Queensland Manual of Uniform Traffic Control Devices

Part 3: Traffic Control for Works on Roads

March 2019
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Feedback

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Preface

This Part of the Manual of Uniform Traffic Control Devices (Queensland) has been based on Australian Standard AS1742.3: 2009, Traffic control for works on roads.

It updates the specification of traffic control devices for roadworks previously given in 2003 Manual of Uniform Traffic Control Devices and departmental document Works on Roads. It deals with the principles of signing at roadworks, describes the signs and devices used to effect traffic guidance and provides typical layout diagrams for deployment of signs and devices for various work site configurations. It is intended as both an office reference document for the planning and design of Traffic Guidance Schemes, and a field guide for the installation, operation and removal of Traffic Guidance Schemes.

Principal variations from the previous issue are as follows:

Ninth Issue

1. Amended title of Working in Proximity to Traffic Awareness training course in Clause 1.4.3 and Appendix K
2. Updated reference to Australian Standards in Clause 2.2.3
3. Update to sheeting classification for retroreflective sheeting material in Clause 3.5.2(b)

Version History: 2003 Edition

First issue 1 August 2003
Second issue 2 April 2007
Third issue 22 February 2010 (electronic copy only)
Fourth issue 30 April 2010
Fifth issue 30 September 2013
Sixth issue 14 March 2014
Sixth issue (including Amdt. 1), 5 May 2014
Seventh issue 1 July 2016
Eighth issue 31 July 2018
Ninth issue 30 November 2018
Ninth issue (including Amdt 1), 29 March 2019
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#### Hazard Elimination

- Relocate traffic via detour/side tracks  
  Clause 4.1.2 (b)(i)(A)  
- Stop all traffic for short periods using traffic control signals  
  Clause 4.1.2 (b)(i)(B)

#### Hazard Separation

- Separation with barrier  
  Clause 4.1.2 (b)(i)(A)  
- Minimum lateral separation  
  Clause 4.1.2 (b)(i)(B)  
- Minimum lateral separation with shuttle control around work sites  
  Clause 4.1.2 (b)(i)(C)

#### Hazard Management

- Work not within travelled path traffic controlled with speed limit and/or lateral separation  
  Clause 4.1.2(b)(iii)(A)  
- Work longer than single shift  
- Work shorter than a single shift  
  Work in travelled path applying training, strict application of work methods  
  Clause 4.1.2 (b)(iii)(B)

#### Static work sites

- Traffic around the work area  
  Clause 2.3.5  
- Traffic through the work area  
  Clause 2.3.3  
- Traffic past the work area  
  Clause 2.3.4  
- Detours/Sidetracks  
- Temporary road closures  
- Workers separated from moving traffic

#### TMI and TMD works involving relatively simple part-roadway closures  
Clause 2.2.4(b)

#### TMI and TMD short-term and mobile works not involving road closure  
Clause 2.2.4 (a)

#### Risk management  
Clause 2.2.3

#### Safety of workers

- **Worksite requirement**  
  Clauses 2.3.2 (a), 3.4.4, 4.1.2, 4.7.2(a), 4.9.1 (a)  
- **High visibility clothing**  
  Clauses 2.6.4, 3.16.4, Appendix C

#### Traffic control devices – Requirements for all sites  
General requirements, function, format and size of signs  
Clauses 2.4.1, 3.1, 3.2, 3.3

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**Amendment 1, March 2019**
Part 3: Traffic Control for Works on Roads

Traffic control devices for all static sites

- Worksite approaches and departures
- Delineation
- Lane and road closures

Detour signs
Clauses 3.6, 4.7.3 (b)

Design of detours, sidetracks and crossovers
Clauses 4.14.1, 4.14.5, 4.14.8 (c)

Pedestrians, bicycles, wheelchairs, public transport, local traffic
Clauses 4.14.4, 4.14.5, 4.14.8 (c)

Signage and delineation
Clauses 4.14.6, 4.14.7

Freeway exit closures
Clause 4.14.9

Vehicle size restriction
Clause 4.14.10

Method of Control
Temporary traffic signals
Clauses 3.5.4, 4.7.2 (d), 4.7.3 (d), 4.11
Traffic controller
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Pilot vehicles
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Worker Separation
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Barricades
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Method of control
Temporary traffic signals
Clauses 3.5.4, 4.7.2 (d), 4.7.3 (d), 4.11
Traffic Controller
Clauses 3.5.2, 4.2 (d), 4.10

Maintaining traffic flow
Clause 4.13

Avoiding end of queue collisions
Clause 4.7.8

Vehicle size and load restrictions
Clauses 2.4.6, 3.15

Temporary speed limits
Clauses 3.5.5, 4.2 (e), 4.9

Regulatory control
Clause 3.5.3

Existing traffic control devices
Clause 2.4.4

Other devices
Clauses 3.7, 3.11, 3.12, 3.16

Blasting work signs
Clause 3.13

Safety barriers
Clauses 2.4.5, 3.10, 4.2(c) (i), 4.13.4(c)

Excavation works
Clause 4.15, Appendix E

Night conditions
Clauses 2.3.6, 2.4.3, 2.5.1 (d), 3.9.3, 3.16.4
Pedestrians and cyclists
Clauses 2.3.7, 2.3.8, 3.14, 4.14.4, 4.14.8
Work processes/routes and records
Clauses 2.5.5, 2.5.6, 2.6.1, 2.6.7, Appendix A
Emergency and unplanned works
Clause 2.7, Appendix H

Risk management (Clause 2.2.3 and Clause 2.2.5) - variations to mandatory requirements (“shall” provisions). Examples include traffic management arrangements in excess of the requirements in this Part of the Manual and relaxations where a risk assessment demonstrates that the requirements are excessive, complex geometric changes that require the application of engineering design principles or complex diversions that require detailed analysis (such as micro-simulation traffic modelling) to establish the network impacts.

Email certification to TrafficEngineering-Support@mtr.qld.gov.au.

Amendment 1, March 2019
1. Scope and general

1.1 Scope

This Part of the *Manual* specifies the traffic control measures and devices to be used to warn, instruct and guide road users in the safe negotiation of work sites on roads including unsealed roads together with footpaths, shared paths and bicycle paths adjacent to the roadway. It is applicable to Traffic Guidance Schemes for road and bridge construction and maintenance sites, works associated with other public utilities and services or any other works which cause interference or obstruction to the normal use of a road by any road user. It also provides guidance for the planning, design, installation and operation of such Traffic Guidance Schemes together with requirements for maintaining a safe workplace for workers on site. Instructions for carrying out daily routine checks of the Traffic Guidance Scheme are given in appendices.

NOTE: Detailed specifications for the design and manufacture of the signs used are given in AS 1743.

1.2 Objective and principles

1.2.1 Objective

The objective of this Part of the *Manual* is to provide organisations carrying out works on roads with a set of uniform practices for the signing and delineation of construction and maintenance works which will promote the safety of both workers and road users at the work site.

1.2.2 Principles

The primary objective is to ensure the safety of road workers, while the secondary objective is to balance:

a) the safe and convenient movement of traffic; and

b) construction and traffic management costs.

This Part of the *Manual* sets out the optimal treatments for the management of traffic at roadworks. Traffic arrangements which provide a lesser level of protection and guidance may lead to additional safety risks to road workers and an increased risk of driver error. Arrangements which do not meet the optimal requirements of this Part of the *Manual* may be considered and approved as exceptions. Exceptions must be accompanied with a risk assessment and appropriate measures to ensure that the safety of workers and road users is not compromised, in accordance with Clause 2.2.3.

Traffic management arrangements in excess of those included in this Part of the *Manual* may potentially appear unnecessary to drivers and/or lead to increased driver frustration and reduced speed compliance. As a result, these traffic management arrangements shall be supported with a risk assessment in accordance with Clause 2.2.3 and the requirements of Clause 2.2.5.

1.2.3 Innovation

Innovative treatments that provide improved value for money outcomes are encouraged. Such treatments may include:

a) Planning for greater network impacts through reducing the level of service for the road user typically enables works to be undertaken in a more time- and cost-efficient manner.

b) Innovative deployment of devices.

c) Alternative device layouts using new and/or improved devices.
New or improved devices require approval by the Department of Transport and Main Roads (see Clause 2.2.5 for guidance about variation to optimal treatments).

1.3 Referenced documents

The following documents are referred to in this Part:

1.3.1 Australian Standards

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Austroads

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<tr>
<td>Austroads Guide AGTM10-16, Guide to Traffic Management, Part 10 Traffic Control and Communication Devices</td>
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<tr>
<td>AP-C87-08 Austroads Glossary of Terms</td>
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1.3.2 International Standards

- Transportation Research Board, National Cooperative Highway Research Program

1.3.3 Department of Transport and Main Roads manuals

- Queensland *Manual of Uniform Traffic Control Devices (MUTCD)* Part 4: *Speed Controls*
- Technical Specification MRTS02 *Provision for Traffic*
- Technical Specification MRTS11 *Sprayed Bituminous Treatments (Excluding Emulsion)*
- Technical Specification MRTS260 *Temporary Variable Speed Limit Signs*
- Technical Specification MRTS262 *Temporary Variable Message Signs*
- *Traffic and Road Use Management (TRUM) manual Volume 1 Guide to Traffic Management Part 10 Traffic Control and Communication Devices*
- *Traffic Controller Accreditation Scheme Approved Procedure*

1.4 Definitions

For the purpose of this *Manual*, the definitions in Austroads *Glossary of Terms* and those following apply.

1.4.1 Arterial road

A general term for a main road carrying mostly long-distance traffic, as distinct from local traffic.

1.4.2 Built-up area

Roadside development comprising property accesses at spacings averaging less than 100 m over distances of at least 500 m.
1.4.3 Competent person

A person who has, through a combination of training, qualification and experience, acquired knowledge and skills enabling that person to correctly perform a specified task, and who is appropriately authorised to perform that role.

A person is only authorised to perform the role in Queensland if he or she holds an authority that is applicable to that role (that is, where such an authority is a mandatory regulatory requirement).

NOTES:

1. Training competencies are:
   - working in proximity to traffic awareness for persons who work on or adjacent to a road.
   - Traffic Management Implement for persons required to implement Traffic Management Plans and Traffic Guidance Schemes
   - Traffic Management Design for persons required to design, develop, review and inspect Traffic Management Plans and Traffic Guidance Schemes
   - Traffic Controller (see Clause 1.4.20 of this Manual).

Further information about competent persons is provided in Queensland MUTCD Part 3 Supplement Section 1.4.3-1.

1.4.4 Expressway-type road

A divided highway for through traffic with full or partial control of access and generally with grade separation at intersections. The term includes expressways, freeways, tollways and motorways.

1.4.5 Long-term

The description which applies when a Traffic Guidance Scheme is required to operate both day and night and may be left unattended.

1.4.6 May

A permissive condition. Where the word ‘may’ is used, it indicates that usage of the device is conditional, or optional. Usually, no specific requirement for design or application is intended.

1.4.7 Multilane

Two or more traffic lanes in one direction.

1.4.8 Open road area

Roadside development less frequent than that specified for a built-up area (see Clause 1.4.2).

1.4.9 Regulatory traffic control device

A sign, signal, marking or installation indicating an obligation to comply with a legally enforceable instruction.

1.4.10 Residential street

A residential street is a street that serves primarily to provide for direct residential property access and/or for limited neighbourhood movement.

1.4.11 Road safety barrier system

A physical barrier separating the work area and the travelled path, designed to resist penetration by an out-of-control vehicle and, as far as reasonably practicable, to redirect out-of-control vehicles back into the travelled path (see Clause 3.10.3).
1.4.12 Road user

Any driver, rider, passenger or pedestrian using the road.

1.4.13 Roadway

That portion of the road devoted particularly to the use of vehicles, inclusive of shoulders and auxiliary lanes.

1.4.14 Running lane

A portion of the roadway allotted for a single line of moving vehicles.

1.4.15 Shall

A mandatory condition. Where certain requirements in the design or application of the device are described with the ‘shall’ stipulation, it is mandatory that, when an installation is made, these requirements be met.

1.4.16 Should

Indicates a recommendation. Where the word ‘should’ is used, it is considered to be recommended usage, but not mandatory. Any recommendation that is not applied must be based on sound traffic engineering judgement and documented.

1.4.17 Short-term

The description which applies when a Traffic Guidance Scheme is required only while work personnel are in attendance and is generally limited to the duration of a single work shift or lesser period where road conditions are returned to normal when the shift or lesser period ends.

1.4.18 Speed of traffic (traffic speed)

The posted speed limit or an estimate (see Note 1) of the speed of the majority of vehicles in the stream if considered to be significantly different from the speed limit (see Note 2), either above or below.

High Speed Road – Speed Limit of 80 km/h and above

Low Speed Road – Speed Limit of less than 80 km/h.

NOTES:

1. This estimate can be made by travelling in the stream when there is a sufficient volume of traffic to match and observe the speed of the majority of vehicles. Occasional vehicles clearly travelling faster than the majority are ignored.
   If the 85th percentile speed measured in accordance with Part 4 of the Manual is known at the location, this should be used in lieu.

2. A variation from the speed limit of ±10 km/h or more is considered significant.

1.4.19 Traffic

All vehicles, persons or animals travelling on a road.

1.4.20 Traffic Controller

A person who holds an appointment as an accredited person under Section 21 of the Transport Operations (Road Use Management) Act 1995 to perform the functions of a Traffic Controller as prescribed by the Transport Operations (Road Use Management – Accreditation and Other Provisions) Regulation 2015.
1.4.21 Traffic Guidance Scheme

An arrangement of temporary signs and devices to warn traffic and guide it through or past a work area or temporary hazard.

Further information about Traffic Guidance Schemes is provided in Queensland MUTCD Part 3 Supplement Section 1.4.21-1.

1.4.22 Traffic Management Plan

A document describing all essential traffic management matters associated with roadworks or works on roads. This includes risk assessment, traffic demand and accommodation, traffic routing and control and provision for vulnerable road users and special vehicles such as buses, trams or over-dimensional vehicles.

1.4.23 Two-way roadway

A roadway having a single traffic lane allotted for use by traffic in opposing directions.

1.4.24 Travelled path

That part of the roadway which is made available to vehicles and which may comprise one or more traffic lanes.

1.4.25 Work area

The specific area where work is being done.

1.4.26 Work site

An area which includes the work area(s) and any additional length of road required for advance signing, tapers, side-tracks or other areas needed for associated purposes.

1.5 Responsibility for safety at work sites

Organisations and individuals responsible for works in accordance with this Part of the Manual need to be aware of their responsibilities for any injury to road users or damage to property as a result of such operations. There is an equally important obligation to provide a safe workplace environment that minimises, as far as practicable, the likelihood of injury to workers by traffic within or adjacent to the work area. Principals and contractors need to be aware of the requirements of OHS legislation and implement them as they apply to this obligation.

Steps should be taken to warn the public of prevailing conditions and to guard, delineate, and, where necessary, illuminate work which may pose a hazard to road users. Care should also be taken to avoid, wherever possible, long delays or detours which may cause unnecessary inconvenience to road users (see Clause 2.6.6).
Supervisory personnel carrying out construction, maintenance or other works that require the use of a Traffic Guidance Scheme shall give attention to the following:

a) Be mindful of their responsibility to provide, as far as practicable, a safe workplace for personnel and plant under their control, and safe and convenient travelling conditions for road users.

b) Ensure that personnel under their control are, at all times, courteous to road users. Personnel should not allow themselves to become distracted by provocation from members of the public.

c) Ensure that personnel are competent to perform the roadwork signing task (see Clause 1.4.3).

d) Ensure that all personnel at a work site are aware of their responsibilities.

e) Ensure that Traffic Controllers are appropriately trained and informed of their duties and that they are regularly relieved from their duty (see Clause 4.10.5).

f) Be familiar with, and act, as far as is practicable, in accordance with the provisions of this Part of the Manual.

1.6 Legal authority

The Transport Operations (Road Use Management) Act 1995 provides that Official Traffic Signs shall be installed only by the authority of the Chief Executive of Transport and Main Roads or a local government. The Act also provides that any such sign shall be installed in accordance with the methods, standards and procedures prescribed in this Manual, or other duly approved documents.

1.7 Training competencies

The Traffic Management for Construction or Maintenance Work Code of Practice 2008, issued by the Department of Justice and Attorney-General provides guidance on the roles and responsibilities of Traffic Controllers and associated persons together with recommendations for training in the application of this Part of the Manual for persons associated with construction or maintenance work on, or adjacent to, a road.

Training competencies are outlined in Clause 1.4.3 and in the Queensland MUTCD Part 3 Supplement Section 1.4.3-1, while information on training is provided on the Department of Transport and Main Roads website.

For further details see Appendices J and K.

1.8 Supplement to this Part of the Manual

The Department of Transport and Main Roads issues supplements to this Manual.

The purpose of the supplements is to convey recent developments in traffic management at roadworks in an efficient and timely manner.
2 Principles for the development, installation and operation of a Traffic Guidance Scheme

2.1 Principles

Careful consideration should be given to the signing of the work site, no matter how brief the occupation of the site may be. This should include—

a) protection of workers;

b) provision of adequate warning of changes in surface condition and the presence of personnel or plant engaged in work on the road; and

c) adequate instruction of road users and their guidance safely through, around or past the work site.

Important basic principles to be observed are as follows:

i. Signs and devices shall be installed by a competent person.

ii. Signs and devices shall be appropriate to the conditions at the work site and shall be used in accordance with this Part of the Manual unless a risk assessment by a competent person indicates that an alternative arrangement is satisfactory (see Clause 2.2.3).

iii. Signs and devices shall be erected and displayed before work commences at a work site.

iv. Signs and devices shall be regularly checked and maintained in a satisfactory condition.

v. Signs and devices shall be removed from a work site as soon as practicable; however, appropriate signs should remain in place until all work (including loose stone removal and line marking following bituminous surfacing) has been completed.

vi. Records shall be kept of all works signing and delineation at roadway or part-roadway closures.

vii. Where works require the relocation of regulatory traffic control items, they shall be relocated or reinstalled promptly in positions where they are visible and can perform their regulatory function.

2.2 Planning

2.2.1 Traffic management planning process

A Traffic Management Plan outlines how the works are integrated into the operation of the road network, identifies and considers all foreseeable risks, and assesses the impact on all road users.

A Traffic Guidance Scheme details the traffic control signs, devices and measures to be applied at work sites to warn traffic and guide it through, or past, a work area or temporary hazard.

For works involving complex traffic arrangements, a Traffic Management Plan and Traffic Guidance Schemes are required. Specific Traffic Guidance Schemes are required for each separate element of the works.

For simpler activities and those involving short-term and mobile works not involving road closure, and works involving relatively simple part-roadway closures, the Traffic Management Plan and Traffic Guidance Scheme may be combined into one document.
2.2.2 Traffic Management Plans

Preparation of a Traffic Management Plan requires a procedure to be followed whereby all essential aspects of the Plan are considered in an ordered way. The following matters should be considered in turn and incorporated into the Plan if relevant:

a) Traffic demand

Determination of the capacity required to accommodate traffic demand at an acceptable level of service and convenience to road users. From this is determined the amount of road space which must remain open and where applicable, the times of day during which greater amounts of road space are needed to handle higher traffic volumes; for example, peak periods in built-up areas (see Clause 4.13).

b) Traffic routing

Selection of the appropriate means of routing traffic at the site, that is, through, around or past the site or a combination of these (see Clause 4.13) and ensuring that all required traffic movements are provided for.

c) Traffic control

Determination of the need for traffic control; that is, by Traffic Controller, traffic signals (portable or permanent), police or other means.

d) Other road users

Determination of the need to make provisions for road users other than vehicular traffic, including:

(i) Pedestrians, including people with disabilities where appropriate.

(ii) Bicycles.

(iii) School children.

(iv) Local residents.

(v) Emergency vehicles.

e) Special vehicle requirements

Determination of the need to provide for vehicles such as:

(i) Buses, including stops and terminals.

(ii) Over-dimensional vehicles, that is, vehicles which, together with their load, are wider or longer than a legal limit vehicle.

(iii) Restricted vehicles; that is, vehicles which, although within legal limits, are permitted to use only specified routes.
f) **Site conditions**

Consideration of the impact of the road and roadside environment on the management of traffic and the proposed construction methodology:

(i) Road furniture.

(ii) Property access.

(iii) Crash history.

(iv) Probable weather conditions.

NOTE: Request for crash data must be made to the Transport and Main Roads Data Analysis Unit through the department's Road Safety Statistics webpage.

### 2.2.3 Risk management

Risk management entails the identification and analysis of all safety risks likely to arise during works on road including the setting up, operating, changing and ultimate dismantling of a Traffic Guidance Scheme, followed by the determination of appropriate measures to mitigate those risks. The process is appropriate at all levels of planning and operation including the following:

a) When preparing standardised plans and safe work method statements for the conduct of minor routine and mobile works.

b) When preparing Traffic Guidance Schemes for more extensive or complex works where site-specific risks will assume importance.

In each case the process should be carried out by first identifying all the hazards likely to arise, evaluating them in terms of likelihood of occurrence and adverse consequences using historical data, experience or other means. The proposed procedural statement or Traffic Guidance Scheme should then be checked in detail to ensure that adequate means of controlling or reducing those risks found to be significant, are in place.

This Part of the Manual sets out guidance and optimal treatments (see Clause 1.2.2). Variations to these optimal treatments shall be made on the basis of a documented risk assessment undertaken in accordance with the Queensland MUTCD Part 3 Supplement and subject to Clause 2.2.5.

AS/NZS 4360 provides information on risk assessments.

### 2.2.4 Traffic Guidance Schemes

Planning for all road works requires the preparation of Traffic Guidance Schemes by a competent person (refer to the Queensland MUTCD Part 3 Supplement Section 1.4.3-1). It will normally take place at one of three levels, as follows:

a) **Short-term and mobile works not involving road closure**

The Scheme in these cases shall comprise procedures, together with details of signs and devices needed to cover all of the routine tasks the workers will encounter. The procedures should be documented by means of safe work methods statements supported, if necessary, by standard plans showing, for example, the processional order and separation distances of items in a mobile works gang.
b) **Works involving relatively simple part-roadway closures**

The Scheme in these cases shall comprise, as a minimum, a sketch of the protective devices and delineation required on a road construction or similar plan, and a list of devices required for the job. A reference to a diagram or figure or similar standardised illustration may be substituted for the sketch or plan, provided it adequately matches the situation, all matters addressed in the Traffic Management Plan and the risk assessment.

c) **Works involving complex traffic arrangements or staging, or both**

The Scheme in these cases shall comprise a fully documented Traffic Guidance Scheme providing the following:

(i) Plans showing temporary traffic paths, their delineation and the position of traffic control or warning devices.

(ii) On multi-stage works, a separate set of plans for each stage.

(iii) Details of after-hours traffic arrangements, on separate plans if they cannot be adequately incorporated into the above.

(iv) All necessary instructions for the installation, operation, between-stage rearrangement and ultimate removal of devices at the conclusion of the job.

It is essential to prepare such plans well before the job starts or before the start of the stage to which they apply, so that there is enough time to obtain any special devices or approvals needed.

### 2.2.5 Variation to optimal treatments and Registered Professional Engineer of Queensland certification

This Part of the Manual contains mandatory (shall) requirements and recommended (should) provisions and options (may). The application of these mandatory requirements and recommended provisions constitute optimal treatments. Variations to these optimal treatments may be undertaken as follows:

a) Where recommendations (should) are not adopted in preparing a Traffic Management Plan or Traffic Guidance Scheme, a risk assessment, in accordance with Clause 2.2.3 shall be undertaken by a Competent person with at least Traffic Management Design competency.

b) Where mandatory (shall) requirements are not adopted in preparing a Traffic Management Plan or Traffic Guidance Scheme, a risk assessment, in accordance with Clause 2.2.3 shall be undertaken by a Competent person with at least Traffic Management Design competency.

Both the risk assessment and the Traffic Management Plan or Traffic Guidance Scheme shall be certified by a Registered Professional Engineer of Queensland (RPEQ) with at least a Traffic Management Design competency.

Notifications of variations to mandatory requirements (including all relevant information) must be e-mailed to TrafficEngineering.Support@tmr.qld.gov.au for monitoring purposes only – not for approval or endorsement. Transport and Main Roads will monitor these variations to identify potential future practice changes to this Part of the Manual.

c) Where innovative treatments (see Clause 1.2.3) are proposed to be adopted in a Traffic Management Plan or Traffic Guidance Scheme, a risk assessment, in accordance with Clause 2.2.3 shall be undertaken by a Competent person with at least Traffic Management
Design competency. Both the risk assessment and the Traffic Management Plan or Traffic Guidance Scheme shall be certified by an RPEQ with at least a Traffic Management Design competency.

All proposed innovative treatments require approval by Transport and Main Roads prior to implementation. Requests for approval of innovative treatments (including all relevant information) must be e-mailed to TrafficEngineering.Support@tmr.qld.gov.au. As part of an approval to use or trial an innovative treatment, Transport and Main Roads may require that the applicant provides a detailed evaluation report on the performance and effectiveness of the treatment. Transport and Main Roads may use the results of the evaluation to identify potential future practice changes to this Part of the Manual.

d) The use of options (may), when adopted in preparing a Traffic Management Plan or Traffic Guidance Scheme, are not a variation to the optimal treatment and do not require certification by an RPEQ.

Very few work sites should fall within scope of the RPEQ requirement in addition to (b) and (c) previously. Examples include Traffic Management Plans or Traffic Guidance Schemes which involve complex geometric changes that require the application of engineering design principles or complex diversions that might require detailed analysis (such as micro-simulation traffic modelling) to establish the network impacts.

2.3 Traffic management

2.3.1 General

Depending on circumstances, movement of traffic may be achieved in one of the following ways:

a) Movement through the work area under closely controlled conditions, see Clause 2.3.3.

b) Movement past the work area by means of a delineated path alongside but clear of the work area, see Clause 2.3.4.

c) Movement around the work area by a detour, which may be via a side-track or an existing road, see Clause 2.3.5.

d) Closure of the road for short periods while work is carried out.

Figure 4.1 illustrates the various components of a typical work site. A summary of the requirements for signing and delineation of each component is given in Clause 4.1.4. It is essential that, at any work site, all of these components which are relevant in a particular case, are identified and the appropriate treatment applied.
2.3.2 Safety and convenience

The safety of workers through adequate protection from traffic and the safety and convenience of traffic at a work site are achieved as follows:

a) Safety of workers

Worker protection from traffic at a static work site is achieved by either the provision of a safety barrier between the work area and moving traffic or in the absence of such a barrier by maintaining a relationship between--

(i) the lateral clearance between the edge of the work area and the nearest traffic path or lane; and

(ii) the speed of traffic past the site, controlled either by temporary speed zoning or other effective means.

Corresponding requirements including requirements for associated signs and delineating devices are specified in detail in Clause 4.2.

Worker safety at short-term and mobile works not requiring a static work site to be set up shall be achieved by adherence to the work methods specified in Clauses 4.3, 4.4, 4.5 and 4.6 respectively.

b) Safety and convenience of road users

In addition to providing adequate traffic control and guidance at a static work site, the safety of road users will be enhanced by ensuring that the work site is managed in such a way as to cause the minimum amount of inconvenience to traffic movement.

Works should be arranged to minimise--

(i) disruption of established traffic movements and patterns;

(ii) interference with traffic at peak movement periods;

(iii) interference with public transport services; and

(iv) the amount of road closed to traffic at any one time.

When they are not applicable during the works period, regulatory signs shall be removed or covered. Regulatory pavement markings likewise shall be either obliterated or traffic control measures employed to direct traffic along paths which might otherwise infringe the regulatory requirements of the markings.

Consideration needs also to be given to maintaining traffic flow through or past a work site, see Clause 4.13.

2.3.3 Traffic through the work area

Except as provided following for short-term and low-impact works, passage of traffic through a work area shall only be permitted where both the traffic and the work can be adequately controlled. Traffic Controllers or traffic signals shall be employed as necessary to slow traffic on the immediate approach to an active work area, to stop traffic for short periods when required for the movement of plant or other operations, or to control single line shuttle working. A pilot vehicle may be required to lead traffic along the desired path and to control its speed. For short-term and low-impact works, the works methods set out in Clauses 4.3, 4.4 and 4.5, and for work in residential streets (see Clause 4.13.5),
underpinned as necessary by risk assessment in particular cases, takes the place of more positive traffic control measures.

Controllers shall also be provided if necessary to control the movement of plant within the trafficable area.

2.3.4 Traffic past the work area

This will be the normal method of traffic management at sites where complete elimination of traffic from the site is not required. Traffic paths past the work area shall be clearly delineated. At long-term works, if the travel path substantially deviates from normal, as far as practicable, original pre-works delineation including pavement markings and raised pavement markers (RPMs) shall be obliterated if they are likely to misdirect drivers negotiating the site. Single line shuttle working may be required if available trafficable roadway width is restricted.

2.3.5 Traffic around the work area (side-tracks and detours)

When it is not practicable to allow traffic through or past the work area, it may be catered for by means of either a detour using existing roads or a specially constructed side-track. Requirements and recommendations for the operation of side-tracks, detours and temporary crossovers on divided roads, are given in Clause 4.14.

2.3.6 Night conditions

Where work at a site extends for more than a single day or is to be performed at night, the following requirements and recommendations for operating or securing the site at night apply:

a) General

The following requirements and recommendations apply to all night-time road closures whether or not workers or plant are on site:

(i) Wherever practicable, any part of the normal roadway which is closed during the day and can be opened at night, should be opened if, by so doing, either travel conditions or safety, or both for night traffic, can be improved.

(ii) Temporary traffic route lighting through a work site may be required in open road areas if there is a substantial deviation of the travel path from normal, the posted speed limit is greater than 70 km/h and the traffic volume exceeds 10 000 vpd. Temporary lighting may also be required to supplement existing lighting on arterial roads in built-up areas where the path through the site could be difficult to follow. Lighting from other sources, especially glare sources, should be taken into account when assessing the need for temporary traffic route lighting. Lighting for pedestrians shall be provided as specified in Clause 2.3.8(d).

(iii) Uncontrolled single lane operation shall not be permitted except for very short lengths under the conditions described in Clause 4.13.1(i), for example, in residential streets. The need for lighting should be considered. If single-lane operation is required at night, the preferred method is to use portable or temporary fixed traffic signals. Traffic Controllers should only be used as a last resort.

(iv) Signs and devices shall be provided in accordance with Clause 2.4.3.

(v) Illuminated flashing arrow signs and similar devices having light emitting elements should be dimmed for night use where necessary to avoid glare.
b) Work in progress at night

The following requirements and recommendations applicable to works being carried out at night are additional to those given in Item (a):

(i) Lighting at a work site shall, as a minimum requirement, illuminate the following areas:
   A. Traffic control station and locations where workers or plant might encroach on traffic lanes.
   B. Intersections in which works are taking place.

Wherever practicable, it is recommended that the entire work area and immediate approach be lit.

(ii) Workers shall wear high visibility garments (see Clause 3.16.4).

(iii) Floodlighting is recommended as traffic route lighting levels will not normally be adequate for an active work site.

(iv) Steps should be taken to ensure that floodlighting does not produce glare sources for approaching drivers.

(v) The adverse environmental effects of high lighting levels close to residential property should be considered.

(vi) Dimming controls on illuminated flashing arrow signs and matrix-type variable message signs should be checked for correct operation.

2.3.7 Provision for pedestrians and bicycles

Where pedestrians, including school children and people with disabilities or visual impairment, have to move around, through or past a work site or to cross the road within a work site, they shall be provided with and directed to suitably constructed and protected temporary footpaths and crossing points, or formal pedestrian crossings, or refuges if warranted.

Pedestrian and bicycle paths should, where practicable, be provided on the same scale and to the same width as any facilities for pedestrian or bicycle traffic that were existing prior to the works (refer to Austroads Guide to Road Design, Part 6A, Pedestrian and Cyclist Paths for guidance). If this is not practicable, such facilities shall meet the requirements of Clause 2.3.8.

2.3.8 Temporary footpaths and pedestrian crossing

Where footpaths or pedestrian crossings have been partially closed or temporarily relocated, and it is not practicable to provide facilities on the same scale and to the same width as existed prior to the works, the minimum requirements and recommendations for the temporary facilities are as follows:

a) The unobstructed width at local constrictions shall be not less than 1.0 m. Elsewhere, a width of at least 2.0 m should be provided.
b) Where pedestrian traffic has been diverted onto an existing roadway the pedestrian path shall be separated from vehicular traffic. A mesh fence may be used, provided that–
   
i. the clearance to the delineated edge of the traffic lane is at least 1.2 m and the speed limit is 60 km/h or less; or
   
ii. the clearance to the delineated edge of the traffic lane is less than 1.2 m and the speed limit is 40 km/h or less.

Where traffic speeds (see Clause 1.4.18) are more than 10 km/h above the speed limits given in Items (i) and (ii), a road safety barrier system (see Clause 3.10.3) shall be provided.

NOTE: The channelling of pedestrians and bicycle traffic using lightweight modules is subject to the requirements of Clause 3.10.2.

c) Surfacing should provide for prams, strollers and wheelchairs, and other mobility aids.

d) Except as follows, lighting of the footpath shall not be less than the level provided on the original footpath or to AS/NZS 1158.3.1, whichever is the lesser level. Lighting of the pedestrian crossing shall not be less than the level provided on the original crossing or to AS/NZS 1158.4, whichever is the lesser level. Lighting to AS/NZS 1158.4 should be provided if the associated works reduce either the sight distance to, or the prominence of, the crossing.

e) Crossings shall be located as near as practicable to established pedestrian routes and shall have the same level of function as the crossings they replace, including provisions for the people with a vision impairment.

f) Crossings should be signalised if the crossings they replace were signalised.

g) The management of pedestrians at crossings on roadways temporarily converted from one-way to two-way is given in Clause 4.14.8.

2.4 Device requirements

2.4.1 Selection and use

This Manual specifies the optimum number of signs and devices required–

a) to provide advance warning;

b) to guide traffic through, around or past the work area; and

c) to minimise the possibility of confusion and misinterpretation of the intended instructions.

Advance warning signs and devices should allow adequate time for correct response under the anticipated worst conditions (see Clause 4.7). Advance warning signs shall be installed on all approaches to the work area, including any side roads.

Approval for erection or removal of regulatory traffic control devices shall be obtained from the Department of Transport and Main Roads or appropriate road authority.

Standard signs shall be used wherever a suitable sign for the purpose exists. However, there will be instances where there is no suitable standard sign. In such cases, the sign developed shall comply with the format requirements specified in Clause 3.2, and approval of the delegate of the Director-General, Transport and Main Roads, shall be obtained for such non-standard signs prior to erection.
2.4.2 Delineation

The travelled path on the approaches and past the work area shall be delineated so as to properly define which part of the roadway is available to road users, or the path that traffic is required to follow, under all reasonably expected weather and atmospheric conditions, day or night as applicable.

Delineation should be considered for both long- and short-range purposes. The former should provide drivers approaching the work site with an advance view of the site indicating the general location and direction of the trafficable path, whilst the latter should guide drivers through the works once they have entered the work area or side-track. Long-range delineation should begin to provide advance guidance at the start of the work site. Short-range delineation should indicate a continuous path for at least D (see Table 4.2) metres in front of the vehicle.

Long-range delineation will be mostly achieved by post mounted devices. Short-range will usually rely on a combination of retroreflective line marking, other pavement-based devices, and traffic cones or bollards.

2.4.3 Night conditions

Signs shall be floodlit if outside the headlight beams. Delineating devices shall comprise or incorporate retroreflectors. Flashing lamps may be used to draw attention to certain advance signs (see Clause 3.11). Flashing lamps shall not be used for delineation.

Pavement markings through the work site shall be retroreflective. This may be achieved by means such as reflectorizing paint using drop-on beads, retroreflective preformed materials or raised retroreflective pavement markers.

NOTE: The use of steady or ripple lamps has been deleted from this Part of the Manual.

Hazards or barriers may require floodlighting to make them more conspicuous. Care should be taken that floodlighting, undimmed illuminated flashing arrow signs, matrix-type variable message signs and other similar devices do not cause disability glare for approaching drivers. Except in an emergency, floodlighting should not be provided by use of vehicle headlights.

Signs required to be fluorescent by day and retroreflective at night, for example, the Workers (symbolic) sign, shall have a sign face background comprising combination fluorescent / retroreflective material.

Further requirements for the use of temporary delineators are given in Clause 3.9.2.

2.4.4 Adjustment to existing devices

Existing signs and traffic control devices which are inappropriate to, or conflict with, the temporary work site situation shall be fully covered or removed.

2.4.5 Safety barriers

Safety barriers may be required for situations where any of the following are cause for concern:

a) Inadequate safe clearance between moving traffic and workers and plant on site (see Clause 4.2).

b) Hazardous traffic conflicts (for example, head-on collisions).

c) Collisions with hazardous fixed objects, construction works or falls into excavations close to the travelled path.
d) Inadequate separation of temporary footpaths, shared paths or bicycle paths from vehicular traffic paths (see Clause 2.3.8).

Requirements and recommendations for the selection, positioning and end treatment of safety barriers are given in Clause 3.10.3.

2.4.6 Vehicle size and load restrictions

Where the width, height or load-carrying capacity of the roadway or structure is to be temporarily reduced during works, the appropriate authority should be informed in advance so that arrangements may be made to divert traffic which would exceed the temporary limitations. The authority should also be advised when the restriction is removed so that all traffic can resume use of the roadway or structure.

Possible ground clearance problems for long, low vehicles should also be made known.

Low-clearance warning gauges may be required in advance of false work structures (see Clause 3.15.6 and Figure 4.23).

2.5 Installation and removal

2.5.1 Condition of devices

Individual signs and devices should be examined before installation to ensure that they are in good condition and their performance is not impaired. The following checks are required:

a) Mechanical condition

Items that are bent, broken or have surface damage, should not be used.

b) Cleanliness

Items should be free from accumulated dirt, road grime or other contamination.

c) Colour of fluorescent signs

Fluorescent signs whose colour has faded to a point where they have lost their daylight impact should be replaced.

d) Night-time visibility

Signs required to be effective at night shall be checked for retroreflectivity as soon as possible after installation. Those whose retroreflectivity is degraded either from long use or surface damage shall be replaced. Night-time effectiveness can best be checked by viewing the signs by vehicle headlights in dark conditions.

Functional inspections are also required, see Clause 2.5.5.

2.5.2 Positioning of devices

Signs and devices should be positioned and erected so that–

a) they are properly displayed and securely mounted (see Clause 3.3);

b) they are within the line of sight of the intended road user;

c) they cannot be obscured from view (for example, by vegetation or parked cars);

d) they do not obscure other devices from the line of sight of the intended road user;

e) they do not become a possible hazard to workers, pedestrians, or vehicles;
f) they do not deflect traffic into an undesirable path;

g) they do not restrict sight distance for drivers entering from side roads or streets, or private driveways; and

h) they are not installed using supports that could be a hazard if struck by a vehicle.

Delineating devices (for example, traffic cones, bollards, post mounted delineators) should generally be placed 1 m clear of the travelled path where practicable; however, traffic cones and bollards may also be used to define the edge of the travelled path or to separate opposing traffic.

In open road areas and on unkerbed roads in built-up areas where signs are to be mounted on posts, they should normally be placed clear of the outer edge of shoulder and at least 2 m clear of the travelled path, whichever is the greater clearance. They should be erected 1 to 1.5 m above the level of the nearest edge of the travelled path to the underside of the sign.

On kerbed roads in built-up areas where signs are mounted on posts adjacent to a footpath, or where vehicle parking may occur, they should be erected a minimum of 2.2 m above the level of the kerb or footpath to the underside of the sign, to reduce interference from parked vehicles. Where neither pedestrians nor parked vehicles have to be considered, for example, on a traffic island or median, a mounting height of 1.5 m may be more appropriate.

Signs mounted on portable supports used for short-term operation (see Clause 3.3) should generally be located and erected as follows:

(i) **In open road areas**

   On the road shoulder, a minimum of 1 m clear of the travelled path.

(ii) **In built-up areas**

   Behind the kerb if visible to oncoming traffic and not obstructing pedestrians; otherwise, on the pavement as near as practicable to the kerb without the sign becoming obscured and without obstructing moving traffic.

Where an instruction sign (for example, see Clauses 3.5 and 3.6) and a road condition sign (see Clause 3.7) would normally be required at the same location, the former shall take precedence and the latter should be positioned at the best alternative location.

Where practicable, signs shall be erected on both sides of the roadway on multilane divided or one-way roads where the volume is 10 000 vpd or greater. This treatment should also be considered for all other roads, especially those with curved alignments.

The visibility of a sign can be affected by deep shade, the direction of the sunlight, background conditions (including lighting) and oncoming headlights. These factors should be considered when signs and devices are erected to ensure that they can be clearly seen at all times.
2.5.3 Setting out and recovery of devices

Before work commences, signs and devices at the approaches to and within the work area should be set out in accordance with the Traffic Guidance Scheme in the following sequence:

a) Advance warning and regulatory signs (including temporary speed zone signs).
b) All intermediate advance warning and regulatory signs and devices required in advance of the taper or start of the work area.
c) All delineating devices required to form the taper including the illuminated flashing arrow sign at the end of the taper where required.
d) Delineation of the work area or side track.
e) All other required warning and regulatory signs including termination and end of temporary speed zone signs.

This operation shall be carried out, where practicable, as work off the travelled path in accordance with Clause 4.3.7, or as short-term work in traffic in accordance with Clause 4.3.3, for locations in open road areas. This operation shall be carried out in accordance with Clause 4.4.2 or 4.4.3 for locations in built-up areas. A mobile works method (see Clause 4.6) shall be used if the previous method is not practicable due to the volume or speed, or both, of approaching and passing traffic.

Recovery of devices at the conclusion of the work shall be done in the reverse order using the same work method as for setting out.

Signs and devices that are erected before they are required should be fully covered by a suitable material. The cover should be removed immediately prior to the commencement of work.

NOTE: These signs should be covered with opaque materials. Open weave materials such as hessian are not suitable as the retroreflective performance of the sign is not sufficiently inhibited when viewed at night using vehicle headlights. Covering signs with black or dark coloured plastic materials can result in excessive temperature and moisture cycling which may damage the sign. Best results are obtained by using a dense fabric that allows entrapped moisture, for example, condensation, to dissipate in a natural manner. Covered signs should be inspected at night to ensure that they are not visible and hence do not provide conflicting messages to drivers. Signs should also be checked in unusual weather conditions including high winds for loss or disturbance of the covering.

2.5.4 Orientation of sign

Signs should face towards approaching traffic approximately at right angles to the line of sight from the driver to the sign.

At curved alignments, the sign should be placed approximately at right angles to the line of sight of a motorist 50 m in advance of the sign.

2.5.5 Inspection

At a static work site, when the erection of the signs and devices is completed, and the condition of devices has been checked in accordance with Clause 2.5.1, supervisory personnel should carry out a functional inspection before and after opening to traffic. This inspection should be carried out along the travelled path, and past all of the signs and devices. The same inspection should be carried out at night with headlights on low beam. If the arrangement is considered confusing or unsatisfactory, it should be adjusted and reinspected. A similar functional inspection should be carried out after any change is made to the arrangement.
2.5.6 Publicity

Depending on the complexity of the Traffic Guidance Scheme and the length of time it is to operate, it may be necessary to erect special signs to inform the public of the Traffic Guidance Scheme.

NOTE: It may also be advisable to implement a publicity campaign using printed material and local media, particularly the radio.

2.5.7 Removal

It is most important that the relevant signs and devices be removed or concealed from view as soon as any activity is completed or a hazard ceases to exist.

When all work is complete, signs and devices should be dismantled in the reverse order to that specified in Clause 2.5.3.

2.6 Operation

2.6.1 Daily routine and worksite records

A daily routine for the operation of a work site, including the keeping of daily records of the sign and delineation arrangement or Traffic Guidance Scheme, and records of any incidents which might have ongoing consequences, shall be put into effect and maintained.

NOTE: Recommended procedures and guidelines are given in Appendix A.

2.6.2 Layout variation

It is most important that signs and devices for which the temporary or permanent need no longer exists, be covered (see Note to Clause 2.5.3) or removed. Additional appropriate signs and devices should be introduced as changed circumstances or road conditions dictate and any changes should be noted on daily work sheets or in a diary (see Paragraph A2(a) Appendix A).

Long-term work sites shall, in addition to the signs and devices required to protect the work area on a continuing basis, have the Workers (symbolic) sign (see Clause 3.4.4) erected at each location within the site at which workers are actually on site. The latter signs shall be removed at the end of the shift (except where multiple shifts are involved) or when the workers leave the site. A change of speed limit may also be required in conjunction with the placement or removal of the Workers (symbolic) sign (see Clause 2.5.3).

2.6.3 Maintenance of devices

In ineffective signs and devices shall be replaced by similar items in good condition, if they cannot be made effective by cleaning or repairing.

Signs and devices which are damaged or otherwise no longer in good condition should be either refurbished to new condition or replaced. Non-repairable signs should be destroyed so that they are not inadvertently reused.

Water in water-filled safety barrier elements shall be maintained at the required level.

2.6.4 Use of high visibility clothing

All personnel shall wear high visibility clothing while on or adjacent to the travelled path, or in other potentially hazardous areas, for example, on or adjacent to construction haul roads (see Clause 3.16.4).
2.6.5 Hazard avoidance

Machinery should not be parked, materials stored, or buildings erected in positions where they may create a hazard, obscure signs, or block approaching drivers’ lines of sight.

2.6.6 Closures and delays

There may be occasions when there is no alternative to the complete closure of a road. Delays to traffic should be minimised with a desirable maximum delay of about 15 min. If the delay is expected to be longer, the method of working should be altered, or a detour or side track provided.

If the delay is longer than 15 min because of an unexpected event, for example, plant breakdown, the supervisor should inform the Traffic Controllers of the delay and should give an estimated time to be relayed to the public. If traffic queues become too long, consideration should be given to either finding a suitable detour or otherwise re-routing traffic. Advice should also be given to emergency services.

2.6.7 Safety audit

The conduct of a construction phase road safety audit, as recommended in Austroads Guide to Road Safety, Part 6 Road Safety Audit, should be considered for works involving complex traffic arrangements or staged works, or both, see Clause 2.2.4(c). This is especially desirable where site-specific risks will assume importance.

2.7 Emergency and unplanned works

Traffic control requirements and recommendations for emergency and unplanned works are given in Appendix H.
3 Description and use of signs and devices

3.1 Functions of devices

The functions of the various traffic control devices are as follows:

a) To warn, guide and instruct road users, for example, signs.

b) To draw attention to the work area, personnel and equipment.

c) To control the speed or the passage of traffic within and adjacent to the work area, for example, the Stop / Slow bat, signals and speed limit signs.

d) To indicate the direction and width of the available travelled path, for example, delineators.

e) To discourage access to the whole or portion of the work area, for example, barrier boards and mesh fence.

f) To provide physical protection for the work area and its occupants, for example, safety barriers.

3.2 Format and size of signs

3.2.1 Format of signs

The format of signs used at roadworks shall be as follows:

a) Signs warning of works personnel

These shall have a black legend on a retroreflective fluorescent orange background. Such signs shall be displayed only when personnel are working at the site.

b) PREPARE TO STOP and REDUCE SPEED signs and signs associated with blasting operations

These shall be rectangular with a white legend on a red background, both retroreflective.

c) Other roadworks signs

All other roadworks signs shall be rectangular with a black legend on a yellow retroreflective background, except DRIVE SAFELY which is white on blue and DO NOT OVERTAKE which is black on white.

NOTE: Retroreflective fluorescent yellow may be used in lieu of retroreflective yellow for roadwork signs.

d) Direction signs

Temporary direction signs shall be rectangular with a white legend on a green retroreflective background. Any patches for example, street name, service symbol, and so on shall use standard colours.

NOTE: Substrates and mounting arrangements may need to be altered to suit temporary mounting.

e) Regulatory and warning signs used for roadworks purposes

Signs in the R, W and G series shall be the same format as their permanent counterparts.

3.2.2 Retroreflective material

Retroreflective material used on signs for works on roads shall meet at least the requirement for Class 400T (or 1W) sheeting as specified in AS/NZS 1906.1.
3.2.3 Sign sizes in the T Series

The application of the sign size designations A and B in the T Series in this Section are as follows:

a) **A size**

   Applicable to all signs in T Series. This size will be suitable for—
   
i. posted speed limits up to 110 km/h; or
   
   ii. signs directed at pedestrians.

   NOTE: Signs and devices for works on roads shall be positioned in accordance with Clause 2.5.2.

b) **B size**

   Applicable where an oversize sign may be required—
   
i. on expressway-type roads for added emphasis of the onset of works, detours or closures; or
   
   ii. for other critical safety messages.

   NOTE: B size signs should also be considered for all T1 Series signs where the A size signboard is less than 1 m² in area and traffic speeds exceed 70 km/h.

3.2.4 Multi-message sign sizes

The multi-message sign panel sizes are as follows:

a) 600 x 600
b) 1200 x 300
c) 1200 x 600

The multi-message sign consists of up to three linked messages in up to three separate panels on a single 1200 x 900 mm frame. The 1200 x 900 mm multi-message sign size is used irrespective of the speed environment.

Further details on the multi-message sign system are included in Appendix D.

3.3 Sign mountings

3.3.1 General

Mountings for signs at works on roads are required to suit a variety of maintenance and construction situations.
Both signs and mountings used for short-term operations including where staging of works requires their frequent relocation, should be portable, easily erected and stored. The mountings should—

a) be quick and easy to install;

b) provide secure sign attachment;

c) be stable in windy conditions and from the effects of moving traffic;

d) provide for installation on all types of road, shoulder or verge surface;

e) have the flexibility to handle the sizes of signs involved;

f) be easily handled, transported and stored; and

g) not be a hazard to road users if struck in their normal upright position or after being knocked over.

Mountings for short-term operations should be arranged so that the signs are prominently displayed to traffic and will command attention. The sign should be mounted so that it is clear of the ground and free of obstruction. The minimum height from the shoulder surface to the bottom edge of the sign is 200 mm.

Signs for long-term work should be mounted on normal fixed supports so that they are not likely to be disturbed by the weather, vandals or traffic (see Clause 2.5.2).

### 3.3.2 Multiple sign displays

In cases where this Part of the Manual requires two signs to be displayed together at the one position (for example, the Workers (symbolic) and Speed restriction signs), they may be displayed on the same mounting either side-by-side or one above the other. The sign sizes may be reduced to suit the mounting, provided the size of legend, size of symbol or area occupied by the legend is unchanged from the corresponding sign specified in this Part of the Manual.

### 3.3.3 Multi-message sign displays

Multiple sign displays (see Clause 3.3.2) may be displayed as a multi-message sign. Multi-message signing entails the combination of multiple roadwork warning, regulatory signing and traffic instruction messages within a single sign. Appendix D sets out the requirements for the approved panel configuration, size of sign and typical arrangement diagrams.

### 3.4 Signs and devices for work site approaches and departures

#### 3.4.1 General

Signs used for work site approaches and departures are listed in Table 3.1.
### Table 3.1 – Signs for work site approaches and departures – Size table

<table>
<thead>
<tr>
<th>Sign</th>
<th>Sign Number</th>
<th>Size mm*</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROADWORK AHEAD</td>
<td>T1-1A</td>
<td>1800 x 600</td>
</tr>
<tr>
<td></td>
<td>T1-1B</td>
<td>2400 x 900</td>
</tr>
<tr>
<td>BRIDGEmARK AHEAD</td>
<td>T1-2</td>
<td>1800 x 600</td>
</tr>
<tr>
<td>ROAD PLANT AHEAD</td>
<td>T1-3-1</td>
<td>900 x 600</td>
</tr>
<tr>
<td>GRADER AHEAD</td>
<td>T1-4</td>
<td>900 x 600</td>
</tr>
<tr>
<td>Workers (symbolic)</td>
<td>T1-5A</td>
<td>900 x 600</td>
</tr>
<tr>
<td></td>
<td>T1-5B</td>
<td>1200 x 900</td>
</tr>
<tr>
<td>ROADWORK X km AHEAD</td>
<td>T1-16A</td>
<td>1800 x 600</td>
</tr>
<tr>
<td></td>
<td>T1-16B</td>
<td>2400 x 900</td>
</tr>
<tr>
<td>ROADWORK 500 m AHEAD</td>
<td>T1-16-Q01A</td>
<td>1800 x 600</td>
</tr>
<tr>
<td></td>
<td>T1-16-Q01B</td>
<td>2400 x 900</td>
</tr>
<tr>
<td>ROADWORK NEXT X km</td>
<td>T1-24A</td>
<td>1800 x 600</td>
</tr>
<tr>
<td></td>
<td>T1-24B</td>
<td>2400 x 900</td>
</tr>
<tr>
<td>ROADWORK ON SIDE ROAD</td>
<td>T1-25</td>
<td>1800 x 600</td>
</tr>
<tr>
<td>ROAD PLANT ON SIDE ROAD</td>
<td>T1-27</td>
<td>1800 x 600</td>
</tr>
<tr>
<td>NEXT X km</td>
<td>T1-28A</td>
<td>600 x 600</td>
</tr>
<tr>
<td></td>
<td>T1-28B</td>
<td>900 x 900</td>
</tr>
<tr>
<td>BRIDGEmARK X km AHEAD</td>
<td>T1-29</td>
<td>1800 x 600</td>
</tr>
<tr>
<td>ROAD WORK AHEAD (narrow format)</td>
<td>T1-31</td>
<td>900 x 1200</td>
</tr>
<tr>
<td>SIDE ROAD CLOSED</td>
<td>T1-32</td>
<td>1500 x 600</td>
</tr>
<tr>
<td>END ROAD WORK</td>
<td>T2-16</td>
<td>1800 x 600</td>
</tr>
<tr>
<td></td>
<td>T2-17</td>
<td>900 x 1200</td>
</tr>
<tr>
<td></td>
<td>T2-Q03</td>
<td>900 x 600</td>
</tr>
<tr>
<td>SURVEYOR AHEAD</td>
<td>T2-Q06A</td>
<td>900 x 600</td>
</tr>
<tr>
<td></td>
<td>T2-Q06B</td>
<td>1200 x 900</td>
</tr>
</tbody>
</table>

* Guidance on sign size selection is given in Clause 3.2.3.
### 3.4.2 Roadwork ahead (T1-1, T1-31), Roadwork X km ahead (T1-16), Roadwork 500 m ahead (T1-16-Q01)

The sign ROADWORK AHEAD shall be used to give advance warning of all long-term work sites other than bridgeworks (see Clause 4.7.2).

<table>
<thead>
<tr>
<th>Sign</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ROADWORK AHEAD</strong></td>
<td>T1-1 The T1-1 sign is preferred wherever space available at the area allows it to be used. The T1-31 sign is used wherever space does not allow the T1-1 sign to be used.</td>
</tr>
<tr>
<td><strong>ROAD WORK AHEAD</strong></td>
<td>T1-31</td>
</tr>
<tr>
<td><strong>ROADWORK 1 km AHEAD</strong></td>
<td>T1-16 The ROADWORK X km AHEAD sign is used X km in advance of the taper at a work area, where additional advance warning on arterial roads is necessary, for example, approach speeds higher than 80 km/h and sight distance less than 150 m. 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.</td>
</tr>
<tr>
<td><strong>ROADWORK 500m AHEAD</strong></td>
<td>T1-16-Q01</td>
</tr>
</tbody>
</table>

### 3.4.3 Bridgework ahead (T1-2), Bridgework X km ahead (T1-29)

<table>
<thead>
<tr>
<th>Sign</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BRIDGEWORK AHEAD</strong></td>
<td>T1-2 The sign BRIDGEWORK AHEAD is used to give advance warning of long-term works on bridges (see Clause 4.7.2(c)).</td>
</tr>
<tr>
<td><strong>BRIDGEWORK 1 km AHEAD</strong></td>
<td>T1-29 The sign BRIDGEWORK X km AHEAD is used on the approach to a bridgework site under the same conditions as specified for the ROADWORKS X km AHEAD (T1-16) in Clause 3.4.2.</td>
</tr>
</tbody>
</table>
### 3.4.4  Workers (symbolic) (T1-5), Surveyors ahead (T2-Q06)

<table>
<thead>
<tr>
<th>Sign</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>T1-5</td>
<td>The Workers (symbolic) sign is used to give warning of personnel engaged in works on or adjacent to the travelled path as specified in Clause 4.7.2(a). It shall comprise a black symbol on a retroreflective fluorescent orange background.</td>
</tr>
<tr>
<td>T2-Q06</td>
<td>The SURVEYORS AHEAD (T2-Q06) sign shall be used for survey work, in lieu of Workers (symbolic) (T1-5) sign</td>
</tr>
</tbody>
</table>

Use of this sign is further dealt with in the following Clauses:

- a) Static worksites – Clause 4.2.
- b) Short-term works, open road areas – Clause 4.3.
- c) Short-term works, built-up areas – Clause 4.4.
- d) Mobile works – Clauses 3.12.3 and 4.6.4.

As this sign is used to warn of the presence of personnel, it shall only be displayed when they are actually working, or are visible to traffic, or both, and shall be removed or covered when workers have left the work area or are no longer visible to traffic.

The sign NEXT X km (T1-28) (see Clause 3.4.7) is used in conjunction with this sign when it is used for frequently changing work areas (see Clause 4.3.4).
### 3.4.5 Road plant ahead (T1-3, T1-3-2), Grader ahead (T1-4)

<table>
<thead>
<tr>
<th>Sign</th>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="Road Plant Ahead Sign" /></td>
<td>T1-3-1</td>
<td>The sign ROAD PLANT AHEAD is used at work sites where machinery is working on the roadway and no form of traffic control, barrier or delineation is present to separate traffic from the work area. Where a grader alone is engaged in pavement, shoulder or roadside maintenance, the alternative sign GRADER AHEAD (T1-4) may be used.</td>
</tr>
<tr>
<td><img src="image" alt="Road Plant Ahead Sign" /></td>
<td>T1-3-2</td>
<td>The smaller ROAD PLANT AHEAD (T1-3-1) sign or the GRADER AHEAD sign should be used in conjunction with the NEXT 2 km (T1-28) sign at a frequently changing work area involving maintenance work carried out on the shoulder or verge by a grader or other machine (see Clause 4.3.4). At a frequently changing work area where there are workers on foot, the Workers (symbolic) (T1-5) sign is used instead of these signs. The sign should only be displayed when machinery is actually working.</td>
</tr>
<tr>
<td><img src="image" alt="Grader Ahead Sign" /></td>
<td>T1-4</td>
<td></td>
</tr>
</tbody>
</table>

### 3.4.6 Roadwork next X km (T1-24), Roadwork on side road (T1-25), Road plant on side road (T1-27), Side road closed (T1-32)

<table>
<thead>
<tr>
<th>Sign</th>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="Roadwork Next X km Sign" /></td>
<td>T1-24</td>
<td>The ROADWORK NEXT X km sign may be used to supplement other advance signs wherever, over a distance of 2 km or more, there are a series of two or more work areas within the one work site, separated, such that road users may not be aware that they are still within the work site. Advance signing shall be provided in advance of each individual work area.</td>
</tr>
<tr>
<td><img src="image" alt="Roadwork On Side Road Sign" /></td>
<td>T1-25</td>
<td>The ROADWORK ON SIDE ROAD and ROAD PLANT ON SIDE ROAD shall be used in advance of an intersection to warn of the relevant activities on the side road where there is insufficient distance from the through road intersection to the start of the works for turning traffic to be given adequate warning. Where practicable, all warning and delineation of the works should be confined to the side road. These signs shall not be used on a side road to warn of works on a through road about to be entered from the side road. The ROADWORK AHEAD (T1-1) or ROAD PLANT AHEAD (T1-3) may be appropriate in this case. A Speed Restriction sign shall not be used in conjunction with these signs.</td>
</tr>
<tr>
<td><img src="image" alt="Road Plant On Side Road Sign" /></td>
<td>T1-27</td>
<td></td>
</tr>
<tr>
<td><img src="image" alt="Side Road Closed Sign" /></td>
<td>T1-32</td>
<td>The SIDE ROAD CLOSED sign shall be used in advance of an intersection where the side road is closed to all traffic.</td>
</tr>
</tbody>
</table>
3.4.7 Next X km (T1-28)

The NEXT X km sign may be used in conjunction with either the Workers (symbolic) (T1-5), the ROAD PLANT AHEAD (T1-3-1) or the GRADER AHEAD (T1-4) signs where they are used to warn of a frequently changing work area (see Clause 4.3.4).

For shoulder grading and verge mowing on sealed roads in open road areas (see Clause 4.3.5) and for maintenance grading on unsealed roads (see Clause 4.5.2) the distance may be increased up to 6 km.

3.4.8 End roadwork (T2-16, T2-17, T2-Q03)

The END ROADWORK sign shall be used at the departure end of a work site where a temporary speed zone has been implemented. The Speed Restriction sign (R4-1) shall be installed in accordance with Clause 4.9.7. The END ROADWORK sign may not be necessary at the departure end of a work site where a temporary speed zone has not been implemented, on mobile works, progressively moving works, or where an END DETOUR sign (T2-23) is used (see Clause 3.6.3). The T2-16 sign is preferred wherever space available at the site allows it to be used. The smaller-sized T2-17 and T2-Q03 signs may be used in conjunction with ROAD PLANT AHEAD (T1-3-1), GRADER AHEAD (T1-4) and Workers (symbolic) (T1-5) signs or wherever space does not allow the T2-16 sign to be used.

3.5 Signs and devices for regulatory control of traffic

3.5.1 General

Signs used for regulatory control of traffic at work sites are listed in Table 3.2. Other regulatory signs specified in Part 2 of this Manual may be used, where appropriate, if the usage specified in Part 2 applies.
Table 3.2 – Signs for regulatory control of traffic – Size table

<table>
<thead>
<tr>
<th>Sign</th>
<th>Sign Number</th>
<th>Size mm*</th>
</tr>
</thead>
<tbody>
<tr>
<td>GIVE WAY</td>
<td>R1-2A</td>
<td>750 ht</td>
</tr>
<tr>
<td></td>
<td>R1-2B</td>
<td>900 ht</td>
</tr>
<tr>
<td>KEEP LEFT</td>
<td>R2-3-Q01</td>
<td>250 x 1200</td>
</tr>
<tr>
<td>Speed Restriction</td>
<td>R4-1A</td>
<td>450 x 600</td>
</tr>
<tr>
<td></td>
<td>R4-1B</td>
<td>600 x 800</td>
</tr>
<tr>
<td></td>
<td>R4-1C</td>
<td>900 x 1200</td>
</tr>
<tr>
<td></td>
<td>R4-1D</td>
<td>1200 x 1600</td>
</tr>
<tr>
<td>ROAD WORK</td>
<td>R4-3A</td>
<td>450 x 300</td>
</tr>
<tr>
<td></td>
<td>R4-3B</td>
<td>600 x 400</td>
</tr>
<tr>
<td></td>
<td>R4-3C</td>
<td>900 x 600</td>
</tr>
<tr>
<td>END Speed Limit</td>
<td>R4-12B</td>
<td>600 x 800</td>
</tr>
<tr>
<td>NO OVERTAKING OR PASSING</td>
<td>R6-1A</td>
<td>750 x 900</td>
</tr>
<tr>
<td>STOP HERE ON RED SIGNAL</td>
<td>R6-6</td>
<td>450 x 750</td>
</tr>
<tr>
<td>STOP / SLOW bat:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STOP face</td>
<td>R6-8A</td>
<td>450 dia</td>
</tr>
<tr>
<td></td>
<td>R6-8B</td>
<td>600 dia</td>
</tr>
<tr>
<td>SLOW face</td>
<td>T7-1A</td>
<td>450 dia</td>
</tr>
<tr>
<td></td>
<td>T7-1B</td>
<td>600 dia</td>
</tr>
<tr>
<td>Next ... m</td>
<td>R9-6-1A</td>
<td>750 x 150</td>
</tr>
<tr>
<td></td>
<td>R9-6-1B</td>
<td>1000 x 200</td>
</tr>
<tr>
<td>ONE LANE</td>
<td>R9-9A</td>
<td>600 x 400</td>
</tr>
<tr>
<td></td>
<td>R9-9B</td>
<td>750 x 500</td>
</tr>
<tr>
<td>Signals Ahead</td>
<td>W3-3B</td>
<td>750 x 750</td>
</tr>
<tr>
<td></td>
<td>W3-3C</td>
<td>900 x 900</td>
</tr>
<tr>
<td>Speed limit AHEAD</td>
<td>G9-79B</td>
<td>600 x 1000</td>
</tr>
<tr>
<td>STOP HERE WHEN DIRECTED</td>
<td>T1-Q12A</td>
<td>900 x 600</td>
</tr>
<tr>
<td></td>
<td>T1-Q12B</td>
<td>1200 x 750</td>
</tr>
<tr>
<td>Traffic Controller Ahead / PREPARE TO STOP</td>
<td>T1-Q05A</td>
<td>900 x 1000</td>
</tr>
<tr>
<td></td>
<td>T1-Q05B</td>
<td>1200 x 900</td>
</tr>
<tr>
<td>PREPARE TO STOP</td>
<td>T1-18A</td>
<td>900 x 600</td>
</tr>
<tr>
<td></td>
<td>T1-18B</td>
<td>1200 x 900</td>
</tr>
<tr>
<td>Signals Ahead (Rectangle)</td>
<td>T1-30A</td>
<td>900 x 600</td>
</tr>
<tr>
<td>Boom Barrier AHEAD</td>
<td>T1-Q17</td>
<td>900 x 600</td>
</tr>
<tr>
<td>Supplementary Plate ‘X km’</td>
<td>W8-5-Q01</td>
<td>600 x 200</td>
</tr>
<tr>
<td></td>
<td></td>
<td>750 x 250</td>
</tr>
<tr>
<td></td>
<td></td>
<td>900 x 300</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1200 x 400</td>
</tr>
</tbody>
</table>

* Except as noted in Clauses 3.5.5(a) and (b), guidance on sign size selection is given in Clause 3.2.3.
### 3.5.2 Manual control

The following are used for the manual control of traffic:

a) Traffic Controller ahead / Prepare to stop (T1-Q05)

<table>
<thead>
<tr>
<th>T1-Q05A</th>
<th>T1-Q05B</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1" alt="PREPARE TO STOP" /></td>
<td><img src="image2" alt="PREPARE TO STOP" /></td>
</tr>
</tbody>
</table>

The Traffic Controller Ahead / PREPARE TO STOP sign shall be used to give advance warning where traffic may be required to stop in compliance with the directions of a Traffic Controller. The sign shall be installed 2D in advance of the traffic control position where D is the greater value of the range of dimension given in Table 4.2.

The sign shall not be displayed when the Traffic Controller is not actually in attendance controlling traffic.

b) Stop / slow bat (R6-8, T7-1)

<table>
<thead>
<tr>
<th>R6-8</th>
<th>T7-1</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image3" alt="STOP" /></td>
<td><img src="image4" alt="SLOW" /></td>
</tr>
</tbody>
</table>

The STOP / SLOW bat shall be used by a Traffic Controller to control traffic at any temporary obstruction or hazard (see Clause 4.10). Retroreflective material used on the STOP / SLOW bat shall be Class 400 (1W) material. The colour of the SLOW face may be retroreflective fluorescent yellow.

The bat shall have a handle a minimum of 1.8 m long to the underside of the sign. For night-time operations, an illuminated wand should be used in conjunction with the bat.

c) STOP HERE WHEN DIRECTED (T1-Q12)

<table>
<thead>
<tr>
<th>T1-Q12</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image5" alt="STOP HERE WHEN DIRECTED" /></td>
</tr>
</tbody>
</table>

This sign may be used at roadworks during Traffic Controller operations when vehicles may be required to stop at a particular point.

This sign is to be a stand-alone sign, additional to all other signs.
### 3.5.3 Sign control

The following signs are used for controlling traffic by signs only:

a) Give way (R1-2), One lane (R9-9)

| R1-2 | GIVE WAY, ONE LANE sign assembly may be used to assign priority to one direction of travel past the work area when the travelled path is reduced to less than that required for two lanes of traffic. This technique is appropriate for road or bridgeworks when:
|       | a) the traffic volume is 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) the 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, ONE LANE sign assembly.
|       | If advance warning of this sign is needed, the Give Way Sign Ahead sign (W3-2) (see Part 2 of this Manual) may be used.

| R9-9 | The NEXT X m sign shall be used beneath the NO OVERTAKING OR PASSING sign to indicate the length of the no overtaking or passing zone. The NEXT X m sign is not required when the NO OVERTAKING OR PASSING zone applies to a bridge.
c) **KEEP LEFT (R2-3-Q01)**

| R2-3-Q01 | This sign may be used in lieu of the temporary hazard marker (T5-Q02) when installed at the start of a row of traffic cones where traffic is required to pass to the left of the cones. |

3.5.4 **Traffic signal control**

The following traffic signals and signs are used to control traffic:

a) *Portable traffic signal* – A portable traffic signal usually consists of two signal heads each comprising a three-aspect signal face, red, yellow and green; two vehicle detectors, a signal control unit and a portable power source. The signal control unit is usually designed to permit vehicle-actuated, fixed-time or manual operation (see Note following Figure 3.1).

Requirements for portable traffic signals are specified in AS 4191. Requirements for traffic signal lanterns are specified in AS 2144. A typical signal unit is shown in Figure 3.1.

*Figure 3.1 – Typical portable traffic signal*
A portable traffic signal may be used to control traffic where the direction of flow in a one-lane section of road is to be alternated or where all traffic is to be stopped, for example, at a machinery or haul road crossing.

The procedures for operating portable traffic signals are given in Clause 4.11.

NOTE: All traffic and signal control equipment shall meet the applicable standards and specifications prescribed in Part 14 of this Manual, the requirements of relevant statutory authorities and current Queensland Department of Transport and Main Roads or local government specifications.

b) Temporary fixed traffic signal – The design and installation of a temporary fixed traffic signal shall comply with the relevant requirements of Part 14 of this Manual.

The use of temporary fixed traffic signals instead of portable signals should be considered on safety grounds. The additional signal lanterns provide a more reliable control indication to traffic.

It will usually be found preferable to install fixed temporary signals for service periods in excess of one to two weeks. Temporary signals will require a power supply for continuous use.

c) Signals ahead (W3-3), Signals ahead (T1-30) and X km (W8-5-Q01)

| W3-3 | If portable or temporary fixed traffic signals are used to control traffic, the Signals Ahead sign (W3-3) shall be used to give advance warning. The PREPARE TO STOP (T1-18) sign shall be used in conjunction with this sign. For short-term use with portable signals the rectangular version of this sign (T1-30) may be substituted. Long distance warning of the existence of unexpected traffic signals, for example, in open road areas, may be required. The sign assembly Signals Ahead (W3-3) and 1 km (W8-5-Q01) supplementary distance plate should be used in this case. |
| T1-30 |
| W8-5-Q01 |

d) Stop here on red signal (R6-6)

| R6-6 | The STOP HERE ON RED SIGNAL sign shall be used to indicate where traffic must stop when there is no stop line on the pavement. It is also recommended to supplement the stop line where one is provided. |
Part 3: Traffic Control for Works on Roads

3.5.5 Temporary speed limits

The following signs are used to impose temporary speed limits:

a) Speed restriction (R4-1)

The Speed Restriction sign shall be used to create a temporary speed zone in accordance with the requirements and recommendations set out in Clause 4.9. It indicates the speed limit which applies between the sign and the next speed control sign ahead.

A variable speed limit sign in accordance with Part 4 of the Manual may be used.

Repeater Speed Restriction signs may be erected at intermediate locations within the zone. The sign R4-1B should be considered the minimum size.

The end of a temporary speed zone shall be indicated by a Speed Restriction sign (R4-1) displaying the appropriate speed limit for the road continuing beyond the works or the END Speed Limit (R4-12) sign where the conditions described in Item (c) apply. The END ROADWORK sign shall be used together with the Speed Restriction sign.

It is a legal requirement that a speed zone be terminated either by another regulatory speed control sign, or other means as specified in traffic regulations.

These signs shall not be used without other appropriate warning signs. Where workers are present at the site, the Workers (symbolic) (T1-5) sign (see Clause 3.4.4) shall be used together with the Speed Restriction sign. Speed Restriction signs continuously required for works which will be in progress for periods longer than 2 weeks shall be erected one to 1.5 m above the level of the nearest edge of the travelled path to the underside of the sign.

b) Road work (R4-3)

The ROAD WORK supplementary plate may be used with Speed Restriction sign (R4-1) to indicate the start of a temporary speed zone.

The A, B and C size signs are for use with the Speed Restriction sign sizes A and B respectively.
### c) End speed limit (R4-12)

| R4-12 | Subject to Clause 3.5.5(a), this sign may be used to terminate a temporary speed zone where it is not practicable or desirable to display the speed limit applying beyond the zone by means of the R4-1 sign. This case could typically occur where although the continuing speed limit (general limit or zoned limit) is 100 km/h, road surface, alignment or other conditions will not allow traffic to travel safely at that speed. |

### d) Speed Limit AHEAD (G9-79)

| G9-79 | This sign shall be used to provide advance warning of the start of a temporary speed zone in accordance with Clause 4.9.5(a) where a speed zone of intermediate value is not proposed. |
### 3.6 Detour signs

#### 3.6.1 General

Signs used for the guidance of traffic in advance of and through detours, are listed in Table 3.3.

**Table 3.3 – Signs for detours – Size table**

<table>
<thead>
<tr>
<th>Sign</th>
<th>Sign Number</th>
<th>Size mm*</th>
</tr>
</thead>
<tbody>
<tr>
<td>NO ENTRY</td>
<td>R2-4B</td>
<td>600 x 600</td>
</tr>
<tr>
<td></td>
<td>R2-4C</td>
<td>750 x 750</td>
</tr>
<tr>
<td>No Left Turn</td>
<td>R2-6B (L)</td>
<td>600 x 600</td>
</tr>
<tr>
<td></td>
<td>R2-6C (L)</td>
<td>750 x 750</td>
</tr>
<tr>
<td>No Right Turn</td>
<td>R2-6B (R)</td>
<td>600 x 600</td>
</tr>
<tr>
<td></td>
<td>R2-6C (R)</td>
<td>750 x 750</td>
</tr>
<tr>
<td>All Traffic Turn</td>
<td>R2-14B (L or R)</td>
<td>900 x 1200</td>
</tr>
<tr>
<td>LOW BRIDGE AHEAD ... m, HIGH VEHICLES DETOUR</td>
<td>G9-3 (L or R)</td>
<td>1700 x 900</td>
</tr>
<tr>
<td>LOAD LIMIT ... t ON BRIDGE, HEAVY VEHICLES DETOUR</td>
<td>G9-4 (L or R)</td>
<td>1700 x 900</td>
</tr>
<tr>
<td>DETOUR FOR HIGH VEHICLES</td>
<td>G9-5-1 (L or R)</td>
<td>1300 x 350</td>
</tr>
<tr>
<td>DETOUR FOR HEAVY VEHICLES</td>
<td>G9-5-2 (L or R)</td>
<td>1400 x 350</td>
</tr>
<tr>
<td>Two-way traffic (Rectangular – regulatory)</td>
<td>R2-11A</td>
<td>450 x 600</td>
</tr>
<tr>
<td></td>
<td>R2-11B</td>
<td>600 x 800</td>
</tr>
<tr>
<td>LOCAL TRAFFIC ONLY</td>
<td>G9-40-2A</td>
<td>900 x 600</td>
</tr>
<tr>
<td></td>
<td>G9-40-2B</td>
<td>1200 x 900</td>
</tr>
<tr>
<td>Two-way traffic (Diamond)</td>
<td>W4-11B</td>
<td>750 x 750</td>
</tr>
<tr>
<td></td>
<td>W4-11C</td>
<td>900 x 900</td>
</tr>
<tr>
<td></td>
<td>W4-11D</td>
<td>1200 x 1200</td>
</tr>
<tr>
<td>DETOUR AHEAD</td>
<td>T1-6A</td>
<td>1200 x 600</td>
</tr>
<tr>
<td></td>
<td>T1-6B</td>
<td>1800 x 900</td>
</tr>
<tr>
<td>END DETOUR</td>
<td>T2-23</td>
<td>1200 x 600</td>
</tr>
<tr>
<td>Two-way traffic (Rectangular)</td>
<td>T2-24A</td>
<td>900 x 600</td>
</tr>
<tr>
<td>DETOUR (Arrow)</td>
<td>T5-1A (L or R)</td>
<td>1200 x 300</td>
</tr>
<tr>
<td></td>
<td>T5-1B (L or R)</td>
<td>1800 x 450</td>
</tr>
<tr>
<td>Detour marker</td>
<td>T5-6A</td>
<td>450 x 450</td>
</tr>
</tbody>
</table>

* Application of the sign size designations in the T Series is given in Clause 3.2.3.

#### 3.6.2 Detour ahead (T1-6)

The DETOUR AHEAD sign shall be used to give advance warning of a detour bypassing a section of the normal roadway which is not trafficable or on which work is being carried out. The detour may be either via other roads or streets, or via a side track constructed for that purpose (see Clause 4.14).
### 3.6.3 End detour (T2-23)

| T2-23 | The END DETOUR sign should be used to indicate that a detour has ended wherever road users need to be advised that it has returned to the original route. |

### 3.6.4 Detour (left or right) (T5-1)

| T5 1(L) | The DETOUR sign (T5-1B) shall be used to indicate the direction and location for traffic to leave the normal roadway to detour via existing roads or streets or via a side-track bypassing an obstruction (see Clause 4.14). It will usually be necessary to use the advance sign DETOUR AHEAD (T1-6) in conjunction with this sign. DETOUR signs (T5-1A) should be used, if necessary, to reassure and guide traffic along the route of the detour. |
| T5-1(R) | |

### 3.6.5 Detour marker (T5-6)

| T5-6 | The Detour Marker may be used in lieu of the DETOUR (T5-1) sign to guide and reassure road users along the route of a detour if the DETOUR sign is likely to misdirect road users other than those following the detour. It is typically used in built-up areas where traffic is detoured via side streets. The signboard shall be designed to be mounted with the arrow either vertically upwards, or to the left or right. |

### 3.6.6 Low bridge ahead … m, High vehicles detour (G9-3), Load limit on bridge … t gross, Heavy vehicles detour (G9-4)

| G9-3(L) | The signs LOW BRIDGE AHEAD ... m, HIGH VEHICLES DETOUR and LOAD LIMIT ON BRIDGE ... t GROSS, HEAVY VEHICLES DETOUR shall be erected at locations where it is essential that high or heavy vehicles detour to avoid structures which have a low clearance or a load limitation (see Clause 4.14.10). They shall be erected in advance of the junction with the alternative route. The alternative legend NARROW BRIDGE AHEAD … m WIDE VEHICLES DETOUR may be substituted on sign G9-3. |
| G9-4(L) | |
### 3.6.7 Detour for ... vehicles (G9-5)

| G9-5-1(L) | The DETOUR FOR ... VEHICLES sign shall be erected at the junction with an alternative route where certain classes of vehicle are unable to negotiate the work area. The words WIDE or LONG may be used in lieu of HIGH and HEAVY, where appropriate. |
| G9-5-2(L) |

### 3.6.8 Two-way traffic (W4-11), Two-way traffic (T2-24), Two-way traffic (R2-11)

| W4-11 | The Two-way Traffic sign is used to warn road users that the roadway carries two-way traffic. The signs should be erected on both sides of the road at the beginning of each section over which two-way conditions temporarily apply. A second set of signs should be located between 100 m and 400 m after the start of the two-way section with additional sets of signs placed at intervals of approximately 1.5 km where the speed limit is greater than 70 km/h, or otherwise at 400 m intervals. The signs should be used for the following situations:

- a) where a two-way road is the extension of a one-way road
- b) on any other road where, because of the road conditions, it is not clear whether a particular roadway carries traffic in one or both directions, or
- c) facing traffic soon after entering from a side road in either of the conditions in Items (a) and (b). The largest sign (W4-11D) shall be used for the situation in Item (b). The rectangular version of this sign (T2-24) is for short-term use only.

Where a roadway designed or normally used for one-way traffic is temporarily being used for two-way traffic, or where legislation prescribes that roadways, for example, service roads, are one-way but two-way operation is desirable or necessary, the regulatory TWO-WAY sign (R2-11) shall be used at each end of the section of road to indicate the points at which the two-way traffic regulation temporarily applies. |
| T2-24 |
| R2-11 |

### 3.6.9 All traffic turn (R2-14)

| R2-14 (L) | The All Traffic Turn sign may be used at situations where all approaching traffic must turn in the direction indicated by the arrow. |
3.6.10  No Left Turn (R2-6(L)), No Right Turn (R2-6(R)), NO ENTRY (R2-4)

These regulatory signs shall be used to control traffic movement at intersections within a detour.

<table>
<thead>
<tr>
<th>Sign</th>
<th>Sign Number</th>
<th>Size mm*</th>
</tr>
</thead>
<tbody>
<tr>
<td>R2-6(L)</td>
<td>T3-3A</td>
<td>900 x 600</td>
</tr>
<tr>
<td></td>
<td>T3-3B</td>
<td>1500 x 900</td>
</tr>
<tr>
<td>R2-6(R)</td>
<td>T3-6A</td>
<td>900 x 600</td>
</tr>
<tr>
<td>R2-4</td>
<td>T3-7A</td>
<td>900 x 600</td>
</tr>
<tr>
<td></td>
<td>T3-7B</td>
<td>1500 x 900</td>
</tr>
<tr>
<td></td>
<td>T3-9A</td>
<td>900 x 600</td>
</tr>
<tr>
<td></td>
<td>T3-9B</td>
<td>1500 x 900</td>
</tr>
<tr>
<td></td>
<td>T3-11</td>
<td>1500 x 900</td>
</tr>
<tr>
<td></td>
<td>T3-12</td>
<td>1500 x 900</td>
</tr>
<tr>
<td></td>
<td>T3-13</td>
<td>900 x 600</td>
</tr>
<tr>
<td></td>
<td>T3-14A</td>
<td>900 x 600</td>
</tr>
<tr>
<td></td>
<td>T3-14B</td>
<td>1500 x 900</td>
</tr>
<tr>
<td></td>
<td>T3-16-1A</td>
<td>600 x 600</td>
</tr>
<tr>
<td></td>
<td>T3-16-1B</td>
<td>900 x 900</td>
</tr>
<tr>
<td></td>
<td>T3-16-2A</td>
<td>900 x 400</td>
</tr>
<tr>
<td></td>
<td>T3-16-2B</td>
<td>1500 x 600</td>
</tr>
</tbody>
</table>

* Application of sign size designations in the T Series is given in Clause 3.2.3.

3.6.11  Local traffic only (G9-40-2)

The LOCAL TRAFFIC ONLY sign may be used at detours where local traffic is permitted to enter the work area (see Clause 4.14.5).

3.7  Road condition signs

3.7.1  General

Signs used to warn road users of road conditions are listed in Table 3.4.

Table 3.4 – Road condition signs – Size table

<table>
<thead>
<tr>
<th>Sign</th>
<th>Sign Number</th>
<th>Size mm*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Slippery</td>
<td>T3-3A</td>
<td>900 x 600</td>
</tr>
<tr>
<td></td>
<td>T3-3B</td>
<td>1500 x 900</td>
</tr>
<tr>
<td>SOFT EDGES</td>
<td>T3-6A</td>
<td>900 x 600</td>
</tr>
<tr>
<td>ROUGH SURFACE</td>
<td>T3-7A</td>
<td>900 x 600</td>
</tr>
<tr>
<td></td>
<td>T3-7B</td>
<td>1500 x 900</td>
</tr>
<tr>
<td>Loose Stones</td>
<td>T3-9A</td>
<td>900 x 600</td>
</tr>
<tr>
<td></td>
<td>T3-9B</td>
<td>1500 x 900</td>
</tr>
<tr>
<td>NEW WORK, NO LINES MARKED</td>
<td>T3-11</td>
<td>1500 x 900</td>
</tr>
<tr>
<td>NO LINES, DO NOT OVERTAKE UNLESS SAFE</td>
<td>T3-12</td>
<td>1500 x 900</td>
</tr>
<tr>
<td>GRAVEL ROAD</td>
<td>T3-13</td>
<td>900 x 600</td>
</tr>
<tr>
<td>LOOSE SURFACE</td>
<td>T3-14A</td>
<td>900 x 600</td>
</tr>
<tr>
<td></td>
<td>T3-14B</td>
<td>1500 x 900</td>
</tr>
<tr>
<td>X km/h (portrait format)</td>
<td>T3-16-1A</td>
<td>600 x 600</td>
</tr>
<tr>
<td></td>
<td>T3-16-1B</td>
<td>900 x 900</td>
</tr>
<tr>
<td>X km/h (landscape format)</td>
<td>T3-16-2A</td>
<td>900 x 400</td>
</tr>
<tr>
<td></td>
<td>T3-16-2B</td>
<td>1500 x 600</td>
</tr>
</tbody>
</table>
3.7.2 Slippery (T3-3), Soft edges (T3-6), Rough surface (T3-7), Gravel road (T3-13), Loose stones (T3-9), Loose surface (T3-14)

| T3-3  | The Slippery, SOFT EDGES, ROUGH SURFACE, GRAVEL ROAD, Loose Stones and LOOSE SURFACE signs are used to warn road users of conditions which render the surface of the roadway or its edges temporarily hazardous. The signs should be erected 2D (see Table 4.2) metres before the beginning of the hazard. Road condition signs placed other than at an active work area may not require the use of other advance warning signs in conjunction, provided that the normal traffic lanes are not obstructed. If the hazardous conditions extend over a considerable length the signs may need to be repeated at regular intervals of not more than 500 m. Advisory Speed signs (T3-16) (see Clause 3.7.3) may be required in conjunction with these signs. |
| T3-6  | The Slippery sign (T3-3) may be used to warn of a slippery condition caused by water, ice or loose material on the road surface. In the latter case, the sign LOOSE SURFACE (T3-14) may be used as an alternative to the Slippery sign. |
| T3-7  | The Loose Stones sign (T3-9) is used for any situation where flying stones may be a hazard. It may also be used to protect the road surface against excessive loss of aggregate and to warn of the possibility of flying stones where fresh bituminous surfacing work has been carried out. Refer to Clause 4.9.3 for speed zones for traffic safety purposes particularly where loose material or stones are present on the road surface or for new sprayed seal works where higher speeds may damage the new seal. |
| T3-9  | Note: Where work is carried out under MRTS 11 or other specification which require regulatory speed limits to be posted after resurfacing works, the requirements of those specifications regarding the installation of speed limit signs shall apply. |
| T3-13 |  |
| T3-14 |  |
### 3.7.3 Advisory Speed signs (T3-16)

| Sign | T3-16-1 | Advisory Speed signs may be used in conjunction with signs in the Road Condition Series (see Clause 3.7.2) in situations where a reduction in speed is desirable for road user comfort or protection of damaged pavement or partially completed works. They are not appropriate where a roadworks speed limit is required for either traffic safety or workplace safety. If the T3-16-1 sign is used, it is designed to be placed beside the sign to which it refers. The T3-16-2 sign is designed to be placed under it. These signs shall not be used without another sign. |
|---|---|
| | T3-16-2 | |

### 3.7.4 New work, no lines marked (T3-11), No lines do not overtake unless safe (T3-12)

| Sign | T3-11 | These signs are used in advance of locations where pavement markings normally required for driver guidance have been removed or have not been placed on new surfacing work. The T3-11 sign should be used in locations such as multilane or one-way roadways where there is no overtaking risk from oncoming traffic. The T3-12 sign shall be used at locations where barrier lines would normally be installed and should be used in any situation on two-way roadways where there will be overtaking in an oncoming traffic lane. |
|---|---|
| | T3-12 | |

### 3.8 Signs and devices for lane and road closures

#### 3.8.1 General

Signs used to effect lane and road closures are listed in Table 3.5.

**Table 3.5 – Signs for lane and road closures – Size table**

<table>
<thead>
<tr>
<th>Sign</th>
<th>Sign Number</th>
<th>Size mm*</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROAD CLOSED</td>
<td>T2-4-Q01</td>
<td>1800 x 300</td>
</tr>
<tr>
<td>Lane Status (2 lane)</td>
<td>T2-6-1A</td>
<td>1200 x 900</td>
</tr>
<tr>
<td></td>
<td>T2-6-1B</td>
<td>1800 x 1200</td>
</tr>
<tr>
<td>Lane Status (3 lane) *</td>
<td>T2-6-2A</td>
<td>1800 x 900</td>
</tr>
<tr>
<td></td>
<td>T2-6-2B</td>
<td>2400 x 1200</td>
</tr>
<tr>
<td>EXIT CLOSED</td>
<td>T2-20-Q01</td>
<td>2100 x 1200</td>
</tr>
<tr>
<td>... EXIT CLOSED (arrow) ALTERNATIVE</td>
<td>T2-21-Q01 (L or R)</td>
<td>2600 x 1700</td>
</tr>
<tr>
<td>ROAD CLOSED ... km AHEAD</td>
<td>T2-4-Q02</td>
<td>1800 x 600</td>
</tr>
</tbody>
</table>

* Lane Status signs for more than three lanes may be designed to be similar to this sign.
3.8.2 Signs

The following signs are used for lane and road closures:

a) Lane status (T2-6)

| T2-6-1 | The Lane Status sign is used where one or more lanes of a multi-lane roadway are closed and at least one lane is still open to traffic. The Lane Status sign is not used where a turn lane is closed. A No Right Turn sign or No Left Turn sign shall be used as appropriate. The Lane Status sign shall be used only to give advance warning of lane closures and not in lieu of adequate signing and delineation of the closure. Variations and other options for lane status signs are shown in Appendix D Multi-message sign system. |
| T2-6-2 | The ‘bars’ indicate the closed lanes while the arrows indicate lanes available to traffic. This sign may be made with removable and reversible symbols so that the number and location of each type can be varied to suit the particular lane closure in operation. Versions of these signs designed along the same lines to show more than three lanes may also be used. Whenever practicable, the Lane Status sign should be placed on both sides of the road. |

b) Road closed (T2-4-Q01), Road closed X km ahead (T2-4-Q02)

| T2-4-Q01 | The ROAD CLOSED sign shall be used where a roadway is closed to traffic. Barrier boards shall be erected across the roadway in conjunction with the sign and the bars should be aligned to point to the sign (see Figure 4.13). Consideration should be given to providing traffic detours. The ROAD CLOSED ... km AHEAD sign may be placed in advance of the road closure. This sign should be erected at the junction with an alternative route, if practicable. |
| T2-4-Q02 | |

c) ... Exit closed – alternative (T2-21-Q01)

| T2-21-Q01(L) | The ... EXIT CLOSED – ALTERNATIVE sign is used on freeways at the exit in advance of the closed exit if this is an appropriate alternative route. Signs may be ordered for specific exits or bolt-on overlays may be utilised (see Clause 4.14.9). |
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3.8.3 Barricades

Barricades comprise either barrier boards (see Figure 3.2) or stand-alone non-interconnected lightweight modules. They shall be used to inhibit access to a work area. They should be erected approximately perpendicular to the direction of traffic flow at intervals not exceeding 100 m. Barricades shall not be used for delineation purposes.

The requirements for each type of barricade are as follows:

a) Barrier boards

Barrier boards shall be 150 mm to 200 mm in height and not more than 4 m in length. They should be mounted on trestles or fixed posts at about 1 m above the pavement. The colour combination used for barrier boards shall be alternate diagonal stripes of black and retroreflective yellow, terminating in yellow at each end as illustrated in Figure 3.3. Barrier board designs for use in Queensland are given in TC9215 and TC9224.

They shall not be placed parallel to the direction of traffic flow. Barrier boards so placed can become a spearing hazard if struck end on by an out-of-control vehicle.

b) Stand-alone lightweight modules

Stand-alone non-interconnected lightweight modules when used as barricades shall be placed behind a line of delineating devices.

Both types of device shall satisfy the requirements of Impact tests 70 and 71 of NCHRP 350 for work zone traffic control devices.

NOTE: Tests 70 and 71 of NCHRP 350 are used to assess the structural integrity of traffic control devices. Both tests use an 820 kg test vehicle which impacts the device along the central axis of the vehicle with an impact angle of 20 degrees or less. Test 70 impacts at 35 km/h (Test Level 1) and Test 71 impacts at 70 km/h (Test Level 2). Both tests determine the structural integrity of the impacted device by considering whether or not the device fragments, generating projectiles or spearing elements that could be hazardous to the occupants of errant vehicles or nearby pedestrians.
3.9 Devices for delineating and indicating the travelled path

3.9.1 Traffic cones and temporary bollards

Traffic cones and temporary bollards should be used on works to define the traffic path within the work site.

Requirements and recommendations for their use are as follows:

   a) Traffic cones

      Traffic cones shall comprise cones of fluorescent red or fluorescent orange material that is resilient to impact. Various sizes available should be used as follows:

      i. Small cones

         450 to 500 mm height – most built-up area and open road applications including footpaths, shared paths and bicycle paths where posted speed limit (prior to commencement of roadworks) is 70 km/h or less.

      ii. Standard size cones

         700 mm height or greater all other road applications where posted speed limits (prior to roadworks) exceed 70 km/h. Standard size cones may also be used on lower speed roads.

   b) Temporary bollards

      Temporary bollards shall comprise a vertical parallel sided or tapered tube of fluorescent orange or red material that is resilient to impact. They shall be at least 750 mm in height and a minimum of 100 mm in diameter.

For night-time use, cones and bollards shall be fitted with a white horizontal retroreflective band having a retroreflective performance at least equal to Class 400T (or Class 1W) material as specified in AS/NZS 1906.1. The size and positioning of retroreflective bands on traffic cones and bollards are given in Table 3.6.
Table 3.6 – Size and positioning of retroreflective bands on traffic cones and bollards (millimetres)

<table>
<thead>
<tr>
<th>Item</th>
<th>Height</th>
<th>Band width</th>
<th>Distance from top of device to band</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cone</td>
<td>450 to 500</td>
<td>150</td>
<td>130 ±5</td>
</tr>
<tr>
<td>Cone</td>
<td>700 and over</td>
<td>250</td>
<td>220 ±5</td>
</tr>
<tr>
<td>Bollard</td>
<td>all heights</td>
<td>250</td>
<td>220 ±5</td>
</tr>
</tbody>
</table>

Cones and bollards shall be designed to be stable under reasonably expected wind conditions and air turbulence from passing traffic. However, they can be displaced by passing traffic and therefore, unless workers are there to replace them, should not be used unless they are securely fixed to the pavement or weighted to provide adequate stability from passing traffic when unattended.

Recommended spacings of cones and bollards are given in Table 3.7. Spacing of cones and bollards may need to be reduced to as little as 1 m if needed to prevent traffic taking a wrong turn or wrong opening through a line of bollards.
### Table 3.7 – Recommended maximum spacing of cones and bollards

<table>
<thead>
<tr>
<th>Purpose and usage</th>
<th>Speed Limit(^3), km/h</th>
<th>Recommended maximum spacing, m</th>
</tr>
</thead>
<tbody>
<tr>
<td>All purposes</td>
<td>≤ 50</td>
<td>4</td>
</tr>
<tr>
<td>Centre-line on approach to a Traffic Controller position (Clause 4.10.2)</td>
<td>All cases (see Clause 4.10.4)</td>
<td>4</td>
</tr>
<tr>
<td>Outer edge of traffic lanes – e.g. works on shoulder or parking lane</td>
<td>60 to 70</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td>&gt; 70</td>
<td>24(^1)</td>
</tr>
<tr>
<td>Separating opposing traffic on a 2-lane, 2-way road – e.g. partial or complete lane closure</td>
<td>60 to 70</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>&gt; 70</td>
<td>18</td>
</tr>
<tr>
<td>Separating opposing traffic on a multilane undivided road – e.g. as part of a lane closure</td>
<td>60 to 70</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>&gt; 70</td>
<td>18</td>
</tr>
<tr>
<td>Separating opposing traffic on a contraflow section of a multilane divided road</td>
<td>60 to 70</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>&gt; 70</td>
<td>9</td>
</tr>
<tr>
<td>Adjacent to a closed lane on a multilane undivided road</td>
<td>60 to 70</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td>&gt; 70</td>
<td>24</td>
</tr>
<tr>
<td>Closed lane on a two-way road under shuttle flow</td>
<td>60 to 70</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td>&gt; 70</td>
<td>24</td>
</tr>
<tr>
<td>Merge tapers (see Clause 4.8.2)</td>
<td>60 to 70</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>&gt; 70</td>
<td>12</td>
</tr>
<tr>
<td>Lateral shift tapers (see Clause 4.8.2)</td>
<td>60 to 70</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>&gt; 70</td>
<td>18</td>
</tr>
<tr>
<td>Taper at Traffic Control Station (see Clause 4.8.2)</td>
<td>All Cases</td>
<td>4</td>
</tr>
<tr>
<td>Close delineation at excavations (see Clause E2(b))</td>
<td>All Cases</td>
<td>4</td>
</tr>
<tr>
<td>Protecting freshly painted lines</td>
<td>≤ 70</td>
<td>24</td>
</tr>
<tr>
<td></td>
<td>&gt; 70</td>
<td>60(^2)</td>
</tr>
<tr>
<td>At crossovers (see Clause 4.14.6(d))</td>
<td>All</td>
<td>2</td>
</tr>
</tbody>
</table>

**NOTES:**
1. This spacing may be extended to 60 m where the length of the line of cones or bollards exceeds 1 km but not adjacent to locations where there are workers on foot.
2. This spacing may need to be reduced on curves or crests, or if the row of cones is not clearly defined at night.
3. The temporary speed limit on the section of road where cones and bollards are installed.

### 3.9.2 Roadworks delineators

Roadworks delineators shall comprise red delineators on the left side and white delineators on the right (two-way roadway) or yellow on the right (one-way roadway).

Delineators used at or near works on roads shall meet the requirements of AS/NZS 1906.2 for either the sheeting or discrete device type. Delineators made from orientation-sensitive material shall be made and installed at the material manufacturer's recommended orientation for optimum performance.

**NOTE:** Orientation-sensitive material is generally regarded as material whose CIL at the specified measurement angles changes by more than 10% as it is progressively rotated in its plane.
Delineators should be erected 1 m minimum from the edge of the travelled path and at a uniform height of approximately 1 m above the road surface. Delineator posts should be frangible or otherwise non-hazardous.

Delineators should be installed so as to provide a single continuous line defining the travelled path. The spacing of delineators should be as follows:

(i) Immediately adjacent to or through work areas–
   A. 24 m maximum at posted speed limits up to 70 km/h; or
   B. 60 m maximum at higher posted speed limits.


Temporary road safety barrier systems installed through work areas should be delineated at approximately 20 m spacings. Barriers installed to form curves or tapers may require additional delineation.

Typical post-mounted delineators are shown in Figure 3.3.

**Figure 3.3 – Examples of roadworks delineators**

![Figure 3.3 – Examples of roadworks delineators](image)

Note: Delineator colour is specified in Clause 3.9.2.
3.9.3 Temporary hazard markers (T5-4, T5-5, T5-Q02)

<table>
<thead>
<tr>
<th>Model</th>
<th>Dimension</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>T5-4</td>
<td>1500 x 450</td>
<td>Temporary Hazard markers should be used to show any lateral change of direction of the travelled path through a work site and to delineate hazards and non-trafficable work areas adjacent to the travelled path. They should be erected with their edge about 1 m from the edge of the travelled path and at a uniform height above the road surface, and the chevrons shall always point to the side to which traffic is required to pass. On works extending overnight or being conducted at night where an obstruction encroaches onto the roadway, a series of T5-4 Temporary Hazard markers may be used in lieu of traffic cones or bollards to form the taper guiding traffic away from the obstruction. The T5-4 markers should be spaced so that as the taper is approached they appear as a continuous line (see Clause 4.8.3). If temporary delineation is required on both sides of the vehicle path at a taper, hazard markers should only be used on the side primarily steering traffic away from the obstruction. Since in most cases two parallel lines of hazard markers will lead to confusing visual patterns, traffic cones or bollards should be used on the other side. For daytime-only works, traffic cones or temporary bollards used in conjunction with the T5-5 Temporary Hazard marker as indicated following, will generally suffice.</td>
</tr>
<tr>
<td>T5-5</td>
<td>600 x 600</td>
<td>The T5-5 Temporary Hazard marker may be used on works extending overnight, in lieu of the T5-4 marker, in confined areas where there is insufficient space to use the wider marker. The T5-5 marker should also be used at short-term works to indicate the beginning of a line of traffic cones or bollards where the devices themselves may not be sufficiently visible to approaching traffic. If other signs, such as ROAD CLOSED or DETOUR, are required at a site in conjunction with a line of Temporary Hazard markers they should be placed so as to appear above but not among the line of Temporary Hazard markers.</td>
</tr>
<tr>
<td>T5-Q02</td>
<td>250 x 1200*</td>
<td>The Temporary Collapsible Chevron delineator T5--Q02 may be used to delineate hazards and non-trafficable work areas adjacent to the travelled path.</td>
</tr>
</tbody>
</table>

* This dimension may vary from 1140 to 1200 mm

3.9.4 Pavement markings

This Clause applies to roads where there were pavement markings in existence prior to the works.
Appropriate pavement markings should be provided or maintained to guide traffic through and past a work area. The following principles apply:

a) Where existing markings are satisfactory, they should be maintained in good condition throughout the period of the work.

b) If existing markings are not appropriate or are potentially misleading, they should be removed and replaced by more suitable markings, taking care that markings are not obliterated by material which may become slippery.

NOTE: It is inadvisable to obliterate markings using black or grey paint as under certain light or wet weather conditions (for example, specular illumination by opposing vehicle headlights) they may appear indistinguishable from white markings.

c) Consideration should be given to the use of retroreflective pavement marking tape for all temporary lines as the removal of road marking paint is often difficult and may leave a mark which may be mistaken for a line under certain lighting or wet weather conditions.

d) Temporary lines used to guide traffic through substantial diversions or changes in direction, should be supplemented by raised retroreflective pavement markers.

e) Where, during or at the conclusion of pavement-surfacing works, a section of roadway is to be left for a period of time without linemarking, temporary raised retroreflective pavement markers should be used to provide delineation of the separation or lane lines. The use of appropriate signs warning of the need to exercise caution in the absence of lines is set out in Clause 3.7.4.

3.9.5 Raised retroreflective pavement markers

Raised retroreflective pavement markers (RRPMs) complying with AS 1906.3 may be used in conjunction with temporary pavement markings at long-term work sites. The spacing and application should be as specified for permanent use in Part 2 of this Manual.

Temporary RRPMs recommended under Clause 3.9.4(e) at freshly surfaced pavements should be sufficiently robust to survive under traffic until permanent markings are installed.

Where special emphasis of a dividing line is required, for example, where a multilane or divided road has been temporarily reduced to a two-way road, lane dividers typically comprising a larger base than the RRPM, with a vertical flexible flap attached and incorporating a retroreflector, may be placed along the dividing line, generally at the same spacing as RRPMs.

3.9.6 Temporary kerbing

Temporary kerbing may be used to form temporary medians, traffic islands or pavement edges during long-term works. Such kerbing shall be not greater than 150 mm in height and should be securely fastened to the pavement. It shall be yellow, and as seen by approaching traffic shall appear as a continuous line at least 150 mm wide.

3.10 Containment fences and road safety barrier systems

3.10.1 Containment fences

Containment fences comprising tapes, plastic mesh fencing or longitudinal channelising devices may be used to provide visible containment as described in Items (a) and (b) following, and Clause 3.10.2 in situations where physical protection by use of a road safety barrier system (see Clause 3.10.3) is not warranted.
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All types of containment fence shall have sufficient stability to resist displacement, fracture or deflection of more than 0.5 m resulting from all expected wind conditions, air turbulence from passing traffic and minor vehicular impacts.

Descriptions and use of tapes and mesh fencing used as containment fences are as follows:

a) **Tapes**

Containment tapes may be used to contain workers on foot and plant within the safe workplace boundary established at the particular work site in accordance with Clause 4.2. The tape should be a minimum of 100 mm wide with alternate of stripes contrasting colour, and should be supported approximately 1 m above ground level with supports spaced so that the minimum height of the tape above ground is not less than 800 mm. The maximum breaking strength should be low enough not to cause hazard to any vehicle or motor cycle which might run into it. Tapes shall not be used for pedestrian containment adjacent to traffic.

b) **Plastic mesh fencing**

Plastic mesh fencing may be used for pedestrian containment as well as for the containment of workers on foot and plant as in Item (a). It comprises a flexible orange mesh approximately 1 m high. It shall be supported so that the top of the fence is at least 800 mm above ground level at all times.

3.10.2 Longitudinal channelising devices

Longitudinal channelising devices shall comprise interconnected lightweight modules such as plastic water ballasted modules. They may be used either as containment fences for workers or pedestrians, or as delineation devices in situations where a road safety barrier system as specified in Clause 3.10.3 is not required. Their use shall be subject to the following:

a) They shall satisfy the requirements of Impact tests 70 and 71 of NCHRP 350 for work zone traffic control devices together with such additional tests as may be required in the revised edition of AS/NZS 3845.

b) They shall be marked ‘NOT A SAFETY BARRIER’ in letters at least 100 mm high.

c) Edge clearances to traffic shall be in accordance with Clause 4.13.4(a).

Stand-alone, non-interconnected lightweight modules shall not be used for any purpose. Their use shall be confined to inhibiting access to a work area as specified in Clause 3.8.3.

3.10.3 Road safety barrier systems

Road safety barrier systems are designed to provide a physical barrier between the travelled path and the work area, which will inhibit penetration by an out-of-control vehicle (see NOTE) and will have vehicle redirecting properties. They are typically used between traffic and a severe hazard such as a deep excavation, a bridge pier or a hazardous stockpile, and for the protection of workers and non-vehicular road users in vulnerable situations where lateral clearance to moving traffic would otherwise be insufficient for safety. They may also be used to separate opposing traffic.

NOTE: The satisfactory performance of a barrier system will depend on its being struck by a vehicle no larger than the ‘design’ vehicle for which it is to be designed. Selection of the design vehicle should be subject to a risk assessment, taking into account traffic mix past the site and the nature and length of the works.

Vehicles can be protected from collisions with hazardous fixed objects by crash attenuators as an alternative to safety barrier systems (see Clause 3.10.4).
The type selection and installation of a temporary road safety barrier system including positioning and end treatments shall be in accordance with AS/NZS 3845. For the protection of workers from dynamic deflection of the barrier in a crash, if the work area is close to the rear of the barrier, a containment fence or longitudinal channelising device shall be placed behind the barrier a clear distance equal to the likely dynamic deflection. Data on the dynamic deflection of the barrier type used when impacted by the selected design vehicle will be needed to determine the positioning of the containment fence. The positioning of protective fencing behind a barrier is illustrated in Figure 3.4.

The positioning of barriers in relation to high obstructions such as power poles, bridge piers or underpass scaffolding shall take into account the likely extent of body roll of a high vehicle striking the barrier.

Fittings other than delineators shall not be attached to safety barrier systems unless they have been designed to accommodate the fitting.

Edge clearances to traffic shall be in accordance with Clause 4.13.4(c).

**Figure 3.4 – Protective fencing behind a safety barrier system**

3.10.4 Temporary crash attenuators

Hazardous fixed objects that have become exposed to traffic due to roadwork, such as bridge piers or safety barrier ends, may need to be equipped with purpose-designed, energy-absorbing terminal devices to reduce the severity of collision by an out-of-control vehicle.

The need should be determined from a risk assessment that takes full account of the additional risk due to works on roads.

NOTE: Reference should be made to AS/NZS 3845 for the selection, design and positioning of temporary crash attenuators.

3.11 Lamps

Flashing yellow lamps may be used at work sites to draw attention to advance signs. They are typically used with the ROADWORK AHEAD (T1-1) or BRIDGECWORK AHEAD (T1-2) signs in areas where road lighting is poor or absent. Flashing lamps shall not be used for delineation purposes.

NOTE: The use of steady or ripple lamps for any purpose including delineation has now been omitted from this Part of the Manual. Any mandatory requirements for the use of flashing lamps have also been omitted.
3.12 Vehicle-mounted signs and devices

3.12.1 Vehicle-mounted warning device

A vehicle-mounted warning device shall consist of one or other of the following:

a) A single yellow beacon lamp for use on a vehicle not normally used for any works on roads, or on a plant item with protection for workers and road users, or an inspection vehicle operating in accordance with Clause 4.3.6(a)(ii) or (b).

b) A pair of yellow beacon lamps for use on vehicles (for example, patrol trucks) used on all roads for any work being carried out without the protection of a static work site; the lamps should be positioned on the vehicle so that at least one and preferably both lamps are visible from any direction.

c) An illuminated flashing arrow sign as specified in Clause 3.12.2 for any work, including the situations in Items (a) and (b) and for mobile works where indicated in Clause 4.6.

The vehicle-mounted warning device shall be mounted as high as practicable on the vehicle for best visibility to other traffic, for example, on top of the cab of a truck. It may need to be placed near the rear of the vehicle if a cab-mounted sign could be obscured by a load. Supplementary signs used in conjunction with the illuminated flashing arrow sign (see Clause 3.12.3), may be mounted either in conjunction with that sign or elsewhere in a prominent position on the vehicle.

Where signs are mounted on the device or elsewhere on a vehicle, they shall be capable of being removed from view (for example, by covering, folding or turning off) when not needed.

3.12.2 Illuminated flashing arrow sign

This sign comprises a matrix of yellow lamps in the form of an arrow that is flashed in a cyclic manner to provide advance warning of a temporary diversion. It includes a backing board for the lamps together with ancillary equipment necessary for mounting and operating the sign and reducing its light output (dimming) for night-time use. Requirements for this sign are specified in AS/NZS 4192.

The following three size designations are used:

a) Size A
1260 mm x 650 mm – designed for roof mounting on a light vehicle and is typically used for short-term lane closure and mobile works on roads with a posted speed limit (prior to roadworks) of 60 km/h or less.

b) Size B
1500 mm x 770 mm – designed for cab mounting on a truck. It is typically used for short-term lane closures or mobile works, and is suitable for use on roads with a posted speed limit (prior to roadworks) of greater than 60 km/h.

c) Size C
2400 mm x 1200 mm – trailer mounted with its own power supply and suitable for medium and long-term lane closures on multiline roads with a posted speed limit (prior to roadworks) of greater than 60 km/h, freeways and elsewhere where a high level of long-distance advance warning is desirable for safety.
High-intensity flashing lamps may be used in conjunction with this sign, provided that the lamps are either appropriately shielded or laterally or vertically displaced from the edge of the sign to avoid visually corrupting the arrow shape or its directional effect.

Requirements for the flashing of different patterns of the lights are as follows:

(i) When traffic is expected to pass the sign on a particular side and can do so in safety, that is, it is not required to seek a gap in oncoming traffic, the bar of the arrow and the barb directing traffic to that side shall be flashed.

(ii) When the sign is used to give a general warning of works activity ahead, including mobile works, but either the sign is located clear of the traffic path or the display of an arrow would not be appropriate for some other reason, either the bar of the arrow only or the four corner lights at the extremities of the barbs shall be flashed. In the latter case, diagonal pairs should be flashed alternately.

A typical sign as part of a vehicle-mounted warning device is shown in Figure 3.5.

Figure 3.5 – Illuminated flashing arrow sign

3.12.3 Supplementary vehicle-mounted signs

The following lists signs appropriate for use in conjunction with the illuminated flashing arrow sign where necessary to warn road users of the presence of workers on foot or the nature of the work:

(i) **Workers (symbolic) (similar to sign T1-5)** – This sign shall be used on all vehicles in a mobile works convoy (see Clause 4.6) whenever workers on foot are part of the operation. The colour requirements for this sign are the same as specified for the T1-5 sign in Clause 3.4.4. The symbol size shall be not less than that specified for the T1-5A or B sign, according to the requirements of Clause 3.2.3.

(ii) **LINE MARKING (T6-Q07)** – This sign should be used on advance warning vehicles as well as on the work vehicle. It may be yellow or fluorescent yellow for daytime use only and retroreflective yellow for night use.

Where used, these signs shall be mounted either on the vehicle-mounted warning device along with the flashing arrow sign, or elsewhere in a permanent position on the body of the vehicle.

Standard signboard sizes are not specified for these signs. They shall be tailored to suit the positioning and mounting arrangements on the vehicle.

Legends shall be of sufficient size to be read by drivers at a distance of at least D (where D = 60 to 80 m).

The following signs may be used in conjunction with other signs and devices to warn traffic that work is in progress on the road ahead. The signs incorporate a panel of chevrons which is adjusted to indicate the side of the vehicle to which traffic should pass.
Table 3.8 – Supplementary vehicle mounted signs – Size table

<table>
<thead>
<tr>
<th>Sign</th>
<th>Sign number</th>
<th>Size, mm*</th>
</tr>
</thead>
<tbody>
<tr>
<td>KEEP CLEAR (with chevron panel)</td>
<td>T6-Q02A (L or R)</td>
<td>1200 x 600</td>
</tr>
<tr>
<td></td>
<td>T6-Q02B (L or R)</td>
<td>1800 x 750</td>
</tr>
<tr>
<td>LINE MARKING (with chevron panel)</td>
<td>T6-Q06A (L or R)</td>
<td>1200 x 600</td>
</tr>
<tr>
<td></td>
<td>T6-Q06B (L or R)</td>
<td>1800 x 750</td>
</tr>
<tr>
<td>LINE MARKING</td>
<td>T6-Q07A</td>
<td>1200 x 300</td>
</tr>
<tr>
<td></td>
<td>T6-Q07B</td>
<td>1800 x 450</td>
</tr>
</tbody>
</table>

* Guidance on size selection is given in Clause 3.2.3.

a) Line marking (T6-Q06, T6-Q07)

The LINE MARKING sign T6-Q06 or T6-Q07 shall be used on linemarking vehicles while traffic lines are being painted. The T6-Q06 sign incorporates a panel of chevrons which is adjusted to indicate whether the overtaking manoeuvre is to the left or to the right. Lamps shall be used with this sign.

b) Keep clear (T6-Q02)

The KEEP CLEAR (T6-Q02) sign may be used on pavement testing vehicles for pavement testing operations which are carried out at a slow speed (about 1–2 km/h).

3.12.4 Painting of vehicles and machinery

Vehicles and machinery required to work in or alongside normal road traffic should be painted a distinctive bright colour. The colour should contrast with the colour of high-visibility clothing used by personnel.

3.12.5 Truck-mounted crash attenuator

Slow-moving or stationary work vehicles which are exposed to potential collisions by approaching traffic may be fitted with truck-mounted crash attenuators. They should be selected to have a collision speed rating appropriate to the traffic speed environment in which they are to be used. Suggested performance characteristics for these devices are given in NCHRP 350.

NOTE: Additional requirements for attenuator vehicles are outlined in the Queensland MUTCD Part 3 Supplement.
3.13 **Blasting work signs**

3.13.1 **General**

Signs used at blasting works are listed in Table 3.9.

NOTE: The use of explosives is covered in AS 2187.2.

*Table 3.9 – Signs used at blasting works – Size table*

<table>
<thead>
<tr>
<th>Sign</th>
<th>Sign number</th>
<th>Size, mm*</th>
</tr>
</thead>
<tbody>
<tr>
<td>BLASTING AREA, SWITCH OFF RADIO TRANSMITTERS AND MOBILE PHONES</td>
<td>T4-7A</td>
<td>1200 x 900</td>
</tr>
<tr>
<td>END BLASTING AREA</td>
<td>T4-3AA</td>
<td>1200 x 450</td>
</tr>
<tr>
<td></td>
<td>T4-3A</td>
<td>1800 x 600</td>
</tr>
</tbody>
</table>

* Guidance on size selection is given in Clause 3.2.3.

3.13.2 **Blasting area switch off radio transmitters (T4-7)**

When electric detonators are to be handled or used within 40 m of a road, the sign **BLASTING AREA, SWITCH OFF RADIO TRANSMITTERS AND MOBILE PHONES** shall be prominently displayed at the edge of the roadway on all road approaches at a distance of not less than 200 m from the handling or blasting site. This sign is used in conjunction with the **END BLASTING AREA** sign (T4-3).

3.13.3 **End blasting area (T4-3)**

The **END BLASTING AREA** sign shall be placed a minimum of 200 m beyond the blasting area to indicate where radio transmitters may again be used.

3.14 **Signs and devices for pedestrian control**

3.14.1 **General**

Signs for pedestrian control are listed in Table 3.10. See also Clause 2.3.7.

*Table 3.10 – Signs for pedestrian control – Size table*

<table>
<thead>
<tr>
<th>Sign</th>
<th>Sign number</th>
<th>Size, mm</th>
</tr>
</thead>
<tbody>
<tr>
<td>PEDESTRIANS WATCH YOUR STEP</td>
<td>T8-1</td>
<td>900 x 600</td>
</tr>
<tr>
<td>PEDESTRIANS (arrow)</td>
<td>T8-2 (L or R)</td>
<td>1200 x 300</td>
</tr>
<tr>
<td>USE OTHER FOOTPATH</td>
<td>T8-3</td>
<td>900 x 600</td>
</tr>
<tr>
<td>FOOTPATH CLOSED</td>
<td>T8-4-Q01A</td>
<td>900 x 600</td>
</tr>
<tr>
<td></td>
<td>T8-4-Q01B</td>
<td>1200 x 600</td>
</tr>
<tr>
<td>LOOK BOTH WAYS, TWO-WAY TRAFFIC</td>
<td>T8-5</td>
<td>900 x 600</td>
</tr>
</tbody>
</table>
3.14.2 Pedestrians watch your step (T8-1)

| T8-1 | The PEDESTRIANS WATCH YOUR STEP sign should be used where the route for pedestrians across incomplete works could be hazardous because of roughness, level differences, or loose or other surface material. |

3.14.3 Pedestrians (arrow) (T8-2)

| T8-2 | The PEDESTRIANS (arrow) sign should be used at a work site where it is necessary to direct pedestrians via a particular path. The sign shall be installed at a location where pedestrians can be safely directed to an alternative path. |

3.14.4 Use other footpath (T8-3), Footpath closed (T8-4-Q01)

| T8-3 | The USE OTHER FOOTPATH sign shall be used where works make it necessary to deny use of the footpath on one side of the road. PEDESTRIANS (arrow) (T8-2) signs shall be used as necessary in conjunction with this sign. The sign shall be installed at a location where pedestrians can be safely directed to an alternative path. |

| T8-4-Q01 | The FOOTPATH CLOSED shall be used at a footpath which is not in use. The footpath should be closed with barriers. |

3.14.5 Look both ways, two-way traffic (T8-5)

| T8-5 | Where one roadway of a divided road is temporarily closed, this sign shall be placed at non-signalised pedestrian crossings on both sides of the open roadway to face pedestrians about to cross, if there is a risk that pedestrians might not notice that the roadway is two-way. |

3.14.6 Pedestrian containment

Barricades (see Clause 3.8.3) or mesh fence (see Clause 3.10.1) may be used to control pedestrian movements at a work site. Where pedestrian traffic has been diverted onto an existing roadway, a
safety barrier may be required (see Clause 3.10.3). Barrier boards or tapes shall not be used for pedestrian containment adjacent to moving traffic.

3.15 Signs and devices for vehicle height and mass restrictions

3.15.1 General

Signs indicating vehicle height and mass restrictions are listed in Table 3.11.

Table 3.11 – Signs for vehicle height and mass restrictions – Size table

<table>
<thead>
<tr>
<th>Sign</th>
<th>Sign number</th>
<th>Size, mm*</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRIDGE LOAD LIMIT ... t GROSS</td>
<td>R6-3A</td>
<td>600 x 900</td>
</tr>
<tr>
<td></td>
<td>R6-3B</td>
<td>900 x 1350</td>
</tr>
<tr>
<td>LOW CLEARANCE ... m</td>
<td>R6-11</td>
<td>1950 x 600</td>
</tr>
<tr>
<td>CLEARANCE ... m</td>
<td>R6-12</td>
<td>1500 x 600</td>
</tr>
<tr>
<td>LOW CLEARANCE ... m</td>
<td>W4-8B</td>
<td>750 x 750</td>
</tr>
<tr>
<td></td>
<td>W4-8C</td>
<td>900 x 900</td>
</tr>
</tbody>
</table>

* Guidance on size selection is given in Clause 3.2.3.

3.15.2 Bridge load limit ... t gross (R6-3)

The BRIDGE LOAD LIMIT ... t GROSS sign shall be used to indicate the maximum permissible gross load in tonnes on a bridge and shall be erected at, or on, the immediate approaches to the bridge.

The sign G9-4 (see Clause 3.6.6) should be erected at an appropriate intersection in advance of the bridge to advise road users of the limitation on load and to indicate an alternative route.

The DETOUR FOR HEAVY VEHICLES sign (G9-5-2) (see Clause 3.6.7) should be erected at appropriate intersections to advise road users of an alternative route bypassing the load limitation.

An alternative to this sign with the legend BRIDGE WIDTH LIMIT ... m shall be used if required to indicate the maximum permissible width of a vehicle crossing the bridge.
3.15.3 Low clearance ... m (R6-11)

The LOW CLEARANCE ... m sign shall be erected on all bridges, underpasses and other structures where the safe vertical clearance above the road pavement is less than 4.6 m. The sign should be attached to or located adjacent to the structure and over the centre of the roadway to face approaching traffic. The sign shall show a clearance in metres to the nearest 0.1 m below the safe clearance (see Clause 2.4.6).

The warning sign LOW CLEARANCE ... m (W4-8) (see Clause 3.15.5) should be located in advance of the structure.

3.15.4 Clearance ... m (R6-12)

The CLEARANCE ... m sign may be erected on structures where the safe vertical clearance is greater than 4.6 m but less than 5.3 m. The sign shall show a clearance in metres to the nearest 0.1 m below the safe clearance.

3.15.5 Low clearance ... m (W4-8)

The LOW CLEARANCE ... m sign shall be used in advance of all bridges, underpasses and other structures where the clearance is less than 4.6 m. The sign shall show a clearance in metres to the nearest 0.1 m below the safe clearance.

In locating this sign, the needs of a driver of a large vehicle that may have to stop at a safe turning area in advance of the structure should be taken into account.

The LOW CLEARANCE ... m sign (R6-11) (see Clause 3.15.3) located on or adjacent to the structure is used in conjunction with this sign.

The LOW BRIDGE AHEAD ... m HIGH VEHICLES DETOUR sign (G9-3) (see Clause 3.6.6) should be erected at an appropriate intersection in advance of the structure to advise road users of the height limitation and to indicate an alternative route.

A supplementary detour sign (G9-5-1) (see Clause 3.6.7) should be erected at appropriate intersections to advise road users of an alternative route bypassing the low clearance hazard.

3.15.6 Low clearance warning gauge

A low clearance warning gauge is a device which may be erected in advance of an overhead structure where there is a safety risk to workers or other traffic in the event of impact. It should be designed...
either to physically inhibit passage under the structure, or to visually or audibly warn that a vehicle exceeds the available clearance. The gauge should be located sufficiently in advance of the structure to permit a vehicle which exceeds the available clearance and is driven at not more than the speed limit, to stop safely. The gauge should apply to the full width of the approach roadway, be mounted approximately at right angles to it and be signposted appropriately.

### 3.16 Other signs and devices

#### 3.16.1 General

Signs used at roadworks sites which do not fall into previously defined classifications, are listed in Table 3.12.

**Table 3.12 – Other roadworks signs – Size table**

<table>
<thead>
<tr>
<th>Sign</th>
<th>Sign number</th>
<th>Size, mm*</th>
</tr>
</thead>
<tbody>
<tr>
<td>NO ENTRY</td>
<td>R2-4A</td>
<td>450 x 450</td>
</tr>
<tr>
<td></td>
<td>R2-4B</td>
<td>600 x 600</td>
</tr>
<tr>
<td></td>
<td>R2-4C</td>
<td>750 x 750</td>
</tr>
<tr>
<td></td>
<td>R2-4D</td>
<td>900 x 900</td>
</tr>
<tr>
<td>Trucks (Diamond)</td>
<td>W5-22B</td>
<td>750 x 750</td>
</tr>
<tr>
<td></td>
<td>W5-22C</td>
<td>900 x 900</td>
</tr>
<tr>
<td>TRAFFIC HAZARD</td>
<td>T1-10</td>
<td>1200 x 600</td>
</tr>
<tr>
<td>Trucks (Rectangle)</td>
<td>T2-25</td>
<td>900 x 600</td>
</tr>
<tr>
<td>POWER LINE WORKS IN PROGRESS</td>
<td>T4-5</td>
<td>1800 x 900</td>
</tr>
<tr>
<td>PROBABLE DELAY 15 MINUTES</td>
<td>T1-Q02</td>
<td>900 x 600</td>
</tr>
<tr>
<td>DANGER GAS NO SMOKING</td>
<td>T4-Q03</td>
<td>1200 x 600</td>
</tr>
<tr>
<td>NEW ROUNDABOUT</td>
<td>T1-21</td>
<td>1800 x 600</td>
</tr>
<tr>
<td>CHANGED SIGNALS</td>
<td>T1-22</td>
<td>1200 x 600</td>
</tr>
<tr>
<td>CHANGED TRAFFIC CONDITIONS</td>
<td>T1-23</td>
<td>1800 x 900</td>
</tr>
<tr>
<td>CHANGED TRAFFIC CONDITIONS</td>
<td>T1-23-Q01</td>
<td>900 x 600</td>
</tr>
<tr>
<td>CHANGED INTERSECTION</td>
<td>T1-33</td>
<td>1800 x 600</td>
</tr>
<tr>
<td>CHANGED LINE MARKING</td>
<td>T1-Q14</td>
<td>1800 x 900</td>
</tr>
<tr>
<td>QUEUED TRAFFIC AHEAD</td>
<td>T1-Q15</td>
<td>1200 x 900</td>
</tr>
</tbody>
</table>

* Guidance on size selection is given in Clause 3.2.3.
3.16.2 Trucks (T2-25), Trucks (W5-22)

| T2-25 | The Trucks (T2-25) sign should be used where trucks may cross, enter or leave the road from an adjoining property at a frequency and in circumstances which create a hazard. The sign should be displayed only when the need exists and removed or covered when truck activity has ceased. The sign should be placed on the side of the road from which trucks will be crossing or entering. |
| W5-22 | The diamond version of this sign (W5-22) is for long-term use only. |

3.16.3 Power line works in progress (T4-5)

T4-5

This sign is an example of signs which may be used to describe specialised works carried out on or near roads by public authorities which are responsible for power supply, communications, and other utilities. Such signs shall supplement and not replace the appropriate standard signs and devices required in accordance with this Manual for the particular work site. Typical legends would be: TELECOM, PIPELINE, LEVEL CROSSING and so on WORKS IN PROGRESS.

3.16.4 High-visibility clothing for work personnel

High-visibility clothing meeting the requirements of AS/NZS 4602 for Types D, N or D / N garments shall be worn by all personnel working in or adjacent to traffic, including traffic at work sites, in quarries and on construction haul roads. The clothing is designed to make personnel more conspicuous and to warn road users of their presence.

The clothing shall be used as follows:

a) For general use by all personnel at a works site – a Type D / N (day / night) garment.
   
   NOTE: This requirement covers the contingency that a worker may be required to work in darkness or in partial darkness at the beginning or end of a day shift or may be called out unexpectedly at night.

b) Where the garment is to be worn during daylight hours – a Type D (day only) garment.

c) Where the garment is to be worn during hours of darkness – a Type N (night only) garment.

Clothing shall be properly fastened when being worn at a works site so that the entire available area of high-visibility material for each direction of observation, can be seen.
3.16.5 Traffic hazard (T1-10)

| T1-10 | The sign TRAFFIC HAZARD is for emergency use only and may be used whenever any unexpected event causes a traffic hazard. Should the hazard remain for any appreciable time, this sign shall be replaced as soon as possible, generally within 24 hours, by signs more appropriate to conditions imposed on traffic. Use of this sign at emergency and unplanned works is set out in Appendix H. |

3.16.6 Variable message signs

The use of variable message signs is a recommended treatment for end of queue protection (see Clause 4.7.8) and for speed zones implemented for traffic safety purposes (see Clause 4.9.3).

Variable message signs may be used at or near a roadworks site to carry warning or other messages relating to the works.

The following requirements shall apply to the use of variable message signs:

a) Word legends shall comprise not more than four words or numbers on any one screen.
b) Letter forms and legend height shall be adequate to be comfortably read by drivers at the posted speed limit (see also Item (d) following).
c) There shall not be more than two separate screens in any alternating series of screens.
d) Where there are alternating screens, the 'on' time of each screen should be 0.6 ± 0.1 s per word or number and the total time required to read the message on both screens shall be taken into account when determining message length and letter height.

NOTE: A procedure for determining letter sizes for signs is given in Part 2 of this Manual. The letter series which most nearly matches the on-screen fonts should be used in the calculations. It is recommended that the calculated letter height be doubled for this purpose.
e) Symbols shall not be used unless they have been tested for comprehension in their onscreen format (that is, taking into account distortions due to pixel size limitations).
f) Messages shall be relevant to the nature and phase of the work in progress and shall be changed or switched off when they are not relevant.
g) Except as specified in Item (h) following, messages shall be additional to and not substituted for any sign, or warning or delineating device required by this Part of the Manual. The nature and positioning of the messages is not to detract from those signs or devices.
h) Variable message signs may be substituted for static signs when used as part of a mobile works convoy or short-term, frequently-changing worksite.
i) Yellow shall be the only colour font used on variable message signs, with the exception of red which shall only be used to display the PREPARE TO STOP or REDUCE SPEED message.
j) Symbols / signs displayed on a variable message sign shall be shown in the reversed colour scheme to the appropriate static sign.
Variable message signs on roads near a work site displaying unrelated messages shall be switched off. Attempts should also be made to have such signs on adjacent property switched off.

Variable message signs used at roadworks shall comply with the requirements of AS 4852.2.

3.16.7 Variable speed limit signs

Variable speed limit signs, if used, shall be in accordance with the Queensland MUTCD Part 3 Supplement, the *Traffic and Road Use Management* (TRUM) manual Volume 1 Part 10 *Traffic control and communication devices* Supplement to Austroads *Guide to Traffic Management* Part 10 and other requirements of the *Manual* relating to temporary speed zones. Variable speed limit signs shall comply with Transport and Main Roads Technical Specifications MRTS260 *Temporary Variable Speed Limit Signs* and MRTS262 *Temporary Variable Message Signs* and shall be displayed as per the legislative requirements for the display of electronic speed limit signs.

3.16.8 Antiglare screen

An antiglare screen which reduces excessive headlight glare to an acceptable level should be considered where temporary diversions result in directly opposing traffic. Screens should also be provided where oncoming headlights could mislead drivers as to their correct travel path. The screen supports should be of sufficient strength to ensure the stability of the screen in windy conditions but frangible under vehicle impact.
3.16.9 Miscellaneous signs

a) Probable delay 15 minutes (T1-Q02)

<table>
<thead>
<tr>
<th>T1-Q02</th>
<th>The PROBABLE DELAY 15 MINUTES sign may be erected in advance of roadworks where delays are expected to be longer than normal.</th>
</tr>
</thead>
</table>

b) No entry (R2-4)

<table>
<thead>
<tr>
<th>R2-4</th>
<th>The NO ENTRY sign is used at the termination of a one-way roadway to prohibit access from the wrong direction. At one-way streets, at least one NO ENTRY sign shall be erected at the intersection facing in the opposite direction to the one-way flow. It may need to be located a short distance into the one-way street if there is a possibility of drivers becoming confused as to which street is closed to entry. Sufficient signs shall be erected to ensure that at least one is clearly visible to drivers approaching from any direction, and some signs may have to be set at an angle to achieve this purpose. A NO ENTRY sign may also be used to temporarily close a road. Where practicable, the NO ENTRY sign should be erected in conjunction with the standard signs and barriers required to temporarily close a road.</th>
</tr>
</thead>
</table>

c) Project information signs

Where a public authority with the necessary jurisdiction decides to erect project information signs at or near a road or bridge construction job which has commenced or is about to commence, such signs should be dignified in appearance and shall conform to the best practices for the design of highway signs. The main part of the legend shall be of sufficiently large letters, and of such brevity that the motorist travelling at the posted speed limit can read the legend without being unduly distracted from the driving task. Additional information may be given in small size legend, provided that the sign is located so that the motorist may safely stop to read the sign.

For detailed information on the use of project information signs, refer to the Queensland MUTCD Part 3 Supplement.
Part 3: Traffic Control for Works on Roads

**d) Danger gas no smoking (T4-Q03)**

| T4-Q03 | The DANGER GAS NO SMOKING sign shall be used where there is a risk of road users causing an explosion of gas. This sign shall supplement, and not replace, the appropriate standard signs and devices required in accordance with this Manual for the particular work site. |

**e) Queued traffic ahead (T1-Q15)**

| T1-Q15 | The QUEUED TRAFFIC AHEAD sign arrangement may be used as the primary advance sign where long queues are expected or experienced (see Clause 4.7.8 and Figure 4.7). For an electronic version of this sign, refer to TC2232 and Queensland MUTCD Part 3 Supplement Section 4.7.8-1. |

**f) Other signs**

Signs may be used to indicate the special loads being carried or the specialised nature of work being undertaken by service vehicles which could create a hazard to traffic whilst so engaged, provided that the signs are approved as Official Traffic Signs. Typical legends would include: OVERSIZE, EXPLOSIVES, VEHICLE CONSTANTLY STOPPING.

### 3.16.10 Changed traffic conditions signs

The following signs should be used to warn regular users of a route that changes to traffic conditions have been made. They shall be displayed for a limited period only, after the change has been made and generally only following completion of the roadworks in that area.

- **a) NEW ROUNDABOUT (T1-21)**
- **b) CHANGED SIGNALS (T1-22)**
- **c) CHANGED TRAFFIC CONDITIONS (T1-23, T1-23-Q01)**
- **d) CHANGED INTERSECTION (T1-33)**
- **e) CHANGED LINE MARKING (T1-Q14)**

The CHANGED TRAFFIC CONDITIONS sign shall be used only when none of the other signs apply.
3.17 Display of electronic signs

Electronic signs may be substituted for static signs. Electronic variable speed limit signs shall comply with the requirements of AS 5156. Variable message signs shall comply with the requirements of AS 4852.2. The display of electronic signs shall comply with the following principles:

a) Symbols / signs shall be shown in the reversed colour scheme to the appropriate static sign.

b) Legends shall also be shown in the reversed colour scheme to the appropriate static sign, with red text only used to display the PREPARE TO STOP or REDUCE SPEED message. Orange text is used to display the LINE MARKERS AHEAD message while yellow text is used to display the LINE MARKING AHEAD message.

c) The annulus on a speed limit sign shall be red with the speed limit displayed in a white legend.

d) Yellow shall be the only colour legend used on electronic signs to display general roadwork messages.
Examples of electronic signs are shown following.

<table>
<thead>
<tr>
<th>TC1785</th>
<th>TC2206_1</th>
<th>TC2206_2</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1" alt="Image" /></td>
<td><strong>ROAD CLOSED AHEAD DUE TO FLOODING</strong></td>
<td><img src="image2" alt="Image" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TC2206_3</th>
<th>TC2207</th>
<th>TC2210</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image3" alt="Image" /></td>
<td><strong>ROAD CLOSED 1 km AHEAD DUE TO FLOODING</strong></td>
<td><img src="image4" alt="Image" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TC2232_1</th>
<th>TC2232_2</th>
<th>TC2260_1</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image5" alt="Image" /></td>
<td><strong>QUEUED TRAFFIC AHEAD PREPARE TO STOP</strong></td>
<td><img src="image6" alt="Image" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TC2260_2</th>
<th>TC2273 (L)</th>
<th>TC2273 (R)</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image7" alt="Image" /></td>
<td><img src="image8" alt="Image" /></td>
<td><img src="image9" alt="Image" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TC2274 (L)</th>
<th>TC2274 (R)</th>
<th>TC2275</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image10" alt="Image" /></td>
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<td><img src="image12" alt="Image" /></td>
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</tbody>
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<table>
<thead>
<tr>
<th>TC2276</th>
</tr>
</thead>
<tbody>
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<td><img src="image13" alt="Image" /></td>
</tr>
</tbody>
</table>

## Part 3: Traffic Control for Works on Roads

<table>
<thead>
<tr>
<th>TC2272</th>
<th>TC2277</th>
<th>TC2278</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="TC2272.png" alt="Image" /></td>
<td><img src="TC2277.png" alt="Image" /></td>
<td><img src="TC2278.png" alt="Image" /></td>
</tr>
<tr>
<td><strong>REDUCE SPEED</strong></td>
<td><strong>PREPARE TO STOP</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TC2283</th>
<th>TC2284_1</th>
<th>TC2284_2</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="TC2283.png" alt="Image" /></td>
<td><img src="TC2284_1.png" alt="Image" /></td>
<td><img src="TC2284_2.png" alt="Image" /></td>
</tr>
<tr>
<td><strong>LINE MARKERS AHEAD</strong></td>
<td><strong>LINE MARKING AHEAD</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TC2288</th>
<th>TC2297</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="TC2288.png" alt="Image" /></td>
<td><img src="TC2297.png" alt="Image" /></td>
</tr>
<tr>
<td><strong>END 40</strong></td>
<td><strong>40 AHEAD</strong></td>
</tr>
</tbody>
</table>
4 Procedures for the installation and operation of traffic control devices

4.1 General

4.1.1 Scope of section

This Section sets out the procedures for installing and operating traffic control devices to ensure that they are used consistently to provide the highest practicable level of protection to roadworks personnel and road users.

4.1.2 Maintaining a safe workplace

In maintaining a safe workplace, the following shall be taken into account in the first instance:

a) General obligation

As indicated in Clause 1.5, there is an obligation on both organisations and contractors carrying out works on roads, together with supervisory personnel at all levels, to maintain a safe workplace. This entails the prevention of injury to workers due to hazards within the work site, the protection of workers from oncoming or passing traffic, and the protection of road users from hazards within the work site.

b) Hierarchy of control

In the planning and conduct of works it needs to be recognised that there is a hierarchy of control which can be used to assess whether the highest practicable level of protection or separation from traffic is being applied in a particular case. The hierarchy of control has the following elements in descending order of safety reliability:

(i) Hazard elimination by eliminating the interaction between all road workers (including Traffic Controllers) and traffic by–

A. relocating traffic movement via a remote detour or side-track; or

B. stopping all traffic movements for short periods when workers need to occupy the roadway through the use of traffic control signals. During periods when traffic is not stopped, the hazard is addressed either through separation of the work area (refer Item (ii) following) or management of the risk (refer Item (iii) following)

(ii) Separation of the work area from moving traffic by means of engineering controls or isolation, that is–

A. placing a substantially impenetrable barrier at the boundary of the work area, that is, a road safety barrier system as specified in this Manual;

B. maintaining an acceptable minimum lateral separation, risk assessed as requiring no physical barrier protection or traffic control other than signs advising of the presence of workers or plant; or

C. maintaining an acceptable minimum lateral separation or stopping all traffic for short periods. Risk assessed as requiring no physical barrier protection. Traffic Controllers using STOP / SLOW control of traffic in either one or both directions.
(iii) Management of the risk using administrative and behavioural controls, that is–

A. in cases where the work area is close to but not within the travelled path by controlling the behaviour of traffic (for example, traffic speed) according to the lateral separation. Works lasting longer than a single shift should be set up as a static work site; or

B. in cases where the work area is within the traffic stream, by training in and strict observance of appropriate work methods and safety requirements.

4.1.3 Works protection methods

A summary of the works protection methods specified in this Section is given in Table 4.1.

Table 4.1 – Works protection methods

<table>
<thead>
<tr>
<th>Works method</th>
<th>Applicable tasks</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Static work site</td>
<td>All works which are greater in scope and duration than can be handled by the short term, low impact provisions listed below or by mobile works.</td>
<td>Clause 4.2</td>
</tr>
<tr>
<td>Short-term, low-impact works – open road areas</td>
<td>Isolated work on pavements of up to 5 min duration, traffic volumes permitting. Shoulder grading and verge mowing.</td>
<td>Clause 4.3</td>
</tr>
<tr>
<td>Short term, low impact works – built-up areas</td>
<td>Work adjacent to or in a traffic lane of duration 5 min to 1 hour depending on traffic volume. Median and verge mowing, footpath works.</td>
<td>Clause 4.4</td>
</tr>
<tr>
<td>Works on unsealed roads</td>
<td>Maintenance grading. Short-term partial road closures.</td>
<td>Clause 4.5</td>
</tr>
<tr>
<td>Mobile works</td>
<td>Linemarking, pavement marker laying or removal, pavement testing where all signs and other protective devices are carried on vehicles.</td>
<td>Clause 4.6</td>
</tr>
</tbody>
</table>

4.1.4 Components of a typical work site

The components of a typical work site are illustrated in Figure 4.1.

Figure 4.1 – Components of a typical work site

Requirements and recommendations for signs and devices in each of the areas are as follows:

a) Advance warning area

Advance warning signs are dealt with in Clause 4.7.
b) **Transition area**

The provision of devices to form tapers and associated signs and other devices is dealt with in Clause 4.8.

c) **Additional warning area**

The additional warning area is a designated area that allows for the installation of additional traffic control devices, keeping them out of the safety buffer.

d) **Safety buffer**

A safety buffer immediately in advance of the work area shall be provided wherever the posted speed limit is 60 km/h or more. A length of 20 to 30 metres is normally sufficient; however, if the works are hidden from approaching traffic, for example, by a crest or curve, the safety buffer should extend back to a point which can be adequately seen by approaching traffic. On multilane roads, the safety buffer may be increased up to a suggested maximum of 100 m. Primary positional signs or devices such as temporary hazard markers or trailer mounted illuminated flashing arrow signs should be located at the beginning of the safety buffer. Vehicular access to the work area can be permitted through the safety buffer. The safety buffer shall be kept clear of work vehicles, plant, stockpiled material or other activity including specialist vehicles.

e) **Work area**

The work area comprises the area where works are physically being carried out and includes the area required for work vehicles or other specialist vehicles.

f) **Termination area**

Signs indicating the end of the works where normal traffic conditions resume, and, where appropriate, the end of a roadworks speed zone should be placed at the end of the termination area.

Where possible, signs which end the temporary speed limit past the work area, are erected at the end of the termination area (D min from the end of the Work Area). Typically (on one-way or divided roads), the END ROADWORKS and full speed reinstatement sign is installed. However, on two-way roads, these signs are installed opposite the speed restriction sign for traffic travelling in the opposite direction to avoid creating an offset speed zone (see Clause 4.9.9).

### 4.1.5 Dimension D

Dimension D as shown on illustrations and diagrams in this Part of the Manual for the positioning of advance signs and related purposes shall be determined as shown in Table 4.2. The speed limit shown in Table 4.2 is the permanent posted speed of the road before the worksite is established.
Table 4.2 – Value of dimension D

<table>
<thead>
<tr>
<th>Speed limit(^1) (km/h)</th>
<th>Dimension D (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40 or less</td>
<td>5 to 10</td>
</tr>
<tr>
<td>50</td>
<td>10 to 15</td>
</tr>
<tr>
<td>60</td>
<td>15 to 45</td>
</tr>
<tr>
<td>70, 80</td>
<td>60 to 80</td>
</tr>
<tr>
<td>90, 100</td>
<td>80 to 100</td>
</tr>
<tr>
<td>110</td>
<td>100 to 120</td>
</tr>
</tbody>
</table>

**NOTE:**

1. The permanent Posted Speed Limit on the section of road subject to roadwork before commencement of roadworks.

### 4.1.6 Tolerances on positioning

Tolerances shall not apply where a distance, length or spacing is already given in the text or a figure as a maximum or a minimum. They may need to be exceeded where road features such as intersections or median openings intervene.

Where this *Manual* gives a specific distance for the longitudinal positioning of signs or devices with respect to other items or features, for the spacing of delineating devices or for the length of tapers or markings, the following tolerances may be applied:

- **a)** Positioning of signs, length of tapers or markings:
  - i. Minimum, 10% less than the distances or lengths given.
  - ii. Maximum, 25% more than the distances or lengths given.
- **b)** Spacing of delineating devices:
  - i. Maximum, 10% more than the spacing shown.
  - ii. No minimum.

### 4.2 Static work sites

This Clause sets out requirements and recommendations for protecting workers from oncoming or passing traffic, and road users from hazards within the site at a static work site. Short-term and low-impact works permitted under Clauses 4.3, 4.4 and where indicated in Clause 4.5.2, and mobile works permitted under Clause 4.6 are exempted from these requirements and recommendations provided that the requirements of those Clauses are observed.

The clearances to edge of work area in the following Items shall be measured from the traffic-side edge of the line of delineating devices or barriers as specified in Clause 4.13.4.

- **a)** *Work area 6 m or more clear of traffic*

  If the entire work area including all vehicles and plant is located a minimum of 6 m from the nearest edge of a lane carrying traffic, no traffic delineation of the work area or temporary speed limit will be required but a Worker (symbolic) (T1-5) sign should be placed on the left side of the roadway in advance of the work area if workers or plant are visible to passing traffic.
b) **Work area 3 m to 6 m clear of traffic (Option 1)**

If the entire work area including all vehicles and plant is located a minimum of 3 m from the nearest edge of a lane carrying traffic, no traffic delineation of the work area will be required but the following shall be provided:

(i) A Worker (symbolic) (T1-5) sign in advance of the work area when workers or small items of plant are present on the site.

(ii) A vehicle-mounted warning device (see Clause 3.12.1).

(iii) In speed zones higher than 80 km/h, a temporary speed limit of 80 km/h where the traffic volume exceeds 10,000 vpd.

This situation is illustrated as Option 1 on Figure 4.2.

The minimum length of an 80 km/h temporary speed zone should be 500 m.

A containment fence (see Clause 3.10.1) should be used to delineate the clearance line for workers if the work area clearance is close to the 3 m minimum.

c) **Work area closer than 3 m to traffic**

If the clearance between the work area and the nearest edge of a lane carrying traffic is less than 3 m, one or other of the following options shall be used:

(i) **Protection by road safety barrier system (Option 2)**

If the work area is protected by a road safety barrier system (see Clause 3.10.3), there will be no requirement to reduce traffic speeds for the protection of workers. Advance signing and delineation, including Worker (symbolic) (T1-5) signs when workers are on site, are required, and temporary speed zoning depending on the clearance between the edge of the traffic lane and the road safety barrier system and in accordance with Clause 4.13.4, may be required for the safety of traffic negotiating the site outside the barrier. Steps should be taken to ensure that workers and plant will remain within the protection of the barrier. A containment fence behind the barrier as recommended in Clause 3.10.3 and temporary crash attenuators as recommended in Clause 3.10.4 should also be used. This situation illustrated as Option 2 on Figure 4.2.
(ii) Clearance to traffic between 1.2 m and 3 m (Option 3)

If there is no road safety barrier system between the edge of the work area and the nearest edge of a lane carrying traffic, but the clearance between the two is from 1.2 m to less than 3 m, the following are required when workers or small items of plant are on site, in addition to the requirements for other work site management devices specified in this Part of the Manual:

A. A Workers (symbolic) (T1-5) sign in advance of the work area.

B. Delineation of the edge of the traffic lane by cones, bollards or similar means, see Clause 4.13.4.

C. Separate delineation of the edge of the work area by means of a containment fence (see Clause 3.10.1) if there is a risk of workers or small items of plant infringing the clearance area.

D. The speed of passing traffic shall be reduced to 60 km/h through—
   1) the use of appropriate traffic control devices such as signs, flashing lights, Traffic Controllers and tapers
   2) imposing a temporary road work speed zone; or
   3) a combination of Items c)(ii)D1) and c)(ii)D2).

This action is not required if the posted speed during roadworks past the site is already 60 km/h or less.

This situation is illustrated as Option 3 on Figure 4.2.

A temporary 60 km/h speed zone shall be at least 150 m long.

(iii) Clearance to traffic less than 1.2 m (Option 4)

If the clearance requirement of 1.2 m in Item c)(ii) previously cannot be achieved, all of the requirements of Item c)(ii) shall apply except as follows:

A. For workers on foot and small items of plant, the posted speed during roadworks shall be reduced to 40 km/h using the methods specified in Item c)(ii) D.

B. For large items of plant only, the posted speed during roadworks shall only be reduced to 60 km/h as per options in item c)(ii) D.

C. Use of a containment fence may be omitted if there is insufficient space to place it.

This situation is illustrated as Option 4 on Figure 4.2.

A temporary 40 km/h speed zone shall be no longer than 1 km and workers shall be visible. See also Item (e) where further speed reduction may be warranted at a hazardous site.
d) **Protection of Traffic Controller**

Traffic Controllers are not subject to the requirements of Item (c) previously, but shall be allowed to operate only in an area where the posted speed during roadworks has been reduced to 60 km/h or less as set out in Item c)(ii) D.

e) **Speed control at hazardous sites**

Where any one of the following conditions apply at a static site, the posted speed during roadworks shall be reduced to a value less than 40 km/h using the methods specified in Item c)(ii) D together with Traffic Controllers or pilot vehicles (see Clause 4.12) as needed:

(i) An unusually high level of hazard for workers on foot within 1.2 m of moving traffic or other road users as a consequence of the work area.

(ii) It is impracticable to separate pedestrians or cyclists from vehicular traffic in the work area.

If traffic speeds are to be reduced by means of a temporary speed zone less than 40 km/h, the length of the zone shall not exceed 200 m. It should not be less than 100 m.

Speed limit less than 40 km/h should not be installed where:

i. Works are being undertaken using large item of plant exclusively.

ii. Workers and road work delineation are separated from moving traffic by at least 1.2 m.

iii. Grading or mowing on a median or verge does not encroach onto a moving traffic lane.

iv. Works are undertaken on a residential street where the speed limit is 40 km/h or less.
4.3 Short-term low impact works – Open road areas

4.3.1 General

The treatments in Clause 4.3 are permitted in recognition of the need to allow certain short-term low-impact works to be carried out without the use of a static work site with protection for workers and road users or mobile works convoys. It is vital that a risk assessment (see Clause 2.2.3) be made of the proposed adoption of these treatments in particular environments, taking particular account of factors such as traffic volume and speed, road geometry and width, and the general behaviour of road users. If the risk cannot be tolerated, a static work site with protection for workers and road users (Clause 4.2) or mobile works convoy (Clause 4.6) will be required.

Where traffic volumes have been specified as vehicles per day in this section, the traffic volume may be converted to vehicles per hour by dividing the vehicles per day by a factor of 10.

NOTE: This Figure does not show all of the advance signs or approach delineation which may be required.
4.3.2 Work between gaps in traffic

Work that is of such short duration that it can be carried out within gaps in traffic may be done without advance signs or delineation provided that—

a) a lookout person who can see approaching traffic in time to warn workers to vacate the roadway before its arrival, is posted; and

b) work vehicles and equipment are parked clear of moving traffic lanes. A vehicle-mounted warning device shall be displayed on the work vehicle.

The lookout person may be dispensed with if the work will not take longer than 10 seconds and approaching traffic can be seen for a distance away equal to 20 seconds of travel time.

4.3.3 Short-term work in traffic

Workers with a vehicle or item of plant equipped with a vehicle-mounted warning device may work on the roadway or within 1.2 m of moving traffic without the use of advance signs, provided the roadway at any one work site is not occupied for more than five minutes and the conditions following are observed.

Sight distance to the vehicle-mounted warning device for approaching drivers shall be—

a) greater than 150 m in a 60 km/h or lower speed zone; or

b) greater than 250 m elsewhere.

The vehicle-mounted warning device shall not be obscured, for example, by overhanging vegetation or a raised truck body.

The work shall not reduce—

i. the overall width to less than that required for safe passage for two-way traffic (or one-way traffic if the volume is less than 50 vpd); or

ii. the running lane width adjacent to a barrier line to less than that needed to allow vehicles to proceed without crossing the line.

A lookout person shall be posted to warn workers on foot on the roadway of the approach of any vehicles whose speed or size might constitute a safety threat. If two or more locations within a space of 2 km or less are to be worked as previously stated, the site shall be treated as a frequently changing work area (see Clause 4.3.4). The lookout person is not required if the works are more than 1.2 m clear of moving traffic.

The lookout person may be dispensed with if the work will not take longer than 10 seconds and approaching traffic can be seen for a distance away equal to 20 seconds of travel time.
4.3.4 Frequently-changing work area

For activities such as minor maintenance on the pavement or shoulder, including road furniture maintenance and longitudinal survey work at successive locations less than 2 km apart, the frequently-changing work area treatment may be applied. If it is applied, the treatment shall be subject to the following requirements.

a) In all cases, the following requirements of Clause 4.3.3 shall be observed:
   i. Work vehicle positioning and length of occupation of any one site (maximum of five minutes).
   ii. Display of the vehicle-mounted warning device.
   iii. Sight distance to the work vehicle for approaching traffic.
   iv. Running lane width reduction.
   v. The need for a lookout person to warn workers on foot on the roadway of approaching traffic.

b) Advance signs up to 2 km in advance of each work position or item of moving plant shall be displayed. The distance between advance signs for opposing directions of travel shall not exceed 2 km at any time and the location of such signs shall be progressively changed to ensure the maximum separation is not exceeded as the work progresses along the road.

c) At each advance sign location, the following signs shall be used:
   i. Workers (symbolic) (T1-5) where there are workers on foot.
   ii. ROAD PLANT AHEAD (T1-3-1) where moving road plant only will be encountered; the sign NEXT 2 km (T1-28) shall be placed with whichever of these signs is used.

d) If any of the requirements of Item 4.3.4(a) cannot be met at a particular location, for example, sight distance is substandard, that site shall be set up as a fully-protected short-term work site with advance signs at the standard distances.

4.3.5 Shoulder grading on sealed roads in open road areas

Shoulder grading on sealed roads with traffic volumes less than 1 500 vpd may be undertaken in bounds of up to 10 km in length under the following conditions:

a) If sight distance to the vehicle-mounted warning device on the grader is at least 250 m throughout the section of road being worked on, advance signs ROAD WORK NEXT X km (T1-24) shall be placed at each end of the section. Loose stones (symbolic) (T3-9) or similar signs may be needed at the beginning and along the section.

b) If the sight distance falls to less than 250 m at some locations, GRADER AHEAD (T1-4) or ROAD PLANT AHEAD (T1-3-1) together with NEXT 2 km (T1-28) shall be used on each approach to the section covering the location of diminished sight distance. A 60 km/h temporary speed zone (see Clause 4.9) will be required if the posted speed limit is 80 km/h or more.

c) Subsections of 2 km or less in length created as in Item 4.3.5(b) shall be completed and signs, including, if used, speed zone signs, shall be relocated before proceeding with the next
section. If there is difficulty turning a grader around at the end of a 2 km section, it may be extended to the next available turning point but not to more than 6 km in total length.

Where traffic volumes are greater than 1 500 vpd, the works shall be undertaken either as a mobile works (see Clause 4.6) or as a static work site (see Clause 4.2).

4.3.6 Mobile inspections

Mobile road inspections are carried out according to one of the following requirements or recommendations:

a) If the inspection vehicle maintains speed that–
   i. is less than 20 km/h below the speed limit; or
   ii. on a road with less than 200 vpd, is at least 25 km/h,

   it may travel in the traffic stream, but in the case of Item 4.3.6a)ii, shall display at least one yellow beacon lamp.

b) If the inspection vehicle can operate by travelling along a shoulder or verge clear of moving traffic, using gaps in traffic to pass any obstructions in the shoulder or verge, it may operate as a single vehicle but shall display at least one yellow beacon lamp.

c) If the inspection vehicle is required to block or partially block a traffic lane continuously at speeds lower than in Item (4.3.6a), it shall operate within a mobile works convoy as specified in Clause 4.6.

4.3.7 Work off the travelled path

For activities involving a vehicle or item of plant running off the road such as mowing and sign / road edge guide post maintenance where the machine is running on the shoulder or work vehicle is parked clear of the road so that traffic does not have to deviate from the normal travelled path, the work may proceed without the use of advance signs under the following conditions.

Sight distance to the vehicle-mounted warning device for approaching drivers shall be–

a) greater than 150 m in a 60 km/h or lower speed zone; or
b) greater than 250 m elsewhere; and

c) the vehicle-mounted device is displayed and not obscured either by overhanging vegetation or a raised truck body.

The following activities may proceed with the work vehicle parked clear of the travelled path:

i. Mowing and litter activities.

ii. Graffiti removal.

iii. Minor tree clearing.

iv. Minor cleaning of culverts, pipes and pits.

v. Herbicide spraying.

vi. Road edge guide post repairs.
4.3.8 Work protected by specialist vehicles

This work involves the use of a vehicle fitted with a truck-mounted attenuator. The vehicle shall be fitted with an illuminated flashing arrow sign. The activities may include:

a) Placement and recovery of temporary signing and barriers.

b) Mobile lane closures.

c) Progressively moving operations on multilane roadways (see Queensland MUTCD Part 3 Supplement).

d) Slow-moving or stationary vehicles operating on the roadway for example, maintenance of traffic signals, street lighting and emergency phones.

A temporary speed zone may be created and, if applicable, terminated by the use of a vehicle-mounted speed restriction sign.

If determined acceptable by a risk assessment, the specialist vehicle may be replaced by a shadow vehicle fitted with an illuminated flashing arrow.

4.3.9 Survey work

The occupation of the roadway for survey work may be in accordance with one of the previous treatments. The SURVEYORS AHEAD (T2-Q06) sign shall be used in lieu of Workers (symbolic) (T1-5) sign. A risk assessment will determine the treatment adopted in a particular environment.

4.3.10 Traffic investigations

For activities associated with traffic engineering investigations or inspecting, viewing or measuring a section of roadway or road feature (for example, for maintenance or planning purposes), no controls are needed where–

a) the activity is clear of the roadway. The exception to this would be where the activity is carried out while crossing the road, for example, measuring the lane width;

b) the vehicle used for the investigation is parked well clear of the traffic lanes;

c) personnel use existing footpaths or verges; and

d) inspecting personnel may cross the road safely within gaps in traffic. In this case, sight distance to personnel for approaching drivers is–

i. greater than 150 m in a 60 km/h or lower speed zone; or

ii. greater than 250 m elsewhere.

Personnel carrying out investigations should wear high-visibility clothing at all times when they are not in their vehicle.

4.4 Short-term low-impact works – built-up areas

4.4.1 General

The treatments in Clause 4.4 are permitted in recognition of the need to allow certain short-term low-impact works to be carried out without the use of a static work site with protection for workers and road users or mobile works convoys which could otherwise lead to significant work inefficiencies. Since they could be seen as a partial relaxation of safety standards, it is vital that a risk
assessment (see Clause 2.2.3) be made of the proposed adoption of these treatments in particular environments, taking particular account of factors such as traffic volume and speed, road geometry and width, and the general behaviour of road users. If the risk cannot be tolerated, a static work site with protection for workers and road users (Clause 4.2) or mobile works (Clause 4.6) convoy will be required.

Regardless of any risk assessment, where the speed limit, traffic volume, traffic separation or occupation time constraints specified following cannot be met, a static or mobile work site shall be used.

The speed limits specified are existing permanent speed limits. Temporary speed limits shall not be used unless a static or mobile work site as specified in this Part of the Manual is to be set up.

Where traffic volumes have been specified as vehicles per day in this section, the traffic volume may be converted to vehicles per hour by dividing the vehicles per day by a factor of 10.

4.4.2 Frequently-changing work area – Work not within traffic lane

The work shall be carried out with a vehicle equipped with a vehicle-mounted warning device parked on a shoulder or parking lane or elsewhere where parking is permitted adjacent to moving traffic. The vehicle shall shadow the work area at all times, either to the front or back of it. The limitations that shall apply are–

a) speed limit – 70 km/h or less;

b) minimum sight distance to oncoming traffic – 50 m; and

c) maximum work period at any one location–

i. 20 min at any traffic volume;

ii. 40 min at traffic volumes 150 vph or less; or

iii. 1 hour at traffic volumes 40 vph or less.

The work area may move frequently between successive locations.
The following are examples of short-term works appropriate for this treatment when they do not require encroachment onto a moving traffic lane:

A. Pit cleaning or repair.
B. Litter collection.
C. Tree pruning or planting.
D. Road signs or street furniture maintenance.
E. Street light maintenance.
F. Mowing and litter activities.
G. Graffiti removal.
H. Minor tree clearing.
I. Minor cleaning of culverts, pipes and pits.
J. Herbicide spraying.
K. Road edge guide post repairs.

NOTE: A static work site will be required if these conditions cannot be met, see Clause 4.4.1.

4.4.3 Frequently-changing work area – Work within a traffic lane

The work shall be carried out using a work vehicle or large plant item, and a shadow vehicle, both equipped with a vehicle-mounted warning device.

NOTE: A large plant item should generally be considered to be the equivalent of a medium-size farm or industrial tractor or larger.

If work is being carried out by a large plant item and there are no workers on foot or small plant items present, the shadow vehicle shall follow the plant item 15 m to 30 m behind it, either in the lane or shoulder to the left of the work lane if free, or otherwise, within the work lane.

If the work is being carried out by workers on foot or small items of plant, even though large plant items may also be present, the shadow vehicle shall travel in the same lane as the work area, 20 m to 40 m behind the work vehicle.

The following limitations apply:

a) Speed limit – 60 km/h or less.

b) Maximum work period at any one location, large item of plant, no workers on foot–
   i. 20 min at any traffic volume; and
   ii. 1 hour at traffic volumes up to 40 vph.

c) Maximum work period at any one location, workers on foot – 1 hour at traffic volumes up to 40 vph.

The shadow vehicle may be dispensed with at volumes less than 60 vph provided sight distance to oncoming traffic is at least 50 m or 2D, whichever is the greater.

The work may be moved frequently between successive locations.
Examples of work appropriate for this treatment are:

A. Pavement marker laying (other than on dividing lines).
B. Pavement testing.
C. Any of the items listed in Clause 4.4.2 where encroachment onto a traffic lane is likely to occur.

NOTE: A static or mobile work site will be required if these conditions cannot be met, see Clause 4.4.1.

4.4.4 Road lighting works

Road lighting works may be undertaken in built-up area by workers on foot with a vehicle equipped with a vehicle-mounted warning device and an illuminated directional arrow sign without the use of advance warning signs under the following conditions:

a) Where the vehicle is positioned where parking would normally be permitted and does not obstruct the traffic flow:
   (i) The maximum work period at any one location shall be 1 hour.
   (ii) A minimum clearance of 5.5 m must be maintained above the road surface to any part of the maintenance vehicle that encroaches upon the open traffic lane.

b) Where the vehicle is positioned other than outlined in Item 4.4.4a)–
   (i) the maximum work period at any one location shall be–
      A. 5 minutes if on the roadway or within 1.2 m of moving traffic; or
      B. 20 minutes if within 3 m of moving traffic but more than 1.2 m from moving traffic.
   (ii) the following sight distance to the vehicle-mounted warning device for approaching drivers shall be–
      A. in a residential street 75 m or to the end of the street;
      B. greater than 150 m in a 60 km/h or lower speed zone (non-residential); or
      C. greater than 250 m elsewhere.
   (iii) the vehicle-mounted warning device shall not be obscured by either overhanging vegetation or a raised truck body; and
   (iv) the work shall not reduce–
      A. The overall width to less than required for safe passage for two-way traffic (or one-way traffic in the volume is less than 50 vehicles per day); or
      B. The running lane width adjacent to a barrier line to less than that needed to allow vehicles to proceed without crossing the line.

b) A lookout person shall be posted to warn workers on foot of the approach of any vehicle whose size or speed may constitute a safety threat. The lookout person is not required if the works are more than 1.2 m clear of moving traffic.

Where the requirements of this clause or another suitable clause of Section 4.4 cannot be met, a static or mobile work site shall be used.
Examples of work appropriate for this treatment includes but is not limited to:

   a) Maintenance.
   b) Installation.
   c) Maintenance and installation of power poles.

4.4.5 Works on medians, verges and footpaths

The following works may be carried out without any support vehicle on the roadway, subject to the work duration being limited to a single shift and to the conditions listed in Items 4.4.5(i) and (ii). Items 4.4.5(i) and (ii) are not applicable if the work area is protected by a shadow (support) vehicle and a risk assessment, as required, has been undertaken:

   a) Median and verge mowing, and related activities such as tilling, seeding and weed spraying.
   b) Works on a footpath.
   c) Garden maintenance.
   d) Mowing and litter activities.
   e) Graffiti removal.
   f) Minor tree clearing.
   g) Minor cleaning of culverts, pipes and pits.
   h) Herbicide spraying.
   i) Road edge guide post repairs.

The following conditions shall be met:

(i) **Large plant items only** (see Note to Clause 4.4.3)

   Where there are no workers on foot, the relationship between speed limit and clearance to edge of traffic lane shall be as follows:

   A. Speed limit 90 km/h or more – clearance shall be greater than 1.2 m.

   B. Speed limit 80 km/h or less – clearance may be less than 1.2 m, but plant items shall not encroach onto the traffic lane.

(ii) **Workers on foot or small items of plant**

   Where there are workers on foot or small items of plant, or both, the work method shall be restricted to one of the following:

   A. The speed limit is 60 km/h or less and the work area does not encroach onto a moving traffic lane.

   B. The speed limit is 80 km/h or less and the clearance to edge of traffic lane is at least 1.2 m.

   C. The entire work area is at least 3 m clear of a moving traffic lane.
The Worker (symbolic) (T1-5) sign or ROAD PLANT AHEAD (T1-3) shall be displayed respectively, when either workers on foot or plant items alone are present and working closer than 3 m to a moving traffic lane.

NOTE: A static or mobile work site will be required if these conditions cannot be met (see Clause 4.4.1).

4.4.6 Street sweeping and garbage collection

Street sweeping and garbage collection operations which do not involve workers on foot working closer than 1.2 m to the edge of a moving traffic lane may be carried out under the following conditions:

a) Vehicle to be equipped with a vehicle mounted warning device.

b) Speed limit 70 km/h or less generally, or 80 km/h or less if the work vehicle can operate at least 1.2 m clear of the edge of nearest running lane.

c) The minimum sight distance for following traffic is—
   i. greater than 150 m in a 60 km/h or lower speed zone; or
   ii. greater than 250 m elsewhere.

4.4.7 Work between gaps in traffic

Work which is of such short duration that it can be carried out within gaps in traffic may be done without advance signs or delineation, provided that—

a) a lookout person who can see approaching traffic in time to warn workers to vacate the roadway before its arrival is posted; and

b) work vehicles and equipment are parked clear of moving traffic lanes.

A vehicle-mounted warning device shall be displayed on the work vehicle.

The lookout person may be dispensed with if the work will not take longer than 10 seconds and approaching traffic can be seen for a distance away equal to 20 seconds of travel time.

NOTE: This activity is not recommended where traffic lane volumes exceed 100 vehicles per hour unless significant gaps are being created by upstream traffic control such as intersection traffic signals.

4.4.8 Work protected by specialist vehicles

This work involves the use of a vehicle fitted with a truck-mounted attenuator. The vehicle shall be fitted with an illuminated flashing arrow sign. The activities may include:

a) Placement and recovery of temporary signing and barriers.

b) Mobile lane closures.

c) Progressively moving operations on multilane roadways (see Queensland MUTCD Part 3 Supplement).

d) Slow-moving or stationary vehicles operating on the roadway for example, maintenance of traffic signals, street lighting and emergency phones.

A temporary speed zone may be created and, if applicable, terminated by the use of a vehicle-mounted speed restriction sign.
If determined acceptable by a risk assessment, the specialist vehicle may be replaced by a shadow vehicle fitted with an illuminated flashing arrow.

### 4.4.9 Survey work

The occupation of the roadway for survey work may be in accordance with one of the previous treatments. The SURVEYORS AHEAD (T2-Q06) sign shall be used in lieu of Workers (symbolic) (T1-5) sign. A risk assessment will determine the treatment adopted in a particular environment.

### 4.4.10 Traffic investigations

For activities associated with traffic engineering investigations or inspecting, viewing or measuring a section of roadway or road feature (for example, for maintenance or planning purposes), no controls are needed where—

- a) the activity is clear of the roadway. The exception to this would be where the activity is carried out while crossing the road, for example, measuring the lane width;
- b) the vehicle used for the investigation is parked well clear of the traffic lanes;
- c) personnel use existing footpaths or verges; and
- d) inspecting personnel may cross the road safely within gaps in traffic. In this case, sight distance to personnel for approaching drivers is—
  - i. greater than 150 m in a 60 km/h or lower speed zone; or
  - ii. greater than 250 m elsewhere.

Personnel carrying out investigations should wear high-visibility clothing at all times when they are not in their vehicles.

### 4.5 Works on unsealed roads

#### 4.5.1 General

The following treatments are permitted on unsealed roads in recognition of the generally lower volumes and traffic speeds encountered on those roads than on sealed roads and the need to be economical in the expenditure of resources on these low-usage facilities. Since they could be seen as a partial relaxation of safety standards, it is vital that a risk assessment (see Clause 2.2.3) be made of the proposed adoption of these treatments in particular environments, taking particular account of factors such as traffic volume and speed, road geometry, width and surface condition, and the general behaviour of road users.

The treatments shall not be applied to any road which would normally be sealed but has been left unsealed either temporarily or permanently due to, for example, economic or climatic factors or is in the process of construction or reconstruction as a sealed road.

Where traffic volumes have been specified as vehicles per day in this section, the traffic volume may be converted to vehicles per hour by dividing the vehicles per day by a factor of 10.

#### 4.5.2 Maintenance grading and resheeting

Maintenance grading and resheeting shall be undertaken as set out following. They may be carried out either with or without leaving a windrow as indicated following. Work done without leaving a
windrow normally involves use of either a windrow eliminator or a second grader in tandem. Wherever practicable, grading on the right side of the road against oncoming traffic should be avoided.

a) *Maintenance grading*

Maintenance grading shall be undertaken as follows:

(i) If the grader is always to operate leaving room for opposing traffic to pass it without driving off the roadway and the sight distance to the grader’s vehicle-mounted warning device is at least 250 m throughout the entire section of road being worked on, no advance warning signs for either direction of travel are required.

(ii) If the operating conditions in Item 4.5.2a)(i) cannot be met, the work shall be carried out as follows:

A. The work shall be undertaken in bounds of not more than 10 km in length. The sign ROADWORK NEXT X km (T1-24) shall be placed at each end of the section being worked on.

B. At locations where the sight distance falls to less than 250 m, the sign GRADER AHEAD (T1-4) or ROAD PLANT AHEAD (T1-3-1), together with NEXT 2 km (T1-28), shall be used at each end of each subsection with reduced sight distance of up to 2 km in length. The signs shall be placed at least 100 m in advance of the start of any windrow.

C. Subsections of 2 km or less in length created as in Item 4.5.2a)(ii) B shall be completed and signs including (if used) speed zone and end of zone signs, shall be relocated before proceeding with the next section, which may be a further sight distance-deficient subsection or the remaining whole section. If there is difficulty turning a grader around at the end of a 2 km section, it may be extended to the next available turning point but not to more than 6 km in total length.

(iii) Road condition signs shall be placed at various locations if the freshly-graded surface has loose material that may be a hazard. One or more of the following may be required, depending on the nature and degree of hazard:

A. Slippery (symbolic) (T3-3).

B. Loose Stones (symbolic) (T3-9).

C. LOOSE SURFACE (T3-14).

NOTE: Where graded or resheeting material cannot be traversed by traffic, in order to allow traffic to overtake the grader, the grader driver should be instructed to raise the blade from time to time and move forward a short distance to allow that traffic to pass.

b) *Maintenance resheeting*

Maintenance resheeting shall be undertaken in accordance with Items 4.5.2a)(ii) to 4.5.2a)(a)(iii).
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4.5.3 Short-term partial road closures

The following apply to the treatment of short-term partial road closures:

a) Omission of advance signs

Advance signs may be omitted where the vehicle-mounted warning device on the work vehicle can be seen by approaching traffic for at least 250 m; and where Traffic Controllers are not required.

Traffic Controllers may not be required–

(i) in accordance with Clauses 4.13.1(i) or (ii);

(ii) where traffic volumes are 20 vpd or less; or

(iii) where there is room for two-way traffic past the work area.

b) Using a single Traffic Controller

Traffic control may be performed by a single Traffic Controller when all the following conditions are met–

(i) the Traffic Controller has a good view of traffic approaching from both directions when stationed at one end of the job;

(ii) there is a single lane section not exceeding 50 m in length; and

(iii) traffic volumes are not more than 20 vph.

c) Other cases

Situations not meeting the conditions set out in Items 4.5.3a) or b) shall be treated in the same way as sealed roads.

4.6 Mobile works

4.6.1 General

Mobile works are works which entail vehicles moving along the roadway continually at a speed significantly lower than other traffic and obstructing or partially obstructing traffic lanes. All signs and warning devices shall be displayed on moving vehicles in the convoy.

Mobile works include the following:

a) Linemarking using ride-on-plant, self-propelled, towed or pushed; examples are shown in Figure 4.3.

b) Pedestrian-type linemarking and pavement marker laying or removal where a shadow vehicle (Clause 4.6.2(c)) is used; examples are shown in Figure 4.4.

c) Operation of pavement test vehicles.

Activities such as shoulder grading, pavement and edge patching, and other works involving workers on foot may be suitable for a mobile works convoy but, when undertaken without a shadow vehicle, shall be regarded as frequently-changing work areas and dealt with in accordance with Clause 4.3.4.
NOTES:
2. A second tail vehicle should be provided (see Clause 4.6.3(i)).
3. See Figure 4.5 for mobile temporary speed zone signs.
Figure 4.4 – Examples of mobile works protection – Pavement marker laying

NOTES:
1. A mobile temporary speed zone may be required for these works (see Clause 4.6.5).
2. See Clause 3.12.2 regarding option use of flashing lights on the vehicle-mounted warning devices.
3. See Figure 4.5 for mobile temporary speed zone signs.
4.6.2 Work convoy arrangements

A mobile works convoy shall be made up of the following vehicles as required for the relevant road situation:

a) **Lead vehicle**

   A lead vehicle is required on two-way roadways when working on the dividing line to give advance warning of the works to traffic approaching from the opposite direction and also to enable the lead vehicle driver to alert the following workers to any impending hazard.

b) **Work vehicle**

   This is the vehicle or plant item undertaking the work (for example, a linemarking machine) or supporting workers on foot immediately behind it. Some operations (for example, pavement marker removal on a divided road) may not need a work vehicle.

c) **Shadow vehicle**

   A shadow vehicle is required to provide close-up protection to the rear of workers on foot (for example, laying pavement markers, operating a pedestrian-type linemarking machine). The shadow vehicle shall travel a clear distance of 20 m to 40 m behind the work vehicle and shall be equipped with a truck-mounted crash attenuator whenever it is protecting workers on multilane roads.

d) **Tail vehicle**

   A tail vehicle is required to provide advance warning of the works to following traffic, to divert traffic around the works and to enable the driver to alert workers ahead of any impending hazard.

4.6.3 Operating principles

The following are requirements and recommendations for the operation of a mobile works convoy:

a) **Carrying signs and devices**

   All signs and warning or delineation devices shall be carried on vehicles. This includes mobile temporary speed zone signs, see Clause 4.6.5.

b) **Advance warning vehicle**

   Advance warning of the works vehicle shall be provided by a tail vehicle and if required, a lead vehicle (see Clause 4.6.2(a)).

c) **Plant and vehicle positioning**

   Recommendations for the lateral positioning of plant items and vehicles on a mobile works convoy are given in Tables 4.3, 4.4 and 4.5 for work on two-way roads, multilane undivided roads and divided roads respectively.
Table 4.3 – Mobile works on a two-way road – Plant and vehicle positioning

<table>
<thead>
<tr>
<th>Lateral work position</th>
<th>Work type</th>
<th>Lateral plant / vehicle position</th>
<th>Work vehicle</th>
<th>Shadow vehicle</th>
<th>Tail vehicle</th>
<th>Lead vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dividing line</td>
<td>Ride-on linemarking</td>
<td>Works in the left lane (see Note 1) or straddles the line if line marker is the straddle type</td>
<td>Not used</td>
<td>If following work vehicle, may straddle line if practicable, otherwise moves in left lane (see Note 1). If stopped, stops on shoulder. If closing up at traffic speed, moves in lane.</td>
<td>Straddles line when sight distance allows this to be done safely, otherwise travels in left lane</td>
<td></td>
</tr>
<tr>
<td>Workers on foot or pedestrian-type line marking (see Note 2)</td>
<td>Straddles line</td>
<td>Straddles line</td>
<td>As above</td>
<td>As above</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Edge line</td>
<td>Ride-on linemarking (see Note 2)</td>
<td>Works in left lane (see Note 3)</td>
<td>Not used</td>
<td>Travels in left lane or straddles line</td>
<td>Not required</td>
<td></td>
</tr>
<tr>
<td>Workers on foot or pedestrian-type linemarking (see Note 2)</td>
<td>Works in left lane (see Note 3)</td>
<td>Travels in left lane</td>
<td>Travels in left lane or straddles line</td>
<td>Not required</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Work within a lane (see Note 3)</td>
<td>Plant or vehicle only or vehicle plus workers on foot (see Note 2)</td>
<td>Works in lane (see Note 3)</td>
<td>If workers on foot present, works in lane</td>
<td>Travels in lane</td>
<td>Travels in lane</td>
<td></td>
</tr>
</tbody>
</table>

NOTES:

1. Requirements where traffic cannot pass safely to the left of the work vehicle are specified in Clause 4.6.3(e)(ii).
2. A mobile temporary speed limit, see Clause 4.6.5, is required when there are workers on foot (including pedestrian operated plant) within 1.2 m lateral clearance from moving traffic.
3. Requirements where following traffic may be partially deflected into the path of oncoming traffic, are specified in Clause 4.6.3(e)(iii).
### Table 4.4 – Mobile works on a multilane undivided road – Plant and vehicle positioning

<table>
<thead>
<tr>
<th>Lateral work position</th>
<th>Work type</th>
<th>Lateral plant / vehicle position</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Dividing line</td>
<td>Ride-on linemarking</td>
<td>Works in lane to left of line</td>
<td>Not used Travels in lane to left of line Straddles line when sight distance allows this to be done safely, otherwise travels in lane to left of line</td>
</tr>
<tr>
<td></td>
<td>Workers on foot or pedestrian-type line marking (see Note 1)</td>
<td>Straddles line Straddles line Travels in lane to left of line</td>
<td>As above</td>
</tr>
<tr>
<td>Lane line – 4-lane road; or right-hand lane line – 6-lane road</td>
<td>Ride-on linemarking (see Note 1)</td>
<td>Works in right lane (see Note 2)</td>
<td>Not used Travels in right lane (see Note 2) Not required</td>
</tr>
<tr>
<td></td>
<td>Workers on foot or pedestrian-type linemarking (see Note 1)</td>
<td>Straddles line (see Note 2) Straddles line Travels in right lane</td>
<td>Not required</td>
</tr>
<tr>
<td>Left-hand lane line - 6-lane road - no kerbside parking</td>
<td>Ride-on linemarking (see Note 1)</td>
<td>Works in left lane</td>
<td>Not used Travels in left lane Not required</td>
</tr>
<tr>
<td></td>
<td>Workers on foot or pedestrian-type linemarking (see Note 1)</td>
<td>Straddles the line Straddles the line Travels in left lane</td>
<td>Not required</td>
</tr>
<tr>
<td>Left-hand lane line - 6-lane road - cars parked in Lane 1</td>
<td>Ride-on linemarking (see Note 1)</td>
<td>Works in Lane 2</td>
<td>Not used Travels in Lane 2 Not required</td>
</tr>
<tr>
<td></td>
<td>Workers on foot or pedestrian-type linemarking (see Note 1)</td>
<td>Straddles the line Straddles the line Travels in Lane 2</td>
<td>Not required</td>
</tr>
</tbody>
</table>
### Lateral work position

<table>
<thead>
<tr>
<th>Lateral work position</th>
<th>Work type</th>
<th>Lateral plant / vehicle position</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Work vehicle</td>
</tr>
<tr>
<td>Edge line</td>
<td>Ride-on linemarking (see Note 1)</td>
<td>Works in left lane</td>
</tr>
<tr>
<td></td>
<td>Workers on foot or pedestrian-type linemarking (see Note 1)</td>
<td>Works in left lane</td>
</tr>
<tr>
<td>Work within a lane</td>
<td>Plant or vehicle only, or vehicle plus workers on foot (see Note 1)</td>
<td>Works in lane (see Note 2)</td>
</tr>
</tbody>
</table>

**NOTES:**

1. A mobile temporary speed limit (see Clause 4.6.5) is required when there are workers on foot (including pedestrian operated plant) within 1.2 m lateral clearance from moving traffic.
2. Requirements where traffic cannot pass safely to the left of the work vehicle are specified in Clause 4.6.3(e)(iii).

### Table 4.5 – Mobile works on a divided road plant and vehicle positioning

<table>
<thead>
<tr>
<th>Lateral work position</th>
<th>Work type</th>
<th>Lateral plant / vehicle position</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Work vehicle</td>
</tr>
<tr>
<td>Left-hand edge line</td>
<td>All work types</td>
<td>The same as the corresponding cases for multilane undivided road in Table 4.4</td>
</tr>
<tr>
<td>Lane line</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Work in lane</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right-hand edge line</td>
<td>Ride-on linemarking</td>
<td>Works in the right-hand lane</td>
</tr>
<tr>
<td></td>
<td>Workers on foot or pedestrian-type linemarking</td>
<td>All vehicles travel in the right-hand lane (see also Note 2 to Table 4.3)</td>
</tr>
</tbody>
</table>

**d) Mobile temporary speed zones**

Mobile temporary speed zones shall be used at all works involving workers on foot or pedestrian-type linemarking machines working under the conditions described in Clause 4.6.5.
e) **Work on two-way roadway**

Requirements for the control and direction of traffic during work on two-way roadways are as follows:

(i) Wherever practicable, following traffic shall be directed to pass to the left of the work vehicle and, where used, the shadow vehicle.

(ii) When working on the dividing line or in some instances, a lane line, if at times traffic is unable to pass to the left of the work vehicle, opportunities to pass shall be provided periodically by means such as stopping the work vehicle temporarily at a localised widening of the roadway and shoulder, or temporarily pulling off the moving traffic lane. Traffic shall not be directed to completely cross a dividing line into the path of oncoming traffic.

(iii) When working on lane or edge lines, or within a lane, and following traffic cannot be safely directed to pass to the left of the work vehicle, it may be permitted to overtake partially into the path of oncoming traffic. In this case, ‘partially’ means that there is sufficient remaining width for an overtaking vehicle to pass an oncoming vehicle in an emergency. Only the bar or four corner lights of the illuminated flashing arrow shall be displayed in this case (see Clause 3.12.2).

(iv) Traffic shall not be directed to cross a freshly-marked line if that would result in the marking being damaged.

f) **Advance warning**

Vehicles providing advance warning shall travel at the following convoy spacings:

(i) In locations where sight distance is good:

A. The lead vehicle shall travel 200 m to 400 m in advance of the work vehicle in open road areas or 30 m to 100 m in built-up areas.

B. The tail vehicle shall travel 300 m to 500 m behind the work vehicle, or behind the shadow vehicle if one is being used in open road areas or 200 m to 300 m in built-up areas. The tail vehicle may be dispensed with if the speed limit is 50 km/h or less.

(ii) In locations where sight distance is poor:

A. The lead vehicle shall move as necessary beyond the distances given in Item 4.6.3f)(i) to a point where good sight distance is regained and remain there until the work vehicle catches up.

B. The tail vehicle shall hold at a position of good sight distance until the work vehicle has progressed to a point where the tail vehicle can move through the section with restricted sight to a point where good sight distance is regained.

g) **Shadow vehicles**

A shadow vehicle is required wherever the operation involves workers on foot regardless of location or speed environment.
h) **Safety of workers on foot**

Workers on foot in a mobile convoy shall be provided with means of communication with the tail vehicle and work vehicle (for example, short-range radio) to receive warning of any likely approaching danger.

i) **Work on multilane roads**

A second tail vehicle shall be provided for works on freeways. The two vehicles should be arranged to form a ‘mobile taper’, the first vehicle travelling to the left or right of the occupied lane and the second vehicle (closest to the work vehicle) travelling in the occupied lane. The spacing between the two tail vehicles forming the taper shall be determined from Table 4.6.

j) **Traffic Controllers**

Traffic Controllers shall not direct traffic from a moving vehicle during mobile works. If a situation necessitates the use of a Traffic Controller, a static work position shall be established.

k) **Sign deactivation**

All vehicle-mounted warning signs and devices shall be removed from display or deactivated when the vehicle is no longer working and becomes part of the normal traffic stream.

l) **Traffic cone retrieval**

Where traffic cones are used to protect a freshly-marked line, a separate work convoy shall be used to retrieve the cones.

4.6.4 **Signs**

All signs used in mobile convoys shall be carried on vehicles or plant.

All vehicles and items of plant in the mobile works convoy, other than minor items of plant protected by a works vehicle and a shadow vehicle shall carry a vehicle-mounted warning device to which is fitted an illuminated flashing arrow sign (see Clause 3.12.2(b)).

Requirements for flashing the arrow or other displays (that is, bar only or four corner lights) are specified in Clause 3.12.2(i) and (ii).

Supplementary vehicle-mounted signs as specified in Clause 3.12.3, mounted either with the flashing arrow sign or elsewhere in a permanent position on the body of the vehicle, shall be used where necessary to indicate the type of work being done, or to provide essential additional warnings of the presence of workers on foot or driving instructions.

4.6.5 **Mobile temporary speed zones**

A 40 km/h mobile temporary speed zone shall be used at a mobile work site if there are workers on foot or using small items of plant on the roadway or shoulder / parking lane, and the workers are working closer than 1.2 m to moving traffic.

The zone shall be set up between the work vehicle or plant item, and the shadow vehicle by means of a 40 Speed Restriction sign (R4-1) and if required, the ROAD WORK supplementary plate (R4-3), displayed towards oncoming traffic as shown in Figure 4.5. In all situations, Tables 4.3, 4.4 and 4.5 requiring use of a lead vehicle, the zone shall be established for both directions of travel and the
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advance sign 40 AHEAD (G9-79) shall be displayed to approaching traffic on both the lead and tail vehicles. In other cases, the zone need only be established for one direction of travel.

If a risk assessment indicates an unusually high risk to workers in a particular location, a lower speed limit may be required.

The end of the zone shall be signed as specified in Clause 4.9.7 by means of a sign on the work vehicle facing rearwards. It is recommended that the sign END Speed Limit (R4-12) be used for this purpose, except where the work is entirely on a length of road with a single speed limit throughout which can be shown on the end of zone sign.

NOTES:

1. The minimum number of vehicles needed to establish a zone to ensure that it is correctly started and terminated, and that advance warning is given, is three for one direction of travel and four for both directions.

2. The R4-1 and R4-3 signs may be mounted on the one signboard.

3. The END Speed Limit (R4-12) sign returns the speed limit applying beyond the sign to the default limit (50 km/h urban, or 100 km/h rural), including in locations where the road is zoned at a speed different from the default limit. This is usually considered to be of no significant practical effect.
Figure 4.5 – Mobile temporary speed zones for workers on foot or small items of plant

(a) Work on dividing line - 2-way road
(b) Work on lane line - multilane road, undivided or divided

NOTE: Other signs and devices required on vehicles are shown in Figures 4.3 and 4.4.
4.7 Advance and termination warning signs

4.7.1 General

Requirements for the display of advance warning signs and devices will vary according to factors such as the speed of approaching traffic, the degree to which the hazard requires modification of speed or diversion of travel path, or extra vigilance for other reasons, and the sight distance available to the hazard, including sight obstruction caused by other traffic. Termination signs are required at long-term work sites.

Typical advance sign layouts are illustrated in Figure 4.6.

Advance warning signs are not required in the following situations:

a) When the roadway is occupied for less than five minutes on an isolated occasion as provided for in Clause 4.3.2, 4.3.3 and 4.4.7.

b) On unsealed roads as specified in Clause 4.5.3(a).

4.7.2 Advance sign selection

The following signs shall be placed in advance of work areas:

a) Workers (symbolic) (T1-5)

As follows:

(i) At short-term works not involving the diversion of traffic along a detour or side track.

(ii) At long-term works during all periods and at all locations where workers are actually working on or adjacent to the traffic path or are visible to oncoming traffic, or both.

b) ROADWORK AHEAD (T1-1)

At works on road involving either a closure or part-closure at long-term works, a diversion of traffic along a side track or detour, or a changed condition road users would not necessarily expect, for example, loose stones or the absence of linemarking.

NOTE: The sign may also be used at short-term works where additional advance warning is considered necessary.

c) BRIDGEWORK AHEAD (T1-2)

At long-term bridgeworks involving either a closure, part-closure or diversion of traffic along a side track or detour.

Except for special cases given following, advance signs shall be limited to the signs listed previously, that is, they do not indicate the type of work being done or any more detailed nature of the hazard unless it is vital for a road user to have that information, for example, existence of wet paint on the road. In instances such as work on overhead services, sufficient area of the roadway should be closed to ensure the safety of both workers and road users.

Exceptions to the previous sign usages are as follows:

a) Long distance advance signs

On freeways and other roads where the posted speed limit is 90 km/h or greater, additional signs of the type ROADWORK X km AHEAD (T1-16) may be required, especially when the
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work site requires a substantial reduction in speed, that is, 40 km/h or more. Distances of 500 m or 1 km would usually be considered.

b) Frequently changing work areas

Under appropriate conditions (see Clause 4.3.4), advance signs may be displayed up to 2 km in advance of the work vehicle.

c) Mobile works

Advance signs for mobile works are carried on vehicles (see Clause 4.6).

d) Temporary or portable traffic signals

Long-distance warning of the existence of unexpected traffic signals, for example, in open road areas, may be required. The sign assembly Signals Ahead (W3-3) and 1 km (W8-5-Q01) supplementary distance plate should be used in this case.

e) Advance warning of temporary speed zones

See Clause 4.9.5.
NOTES:
1. For the need for and implementation of temporary speed zones, see Clauses 4.2 and 4.9.
2. Other optional road condition signs are ROUGH SURFACE, GRAVEL ROAD, LOOSE SURFACE (see Clause 3.7.2).
3. Flashing lamps are optional on these signs, see Clause 3.11.
4. Distance may be increased in accordance with Clause 4.3.5 or Clause 4.5.2.
4.7.3 Intermediate advance signs

Intermediate advance signs shall be used where, in addition to a general warning of the onset of works on road, warning is needed either of specific action a driver may be required to take, or of the condition of the road. The signs used are as follows:

a) Lane Status (T2-6) – shall be used to indicate closure of a lane on a roadway with two or more lanes in one direction.

b) DETOUR AHEAD (T1-6) – shall be used to indicate existence of a detour or side-track ahead.

c) Road condition signs as described in Clause 3.7.2 – shall be used to indicate road surface conditions which may be temporarily hazardous.

d) PREPARE TO STOP (T1-18), Signals Ahead (W3-3) – shall be used to indicate the existence of active traffic control and the possible need to stop.

Intermediate signs, where used, are installed D in advance of the work area with the exception where a Lane Status (T2-6) sign is required to warn motorists of the closure of two or more traffic lanes, the Lane Status (T2-6) sign shall be placed a minimum distance of 2D in advance of the work area.

4.7.4 Advance warning distances

Where there is only one advance sign, it shall be placed at 2D (see Table 4.2) metres from the work area for approach posted speed of 60 km/h or more, or D for approach posted speed less than 60 km/h.

This distance shall be measured from the sign position to the beginning of the taper area (see Clause 4.1.4) or beginning of a diversion associated with the work site.

Where there is more than one advance sign position (for example, see Figure 4.6(b)), the advance signs nearest the work area shall be placed D from the beginning of the taper area or diversion and other advance sign positions at successive spacings of D further in advance of the work area.

Advance sign distances for mobile works are specified in Clause 4.6.3.

4.7.5 Sign display

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 two weeks should be erected in a permanent manner, for example, 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).

4.7.6 Frequently changing work area

Requirements for advance signs are given in Clause 4.3.4 for open road areas and Clauses 4.4.2 and 4.4.3 for built-up areas.

4.7.7 Mobile works

Requirements for mobile works, including advance signing are set out in Clause 4.6.
4.7.8 Avoiding end-of-queue collisions

At an active traffic control position, under conditions of heavy traffic or lengthy delays, or a combination of the two, long queues may form. Depending on speed of traffic and sight distance to the end of a queue, additional advance warning may be required to avoid end-of-queue collisions.

End-of-queue protection shall be provided whenever a stationary queue is likely to extend to a point less than D (see Table 4.2) metres beyond the PREPARE TO STOP sign associated with the active control and either or both of the following apply:

a) Posted speed during roadworks is greater than 70 km/h.

b) Sight distance to the end of the queue for approaching traffic is likely to be less than 2D (open road areas) or D (built-up areas).

The following requirements and recommendations apply to the provision of end-of-queue protection where significant queues will form:

i. Where the maximum queue length can be predicted in advance, the primary PREPARE TO STOP sign shall be located so that the distance from this sign to the end of the queue is never likely to be less than D (see Figure 4.7). The distance may need to be adjusted if the queue length proves to have been underestimated. If the primary PREPARE TO STOP sign needs to be placed more than 4D (approximately 15 seconds of travel time) from the control point, repeater PREPARE TO STOP signs at intervals of not more than 4D should be provided between that point and the control point to provide for conditions after the queue has dispersed. In any relocation of the primary PREPARE TO STOP sign, the distance D to the ROADWORK AHEAD sign shall be maintained. A queued traffic ahead (T1-Q15) multi-message sign assembly may be used as the primary advance sign.

ii. A second Traffic Controller can be employed to shift the PREPARE TO STOP sign and the ROADWORK AHEAD sign as necessary to maintain its minimum required distance in advance of the end of queue. The Traffic Controller may also display the SLOW bat at each location in which case a 60 km/h temporary speed zone shall be extended to cover that position.

iii. Distant advance warning using variable message signs should also be used where practicable.

iv. All other advance and position signs required for the work site shall be located at the distances otherwise specified from the start of the work area.
4.7.9 **Termination signs**

Termination signs END ROADWORK (T2-16, T2-17) (see Clause 3.4.8) shall be used at the departure end of long-term work sites and work sites where a speed reduction was implemented. They shall be placed, if possible, at the end of termination area which is $D$ min metres past the work area downstream from the last point on the roadway or verge affected by the works (see Figure 4.1 and Table 4.2).

4.8 **Approach tapers**

4.8.1 **General**

If a roadway has to be partially closed, an appropriate taper should be marked in the taper area (see Clause 4.1.4) and, wherever possible, should be located so that its full length is visible to approaching traffic. Typical applications of tapers are illustrated in Figure 4.8.
4.8.2 Lane closures

Recommended taper lengths for two-way roads and multilane roads are shown in Table 4.6. The distances in the columns in Table 4.6 are applied as follows:

a) Traffic control at beginning of taper
   Applicable at a location where there is a Traffic Controller, or temporary or portable traffic signals just prior to a single lane.

b) Lateral shift taper
   Applicable where traffic is simply required to shift laterally without conflict with another traffic stream.

c) Merge taper
   Applicable where one lane of traffic is required to merge into another.

These three taper types are illustrated in Figure 4.9.

Table 4.6 – Recommended taper length

<table>
<thead>
<tr>
<th>Permanent posted speed, km/h</th>
<th>Recommended taper length, m</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Traffic control at beginning of taper</td>
</tr>
<tr>
<td>40 or less</td>
<td>15</td>
</tr>
<tr>
<td>50</td>
<td>15</td>
</tr>
<tr>
<td>60</td>
<td>30</td>
</tr>
<tr>
<td>70</td>
<td>30</td>
</tr>
<tr>
<td>80</td>
<td>30</td>
</tr>
<tr>
<td>90</td>
<td>30</td>
</tr>
<tr>
<td>100</td>
<td>30</td>
</tr>
<tr>
<td>Greater than 100</td>
<td>30</td>
</tr>
</tbody>
</table>

The speed of traffic in Table 4.6 is the permanent posted speed of the road before the work site is established.

The minimum separation distance for successive tapers should be \( D \); however, the closure of more than one lane on multilane roadways should be effected one lane at a time, with the distance between successive merge tapers at least \( 2D \) (see Table 4.2) metres.

At a merge taper, a manoeuvre requiring the left-hand stream to shift laterally into the right-hand stream is to be preferred.
Figure 4.8 – Typical application of tapers in advance of partial road closures

(a) Short term diversion - two-way traffic
(b) Short term closure - central lanes of multi-lane road
(c) Short term closure of one lane
(d) Short term closure of two lanes

(e) Long term closure - one lane
(f) Long term diversion - two-way traffic
(g) Long term diversion - multiple lane shift

Raised reflective pavement markers

For D see Table 4.2
4.8.3 Devices

Devices used for forming the taper may be temporary hazard markers, traffic cones or bollards with retroreflective bands if required for night use (see Clause 3.9) and these may be augmented by temporary line-marking.

A taper needed for a short-term daytime-only work site may be formed with traffic cones or temporary bollards. For night work the leading edge of a taper shall be formed with temporary hazard markers at approximately twice the spacing specified for cones or bollards.

For periods of longer duration, it is recommended, as an alternative to the devices listed previously, roadworks delineators as specified in Clause 3.9.2 be used to form the taper. These should be spaced so that, to an approaching driver, they appear as a continuous line.

Where temporary hazard markers are used to delineate the edge of a traffic path, they shall be used on one side only, for example, the leading edge of a taper. Use on both sides of a traffic path can create confusing patterns of delineation.

Devices used to form tapers should be spaced so that traffic is discouraged from weaving through them (see Clause 3.9.1).

A vehicle- or trailer-mounted illuminated flashing arrow sign shall be used where the traffic volume is 1500 vpd or greater and the temporary speed limit during roadworks on approach to the taper is 70 km/h or greater, to assist traffic in negotiating the taper. Typical locations are shown in Figure 4.8.
4.9 Creating a temporary speed zone at works on roads

4.9.1 General

Requirements and recommendations for the use of temporary speed zones at works on roads are as follows:

a) Workplace safety

Appropriate action to reduce traffic speeds at a work site to either 80 km/h, 60 km/h or 40 km/h to meet certain specified safe workplace requirements in Clause 4.2, which includes the protection of Traffic Controllers (see Clause 4.2(d)), is a requirement of this Part of the Manual.

NOTE: Clause 4.2(e) specifies certain conditions of extra hazard where a speed limit less than 40 km/h may be appropriate.

b) Traffic safety

Clause 4.9.3 only gives guidance on the application of temporary speed zones for traffic safety purposes; however, where a decision has been made to create a temporary speed zone, requirements may be specified for its implementation. Workplace safety requirements (see Item (a)) shall take precedence over traffic safety guidelines wherever the former requires a lower speed limit to be imposed.

4.9.2 Speed zones for workplace safety purposes

The use of speed zones for workplace safety purposes is given in Clause 4.2.

4.9.3 Speed zones for traffic safety purposes

Temporary speed zones to be implemented for traffic safety purposes are appropriate where the consequences of excessive speed are not apparent, and motorists are therefore unlikely to reduce speed voluntarily. A speed zone should not be introduced unless it is either self-enforcing or will be enforced. Roadwork speed limit signs shall not be used without other appropriate warning signs required by prevailing site conditions. Variable message signs should be used to carry the warning or other messages relating to the site conditions. Such messages could include ROAD NARROWS, SHOULDER CLOSED, and so on.

Speed zones for traffic safety purpose should not be used where alternative means of traffic control such as warning signs with Advisory Speed supplementary plate, see Clause 3.7.3, would be adequate, nor should they be used to avoid the necessity for some other more appropriate action such as the use of a Traffic Controller to slow traffic at a critical location.

Temporary speed zones may be used where one or more of the following conditions exist:

a) Loose material or stones are present on the road surface.

   NOTE: Speed limits should be removed after loose stone has been removed.

b) Sprayed seal works where higher speed may damage the new seal.

c) Dust or smoke may reduce visibility and cannot be controlled.

d) The standard of the pavement surface or the vertical or horizontal road geometry at a work site is reduced below that of the adjacent sections of road.

e) The unobstructed clear width of the roadway is substantially reduced.
The following principles should be applied in the selection of an appropriate speed limit:

i. The speed limit applied to a zone should not exceed the maximum safe speed of travel which depends on the degree of vehicular and pedestrian activity, and the type and extent of the work in progress, as well as the characteristics of the road. The more frequent the incidence of conflicts or hazards on the road, the lower the maximum safe speed of travel.

ii. The speed limit should not be so low that a significant number of drivers will disregard it. Prevailing conditions vary over a length of road, so any speed limit imposed is a compromise.

iii. Speed limits should encourage uniform speed of travel but be low enough to allow drivers time to react to unusual events or to directions by Traffic Controllers.

A guide to the selection of roadworks speed limits is given in Table 4.7.

For roadwork purposes a speed limit of 70 km/h or less is considered low speed. A speed limit of 80 km/h or greater is considered high speed.

### Table 4.7 – Guide to the selection of roadworks speed limits

<table>
<thead>
<tr>
<th>Speed limit km/h</th>
<th>Selection criteria</th>
<th>Notes on application</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 40</td>
<td><strong>Workers’ safety:</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Unusually high level of hazard for workers on foot within 1.2 m of moving traffic.</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Traffic safety:</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• It is impracticable to separate pedestrians or cyclists from vehicular traffic in the work area.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>See Clause 4.2(e).</td>
<td></td>
</tr>
</tbody>
</table>

<p>| 40               | <strong>Workers’ safety:</strong> |
|                  | • Workers on foot or small items of plant are working within 1.2 m of traffic with no intervening physical protection (see Clause 4.2(c)(iii))* |
|                  | <strong>Traffic safety:</strong> |
|                  | • There would be structural danger to bridges at higher speeds. |
|                  | This limit is specified as an option for meeting workplace safety requirements set out in Clause 4.2. It will not be observed if conditions do not appear to drivers to warrant it. Steps should always be taken in the first instance to avoid conditions requiring this limit. For worker safety, zone length is specified as 1 km maximum. There is a requirement for workers to be visible.* |</p>
<table>
<thead>
<tr>
<th>Speed limit km/h</th>
<th>Selection criteria</th>
<th>Notes on application</th>
</tr>
</thead>
</table>
| 60              | **Workers’ safety:**  
Workers on foot or small items of plant between 1.2 and 3 m of traffic, or large plant are within 3 m of the trafficable area with no intervening physical barrier (see Clause 4.2(c)(ii))*.  
- A Traffic Controller is being used (see Clause 4.2(d))*.  
- In advance of portable or temporary traffic signals (see Clause 4.11.3)*.  
- In advance of a boom barrier.  
- Dust or smoke may reduce visibility.  
**Traffic safety:**  
- Traffic is subjected to a reduced standard alignment due to the works.  
- The pavement surface has been degraded.  
- A bituminous seal has just been laid. |
|                 | This limit is specified as an option for meeting workplace safety requirements set out in Clause 4.2. It is also relevant within higher speed zones where there is significant temporary reduction in pavement surface condition, traffic path alignment or other travel conditions caused by the works.  
The 60 km/h zone length is specified as 150 m minimum.* No maximum length is specified. |
| 60 buffer (if required) | Used on approach to 40 km/h zone where approach speeds would otherwise be 80 km/h or greater (see Clause 4.9.5). | A buffer zone in advance of a 40 km/h road work zone should be 150 m minimum length. If required, due to site constraints, the length of this advance warning (buffer zone) may be increased up to 300 m maximum. |
| 80              | **Workers’ safety:**  
- Workers on foot or operating plant are between 3 m and 6 m of the trafficable area with no intervening physical barrier (see Clause 4.2(b))*.  
**Traffic safety:**  
- The need for a lower limit does not exist, but there is some disturbance to alignment or pavement surface which makes unrestricted speeds undesirable on traffic safety grounds. |
|                 | This limit should not be imposed on traffic safety grounds if unrestricted speeds through the work site can be tolerated at the prevailing level of driver behaviour.  
Long lengths of 80 km/h temporary speed zone on roads or freeways in open road areas will not be observed if there are no workers or plant in evidence, or they are behind a physical barrier, and there is relatively little reduction in travelling conditions evident as a result of the works.  
The 80 km/h zone length is recommended as 500 m minimum. |
| 80 buffer (if required) | May be used to give advance warning of a 60 km/h zone where the posted speed is 100 km/h or greater (see Clause 4.9.5). | A buffer zone in advance of a 60 km/h roadwork zone should be 300 m minimum length.*  
If required, due to site constraints, the length of this advance warning (buffer zone) may be increased up to 500 m maximum. |

* Mandatory requirements are specified for or relate to these items in the Clauses referenced.
4.9.4 **Duration**

The temporary speed zone shall apply only while the relevant conditions exist. It shall be removed as soon as practicable after the need for its imposition passes. This requirement applies to either of the purposes in Clause 4.9.1 for which the speed zone is used.

Temporary speed zone signs used under Clause 4.2 for workplace safety shall be displayed only when workers, plant or Traffic Controllers are on site. At long-term works, the signs shall be removed or covered up at other times unless they are deemed necessary for any of the other purposes listed in Table 4.7.

NOTE: These signs will normally be placed in conjunction with the Workers (symbolic) (T1-5) sign which is subject to the same requirements for display and removal.

A record shall be kept of the dates and times temporary speed zones are in operation, including any changes made and the names of personnel erecting, changing or removing signs (see Appendix A). It is also desirable to advise police of the speed limit so that enforcement action may be taken.

4.9.5 **Advance warning of temporary speed zones (buffer zones)**

Advance warning shall be provided where the speed limit at a roadwork site is reduced by more than 30 km/h, except where variable speed limit signs are used. While advance warning is not required if the speed limit at a roadwork site is reduced by up to 30 km/h, the speed limit AHEAD sign may be used in these instances if desired and may be installed on a multi-message sign.

Advance warning shall be provided by means of a buffer zone comprising either—

a) the Speed Limit AHEAD (G9-79) sign located 2D (see Table 4.2) metres in advance of the start of the lower speed zone; or

b) a speed zone of intermediate value (for example, 80 km/h where the reduction is from 100 km/h to 60 km/h) (see also Clause 4.9.9). The length of buffer zone is specified in Table 4.7.

A speed limit reduction of 60 km/h or more may be effected in two steps if needed for safety or other reasons. The steps may comprise either two successive speed zone steps in accordance with Item 4.9.5b), or a speed zone step and a step using the Speed Limit AHEAD sign in accordance with Item 4.9.5a).

NOTE: A typical change from 100 km/h to 40 km/h may comprise an 80 km/h buffer zone within which is placed a 40 km/h AHEAD sign. A change from 70 km/h to 40 km/h may use a 40 km/h AHEAD sign.

4.9.6 **Start of zone**

Typical applications of speed zoning at roadworks sites are illustrated in Figure 4.10 for short-term work sites and Figure 4.11 for long-term work sites. These Figures illustrate the use of Speed Restriction signs at the start of a zone and show their relationship to ROADWORK AHEAD (T1-1), Workers (symbolic) (T1-5) and supplementary ROAD WORK (R4-3) signs.

NOTE: These Figures do NOT show all of the signs that may be required at a work site.

Where the need for a temporary speed zone occurs partway into a roadworks site, the zone may be started at that point rather than at the beginning of the site. A typical case would be a short-term localised lowering of the limit to accommodate workers on foot closer than 1.2 m to moving traffic.

Two or more such localised zones may be permitted within the one work site, noting that the distance between them should meet the minimum length of zone recommendation for the higher speed limit.
4.9.7 End of zone

To terminate a temporary speed zone, except as indicated following, Speed Restriction (R4-1) signs indicating the speed limit existing beyond the temporary zone shall be used. ROAD WORK Supplementary (R4-3) signs are not used with these signs. See also Clause 4.9.9b) where a buffer zone has been provided for the opposite direction of travel. The END ROADWORK (T2-16, T2-17) sign shall be used together with the Speed Restriction sign (see Clause 3.4.8).

Subject to Clause 3.5.5a), if it is not practicable or desirable to indicate the speed limit beyond the temporary zone by means of Speed Restriction signs, the END Speed Limit (R4-12) sign (see Clause 3.5.5c)) shall be used in lieu. This case could typically occur where although the continuing speed limit (default rural limit or zoned limit) is 100 km/h, road surface, alignment or other conditions will not allow traffic to travel safely at that speed.

It is a legal requirement that a speed zone be terminated either by another regulatory speed control sign, or other means as specified in traffic regulations.

4.9.8 Repeater signs

Repeater Speed Restriction signs should be provided as follows:

a) To confirm and remind road users of the speed limit where it is imposed over a considerable length and there are locations where it may appear that the limit no longer applies, for example, between work areas in an extended work site.

b) Where traffic enters from a side road and it is necessary to advise drivers of the speed limit on the road they have entered.

Where used, they should be placed on the left side of the roadway at the following maximum spacing:

a) Where the speed limit is 60 km/h or less, repeater signs within the work zone shall be installed at a maximum spacing of 500 m.

b) Where the speed limit is greater than 60 km/h, repeater signs within the work zone shall be installed at a maximum spacing of 1 km.

Where works are being carried out on multi-lane one-way or divided roads, repeater speed restriction signs should be duplicated on the right side of the roadway.

4.9.9 Offset speed zones

Temporary speed zoning which results in speed limits which are different for each direction of travel at a particular location shall be permitted under the following conditions:

a) On a divided road where works affect traffic conditions on one side of the median only.

b) On a divided or undivided road where a buffer zone in accordance with Clause 4.9.5b) has been provided.

NOTE: Wide Centre Line Treatments are not considered medians.
Figure 4.10 – Typical speed zoning at short-term work sites

NOTES:
1. This illustration does not show all of the signs and devices that may be required at the work site.
2. The requirement for and speed value of the temporary speed zone past the work area is as specified in Clause 4.2 (the case shown would apply to Case 3 (see Clause 4.2(c)(ii)).
3. Buffer zone of length as specified in Table 4.7.
**Figure 4.11 – Typical speed zoning at long-term work sites**

NOTES:

1. These signs are removed outside working hours.
2. These signs are removed outside working hours. The speed limit sign and supplementary ROAD WORK sign remain if the limit is to apply outside working hours.
3. Alternative positions for 100 km/h sign. It is placed behind the 60 km/h if 60 km/h limit is to remain after working hours.
4. The ROADWORK AHEAD sign is placed here if it is not used with the buffer zone sign.
5. The requirement for and speed value of the temporary speed zone past the work area is as specified in Clause 4.2 (the case shown would apply to Case 3 (see Clause 4.2(c)(ii)).
6. Buffer zone sign or Speed Limit AHEAD sign (see Clause 4.9.5).
7. Buffer zone of length as specified in Table 4.7.
8. Repeater signs may be required for side road traffic who have just turned into the through road.
4.10 Traffic Controllers

4.10.1 Application

Situations requiring control of traffic by Traffic Controllers are listed in Table 4.8.

Table 4.8 – Use of Traffic Controllers

<table>
<thead>
<tr>
<th>Situation</th>
<th>Purpose of control</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bituminous surfacing under traffic</td>
<td>To slow down, stop or direct traffic, as appropriate</td>
</tr>
<tr>
<td>Single-lane operation</td>
<td>To restrict traffic flow to a single direction at any time and to alternate the direction of flow as necessary</td>
</tr>
<tr>
<td>Low-speed operation</td>
<td>To warn and slow down traffic at locations where a temporary speed limit would be required but has not been installed</td>
</tr>
<tr>
<td>Temporary total closures, for example, blasting works</td>
<td>To stop traffic to inform drivers of the likely delay, and to hold traffic until it is safe to proceed</td>
</tr>
<tr>
<td>Plant crossings</td>
<td>To stop traffic as needed to avoid conflict with plant crossing or entering the roadway at an established plant crossing point</td>
</tr>
<tr>
<td>Limited sight distance within work site</td>
<td>To slow down and warn motorists of a hidden or partially hidden hazard ahead</td>
</tr>
<tr>
<td>Emergency situations</td>
<td>To stop and direct traffic as necessary</td>
</tr>
</tbody>
</table>

4.10.2 Equipment

A STOP / SLOW hand bat (R6-8 / T7-1) (see Clause 3.5.2) shall be used, except when a boom barrier or portable traffic signals are used. For night-time operations, an illuminated wand should be used in conjunction with the bat. If a boom barrier is used, the STOP sign, R6-8, may be mounted on the boom.

The Traffic Controller / PREPARE TO STOP sign shall be placed at least 2D (where value of D is the greater value of the range of dimensions shown in Table 4.2) in advance of the Traffic Controller.

The Signals AHEAD or Boom Barrier sign together with PREPARE TO STOP sign shall be placed when these devices are used in lieu of the Traffic Controller to control traffic. These signs shall be placed at least 2D (where value of D is the greater value of the range of dimensions shown in Table 4.2) in advance of the traffic control device.

The Traffic Controller sign shall not be used with either the Signals AHEAD or Boom Barrier signs, even if these devices are manually operated by the Traffic Controller.

The STOP HERE WHEN DIRECTED sign (T1-Q12) may be installed during Traffic Controller operations (excluding traffic signals) when vehicles are required to stop at a particular point (see
Clause 3.5.2(c). For traffic signals, the STOP HERE ON RED SIGNAL (R6-6) sign shall be used where there is no stop line on the pavement (see Clause 3.5.4(d)).

A temporary hazard marker (T5-5) (see Clause 3.9.3), a temporary barrier or a boom barrier may be used to assist the Traffic Controller.

Portable two-way radios or similar means shall be used for communication between Traffic Controllers (except in the vicinity of blasting works) if they are unable to communicate by sight.

Traffic Controllers shall wear high-visibility clothing as specified in the Traffic Controller Accreditation Scheme Approved Procedure.

Four cones, spaced 4 m apart, should be installed on the centreline starting 10 m in advance of the Traffic Controller position during single-lane reversible flow operation (see Figure 4.9(a)) and may be used in other circumstances. Traffic cones are used to highlight the Traffic Controller / traffic control device position, the location vehicles are to stop and for delineation / traffic management purposes. The temporary hazard marker (T5-Q02) or KEEP LEFT DELINEATOR (R2-3-Q01) sign may be installed at the start of the row of the four cones in each direction to direct traffic to the correct travel path (see Clause 3.9.3).

4.10.3 Sight distance

Traffic Controllers shall not be located in positions where the sight distance is less than 2D (where the value of D is the greater value of the range of dimensions shown in Table 4.2) metres between the Controller and oncoming traffic.

See Clause 4.10.2 for positioning of the Traffic Controller / PREPARE TO STOP sign.

4.10.4 Control of approach speed

Approach speeds to locations where Traffic Controllers or boom barriers are operating shall be controlled to 60 km/h or less by means of appropriate devices and advance signs including a temporary speed zone.

4.10.5 Period of duty

Traffic Controllers shall be relieved from their duty after not more than two hours for a period of rest or other duties of at least 15 minutes (see Traffic Controller Accreditation Scheme Approved Procedure).

4.10.6 Traffic Controller competency

Refer to Clause 1.4.3 and Appendix J.

4.11 Portable traffic signals

4.11.1 General

Portable signals (see Clause 3.5.4(a)) are intended only for traffic control applications of a relatively short duration. For sites where work will continue for a longer period without the location of the work area changing, consideration should be given to the installation of temporary, rather than portable, traffic signals (see Clause 3.5.4(b)).

Portable traffic signals are intended to be applied primarily to shuttle control, that is, where a portion of the roadway is closed so that a single lane has to be used alternately by traffic from opposite directions. Traffic capacities for single-lane sections of various lengths under shuttle control are given in Clause 4.13.1.
Signals may also be adapted for machinery crossing application. Typical use of portable traffic signals is shown in Figure 4.12.

### 4.11.2 Operation

The following gives guidelines for the three modes of operation of portable traffic signals:

a) **Vehicle-actuated operation**

   Vehicle-actuated operation allows the signals to operate automatically in response to vehicle demands.

   Vehicle-actuated operation is the preferred mode and should be used wherever possible under the following conditions:
   
   (i) Traffic flow is not hindered by operations at the work area.
   
   (ii) Traffic control is required to operate after working hours.

b) **Fixed-time operation**

   Fixed-time operation does not respond to vehicle demand. Cycle times are a fixed length. Fixed-time operation is applicable to the following conditions:

   (i) Vehicle-actuated control is not possible.

   (ii) The flow of traffic on all approaches is relatively constant and is not hindered by operations at the work area.

   (iii) Traffic control is required to operate after working hours.

   Failure of vehicle detectors in a vehicle-actuated system will usually cause the system to default to fixed-time operation.

c) **Manual operation**

   Manual operation allows operation of the signals by one or more Traffic Controllers and is applicable to the following conditions:

   (i) Flow of traffic on each approach is variable and may be hindered from time to time by operations in the work area.

   (ii) A detector fails during the use of the vehicle-actuated mode and the fixed-time mode is not appropriate.

   (iii) Traffic must be kept out of the work area for an extended period, for example, during blasting, priming or full width sealing.
4.11.3 Approach conditions and speed

A roadworks speed limit no higher than 60 km/h shall be imposed if the signals would otherwise be in a higher speed limit zone.

Sight distance on the approach to traffic signals shall be:

a) A minimum of 150 m to the primary signal face where a temporary traffic signal or portable traffic signal (under vehicle-actuated or fixed-time operation) is installed.

b) A minimum of 2D (with the maximum value of D) for portable traffic signals under manual operation by a Traffic Controller

A stop line, when used, shall be located 6 m in advance of a temporary traffic signal or portable traffic signal.

4.11.4 Performance monitoring

Irrespective of the form of operation, signals shall be monitored to ensure that they are operating safely and effectively and do not cause unnecessary delays to traffic.
Figure 4.12 – Typical use of portable traffic signals

NOTES:

1. A speed zone may be required, see Clause 4.9.3.
2. End-of-zone signs would also be required at the departure end of the work site.
4.12 Pilot vehicle

A pilot vehicle may be used to guide traffic through a work site. This form of assistance to traffic management may be required where—

- part of the length of the work site is out of view of the supervisor, work gang and the Traffic Controller;
- the hazard to workers described in Clause 4.2(e) requires the traffic speed to be reduced to less than 40 km/h;
- the traffic speed is required to be kept low to minimise damage to the works; or
- traffic needs to follow a particular path through the site which may not be obvious unless a pilot vehicle is used.

The minimum identification of a pilot vehicle shall be a vehicle-mounted warning device (see Clause 3.12.1) together with T6-Q09, which is attached to the rear of the vehicle. Traffic should be instructed to follow and not to pass the pilot vehicle. The PILOT VEHICLE IN USE (T1-Q13) sign shall be installed a minimum of D in advance of the location where the pilot vehicle operates (see Appendix I).

4.13 Maintaining traffic flow

4.13.1 Length of single-lane operation under reversible (shuttle) flow

On two-way roads, two-way flow should be maintained wherever possible. This may necessitate the construction of a side-track or detour; however, where this is not possible, traffic may be restricted to one lane over short lengths, preferably not longer than indicated in Table 4.9, for short periods of time. Additional guidance on maintaining suitable traffic operations is provided in the Queensland MUTCD Part 3 Supplement.

In general, where traffic flows are within the recommended limits shown in Table 4.9, single-lane operation requires active control by Traffic Controllers or by portable or temporary fixed traffic signals. The selection of the appropriate method of control requires consideration of—

- traffic volumes;
- duration of work;
- site conditions and layout; and
- personnel available.
### Table 4.9 – Desirable maximum length of single-lane operation under reversible (shuttle) flow

<table>
<thead>
<tr>
<th>Traffic volume (total for both directions) Vehicles per hour</th>
<th>Length of single lane section m</th>
</tr>
</thead>
<tbody>
<tr>
<td>701 – 800</td>
<td>70</td>
</tr>
<tr>
<td>601 – 700</td>
<td>100</td>
</tr>
<tr>
<td>501 – 600</td>
<td>150</td>
</tr>
<tr>
<td>401 – 500</td>
<td>250</td>
</tr>
<tr>
<td>351 – 400</td>
<td>400</td>
</tr>
<tr>
<td>301 – 350</td>
<td>600</td>
</tr>
<tr>
<td>( \leq 300 )</td>
<td>800</td>
</tr>
</tbody>
</table>

**NOTES:**
1. This length is to be taken as the distance between the Traffic Controller or traffic signal positions for each traffic direction.
2. These desirable maximum lengths for single lane operation may be increased on Transport and Main Roads projects in accordance with the contractual requirements of MRTS02.

Where drivers have a clear view of the work area and the opposing approach for a distance greater than 150 m in a 60 km/h or lower speed zone; or greater than 250 m elsewhere, beyond the work area, controls may be modified as follows:

- i. For traffic volumes 40 vph or less and posted speed limit during roadworks of 70 km/h or less, where the length of a single lane does not exceed 60 m – traffic control may not be required (see also Clause 4.13.5).

- ii. Where the length of a single lane is less than 100 m and other requirements of Clause 3.5.3(a) are met – control may be exercised by the use of a GIVE WAY and ONE LANE sign assembly. This is not recommended where the posted speed limit during roadworks exceeds 80 km/h. Active single lane control is preferred.

#### 4.13.2 Number of lanes for each direction of flow

On multi-lane roadways in peak periods, the normal number of traffic lanes in the direction of major flow should be available. Table 4.10 gives guidance on the number of lanes required at short-term works and long-term works of up to seven days’ duration. For longer-term works, precise calculation of capacity may be necessary to ensure that traffic demand can be met. Additional guidance on maintaining suitable traffic operations is provided in the Queensland MUTCD Part 3 Supplement.
Table 4.10 – Desirable number of lanes for each direction

<table>
<thead>
<tr>
<th>Mid-block Vehicles per hour, one direction</th>
<th>Within 200 m of an intersection^ (upstream or downstream) Vehicles per hour, one direction</th>
<th>Desirable number of lanes for direction considered</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 1000</td>
<td>Up to 500*</td>
<td>1</td>
</tr>
<tr>
<td>1001 to 2000</td>
<td>501 to 1000</td>
<td>2</td>
</tr>
<tr>
<td>2001 to 3000</td>
<td>1001 to 1500</td>
<td>3</td>
</tr>
<tr>
<td>3001 to 4000</td>
<td>1501 to 2000</td>
<td>4</td>
</tr>
</tbody>
</table>

* Right turns out of the single lane may need to be prohibited, depending on the proportion of heavy vehicles and the volume of opposing traffic.

^ This is a controlled intersection where traffic in the directions being considered is controlled (by traffic signals, roundabout, GIVE WAY or STOP signs).

NOTE: Volumes shown in the Table may need to be reduced by the amount shown if the following apply:

- a) pavement surface is rough or unsealed – reduce traffic volume by 30%.
- b) horizontal geometry through the restriction is reduced to a speed value of less than 40 km/h – reduce volume by 50%.
- c) volume of heavy vehicles exceeds 10 percent–
  - i. downward, level or easy upgrade – reduce traffic volume by 20%; and
  - ii. sustained upgrades >5% – reduce traffic volume by 40%.

Where the requirements of Table 4.10 cannot be complied with, parking bans or lane reversal or both may be necessary. If, in extreme circumstances, one direction of travel must be detoured, safety arrangements should be planned in advance so that conditions can be improved on the detour route prior to opening. In congested built-up areas, many works, especially mobile and maintenance works, are necessarily confined to nights and weekends.

Right turns may need to be banned at appropriate locations in the work site to maintain traffic flow. Allowance might also be required for the effects on traffic flow of rough or unsealed surfaces or altered geometry which markedly reduces speed.

Lane reversal requires special consideration of, and provision for pedestrians where the traffic flow is opposite to normal expectations, especially where traffic is diverted to the opposite side of a median. This should be avoided if at all possible but, failing that, every effort should be made to redirect pedestrian movements to locations beyond the work area or at least to marked crossings at signalised intersections (see Clause 4.14.8).
4.13.3 Lane widths

The minimum lane width to be provided through or past a work site shall be as per Table 4.11, with the following exceptions:

a) Curve widening of 0.5 m per lane shall be applied to curves of radius between 100 m and 250 m.

b) Curve widening on curves of less than 100 m radius shall, in addition to Item 4.13.3a), take into account the swept path of long vehicles.

c) Where lanes on the approach to the work site are less than 3.0 m in width, the approach lane width may be adopted. This shall not, however, apply to curves of radius 250 m or less, nor to locations where there are fixed vertical obstructions such as fences or safety barriers within 300 mm of the edge of the lane on one or both sides.

d) Two-way roadway width on residential streets may be reduced to 5.5 m, see Clause 4.13.5(a).

Table 4.11 – Minimum lane widths

<table>
<thead>
<tr>
<th>Posted speed limit during roadworks, km/h</th>
<th>Minimum lane width, m</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 or less</td>
<td>3.0</td>
</tr>
<tr>
<td>70 to 90</td>
<td>3.2</td>
</tr>
<tr>
<td>greater than 90</td>
<td>3.4</td>
</tr>
</tbody>
</table>

Note: Temporary lane widths are not to be greater than existing lane widths.

4.13.4 Edge clearances

Clearance between edge of traffic lane and delineating devices or road safety barrier system should be as follows. This clearance shall be measured to the traffic-side edge of delineating devices or barrier. This edge shall also be the line from which clearances to the work area are measured for the purpose of determining treatments in Clause 4.2.

a) Edge of traffic lane to line of traffic cones, bollards or longitudinal channelising devices:
   i. Posted speed limit during roadworks up to 60 km/h – 0.5 m.
   ii. Posted speed limit during roadworks above 60 km/h – 1.0 m.

b) Edge of traffic lane to roadworks delineators or temporary hazard markers – 1.0 m.

c) Edge of traffic lane to road safety barrier system:
   i. Posted speed limit during roadworks 40 km/h or less – 0.3 m.
   ii. Posted speed limit during roadworks 50 to 80 km/h – 0.5 m.
   iii. Posted speed limit during roadworks greater than 80 km/h – 1.0 m.

In the absence of marked lines on the pavement, these clearances shall be added to the nominal lane widths provided according to Clause 4.13.3.

If the edge of the traffic lane is kerbed, delineation devices shall be placed 0.3 to 0.5 m clear behind the face of kerb.

NOTE: Road safety barriers should not be placed behind kerbs on roads with a speed limit of 80 km/h and above.
Containment fences marking the limit of work area shall be placed as specified in Clause 4.2. Clearances adjacent to excavations are given in Appendix E.

### 4.13.5 Work in residential streets

Where work is in residential streets, the following should be observed:

a) If the remaining clear roadway width is 5.5 m or more, two-way operation should be maintained. If 5.5 m cannot be maintained, the width should be reduced to a maximum of 3.5 m to ensure vehicles operate in single file under shuttle working conditions. The need to accommodate the swept path of large vehicles negotiating a work site should also be considered.

b) The normal method of traffic operation for shuttle working will be a natural ‘give and take’, provided that there is clear visibility past the work area and beyond it for at least 75 m or to the end of the roadway if less than 75 m away and the length of shuttle lane does not exceed 60 m.

If these conditions cannot be maintained, active traffic control will be required that is, Traffic Controllers, or temporary or portable traffic signals.

c) The length of the approach taper should be approximately 15 m where two-way operation is maintained. Where shuttle working under natural give and take is in operation, the taper should be at 45 degrees on both the approach and departure sides of the works.

d) The need for advance warning should be determined in accordance with Clause 4.7.1.

### 4.14 Detours, side-tracks and crossovers

#### 4.14.1 General

In situations where it becomes impracticable to accommodate traffic within the existing roadway, one of the following forms of traffic detour should be considered:

a) **Side-tracks**

A temporary roadway may be constructed beside or near the existing roadway, usually within the same road reserve. It may cater for one or both directions of travel.

b) **Detours via existing roads**

Traffic in one or both directions may be detoured via existing roads suitably located to carry traffic around the work area.

c) **Crossovers**

Part of a divided road is converted to a two-way roadway by closing one roadway and constructing temporary crossovers to transfer traffic in that direction to the other roadway.

d) **Detours for heavy or over-dimensional vehicles**


Where used, these forms of detour shall be provided in accordance with the requirements and recommendations in the clauses following. Typical signing arrangements are illustrated in Figures 4.13, 4.14 and 4.15.
4.14.2 Surface condition

Pavement and pavement surface condition shall be appropriate to, and adequate for, the type and volume of traffic using the facility and its location. The following requirements shall be observed:

a) Temporary pavements shall have sufficient structural strength to carry the anticipated heavy vehicle traffic.

b) Pavements on detours via existing roads shall be checked to ensure that they are structurally adequate to carry the increased volumes and loads.

c) Pavements on detours and side-tracks shall be monitored to ensure that any indications of impending pavement failure are dealt with promptly.

4.14.3 Alignment, width and capacity

For detours which will be in use for periods in excess of 14 days, the lane width and design speed should match, as nearly as practicable, those of the approach road.

Every attempt should be made to maintain capacity on roads which normally run close to their capacity, particularly during peak hours in built-up areas. In addition to maintaining the required number of lanes in accordance with Clause 4.13.2, note should be taken of the effect on capacity of–

a) traffic lanes less than 3.0 m in width; and

b) unsealed or rough surfaces.

Either condition could lead to lane capacity being reduced by as much as 50 per cent.

Works may need to be scheduled so that peak hour capacities are maintained.
NOTES:

1. Roadworks speed zoning is not shown but may be required, see Clause 4.9.3.
2. Advisory Speed signs should not be used if the side-track is unsealed.
3. Optional use of illuminated flashing arrow sign, Clause 3.12.2, where the visual background of the work area is such that extra delineation of the diverge is required.
4. For semi-permanent side-tracks at major works, permanently mounted Chevron Alignment markers, D4-6, (see Part 2 of the Manual) should be used instead of temporary hazard markers.

For D see Table 4.2
Figure 4.14 – Approaches to a crossover

NOTES:
1. A temporary speed zone for traffic safety purposes may be required (see Clause 4.9.3).
2. For semi-permanent side-tracks at major works, permanently mounted Chevron Alignment markers, D4-6, (see Part 2 of the Manual) should be used instead of temporary hazard markers.
4.14.4 Provision for pedestrians, bicycles, wheelchairs and public transport

Where there is a demand for use of the detour by pedestrians, cyclists or wheelchairs, facilities such as footpaths, cycle tracks and sealed shoulders as appropriate to the demand and the safety requirements should be provided. Use of the signs and devices specified in Clause 3.14 may be necessary to guide pedestrians and to ensure their safety.

Where public transport stops need to be temporarily relocated on a detour, provision shall be made for safe pedestrian access to the stop. Provision should also be made for the public transport vehicle to stop clear of moving traffic.

4.14.5 Access for local traffic

Provision shall be made for local traffic to bypass barriers to gain access to properties within the closed-off section of road. Gaps should be left in barriers in locations which will not encourage through traffic to use them either by mistake or intentionally, for example, locating the gap to the far side of the roadway and making it as small as practicable. The sign LOCAL TRAFFIC ONLY (G9-40-2) should be placed beside the gap.

4.14.6 Delineation

The following are requirements and recommendations for delineation at side-tracks and detours:

a) A side-track having the same standard of alignment, width and pavement surface as the approach route, shall be delineated as for a permanent roadway in accordance with Part 2 of the Manual.

NOTE: Such a side-track represents the ideal and should be sought after for long-term side-tracks. It will rarely require roadworks signing.

b) Side-tracks where any of the factors in Item 4.14.6a) are below the standard of the approach road, shall have the following delineation:

i. Delineators, red on the left side and white on the right, at the following spacing:

   A. Straights and curves greater than 200 m radius – 20 m spacing, in pairs.
   B. Curves up to 200 m radius – 6 m on outside of curve, 12 m on inside.
   C. On roads with volumes of 1500 vpd or less, spacings increased up to the following:
      1) Long flat straights – up to 100 m.
      2) Short and undulating straights – up to 50 m.
      3) Curves greater than 200 m radius – up to 25 m.

ii. On sealed pavements, the following linemarking:

   A. Dividing line, marking in accordance with Part 2 of the Manual, including barrier line where warranted.
   B. Edge lines at traffic volumes greater than 1500 vpd.

iii. Temporary hazard markers at the beginning of the side-track if either it begins with a small radius curve, or it could appear in some visibility conditions that the road does not diverge.
c) At detours using existing roads or streets, upgrading of linemarking to that consistent with the volume using the detour should be undertaken whenever the detour is likely to be in use for more than three days.

d) At crossovers, the temporary diversion through the median shall be delineated with traffic cones or bollards at 2 m spacing.

The temporary dividing line on the single open roadway shall be treated with extra delineation as appropriate. Depending on traffic volumes and speeds the following additional delineation should be considered:

(i) Conversion of the dividing line to double unbroken.

(ii) Reducing spacing of RRPMs to one half or one quarter of normal spacing.

(iii) Use of lane dividers (see Clause 3.9.5).

4.14.7 Continuity of signing at a detour

Where a detour via existing roads is provided, signing of the detour at all changes of direction and at other locations where reassurance is needed shall be applied consistently throughout for each direction of travel. Signing arrangements should be checked to ensure that all detour signs are prominently displayed.

4.14.8 Reversed traffic direction

Where, at a detour or crossover, traffic is required to travel temporarily in the wrong direction, the following safety measures should be considered:

a) Intersections

Intersections should be checked and temporarily modified as necessary to ensure that crossing and turning movements can be made safely. Any movements needing to be temporarily banned should be adequately catered from elsewhere.

b) Roadside hazards

Potential hazards resulting from the reversal of direction such as fixed roadside objects protected in one direction only, and safety barrier and bridge parapet trailing ends which will become leading ends, should be risk assessed and remedial action taken accordingly.

c) Pedestrian management

Where it is necessary to cater for pedestrians crossing a temporary two-way roadway at zebra crossings, uncontrolled mid-block crossing points or at intersections where there is traffic turning through a pedestrian crossing point, the following steps should be considered:

i. Control of the point at which pedestrians cross by means of containment fences, and, if appropriate, pedestrian mazes.

ii. People to patrol the site to assist pedestrians crossing the road.

iii. Use of signs LOOK BOTH WAYS, TWO-WAY TRAFFIC (T8-5) (see Clause 3.14.5) to face pedestrians about to cross the road, as shown in Figure 4.15.
d) **Entering traffic**

Use of signs LOOK BOTH WAYS, TWO-WAY TRAFFIC (T8-5) should also be considered at side road approaches to a temporary two-way roadway as shown in Figure 4.15 to warn entering traffic.

*Figure 4.15 – ‘LOOK BOTH WAYS’ signs*

4.14.9 **Freeway exit closures**

Where a freeway exit is to be closed advice shall be provided—

a) in advance of the previous exit if traffic is to be detoured by that exit; or

b) in advance of the closed exit if traffic is to be detoured by the succeeding exit.

Advice shall take the form of black on yellow temporary signs mounted in conjunction with each advance and position sign for the relevant exit in Items 4.14.9a) or 4.14.9b), indicating the exit which is closed, and which alternative exit should be taken. The legend should, as far as practicable, be equal in legibility to the legends on the associated permanent direction signs.

All necessary direction signs and detour signs shall be provided on the adjacent street system for diverted traffic.
4.14.10 Detours for high and heavy vehicles

Detours for high or heavy vehicles will usually be required–

a) if works on road or other factors have temporarily reduced the height clearance or load carrying capacity of the original road; or

b) if the route is a designated over-dimensional load route on which over-dimensional clearances have been temporarily reduced.

Signposting of a typical high vehicle detour is illustrated in Figure 4.16.

NOTE: A second physical over-height barrier may be required in the case shown in Figure 4.16, if the risk of collision is high or the consequences especially severe, or both.

Figure 4.16 – Detour for high vehicles

4.15 Excavation works

Requirements for traffic protection or delineation at longitudinal excavations adjacent to traffic lanes are given in Appendix E.
5 Example Diagrams

5.1 General

The contents of this Section have been removed from this document. Example diagrams can be found in the Queensland MUTCD Part 3 Supplement.
Appendices

Appendix A – Daily routine tasks and record keeping

A1 Scope

This Appendix sets out example procedures and guidelines for the daily routine tasks, inspections and record keeping required for the overall safety and smooth operation of a Traffic Guidance Scheme.

A2 Record keeping

Supervisory personnel engaged on works which require the use of a Traffic Guidance Scheme shall keep the following records:

a) Daily records

Daily records of the sign arrangement or Traffic Guidance Scheme, should be kept in a diary or in work sheets.

As a minimum, the diary or work sheets should include the following:

i. Date.

ii. Location.

iii. Identification of job (including reference numbers, if applicable).

iv. Time of inspection.

v. Detail of changes made and by whom.

vi. Name of person authorising the changes.

vii. Comments.

viii. Reference number of Traffic Management Plan or Traffic Guidance Scheme.

Special attention should be given to recording the installation, alteration and removal of all regulatory signs and devices, including Speed Restriction signs. For short-term works, reference to a Traffic Guidance Scheme which applies to the layout used or to a documented procedure will usually be sufficient. The records should include the hours of operation and the surface condition of the road. Any significant departures from, or additions to, the signs and devices included in the relevant diagram(s) should also be noted.

b) Incidents

In the case of incidents (for example, crashes, collisions), either witnessed or reported, involving the public or from which legal proceedings might arise, the actual type, size and location of signs and devices in use at the time of the accident should be recorded and the sign arrangement photographed for subsequent reporting. Details of the actual width and condition of the travelled path and weather conditions should also be recorded.

NOTE: This information may be critical should legal proceedings result from an accident. In such cases, the organisation is often requested to provide details of signs and devices erected at works carried out in the distant past and which cannot be accurately answered unless detailed records are kept.
A3 Daily routine tasks

A3.1 General
Supervisory personnel should establish a daily routine which allots specific tasks to personnel, including supervisors, so that—

a) signs and devices are, at all times, adequate for the safety of personnel and traffic;

b) the surface of the travelled path is maintained in a satisfactory condition;

c) plant operations are not disrupted; and

d) loss of production time is minimised.

The supervisor’s role in this routine procedure is coordination, inspection and correction.

A3.2 Before work starts
The following routine should be undertaken before work starts each day:

a) An inspection of all traffic signs and devices should be made and a note made of signs out of place or damaged during the night for subsequent rectification.

b) All lamps should be checked and cleaned, if necessary.

c) An inspection should be made of all water ballasted safety barrier or containment fence modules and a note taken of any out of position modules, low water levels and damaged modules for subsequent rectification.

d) After adjustments have been made to the traffic management provisions for the day, they should be checked for safety and effectiveness by an inspection drive through the job, and a record made of the signs erected and their locations (see Section A2).

A3.3 During hours of work
The following routine should be followed while work is in progress:

a) Periodically drive through the work site to check that all signs, markings and delineating devices as seen by other road users are satisfactory and in their correct position.

b) Attend to minor problems as they occur.

c) During work breaks, for example, tea breaks, move personnel clear of the work area; park plant clear of traffic lanes and remove from view or cover inappropriate signs such as Traffic Controller Ahead / PREPARE TO STOP or Workers (symbolic) if workers leave the site or cannot be seen.

d) Where there are traffic hazards or where only one lane is open to traffic, instruct Traffic Controllers to remain on the job and relieve them as necessary.

e) Reposition barriers, signs and tapers as necessary, for example, adjust the length of single lane traffic operation as necessary to keep it to a minimum, and keep records of changes made and the time these occurred.

f) Coordinate maintenance of the travelled path with other job operations.
A3.4 Closing down at the end of the day

Special provisions are required if less than one lane in each direction is available after working hours, during weekends or holidays, or if the traffic flow in one direction on a multilane highway exceeds the figures shown in Table 4.4, for the number of lanes available. Special provisions can only be determined with a full knowledge of the situation. These could include Traffic Controllers working in shifts for the full period of the obstruction, illumination of the site or the installation of portable or temporary traffic signals.

In general, the following action is required at the end of a day's work:

a) Carry out a pre-closedown inspection, allowing time for urgent maintenance to the travelled path.

b) Remove Traffic Controller Ahead / PREPARE TO STOP, Workers (symbolic) and other inappropriate signs.

c) Drive through the work site to confirm that signs and devices are in position and operating before leaving the site.

d) Finally, record any changes that have been made to the previously recorded sign arrangement or Traffic Guidance Scheme.

A3.5 After hours

During the hours when work is suspended:

a) Carry out periodic after-dark inspections on low headlight beam to ensure that all devices are visible and performing their correct function.

b) Provide after-hours' contact so that arrangements can be made to replace damaged signs, delineators or barriers.

c) Ensure that a record is kept of signs found damaged, missing or out of place (and their location) at night, weekend or holiday inspections (see Section A2).

Information regarding the frequency of after-hours inspections is included in Section 2.6.1-1 in the Queensland MUTCD Part 3 Supplement.

Information on record keeping using video recording is provided in Technical Note TN109 Video record keeping of traffic management at roadworks.
Appendix B – Erection and removal of regulatory traffic control devices for works on roads

B1 General

An essential adjunct to the erection or removal of any regulatory sign / device, is the recording and filing of the circumstances for use in connection with any prosecutions or litigation resulting from traffic offences, or traffic accidents, in the area of the particular sign / device. This procedure particularly applies when regulatory signs / devices are used as a traffic control aid at, or adjacent to, road construction and maintenance work sites.

This Appendix outlines example procedures for long-term and short-term traffic arrangement plans. Variations to these procedures can be implemented to address quality management and administration practices.

B2 Example procedures

B2.1 Implementation of Traffic Management Plans

For the implementation of a Traffic Management Plan requiring the temporary use of regulatory signs / devices, the following should be considered:

a) Prior to the implementation of each plan, a fully documented Traffic Guidance Scheme is to be prepared, providing the following information–
   - the types, sizes and numbers of regulatory signs / devices to be used;
   - a sketch or description of the exact location of the regulatory signs / devices giving details of the extremities of the roadworks;
   - the date on which each regulatory sign / device is first required; and
   - the anticipated date when each regulatory sign / device will no longer be required.

b) If considered necessary:
   - Advise the public via the media, of the presence, nature, and duration of the proposed roadworks and, in particular, the temporary use of any regulatory signs / devices.
   - Advise the local Police accordingly, and, in certain situations, include the Police in discussions on proposed traffic control measures.

B2.2 Use of safe work method statements

For short-term works and works involving relatively simple part-roadway closures, requiring the temporary use of regulatory signs / devices–

a) a safe work method statement is to be prepared, supported, if necessary, by a standard plan; or

b) a sketch of the protective devices and delineation required, on a road construction or similar plan is to be prepared.
B2.3 Roadwork signing records

Recording of all work site signing and delineation:

a) May use–
   - a Form M994;
   - Traffic Management Plans, suitably annotated; or
   - daily records as per Appendix A2(a), for short-term works.

b) Should be retained to ensure the required evidentiary standard may be established by the police in prosecuting offenders.
Appendix C – Protective equipment and clothing

C1 Introduction

Because of the potential hazards associated with working on or adjacent to road and bridge work sites, all persons working on or authorised to enter such work sites shall be supplied by their employer with the relevant high-visibility protective equipment and clothing and shall be instructed to wear same at all times when required.

This equipment and clothing shall comprise the following items:

- Safety helmets (hat or cap type).
- High-visibility cloth hats.
- High-visibility garments.
- Approved skin protection (sunscreens).

Details on the selection and use of such equipment and clothing are outlined following.

C2 Safety helmets

High-visibility (bright coloured or white) safety helmets which comply with the requirements of the current Australian Standard shall be worn by personnel working on or entering work sites where there is a danger of the wearer receiving head injuries as a result of striking or being struck by objects.

C3 High-visibility cloth hats

Where safety policy permits, high-visibility cloth hats may be worn by field personnel as an alternative to the standard safety helmets, provided they are not on a work site where there is any danger of the wearer receiving head injuries as a result of striking or being struck by objects.

C4 High-visibility garments

Recommendations for the selection and use of high-visibility garments are listed in Table C1.

C5 Skin protection

Broad spectrum protective sunscreens, lotions and creams for skin protection should be worn by all personnel required to work regularly in the sun. With respect to their use, reference should be made to the manufacturer’s instructions.
### Table C1 – Selection of high visibility safety garments

<table>
<thead>
<tr>
<th>Work site</th>
<th>Safety garment used¹</th>
<th>Headwear</th>
<th>Worn by</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic control</td>
<td>Refer to approved procedure for controlling traffic</td>
<td>Traffic Controller</td>
<td></td>
</tr>
<tr>
<td>On or adjacent to all road / bridge work exposed to traffic and / or plant (day use only)</td>
<td>High-visibility vest or shirt</td>
<td>Safety helmet where necessary</td>
<td>All personnel</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cloth hat may be used elsewhere²</td>
<td></td>
</tr>
<tr>
<td>On or adjacent to road / bridge work exposed to traffic and / or plant (night use only)</td>
<td>Retroreflective vests</td>
<td>Safety helmet where necessary</td>
<td>All personnel</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cloth hat may be used elsewhere²</td>
<td></td>
</tr>
<tr>
<td>On or adjacent to blasting sites (day use only)</td>
<td>High-visibility vest or shirt</td>
<td>Safety helmet must be worn</td>
<td>All personnel</td>
</tr>
</tbody>
</table>

**NOTES:**

1. High-Visibility Safety Garments must be the outer garment worn.
2. Subject to risk assessment.
Appendix D – Multi-message sign system

D1 Scope

This Appendix sets out the requirements for the approved panel configuration, size of sign and typical arrangement diagrams.

D2 Panel configuration

Multi-message signs can convey up to three messages in the one sign. These will include, as required:

- Warning of works activity, road condition, works personnel.
- Regulatory restriction (for example, restrict speed).
- Provision of advice to motorists or advising motorists of recommended actions.

Multi-message panel configuration guidelines are as follows:

- At least one of the 600 x 600 mm panels in a three-panel arrangement should be symbolic.
- Conflicting messages shall not be used.
- Messages shall be linked logically.
- Speed signs, where used, are to be closest to traffic and reflect conditions.
- Letters and symbols are to be in accordance with the MUTCD provisions for minimum readability in the order of 75 metres.
- Colour combinations for sign legend and background are to:
  a) Match existing practice including colour and reflectivity;
  b) Have high contrast between panels when used as a multi-message sign (that is, close colouring should be avoided, where practicable, on adjacent panels).

NOTE: The use of Speed Restriction or Speed Limit AHEAD panels with “ON SIDE ROAD” panel is not permitted.

D3 Physical arrangement

The multi-message sign consists of up to three linked messages in up to three separate panels on a single 1200 x 900 mm frame. The 1200 x 900 mm multi-message sign size is used irrespective of the speed environment. See Clause 3.2.4 for panel sizes.

Multi-message signs shall have relevant messages consisting a minimum of—

(i) two 600 x 600 panels;
(ii) one 600 x 600 panel and one 1200 x 300 panel; or
(iii) one 1200 x 600 panel.

Sign mountings shall comply with Clauses 2.5.2 and 3.3 of this Part of the Manual.

Sign panels for use in a multi-message sign are shown in Tables D1 to D8, and typical arrangement diagrams are shown in Figure D1. These may be appropriately extended to suit other short-term and long-term roadwork situations.
When duplicating multi-message signs on the right-hand side of a road, the multi-message panels are typically mirror reversed in terms of their position relative to the driver. Refer to Figure D2 for examples.
### Table D1 – Multi-message sign plates – regulatory signs

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<td><img src="image" alt="Road Closed" /></td>
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<td><img src="image" alt="End" /></td>
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<td><img src="image" alt="Maximum Penalty 200 Penalty Units" /></td>
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**Table D2 – Multi-message sign plates – advance signs**

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<td>TRAM WORKS AHEAD</td>
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## Part 3: Traffic Control for Works on Roads

### Advance Series

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<td>TC1527</td>
<td><strong>ON EXIT RAMP</strong></td>
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### Table D4 – Multi-message sign plates – traffic diversion signs

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### Table D5 – Multi-message sign plates – pedestrians and cyclists signs

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<td><strong>Pedestrians and Cyclists Series</strong></td>
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### Table D6 – Multi-message sign plates – road condition signs

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<td>TC1172</td>
</tr>
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<td>TC1467</td>
<td></td>
<td>Black on Yellow</td>
<td>TC1804</td>
</tr>
<tr>
<td></td>
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<td>TC1466_1</td>
<td></td>
<td>Black on Yellow</td>
<td>TC1501</td>
</tr>
<tr>
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<td>TC2253</td>
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<tr>
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<td>TC1926</td>
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<td>TC1466_2</td>
</tr>
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<td>TC1400</td>
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<td>Black on Yellow</td>
<td>TC1951</td>
</tr>
<tr>
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<td>Colour</td>
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</tr>
<tr>
<td>-------------------</td>
<td>---------</td>
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<td>-------------------</td>
<td>---------</td>
<td>-----------</td>
</tr>
<tr>
<td><strong>Road Condition Series</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image1.png" alt="Image" /></td>
<td><img src="image2.png" alt="Image" /></td>
<td>TC1953</td>
<td><img src="image3.png" alt="Image" /></td>
<td><em><strong>LOOSE SURFACE</strong></em></td>
<td>Black on Yellow</td>
</tr>
<tr>
<td><img src="image4.png" alt="Image" /></td>
<td>Black on Yellow</td>
<td>TC1991_3</td>
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<td></td>
<td></td>
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### Table D7 – Multi-message sign plates – termination signs

<table>
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<tr>
<th>Legend</th>
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<tbody>
<tr>
<td><strong>End Road Work</strong></td>
<td>Black on Yellow</td>
<td>TC1170</td>
<td><strong>End Detour</strong></td>
<td>Black on Yellow</td>
<td>TC2001</td>
</tr>
<tr>
<td><strong>End Fire Fighting</strong></td>
<td>Black on Yellow</td>
<td>TC1801</td>
<td><strong>End Roadwork</strong></td>
<td>Black on Yellow</td>
<td>T2-16-Q01</td>
</tr>
<tr>
<td><strong>End Load Limit</strong></td>
<td>Black on White</td>
<td>TC1808_2</td>
<td><strong>Drive Safely</strong></td>
<td>White on Blue</td>
<td>TC1177</td>
</tr>
</tbody>
</table>
### Table D8 – Multi-message sign plates – other signs

<table>
<thead>
<tr>
<th>Legend</th>
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<th>Colour</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Incident, Fire and Emergency Series</strong></td>
<td></td>
<td></td>
<td><strong>Incident, Fire and Emergency Series</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image" alt="Smoke Hazard" /></td>
<td>Black on Fluorescent Yellow</td>
<td>TC1396_1</td>
<td><img src="image" alt="Smoke Hazard" /></td>
<td>Black on Fluorescent Yellow</td>
<td>TC1396_2</td>
</tr>
<tr>
<td><img src="image" alt="Fire Fighters Ahead" /></td>
<td>Black on Fluorescent Yellow</td>
<td>TC9914_2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Miscellaneous Series</strong></td>
<td></td>
<td></td>
<td><strong>Miscellaneous Series</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image" alt="Oversize" /></td>
<td>Black on Yellow</td>
<td>TC2064</td>
<td><img src="image" alt="Traffic Incident Ahead" /></td>
<td>Black on Yellow</td>
<td>TC1510</td>
</tr>
<tr>
<td><img src="image" alt="Police Control Ahead" /></td>
<td>Blue on White</td>
<td>TC1311_2</td>
<td><img src="image" alt="Watch for Wandering Animals" /></td>
<td>Black on Yellow</td>
<td>TC2083_1</td>
</tr>
<tr>
<td><img src="image" alt="Driver Behaviour Monitoring" /></td>
<td>Blue on White</td>
<td>TC1849_1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image" alt="Driver Behaviour Monitoring" /></td>
<td>Blue on White</td>
<td>TC1849_2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image" alt="Driver Behaviour Monitoring" /></td>
<td>Blue on White</td>
<td>TC1849_3</td>
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</tr>
<tr>
<td><img src="image" alt="Keep Intersection Clear" /></td>
<td>Black on Yellow</td>
<td>TC2051_2</td>
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### Table D9 – Multi-message sign plates – event signage

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<th>Colour</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1" alt="EVENT AHEAD" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM01_1</td>
<td><img src="image2" alt="EVENT AHEAD" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM01_2</td>
</tr>
<tr>
<td><img src="image3" alt="EVENT IN PROGRESS" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM02_1</td>
<td><img src="image4" alt="EVENT IN PROGRESS" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM02_2</td>
</tr>
<tr>
<td><img src="image5" alt="EVENT IN PROGRESS" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM02_3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image6" alt="END EVENT" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM03_1</td>
<td><img src="image7" alt="END EVENT" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM03_2</td>
</tr>
<tr>
<td><img src="image8" alt="Cyclists" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM04_1</td>
<td><img src="image9" alt="Cyclists" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM04_2</td>
</tr>
<tr>
<td><img src="image10" alt="Cyclists" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM05_1</td>
<td><img src="image11" alt="Cyclists" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM05_2</td>
</tr>
<tr>
<td><img src="image12" alt="Pedestrian" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM06_1</td>
<td><img src="image13" alt="Pedestrian" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM06_2</td>
</tr>
<tr>
<td>Legend</td>
<td>Colour</td>
<td>Remarks</td>
<td>Legend</td>
<td>Colour</td>
<td>Remarks</td>
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<td>--------</td>
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<td>---------</td>
</tr>
<tr>
<td><img src="image1.png" alt="Image" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM07_1</td>
<td><img src="image2.png" alt="Image" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM07_2</td>
</tr>
<tr>
<td><img src="image3.png" alt="Image" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM08_1</td>
<td><img src="image4.png" alt="Image" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM08_2</td>
</tr>
<tr>
<td><img src="image5.png" alt="Image" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM09_1</td>
<td><img src="image6.png" alt="Image" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM09_2</td>
</tr>
<tr>
<td><img src="image7.png" alt="Image" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM10_1</td>
<td><img src="image8.png" alt="Image" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM10_2</td>
</tr>
<tr>
<td><img src="image9.png" alt="Image" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM11_1</td>
<td><img src="image10.png" alt="Image" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM11_2</td>
</tr>
<tr>
<td><img src="image11.png" alt="Image" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM12_1</td>
<td><img src="image12.png" alt="Image" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM12_2</td>
</tr>
<tr>
<td><img src="image13.png" alt="Image" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM13_1</td>
<td><img src="image14.png" alt="Image" /></td>
<td>Black on Fluorescent Yellow / Green</td>
<td>ETM13_2</td>
</tr>
</tbody>
</table>
**NOTES:**

1. Sign needed if presence of next advance sign would be unexpected.
2. The Speed Restriction sign may be mounted together with the Roadwork Ahead sign, where desirable. Signing shown for one approach only.
3. Speed limit as required for road worker safety or road user safety.
NOTE: When duplicating multi-message signs on the right-hand side of a road the multi-message panels are typically mirror reversed in terms of their position relative to the driver.
Appendix E – Protection and delineation at excavation works

E1 General

For the purposes of this Appendix, an excavation shall be regarded as a longitudinal depression with the slope of the side adjacent to traffic 1.5 vertical to 1 horizontal or steeper.

E2 Means of protection or delineation

The means of protection or delineation specified in Table E1 shall be provided as follows:

a) Standard delineation – traffic cones or temporary bollards provided in accordance with Clause 3.9.1 and Table 3.7.

b) Close delineation – traffic cones or temporary bollards as for Item E2a) but spaced at 4 m maximum in all cases.

c) Safety barrier – Barriers in accordance with Clause 3.10.3.

Table E1 – Protection / delineation adjacent to excavations

<table>
<thead>
<tr>
<th>Speed of traffic(^1) km/h</th>
<th>Traffic volume(^2) vpd</th>
<th>Clearance to excavation(^3) m</th>
<th>Depth of excavation, mm</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>50 to 250</td>
<td>260 to 500</td>
</tr>
<tr>
<td>&lt; 70</td>
<td>All</td>
<td>&lt; 2.5</td>
<td>Standard delineation</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2.5 to 5.0</td>
<td>Standard delineation</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&gt; 5.0</td>
<td>None</td>
</tr>
<tr>
<td>≥ 70</td>
<td>≤1500</td>
<td>≤ 5.0</td>
<td>Standard delineation</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&gt; 5.0</td>
<td>None</td>
</tr>
<tr>
<td>&gt; 1500</td>
<td>&gt;1500</td>
<td>≤ 6.0</td>
<td>Standard delineation</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&gt; 6.0</td>
<td>None</td>
</tr>
</tbody>
</table>

NOTES:
1. Posted speed limit during roadworks.
2. For multilane roads, one-way volume. For 2-lane, 2-way roads, sum of both directions.
3. Clearance to nearest edge of traffic lane or nominal edge if the edge is not marked.

E3 Risk assessment

A site-specific risk assessment (Clause 2.2.3) shall be undertaken for all excavations. The risk assessment shall be based on the consideration of the following–

a) length of excavation parallel to the roadway;

b) duration of exposure; and

c) road alignment.

Where determined through the risk assessment, the recommended treatment in Table E1 may be varied accordingly.


**E4 Lateral clearance**

Table E1 shows clearances below which protection or delineation is required. Clearances to delineating devices and safety barriers are specified in Clause 4.13.4

**E5 Lateral excavations**

A site-specific risk assessment (Clause 2.2.3) shall be completed for all instances involving lateral excavations in proximity to traffic. Where there is a need to delineate or protect traffic, the requirements in Clause E2 for longitudinal excavations may be considered or modified as required.
Appendix F – Roadworks at intersections

F1 General

Whenever it is necessary to undertake roadworks within an intersection, advance warning signs should be erected on each of the approaches to the intersection. Signs are required also, depending upon the situation and the extent of works affecting each approach to the intersection. It is necessary to investigate each approach in turn and select an appropriate method of signing.

Traffic should be guided through the intersection by traffic cones and, if necessary, by temporary hazard markers (see Clause 3.9.3) located so that the trafficable area of pavement retains the form of an intersection, although reduced in size. If the obstruction is long-term, barriers, delineators and other devices should be used as necessary for this purpose. Adequate tapers in advance of closed areas of roadway are essential.

At intersections with minor roads or streets, consideration should be given to closing the minor street entrance temporarily and detouring traffic by other routes. At intersections with major routes, it may be necessary to ban some turning movements if there is insufficient space to accommodate them adequately or if they would be difficult to provide for at times of high traffic volumes.

On approaches to intersections carrying mainly through traffic, and where the obstruction occurs on the far-left side of the intersection, it is desirable to create a taper on the approach side of the intersection so that merging manoeuvres take place in advance of, rather than within, the intersection.

A central obstruction within the intersection should have signs to indicate the path by which both through and right-turning traffic, if any, may negotiate it. Traffic Controllers or police may be needed in such locations. Small median or channelising islands formed with traffic cones or temporary kerbs may be required on one or more of the approaches.
### Appendix G – Supplementary list of temporary roadworks signs

This Appendix describes the use of signs for special situations at temporary roadworks. Further details of the design of the signs may be obtained from the Department of Transport and Main Roads, Brisbane.

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>a) Roadwork Ahead</strong></td>
<td>T1-Q06 This is used only on narrow medians and shoulders where the standard T1-1 or T1-31 Roadwork Ahead signs would be an obstruction to traffic. The sign size is 600 x 900.</td>
</tr>
<tr>
<td><img src="image" alt="Roadwork Ahead Sign" /></td>
<td></td>
</tr>
<tr>
<td><strong>b) Roadwork on side road (arrow)</strong></td>
<td>T1-Q07 This sign may be used in advance of a 4-way intersection where work is being carried out on a side road, there is insufficient distance to provide appropriate signing of the work on the side road and it is desired to indicate which side road is subject to roadworks. The sign is used in lieu of the ROADWORK ON SIDE ROAD (T1-25) sign in this case. The sign size is 900 x 600.</td>
</tr>
<tr>
<td><img src="image" alt="Roadwork on Side Road Sign" /></td>
<td></td>
</tr>
<tr>
<td><strong>c) Linemarkers on road</strong></td>
<td>T1-Q08 This sign may be used in lieu of the Workers (symbolic) (T1-5) sign to warn approaching traffic that line markers are working on the road ahead. This sign is used in addition to, not to replace, other temporary signs. The A size sign is 1500 x 600; B size is 1800 x 600.</td>
</tr>
<tr>
<td><img src="image" alt="Linemarkers on Road Sign" /></td>
<td></td>
</tr>
<tr>
<td><strong>d) Mobile linemarking ahead</strong></td>
<td>T1-Q09 This sign may be used to warn approaching traffic that line marking machines are working on the road ahead. It may be mounted on a job support vehicle travelling behind or ahead of the line marking machine in which case a panel of chevrons is incorporated into the sign, or an illuminated flashing arrow sign used with the sign, to indicate the side of the vehicle to which traffic should pass. The sign size is 900 x 600.</td>
</tr>
<tr>
<td><img src="image" alt="Mobile Linemarking Ahead Sign" /></td>
<td></td>
</tr>
</tbody>
</table>
e) Tractor / Slasher mowing

| T1-Q10 | This sign may be used in lieu of the ROAD PLANT AHEAD (T1-3) sign at frequently changing work areas where grass mowing is being carried out. The sign size is 900 x 600. |

f) Lane status

| T2-Q07 | This sign is used where one or more lanes are closed on a four-lane roadway. It gives only advance warning of the lane closure and is used in conjunction with appropriate roadwork signing for the work site. The sign size is 2230 x 900. |

g) Wet paint (left, right)

| T6-Q08 | This sign is used as required to protect freshly painted pavement markings while paint is drying. It may be used on intermediate vehicles in a mobile line marking convoy. LINEMARKING (T6-Q06) sign is required on leading and trailing vehicles. When the vehicle is equipped with an illuminated flashing arrow sign, the chevron panel is not required. The A size sign is 1200 x 600; the B size is 1800 x 750. |

h) Traffic signal not in use

| T3-Q02 | This sign is erected over lanterns at a new traffic signal installation prior to commencement of normal operation. The sign size is 300 x 900. |

i) Signals under repair

| T3-Q03 | This sign is erected where it is desired to advise approaching traffic that the signals are not operating and are under repair. The sign size is 1200 x 700. |
Part 3: Traffic Control for Works on Roads

<table>
<thead>
<tr>
<th>ROADWORKS NEXT … km … TO … EXPECT DELAYS</th>
<th>TC9862</th>
</tr>
</thead>
<tbody>
<tr>
<td>This sign is erected prior to the commencement of roadworks to inform road users of impending works and expected delays.</td>
<td></td>
</tr>
</tbody>
</table>
Appendix H – Emergency and unplanned works

H1 General

This Appendix specifies procedures for the safe control of traffic and the safety of road authority workers attending emergency and unplanned work sites.

Whilst as indicated following, initial and short-term measures will, in many cases, be taken by police, the primary security of the site and the follow-up control and protection measures for longer-term situations will often be provided by the road authority. Because of the speed at which it will usually be necessary to deploy road authority resources, frequently outside working hours, specific work methods and procedures for attending emergency closures or part-closures should be developed, and work units likely to be allocated to these tasks trained in their use. The procedures should include the following:

a) Duties of workers attending the site.

b) Modified duties where there are initially, insufficient workers available for optimum control of the site, for example, the need for a single Traffic Controller to control traffic in two directions.

c) Procedures for contacting police, emergency services, back-up assistance from the road authority and any other needed help, including when usual communication (mobile telephone) is not available or not working.

d) Equipment that is to be ready at all times on potential callout vehicles.

H2 Initial response

Initial attendance at an incident site will often be by police, fire or emergency services personnel trained and equipped for incident management. They will not necessarily remain on site for the entire length of the closure.

The initial response will typically be achieved using whatever equipment / devices are available to the first responders. This treatment should be increased to those recommended in Clause H3 and Figure H1 as further equipment and resources are available at the site.

H3 Interim response

Where a road authority work unit assists with traffic management or takes over from police or other emergency service units, the following shall apply:

a) Minor partial road closure

For closures where traffic can continue to flow in both directions (two-way road), or at least one lane in each direction is open (divided road), a vehicle with a vehicle-mounted warning device in accordance with Clause 3.12.1 shall be placed to shadow the closure at one or both ends of the incident site as necessary.
b) **Major partial road closure**

For closures where traffic is restricted to one-way movement past the incident site, the vehicle as in Item H3a) and Traffic Controllers in accordance with Clause 4.10 shall be provided at both ends of the site. Where the posted speed limit is more than 60 km/h, high priority shall be given to the provision of advance signs—

i. TRAFFIC HAZARD; and

ii. Traffic Controller Ahead / PREPARE TO STOP.

c) **Complete road closure**

The requirements of Item H3b), together with barricades, in accordance with Clause 3.8.3, across the entire roadway shall be provided.

As far as practicable, the positioning of the closure point in Item H3b) and the barricade position in Item H3c) should be at least distance D from the incident site, and Traffic Controller positions placed so as to be visible to approaching traffic for a distance of at least 2D.

Typical location of devices for initial response protection purposes is shown in Figure H1.
**Figure H1 – Interim response at an incident site**

(a) Minor partial closure

(b) Major partial closure

(c) Complete closure

For tail vehicle distance see Clause 4.6.3(f)

* Flashing lights or corner lights only, may need to be used at night

Traffic controller

4 traffic cones

Use flashing lights or corner lights only

Incident site

H4 Follow-up protection

Follow-up protection shall comprise the setting up of a static work site in accordance with Clause 4.2.

Follow-up protection for sites where it is clear that the closure or part-closure will be required for a period longer than four hours shall be effected as quickly as practicable and not delayed longer than two hours with the following exceptions:

a) On roads in remote areas with traffic volumes less than 1500 vpd, follow-up measures may be delayed until support resources can reach the site but not for periods in excess of 12 hours.

b) Where the closure is likely to be re-opened within four hours, subject to advance signs as specified in Item H3b) being in position at all sites and at all times where Traffic Controllers are in use, follow-up measures may not be required.

The development of a Traffic Management Plan is likely to be impractical; however, responders on site should apply a checklist of typical issues and risks contained within a Traffic Management Plan and be able to address these issues as they become evident with input from a Traffic Management Design professional.
Appendix I – The use of pilot vehicles at roadworks

I1 General

Pilot vehicles may be used at roadwork sites in accordance with Clause 4.12 of this Part of the Manual.

I2 Legislation

Traffic control devices at roadworks are installed under the Traffic Operations (Road Use Management – Road Rules) Regulation 2009.

I3 Pilot vehicle sign

The minimum identification of a pilot vehicle shall be a vehicle-mounted warning device (see Clause 3.12.1), together with T6-Q09, which is attached to the rear of the vehicle. The PILOT VEHICLE IN USE (T1-Q13) sign shall be installed a minimum of D in advance of the location where the pilot vehicle operates.
Appendix J – Traffic Controllers

J1 Authority to perform role

A person must not perform the role of a Traffic Controller in Queensland on a road unless the person holds a current Traffic Controller accreditation issued by the Department of Transport and Main Roads (see Clause 1.4.20), and the person holds a current Occupational Health and Safety Construction Induction card issued under the authority of the Queensland Department of Justice and Attorney-General.

An accredited Traffic Controller is authorised to control traffic:

a) At road worksites where a road closure or part road closure is necessary.

b) At other events on the road where a road closure or part road closure is necessary.

c) In other circumstances where traffic control is required on a roadway.

The Traffic Controller Accreditation Scheme is administered by the Department of Transport and Main Roads.

Accreditation is issued to a person who meets relevant training, suitability and medical fitness requirements. Training course completion is a pre-requisite for initial accreditation and for the renewal of accreditation.

Accreditation is issued and remains current for a period of three years before expiring, at which time a refresher course or other training is required to be completed.

An accredited Traffic Controller must comply with statutory conditions for appointment and must not contravene the Traffic Controller Accreditation Scheme Approved Procedure.

J2 Traffic Controllers operating on Queensland roads

An accredited Traffic Controller must direct traffic in a way stated in both the Traffic Controller Accreditation Scheme Approved Procedure and this Manual.

A person must not perform traffic control duties at any time unless they are medically fit to perform the role; and are not fatigued. Whilst controlling traffic, Traffic Controllers must have a ‘zero percent’ blood / alcohol concentration level and must not be adversely affected by any drug or other medication causing impairment or loss of concentration.

In addition to holding an accreditation authority, a Traffic Controller must comply with strict operational and safety requirements at all times whilst controlling traffic. These requirements are set out in the Traffic Controller Accreditation Scheme Approved Procedure and this Part of the Manual.

Managers and supervisors of Traffic Controllers have a responsibility for checking and monitoring traffic control operations closely and ensuring that all Traffic Controllers are properly briefed and supported.

Managers and supervisors of Traffic Controllers should be aware of their obligations under this Manual, the Traffic Controller Accreditation Scheme Approved Procedure, and Workplace Health and Safety legislation.

The Traffic Management for Construction or Maintenance Work Code of Practice 2008 is a practical guide for achieving the standards of health, safety and welfare required under Workplace Health and
Safety legislation. The code should be familiar to all persons who have responsibility for managing risks posed by traffic to road construction and road maintenance workers.

**J3 Approved Traffic Controller course**

The Department of Transport and Main Roads has developed a training course to provide knowledge and skills suitable to perform the function of a Traffic Controller in Queensland. The approved Traffic Controller course:

i. Is a fully contextualised course including the national competency unit *Control traffic with Stop-slow bat*. The course encompasses all Traffic Controller Accreditation Scheme requirements.

ii. Is a prerequisite for accreditation as a Traffic Controller in Queensland.

iii. Is delivered by registered training organisations under licence with the Department of Transport and Main Roads.
Appendix K – Courses in traffic management

K1 General

The following traffic management courses are being delivered by the Department of Transport and Main Roads or by formal agreement between the Department of Transport and Main Roads and approved registered training organisations. These courses have been designed to provide participants with information and knowledge about this Manual and traffic management at road works (see Clause 1.4.3).

a) Working in Proximity to Traffic awareness courses

A basic roadwork signage awareness course and application courses primarily for new entrants to industry.

b) Traffic Management Implement course

i. A course for persons required to implement Traffic Guidance Schemes and set out roadwork signage in accordance with this Manual.

ii. This course is delivered by registered training organisations under licence with the Department of Transport and Main Roads.

c) Traffic Management Design course

A course for persons required to design, develop, review and inspect Traffic Management Plans and Traffic Guidance Schemes in accordance with this Manual.

Clauses K2 and K3 have been removed from this document and have been issued as Section 1.4.31 in the Queensland MUTCD Part 3 Supplement.
Appendix L – Quick reference guides

The contents of Appendix L have been removed from this document and have now been issued as Section 4.7.2-1 in the Queensland MUTCD Part 3 Supplement.