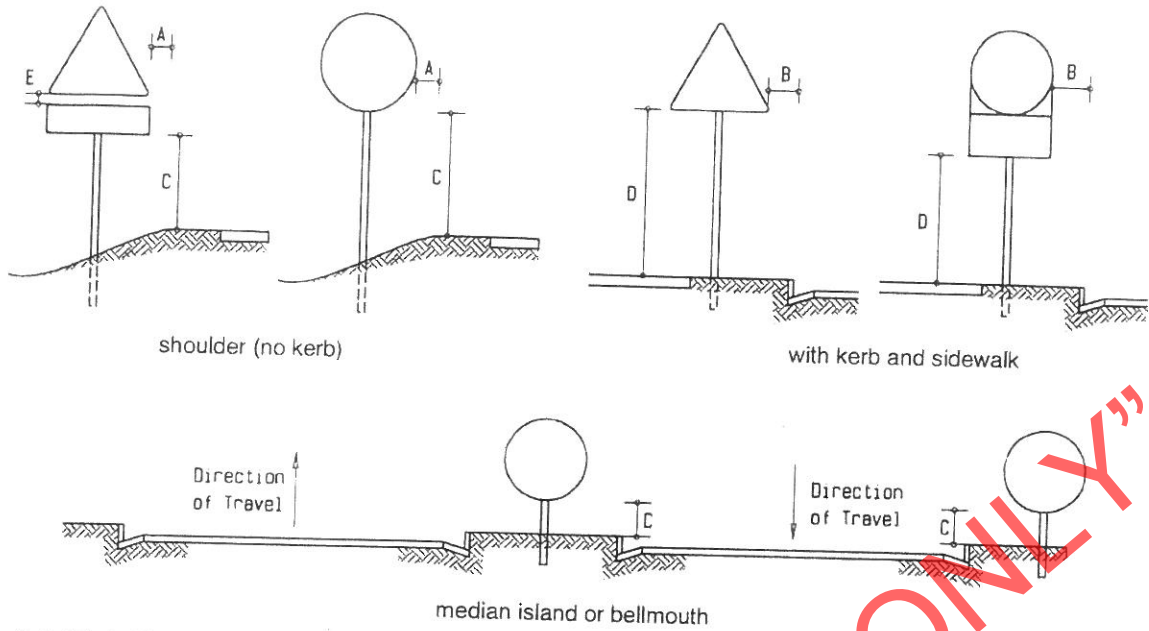


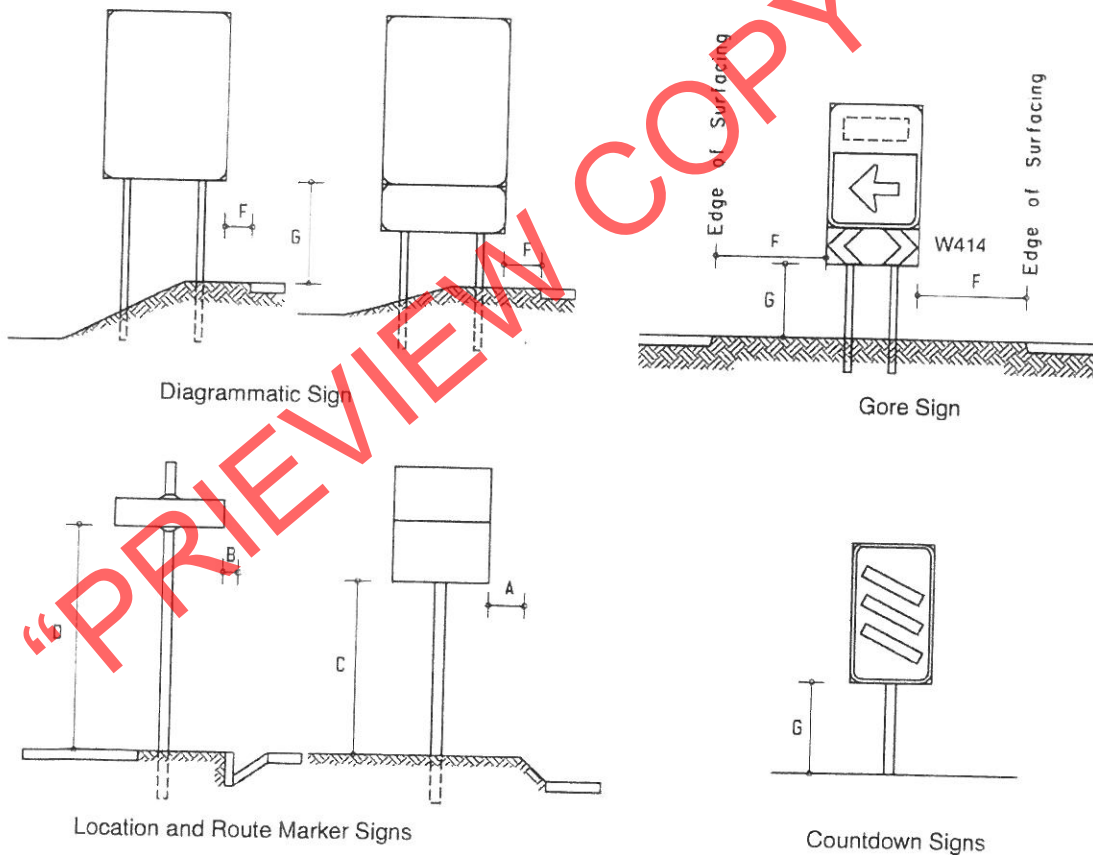
ANNEXURE E:

SIGN PLACEMENT

“PREVIEW COPY ONLY”



Detail 1.18.1 Regulatory and Warning Signs



Detail 1.18.2 Small to Medium Sized Guidance and Information Signs

Fig 1.18 Lateral and Vertical Positioning of Road Signs

TABLE 1.3 LATERAL AND VERTICAL PERMANENT SIGN PLACEMENT DIMENSIONS TABLE 1.3

Dimension	Minimum (mm)	Preferred (mm)	Maximum (mm)	Remarks
A	1200	1500	2000	See note (8)
B	500	750	-	See "R" and note (9)
C	600(300)	2100	2500	See note (10)
D	2100	2500	3000	See note (11)
E	0	0	200	See Chapter 3
F	600	1200	2000	
G	800	1200	1600	
H	-	-	6000	See note (12)
J	2000	4000	-	See note (13)
K	1600	2000	2400	See note (12) and (14)
L	750	-	-	
M	5200	5700	6200	
N	1000	1500	-	See "R" and note (9)
P	50	1000	-	
R	600	1500	-	See "B", "N" and note (8)
T	1800	-	4200	See note (15)

## NOTES:

(Supplementary to Figures 1.17 and 1.18.)

- (1) The minimum size of DANGER PLATE signs W401 and W402 is 600 mm x 150 mm and the maximum size 1200 mm x 300 mm. The maximum size should be used on roads with an operating speed of 100 km/h or more at all bridge abutments, piers or parapets not protected by a guardrail. (Figure 1.17.)
- (2) A DANGER PLATE sign should not be used if it is likely to represent a greater hazard than the hazard it is intended to mark e.g. cross-drain/culvert ends. (Figure 1.17.)
- (3) Any dimension given in relation to guardrails presumes these are installed to correct safety standards. (Figures 1.17 and 1.18.)
- (4) SHARP CURVE CHEVRON signs W405 and W406 should only be displayed in minimum sets of three, either as a connected set pointed in one direction, or as a spaced set (see Table 3.5), also pointing in one direction. (Figure 1.17.)
- (5) When SHARP CURVE CHEVRON signs are used on a long curve at least three signs must always be visible through vertical and horizontal curves. This requirement overrides any spacing recommendations given in Table 3.5. (Figure 1.17.)
- (6) In order to position SHARP CURVE CHEVRONS to best advantage on a long curve it is recommended that the first sign to be positioned should be placed on the approximate line of sight of drivers approaching on the tangent to the curve. Subsequent signs should then be spaced at a distance "S", backwards and forwards around the curve from this point (Table 3.5). For the purpose of such an exercise the value of the offset of the drivers' line of sight to the left of the road centre line can be assumed to be between 1200 mm and 1600 mm. (Figure 1.17.)
- (7) Temporary SHARP CURVE CHEVRON signs may be used as an alternative to DELINEATOR signs for greater impact, in a similar manner, at roadworks sites and detours.
- (8) Dimension "A" is measured from the shoulder break point (refer to Figure 1.18).
- (9) In an urban environment, where signs are commonly located behind a kerb, dimension "B" is suitable for small signs. Dimension "R" is more appropriate for larger signs such as DIRECTION signs. On higher speed urban or peri-urban roads dimension "N" may be used in preference to "R" or "B". (Figure 1.18.)
- (10) The range of mounting heights between 1500 mm and 2000 mm should be avoided for single pole mounted signs (Dimension "C") because there is a significant risk that, on impact by a motor car, the failure of a steel pole may result in such a sign penetrating the car windscreen. For a limited number