

TRAFFIC MANAGEMENT NOTE

No. 33 – Worksite Traffic Management

Sign Spacing and Taper Lengths Guide

How to use the Sign Spacing and Taper Lengths Guide

This guide is a reference document to be used in conjunction with the Victorian Worksite Safety – Traffic Management Code of Practice.

It is only a guide and not a substitute for the formal guidelines for setting out traffic guidance schemes for works on roads in Victoria – see the references below.

This guide has primarily been produced to provide the recommended nominal spacing between signs and taper lengths at worksites. These recommended distances should be used in preference to those recommended in AS 1742.3.

This guide should be used as a template to determine the nominal position of various signs. This guide is **not** a definitive resource on the signs to be used. Which warning signs are used will depend on the circumstances, in accordance with the Code of Practice and AS 1742.3.

Any signing layouts that comply with the Code of Practice are also acceptable.

Modifications due to site conditions

The plates shown in the multi-message boards must be altered to meet site conditions. For example:

- if there are no workmen on site, then the symbolic worker sign should not be shown
- if there is no traffic controller with a STOP/SLOW bat, then the symbolic traffic controller sign should not be shown
- if there is no expectation that the traffic will have to stop then the 'PREPARE TO STOP' sign should not be shown
- lane status signs must accurately reflect the actual lane closures in place
- additional warning signs may be necessary.

The nominal distances shown in this guide may need to be amended due to site conditions. For example:

- the location of advance signs may need to be further upstream to ensure they are beyond the expected maximum queue length
- adjustments must be made if there is a sight obstruction at the nominal point.

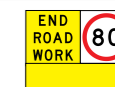
References

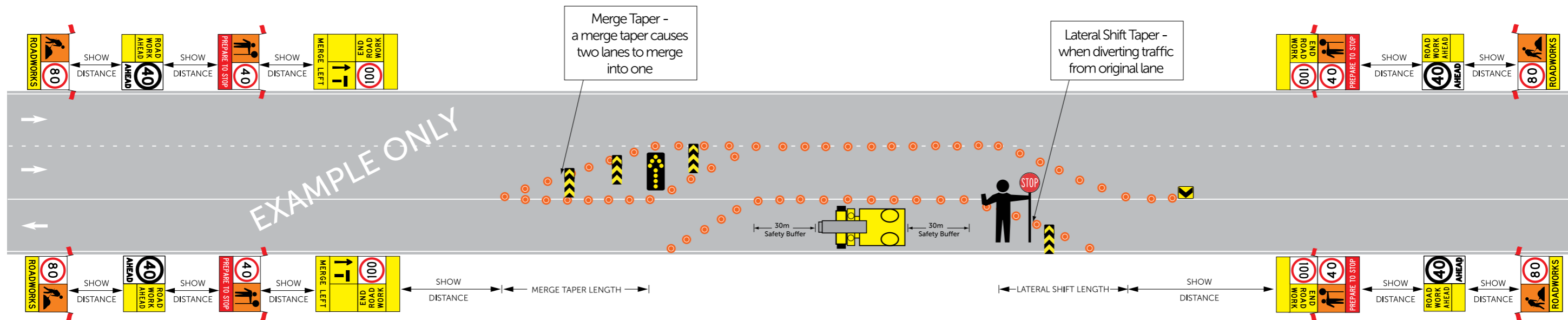
- Worksite Safety – Traffic Management Code of Practice (August 2010)
- Australian Standard 1742.3–2009 Manual of uniform traffic control devices, Part 3: Traffic control for works on roads
- Road Safety (Traffic Management) Regulations 2009

Posted Speed	Reduced Worksite Speed		Merge		Lateral shift
110	80	Speed Limit Ahead sign is optional	200 m	110 m	145 m or 90 m
110	60		150 m	110 m	130 m or 80 m
110	40		200 m	80 m	115 m or 70 m
100	80	Speed Limit Ahead sign is optional	150 m	100 m	145 m or 90 m
100	60		125 m	100 m	130 m or 80 m
100	40		200 m	80 m	115 m or 70 m
90	80			90 m	130 m or 80 m
90	60		90 m	90 m	115 m or 70 m
90	40		125 m	90 m	115 m or 70 m
80	60	Speed Limit Ahead sign is optional	80 m	80 m	115 m or 70 m
80	40		100 m	80 m	60 m or 30 m
70	60	Speed Limit Ahead sign is optional	70 m	70 m	60 m or 30 m
70	40	Speed Limit Ahead sign is optional	70 m	70 m	60 m or 30 m
60	40	Speed Limit Ahead sign is optional	60 m	60 m	60 m or 30 m
50	40		50 m	50 m	30 m or 15 m

Note: These examples only show distances for common set-ups. Always refer to AS1742.3-2009 and Worksite Safety - Traffic Management Code of Practice - 2010 for full details

End Road Works - Return Speed = 50 m past site or on back of first multiframe exiting the worksite - on both sides of carriageway





Helpful hints

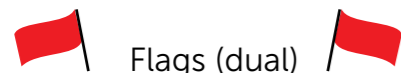


Symbolic workers **MUST** be shown if workers are on-site.



Symbolic Traffic Controller and **PREPARE TO STOP** Prepare to Stop **MUST** be used together if a Traffic Controller will be stopping traffic.

- If traffic is not going to be stopped, **REMOVE** the Symbolic Traffic Controller and Prepare to Stop plates
- Place Symbolic Workers in the multiframe with worksite speed limit sign



Flags (dual) on the first multiframe drivers come to and all multiframe with the reduced worksite speed limits.

Set the worksite speed limit to 40 if:

- 1) Pedestrians are within 0-1.2 m of an active traffic lane
- 2) A bicycle lane is closed and bicycles must share the traffic lane



The length of a 40 km/h worksite speed limit is **NOT** to exceed 500 m unless written consent is given by the road authority.

All sign frames containing speed or speed limit AHEAD signs are to be signed on both sides of the carriageway.

40 km/h repeater signs must be spaced approximately every 200 m; all other repeater speed limit signs to be spaced every 500 m.

How CLOSE a worker is to moving traffic (without safety barriers)	Reduced Worksite Speed Limit
0 to 1.2	40 km/h
1.2 m to 3 m	40 km/h*
3 m to 6 m	60 km/h
6 m to 9 m	80 km/h, but 60 km/h on arterial roads and freeways
Above 9 m	Posted speed limit * 80 km/h on freeways

* Refer Table 5, pg 55, Code of Practice for Exemptions

Where there is no lane closure, the lane status sign, arrow board and cones/bollards marking the merge taper are not required. The distance from the last sign to the start of work area (or safety buffer, if required) is marked in blue in the "Sign Spacing and Taper Lengths Guide" diagrams.

As the multi-message sign plates are smaller than the equivalent stand alone signs, they should not be used on urban freeways, except where the worksite speed limit for traffic approaching the multi-message sign is 60 km/h or less and there are no more than two trafficable lanes for that direction of travel.

For further information, please email
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