

TRAFFIC MANAGEMENT PLAN

RM 15 Edgeline Marking using Tail Pilot

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>
Description of Activity	This is a mobile operation for either marking or re-marking road edgelines using a Type A applicator.			
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>		

Superseded.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

<p>Proposed Traffic Management Method</p>	<p>Active:</p> <p>Equipment <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>Work Vehicle – Type A applicator</u> - 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.</p> <p>Method</p> <ul style="list-style-type: none"> • All vehicles will travel with the flow of traffic. • The applicator must travel within 15mm of the average centre of the existing markings at all times. • The operator must maintain a consistent speed, with no greater than 10% variation. • The marking speed will vary between 10 and 20km/h dependent on location, application set up and safe operating speeds. • Intersections, lay-bys, etc are used to allow for the dispersal of traffic where there is insufficient shoulder width. • 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. <p>Note: Vehicles without an arrow board are restricted to working only when there is 3m of live lane for vehicles to pass.</p> <ul style="list-style-type: none"> • 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 and tail pilot vehicles must be used. • If there is poor visibility revert to a static closure. • When work is complete lead vehicle holds position until tail pilot vehicle comes forward. Then both vehicles merge with the traffic. • All flashing lights will be left on until merge complete.
	<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;">N/A</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 diagram 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>

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<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> <ol style="list-style-type: none"> 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 <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>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 EDGE LINE

