Rules on traffic signs and traffic equipment on roads, page 1871.

Pursuant to Article 12(8) of the Roads Act (Official Gazette of the Republic of Slovenia, No 132/22, 140/22 – ZSDH-1A, 29/23, 78/23 – ZUNPEOVE), the Minister for Infrastructure hereby issues the following

R U L E S on traffic signs and traffic equipment on roads

I. GENERAL PROVISIONS

Article 1

(Content of the Rules)

(1) These Rules specify the purpose, types, meaning, form, colour, size, characteristics and installation of traffic signs and traffic equipment on public and non-categorised roads used for public road transport (hereinafter referred to as “roads”).

(2) These Rules are issued subject to an information procedure in accordance with Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services (codification) (OJ L 241, 17. 9. 2015, p. 1).

Article 2

(Purpose and types of traffic signs and equipment)

(1) Traffic signs and traffic equipment warn road users of hazards, restrictions, prohibitions and obligations, provide the necessary information for safe and unhindered traffic, and guide them in traffic.

(2) Traffic signs and traffic equipment are used to enforce traffic rules and traffic safety measures and to mark the traffic regulation on roads.

(3) Traffic signs consist of vertical and horizontal signs.

(4) Vertical signs shall consist of the following signs:

traffic signs,

supplementary signs,

traffic signs to mark roadblocks,

light traffic signs,

variable traffic informational signs.

(5) Horizontal signs encompass markings on traffic areas.

(6) Traffic equipment consists of:

traffic control and routing equipment,

safety fences, parapet walls and collision dampers,

guard rails,

prefabricated traffic calming devices on the road,

pedestrian railings,

anti-glare equipment; and

road lighting.

(7) Tourist and information signs are also an integral part of traffic signs.

Article 3

(Inscriptions on traffic signs)

(1) Inscriptions on traffic signs shall be in small print, unless otherwise specified in these Rules for a particular sign.

(2) The name of each traffic destination is written in one row.

(3) Notwithstanding the preceding paragraph, if the name of the destination is longer, it may also be written on two lines, with only the subordinate part of the destination written on the second line in a smaller font.

(4) The font of the bilingual traffic target signs shall be the same size and the signs shall be separated by a slash.

(5) Where the name of a bilingual place or a place outside the country is longer, the inscription may be on two lines and the font height on both lines may be the same.

(6) The inscription of the destination in a foreign language on a traffic sign located outside the country is accompanied by the car code of the country in which the traffic destination is located.

Article 4

(Use of language on traffic signs)

(1) Inscriptions on traffic signs are in Slovenian.

(2) Traffic signs may be displayed in up to two languages. In bilingual areas, the inscriptions are in both languages, first in Slovenian and then in a foreign language.

(3) Information signs intended to guide traffic and inform road users about places outside the country shall, in the case of bilingual places, bear the name of the place first in Slovenian and then in the language of the country in which the place is located, otherwise only in the language of the country in which the place is located.

(4) Notwithstanding the first paragraph of this Article, on motorways and expressways, inscriptions on vertical traffic signs in addition to Slovenian may also be in other foreign languages. In foreign languages, there may also be inscriptions on tourist and information signs.

Article 5

(Implementation of traffic signs and traffic equipment)

(1) The implementation of traffic signs and traffic equipment shall comply with the technical requirements and standards laid down in these Rules in terms of shape, colour, size and materials.

(2) Messages and notices to road users may be conveyed by permanent traffic signs, which do not change their content, and by signs which may change their content in whole or in part on the basis of lighting and other elements.

(3) The surface of the tourist and information signs is not illuminated and not variable.

(4) The numerical and textual markings and symbols on traffic signs, carriageways and other traffic surfaces are given by these Rules as an example and shall, when implemented, be adapted to the specific example of the traffic layout or the objectives of the traffic management.

Article 6

(Retroreflecting and chromatic properties of traffic signs and traffic equipment)

(1) The surface of the signs, with the exception of those with their own light source, shall be made of retroreflecting materials, the retroreflecting requirements of which depend on the location of the traffic signs, the lighting characteristics of the surroundings in which the traffic signs are placed and the location of the traffic surface in space.

(2) Coefficient of retroreflection (R_A) for glass granular materials is determined by standard SIST EN 12899-1; Fixed vertical signs; Fixed traffic signs and for micro-prismatic materials with European Assessment Document EAD-120001-01-0106.

(3) The coefficient of retroreflection (R_A) for each type of sign is specified in Table 1.

Table 1: Classes of light reflectance of the surface of signs according to the light characteristics of the surroundings and the location of erection

Type of signs		Surroundings with normal/natural light*			Illuminated surroundings and/or more external light sources		
	Location of the sign	Motorway, expressway	Roads outside settlements	Roads in settlements	Motorway, expressway	Roads outside settlements	Roads in settlements
All signs except those listed below	On the right side of the carriageway/roadway	RA3	RA1 RA2	RA1 RA2	RA3	RA2	RA2 RA3
	Above the carriageway/roadway or on its left side	RA3	RA2	RA2	RA3	RA2 RA3	RA3
Danger and priority signs at road crossings over railway lines in the same plane		–	RA2	RA2	–	RA3	RA3
Danger and priority signs at intersections and road junctions, mandatory and permissive direction signs		RA3	RA2	RA2	RA3	RA3	RA3
Roadblock signs, prohibition and restriction signs, information signs		RA3	RA1 RA2	RA1 RA2	RA3	RA2	RA2
Pedestrian, cyclist, horse rider, tourist and other information signs		RA1					

* street lighting is also taken into account

(4) Notwithstanding the preceding paragraph, the required class of retroreflectance may also be different, if this is specified in these Rules in respect of a particular sign.

(5) The minimum coefficient of retroreflection for micro-prismatic materials is specified in Tables 2, 3, 4, 5 and 6.

Table 2: Minimum coefficient of retroreflection (R_A) for micro-prismatic materials; RA1 class (cd.lx unit^{-1}m^2)

Geometry of measurements		Colour							
α[°]	β_1[°] β_2 [°] =0	white	yellow	red	green	blue	brown	orange	grey

12'	+5°	70	50	14.5	9	4	1	25	42
	+30°	30	22	6	3.5	1.7	0.3	10	18
	+40°	10	7	2	1.5	0.5		2.2	6
20'	+5°	50	35	10	7	2	0.6	20	30
	+30°	24	16	4	3	1	0.2	8	14.4
	+40°	9	6	1.8	1.2	#	#	2.2	5.4
2°	+5°	5	3	1	0.5	# #		1.2	3
	+30°	2.5	1.5	0.5	0.3	#	#	0.5	1.5
	+40°	1.5	1.0	0.5	0.2	#	#	#	0.9
# the indicated values may be greater than 0 but useless									

Table 3: Minimum coefficient of retroreflection (R_A) for micro-prismatic materials; RA2 class (cd.lx $unit^{-1}m^2$)

Geometry of measurements		Colour							
α[°]	β_1[°] β_2 [°] =0	white	yellow	red	green	blue	brown	orange	grey
12'	+5°	250	170	45	45	20	12	100	125
	+30°	150	100	25	25	11	8.5	60	75
	+40°	110	70	15	12	8	5	29	55
20'	+5°	180	120	25	21	14	8	65	90
	+30°	100	70	14	12	8	5	40	50
	+40°	95	60	13	11	7	3	20	47
2°	+5°	5	3	1	0.5	0.2	0.2	1.5	2.5
	+30°	2.5	1.5	0.4	0.3	#	#	1	1.2
	+40°	1.5	1.0	0.3	0.2	#	#	#	0.7
# the indicated values may be greater than 0 but useless									

Table 4: Minimum coefficient of retroreflection (R_A) for micro-prismatic materials; R3A class (cd.lx $unit^{-1}m^2$)

Geometry of measurements	Colour

α[°]	β_1[°] β_2 [°] =0	white	yellow	red	orange	blue	green
0.1	5	850	550	170	425	55	85
0.2	5	625	400	125	310	40	60
0.33	5	425	275	85	210	28	40
0.1	20	600	390	120	300	40	60
0.2	20	450	290	90	225	30	45
0.33	20	300	195	60	150	20	30
0.1	30	425	275	85	210	28	40
0.2	30	325	210	65	160	20	30
0.33	30	225	145	45	110	15	20

Table 5: Minimum coefficient of retroreflection (R_A) for micro-prismatic materials; R3B class (cd.lx unit^{-1}m^2)

Geometry of measurements		Colour					
α[°]	β_1[°] β_2 [°] =0	white	yellow	red	orange	blue	green
0.33	5	300	195	60	150	19	30
1	5	35	23	7	18	2.5	3.5
1.5	5	15	10	3	7.5	1	1.5
0.33	20	240	155	48	120	16	24
1	20	30	20	6	15	2	3
1.5	20	13	8	2.5	6.5	-	1
0.33	30	165	110	33	83	11	17
1	30	20	13	4	10	1.5	2
1.5	30	9	6	2	4.5	-	0.5
0.33	40	30	20	6	15	2	3
1	40	3.5	2	1	2	0.5	0.5
1.5	40	1.5	1	0.5	1	-	-

Table 6: Minimum coefficient of retroreflection (R_A) for fluorescent micro-prismatic materials; RA3 class (cd.lx unit^{-1}m^2)

Geometry of measurements		Colour
α[°]	β_1[°]	fluorescent yellow-green
0.2	5	375
0.33	5	270
1.0	5	70
0.2	30	200
0.33	30	140
1.0	30	43
0.2	40	36
0.33	40	24
1.0	40	9

(6) The chromatic properties of traffic signs and the light factor must correspond to CR2 class, and for micro-prismatic materials to the values given in Table 7.

Table 7: Daylight chromaticity and light factor for microprismatic materials

Colour		Chromatic coordinates				Light factor β
		1	2	3	4	
white	x	0.355	0.305	0.285	0.335	≥ 0.15
	y	0.355	0.305	0.325	0.375	
yellow	x	0.545	0.487	0.427	0.465	≥ 0.16
	y	0.455	0.423	0.483	0.535	
red	x	0.735	0.674	0.569	0.655	≥ 0.03
	y	0.265	0.236	0.341	0.345	
orange	x	0.631	0.552	0.506	0.570	≥ 0.12
	y	0.369	0.359	0.404	0.430	
green	x	0.007	0.248	0.177	0.026	≥ 0.03
	y	0.703	0.409	0.362	0.399	
brown	x	0.455	0.523	0.479	0.558	0.03–0.09

	y	0.397	0.429	0.373	0.394	
blue	x	0.078	0.150	0.210	0.137	≥ 0.01
	y	0.171	0.220	0.160	0.038	
grey	x	0.350	0.300	0.285	0.335	0.11–0.18
	y	0.360	0.310	0.325	0.375	
fluorescent yellow-green	x	0.373	0.358	0.427	0.465	≥ 0.40
	y	0.625	0.549	0.483	0.535	

(7) The retro-reflection coefficient for RA3 class must meet the requirements of Tables 4 and 5 at the same time, and the ratio between the minimum and maximum coefficient of retroreflection must not exceed 2,5: 1.

(8) Traffic signs on the same pole shall have the same light-reflecting properties.

(9) The coefficient of retroreflection of externally illuminated traffic signs shall be of RA2 class and that of priority signs not illuminated by their own or an external light source shall be of RA3 class.

(10) The surface of traffic equipment used to guide and direct traffic at roadblocks shall be marked with retroreflectors in accordance with SIST EN 12899-3; Delineator posts and retroreflectors.

Article 7

(Installation of traffic signs and traffic equipment)

(1) Traffic signs and traffic equipment on roads are positioned in such a way that they can be detected by automated driver assistance systems and road users notice and understand their meaning in time, and act in accordance with their meaning and the requirements they impose.

(2) The area for the installation of traffic signs and traffic equipment is a strip along the carriageway of the road, 8.00 m on motorways and expressways and 5.00 m on other roads, from the outer edge of the carriageway. If the carriageway also includes cycling, pedestrian or other traffic areas, the width of this lane shall be 2.00 m from the outer edge of these areas.

(3) The rules for the installation of traffic signals and traffic equipment at roadblocks are laid down in the regulation on roadblocks.

II. TRAFFIC SIGNALISATION

1. **Traffic and supplementary signs**

Article 8

(Implementation of traffic and supplementary signs)

(1) The construction of traffic and supplementary signs and individual traffic equipment must meet the following minimum requirements in terms of mechanical resistance, in accordance with SIST EN 12899-1:

safety factor for loads; PAF1 class,

wind pressure; WL5 class,

dynamic pressure when clearing snow; DSL1 class,

minimum allowable bending deflection; TDB4 class,

puncturing the sign; P3 class,

the edges of the sign panel; E2 class.

(2) Notwithstanding the preceding paragraph, the operator of the traffic surface may require a different mechanical resistance of traffic signs and traffic equipment, but not in contradiction with SIST EN 12899-1.

(3) The backs of the traffic and supplementary signs shall be without gloss or content. If the area of the traffic sign is larger than 2 m^2, the back of the sign is grey (RAL 7040).

(4) The signs shall bear an identification mark on the reverse in accordance with SIST EN 12899-1. The non-reflective marking is placed on the lower right-hand side of the sign and is visible when the sign is erected.

(5) The edge of the signs is covered with a protective angle profile to reinforce the sign.

(6) Traffic and supplementary signs may also be constructed as signs with their own (illuminated from the inside) or external light source (illuminated from the outside) in accordance with SIST EN 12899-1 or SIST EN 12899-2 – Fixed vertical signs; Transilluminated traffic bollards (TTB).

(7) The construction of traffic and supplementary signs with their own light source shall, in accordance with SIST EN 12899-1, meet the following minimum requirements with regard to mechanical resistance:

safety factor for loads; PAF1 class,

wind pressure; WL5 class,

dynamic pressure when clearing snow; DSL1 class,

minimum allowable bending deflection; TDB4 class,

water and dust resistance; IP65 class,

average brightness of the sign; L2 class and

uniform brightness of the sign; U2 class.

(8) The external illumination of the sign shall comply with SIST EN 12899-1 and shall achieve an average brightness of class E3 in the graphic display area of the sign and a brightness uniformity of UE1 class.

(9) In order to emphasise the importance of the traffic sign, the sign shall be on a contrasting square or rectangular panel made of light-reflecting material of a fluorescent yellow-green colour with a coefficient of retroreflectance corresponding to RA3 class. The panel also bears any necessary supplementary sign.

(10) Notwithstanding the preceding paragraph, when highlighting traffic signs 2101 and 2102, the shape of the contrast panel shall be the same as the shape of the traffic sign mounted on it.

(11) The size of the contrast panel referred to in the ninth and tenth paragraph of this Article shall be adapted to the size of the traffic sign, so that the width from the edge of the board to the outermost point of the sign is 50 mm.

(12) Traffic signs can also be implemented as markings on traffic surfaces.

Article 9

(Installation of signs)

(1) Traffic signs shall be placed on the right-hand side adjacent to or above the carriageway or roadway in the direction of travel of vehicles, so as to provide road users with a field of vision and to be easily detected by automated driver assistance systems.

(2) If, at the place where the traffic sign is erected, traffic density or other reasons prevent road users from noticing the traffic sign in time, it shall be repeated on the opposite, left-hand side of the road or directional carriageway, and, if necessary, also above the carriageway.

(3) Notwithstanding the first paragraph, traffic signs may also be placed only on the left-hand side of the carriageway or other traffic surface and in the dividing strip of the road, if this is specified in these Rules in respect of a particular traffic sign.

(4) The height of the lower edge of a traffic sign or the lower edge of a supplementary sign shall be:

along the carriageway 1.50 m above the height of the edge in the transverse profile of the carriageway along which the sign is placed,

– above pedestrian and cyclist surfaces ≥ 2.25 m and ≤ 2.50 m above the highest edge of the transverse profile of the surface over which it is placed, or 2.50 m for tourist and information signs and traffic control signs in the area of intersections,

– above the carriageway ≥ 4.50 m and ≤ 5.50 m above the highest point of the transverse carriageway, above which the traffic sign is placed. In the case of reduced road profiles, the traffic sign may be placed 0.50 m above the road profile,

notwithstanding the preceding indent, the height of the lower edge of the traffic sign or the lower edge of the supplementary sign above the carriageway on motorways and expressways shall be not

less than 5.00 m and not more than 6.00 m above the highest point of the transverse profile of the carriageway above which the traffic sign is placed.

(5) Notwithstanding the preceding paragraph, individual traffic signs may also be erected at different heights if this is permitted by these Rules for a particular sign and if the clear road profile allows this.

(6) The horizontal distance between the edge of the carriageway and the nearest point or projection of the nearest point of the sign shall be 0.30 m, if the road is bounded by kerbs, or ≥ 0.75 m and ≤ 2.50 m if the road is not bounded by kerbs. The extreme edge of the sign support pole be at a distance from the edge of the cycling surface ≥ 0.25 m.

(7) Notwithstanding the preceding paragraph, the sign support pole shall be located outside the free profiles of pedestrian and cyclist areas. In this case, the horizontal distance from the edge of the carriageway to the nearest point or projection of the extreme point of the sign shall be ≤ 2,50 m and the sign may be asymmetrically mounted on a support pole. Traffic light poles shall be placed in pedestrian and cyclist areas in such a way as to ensure the safe and unhindered movement or movement of these users.

(8) The horizontal distance between the guard rail and the nearest point or projection of the extreme point of the sign is ≥ 0.25 m.

(9) The minimum longitudinal spacing of signs on the road shall be at the maximum permissible speed on the road ≤ 50 km/h ≥ 15 m, at a speed > 50 ≤ 90 km/h, ≥ 30 m and at speed > 90 km/h, ≥ 100 m.

(10) Notwithstanding the preceding paragraph, the minimum longitudinal spacing of signs may also be different if the traffic layout of a particular shorter section of road requires several different markings (for example: stops, pedestrian crossings).

(11) Signs above directional carriageways with more traffic lanes are installed:

over each traffic lane if traffic is managed differently in each traffic lane. Between these signs, danger signs or notices shall be placed in the centreline of the dividing lines between the traffic lanes and shall be valid throughout the directional carriageway,

in the axis of the traffic lanes, provided that traffic is managed in the same way on all traffic lanes,

– symmetrical from the axis of the lanes with equal traffic regulation where two or more traffic signs are placed horizontally above the traffic lanes to regulate traffic in the same way on all traffic lanes. Traffic signs are the same on the left and right sides,

on the left side, the danger sign, and on the right the sign for explicit orders or notices where two different signs are placed horizontally above two or more traffic lanes. If a traffic sign is placed on both sides for explicit orders, the speed limit sign shall always be placed on the right side.

(12) If two different types of traffic signs are mounted on the same pole, the danger sign shall be at the top of the pole.

(13) No more than three traffic signs may be mounted on the same support pole along the vertical axis in the direction of travel.

(14) A maximum of two supplementary signs may be added to a single traffic sign.

(15) Only those individual traffic signs specified in these Rules may be mounted on a traffic light pole.

(16) Notwithstanding the preceding paragraph, individual traffic signs which are visible to vehicles coming from the opposite direction may be placed on the traffic light pole.

(17) Road lighting poles, traffic light poles and other appropriate structures located within the area for the erection of traffic signs may also be used as a supporting structure for traffic signs.

(18) Signs indicating roadblocks shall be installed in accordance with the rules for the installation of roadblocks, unless otherwise specified in these Rules in respect of a particular sign.

Article 10

(Size of traffic and supplementary signs)

(1) The sizes of traffic signs are classified according to the maximum speed allowed on the road into four size classes, namely:

– pedestrian and cycling areas, parking areas; small signs – Class 1,

maximum permissible speed on the road ≤ 50; normal signs – Class 2,

maximum permitted road speed > 50 ≤ 90; large signs – Class 3,

maximum permitted speed on the road > 90; very large signs – Class 4.

(2) The size of traffic and supplementary signs and their elements for each size class is specified in Table 8.

Table 8: Size of traffic and supplementary signs

(3) Notwithstanding the preceding paragraph, the size of individual signs may also be different, if this is specified in these Rules in respect of a particular sign.

(4) The radius of the rounding off of the edges of signs whose size is determined by the individual sign or depends on the number of symbols, the size of the font and the location of the sign on the road shall be the same as for the size class closest to the size of the sign. The radius of the rounding off of the edges specified for size class 4 shall also apply to all signs larger than that class.

(5) The width of a supplementary sign placed alongside a traffic sign shall be equal to the length of the side of the sign along which the supplementary sign is placed, or the diameter of the sign, or equal to the length of the vertical projection of the extreme points of the sign.

(6) The symbol on the sign is within the boundary of the symbol field. The size of the symbol shall be proportional to the size of the sign and its proportions and position on the sign shall be identical to the graphic representation provided for in these Rules.

(7) Where the size of a particular sign is not specified in these Rules, or is not specified in the first paragraph of this Article, the size of the sign shall be determined on the basis of the size and type of the typeface and the number of symbols on it.

(8) The dimensions of the individual elements of the embedded signs shall be proportional to the dimensions of the fixed traffic signs.

(9) Traffic signs of size class 3 or 4 shall be used to indicate roadblocks.

(10) For traffic signs 2100 – Priority signs, size class 3 shall be used instead of size class 2.

(11) On minor roads and public rights of way, the size of traffic signs may be reduced by one size class due to inadequate profile and other road features which do not allow the maximum speed permitted by the rules of road traffic.

(12) If the traffic layout is changed on a particular section of road, requiring a lower size class of traffic signs, the traffic signs shall be changed in accordance with the second paragraph of Article 76 of these Rules.

Article 11

(Checking the suitability of signs)

(1) The light-reflecting and chromatic properties of the signs shall be checked no later than ten years after the sign has been manufactured.

(2) The verification of suitability referred to in the preceding paragraph shall include verification of the minimum requirements for the light-reflecting and chromatic properties of the signs in daylight.

(3) At the time of the verification of the suitability of the sign referred to in the first paragraph of this Article, the light reflecting properties of the sign shall meet the required values laid down in Article 6 of these Rules. The chromatic properties and the luminous intensity factor for glass granular materials shall correspond to CR1 class and for micro-prismatic materials to the values given in Table 7 of Article 6 of these Rules.

1.1 *Road danger signs*

Article 12

(Purpose and types of road danger signs)

(1) Road danger signs warn road users of the danger and the type of hazard on the road.

(2) Danger signs are general danger signs and danger signs at the crossing of a road over a railway line in the same plane.

Article 13

(Implementation of road danger signs)

(1) The marking, shape, colour, meaning, purpose of the marking and the permissible variations in the design, size and positioning of danger signs are specified in Table 9.

Table 9: 1000 – Road danger signs

(2) Danger traffic signs used to indicate roadblocks shall have a primary colour of yellow, with the exception of traffic sign 7302.

(3) Road hazards that are not the result of road works or temporary obstructions to traffic are marked with the road signs prescribed for marking permanent hazards.

Article 14

(Installing traffic danger signs)

(1) Danger signs shall be displayed on motorways and expressways at a distance ≥ 250 m and ≤ 400 m, on roads outside settlements at a distance ≥ 150 m and ≤ 250 m and on roads inside settlements at a distance ≥ 50 m and ≤ 150 m before the danger point on the road or before the start of the dangerous part of the carriageway.

(2) Notwithstanding the preceding paragraph, danger signs may also be installed at a lesser or greater distance before the danger point on the road or before the start of the dangerous part of the road, if the circumstances of the road or part of the road so require. In this case, supplementary signs must be added to the traffic sign, indicating the distance to the danger point indicated by the signs.

(3) Notwithstanding the first and second paragraphs of this Article, variations in the method of erection shall be permitted for individual danger signs, if this is specified in these Rules in respect of a particular danger sign.

1.2 Traffic signs for explicit orders

Article 15

(Purpose and types of traffic signs for explicit orders)

(1) Traffic signs for explicit orders indicate to road users the obligations, restrictions or prohibitions and the guidelines to be followed.

(2) Traffic signs for explicit orders consist of priority signs, prohibition and restriction signs, obligation signs and traffic regulation signs.

Article 16

(Implementation of traffic signs for explicit orders)

(1) The marking, shape, colour, meaning, purpose of marking and permissible deviations regarding the implementation and installation of traffic signs for explicit orders are specified in Table 10.

Table 10: 2000 – traffic signs for explicit orders

(2) When traffic signs for explicit orders, which have a primary colour of white, are used to indicate roadblocks, they shall have a primary colour of yellow, except on sign 7302.

Article 17

(Installation of traffic signs for explicit orders)

(1) Traffic signs for explicit orders are placed directly at the point where the obligation and prohibition or restriction expressed by the traffic sign appears on road users.

(2) Notwithstanding the preceding paragraph, traffic signs for explicit orders may be placed at a certain distance in front of the point where an obligation, prohibition or restriction arises for road users, if this is permitted by these Rules in the case of an individual traffic sign.

(3) Traffic signs for explicit orders shall be valid from the place of installation of the traffic sign to the place where the traffic sign is placed on its revocation, unless otherwise provided for by these Rules in the case of an individual traffic sign.

(4) Prohibitions and restrictions marked by traffic signs for prohibitions and restrictions (2200) and individual traffic signs to regulate road traffic (2407, 2408, 2409, 2409-1 and 2409-2) shall apply from the place where they are placed to the place where they are installed, and otherwise until the first next intersection of public or non-categorised roads used for public road transport.

(5) Prohibitions and restrictions may also apply only at a certain distance from the location of the traffic sign, which may not exceed 1000 m. In this case, a supplementary sign 4103 is added to the traffic sign, indicating the length of the road where there is a restriction or prohibition if there is no intersection within that section of the road.

(6) Notwithstanding the fourth and fifth paragraphs of this Article, in areas marked by the sign 2447, a traffic sign shall always be displayed which cancels the indicated maximum speed.

(7) If the speed limit changes on a specific section of the road, the traffic sign for the new limit cancels the previous limit at the same time.

(8) Individual traffic control signs (2400) valid in a given area (ZONE) are placed on all roads that allow access to the area.

(9) If, for reasons of poor road transparency or other safety reasons, it is necessary for road users to be informed in advance of the explicit order, such a sign may also be placed at an appropriate distance from the place from which the order applies. In this case, the additional sign 4101 is added to the traffic sign.

(10) An explicit order, expressed by an individual traffic sign for prohibitions and restrictions (2200) affixed on the same pole together with the sign 2434, shall be valid in the area of the entire settlement when entering the settlement, provided that no other obligation, restriction, prohibition or orientation is indicated on individual roads or parts thereof in the settlement.

(11) An explicit order marked with a speed limit sign with a traffic sign 2435 ceases to be valid.

(12) For the purposes of marking explicit orders which are valid only for a certain period of time between a day or only certain days, traffic signs and supplementary signs may also be affixed on the road in such a way that their content is visible only when the express order expressed by the sign is in force.

(13) Notwithstanding the provisions of this Article, individual traffic signs shall be subject to derogations in the method of setting for explicit orders, if this is permitted by these Rules in the case of an individual traffic sign.

1.3 *Traffic signs for announcements*

Article 18

(Purpose and types of traffic signs for announcements)

(1) Traffic signs for announcements are intended to guide traffic and inform road users about the road and its connection to other roads, the names of traffic destinations along the road, the direction and distance of traffic destinations, and other relevant information.

(2) The signs referred to in the preceding paragraph shall consist of traffic signs for the information of services, facilities and installations, traffic signs for the information of roads and other relevant

information, traffic signs for the direction of traffic, traffic signs for the guidance of traffic and preventive traffic signs.

Article 19

(Implementation of traffic signs for announcements)

(1) The marking, shape, colour, meaning, purpose of marking and tolerances regarding the execution, size and placement of traffic signs for announcements are specified in Table 11.

Table 11: 3000 – traffic signs for announcements

(2) The symbols showing the relative positions of the roads on the traffic control signs correspond to the actual positions of the roads.

Article 20

(Colour of traffic signs for announcements by road type)

(1) The basic colour and the colour of the lettering and symbols on traffic control signs, when erected on or relating to a particular type of road, are shown in Table 12.

Table 12: Basic colour and colour of inscriptions and symbols on traffic regulation signs

Scope	**Basic colour of the traffic sign**	**Colour of inscriptions and symbols**
motorway	green	white
expressway	blue	white
other roads	yellow	black
parts of cities, settlements, important public and economic infrastructure facilities	white	black
cultural, historical and tourist attractions	brown	white
cycling connections	red	white

(2) Notwithstanding the preceding paragraph, the symbols added to individual traffic direction signs and other traffic message signs shall be in the colour specified for each symbol in these Rules.

(3) Traffic regulation signs may be provided with a backing of appropriate colours, depending on the type or marking of the road leading to the destination and its meaning, or with a white backing for the insertion of supplementary signs and for the highlighting of symbols, inserted on the base plate.

(4) Where traffic signs for announcements having a primary colour of white are used to indicate roadblocks, they shall have a primary colour of yellow, except on sign 7302.

Article 21

(Installation of traffic signs for announcements)

(1) Traffic sings for announcement shall be erected to give advance warning to road users of the grading and turning movements and to give confirmation messages of the direction of travel, to indicate the structure, space, street or parts of the road to which they refer and to inform them of the appropriate behaviour required by the rules of the road.

(2) If the structure or space to which the traffic sign refers is not on the road along which the sign is placed, the traffic sign shall be supplemented by a supplementary sign in such a way as to enable road users to find the structure or space to which the traffic sign refers quickly and without difficulty.

(3) Traffic signs for announcements about services, facilities and installations (3100), with the exception of signs 3101, 3102, 3103, 3116, 3117 to 3117-4, 3118 and 3119 to 3119-1, shall not be placed in settlements.

(4) Traffic signs for announcements about services, facilities and installations (3100), marked 3104, 3105, 3106, 3114, 3115 and 3116 may be placed provided that the facilities used to carry out these activities are accessible directly from the road on which the sign is placed and have adequate space for stationary traffic.

1.4 *Supplementary signs*

Article 22

(Purpose and types of supplementary signs)

(1) Supplementary signs further clarify the traffic sign as to the distance and direction to the place to which the traffic sign refers, the priority and permissible directions, stopping and parking of vehicles and other restrictions. Spatial, temporal and other explanations, the types of vehicles and road users to which the traffic sign applies, the indication of exceptions to compliance with an express order, an explanation of hazards and obstacles on the carriageway, and information on the road, structures and installations have also been added.

(2) Supplementary signs are not stand-alone traffic signals but always form an integral part of traffic signs.

Article 23

(Implementation of supplementary signs)

(1) The marking, shape, colour, meaning, purpose of marking and permissible implementation and additional implementation requirements of supplementary signs are specified in Table 13.

Table 13: 4000 – Supplementary signs

(2) The base colour of supplementary signs, even when used at roadblocks, shall be white with a border, symbol or lettering in black, except on supplementary sign 4106, the base colour of which shall be orange.

(3) Notwithstanding the preceding paragraph, the symbols used shall be in colour, if this is specified in these Rules in respect of a particular supplementary sign.

Article 24

(Installing supplementary signs)

(1) Supplementary signs shall not be installed as independent signs.

(2) Supplementary signs shall be placed below the bottom edge of the traffic signs to which the explanatory notes refer.

(3) Notwithstanding the preceding paragraph, for the traffic sign 2101, the supplementary sign shall be placed above the upper horizontal edge of the sign, and for the traffic signs 3309 or 3309-1, the supplementary signs 4501-15 or 4501-16 shall be placed along the vertical edge on the opposite side of the arrow.

1.5 Markings on traffic surfaces

Article 25

(Purpose of markings)

(1) Markings on traffic areas are horizontal traffic signals indicating hazards, prohibitions, restrictions and other obligations on traffic surfaces and notifications for road users.

(2) The markings referred to in the preceding paragraph shall be independent indications, unless a mandatory combination with a permanent traffic sign is provided for by these Rules.

Article 26

(Types of markings)

(1) There are longitudinal, transverse and other markings on traffic surfaces.

(2) Markings on traffic surfaces may be permanent or temporary.

(3) Temporary markings are intended to mark construction sites on the road, overriding permanent markings for a limited period of time, and to indicate to road users the changed traffic layout.

Article 27

(Implementation of markings)

(1) The properties of the marking materials shall comply with the provisions of SIST EN 1436, Materials for carriageway markings, Properties of markings, and the provisions of these Rules.

(2) Markings are applied to traffic surfaces using thin (paint) or thick-layer materials (cold or hot plastic, pre-made strips).

(3) The height of the marking on traffic surfaces should not be more than 8 mm above road surface or traffic surface, and not more than 15 mm below the road surface.

(4) Notwithstanding the preceding paragraph, markings on traffic surfaces where metal or plastic elements are used or where they take the form of transverse strips may be no more than 15 mm above the plane of the traffic surface. If retroreflectors or flashing lights are incorporated in the markings, their height may be no more than 25 mm above the plane of the road surface.

(5) On motorways and expressways, longitudinal markings on the carriageway are made of thick-film materials, and edge lines along the weaning lane are marked with profiled markings that are acoustic or vibratory.

(6) Temporary pavement markings shall be made of materials of specified durability and properties which, when removed, leave no trace of the temporary marking.

Article 28

(Colour of markings)

(1) Permanent markings on traffic surfaces shall be white in colour.

(2) Notwithstanding the preceding paragraph:

(a) yellow colour indicates:

longitudinal and transverse markings on the carriageway separating traffic lanes intended for public passenger transport from the rest of the traffic lanes (RAL 1023),

markings indicating the prohibition of parking and stopping on the carriageway, bus, taxi and shuttle stops, physical obstacles to traffic moderation, road connections of non-categorised roads, intervention areas, underground hydrants and parking spaces for disabled vehicles and taxis (RAL 1023),

temporary indications intended for the marking of workareas on the road (RAL 1003),

(b) green colour indicates:

parking spaces reserved for charging electric vehicles (RAL 6018),

(c) red-brown colour indicates:

cycling lanes, bicycle crossings over the carriageway and coloured base of arrows on cycling surfaces (RAL 3011, 3001),

(d) blue colour indicates:

parking spaces and areas of parking lots intended for short-term parking (RAL 5015),

contrasting pedestrian crossing substrates and pedestrian surfaces when in the carriageway plane (RAL 5012),

(e) orange colour indicates:

border line between the two countries on traffic surfaces (RAL 2004).

(f) red colour indicates:

contrasting basis of designation 5603-1 (RAL 3000).

Article 29

(Dimensions and tolerances of markings)

(1) The width of longitudinal markings on traffic surfaces depends on the width of the traffic lane.

(2) The width of the longitudinal unbroken and broken lines, designated as separating or edge lines, is shown in Table 14.

Table 14: Width of longitudinal lines

Lane width (in cm)	Width	
	separation lines (in cm)	edge lines (in cm)
≥ 350 and ≤ 375	15	15 (20*)
≥ 300 and < 350	15	15
≥ 275 and < 300	12	12
< 275	–	12

*On motorways and expressways

(3) The width of longitudinal lines on cycling and parking areas is 10 cm.

(4) Notwithstanding the first and second paragraphs of this Article, the width of the longitudinal stripes may also be varied if, if this is specified in these Rules in respect of a particular marking.

(5) The distance between two parallel longitudinal lines may be between 12 and 15 cm. If retroreflectors or flashers are fitted between the lines, this distance may be no more than 20 cm.

(6) Notwithstanding the preceding paragraph, the distance between two parallel longitudinal lines may also be different when marking traffic calming measures.

(7) The minimum width referred to in the fourth paragraph of this Article shall also be used to mark the edge lines of the weaning lanes on motorways which are used intermittently for driving, in accordance with the provisions of the rules on road traffic.

(8) The permissible tolerances for the dimensions of the markings carried out on traffic surfaces are as follows:

the width of the lines shall not deviate from the required widths by more angle ± 10 mm,

the length of the lines in the case of interrupted longitudinal markings shall not be shorter than the required length by more than 50 mm and longer by more than 150 mm,

the length of the raster of the line and the space shall not deviate from the required length by more than ± 150 mm,

the size of the arrows, letters, numbers and symbols shall not deviate from the required size by ± 20 mm in width and ± 50 mm in length.

Article 30

(Colour and light-reflecting properties of the markings)

(1) Depending on their light-reflecting properties, road surface markings are divided into Type I and Type II markings.

(2) Type I markings are markings without the required visibility characteristics in wet conditions.

(3) Type II markings are markings with the required wet visibility characteristics.

(4) The minimum initial values of the characteristics of new markings on traffic surfaces shall correspond to the values specified in Table 15.

Table 15: Initial - minimum values for the characteristics of new markings on traffic surfaces

Road traffic load		**Motorways and expressways**		**Other roads**	
Characteristics of the markings on the carriageway	Colour	minimum value		minimum value	
		($mcd/luxm^2$)	class	($mcd/luxm^2$)	class
Reflective luminance coefficient (R_L) – night vision in dry conditions	WHITE	≥ 300	R5	≥ 200	R4
	YELLOW	≥ 200	R4	≥ 200	R4
Reflective luminance coefficient (R_w) – night vision in wet conditions*	WHITE	≥ 50	RW3	≥ 50	RW3
	YELLOW	≥ 50	RW3	≥ 50	RW3
Reflective luminance coefficient (Q_d) – daily visibility in dry conditions	WHITE	≥ 160	Q4	≥ 160	Q4
	YELLOW	≥ 100	Q2	≥ 100	Q2
Slip resistance (SRT)	WHITE	≥ 45	S1	≥ 45	S1
	YELLOW	≥ 45	S1	≥ 45	S1
Luminance factor (β)	WHITE	≥ 0.40	B3	≥ 0.40	B3

* Reflective luminance coefficient – night visibility in wet conditions only required for type II markings according to SIST EN 1436.

(5) The normal proportions of the x and y colour values shall be within the range specified in Table 16.

Table 16: Features of colour coordinates

Angular point	**Proportions of colour value***					
	White markings		**Yellow markings (permanent)**		**Yellow markings (temporary)**	
	x	**y**	**x**	**y**	**x**	**y**
1	0.355	0.355	0.443	0.399	0.494	0.427

2	0.305	0.305	0.545	0.455	0.545	0.455
3	0.285	0.325	0.465	0.535	0.465	0.535
4	0.335	0.375	0.389	0.431	0.427	0.483

* According to SIST EN 1436.

(6) Markings to indicate parking spaces and other markings in parking lots and parking garages may be made of materials which do not have light-reflecting properties.

Article 31

(Checking the suitability and renewal of markings)

(1) The initial values of the new markings shall be checked on the traffic surfaces between three and 14 days after the application of the material and the release of traffic.

(2) Markings on traffic surfaces shall retain 95 percent of their surface area per m^1 or m^2 of marking during the guarantee period and use, and shall not have deteriorating characteristics at the end of their useful life, as specified in Table 17.

Table 17: Minimum values for the characteristics of markings on traffic surfaces at the time of use

Road traffic load		**Motorways and expressways**		**Other roads**	
Characteristics of the markings on the carriageway	Colour	minimum value		minimum value	
		(mcd/luxm^2)	class	(mcd/luxm^2)	class
Reflective luminance coefficient (R_L) – night vision in dry conditions	WHITE	≥ 150	R2	≥ 100	R2
	YELLOW	≥ 100	R1	≥ 100	R1
Reflective luminance coefficient (R_w) – night vision in wet conditions*	WHITE	≥ 35	RW2	≥ 25	RW1
	YELLOW	≥ 25	RW1	≥ 25	RW1
Reflective luminance coefficient (Q_d) – daily visibility in dry conditions	WHITE	≥ 130	Q3	≥ 130	Q3
	YELLOW	≥ 100	Q2	≥ 100	Q2
Slip resistance (SRT)**	WHITE	≥ 45	S1	≥ 45	S1
	YELLOW	≥ 45	S1	≥ 45	S1

Luminance factor (β)	WHITE	≥ 0.40	B3	≥ 0.40	B3

*The coefficient of retroreflectance - night visibility in wet conditions is only required for Type II markings according to SIST EN 1436.

**For markings where the slip resistance cannot be measured due to the structure, class S0 is acceptable.

(3) If the individual measured values of the existing markings are more than 20 percent lower than the minimum values in Table 17, the markings shall be renewed.

(4) The conformity of new or renewed markings shall be checked by an accredited laboratory for the measurement of the light reflectance and chromatic properties of markings on traffic surfaces.

Article 32

(Longitudinal markings)

(1) Longitudinal markings are the dividing, edge and leading lines.

(2) The markings referred to in the preceding paragraph shall be divided according to their shape into longitudinal unbroken lines, longitudinal broken lines and double longitudinal lines.

(3) A longitudinal unbroken line prohibits driving on or across it when it separates two directional carriageways, as well as driving on a directional carriageway for oncoming traffic, except when overtaking vehicles permitted as exceptions by a traffic sign and passing as defined by the rules of the road. The double combined line on the side with the unbroken line has the same meaning.

(4) The marking, shape and colour, the purpose of the marking, the permissible and additional designs and the conditions for the implementation of the longitudinal lines are specified in Table 18.

Table 18: 5100 – longitudinal lines

Article 33

(Transversal markings)

(1) Transverse markings are wide transverse, diagonal and boundary lines, pedestrian crossings and cycling crossings.

(2) Transverse markings are unbroken or broken lines. They may cover one or more traffic lanes.

(3) The marking, shape and colour, the purpose of the marking, the permissible and additional performances and the conditions for carrying out transverse markings are specified in Table 19.

Table 19: 5200 – transverse markings

(4) Pedestrian crossing, cyclist crossing and shared pedestrian and cyclist crossing markings located at intersections shall be used as stand-alone markings.

(5) In addition to the markings referred to in the preceding paragraph, the crossings referred to in the preceding paragraph which are outside intersections shall be marked with permanent traffic signs.

(6) Pedestrian crossings may be additionally marked with flashing lights or on a contrasting coloured background to improve their visibility.

(7) Pedestrian crossings shall be provided with tactile ground markings in accordance with the regulations on universal construction and accessibility and usability of the built environment.

(8) Crossings for cyclists shall be marked with an additional coloured marking in red-brown or with a prescribed cycle lane marking to improve their visibility on the carriageway surface.

(9) On a road with a maximum speed limit of 30 km/h, pedestrian crossings and cycle crossings shall not be marked.

Article 34

(Other markings on traffic surfaces)

Other markings on traffic surfaces include line markings, panel markings, arrows to indicate the direction of travel for vehicles and cyclists, and signs and symbols on the carriageway.

Article 35

(Other line and area markings)

(1) Other line and area markings are fields for directing traffic flows, directional and warning signs, special purpose designations, and places and parking spaces.

(2) Traffic routing fields indicate areas where traffic is prohibited and stops and parking is not allowed.

(3) Directional and warning markings indicate a change in the clear surface of the carriageway in front of obstacles on the carriageway or warn of a particular road hazard (fog).

(4) Special purpose markings indicate areas where stopping or stopping and parking is prohibited, obstacles on the carriageway, and may also demarcate areas according to their ownership or management status.

(5) Parking space markings shall indicate the extent and purpose of individual parking spaces or areas.

(6) The marking, form and colour, the purpose of the marking, the permissible implementations and additional implementations and the conditions for the implementation of line markings and area markings are specified in Table 20.

Table 20: 5300 – other line and area markings

(7) Parking spaces shall be identified by markings 5356, 5356-1 and 5356-2, provided that at least the dimensions of these spaces as stipulated in Table 21 are provided.

Table 21: Minimum dimensions of parking spaces

(8) If the parking space does not allow exceedance (p), the depth of the parking space (g) shall be increased by the exceedance distance.

(9) The dimensions of the parking space shall be calculated in the axis of the markings.

Article 36

(Arrows used to indicate the direction of driving)

(1) Arrows on the carriageway shall indicate the mandatory direction of travel of vehicles if it is indicated on a traffic lane defined by two unbroken lines, and shall indicate the purpose of traffic lanes if the direction is indicated on a traffic lane separated from other traffic lanes by a broken dividing line.

(2) The arrows used to indicate the direction of travel are arrows for:

marking of one direction of driving,

marking two or more directions of driving,

arranging between nearby intersections,

marking the purpose of traffic lanes in the split area,

traffic routing,

marking of the direction of driving on cycling surfaces.

(3) The length of the arrow depends on the maximum speed allowed on the road, as follows:

≤ 30 km/h - 3.00 m,

– > 30 and ≤ 50 km/h – 5.00 m,

– > 50 and ≤ 90 km/h – 7.50 m,

> 90 km/h – 12.00 m.

cycling and parking areas – 1.60 m.

(4) Notwithstanding the preceding paragraph, the size of each arrow may also be different if this is specified by these Rules in respect of a particular marking.

(5) The marking, shape and colour, the purpose of the marking and the length of the arrows are specified in Table 22.

Table 22: 5400 – arrows on carriageways

(6) Arrows to indicate the direction of driving on cycling surfaces (5460) on a coloured background are used only in settlements.

(7) Notwithstanding the preceding paragraph, arrows to indicate the direction of driving on a coloured background shall not be used on marked cycling lanes (5233).

(8) The arrows indicating the authorised directions only for vehicles used for the public regular carriage of passengers shall be yellow in colour.

Article 37

(Inscriptions and symbols on traffic surfaces)

(1) Inscriptions and symbols on traffic areas are horizontal traffic signals, which can be carried out as a standalone indication or in combination with another marking.

(2) Inscriptions on traffic areas complement the markings on traffic areas and give information on the direction or purpose of a particular traffic area.

(3) The symbols on traffic surfaces communicate warnings, explicit orders and, in the form of graphic representations, information about the purpose of each traffic surface.

(4) The symbols referred to in the preceding paragraph shall have equivalent meaning to permanent traffic signs, if specified in these Rules in the case of a particular symbol.

Article 38

(Inscriptions on traffic surfaces)

The marking, shape, colour, purpose of marking and the permissible execution of inscriptions on traffic surfaces are specified in Table 23.

Table 23: 5500 – inscriptions on traffic surfaces

Article 39

(Symbols on traffic surfaces)

(1) The marking, shape, colour, purpose of marking and permissible performance of symbols on traffic surfaces are specified in Table 24.

Table 24: 5600 – symbols on traffic surfaces

(2) On the carriageway or on other traffic surfaces, any sign of danger, explicit order or notice may be used as an indication.

(3) The marking referred to in the preceding paragraph shall have the same meaning on parking, cycling, pedestrian and mixed areas for pedestrians and cyclists as a permanent traffic sign.

(4) Notwithstanding the preceding paragraph, the marking shall have the same meaning as a permanent traffic sign if, in the case of an individual indication, this is determined by these Rules.

1.6 Signs for marking roadblocks

Article 40

(Purpose and types of signs)

(1) Roadblock signs are used to mark obstacles on the road and where construction work is being carried out.

(2) The signs referred to in the preceding paragraph shall be stop signs, fixed and mobile warning lights and hand-held warning signs.

(3) The warning lights on road signs 7205 and 7205-1 shall comply with SIST EN 12352; Road Traffic Control and Management Equipment - Traffic Signalling Devices (TCDs). The warning lights shall comply with the following classes or requirements:

flashing mode: simultaneous flashing of both lights,

colour of light: C yellow 1,

frequency of flashing: class F2 in normal operation, F4 class in peak operation (non-compliance with traffic rules),

duration of the lighted phase: class O1,

angle of radiation: class L9 for lights with a diameter of Φ 300 mm, class L8 for lights with a diameter of Φ 200 mm,

luminous intensity: class L9M for lights with a diameter of Φ 300 mm, class L8M for lights with a diameter of Φ 200 mm. The luminous intensity shall be controlled by an automatic device sensitive to ambient light. The permissible lower luminous intensity during night time shall be in accordance with class L9L for lights of Φ 300 mm and class L8L for lights of Φ 200 mm.

(4) Signs 2431, 2432 and 2432-1 may also be accentuated by a separate reflector with white and blue fields 160 mm in diameter, as a lining for the sign support post. The height of the reflector shall be between 120 and 150 cm and the height of each field shall be 30 cm. The top edge of the reflector shall touch the bottom edge of the traffic sign. The retroreflecting class of the retroreflector shall be at least one class lower than that of the traffic sign.

(5) The marking, shape, colour and meaning, the purpose of the marking, the permissible performance, the size and the conditions for the placement of roadblock marking signs are specified in Table 25.

Table 25: 7000 – traffic signs to mark roadblocks

Article 41

(Installation of roadblock signs)

(1) Roadblock marking signs may be placed only for the most urgent time, as long as work is carried out or road obstacles are removed.

(2) The signs referred to in the preceding paragraph of this Article shall be used in accordance with the regulations laying down roadblocks.

(3) Notwithstanding the preceding paragraph, signs 7102, 7102-1, 7103, 7202-2 and 7302, used to indicate permanent obstacles in the road area, to highlight permanent traffic signs and to communicate urgent warnings of danger in road traffic, shall be placed in accordance with these Rules.

1.7 *Light traffic signs*

Article 42

(Purpose, types and mode of operation of traffic signs)

(1) Traffic regulation devices shall be used to communicate traffic signs by means of light encoders (hereinafter: lights) red, yellow and green.

(2) Traffic signs are light signs to regulate the traffic of vehicles, light signs to regulate the traffic of cyclists and pedestrians, and light signs to mark the crossing of a road over a railway line in the same plane.

(3) Lights used on traffic signs may be in fixed (continuous) or flashing (interrupted) operation.

Article 43

(Light signs used to regulate the traffic of vehicles)

(1) Devices for giving signs of illumination to regulate the traffic of vehicles with single, two- or three-colour lights (hereinafter: traffic lights) are used to regulate the traffic of vehicles for a particular direction or for several directions at the same time.

(2) When traffic lights are used to regulate the traffic of vehicles for each direction separately or in two directions simultaneously and one direction separately, the lights shall display the symbol in the form of an arrow or inscription.

(3) A traffic light for regulating the traffic of vehicles intended to regulate the traffic of vehicles turning left shall be placed on the left side of the carriageway or directional carriageway. In the same way, a traffic light is placed to regulate at the same time the traffic of vehicles turning to the left and those driving straight.

(4) When traffic is regulated for each direction by means of a traffic light repeated above the carriageway, the traffic light shall be repeated over each traffic lane. If a single traffic sign (signal sign) indicates the same direction of travel on two lanes, only one traffic light is placed together with such a sign, which regulates traffic on both lanes at the same time.

(5) The marking, shape, colour and arrangement of the lights, the indication of direction and colours in the individual lights, the purpose of the marking and the size of the traffic lights on the traffic lights and the purpose of the marking are specified in Table 26.

Table 26: 8100 – traffic lights for vehicle traffic regulation

Article 44

(Lights at traffic lights to regulate vehicle traffic)

(1) Traffic lights may be arranged on a vertical or horizontal axis.

(2) In the vertical axis, the red, yellow and green lights follow each other from top to bottom, and in the horizontal axis, the red, yellow and green lights follow each other from left to right.

(3) The graphic arrow symbol indicating the direction of the crossing shall be black on a red and yellow background and green on a black background.

(4) The 8101 traffic lights may also be equipped with countdown displays for the remaining duration of the green or red light. The countdown is displayed in seconds.

(5) The countdown displays referred to in the preceding paragraph shall be in the form of an additional light encoder 300 mm in diameter. The numerical display shall be in green on a black background when the light is green and in red on a black background when the light is red.

(6) In addition to the devices referred to in the fourth paragraph of this Article, devices for the transmission of text messages to drivers, cyclists or pedestrians may be added to the traffic lights.

(7) The size of the lights on traffic-control signs shall be 300 mm on motorways and expressways and on all other roads when the traffic lights are placed above the carriageway. In all other cases where the traffic lights are located at the edge of the carriageway, the diameter of the lights may be 210 mm.

(8) Traffic lights positioned above the carriageway shall have contrasting panels fitted.

(9) The basic colour of the contrast panel referred to in the preceding paragraph shall be white with a black border 50 mm wide for 300 mm diameter lights and 30 mm wide for 210 mm diameter lights. The border shall be set back from the outer edge of the panel by the same width. The contrast panel shall have rounded edges with a rounding radius of 120 mm and 80 mm respectively.

(10) Traffic light 8101 may have a 2444 sign added at the level of the red light in a vertical arrangement or above the red light in a horizontal arrangement.

Article 45

(Light traffic signs to regulate the traffic of cyclists and pedestrians)

(1) Traffic lights for cyclists and pedestrians (hereafter: traffic lights for cyclists, traffic lights for pedestrians) are used to guide cyclists and pedestrians across a separate crossing or to guide cyclists and pedestrians unequally at an intersection.

(2) The marking, shape, colour and arrangement of the lights, the indication of direction and colours in the individual lights, the purpose of the marking and the size of the traffic lights on the traffic lights and the purpose of the marking are specified in Table 27.

Table 27: 8200 – traffic lights for cyclists and pedestrians

(3) Mark 8221 on traffic light encoders to regulate pedestrian traffic can be used as a silhouette with a female or male character, or as a combination of both.

Article 46

(Lights on traffic lights for cyclists and pedestrians)

(1) A traffic light for cyclists is a two-colour traffic signalling device where the lights are arranged along a vertical axis, red above and green below.

(2) The lights of the traffic lights referred to in the preceding paragraph shall bear a symbol in the form of a bicycle silhouette. The bicycle symbol shall be in red on a black background when the crossing is closed or in green on a black background when the crossing is open.

(3) A pedestrian traffic light shall be a two-colour traffic signalling device in which the lights are arranged along a vertical axis, red above and green below.

(4) The traffic light referred to in the preceding paragraph shall bear a symbol in the form of a silhouette of a pedestrian. The symbol in the form of 'pedestrian stationary' shall be red on a black background when the crossing is closed and the symbol in the form of 'pedestrian moving' shall be green on a black background when the crossing is clear.

(5) The traffic lights referred to in the third paragraph of this Article shall be equipped with an acoustic signal for the blind and partially sighted.

(6) The device referred to in the preceding paragraph shall be mounted on the pole of the traffic light at a height of 85 cm to 100 cm.

(7) Pedestrian, cyclist and pedestrian and cyclist traffic lights may also be equipped with countdown indicators for the remaining duration of the green or red light. The countdown shall be displayed in seconds on the additional light in white on a black background.

(8) A countdown display may be added to the pedestrian traffic signal to indicate the time until the green interval is activated.

(9) Where a cyclist crossing and a pedestrian crossing adjacent to each other cross the carriageway, cyclist and pedestrian traffic may be regulated by the same device for giving two-colour illuminated traffic signs.

Article 47

(Installation of light traffic signs)

(1) Traffic-control signals at intersections shall be mounted on support poles along the carriageway with their lower edge not less than 2.25 m and not more than 2.50 m above the pedestrian or cyclist surface. The distance between the pole and the stop line on the carriageway shall be between 2.50 and 4.00 m. If a repeating device for giving traffic signals is installed on the pole, the distance between the pole and the stop line may be 1.00 m.

(2) The device referred to in the preceding paragraph shall be positioned at least 4.50 m and not more than 5.50 m above the highest point of the transverse profile of the carriageway over which the device is positioned and the lower edge of the contrast panel of the device.

(3) A repetitive traffic light may also be mounted on the pole of a traffic light-signalling device, at a lower height and with a smaller diameter of light. The display of the light-signalling devices shall be simultaneous and identical.

(4) Where vehicular traffic is controlled at a intersection by means of a traffic light, such a intersection shall be equipped with priority signs governing the priority at the intersection. These traffic signs are placed on the traffic light pole.

Article 48

(Light signs indicating the crossing of a railway line in the same plane)

(1) Traffic light signs marking road crossings of railway lines in the same plane are a sign to announce the approach of a rolling stock, and gates and semi-gates to physically close the crossing.

(2) In addition to the light traffic signs, the crossing of the road over the railway line in the same plane may also be protected by audible signals.

(3) The technical conditions for traffic signs referred to in the first paragraph shall be determined by the railway safety regulations.

(4) The marking, arrangement, shape and colour of the lights, the display of the lights, the purpose of the marking and the size and special requirements of the traffic signs for marking the crossing of a road over a railway line in the same plane are specified in Table 28.

Table 28: 8300 – light traffic signs used to indicate the crossing of a railway line in the same plane

Article 49

(Installation of traffic light signs to mark the crossing of a road over a railway line in the same plane)

(1) Traffic light signs marking a road crossing of a railway line in the same plane shall be installed on both sides of the road crossing of the railway line.

(2) The provisions of Article 9 of these Rules shall apply to the erection of the traffic signs referred to in the preceding paragraph, unless otherwise specified for a particular sign.

(3) Notwithstanding the preceding paragraph, a traffic signal (8301) shall also be erected on the left-hand side of the road if the prescribed visibility of the traffic signal cannot be achieved on the right-hand side of the road, if traffic signs indicating the approach to the level crossing of the road crossing the railway line are erected on the left-hand side of the road in the direction of travel, if there is a pedestrian or cycle area on the left-hand side of the road at the semi-gates, or if the level crossing is protected by a divided gate.

(4) A traffic signal shall also be installed on non-priority or equivalent roads crossing or joining a road where the road crosses the railway line in the same plane and the distance between the centre line of these roads at the intersection or crossing and the nearest railway line track is less than 10 m.

(5) The signs referred to in the preceding paragraph shall have an arrow in each light indicating the direction for which the road signal applies.

(6) The gate or semi-gate shall be in a horizontal (closed) position between 90 and 120 cm above the level of the carriageway.

1.8 *Variable traffic information signs*

Article 50

(Purpose, types and content of displayed information)

(1) Variable traffic information signs (hereinafter: VTIS) is carried out to display relevant traffic content for traffic regulation and to inform road users about the road traffic situation or the occurrence of extraordinary events on the road, as well as the display of warning content relating to road safety.

(2) VTIS shall consist of:

electromechanical signs, which displays different traffic signs, message boards and various text and symbol messages with variable display content,

Variable-light traffic signs, which use luminous elements to display different traffic and supplementary signs,

Variable-light traffic signals, which use luminous elements to display a variety of text and symbolic messages,

(3) Variable-beam traffic signs and light message signs may be combined with permanent traffic signs (added traffic and supplementary signs or light fields).

Article 51

(Colour and displays on variable light traffic signs)

(1) Electromechanical traffic signs do not differ in colour from traffic signs with fixed display content.

(2) In the case of the colour display of the traffic sign on the VTIS:

– instead of the basic colour of the traffic sign, black without light-reflecting properties shall be used,

– instead of black and white symbols, white (yellow) symbols shall be used on the traffic sign,

– instead of the black border of the traffic sign, white (yellow) border of the traffic sign shall be used.

(3) Simplification of the displays of variable-beam traffic signs is permitted provided that the essential elements of the symbol and the basic characteristics of the traffic sign are retained.

(4) Depending on the distance to the danger point, danger signs may be displayed on the VTIS in the prescribed form, in the prescribed form with a supplementary sign indicating the distance to the danger point, or only as a pictogram of the sign bordered by a white/yellow border.

(5) The display of the supplementary sign may be adjacent to the traffic sign or between the two signs shown.

Article 52

(Operation of VTIS)

(1) VTIS can function as a signalling system with continuous or non-continuous display content.

(2) Signs with continuous display content may display different content on the surface of the sign, which changes or alternates at intervals of time longer than the length of the visibility time of the content of the sign. The visibility time depends on the maximum speed allowed on the road.

(3) Signs with non-continuous display content may change or alternate at intervals shorter than the length of the visibility time of the content, thus allowing different displays on the surface of the sign. A maximum of two traffic signs or two traffic information contents may be displayed alternately. Where the content of two traffic signs is displayed alternately, the minimum display time for each sign content shall be 1.5 seconds, and for alternating traffic information content 1.5 to 3 seconds. If the content of the traffic signs and the traffic information content are displayed alternately, both shall be displayed at the same time.

(4) A sign with continuous display content that detects non-compliance with the traffic rules indicated by the sign may enter a state of non-continuous display content when the restrictions or prohibitions are not complied with. The content of the sign shall be lit and extinguished at a frequency of one flash per second.

(5) The signs referred to in the preceding paragraph may be supplemented by yellow flashing lights which, instead of the content, flash on and off at a frequency of two flashes per second.

(6) VTIS shall not change its meaning or shall immediately go to the null state of the signal content in the event of a failure or interruption of the light source.

(7) Variable traffic signs with continuous and non-continuous display content shall have the same meaning as traffic signs with fixed display content.

(8) Variable traffic signs for speed limit indications (2232) shall be valid from the place of erection of the sign until the place of erection of the variable speed limit cancellation sign (2233 or 2238).

(9) The display of advertising content on VTIS is not permitted, with the exception of announcements intended to promote road safety.

Article 53

(Visibility of VTIS)

(1) The content of the display on continuous content signs shall be clearly visible at a distance of at least 150 m and the position of the sign shall be such as to permit legible visibility irrespective of the angle of approach. The average brightness of the sign shall be adapted to the conditions surrounding the sign and the technology of the sign shall be capable of night-time operation.

(2) The illuminated signs shall comply with the requirements of SIST EN 12966; Traffic signs with variable content, and the provisions of these Rules.

(3) The coefficient of retroreflection of electromechanical traffic signs shall correspond to the class required for fixed traffic signs.

(4) The average brightness of variable light traffic signs shall correspond to class L3 on motorways and expressways and to class L2 on all other roads, as defined in the standard referred to in the second paragraph of this Article.

1.9 *Tourist and information signs*

Article 54

(Purpose and types of tourist and information signs)

(1) Tourist and information signs are intended to inform road users about cultural, natural and tourist attractions and other important facilities and contents.

(2) The signs referred to in the preceding paragraph shall indicate tourist areas, areas and cultural heritage sites, protected nature areas, tourist infrastructure facilities and major public institutions and economic operators.

(3) In accordance with these Rules:

a tourist area is considered to be a geographically rounded area offering a certain range of tourist services, from accommodation, food, entertainment, recreation to leisure and other services,

heritage that has been declared a cultural monument shall be regarded as a site and heritage sites;

nature protected areas are considered natural values, Natura 2000 sites, ecologically important areas and nature protected areas;

– tourist infrastructure facilities include ski resorts, natural spas, swimming pools, congress tourism, facilities with food and accommodation, tourist facilities in the countryside as well as sports facilities and areas for sports.

(4) Tourist signs consist of signs for:

a welcome sign when entering a country, region, municipality or settlement,

information on cultural, natural and tourist attractions,

communication of tourist and other information,

information on cultural, natural and tourist attractions along cycling routes,

information on the direction of cultural, natural or tourist attractions.

(5) Information signs shall consist of signs indicating the direction of the public infrastructure, the economic operator and another facility.

Article 55

(Content of tourist and information signs)

(1) The content of tourist signs can be graphic or photographic representations of individual cultural, natural or tourist attractions, as well as inscriptions and symbols.

(2) The contents of other information signs are symbols or logos and the names of major public institutions, facilities, public transport infrastructure or economic operators to which the sign refers.

(3) The content of traffic information signs may be combined with signs for the communication of tourist and other information.

Article 56

(Signs of tourist and information signs)

The marking, shape, colour, meaning, purpose of marking, permissible performance, size and specific conditions for the placement of tourist and other information signs are specified in Table 29.

Table 29: 9000 – signs of tourist and other information signs

Article 57

(Conditions for installing tourist signs)

(1) Cultural, natural and tourist attractions notified by tourist signs on motorways and expressways shall meet the following conditions:

only cultural monuments of national importance may be considered as a cultural heritage site or object;

only protected nature areas established by the state and natural values of national importance can be considered as natural sites;

medium and large thermal spas, natural health resorts and ski resorts with a lift capacity of more than 5000 persons per hour or with a total length of ski runs on the ski resort of more than 10 km can be considered as tourist areas.

(2) Cultural and natural sites notified by tourist signs on other roads shall meet the following conditions:

only a cultural monument may be considered as a cultural heritage site or object;

only protected areas of nature can be considered as natural sites.

(3) The cultural, natural and tourist attractions referred to in the first and second paragraphs of this Article shall, as regards infrastructure equipment, meet the following conditions:

direct access by public or non-categorised road used for public road transport,

an adequate number of parking spaces outside the roadway, which meets the requirements according to the capacity of the tourist area or building,

the attraction is permanently accessible, or throughout the season, if the landmark is of a seasonal character,

the attraction meets the minimum technical conditions laid down by the regulations in the field of activity to which the attraction belongs.

(4) The preceding paragraph does not apply to signs of tourist signs along cycling routes and signs for informing about the direction of public transport infrastructure, business entity and other facility.

Article 58

(Installation of tourist and information signs)

(1) The same requirements and conditions apply to the provision of tourist and information signs as for the placement of traffic signs, unless otherwise specified in the individual sign of tourist and information signs.

(2) The signs referred to in the preceding paragraph shall not be placed between the traffic sign and the repeated traffic sign, nor shall it be combined with or placed on the same supporting structure.

(3) Tourist and information signs shall be placed on the right side next to the carriageway or roadway. In the case of a spatial restriction or for a more appropriate indication of the direction of guidance, it may also be placed only on the left side of the road.

(4) The provisions of these Rules shall apply to the provision of tourist signs in areas of roads defined by other regulations.

(5) Only signs 9101, 9101-1, 9201 and 9301 are permitted on motorways and expressways.

(6) At one exit from a motorway or expressway, a maximum of two 9201 signs can be installed.

(7) Outside settlements, signs in the 9500 and 9600 groups shall be erected on national roads only at the last intersection with the municipal road through which the structure or attraction is accessible, provided that the intersection is not equipped with signs to guide traffic to the settlement where the structure or attraction is located.

(8) The signs in the 9500 and 9600 groups shall be placed at a distance of at least 30 m in front of the first traffic signal informing about the directions of driving at the intersection. If there are no traffic signs at the intersection to guide traffic, these signs can also be placed immediately before entering the intersection or at the intersection itself.

(9) Signs from the 9400 group can only be placed along cycling trails.

(10) The signs of the 9300 group are placed on the service traffic surfaces of roads, so that their contents are not visible directly from the roadway.

Article 59

(Implementation of tourist and other information signs)

(1) There may be a maximum of nine individual lamellas in a single set of signs 9500 or 9600. A maximum of one set of lamellays may be installed at each leg of a intersection, exceptionally two sets in the area of a major intersection.

(2) The length of the lamellas in each set is the same, the height of each lamella can be different.

(3) The radius of rounding of the edges shall be at least 10 mm.

(4) The colours of the lamellas in each section follow from the top down, namely white, brown, blue, green, white with brown symbols and inscriptions and grey.

(5) Within each colour assembly, the slats shall be sorted according to the direction of the top-down arrow, namely straight, left and right.

(6) Notwithstanding the fourth and fifth paragraphs of this Article, lamellas shall be sorted in front of circular crossings first by exports as follows and within them by colours. The symbol is on the left side of the inscription and the arrow for the roundabout is on the right side of the inscription.

(7) Font format on the lamellas 9400, 9500 and 9600 shall be 10102.

III. FONTS AND SYMBOLS ON TRAFFIC SIGNS

1. **Font on traffic signs**

Article 60

(Type of fonts on traffic signs)

(1) In traffic signs, normal fonts, narrow fonts and floor marking fonts are used.

(2) Notwithstanding the preceding paragraph, the font on the 9100 and 9300 signs may also be different.

(3) The font format is specified in Table 30.

Table 30: 10100 – font on traffic signs

Article 61

(Size of fonts and symbols on traffic signs)

(1) The size of the font and symbols on the traffic signs depends on the maximum speed allowed on the road and the location of the sign.

(2) The font height is specified in Table 31.

Table 31: Font on traffic management signs

Location of the sign	**Maximum permissible speed (km/h)**	**Font height (H in mm)**
ALONG THE CARRIAGEWAY	**≤ 30**	**105**
	40	**125**
	50, 60, 70	**140**
	80, 90, 100	**175**
	110	**210**
	130	**280**
ABOVE THE CARRIAGEWAY	**≤ 50**	**175**
	60, 70	**210**
	80, 90, 100	**280**

	110.130	**350**

(3) The symbol added to the inscription of the traffic destination is 9/7 H, placed in the axis of the inscription or two inscriptions. An exception is the symbol on sign 3403, which is 8/7 H. The size of the symbol is on the right side of the inscription.

(4) Notwithstanding the preceding paragraph, the size of the symbols shall be 10422 and 10423 11/7 H and 8.5/7 H on traffic sign 3403 and their position shall always be on the left side of the inscription.

(5) The font on the supplementary signs shall be 56 mm in the case of signs of the size class 1, 70 mm for size class 2, 90 mm for size class 3 and 105 mm for size class 4. The font on the supplementary sign shall be centred in relation to the horizontal and vertical symmetry of the sign.

(6) Notwithstanding the preceding paragraph, the font on supplementary boards may also be smaller for signs of size class 1.

(7) The font size of the signs 9500 and 9600 is 300 mm 100 mm high and the subordinate text is 70 mm, 250 mm 80 mm in height and 56 mm in subordinated text.

(8) In the 1 to 3 sign size class font 10102 shall be used.

(9) Notwithstanding the second paragraph of this Article, the font height may be adjusted to the required width or height of the sign, and on motorways and expressways a font height of 280 mm may be permitted on traffic control signs along the carriageway for speeds of 110 km/h, as well as 350 mm for speed 130 km/h, and on signs above the carriageway the font height of 130 km/h may also be 420 mm.

2. **Symbols on traffic signs**

Article 62

(Use of symbols on traffic signs)

(1) On traffic signs, the use of symbols specified in these Rules shall be permitted.

(2) The symbols shall only be used on traffic signs 3400 – traffic management signs, except for signs 3414 to 3418 and 3421 to 3427.

(3) In addition to the symbols set out in these Rules, it is permissible to use internationally established symbols on tourist signs.

(4) Symbol 10303 can only be used on motorways and expressways for football stadiums with a capacity of at least 6000 spectators and symbol 10518 for permanent event centres organising international fairs and exhibitions.

Article 63

(Marking and implementation of symbols)

The shape, colour, meaning and symbol marking are specified in Table 32.

Table 32: 10200, 10300, 10400, 10500 – symbols on traffic signs

IV. TRAFFIC EQUIPMENT

Article 64

(Type of transport equipment)

Road traffic equipment includes traffic management equipment, safety fences, guard rails, traffic calming devices, collision dampers, pedestrian fences, anti-blinding equipment and road lighting.

Article 65

(Traffic management equipment)

(1) Traffic management equipment includes equipment for marking the edge of the carriageway and traffic lanes, equipment for guiding and directing traffic, anti-driving equipment and other equipment.

(2) The equipment referred to in the preceding paragraph shall be devices incorporating lighting retroreflectors or lighting markings.

(3) Light reflectors are elements that reflect light falling on their surface.

(4) Luminous markings are devices with a power source that emit light.

(5) The equipment referred to in the first paragraph of this Article may be carried out as separate devices, or the construction of road equipment or road structures may be used as the carrier of the light-reflecting part of the equipment.

(6) The guidance equipment used for roadblocks shall be installed in accordance with the regulations governing roadblocks.

(7) The marking, shape, colour, meaning, purpose of marking, size and manner and conditions of use of traffic management equipment are specified in Table 33.

Table 33: 11000 – traffic management equipment

Article 66

(Equipment for marking the edge of the carriageway and traffic lanes)

(1) Equipment for marking the edge of the roadway and traffic lanes shall include road indicators, road lights, snow-wheels, reflectors, flashlights and guidance pillars.

(2) Snow stakes shall be placed at the edge of the carriageway, to the right of the direction indicator, looking in the direction of travel of vehicles, so that they do not obscure the light-reflecting part of the indicator surface. A snow stake is also placed directly in front of and at the end of the safety fence.

(3) At pedestrian crossings, flashing beacons shall be placed in the traffic lane in a single-sided white light version. They shall be installed in a line of three flashers per lane, perpendicular to the longitudinal axis of the road, on the outside of the pedestrian crossing, facing the direction of traffic. If the gangway is on a raised platform, flashers shall be installed in front of the passage ramp.

(4) At unprotected road crossings over railway lines in the same plane, flashing beacons shall be placed in the traffic lane in three rows, perpendicular to the longitudinal axis of the road, as viewed in the direction of travel. The rows of three flashers shall be placed 60 m and 40 m before the level crossing and in the first row directly on the boundary of the danger zone of the level crossing. The flashing markings in the first row shall be red.

Article 67

(Road indicators)

(1) Road signs are used to mark the carriageways outside settlements, and traffic lights are used in tunnels.

(2) The design of the direction indicators shall comply with the requirements of SIST EN 12899-3 and the provisions of these Rules.

(3) Road direction indicators, in accordance with the standard referred to in the preceding paragraph, shall have the following characteristics:

installation mode – type D3, on low-traffic roads and public routes type D2,

light-reflecting surface – Type R2 or R3,

wind pressure – WL1,

impact resistance of the light-reflective surface – DH 1.

(3) On two-way roads, the reflective surface of the road indicator in the direction of traffic on the right shall reflect red and white light on the left side. On separate directional pavements with marked traffic lanes and unidirectional roads, the reflecting surface of the road direction in the direction of travel on both sides of the carriageway or road shall reflect red and white light in the opposite direction of travel.

(4) The construction of the direction indicator shall be such as to enable:

– installation of a snow stake on the body of the direction indicator or clamping into it,

installation of light retroreflectors on the invisible side of the indicator to prevent the passage of game across the road,

installation of road marking markings (road category, section, stationary).

(5) The provision of the first indent of the preceding paragraph shall not be mandatory for:

regional and local roads and public roads,

climatic zones where snow stakes are not required; and

– direction indicators to be placed outside the snow staking grid.

(6) Road indicators shall be placed at a distance of 0.75 m from the outer edge of the carriageway and the top of the direction indicator shall be 0.75 m above the edge of the carriageway.

(7) Notwithstanding the preceding paragraph, the distance between the direction indicator and the edge of the carriageway when marking parts between broken safety fences on small roads, local roads and public roads may also be shorter, but not less than 0.50 m.

(8) Road indicators shall be placed at a distance of 50 m from each other on the sections of roads in axles.

(9) The distance between the direction indicators in relation to the horizontal and vertical elements of the road is specified in Table 34.

Table 34: Distances between road indicators

Mean radius of horizontal curve (m)	**Mean radius of vertical curve (m)**	**Distance between directions (m)**
≤ 100	≤ 250	≤ 10
> 100 – 300	> 250 – 800	≤ 15
> 300 – 400	> 800 – 1500	≤ 20

> 400 – 500	> 1500 – 3000	≤ 25
> 500	> 3000	≤ 50

(10) If a curve in the road is marked by direction-indicating bollards (11113), direction indicators shall not be placed in such marked curves.

(11) Where a safety fence is erected adjacent to the carriageway at a distance of less than 1.50 m, the direction indicators shall be replaced by retroreflectors whose retroreflecting surface complies with the requirements for direction indicators.

(12) The retroreflectors referred to in the preceding paragraph shall be mounted on safety fences at the intervals laid down for direction indicators. On steel safety fences, the retroreflectors shall be installed in the shield nearest to a height of 0.75 m. Additional retroreflectors may be installed in other waves if the guard has more than one wave, or in other guards if the safety fence has more than one guard. Reflectors shall be mounted at a height of 0.75 m on concrete safety fences. In curve areas with radii less than 1000 m on motorways and expressways and radii less than 500 m on other roads, additional reflectors may be fitted above the safety fence.

(13) Retroreflectors or light-emitting diode lamps which are fixed at the edge of the carriageway and which cannot be fixed to the direction indicators or safety barriers shall be fixed by brackets at the same distance from the edge of the carriageway and at the same height as those fixed to the direction indicators or safety barriers in front of the point where these elements are fixed to the brackets.

(14) On the outside of the safety fences, the installation of light retroreflectors is allowed to prevent the passage of game across the road.

Article 68

(Light road indicators for tunnels)

(1) The lights on the direction indicators for medium and long tunnels shall be red on the right-hand side of the road in the direction of travel and white on the left-hand side of the road. On separated directional carriageways with marked traffic lanes, the colour of the lights in the direction of travel shall be red on both sides.

(2) The lights on the direction indicators used to indicate the safety clearance for lorries and buses in long and medium tunnels shall be blue.

(3) The road direction indicator lights for tunnels shall be placed at a distance of 25 m in the tunnel straight and 15 m in the curve of the tunnel and in the initial 100 m of the portal section.

(4) The light road indicators used to indicate the safety distance for lorries and buses in tunnels shall be set at 150 or 100 m or at a distance between each other corresponding to the required safety distance between the lorries at the prescribed speed limit in the tunnel.

(5) By placing the direction indicator referred to in the preceding paragraph, the red light indicator is replaced.

Article 69

(Equipment to prevent further driving)

(1) The driving ban shall be marked with a gate, semi-gate or lifting pillar.

(2) Anti-driving equipment shall be fitted with light retroreflectors or light-emitting (LED) diodes.

(3) Notwithstanding the preceding paragraph, the lifting pillar shall be equipped with a red light in the lock position, a green light in the free passage position and a flashing red light during the closing phase.

(4) Poles of gates and semi-gates shall be coated with light-reflective material, alternately with red and white fields, except in garage houses where there may be yellow-black fields. Retroreflectors reflecting red light or red permanent or flashing lights are installed on the pole.

Article 70

(Safety fences, parapet walls and collision dampers)

(1) Safety rails and parapet walls are intended to prevent the vehicle from slipping from the carriageway or the passage of the vehicle to the opposite directional pavement.

(2) Safety fences shall comply with the provisions of the standards set out in SIST EN 1317 and the parapet walls shall comply with the SIST EN 1991-2 standard and the provisions of these Rules.

(3) A parapet wall is an integral part of a bridging structure, support structure or other object, which is carried out primarily on parts of roads where it is not possible to provide an adequate working space of the safety fence. In accordance with the provisions of SIST EN 1991-2, the following classes of loads are used for the dimensioning of parapets on structures and support structures:

class B for rigid parapets with planned containment level N2,

class C for rigid parapets with a planned containment level H1 or H2; and

class D for rigid parapets with planned containment level H4b.

(4) Collision dampers are devices that reduce the impact of a vehicle's collision with a permanent obstacle (pillars, walls, deflection niches in tunnels) or a temporary obstacle (vehicles of regular road maintenance operators, other temporary obstacles). They are also used in places where the directional carriageway is divided into two arms (splits, export ramps) to connect the initial part of the safety fence. According to the SIST EN 1317-3 standard, the impact absorber shall correspond to the diversion class Z2 and to class D2 for lateral movement.

(5) Safety fences and parapet walls shall be placed in places where a vehicle slips into a dangerous zone or crossing to an opposite roadway, for the occupants of the vehicle, more severe consequences than a collision with a safety fence or a parapet wall. Equipment and structures that cannot be placed at a distance from the carriageway to prevent vehicles from crashing into them may also be protected from damage or destruction by a safety fence or parapet wall.

(6) Safety fences shall not be erected in settlements with a maximum authorised speed of 50 km/h or less, except in the case of a dangerous place represented by:

a watercourse of 1.0 m or more,

a railway line,

support wall which is more than 1.5 m high,

– a road in the embankment with a bank inclination greater than 2:3 and heights greater than 3.0 m.

(7) On roads, safety fences of T1, N2, H1, H2 and H4b containment levels are used. The required minimum restraint level according to the road category is specified in Table 35.

Table 35: Minimum vehicle restraint levels with safety fences and parapet walls on individual roads

Road category	**Minimum level of restraint**
Motorways, expressways	H – right edge of the carriageway, H4b – dividing lane
main roads	H2
regional roads, local roads	N2
other roads	T1

(8) The safety fence must have the same characteristics (retention level, working width and vehicle intrusion) over the entire length of the protection of a particular dangerous position (before the danger zone, after the danger zone and in the danger zone).

(9) Temporary safety fences used in roadblock areas must correspond to the level of T2 retention on motorways and expressways and T1 on other roads. The height of the fences must be at least 0.50 m.

(10) Safety fences and parapet walls shall be placed at a distance of at least 0.5 m from the outer edge of the carriageway, and the upper edge of the highest guard of the steel or wooden safety fence shall be at least 0.75 m in height and, in the case of a concrete safety fence, 0.80 m above the outer edge of the carriageway.

(11) Additional protection on guardrails (motorcycle slats) is installed in dangerous places, on roads outside settlements, provided that the average daily traffic from the beginning of June to the end of August is more than 200 motorcycles and the number of accidents involving a motorcycle on that road is more than four in the last three years.

(12) Anti-dazzle elements, equipment for marking the edge of the carriageway, equipment for the provision of winter service and identification marking of road sections can be placed on safety fences and parapet walls. Traffic signs (repetitive traffic signs) of a maximum size class three may be installed on safety fences and parapet walls in the dividing lane of the road.

(13) The frontal side of the collision damper shall bear traffic signs 3312 and 3312-2 dimensions 500 x 500 mm if traffic on both sides is adjacent to the collision damper, or with a traffic sign of 7101 dimensions 1000 x 500, if traffic occurs at the collision shock absorber only on one side.

(14) Safety fences on cycling surfaces are carried out in accordance with the regulation on cycling surfaces.

(15) Security fences must be adapted to the protected area in settlements protected under regulations on cultural heritage, landscape parks and other parks, made of materials and in a form adapted to the protected area.

(16) In settlements and areas of the cultural landscape protected under regulations on the protection of cultural heritage, as well as on landscape and other parks, the external appearance of security fences may consist of materials, colours and shapes adapted to the protected area, provided that the design of the fence meets the requirements of the SIST EN 1317 standards.

Article 71

(Protective fences)

(1) Protective fences are fences designed to protect traffic on the road from game and other animals, as well as fences on overpasses to protect traffic on the road, which runs under the overpass.

(2) The fences referred to in the preceding paragraph are mandatory for the protection of traffic on motorways and expressways.

(3) Protective fences must be made of materials that are resistant to corrosion and the influence of ultraviolet light.

(4) Protective fences must be constructed in accordance with regulations governing minimum conditions for the protection of indoor areas from damage caused by wild game.

Article 72

(Installation devices for traffic calming)

(1) Prefabricated traffic calming devices on the carriageway are installed on sections of roads through settlements where other solutions and technical measures cannot ensure the desired vehicle speed.

(2) The devices referred to in the preceding paragraph may be trapezoidal or circular section shapes and made of materials that do not cause excessive noise.

(3) The size of individual device elements is specified in Table 36.

Table 36: Size of individual elements of prefabricated obstacles

(4) The longitudinal axle distance between the devices in a string can range from 20 to 60 m.

(5) Notwithstanding the previous paragraph, the longitudinal axial distance between barriers in a row may be at least 60 m if the road carries a public passenger transport route.

(6) In addition to the devices referred to in the second paragraph of this Article, the use of devices which selectively calm traffic by raising or lowering part of the carriageway surface shall be permitted. The permissible size and the lifting or descent of the running surface shall correspond to the individual elements of the device specified in the third paragraph of this Article.

(7) Devices shall bear the markings prescribed by these Rules.

Article 73

(Pedestrian fences)

(1) Pedestrian fences are intended to protect pedestrians from falling into depth or crossing into a dangerous area from the area they must or may use for walking, and to direct pedestrian traffic, for example, in the area of intersections, pedestrian crossings.

(2) The pedestrian fence should be at least 110 cm high.

(3) The fence referred to in the preceding paragraph must be formed by means of vertical bars between which the distance may be no more than 12 cm so that climbing over it is difficult. The top of the fence should allow the hand to slide.

(4) Handrails must be installed on all staircases and ramps.

(5) The detailed technical requirements for equipping pedestrian surfaces shall be implemented in accordance with the technical guidelines in the area of pedestrian areas.

(6) Notwithstanding the provisions of the first, second, third, fourth and fifth paragraphs of this Article, the fences and handrails, if any, in areas protected under the regulations on the protection of cultural heritage, shall be adapted to the protected area. In the case of cultural monuments, handrails are not mandatory.

Article 74

(Anti-blinding equipment)

(1) Anti-dazzle devices are anti-dazzle nets and slats on roads to prevent drivers from being dazzled by vehicles travelling on the opposite carriageway, or by vehicles on another road in close proximity.

(2) Notwithstanding the preceding paragraph, safety barriers with a height of at least 1.00 m and a width of at least 0.20 m, where the vertical spacing between the longitudinal elements is less than 5 cm at a height of between 0.50 m and 1.00 m, shall also be considered as an anti-glare measure.

(3) Anti-blindness equipment shall be erected on safety fences or other supporting elements by attaching the supporting elements of the net or individual slats directly to the safety fence or other structure, without the addition of longitudinal supporting elements.

(4) Anti-blinding equipment shall comply with the provisions of standard SIST EN 12676-1, 2 and the provisions of these Rules.

Article 75

(Road lighting)

(1) Road lighting is lighting that provides adequate visibility on the road at night and in reduced visibility in order to increase road safety for all road users.

(2) The lighting referred to in the preceding paragraph shall, in relation to the design speed of the road, provide an adequate level of illumination and illuminance of the traffic surfaces and shall optically guide traffic in accordance with the regulations governing the limit values of light pollution of the environment.

(3) Road lighting is used to illuminate the most congested parts of roads in settlements, pedestrian crossings and underpasses, intersections with three or more classified lanes, motorway and expressway junctions and their connections, traffic service areas, bus stops on regular public passenger transport routes, roads at border crossings, and roads in medium- and long-distance tunnels. Short tunnels must be illuminated if pedestrian or cyclist traffic is allowed through the tunnel.

V. INTERIM AND FINAL PROVISIONS

Article 76

(Adaptation of traffic signs and traffic equipment)

(1) Traffic signs and traffic equipment erected on the basis of the Rules on traffic signs and equipment on public roads (Official Gazette of the Republic of Slovenia No. 99/15, 46/17, 59/18, 63/19 and 150/21) shall comply with these Rules no later than four years after their entry into force.

(2) Notwithstanding the preceding paragraph, all traffic signs and traffic equipment shall comply with the provisions of these Rules when they are replaced in the event of damage, destruction or loss of their retroreflecting and chromatic properties.

(3) Notwithstanding the first paragraph of this Article, existing traffic signs, the size of which is changed, symbols graphically updated or the font shape is modified in accordance with these Rules, shall comply with the provisions of these Rules when the change is implemented.

(4) Safety fences on roads erected before 6 July 2016 shall comply with the provision of the second paragraph of Article 70 of these Rules when changing them.

Article 77

(Cessation of application)

On the date of entry into force of these Rules, the Rules on traffic signs and equipment on public roads (Official Gazette of the Republic of Slovenia, No. 99/15, 46/17, 59/18, 63/19 and 150/21) shall cease to apply.

Article 78

(Entry into force and application)

These Rules enter into force on the fifteenth day after their publication in the Official Gazette of the Republic of Slovenia and shall apply as of six months after its entry into force.

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M.Sc. Alenka Bratušek

Minister for Infrastructure