AUSTRALIAN STANDARD

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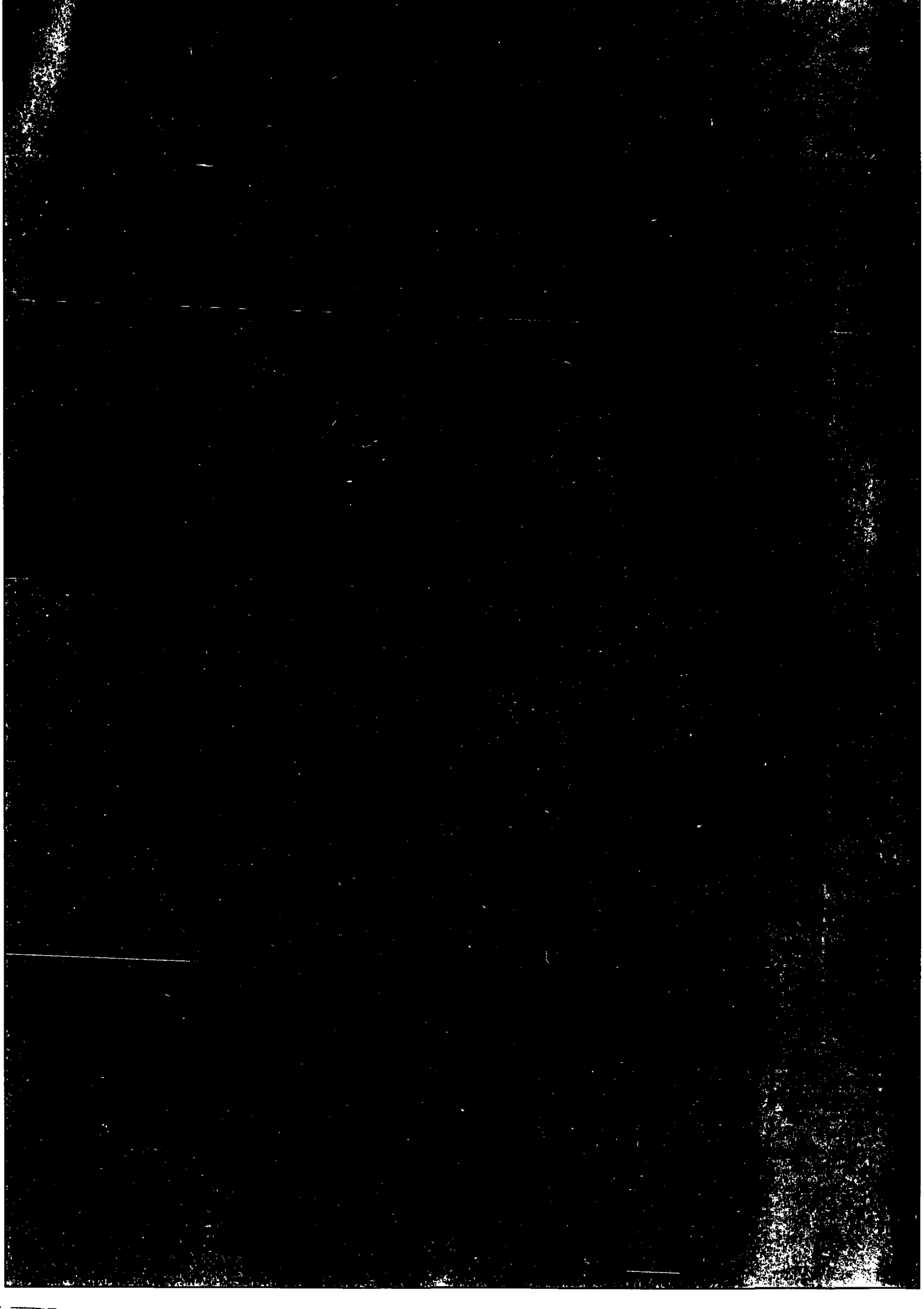
ROAD SIGNS

SPECIFICATIONS

STANDARDS AUSTRALIA



AS 1743-1989

ROAD SIGNS
SPECIFICATIONS

STANDARDS AUSTRALIA

AMENDMENT No 1
to
AS 1743—1989
ROAD SIGNS—SPECIFICATIONS

CORRECTION

The 1989 edition of AS 1743 is amended as follows; the amendment(s) should be inserted in the appropriate place.

SUMMARY: This Amendment applies to Sign W5-22.

Published on 1 March 1989.

AMDT No 1 MAR. 1989

Page 98. Sign W5-22.

Delete the table of dimensions and *substitute*:

	a	b	c	d	e	f	g	h_1	r
W5-22A	600	8	16	226	118	254	266	40	40
W5-22B	750	10	20	283	148	318	333	50	50
W5-22C	900	12	24	339	177	381	399	60	60

AS 1743—1989

Amdt 1. 1989-03-01

Australian Standard®

Road signs—Specifications

STANDARDS AUSTRALIA

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This Australian Standard was prepared by Committee MS/12, Road Signs and Traffic Signals. It was approved on behalf of the Council of Standards Australia on 17 October 1988 and published on 23 January 1989.

The following interests are represented on Committee MS/12:

Australian Automobile Association

Australian Council of Local Government Associations

Australian Road Research Board

Confederation of Australian Industry

Department of Transport and Communications

Department of Arts, Sport, the Environment, Tourism and Territories

Local Government Engineers Association of Victoria

Main Roads Department, Queensland

National Association of Australian State Road Authorities

Railways of Australia Committee

Road Traffic Authority, Victoria

Road Traffic Board, South Australia

Transport Commission, Tasmania

AS 1743—1989

Australian Standard®

Road signs—Specifications

First published as AS E36—1960.
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PREFACE

This Standard was prepared by the Standards Australia Committee on Road Signs and Traffic Signals to supersede AS 1743—1975 which was prepared by the Australian Committee on Road Devices (ACORD), endorsed by the Australian Transport Advisory Council and approved by the Council of Standards Australia for publication as an Australian Standard.

This Standard is complementary to and should be read in conjunction with AS 1742 *Manual of uniform traffic control devices.* The purpose of this Standard is to establish uniformity in the layout and standards of manufacture of road signs provided for in AS 1742.

The introduction of CAD/CAM and photographic methods into the design and manufacture of road signs in recent years has resulted in certain new practices which are now recognized in this Standard. Oversize versions of many standard signs (other than T series signs, see below) are now most commonly manufactured by photographic enlargement of the basic size sign. Tabulations of sign dimensions in this Standard, therefore, now show all oversize versions for such signs as having all dimensions in exact proportion to the basic sign. The use of these methods can also result in letter and numeral heights which do not conform with the standard sizes given in AS 1744 *Forms of letters and numerals for road signs.* These intermediate sizes are now also permitted in this Standard.

Provision is also made in this Standard for the use of computer generated letter series intermediate to the standard series. This facility will be of particular use in the manufacture of certain direction signs, especially street name signs.

Other changes to the Standard include amplification of materials and manufacturing standards, such as the introduction of numerical values for manufacturing tolerances, together with a number of new requirements for sign layout design.

Changes have also been made to specific signs or specific categories of sign. These have largely been caused by the revision of AS 1742 and include the following:

(a) Some text signs in the regulatory and warning signs have been replaced with symbol signs. The use of symbols has increased the effectiveness of these signs as the symbols are legible and understood at a greater distance from the hazard or decision-making point than the text they replace. All new symbols included in this Standard have been successfully tested in accordance with AS 2342.3 *The design and use of graphic symbols and public information symbol signs,* Part 3, *Test procedures for evaluating graphic symbols and symbol signs* by the Australian Road Research Board.

(b) Many T series signs have been altered, added or deleted as a result of the new roadworks signing philosophy adopted in developing AS 1742.3 *Traffic control devices for works on roads,* i.e. more emphasis given to roadworks delineation and less to worded messages which merely labelled activities. All of the yellow T series signs now have a black border which increases conspicuity when the signs are mounted against light backgrounds. Redesign of letter sizes and/or series to better accommodate the legends within the black borders has also been necessary.

(c) Fluorescent red or fluorescent orange has been specified for use on T series signs where higher conspicuity is required in daylight, e.g. to warn of works personnel. These colours were formerly referred to as fluorescent red/orange and fluorescent yellow/orange. Red has been retained for specific hazard warning, e.g. blasting.

It has not been possible to adopt exact proportioning for most oversize versions of T series signs. This is because, for economic reasons, it was decided to standardize on a limited range of signboard sizes.

It should also be noted that contrary to the advice given in Amendment No 4 to AS 1743—1975, issued December 1985, artwork in bromide form for legends for T series signs is not available from Standards Australia any longer.

Road Authorities will adopt their own timetables for introduction of new designs but the committee believes that all signs should be constructed to the new designs by the 31st December, 1990.

The committee recognized that manufacturers would require a transition period to enable them to clear stock and to make signs to the new designs. However, where symbol signs replace text signs, it is recommended that these be introduced as soon as possible.

CONTENTS

STANDARDS AUSTRALIA

Australian Standard
ROAD SIGNS—SPECIFICATIONS

1 SCOPE. This Standard specifies the design and construction requirements for standard road signs provided for in AS 1742.1.

NOTE: Authorities responsible for the erection of signs are not encouraged to develop signs for their own use. However, there will be instances where no suitable standard sign exists. In such cases, the relevant State Road Authority should be contacted to determine whether such a sign is already in use. If a new sign is to be developed, it should comply with the design requirements specified in this Standard for the particular sign classification. If it is considered that the sign could also be required by other authorities, Standards Australia should be advised so that, during the course of its regular review of road signs, it can take all new developments into account with a view to their possible inclusion in the relevant Standards in due course. It is most important that the proliferation of signs with differing designs of legend, symbol, etc, essentially for the same purpose, is minimized.

2 REFERENCED DOCUMENTS. The documents below are referred to in this Standard.

AS	
1397	Steel sheet and strip—Hot-dipped zinc-coated or aluminium/zinc-coated
1562	Design and installation of metal roofing
1580	Methods of test for paints and related materials
1734	Aluminium and aluminium alloys—Flat sheet, coiled sheet and plate
1742	Manual of uniform traffic control devices
1742.1	Part 1: General introduction and index
1742.2	Part 2: Traffic control devices for general use
1742.3	Part 3: Traffic control devices for works on roads
1744	Forms of letters and numerals for road signs (known as standard alphabets for road signs)
1906	Retroreflective materials and devices for road traffic control purposes
1906.1	Part 1: Retroreflective materials
2342	The design and use of graphic symbols and public information signs
2342.3	Part 3: Test procedures for evaluating graphic symbols and symbol signs
2700	Colour standards for general purposes

3 NUMBERING SYSTEMS.

3.1 General. Two numbering systems are used in this Standard; one for identifying individual signs and the other for identifying individual symbols and route marker emblems which are used as components within a sign.

These systems are set out in Clauses 3.2 and 3.3.

3.2 Signs. The numbering system for signs is as follows:

(a) A letter prefix, as shown below, denoting class of sign—

R —Regulatory Signs
W —Warning Signs
G —Guide Signs
GE —Freeway Guide Signs
T —Temporary Signs
D —Hazard Markers

(b) A number denoting the series, or group of signs.

(c) Number(s) identifying the sign in the series, or group.

NOTE: Where variations of some types of sign occur, they are identified by an additional number.

(d) A letter denoting the size of the sign, e.g. A, B, C, D, etc, where A is the smallest sign.

(e) The letters (L) or (R), when the sign has directional significance.

EXAMPLE: R2-6A(L) or (R) denotes a regulatory sign in the Direction Series—R2. The sign is the sixth in the series, is the smallest available, and has directional significance.

3.3 Route marker emblems and symbols. The numbering system for route marker emblems and symbols is given below.

3.3.1 *Route marker emblems.* Route marker emblems are numbered as follows:

(a) A letter prefix, as shown below, used to identify an individual type of route marker—

NH —National Highway Marker Emblems
NR —National Route Marker Emblems
NR(A)—Alternative National Route Marker Emblems
SR —State Route Marker Emblems
TR —Tourist Route Marker Emblems

(b) A number in brackets immediately following the prefix e.g. (2) or (3), indicating the number of numerals in the route number.

(c) A number, following a dash, indicating the size of an emblem e.g. – 1 – 2 – 3, where 1 is the smallest emblem.

3.3.2 *Symbols.* Symbols are identified by the letter prefix S followed immediately by a number which indicates the particular symbol.

4 DIMENSIONS.

4.1 General. The following signs shall conform to the relevant drawing given in this Standard:

(a) Those which have a unique legend and standardized layout and size range, e.g. R1-1 and W1-1.

(b) Those which comply with (a) above but have a variable element, e.g. a variable numerical value or arrow, which does not affect the size or layout (see R2-14).