Traffic Control Devices Manual
Part 8

Code of practice for temporary traffic management (CoPTTM)

manual number: SP/M/010

Section G

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More information

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STATIC OPERATIONS

No.	LEVEL 2 ROADS	
FOOTPATH		
G1.1	Footpath diverted onto berm behind working space	First preference
G1.2	Footpath diverted onto berm between working space and carriageway	Second preference
G1.3	Footpath diverted onto carriageway	Third preference
SHOULDER AND BERM		
G1.4	Work on berm and or footpath	Permanent speed less than 65km/h
G1.5	Shoulder closure	
CYCLE LANE		
G1.6	Traffic crossing road centre	Diverted cycle lane - coned lane control
TWO-WAY TWO-LANE ROAD		
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G1.25	One-lane closure	Right lane
G1.26	Two-lane closure	Left and centre lanes
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G1.28	Two-lane closure	Two-lane temporary diversion

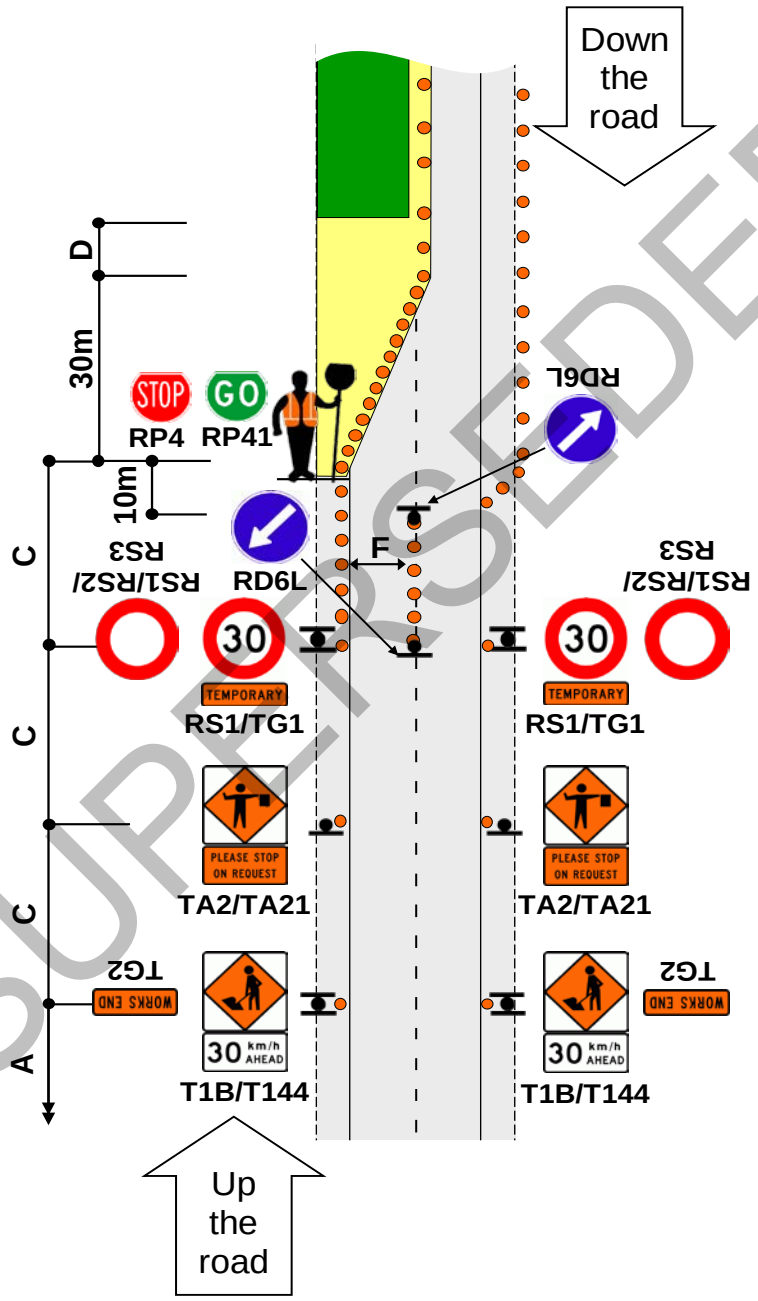
MOBILE OPERATIONS

No.	LEVEL 2 ROADS	
TWO-WAY TWO-LANE ROAD		
G2.1	Work vehicle is more than five (5) metres from the edgeline	Any speed
G2.2	Work vehicle is between two (2) and five (5) metres of the edgeline	
G2.3	Work vehicle is between two (2) and five (5) metres of the edgeline	Permanent speed greater than 65km/h
G2.4	Work vehicle is between zero (0) and two (2) metres of the edgeline	Permanent speed under 65km/h
G2.5	Work vehicle is between zero (0) and two (2) metres of the edgeline	Permanent speed greater than 65km/h
G2.6	Work vehicle on live lane	Permanent speed less than 65km/h
G2.7	Work vehicle on live lane	Permanent speed greater than 65km/h
G2.8	Personnel on the live lane	
ONE-WAY TWO-LANE DIVIDED OR TWO-LANE ROAD		
G2.9	Work vehicle is between zero (0) and two (2) metres from the edgeline	Permanent speed less than 65km/h
G2.10	Work vehicle is between zero (0) and two (2) metres from the edgeline	Permanent speed greater than 65km/h
G2.11	Work vehicle is on the live lane	Permanent speed less than 65km/h
G2.12	Work vehicle is on the live lane	Permanent speed greater than 65km/h
G2.13	Part or all of lane occupied – Semi-static closure (work for up to 1 hour)	Permanent speed less than 65km/h
G2.14	Part or all of lane occupied – Semi-static closure (work for up to 1 hour)	Permanent speed greater than 65km/h

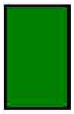
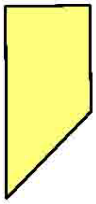
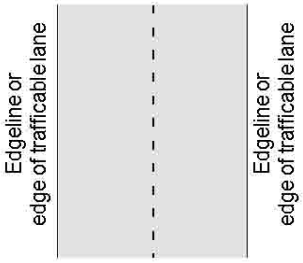
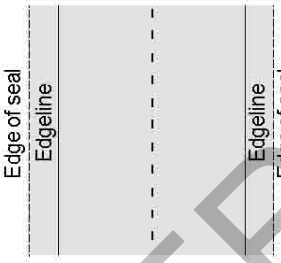
Usually contractors place the signs on left-hand side of the road first with the TMD the right way up. When signs are placed for the right-hand side of the road the contractor tips the TMD upside down and reads which signs have to be placed for that side of the road.

To make this process easier:

- signs going up the page are shown closest to the road
- signs going down the page are shown further away from the road
- sign icons and sign numbers for layout down the road (from top to bottom of the TMD) are



LEGEND FOR DIAGRAMS

Working space 	Mandatory: • Cones • Signs 
Safety zones 	Optional: • Cones • Signs 
Edgeline or edge of trafficable lane (indicated by solid black line) 	Hazard area  Manhole 
Edge of Seal (indicated by dotted line next to solid black line) 	Barrier, safety fence or cone bars  Ramp 

LEVEL 2 LAYOUT DISTANCES TABLE

Permanent/TSL (km/h)		≤50	60	70	80	90/100
Traffic signs						
A	Sign visibility distance (m)	60/50+	70/60+	80	100	120
B	Warning distance (m)	100/75+	120/90+	140	160	200
C	Sign spacing (m)	50/35+	60/45+	70	80	100
Safety zones						
D	Longitudinal (m)*	15	20	30	45	60
E	Lateral (m)					
	1. Behind cones	1	1	1	1	1
	2. Behind concrete barrier	0.5	0.5	0.5	0.5	0.5
	3. Behind other barriers	As recommended by manufacturers				
Tapers						
H	Initial taper length per lane (m)**	90/50+	100/60+	120	150	180
I	Subsequent taper length per lane (m)	50	60	70	80	100
K	Minimum distance between tapers (m)	50	60	70	80	100
Delineation device						
Spacing (centres)	All tapers (m)	2.5	2.5	2.5	2.5	2.5
	Cones parallel to the lane (eg between tapers and alongside the working space) (m)	5	5	10	10	10
	At merge and diverge points for ramps and slip lanes, intersecting road entry and exit points, and worksite access points	2.5m for 10m either side of a change in alignment		2.5m for 20m either side of a change in alignment		

* A longitudinal safety zone is not required when a barrier completely protects the approach end of the worksite.

** Taper length is based on a single lane shift of 3.5m.

\+ The longer distance is the desirable distance, the shorter distance is the minimum distance required. The longer distances must be used wherever possible. The shorter distances may only be used where there are road environment constraints.

Lane widths									
Speed (km/h)		30	40	50	60	70	80	90	100
F	Lane width (m)	2.75	2.75	3.0	3.0	3.25	3.25	3.5	3.5

Except for delineation device spacings, which are maximum values, the distances specified in the above tables are minimum values.

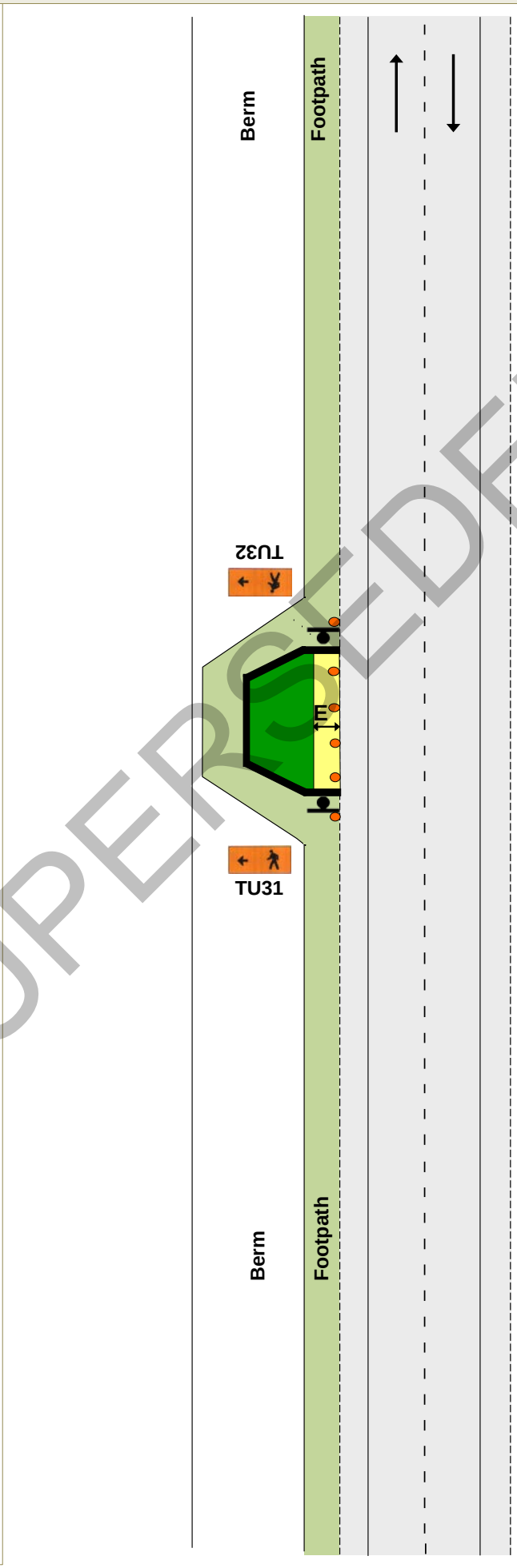
Approach signage, the initial taper(s) and any longitudinal safety zone associated with that taper must be based on the permanent speed limit. The layout of the remainder of the worksite, including any subsequent tapers, is based on the TSL.

FOOTPATH
Footpath diverted onto berm behind working space
First preference

G1.1
Level 2

Notes

1. Minimum pedestrian footpath widths:
   - Residential/Rural - 0.9m
   - Suburban Centre - 1.2m
   - CBD - 2m
2. Where the length of the temporary footpath exceeds 20m, these widths may have to be increased to allow footpath users to pass
3. Refer to C13.2.3 for temporary footpath surface requirements
4. Use a safety fence to enclose the working space, or at attended worksites, cones connected with cone bars can be used to enclose the working space but only for a short period of time. Refer C13.2.5 and C13.2.6
5. This TMD must be used in conjunction with appropriate TTM for any work carried out on the shoulder or in the live lane

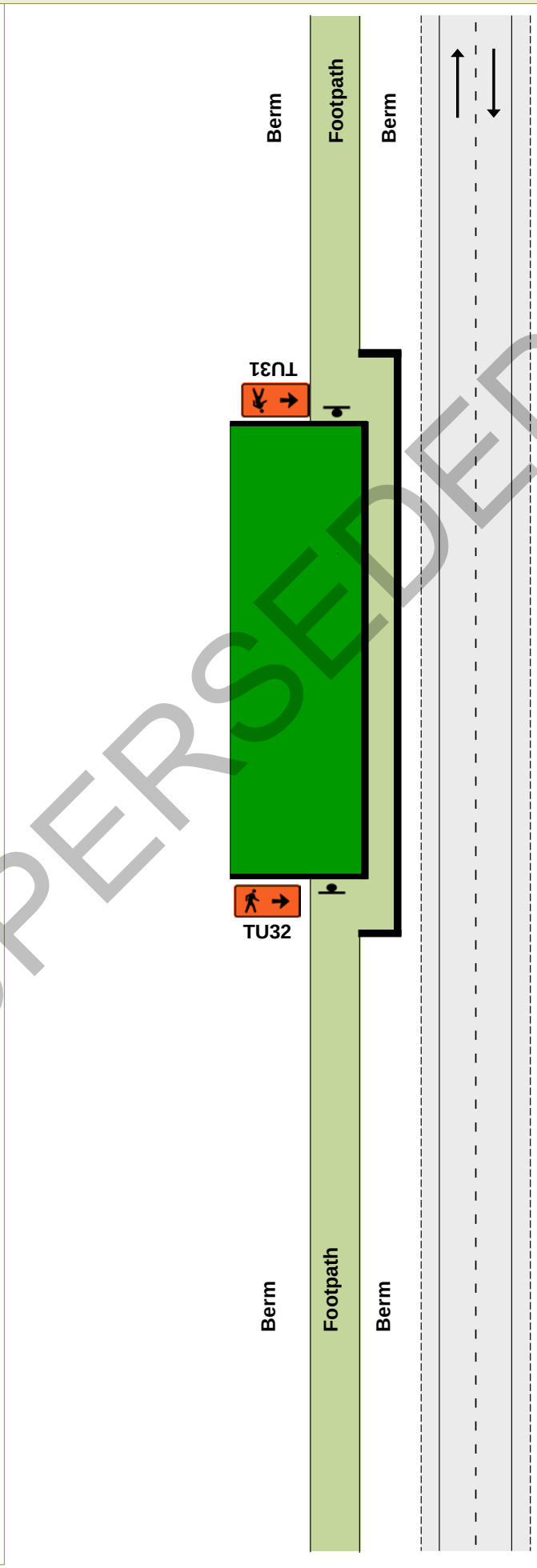


FOOTPATH
Footpath diverted onto berm between working space and carriageway
Second preference

G1.2
Level 2

Notes

1. Minimum pedestrian footpath widths:
   - Residential/Rural - 0.9m
   - Suburban Centre - 1.2m
   - CBD - 2m
2. Where the length of the temporary footpath exceeds 20m, these widths may have to be increased to allow footpath users to pass
3. Refer to C13.2.3 for temporary footpath surface requirements
4. Use a safety fence to enclose the working space. At attended worksites, cones connected with cone bars can be used to enclose the working space. Refer C13.2.5
5. Use barrier or safety fence to delineate the traffic side of the temporary footpath. For temporary barrier requirements. Refer to C18
6. This TMD must be used in conjunction with appropriate TTM for any work carried out on the shoulder or in the live lane

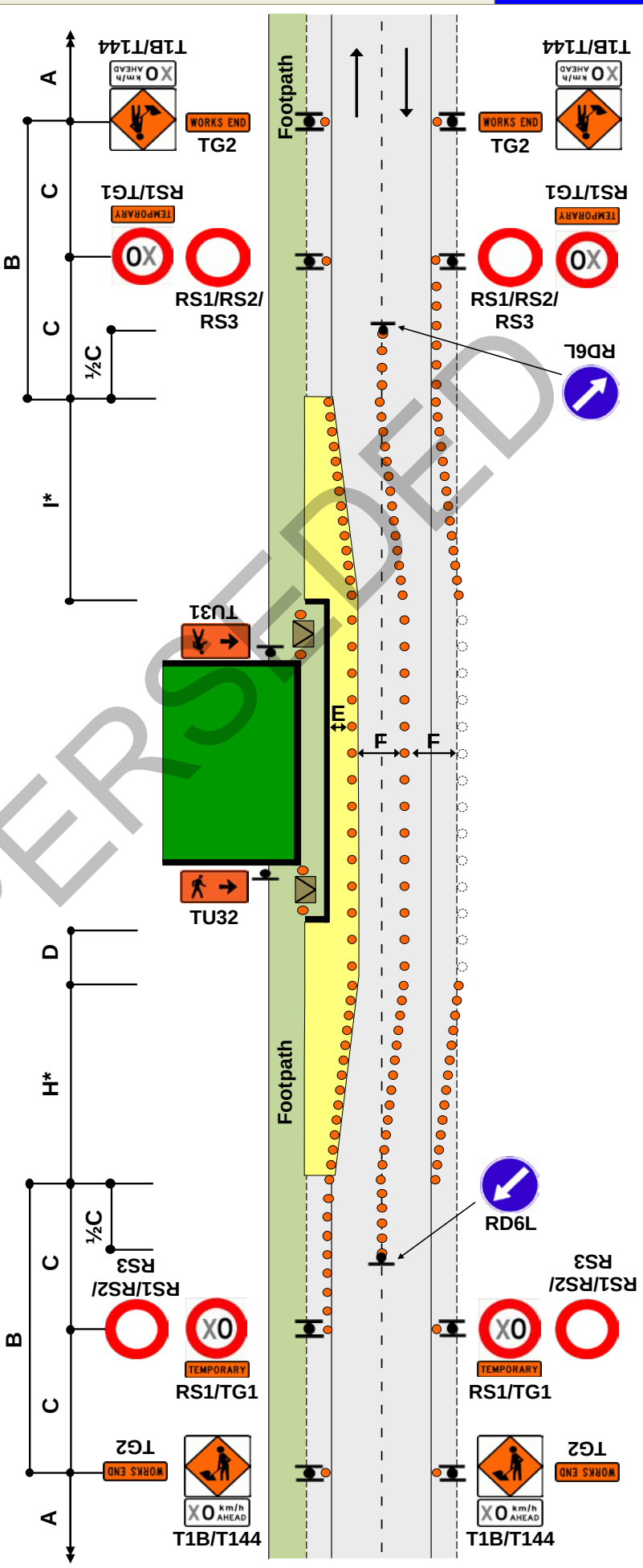


FOOTPATH
Footpath diverted onto carriageway
Third preference

G1.3
Level 2

Notes

1. Minimum pedestrian footpath widths:
   - Residential/Rural - 0.9m
   - Suburban Centre - 1.2m
   - CBD - 2m
2. Where the length of the temporary footpath exceeds 20m, these widths may have to be increased to allow footpath users to pass
3. Use a safety fence to enclose the working space, or at attended worksites, cones connected with cone bars can be used to enclose the working space but only for a short period of time. Refer C13.2.5 and C13.2.6
4. Use temporary barrier or safety fence to delineate the traffic side of the temporary footpath. For temporary barrier requirements refer to C18. For safety fence requirements refer to C13.2.6
5. There must be a lateral safety zone between the traffic side of the temporary footpath and the live lane:
   - 0.5m for temporary barrier
   - 1m for safety fence or cone bars
6. Use kerb ramps to assist mobility vehicles, pushchairs, etc.
7. At night, corners of safety fence may be illuminated with flashing amber warning lights
8. This TMD must be used in conjunction with appropriate TTM for any work carried out on the shoulder or in the live lane

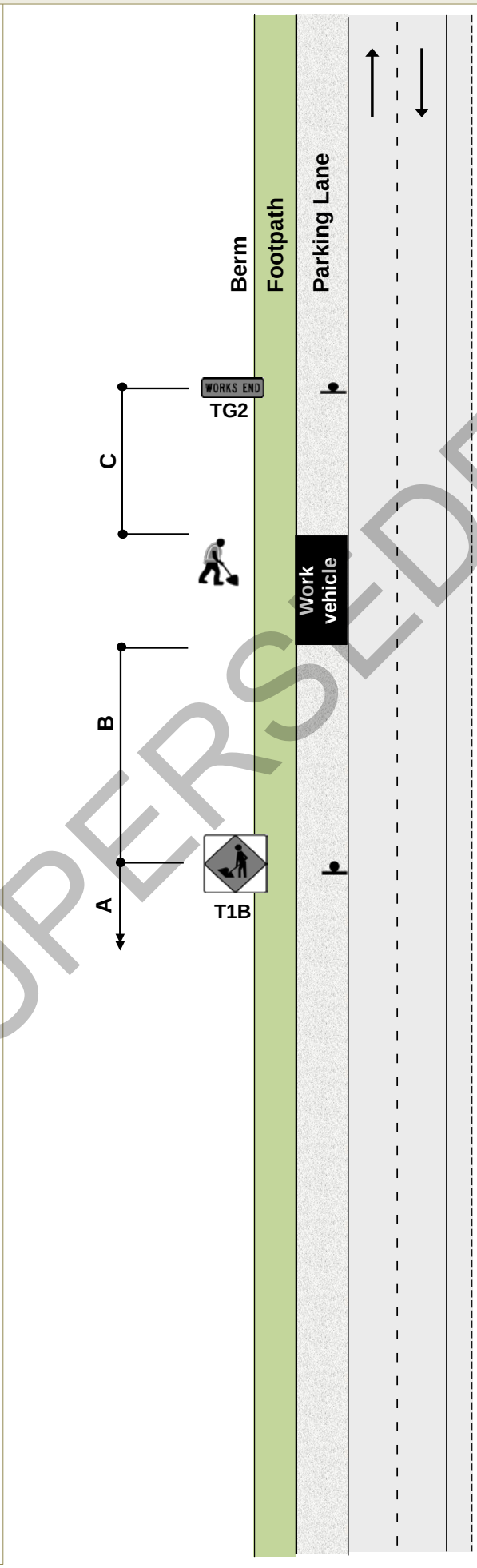


SHOULDER AND BERM
Work on berm and or footpath
Permanent speed less than 65km/h

G1.4
Level 2

Notes

1. Where work is carried out on the berm or footpath and a work vehicle is parked in a legal parallel car park, provided the vehicle is only accessed from the off traffic side, advance warning T1B and WORKS END TG2 are optional
2. The work vehicle can have a registration classification of either Class MA, MB, MC or NA
3. Traffic management must be provided where footpath users or cyclists are affected
4. This layout may only be used during daylight hours
5. Refer to section C13 and C8 for further information



SHOULDER AND BERM
Shoulder closure

G1.5
Level 2

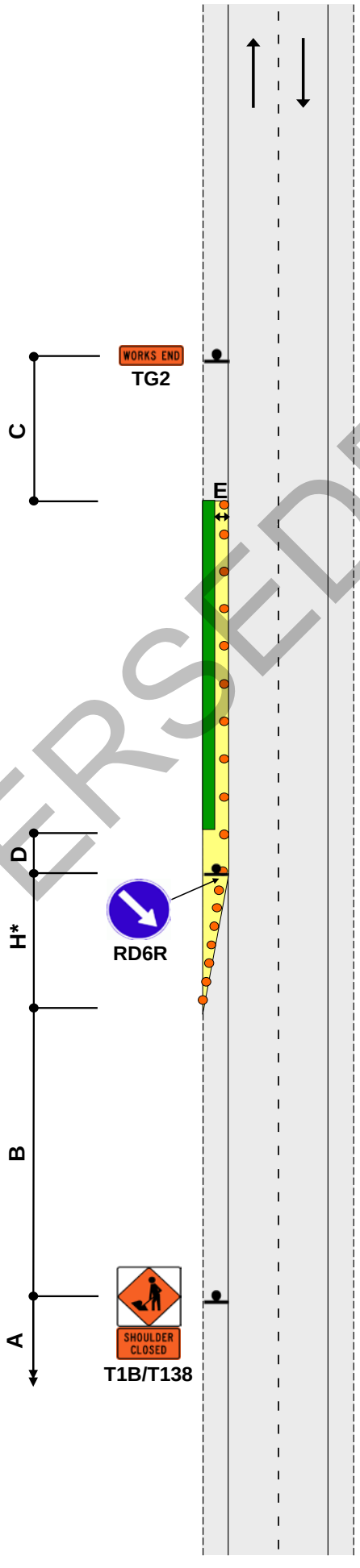
Notes

1. A 10m taper is allowed where shoulder width is less than 2.5m
2. The taper is a minimum of 5 cones at 2.5m centres
3. *For shoulders exceeding 2.5m width, apply the calculation of taper length for lateral shift of less than 3.5m:

$$\frac{W \times H}{3.5}$$

W = Width of lateral shift

H = Taper length in metres from the level 2 layout distance table



CYCLE LANE
Traffic crossing road centre
Diverted cycle lane - coned lane control

G1.6
Level 2

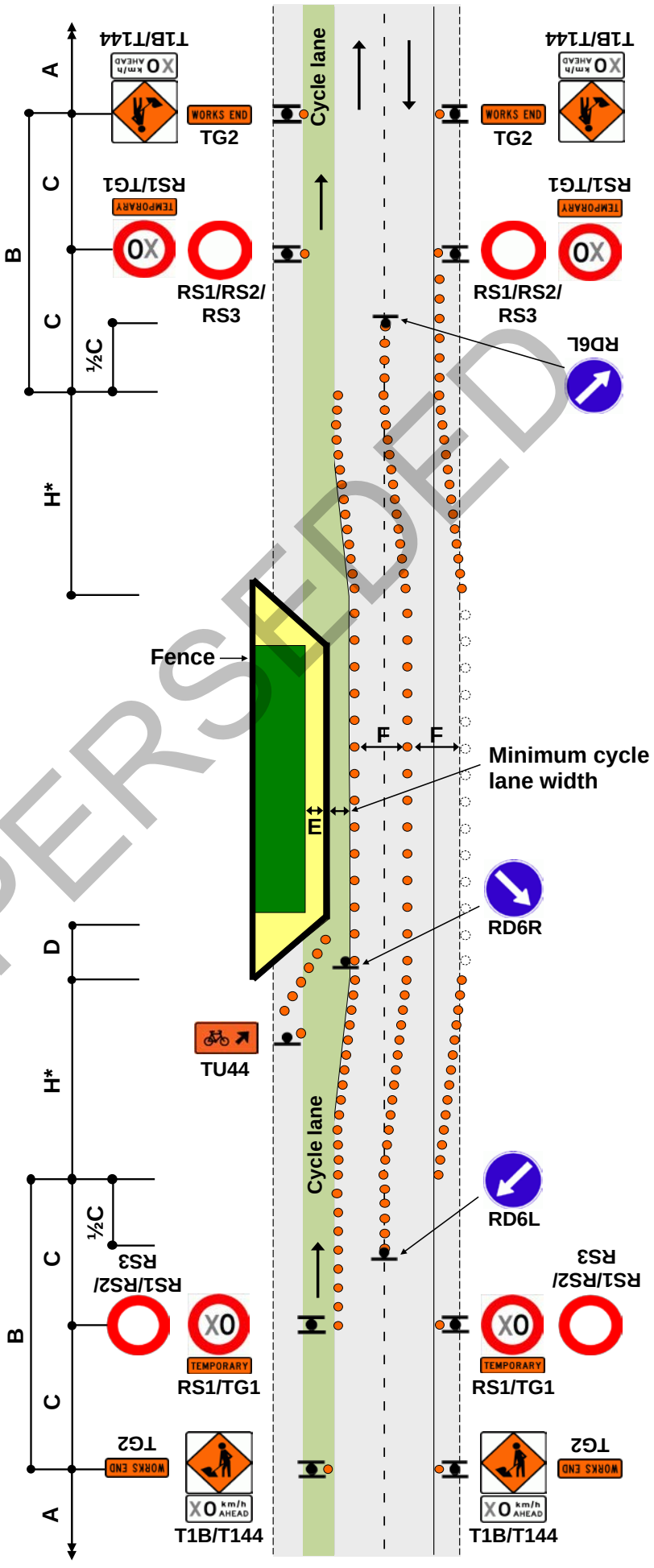
Notes

1. Minimum cycle lane width must be:
   - 1m - 50km/h or less
   - 1.5m - 60km/h or more
2. A minimum cycle lane width of 1.5m is required if the temporary cycle lane is uphill
3. Cones are required on edge of temporary lane opposite closure if road is not well defined
4. *Calculation of taper length for lateral shift of less than 3.5m is:

   $$\frac{W \times H}{3.5}$$

   W = Width of lateral shift

   H = Taper length in metres from the level 2 layout distance table
5. Use TSLs if required by TSL decision matrix



TWO-WAY TWO-LANE ROAD
Traffic crossing road centre
Two-lane diversion

G1.7
Level 2

Notes

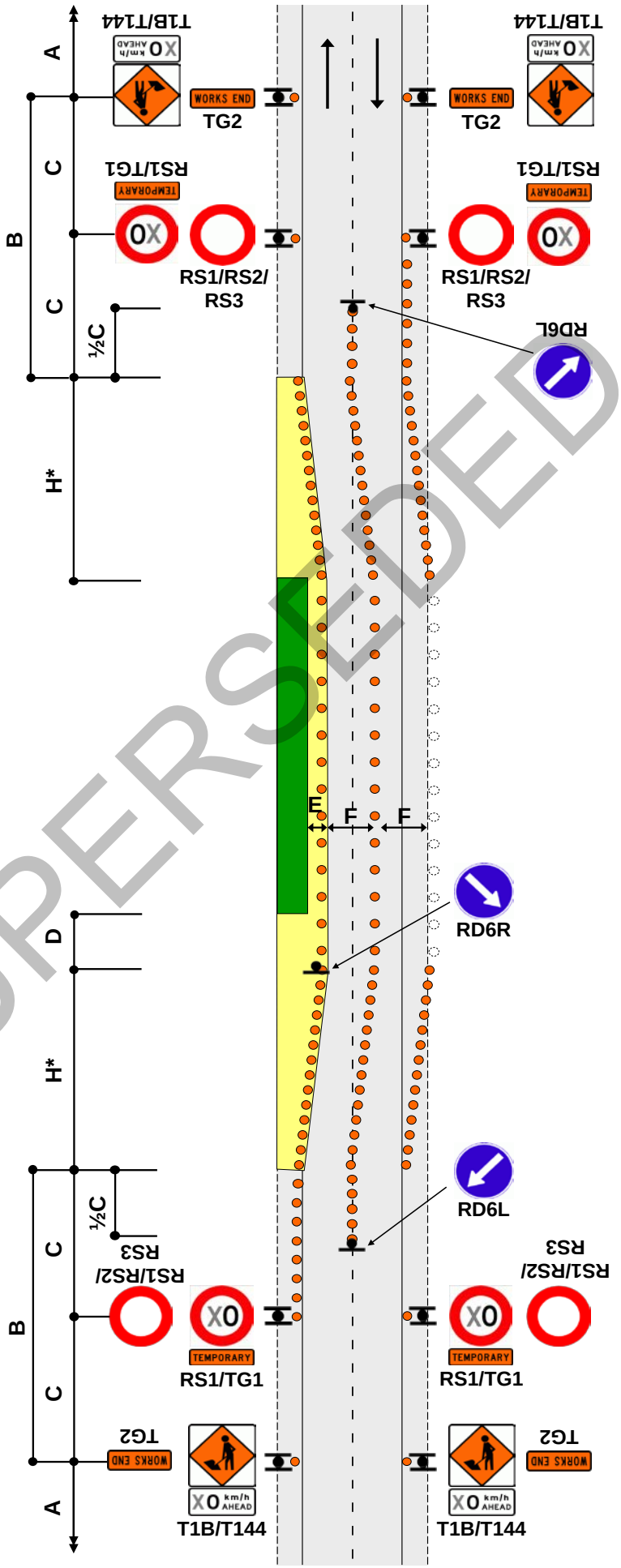
1. Cones are required on edge of temporary lane opposite closure if road edge is not well defined
2. *Return taper at end of closure may be reduced using the calculation of taper length for lateral shift of less than 3.5m:

   W x H

   3.5

   W = Width of lateral shift

   H = Taper length in metres from the level 2 layout distance table
3. Use PN11 No Stopping signs, if necessary
4. Use TSLs if required by TSL decision matrix

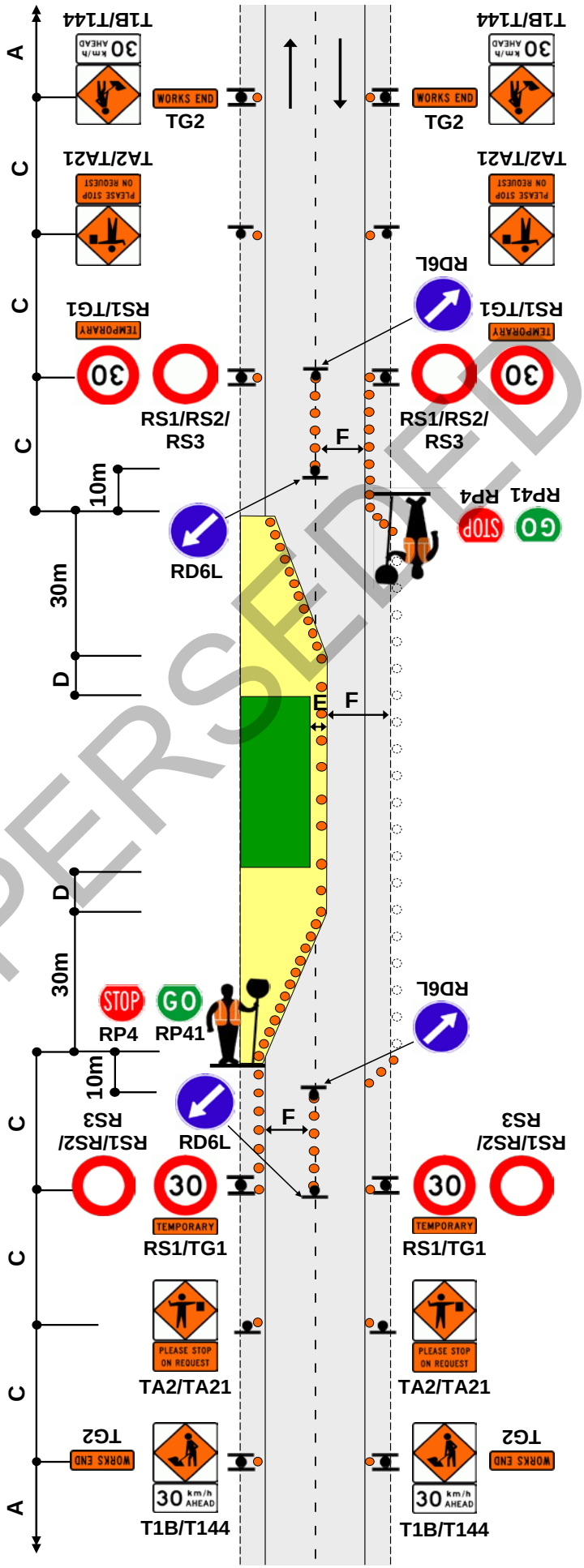


TWO-WAY TWO-LANE ROAD
Single-lane alternating flow
Manual traffic control (STOP/GO or STOP/SLOW)

G1.8
Level 2

Notes

1. Extend or place extra advance warning signs towards on-coming traffic beyond the end of any expected traffic queues
2. A 30m return taper at the end of the closure is mandatory
3. Cones are required on edge of temporary lane opposite closure if road edge is not well defined
4. Use PN11 no stopping signs, if necessary
5. MTC with RP4/RP41 STOP/GO or RP4/RP42 STOP/SLOW paddle on road shoulder located between 1st and 2nd cone in the cone threshold closest to the working space
6. Minimum 5 cones in cone threshold at:
   - 2.5m centres - less than 65km/h
   - 5m centres - more than 65km/h
7. Refer to C10.2.3 for further information

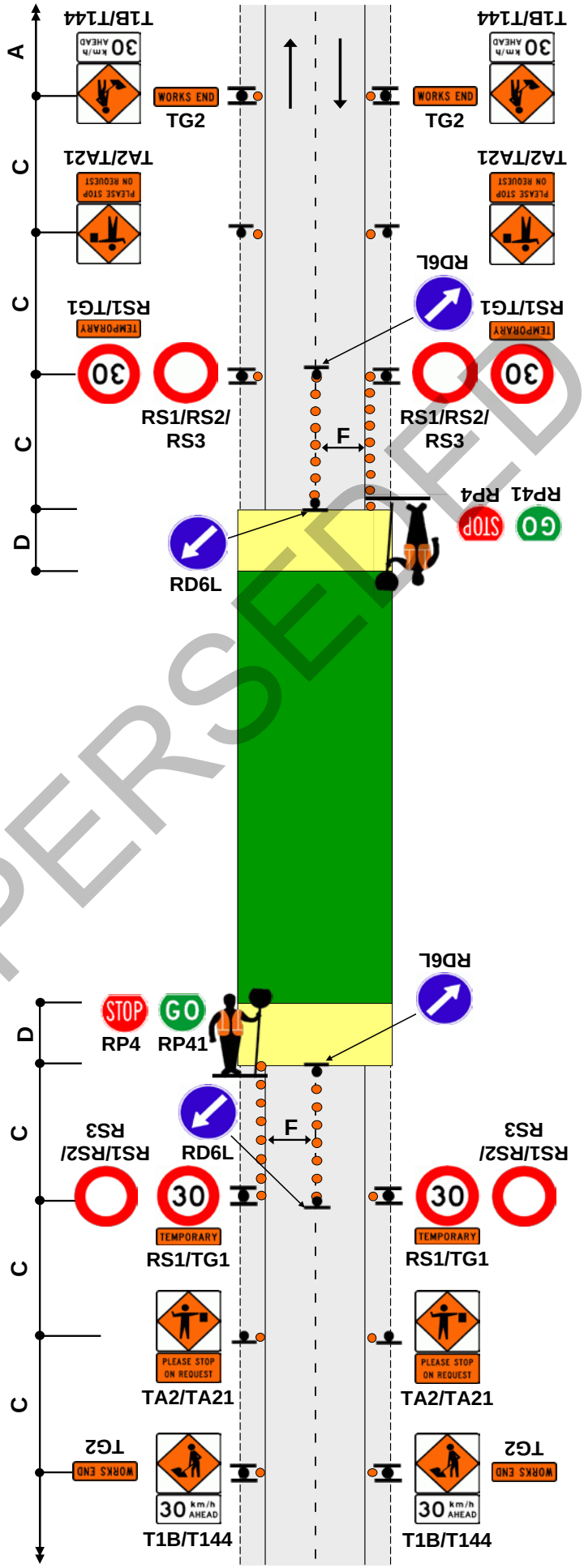


TWO-WAY TWO-LANE ROAD
All traffic stopped temporarily
Manual traffic control (STOP/GO or STOP/SLOW)

G1.9
Level 2

Notes

1. Closure period not to exceed the limit set or approved by the RCA
2. Extend or place extra advance warning signs towards on-coming traffic beyond any expected traffic queues
3. MTC with RP4/RP41 STOP/GO or RP4/RP42 STOP/SLOW paddle on road shoulder located between 1st and 2nd cone in the cone threshold closest to the working space
4. Minimum 5 cones in cone threshold at:
   - 2.5m centres - less than 65km/h
   - 5m centres - more than 65km/h
5. MTCs must show same message to oncoming traffic (eg STOP/STOP or GO/GO)
6. Refer to C10.2.3 for further information
7. Work vehicle movement must cease whenever road users are moving through the site unless there is full delineation seperating the closure and the traffic



EXAMPLE ONLY

This drawing must not be used as a TMP diagram

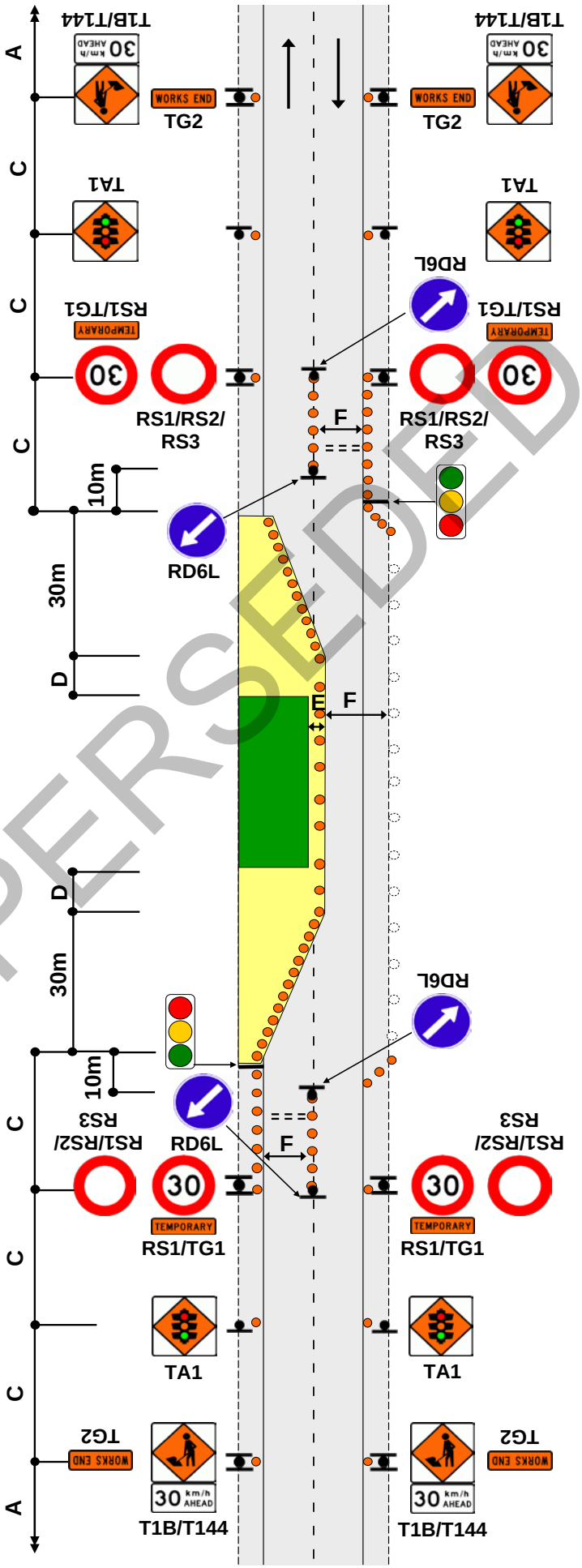
TWO-WAY TWO-LANE ROAD
Single-lane alternating flow
Portable traffic signals

G1.10
Level 2

Notes

1. Provide details of make and model of portable traffic signals in the TMP
2. Install temporary limit lines (must be able to be removed upon completion) or use RP61/RP62 signs

3. Approved temporary speed humps may also be used
4. A 30m return taper at the end of the closure is mandatory
5. Cones are required on edge of temporary lane opposite closure if road is not well defined
6. The STMS should monitor queues during the worksite operation and extend or place extra advance warning signs towards on-coming traffic beyond the end of any expected traffic queues
7. Use PN11 No Stopping signs, if necessary
8. Minimum 5 cones in cone threshold at:
   - 2.5m centres - less than 65km/h
   - 5m centres - more than 65km/h



TWO-WAY TWO-LANE ROAD
Work in centre of road

G1.11
Level 2

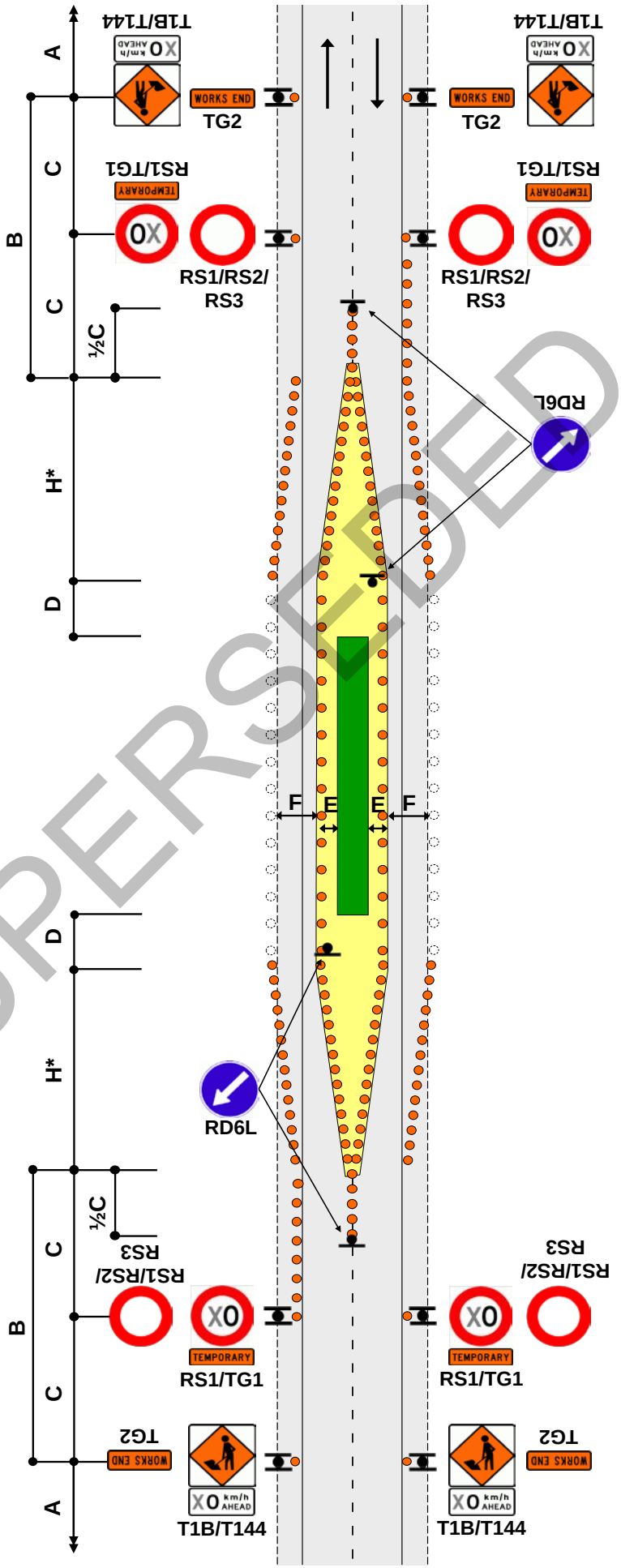
Notes

1. Cones are required on edge of temporary lane opposite closure if road is not well defined
2. *Calculation of taper length for lateral shift of less than 3.5m is:

   $\frac{W \times H}{3.5}$

   W = Width of lateral shift

   H = Taper length in metres from the level 2 layout distance table
3. Use PN11 No Stopping signs, if necessary
4. Use TSLs if required by TSL decision matrix



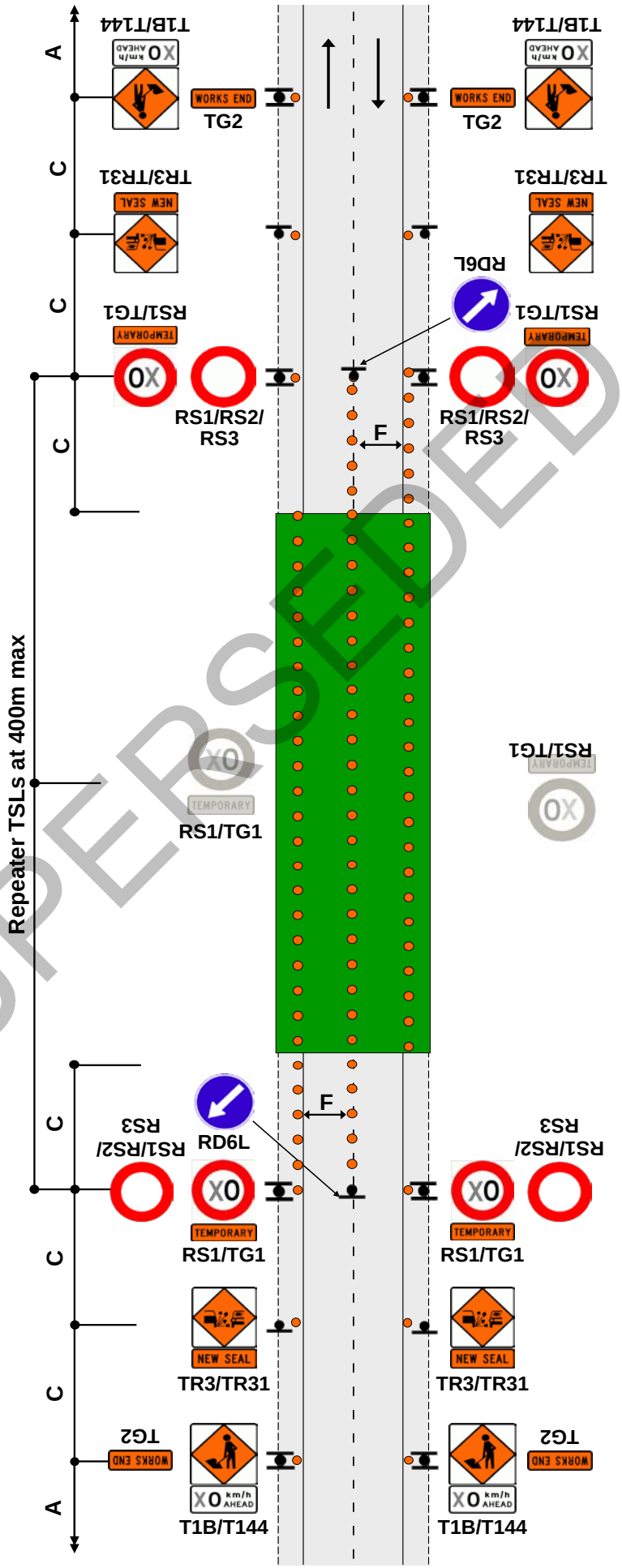
This drawing must not be used as a TMP diagram

TWO-WAY TWO-LANE ROAD
New-chip seal or road construction
Attended worksite

G1.12
Level 2

Notes

1. This diagram is used to enhance the finished product by moving the cone lines at regular intervals across the road to ensure it is evenly trafficked
2. Refer to diagram G1.15 for unattended worksites
3. This diagram is a form of positive traffic management
4. Use TSLs if required by TSL decision matrix
5. TSLs to be repeated at 400m maximum centres



EXAMPLE ONLY

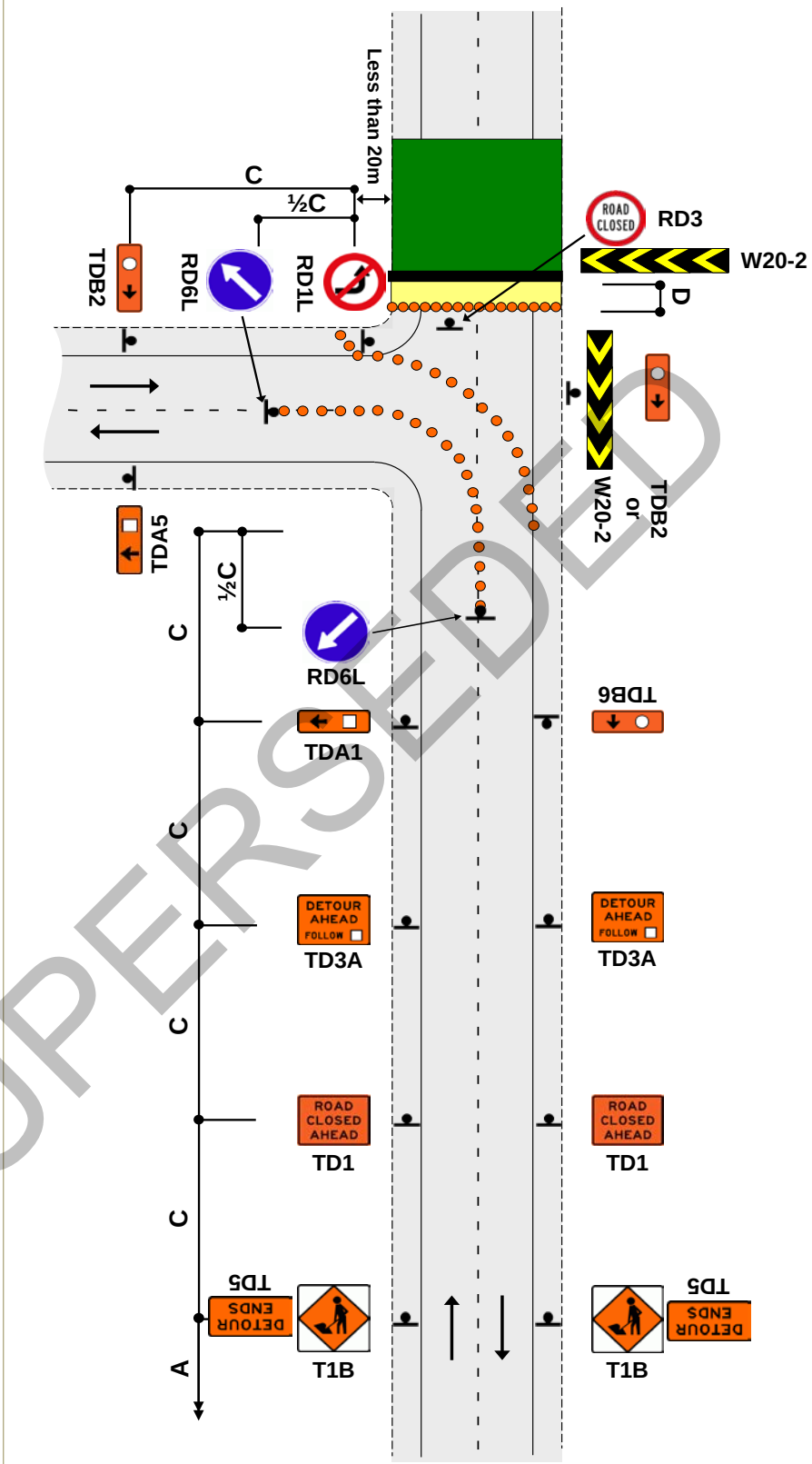
This drawing must not be used as a TMP diagram

TWO-WAY TWO-LANE ROAD
Road closure - detour route
Example

G1.13
Level 2

Notes

1. Block access to road with barricade
2. If a long term site, use chevron sight board to direct traffic
3. On multilane roads the detour directional arrows (eg TDA1) signs will need to be gated
4. Cover any conflicting control signage at intersections
5. Use TSLs if required by TSL decision matrix

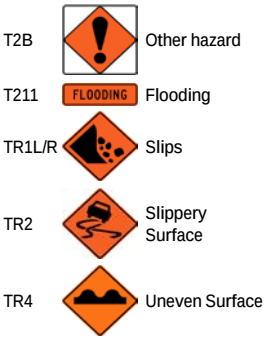


TWO-WAY TWO-LANE ROAD
Other hazard
Shallow flooding, slip, slippery surface

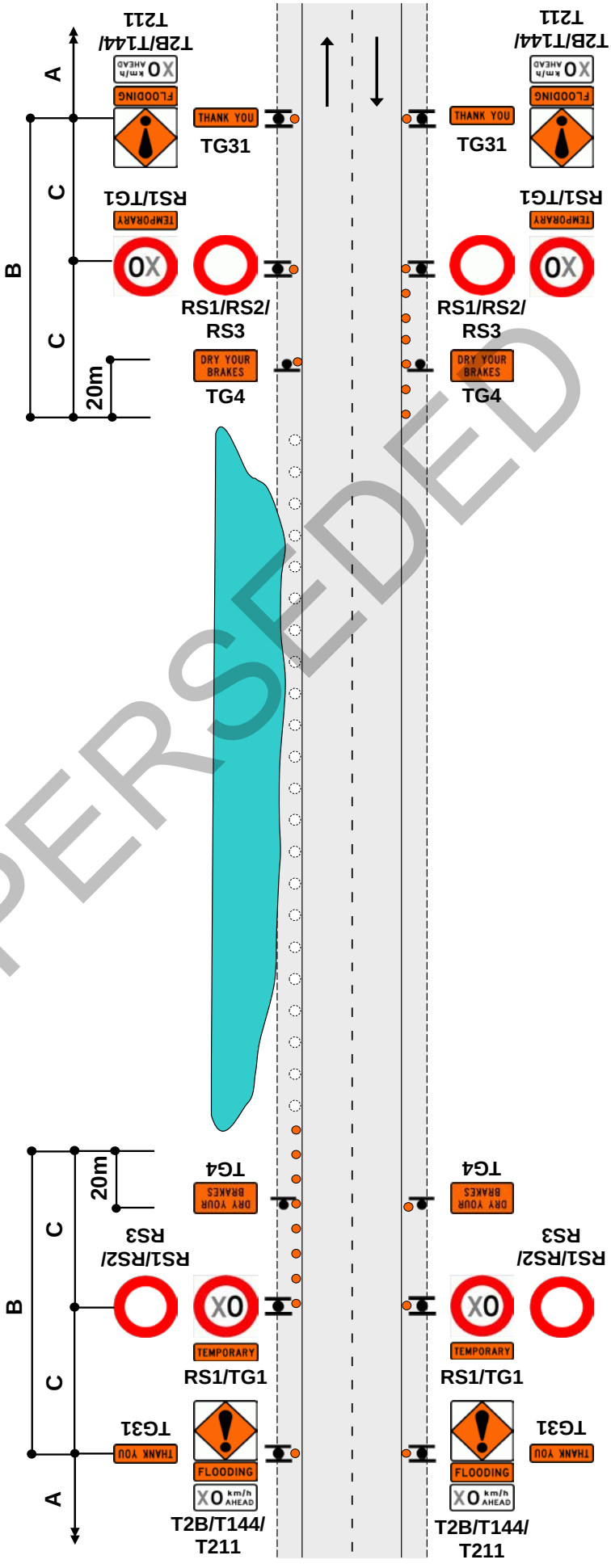
G1.14
Level 2

Notes

1. Shallow flooding that can be safely traversed by vehicles
2. This diagram is for initial response only. Appropriate long term TTM must be installed as soon as practical
3. The advance warning sign may be be any one of the following:



4. If necessary, erect TG4 DRY YOUR BRAKES sign
5. Delineate hazard if hazard extends onto lane
6. Use TSLs if required by TSL decision matrix

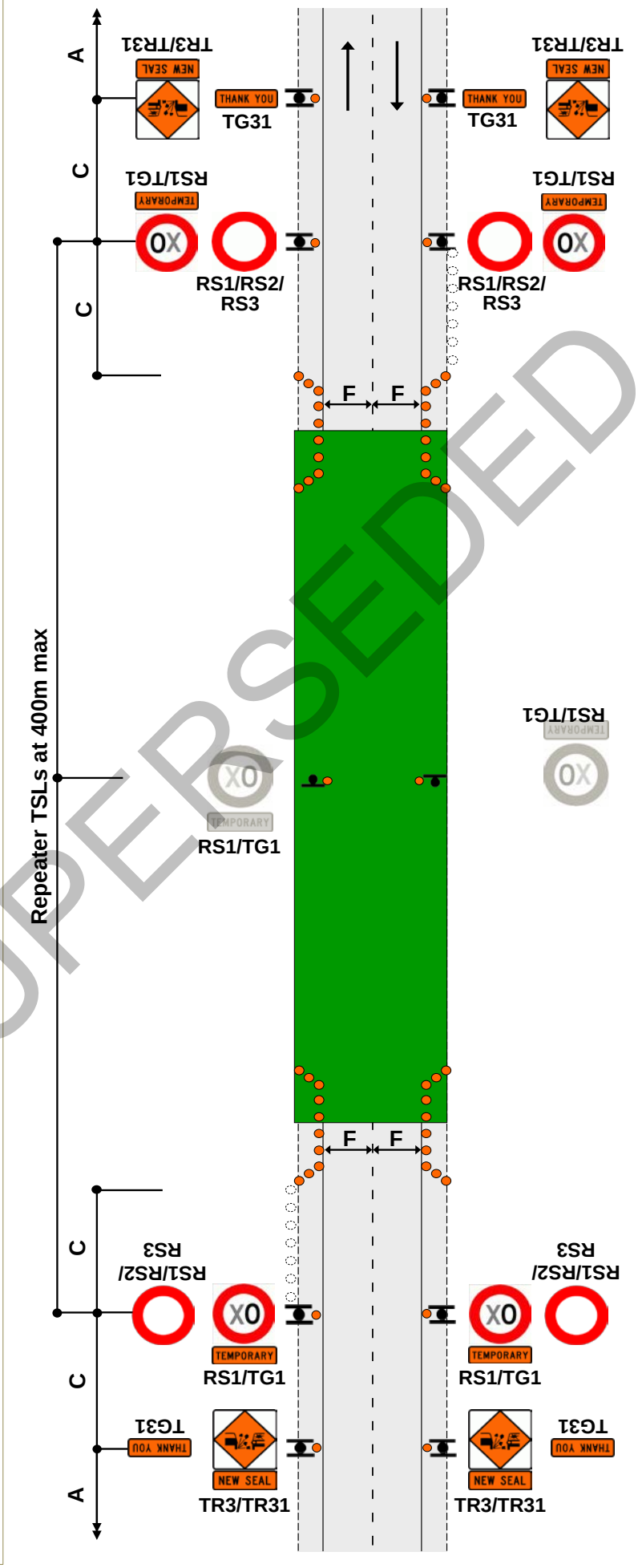


TWO-WAY TWO-LANE ROAD
New seal - unattended and/or unswept worksite

G1.15
Level 2

Notes

1. Use cones to form a threshold treatment at the start of the new seal. Minimum of 10 cones at 5m centres
2. Worksites may need additional positive traffic management to ensure all road users travel at the TSL
3. Use TSLs if required by TSL decision matrix
4. TSLs to be repeated at 400m maximum centres

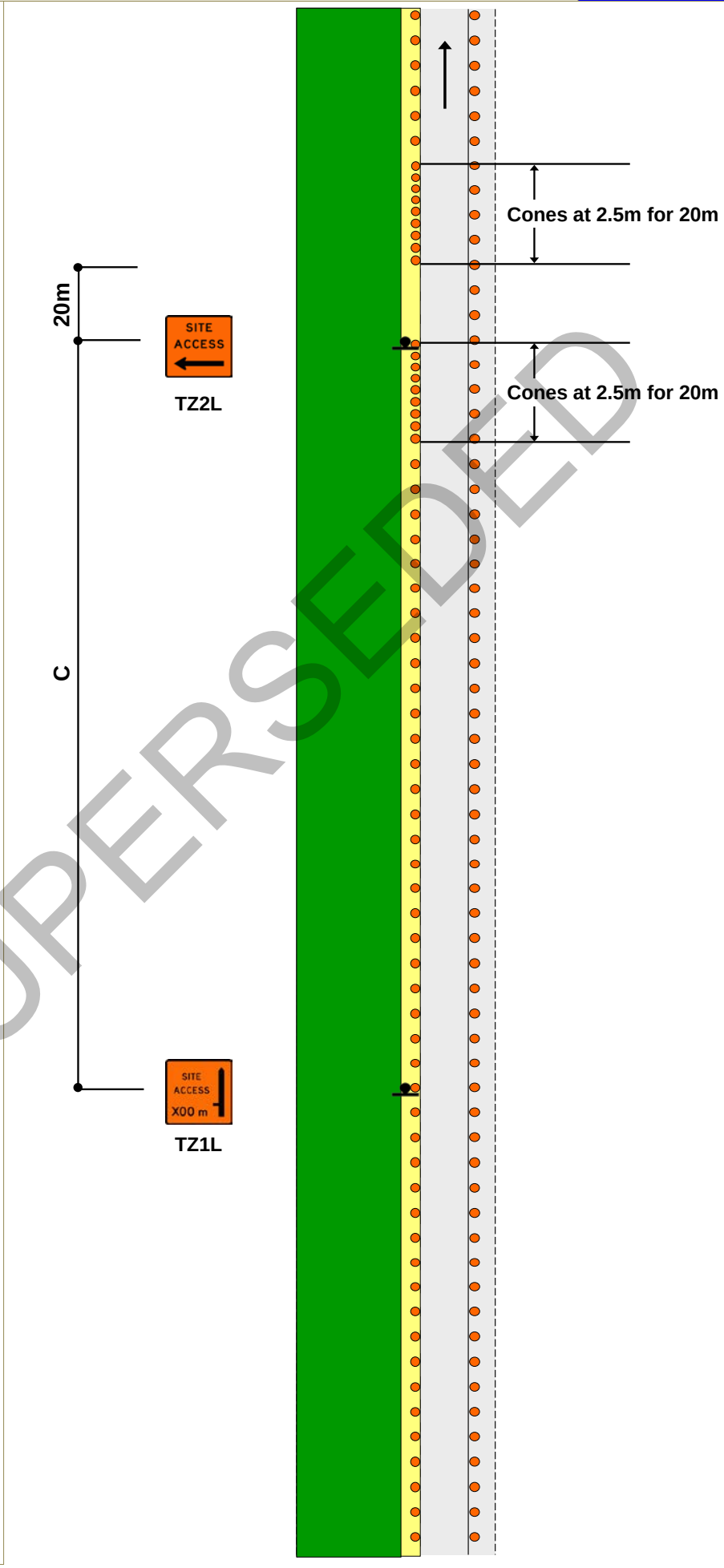


SITE ACCESS
Forms part of a larger worksite

G1.16
Level 2

Notes

1. It is intended that this diagram forms part of a larger worksite
2. Cones immediately before and after the site access to be spaced at 2.5m centres for 20m

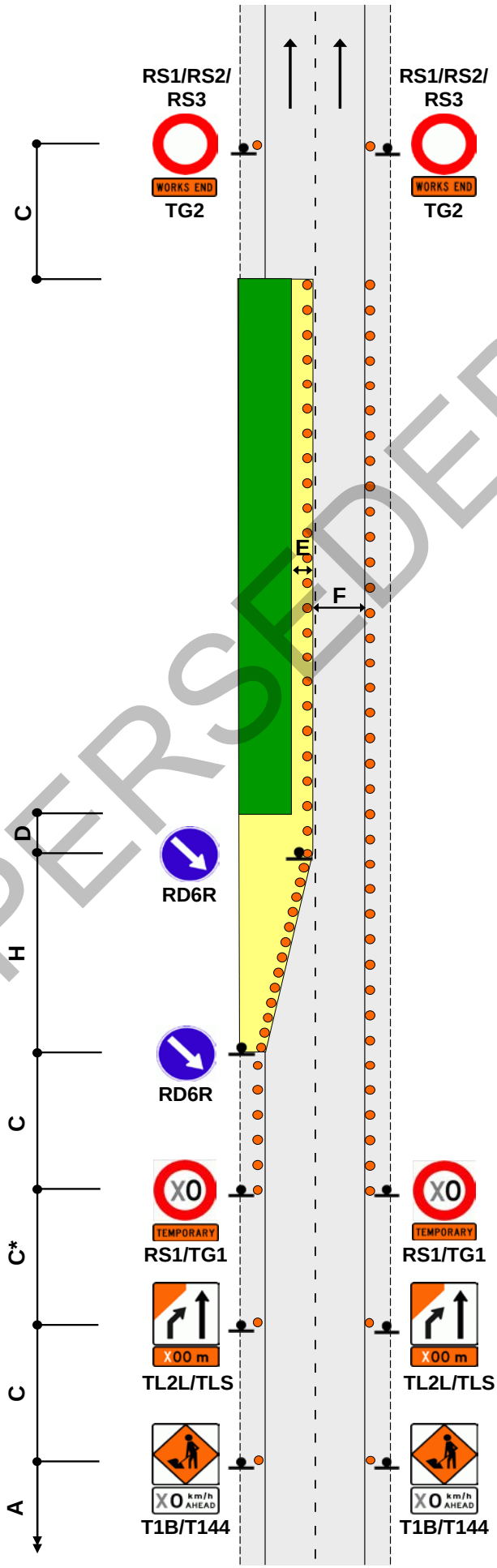


ONE-WAY TWO-LANE DIVIDED OR TWO-LANE ROAD
Left-lane closure

G1.17
Level 2

Notes

1. C* - the TL2L/TLS signs are to be either 100m or 200m in advance of the start of the taper
2. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined
3. Use TSLs if required by TSL decision matrix

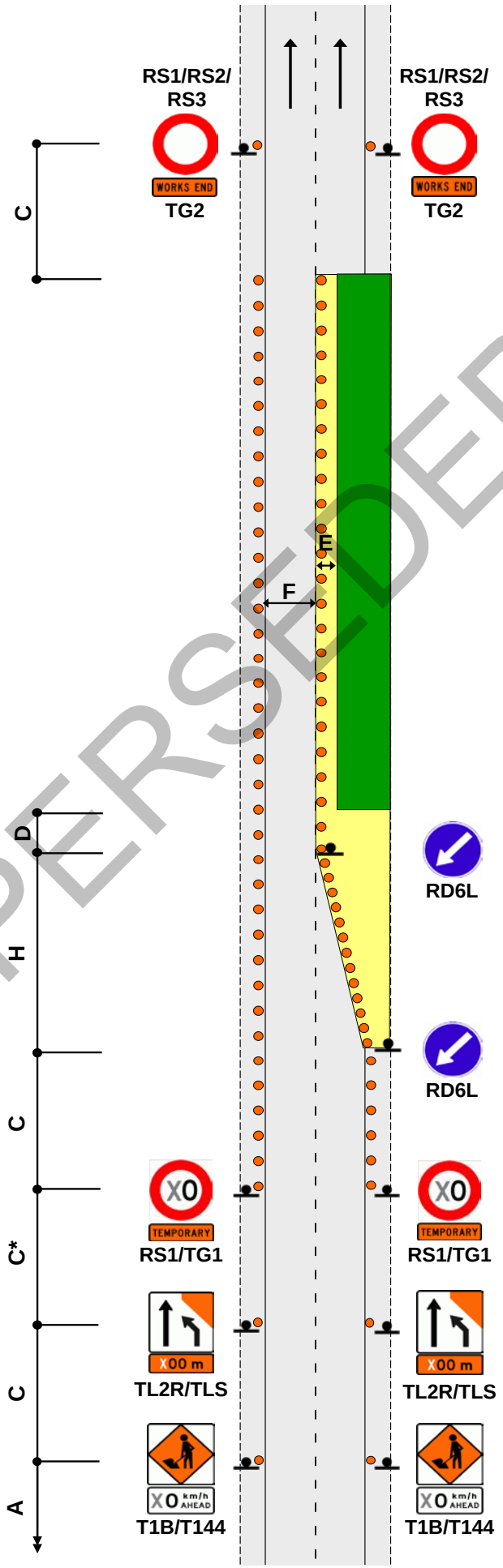


ONE-WAY TWO-LANE DIVIDED OR TWO-LANE ROAD
Right-lane closure

G1.18
Level 2

Notes

1. C* - the TL2R/TLS signs are to be either 100m or 200m in advance of the start of the taper
2. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined
3. Use TSLs if required by TSL decision matrix



ONE-WAY TWO-LANE DIVIDED OR TWO-LANE ROAD
Right-lane closure
One-lane temporary diversion

G1.19
Level 2

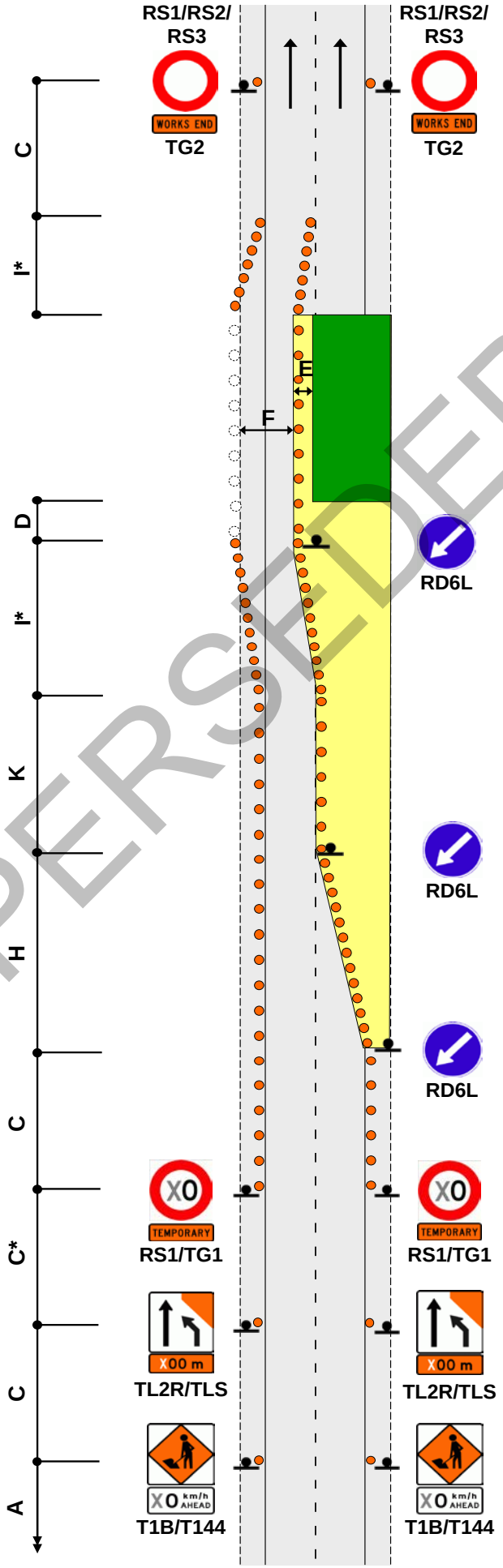
Notes

1. The longitudinal safety zone is based on the temporary speed limit
2. C* - the TL2R/TLS signs are to be either 100m or 200m in advance of the start of the taper
3. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined
4. *Calculation of taper length for lateral shift of less than 3.5m is:

   $\frac{W \times I}{3.5}$

   W = Width of lateral shift

   I = Taper length in metres from the level 2 layout distance table
5. Cones are required on edge of temporary lane opposite closure if road edge is not well defined
6. Use TSLs if required by TSL decision matrix



ONE-WAY TWO-LANE DIVIDED OR TWO-LANE ROAD
One-lane closure
Two-lane temporary diversion

G1.20
Level 2

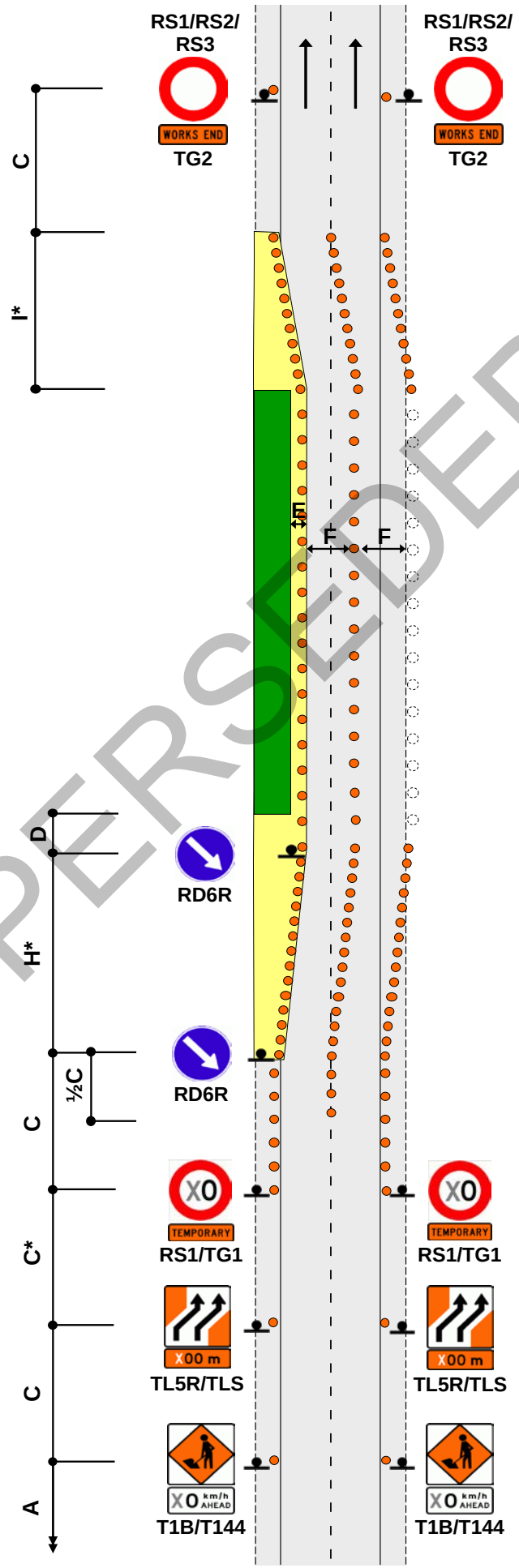
Notes

1. C* - the TL5R/TLS signs are to be either 100m or 200m in advance of the start of the taper
2. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined
3. *Calculation of taper length for lateral shift of less than 3.5m is:

   $\frac{W \times (H \text{ or } I)}{3.5}$

   W = Width of lateral shift

   H or I = Taper length in metres from the level 2 layout distance table
4. Cones are required on edge of temporary lane opposite closure if road edge is not well defined
5. Use TSLs if required by TSL decision matrix

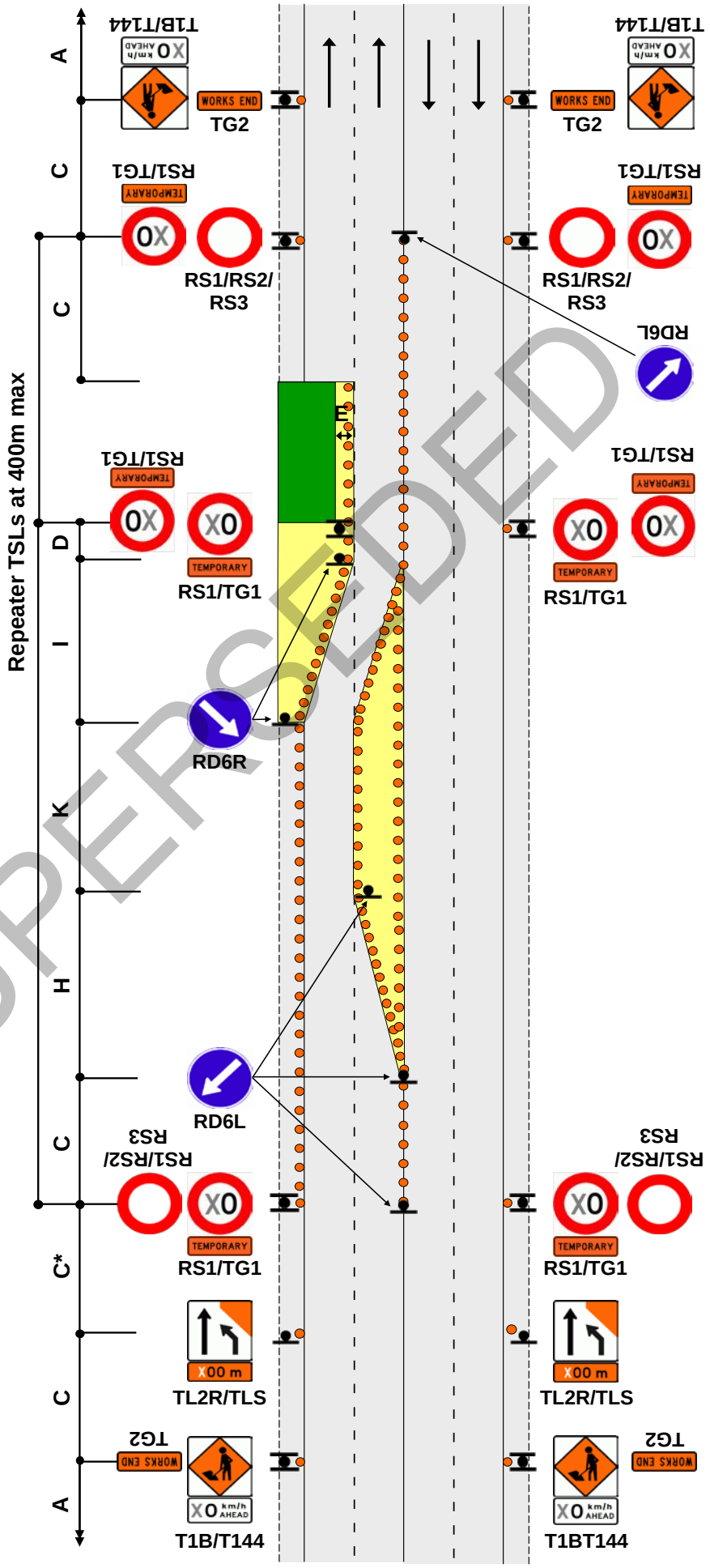


TWO-WAY FOUR-LANE ROAD
Left-lane closure
With chicane

G1.21
Level 2

Notes

1. C* - the TL2R/TLS signs are to be either 100m or 200m in advance of the start of the taper
2. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined
3. Use TSLs if required by TSL decision matrix
4. TSLs to be repeated at 400m maximum centres



TWO-WAY FOUR-LANE ROAD
Two-lane closure
One-lane contraflow

G1.22
Level 2

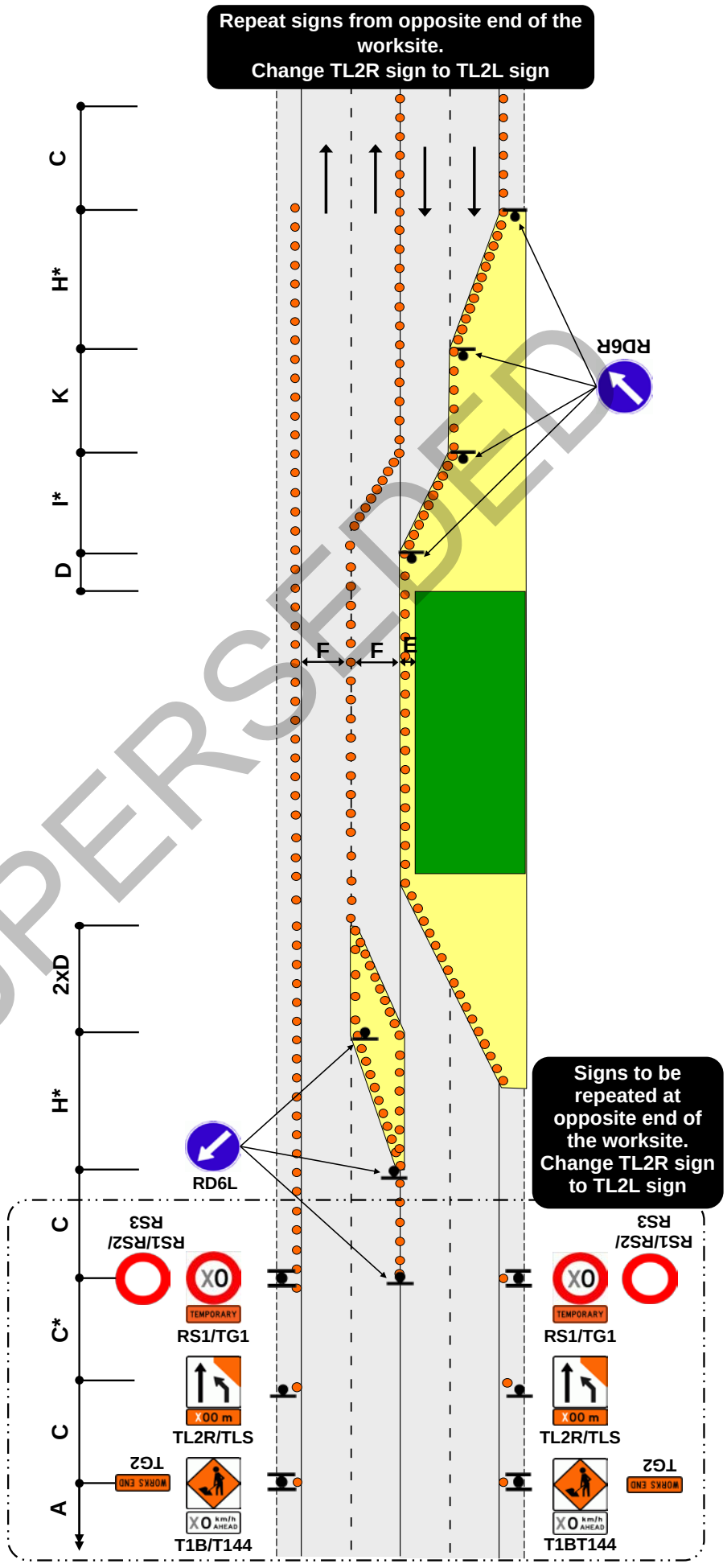
Notes

1. Refer to C8.2.17 if the closure is within a passing lane
2. C* - the TL2R/TLS signs are to be either 100m or 200m in advance of the start of the taper
3. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined
4. *Calculation of taper length for lateral shift of less than 3.5m is:

   $\frac{W \times (H \text{ or } I)}{3.5}$

   W = Width of lateral shift

   H or I = Taper length in metres from the level 2 layout distance table
5. Use TSLs if required by TSL decision matrix
6. TSLs to be repeated at 400m maximum centres



EXAMPLE ONLY

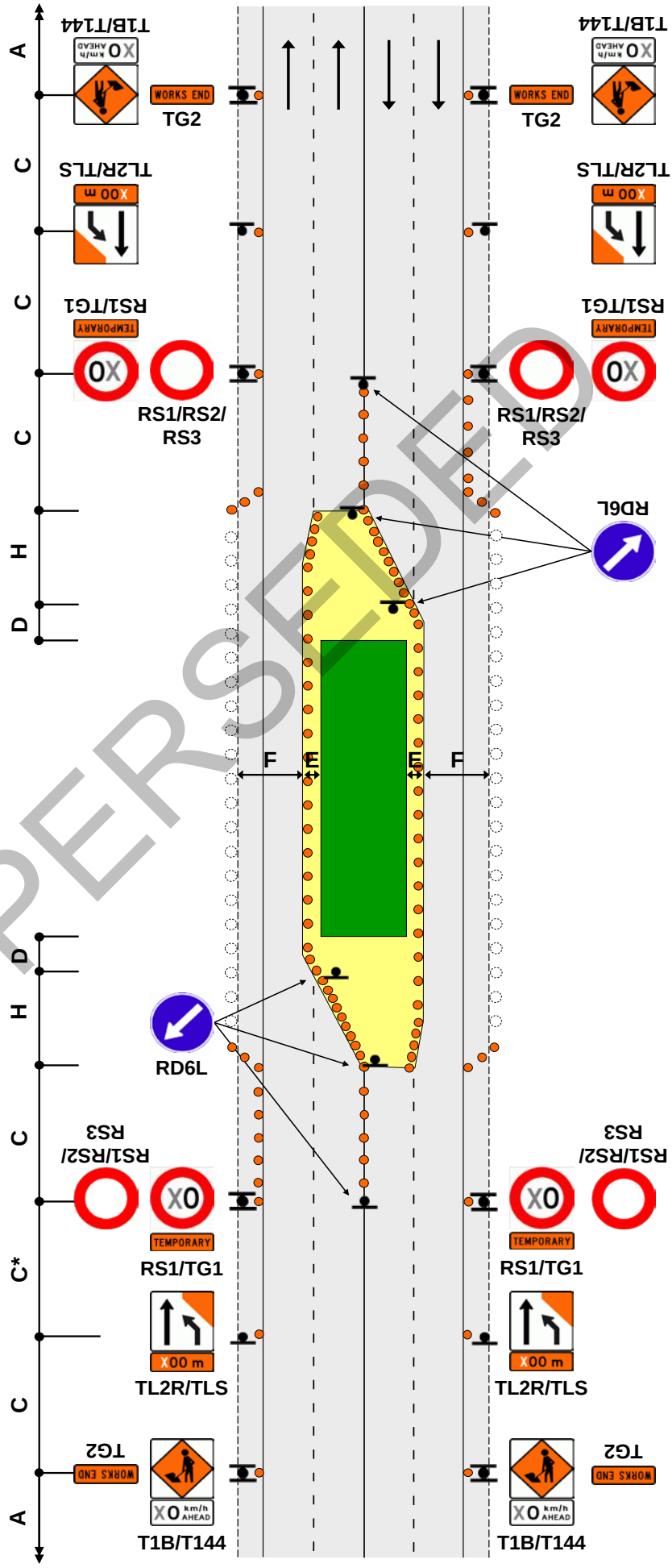
This drawing must not be used as a TMP diagram

TWO-WAY FOUR-LANE ROAD
Centre-lane closures

G1.23
Level 2

Notes

1. C* - the TL3L/TLS signs are to be either 100m or 200m in advance of the start of the taper
2. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined
3. Cones are required on edge of temporary lane opposite closure if road is not well defined
4. Use PN11 no stopping signs, if necessary
5. Use TSLs if required by TSL decision matrix

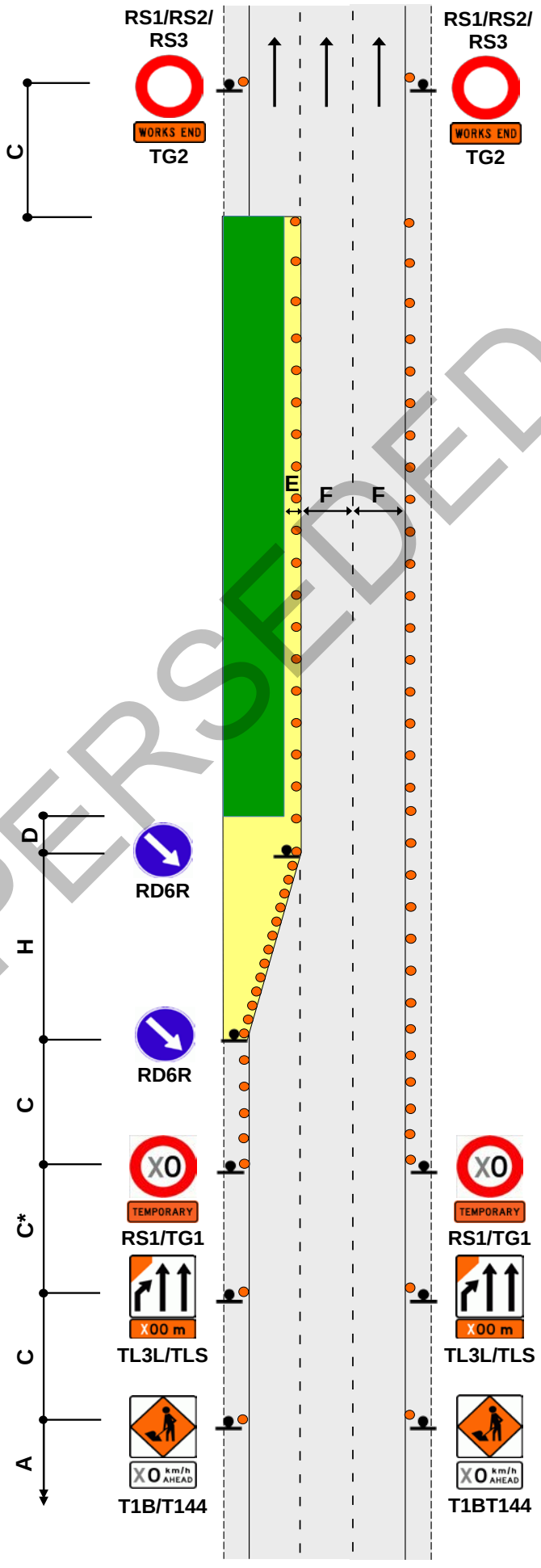


ONE-WAY THREE-LANE DIVIDED OR THREE-LANE ROAD
One-lane closure
Left lane

G1.24
Level 2

Notes

1. C* - the TL3L/TLS signs are to be either 100m or 200m in advance of the start of the taper
2. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined
3. Full end taper may be added if required
4. Use TSLs if required by TSL decision matrix



EXAMPLE ONLY

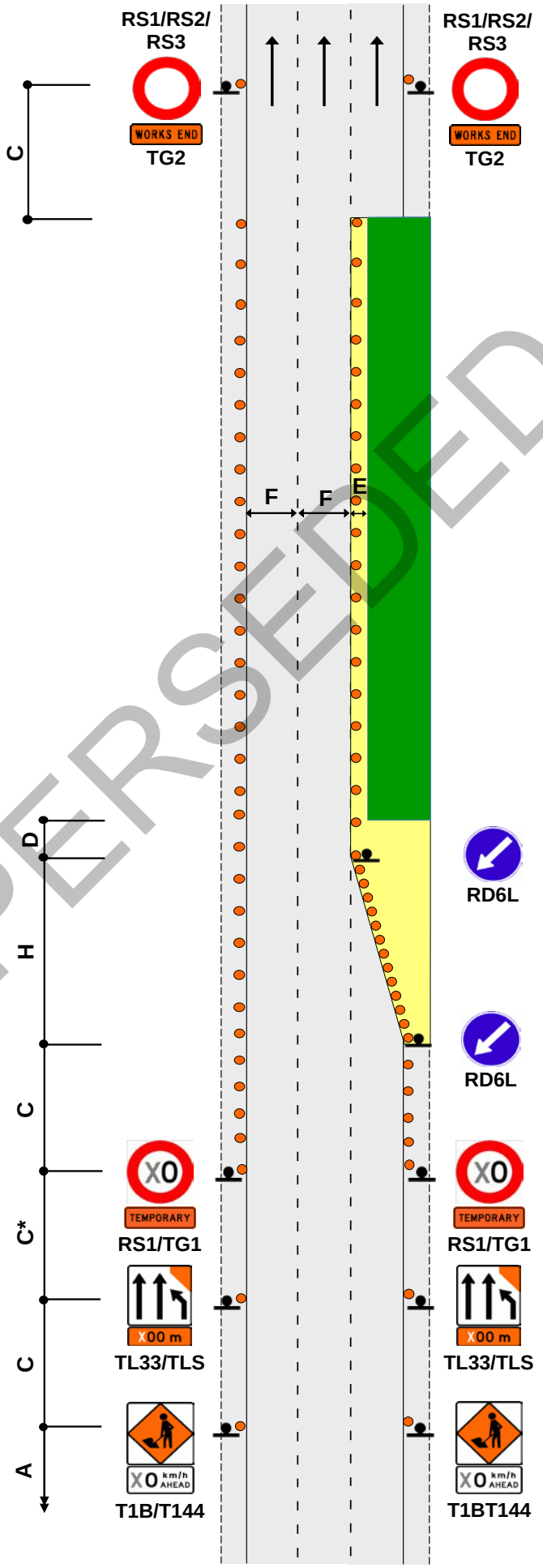
This drawing must not be used as a TMP diagram

ONE-WAY THREE-LANE DIVIDED OR THREE-LANE ROAD
One-lane closure
Right lane

G1.25
Level 2

Notes

1. C* - the TL33/TLS signs are to be either 100m or 200m in advance of the start of the taper
2. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined
3. Full end taper may be added if required
4. Use TSLs if required by TSL decision matrix



EXAMPLE ONLY

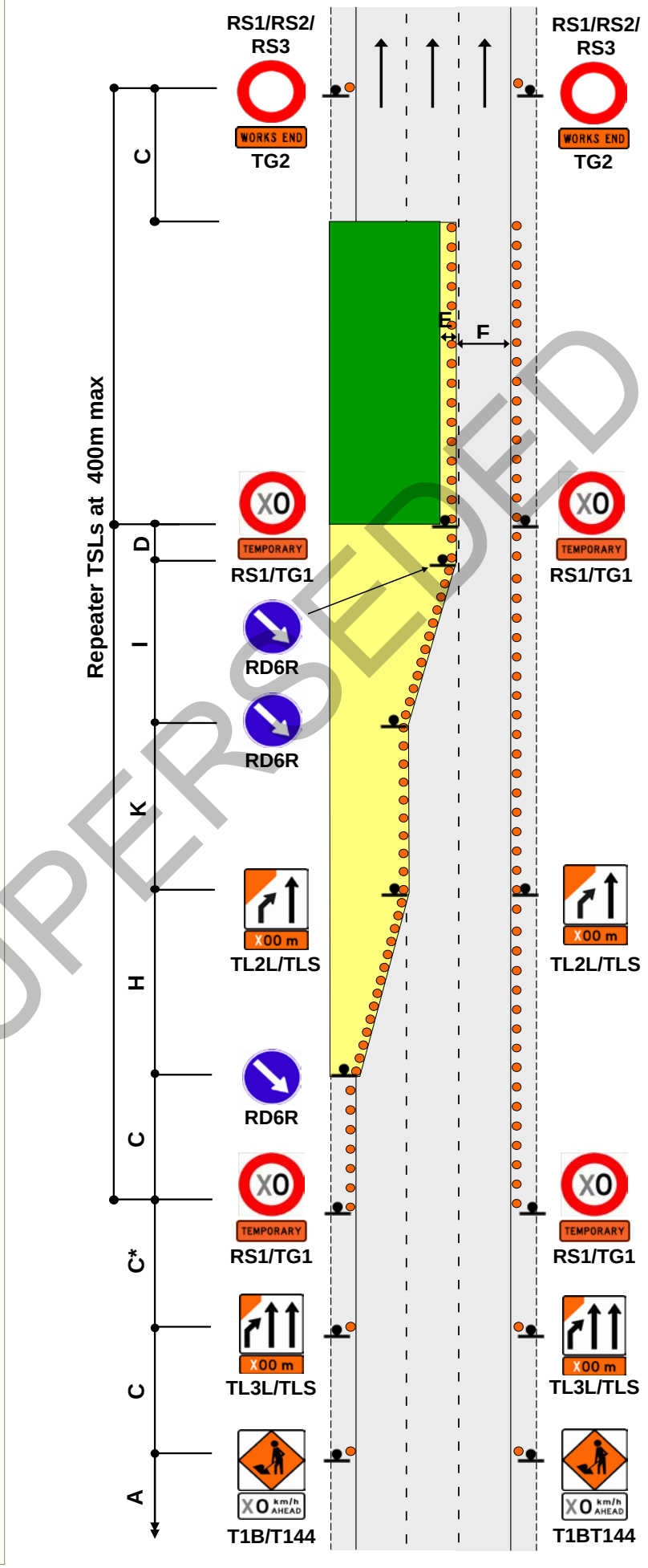
This drawing must not be used as a TMP diagram

ONE-WAY THREE-LANE DIVIDED OR THREE-LANE ROAD
Two-lane closure
Left and centre lanes

G1.26
Level 2

Notes

1. C* - the TL3L/TLS signs are to be either 100m or 200m in advance of the start of the taper
2. Distance K must be extended to match the distance shown on any supplementary plate used with the TL2L sign
3. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined
4. Full end taper may be added if required
5. Use TSLs if required by TSL decision matrix
6. TSLs to be repeated at 400m maximum centres

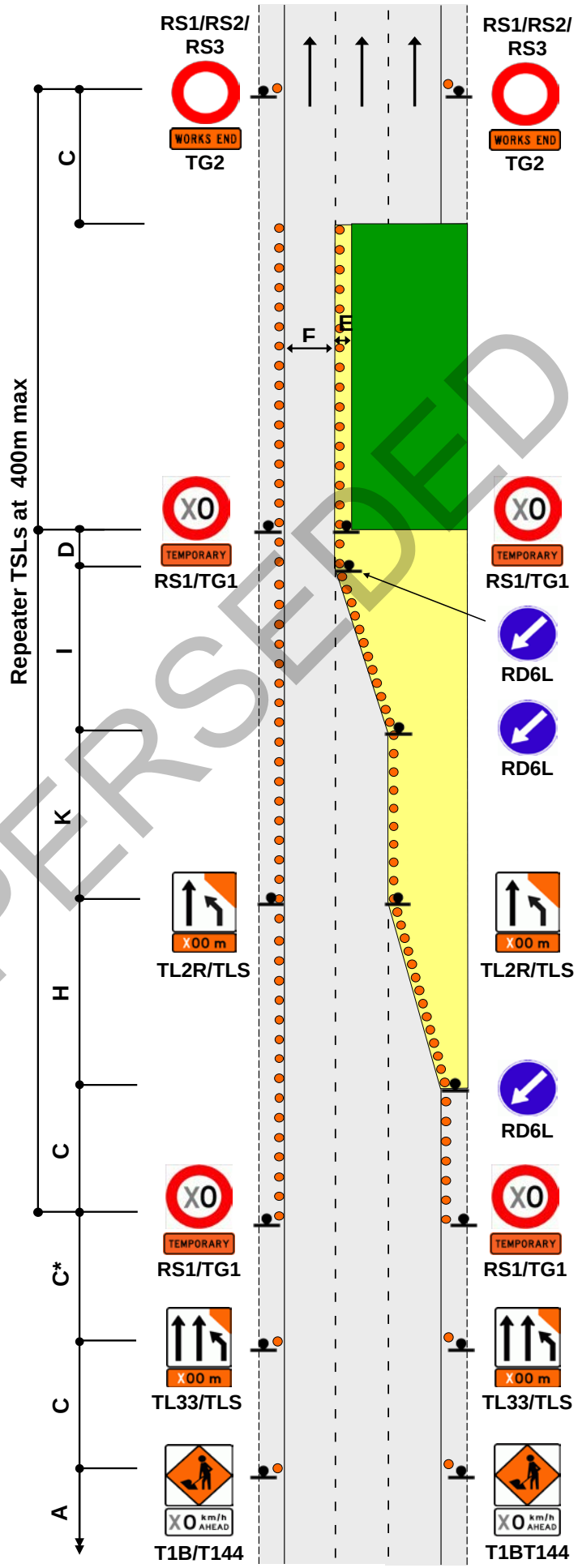


ONE-WAY THREE-LANE DIVIDED OR THREE-LANE ROAD
Two-lane closure
Right and centre lanes

G1.27
Level 2

Notes

1. C* - the TL33/TLS signs are to be either 100m or 200m in advance of the start of the taper
2. Distance K must be extended to match the distance shown on any supplementary plate used with the TL2L sign
3. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined
4. Full end taper may be added if required
5. Use TSLs if required by TSL decision matrix
6. TSLs to be repeated at 400m maximum centres



ONE-WAY THREE-LANE DIVIDED OR THREE-LANE ROAD
Two-lane closure
Two-lane temporary diversion

G1.28
Level 2

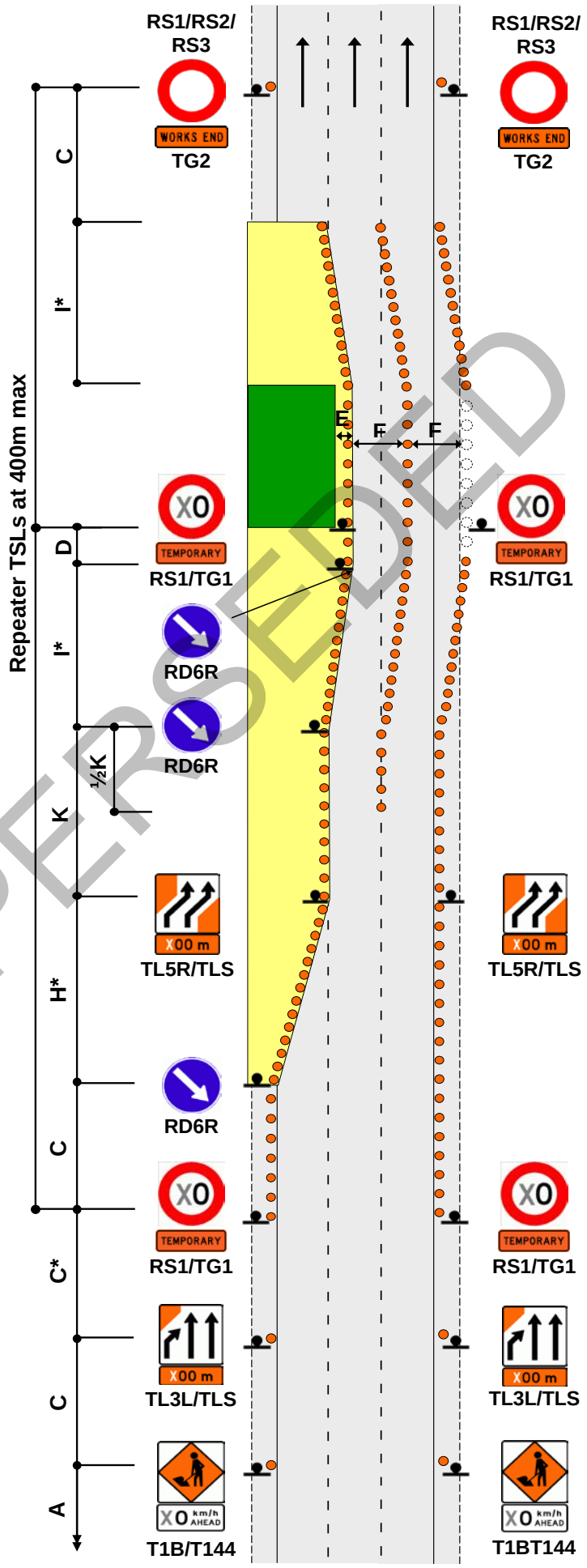
Notes

1. C* - the TL3L/TLS signs are to be either 100m or 200m in advance of the start of the taper
2. Distance K must be extended to match the distance shown on any supplementary plate used with the TL2L sign
3. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined
4. *Calculation of taper length for lateral shift of less than 3.5m is:

   $\frac{W \times (H \text{ or } I)}{3.5}$

   W = Width of lateral shift

   H or I = Taper length in metres from the level 2 layout distance table
5. Cones are required on edge of temporary lane opposite closure if road edge is not well defined
6. Use TSLs if required by TSL decision matrix
7. TSLs to be repeated at 400m maximum centres

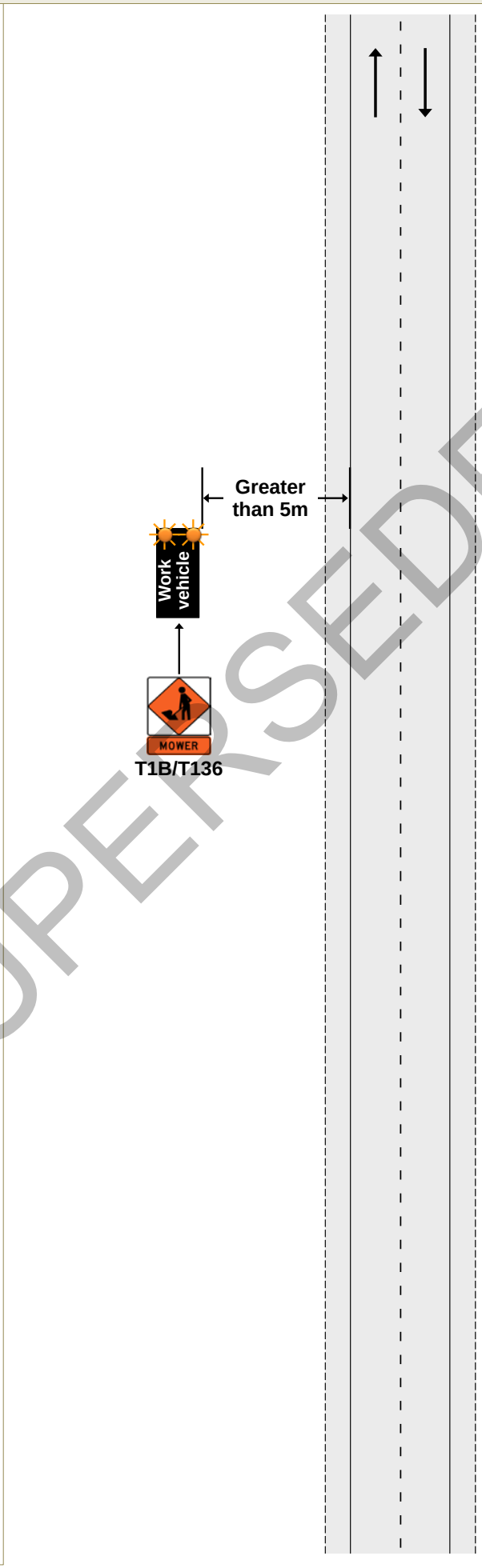


TWO-WAY TWO-LANE ROAD
Work vehicle is more than five (5) metres from the edgeline
Any speed

G2.1
Level 2

Notes

1. This layout will also apply to a multiple laned two-way road without a permanent median barrier



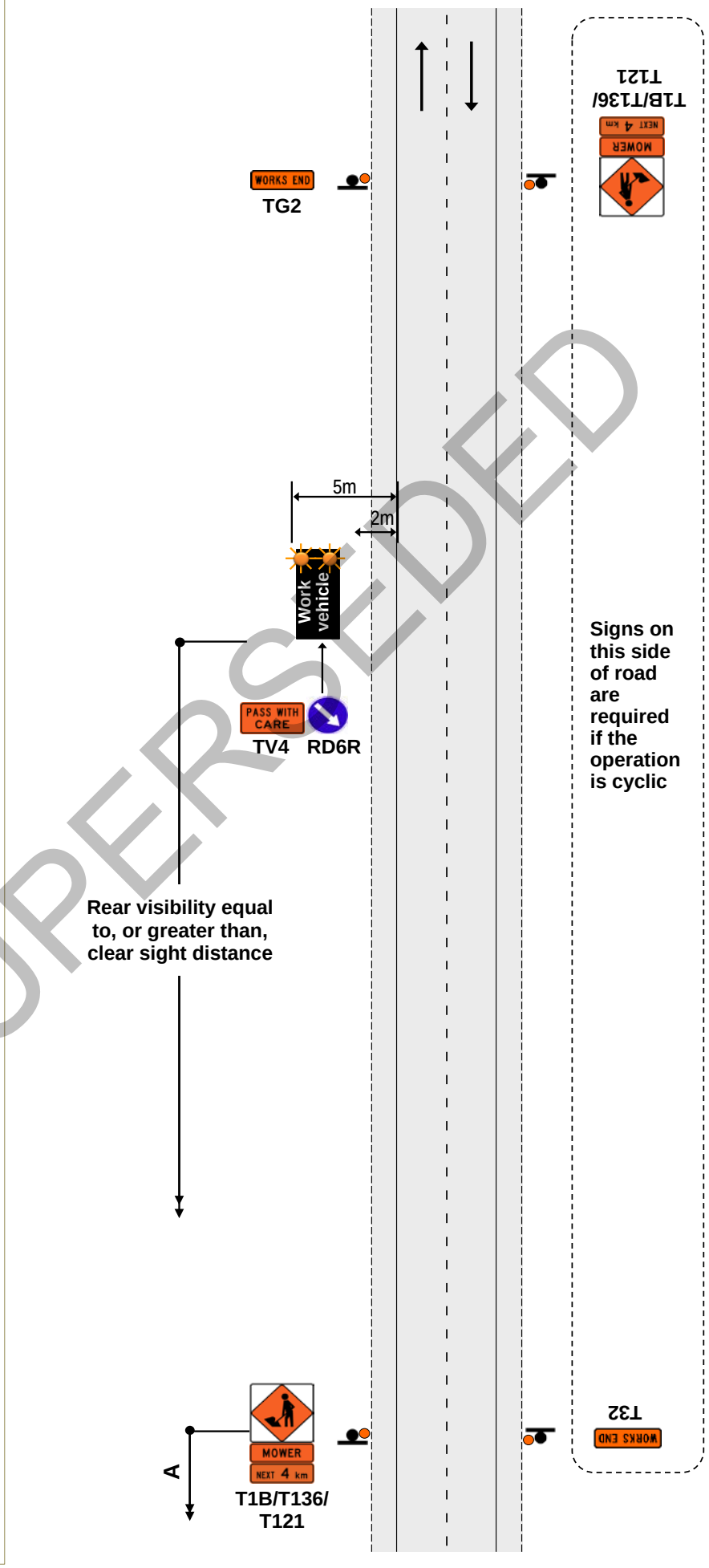
TWO-WAY TWO-LANE ROAD
Work vehicle is between two (2) and five (5) metres of the edgeline

G2.2
Level 2

Notes

1. This layout may also be used on multiple laned roads
2. Rear visibility is more than clear sight distance or rear visibility is less than clear sight distance with the permanent speed of less than 65km/h
3. The T1B sign and supplementary plates must be repeated throughout the length of the worksite at intervals no greater than 4km
4. The static signs may be replaced by an AWVMS if used as a tail pilot

   For non-state highways
5. The static signs may be replaced by a tail pilot vehicle with T1B and RD6R/L signs

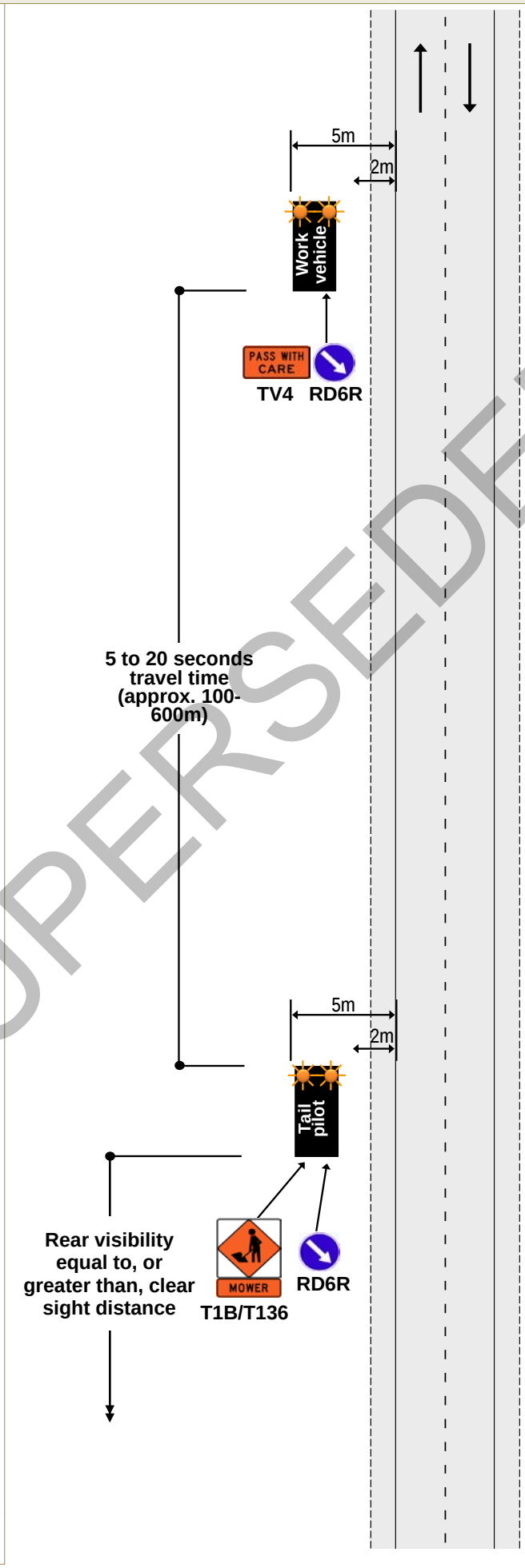


TWO-WAY TWO-LANE ROAD
Work vehicle is between two (2) and five (5) metres of the edgeline
Permanent speed greater than 65km/h

G2.3
Level 2

Notes

1. This layout will also apply to a multiple laned two-way road without a permanent median barrier



TWO-WAY TWO-LANE ROAD
Work vehicle is between zero (0) and two (2) metres of the edgeline
Permanent speed less than 65km/h

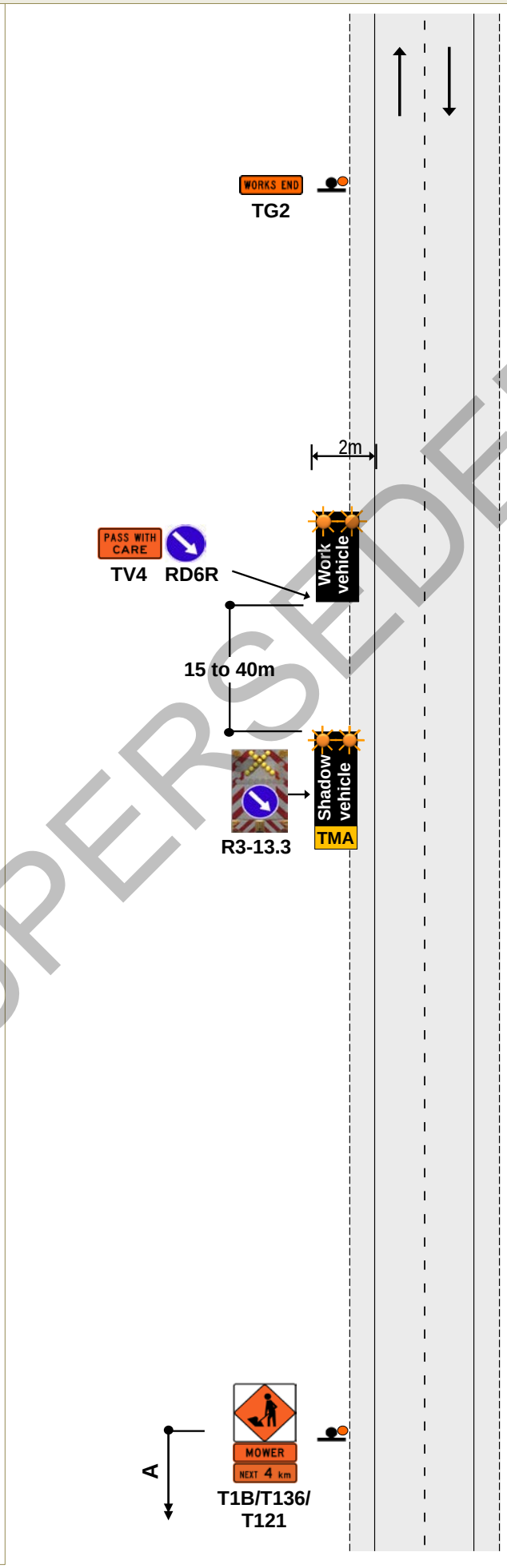
G2.4
Level 2

Notes

1. This layout may also be used on multiple laned roads
2. The T1B sign and supplementary plates must be repeated throughout the length of the worksite at intervals no greater than 4km
3. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6L/R
4. The static signs may be replaced by an AWVMS if used as a tail pilot

   For non-state highways

5. With the relevant RCA's permission, the TMA shadow vehicle may have a horizontal arrowboard and a TV4 PASS WITH CARE sign instead of the LAS
6. The static signs may be replaced by a tail pilot vehicle with a TMA, horizontal arrow board, T1B and RD6R/L signs



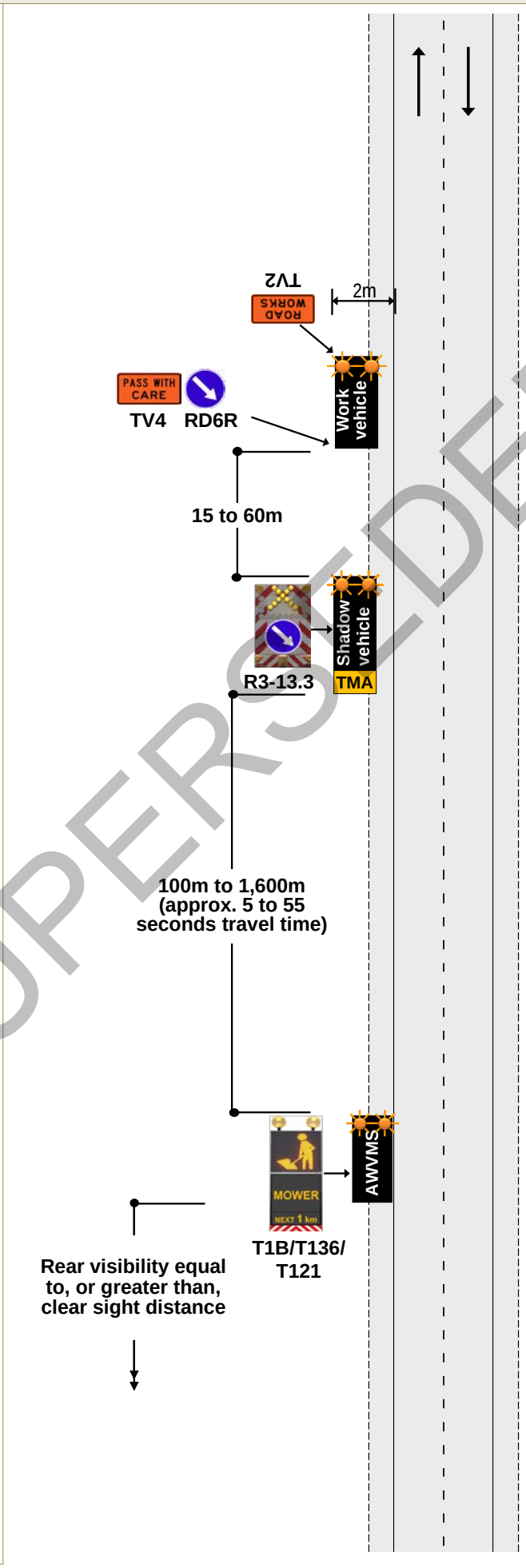
TWO-WAY TWO-LANE ROAD
Work vehicle is between zero (0) and two (2) metres from the edgeline
Permanent speed greater than 65km/h

G2.5
Level 2

Notes

1. This layout may also be used on multiple laned roads
2. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6L/R
3. Where the work is on a two-lane two-way road the leading work vehicle must be fitted with a front-mounted TV2 ROAD WORKS sign unless a lead pilot is required

   For non-state highways
4. With the relevant RCA's permission, the TMA shadow vehicle may have a horizontal arrowboard and a TV4 PASS WITH CARE sign instead of the LAS
5. The AWVMS may be replaced by a tail pilot vehicle with a TMA, horizontal arrow board, T1B and RD6R/L signs



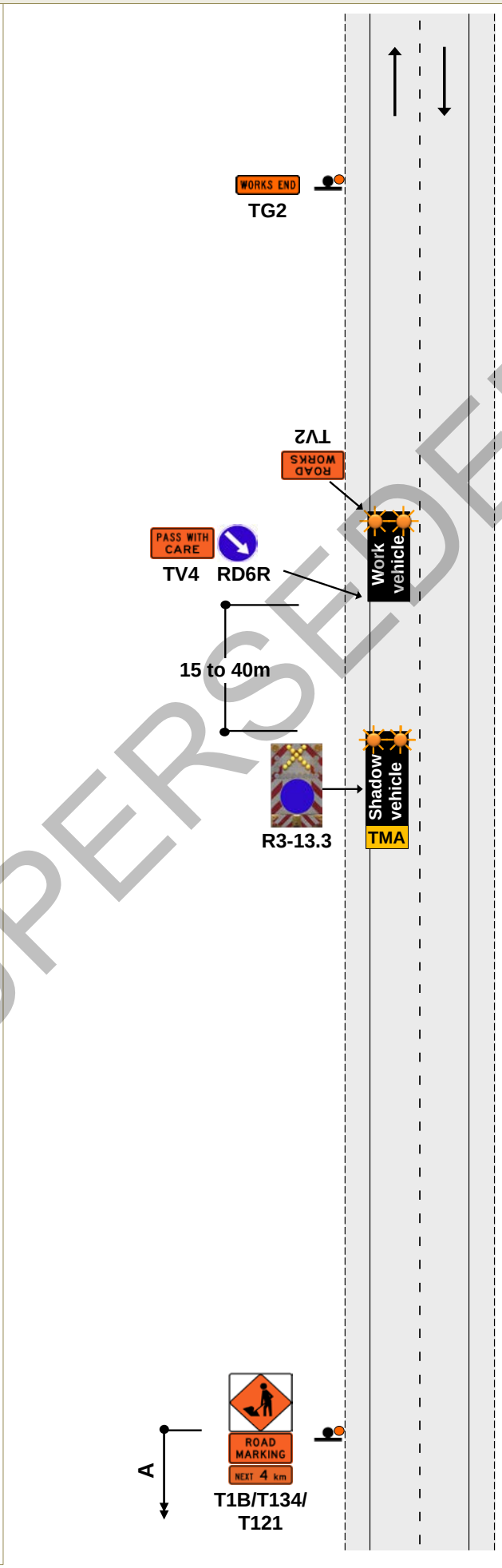
TWO-WAY TWO-LANE ROAD
Work vehicle on live lane
Permanent speed less than 65km/h

G2.6
Level 2

Notes

1. This layout may also be used on multiple laned roads
2. The T1B sign and supplementary plates must be repeated throughout the length of the worksite at intervals no greater than 4km
3. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6L/R
4. The static sign may be replaced by an AWVMS if used as a tail pilot

   For non-state highways
5. With the relevant RCA's permission, the TMA shadow vehicle may have a horizontal arrowboard and a TV4 PASS WITH CARE sign instead of the LAS
6. The static sign may be replaced by a tail pilot vehicle with a TMA, horizontal arrow board, T1B and RD6R/L signs



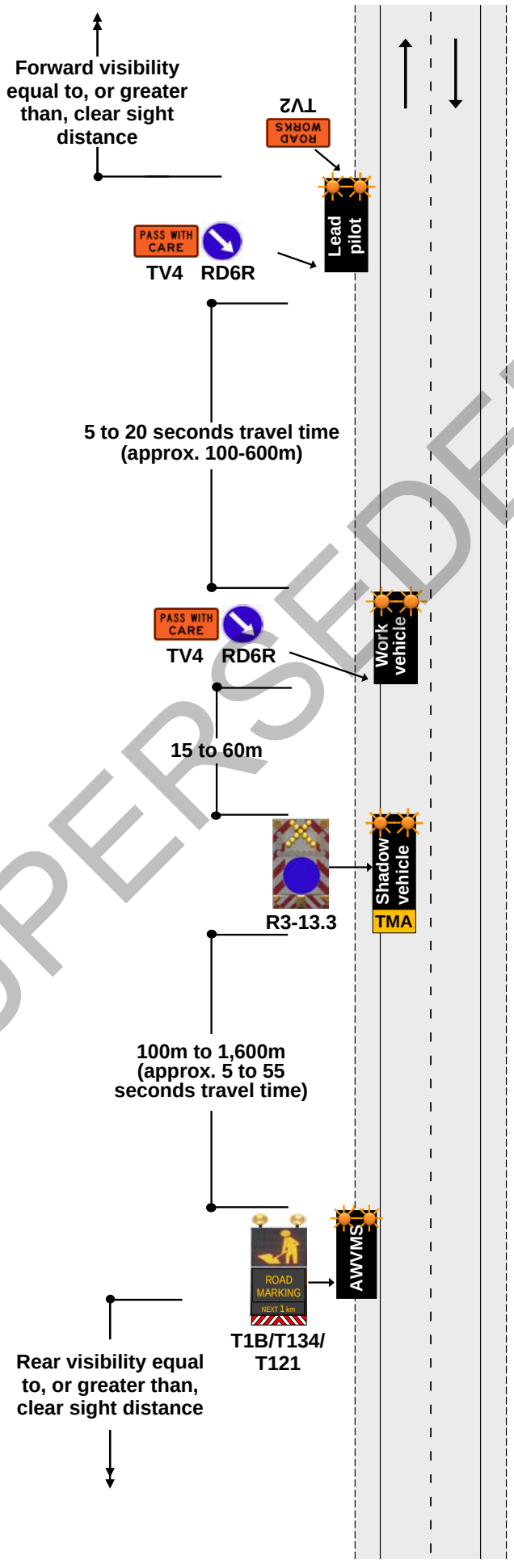
TWO-WAY TWO-LANE ROAD
Work vehicle on live lane
Permanent speed greater than 65km/h

G2.7
Level 2

Notes

1. A lead pilot vehicle must be used on undivided two-way roads with permanent speed limits greater than 65km/h when:
   - visibility to the work vehicle is less than CSD continuously for more than 1km, or
   - the operation crosses the centre line
2. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6L/R

   For non-state highways
3. With the relevant RCA's permission, the TMA shadow vehicle may have a horizontal arrowboard and a TV4 PASS WITH CARE sign instead of the LAS
4. The AWVMS may be replaced by a tail pilot vehicle with a TMA, horizontal arrow board, T1B and RD6R/L signs



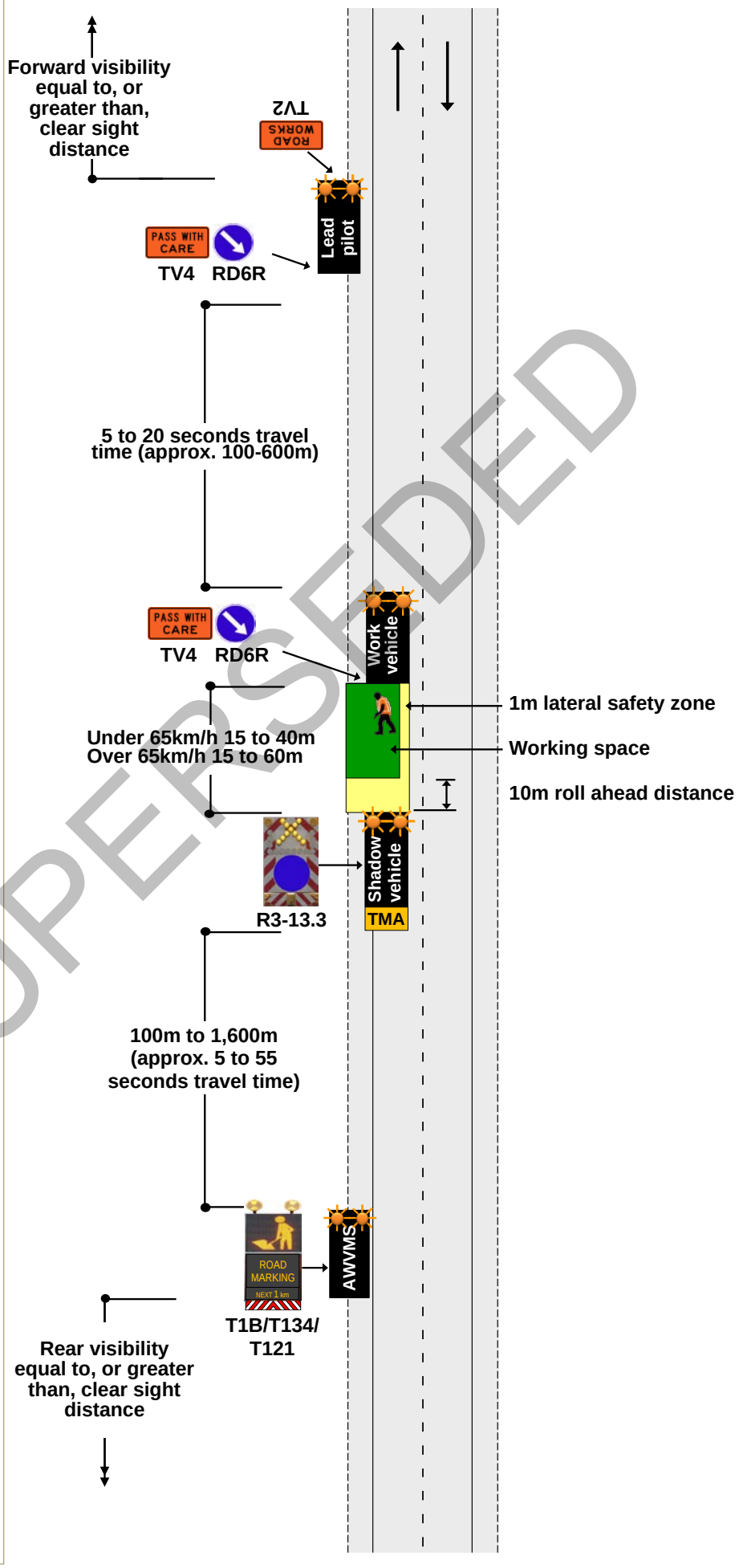
TWO-WAY TWO-LANE ROAD
Personnel on the live lane

G2.8
Level 2

Notes

1. A lead pilot vehicle must be used on undivided two-way roads with permanent speed limits greater than 65km/h when:
   - visibility to the work vehicle is less than CSD continuously for more than 1km, or
   - the operation crosses the centre line
2. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6L/R

   For non-state highways
3. With the relevant RCA's permission, the TMA shadow vehicle may have a horizontal arrowboard and a TV4 PASS WITH CARE sign instead of the LAS
4. The AWVMS may be replaced by a tail pilot vehicle with a TMA, horizontal arrow board, T1B and RD6R/L signs



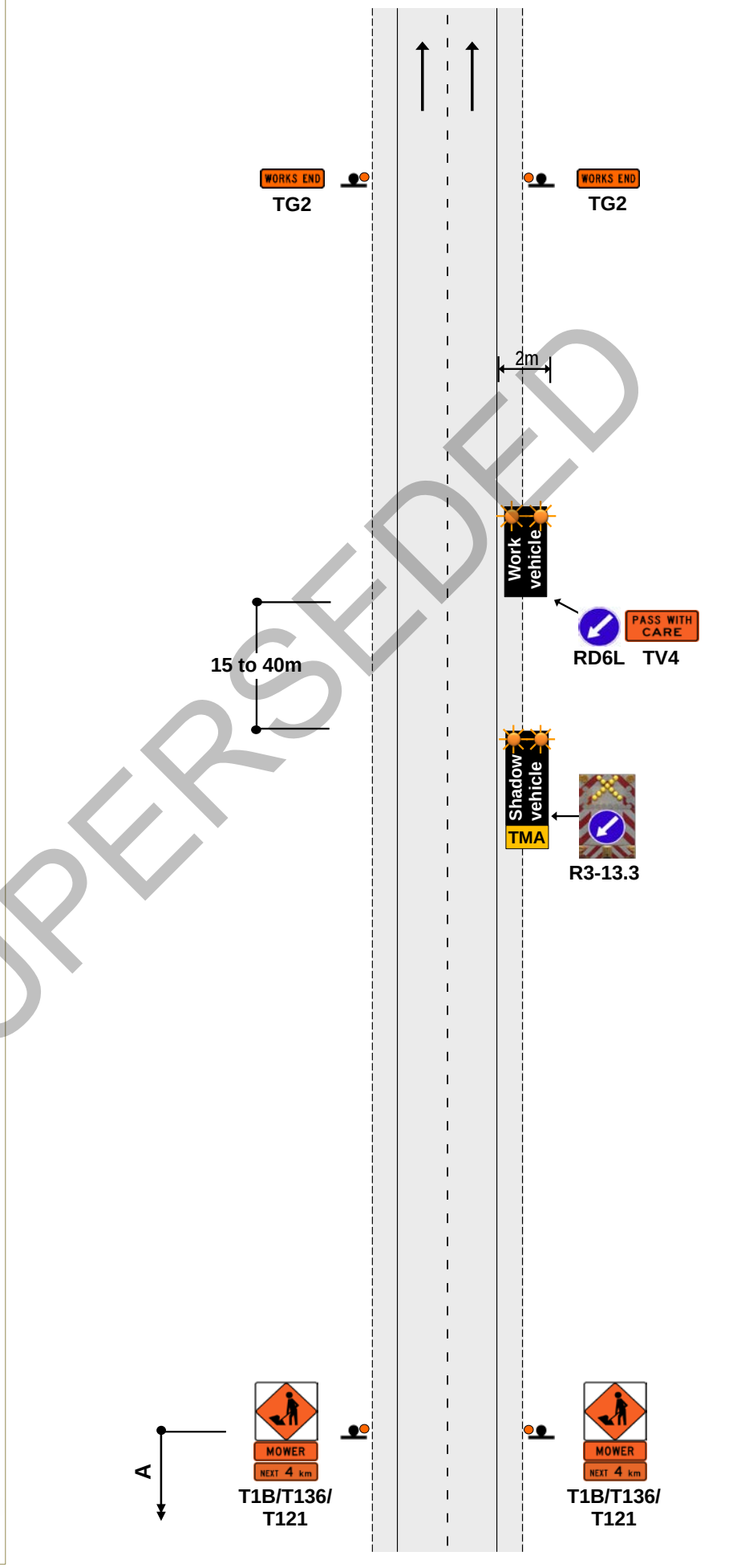
ONE-WAY TWO-LANE DIVIDED OR TWO-LANE ROAD
Work vehicle is between zero (0) and two (2) metres from the edgeline
Permanent speed less than 65km/h

G2.9
Level 2

Notes

1. The T1B sign and supplementary plates must be repeated throughout the length of the worksite at intervals no greater than 4km
2. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6L/R
3. The static sign may be replaced by an AWVMS if used as a tail pilot

   For non-state highways
4. With the relevant RCA's permission, the TMA shadow vehicle may have a horizontal arrowboard and a TV4 PASS WITH CARE sign instead of the LAS
5. The static signs may be replaced by a tail pilot vehicle with a TMA, horizontal arrow board, T1B and RD6R/L signs



ONE-WAY TWO-LANE DIVIDED OR TWO-LANE ROAD
Work vehicle is between zero (0) and two (2) metres from the edgeline
Permanent speed greater than 65km/h

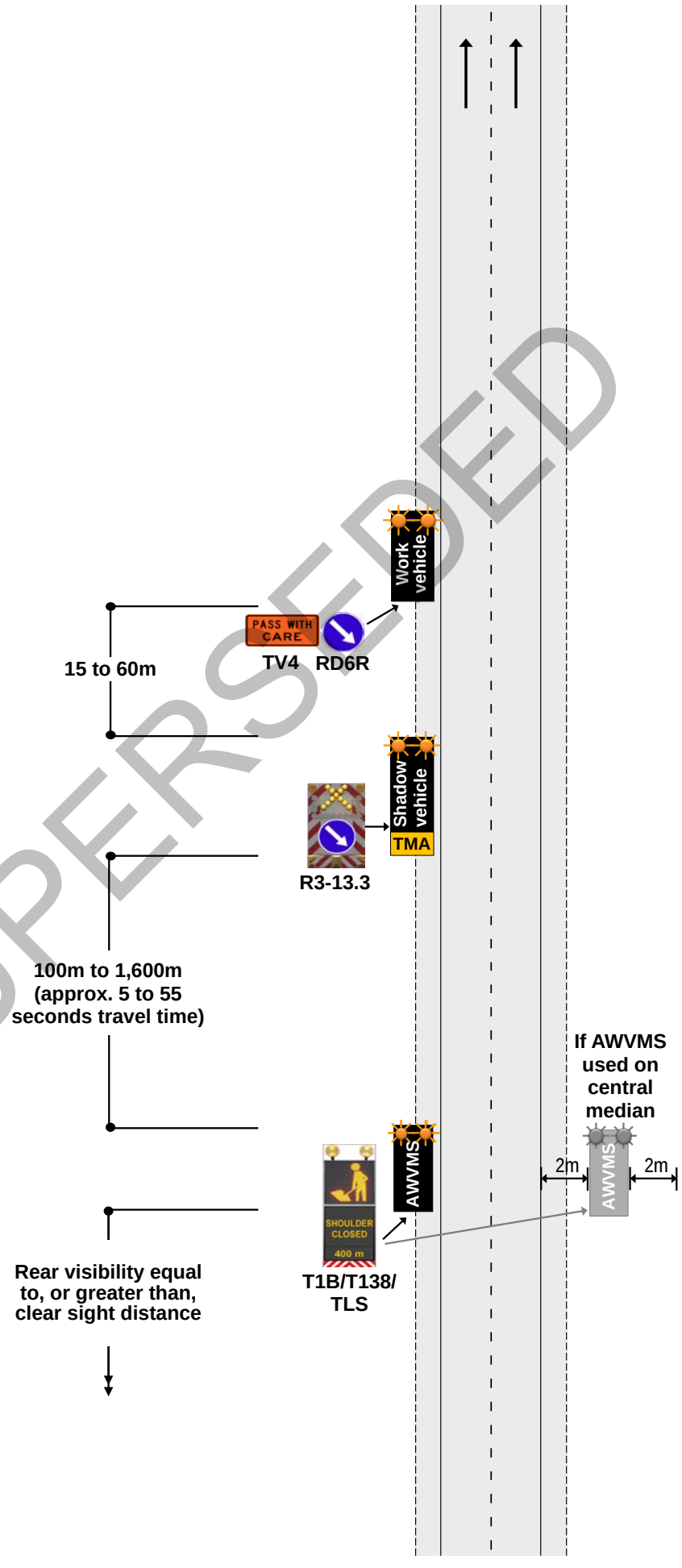
G2.10
Level 2

Notes

1. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6L/R
2. If used on a central median, the AWVMS is to be positioned at least 2m clear of the edgeline of both carriageways
3. With a right hand closure where there is no available shoulder on the right hand median, the AWVMS can be positioned on the left hand side clear of the edgeline showing a right hand lane drop

   For non-state highways

4. With the relevant RCA's permission, the TMA shadow vehicle may have a horizontal arrowboard and a TV4 PASS WITH CARE sign instead of the LAS
5. The AWVMS may be replaced by a tail pilot vehicle with a TMA, horizontal arrow board, T1B and RD6R/L signs



EXAMPLE ONLY

This drawing must not be used as a TMP diagram

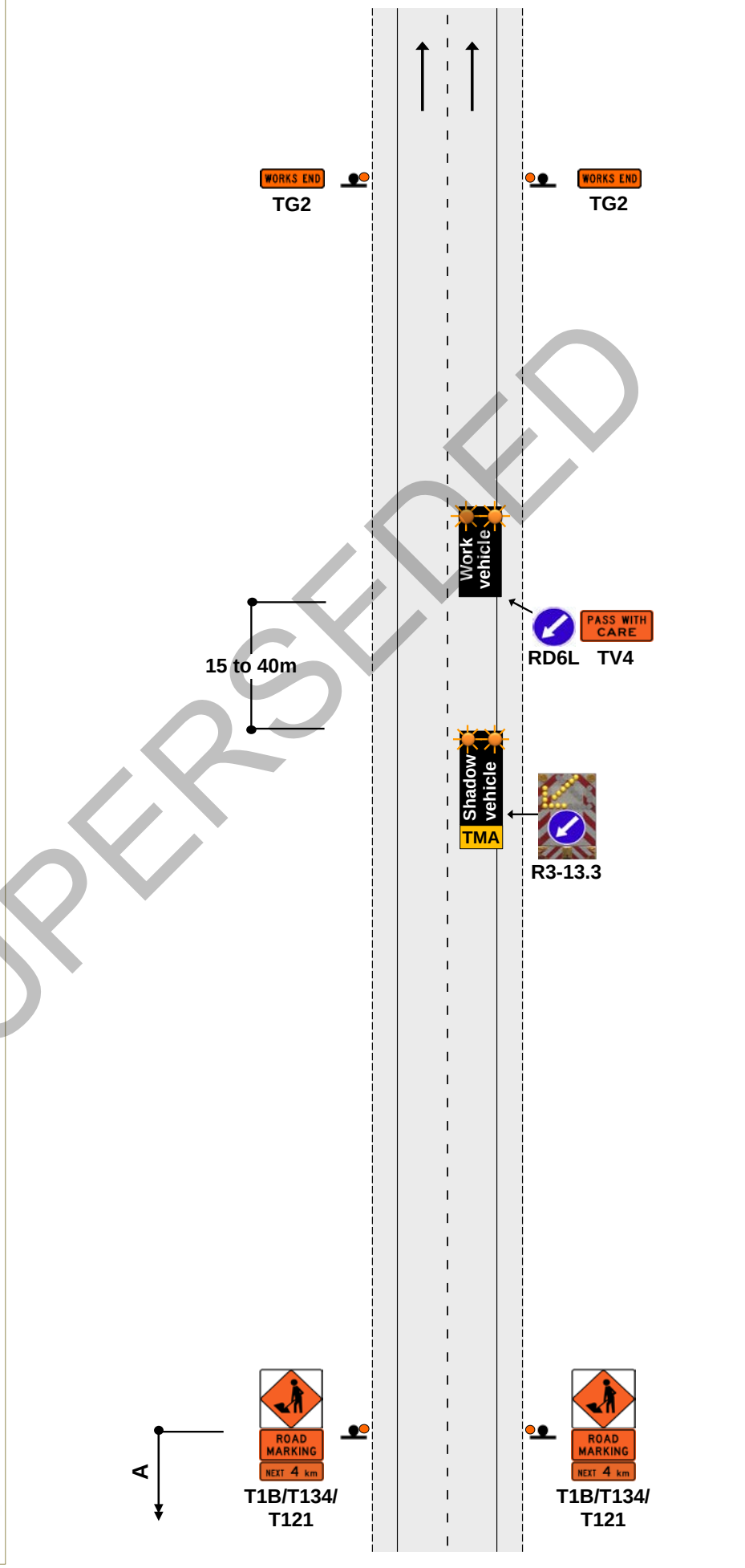
ONE-WAY TWO-LANE DIVIDED OR TWO-LANE ROAD
Work vehicle is on the live lane
Permanent speed less than 65km/h

G2.11
Level 2

Notes

1. The T1B sign and supplementary plates must be repeated throughout the length of the worksite at intervals no greater than 4km
2. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6L/R
3. The static signs may be replaced by an AWVMS if used as a tail pilot

   For non-state highways
4. With the relevant RCA's permission, the TMA shadow vehicle may have a horizontal arrowboard and a TV4 PASS WITH CARE sign instead of the LAS
5. The static signs may be replaced by a tail pilot vehicle with a TMA, horizontal arrow board, T1B and RD6R/L signs



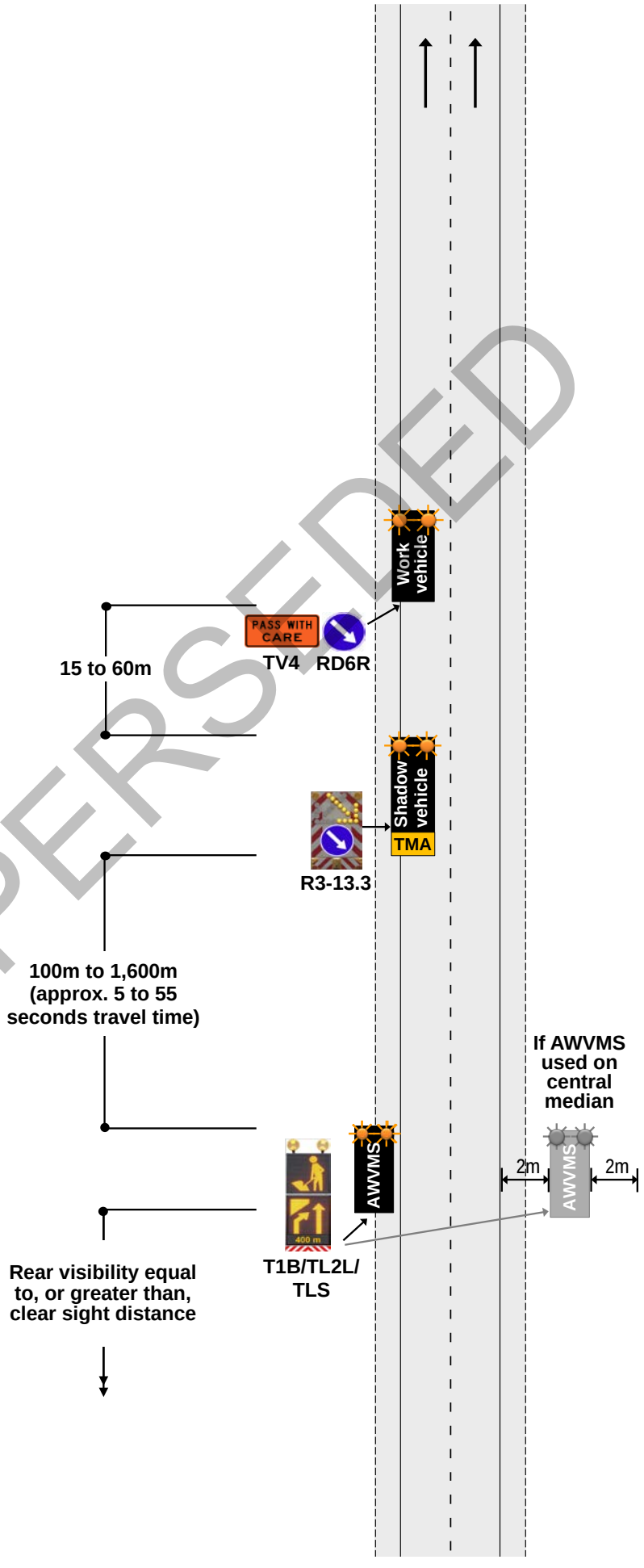
ONE-WAY TWO-LANE DIVIDED OR TWO-LANE ROAD
Work vehicle is on the live lane
Permanent speed greater than 65km/h

G2.12
Level 2

Notes

1. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6L/R
2. If used on a central median, the AWVMS is to be positioned at least 2m clear of the edgeline of both carriageways
3. With a right hand closure where there is no available shoulder on the right hand median, the AWVMS can be positioned on the left hand side clear of the edgeline showing a right hand lane drop

   For non-state highways
4. With the relevant RCA's permission, the TMA shadow vehicle may have a horizontal arrowboard and a TV4 PASS WITH CARE sign instead of the LAS
5. The AWVMS may be replaced by a tail pilot vehicle with a TMA, horizontal arrow board, T1B and RD6R/L signs



EXAMPLE ONLY

This drawing must not be used as a TMP diagram

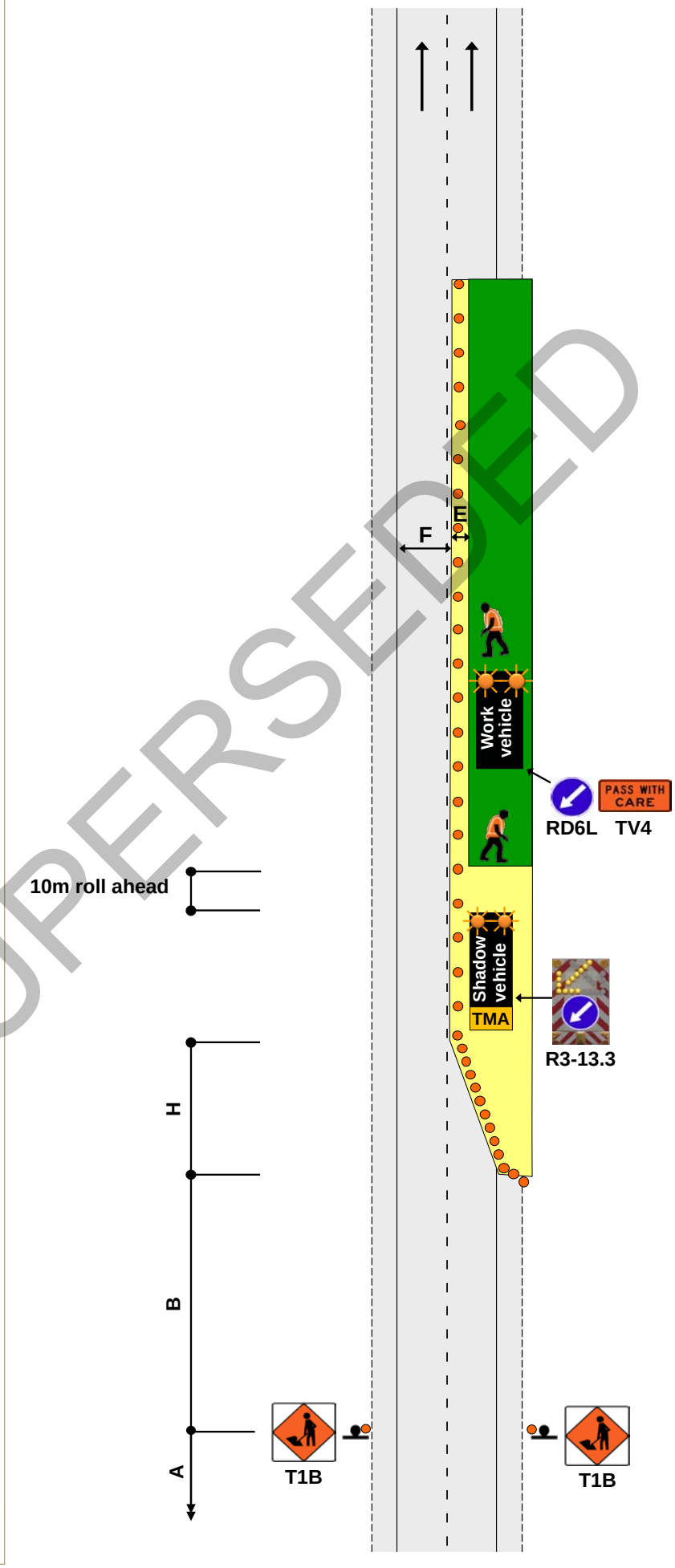
ONE-WAY TWO-LANE DIVIDED OR TWO-LANE ROAD
Part or all of lane occupied – Semi-static closure (work for up to 1 hour)
Permanent speed less than 65km/h

G2.13
Level 2

Notes

1. This layout applies when the work activity can be completed within one hour (excluding TTM set up and TTM removal from the worksite)
2. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6L/R
3. The static signs may be replaced by an AWVMS. Use TMD G2.14 in this case

   For non-state highways
4. With the relevant RCA's permission, the TMA shadow vehicle may have a horizontal arrowboard and a TV4 PASS WITH CARE sign instead of the LAS
5. The static sign on the right-hand side of the road may be replaced by a tail pilot vehicle with a TMA, horizontal arrow board, T1B and RD6L sign



ONE-WAY TWO-LANE DIVIDED OR TWO-LANE ROAD
Part or all of lane occupied – Semi-static closure (work for up to 1 hour)
Permanent speed greater than 65km/h

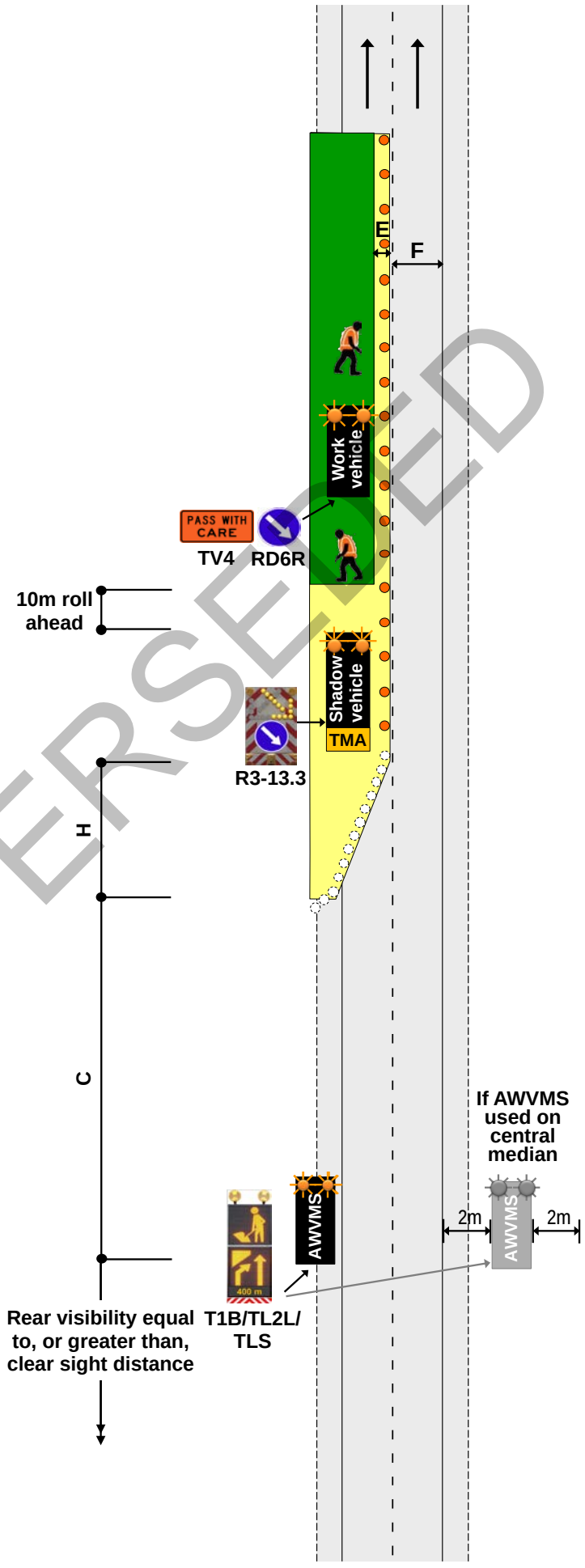
G2.14
Level 2

Notes

1. This layout applies when the work activity can be completed within one hour (excluding TTM set up and TTM removal from the worksite)
2. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6L/R
3. The AWVMS can be located either side of the road depending on availability of space to park the AWVMS
4. If used on a central median, the AWVMS is to be positioned at least 2m clear of the edgeline of both carriageways
5. With a right hand closure where there is no available shoulder on the right hand median, the AWVMS can be positioned on the left hand side clear of the edgeline showing a right hand lane drop
6. Where an AWVMS is used, a cone taper (H) is optional

For non-state highways

7. With the relevant RCA's permission, the TMA shadow vehicle may have a horizontal arrowboard and a TV4 PASS WITH CARE sign instead of the LAS
8. The AWVMS may be replaced by a tail pilot vehicle with a TMA, horizontal arrow board, T1B and RD6L sign

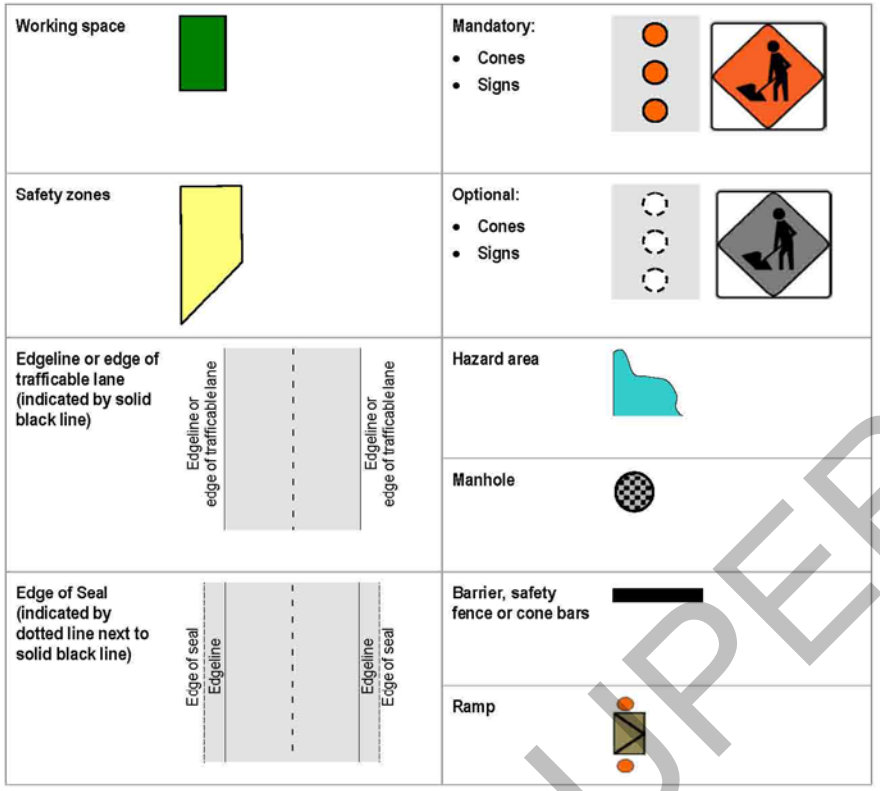


EXAMPLE ONLY

This drawing must not be used as a TMP diagram

Note:
This page is to be used as the layout distances table for the level 2 static and mobile diagrams.
Print this page on A3 paper and fold it to fit an A4 page.
Unfold this page when you want to view the layout distances table and a diagram at the same time.

LEGEND FOR DIAGRAMS



LEVEL 2 LAYOUT DISTANCES TABLE

Permanent/TSL (km/h)		≤50	60	70	80	90/100
Traffic signs						
A	Sign visibility distance (m)	60/50+	70/60+	80	100	120
B	Warning distance (m)	100/75+	120/90+	140	160	200
C	Sign spacing (m)	50/35+	60/45+	70	80	100
Safety zones						
D	Longitudinal (m)*	15	20	30	45	60
E	Lateral (m)					
	1. Behind cones	1	1	1	1	1
	2. Behind concrete barrier	0.5	0.5	0.5	0.5	0.5
	3. Behind other barriers	As recommended by manufacturers				
Tapers						
H	Initial taper length per lane (m)**	90/50+	100/60+	120	150	180
I	Subsequent taper length per lane (m)	50	60	70	80	100
K	Minimum distance between tapers (m)	50	60	70	80	100
Delineation device						
Spacing (centres)	All tapers (m)	2.5	2.5	2.5	2.5	2.5
	Cones parallel to the lane (eg between tapers and alongside the working space) (m)	5	5	10	10	10
	At merge and diverge points for ramps and slip lanes, intersecting road entry and exit points, and worksite access points	2.5m for 10m either side of a change in alignment		2.5m for 20m either side of a change in alignment		

* A longitudinal safety zone is not required when a barrier completely protects the approach end of the worksite.

** Taper length is based on a single lane shift of 3.5m.

\+ The longer distance is the desirable distance, the shorter distance is the minimum distance required. The longer distances must be used wherever possible. The shorter distances may only be used where there are road environment constraints.

Lane widths									
Speed (km/h)		30	40	50	60	70	80	90	100
F	Lane width (m)	2.75	2.75	3.0	3.0	3.25	3.25	3.5	3.5

Except for delineation device spacings, which are maximum values, the distances specified in the above tables are minimum values.

Approach signage, the initial taper(s) and any longitudinal safety zone associated with that taper must be based on the permanent speed limit. The layout of the remainder of the worksite, including any subsequent tapers, is based on the TSL.