

DIAGRAM 12 LANE CLOSURE: TWO-WAY ROAD OR BRIDGE

NOTES TO DIAGRAM 12:

1. Local traffic access should be considered. Parking restrictions should apply on both sides of the roadway throughout the work site.
2. At bridgeworks, the sign ROADWORK Ahead should be replaced by BRIDGEWORK Ahead sign and the END ROADWORK sign may be omitted where a temporary speed zone has not been implemented. Consider the need for a Narrow Bridge sign (W4-1) in conjunction with a ONE LANE sign (W8-16) (see Part 2 of this Manual).
3. Advance warning signs may be required on the right-hand side of roads where the volume is 10 000 vpd or greater..
4. If the work area is made available to traffic at night, remove or cover all inappropriate signs and erect signs advising of the road surface conditions (see Diagram 31 and Clause 2.6.2). The Traffic Controller Ahead / PREPARE TO STOP sign should only be used when traffic controllers are on duty. It should be covered or removed at all other times.
5. For long-term works where it is not intended to make the work area available to traffic at night, use traffic signals, stop line and associated sign or divert traffic (see Diagrams 25 or 28).
6. A GIVE WAY sign (see Clause 3.5.3) may be used where-
 - (a) the road has a traffic volume of 150 vpd or less and the posted speed limit during roadworks is 70 km/h or less;
 - (b) each entry to the work area is visible from the other;
 - (c) work area is less than 100 m in length; and
 - (d) there is sight distance to opposing traffic of desirably 200 m or more beyond the far end of the work area for traffic facing the GIVE WAY sign.

The GIVE WAY sign should be placed at the start of the taper to control traffic in the obstructed lane. The NO OVERTAKING OR PASSING signs should be erected in conjunction with the GIVE WAY sign (see Clause 3.5.3).
7. A maximum speed limit of 60 km/h shall be used where traffic controllers or signal control is employed and should be considered for give way control. Cover or alter if inappropriate at night.
8. Consider use of ROADWORK 1 km Ahead and ROADWORK 500 m Ahead signs in advance of the taper at the work site for approach speeds of 90 km/h or greater when the work site requires a reduction in speed of 40 km/h or more see Clause 4.7.2.
9. Where work involves excavation or removal of bridge deck, barriers or some form of continuous fencing should be used. Delineators should be attached to the fence to delineate the edge of the travelled path (see Clause 3.9.2).
10. The distance D for sign spacing is given in Table 4.2.
11. Use the sign STOP HERE ON RED SIGNAL (R6-6) when Stop line is not marked on the pavement.
12. The Workers (symbolic) sign shall be removed when workers have left the work area or are no longer visible to traffic.
13. Where a secondary signal is not provided, the primary signal should consist of two sets of lanterns particularly where signals are required to operate unattended.
14. Advance warning shall be provided by means of a buffer zone comprising either the Speed Limit AHEAD sign or a speed zone see Clause 4.9.5.
15. Refer to Table 4.6 for recommended taper lengths.
16. The minimum lane width including trafficable shoulder shall be 3.0 m (see Clause 4.13.3).
17. Advance signs shall be displayed as prominently as possible by selecting the longitudinal location of the sign for best sight distance for approaching traffic. Signs continuously required for works which will be in progress for periods longer than 2 weeks should be erected in a permanent manner, e.g. on posts sunk into the ground, and duplicated on the right side of the road.

Flashing lamps may be used to draw attention to advance signs (see Clause 3.11).

NOTES TO DIAGRAM 13:

1. The temporary island width should be a minimum of 1.2 m and formed with temporary kerbing.
2. Place double barrier lines and raised retroreflective pavement markers.
3. Consider local traffic access. Parking restrictions should apply within the worksite.
4. On sealed roads, the shoulder should also be sealed.
5. Advance warning signs may be required on right-hand side of roads where the volume is 10 000 vpd or greater.
6. At night or when no work is being carried out, barriers may be erected along the work site at right angles to traffic flow (see Clause 3.8.3).
7. Consider the need for a temporary speed zone to meet workplace or traffic safety requirements (see Clause 4.2). Cover or alter if inappropriate at night.
8. Consider use of ROADWORK 1 km Ahead and ROADWORK 500 m Ahead signs in advance of the taper at the work site for approach speeds of 90 km/h or greater when the work site requires a reduction in speed of 40 km/h or more see Clause 4.7.2.
9. The distance D for sign spacing is given in Table 4.2.
10. The Workers (symbolic) sign should be removed when workers have left the area or are no longer visible to traffic.
11. Advance warning shall be provided by means of a buffer zone comprising either the Speed Limit AHEAD sign or a speed zone see Clause 4.9.5.
12. Speed restriction signs shall be placed on both sides of the roadway at the start of a zone.
13. Refer to Table 4.6 for recommended taper lengths.
14. The minimum lane width including trafficable shoulder shall be 3.0 m (see Clause 4.13.3).
15. Advance signs shall be displayed as prominently as possible by selecting the longitudinal location of the sign for best sight distance for approaching traffic. Signs continuously required for works which will be in progress for periods longer than 2 weeks should be erected in a permanent manner, e.g. on posts sunk into the ground, and duplicated on the right side of the road.
Flashing lamps may be used to draw attention to advance signs (see Clause 3.11).

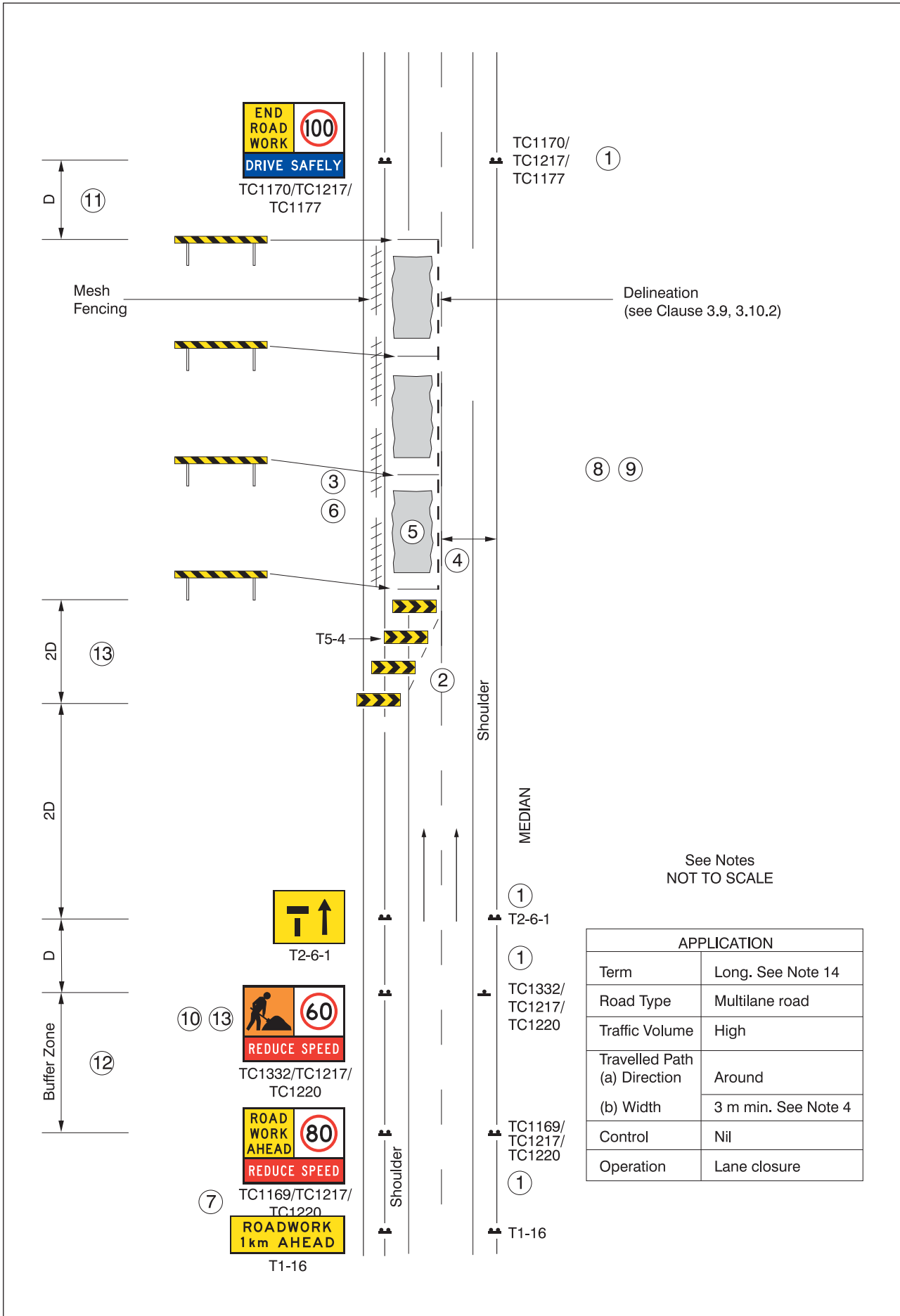


DIAGRAM 14 LONG-TERM LANE CLOSURE: MULTILANE ROAD

NOTES TO DIAGRAM 14:

1. Signs shall be duplicated on the right hand side of a one-way roadway, where practicable. These signs may be required for the multi-lane undivided situation.
2. For works of long duration, misleading linemarking should be erased and an edge line marked.
3. Barricades may be used at night or when no work is in progress (see Clause 3.8.3).
4. The minimum lane width including trafficable shoulder shall be 3.0 m (see Clause 4.13.3).
5. If work is being performed in one lane, an adjacent lane or shoulder should normally be closed to provide sufficient space for worker safety and the method of work. If the roadway has three or more lanes and two lanes are closed, then a staggered taper arrangement as shown in Diagram 28 should be used.
6. Consider the need for a temporary speed zone to meet workplace or traffic safety requirements (see Clause 4.2). Cover or alter if inappropriate at night.
7. Consider use of ROADWORK 1 km Ahead and ROADWORK 500 m Ahead signs in advance of the taper at the work site for approach speeds of 90 km/h or greater when the work site requires a reduction in speed of 40 km/h or more see Clause 4.7.2.
8. For traffic approaching from the opposite direction, the Speed Limit sign(s) should be placed opposite the END ROADWORK sign and the ROADWORK Ahead sign(s) placed a distance D in advance of the Speed Limit sign(s). At the other end of the works, the Speed Limit sign(s) should be located opposite the Speed Limit sign and the END ROADWORK sign located a distance D in advance of this position.
9. Adopt a similar treatment for a right lane closure. Use the Lane Status sign (with appropriate bars and arrows). A manoeuvre requiring the left hand stream to shift laterally into the right hand stream is to be preferred see Clause 4.8.2.
10. The Workers (symbolic) sign shall be removed when workers have left the area or are no longer visible to traffic.
11. The distance D for sign spacing is given in Table 4.2.
12. Advance warning shall be provided by means of a buffer zone comprising either the Speed Limit AHEAD sign or a speed zone see Clause 4.9.5.
13. Refer to Table 4.6 for recommended taper lengths.
14. Advance signs shall be displayed as prominently as possible by selecting the longitudinal location of the sign for best sight distance for approaching traffic. Signs continuously required for works which will be in progress for periods longer than 2 weeks should be erected in a permanent manner, e.g. on posts sunk into the ground, and duplicated on the right side of the road.

Flashing lamps may be used to draw attention to advance signs (see Clause 3.11).

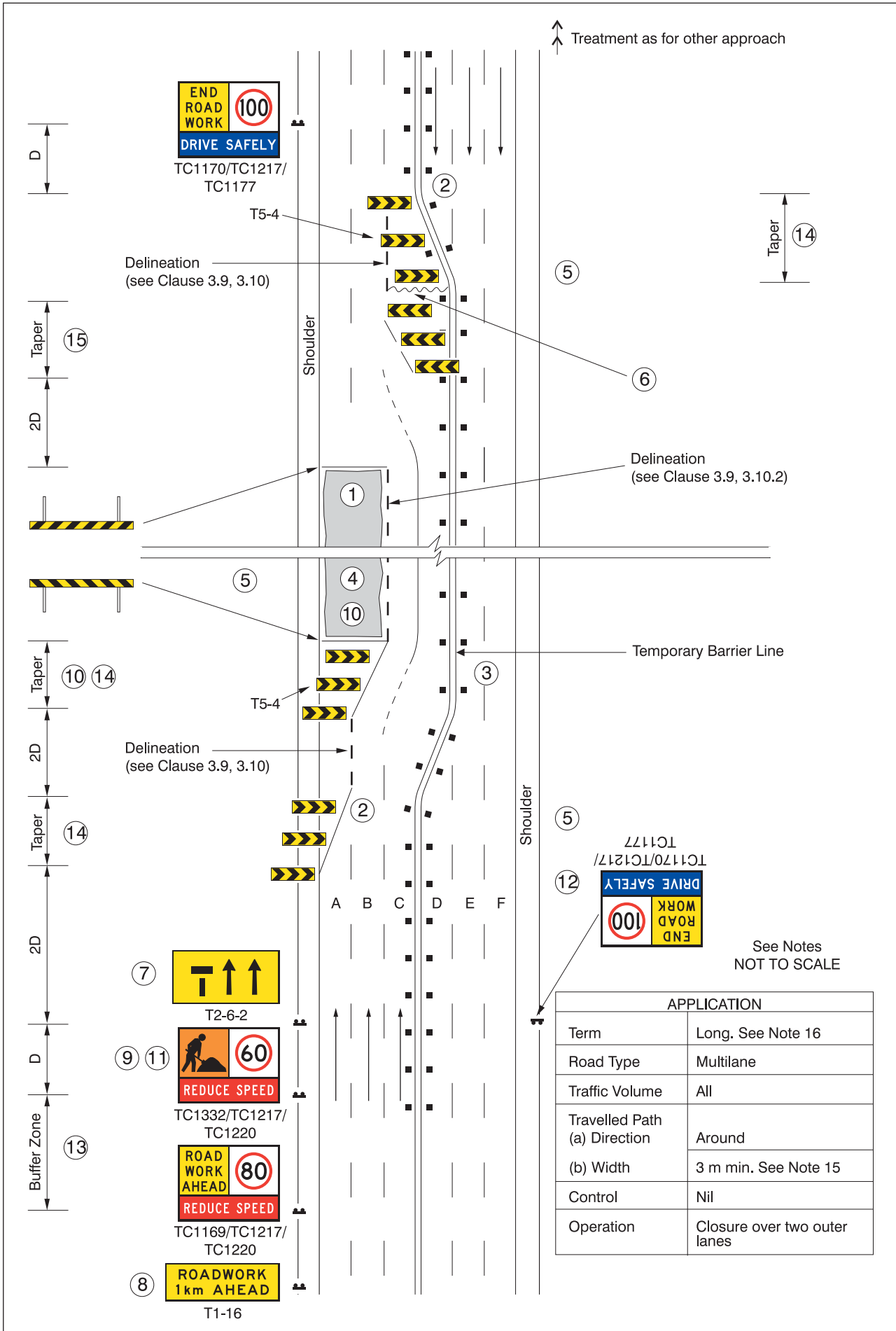
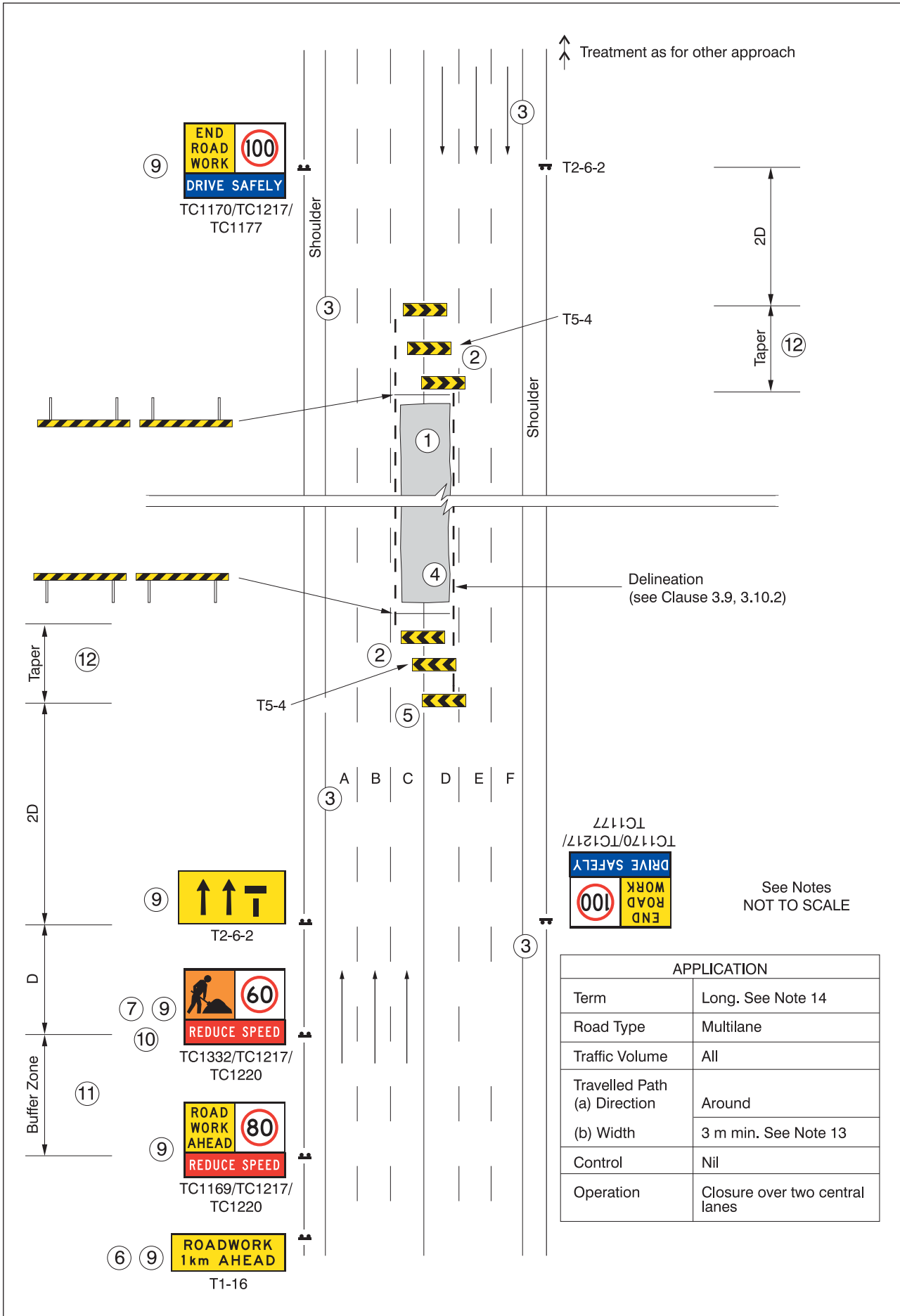


DIAGRAM 15 CLOSURE OVER 2 OUTER LANES: MULTILANE ROAD

NOTES TO DIAGRAM 15:

1. At night or when no work is being carried out, barriers may be erected along the work area at right angles to traffic flow (see Clause 3.8.3). Where excavation is involved, longitudinal delineation such as mesh fencing or closely spaced delineators should be used.
2. For work of long duration, misleading linemarking should be erased and lane and edge lines marked as required.
3. For traffic flow separation use either-
 - (a) temporary barrier lines and raised retroreflective pavement markers; or
 - (b) a safety barrier (see Clause 3.10.2); or
4. If work is only being performed in lane B, the left lane (lane A) should normally be closed to provide sufficient space for worker safety and the method of work.
5. Consider local traffic access. Parking restrictions should apply adjacent to barrier lines.
6. An Antiglare Screen should be used where headlight glare may be a problem.
7. See Clause 3.8.2(a) if a special sign is required.
8. Consider use of ROADWORK 1 km Ahead and ROADWORK 500 m Ahead signs in advance of the taper at the work site for approach speeds of 90 km/h or greater when the work site requires a reduction in speed of 40 km/h or more see Clause 4.7.2.
9. Consider the need for a temporary speed zone to meet workplace or traffic safety requirements (see Clause 4.2). Cover or alter if inappropriate at night.
10. The distance D for sign spacing is given in Table 4.2.
11. The Workers (symbolic) sign shall be removed when workers have left the area or are no longer visible to traffic.
12. Advance warning signs may need to be duplicated on the right hand side of the roadway.
13. Advance warning shall be provided by means of a buffer zone comprising either the Speed Limit AHEAD sign or a speed zone see Clause 4.9.5.
14. Refer to Table 4.6 for recommended taper lengths.
15. The minimum lane width including trafficable shoulder shall be 3.0 m (see Clause 4.13.3).
16. Advance signs shall be displayed as prominently as possible by selecting the longitudinal location of the sign for best sight distance for approaching traffic. Signs continuously required for works which will be in progress for periods longer than 2 weeks should be erected in a permanent manner, e.g. on posts sunk into the ground, and duplicated on the right side of the road.
Flashing lamps may be used to draw attention to advance signs (see Clause 3.11).



See Notes
NOT TO SCALE

APPLICATION	
Term	Long. See Note 14
Road Type	Multilane
Traffic Volume	All
Travelled Path (a) Direction	Around
	(b) Width
Control	Nil
Operation	Closure over two central lanes

DIAGRAM 16 LONG-TERM - CLOSURE OVER 2 CENTRAL LANES: MULTILANE ROAD

NOTES TO DIAGRAM 16:

1. At night or when no work is being carried out, barricades may be erected along the work area at right angles to traffic flow (see Clause 3.8.3). Where excavation is involved, longitudinal delineation such as mesh fencing or closely spaced delineators should be used.
 2. For work of long duration, misleading linemarking should be erased and lane and edge lines marked as required.
 3. Consider local traffic access. Parking restrictions should apply throughout the work site.
 4. If work is only being performed in lane C, an adjacent lane (D) should normally be closed to provide sufficient space for worker safety and the method of work.
 5. If it is necessary to close lanes B and C, an appropriate staggered taper similar (mirror imaged) to that shown in Diagram 15 should be used. A manoeuvre requiring the left hand stream to shift laterally into the right hand stream is to be preferred see Clause 4.8.2.
 6. Consider use of ROADWORK 1 km Ahead and ROADWORK 500 m Ahead signs in advance of the taper at the work site for approach speeds of 90 km/h or greater when the work site requires a reduction in speed of 40 km/h or more see Clause 4.7.2.
 7. Consider the need for a temporary speed zone to meet workplace or traffic safety requirements (see Clause 4.2). Cover or alter if inappropriate at night.
 8. The distance D for sign spacing is given in Table 4.2.
 9. These signs shall be duplicated on the right hand side of a one-way roadway, where practicable.
 10. The Workers (symbolic) sign shall be removed when workers have left the area or are no longer visible to traffic.
 11. Advance warning shall be provided by means of a buffer zone comprising either the Speed Limit AHEAD sign or a speed zone see Clause 4.9.5.
 12. Refer to Table 4.6 for recommended taper lengths.
 13. The minimum lane width including trafficable shoulder shall be 3.0 m (see Clause 4.13.3).
 14. Advance signs shall be displayed as prominently as possible by selecting the longitudinal location of the sign for best sight distance for approaching traffic. Signs continuously required for works which will be in progress for periods longer than 2 weeks should be erected in a permanent manner, e.g. on posts sunk into the ground, and duplicated on the right side of the road.
- Flashing lamps may be used to draw attention to advance signs (see Clause 3.11).

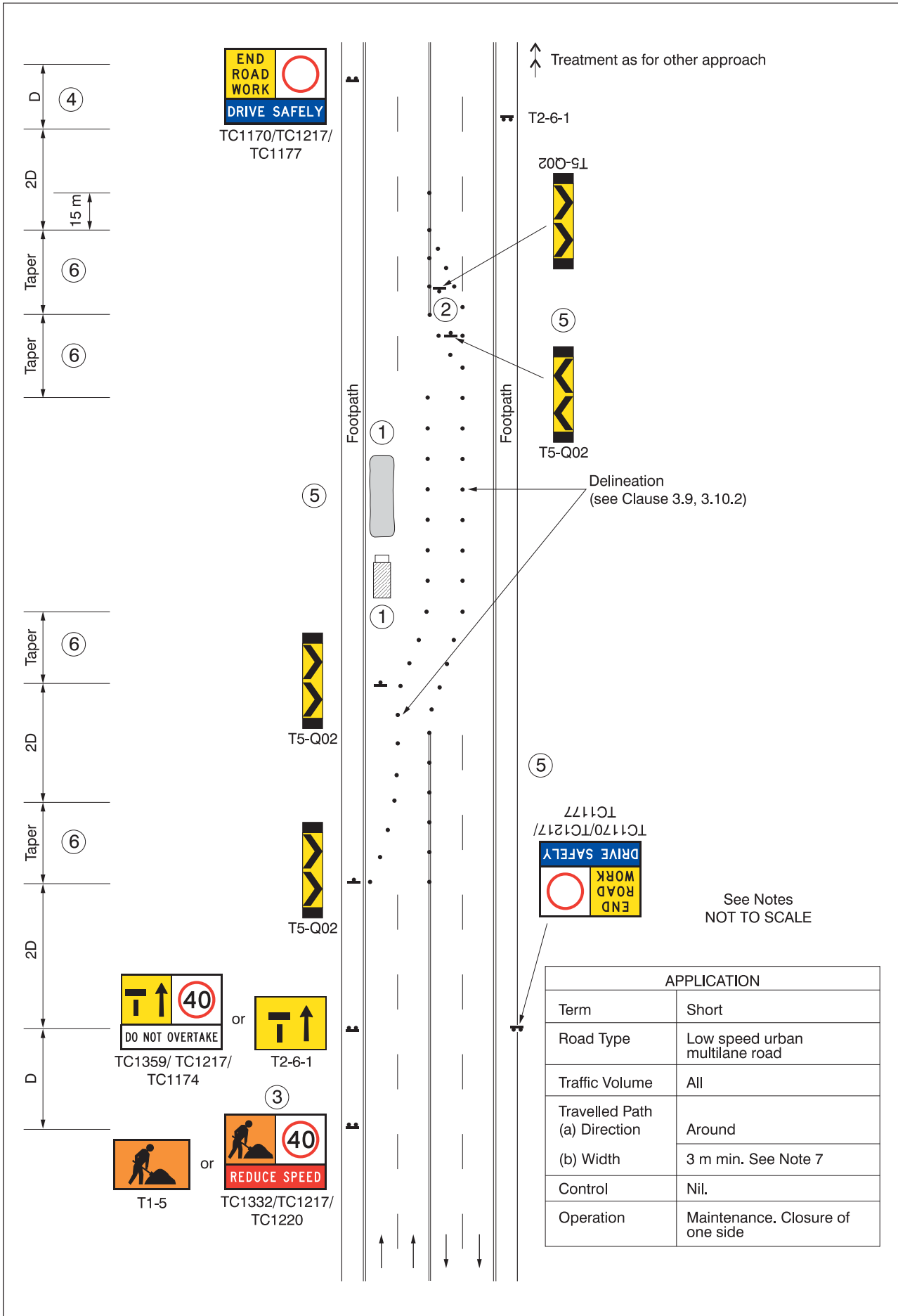


DIAGRAM 17 SHORT-TERM - CLOSURE OF ONE SIDE: MULTILANE ROAD - LOW SPEED

NOTES TO DIAGRAM 17:

1. At night or when no work is being carried out, barricades may be erected along the work area at right angles to traffic flow (see Clause 3.8.3). Where excavation is involved, longitudinal delineation such as mesh fencing or closely spaced delineators should be used.
2. An Antiglare Screen should be used where headlight glare may be a problem.
3. Consider the need for a temporary speed zone to meet workplace or traffic safety requirements (see Clause 4.2). Remove when workers have left the work area or are no longer visible to traffic.
4. The distance D for sign spacing is given in Table 4.2.
5. Consider local traffic access. Parking restrictions should apply adjacent to barrier lines.
6. Refer to Table 4.6 for recommended taper lengths.
7. The minimum lane width including trafficable shoulder shall be 3.0 m (see Clause 4.13.3).

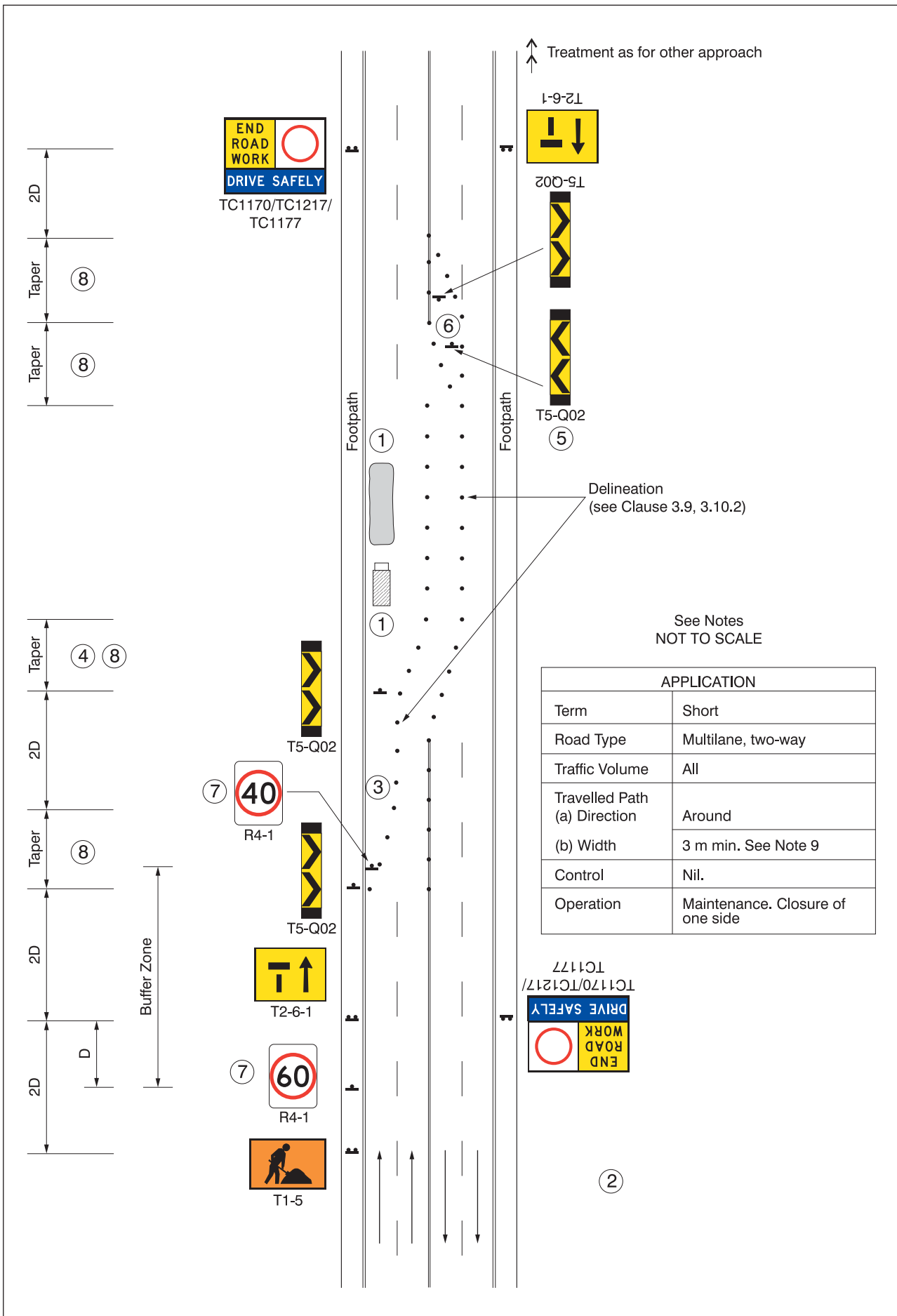


DIAGRAM 18 SHORT-TERM - CLOSURE OF ONE SIDE: MULTILANE ROAD - HIGH SPEED

NOTES TO DIAGRAM 18:

1. At night or when no work is being carried out, barricades may be erected along the work area at right angles to traffic flow (see Clause 3.8.3). Where excavation is involved, longitudinal delineation such as mesh fencing or closely spaced delineators should be used.
2. Advance warning signs may need to be duplicated on the right-hand side of the roadway where the traffic volume is 10 000 vpd or greater.
3. An illuminated flashing arrow shall be used where the traffic volume is 1500 vpd or greater and the approach speed of traffic is 70 km/h or greater (see Clause 4.8.3).
4. The distance D for sign spacing is given in Table 4.2.
5. Consider local traffic access. Parking restrictions should apply adjacent to barrier lines.
6. An antiglare screen should be used where headlight glare may be a problem.
7. Consider the need for a temporary speed zone to meet workplace or traffic safety requirements (see Clause 4.2). Remove when workers have left the work area.
8. Refer to Table 4.6 for recommended taper lengths.
9. The minimum lane width including trafficable shoulder shall be 3.0 m (see Clause 4.13.3).

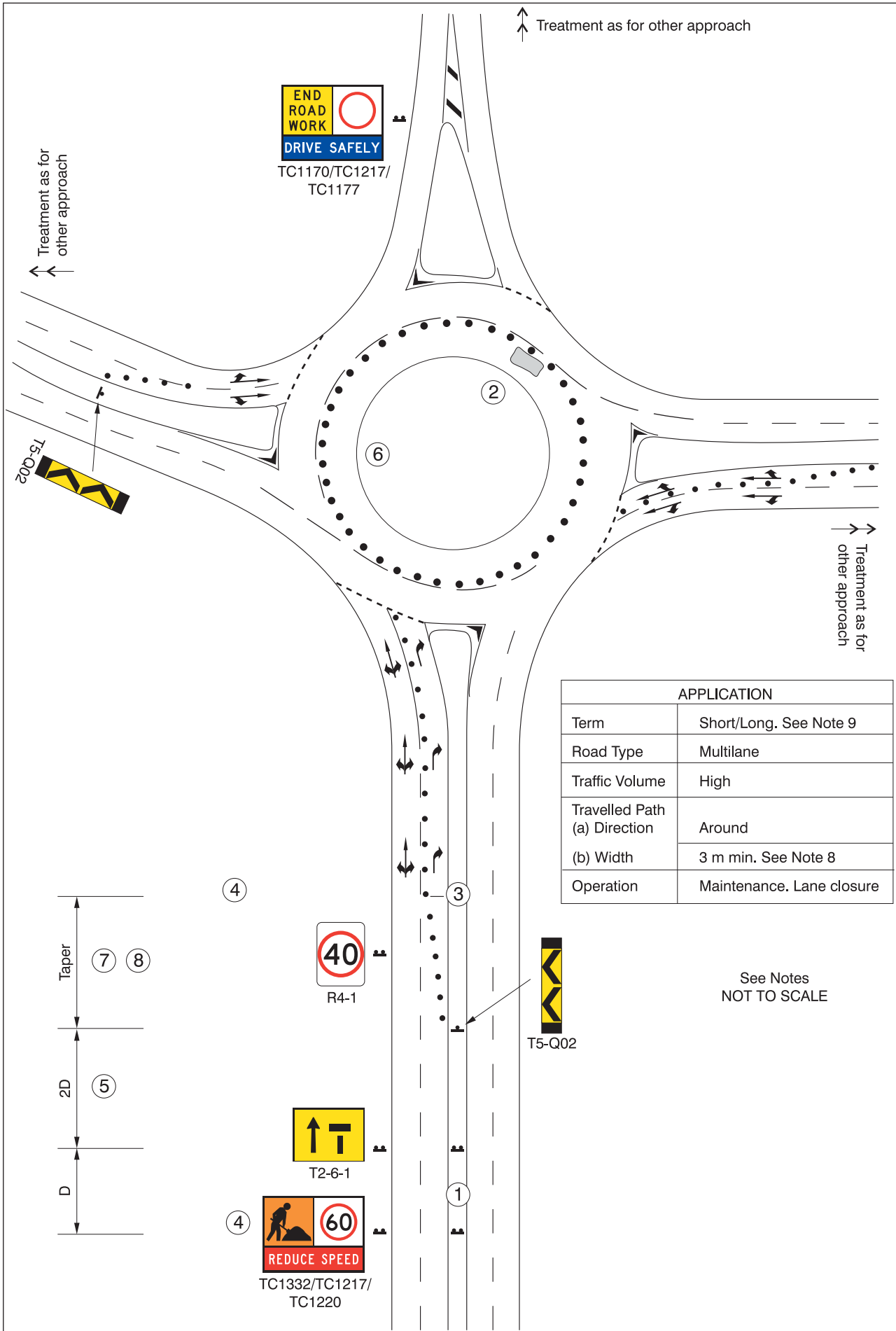


DIAGRAM 19 LANE CLOSURE: MAJOR ROUNDABOUT

NOTES TO DIAGRAM 19:

1. Signs shall be duplicated on the right-hand side of a one-way roadway, where practicable. These signs may be required for the multi-lane undivided road situation.
2. The vehicle should be parked-
 - (a) so it does not unduly obstruct motorists' vision of the travelled path;
 - (b) to leave a clear escape path for workers; and
 - (c) where necessary, in advance of the work area to protect workers.
3. An illuminated flashing arrow shall be used where the traffic volume is 1500 vpd or greater and the approach speed of traffic is 70 km/h or greater (see Clause 4.8.3).
4. Consider the need for a temporary speed zone to meet workplace or traffic safety requirements (see Clause 4.2). Remove when workers have left the work area.
5. The distance D for sign spacing is given in Table 4.2.
6. May be omitted if continuous operations are in progress and vehicle has a vehicle-mounted warning device activated.
7. Refer to Table 4.6 for recommended taper lengths.
8. The minimum lane width including trafficable shoulder shall be 3.0 m (see Clause 4.13.3).
9. Advance signs shall be displayed as prominently as possible by selecting the longitudinal location of the sign for best sight distance for approaching traffic. Signs continuously required for works which will be in progress for periods longer than 2 weeks should be erected in a permanent manner, e.g. on posts sunk into the ground, and duplicated on the right side of the road.
Flashing lamps may be used to draw attention to advance signs (see Clause 3.11).

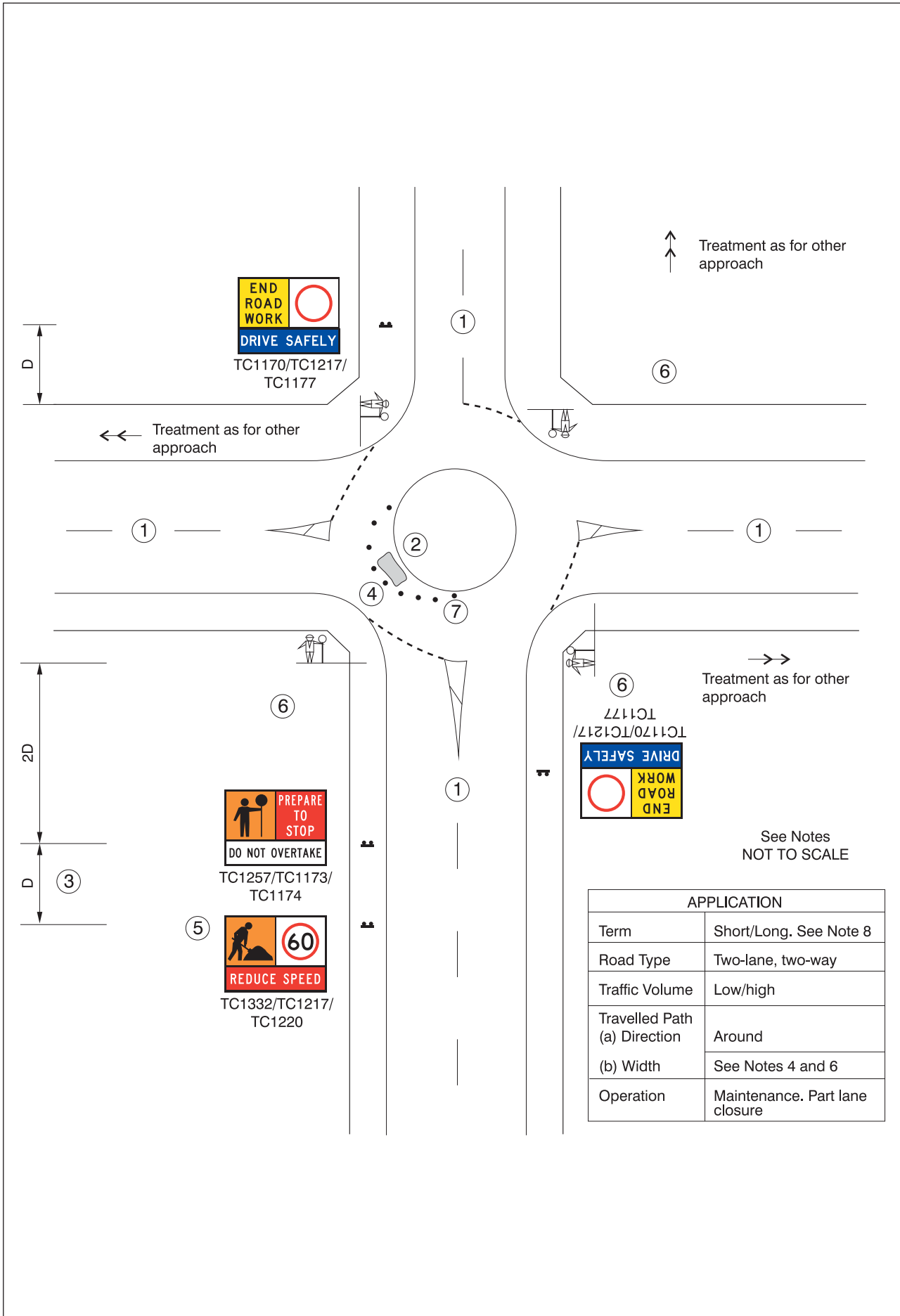


DIAGRAM 20 PART LANE CLOSURE: MINOR ROUNDABOUT

NOTES TO DIAGRAM 20:

1. Traffic cones at 5-25 m spacing may be used along the centreline with traffic controllers.
2. The vehicle should be parked-
 - (a) so it does not unduly obstruct motorists' vision of the travelled path;
 - (b) to leave a clear escape path for workers; and
 - (c) where necessary, in advance of the work area to protect workers.
3. The distance D for sign spacing is given in Table 4.2.
4. The minimum lane width including trafficable shoulder shall be 3.0 m (see Clause 4.13.3).
5. A maximum speed limit of 60 km/h shall be used (see Clause 4.10.4).
6. Traffic controllers may be used where larger vehicles, e.g. buses, are unable to negotiate the remaining clear roadway width on the roundabout.
7. Cones may be omitted if continuous operations are in progress and vehicle has a vehicle-mounted warning device activated.
8. Advance signs shall be displayed as prominently as possible by selecting the longitudinal location of the sign for best sight distance for approaching traffic. Signs continuously required for works which will be in progress for periods longer than 2 weeks should be erected in a permanent manner, e.g. on posts sunk into the ground, and duplicated on the right side of the road.
Flashing lamps may be used to draw attention to advance signs (see Clause 3.11).

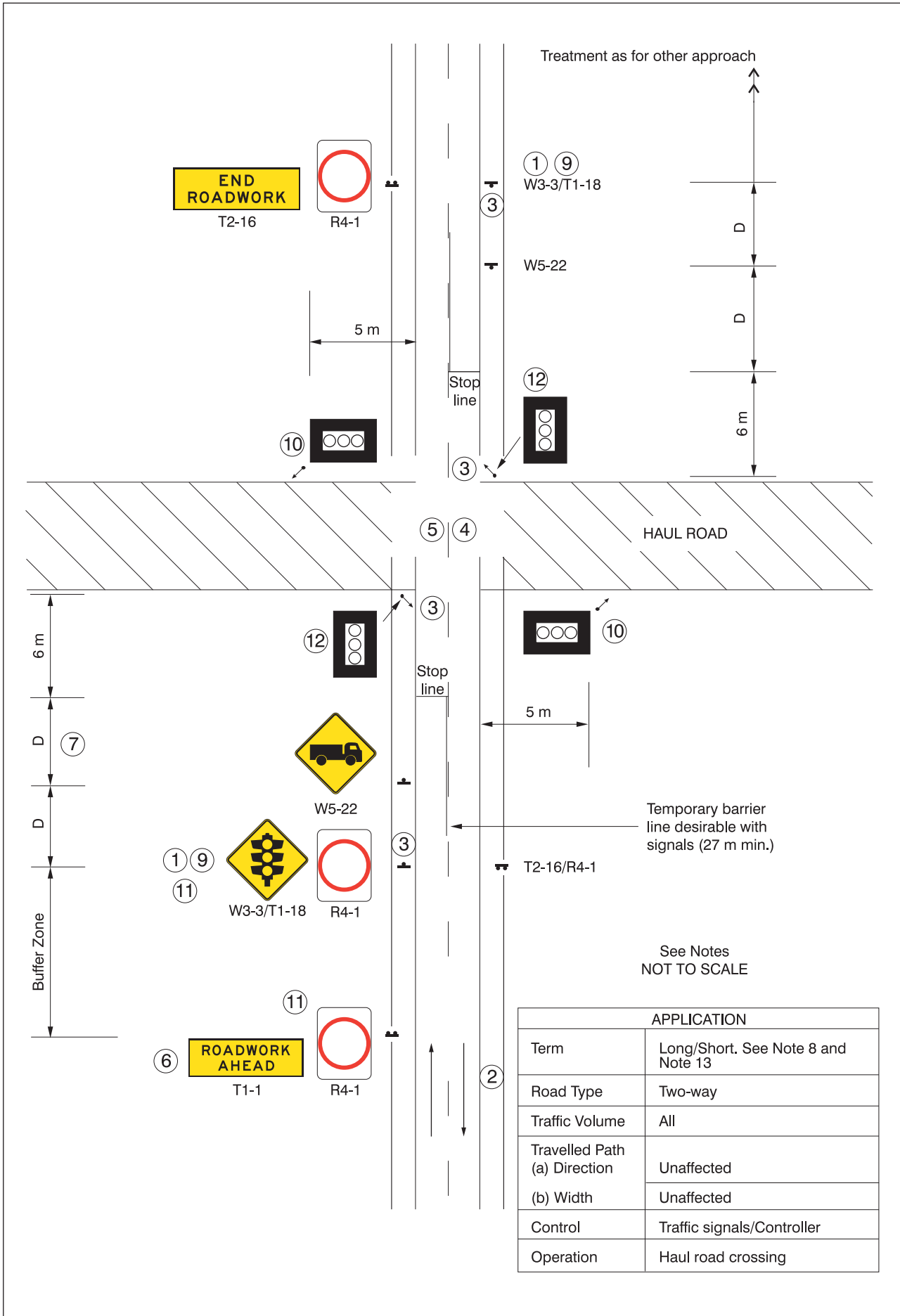


DIAGRAM 21 HAUL ROAD CROSSING: TWO-WAY ROAD

NOTES TO DIAGRAM 21:

1. If traffic signal lights cannot be seen from the Signals Ahead sign, repeat the sign with a distance plate. To draw attention to these signs, flashing yellow lamps may need to be used.
2. Advance warning signs may be required on right-hand side of roads where the volume is 10 000 vpd or greater.
3. In daylight, traffic controllers with Traffic Controller Ahead/PREPARE TO STOP signs (see Diagram 16) may be used instead of traffic signals where 150 m sight distance to the intersection exists on the highway and haul road.
4. If work continues into darkness, the haul road crossing may need to be suitably illuminated.
5. If construction operations affect the condition of the through road pavement, the appropriate road condition signs should be used (see Diagram 31).
6. Consider use ROADWORK 1 km Ahead sign 1 km in advance of the haul road crossing for approach speeds greater than 80 km/h and sight distance less than 150 m.
7. The distance D for sign spacing is given in Table 4.2.
8. This arrangement is not to be used where normal road traffic uses the crossing. Additional lanterns are required in this case.
9. The sign PREPARE TO STOP (T1-18) shall be used subject to the conditions in Clause 3.5.4c.
10. These signal lanterns may be mounted on signal standards supporting the lanterns directed along the normal roadway.
11. A maximum speed limit of 60 km/h shall be used (see Clause 4.11.3).
12. Use the sign STOP HERE ON RED SIGNAL (R6-6) when Stop Line is not marked on the pavement.
13. Advance signs shall be displayed as prominently as possible by selecting the longitudinal location of the sign for best sight distance for approaching traffic. Signs continuously required for works which will be in progress for periods longer than 2 weeks should be erected in a permanent manner, e.g. on posts sunk into the ground, and duplicated on the right side of the road.
Flashing lamps may be used to draw attention to advance signs (see Clause 3.11).

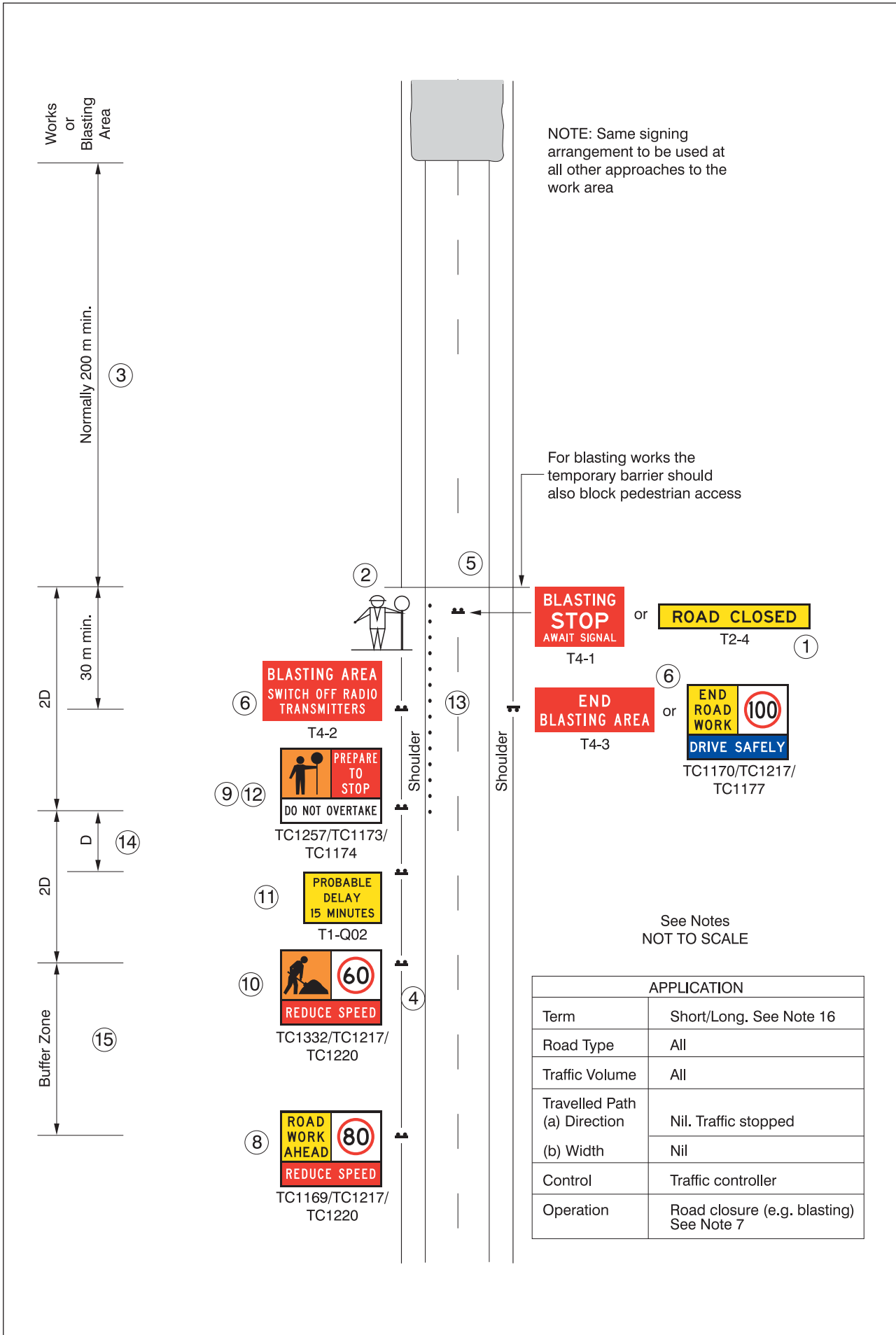


DIAGRAM 22 ROAD CLOSED: BLASTING

NOTES TO DIAGRAM 22:

1. For general road closures, use ROAD CLOSED at the barrier.
2. Vehicle and pedestrian barriers should always be used where blasting is in progress. For other closures of short duration, barriers may be omitted.
3. At blasting works the temporary barrier should be erected not less than 500 m from the blasting area where flyrock and other debris is not controlled.
4. Prior to the start of blasting operations on or near a trafficked road, the following precautions should be taken to minimise traffic problems in the event of an accident or misfire that requires a lengthy closure of the road reserve:
 - (a) The route of a detour should be planned so that it will carry traffic a safe distance away from the blasting area (see Diagram 29)
 - (b) Sufficient signs and devices to mark and delineate the planned detour day and night should be available for immediate use.
5. Any temporary barrier should NOT be removed until the All Clear has been given at the end of blasting operations.
6. These signs are required only where electric detonators are handled and/or used.
7. Reference should also be made to the NAASRA Explosives in Roadworks Users' Guide and the appropriate Acts and Regulations.
8. Consider use of ROADWORK 1 km Ahead and ROADWORK 500 m Ahead signs in advance of the taper at the work site for approach speeds of 90 km/h or greater when the work site requires a reduction in speed of 40 km/h or more see Clause 4.7.2.
9. A maximum speed limit of 60 km/h shall be used (see Clause 4.10.4).
10. The Workers (symbolic) sign shall be removed when workers have left the area or are no longer visible to traffic.
11. Use PROBABLE DELAY 15 MINUTES sign where expected delays are considerable.
12. The Traffic Controller Ahead/PREPARE TO STOP sign should only be used when traffic controllers are on duty. it should be covered or removed at all other times.
13. Traffic cones at 5-25 m spacing may be used along the centreline with traffic controllers.
14. The distance D for sign spacing is given in Table 4.2.
15. Advance warning shall be provided by means of a buffer zone comprising either the Speed Limit AHEAD sign or a speed zone see Clause 4.9.5.
16. Advance signs shall be displayed as prominently as possible by selecting the longitudinal location of the sign for best sight distance for approaching traffic. Signs continuously required for works which will be in progress for periods longer than 2 weeks should be erected in a permanent manner, e.g. on posts sunk into the ground, and duplicated on the right side of the road.
Flashing lamps may be used to draw attention to advance signs (see Clause 3.11).

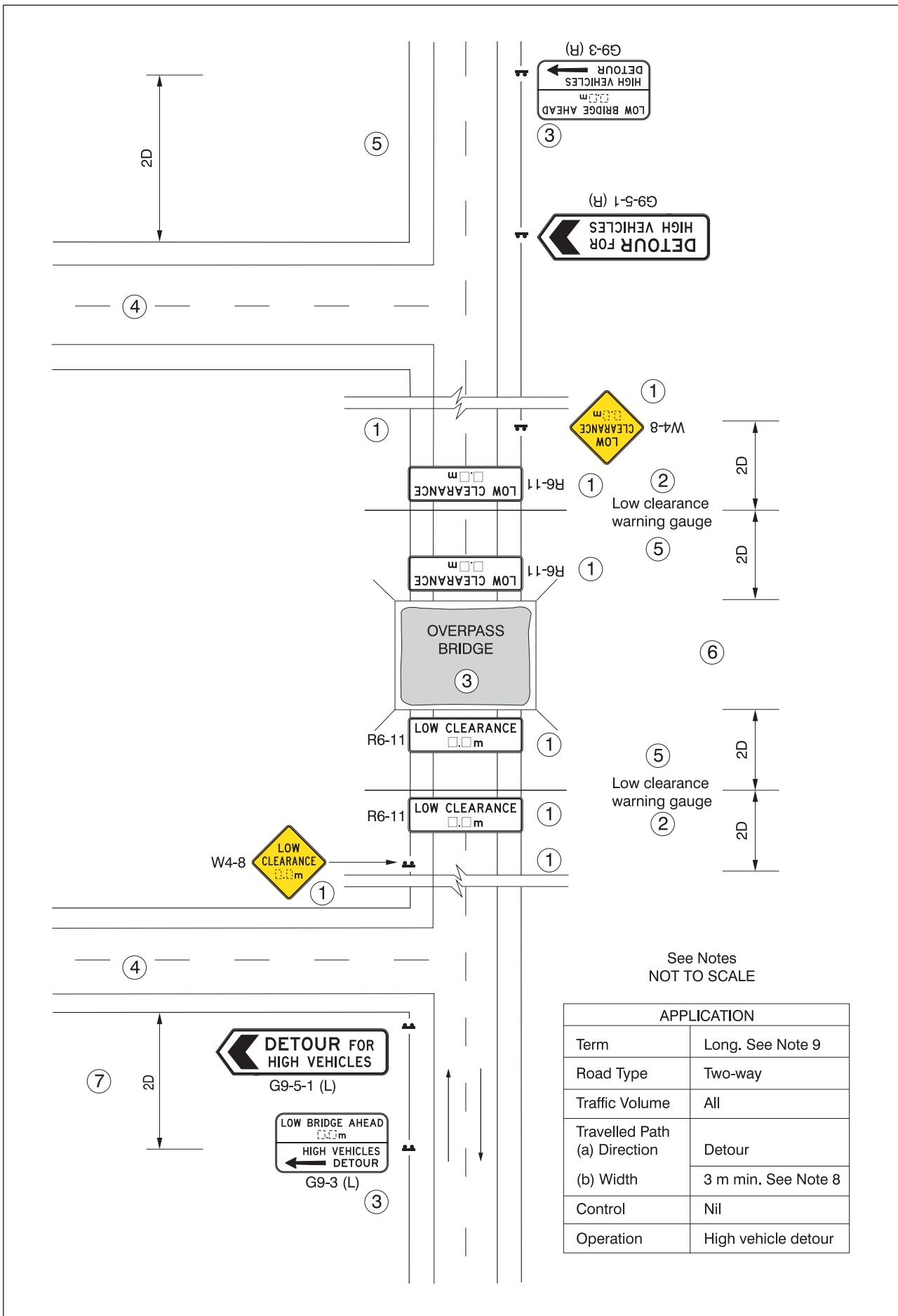


DIAGRAM 23 HIGH VEHICLE DETOUR: TWO-WAY ROAD

NOTES TO DIAGRAM 23:

- 1 For structures where the vertical clearance is more than 4.6 m but less than 5.3 m, the sign CLEARANCE ...m (R6-12) (see Clause 3.15.4) is used. Where clearance is less than 4.6 m, the sign LOW CLEARANCE ...m (R6-11) (see Clause 3.15.3) is used in conjunction with the (W4-8) sign (see Clause 3.15.5).

The clearance in metres shown on the signs should be 0.15 m less than the temporary clearance of structures, scaffolding, falsework or temporary low clearance warning gauges, and should be shown to the nearest lower 0.1 m. On multi-lane roads, the LOW CLEARANCE ...m (Ahead) (W4-8) sign shall be duplicated on the right hand side of the roadway approaching the structure.

2. Low Clearance Warning Gauges (see Clause 3.15.6) should be used in advance of a temporary reduction of clearance to 5.3 m or less at an overhead structure. The desirable clearance should be not less than 4.6 m. The clearance provided under the gauges should be a minimum of 0.1 m less than the clearance under the structure. At locations of greater hazard, two low clearance warning gauges, a distance of 2D apart, should be used on each approach. The gauge nearest the structure should be of rigid construction and provide a physical height restraint.
3. Any closure of part of the roadway during bridge repairs should be signed in an appropriate manner to separate traffic from the work area (see Tables 5.1 to 5.5). Also, the BRIDGEWORK Ahead sign should be erected in lieu of the ROADWORK Ahead sign. In addition, a further BRIDGEWORK Ahead sign should be erected a distance of 2D in advance of the LOW BRIDGE Ahead sign.
4. The detour should be signed at intersections along the route by sign G9-5-1 (see Clause 3.6.7 and Diagram 29).
5. Means of regulated access for high vehicles beyond the Low Clearance Gauges should be provided if practicable and required by local traffic.
6. Relevant authority should be informed of the restriction (see Clause 2.4.7).
7. The distance D for sign spacing is given in Table 4.2.
8. The minimum lane width including trafficable shoulder shall be 3.0 m (see Clause 4.13.3).
9. Advance signs shall be displayed as prominently as possible by selecting the longitudinal location of the sign for best sight distance for approaching traffic. Signs continuously required for works which will be in progress for periods longer than 2 weeks should be erected in a permanent manner, e.g. on posts sunk into the ground, and duplicated on the right side of the road.
Flashing lamps may be used to draw attention to advance signs (see Clause 3.11).

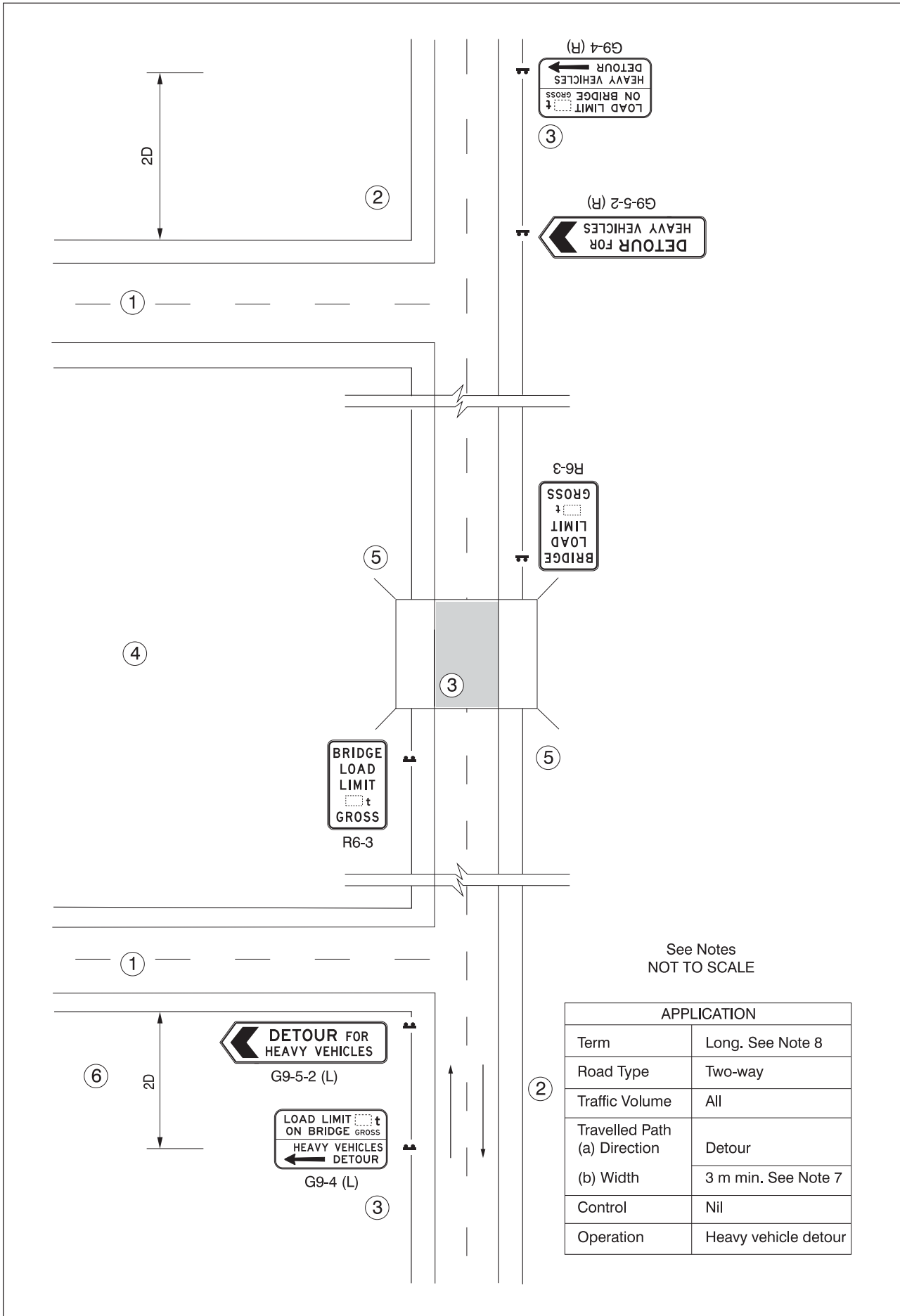


DIAGRAM 24 LONG-TERM - HEAVY VEHICLE DETOUR: TWO-WAY ROAD

NOTES TO DIAGRAM 24:

- 1 The detour should be indicated at intersections along the route by the DETOUR FOR HEAVY VEHICLES sign (G9-5-2) (see Clause 3.6.7 and Diagram 29).
- 2 Where practicable, signs shall be erected on both sides of the roadway where the volume is 10,000 vpd or greater.
- 3 Any closure of part of the roadway during bridge repairs should be signed in an appropriate manner to separate traffic from the work area (see Tables 5.1 to 5.5). Also, the BRIDGEWORK Ahead sign should be erected in lieu of the ROADWORK Ahead sign. In addition, a further BRIDGEWORK Ahead sign should be erected a distance of 2D in advance of the LOAD LIMIT ON BRIDGE sign.
- 4 Relevant authority should be informed of the restriction (see Clause 2.4.7).
- 5 On multi-lane roads, the BRIDGE LOAD LIMIT ...t GROSS sign shall be duplicated on the right hand side of the roadway approaching the structure.
- 6 The distance D for sign spacing is given in Table 4.2.
- 7 The minimum lane width including trafficable shoulder shall be 3.0 m (see Clause 4.13.3).
- 8 Advance signs shall be displayed as prominently as possible by selecting the longitudinal location of the sign for best sight distance for approaching traffic. Signs continuously required for works which will be in progress for periods longer than 2 weeks should be erected in a permanent manner, e.g. on posts sunk into the ground, and duplicated on the right side of the road.
Flashing lamps may be used to draw attention to advance signs (see Clause 3.11).

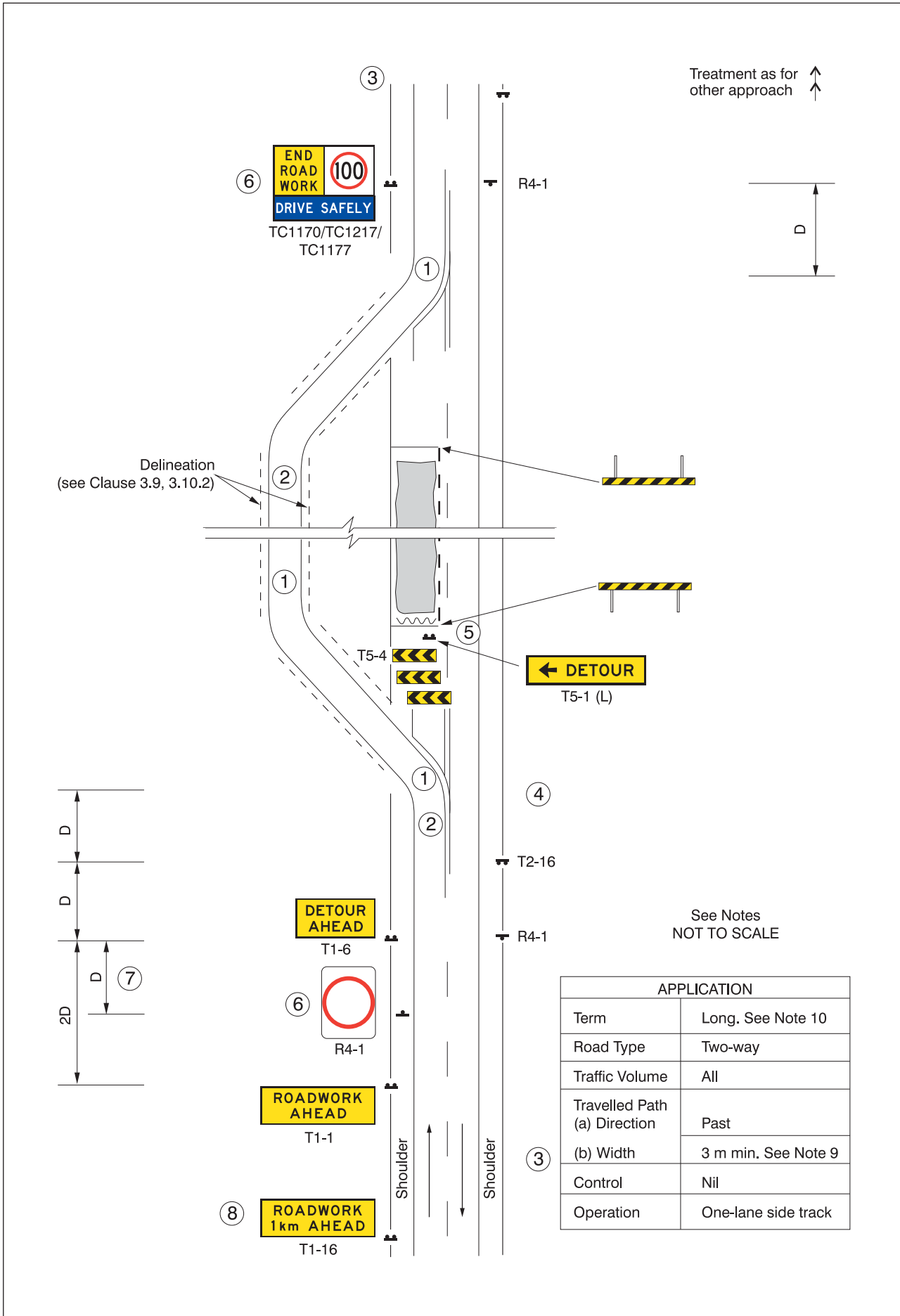


DIAGRAM 25 ONE LANE SIDETRACK: TWO-WAY ROAD

NOTES TO DIAGRAM 25:

1. The side track pavement width should be NOT less than 3 m (see Clause 4.13.3). Curves should be constructed to suit the approach speed; however, if this is not practicable appropriate curve and advisory speed signs should be placed.
2. If the existing road is sealed and the side track is to be used for an extended period, it should be sealed and appropriate temporary linemarking placed. Misleading linemarking should be erased, and for use over an extended period, edge lines marked.
3. High traffic volumes may require duplication of advance warning signs on the right-hand side of the roadway. On multi-lane roads, adapt the two-way signing shown and duplicate the signs used on the left hand side of the roadway on the right hand side of the roadway, if practicable. On a multi-lane divided road, traffic travelling in the direction not affected by roadworks may not require signing.
4. Consider whether parking should be prohibited on the approaches to the side track.
5. An antiglare screen may be necessary on short sidetracks on straight roads.
6. Consider the need for a temporary speed zone to meet workplace or traffic safety requirements (see Clause 4.2). Cover or alter if inappropriate at night.
7. The distance D for sign spacing is given in Table 4.2.
8. Consider use of ROADWORK 1 km Ahead and ROADWORK 500 m Ahead signs in advance of the taper at the work site for approach speeds of 90 km/h or greater when the work site requires a reduction in speed of 40 km/h or more see Clause 4.7.2.
9. The minimum lane width including trafficable shoulder shall be 3.0 m (see Clause 4.13.3).
10. Advance signs shall be displayed as prominently as possible by selecting the longitudinal location of the sign for best sight distance for approaching traffic. Signs continuously required for works which will be in progress for periods longer than 2 weeks should be erected in a permanent manner, e.g. on posts sunk into the ground, and duplicated on the right side of the road.
Flashing lamps may be used to draw attention to advance signs (see Clause 3.11).