

## TRAFFIC MANAGEMENT PLAN

### RM 07 Intersection Marking – Limit Lines - MTC

Traffic Management Plan Reference	For Office Use Only			
<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>  Level 1	<b>Speed Limit</b> <i>Insert Speed Limit</i>	<b>From RP</b> <i>Insert R.P</i>
<b>Description of Activity</b>	This is a static operation using MTCs to control traffic using a single lane, while marking of the limit lines is carried out.			
<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Superseded.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, with “Next Xkm’s” Supplementary Plate showing the length of closure(s) to a maximum of 4 km’s.  <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 30km/h TSL and an appropriate speed limit reinstatement sign.  <u>Delineation</u>                      900mm cones are used for workplace delineation.                      450mm cones may be used to protect wet markings.</p> <p><b>Method:</b></p> <ul style="list-style-type: none"> <li>• TTM signs vehicles travel with the flow of traffic.</li> <li>• Set out advance warning, 30km/h TSL, speed limit reinstatement sign and works end signs.</li> <li>• Establish one temporary lanes using 900mm high cones with RG17 arrows to direct traffic.</li> <li>• Position MTCs one on the approach on the side road (MTC A see diagram attached at end) and another on corner of main road (MTC B see diagram attached at end).</li> <li>• MTC A will stop traffic from the side road only. Traffic turning into the side road from the main road will not be stopped (therefore no queuing lane will be required on the main road).</li> <li>• Mark protected limit lines.</li> <li>• Removal of TTM equipment will follow the normal pattern of cones then signs.</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 with the addition of overhead lighting to light the MTCs.</p>
<p><b>Proposed Speed Restrictions</b></p>	<p style="text-align: center;">N/A</p>
<p><b>Positive Traffic Management Measures</b></p>	<p style="text-align: center;">N/A</p>
<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, (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.</p>

BEST PRACTICE TTM FOR ROAD MARKING ACTIVITIES

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<b>Public Notification</b>	N/A	
<b>Personal Safety</b>	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.	
<b>On-Site Monitoring</b>	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.	
<b>Other Information</b> <i>(eg. delay calcs, EED issues, temporary speed issues, etc)</i>	N/A	
<b>Layout Diagrams</b>	See attached diagrams at back of this TMP.	
<b>EED Applicable?</b>	No	<b>Attached No</b>
<b>Traffic Controllers</b>	<b>Name (STMS):</b> <i>Insert details</i>	<b>Phone (24 hours)</b> <i>Insert details</i>
	<b>Cert No:</b> <i>Insert details</i>	
	<b>Name (TC)</b> <i>Insert details</i>	<b>Phone (24 hours)</b> <i>Insert details</i>
	<b>Cert No:</b> <i>Insert details</i>	
<b>TMP prepared accurately to represent site conditions and submitted by</b>	<b>Contractor/Applicant</b> <i>Insert details</i>	<b>Date</b> <i>Insert details</i>
	<b>Cert No:</b> <i>Insert details</i>	
<b>Requires Amendment</b>	<b>Engineer</b> <i>Insert details</i>	<b>Date</b> <i>Insert details</i>
	<b>Cert No:</b> <i>Insert details</i>	

**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)

<b>Acceptance by TMC</b>	<b>TMC:</b> <i>Insert details</i> .....  <b>Cert No:</b> <i>Insert details</i> .....  <b>Signature:</b> .....	<b>Date:</b> <i>Insert details</i> .....
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LEVEL 1 - TWO LANE - TWO WAY ROAD  
INTERSECTION MARKING  
LIMIT LINES

