

## TRAFFIC MANAGEMENT PLAN

### RM 01 Marking a Flush Median

<b>Traffic Management Plan Reference</b>	<b>For Office Use Only</b>			
<b>Organisation</b>	<b>Contractor</b> <i>Insert Contractor Name</i>	<b>Client</b> <i>Insert Client Name</i>		
<b>Contract Name/Number</b>	<i>Insert Contract Name</i>	<b>RCA Consent Reference</b> <i>Insert Where Required.</i>		
<b>Location</b>	<b>Road Name(s)</b> <i>Insert Road Name</i>	<b>Road Level (LV, 1, 2, 3)</b>  <b>Level 1</b>	<b>Speed Limit</b> <i>Insert Road Speed Limit</i>	<b>From RP</b> <i>Insert R.P</i>
				<b>To RP</b> <i>Insert R.P</i>
<b>Description of Activity</b>	This is a static operation using temporary lanes and a delineated work area for marking or remarking of a flush median.			
<b>Work Programme</b>	<i>Insert Work Programme</i>			
<b>Proposed/ Restricted Work Hours</b>	<i>Insert proposed or restricted hours of work</i>			
<b>Traffic Details (Main Route)</b>	<b>AADT</b> <i>Insert AADT ex RCA</i>	<b>Peak Hour Flow</b> <i>Insert Peak Hour Flows ex RCA</i>		

Superseded. No longer NZTA recommended guidance. Please refer to the New Zealand guide to temporary traffic management.

<p><b>Proposed Traffic Management Method</b></p>	<p><b>Active:</b></p> <p><b>Equipment</b>  <u>Advance Warning signs</u> - Static TW1.4 “Road Marking” sign on all site entrances.  <u>Direction and Protection signs</u> - RG17 “Keep Left” signs on temporary lanes.  <u>Delineation</u>  <u>Delineation</u>                      900mm cones are used for workplace delineation.                      450mm cones may be used to protect wet markings.  <u>Works End signs</u> - Static TW16 “Works End” signs on all site exits.</p> <p><b>Method</b></p> <ul style="list-style-type: none"> <li>• The operation is carried out entirely on the flush median.</li> <li>• Motorists should be able to move past the operation as they would any other vehicles using the flush median.</li> <li>• The application protection cones reduce the carriageway width but a minimum lane width of 2.75 metres is required.</li> <li>• An assistant is available to assist motorists when there is a need to cross the flush median etc.</li> <li>• At times the applicator must work in close proximity to the live lane (the type of equipment used will determine this proximity). When working close to the live lane the 1 metre safety zone may be reduced to 500 mm provided there is a spotter for the applicator/operator to minimise risks.</li> <li>• 900mm high cones are used to protect the work area.</li> <li>• Following the completion of the work 450mm high cones may be used to protect road markings from vehicles.</li> <li>• In this situation cones should be pulled back to the boundary lines, unless the cones are being used to provide side friction to limit speeds past the site (especially where vehicle speeds increase the risks significantly).</li> <li>• The period of time for drying or setting will vary significantly dependent on the materials being applied, application parameters and the ambient conditions.</li> <li>• Cones are retrieved before the removal of any advanced warning signs.</li> <li>• All amber flashing beacons will be left on until vehicles have merged with traffic.</li> </ul>
	<p><b>Unattended:</b></p> <p style="text-align: center;">N/A</p>
	<p><b>Night:</b></p> <p style="text-align: center;">As per “Active” above</p>
<p><b>Proposed Speed Restrictions</b></p>	<p style="text-align: center;">Appropriate TSL for lane width</p>
<p><b>Positive Traffic Management Measures</b></p>	<p style="text-align: center;">N/A</p>

BEST PRACTICE TTM FOR ROAD MARKING ACTIVITIES

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<p><b>Contingency Plans</b></p>	<p>In the event of a <b>“Major Incident”</b> (Fatality, serious harm injury [real or potential] or significant property damage):</p> <ul style="list-style-type: none"> <li>• The site will be secured to prevent the prospect of further injury or damage.</li> <li>• The emergency services will be notified</li> <li>• The Engineer / RCA will be notified.</li> </ul> <p>In the event of an <b>“Incident”</b> (Non injury accident or structural failure of the road):</p> <ul style="list-style-type: none"> <li>• The site will be secured to prevent the prospect of further injury or damage</li> <li>• The Engineer / RCA will be notified.</li> </ul> <p>In the event of <b>“Significant delays”</b> to road users, <b>(10 or more vehicles)</b> the activity will be halted and equipment removed from the “live lane”. The activity will only recommence when the traffic queue has cleared and traffic volumes have reduced to a point where the delay is unlikely to be repeated.</p>	
<p><b>Public Notification</b></p>	<p>N/A</p>	
<p><b>Personal Safety</b></p>	<p>All staff will operate in terms of this approved Traffic Management Plan, the intent of the NZTA CoPTTM and the Company’s Health and Safety Management Plan for this type of operation.</p>	
<p><b>On-Site Monitoring</b></p>	<p>All sites will be continuously monitored by the site STMS, site TC, site supervisor and / or other staff involved in the process and as dictated by the traffic volumes, weather conditions, etc.</p>	
<p><b>Other Information</b> <i>(eg. delay calcs, EED issues, temporary speed issues, etc)</i></p>	<p>N/A</p>	
<p><b>Layout Diagrams</b></p>	<p>See attached diagram at back of this TMP.</p>	
<p><b>EED Applicable?</b></p>	<p>No</p>	<p><b>Attached No</b></p>
<p><b>Traffic Controllers</b></p>	<p><b>Name (STMS):</b> <i>Insert details</i></p> <p><b>Cert No:</b> <i>Insert details</i></p>	<p><b>Phone (24 hours)</b></p> <p><i>Insert details</i></p>
	<p><b>Name (TC)</b> <i>Insert details</i></p> <p><b>Cert No:</b> <i>Insert details</i></p>	<p><b>Phone (24 hours)</b></p> <p><i>Insert details</i></p>
<p><b>TMP prepared accurately to represent site conditions and submitted by</b></p>	<p><b>Contractor/Applicant</b> <i>Insert details</i></p> <p><b>Cert No:</b> <i>Insert details</i></p>	<p><b>Date</b></p> <p><i>Insert details</i></p>

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<p><b>Requires Amendment</b></p>	<p>Engineer <i>Insert details</i></p> <p>Cert No: <i>Insert details</i></p>	<p>Date</p> <p><i>Insert details</i></p>
<p style="text-align: center;"><b>This TMP is Approved on the Following Basis</b></p> <ol style="list-style-type: none"> <li>1. To the best of the approving Engineer’s judgment this TMP conforms to the requirements of the NZTA CoPTTM.</li> <li>2. This plan is approved on the basis that the <b><i>activity, the location and the road environment have been correctly represented by the applicant.</i></b> Any inaccuracy in the portrayal of this information is the responsibility of the applicant. The STMS for the activity is reminded that it is the STMS’s duty to “Postpone, cancel or modify operations due to the adverse traffic, weather or other conditions that affect the safety of this site” (reference A4.5).</li> </ol> <p>Approving Engineer: .....</p> <p style="text-align: center;"><i>(Name and Certificate Number)</i></p> <p>.....</p> <p style="text-align: center;"><i>(Signature)</i></p>		
<p><b>Acceptance by TMC</b></p>	<p>TMC: <i>Insert details</i> .....</p> <p>Cert No: <i>Insert details</i> .....</p> <p>Signature: .....</p>	<p>Date: <i>Insert details</i>.....</p>

## LEVEL 1 - TWO LANE - TWO WAY ROAD MARKINGS OUTSIDE TRAFFIC LANE FLUSH MEDIAN

