

## TEMPORARY TRAFFIC MANAGEMENT FOR WINTER MAINTENANCE OPERATIONS

CMA APPLICATION – POSTED SPEED LIMIT GREATER THAN 65 km/h

**TRAFFIC MANAGEMENT PLAN**

<b>Traffic Management Plan Reference</b>				
	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> N/A	
<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>
			<i>Insert Speed Limit</i>	<b>From RP</b> <i>Insert R.P</i>
<b>Description of Activity</b>	Applying CMA anti icing agent on a road open to normal vehicular traffic with a posted speed limit greater than 65 km/h. This is a mobile operation with the advance warning sign being mounted on the Tail Pilot vehicle.			
<b>Work Programme</b>	<i>In response to frost/ice/snow warnings as detailed in the Winter Maintenance contractual agreement.</i> CMA application prior to expected ice conditions or on a section of road that has iced up.			
<b>Proposed Work Hours</b>	Emergency and / or preventative operations - No restriction on hours of work – 7 days/week, 24 hours/day			
<b>Traffic Details (Main Route)</b>	<b>AADT</b> <i>Insert AADT</i>		<b>Peak Hour Flow</b> <i>Insert Peak Hour Flows</i>	

Superseded.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

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<p><b>Proposed Traffic Management Method</b></p>	<p><b>Active:</b></p> <p>The Tail Pilot vehicle will be fitted with:</p> <ul style="list-style-type: none"> <li>• Two rotating flashing amber beacons, which are visible from both directions of travel.</li> <li>• A rear mounted TW-4: SLIPPERY SURFACE sign with 'DE-ICING' and 'AHEAD' supplementary plates, and an RG-34: KEEP RIGHT sign</li> <li>• Wherever possible TW-4.1: ICE/GRIT signs will be opened or erected prior to CMA application.</li> </ul> <p>The working vehicle(s) applying CMA will be fitted with:</p> <ul style="list-style-type: none"> <li>• Two rotating flashing amber beacons.</li> <li>• A rear mounted TW-34: PASS WITH CARE sign.</li> </ul> <p>If required, the Tail Pilot vehicle operator will monitor traffic flows on the section of road treated with CMA anti icing agent.</p>
	<p><b>Night:</b></p> <p>As for 'Active' above</p>
<p><b>Proposed Speed Restrictions</b></p>	<p>N/A</p>
<p><b>Positive Traffic Management Measures</b></p>	<p>N/A</p>
<p><b>Contingency Plans</b></p>	<p>Contingency planning and road closures will be in accordance with the area/regional <i>Road Emergency Procedures and Contingency Plan</i>. All staff involved in Winter Maintenance Activities will have access to this document and will have been briefed on the relevant sections of the document.</p> <p>In the event of a <b>Major Incident</b> (Fatality or 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><b>Public Notification</b></p>	<p>N/A</p>
<p><b>Personal Safety</b></p>	<p>All staff will operate in terms of this approved Traffic Management Plan, the intent of the Transit New Zealand Code of Practice for Temporary Traffic Management and the Company's Health and Safety Management Plan for this type of operation</p>
<p><b>On-Site Monitoring</b></p>	<p>All sites will be regularly monitored by the STMS, Supervisor and / or other staff involved in the process and as dictated by the weather conditions.</p>
<p><b>Other Information</b> eg. Delay Calculations, EED Issues and Temporary Speed Issues</p>	<p>N/A</p>

Superseded. No longer NZTA recommended guidance. Please refer to the New Zealand Code of Practice for temporary traffic management.

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<b>Layout Diagrams</b>	Diagram CMA+65: <i>CMA Application on a road that has a Posted Speed Limit greater than 65 km/h.</i>	
<b>EED Applies?</b>	No	<b>Attached</b> No
<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</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:</b> <i>Insert details</i>	<b>Date</b> <i>Insert details</i>
	<b>Applicant Cert No:</b> <i>Insert details</i>	
<b>Requires Amendment</b>	No	<b>Date</b> N/A
<b>This TMP is Approved on the Following Basis</b>		
<ol style="list-style-type: none"> <li>To the best of the approving Engineer's judgment this TMP conforms to the requirements of Transit New Zealand's <i>Code of Practice for Temporary Traffic Management</i>.</li> <li>This plan is approved on the basis that <b><i>the activity, the location and the road environment have been correctly represented by the applicant.</i></b> 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 <b><i>'Postpone, cancel or modify operations due to the adverse traffic, weather or other conditions that affect the safety of this site'</i></b> (reference A4.5).</li> </ol>		
Approving Engineer: .....		
<i>Name and Certificate Number</i>		
.....		
<i>Signature</i>		

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LEVEL 1

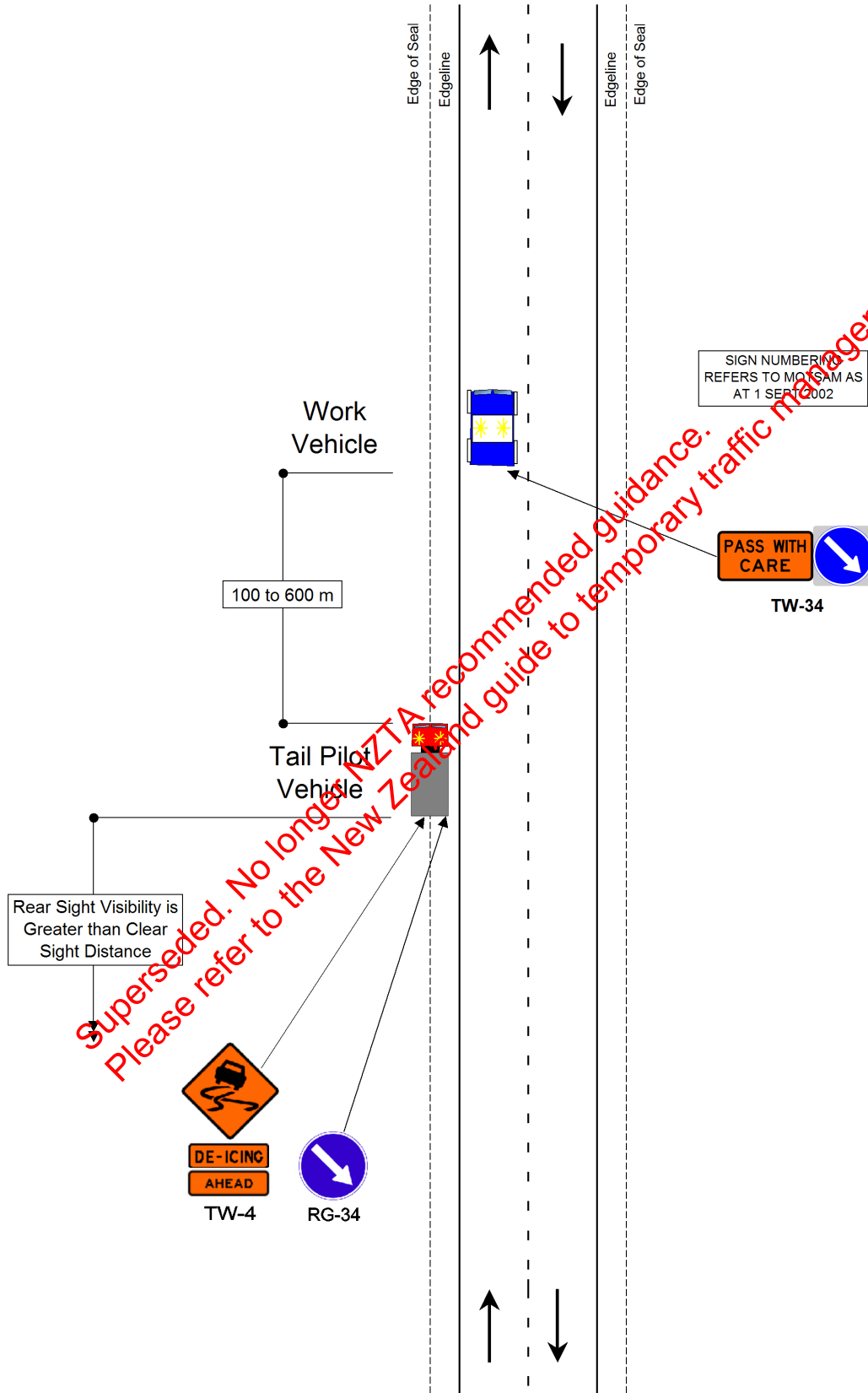


DIAGRAM: CMA+65  
CMA APPLICATION ON A ROAD THAT HAS A  
POSTED SPEED LIMIT GREATER THAN 65 km/h