Traffic Control Devices Manual
Part 8

Code of practice for temporary traffic management (CoPTTM)

manual number: SP/M/010

Section G
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More information
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### Static Operations

<table>
<thead>
<tr>
<th>No.</th>
<th>Level 2 Roads</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Footpath</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G1.1</td>
<td>Footpath diverted onto berm behind working space</td>
<td>First preference</td>
</tr>
<tr>
<td>G1.2</td>
<td>Footpath diverted onto berm between working space and carriageway</td>
<td>Second preference</td>
</tr>
<tr>
<td>G1.3</td>
<td>Footpath diverted onto carriageway</td>
<td>Third preference</td>
</tr>
<tr>
<td><strong>Shoulder and Berm</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G1.4</td>
<td>Work on berm and or footpath</td>
<td>Permanent speed less than 65km/h</td>
</tr>
<tr>
<td>G1.5</td>
<td>Shoulder closure</td>
<td></td>
</tr>
<tr>
<td><strong>Cycle Lane</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G1.6</td>
<td>Traffic crossing road centre</td>
<td>Diverted cycle lane - coned lane control</td>
</tr>
<tr>
<td><strong>Two-Way Two-Lane Road</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G1.7</td>
<td>Traffic crossing road centre</td>
<td>Two-lane diversion</td>
</tr>
<tr>
<td>G1.8</td>
<td>Single-lane alternating flow</td>
<td>Manual traffic control (Stop/Go or Stop/Slow)</td>
</tr>
<tr>
<td>G1.9</td>
<td>All traffic stopped temporarily</td>
<td>Manual traffic control (Stop/Go or Stop/Slow)</td>
</tr>
<tr>
<td>G1.10</td>
<td>Single-lane alternating flow</td>
<td>Portable traffic signals</td>
</tr>
<tr>
<td>G1.11</td>
<td>Work in centre of road</td>
<td></td>
</tr>
<tr>
<td>G1.12</td>
<td>New-chip seal or road construction</td>
<td>Attended worksite</td>
</tr>
<tr>
<td><strong>Road Closures and Detours</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G1.13</td>
<td>Road closure - detour route</td>
<td>Example</td>
</tr>
<tr>
<td><strong>Other Hazard</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G1.14</td>
<td>Shallow flooding, washout, slip, slippery surface</td>
<td></td>
</tr>
<tr>
<td><strong>Unattended Worksites</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G1.15</td>
<td>New seal</td>
<td>Unattended and/or unswept worksite</td>
</tr>
<tr>
<td><strong>Site Access</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G1.16</td>
<td>Forms part of a larger worksite</td>
<td></td>
</tr>
<tr>
<td><strong>One-Way Two-Lane Divided or Two-Lane Road</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G1.17</td>
<td>Left-lane closure</td>
<td></td>
</tr>
<tr>
<td>G1.18</td>
<td>Right-lane closure</td>
<td></td>
</tr>
<tr>
<td>G1.19</td>
<td>Right-lane closure</td>
<td>One-lane temporary diversion</td>
</tr>
<tr>
<td>G1.20</td>
<td>One-lane closure</td>
<td>Two-lane temporary diversion</td>
</tr>
<tr>
<td><strong>Two-Way Four-Lane Road</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G1.21</td>
<td>Left-lane closure</td>
<td>With chicane</td>
</tr>
<tr>
<td>G1.22</td>
<td>Two-lane closure</td>
<td>One-lane contraflow</td>
</tr>
<tr>
<td>G1.23</td>
<td>Centre-lane closures</td>
<td></td>
</tr>
<tr>
<td><strong>One-Way Three-Lane Divided or Three-Lane Road</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G1.24</td>
<td>One-lane closure</td>
<td>Left lane</td>
</tr>
<tr>
<td>G1.25</td>
<td>One-lane closure</td>
<td>Right lane</td>
</tr>
<tr>
<td>G1.26</td>
<td>Two-lane closure</td>
<td>Left and centre lanes</td>
</tr>
<tr>
<td>G1.27</td>
<td>Two-lane closure</td>
<td>Right and centre lanes</td>
</tr>
<tr>
<td>G1.28</td>
<td>Two-lane closure</td>
<td>Two-lane temporary diversion</td>
</tr>
<tr>
<td>No.</td>
<td>LEVEL 2 ROADS</td>
<td>Speed</td>
</tr>
<tr>
<td>-----</td>
<td>------------------------------------------------------------------------------</td>
<td>-------</td>
</tr>
<tr>
<td>G2.1</td>
<td>Work vehicle is more than five (5) metres from the edgeline</td>
<td>Any speed</td>
</tr>
<tr>
<td>G2.2</td>
<td>Work vehicle is between two (2) and five (5) metres of the edgeline</td>
<td></td>
</tr>
<tr>
<td>G2.3</td>
<td>Work vehicle is between two (2) and five (5) metres of the edgeline</td>
<td></td>
</tr>
<tr>
<td>G2.4</td>
<td>Work vehicle is between zero (0) and two (2) metres of the edgeline</td>
<td></td>
</tr>
<tr>
<td>G2.5</td>
<td>Work vehicle is between zero (0) and two (2) metres of the edgeline</td>
<td></td>
</tr>
<tr>
<td>G2.6</td>
<td>Work vehicle on live lane</td>
<td></td>
</tr>
<tr>
<td>G2.7</td>
<td>Work vehicle on live lane</td>
<td></td>
</tr>
<tr>
<td>G2.8</td>
<td>Personnel on the live lane</td>
<td></td>
</tr>
</tbody>
</table>

**TWO-WAY TWO-LANE ROAD**

| G2.9 | Work vehicle is between zero (0) and two (2) metres from the edgeline       | Permanent speed less than 65km/h |
| G2.10| Work vehicle is between zero (0) and two (2) metres from the edgeline       | Permanent speed greater than 65km/h |
| G2.11| Work vehicle is on the live lane                                           | Permanent speed less than 65km/h |
| G2.12| Work vehicle is on the live lane                                           | Permanent speed greater than 65km/h |
| G2.13| Part or all of lane occupied – Semi-static closure (work for up to 1 hour) | Permanent speed less than 65km/h |
| G2.14| Part or all of lane occupied – Semi-static closure (work for up to 1 hour) | Permanent speed greater than 65km/h |
HOW TO READ A TMD

Usually contractors place the signs on left-hand side of the road first with the TMD the right way up. When signs are placed for the right-hand side of the road the contractor tips the TMD upside down and reads which signs have to be placed for that side of the road.

To make this process easier:

- signs going up the page are shown closest to the road
- signs going down the page are shown further away from the road
- sign icons and sign numbers for layout down the road (from top to bottom of the TMD) are
<table>
<thead>
<tr>
<th>LEGEND FOR DIAGRAMS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Working space</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Safety zones</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Edgeline or edge of trafficable lane (indicated by solid black line)</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Hazard area</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Edge of Seal (indicated by dotted line next to solid black line)</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Barrier, safety fence or cone bars</strong></td>
</tr>
<tr>
<td><strong>Ramp</strong></td>
</tr>
</tbody>
</table>

**SUPERSEDED**
## Level 2 Layout Distances Table

<table>
<thead>
<tr>
<th>Permanent/TSL (km/h)</th>
<th>≤50</th>
<th>60</th>
<th>70</th>
<th>80</th>
<th>90/100</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Traffic signs</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<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>
</tr>
<tr>
<td>B Warning distance (m)</td>
<td>100/75*</td>
<td>120/90*</td>
<td>140</td>
<td>160</td>
<td>200</td>
</tr>
<tr>
<td>C Sign spacing (m)</td>
<td>50/35*</td>
<td>60/45*</td>
<td>70</td>
<td>80</td>
<td>100</td>
</tr>
<tr>
<td><strong>Safety zones</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D Longitudinal (m)*</td>
<td>15</td>
<td>20</td>
<td>30</td>
<td>45</td>
<td>60</td>
</tr>
<tr>
<td>E Lateral (m)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Behind cones</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>2. Behind concrete barrier</td>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
</tr>
<tr>
<td>3. Behind other barriers</td>
<td>As recommended by manufacturers</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Tapers</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H Initial taper length per lane (m)**</td>
<td>90/50*</td>
<td>100/60*</td>
<td>120</td>
<td>150</td>
<td>180</td>
</tr>
<tr>
<td>I Subsequent taper length per lane (m)</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>100</td>
</tr>
<tr>
<td>K Minimum distance between tapers (m)</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>100</td>
</tr>
<tr>
<td><strong>Delineation device</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All tapers (m)</td>
<td>2.5</td>
<td>2.5</td>
<td>2.5</td>
<td>2.5</td>
<td>2.5</td>
</tr>
<tr>
<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>
</tr>
<tr>
<td>Spacing (centres)</td>
<td>2.5m for 10m 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>
</tr>
<tr>
<td>At merge and diverge points for ramps and slip lanes, intersecting road entry and exit points, and worksite access points</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* A longitudinal safety zone is not required when a barrier completely protects the approach end of the worksite.

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

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

<table>
<thead>
<tr>
<th><strong>Lane widths</strong></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed (km/h)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<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>
</tr>
</tbody>
</table>

Except for delineation device spacings, which are maximum values, the distances specified in the above tables are minimum values.

Approach signage, the initial taper(s) and any longitudinal safety zone associated with that taper must be based on the permanent speed limit. The layout of the remainder of the worksite, including any subsequent tapers, is based on the TSL.
Notes

1. Minimum pedestrian footpath widths:
   - Residential/Rural - 0.9m
   - Suburban Centre - 1.2m
   - CBD - 2m

2. Where the length of the temporary footpath exceeds 20m, these widths may have to be increased to allow footpath users to pass.

3. Refer to C13.2.3 for temporary footpath surface requirements.

4. Use a safety fence to enclose the working space, or at attended worksites, cones connected with cone bars can be used to enclose the working space but only for a short period of time. Refer C13.2.5 and C13.2.6.

5. This TMD must be used in conjunction with appropriate TTM for any work carried out on the shoulder or in the live lane.
Notes

1. Minimum pedestrian footpath widths:
   - Residential/Rural - 0.9m
   - Suburban Centre - 1.2m
   - CBD - 2m

2. Where the length of the temporary footpath exceeds 20m, these widths may have to be increased to allow footpath users to pass.

3. Refer to C13.2.3 for temporary footpath surface requirements.

4. Use a safety fence to enclose the working space. At **attended** worksites, cones connected with cone bars can be used to enclose the working space. Refer C13.2.5.

5. Use barrier or safety fence to delineate the traffic side of the temporary footpath. For temporary barrier requirements. Refer to C18.

6. This TMD must be used in conjunction with appropriate TTM for any work carried out on the shoulder or in the live lane.
Notes
1. Minimum pedestrian footpath widths:
   - Residential/Rural - 0.9m
   - Suburban Centre - 1.2m
   - CBD - 2m
2. Where the length of the temporary footpath exceeds 20m, these widths may have to be increased to allow footpath users to pass.
3. Use a safety fence to enclose the working space, or at attended worksites, cones connected with cone bars can be used to enclose the working space but only for a short period of time. Refer C13.2.5 and C13.2.6.
4. Use temporary barrier or safety fence to delineate the traffic side of the temporary footpath. For temporary barrier requirements refer to C18. For safety fence requirements refer to C13.2.6.
5. There must be a lateral safety zone between the traffic side of the temporary footpath and the live lane:
   - 0.5m for temporary barrier
   - 1m for safety fence or cone bars
6. Use kerb ramps to assist mobility vehicles, pushchairs, etc.
7. At night, corners of safety fence may be illuminated with flashing amber warning lights.
8. This TMD must be used in conjunction with appropriate TTM for any work carried out on the shoulder or in the live lane.
Notes

1. Where work is carried out on the berm or footpath and a work vehicle is parked in a legal parallel car park, provided the vehicle is only accessed from the off traffic side, advance warning T1B and WORKS END TG2 are optional.

2. The work vehicle can have a registration classification of either Class MA, MB, MC or NA.

3. Traffic management must be provided where footpath users or cyclists are affected.

4. This layout may only be used during daylight hours.

5. Refer to section C13 and C8 for further information.

Example Only

This drawing must not be used as a TMP diagram.
Notes

1. A 10m taper is allowed where shoulder width is less than 2.5m.

2. The taper is a minimum of 5 cones at 2.5m centres.

3. *For shoulders exceeding 2.5m width, apply the calculation of taper length for lateral shift of less than 3.5m:

\[ W \times H \]

\[ 3.5 \]

\( W = \) Width of lateral shift
\( H = \) Taper length in metres from the level 2 layout distance table.
Notes
1. Minimum cycle lane width must be:
   - 1m - 50km/h or less
   - 1.5m - 60km/h or more
2. A minimum cycle lane width of 1.5m is required if the temporary cycle lane is uphill
3. Cones are required on edge of temporary lane opposite closure if road is not well defined
4. *Calculation of taper length for lateral shift of less than 3.5m is:
   \[ W \times \frac{H}{3.5} \]
   
   W = Width of lateral shift
   H = Taper length in metres from the level 2 layout distance table
5. Use TSLs if required by TSL decision matrix

This drawing must not be used as a TMP diagram

EXAMPLE ONLY

This drawing is only for illustrative purposes and should not be used as a reference for temporary traffic management.
Notes
1. Cones are required on edge of temporary lane opposite closure if road edge is not well defined.
2. Return taper at end of closure may be reduced using the calculation of taper length for lateral shift of less than 3.5m: \( W \times H \)
3.5
W = Width of lateral shift
H = Taper length in metres from the level 2 layout distance table
3. Use PN11 No Stopping signs, if necessary
4. Use TSLs if required by TSL decision matrix
Notes
1. Extend or place extra advance warning signs towards on-coming traffic beyond the end of any expected traffic queues.
2. A 30m return taper at the end of the closure is mandatory.
3. Cones are required on edge of temporary lane opposite closure if road edge is not well defined.
4. Use PN11 no stopping signs, if necessary.
5. MTC with RP4/RP41 STOP/GO or RP4/RP42 STOP/SLOW paddle on road shoulder located between 1st and 2nd cone in the cone threshold closest to the working space.
6. Minimum 5 cones in cone threshold at:
   - 2.5m centres - less than 65km/h
   - 5m centres - more than 65km/h
7. Refer to C10.2.3 for further information.
Notes

1. Closure period not to exceed the limit set or approved by the RCA
2. Extend or place extra advance warning signs towards on-coming traffic beyond any expected traffic queues
3. MTC with RP4/RP41 STOP/GO or RP4/RP42 STOP/SLOW paddle on road shoulder located between 1st and 2nd cone in the cone threshold closest to the working space
4. Minimum 5 cones in cone threshold at:
   - 2.5m centres - less than 65km/h
   - 5m centres - more than 65km/h
5. MTCs must show same message to oncoming traffic (eg STOP/STOP or GO/GO)
6. Refer to C10.2.3 for further information
7. Work vehicle movement must cease whenever road users are moving through the site unless there is full delineation separating the closure and the traffic
Notes
1. Provide details of make and model of portable traffic signals in the TMP
2. Install temporary limit lines (must be able to be removed upon completion) or use RP61/RP62 signs
3. Approved temporary speed humps may also be used
4. A 30m return taper at the end of the closure is mandatory
5. Cones are required on edge of temporary lane opposite closure if road is not well defined
6. The STMS should monitor queues during the worksite operation and extend or place extra advance warning signs towards on-coming traffic beyond the end of any expected traffic queues
7. Use PN11 No Stopping signs, if necessary
8. Minimum 5 cones in cone threshold at:
   - 2.5m centres - less than 65km/h
   - 5m centres - more than 65km/h
Notes
1. Cones are required on edge of temporary lane opposite closure if road is not well defined.

2. *Calculation of taper length for lateral shift of less than 3.5m is:
   \[ W \times H \]
   
   \[ W = \text{Width of lateral shift} \]
   
   \[ H = \text{Taper length in metres from the level 2 layout distance table} \]

3. Use PN11 No Stopping signs, if necessary.

4. Use TSLs if required by TSL decision matrix.

---

*EXAMPLE ONLY*

This drawing must not be used as a TMP diagram.
Notes
1. This diagram is used to enhance the finished product by moving the cone lines at regular intervals across the road to ensure it is evenly trafficked.
2. Refer to diagram G1.15 for unattended worksites.
3. This diagram is a form of positive traffic management.
4. Use TSLs if required by TSL decision matrix.
5. TSLs to be repeated at 400m maximum centres.

This drawing must not be used as a TMP diagram.
Notes
1. Block access to road with barricade
2. If a long term site, use chevron sight board to direct traffic
3. On multilane roads the detour directional arrows (eg TDA1) signs will need to be gated
4. Cover any conflicting control signage at intersections
5. Use TSLs if required by TSL decision matrix
Notes
1. Shallow flooding that can be safely traversed by vehicles
2. This diagram is for initial response only. Appropriate long term TTM must be installed as soon as practical
3. The advance warning sign may be any one of the following:

   - T2B: Other hazard
   - T211: Flooding
   - TR1/L/R: Slips
   - TR2: Slippery Surface
   - TR4: Uneven Surface

4. If necessary, erect TG4 DRY YOUR BRAKES sign
5. Delineate hazard if hazard extends onto lane
6. Use TSLs if required by TSL decision matrix

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**Static operations**

**TWO-WAY TWO-LANE ROAD**

Other hazard

Shallow flooding, slip, slippery surface

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**EXAMPLE ONLY**

This drawing must not be used as a TMP diagram

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**G1.14**

Level 2

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**Traffic control devices manual** part 8 CoPTTM

Section G

4th edition, October 2014
Notes
1. Use cones to form a threshold treatment at the start of the new seal. Minimum of 10 cones at 5m centres.
2. Worksites may need additional positive traffic management to ensure all road users travel at the TSL.
3. Use TSLs if required by TSL decision matrix.
4. TSLs to be repeated at 400m maximum centres.

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

TWO-WAY TWO-LANE ROAD
New seal - unattended and/or unswept worksite

Repeater TSLs at 400m max
SITE ACCESS
Forms part of a larger worksite

Notes
1. It is intended that this diagram forms part of a larger worksite
2. Cones immediately before and after the site access to be spaced at 2.5m centres for 20m

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

SUPERSEDED
Notes

1. $C^*$ - the TL2L/TLS signs are to be either 100m or 200m in advance of the start of the taper.
2. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined.
3. Use TSLs if required by TSL decision matrix.
Static operations

ONE-WAY TWO-LANE DIVIDED OR TWO-LANE ROAD
Right-lane closure

Notes
1. C* - the TL2R/TLS signs are to be either 100m or 200m in advance of the start of the taper
2. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined
3. Use TSLs if required by TSL decision matrix

EXAMPLE ONLY

This drawing must not be used as a TMP diagram
Notes

1. The longitudinal safety zone is based on the temporary speed limit.

2. C* - the TL2R/TLS signs are to be either 100m or 200m in advance of the start of the taper.

3. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined.

4. *Calculation of taper length for lateral shift of less than 3.5m is:

\[ W \times I \]

3.5

W = Width of lateral shift

I = Taper length in metres from the level 2 layout distance table.

5. Cones are required on edge of temporary lane opposite closure if road edge is not well defined.

6. Use TSLs if required by TSL decision matrix.

EXAMPLE ONLY

This drawing must not be used as a TMP diagram.
Notes
1. C* - the TL5R/TLS signs are to be either 100m or 200m in advance of the start of the taper
2. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined
3. *Calculation of taper length for lateral shift of less than 3.5m is:
   \[ W \times (H \text{ or } I) \]
   \[ 3.5 \]
   \[ W = \text{Width of lateral shift} \]
   \[ H \text{ or } I = \text{Taper length in metres from the level 2 layout distance table} \]
4. Cones are required on edge of temporary lane opposite closure if road edge is not well defined
5. Use TSLs if required by TSL decision matrix

EXAMPLE ONLY
This drawing must not be used as a TMP diagram
Notes
1. C* - the TL2R/TLS signs are to be either 100m or 200m in advance of the start of the taper
2. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined
3. Use TSLs if required by TSL decision matrix
4. TSLs to be repeated at 400m maximum centres
Notes
1. Refer to C8.2.17 if the closure is within a passing lane.
2. C* - the TL2R/TLS signs are to be either 100m or 200m in advance of the start of the taper.
3. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined.
4. *Calculation of taper length for lateral shift of less than 3.5m is:
   \[ W \times (H \text{ or } I) \]
   \[ 3.5 \]
   W = Width of lateral shift.
   H or I = Taper length in metres from the level 2 layout distance table.
5. Use TSLs if required by TSL decision matrix.
6. TSLs to be repeated at 400m maximum centres.

EXAMPLE ONLY

This drawing must not be used as a TMP diagram.

Signs to be repeated at opposite end of the worksite.
Change TL2R sign to TL2L sign.

Repeat signs from opposite end of the worksite.
Change TL2R sign to TL2L sign.

TWO-WAY FOUR-LANE ROAD
Two-lane closure
One-lane contraflow
Notes

1. C* - the TL3L/TLS signs are to be either 100m or 200m in advance of the start of the taper
2. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined
3. Cones are required on edge of temporary lane opposite closure if road is not well defined
4. Use PN11 no stopping signs, if necessary
5. Use TSLs if required by TSL decision matrix

Traffic control devices manual part 8 CoPTTM
Section G
4th edition, October 2014

SUPERSEDED
### Notes

1. **C** - the TL3L/TLS signs are to be either 100m or 200m in advance of the start of the taper

2. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined

3. Full end taper may be added if required

4. Use TSLs if required by TSL decision matrix

---

**ONE-WAY THREE-LANE DIVIDED OR THREE-LANE ROAD**

**One-lane closure**

**Left lane**

---

**Static operations**

**EXAMPLE ONLY**

This drawing must not be used as a TMP diagram
Notes
1. C* - the TL33/TLS signs are to be either 100m or 200m in advance of the start of the taper.
2. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined.
3. Full end taper may be added if required.
4. Use TSLs if required by TSL decision matrix.
Notes
1. C* - the TL3L/TLS signs are to be either 100m or 200m in advance of the start of the taper
2. Distance K must be extended to match the distance shown on any supplementary plate used with the TL2L sign
3. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined
4. Full end taper may be added if required
5. Use TSLs if required by TSL decision matrix
6. TSLs to be repeated at 400m maximum centres

EXAMPLE ONLY
This drawing must not be used as a TMP diagram
ONE-WAY THREE-LANE DIVIDED OR THREE-LANE ROAD

Two-lane closure

Right and centre lanes

Notes

1. **C** - the TL33/TLS signs are to be either 100m or 200m in advance of the start of the taper

2. Distance K must be extended to match the distance shown on any supplementary plate used with the TL2L sign

3. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined

4. Full end taper may be added if required

5. Use TSLs if required by TSL decision matrix

6. TSLs to be repeated at 400m maximum centres

This drawing must not be used as a TMP diagram

---

**Static operations**

**EXAMPLE ONLY**

**SUPERSEDED**

Traffic control devices manual part 8 CoPTTM

Section G

4th edition, October 2014
Notes

1. C* - the TL3L/TLS signs are to be either 100m or 200m in advance of the start of the taper

2. Distance K must be extended to match the distance shown on any supplementary plate used with the TL2L sign

3. Cones are required from TSL to taper (or hazard area where no taper is installed) unless the edgeline is well defined

4. *Calculation of taper length for lateral shift of less than 3.5m is:
   \[ W \times (H \text{ or } I) \]
   \[ 3.5 \]
   \[ W = \text{Width of lateral shift} \]
   \[ H \text{ or } I = \text{Taper length in metres from the level 2 layout distance table} \]

5. Cones are required on edge of temporary lane opposite closure if road edge is not well defined

6. Use TSLs if required by TSL decision matrix

7. TSLs to be repeated at 400m maximum centres

---

**EXAMPLE ONLY**

This drawing must not be used as a TMP diagram
Notes
1. This layout will also apply to a multiple lanced two-way road without a permanent median barrier.

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

1. This layout may also be used on multiple laned roads.
2. Rear visibility is more than clear sight distance or rear visibility is less than clear sight distance with the permanent speed of less than 65km/h.
3. The T1B sign and supplementary plates must be repeated throughout the length of the worksite at intervals no greater than 4km.
4. The static signs may be replaced by an AWVMS if used as a tail pilot.

For non-state highways

5. The static signs may be replaced by a tail pilot vehicle with T1B and RD6R/L signs.

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

SUPERSEDED

EXAMPLE ONLY

This drawing must not be used as a TMP diagram.
Notes
1. This layout will also apply to a multiple laned two-way road without a permanent median barrier.

TWO-WAY TWO-LANE ROAD
Work vehicle is between two (2) and five (5) metres of the edgeline
Permanent speed greater than 65km/h

Notes
1. This layout will also apply to a multiple laned two-way road without a permanent median barrier.

Example
This drawing must not be used as a TMP diagram.

Superseeded
Notes
1. This layout may also be used on multiple laned roads
2. The T1B sign and supplementary plates must be repeated throughout the length of the worksite at intervals no greater than 4km
3. 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 RD6R/L
4. The static signs may be replaced by an AWVMS if used as a tail pilot

For non-state highways
5. With the relevant RCA’s permission, the TMA shadow vehicle may have a horizontal arrowboard and a TV4 PASS WITH CARE sign instead of the LAS
6. The static signs may be replaced by a tail pilot vehicle with a TMA, horizontal arrow board, T1B and RD6R/L signs

EXAMPLE ONLY
This drawing must not be used as a TMP diagram
Notes
1. This layout may also be used on multiple laned roads
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. Where the work is on a two-lane two-way road the leading work vehicle must be fitted with a front-mounted TV2 ROAD WORKS sign unless a lead pilot is required

For non-state highways
4. With the relevant RCA's permission, the TMA shadow vehicle may have a horizontal arrow board and a TV4 PASS WITH CARE sign instead of the LAS
5. The AWVMS may be replaced by a tail pilot vehicle with a TMA, horizontal arrow board, T1B and RD6R/L signs

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

1. This layout may also be used on multiple laned roads

2. The T1B sign and supplementary plates must be repeated throughout the length of the worksite at intervals no greater than 4km

3. 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

4. The static sign may be replaced by an AWVMS if used as a tail pilot

For non-state highways

5. With the relevant RCA’s permission, the TMA shadow vehicle may have a horizontal arrow board and a TV4 PASS WITH CARE sign instead of the LAS

6. The static sign may be replaced by a tail pilot vehicle with a TMA, horizontal arrow board, T1B and RD6R/L signs
Notes
1. A lead pilot vehicle must be used on undivided two-way roads with permanent speed limits greater than 65km/h when:
   - visibility to the work vehicle is less than CSD continuously for more than 1km, or
   - the operation crosses the centre line
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
   For non-state highways
3. With the relevant RCA’s permission, the TMA shadow vehicle may have a horizontal arrowboard and a TV4 PASS WITH CARE sign instead of the LAS
4. The AWVMS may be replaced by a tail pilot vehicle with a TMA, horizontal arrow board, T1B and RD6R/L signs

EXAMPLE ONLY
This drawing must not be used as a TMP diagram
Notes
1. A lead pilot vehicle must be used on undivided two-way roads with permanent speed limits greater than 65km/h when:
   - visibility to the work vehicle is less than CSD continuously for more than 1km, or
   - the operation crosses the centre line
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
   For non-state highways
3. With the relevant RCA's permission, the TMA shadow vehicle may have a horizontal arrowboard and a TV4 PASS WITH CARE sign instead of the LAS
4. The AWVMS may be replaced by a tail pilot vehicle with a TMA, horizontal arrow board, T1B and RD6R/L signs

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

**ONE-WAY TWO-LANE DIVIDED OR TWO-LANE ROAD**

*Work vehicle is between zero (0) and two (2) metres from the edgeline*

*Permanent speed less than 65km/h*

---

**Notes**

1. The T1B sign and supplementary plates must be repeated throughout the length of the worksite at intervals no greater than 4km.

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. The static sign may be replaced by an AWVMS if used as a tail pilot.

   **For non-state highways**

4. With the relevant RCA’s permission, the TMA shadow vehicle may have a horizontal arrowboard and a TV4 PASS WITH CARE sign instead of the LAS.

5. The static signs may be replaced by a tail pilot vehicle with a TMA, horizontal arrowboard, T1B and RD6R/L signs.

---

**EXAMPLE ONLY**

This drawing must not be used as a TMP diagram.

---

**Traffic control devices manual** part 8 CoPTTM  
Section G  
4th edition, October 2014
**Mobile operations**

**ONE-WAY TWO-LANE DIVIDED OR TWO-LANE ROAD**

Work vehicle is between zero (0) and two (2) metres from the edgeline

Permanent speed greater than 65km/h

---

**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. If used on a central median, the AWVMS is to be positioned at least 2m clear of the edgeline of both carriageways

3. With a right hand closure where there is no available shoulder on the right hand median, the AWVMS can be positioned on the left hand side clear of the edgeline showing a right hand lane drop

*For non-state highways*

4. With the relevant RCA’s permission, the TMA shadow vehicle may have a horizontal arrow board and a TV4 PASS WITH CARE sign instead of the LAS

5. The AWVMS may be replaced by a tail pilot vehicle with a TMA, horizontal arrow board, T1B and RD6R/L signs

---

**EXAMPLE ONLY**

This drawing must not be used as a TMP diagram

---

Traffic control devices manual part 8 CoPTTM Section G 4th edition, October 2014
Notes

1. The T1B sign and supplementary plates must be repeated throughout the length of the worksite at intervals no greater than 4km

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. The static signs may be replaced by an AWVMS if used as a tail pilot

   For non-state highways

4. With the relevant RCA’s permission, the TMA shadow vehicle may have a horizontal arrowboard and a TV4 PASS WITH CARE sign instead of the LAS

5. The static signs may be replaced by a tail pilot vehicle with a TMA, horizontal arrow board, T1B and RD6R/L signs

---

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. If used on a central median, the AWVMS is to be positioned at least 2m clear of the edgeline of both carriageways

3. With a right hand closure where there is no available shoulder on the right hand median, the AWVMS can be positioned on the left hand side clear of the edgeline showing a right hand lane drop

For non-state highways

4. With the relevant RCA’s permission, the TMA shadow vehicle may have a horizontal arrow board and a TV4 PASS WITH CARE sign instead of the LAS

5. The AWVMS may be replaced by a tail pilot vehicle with a TMA, horizontal arrow board, T1B and RD6R/L signs

---

**Example Only**

This drawing must not be used as a TMP diagram
Mobile operations

ONE-WAY TWO-LANE DIVIDED OR TWO-LANE ROAD
Part or all of lane occupied – Semi-static closure (work for up to 1 hour)
Permanent speed less than 65km/h

Notes
1. This layout applies when the work activity can be completed within one hour (excluding TTM set up and TTM removal from the worksite).
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. The static signs may be replaced by an AWVMS. Use TMD G2.14 in this case.

For non-state highways
4. With the relevant RCA’s permission, the TMA shadow vehicle may have a horizontal arrowboard and a TV4 PASS WITH CARE sign instead of the LAS.
5. The static sign on the right-hand side of the road may be replaced by a tail pilot vehicle with a TMA, horizontal arrow board, T1B and RD6L sign.

10m roll ahead

Traffic control devices manual part 8 CoPTTM Section G 4th edition, October 2014
Notes

1. This layout applies when the work activity can be completed within one hour (excluding TTM set up and TTM removal from the worksite).

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. The AWVMS can be located either side of the road depending on availability of space to park the AWVMS.

4. If used on a central median, the AWVMS is to be positioned at least 2m clear of the edgeline of both carriageways.

5. With a right hand closure where there is no available shoulder on the right hand median, the AWVMS can be positioned on the left hand side clear of the edgeline showing a right hand lane drop.

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

For non-state highways

7. With the relevant RCA’s permission, the TMA shadow vehicle may have a horizontal arrowboard and a TV4 PASS WITH CARE sign instead of the LAS.

8. The AWVMS may be replaced by a tail pilot vehicle with a TMA, horizontal arrow board, T1B and RD6L sign.
**LEVEL 2 LAYOUT DISTANCES TABLE**

<table>
<thead>
<tr>
<th></th>
<th>≤50</th>
<th>60</th>
<th>70</th>
<th>80</th>
<th>90/100</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Traffic signs</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<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>
</tr>
<tr>
<td>B Warning distance (m)</td>
<td>100/75*</td>
<td>120/90*</td>
<td>140</td>
<td>160</td>
<td>200</td>
</tr>
<tr>
<td>C Sign spacing (m)</td>
<td>50/35*</td>
<td>60/45*</td>
<td>70</td>
<td>80</td>
<td>100</td>
</tr>
<tr>
<td><strong>Safety zones</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D Longitudinal (m)*</td>
<td>15</td>
<td>20</td>
<td>30</td>
<td>45</td>
<td>60</td>
</tr>
<tr>
<td>E Lateral (m)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Behind zones</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>2. Behind concrete barrier</td>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
</tr>
<tr>
<td>3. Behind other barriers</td>
<td>As recommended by manufacturers</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Tapers</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H Initial taper length per lane (m)**</td>
<td>90/50*</td>
<td>100/60*</td>
<td>120</td>
<td>150</td>
<td>180</td>
</tr>
<tr>
<td>I Subsequent taper length per lane (m)</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>100</td>
</tr>
<tr>
<td>J Minimum distance between tapers (m)</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>100</td>
</tr>
<tr>
<td><strong>Delineation device</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All tapers (m)</td>
<td>2.5</td>
<td>2.5</td>
<td>2.5</td>
<td>2.5</td>
<td>2.5</td>
</tr>
<tr>
<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>
</tr>
<tr>
<td>Spacing Control</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<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 either side of a change in alignment 2.5m for 20m either side of a change in alignment</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Lane widths</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Speed (km/h)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<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>
</tr>
</tbody>
</table>
| Externally for delineation device spacings, which are maximum values, the distances specified in the above tables are minimum values. Approach signage, the initial taper(s) and any longitudinal safety zone associated with that taper must be based on the permanent speed limit. The layout of the remainder of the worksite, including any subsequent tapers, is based on the TSL.