



(a) Advance exit—legend type

(b) Advance exit—diagrammatic

(c) Exit direction

NOTE The supplementary plate GE2-6-1 or GE2-6-2 is optional. If used, it should be placed on the right hand side for a right hand exit.

Figure 3.1 — Exit numbers on direction signs

3.4 Advance exit signs and signs at the exit

3.4.1 Advance exit signs — Legend type (GE1-5, GE1-6, GE1-13)

Examples of these signs are shown in [Figure 3.2](#).

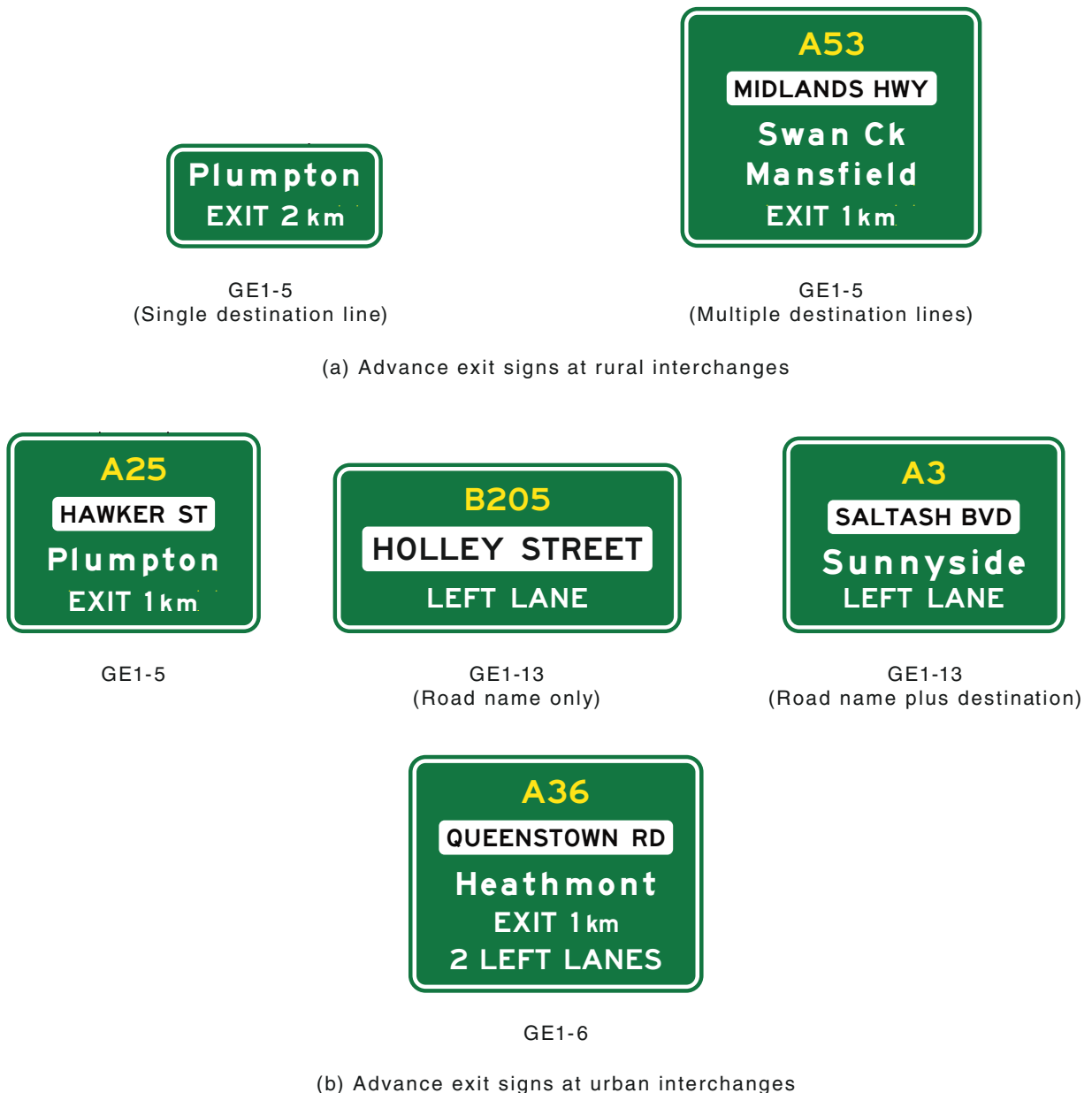


Figure 3.2 — Examples of advance exit signs — Legend type

On rural expressways, exits may be indicated by the signs GE1-5 with the legend “EXIT 2 km” and “EXIT 1 km”. They are normally side mounted except as indicated in [Clause D.3](#) of [Appendix D](#).

On urban expressways, the signs GE1-5 “EXIT 1 km” and GE1-13 are normally used, the latter located approximately 0.5 km from the exit. At higher volume exits on wider expressways where the traffic may need extra time to move safely to the left lane, earlier warning of an exit may be given by use of the signs GE1-5, “EXIT 2 km”. At more unusual or complex locations, such as right hand exits or exits soon after multilane entry ramps, where drivers may need extra warning to change to the correct lane, sign GE1-6 should be used instead of sign GE1-5 to show both the correct lane(s) and the distance to the exit. Where a GE1-5 or GE1-6 sign cannot be positioned at or near a standard distance, the distance may include one decimal place within the range 1.3 to 1.7 km. See also [Clause 3.4.5](#) regarding two-lane exits and [Clause 3.4.6](#) regarding advance signing for closely spaced exits and trap lane exits.

At exits at isolated grade separations on non-expressway roads the LEFT LANE sign (GE1-13) alone or this sign preceded by an advance direction sign of a type specified or recommended in [Clause 2.2](#) may be more appropriate.

The legend on signs GE1-6 and GE1-13 shall refer to LEFT (RIGHT) LANE or 2 LEFT (RIGHT) LANES as appropriate. Signs referring to two or more lanes shall only be located where the lanes referred to are fully developed or about to be fully developed at the sign position.

3.4.2 Advance exit signs — Diagrammatic type (GE1-11, GE1-12)

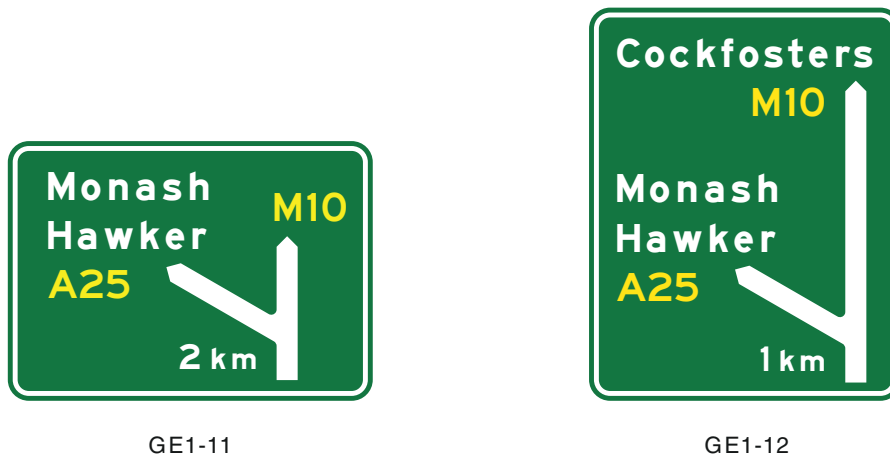


Figure 3.3 — Examples of advance exit signs — Diagrammatic type

Diagrammatic type advance exit signs may be used as an alternative to the legend type. On any one route it is desirable that one type or the other be used consistently. Examples are shown in [Figure 3.3](#).

The layout of the GE1-11 sign should ensure that the through route number is visually separated from the exit direction names.

3.4.3 Signs at the exit

Signs at the exit consist of an exit direction sign (GE2-1) alone or an exit direction sign (GE2-1) with a through direction sign (GE2-2) in an overhead assembly, with (in all cases) an EXIT gore sign GE2-3 or Exit number gore sign GE2-7.

Examples of exit direction signs (GE2-1, GE2-2) are shown in [Figure 3.4](#).

Signs of the type GE2-1 are suitable for side mounting at the exit ramp either at minor interchanges where there is no requirement to confirm the through direction of the expressway, or at other exits where the through direction has already been given on advance exit signs, e.g. the GE1-12 diagrammatic type. The GE2-1-2 may be used where site conditions require a narrower sign than the GE2-1-1. The GE2-1-3 sign is appropriate for long destination names.

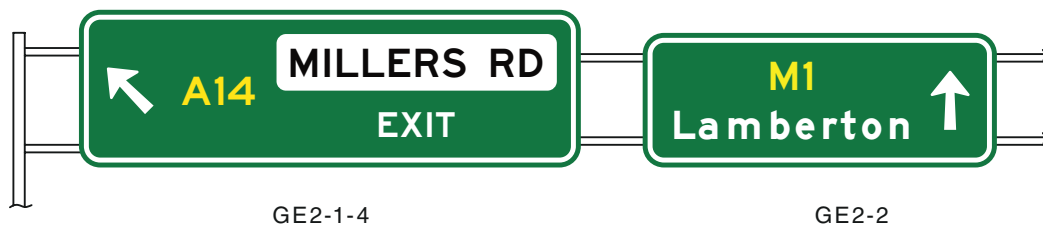
The word EXIT may be omitted from these signs if it appears on the advance exit signs, e.g. as shown in [Clause 3.4.1](#).

If confirmation of the through direction at the beginning of the exit ramp is required an overhead assembly incorporating the through direction sign panel GE2-2 as shown in [Figure 3.4](#) is appropriate at a single lane exit. For signs at two-lane exits and along sections of a route where there are successive exits closely spaced, see [Clause 3.4.5](#) and [Clause 3.4.6](#).

Recommendations for the positioning of exit direction signs are given in [Clause 3.4.7](#).



(i) Exit direction signs



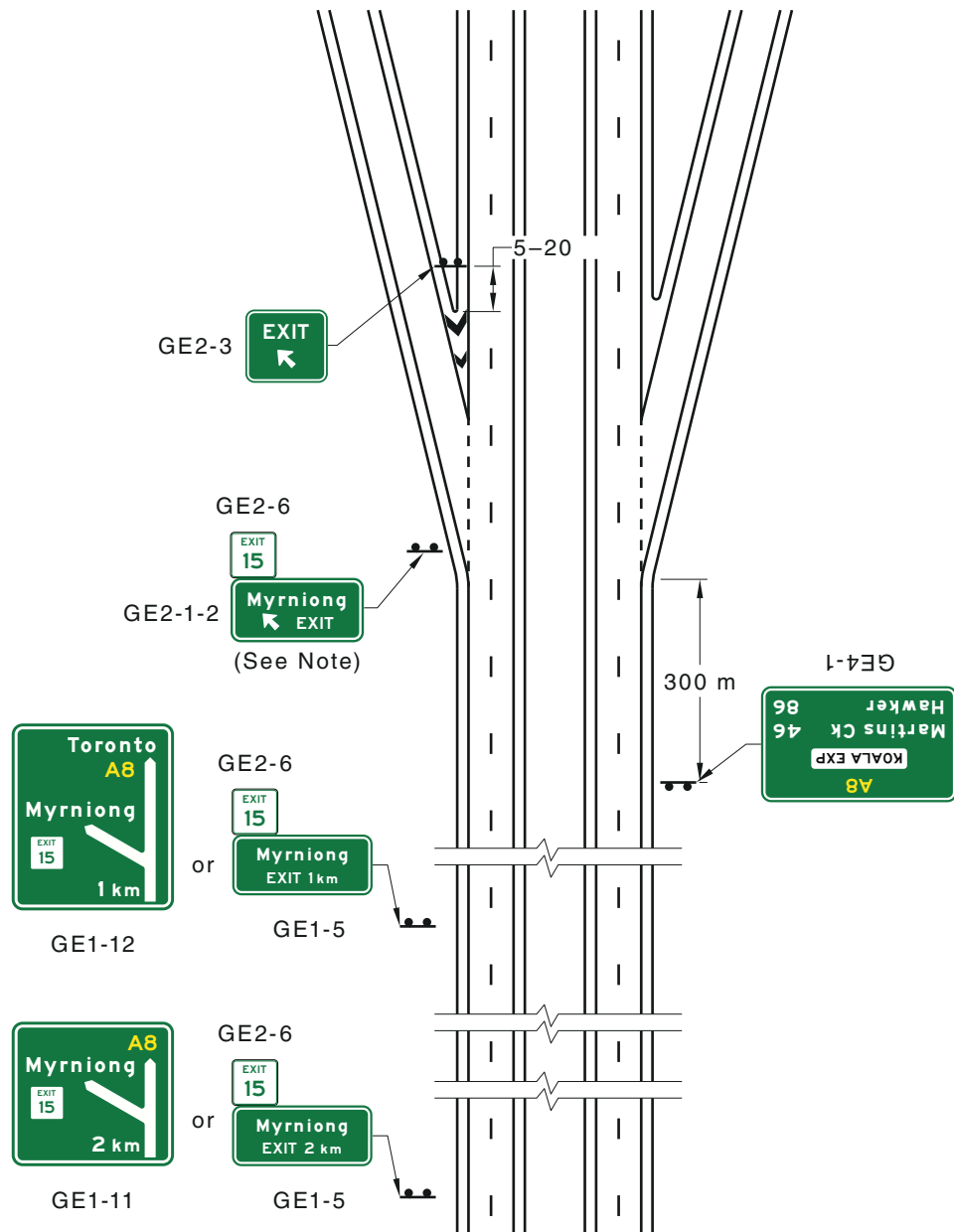
(ii) Exit direction assembly with through direction panel

Figure 3.4 — Exit direction signs and assembly**Figure 3.5 — EXIT gore sign (GE2-3) with optional road name sign (G3-4); optional Exit number gore sign (GE2-7)**

The EXIT gore sign (GE2-3) shall be located in the exit ramp gore, 5 m to 20 m past the physical nose. Where there may be possible confusion about which exit to take (e.g. at closely-spaced exits) the exit number may be provided by instead using the Exit number gore sign (GE2-7), or the exit road name may be included in the form of a road name panel G3-4 above the GE2-3 sign. Detailed requirements for the G3-4 sign are set out in [Clause 3.9.3](#). See [Figure 3.5](#). On the GE2-7 sign the white panel should be made wider if required to include a third numeral or a letter.

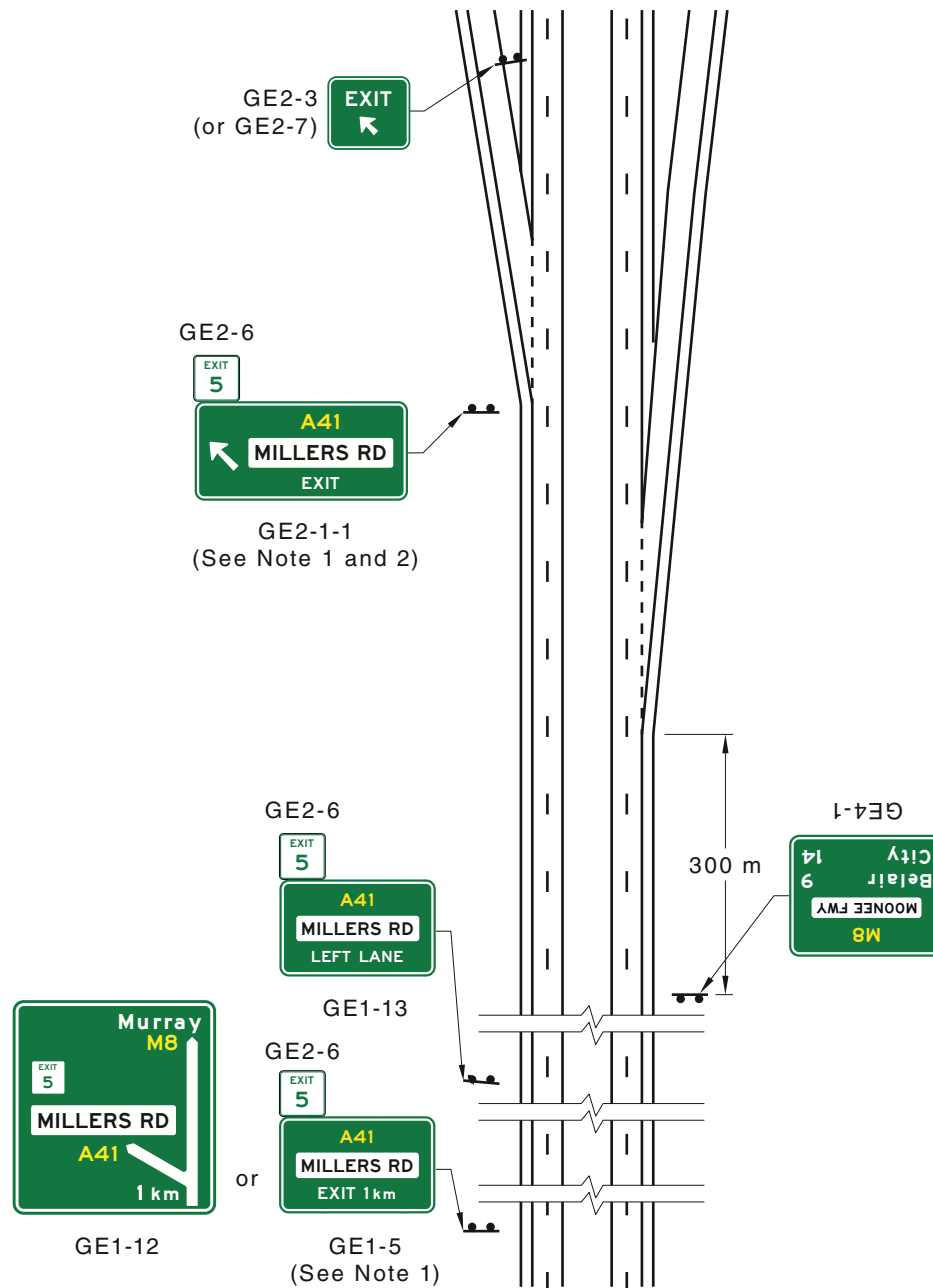
3.4.4 Typical direction sign arrangements — single lane exits

Typical direction sign treatments at single lane exits on expressway type roads are shown in [Figure 3.6](#) and in [Figure 3.7](#).



NOTE For the position of the exit direction sign (GE 2-1 series) see [Clause 3.4.7](#).

Figure 3.6 — Example of signs at an exit and entry on a rural expressway



NOTE 1 Sign GE2-1-1 and, where used, signs GE1-5 should be mounted overhead where visibility to the sign may be restricted, for example: (a) On a wide roadway with 3 or more lanes and significant commercial vehicle traffic. (b) Where the exit is part way around a left curve or just beyond a crest.

NOTE 2 For the position of the exit direction sign (GE2-1 series) see [Clause 3.4.7](#).

Figure 3.7 — Example of signs at a single lane exit and entry on an urban expressway

3.4.5 Two-lane exits

The layout of signs and markings for two lane exits is illustrated in [Figure 3.10](#).

Exit signs at two-lane exits comprise the following:

- (a) First advance exit sign which is of a type illustrated in [Figure 3.2](#):
 - (i) GE1-6 (side or overhead mounted) if the second (trap) lane is developed at the sign location.
 - (ii) GE1-5 (side or overhead mounted) or GE1-12 (side mounted, see [Figure 3.3](#)) if the second lane develops after the sign location.
- (b) Second advance exit sign which comprises a gantry, as illustrated in [Figure 3.8](#) or [Figure 3.9](#).
- (c) Exit direction sign which will normally be a sign of the type GE2-1 described in [Clause 3.4.3](#).

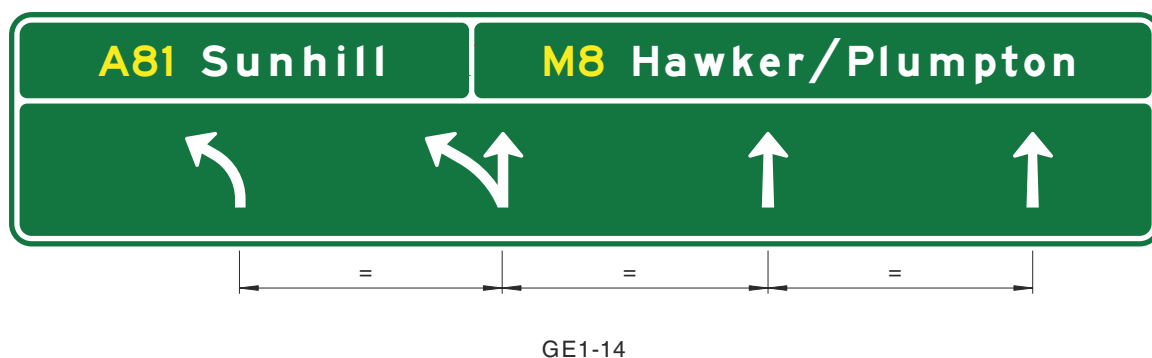


Figure 3.8 — Advance exit — Full lane indication (GE1-14)

Sign GE1-14 is mounted at the beginning of the auxiliary lane, or at the point where a continuing mid-block lane is first designated as an exclusive exit or “trap” lane. In either case this will normally be approximately 500 m in advance of the exit.

It is essential that the arrow shafts are directly above the centre of the lane to which they refer.

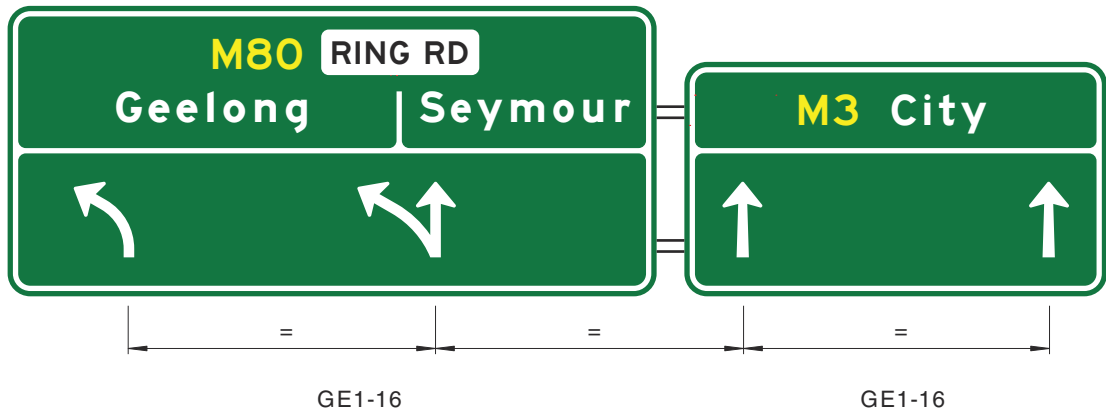
Where a two lane exit is near a closely spaced exit or a trap lane exit it is likely that more than two directions will need to be signed at this second advance exit sign position. This is likely to require the use of vertical arrows for two different destinations. For successful driver interpretation of this information, separate GE1-16 Advance exit – Partial lane indication signs shall be provided for each different destination group requiring a vertical arrow (see [Figure 3.9\(a\)](#)). Requirements for the use of sign GE1-16 are:

- (i) Signs shall be provided for all lanes.

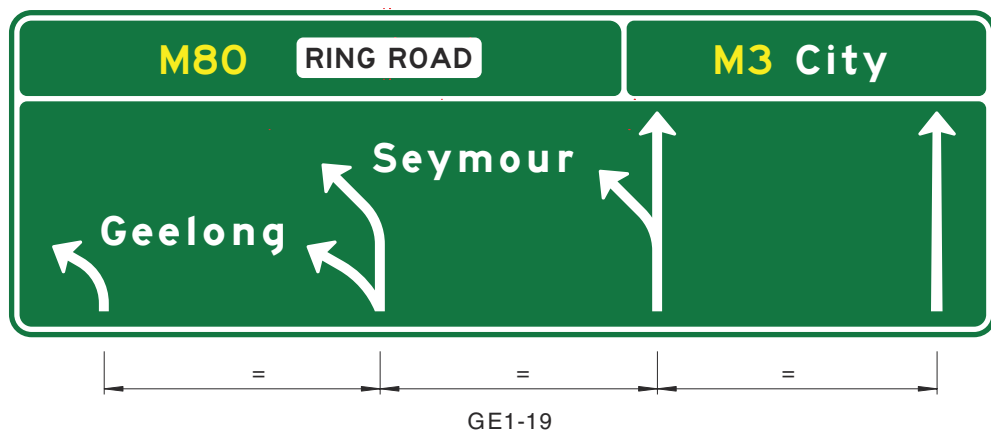
NOTE For example, two or more GE1-16 signs, or a GE1-16 sign and a GE1-17 sign (see [Clause 3.4.6](#))
- (ii) A space shall be provided between a GE1-16 sign and any other sign (other than an Exit number sign GE2-6 series). See [Clause D.4](#).
- (iii) It is essential that the arrow shafts are directly above the centre of the lane to which they refer.

These requirements to use separate GE1-16 signs instead of a single GE1-14 sign apply wherever signing above adjacent lanes to different destinations involves arrows which are identical or similar.

Where a two-lane exit is followed by a second, closely spaced two-lane exit, this requirement may be achieved by using a GE1-19 Advance exit – Sequential lane indication sign with different length arrows and the sequential destination names separated vertically (see [Figure 3.9\(b\)](#)). Alternatively a large, side mounted G9-42 Multiple direction/lane type sign may be required in lieu of a GE1-12 sign to describe which lane to select.



(a) Advance exit — Partial lane indication (GE1-16): two examples in combination



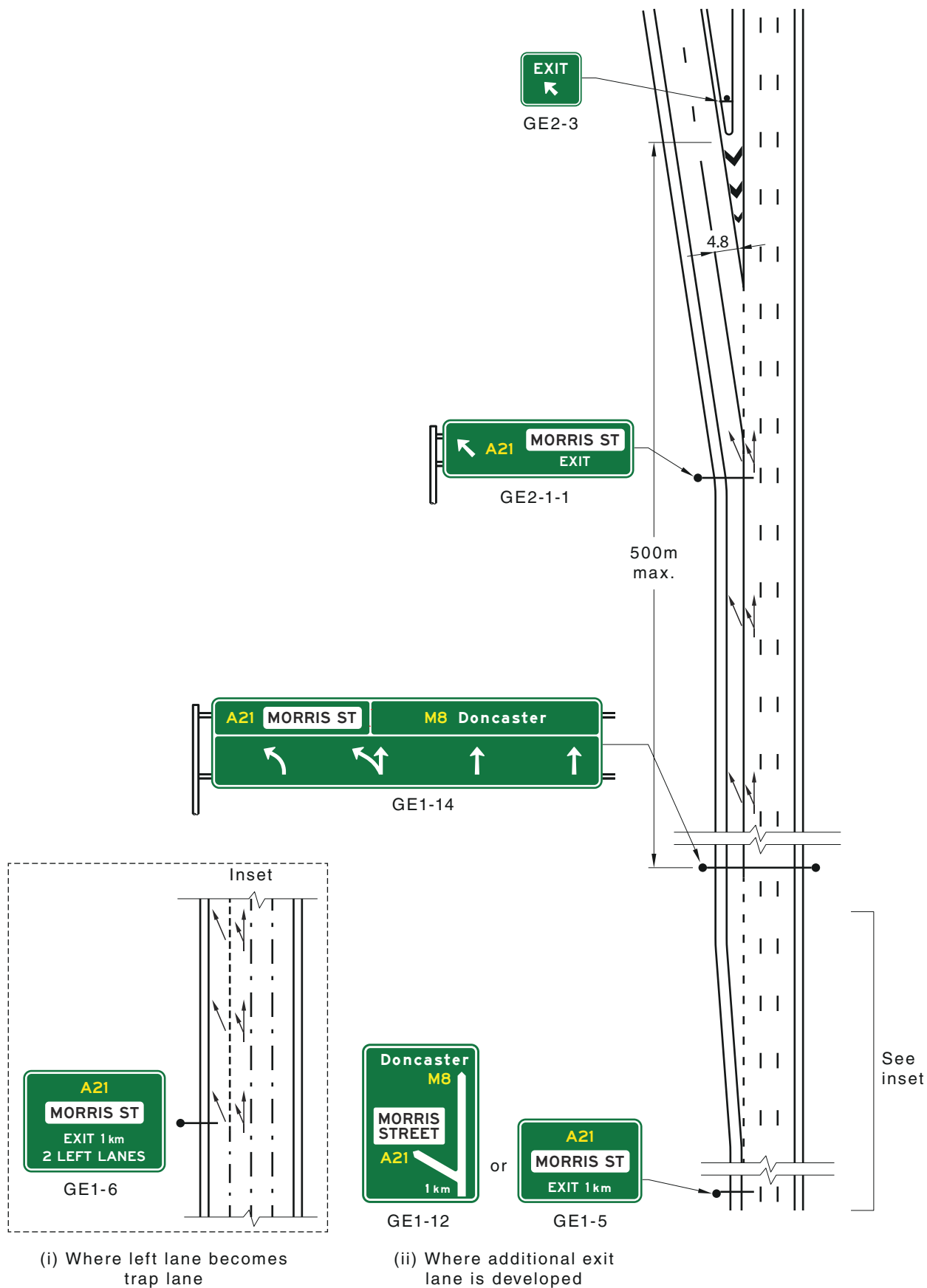
(b) Advance exit — GE1-19 sign in advance of two closely spaced two-lane exits

The following Notes apply to figure (b):

NOTE 1 Each exit destination name should be positioned to visually link it to both arrowheads. Where the name is long, it is located above the pair of arrowheads. Where it is short it may be repeated above each arrowhead.

NOTE 2 Where the two exits lead to different roads, the upper panel outlines are removed and the route number and road name are located above each exit destination.

Figure 3.9 — Advance exit — Examples at complex ramp combinations



NOTE See AS 1742.2 for associated lines and other signs.

Figure 3.10 — Example of signs at two-lane exit from an urban expressway

3.4.6 Closely spaced exits and single trap lane exits

Where two exits from an expressway are closely spaced, generally of the order of 1.2 km or less, it will be necessary to show combined information for both exits at or in advance of the first exit because there will only be enough space for one advance exit sign for the second exit after the first exit has been passed.

The variants of advance exit signs shown in [Figure 3.11](#) will be needed to provide for both the advance warning of both exits prior to the first and the advance confirmation of the second exit after the first has been passed. The use of these signs is illustrated in [Figure 3.12](#).

Where a left or right lane (not at a multi-lane exit) is a trap lane and traffic in it must exit, this shall be signed using the advance exit trap lane (GE1-17) sign mounted above the lane. LEFT LANE MUST EXIT (R2-19) signs shall be used in conjunction with this sign (see AS 1742.2). The position of the arrow on the GE1-17 sign may be adjusted within the width of the sign to ensure the arrow shaft is above the centre of the lane. The arrow is always positioned at the bottom of the sign. At a simple trap lane the GE1-17 sign is used three times, at positions equivalent to the GE1-5, GE1-13 and GE2-1-1 signs in [Figure 3.7](#). At the first sign position (typically 1 km before the exit) the distance is included above the arrow, or a GE1-18 sign is used above the GE1-17 sign.

There is a limit to the complexity of exits which can be safely signed. See [Clause 3.2](#).

Notes to [Figure 3.12](#) are as follows:

NOTE 1 Overhead exit direction signs should be provided where the prominence of a side mounted sign would not be adequate, e.g. on a left hand curve, just beyond a crest or on a three or four lane roadway with significant commercial vehicle traffic.

NOTE 2 EXIT gore signs, GE2-3, are required but not shown on this drawing. Road name panel G3-4 above sign GE2-3 is recommended at the first exit (see [Clause 3.4.4](#)).

NOTE 3 If the second exit is a trap lane, replace these signs with sign assembly GE1-17 and GE2-2, or GE1-17 and GE1-16. These signs for the second exit are located shortly after the first exit.

NOTE 4 If space is restricted the route number on the GE1-5 and GE1-6 signs should be positioned above the road name. As a last option the GE2-2 sign may be omitted.