TRAFFIC MANAGEMENT PLAN

RM 11 Centreline Marking – with Cone Pick Up Vehicle

<table>
<tr><td>Traffic Management Plan Reference</td><td colspan="4"></td></tr>
<tr><td></td><td colspan="4">For Office Use Only</td></tr>
<tr><td>Organisation</td><td>Contractor
Insert Contractor Name</td><td colspan="3">Client
Insert Client Name</td></tr>
<tr><td>Contract Name/Number</td><td>Insert Contract Name</td><td colspan="3">RCA Consent Reference
Insert Where Required.</td></tr>
<tr><td rowspan="2">Location</td><td>Road Name(s)
Insert Road Name</td><td>Road Level (LV, 1, 2, 3)
Level 1</td><td rowspan="2">Speed Limit
Insert Speed Limit</td><td>From RP
Insert R.P</td></tr>
<tr><td colspan="2"></td><td>To RP
Insert R.P</td></tr>
<tr><td>Description of Activity</td><td colspan="4">This is a mobile operation for either marking or re-marking of road centerlines using a Type A applicator.</td></tr>
<tr><td>Work Programme</td><td colspan="4">Insert Work Programme</td></tr>
<tr><td>Proposed/ Restricted Work Hours</td><td colspan="4">Insert proposed or restricted hours of work</td></tr>
<tr><td>Traffic Details (Main Route)</td><td>AADT
Insert AADT ex RCA</td><td colspan="3">Peak Hour Flow
Insert Peak Hour Flows ex RCA</td></tr>
</table>

Superseded.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

Proposed Traffic Management Method	**Active:** **Equipment** Tail Pilot Vehicle - Complete with TW1.4 "Road Marking" sign, RG34 "Keep Right" sign and two flashing amber beacons that are visible from both directions of travel. Work Vehicle – Cone Retrieval Vehicle - Complete with TW34 "Pass with Care" sign and two flashing amber beacons that are visible from both directions of travel. Work Vehicle – Type A applicator - Complete with TW34 "Pass with Care" sign, forward facing TW26 "Road Works" sign and two flashing amber beacons that are visible from both directions of travel. Additional Tail Pilot Vehicle - must be used if required for extended drying times. Any additional Tail Pilot vehicles will be fitted with TW1.4 "Road Marking" sign, RG34 "Keep Right" sign and two flashing amber beacons that are visible from both directions of travel. ***Important Note:*** ***If drying times are extended and the gap between the work vehicle and the cone retrieval vehicle exceeds the 1 km separation distance (SD), an additional tail pilot vehicle must be used to fill the gap because the SD has been exceeded.*** Delineation 900mm cones are used for workplace delineation. 450mm cones may be used to protect wet markings. **Method** • Road marking may require the use of 450mm high cones to keep road users off the markings until they set or dry, the use of cones will prevent vehicles from passing the operation on the right. • This Traffic Management Plan allows for a separation distance (SD) between the work vehicle and tail pilot vehicle of up to 1km. • All vehicles will travel in same direction when road marking and retrieving cones. • Cones will be placed from the work vehicle (applicator) to keep road users away from wet markings. • Cone runs must not exceed 1km. • Cones will be retrieved and stacked by the operator working from the deck of the Cone Retrieval vehicle rather than from the road. • It is necessary for cones to be returned to the lead working vehicle (applicator) • The transfer must take place in a safe location clear of the carriageway. • When the cone retrieval vehicle returns to its position, it must travel with the flow of traffic and all flashing lights and the arrow board must be switched off. • The drying time will vary significantly dependent on the materials being applied, application parameters and the ambient conditions. • The work vehicle (applicator) must travel close to the centreline. The application equipment must be positioned to within 15mm of the average centre of the existing markings at all times. • The operator of the work vehicle must maintain a consistent application speed. The marking speed will vary between 10 and 20km/h dependent on location, application set up and safe operating speeds. • Tail pilot and cone recovery vehicle position on the carriageway are used to manage traffic flow. • All the vehicles in the operation travel close to the centreline, to ensure the traffic passes them on their left hand side. An indication will be given to

	motorists to move past the operation on the left as and when there is sufficient room. If vehicles queue they may be released at naturally occurring situations, e.g. intersections, lay-bys, wide shoulders. • Advanced warning of these situations is given by the applicator operator who advises the pilots to position themselves to give maximum warning and direction prior to the opportunity to pass. The applicator is then repositioned on the markings and the operation continues. • 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. • The operation progresses down the carriageway in the direction of traffic flow. • All vehicles are in communication at all times.
	Unattended: N/A
	Night: As per "Active" above.
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 traffic volumes are at a level to reduce road users delays.
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.

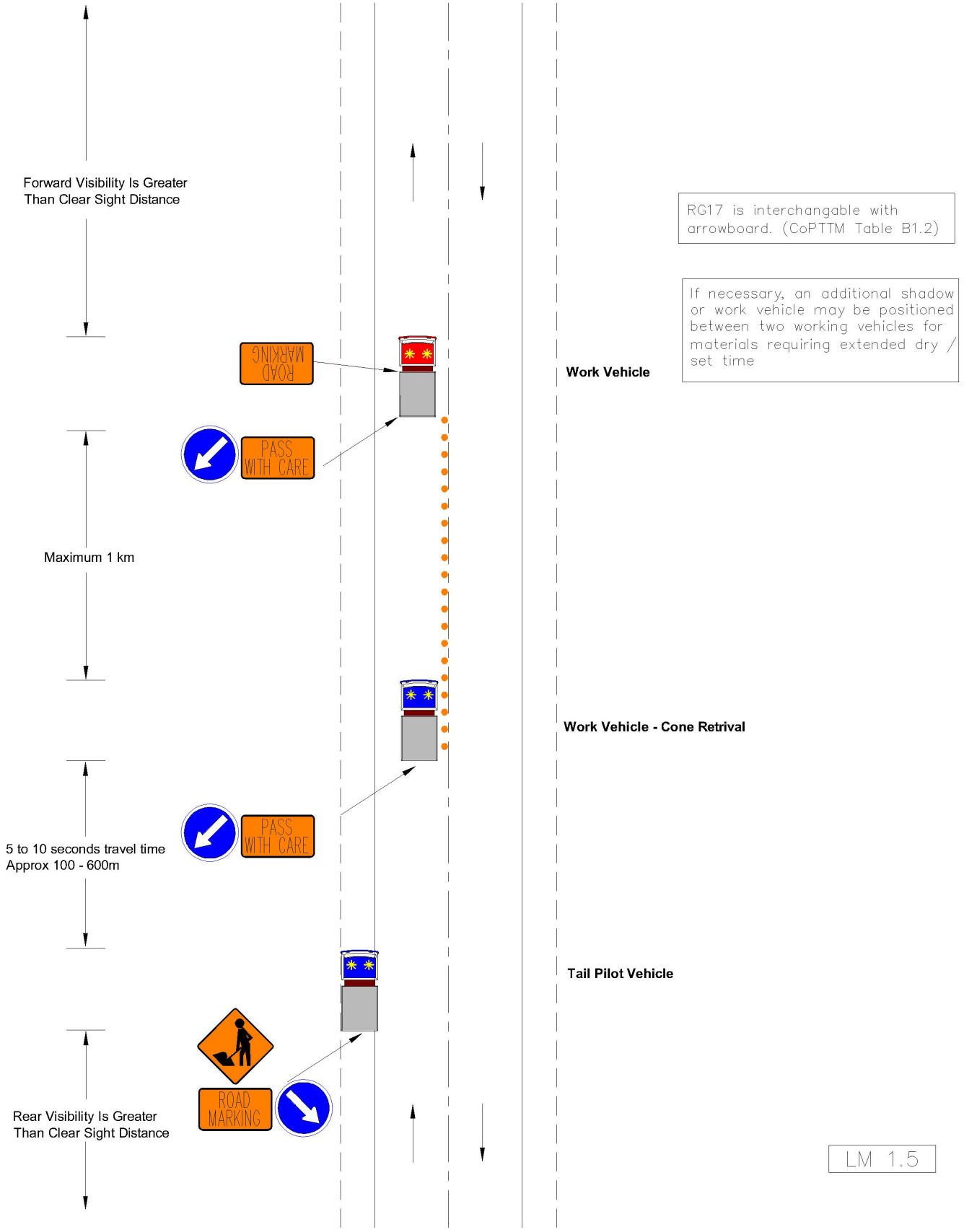
Other Information *(eg. delay calcs, EED issues, temporary speed issues, etc)*	N/A	
Layout Diagrams	See attached diagram at back of this TMP.	
EED Applicable?	No	**Attached** No
Traffic Controllers	**Name (STMS):** *Insert details* **Cert No:** *Insert details*	**Phone (24 hours)** *Insert details*
	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* ..... Signature:	**Date:** *Insert details*.....

LEVEL 1 - TWO LANE - TWO WAY ROAD
CENTRELINE MARKING