NOT TO SCALE

NOT TO REUSED

EXAMPLE ONLY

NOT TO SCALE

DIAGRAMMATIC REPRESENTATION OF DESIGN PARAMETERS

LEGEND

NOTE:

1. REFER TO DRAWINGS IN SECTION 8.8 FOR DETAILED LAYOUTS
2. REFER TO TABLE 8.2.1 TO 8.2.4 FOR ROADWORK SIGNS
3. ON ONE-WAY STREETS OR DUAL CARRIAGEWAYS SIGNS SHALL BE PLACED ON BOTH SIDES OF THE CARRIAGEWAY AS AN ALTERNATIVE TO THAT SHOWN ON THE FOLLOWING EXAMPLES THE TEMPORARY WALKWAY FOR PEDESTRIANS MAY BE ROUTED THROUGH THE CONED OFF AREA PROVIDED FOR THE TAPER AND THE LATERAL SAFETY ZONE.
ADVANCE SIGNS - DIRECTION OF TRAVEL 1
LEVEL 1

NOTES:
1. REFER TO TABLE 8.3.1 FOR DIMENSIONS AND DESIGN PARAMETERS FOR FOR TYPE A, B AND C WORKS
2. MIN WIDTH FOR TWO-WAY TRAFFIC WILL DEPEND ON THE % OF HV'S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS
4. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION.
5. FOOTPATH CLOSED SIGN PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD, THIS CROSSING SHOULD HAVE DEDICATED KERBS AND BE CONTROLLED OR UNCONTROLLED DEPENDING ON THE EXISTING SCENARIO, OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PAST THE WORKS AND PROTECTED BY CONES OR BARRIERS.
6. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
7. SAME NUMBER OF ADVANCED SIGNS SHOULD BE PLACED AT THE SAME DISTANCES ON ANY APPROACH ROADS.
8. AN INDICATIVE LOCATION FOR A STATUTORY ROADWORKS SPEED LIMIT IS SHOWN FOR SITUATIONS WHERE IT MIGHT APPLY.
9. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA.
NOT TO SCALE

SINGLE CARRIAGEWAY WITH HARD STRIP

NOT TO SCALE

SINGLE CARRIAGEWAY WITH FOOTWAY

NOTES:
1. REFER TO TABLE 8.3.1 FOR DIMENSIONS AND DESIGN PARAMETERS FOR TYPE A, B AND C WORKS
2. MIN WIDTH FOR TWO-WAY TRAFFIC WILL DEPEND ON THE % OF HOV'S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS
4. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION
5. FOOTPATH CLOSED SIGN PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD. THIS CROSSING SHOULD HAVE DISHED KERBS AND BE CONTROLLED OR UNCONTROLLED DEPENDING ON THE EXISTING SCENARIO, OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PAST THE WORKS AND PROTECTED BY CONES OR BARRIERS.
6. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT. IF PRESENT, IN ADVANCE OF THE WORKS.
7. SAME NUMBER OF ADVANCE SIGNS SHOULD BE PLACED AT THE SAME DISTANCES ON ANY APPROACH ROADS.
8. AN INDICATIVE LOCATION FOR A STATUTORY ROADWORKS SPEED LIMIT IS SHOWN FOR SITUATIONS WHERE IT MIGHT APPLY.
9. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA.
NOTES:
1. REFER TO TABLE 8.3.1 FOR DIMENSIONS AND DESIGN PARAMETERS FOR FOR TYPE A, B AND C WORKS.
2. MIN WIDTH FOR TWO-WAY TRAFFIC WILL DEPEND ON THE % OF HIGH'S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS.
4. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION.
5. FOOTPATH CLOSED SIGN PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD, THIS CROSSING SHOULD HAVE DASHED LINES AND BE CONTROLLED OR UNCONTROLLED DEPENDING ON THE EXISTING SCENARIO, OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PAST THE WORKS AND PROTECTED BY CONES OR BARRIERS.
6. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
7. SAME NUMBER OF ADVANCED SIGNS SHOULD BE PLACED AT THE SAME DISTANCES ON ANY APPROACH ROADS.
8. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA.
9. 45° TAPER AT THE END OF THE WORKS TO DEFLECT TRAFFIC BACK TO ORIGINAL LANE CONFIGURATION.
NOTES:
1. REFER TO TABLE 8.3.1 FOR DIMENSIONS AND DESIGN PARAMETERS FOR FOR TYPE A, B AND C WORKS.
2. MIN WIDTH FOR TWO-WAY TRAFFIC WILL DEPEND ON THE NR. OF HOV'S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. WIDTH OF SITE EXIT/ENTRY TO TO BE ABLE TO ACCOMMODATE SWEEP PATHS OF DIFFERENT TYPES OF VEHICLES ENTERING AND EXITING
4. REFER TO TABLE 8.3.7 FOR DEFINITION OF ROADWORK SIGNS
5. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION.
6. FOOTPATH CLOSED SIGN PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD. THIS CROSSING SHOULD HAVE DISHED KERBS AND BE CONTROLLED OR UNCONTROLLED DEPENDING ON THE EXISTING SCENARIO, OR ELSE DIVERTED INTO A TEMPORARY WALKYWAY PAST THE WORKS AND PROTECTED BY CONES OR BARRIERS.
7. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
8. SAME NUMBER OF ADVANCED SIGNS SHOULD BE PLACED AT THE SAME DISTANCES ON ANY APPROACH ROADS.
9. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA.
NOTES:
1. REFER TO TABLE B3.1 FOR DIMENSIONS AND DESIGN PARAMETERS FOR FOR TYPE A, B AND C WORKS
2. MIN WIDTH FOR TWO-WAY TRAFFIC WILL DEPEND ON THE % OF HOV’S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. WIDTH OF SITE EXIT/ENTRY TO TO BE ABLE TO ACCOMMODATE SWEEP PATHS OF DIFFERENT TYPES OF VEHICLES ENTERING AND EXITING
4. REFER TO TABLE B3.1 FOR DEFINITION OF ROADWORK SIGNS
5. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION
6. FOOTPATH CLOSED SIGN PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD. THIS CROSSING SHOULD HAVE DASHED KINDER AND BE CONTROLLED OR UNCONTROLLED DEPENDING ON THE EXISTING SCENARIO, OR ELSE DIVERTED INTO A TEMPORARY MALWAY Past THE WORKS AND PROTECTED BY CONES OR BARRIERS.
7. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
8. SAME NUMBER OF ADVANCED SIGNS SHOULD BE PLACED AT THE SAME DISTANCES ON ANY APPROACH ROADS
9. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA
MANUAL OR SIGNAL CONTROLLED SHUTTLE SYSTEM
ADVANCE SIGNS - DIRECTION OF TRAVEL 1
LEVEL 1

NOTES:
1. REFER TO TABLE 8.3.1 FOR DIMENSIONS AND PARAMETERS FOR TYPE A, B AND C WORKS.
2. MIN WIDTH FOR ONE-WAY TRAFFIC WILL DEPEND ON THE % OF HOV'S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS.
4. THE APPROPRIATE SIGN SHOULD BE DISPLAYED TO MATCH TYPE OF ACTIVE TRAFFIC MANAGEMENT INSTALLED.
5. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION.
6. MIN LENGTH FROM STOPPING POINT TO START OF TAPER TO BE 10m. ACTUAL LENGTH TO BE DESIGNED TO ACCOMMODATE WIDTH PATHS OF DIFFERENT TYPES OF VEHICLES.
7. FOOTPATH CLOSED SIGN SHOULD BE PLACED TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD. THE CROSSING SHOULD HAVE DISHED KERBS AND BE CONTROLLED OR UNCONTROLLED DEPENDING ON THE EXISTING SITUATION, OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PAST THE WORKS AND PROTECTED BY CONES OR BARRIERS.
8. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT. IF PRESENT, IN ADVANCE OF THE WORKS.
9. SAME NUMBER OF ADVANCED SIGNS SHOULD BE PLACED AT THE SAME DISTANCES ON ANY APPROACH ROADS.
10. AN INDICATIVE LOCATION FOR A STATUTORY ROADWORKS SPEED LIMIT IS SHOWN FOR SITUATIONS WHERE IT Might APPLY.
11. END OF ROADWORKS* SIGN PLACED 20 TO 50m FROM END OF WORKS AREA.

*NOTE: CORRECT SIGN TO BE USED TO SHOW SIGNAL OR MANUAL CONTROL.
NOTES:
1. REFER TO TABLE B.3.1 FOR DIMENSIONS AND PARAMETERS FOR TYPE A, B AND C WORKS
2. MIN WIDTH FOR ONE-WAY TRAFFIC WILL DEPEND ON THE % OF HSYS EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE B.2.1 FOR DEFINITION OF ROADWORK SIGNS
4. THE APPROPRIATE SIGN SHOULD BE DISPLAYED TO WATCH THE TYPE OF ACTIVE TRAFFIC MANAGEMENT INSTALLED
5. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION
6. MIN LENGTH FROM STOPPING POINT TO START OF TAPER TO BE 10m. ACTUAL LENGTH TO BE DESIGNED TO ACCOMMODATE SMOOTH PATHS OF DIFFERENT TYPES OF VEHICLES.
7. A FOOTPATH CLOSED SIGN PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD. THIS CROSSING SHOULD HAVE DISCHARGE HERRIES AND BE CONTROLLED OR UNCONTROLLED DEPENDING ON THE EXISTING SCENARIO, OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PROTECTED BY CONES OR BARRIERS.
8. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
9. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD.
10. AN INDICATIVE LOCATION FOR A STATUTORY ROADWORKS SPEED LIMIT IS SHOWN FOR SITUATIONS WHERE IT IS REQUIRED.
11. "END OF ROADWORKS" SIGN TO BE PLACED 20 TO 50m FROM END OF WORKS AREA.

FIGURE 8.8.1.7

SINGLE CARRIAGEWAY WITH FOOTWAY

SINGLE CARRIAGEWAY WITH HARD STRIP

MANUAL OR SIGNAL CONTROLLED SHUTTLE SYSTEM
ADVANCE SIGNS - DIRECTION OF TRAVEL 2
LEVEL 1
NOTES:
1. REFER TO TABLE 8.3.1 FOR DIMENSIONS AND PARAMETERS FOR TYPE A, B AND C WORKS. MIN WIDTH FOR ONE-WAY TRAFFIC WILL DEPEND ON THE % OF HGV'S EXPECTED AND VOLUME OF CYCLISTS ETC.
2. MIN LENGTH FROM STOPPING POINT TO START OF TAPER TO BE 10m. ACTUAL LENGTH TO BE DESIGNED TO ACCOMMODATE SWEEP PATHS OF DIFFERENT TYPES OF VEHICLES.
3. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS
4. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION
5. FOOTPATH CLOSED SIGN PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD. THIS CROSSING SHOULD HAVE DISHED ACCESS AND BE CONTROLLED OR UNCONTROLLED DEPENDING ON THE EXISTING SCENARIOS, OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PROTECTED BY CONES OR BARRIERS
6. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
7. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD
8. "END OF ROADWORK" SIGN PLACED 20 TO 50M FROM END OF WORKS AREA
MANUAL OR SIGNAL CONTROLLED SHUTTLE SYSTEM
SIGNS FOR WORK SITE AREA - DIRECTION OF TRAVEL 2
LEVEL 1

FIGURE 8.8.1.9

NOT TO SCALE
NOT TO BE REUSED

EXAMPLE ONLY

NOTES:
1. REFER TO TABLE 8.3.1 FOR DIMENSIONS AND PARAMETERS FOR TYPE A, B AND C WORKS
2. MIN WIDTH FOR ONE-WAY TRAFFIC WILL DEPEND ON THE % OF HVVS EXPECTED AND VOLUME OF CYCLISTS ETC.
3. MIN LENGTH FROM STOPPING POINT TO START OF TAPER TO BE 10m. ACTUAL LENGTH TO BE DESIGNED TO ACCOMMODATE SWEEP PATHS OF DIFFERENT TYPES OF VEHICLES.
4. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS
5. SIGNS SHOULD BE PLACED IN THE VERGE OR TO THE BACK OF THE PRIMARY WORKING AREAS TO NOT CAUSE AN OBSTRUCTION
6. FOOTPATH CLOSED SIGN PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD, THIS CROSSING SHOULD HAVE DISHED KERBS AND BE CONTROLLED OR UNCONTROLLED DEPENDING ON THE WORKSCAPE OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PROTECTED BY CONES OR BARRIERS.
7. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
8. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA
NOT TO SCALE

ADVANCE SIGNS - DIRECTION OF TRAVEL 1
LEVEL 2

FIGURE 8.8.2.1

NOT TO BE REUSED

EXAMPLE ONLY

NOT TO SCALE

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SINGLE CARRIAGEWAY WITH HARD STRIP

DISTANCE BETWEEN ADVANCE SIGN
DISTANCE BETWEEN ADVANCE SIGN
DISTANCE BETWEEN ADVANCE SIGN

MIN WIDTH FOR TWO-LANE TRAFFIC

MIN WIDTH FOR TWO-LANE TRAFFIC

SINGLE CARRIAGEWAY WITH FOOTWAY

DISTANCE BETWEEN ADVANCE SIGN
DISTANCE BETWEEN ADVANCE SIGN
THIRD ADVANCE WARNING SIGN

TEMPORARY PEDESTRIAN WALKWAY

FOOTWAY

NOTES:

1. REFER TO TABLE 8.3.2 FOR DIMENSIONS AND PARAMETERS FOR TYPE A, B AND C WORKS
2. MIN WIDTH FOR TWO-WAY TRAFFIC WILL DEPEND ON THE % OF TRAFFIC EXPECTED AND VOLUME OF CYCLISTS ETC
3. WIDTH OF SITE EXIT/ENTRY TO BE ABLE TO ACCOMMODATE SWEEPS PATHS OF DIFFERENT TYPES OF VEHICLES ENTERING AND EXITING
4. REFER TO TABLE 8.3.1 FOR DESIGNATION OF ROADWORK SIGNS
5. SIGNS SHOULD BE PLACED IN THE VENUE OR AT THE BACK OF THE ROADWAY SO AS NOT TO CAUSE AN OBSTRUCTION
6. FOOTPATH CLOSED SIGN PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD. THIS CROSSING SHOULD HAVE OTHER SIGNS AND BE CONTROLLED ON UNCONTROLLED DEPENDING ON THE EXISTING SCENARIO, OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PROTECTED BY BOLLARDS OR BARRIERS
7. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS
8. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD
9. AN INDICATIVE LOCATION FOR A STATUTORY ROADWORKS SPEED LIMIT IS SHOWN FOR SITUATIONS WHERE IT MIGHT APPLY
10. "END OF ROADWORKS" SIGN PLACED 20 TO 50M FROM END OF WORKS AREA
ADVANCE SIGNS - DIRECTION OF TRAVEL 2
LEVEL 2

EXAMPLE ONLY

NOT TO BE REUSED

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NOT TO SCALE

FIGURE 8.8.2.2

NOT TO SCALE

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NOTES:
1. REFER TO TABLE 8.2.2 FOR DIMENSIONS AND PARAMETERS FOR TYPE A, B AND C WORKS
2. MIN WIDTH FOR TWO-WAY TRAFFIC WILL DEPEND ON % OF HOV'S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS
4. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION
5. FOOTPATH CLOSED SIGN PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD. THIS CROSSING SHOULD HAVE DISHED HERRIS AND BE CONTROLLED OR UNCONTROLLED DEPENDING ON THE EXISTING SCENARIO, OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PROTECTED BY CONES OR BARRIERS.
6. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
7. SAME NUMBER OF ADVANCE SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD
8. AN INDICATIVE LOCATION FOR A STATUTORY ROADWORKS SPEED LIMIT IS SHOWN FOR SITUATIONS WHERE IT MIGHT APPLY.
9. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA.
NOTES:
1. REFER TO TABLE 8.3.2 FOR DIMENSIONS AND PARAMETERS FOR TYPE A, B AND C WORKS
2. MIN WIDTH FOR TWO-WAY TRAFFIC WILL DEPEND ON THE % OF HV’S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS
4. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION
5. FOOTPATH CLOSED SIGN PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD. THIS CROSSING SHOULD HAVE DISHED KERRS AND BE CONTROLLED OR UNCONTROLLED DEPENDING ON THE EXISTING SCENARIO, OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PROTECTED BY CONES OR BARRIERS.
6. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
7. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD.
8. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA
NOTES:
1. REFER TO TABLE 8.3.2 FOR DIMENSIONS AND PARAMETERS FOR TYPE A, B AND C WORKS.
2. MIN WIDTH FOR TWO-WAY TRAFFIC WILL DEPEND ON THE % OF HOY'S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS.
4. SIGNS SHOULD BE PLACED IN THE VICE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION.
5. FOOTPATH CLOSED SIGN PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD. THIS CROSSING SHOULD HAVE DASHED KERBS AND BE CONTROLLED OR UNCONTROLLED DEPENDING ON THE EXISTING SCENARIO, OR ELSE DIRECTED INTO A TEMPORARY MALEWAY PROTECTED BY CONES OR BARRIERS.
6. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
7. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD.
8. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA.
9. 45º TAPER AT END OF THE WORKS TO DIRECT TRAFFIC BACK TO ORIGINAL LANE CONFIGURATION.
SIGNs FOR WORK SITE AREA - DIRECTION OF TRAVEL 2
LEVEL 2
EXAMPLE ONLY

NOT TO SCALE

FIGURE 8.8.2.5
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NOT TO BE REUSED

NOTES:
1. REFER TO TABLE 8.3.2 FOR DIMENSIONS AND PARAMETERS FOR TYPE A, B AND C WORKS
2. MIN WIDTH FOR TWO-WAY TRAFFIC WILL DEPEND ON THE RISK OF MV’S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS
4. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION
5. FOOTPATH CLOSED SIGN SHOULD BE PLACED AT EXITING PEDESTRIAN CROSSING AND AT THE BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD.
6. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT IF PRESENT, IN ADVANCE OF THE WORKS.
7. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD
8. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA
9. 45° TAPER AT END OF WORKS TO DEFLECT TRAFFIC BACK TO ORIGINAL LANE CONFIGURATION
NOTES:
1. REFER TO TABLE A.3.2 FOR DIMENSIONS AND PARAMETERS FOR TYPE A, B AND C WORKS
2. MIN WIDTH FOR ONE-WAY TRAFFIC WILL DEPEND ON THE N OF HV'S EXPECTED AND VOLUME OF CYCLISTS ETC
3. REFER TO TABLE B.2.1 FOR DEFINITION OF ROADWORK SIGNS
4. THE APPROPRIATE SIGN SHOULD BE DISPLAYED TO MATCH TYPE OF ACTIVE TRAFFIC MANAGEMENT INSTALLED
5. MIN LENGTH FROM STOPPING POINT TO START OF TAPER TO BE 10% ACTUAL LENGTH TO BE DESIGNED TO ACCOMMODATE SWEEP PATHS OF DIFFERENT TYPES OF VEHICLES
   - SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION
8. FOOTPATH CLOSED SIGN SHOULD BE PLACED AT BARRIERS TO DIRECT PEDESTRIANS TO THE TEMPORARY WALKWAY
9. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS
10. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD
11. AN INDICATIVE LOCATION FOR A STATUTORY ROADWORKS SPED LIMIT IS SHOWN FOR SITUATIONS WHERE IT MIGHT APPLY
12. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA
MANUAL OR SIGNAL CONTROLLED SHUTTLE SYSTEM
ADVANCE SIGNS - DIRECTION OF TRAVEL 2
LEVEL 2

FIGURE 8.8.2.7

NOTES:
1. REFER TO TABLE B.3.2 FOR DIMENSIONS AND PARAMETERS FOR TYPE A, B AND C WORKS
2. MIN WIDTH FOR ONE-WAY TRAFFIC WILL DEPEND ON THE N. OF HOV'S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE B.2.1 FOR DEFINITION OF ROADWORK SIGNS
4. THE APPROPRIATE SIGN SHOULD BE DISPLAYED TO MATCH TYPE OF ACTIVE TRAFFIC MANAGEMENT INSTALLED.
5. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION.
6. MIN LENGTH FROM STOPPING POINT TO START OF TAPER TO BE 10m. ACTUAL LENGTH TO BE DESIGNED TO ACCOMMODATE SMOOTH PATHS OF DIFFERENT TYPES OF VEHICLES.
7. FOOTPATH CLOSED SIGN PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD, THIS CROSSING SHOULD HAVE DISHED HERRIS AND BE CONTROLLED OR UNCONTROLLED DEPENDING ON THE EXISTING SCENARIO, OR ELSE DIVERGED INTO A TEMPORARY WALKWAY PROTECTED BY BARRIERS.
8. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD.
9. AN INDICATIVE LOCATION FOR A STATUTORY ROADWORKS SPEED LIMIT IS SHOWN FOR SITUATIONS WHERE IT MIGHT APPLY.
10. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA.
11. 45° TAPER AT END OF THE WORKS TO REFLECT THE TRAFFIC BACK TO THE ORIGINAL LANE CONFIGURATION.
MANUAL OR SIGNAL CONTROLLED SHUTTLE SYSTEM

SIGNS FOR WORK SITE AREA - DIRECTION OF TRAVEL 1

LEVEL 2

EXAMPLE ONLY

NOT TO BE REUSED

FIGURE 8.8.2.8

NOT TO SCALE

November 2010

SINGLE CARRIAGeway WITH HARD SHOULDER

SINGLE CARRIAGeway WITH FOOTWAY

NOTES:
1. REFER TO TABLE 8.3.2 FOR DIMENSIONS AND PARAMETERS FOR TYPE A, B AND C WORKS
2. MIN WIDTH FOR ONE-WAY TRAFFIC WILL DEPEND ON THE % OF HDV'S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS
4. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION
5. FOOTPATH CLOSED SIGN SHOULD BE PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD. ELSE DIVERTED INTO A TEMPORARY WALKWAY PROTECTED BY CONES OR BARRIERS.
6. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
7. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD
8. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA
9. 45° TAPER AT END OF THE WORKS TO DEFLECT THE TRAFFIC BACK TO THE ORIGINAL LANE CONFIGURATION
MANUAL OR SIGNAL CONTROLLED SHUTTLE SYSTEM
SIGNS FOR WORK SITE AREA - DIRECTION OF TRAVEL 2
LEVEL 2

NOT TO SCALE

FIGURE 8.8.2.9

NOTE:
1. REFER TO TABLE 8.3.2 FOR DIMENSIONS AND PARAMETERS FOR TYPE A, B AND C WORKS.
2. MIN WIDTH FOR ONE-WAY TRAFFIC WILL DEPEND ON THE % OF HGV'S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.3.1 FOR DEFINITION OF ROADWORK SIGNS.
4. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION.
5. FOOTPATH CLOSED SIGN SHOULD BE PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD.
6. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
7. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD.
8. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA.
NOTES:
1. REFER TO TABLE 8.3.3 FOR DIMENSIONS AND PARAMETERS FOR TYPE A, B AND C WORKS.
2. MIN WIDTH FOR TWO-WAY TRAFFIC WILL DEPEND ON THE R. OF MV'S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS.
4. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION.
5. FOOTPATH CLOSED SIGN SHOULD BE PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD, OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PROTECTED BY BARRIERS.
6. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
7. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD.
8. AN INDICATIVE LOCATION FOR A STATUTORY ROADWORKS SPEED LIMIT IS SHOWN FOR SITUATIONS WHERE IT MIGHT APPLY.
9. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA.

ADVANCE SIGNS - DIRECTION OF TRAVEL 1
LEVELS 3 & 4

DISTANCE BETWEEN
ADVANCE SIGN
DISTANCE BETWEEN
ADVANCE SIGN
DISTANCE BETWEEN
ADVANCE SIGN
DISTANCE BETWEEN
ADVANCE SIGN

CUMULATIVE DISTANCE

MIN WIDTH FOR

SINGLE CARRIAGEWAY WITH HARD STRIP

DISTANCE BETWEEN
ADVANCE SIGN
DISTANCE BETWEEN
ADVANCE SIGN
DISTANCE BETWEEN
SECOND ADVANCE
WARNING SIGN

CUMULATIVE DISTANCE

MIN WIDTH FOR

TEMPORARY PEDESTRIAN WALKWAY

SINGLE CARRIAGEWAY WITH FOOTWAY

MIN WIDTH FOR

FOOTWAY

NOT TO SCALE
ADVANCE SIGNS - DIRECTION OF TRAVEL 2
LEVELS 3 & 4

CUMULATIVE DISTANCE

DISTANCE BETWEEN ADVANCE SIGN
DISTANCE BETWEEN ADVANCE SIGN
DISTANCE BETWEEN ADVANCE SIGN
DISTANCE BETWEEN ADVANCE SIGN

SINGLE CARRIAGEWAY WITHOUT HARD SHOULDER

CUMULATIVE DISTANCE

DISTANCE BETWEEN ADVANCE SIGN
DISTANCE BETWEEN ADVANCE SIGN
DISTANCE BETWEEN ADVANCE SIGN
THIRD ADVANCE WARNING SIGN

SINGLE CARRIAGEWAY WITH FOOTWAY

NOTES:
1. REFER TO TABLE 8.3.3 FOR DIMENSIONS AND PARAMETERS FOR TYPE A, B AND C WORKS
2. MIN WIDTH FOR TWO-WAY TRAFFIC WILL DEPEND ON THE % OF HOV'S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE B.2.1 FOR DEFINITION OF ROADWORK SIGNS
4. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION
5. FOOTPATH CLOSED SIGN SHOULD BE PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD, OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PROTECTED BY CONES OR BARRIERS.
6. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
7. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD.
8. AN INDICATIVE LOCATION FOR A STATUTORY ROADWORKS SPEED LIMIT IS SHOWN FOR SITUATIONS WHERE IT MIGHT APPLY.
9. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA.
TAPER LENGTHS
LEVELS 3 & 4

EXAMPLE
ONLY

NOT TO BE
REUSED

FIGURE 8.3.3

NOT TO SCALE

SINGLE CARRIAGEWAY WITH HARD SHOULDER

SINGLE CARRIAGEWAY WITH FOOTWAY

NOTES:
1. REFER TO TABLE 8.3.3 FOR DIMENSIONS AND PARAMETERS FOR TYPE A, B AND C WORKS.
2. MIN WIDTH FOR TWO-WAY TRAFFIC WILL DEPEND ON THE % OF HOV'S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS.
4. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION.
5. FOOTPATH CLOSED SIGN SHOULD BE PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD.
   OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PROTECTED BY CONES OR BARRIERS.
6. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
7. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD.
8. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA.
NOTES:
1. REFER TO TABLE 8.3.3 FOR DIMENSIONS AND PARAMETERS FOR TYPE A, B AND C WORKS.
2. MIN WIDTH FOR TWO-WAY TRAFFIC WILL DEPEND ON THE % OF HOV’S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS.
4. WIDTH OF SITE EXIT/ENTRY TO ACCOMMODATE DIFFERENT TYPES OF VEHICLES ENTERING AND EXITING THE SITE.
5. SIGNS SHOULD BE PLACED IN THE MIDDLE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION.
6. FOOTPATH CLOSES SIGN SHOULD BE PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD, OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PROTECTED BY BARRIERS.
7. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
8. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD.
9. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA.
NOTES:
1. REFER TO TABLE 8.3.3 FOR DIMENSIONS AND PARAMETERS FOR TYPE A, B AND C WORKS.
2. MIN WIDTH FOR TWO-WAY TRAFFIC WILL DEPEND ON THE % OF HGV'S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.3.1 FOR DEFINITION OF ROADWORK SIGNS.
4. WIDTH OF SITE EXIT/ENTRY TO ACCOMMODATE DIFFERENT TYPES OF VEHICLES ENTERING AND EXITING THE SITE.
5. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION.
6. FOOTPATH CLOSED SIGN SHOULD BE PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD, OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PROTECTED BY BARRIERS.
7. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
8. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD.
9. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA.
NOT TO SCALE

FIGURE 8.8.3.6

NOTES:
1. REFER TO TABLE 8.3.3 FOR DIMENSIONS AND PARAMETERS FOR TYPE A, B AND C WORKS
2. WIDTH FOR ONE-WAY TRAFFIC WILL DEPEND ON THE % OF HOY'S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS.
4. THE APPROPRIATE SIGN SHOULD BE DISPLAYED TO MATCH TYPE OF ACTIVE TRAFFIC MANAGEMENT INSTALLED.
5. WIDTH LENGTH FROM STOPPING POINT TO START OF TAPER TO BE 10m. ACTUAL LENGTH TO BE DESIGNED TO ACCOMMODATE SWEEPING PATHS OF DIFFERENT TYPES OF VEHICLES.
6. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION.
7. FOOTPATH CLOSED SIGN SHOULD BE PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD, OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PROTECTED BY BARRIERS.
8. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
9. SAME NUMBER OF ADVANCED SIGNS PLACES AT THE SAME DISTANCES ON ANY APPROACH ROAD.
10. AN INDICATIVE LOCATION FOR A STATUTORY ROADWORKS SPEED LIMIT IS SHOWN FOR SITUATIONS WHERE IT MIGHT APPLY.
11. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA.
NOTES:
1. REFER TO TABLE 8.3.3 FOR DIMENSIONS AND PARAMETERS FOR TYPE A, B AND C WORKS.
2. MIN WIDTH FOR ONE-WAY TRAFFIC WILL DEPEND ON THE % OF HOV'S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS.
4. THE APPROPRIATE SIGN SHOULD BE DISPLAYED TO MATCH TYPE OF ACTIVE TRAFFIC MANAGEMENT INSTALLED.
5. MIN LENGTH FROM STOPPING POINT TO START OF TAPER TO BE 10m. ACTUAL LENGTH TO BE DESIGNED TO ACCOMMODATE SWEEP PATHS OF DIFFERENT TYPES OF VEHICLES.
6. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE OBSTRUCTION.
7. FOOTPATH CLOSED SIGN SHOULD BE PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD, OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PROTECTED BY BARRIERS.
8. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
9. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD.
10. AN INDICATIVE LOCATION FOR A STATUTORY ROADWORKS SPEED LIMIT IS SHOWN FOR SITUATIONS WHERE IT MIGHT APPLY.
11. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA.
MANUAL OR SIGNAL CONTROLLED SHUTTLE SYSTEM
SIGNS FOR WORK SITE AREA - DIRECTION OF TRAVEL 1
LEVELS 3 & 4

NOTES:
1. REFER TO TABLE 8.3.3 FOR DIMENSIONS AND PARAMETERS FOR TYPE A, B AND C WORKS.
2. MIX WIDTH FOR ONE-WAY TRAFFIC WILL DEPEND ON THE R OF MV'S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS.
4. MIN LENGTH FROM CROSSING POINT TO START OF TRAFFIC TO BE 10X ACTUAL LENGTH TO BE DESIGNED TO ACCOMMODATE SPEED LIMITS OF DIFFERENT TYPES OF VEHICLES.
5. SIGNS SHOULD BE PLACED IN THE MIDDLE OR AT THE END OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION.
6. FOOTPATH CLOSED SIGN SHOULD BE PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD, OR ELSE DIVERTED INTO A TEMPORARY HIGHWAY PROTECTED BY CONES OR BARRIERS.
7. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
8. "END OF ROADWORKS" SIGN PLACED 20 TO 50M FROM ENDS OF WORKS AREA.
MANUAL OR SIGNAL CONTROLLED SHUTTLE SYSTEM

SIGNS FOR WORK SITE AREA - DIRECTION OF TRAVEL 2

LEVELS 3 & 4

EXAMPLE

NOT TO BE REUSED

FIGURE 8.8.3.9

NOT TO SCALE

SINGLE CARRIAGEWAY WITH HARD SHOULDER

SINGLE CARRIAGEWAY WITH FOOTWAY

NOTES:
1. REFER TO TABLE 8.3.3 FOR DIMENSIONS AND PARAMETERS FOR TYPE A, B AND C WORKS
2. MIN WIDTH FOR ONE-WAY TRAFFIC WILL DEPEND ON THE NATURE OF TRAFFIC AND VOLUME OF CYCLE PATHS ETC.
3. REFER TO TABLE 8.3.1 FOR DEFINITION OF ROADWORK SIGNS
4. MIN LENGTH FROM STOPPING POINT TO START OF TRAFFIC TO BE 10m. ACTUAL LENGTH TO BE DESIGNED TO ACCOMMODATE LENGTH PATHS OF DIFFERENT TYPES OF VEHICLES
5. SIGNS SHOULD BE PLACED IN THE VIGIL OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION
6. FOOTPATH COLLAPSING SIGN TO BE PLACED AT BARRIERS TO DETECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD, OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PROTECTED BY CONES OR BARRIERS.
7. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
8. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD.
9. "END OF ROADWORK" SIGN PLACED TO 50 FROM END OF WORKS AREA
10. AS TAPER AT END OF WORKS TO DEPLETE TRAFFIC BACK TO ORIGINAL LANE CONFIGURATION

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NOTES:
1. REFER TO TABLES 8.3.4 AND 8.3.5 FOR DIMENSIONS FOR TYPE A, B AND C WORKS
2. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS
3. SIGNS SHOULD BE PLACED IN THE VERGE AND CENTRAL RESERVE AND POSITIONED SO AS NOT TO CAUSE AN OBSTRUCTION
4. ADVANCED SIGNS ON APPROACH ROADS TO BE PLACED AT DISTANCES AS PER FOR THE ROAD CLASSIFICATION
5. FOR MERGE AND DIVERGE SLIPS REFER TO FIGURE 8.8.4.2
6. THE USE OF VMS SIGNS DISPLAYING THE FIRST REGULATORY SIGN IS A REQUIREMENT ON LEVEL 6 ROADS AND IS RECOMMENDED ON ALL OTHER HIGH SPEED ROADS. THE VMS MUST BE ACCOMPANIED BY THE STATIC REGULATORY SIGN.
7. ON DUAL THREE OR FOUR LANE CARRIAGeways THE NEAR SIDE LANE MAY BE CLOSED DIRECTLY BUT ON TWO LANE CARRIAGeways THE OFF SIDE LANE MUST BE CLOSED IN ADVANCE AND THE TRAFFIC CHANNELLED PAST THE WORKS ACCORDINGLY.
8. AN INDICATIVE LOCATION FOR A STATUTORY ROADWORKS SPEED LIMIT IS SHOWN FOR SITUATIONS WHERE IT MIGHT APPLY.
9. THE SET BACK SHALL BE DEFINED USING A SOLID WHITE LINE OR A LINE OF CLOSELY SPACED TEMPORARY ROAD STUDS.
NOTES:
1. REFER TO TABLES 8.3.4 AND 8.3.5 FOR DIMENSIONS FOR TYPE A, B AND C WORKS.
2. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS.
3. SIGNS SHOULD BE PLACED IN THE MERGE ON BOTH SIDES OF THE SLIP AND POSITIONED SO AS NOT TO CAUSE AN OBSTRUCTION.
4. DISTANCE BETWEEN SIGNS AS PER THE DISTANCE SPECIFIED FOR THE MAIN LINE.
5. THE USE OF VMS SIGNS DISPLAYING THE FIRST REGULATORY SIGN IS A REQUIREMENT ON LEVEL 5 ROADS AND IS RECOMMENDED ON ALL OTHER HIGH SPEED ROADS. THE VMS MUST BE ACCOMPANIED BY THE SAME STATIC REGULATORY SIGN.
6. DEPENDING ON PROXIMITY OF END OF MERGE TO THE TAPER IT MAY BE NECESSARY TO REDUCE THE MAINLINE TO ONE LANE IN ADVANCE OF THE START OF THE MERGE.
7. THE SET BACK SHALL BE DEFINED USING A SOLID WHITE LINE OR A LINE OF CLOSELY SPACED TEMPORARY ROAD STUDS.

FIGURE 8.8.4.2

MERGE RAMP LAYOUT

DISTANCE BETWEEN ADVANCE SIGN
DISTANCE BETWEEN ADVANCE SIGN
DISTANCE BETWEEN ADVANCE SIGN
DISTANCE BETWEEN ADVANCE SIGN
DISTANCE BETWEEN ADVANCE SIGN

DIVERGE RAMP LAYOUT

NOT TO SCALE

FIGURE 8.8.4.2

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NOT TO BE REUSED

November 2010

EXAMPLE ONLY
TAPER LENGTHS
LEVELS 5 & 6

DUAL THREE OR MORE LANE CARRIAGEWAY NEAR SIDE LANE CLOSURE

DUAL TWO LANE CARRIAGEWAY OFF SIDE LANE CLOSURE

NOTES:
1. REFER TO TABLES 8.3.4 AND 8.3.5 FOR DIMENSIONS FOR TYPE A, B AND C WORKS.
2. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS.
3. SIGNS SHOULD BE PLACED IN THE VERGE AND MEDIANS AND POSITIONED SO AS NOT TO CAUSE AN OBSTRUCTION.
4. ADVANCED SIGNS ON APPROACH ROADS TO BE PLACED AT DISTANCES AS PER THE ROAD CLASSIFICATION.
5. FOR MERGE AND DIVERGE SLIPS REFER TO FIGURE 8.8.4.2.
6. THE USE OF VMS SIGNS DISPLAYING THE FIRST REGULATORY SIGN IS A REQUIREMENT ON LEVEL 6 ROADS AND IS RECOMMENDED.
7. ON ALL OTHER HIGH SPEED ROADS, THE VMS MUST BE ACCOMPANIED BY THE SAME STATIC REGULATORY SIGN.
8. DIRECT NEAR SIDE CLOSURE IS ONLY PERMITTED ON CARRIAGEWAY WITH THREE OR MORE LANES.
9. THE SET BACK SHALL BE DEFINED USING A SOLID WHITE LINE OR A LINE OF CLOSELY SPACED TEMPORARY ROAD STUDS.
ADVANCE SIGNS FOR CONSECUTIVE TRANSITIONS - DIRECTION OF TRAVEL 1
LEVELS 5 & 6

NOTES:
1. REFER TO TABLES 8.3.4 AND 8.3.5 FOR DIMENSIONS FOR TYPE A, B AND C WORKS
2. TRANSITION LENGTH IS EQUAL TO TWICE THE TAPER LENGTH APPLIED TO LANE
3. LANE WIDTHS DETERMINED BY TYPES AND VOLUME OF VEHICLES EXPECTED
4. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS
5. SIGNS SHOULD BE PLACED IN THE VERGE AND CENTRAL RESERVE SO AS NOT TO CAUSE AN OBSTRUCTION
6. TEMPORARY ROAD MARKINGS OR STUDS SHALL BE USED TO DIFFERENTIATE BETWEEN THE TEMPORARY LANES AND CHANNEL THE TRAFFIC EFFICIENTLY.
7. THE SET BOW SHALL BE DEFINED USING A SOLID WHITE LINE OR A LINE OF CLOSELY SPACED TEMPORARY ROAD STUDS.
8. THE USE OF VMS SIGNS AT THE CHANGE IN DIRECTION OF TRAFFIC IS A REQUIREMENT FOR LEVEL 6 ROADS AND IS RECOMMENDED ON ALL OTHER HIGH SPEED ROADS. THE VMS MUST BE ACCOMPANIED BY THE SAME STATUTORY REGULATORY SIGN.
9. AN INDICATIVE LOCATION FOR A REPEATER STATUTORY ROADWORKS SPEED LIMIT IS SHOWN FOR SITUATIONS WHERE IT MIGHT APPLY.
Figure 8.8.4.5

NOTES:

1. REFER TO TABLES 8.3.4 AND 8.3.5 FOR DIMENSIONS FOR TYPE A, B AND C WORKS.
2. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS.
3. SIGNS SHOULD BE PLACED IN THE VERGE AND CENTRAL RESERVE AND POSITIONED SO AS NOT TO CAUSE AN OBSTRUCTION.
4. ADVANCED SIGNS ON APPROACH ROADS WITHIN THE WORKS AREA TO BE PLACED AT DISTANCES AS PER THE ROAD CLASSIFICATION.
5. FOR MERGE AND DIVERGE SLIPS REFER TO FIGURE 8.8.4.2.
6. THE USE OF VMS SIGNS DISPLAYING THE FIRST REGULATORY SIGN IS A REQUIREMENT ON LEVEL 6 ROADS AND IS RECOMMENDED ON ALL OTHER HIGH SPEED ROADS. THE VMS MUST BE ACCOMPANIED BY THE SAME STATIC REGULATORY SIGN.
7. THE SET BACK SHALL BE DEFINED USING A SOLID WHITE LINE OR A LINE OF CLOSELY SPACED TEMPORARY ROAD STUDS.
8. AN INDICATIVE LOCATION FOR A REPEATER STATUTORY ROADWORKS SPEED LIMIT IS SHOWN FOR SITUATIONS WHERE IT MIGHT APPLY.
NOTES:
1. REFER TO TABLE 8.3.5 AND 8.3.6 FOR DIMENSIONS.
2. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS.
3. SIGNS SHOULD BE PLACED IN THE VERGE AND CENTRAL RESERVE AND POSITIONED SO AS NOT TO CAUSE AN OBSTRUCTION.
4. WARNING OR REGULATORY SIGNS WITHIN THE TAPER AND WORKS AREAS TO BE POSITIONED 50 TO 100m APART TO ENSURE VISIBILITY.
5. ADVANCED SIGNS ON APPROACH ROADS TO BE PLACED AT DISTANCES AS PER THE ROAD CLASSIFICATION TOOL.
6. FOR MERGE AND DIVERGE SIGNS REFER TO FIGURE 8.8.4.2.
7. THE USE OF VMS SIGNS DISPLAYING THE FIRST REGULATORY SIGN IS A REQUIREMENT ON LEVEL 8 ROADS AND IS RECOMMENDED ON ALL OTHER HIGH SPEED ROADS. THE VMS MUST BE ACCOMPANIED BY THE SAME STATIC REGULATORY SIGN.
8. OPERATING SPEED LIMIT TO BE POSTED AT END OF ROADWORKS TO DENOTE END OF ROADWORKS SPEED LIMIT.
9. THE SET BACK SHALL BE DEFINED USING A SOLID WHITE LINE OR A LINE OF CLOSELY SPACED TEMPORARY ROAD STUDS.
10. AN INDICATIVE LOCATION FOR A REPEATER STATUTORY ROADWORKS SPEED LIMIT SIGN FOR SITUATIONS WHERE IT MIGHT APPLY.
11. OPERATING SPEED LIMIT TO BE PROVIDED BEYOND THE END OF ROADWORKS' SIGN.
NOTES:
1. REFER TO TABLE 8.3.4 AND 8.3.4 FOR DIMENSIONS.
2. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS.
3. SIGNS SHOULD BE PLACED IN THE MERGE AND CENTRAL RESERVE AND
   POSITIONED SO AS NOT TO CAUSE AN OBSTRUCTION.
4. ADVANCED SIGNS TO BE PLACED ON MERGE SUPS IF WITHIN 1KM OF
   WORKS.
5. FOR TYPICAL MERGE AND EMERGE SUPS REFER TO FIGURE 8.4.2.
6. THE USE OF VMS SIGNAL DISPLAYING THE FIRST REGULATORY AND OR
   CHEVRON SIGN IS A REQUIREMENT ON LEVEL 6 ROADS AND IS
   RECOMMENDED ON ALL OTHER HIGH SPEED ROADS. THE VMS MUST
   BE ACCOMPANYED BY THE SAME STATIC REGULATORY SIGN.
7. SITE ENTRANCES/EXITS TO BE POSITIONED WITH CLEAR VISIBILITY FOR
   BOTH THE MAINLINE TRAFFIC AND THE EXITING SITE VEHICLES AND HAVE
   APPROPRIATE SIGNING.
8. OPERATING SPEED LIMIT TO BE POSTED AT END OF ROADWORKS TO
   DENOTE END OF THE ROADWORKS SPEED LIMIT.
9. THE ZONE BARRIER SHALL BE DEFINED USING A SOLID WHITE LINE OR A
   LINE OF CLOSELY SPACED TEMPORARY ROAD STUDS.
10. AN INDICATIVE LOCATION FOR A STATUTORY ROADWORKS SPEED LIMIT
    AND REPEATERS IS SHOWN FOR SITUATIONS WHERE IT MIGHT APPLY.
11. OPERATING SPEED LIMIT TO BE PROVIDED BEYOND THE END OF
    ROADWORKS' SIGN.
MANDATORY SIGN FOR USE AT MOBILE LANE CLOSURES

Notes: -
1. Sign to be RUS 001/ RUS 002 in accordance with the Road Traffic (Signs) Regulations.
2. Colours:
   - Backing Board .......... Yellow (ISEN 12899)
   - Flashing Lanterns ........ Amber (Signal Yellow)

KEEP RIGHT ARROW FOR USE AT MOBILE OPERATIONS
Notes -
1. Sign sizes
   - Roadworks ahead: 600mm side
   - Lane closure: 1200mm side
   - Supplementary plate: 1275mm x 565mm
2. For details of individual signs and text, see the Traffic Signs Manual. For text, the 'x' height is 150mm.
3. Colours:
   - Backing Board: Yellow (ISEN 12899)
   - Flashing Lanterns: Amber (Signal Yellow)
4. Refer to working drawings for rectangular alternative sign permitted for use at mobile lane closures only.
LAYOUT A: CASE 1
LAYOUT FOR LEFT LANE CLOSURE
DUAL 2 LANE ROAD WITHOUT HARD SHOULDER

NOTES:
1. VEHICLE D SHOULD ALWAYS BE USED UNLESS THERE ARE VERY SOUND REASONS NOT TO DO SO.
2. DETAILS OF THE ADDITIONAL SIGNING REQUIRED ON AN ENTRY SLIP ROAD ARE GIVEN IN PARAGRAPH 8.5.6.17.
3. ADVANCE WARNING VEHICLES SHALL BE POSITIONED IN THE VERGE.
NOTES
1. VEHICLE D SHOULD ALWAYS BE USED UNLESS THERE ARE VERY SOUND REASONS NOT TO DO SO.
2. DETAILS OF THE ADDITIONAL SIGNING REQUIRED ON AN ENTRY SLIP ROAD ARE GIVEN IN PARAGRAPH 8.5.6.17.
3. ADVANCE WARNING VEHICLES SHALL BE POSITIONED IN THE VERGE.
LAYOUT A: CASE 3
LAYOUT FOR LEFT LANE CLOSURE
DUAL 3 LANE ROAD WITHOUT HARD SHOULDER

NOTES:
1. VEHICLE D SHOULD ALWAYS BE USED UNLESS THERE ARE VERY SOUND REASONS NOT TO DO SO.
2. DETAILS OF THE ADDITIONAL SIGNING REQUIRED ON AN ENTRY SLIP ROAD ARE GIVEN IN PARAGRAPH 8.5.6.17.
3. ADVANCE WARNING VEHICLES SHALL BE POSITIONED IN THE MIDDLE.
NOTES:
1. VEHICLE D SHOULD ALWAYS BE USED UNLESS THERE ARE VERY SOUND REASONS NOT TO DO SO.
2. DETAILS OF THE ADDITIONAL SIGNING REQUIRED ON AN ENTRY SLIP ROAD ARE GIVEN IN PARAGRAPH 8.5.6.17.
3. ADVANCE WARNING VEHICLES SHALL BE POSITIONED IN THE VERGE.
LAYOUT A: CASE 5
LAYOUT FOR CENTRE AND LEFT LANE CLOSURE
DUAL 3 LANE ROAD WITHOUT HARD SHOULDER

NOTES:
1. VEHICLE D SHOULD ALWAYS BE USED UNLESS THERE ARE VERY GOOD REASONS NOT TO DO SO.
2. DETAILS OF THE ADDITIONAL SIGNING REQUIRED ON AN ENTRY SLIP ROAD ARE GIVEN IN PARAGRAPH 8.6.6.17.
3. ADVANCE WARNING VEHICLES SHALL BE POSITIONED IN THE VERGE.

Figure 8.8.5.7
LAYOUT A: CASE 6
LAYOUT FOR CENTRE AND RIGHT LANE CLOSURE
DUAL 3 LANE ROAD WITHOUT HARD SHOULDER

NOTES:
1. VEHICLE D SHOULD ALWAYS BE USED UNLESS THERE ARE VERY SOUND REASONS NOT TO DO SO.
2. DETAILS OF THE ADDITIONAL SIGNING REQUIRED ON AN ENTRY SLIP ROAD ARE GIVEN IN PARAGRAPH 8.5.6.17.
3. ADVANCE WARNING VEHICLES SHALL BE POSITIONED IN THE VERGE.
NOTES

1. VEHICLE D SHOULD ALWAYS BE USED UNLESS THERE ARE VERY SOUND REASONS NOT TO DO SO.
2. DETAILS OF THE ADDITIONAL SIGNING REQUIRED ON AN ENTRY SLIP ROAD ARE GIVEN IN PARAGRAPHS 8.5.6.18 TO 8.5.6.22.
3. ADVANCE WARNING VEHICLES SHALL BE POSITIONED IN THE HARD SHOULDER.
NOTES:
1. VEHICLE D SHOULD ALWAYS BE USED UNLESS THERE ARE VERY SOUND REASONS NOT TO DO SO.
2. DETAILS OF THE ADDITIONAL SIGNING REQUIRED ON AN ENTRY SLIP ROAD ARE GIVEN IN PARAGRAPHS 8.5.6.18 TO 8.5.6.22.
3. ADVANCE WARNING VEHICLES SHALL BE POSITIONED IN THE HARD SHOULDER.
LAYOUT B: CASE 3
LAYOUT FOR LEFT LANE CLOSURE
DUAL 3 LANE MOTORWAY AND ALL PURPOSE ROAD
WITH HARD SHOULDER

Figure 8.8.5.11

NOT TO SCALE

NOT TO BE REUSED

NOTES:
1. VEHICLE D SHOULD ALWAYS BE USED UNLESS THERE ARE VERY SOUND
   REASONS NOT TO DO SO.
2. DETAILS OF THE ADDITIONAL SIGNING REQUIRED ON AN ENTRY SLIP ROAD
   ARE GIVEN IN PARAGRAPHS 8.5.6.18 TO 8.5.6.22.
3. ADVANCE WARNING VEHICLES SHALL BE POSITIONED IN THE HARD SHOULDER.
FIGURE 8.8.5.12

NOTES:
1. VEHICLE © SHOULD ALWAYS BE USED UNLESS THERE ARE VERY Sound REASONS NOT TO DO SO.
2. DETAILS OF THE ADDITIONAL SIGNING REQUIRED ON AN ENTRY SLIP ROAD ARE GIVEN IN PARAGRAPHS 6.5.6.16 TO 6.5.6.22.
3. ADVANCE WARNING VEHICLES SHALL BE POSITIONED IN THE HARD SHOULDER.
NOTES

1. VEHICLE D SHOULD ALWAYS BE USED UNLESS THERE ARE VERY GOOD REASONS NOT TO DO SO.

2. DETAILS OF THE ADDITIONAL SIGNING REQUIRED ON AN ENTRY SLIP ROAD ARE GIVEN IN PARAGRAPHS 8.5.6.18 TO 8.5.6.22.

3. ADVANCE WARNING VEHICLES SHALL BE POSITIONED IN THE HARD SHOULDER.
NOTES
1. VEHICLE 0 SHOULD ALWAYS BE USED UNLESS THERE ARE VERY GOOD REASONS NOT TO DO SO.
2. DETAILS OF THE ADDITIONAL SIGNING REQUIRED ON AN ENTRY SLIP ROAD ARE GIVEN IN PARAGRAPHS 8.5.6.18 TO 8.5.6.23.
3. ADVANCE WARNING VEHICLES SHALL BE POSITIONED IN THE HARD SHOULDER.

LAYOUT B: CASE 6
LAYOUT FOR RIGHT AND CENTRE LANE CLOSURE
DUAL 3 LANE MOTORWAY AND ALL PURPOSE ROAD
WITH HARD SHOULDER

WORKING VEHICLE

DIRECTION OF TRAVEL

EXAMPLE ONLY

NOT TO BE REUSED

FIGURE 8.5.14 8/149
NOTES
1. DETAILS OF THE ADDITIONAL SIGNING REQUIRED ON AN ENTRY SLIP ROAD ARE GIVEN IN PARAGRAPHS 8.5.6.18 TO 8.5.6.22.
2. ADVANCE WARNING VEHICLES SHALL BE POSITIONED IN THE HARD SHOULDER.
MANDATORY SIGN FOR USE AT REGULATORY ROLLING ROAD BLOCKS

Notes:-
1. Sign to be RUS 014 in accordance with the Road Traffic (Signs) Regulations.
2. Colours:
   - Backing Board ............... Yellow (ISEN 12899)
   - Flashing Lanterns .......... Amber (Signal Yellow)

NO OVERTAKING FOR USE AT MOBILE OPERATIONS
NOTES:

1. Sign sizes
   - WK001 - Roadworks ahead
   - WK062 - Queues Likely
   - P001 - Supplementary plate
     - 600mm side
     - 1200mm side
     - 1275mm x 565mm

2. For details of individual signs and text, see the Traffic Signs Manual. For text, the 'x' height is 150mm.

3. Colours:
   - Backing Board: Yellow (SE103B9)
   - Flashing Lanterns: Amber (Signal Yellow)

ROADWORKS AHEAD AND QUEUES LIKELY SIGNS
FOR USE AT ROLLING ROAD BLOCKS
VEHICLES REQUIRED FOR ROLLING ROAD BLOCK
DUAL CARRIAGEWAY OR MOTORWAY

NOTES:
1. DETAILS OF SIGNING/BARRIER REQUIRED FOR ENTRY RAMP IS SHOWN IN DRAWING 6.20
2. ADVANCE WARNING VEHICLES SHALL ALWAYS BE POSITIONED IN THE HARD SHOULDER
FIGURE 8.8.5.19

NOT TO BE REUSED

NOT TO SCALE

VEHICLES MOVE INTO POSITION FOR ROLLING ROAD BLOCK
DUAL CARRIAGeway OR MOTORWAY

ADVANCE WARNING VEHICLE POSITIONED 400M FROM BACK OF QUEUE

ADVANCE WARNING VEHICLE POSITIONED 400M FROM BACK OF QUEUE

NOT TO SCALE

EXAMPLE ONLY

NOT TO SCALE

November 2010
8/154
ROLLING ROAD BLOCK IN OPERATION PASSING A MERGE
DUAL CARRIAGEWAY OR MOTORWAY

NOTES
1. ADVANCE WARNING VEHICLES SHALL ALWAYS BE POSITIONED IN THE HARD
SHOULDER.
ROLLING ROAD BLOCK REACHES WORKS AREA
DUAL CARRIAGEWAY OR MOTORWAY

ADVERTISE WARNING VEHICLE
POSITIONED 400M FROM BACK OF QUEUE

DIRECTION OF TRAVEL

WORKS AREA CLEARED

NOTES
1. DETAILS OF SIGNING/BARRIER REQUIRED FOR ENTRY RAMPS ARE SHOWN IN DRAWING 5.20.
2. ADVANCE WARNING VEHICLES SHALL ALWAYS BE POSITIONED IN THE HARD SHOULDER.
NOTES:
1. REFER TO TABLE 8.3.2 AND 8.3.4 FOR DIMENSIONS.
2. MIN WIDTH FOR TRAFFIC WILL DEPEND ON THE % OF HOV'S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS.
4. WIDTH OF SITE EXIT/ENTRY TO ACCOMMODATE DIFFERENT TYPES OF VEHICLES ENTERING AND EXITING THE SITE.
5. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION.
6. FOOTPATH CLOSED SIGN SHOULD BE PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD, OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PROTECTED BY BARRIERS.
7. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
8. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD.
9. "END OF ROADWORKS" SIGN PLACED 20 TO 50M FROM END OF WORKS AREA.
10. THE USE OF VAS SIGNS DISPLAYING THE FIRST REGULATORY AND CHEVRON SIGN IS RECOMMENDED ON HIGH SPEED ROADS.
11. AN INDICATIVE LOCATION FOR A STATUTORY ROADWORKS SPEED LIMIT IS SHOWN FOR SITUATIONS WHERE IT MIGHT APPLY.
12. OPERATING SPEED LIMIT TO BE POSTED AT END OF ROADWORKS TO DENOTE END OF THE ROADWORKS SPEED LIMIT.
ADVANCE / END SIGNS FOR A TIDAL FLOW OPERATION - (PHASE 1)
DIRECTION OF TRAVEL 2 & 1
LEVELS 2 & 4

NOTES:
1. REFER TO TABLE 8.3.2 AND 8.3.3 FOR DIMENSIONS.
2. MIN WIDTH FOR TRAFFIC WILL DEPEND ON THE % OF HGV'S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS
4. WIDTH OF SITE EXIT/ENTRY TO ACCOMMODATE DIFFERENT TYPES OF VEHICLES ENTERING AND EXITING THE SITE.
5. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION.
6. FOOTPATH CLOSED SIGN PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD, THIS CROSSING
   SHOULD HAVE DISHED KERRS AND BE CONTROLLED OR UNCONTROLLED DEPENDING ON THE EXISTING SCENARIO, OR ELSE DIVERTED
   INTO A TEMPORARY WALKWAY PROTECTED BY CONES OR BARRIERS.
7. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
8. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD.
9. "END OF ROADWORKS" SIGN PLACED 20 TO 50M FROM END OF WORKS AREA.
10. THE USE OF VARIOUS SIGNS DISPLAYING THE FIRST REGULATORY AND OR CHEVRON SIGN IS RECOMMENDED ON HIGH SPEED ROADS.
11. AN INDICATIVE LOCATION FOR A STATUTORY ROADWORKS SPEED LIMIT IS SHOWN FOR SITUATIONS WHERE IT MIGHT APPLY.
12. OPERATING SPEED LIMIT TO BE POSTED AT END OF ROADWORKS TO DENOTE END OF THE ROADWORKS SPEED LIMIT.
NOTES:
1. REFER TO TABLE 8.3.2 AND 8.3.3 FOR DIMENSIONS.
2. MIN WIDTH FOR TRAFFIC WILL DEPEND ON THE % OF HOV'S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS
4. SIGNS SHOULD BE PLACED IN THE VERGE OF AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION.
5. FOOTPATH CLOSED SIGN SHOULD BE PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD, OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PROTECTED BY BARRIERS.
6. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
7. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD.
8. "END OF ROADWORKS" SIGN PLACED 20 TO 50M FROM END OF WORKS AREA.
9. THE USE OF VAS SIGNS DISPLAYING THE FIRST REGULATORY AND OR CHEVRON SIGN IS RECOMMENDED ON HIGH SPEED ROADS.
10. AN INDICATIVE LOCATION FOR A STATUTORY ROADWORKS SPEED LIMIT IS SHOWN FOR SITUATIONS WHERE IT MIGHT APPLY.
11. OPERATING SPEED LIMIT TO BE POSTED AT END OF ROADWORKS TO DENOTE END OF THE ROADWORKS SPEED LIMIT.
ADVANCE / END SIGNS FOR A TIDAL FLOW OPERATION - (PHASE 2)
DIRECTION OF TRAVEL 2 & 1
LEVELS 2 & 4

NOTES:
1. REFER TO TABLE 8.3.5 AND 8.3.6 FOR DIMENSIONS.
2. MIN WIDTH FOR TRAFFIC WILL DEPEND ON THE % OF HOV'S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS.
4. WIDTH OF SITE EXIT/ENTRY TO ACCOMMODATE DIFFERENT TYPES OF VEHICLES ENTERING AND EXITING THE SITE.
5. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION.
6. FOOTPATH CLOSED SIGN SHOULD BE PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD, OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PROTECTED BY CONES OR BARRIERS.
7. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
8. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD.
9. "END OF ROADWORKS" SIGN PLACED 20 TO 50M FROM END OF WORKS AREA.
10. THE USE OF VMS SIGNS DISPLAYING THE FIRST REGULATORY AND OR CHEVRON SIGN IS RECOMMENDED ON HIGH SPEED ROADS.
11. AN INDICATIVE LOCATION FOR A STATUTORY ROADWORKS SPEED LIMIT IS SHOWN FOR SITUATIONS WHERE IT MIGHT APPLY.
12. OPERATING SPEED LIMIT TO BE POSTED AT END OF ROADWORKS TO DENOTE END OF THE ROADWORKS SPEED LIMIT.
NOTES:
1. REFER TO TABLE 8.3.2 AND 8.3.3 FOR DIMENSIONS.
2. MIN WIDTH FOR TRAFFIC WILL DEPEND ON THE % OF HGV'S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS.
4. WIDTH OF SITE EXIT/ENTRY TO ACCOMMODATE DIFFERENT TYPES OF VEHICLES ENTERING AND EXITING THE SITE.
5. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION.
6. FOOTPATH CLOSED SIGN SHOULD BE PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PROTECTED BY BARRIERS.
7. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
8. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD.
9. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA.
10. THE USE OF VMS SIGNS DISPLAYING THE FIRST REGULATORY AND OR CHEVRON SIGN IS RECOMMENDED ON HIGH SPEED ROADS.
11. AN INDICATIVE LOCATION FOR A REPEATER STATUTORY ROADWORKS SPEED LIMIT IS SHOWN FOR SITUATIONS WHERE IT MIGHT APPLY.
12. OPERATING SPEED LIMIT TO BE POSTED AT END OF ROADWORKS TO DENOTE END OF THE ROADWORKS SPEED LIMIT.
13. 45° TAPER AT END OF WORKS TO DEFLECT TRAFFIC BACK TO ORIGINAL LANE CONFIGURATION.
NOTES:
1. REFER TO TABLE 8.3.2 AND 8.3.4 FOR DIMENSIONS.
2. MIN WIDTH FOR TRAFFIC WILL DEPEND ON THE % OF HOVS
   EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.2.4 FOR DEFINITION OF ROADWORK SIGNS
4. WIDTH OF SITE EXIT/ENTRY TO ACCOMMODATE DIFFERENT TYPES OF
   VEHICLES ENTERING AND EXITING THE SITE
5. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF
   THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION.
6. FOOTPATH CLOSED SIGN SHOULD BE PLACED AT BARRIERS TO
   DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD
   OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PROTECTED BY
   BARRIERS.
7. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING
   CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
8. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME
   DISTANCES ON ANY APPROACH ROAD.
9. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF
   WORKS AREA.
10. THE USE OF WMS SIGNS DISPLAYING THE FIRST REGULATORY AND
    OR CHEVRON SIGN IS RECOMMENDED ON ALL SPEED ROADS.
11. AN INDICATIVE LOCATION FOR A REPEATER STATUTORY ROADWORKS
    SPEED LIMIT IS SHOWN FOR SITUATIONS WHERE IT MIGHT APPLY.
12. OPERATING SPEED LIMIT TO BE POSTED AT END OF ROADWORKS TO
    DENOTE END OF THE ROADWORKS SPEED LIMIT.
13. 45° TAPER AT END OF WORKS TO DEFLECT TRAFFIC BACK TO
    ORIGINAL LANE CONFIGURATION.
NOTES:
1. REFER TO TABLE 8.3.2 AND 8.3.2 FOR DIMENSIONS.
2. MIN WIDTH FOR TRAFFIC WILL DEPEND ON THE % OF HOY’S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS.
4. WIDTH OF SITE EXIT/ENTRY TO ACCOMMODATE DIFFERENT TYPES OF VEHICLES ENTERING AND EXITING THE SITE.
5. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION.
6. FOOTPATH CLOSED SIGN SHOULD BE PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD, OR ELSE DIVERTED INTO A TEMPORARY WALKWAY PROTECTED BY BARRIERS.
7. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
8. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD.
9. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA.
10. THE USE OF VMS SIGNS DISPLAYING THE FIRST REGULATORY AND OR CHEVRON SIGN IS RECOMMENDED ON HIGH SPEED ROADS.
11. AN INDICATIVE LOCATION FOR A REPEATED STATUTORY ROADWORKS SPEED LIMIT IS SHOWN FOR SITUATIONS WHERE IT MIGHT APPLY.
12. 45° TAPER AT END OF WORKS TO DEFLCT TRAFFIC BACK TO ORIGINAL LANE CONFIGURATION.
SIGNS FOR WORK SITE AREA FOR TIDAL FLOW OPERATION - (PHASE 2)
DIRECTION OF TRAVEL 1 & 2
LEVELS 2 & 4

NOTES:
1. REFER TO TABLE 6.3.2 AND 6.3.3 FOR DIMENSIONS.
2. WIDEN WIDTH FOR TRAFFIC WILL DEPEND ON THE % OF HOV’S EXPECTED AND VOLUME OF CYCLISTS ETC.
3. REFER TO TABLE 8.2.1 FOR DEFINITION OF ROADWORK SIGNS.
4. WIDTH OF SITE EXIT/ENTRY TO ACCOMMODATE DIFFERENT TYPES OF VEHICLES ENTERING AND EXITING THE SITE.
5. SIGNS SHOULD BE PLACED IN THE VERGE OR AT THE BACK OF THE FOOTWAY SO AS NOT TO CAUSE AN OBSTRUCTION.
6. FOOTPATH CLOSED SIGN SHOULD BE PLACED AT BARRIERS TO DIRECT PEDESTRIANS ACROSS TO THE OTHER SIDE OF THE ROAD, OR ELSE DIVERTED INTO A TEMORARY WALKWAY PROTECTED BY BARRIERS.
7. PEDESTRIANS SHOULD BE INSTRUCTED TO CROSS AT AN EXISTING CROSSING POINT, IF PRESENT, IN ADVANCE OF THE WORKS.
8. SAME NUMBER OF ADVANCED SIGNS PLACED AT THE SAME DISTANCES ON ANY APPROACH ROAD.
9. "END OF ROADWORKS" SIGN PLACED 20 TO 50m FROM END OF WORKS AREA.
10. THE USE OF VMS SIGNS DISPLAYING THE FIRST REGULATORY AND OR CHEVRON SIGN IS RECOMMENDED ON HIGH SPEED ROADS.
11. AN INDICATIVE LOCATION FOR A REPEATER STATUTORY ROADWORKS SPEED LIMIT IS SHOWN FOR SITUATIONS WHERE IT MIGHT APPLY.
12. 45° TAPER AT END OF WORKS TO DEFLECT TRAFFIC BACK TO ORIGINAL LANE CONFIGURATION.
NOT TO SCALE

FIGURE 8.8.7.1

NOTES
1. TRAFFIC MANAGEMENT SIGNS TO BE PROVIDED AS PER THE RELEVANT TABLE IN SECTION 8.3.
2. CONVOY VEHICLE MOVES INTO PLACE AND SIGNAL TURNS TO GREEN BEHIND IT FOR TRAFFIC IN DIRECTION OF TRAVEL 1.
3. TRAFFIC IN DIRECTION OF TRAVEL 2 HELD ON RED.
4. SIGN WK 008 “CONVOY SYSTEM IN OPERATION” IN CONJUNCTION WITH THE CORRECT SIGN TO INDICATE THE TYPE OF ACTIVE TRAFFIC MANAGEMENT SHOULD BE USED AND COUNTED AS ONE SIGN.
5. SIGN WK 099 TO BE FASTENED TO THE BACK OF THE CONVOY VEHICLE.
6. MIN LENGTH FROM STOPPING POINT TO START OF TAPER TO BE 10m. ACTUAL LENGTH TO BE DESIGNED TO ACCOMMODATE SWEEP PATHS OF DIFFERENT TYPES OF VEHICLES.
NOT TO BE REUSED

NOT TO SCALE

FIGURE 8.8.7.2

NOTES
1. TRAFFIC MANAGEMENT SIGNS TO BE PROVIDED AS PER THE RELEVANT TABLE IN SECTION 8.3.
2. VEHICLES IN THE DIRECTION ON TRAVEL 1 FOLLOW THE CONVOY VEHICLE THROUGH THE WORKS AT A CONTROLLED SPEED UNTIL THE SIGNAL CHANGES TO RED.
3. ONCE THROUGH THE WORKS THE CONVOY VEHICLE PULLS IN AND THE LINE OF VEHICLES BEHIND IT CONTINUES ON THEIR WAY.
4. VEHICLES TRAVELLING IN DIRECTION OF TRAVEL 2 ARE HELD ON RED.
5. SIGN MW 098 'CONVOY SYSTEM IN OPERATION', IN CONJUNCTION WITH THE CORRECT SIGN TO INDICATE THE TYPE OF ACTIVE TRAFFIC MANAGEMENT, SHOULD BE USED AND COUNTED AS ONE SIGN.
6. SIGN MW 099 SHOULD BE ATTACHED TO THE BACK OF THE CONVOY VEHICLE.

MIN LENGTH FROM STOPPING POINT TO START OF TAPER TO BE 10m, ACTUAL LENGTH TO BE DESIGNED TO ACCOMMODATE SWEPT PATHS OF DIFFERENT TYPES OF VEHICLES.
NOTES
1. TRAFFIC MANAGEMENT SIGNS TO BE PROVIDED AS PER THE RELEVANT TABLE IN SECTION 8.3
2. ALL VEHICLES HELD ON RED
3. CONVOY VEHICLE MOVES INTO PLACE AND SIGNAL TURNS TO GREEN FOR TRAFFIC TRAVELLING IN THE
   DIRECTION OF TRAVEL 2
4. TRAFFIC IN DIRECTION OF TRAVEL 1 HELD ON RED
5. SIGN WM 098 "CONVOY SYSTEM IN OPERATION", IN CONJUNCTION WITH THE CORRECT SIGN TO INDICATE THE
   TYPE OF ACTIVE TRAFFIC MANAGEMENT CONTROL IN PLACE, SHOULD BE USED AND COUNTED AS ONE SIGN.
6. SIGN WM 099 TO BE ATTACHED TO THE BACK OF THE CONVOY VEHICLE.
NOTES:
1. TRAFFIC MANAGEMENT SIGNS TO BE PROVIDED AS PER THE RELEVANT TABLE IN SECTION 8.3.
2. VEHICLES FOLLOW CONVOY VEHICLE THROUGH THE WORKS AT A CONTROLLED SPEED.
3. ONCE THROUGH THE WORKS THE CONVOY VEHICLE PULLS IN AND THE VEHICLES TRAVELLING IN DIRECTION OF TRAVEL 2 CONTINUE ON THEIR WAY WHILE THE SIGNAL TURNS TO RED.
4. VEHICLES TRAVELLING IN DIRECTION OF TRAVEL 1 ARE HELD ON RED.
5. SIGN W/ O88 "CONVOY SYSTEM IN OPERATION", IN CONJUNCTION WITH THE CORRECT SIGN TO INDICATE THE TYPE OF ACTIVE TRAFFIC MANAGEMENT, SHOULD BE USED AND COUNTED AS ONE SIGN.
6. SIGN W/ O99 "FOLLOW CONVOY VEHICLE" TO BE ATTACHED TO THE CONVOY VEHICLE.
7. MIN LENGTH FROM STOPPING POINT TO START OF TAPER TO BE 10m. ACTUAL LENGTH TO BE DESIGNED TO ACCOMMODATE SWEEP PATHS OF DIFFERENT TYPES OF VEHICLES.
FIGURE 8.8.7.5

LAYOUT FOR CONVOY WORKING USING THREE VEHICLES

PHASE 1a

DISTANCE BETWEEN ADVANCE SIGN

DISTANCE BETWEEN ADVANCE SIGN

CONVOY VEHICLE WITH SIGN WK 098 ATTACHED AT THE END OF THE QUEUE IN DIRECTION OF TRAVEL 1.

POSITION OF TEMPORARY SIGNAL OR MANUAL CONTROLLER DISPLAYING GREEN

CONVOY VEHICLE WITH SIGN WK 098 ATTACHED AT THE END OF THE QUEUE IN DIRECTION OF TRAVEL 2

POSITION OF TEMPORARY SIGNAL OR MANUAL CONTROLLER DISPLAYING GREEN

NOTES

1. TRAFFIC MANAGEMENT SIGNS TO BE PROVIDED AS PER THE RELEVANT TABLE IN SECTION 8.3.
3. CONVOY VEHICLE B MOVES INTO POSITION AT THE END OF THE AGREED NUMBER OF VEHICLES PER GREEN PHASE.
4. CONVOY VEHICLE C MOVES INTO POSITION AT THE TOP OF THE QUEUE IN DIRECTION OF TRAVEL 2.
5. SIGN WK 098 "CONVOY SYSTEM IN OPERATION", IN CONJUNCTION WITH THE CORRECT SIGN TO INDICATE THE TYPE OF ACTIVE TRAFFIC MANAGEMENT, SHOULD BE USED AND COUNTED AS ONE SIGN.
6. SIGN WK 099 "FOLLOW CONVOY VEHICLE" TO BE ATTACHED TO THE CONVOY VEHICLES.
7. MIN LENGTH FROM STOPPING POINT TO START OF TAPER TO BE 10m. ACTUAL LENGTH TO BE DESIGNED TO ACCOMMODATE SWEPT PATHS OF DIFFERENT TYPES OF VEHICLES.

NOT TO SCALE

NOT TO SCALE

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NOTES:
1. TRAFFIC MANAGEMENT SIGNS TO BE PROVIDED AS PER THE RELEVANT TABLE IN SECTION 8.3.
2. VEHICLES FOLLOW CONVOY VEHICLE A THROUGH THE WORKS AT A CONTROLLED SPEED.
3. ONCE THROUGH THE WORKS CONVOY VEHICLE A PULLS IN AND THE VEHICLES TRAVELLING IN DIRECTION OF TRAVEL 1 CONTINUE ON THEIR WAY.
4. CONVOY VEHICLE B IS STOPPED AT THE RED SIGNAL AND CONTROLS THE FLOW OF TRAFFIC TRAVELLING IN DIRECTION OF TRAVEL 1.
5. CONVOY VEHICLE C AND VEHICLES TRAVELLING IN DIRECTION OF TRAVEL 2 ARE HELD ON RED UNTIL THE LAST VEHICLE TRAVELLING IN THE DIRECTION OF TRAVEL 1 HAS CLEARED THE SHUTTLE SYSTEM.
6. SIGN W1 088 "CONVOY SYSTEM IN OPERATION" IN CONJUNCTION WITH THE CORRECT SIGN TO INDICATE THE TYPE OF ACTIVE TRAFFIC MANAGEMENT, SHOULD BE USED AND COUNTED AS ONE SIGN.
7. MIN LENGTH FROM STOPPING POINT TO START OF TAPER TO BE 10m. ACTUAL LENGTH TO BE DESIGNED TO ACCOMMODATE SWEEPT PATHS OF DIFFERENT TYPES OF VEHICLES.
NOTES
1. TRAFFIC MANAGEMENT SIGNS TO BE PROVIDED AS PER THE RELEVANT TABLE IN SECTION 8.3
2. CONVOY VEHICLE C MOVES OFF ONCE SIGNAL TURNS GREEN FOLLOWED BY TRAFFIC TRAVELLING IN DIRECTION OF TRAVEL 2. ONCE PASSED THE WORKS CONVOY VEHICLE C PULLS IN AND THE VEHICLES TRAVELLING IN DIRECTION OF TRAVEL 2 CONTINUE ON THEIR WAY.
3. CONVOY VEHICLE A TURNS AT AN APPROPRIATE PLACE AND JOINS THE BACK OF THE QUEUE TRAVELLING IN DIRECTION OF TRAVEL 2. ONCE VEHICLE A REACHES THE SIGNAL IT CHANGES TO RED.
4. CONVOY VEHICLE B HOLDS TRAFFIC TRAVELLING IN DIRECTION OF TRAVEL 1 ON RED.
5. CONVOY VEHICLE C JOINS THE QUEUE TRAVELLING IN DIRECTION OF TRAVEL 1 AT THE END OF THE QUEUE OR AT A SET NUMBER OF VEHICLES BACK FROM THE SIGNAL.
6. SIGN WK 098 'CONVOY SYSTEM IN OPERATION' IN CONJUNCTION WITH THE CORRECT SIGN TO INDICATE THE TYPE OF ACTIVE TRAFFIC MANAGEMENT, SHOULD BE USED AND COUNTED AS ONE SIGN.
7. SIGN WK 099 'FOLLOW CONVOY VEHICLE' SHOULD BE ATTACHED TO THE CONVOY VEHICLES.
8. MIN LENGTH FROM STOPPING POINT TO START OF TAPER TO BE 10m. ACTUAL LENGTH TO BE DESIGNED TO ACCOMMODATE SWEEPTH PATHS OF DIFFERENT TYPES OF VEHICLES.
NOTES
1. TRAFFIC MANAGEMENT SIGNS TO BE PROVIDED AS PER THE RELEVANT TABLE IN SECTION 8.5.
2. CONVOY VEHICLE B MOVES OFF ONCE SIGNAL TURNS TO GREEN FOLLOWED BY TRAFFIC TRAVELLING IN DIRECTION OF TRAVEL 1.
3. CONVOY VEHICLE A STOPS AT THE TOP OF THE QUEUE TRAVELLING IN DIRECTION OF TRAVEL 2 AND HOLDS THE TRAFFIC ON RED.
4. CONVOY VEHICLE C HOLDS TRAFFIC TRAVELLING IN DIRECTION OF TRAVEL 1 ON RED.
5. SIGN W/089 "CONVOY SYSTEM IN OPERATION", IN CONJUNCTION WITH THE CORRECT SIGN TO INDICATE THE TYPE OF ACTIVE TRAFFIC MANAGEMENT, SHOULD BE USED AND COUNTED AS ONE SIGN.
6. SIGN W/099 "FOLLOW CONVOY VEHICLE" TO BE ATTACHED TO THE CONVOY VEHICLES.
7. MIN LENGTH FROM STOPPING POINT TO START OF TAPER TO BE 10m, ACTUAL LENGTH TO BE DESIGNED TO ACCOMMODATE SWEEP PATHS OF DIFFERENT TYPES OF VEHICLES.
LAYOUT FOR SEMI-STATIC CLOSURE
SINGLE CARRIAGEWAY

200m WORKS AREA 800m MAX.

WORKING VEHICLE

NOTES
1. ADVANCE WARNING SIGNS POSITIONED IN THE VERGE.
2. SIGNS TO BE MOVED EVERY 1km AS THE WORK PROGRESSES.
3. ADDITIONAL SIGNING REQUIRED AT JUNCTIONS.
4. ROADWORKS END SIGN TO BE POSITIONED 20 - 50m FROM END OF WORKS AREA.

LAYOUT A - WORKS VEHICLE IS AT START OF THE WORKS AREA

200m WORKS AREA 1km MAX.

LAYOUT B - WORKS VEHICLE AT END OF THE WORKS AREA