<td>Berridale</td>
<td>Int of MR 286 and MR 394</td>
</tr>
<tr>
<td>Berrigan</td>
<td>Int of HW 20 and MR 564</td>
</tr>
<tr>
<td>Berrima</td>
<td>Int of Old Hume Hwy and Argyle St</td>
</tr>
<tr>
<td>Bibbenlake</td>
<td>Int of HW 19 and MR 563</td>
</tr>
<tr>
<td>Bingara</td>
<td>Int of MR 63, Maitland St &amp; MR 133, Cunningham St</td>
</tr>
<tr>
<td>Blayney</td>
<td>Int of HW 6, Adelaide St &amp; MR 245, Church St</td>
</tr>
<tr>
<td>Boggabri</td>
<td>MR 72, Int of Wee Waa St and Grantham St</td>
</tr>
<tr>
<td>Bombala</td>
<td>Int of HW 19, Forbes St and MR 91, Maybe St</td>
</tr>
<tr>
<td>Bonshaw</td>
<td>Int of HW 16, Campbell St &amp; Bonshaw St</td>
</tr>
<tr>
<td>Boolaroo</td>
<td>Int of MR 217 and MR 674</td>
</tr>
</tbody>
</table>
Booligal  Int of HW 21 and MR 501
Boomi  Int of MR 232, Bishops St and MR 507, Werrina St
Boorowa  Int of MR 56, Marsden St & MR 241, Pudman St
Bourke  Int of HW 7, Richard St and Oxley St
Bowral  Int MR 260, Bong Bong St and Station St
Bowraville  Int of MR 118, High St and Belmore St
Braidwood  MR 51, Int of Lascelles St and Wallace St
Branyon  Int of HW 9, Maitland Rd and MR 220, Clift St
Brewarrina  Int of HW 29, Bathurst St and Belmore St
Brisbane (Q)  (In Queensland)
Broadmeadow  Int of MR 223, Lambton Rd & MR 604, Brunker Rd
Broken Hill  Post Office
Bulli  Int of HW 1, Princes Hwy and Park Rd
Bundarra  Int of MR 73, Bendemeer St & MR 132, Oliver St
Bungendore  MR 51, Int of Molonglo St and Malbon St
Burragorang Valley  At Lake Burragorang
Burren junction  Int of MR 329 and MR 343
Byron Bay  Int MR 540, Shirley & Johnson Sts
Calga  Int of HW 10 and MR 455
Camden  Int of MR 178, Murray St and Argyle St
Campbelltown  Post Office
Canberra (A.C.T.)  Int of Northbourne Ave and London Crt
Canowindra  Int of MR 237, Ferguson St & MR 310, Tilga St
Captains Flat  Int of MR 270, Braidwood Rd & MR 270, Fowlow St
Cardiff  Int of MR 223 & MR 527, Macquarie Rd
Carinda  Int of MR 202, Warren Rd and MR 333, McNamara St
Casino  Int of HW 16, Centre St and Barker St
Central Mangrove  Int of MR 225 and MR 590
Cessnock  Int of MR 588, Maitland Rd & MR 220, Vincent St
Charlestown  Int of HW 10, Pacific Hwy and Charlestown Rd
Chiltern (Vic)  Post Office
Cobar  Int of HW 8, Marshall St and Linsley St
Cobargo  Int of HW 1, Princes Hwy & MR 320, Bermagui St
Cobram (Vic)  Post Office
Coffs Harbour  Int of HW 10, Grafton St & MR 151, High St
Collarenebri  Int of HW 12, Wilson St and Herbert St
Collie  Int of HW 11, Oxley Hwy & MR 347, Coonamble St
Comboyne  Int of MR 538 and Thone St
Condobolin  Int of MR 61, Bathurst St and MR 61, William St
Coolabah  Int of HW 7, Mitchell Hwy & MR 70, Brewarrina Rd
Coolah  Int of MR 55 Campbell St and MR 618 Binnia St
Cooma  Int of MR 240 and MR 243
Coonabarabran  Int of HW 17, John St & Dalgarno St
<table>
<thead>
<tr>
<th>Location</th>
<th>Signposting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coonamble</td>
<td>Int of HW 18, Castlereagh Hwy &amp; Aberford St</td>
</tr>
<tr>
<td>Cootamundra</td>
<td>Int of MR 78, Sutton St and MR 87, Mackay St</td>
</tr>
<tr>
<td>Coraki</td>
<td>Int of MR 149, Main Government Rd &amp; Adams St</td>
</tr>
<tr>
<td>Coramba</td>
<td>Int of MR 151 &amp; Thrower Ave</td>
</tr>
<tr>
<td>Corowa</td>
<td>Int of MR 86 and MR 550</td>
</tr>
<tr>
<td>Corryong (Vic)</td>
<td>Post Office</td>
</tr>
<tr>
<td>Cowra</td>
<td>Int of HW 6, Kendal St and Brisbane St</td>
</tr>
<tr>
<td>Crookwell</td>
<td>Int of MR 54, Goulburn St &amp; MR 248, Laggan Rd</td>
</tr>
<tr>
<td>Culcairn</td>
<td>Int of MR78 and MR211 Balfour St</td>
</tr>
<tr>
<td>Cumborah</td>
<td>Int or MR 402 and MR 426</td>
</tr>
<tr>
<td>Cunnamulla (Q)</td>
<td>(In Queensland)</td>
</tr>
<tr>
<td>Darlington Point</td>
<td>Post Office</td>
</tr>
<tr>
<td>Deepwater</td>
<td>Int of HW 9, Tenterfield St and Young St</td>
</tr>
<tr>
<td>Delungra</td>
<td>Int of HW 12, Inverell St &amp; MR 134, Gunee St</td>
</tr>
<tr>
<td>Deniliquin</td>
<td>Int of HW 21, Napier St and MR 94, Cressy St</td>
</tr>
<tr>
<td>Denman</td>
<td>Int of HW 27, Caroline St and Palace St</td>
</tr>
<tr>
<td>Dorrigo</td>
<td>Int of MR 76, Cudgery St &amp; MR 120, Hickory St</td>
</tr>
<tr>
<td>Doyalson</td>
<td>Int of HW 10, Pacific Hwy and MR 509</td>
</tr>
<tr>
<td>Dubbo</td>
<td>Int of HW 7, Victoria St &amp; HW 17, Whyandra St</td>
</tr>
<tr>
<td>Dunedoo</td>
<td>Int of HW 18, Bolaro St and Tallawang St</td>
</tr>
<tr>
<td>Dungog</td>
<td>Post Office</td>
</tr>
<tr>
<td>Ebor</td>
<td>Int of MR 76, Waterfall Way and Major St</td>
</tr>
<tr>
<td>Echuca (Vic)</td>
<td>Post Office</td>
</tr>
<tr>
<td>Eden</td>
<td>Int of HW 1, Mitchell St and MR 561, Imlay St</td>
</tr>
<tr>
<td>Emmaville</td>
<td>MR 136, Int of Irby St and Moore St</td>
</tr>
<tr>
<td>Euabalong</td>
<td>Int of MR 411 and MR 423</td>
</tr>
<tr>
<td>Euston</td>
<td>HW 14, Int of Murray Terrace and Carey St</td>
</tr>
<tr>
<td>Evans Head</td>
<td>Int of MR 153, Woodburn St &amp; Wattle St</td>
</tr>
<tr>
<td>Finley</td>
<td>Int of HW 17, Murray St &amp; HW 20, Berrigan Rd</td>
</tr>
<tr>
<td>Forbes</td>
<td>Int of HW 17, Sheriff St &amp; MR 56, Camp St</td>
</tr>
<tr>
<td>Forster</td>
<td>Int of Wallis and Beach St</td>
</tr>
<tr>
<td>Gerringong</td>
<td>Int of MR 571, Belinda St and Fern St</td>
</tr>
<tr>
<td>Gilgandra</td>
<td>Int of HW17, Castlereagh St &amp; Coonabarabran Rd</td>
</tr>
<tr>
<td>Glen Innes</td>
<td>Int of HW 9, Church St and HW 12, Meade St</td>
</tr>
<tr>
<td>Gloucester</td>
<td>Post Office</td>
</tr>
<tr>
<td>Goodooga</td>
<td>Post Office</td>
</tr>
<tr>
<td>Goolgowi</td>
<td>Int of HW 6 and MR 80</td>
</tr>
<tr>
<td>Goondiwindi (Q)</td>
<td>(In Queensland)</td>
</tr>
<tr>
<td>Gosford</td>
<td>Int of HW 10 and Donnison St</td>
</tr>
<tr>
<td>Goulburn</td>
<td>Int of MR 676, Auburn St and Montague St</td>
</tr>
<tr>
<td>Grafton</td>
<td>Int HW10,Schwinghammer St &amp; HW 12,Charles St</td>
</tr>
<tr>
<td>Grenfell</td>
<td>Int of HW 6, Camp St and MR 237, Forbes St</td>
</tr>
<tr>
<td>Gresford</td>
<td>Post Office</td>
</tr>
<tr>
<td>Griffith</td>
<td>Int of MR 80, Banna Ave &amp; MR 321,Jondaryan Ave</td>
</tr>
<tr>
<td>Location</td>
<td>Signpost Details</td>
</tr>
<tr>
<td>------------------</td>
<td>----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Gulgong</td>
<td>Int of Medley St and Mayne St</td>
</tr>
<tr>
<td>Gundagai</td>
<td>HW 2, Northern abutment of Sheahan Bridge</td>
</tr>
<tr>
<td>Gundy</td>
<td>MR 105, centre of bridge over the Page's River</td>
</tr>
<tr>
<td>Gunnedah</td>
<td>Int of HW 11, Abbot St and MR 72 Conadilly St</td>
</tr>
<tr>
<td>Gunning</td>
<td>Int of MR 52, Yass St and MR 241, Waratah St</td>
</tr>
<tr>
<td>Guyra</td>
<td>Int of HW 9, Malpas St and MR 135, Ollera St</td>
</tr>
<tr>
<td>Harden</td>
<td>Int of MR 84, Albury St and MR 381, Ward St</td>
</tr>
<tr>
<td>Hay</td>
<td>Int of HW21 and MR514</td>
</tr>
<tr>
<td>Helensburgh</td>
<td>Int of Walker St and Parkes St</td>
</tr>
<tr>
<td>Hexham</td>
<td>Int of HW 9, New England Hwy &amp; HW 10, Pac Hwy</td>
</tr>
<tr>
<td>Hill End</td>
<td>Post Office</td>
</tr>
<tr>
<td>Hillston</td>
<td>Int of MR80 and MR501</td>
</tr>
<tr>
<td>Holbrook</td>
<td>Int of HW 2, Albury St and MR 331, Young St</td>
</tr>
<tr>
<td>Howlong</td>
<td>HW 20, Int of Sturt St and Hawkins St</td>
</tr>
<tr>
<td>Hungerford</td>
<td>N.S.W./Q. border</td>
</tr>
<tr>
<td>Inverell</td>
<td>Int of HW 12, Otho St and MR 137, Byron St</td>
</tr>
<tr>
<td>Ivanhoe</td>
<td>Int of HW21, Columbus St &amp; MR67, Balranald Rd</td>
</tr>
<tr>
<td>Jamberoo</td>
<td>Int of MR 264, Allowrie St and Young St</td>
</tr>
<tr>
<td>Jenolan Caves</td>
<td>Int MR253 &amp; Boiler House Rd - s of Caves House</td>
</tr>
<tr>
<td>Jerilderie</td>
<td>Int of HW 17, West St &amp; MR 552, Deniliquin Rd</td>
</tr>
<tr>
<td>Jindabyne</td>
<td>Int of MR 286, Kosciusko Rd and Bay St</td>
</tr>
<tr>
<td>Jingellic</td>
<td>Post Office</td>
</tr>
<tr>
<td>Jugiong</td>
<td>Int of Riverside Dr and MR381</td>
</tr>
<tr>
<td>Junee</td>
<td>Int of MR 78 and MR 243, Main St</td>
</tr>
<tr>
<td>Kangaroo Valley</td>
<td>At Hampden Bridge</td>
</tr>
<tr>
<td>Katoomba</td>
<td>Int of HW 5 and Parke St</td>
</tr>
<tr>
<td>Kembla Grange</td>
<td>Int of HW1, Princes Hwy &amp; MR613, Northcliffe Dr</td>
</tr>
<tr>
<td>Kempsey</td>
<td>Int of HW 10, Smith St &amp; MR 76, Belgrave St</td>
</tr>
<tr>
<td>Kerang</td>
<td>Int of Wellington St and Bendigo Rd</td>
</tr>
<tr>
<td>Kew</td>
<td>Int of HW 10, Pacific Hwy and MR 600, Ocean Dr</td>
</tr>
<tr>
<td>Khancoban</td>
<td>Int of Mitchell Ave and Chisholm St</td>
</tr>
<tr>
<td>Kiama</td>
<td>Int of Manning St and Terralong St</td>
</tr>
<tr>
<td>Kurri Kurri</td>
<td>Int of MR 588, Mitchell Ave &amp; MR 195, Lang St</td>
</tr>
<tr>
<td>Kyogle</td>
<td>Int of MR 83 and MR 141, Fawcett St</td>
</tr>
<tr>
<td>Lake Cargelligo</td>
<td>Int of MR 371, Foster St &amp; MR 423, Canada St</td>
</tr>
<tr>
<td>Lake Hume</td>
<td>Dam Wall northern end</td>
</tr>
<tr>
<td>Lambton</td>
<td>Int of MR 82, Newcastle Rd &amp; HW 23, Croudace St</td>
</tr>
<tr>
<td>Laurieton</td>
<td>Int of MR 600, Ocean Dr &amp; Bold St</td>
</tr>
<tr>
<td>Leeton</td>
<td>Int of MR80 and Chelmsford Pl</td>
</tr>
<tr>
<td>Lightning Ridge</td>
<td>Int of HW18, Castlereagh Hwy &amp; L'ning Ridge Rd</td>
</tr>
<tr>
<td>Lismore</td>
<td>Int of HW 16, Ballina Rd &amp; MR 65, Dawson St</td>
</tr>
<tr>
<td>Lithgow</td>
<td>Int of HW5, Gt Western Hwy and MR516, Main St</td>
</tr>
<tr>
<td>Lockhart</td>
<td>Int of MR 59, Urana St &amp; MR 370, Narrandera Rd</td>
</tr>
<tr>
<td>Louth</td>
<td>Int of MR 68, Bourke Rd and Wanaaring Rd</td>
</tr>
<tr>
<td>Location</td>
<td>Details</td>
</tr>
<tr>
<td>------------------------</td>
<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Macksville</td>
<td>Int of HW 10, Cooper St and Wallace St</td>
</tr>
<tr>
<td>Maclean</td>
<td>Int of MR 152, River St and McNaughton St</td>
</tr>
<tr>
<td>Maitland</td>
<td>Post Office</td>
</tr>
<tr>
<td>Manilla</td>
<td>MR 63, Int of Manilla St and Market St</td>
</tr>
<tr>
<td>Maude</td>
<td>Post Office</td>
</tr>
<tr>
<td>Mayfield</td>
<td>Int of HW 10, Pacific Hwy &amp; MR 326, Handbury St</td>
</tr>
<tr>
<td>Mayfield west</td>
<td>Int of HW 10, Pacific Hwy and MR 605, Maud St</td>
</tr>
<tr>
<td>Melbourne (Vic)</td>
<td>Post Office</td>
</tr>
<tr>
<td>Mendooran</td>
<td>Int of HW 18, Yalcogran St and Bandulla St</td>
</tr>
<tr>
<td>Menindee</td>
<td>Int of MR 68, Perry St and Menindee St</td>
</tr>
<tr>
<td>Merimbula</td>
<td>Int of Merimbula Dr and Market St</td>
</tr>
<tr>
<td>Merriwa</td>
<td>Int of MR 62, Vennacher St &amp; HW 27, Bettoning St</td>
</tr>
<tr>
<td>Mildura (Vic)</td>
<td>Post Office</td>
</tr>
<tr>
<td>Mittagong</td>
<td>Int of MR 258 and MR 260</td>
</tr>
<tr>
<td>Moama</td>
<td>Int of HW 21 and Barham Rd</td>
</tr>
<tr>
<td>Molong</td>
<td>Int of HW 7, Hill St and MR 359, Edward St</td>
</tr>
<tr>
<td>Moree</td>
<td>Int of HW 12, Heber St and HW 17, Balo St</td>
</tr>
<tr>
<td>Morisset</td>
<td>Post Office</td>
</tr>
<tr>
<td>Morpeth</td>
<td>Post Office</td>
</tr>
<tr>
<td>Moss Vale</td>
<td>Int of HW 25, Argyle St and Kirkham St</td>
</tr>
<tr>
<td>Moulamein</td>
<td>Int of MR 296 and MR 319</td>
</tr>
<tr>
<td>Mt. Kosciusko</td>
<td>End of MR 286</td>
</tr>
<tr>
<td>Mt. Victoria</td>
<td>Int of HW 5 and MR 184</td>
</tr>
<tr>
<td>Mudgee</td>
<td>Int of HW 18, Douro St and Church St</td>
</tr>
<tr>
<td>Mullumbimby</td>
<td>Int of MR 306, Dalley St &amp; MR 524, Burringbar St</td>
</tr>
<tr>
<td>Mungindi</td>
<td>Int of HW 28, Yarouah St and St. George St</td>
</tr>
<tr>
<td>Murwillumbah</td>
<td>Int of MR 679, Bray St and MR 142, Alma St</td>
</tr>
<tr>
<td>Muswellbrook</td>
<td>Post Office</td>
</tr>
<tr>
<td>Narrabri</td>
<td>Int of HW 17, Tibereena St and Doyle St</td>
</tr>
<tr>
<td>Narrandera</td>
<td>Int of HW 17, Cadell St and MR 80, Audley St</td>
</tr>
<tr>
<td>Narromine</td>
<td>Int of HW 7, Burraway St and MR 89, Dandaloo St</td>
</tr>
<tr>
<td>Nathalia (Vic)</td>
<td>Post Office</td>
</tr>
<tr>
<td>Nelson Bay</td>
<td>Post Office</td>
</tr>
<tr>
<td>Nevertire</td>
<td>Int of HW 7 and HW 11</td>
</tr>
<tr>
<td>Newcastle</td>
<td>Post Office</td>
</tr>
<tr>
<td>Nimbin</td>
<td>Int of MR 142, Cullen St &amp; Sibbly St</td>
</tr>
<tr>
<td>Nowra</td>
<td>Int of HW 1, East St and Junction St</td>
</tr>
<tr>
<td>Nundle</td>
<td>Int of MR 105, Oakenville St &amp; MR 106, Jenkins St</td>
</tr>
<tr>
<td>Nymagee</td>
<td>N. Int of MR 61 and MR 419</td>
</tr>
<tr>
<td>Nyngan</td>
<td>Int of HW 7, Nymagee St and Terangion St</td>
</tr>
<tr>
<td>Oberon</td>
<td>Int of MR 253, Ross St and MR 255, Oberon St</td>
</tr>
<tr>
<td>Orange</td>
<td>Int of HW 7, Summer St and Anson St</td>
</tr>
<tr>
<td>Orbost (Vic)</td>
<td>Post Office</td>
</tr>
<tr>
<td>Ourimbah</td>
<td>Int of HW 10, Pacific Hwy and Station St</td>
</tr>
</tbody>
</table>
Ouyen (Vic)                  Post Office
Parkes                        Int of HW17, Bogan St and MR61, Dalton St West
Peak Hill                     Int of HW17, Caswell St and MR348, Ingalba St
Peats Ridge                   Int of MR 590 and MR 455
Pilgilla                      Post Office
Port Kembla                   MR 295, Military Rd and Jubilee Rd
Portland                      MR 531, Int of Cullen St and Williwa St
Port Macquarie                Int HW11 Gordon St & MR600 Hastings River Dr
Quambone                      Int of MR 129 and MR 202
Queanbeyan                    Int of MR 52, Monaro St and MR 584, Lowe St
Quirindi                      Int of MR 126, Henry St and MR 130, George St
Rankins Springs               Int of HW6 and MR368
Raymond Terrace               Int of HW 10, Adelaide St & MR 104, William St
Redhead                       Int of MR 325, Redhead Rd and Steel St
Renmark (S.A.)                 Post Office
Robertson                     Int of HW 25, Hoddle St and Caalong St
Robinvale (Vic)               Post Office
Rockley                       Int of Perthville/Burraga Rd and Hill St
Rutherglen (Vic)              Post Office
Rylstone                      Post Office
Sawtell                       Int of MR 540 & Second Ave
Scone                         Int of HW 9, Kelly St and MR 62, Liverpool St
Shellharbour                  Int of MR611, New Lake Entrance Rd & College Av
Shepparton (Vic)              Post Office
Shoalhaven Heads              Int of MR 293 and Shoalhaven Heads Rd
Silverton                     Int of MR 81 and Layard St
Singleton                     Int of HW 9, Maitland Rd & MR 128, Cambridge St
Smirnottow                    Int of MR 556 and Rawson St
Sofala                        Int of MR 54, Bathurst Rd and Hill End Rd
South West Rocks              Int of MR198, Gregory St & McIntyre St
Springwood                    Int of HW 5 and MR 570
St George (Q)                 (In Queensland)
Stanthorpe (Q)                (In Queensland)
Stanwell Park                 Post Office
Stroud                        Post Office
Stuart Town                   MR 573, Int of Alexander St and Molong St
Swan Hill (Vic)               Southern abutment of Murray River Bridge
Swansea                       Int of HW 10, Pacific Hwy and Lake Rd
Tabulam                       Western Abutment Clarence River Bridge
Tahmoor                       Int of Thirlmere Way and Remembrance Driveway
Tamworth                      Int of HW 9, Murray St and HW 11, Marius St
Taralga                       Int of MR 248, Bunnaby St & MR 256, Orchard St
Taree                           Post Office
Tathra                           MR 72, Int of Tathra St and Bega St
Tea Gardens                        Southern abutment of Myall River Bridge
Temora                           Int of MR 57, Hoskins St and MR 241, Loftus St
Tenterfield                       Int of HW 9, Rouse St and HW 16, High St
Terrigal                           Post Office
Texas (Q)                        (In Queensland)
The Entrance                  Southern abutment of The Entrance Bridge
The Oaks                             Int of MR 259 and MR 612
Thirlmere                        Int of Barbour St and Oaks St
Tibooburra                      Int of HW 22, Briscoe St & MR 405, Browne St
Tilpa                             Int of MR 68 and RR 7518
Tocumwal                        Int of HW 17, Deniliquin Rd & MR 550, Murray St
Toronto                           Int of MR 217 and MR 220
Toukley                           Post Office
Trangie                           Int of HW 7, Narromine St & MR 347, Dandaloo St
Tullamore                        MR 57, Int of Cardigan St and Haylock St
Tumbarumba                      Int of MR 85, Albury St and MR 284
Tumut                             Int of HW 4, Fitzroy St and MR 278, Wynyard St
Tweed Heads                     N.S.W./Q Border
Tyringham                        Int of MR 74 and MR 119
Umina Beach                      Int of Ocean Beach Rd and West St
Uralla                           Int of HW 9, Bridge St and MR 73, Hill St
Urana                             Int of MR 59, William St & MR 385, Chapman St
Urbenville                      Int of MR 361, Urban St and Beaury St
Wagga Wagga                      Int of HW 14, Sturt Hwy and Baylis St
Walbundrie                       Northern Int of MR 125, MR 331 and MR 370
Walcha                           Int of HW 11, Fitzroy St and MR 73, Derby St
Walgett                           Int of HW 18, Fox St and HW 29, Wee Waa St
Wallabadah                       Int of HW 9 and MR 126
Wallsend                          Post Office
Wanaaring                       Int of Bourke/Hawker Gate Rd & Church St
Wardell                          Int of HW 10, Pacific Hwy & MR 555, Carlisle St
Warialda                         Int of HW 12, Geddes St and MR 63, Stephen St
Warners Bay                      Int of MR 674 and MR 527, King St.
Warrawong                       Int of MR 613, Northcliffe Dr & MR 522, King St
Warren                           Int of HW 11, Burton St and MR 333, Dubbo St
Warri Gate                       N.S.W./Q. border
Warwick (Q)                    (In Queensland)
Wauchope                         Int of HW 11, High St and Hastings St
Wee Jasper                         Post Office
Wee Waa                          Int of HW 29, Mitchell St and Charles St
Weilmoringle                   Int of Bourke Rd & eastern leg of Jobs Gate Rd
Wellington                      Int of HW 7, Maugham St and Percy St
<table>
<thead>
<tr>
<th>Location</th>
<th>Signpost Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wentworth</td>
<td>Post Office</td>
</tr>
<tr>
<td>West Wyalong</td>
<td>Int of HW 6, Main St and HW 17, Fleece St</td>
</tr>
<tr>
<td>White Cliffs</td>
<td>Post Office</td>
</tr>
<tr>
<td>Wilcannia</td>
<td>Int of HW 8, Myers St and Reid St</td>
</tr>
<tr>
<td>Williamtown</td>
<td>Int of MR 108 and MR 518</td>
</tr>
<tr>
<td>Willow Tree</td>
<td>Int of HW 9 and MR 358</td>
</tr>
<tr>
<td>Wingham</td>
<td>Int of MR 192, Isabella St and Wynter St</td>
</tr>
<tr>
<td>Wisemans Ferry</td>
<td>Post Office</td>
</tr>
<tr>
<td>Wodonga</td>
<td>Post Office</td>
</tr>
<tr>
<td>Wollongong</td>
<td>Int of HW 1, Crown St and Station St</td>
</tr>
<tr>
<td>Wombeyan Caves</td>
<td>Wombeyan Caves Office</td>
</tr>
<tr>
<td>Woodburn</td>
<td>Int of HW 10, River St and Richmond Rv Br (E)</td>
</tr>
<tr>
<td>Woodenbong</td>
<td>Int of MR 361 and MR 622</td>
</tr>
<tr>
<td>Woy Woy</td>
<td>Post Office</td>
</tr>
<tr>
<td>Wyangala Dam</td>
<td>N. end of Dam Wall</td>
</tr>
<tr>
<td>Wyong</td>
<td>Int of HW 10, Pacific Hwy &amp; RR 7775, Alison St</td>
</tr>
<tr>
<td>Yamba</td>
<td>Int of MR 152, Wooli St &amp; Yamba St</td>
</tr>
<tr>
<td>Yarrawonga (Vic)</td>
<td>Post Office</td>
</tr>
<tr>
<td>Yass</td>
<td>Post Office</td>
</tr>
<tr>
<td>Yenda</td>
<td>Int of MR 254 and MR 84, Burley Griffin Way</td>
</tr>
<tr>
<td>Yeoval</td>
<td>Int of MR 233, Forbes St and MR 234, Cumnock Rd</td>
</tr>
<tr>
<td>Yetman</td>
<td>Int of HW 16, Warialda St and River St</td>
</tr>
<tr>
<td>Young</td>
<td>Int of MR 78, Main St and MR 241, Boorowa St</td>
</tr>
</tbody>
</table>
Appendix B  Focal point maps

This appendix contains focal point maps for NSW.

The maps display black arrowheads against, or pointing to, focal point towns. This indicates that this town is the focal point for the road along which the arrowhead is located.