Fiji Roads Authority

FIJI ROADS AUTHORITY SIGNS AND MARKINGS

PART 1 – SECTION 5 DIRECTION AND INFORMATION SIGNS AS 1742.15 SUPPLEMENT

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FRA's Traffic Signs and Markings Guide
Part 1 - Section 5
Direction and Information Signs

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Unless specifically identified in the *Guide*, all diagrams and tables have been sourced from the various VicRoads, NZTA and Austroads Design Guides and relevant Australian Standards.

CHAPTER TITLES

Table of Contents

Section 1 - AS 1742.15, Scope and General 7
Clause 1.1 AS 1742.15 - General 7
Clause 1.6 AS 1742.15 – Sign Design Guidelines 7
Clause 1.6.2 AS 1742.15 – Presentation of information 8
Clause 1.6.3 AS 1742.15 – Sign format Driving instructions 8
Clause 1.6.4 AS 1742.15 – Distances on signs 10
Clause 1.6.5 AS 1742.15 – Route and street names 10
Clause 1.6.6 AS 1742.15 – Directions to distant routes 11
Clause 1.6.8 AS 1742.15 – Letter types and sizes, sign colour (including Table 1.1 and Table 1.2) 12
Clause 1.6.10 AS 1742.15 – Illumination and reflectorisation 14
Clause 1.6.11 AS 1742.15 – Non-standard signs 15
Section 2 - AS 1742.15 - Direction Signs at and Near Intersections 15
Clause 2.2.1 AS 1742.15 – Application 15
Clause 2.2.2 AS 1742.15 – Format and use 15
Clause 2.2.2 (b) AS 1742.15 – Diagrammatic direction signs 16
Clause 2.2.3 AS 1742.15 - Legend 18
Clause 2.4 AS 1742.15 - Intersection Direction Signs and Fingerboards 19
Clause 2.4.1 AS 1742.15 - Function and classification 19
Clause 2.4.2 AS 1742.15 - Major Intersection Direction Signs (Type 1) - Description and use ..19
Clause 2.4.3 AS 1742,15 – Minor Intersection Direction Signs (Type 2) - Description and use .22
Clause 2.4.8 AS 1742.15 - Location 23
Clause 2.5 AS 1742.15 - Reassurance Direction Signs 24
Clause 2.5.2 AS1742.15 – Legend 25
Clause 2.5.3 AS 1742.15 – Location 26
Clause 2.6 AS 1742.15 – Typical Arrangement Diagrams 27
Section 3 - AS 1742.15 - Expressway Direction Signs 27
Section 4 - AS 1742.15 - Route Numbering 27
Section 5 - AS 1742.15 - General Information Signs 27
Clause 5.1, AS 1742.15 - Geographical Feature Signs (G6) 27
Clause 5.1.1, AS 1742.15 - Purpose 27
Clause 5.1.6, AS 1742.15 – Town Name (G6-1) 27
Clause 5.2, AS 1742.15 - Kilometre Posts 28

Clause 5.3, AS 1742.15 - Non-Standard Information Signs 28
Clause 5.3.2, AS 1742.15 – Sign design 28
APPENDIX A – Typical Signing Layouts 30
Attachment B –Standard Through Destinations and Intersection Locations 33
Introduction 33
Standard through destination maps 33
Viti Levu Map 34
Vanua Levu Map 35
Ba Map 36
Lautoka Map 37
Nadi Map 38
Nausori Map 39
Rakiraki Map 40
Savusavu Map 41
Suva Map 42
Tavua Map 43
Navua Map 44
Sigatoka Map 45

Section 1 - AS 1742.15, Scope and General

Clause 1.1 AS 1742.15 - General

Australian Standards AS1742.15:2007 (Manual of uniform traffic control devices – Part 15: Direction signs, information signs and route numbering} is a nationally agreed standards document outlining the use of traffic control devices on the road network and has been adopted by all jurisdictions in Australia.

This standard shall be read in conjunction with AS 1743. AS 1743 specifies graphics, fonts, layout and size requirements together with an abridged materials and manufacturing specification for the manufacture of the standard road signs provided for in the AS 1742 series. Fiji's Construction specifications provide further information concerning materials and manufacturing requirements.

FRA, like jurisdictions in Australia, has developed this supplement to clearly identify where its practices currently differ and to provide additional guidance to that contained within AS1742.15:2007.

This document is the FRA supplement and shall be read in conjunction with AS1742.15:2007.

Where Fiji practices differ from the guidance in the Australian Standard, these differences or 'Departures' will be identified. The Australian Standard clause will not be applicable in these instances.

Additional Information provides further guidance to the Australian Standard and is read and applied in conjunction with the Australian Standard clause.

Where a clause does not appear in the body of this supplement, the Australian Standard requirements are to be followed.

Clause 1.6 AS 1742.15 – Sign Design Guidelines

Selection of standard through destinations

A standard through destination is a town, city or suburb that continuously appears on advance and intersection direction signs along a road. These destinations are usually major towns or suburbs, recognisable to both local and non-local drivers.

In rural areas, towns and cities used as standard through destinations are selected based on the following conditions.

At least three of the following conditions below should be satisfied for a town or city to appear as a standard through destination on direction signs on major roads (typically M Roads):

- is a significant regional population centre
- is a significant industrial and/or commercial hub
- contains tourist attractions of significance
- located at the junction of major roads which lead to other significant areas
- the only or final town along a road (or on a side road beyond the terminus of the road) where no other destination can be signed.

However, if the minimum number of the above conditions cannot be satisfied and the major road terminates at a point further on, then the last condition listed above should be used as the determinant of the standard through destination.

In urban areas, at least one of the following conditions below should be satisfied for a suburb to appear as a standard through destination on direction signs:

- is a major activities area, centre or district (either within the urban area or beyond) • is a significant industrial and/or commercial hub
- contains a significant cultural, sporting or other community facility which is recognisable across the metropolitan area
- is at the junction of major arterial roads or is a public transport hub
- the only or final suburb along a road (or on a side road beyond the terminus of the road) where no other destination can be signed.

It should be noted that the purpose of standard through destinations is not merely for the 'promotion' of a town for 'tourism' or other similar purpose. Standard through destinations provide motorists with a sense of direction, reassuring them that the right route, and the right direction along that route, is being taken.

For predetermined cities, towns and suburbs used as standard through destinations, refer to Attachment A of this Supplement.

For selection of destinations on reassurance direction signs, refer also to Clause 2.5.2 of this Supplement.

Clause 1.6.2 AS 1742.15 – Presentation of information

To ensure that the correct information is displayed on a sign, practitioners should check whether the following elements are included:

- legends which use the correct font and letter size
- all relevant destinations
- arrows in their correct location
- panels in their correct location
- correct dimensions for sign elements, e.g. on corner radii for panels and sign borders
- correct colours, e.g. 'standard green' (as defined and specified in AS/NZS 1906.1; also refer to point below) has been used for the background of a direction sign
- correct sign sheeting material has been specified - the sign shall only use FRA approved retro-reflective sheeting

Departure
Clause 1.6.2, Subclause (b) of AS 1742.15 shall only be followed in exceptional circumstances where numerous drivers are not making the correct turn.

Clause 1.6.3 AS 1742.15 – Sign format Driving instructions

Driving instructions are words used to supplement or replace arrows to indicate the correct lane(s) to use or the correct location to make a turn.

On advance direction signs (G1 and GE1 series), driving instructions may be used on a multi-lane approach where one or more lanes become a turn lane or some lanes continue in different directions.

Driving instructions may also be used to replace arrows to avoid ambiguity where there is an intervening side street.

Acceptable driving instructions on G1, GE1 and G9-V8 signs are:

- ONLY (provided black uppercase letters on a yellow rectangular panel
- EXIT x km (or xxx m)
- THIS EXIT
- NEXT EXIT
- LEFT LANE
- LEFT LANE ONLY
- 2 LEFT LANES
- NEXT LEFT
- TURN LEFT xxx m (or xxx km)
- RIGHT LANE
- RIGHT LANE ONLY
- 2 RIGHT LANES
- NEXT RIGHT
- TURN RIGHT xxx m (or xxx km)
- RIGHT TURN LANE(S)
- LEFT TURN LANE(S)
- FOLLOW
- USE

An examples of these signs is provided below:

Figure 1 – Driving Instruction Example

On G9-43 multiple lane designation direction signs, the following driving instructions may be included as a panel at the bottom of the sign:

- AT ROUNDABOUT
- AT SIGNALS
- AT 2ND SIGNALS
- XXX m

These driving instructions should only be used where the position is ambiguous or not obvious.

For example, AT SIGNALS should only be used if the signalised intersection is not visible at the point where drivers read the sign or there is an intervening side street.

A typical sign is shown below:

Figure 2 – Lane Driving Instruction Example

Clause 1.6.4 AS 1742.15 – Distances on signs

A sign giving a distance to a driving action point shall include 'km' or 'm' (e.g. EXIT 1 km, TURN LEFT 300 m).

Distances should be used on G2-1 and G2-2 signs where reassurance direction signs are not provided.

Distances to destinations shown on reassurance and intersection direction signs are to the recognised centre of the signed destination.

Clause 1.6.5 AS 1742.15 – Route and street names

Departure

Road names shall only be shown on direction signs based on the following principles, in place of the principles listed in Clause 1.6.5 of AS 1742.15:2007:

a) Rural areas and towns

Advance and intersection direction signs

In rural areas, road names are not generally shown on advance and intersection direction signs (G1 and G2 series signs) where route names are provided. However, until Fiji adopts a route numbering system, road names should be provided where considered necessary to provide additional guidance.

Road names and key destinations are provided in Appendix B.

The local road name may also be used in the following circumstances:

- Where a particular leg of an intersection is required to be signed and there is no relevant destination that can be used, the road name is shown as the main legend in that direction.
- Within large towns, road names may be used if the section of the route has a significant local name which applies within the city or town limits and a simple street name blade sign (G5 series) does not have sufficient conspicuity.
- As stated above, the signing of the road name should be provided where the destination alone does not give sufficient guidance to motorists.

Reassurance direction signs

Road names are included at the top of each sign.

b) Urban areas

Within urban areas, road names shall be included as follows:

Advance direction signs

The road name is included for each turnoff shown on the sign. The through direction road name is shown on the sign (generally in the top panel) if:

- the named route turns at the intersection or,
- the name of the 'through' route changes at the intersection.

Intersection direction signs

The road name is included on intersection direction signs.

Reassurance direction signs

Road names are included at the top of each sign.

c) Roads with dual names

Where a road is known by two names, the supplementary name is shown below the principal name within the same panel but with a smaller legend size. Refer to Table 2.

Clause 1.6.6 AS 1742.15 – Directions to distant routes

Signing remote road names within a road name panel

When signing a road with multiple names (i.e. the road name changes at a point further on and it is necessary to show the name of the remote road), this may be done within the road name panel.

For example, the remote road name may be signed in the form 'TO xxxx ROAD' underneath the current road name.

Figure 3

Use of 'VIA'

The word 'VIA' is used where there is an alternative route to a destination. At the intersection with the alternative route, signs for the alternative route should in the format 'Destination VIA [Alternative Route]'.

In all instances, 'VIA' shall be shown in white text. Legend series and sizes for 'VIA' can be found in Clause 1.6.8 (g) of this Supplement.

Clause 1.6.8 AS 1742.15 – Letter types and sizes, sign colour (including Table 1.1 and Table 1.2)

Departure

Principal legend heights and use on signs

Direction signs have specific principal legend heights corresponding to a sign size code (AA to C) as shown in Table 1 of this Supplement.

The principal legend is the most prominent legend on the sign, in most cases this refers to the destination shown on the sign.

Size Code	Principal Legend		General Usage
	Capitals (mm)	Lower Case (mm)	
AA	120	90	Low speed urban environments, in exceptional circumstances including: • Lane designation signs used on minor roads. • Notating destinations on a minor leg of a diagrammatic sign to limit the size of the sign face
A	140	105	Generally used in the following situations: • Default size for most direction signs on non arterial roads. • On arterial roads where a B size direction sign cannot fit and other redesign options have been exhausted. • For signs with a traffic instruction or message of a non-critical nature.
B	180	135	Generally used in the following situations: • Default size for most direction signs on divided and undivided arterial roads • On other roads where an A size sign does not provide sufficient conspicuity
C	240	180	Generally used in the following situations: • Most overhead signs on arterial. • On arterial roads where a B size direction sign does not provide sufficient conspicuity.

Table 1

Road name panels

Where road name panels are provided within advance, intersection and reassurance direction signs, the legend size and series shall be as shown in Table 2. Figure 4 shows the difference between principal and supplementary road names.

Where road name panels are provided above advance, intersection and reassurance direction signs, the legend size and series shall be as shown in Table 2.

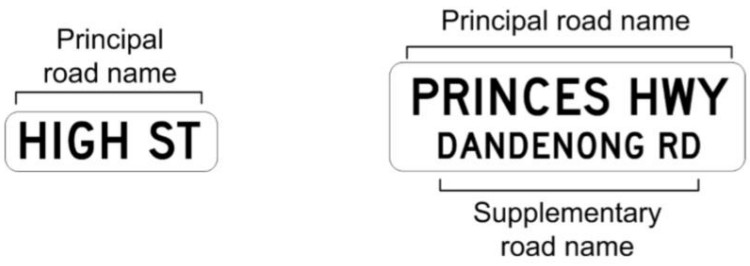


Figure 4: Principal and supplementary road names

Figure 5

Size Code (Principal Legend Size)	Principal Road Name Legend Size and Series	Supplementary Road Name Legend Size and Series
A Size (140 mm)	110 mm, series C, D or E	100 mm, series C, D or E
B Size (180 mm)	140 mm, series D or E	100 mm, series D or E
C Size (320 mm)	180 mm, series D or E	140 mm, series D or E

Table 2

Road names used as destinations

Where a road name is used as a destination (e.g. ‘TO SPRINGVALE RD’), the road name component of the legend shall be in uppercase and the size and series shall be as shown in Table 3.

Table 3 shall also be used to determine the legend size and series for the words ‘TO’ and ‘VIA’ when used in accordance with Clause 1.6.6 of AS 1742.15:2007.

Size Code (Principal Legend Size)	Remote road name Legend Size and Series
A Size (140 mm)	130 mm, series D or E
B Size (180 mm)	160 mm, series D or E
C Size (320 mm)	220 mm, series D or E

Table 3

Road name signs (G3 series)

The standard sizes for road name signs (G3 series) are shown in Table 4.

Size Code	Principal letter height and letter series (Capitals)	General Usage
A	120 mm	Low speed roads under 60 km/h.
B	160 mm	Roads with a speed limit equal or greater than 60 km/h.
C	200 mm	In situations where a B size sign does not have sufficient conspicuity.

Table 4: Road name signs

Figure 6

Clause 1.6.10 AS 1742.15 – Illumination and reflectorisation

The requirements for the manufacture and packaging of road signs are contained in FRAs Standard Specifications.

The following table provides guidance on the colours that should be used for direction and information signs:

Direction Sign Type	Colour	
	Legend and Boarder	Background
All (except for components as listed below) –	White	Standard Green
- Road Name Panels (within sign)	Black	White
- Road Name Panels (separate)	Black	White
- Tourist Route or Destination Panels	White	Brown
- Cautionary legends such as “ONLY”	Black	Yellow

Table 5: Colours

Unless indicated otherwise in the text for a specific sign, all signs are reflectorised using materials conforming with AS/NZS 1906.1.

Class 1 retroreflective sheeting material is used for side mounted direction signs. Where a sign is mounted overhead, Class 1W material shall be used instead.

Clause 1.6.11 AS 1742.15 – Non-standard signs

Wherever practicable, a standard sign should be selected to suit a particular purpose. If there is no suitable standard sign and a non-standard sign is required, it shall be designed in accordance with AS 1742.1 and AS 1743 with regard to colour, shape, design, specifications and development of symbols. In the development of these signs, consultation and approval from the Manager – Design and Procurement will be required.

Section 2 - AS 1742.15 - Direction Signs at and Near Intersections

Clause 2.2.1 AS 1742.15 – Application

Advance direction signs should not be used as positional signs within or close to an intersection.

The exception is that if the signs are mounted overhead where traffic speeds are low (e.g. in a business district) they may be a satisfactory substitute for both advance and intersection direction signs.

In such cases, the signs shall be located a minimal distance in advance of the intersection.

Advance direction signs are the most critical sign at an intersection as they provide drivers with early directional information, allowing them to correctly position themselves in the appropriate lane in a safe and timely manner.

Clause 2.2.2 AS 1742.15 – Format and use

Types

A typical wide format G1-1 sign is shown below:

Figure 7

Where space is limited a narrow format G1-6 sign as shown below may be used:

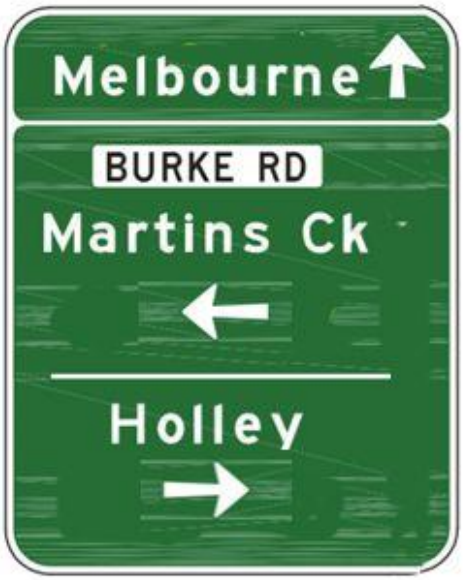


Figure 8

Clause 2.2.2 (b) AS 1742.15 – Diagrammatic direction signs

The guidelines below are in addition to the principles in Clause 2.2.2 (b) for diagrammatic signs.

Typical arrangements of these signs are shown in the following examples.

a) Multiple intersection signs (G1-3)

Typical G1-3 signs for multiple intersections are provided below.

Figure 9

b) Roundabout (G1-5)

Advance direction signs are used for roundabouts. The diagrammatic sign G1-5 shall be used in all cases except where visibility to the sign and/or roadside space is restricted

Figure 10

Current

Revised

The following narrow format signs (G1-6) shall be used where space is limited:

Figure 11

Clause 2.2.3 AS 1742.15 - Legend

In some exceptional circumstances, three destinations may be signed for one departure – e.g. where there are three closely spaced towns of equal importance.

Road names are shown on advance and diagrammatic signs in accordance with Clause 1.6.5 of this Supplement.

For the selection criteria of standard through destinations for use on advance and intersection direction signs, refer to Clause 1.6 of this Supplement.

For predetermined cities, towns and suburbs to be used as standard through destinations, refer to Attachment A of this Supplement.

The principles below shall also be followed when signing standard through destinations on advance direction signs:

a) Signing the through direction

The next standard through destination shall always be shown, and repeated on successive advance direction signs until that destination is reached.
The next intermediate destination or a distant standard through destination may be also included in the through direction at key intersections, only if considered necessary and the sign legend limits permit. It should be noted that, on some routes, there may be two standard through destinations which will need to be continuously signed.

Practitioners should check existing direction signs along the route to ensure that signs have consistent destinations shown.

b) Signing the intersecting road

Side or cross-road destinations shown on the advance direction sign shall be the next town or suburb on the side road as shown on the standard through destination figures applicable to that side road (see Attachment A of this Supplement).

If the intersecting road has no allocated destination, then the closest town or suburb along that road should be used as the destination. Care shall be taken in selecting the destination as it is imperative that drivers are able reach that destination when following subsequent signs along the side road.

Once a destination appears, it should be used on all intermediate signs until that destination is reached.

If there is no destination along the road, the road name shall be used on the sign.

c) Signing from a side road

Signing from a side or cross road shall be the next town or suburb along the intersecting road.

Refer to the standard through destination figures in Attachment A of this Supplement for destinations along main roads.

If the standard through destination of the side road is reached by turning on to the intersecting road, then the side road's standard through destination shall be shown in conjunction with the intersecting road's standard through destination on direction signs on the side road; refer to Figure 2.3 of AS 1742.15:2015.

In rural areas, the destinations shown may be the next standard through destination, in each direction of the intersecting road, or an intermediate (local) destination where local usage would make this more appropriate. However, it is preferred that both the standard through and intermediate destinations are signed.

Clause 2.4 AS 1742.15 - Intersection Direction Signs and Fingerboards

Clause 2.4.1 AS 1742.15 - Function and classification

Intersection direction signs often perform two other important functions, and their location should be selected with these in mind:

- They can indicate to drivers the presence of the intersection and the precise point of conflict with entering traffic, especially if the pavement is not adequately visible on the approach.
- At complex channelised intersections, they can help drivers select the correct path through the intersection, and thus deter wrong-way or misdirected movements.

It is therefore important that these signs (particularly chevron-ended signs) are appropriately placed. One or two intersection direction signs may be provided for a particular direction, depending on the importance and size of the intersection (generally, divided roads require more signs than undivided roads).

Clause 2.4.2 AS 1742.15 - Major Intersection Direction Signs (Type 1) - Description and use

Examples of Intersection Direction signs are provided below (Figure 12).

G2 1 Signs

G2 4 Signs

Road Name Panels

The road name panel may be provided externally at the top of the sign. In Fiji, these are blue signs with white lettering. Road names are included on intersection direction signs as described in Clause 1.6.5 of this Supplement.

The legend size for road name panels is described in Clause 1.6.8 of this Supplement.

On G2-1, G2-2 and G2-4 signs, the road name panel is provided in the form of either:

- An auxiliary road name panel (sign G2-3):

  - The G2-3 sign is in the same size code as the parent sign
  - It is mounted above and centrally along the horizontal part of the top edge of the parent sign.
  - The auxiliary road name panel should not be longer than the parent sign below.

  Excessively long road names are accommodated by either:
  - extending the length of the parent sign to suit
  - using a two line version of the G2-3 road name panel
  - reverting to Series C font for the road name (least preferred option).

- A road name panel included within the sign face and not as a separate G2-3 panel.

  This is an option when there are sign installation restrictions. This is the only method of presentation for G2-5 style signs.

G2 – 4 Style **G2 – 5 Style**

Figure 13

G2-1 and G2-4 signs

The G2-1 and G2-4 signs have the following design features:

- Road names are provided on these signs in metropolitan areas in accordance with Clause 1.6.5 of this Supplement.
- Multiple lines of destinations are centre justified about the longest text.
- Consideration may be given to showing long multi-word names on two lines to reduce the sign width.
- Where a combined route is to be signed down a particular leg of an intersection, consideration should be given to using separate G2-1 signs depicting the destination and route number of each particular route.

At a T-intersection where a combined route is to be signed, the following G2-1 and G2-4 sign formats should be used:

Figure 14

G2-2 signs

G2-2 signs are used singularly to indicate straight ahead or angled directions, or in groups where one or more of the directions shown is straight ahead or angled.

Signs having arrows at both ends are not provided for this style of sign.

Examples of G2-2 signs are provided below (Figure 15):

Figure 15

Where a G2-2 sign is used in advance of a roundabout, the arrow used shall be of the roundabout type. An examples is shown below.

Figure 16

Narrow format – G2-5 series

The narrow format intersection direction sign may be substituted for the wide format type sign where visibility of the sign and/or roadside space is limited and precludes the use of the latter.

Its use should generally be confined to built-up areas where a combination of narrow footpaths, street trees, service poles, and/or narrow medians and traffic islands render the selection of a suitable site for a wide format sign impossible.

A C size sign is not normally used.

Figure 17

Clause 2.4.3 AS 1742,15 – Minor Intersection Direction Signs (Type 2) - Description and use

The use of G3-5 and G3-8 signs shall follow the principles below.

Road Name signs are used where:

- an advance or intersection direction sign is needed
- the road being signed is not a main road
- no destination is signed.

Both G3-8 advance sign and G3-5 intersection sign are generally required at signalised intersections.

These signs provide the road name information and no other information is to be included. Examples of signs are shown below.

G3-5

G3-8

Figure 18

Clause 2.4.8 AS 1742.15 - Location

The following additional requirements and recommendations apply.

Intersection Direction signs and Fingerboards should be located within or near the intersection at the site where they are readily visible to approaching drivers.

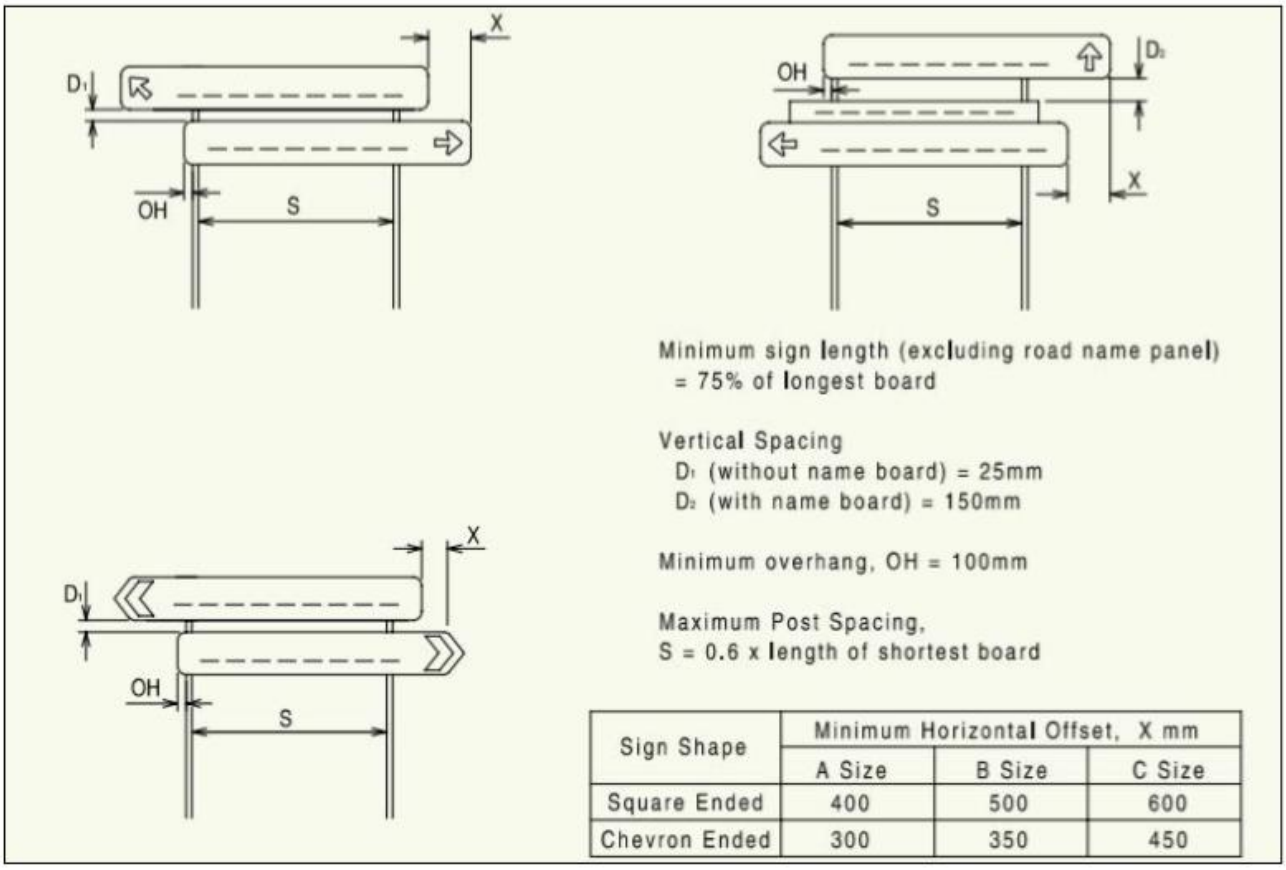
Treatments will depend on roadside development, other signs in the area, visibility, the background, and the need to avoid restricting intersection sight distance.

They shall be located to show the precise point at which a turn must be made and should highlight the point of conflict with intersecting or entering traffic, especially when the intersecting pavement is not visible.

At simple cross or T-intersections they may be erected in an assembly typically comprising double ended signs for the through legs and single ended signs for the terminating leg.
Signs pointing along a side road or street should always be placed above through road signs in such assemblies. At complex channelized intersections and roundabouts the signs shall be located so that the route to be taken through and out of the intersection is clearly defined. At roundabouts the signs are required at each exit point from the circulating roadway.

Intersection Direction Sign Assemblies

Where intersection direction signs are to be installed on the same assembly, the signs shall be assembled in accordance with the following diagram.



Sign Shape	Minimum Horizontal Offset, X mm		
	A Size	B Size	C Size
Square Ended	400	500	600
Chevron Ended	300	350	450

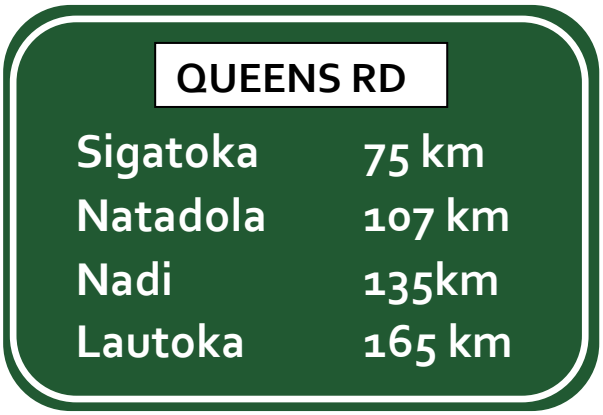
Figure 19

Clause 2.5 AS 1742.15 - Reassurance Direction Signs

Reassurance Direction sign, G4-1

The standard Reassurance Direction sign is shown below:

Actual



Revised

Figure 20

Services and tourist facilities may be added to the signs as shown below:

Figure 21

Clause 2.5.2 AS1742.15 – Legend

Selection and display of destinations

Destinations to be shown on reassurance direction signs shall be selected from the eligible towns, cities and suburbs marked on the standard through destination maps in Attachment A of this Supplement.

The maximum number of destinations to be shown on a reassurance direction sign is four.

Selecting the appropriate destinations to be shown on any particular reassurance direction sign should comply with the following guidelines:

- The next standard through destination shall always be shown.
- The remaining destinations to be shown on the reassurance direction sign may be selected from:
    - The standard through destination beyond the one currently signed.

- Major, towns or suburbs along the route or reached via this route.
- Other suburbs/towns which have tourist, historic, or geographic interest, or lie at the junction of a subsidiary route.
- The 'terminal destination' for the

On the M1 roads, major destinations such as Suva and Nadi should always be shown where appropriate.

Road names

Road names may be included on reassurance direction signs as specified in Clause 1.6.5 of this Supplement.

These are shown as black upper case letters on a white road name panel for standard signs or white legend and border on a brown road name panel for designated tourist routes.

Parentheses

Where a destination named on the sign is on a route that branches off from the route being travelled, the destination and distance shall be enclosed in brackets. It is imperative that the destination is then shown on direction signs at the turnoff, as well as along the turnoff route until the destination is reached.

Figure 22

Clause 2.5.3 AS 1742.15 – Location

The following additional guidance should be used to determine appropriate locations for the installation of reassurance direction signs.

a) Rural roads

Departures from cities and towns

Install a sign on the outskirts of each city or town facing traffic leaving the city or medium and large towns

Rural intersections and interchanges

Install a sign on the departure from each intersection on roads shown in Appendix B, up to 400 m beyond the intersection.

Spacing

Typical sign spacing of Reassurance Direction Signs is shown below:
M1 Roads – Maximum spacing of 20km and minimum spacing of 3km

Other M Roads - Maximum spacing of 30km and minimum spacing of 3km

Clause 2.6 AS 1742.15 – Typical Arrangement Diagrams

The following shall be noted regarding the layout diagrams provided in Clause AS 1742.15:

- Route numbers are not provided in Fiji.
- Separate road name panels shall be blue text on a white background.
- Figure 2.8 applies to the intersection of any two main roads. Route numbers are not provided in Fiji.
- Figure 2.9 may be used for the intersection of a main road and secondary road
- Figure 2.10 may be used at the intersection of:
  - a main road and country road or
  - a secondary road and a country road
- Figure 2.11 may be used at the intersection of two urban arterial roads. A simpler treatment for two arterial roads is provided in Figure 2.13a
- Figure 2.13b may be used at the intersection of an arterial and a collector road
- Figure 2.14 may be used for a roundabout with intersecting arterial roads

Section 3 - AS 1742.15 - Expressway Direction Signs

Section 3 does not apply in Fiji.

Section 4 - AS 1742.15 - Route Numbering

Section 4 does not apply in Fiji

Section 5 - AS 1742.15 - General Information Signs

Clause 5.1, AS 1742.15 - Geographical Feature Signs (G6)

Clause 5.1.1, AS 1742.15 - Purpose

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

Clause 5.1.6, AS 1742.15 – Town Name (G6-1)

Departure

Within urban areas, this sign should not be installed for suburbs unless there is an overwhelming need to do so (e.g. the suburb contains a widely recognised cultural facility).

Generally, the sign should be installed on the left side of the road at the entrance to the town or at the suburb boundary. However, this sign may instead be installed near or at the suburb/town centre (usually the business or commercial centre) if the suburb or town centre is the most prominent feature of the suburb or town.

Clause 5.2, AS 1742.15 - Kilometre Posts

Fiji currently uses concrete marker posts instead of the km plates specified in AS 1742.15.

There are currently no guidelines for the design and installation of these posts.

Clause 5.2 of AS 1742.15 provides the appropriate standard for a future upgrade of kilometre posts in Fiji.

Clause 5.3, AS 1742.15 - Non-Standard Information Signs

Clause 5.3.2, AS 1742.15 – Sign design

It should be noted that even when all the design rules are obeyed, a sign may not “look right”.

Visual balance may sometimes need to be undertaken by adjustment to sign elements such as spacing and arrow types. The following points should be noted:

- Cramping of legend is to be avoided.
- Try to avoid large areas of blank panel, particularly blank areas not symmetrically disposed across the panel - unless a directional enhancement is being sought.
- If there are two lists side by side, e.g. as on reassurance sign, it is necessary to left justify the left list and right justify the right list.
- Elements such as arrows and symbols may sometimes have to be larger than the accompanying principal legend would normally require (e.g. due to the element relating to several lines of legend).

Sign face designs shall show sufficient detail to enable the sign to be manufactured, which shall include the following features:

- legend type and size, e.g. ‘180 E Mod’
- details of arrows, etc. usually by reference to standard drawings
- details of any diagrammatic symbols or features
- overall dimensions of all elements and spacing between these elements to enable positioning on the sign face relative to one edge of the sign
- details of border widths, edge strips and corner radii
- class and colour of sign face materials.

The following diagram shows a typical sign face design with the above features.

For special one-off signs, rounding of spacing is normally required to enable standard sign board sizes to be used.

For direction signs, the sign face design is carried out using standard dimensions with no rounding.

Rounding may be carried out by the sign manufacturer in accordance with tolerances specified in Clause 9 of AS1743:2001 to enable standard aluminium blanks to be used.

Typical sign design:

OVERALL SIZE OF SIGN (mm) : 2887 x 1700
SURFACE AREA OF SIGN (sq m) : 4.91
NOTES:
- All dimensions are in millimetres
- For Route Marker details refer to G8-V8
- For Standard Arrow details refer to S-V401
- Road Name Panels:
  - Legend - BLACK
  - Background - RETROREFLECTIVE WHITE CL. 1
- Legend, arrows and border - RETROREFLECTIVE WHITE CL. 1
- Background and edgestrip - RETROREFLECTIVE STD. GREEN CL. 1
- Sign to be manufactured in accordance with VicRoads Spec 860

Figure 23

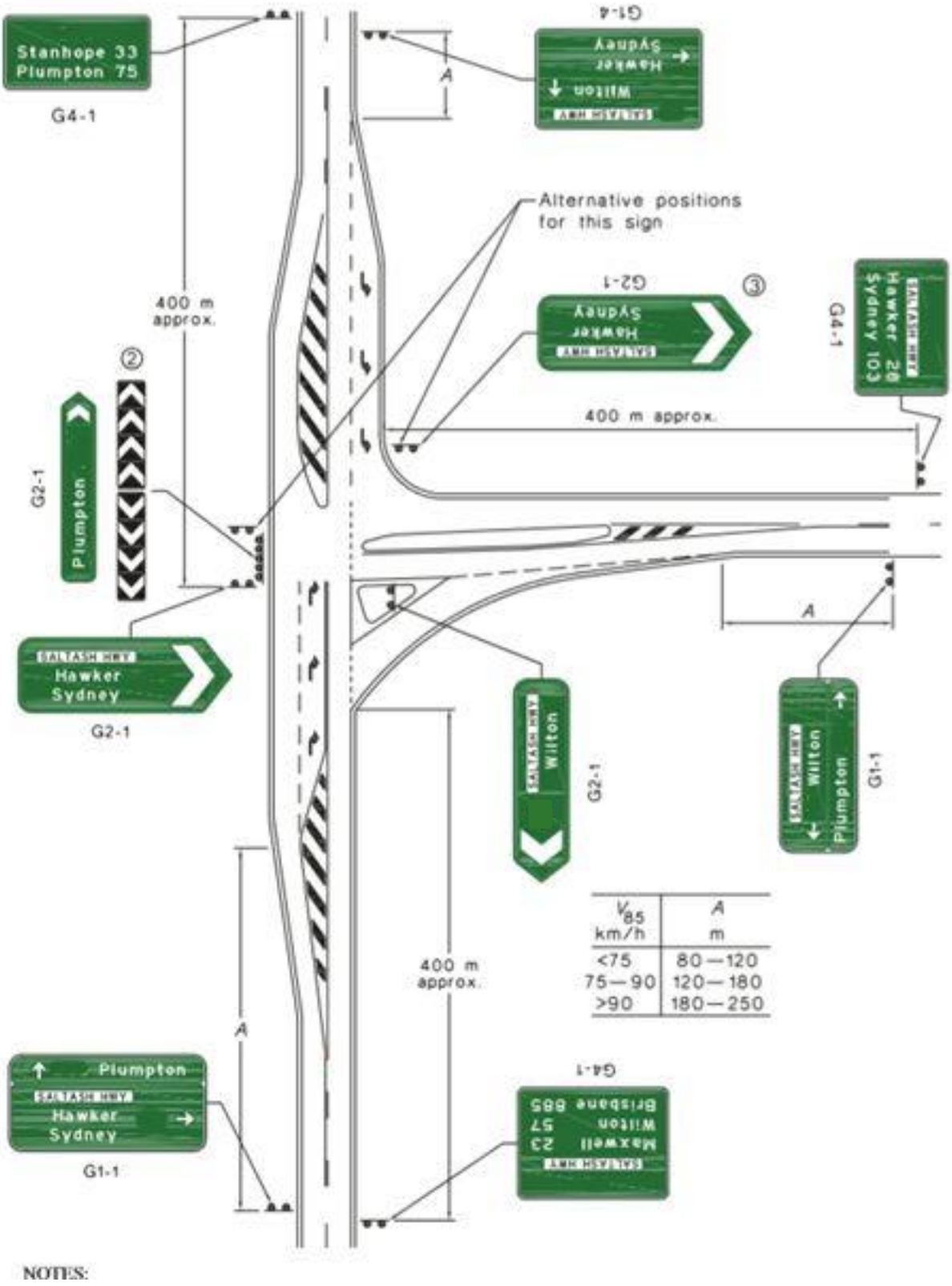
APPENDIX A – Typical Signing Layouts

Typical sign layouts are provided for a rural and urban intersection.

Examples and locations are provided for:

- advanced direction signs
- intersection direction signs
- reassurance direction signs

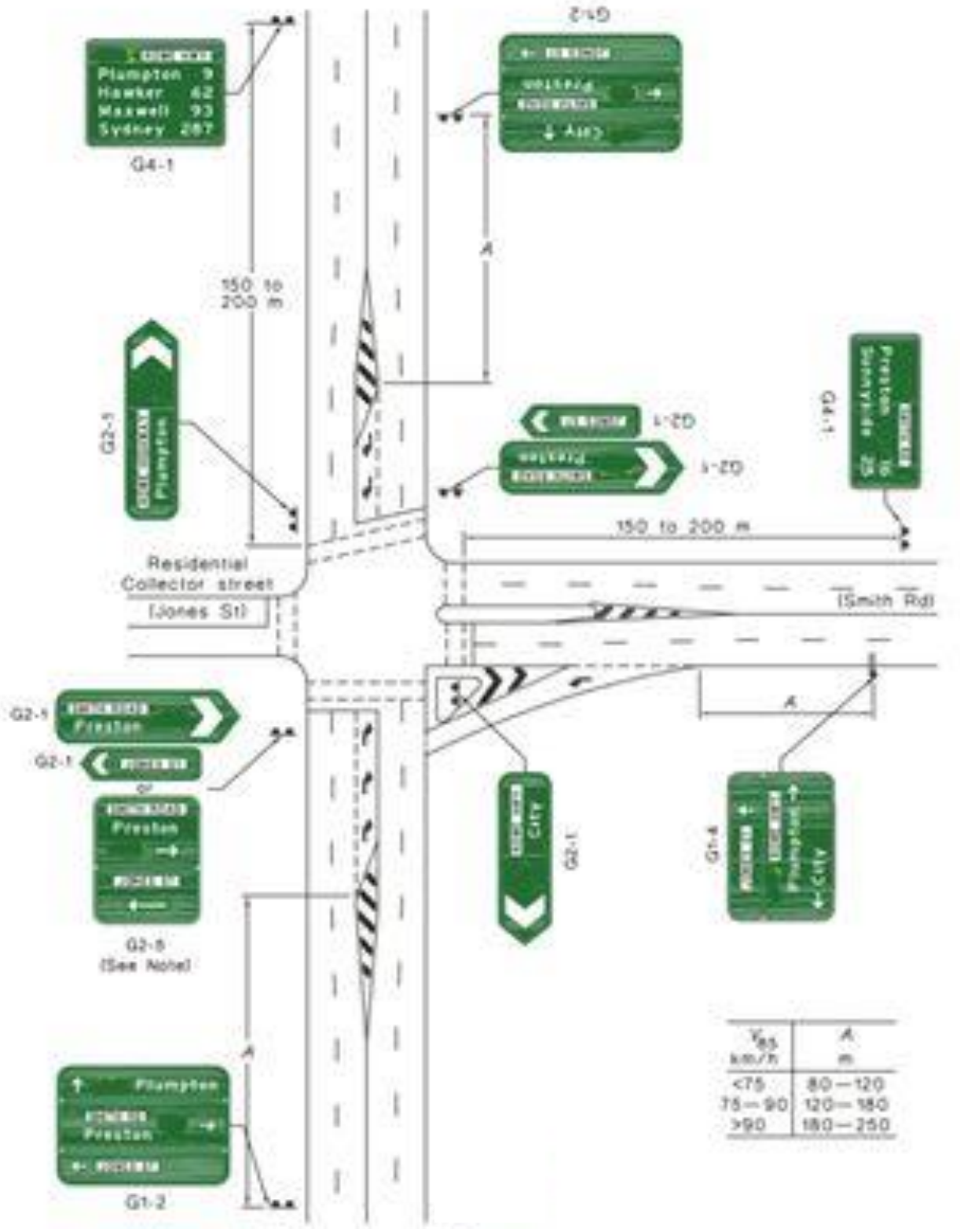
Further example layouts are provided in AS 1742.15



V_{85} km/h	A m
<75	80—120
75—90	120—180
>90	180—250

NOTES:

A1 - Typical Rural Road Intersection



A2 - Typical Urban Road Intersection

Attachment B –Standard Through Destinations and Intersection Locations

Introduction

The figures in this Attachment outline the standard through destinations that shall be used on direction signs on Fiji main roads, including on approach roads.

The figures here provide destination signing guidance for main and arterial roads in rural areas, towns and cities Nadi, Suva and Lautoka). These figures have been prepared in accordance with Clauses 1.6, 2.2.3 and 3.3.2 of this Supplement.
Changes to standard through destinations require approval from the Manger Procurement and Design.

Destinations on direction signs shall be restricted to standard through destinations except as permitted in Clause 2.2.3 of this Supplement

Standard through destination maps

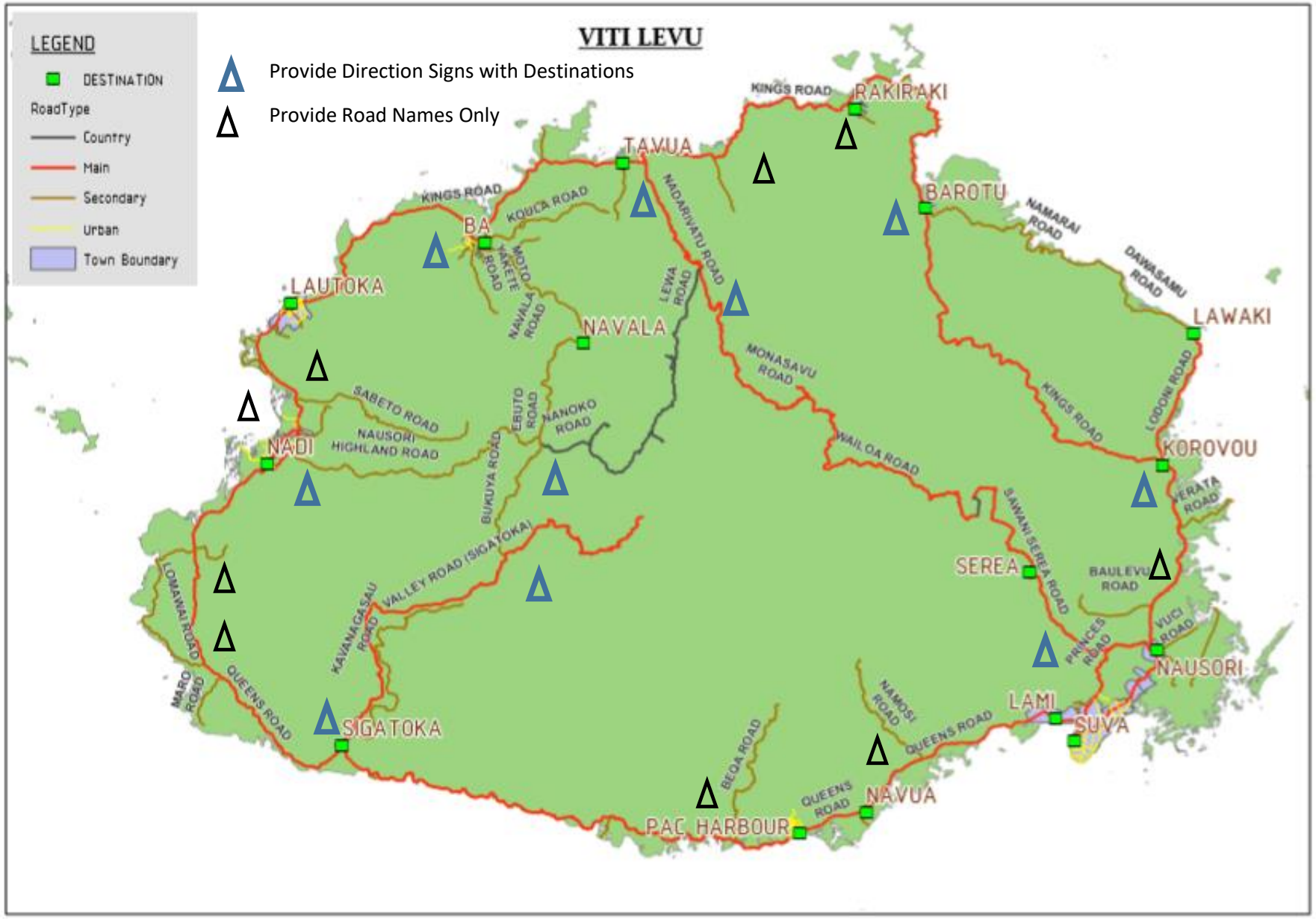
The following maps outline the standard through destinations to be used on direction signs across Fiji. In addition, these figures can also be used to determine the appropriate destinations to use on reassurance direction signs.

Destinations to be signed are provided in text.

Intersections requiring direction signing are marked with a blue triangle. Smaller intersections where there is no clear destination are marked with a black triangle.

Examples of different signs are shown on the maps.

Viti Levu Map

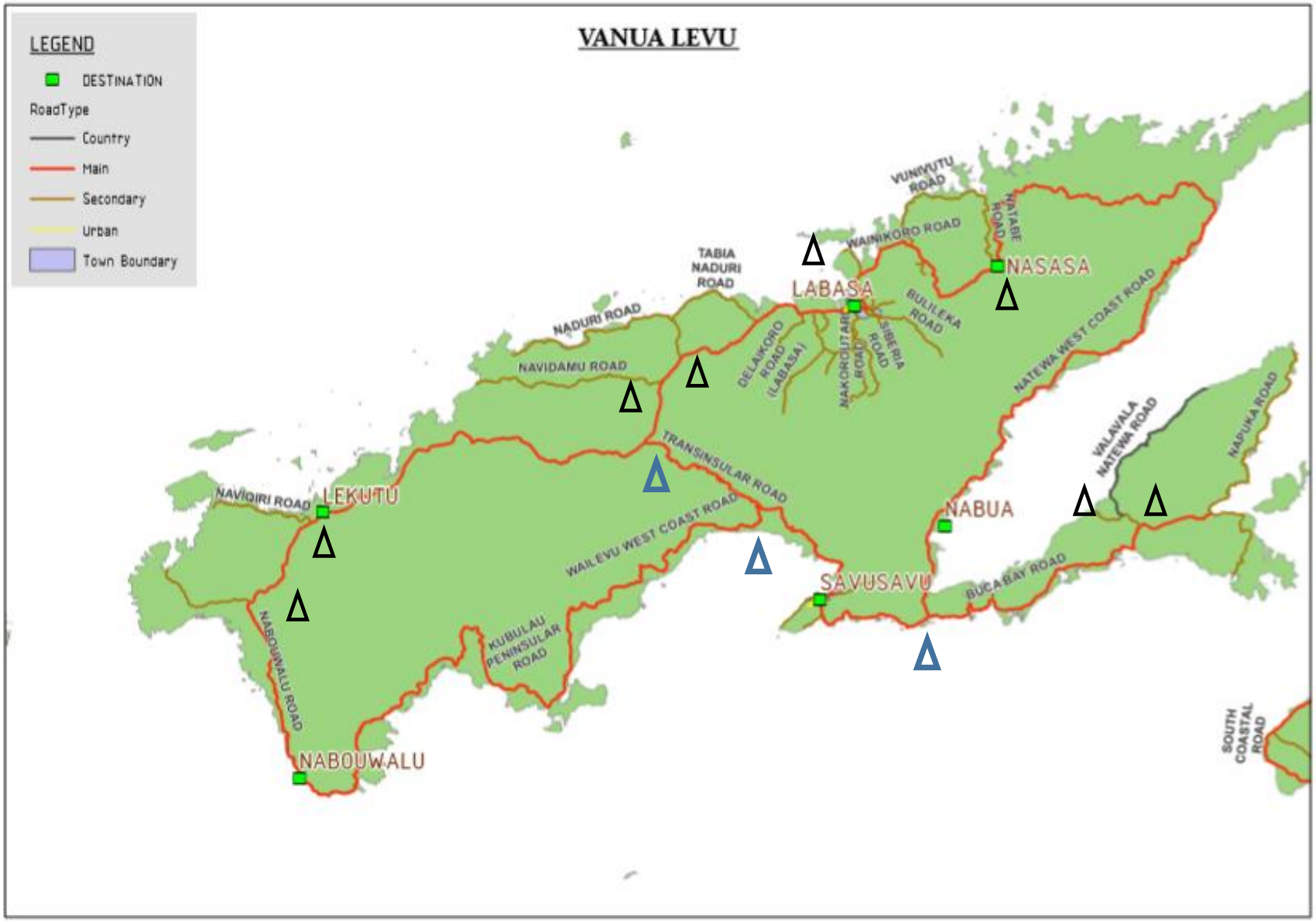


Fiji Roads Authority

Provide Direction Signs with Destinations

Provide Road Names Only

Vanua Levu Map

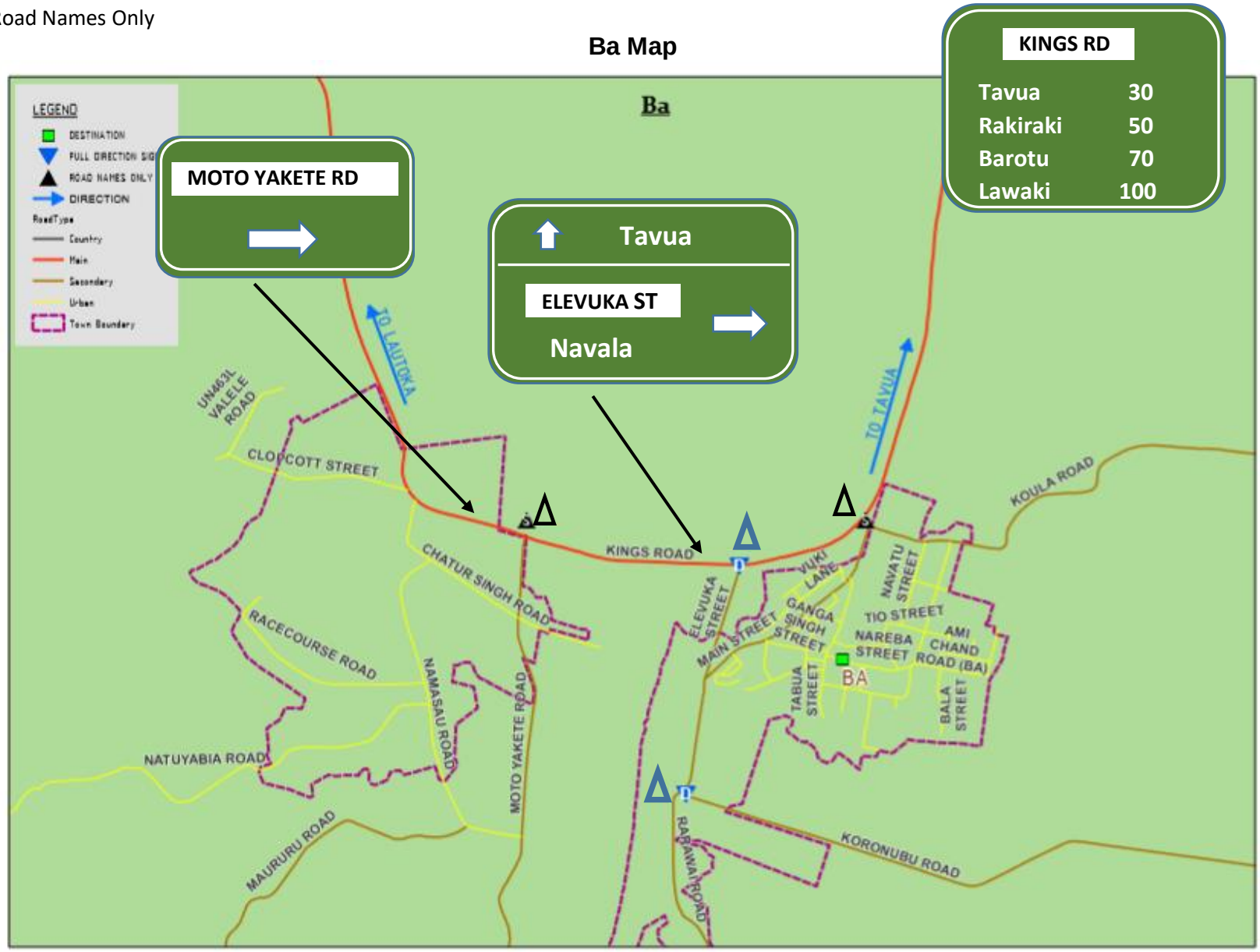


Provide Direction Signs with Destinations

Provide Road Names Only

Fiji Roads Authority

Ba Map

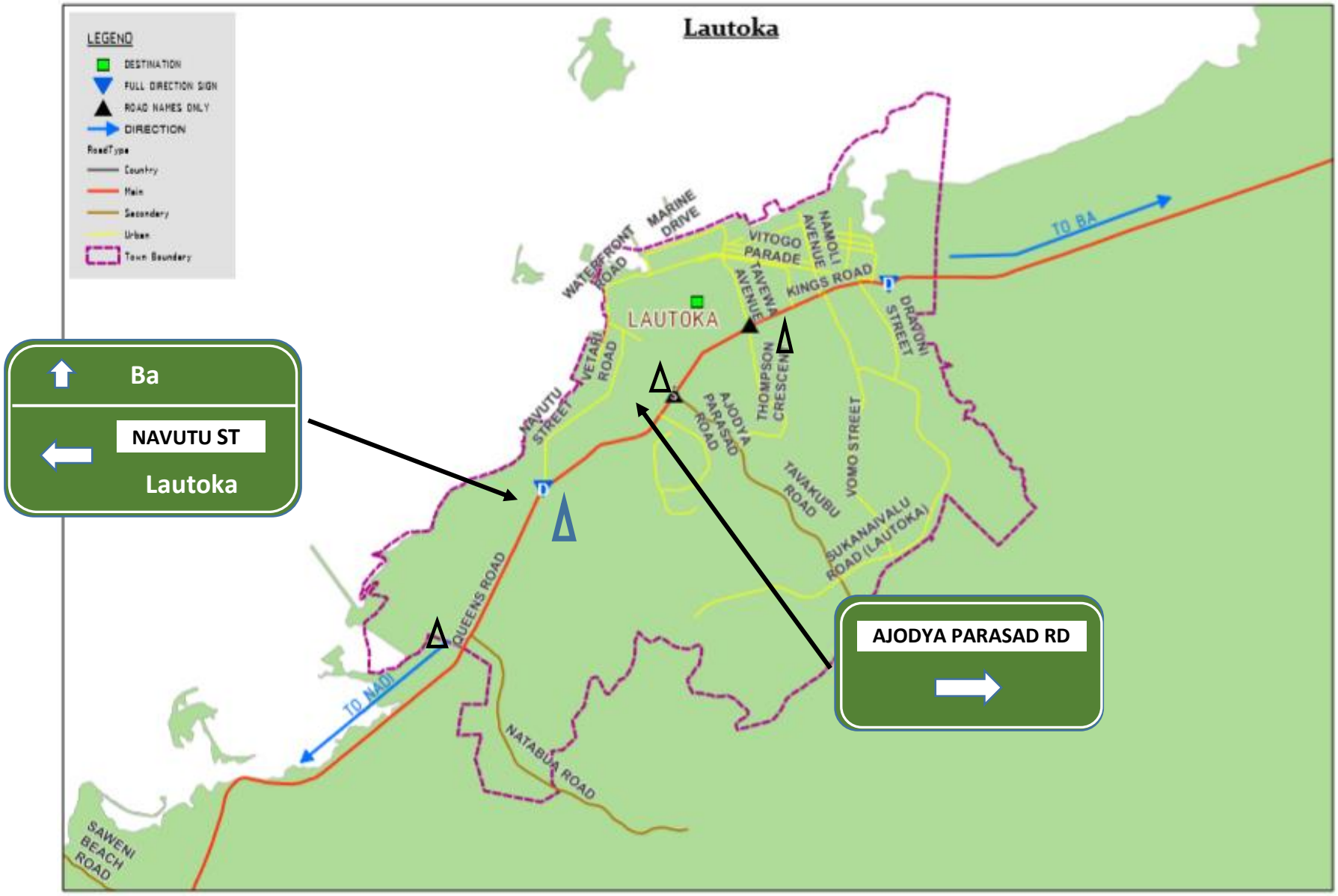


Provide Direction Signs with Destinations

Provide Road Names Only

Fiji Roads Authority

Lautoka Map

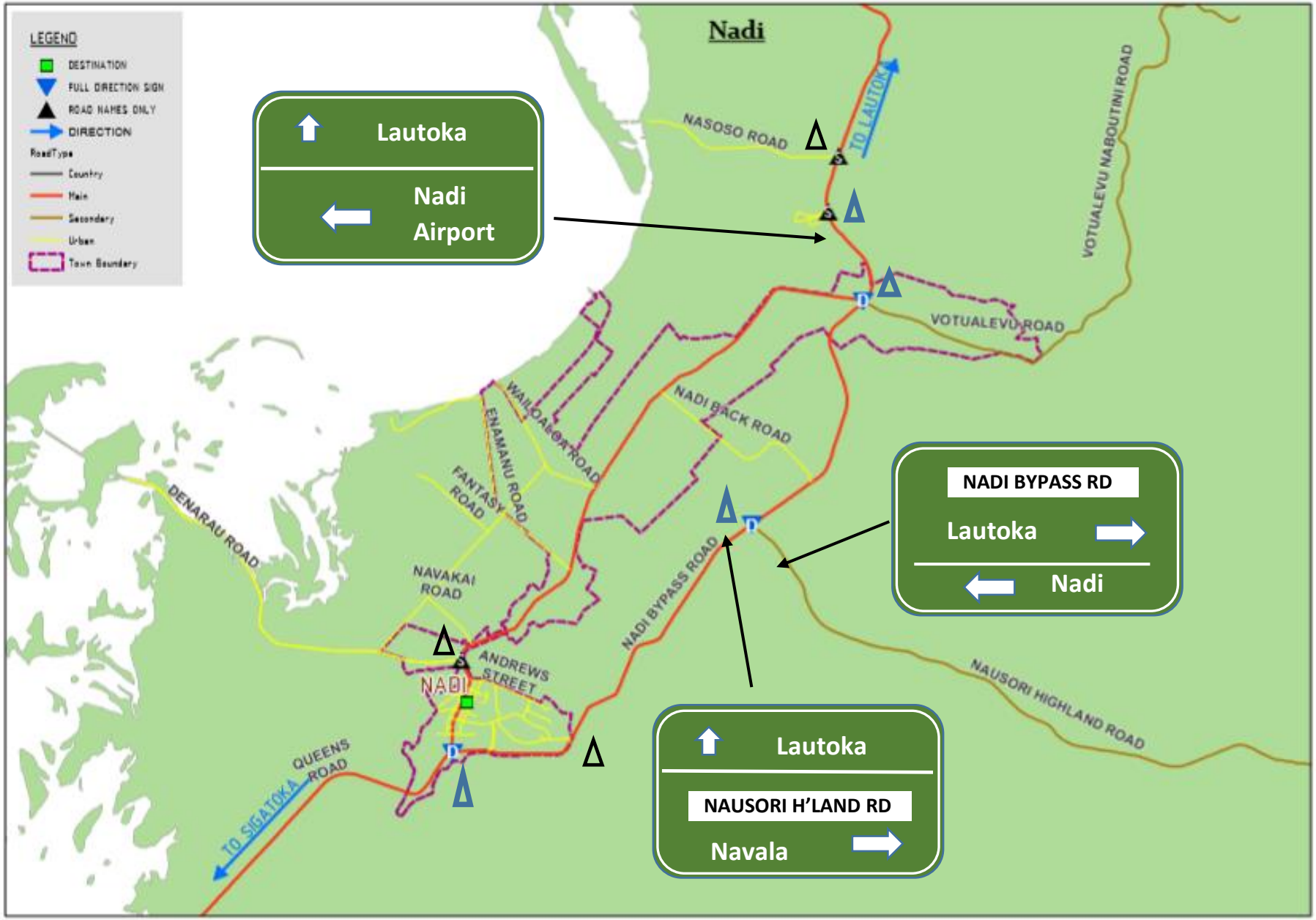


Provide Direction Signs with Destinations

Provide Road Names Only

Fiji Roads Authority

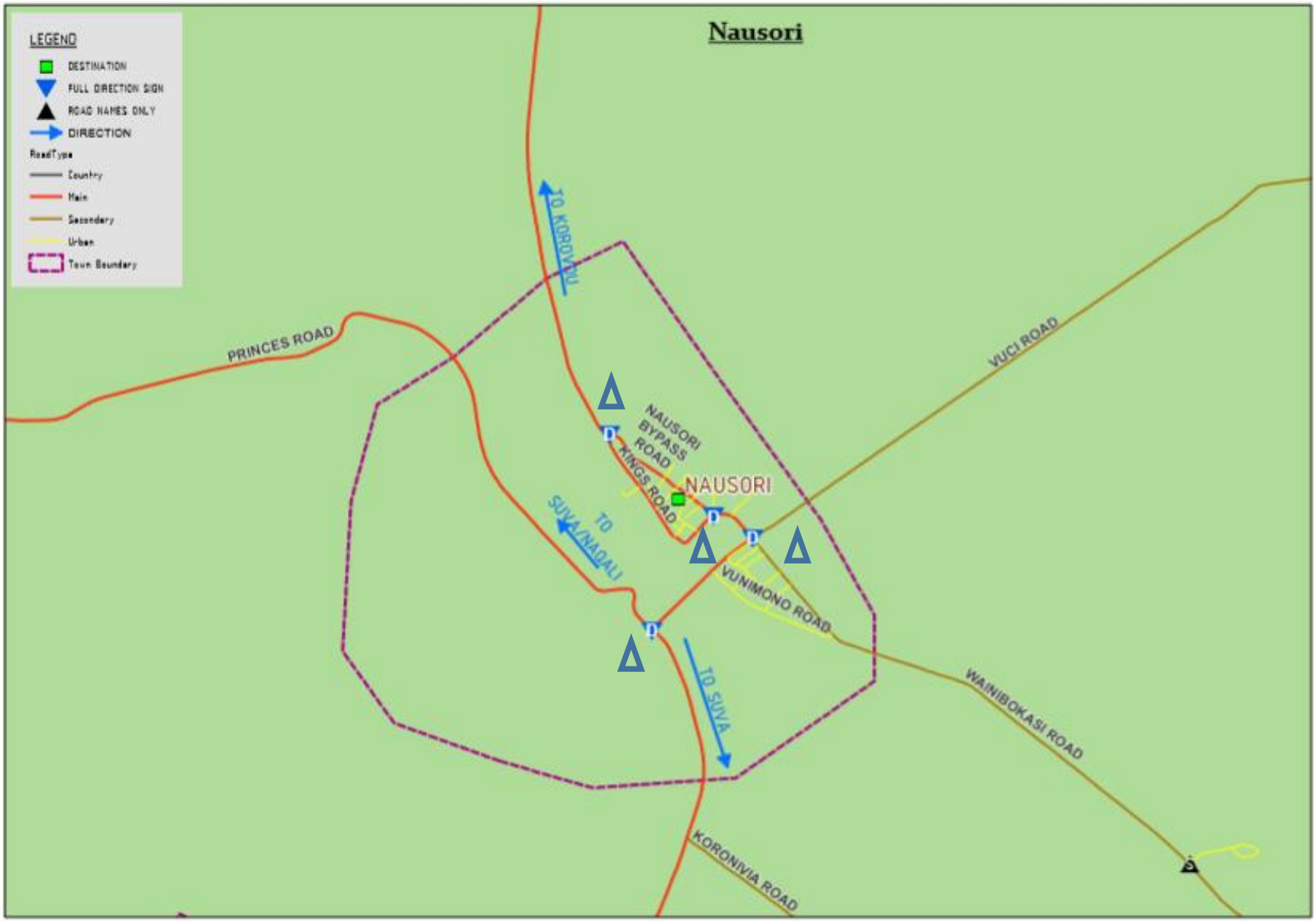
Nadi Map



Provide Direction Signs with Destinations

Provide Road Names Only

Nausori Map

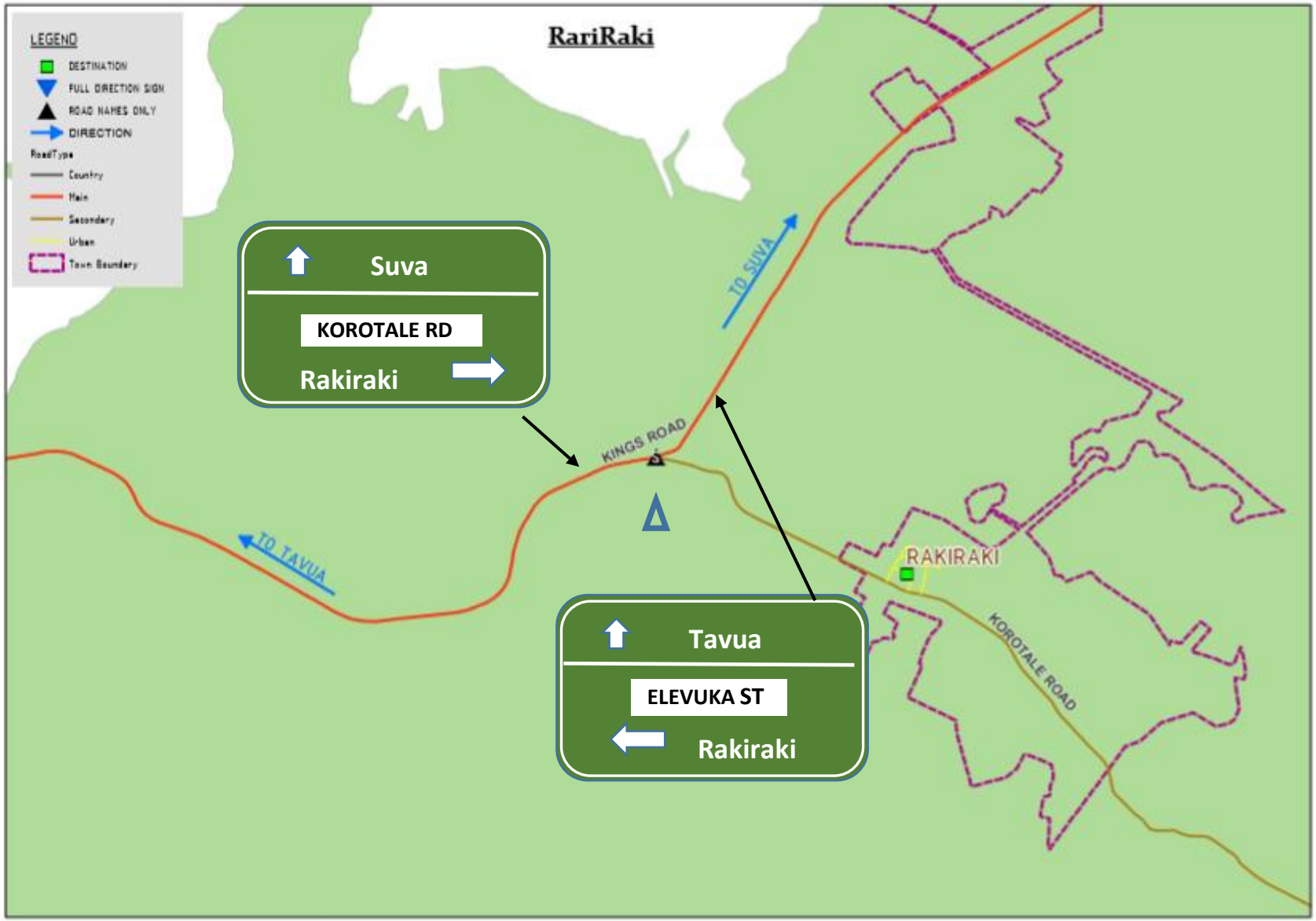


Fiji Roads Authority

Provide Direction Signs with Destinations

Provide Road Names Only

Rakiraki Map

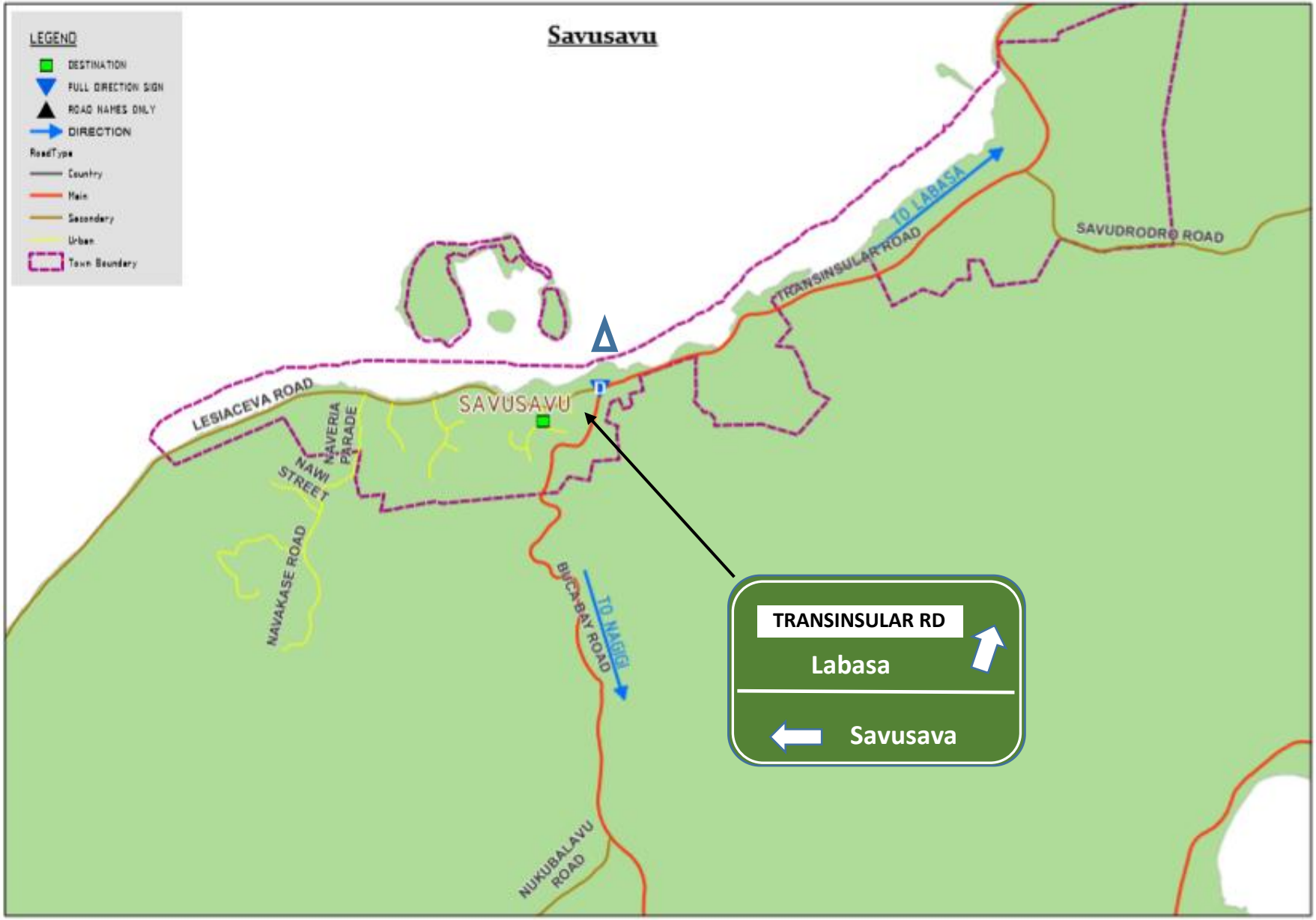


Provide Direction Signs with Destinations

Provide Road Names Only

Fiji Roads Authority

Savusavu Map

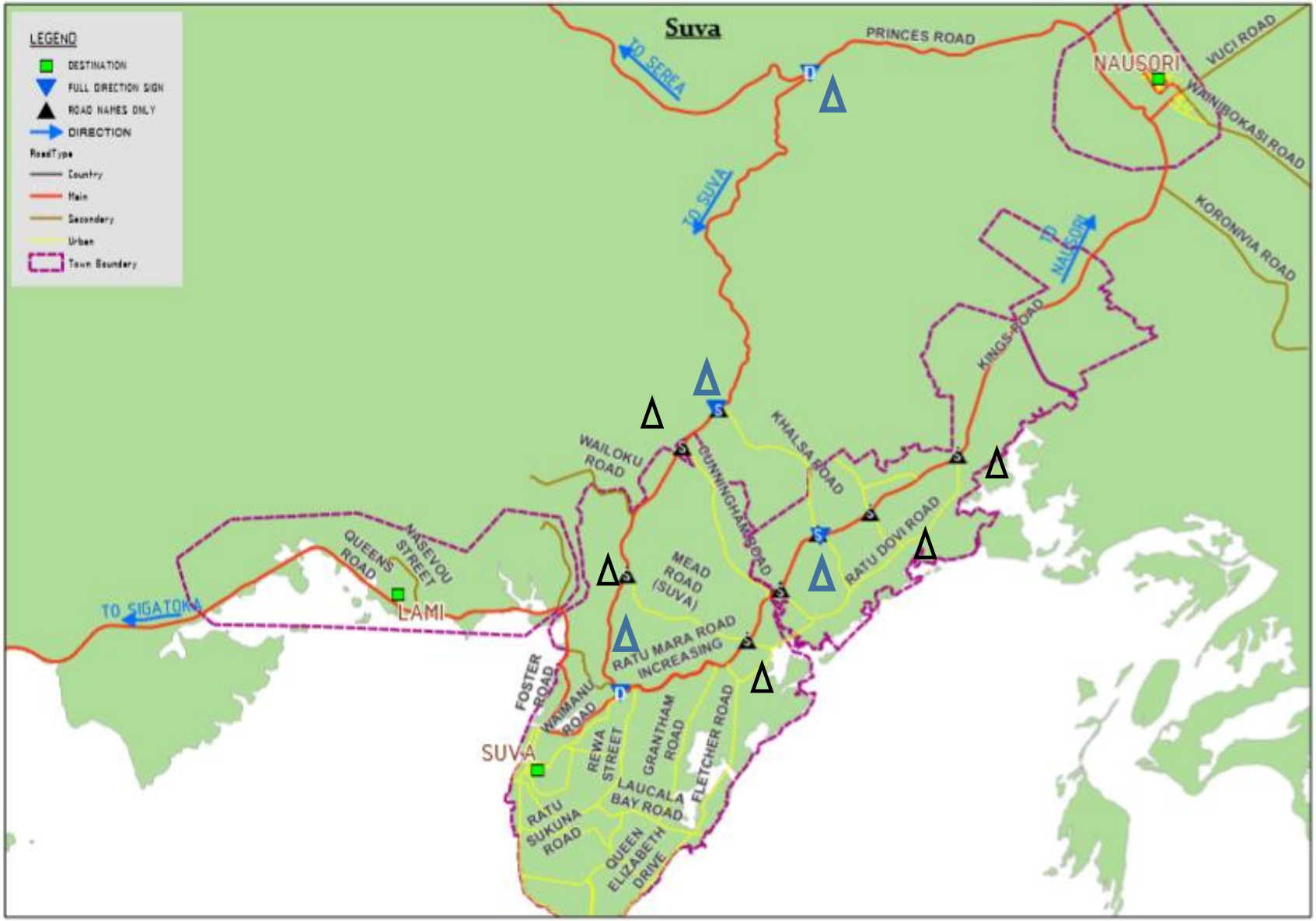


Provide Direction Signs with Destinations

Provide Road Names Only

Fiji Roads Authority

Suva Map



Provide Direction Signs with Destinations

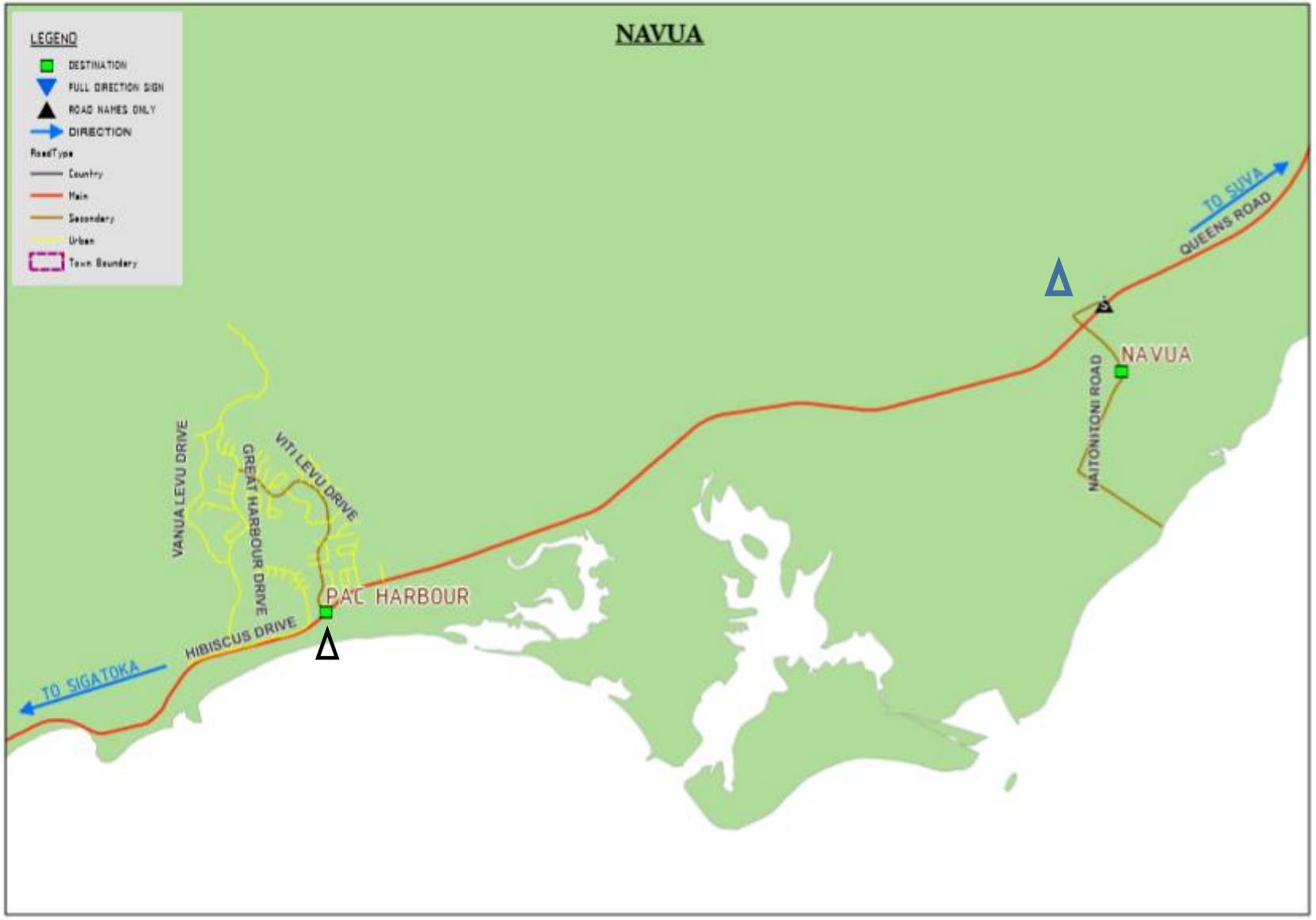
Provide Road Names Only

Tavua Map

Provide Direction Signs with Destinations

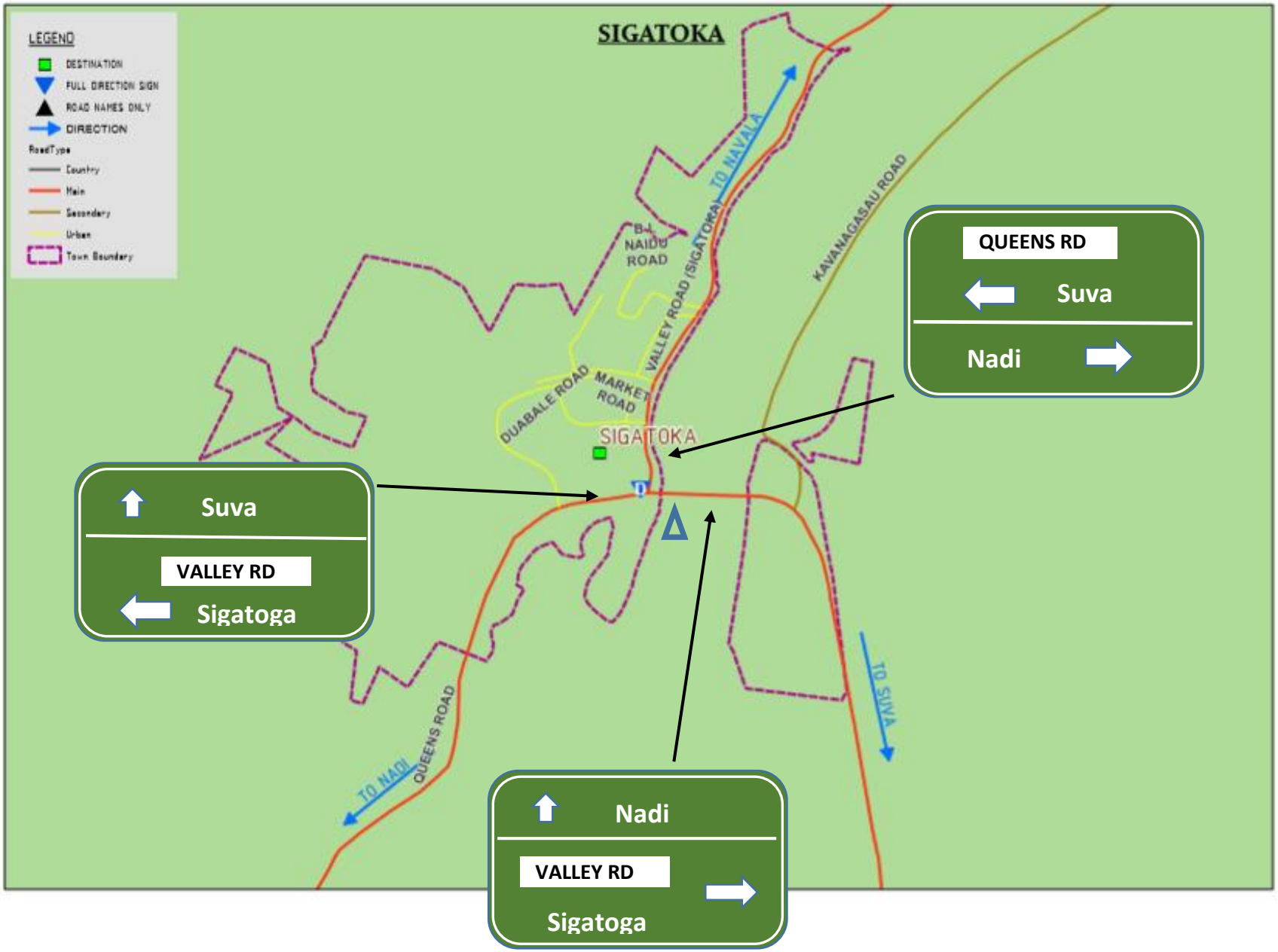
Provide Road Names Only

Navua Map



Fiji Roads Authority

Provide Direction Signs with Destinations

Provide Road Names Only

Sigatoka Map