TRAFFIC MANAGEMENT PLAN

RM 03 Shoulder Bar Marking-using Tail Pilot-Over 65km/h

Traffic Management Plan Reference				
	For Office Use Only			
Organisation	**Contractor** *Insert Contractor Name*	**Client** *Insert Client Name*		
Contract Name/Number	*Insert Contract Name*	**RCA Consent Reference** *Insert Where Required.*		
Location	**Road Name(s)** *Insert Road Name*	**Road Level (LV, 1, 2, 3)** Level 1	**Speed Limit** *Insert Speed Limit*	**From RP** *Insert R.P* **To RP** *Insert R.P*
Description of Activity	This is a mobile operation supported by a tail pilot vehicle and delineation. It is used for the marking and re-marking of road shoulder bars using a Type B applicator, Templates and lance or Trolley applicators.			
Work Programme	*Insert Work Programme*			
Proposed/ Restricted Work Hours	*Insert proposed or restricted hours of work*			
Traffic Details (Main Route)	**AADT** *Insert AADT ex RCA*	**Peak Hour Flow** *Insert Peak Hour Flows ex RCA*		

<table>
<tr>
<td rowspan="3">Proposed Traffic Management Method</td>
<td>Active:

<u>Equipment:</u>
<u>Tail Pilot Vehicle</u> - Complete with TW1.4 “Road Marking” sign, RG34 “Keep Right” sign and two flashing amber beacons that are visible from both directions of travel.
<u>Shadow Vehicle</u> - Complete with TW34 “Pass with Care” sign, forward mounted TW26 “Road Works Sign and two flashing amber beacons that are visible from both directions of travel.
<u>Work Vehicle – Type B applicator</u> – with flashing amber beacon that is visible from both directions of travel.
<u>Delineation</u>
900mm cones are used for workplace delineation.
450mm cones may be used to protect wet markings.

<u>Method:</u>
• All vehicles will travel with the flow of traffic.
• The tail pilot and shadow vehicle are positioned.
• After the set up, 900 mm cones are installed between the shadow vehicle and the applicator - either the applicator operator or the shadow vehicle driver places cones.
• Following setup a minimum lane width of 3m is required for traffic to pass through the work site (motorists should be able to move past the operation as they would any other slow moving vehicle).
• If the remaining lane width is between 2.75m and 3m, shadow vehicles with an arrow board must display the caution mode instead of the sequential right arrow.
Note: Shadow vehicles without an arrow board are restricted to working only when there is 3m of live lane for vehicles to pass.
• If there is poor visibility revert to a static closure.
• Hatchings are painted using a shadow vehicle to assist with traffic co-ordination. Shadow vehicle will remain 40 - 60m behind Applicator with distance increasing as Applicator moves ahead.
• 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 1m safety zone may be reduced to 500mm provided there is a spotter for the applicator/operator to minimise risks.
• All the vehicles in the operation travel close to the edge line, maintaining consistency in traffic flows.
• The marking operation takes place on the shoulder and vehicles pass on the right.
• Cones are retrieved before vehicles change position.
• If there is poor visibility due to weather work should cease.
• Where there is no clear sight distance (CSD) due to vertical and horizontal curves (corners and hills) lead pilot vehicle must be used.
• When work is complete lead vehicle holds position until all vehicles come forward. Then all vehicles will move off the road together.
• All flashing amber beacons will be left on until vehicles have merged with traffic.</td>
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<td>Unattended:

N/A</td>
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<td>Night:

As per “Active” above.</td>
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Proposed Speed Restrictions	N/A	
Positive Traffic Management Measures	N/A	
Contingency Plans	In the event of a **"Major Incident"** (Fatality, serious harm injury [real or potential] or significant property damage): • The site will be secured to prevent the prospect of further injury or damage • The emergency services will be notified • The Engineer / RCA will be notified. In the event of an **"Incident"** (Non injury accident or structural failure of the road): • The site will be secured to prevent the prospect of further injury or damage • The Engineer / RCA will be notified. In the event of **"Significant delays"** to road users, (10 or more vehicles) 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.	
Public Notification	N/A	
Personal Safety	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.	
On-Site Monitoring	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.	
Other Information *(eg. delay calcs, EED issues, temporary speed issues, etc)*	N/A	
Layout Diagrams	See attached diagram at back of this TMP.	
EED Applicable?	No	**Attached** No
Traffic Controllers	**Name (STMS):** *Insert details* **Cert No:** *Insert details*	**Phone (24 hours)** *Insert details*
	Name (TC) *Insert details* **Cert No:** *Insert details*	**Phone (24 hours)** *Insert details*

TMP prepared accurately to represent site conditions and submitted by	**Contractor/Applicant** *Insert details* **Cert No:** *Insert details*	**Date** *Insert details*
Requires Amendment	**Engineer** *Insert details* **Cert No:** *Insert details*	**Date** *Insert details*

This TMP is Approved on the Following Basis

1. To the best of the approving Engineer's judgment this TMP conforms to the requirements of the NZTA CoPTTM.
2. This plan is approved on the basis that the ***activity, the location and the road environment have been correctly represented by the applicant.*** 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).

Approving Engineer: .....
(Name and Certificate Number)

.....
(Signature)

Acceptance by TMC	**TMC:** *Insert details* ..... **Cert No:** *Insert details* ..... **S**ignature:	**Date:** *Insert details*.....

LEVEL 1 - TWO LANE - TWO WAY ROAD MARKINGS OUTSIDE TRAFFIC LANE

SHOULDER BAR MARKING - MORE THAN 65KPH