

# Technical direction

For traffic and transport practitioners

POLICY – GUIDELINES – ADVICE



**TDT 2006/  
05**

September 2006

## **SIGNPOSTING FOR TEMPORARY RURAL ROAD CLOSURES**

### **INTRODUCTION**

There are a range of situations where it is necessary to close a state road or national highway for a limited duration but on a regular basis. In some of these situations, it is necessary for signposting to be provided which gives clear guidance in a form that road users can identify from previous experience. These guidelines consolidate a number of previous signposting practices. No previous policy existed.

### **BACKGROUND**

There are a range of reasons for closing part of the state road or national highway network. They might be summarised as being:

- Spontaneous or unplanned incidents – vehicle accidents, fire etc
- Irregular or short notice incidents – floods, traffic saturation, civil demonstrations etc, or
- Planned incidents – roadworks.

This *Technical Direction* applies only where a rural state road is regularly closed.

The underlying principle for signposting under these guidelines is to provide signs that can be easily read, understood and acted upon at the detour departure point and thereafter until detour traffic reaches permanent signs indicating their destination.

For: Director, Road Network Infrastructure; Director, Motorways; Director, Road Safety & Road User Management; Director, Operations & Services; Traffic Management personnel.

The type of closure will give some indication of the likely time that the road is closed. It may be appropriate, or indeed necessary, particularly in rural areas where a detour is relatively long, to supplement any signs with an officer and or a variable message board which can provide supplementary information at the detour point.

## PRACTICE/ GENERAL

Figure 1 is an example of an advance detour (G9-325) sign, where the detoured traffic is via an existing focal point. The sign is foldable and lockable in both open and closed positions. The top panel indicates a changeable distance to the start point where the road is closed. This allows road users to judge whether their destination is beyond the closure point. Depending on the length of the road being detoured and the density of settlement along it, the changeable distance increments might be 5, 10 or 20 kilometres.

The lower panel of the sign indicates the detour route via a signposted focal point. All advance direction, intersection direction and reassurance direction signs along the detour route must indicate this focal point (Casino in this example), until signposting indicating the through focal point is reached, see Figure 3. Where the route does not travel via a signposted focal point, see Figure 7.

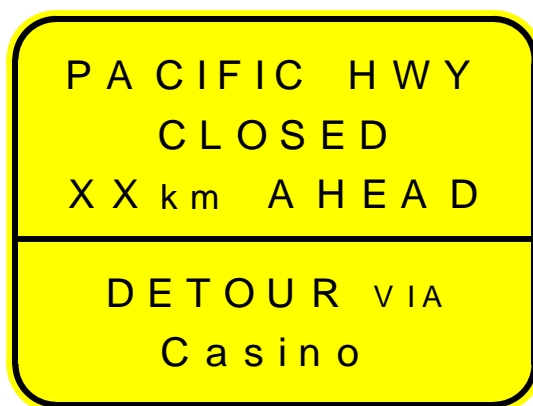
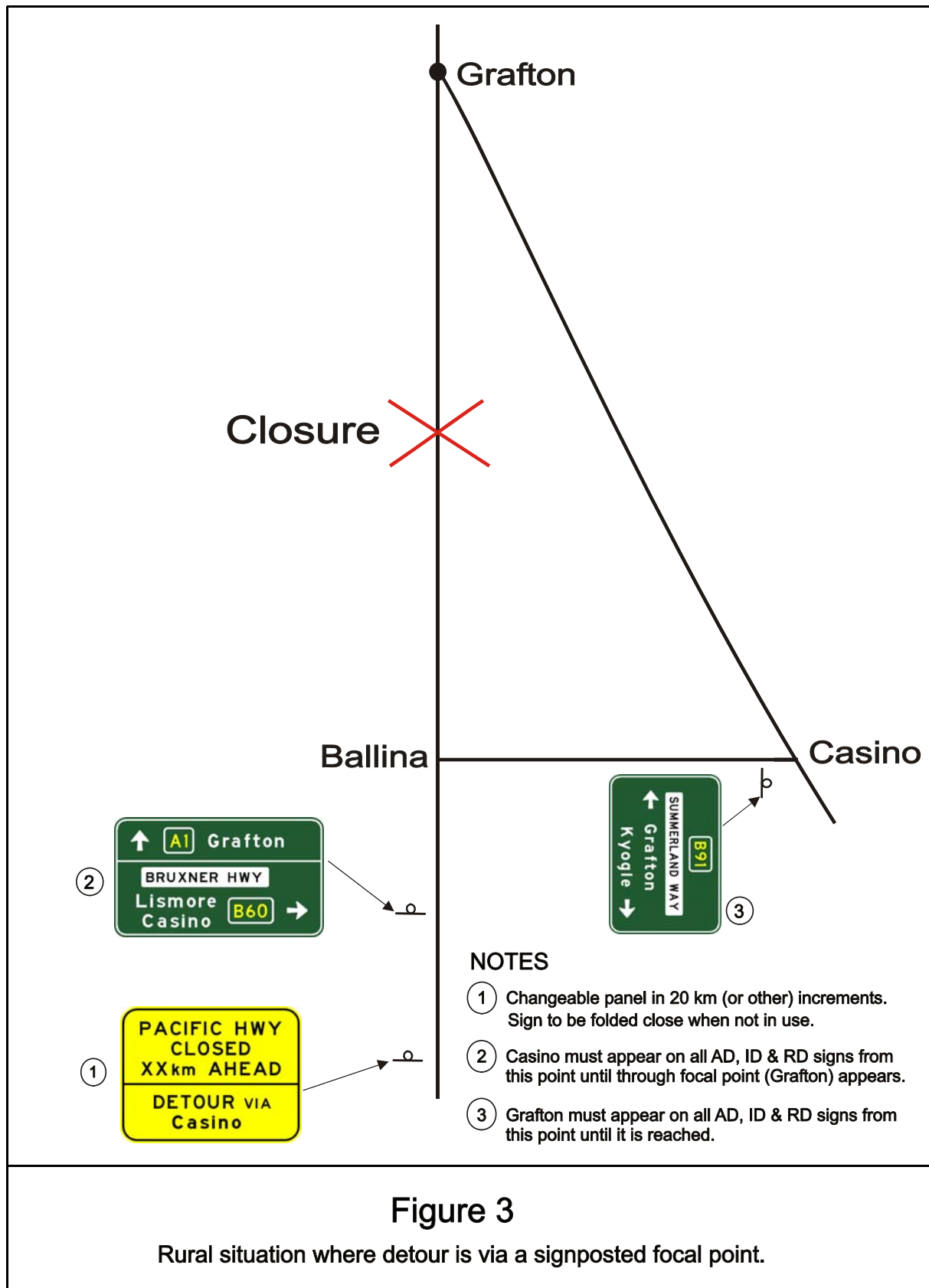


Figure 1 - Advance detour sign (G9-325)

Figure 2 is an example of an advance road closure (G9-325-1) sign, where no obvious or practical detour is available. Through traffic is advised to call the Transport Management Centre traffic information line on 132701, to consider alternative routes to their intended destination.



Figure 2 - Advance road closure sign (G9-325-1)



## RURAL DETOURS

Figures 4, 5, 6 and 7 relate to a rural detour that is not via a signposted focal point. The detour may be along any combination of national highway, state, regional or local roads.

Figure 4 details an advance detour (G9-326) sign. The sign is foldable and lockable in both open and closed positions. The top panel is designed as for the G9-325 sign in Figure 1. The lower panel introduces the “D” for detour symbol.

Figures 5 and 6 detail the designs of the supplementary advance detour (G9-327) sign and the supplementary intersection detour (G9-328) sign. These signs are not to be permanently displayed on state roads but may be permanently displayed along the designated detour routes, depending on the likely frequency of use of the detour. Where they are not permanently displayed they may be hinged vertically. These designs are generic and only the letter / sign sizes will change according to the letter / sign sizes they supplement. Signs must be erected at every intersection along the route until the through route is reached, including where there are no existing guide signs. If the detour follows local roads it may not be necessary to install supplementary advance detour signs where supplementary intersection signs are sufficient for clear guidance - See Figure 7.

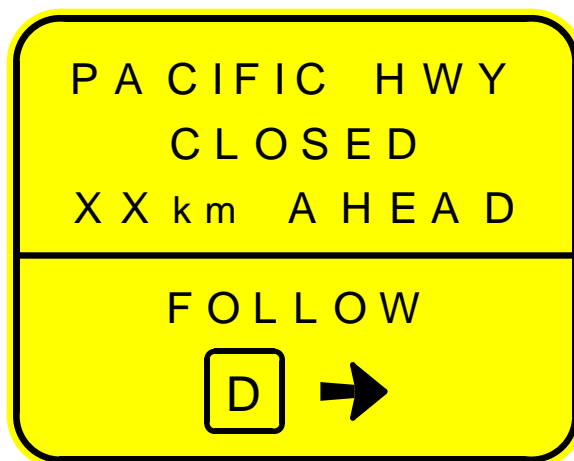


Figure 4 - Advance detour sign (G9-326)

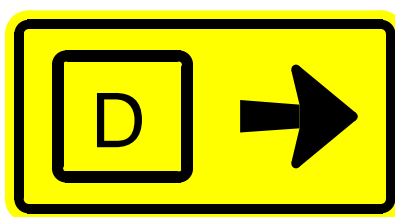


Figure 5 - Supplementary advance detour sign (G9-327)

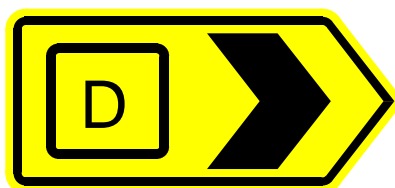
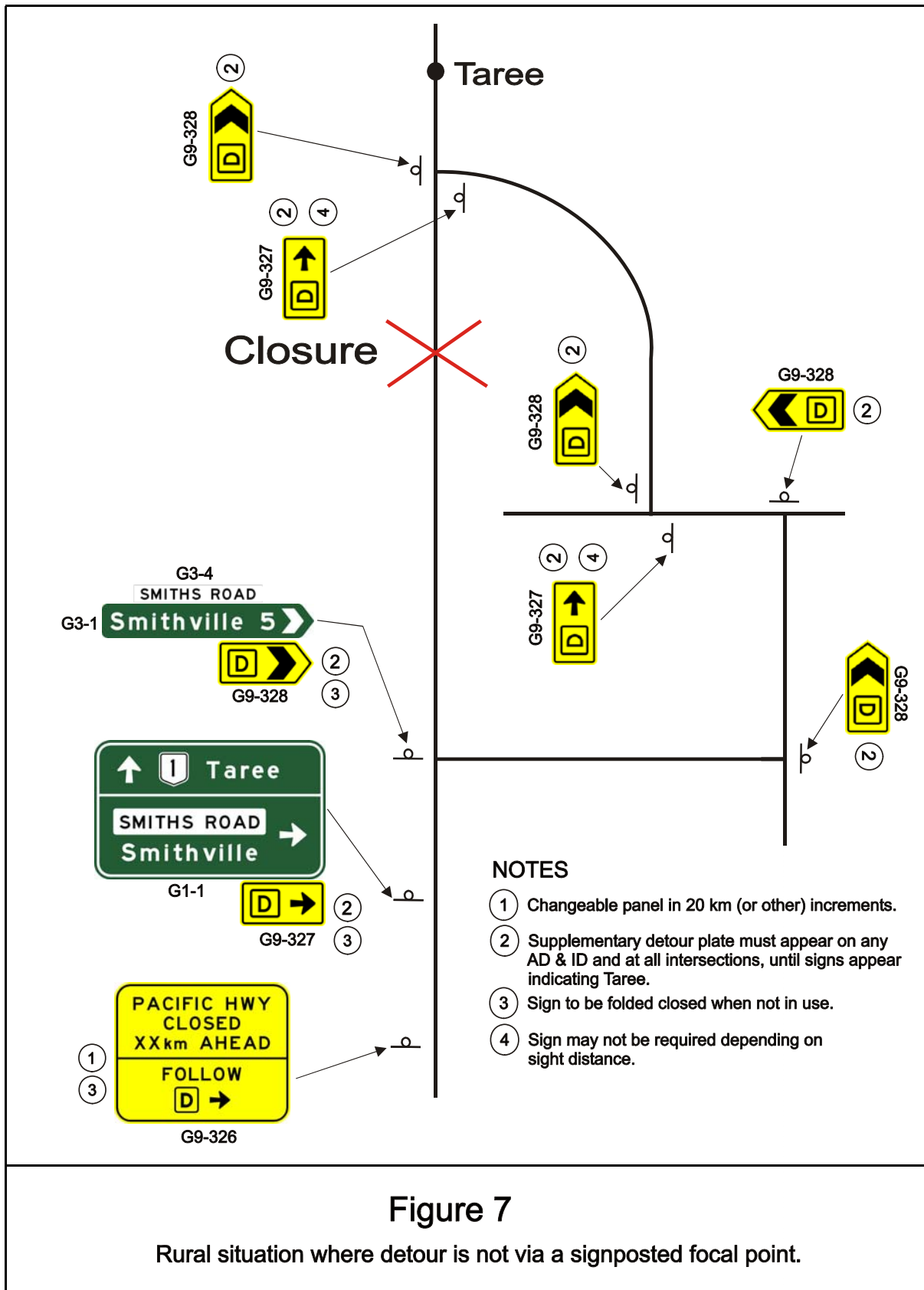


Figure 6 - Supplementary intersection detour sign (G9-328)



## USE OF OTHER DEVICES

When applicable (i.e. depending on the type of incident, the expected time of closure, availability of equipment, time available etc.) the activation of a particular detour route (particularly those which are not used very often) should be accompanied by the use of variable message signs (VMS) at the start of the detour route.

As well as advising motorists of the particular issue ahead, the VMS should reinforce that there is a detour signposting system in place which should now be followed.

## ADVICE TO THE TRANSPORT MANAGEMENT CENTRE (TMC)

The Chief Traffic Operations Controller (CTOC) at the TMC must be advised of the activation of a detour route. This allows the various TMC systems which are used for the recording and dissemination of traffic information to be updated.

## LETTER HEIGHTS

Letter heights for rural detours should be selected according to the following table:

Sign Type	Rural one lane	Rural two lanes	Rural three lanes
Advance detour (G9-325) sign	160 E 180/135	180 E 200/150	200 E 240/180
Advance road closure (G9-325-1) sign	160 E 180/135	180 E 200/150	200 E 240/180
Advance detour (G9-326) sign	160 E 180/135	180 E 200/150	200 E 240/180
Supp. advance detour (G9-327) sign	240 E	280 E	320 E
Supp. intersection detour (G9-328) sign	240 E	280 E	320 E

Letter heights for signs on urban detours should be the same as, or one size smaller than, those indicated for advance direction or intersection direction signs in Table 10.1 in the Guide Signs Manual.

## ACTION

These guidelines are to be adopted when implementing signposting schemes for temporary road closures.

## UPDATES

To ensure that this *Technical Direction* remains current and relevant, minor updates may be made from time to time. This may be done through the RTA website using the Traffic & Transport Policies & Guidelines Register which can be found at:

[www.rta.nsw.gov.au/doingbusinesswithus/guidelines/documentregister/index.html](http://www.rta.nsw.gov.au/doingbusinesswithus/guidelines/documentregister/index.html)

The Register should always be checked prior to using this *Technical Direction*

**ADDITIONAL COPIES**

Additional copies of this *Technical Direction* can be downloaded from the Traffic & Transport Policies & Guidelines Register on the RTA website.

Approved by:

Authorised by:

**SIGNED**

**SIGNED**

Glen Morgan  
A / General Manager  
Traffic Management Branch

Phil Margison  
A / Director  
Traffic and Transport