

TRAFFIC MANAGEMENT PLAN**RM 05 Intersection Marking – 4 way, 1st and 2nd Phases**

Traffic Management Plan Reference	For Office Use Only			
Organisation	Contractor <i>Insert Contractor Name</i>	Client <i>Insert Client Name</i>		
Contract Name/Number	<i>Insert Contract Name</i>	RCA Consent Reference <i>Insert Where Required.</i>		
Location	Road Name(s) <i>Insert Road Name</i>	Road Level (LV, 1, 2, 3) Level 1	Speed Limit <i>Insert Speed Limit</i>	From RP <i>Insert R.P</i>
				To RP <i>Insert R.P</i>
Description of Activity	<p>This is a static operation using temporary lanes and a delineated work area for marking or remarking a 4 way multiple lane intersection.</p> <p>This will be done in 2 phases:</p> <ul style="list-style-type: none"> • Phase one - marking the left hand lane • Phase two - marking the right hand lane. <p>Note: only one intersection leg is marked at a time.</p>			
Work Programme	<i>Insert Work Programme</i>			
Proposed/ Restricted Work Hours	<i>Insert proposed or restricted hours of work</i>			
Traffic Details (Main Route)	AADT <i>Insert AADT ex RCA</i>	Peak Hour Flow <i>Insert Peak Hour Flows ex RCA</i>		

<p>Proposed Traffic Management Method</p>	<p>Active:</p> <p>Equipment: <u>Advance Warning signs</u> - Static TW1.4 “Road Marking” sign. <u>Direction and Protection signs</u> - RG17 “Keep Left” signs on temporary lanes. <u>Works End signs</u> - Static TW16 “Works End” signs on all site exits. <u>TSL Signs</u> - use if lane widths are narrowed below minimum for posted speed. <u>Delineation</u> 900mm cones are used for workplace delineation. 450mm cones may be used to protect wet markings. Note: TTM for each phase is installed on all approaches prior to the marking commencing.</p> <ul style="list-style-type: none"> • Motorists are “channelled” around the worksite, making the best use of available carriageway. • The coned work area is expanded out to give a 1m safety zone while marking is undertaken. The cones are then moved back to generate the maximum lane width until the material is dry or set. <p>Method:</p> <ul style="list-style-type: none"> • TTM signs vehicles travel with the flow of traffic. • Set out advance warning (and TSL if required) and works end signs. <p>Phase one</p> <ul style="list-style-type: none"> • Establish temporary lanes using 900mm high cones with RG17 arrows to direct traffic (see diagram phase one). • Lane width to be appropriate for posted speed or TSL. • Mark protected intersection markings. <p>Phase two</p> <ul style="list-style-type: none"> • Establish temporary lanes using 900mm high cones with RG17 arrows to direct traffic (see diagram phase two). • Lane width to be appropriate for posted speed or TSL. • Mark protected intersection markings. <p>Removal</p> <ul style="list-style-type: none"> • Removal of TTM equipment will follow the normal pattern of cones then signs. <p>Unattended:</p> <p style="text-align: center;">N/A</p> <p>Night:</p> <p style="text-align: center;">As per “Active” above.</p>
<p>Proposed Speed Restrictions</p>	<p style="text-align: center;">Appropriate TSL for lane width.</p>
<p>Positive Traffic Management Measures</p>	<p style="text-align: center;">N/A</p>

BEST PRACTICE TTM FOR ROAD MARKING ACTIVITIES

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<p>Contingency Plans</p>	<p>In the event of a “Major Incident” (Fatality, serious harm injury [real or potential] or significant property damage):</p> <ul style="list-style-type: none"> • 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. <p>In the event of an “Incident” (Non injury accident or structural failure of the road):</p> <ul style="list-style-type: none"> • The site will be secured to prevent the prospect of further injury or damage • The Engineer / RCA will be notified. <p>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 traffic volumes are at a level to reduce road users delays.</p>	
<p>Public Notification</p>	<p>N/A</p>	
<p>Personal Safety</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>On-Site Monitoring</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>Other Information <i>(eg. delay calcs, EED issues, temporary speed issues, etc)</i></p>	<p>N/A</p>	
<p>Layout Diagrams</p>	<p>See attached diagrams at back of this TMP.</p>	
<p>EED Applicable?</p>	<p>No</p>	<p>Attached No</p>
<p>Traffic Controllers</p>	<p>Name (STMS): <i>Insert details</i></p> <p>Cert No: <i>Insert details</i></p>	<p>Phone (24 hours)</p> <p><i>Insert details</i></p>
	<p>Name (TC) <i>Insert details</i></p> <p>Cert No: <i>Insert details</i></p>	<p>Phone (24 hours)</p> <p><i>Insert details</i></p>
<p>TMP prepared accurately to represent site conditions and submitted by</p>	<p>Contractor/Applicant <i>Insert details</i></p> <p>Cert No: <i>Insert details</i></p>	<p>Date</p> <p><i>Insert details</i></p>

BEST PRACTICE TTM FOR ROAD MARKING ACTIVITIES

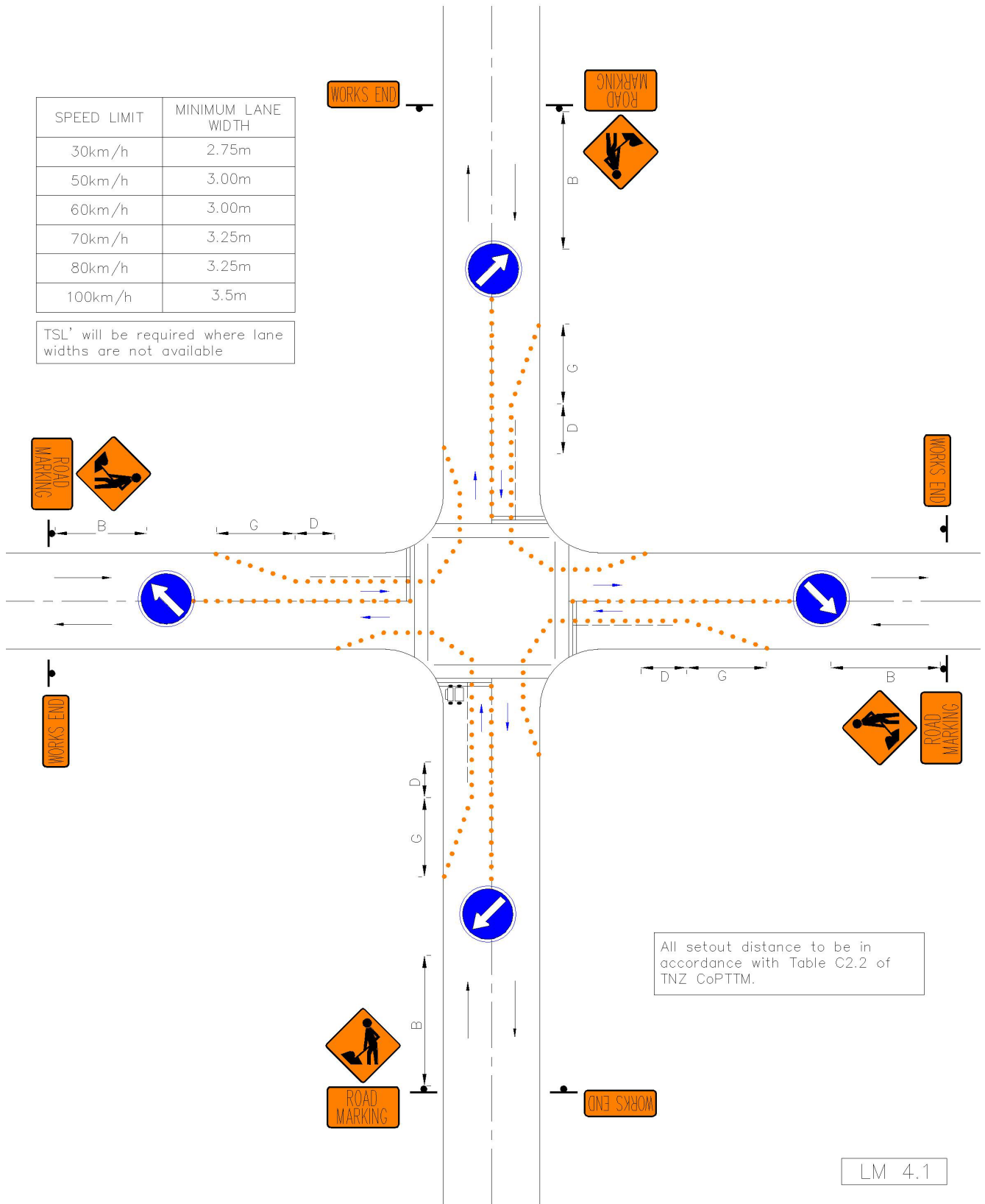
RM TMP 05 Intersection Marking – 4 way, 1st and 2nd Phases

<p>Requires Amendment</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;">This TMP is Approved on the Following Basis</p> <p>1. To the best of the approving Engineer’s judgment this TMP conforms to the requirements of the NZTA CoPTTM.</p> <p>2. This plan is approved on the basis that the <i>activity, the location and the road environment have been correctly represented by the applicant.</i> 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).</p> <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>Acceptance by TMC</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
INTERSECTION MARKING
FIRST PHASE

SPEED LIMIT	MINIMUM LANE WIDTH
30km/h	2.75m
50km/h	3.00m
60km/h	3.00m
70km/h	3.25m
80km/h	3.25m
100km/h	3.5m

TSL' will be required where lane widths are not available

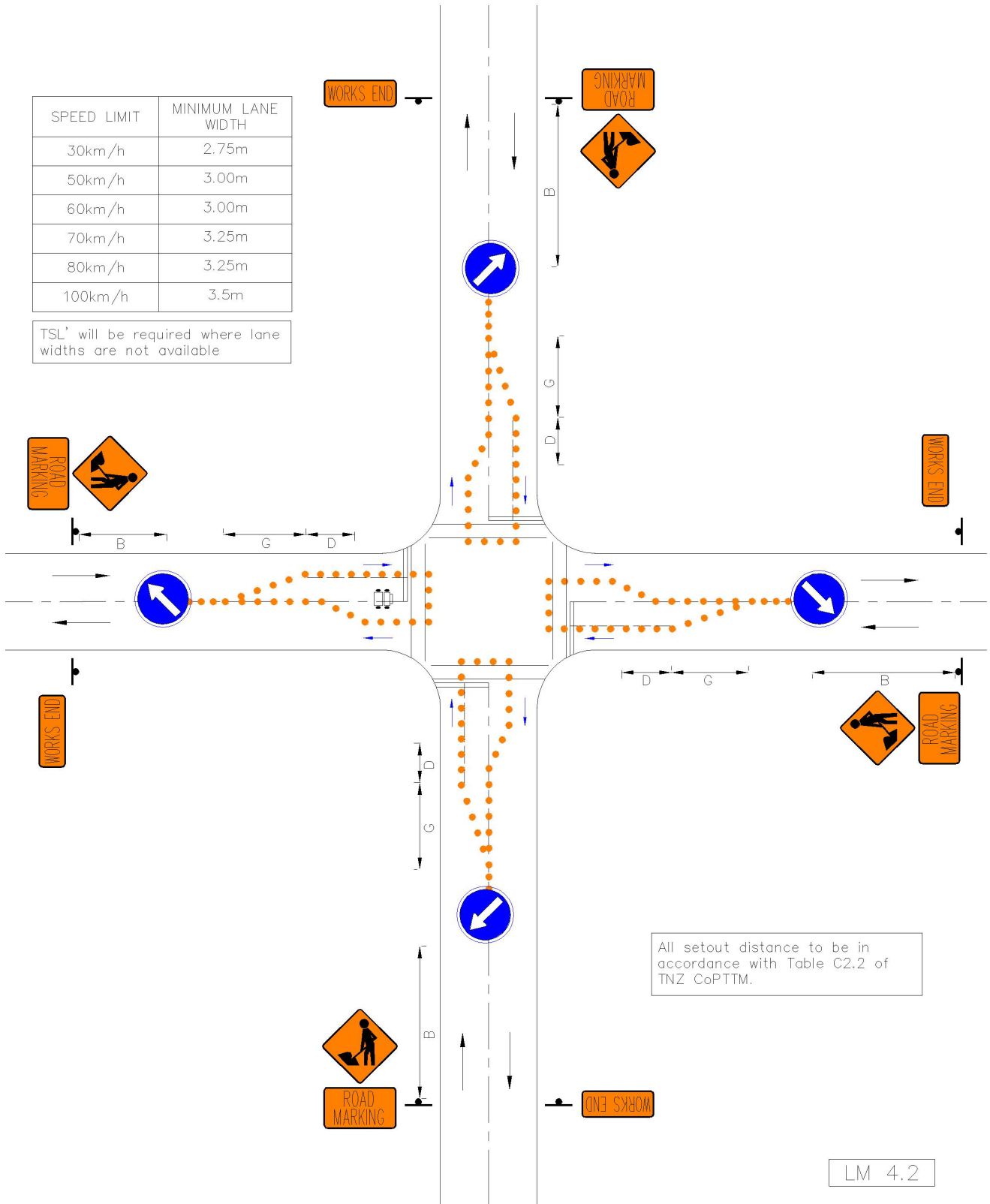


LM 4.1

LEVEL 1 - TWO LANE - TWO WAY ROAD
INTERSECTION MARKING
SECOND PHASE

SPEED LIMIT	MINIMUM LANE WIDTH
30km/h	2.75m
50km/h	3.00m
60km/h	3.00m
70km/h	3.25m
80km/h	3.25m
100km/h	3.5m

TSL' will be required where lane widths are not available



LM 4.2