

# **SECTION 5**

## **CONFIRMATION AND INTERCHANGE SEQUENCE SIGNS**

June 2009

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## 5. CONFIRMATION AND INTERCHANGE SEQUENCE SIGNS

### 5.1 GENERAL

Confirmation signs are used to reassure drivers that they are on their desired route and heading in the correct direction. Confirmation signs must be provided after all entrances. They may be replaced with interchange sequence signs in urban areas, particularly where exits are closely spaced, because:

- overhead mounted signs are usually more visible than ground mounted signs in multi-lane urban expressway/motorway conditions; and
- advance warning of the next three exits and the distances to them has proved to be very useful driver information in these situations.

### 5.2 CONFIRMATION SIGNS

A confirmation sign shall be erected between 50 m to 150 m beyond the end of an entrance onto a motorway or expressway and shall be ground mounted.

No more than three destination names shall be shown on a confirmation sign. Destination names are selected in accordance with the guidelines given in Section 1.9 and shall be listed in order of increasing distance from the top of the sign. Distances are to be shown with the appropriate 'm' or 'km' unit of measurement suffix.

A route marker and cardinal direction shall also be shown, where applicable. These are to be centre justified and located on the same line at the top of the sign, immediately above the list of destination names.

A typical confirmation sign is detailed in FIGURE 5.1.

### 5.3 INTERCHANGE SEQUENCE SIGNS

Interchange sequence signing is supplementary to the standard exit guide signing system. It normally only needs to be implemented on urban motorways/expressways where there are closely spaced exits and it is not possible to achieve the normal sequence and/or spacing for advance exit signs.

Interchange sequence signs shall be overhead mounted approximately mid-way between interchanges. The order of priority for their location is:

- (a) standalone in the median
- (b) over the median on any available bridge
- (c) over the relevant carriageway on any available bridge

'Pull-Through' signs located by the 'Sign Spreading' technique may be used at exits when interchange sequence signing is implemented.

No more than three interchange names shall be shown on an interchange sequence sign, listed from top to bottom on the sign in order of increasing distance. Distances to each interchange shall also be shown, but without the normal unit of measurement suffix.

Route markers shall be shown, where appropriate. They shall be located to the left of, and horizontally centred on, the relevant interchange name(s).

Cardinal directions shall not be shown on interchange sequence signs.

### 5.4 GUIDELINES FOR LEGEND LAYOUT ON INTERCHANGE SEQUENCE SIGNS

Where signs for opposite directions of travel are mounted back to back on a common support both signs shall have the same overall dimensions. This shall be achieved, where necessary, by a combination of legend compression on one sign and an increase of up to 100 mm in the horizontal spaces between borders and route markers, route markers and destinations, destinations and distances, and distances and borders on the other sign. There shall be no expansion in the spacings between destination letters and distance numerals on the other sign.

The maximum compression of a line of legend is 15% and more than one line of legend may be compressed. Care must be taken to ensure the sign is visually balanced by, if necessary, proportionally compressing adjacent lines of legend. Experience has shown that compression of adjacent lines of legend of the same size and alphabet series should not exceed 5%.

The order of priority for lengthening a line of legend is to increase the horizontal space between:

- (d) the interchange name and first distance numeral and then, if necessary
- (e) increase the horizontal spaces between:
  - the last distance numeral and the right hand sign border, and
  - the left hand sign border and either the route marker(s) or the first letter of the interchange name, and
  - the route marker(s) and the first letter of the interchange name(s).

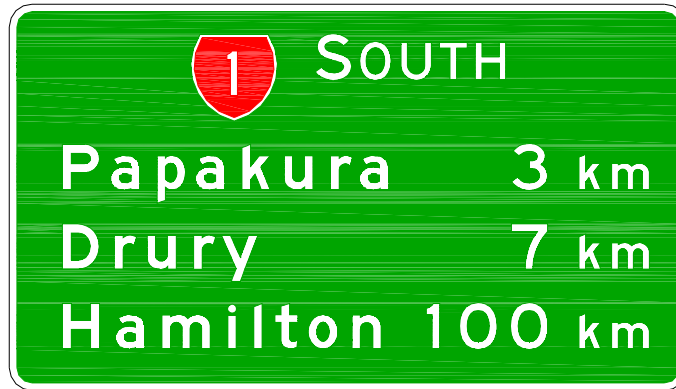
Distance numerals and decimal points shall each be aligned vertically with those on adjacent lines.

Decimal points shall also be positioned midway up the height of the distance numerals.

A typical interchange sequence sign is detailed in FIGURE 5.2.

CONFIRMATION AND INTERCHANGE SEQUENCE SIGNS

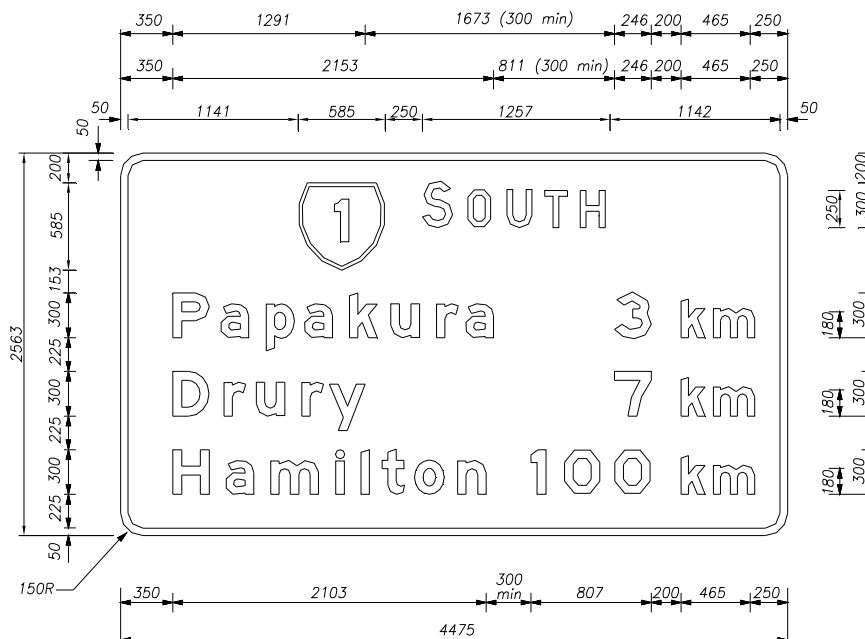
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MI - 20

SIGN DETAILS

<b>LEGEND:</b>	Reflectorised white
<b>BACKGROUND:</b>	Reflectorised standard green
<b>BORDER:</b>	Reflectorised white
<b>LETTERS:</b>	
Destinations:	
Initial capital	Modified Series E 300
Lower case	Modified Series E 225 loop height
Cardinal Direction:	
Initial capital	Series D 300
Balance capitals	Series D 250
'km	Modified Series E 175 loop height
<b>NUMERALS:</b>	
Distance	Modified Series E 300
<b>ROUTE MARKER:</b>	RM - 1 or RM - 2 sign enlarged by 50% (refer to Figure 1.3)

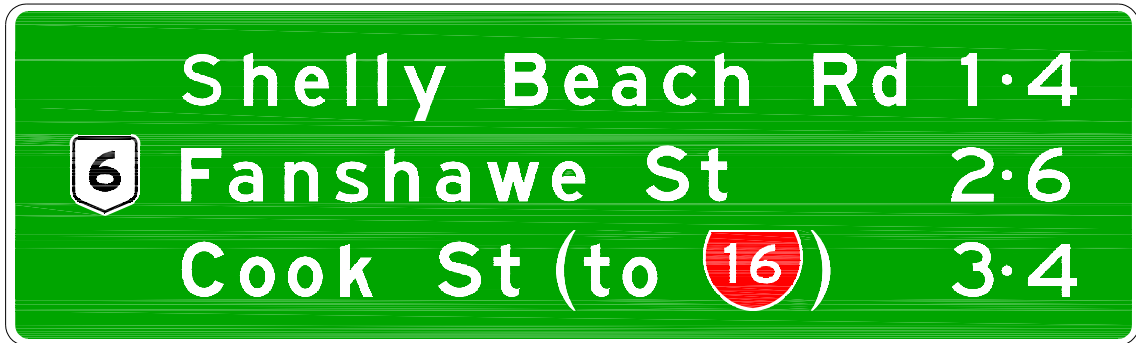


NOTE: Ground mounted sign.

FIGURE 5.1 MI - 20 CONFIRMATION SIGN

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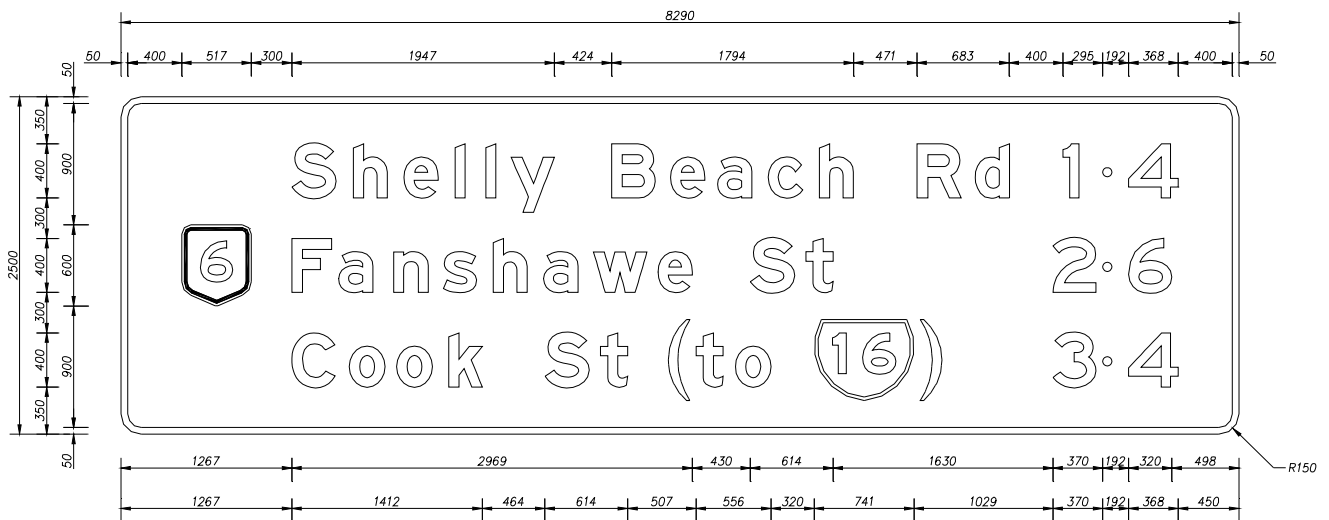
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MI - 21

SIGN DETAILS

- LEGEND:** Reflectoris white
- BACKGROUND:** Reflectoris standard green
- BORDER:** Reflectoris white
- LETTERS:**
  - Destinations:
  - Initial capital Modified Series E 400
  - Lower case Modified Series E 300 loop height
- NUMERALS:**
  - Distance Series E 400
- ROUTE MARKER:** Motorway/Expressway type (refer to Figure 1.3)



NOTE: Overhead mounted sign.

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