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More information

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## LEVEL 3 DIAGRAMS LIST

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<table>
<thead>
<tr>
<th>Working space</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>• Cones</td>
</tr>
<tr>
<td></td>
<td>• Signs</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Safety zones</th>
</tr>
</thead>
<tbody>
<tr>
<td>Optional:</td>
</tr>
<tr>
<td>• Cones</td>
</tr>
<tr>
<td>• Signs</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Edgeline or edge of trafficable lane (indicated by solid black line)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hazard area</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Edge of Seal (indicated by dotted line next to solid black line)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barrier</td>
</tr>
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<table>
<thead>
<tr>
<th>Chevron</th>
</tr>
</thead>
</table>
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<table>
<thead>
<tr>
<th>Traffic signs</th>
<th>≤50</th>
<th>60</th>
<th>70</th>
<th>80</th>
<th>90</th>
<th>100/110</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Sign visibility distance (m)</td>
<td>60/50*</td>
<td>70/60*</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>120</td>
</tr>
<tr>
<td>C Sign spacing (m) - Desirable</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>160</td>
<td>200</td>
<td>200</td>
</tr>
<tr>
<td>+ Sign spacing (m) - Minimum</td>
<td>35</td>
<td>45</td>
<td>70</td>
<td>80</td>
<td>100</td>
<td>100</td>
</tr>
</tbody>
</table>

### Safety zones

| D Longitudinal (m)* | 15 | 20 | 30 | 45 | 60 | 60 |
| E Lateral (m) |
| 1. Behind cones etc | 1 | 1 | 1 | 1 | 1 | 1 |
| 2. Behind barrier installations | As specified by the Installation Designer |

### Tapers

| H Initial taper length per lane (m)** | 90/50* | 100/60* | 120 | 150 | 180 | 180 |
| I Subsequent taper length per lane (m) | 50 | 60 | 70 | 80 | 100 | 100 |
| J Minimum distance between tapers (m) *** | 50 | 60 | 70 | 80 | 100 | 100 |

### Delineation devices (all speeds)

| All tapers (m) | Cones parallel to the lane (eg between tapers and alongside the working space) (m) | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 |
| Spacing (centres) | At merge and diverge points for ramps and slip lanes, intersecting road entry and exit points, and worksite access points | 5 | 5 | 10 | 10 | 10 | 10 |
| | 2.5m for 10m either side of a change in alignment | 2.5m for 20m either side of a change in alignment |

+ The longer distance is the desirable distance, the shorter distance is the minimum distance allowed. The desirable distances must be used wherever possible. The minimum distances may only be used where there are road environment constraints.

Where only one sign is erected in advance of a taper the distance from the sign to the taper is 2xC.

* A longitudinal safety zone is not required when a barrier completely protects the approach end of the worksite. Refer subsections H1.17 and H1.18.

** Taper length is based on a single lane shift of 3.5m.

*** Must be altered if required to meet the distance shown on the TLS supplementary plate.

### Lane widths (based on permanent speed or TSL if applied)

| Speed (km/h) | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100/110 |
| F Lane width (m) | 2.75 | 2.75 | 3.0 | 3.0 | 3.25 | 3.25 | 3.5 | 3.5 |

Except for delineation device spacings, which are maximum values, the distances specified in the above table are minimum values. Approach sign distances and spacings, the initial taper(s) and any longitudinal safety zone associated with that taper must be based on the permanent speed limit. The layout distances of the remainder of the worksite, including any subsequent tapers, may be based on the TSL, provided the TSL is applied prior to the first taper.
Notes
1. A 10m taper, with a minimum of 5 cones, is allowed where shoulder width is 2.5m or less
2. If a 10m taper is used, an RD6R is only required at the head of the taper
3. *For shoulders exceeding 2.5m width, apply the calculation of taper length for lateral shift of less than 3.5m:
   \[ W \times H \]
   \[ 3.5 \]
   \[ W = \text{Width of lateral shift} \]
   \[ H = \text{Taper length in metres from the level 3 layout distance table} \]

**ONE-WAY MULTI-LANE ROAD**
**Shoulder closure**
**No temporary speed limit**

This drawing must not be used as a TMP diagram

**EXAMPLE ONLY**
Notes

1. This diagram is for initial response only. Appropriate long term TTM must be installed as soon as practical
2. This layout should only be used for shallow flooding that vehicles can traverse while remaining in their correct lane(s)
3. A 10m taper, with a minimum of 5 cones, is allowed where shoulder width is 2.5m or less
4. The advance warning sign may be any one of the following:
   - T2B: Other hazard
   - T211: Flooding
   - TR1: Slips
   - TR2: Slippery Surface
5. If necessary, erect TG4 DRY YOUR BRAKES sign
6. If TSLs are not required, the warning distance must be at least 2 \times C
1. TSLs to be repeated at 400m maximum centres
2. C.4.3.1 - On level 3 roads cones are required from the TSL sign to the start of the taper or hazard area where no taper is installed. Where the edgeline is well defined (ie by a clean kerb and channel) the line of cones is not required.
Notes
1. *Calculation of taper length for lateral shift of less than 3.5m is:
   \[ W \times I \]
   \[ 3.5 \]
   \[ W = \text{Width of lateral shift} \]
   \[ I = \text{Taper length in metres from the level 3 layout distance table} \]
2. TSLs to be repeated at 400m maximum centres
3. If delays are likely, add a T143 DELAYS POSSIBLE sign either 1km or 2km in advance of the worksite
4. Where there is a lane shift, a 10m minimum offset should be used to enable heavy vehicles to make the shift
5. C.4.3.1 - On level 3 roads cones are required from the TSL sign to the start of the taper or hazard area where no taper is installed. Where the edgeline is well defined (ie by a clean kerb and channel) the line of cones is not required
Notes
1. *Calculation of taper length for lateral shift of less than 3.5m is:
   \[ W \times \frac{l}{3.5} \]
   \( W \) = Width of lateral shift
   \( l \) = Taper length in metres from the level 3 layout distance table
2. TSLs to be repeated at 400m maximum centres
3. If delays are likely, add a T143 DELAYS POSSIBLE sign either 1km or 2km in advance of the worksite
4. Where there is a lane shift, a 10m minimum offset should be used to enable heavy vehicles to make the shift

EXAMPLE ONLY
This drawing must not be used as a TMP diagram

Traffic control devices manual part 8 CoPTTM  
Section H  
4th edition, November 2018
Notes
1. This diagram is designed to show only the site access to a closure.
Notes

1. TSLs to be repeated at 400m maximum centres
2. If delays are likely, add a T143 DELAYS POSSIBLE sign either 1km or 2km in advance of the worksite

This drawing must not be used as a TMP diagram

EXAMPLE ONLY
Notes
1. *Calculation of taper length for lateral shift of less than 3.5m is:
   \[ W \times I \]
   \[ 3.5 \]
   \[ W = \text{Width of lateral shift} \]
   \[ I = \text{Taper length in metres from the level 3 layout distance table} \]
2. TSLs to be repeated at 400m maximum centres
3. If delays are likely, add a T143 DELAYS POSSIBLE sign either 1km or 2km in advance of the worksite
4. Where there is a lane shift, a 10m minimum offset should be used to enable heavy vehicles to make the shift
5. For the centre median, tubular delineators temporarily fixed to the surface may be used, or for a long term situation a new centreline may be applied

*EXAMPLE ONLY*
This drawing must not be used as a TMP diagram
Notes
1. *Calculation of taper length for lateral shift of less than 3.5m is:
   \[ W \times I \div 3.5 \]
   \( W = \) Width of lateral shift
   \( I = \) Taper length in metres from the level 3 layout distance table
2. TSLs to be repeated at 400m maximum centres
3. If delays are likely, add a T143 DELAYS POSSIBLE sign either 1km or 2km in advance of the worksite

4. Refer C.4.3.1 - On level 3 roads cones are required from the TSL sign to the start of the taper or hazard area where no taper is installed

EXAMPLE ONLY
This drawing must not be used as a TMP diagram
1. Calculation of taper length for lateral shift of less than 3.5m is:
   \[ W \times I \]
   \[ W = \text{Width of lateral shift} \]
   \[ I = \text{Taper length in metres from the level 3 layout distance table} \]

2. TSLs to be repeated at 400m maximum centres

3. If delays are likely, add a T143 DELAYS POSSIBLE sign either 1km or 2km in advance of the worksite

4. Where there is a lane shift, a 10m minimum offset should be used to enable heavy vehicles to make the shift

5. Refer C.4.3.1 - On level 3 roads cones are required from the TSL sign to the start of the taper or hazard area where no taper is installed
Notes
1. *Calculation of taper length for lateral shift of less than 3.5m is:
   \[ W \times \frac{I}{3.5} \]
   
   \( W = \) Width of lateral shift
   \( I = \) Taper length in metres from the level 3 layout distance table

2. TSLs to be repeated at 400m maximum centres
3. If delays are likely, add a T143 DELAYS POSSIBLE sign either 1km or 2km in advance of the worksite
4. Where there is a lane shift, a 10m minimum offset should be used to enable heavy vehicles to make the shift
5. For the centre median, tubular delineators temporarily fixed to the surface may be used, or for a long term situation a new centreline may be applied
Notes

1. This diagram is designed to show only the on-ramp within the worksite
2. Secondary row of cones in front of the longitudinal safety zone are to be placed at 1m centres
3. A TSL sign may be used to cover the permanent speed sign on the approaches to the main carriageway
Notes
1. This diagram is designed to show only the off-ramp within the closure.
2. Secondary row of cones in front of the longitudinal safety zone are to be placed at 1m centres.
3. A TSL sign may be used to cover the permanent speed sign on the off-ramp.

Static operations

ONE-WAY MULTI-LANE ROAD
Left-lane closure
Off-ramp within worksite

For work in this area, close off-ramp. See H1.14

Match existing exit taper

See diagram H1.8 for left lane closure details
Notes
1. A 10m taper, with a minimum of 5 cones, is allowed where shoulder width is 2.5m or less.
2. If a 10m taper is used, an RD6R is only required at the head of the taper.
3. *For shoulders exceeding 2.5m width, apply the calculation of taper length for lateral shift of less than 3.5m:
   \[ W \times H \]
   \[ 3.5 \]
   \[ W = \text{Width of lateral shift} \]
   \[ H = \text{Taper length in metres from the level 3 layout distance table} \]
4. Cones used to close off-ramp to be placed at 1m centres.
5. Secondary line of cones at end of longitudinal safety zone to be placed at 1m centres.
6. Block access to road with barricade/barrier.

Static operations

ONE-WAY MULTI-LANE ROAD
Off-ramp closure

H1.14
Level 3

This drawing must not be used as a TMP diagram
Notes

1. A 10m taper, with a minimum of 5 cones, is allowed where shoulder width is 2.5m or less
2. If a 10m taper is used, an RD6R is only required at the head of the taper
3. Block access to road with fence
4. At the beginning of the working space place three lines of cones 40m apart across lanes and shoulder. Cones to be placed at 1m centres. Leave a 2.5m gap in opposite ends of each line of cones to allow site access
5. TSLs to be repeated at 400m maximum centres
6. If delays are likely, add a T143 DELAYS POSSIBLE sign either 1km or 2km in advance of the worksite
7. C.4.3.1 - On level 3 roads cones are required from the TSL sign to the start of the taper or hazard area where no taper is installed. Where the edgeline is well defined (ie by a clean kerb and channel) the line of cones is not required
1. This diagram is part of a series of diagrams providing example diagrams for a motorway closure:
   - H1.16a - Closure of on-ramp within worksite
   - H1.16b - Closure example low accessed site
   - H1.16b - Closure example high accessed site
   - H1.16d - Closure of off-ramp within worksite

2. Where a motorway is completely closed to traffic in one or both directions, any on or off ramps impacted must also be closed

3. Cones across the on-ramp to be placed at 1m centres
**Notes**

1. This diagram is part of a series of diagrams providing example diagrams for a motorway closure:
   - H1.16a - Closure of on-ramp within worksite
   - H1.16b - Closure example low accessed site
   - H1.16b - Closure example high accessed site
   - H1.16d - Closure of off-ramp within worksite

2. Where the motorway is completely closed to traffic in one direction or both directions, the normal application of road closure signs, cones, barriers, fences or barricades at on and off ramps must be reinforced by a double line of cones at a normal warning distance from the working space

3. The double lines of cones must be either continuous or chicaned

4. TMA vehicles parked outside this inner cordon must be parked with their attenuators down and facing the expected direction of traffic. Vehicles inside the cordoned worksite are not subject to this requirement

5. Cones in tapers and across road to be placed at 1m centres
Notes

1. This diagram is part of a series of diagrams providing example diagrams for a motorway closure:
   - H1.16a - Closure of on-ramp within worksite
   - H1.16b - Closure example low accessed site
   - H1.16b - Closure example high accessed site
   - H1.16d - Closure of off-ramp within worksite

2. Where the motorway is completely closed to traffic in one direction or both directions, the normal application of road closure signs, cones, barriers, fences or barricades at on and off ramps must be reinforced by a double line of cones at a normal warning distance from the working space.

3. The double lines of cones must be either continuous or chicaned.

4. TMA vehicles parked outside this inner cordon must be parked with their attenuators down and facing the expected direction of traffic. Vehicles inside the cordoned worksite are not subject to this requirement.

5. Where there are oversized vehicles being used, the 20m gap in the chicanes may be increased.

6. This is a secondary safety element for the worksite.

7. Cones in chicanes to be placed at 1m centres.

---

ONE-WAY MULTI-LANE ROAD
Closure example
High accessed site within worksite
Notes

1. This diagram is part of a series of diagrams providing example diagrams for a motorway closure:
   - H1.16a - Closure of on-ramp within worksite
   - H1.16b - Closure example low accessed site
   - H1.16b - Closure example high accessed site
   - H1.16d - Closure of off-ramp within worksite

2. Where a motorway is completely closed to traffic in one direction or both directions, any on or off ramps impacted must also be closed

3. Cones across the on-ramp to be placed at 1m centres
Notes

1. Barrier end treatment depends on its distance from the edgeline. Refer C18.4 for details.
2. A black/white right-hand bridge end marker post must be used to delineate the approach end of the barrier at its narrowest point.
3. Offset depends on speed ie 100km/h = 9m
4. Total length of barrier flare depends on:
   - the offset from the live lane line
   - the width of lane and shoulder closed
   - barrier flare rates, and
   - the offset of the barrier end from the edgeline
5. Hazard marker must be used to delineate the barrier terminal
Notes

1. Barrier end treatment depends on its distance from the edgeline. Refer C18.4 for details.

2. A black/yellow right-hand bridge end marker post must be used to delineate the approach end of the barrier at its narrowest point.

3. Total length of barrier flare depends on:
   - the offset from the live lane line
   - the width of lane and shoulder closed
   - barrier flare rates, and
   - the offset of the barrier end from the edgeline

4. Hazard marker must be used to delineate the barrier terminal.
Notes
1. Worksite can be managed by a level 2/3 STMS-NP

ONE-WAY MULTI-LANE ROAD
Work vehicle is more than five (5) metres from the edgeline - Zone A

This drawing must not be used as a TMP diagram
1. The T1B sign and supplementary plates must be repeated throughout the length of the worksite at intervals no greater than 4km.

2. The static signs may be replaced by an AWVMS. In this case CSD will be required (see H2.3)

Notes:

ONE-WAY MULTI-LANE ROAD
Work vehicle is between two (2) and five (5) metres from the edgeline - Zone B
Rear visibility is GREATER than the clear sight distance

Level 3

Mobile operations

EXAMPLE ONLY

This drawing must not be used as a TMP diagram
ONE-WAY MULTI-LANE ROAD
Work vehicle is between two (2) and five (5) metres from the edgeline - Zone B
Rear visibility is LESS than the clear sight distance

Notes
1. Always try to use the shortest distance where a range is displayed (eg 100m to 1,600m, try for 100m)

EXAMPLE

This drawing must not be used as a TMP diagram
Notes

1. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6L/R.

2. Always try to use the shortest distance where a range is displayed (e.g., 100m to 1,600m, try for 100m).
Notes

1. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6L/R

2. Always try to use the shortest distance where a range is displayed (e.g., 100m to 1,600m, try for 100m)
Notes

1. To provide advance warning, the AWVMS may be located more than 1,600m from the work vehicle.
2. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6L/R.
3. Always try to use the shortest distance where a range is displayed (e.g., 100m to 1600m, try for 100m).
4. AWVMS may be up to 3km behind shadow vehicle where there is insufficient shoulder width within 1,600m.
Notes

1. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6L/R

2. Always try to use the shortest distance where a range is displayed (e.g., 100m to 1,600m, try for 100m)

ONE-WAY MULTI-LANE ROAD
Work vehicle on live lane or within 2m from live lane - Zone C
Personnel on the live lane

- 10m roll ahead distance
- 1m lateral safety zone
- Working space
- Rear visibility equal to, or greater than, clear sight distance
- TV4 RD6R
- R3-13.3
- T1B/TL3L/TLS
- 15 to 60m
- 100m to 1,600m (approx. 5 to 55 seconds travel time)

EXAMPLE ONLY

This drawing must not be used as a TMP diagram
INSPECTION ACTIVITIES AND NON-INVASIVE WORKS
On shoulder or berm only

Notes
1. Inspections must only be on the shoulder or berm of a level 3 road
2. A spotter is not required
3. Onsite control must be by a L2/3 STMS, or an STMS-NP or a TC Inspector
4. For inspection activities that are carried out by a TC Inspector or an STMS-NP the L2/3 STMS must be immediately contactable but does not have to be within 30 minutes travel time of the worksite

Rear visibility equal to, or greater than, clear sight distance
Notes
1. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6/L.
2. The AWVMS may be replaced by T1B signs installed on both sides of the road.
3. Where an AWVMS is used, cone taper (H) is optional.
4. Always try to use the shortest distance where a range is displayed (e.g., 100m to 1,600m, try for 100m).

ONE-WAY MULTI-LANE ROAD
Semi-static closure
Left-lane closure

15 to 60m

100m to 1,600m (approx. 5 to 55 seconds travel time)

Rear visibility equal to, or greater than, clear sight distance

This drawing must not be used as a TMP diagram
Notes

1. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6L/R.

2. The AWVMS may be replaced by T1B signs installed on both sides of the road.

3. Where an AWVMS is used, cone taper (H) is optional.

4. Always try to use the shortest distance where a range is displayed (e.g., 100m to 1,600m; try for 100m).

ONE-WAY MULTI-LANE ROAD
Semi-static closure
Right and centre lane closure

EXAMPLE ONLY
This drawing must not be used as a TMP diagram

Rear visibility equal to, or greater than, clear sight distance

100m to 1,600m (approx. 5 to 55 seconds travel time)
Note:
This page is to be used as the layout distances table for the level 2 static and mobile diagrams.
Print this page on A3 paper and fold it to fit an A4 page.
Unfold this page when you want to view the layout distances table and a diagram at the same time.

LEVEL 3 LAYOUT DISTANCES TABLE

<table>
<thead>
<tr>
<th>Working space</th>
<th>Mandatory:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Cones</td>
</tr>
<tr>
<td></td>
<td>• Signs</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Safety zones</th>
<th>Optional:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Cones</td>
</tr>
<tr>
<td></td>
<td>• Signs</td>
</tr>
</tbody>
</table>

**Working space**
- Mandatory:
  - Cones
  - Signs

**Safety zones**
- Optional:
  - Cones
  - Signs

**Edgeline or edge of trafficable lane (indicated by solid black line)**

**Hazard area**

**Barrier**

**Edge of Seal (indicated by dotted line next to solid black line)**

**Chevron**

LEVEL 3 LAYOUT DISTANCES TABLE

<table>
<thead>
<tr>
<th>Traffic signs</th>
<th>Permanent/TSL (km/h)</th>
<th>≤50</th>
<th>60</th>
<th>70</th>
<th>80</th>
<th>90</th>
<th>120</th>
<th>120</th>
<th>100/110</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A Sign visibility distance (m)</td>
<td>60/50*</td>
<td>70/60*</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>120</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>C Sign spacing (m) - Desirable</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>160</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td>200</td>
</tr>
<tr>
<td></td>
<td>Sign spacing (m) - Minimum</td>
<td>35</td>
<td>45</td>
<td>70</td>
<td>80</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
</tbody>
</table>

**Safety zones**

<table>
<thead>
<tr>
<th>Safety zones</th>
<th>D Longitudinal (m)*</th>
<th>15</th>
<th>20</th>
<th>30</th>
<th>45</th>
<th>60</th>
<th>60</th>
<th>60</th>
<th>60</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>E Lateral (m)</td>
<td>1. Behind cones etc</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Behind barrier installations</td>
<td>As specified by the Installation Designer</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Tapers**

<table>
<thead>
<tr>
<th>Tapers</th>
<th>H Initial taper length per lane (m)**</th>
<th>90/50*</th>
<th>100/60*</th>
<th>120</th>
<th>150</th>
<th>180</th>
<th>180</th>
<th>180</th>
<th>180</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>I Subsequent taper length per lane (m)</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>K Minimum distance between tapers (m)***</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
</tbody>
</table>

**Delineation devices (all speeds)**

<table>
<thead>
<tr>
<th>Delineation devices (all speeds)</th>
<th>All tapers (m)</th>
<th>2.5</th>
<th>2.5</th>
<th>2.5</th>
<th>2.5</th>
<th>2.5</th>
<th>2.5</th>
<th>2.5</th>
<th>2.5</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Cones parallel to the lane (eg between tapers and alongside the working space) (m)</td>
<td>5</td>
<td>5</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>At merge and diverge points for ramps and slip lanes, intersecting road entry and exit points, and worksite access points</td>
<td>2.5m for 10m or either side of a change in alignment</td>
<td>2.5m for 20m either side of a change in alignment</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* The longer distance is the desirable distance, the shorter distance is the minimum distance allowed. The desirable distances must be used wherever possible. The minimum distances may only be used where there are road environment constraints.
  Where only one sign is erected in advance of a taper the distance from the sign to the taper is 2xC.
  * A longitudinal safety zone is not required when a barrier completely protects the approach end of the worksite. Refer subsections H1.17 and H1.18.
** Taper length is based on a single lane shift of 3.5m.
*** Must be altered if required to meet the distance shown on the TLS supplementary plate.

**Lane widths** (based on permanent speed or TSL if applied)

<table>
<thead>
<tr>
<th>Lane widths (based on permanent speed or TSL if applied)</th>
<th>30</th>
<th>40</th>
<th>50</th>
<th>60</th>
<th>70</th>
<th>80</th>
<th>90</th>
<th>100/110</th>
</tr>
</thead>
<tbody>
<tr>
<td>F Lane width (m)</td>
<td>2.75</td>
<td>2.75</td>
<td>3.0</td>
<td>3.0</td>
<td>3.25</td>
<td>3.25</td>
<td>3.5</td>
<td>3.5</td>
</tr>
</tbody>
</table>

Except for delineation device spacings, which are maximum values, the distances specified in the above table are minimum values. Approach sign distances and spacings, the initial taper(s) and any longitudinal safety zone associated with that taper must be based on the permanent speed limit. The layout distances of the remainder of the worksite, including any subsequent tapers, may be based on the TSL, provided the TSL is applied prior to the first taper.