Section F - Level 1 layout drawings
### NO.  F1.1 Single lane  Give way control
No.  F1.2 Short no exit road

### NO.  F2.1 Footpath diverted onto berm behind working space  First preference
F2.2 Footpath diverted onto berm between working space and carriageway  Second preference
F2.3 Footpath diverted onto carriageway  Third preference
F2.4 Footpath closed - permanent speed less than 65km/h  Fourth preference

#### SHOULDER, BERM AND PARKING LANE
F2.5 Work on berm and/or footpath  Permanent speed less than 65km/h
F2.6 Work in parking lane  Permanent speed less than 65km/h
F2.7 Shoulder closure

#### CYCLE LANE
F2.8 Traffic not crossing road centre  Diverted cycle lane
F2.9 Traffic crossing road centre  Diverted cycle lane - coned lane control
F2.10 Traffic not crossing road centre  Cycle lane closed

### NO.  F2.11 Traffic not crossing road centre
F2.12 Traffic not crossing road centre
F2.13 Traffic crossing road centre  Two-lane diversion
F2.14 Single-lane alternating flow  Manual traffic control (Stop/Go or Stop/Slow)
F2.15 All traffic stopped temporarily  Manual traffic control (Stop/Go or Stop/Slow)
F2.16 Single-lane (traffic volume less than 1000vpd - 80vph)  Give way control
F2.17 Single-lane alternating flow  Portable traffic signals
F2.18 Work in centre of road
LEVEL 1 DIAGRAMS LIST

STATIC OPERATIONS

<table>
<thead>
<tr>
<th>No.</th>
<th>LEVEL 1 ROADS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TWO-WAY TWO-LANE ROAD</strong></td>
<td></td>
</tr>
<tr>
<td>F2.19</td>
<td>Road works on side road after intersection - TSL on side road</td>
</tr>
<tr>
<td>F2.20</td>
<td>Road works on side road after intersection - TSL on main road</td>
</tr>
<tr>
<td>F2.21</td>
<td>Work in middle of intersection</td>
</tr>
<tr>
<td>F2.22</td>
<td>Closure at corner of an intersection</td>
</tr>
<tr>
<td><strong>Road closures and detours</strong></td>
<td></td>
</tr>
<tr>
<td>F2.23</td>
<td>Road closure</td>
</tr>
<tr>
<td>F2.24</td>
<td>Road closure - detour route</td>
</tr>
<tr>
<td>F2.25</td>
<td>Typical detour route signing</td>
</tr>
<tr>
<td><strong>Other hazard</strong></td>
<td></td>
</tr>
<tr>
<td>F2.26</td>
<td>Flooding, washout, slip, slippery surface</td>
</tr>
<tr>
<td><strong>Unattended worksites</strong></td>
<td></td>
</tr>
<tr>
<td>F2.27</td>
<td>New seal</td>
</tr>
<tr>
<td>F2.28</td>
<td>Surface hazard</td>
</tr>
<tr>
<td>F2.29</td>
<td>Seal repairs on a curve</td>
</tr>
<tr>
<td><strong>ONE-WAY TWO-LANE DIVIDED OR TWO-LANE ROAD</strong></td>
<td></td>
</tr>
<tr>
<td>F2.30</td>
<td>Left-lane closure</td>
</tr>
<tr>
<td>F2.31</td>
<td>Right-lane closure</td>
</tr>
<tr>
<td>F2.32</td>
<td>One-lane closure</td>
</tr>
<tr>
<td>F2.33</td>
<td>Lane diversions in both directions</td>
</tr>
<tr>
<td>F2.34</td>
<td>Work in middle of road</td>
</tr>
<tr>
<td><strong>TWO-WAY THREE-LANE ROAD</strong></td>
<td></td>
</tr>
<tr>
<td>F2.35</td>
<td>Centre-lane closure</td>
</tr>
<tr>
<td>F2.36</td>
<td>Contraflow lane closure</td>
</tr>
<tr>
<td><strong>TWO-WAY FOUR-LANE ROAD</strong></td>
<td></td>
</tr>
<tr>
<td>F2.37</td>
<td>Left-lane closure</td>
</tr>
<tr>
<td>F2.38</td>
<td>Two-lane closure</td>
</tr>
<tr>
<td>F2.39</td>
<td>Centre-lane closures</td>
</tr>
<tr>
<td><strong>ONE-WAY THREE-LANE DIVIDED OR THREE-LANE ROAD</strong></td>
<td></td>
</tr>
<tr>
<td>F2.40</td>
<td>One-lane closure</td>
</tr>
<tr>
<td>F2.41</td>
<td>Two-lane closure</td>
</tr>
<tr>
<td>F2.42</td>
<td>Two-lane closure</td>
</tr>
</tbody>
</table>
## MOBILE OPERATIONS

<table>
<thead>
<tr>
<th>No.</th>
<th>LOW-VOLUME ROADS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TWO-WAY TWO-LANE ROAD</td>
</tr>
<tr>
<td>F3.1</td>
<td>Single lane</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>No.</th>
<th>LEVEL 1 ROADS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TWO-WAY TWO-LANE ROAD</td>
</tr>
<tr>
<td>F4.1</td>
<td>Work vehicle is more than five (5) metres from the edgeline</td>
</tr>
</tbody>
</table>
| F4.2 | Work vehicle is within five (5) metres of the edgeline | CSD to work vehicle:  
  ■ not required under 65km/h  
  ■ required over 65km/h |
| F4.3 | Work vehicle is within five (5) metres of the edgeline | Speed limit over 65km/h  
  The rear visibility is less than CSD |
| F4.4 | Work vehicle is in a lane | Permanent speed under 65km/h |
| F4.5 | Work vehicle is in a lane | Permanent speed over 65km/h  
  CSD forward visibility to work vehicle |
| F4.6 | Work vehicle is in a lane | Permanent speed over 65km/h  
  No CSD to work vehicle |
| F4.7 | Personnel on the road | Any speed |

|     | TWO-LANE DIVIDED OR TWO-LANE ONE-WAY ROAD |
| F4.8 | Work vehicle in the right lane | Permanent speed over 65km/h |
| F4.9 | Part or all of a lane occupied | Semi-static closure – work for up to 1 hour |
READING A TRAFFIC MANAGEMENT DIAGRAM (TMD)

Usually contractors place the signs on one side of the road with the TMD the right way up. When signs are placed for the other 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 turned upside down.
<table>
<thead>
<tr>
<th>Legend for Diagrams</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Working space</strong></td>
</tr>
<tr>
<td><img src="image" alt="Working space icon" /></td>
</tr>
<tr>
<td><strong>Cones</strong></td>
</tr>
<tr>
<td><img src="image" alt="Cones icon" /></td>
</tr>
<tr>
<td><strong>Safety zones</strong></td>
</tr>
<tr>
<td><img src="image" alt="Safety zones icon" /></td>
</tr>
<tr>
<td><strong>Optional:</strong></td>
</tr>
<tr>
<td>- Cones</td>
</tr>
<tr>
<td>- Signs</td>
</tr>
<tr>
<td><strong>Edgeline or edge of trafficable lane</strong></td>
</tr>
<tr>
<td><img src="image" alt="Edgeline or edge of trafficable lane icon" /></td>
</tr>
<tr>
<td><strong>Hazard area</strong></td>
</tr>
<tr>
<td><img src="image" alt="Hazard area icon" /></td>
</tr>
<tr>
<td><strong>Manhole</strong></td>
</tr>
<tr>
<td><img src="image" alt="Manhole icon" /></td>
</tr>
<tr>
<td><strong>Edge of Seal (indicated by dotted line next to solid black line)</strong></td>
</tr>
<tr>
<td><img src="image" alt="Edge of seal icon" /></td>
</tr>
<tr>
<td><strong>Barrier, safety fence or cone bars</strong></td>
</tr>
<tr>
<td><img src="image" alt="Barrier icon" /></td>
</tr>
<tr>
<td><strong>Ramp</strong></td>
</tr>
<tr>
<td><img src="image" alt="Ramp icon" /></td>
</tr>
</tbody>
</table>
LEVEL LV LAYOUT DISTANCES TABLE

<table>
<thead>
<tr>
<th>Permanent speed limit or RCA-designated operating speed (km/h)</th>
<th>50</th>
<th>60</th>
<th>70</th>
<th>80</th>
<th>90</th>
<th>100</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic signs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A Sign visibility distance (m)</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
</tr>
<tr>
<td>B Warning distance (m)</td>
<td>50 or 30*</td>
<td>80</td>
<td>105</td>
<td>120</td>
<td>135</td>
<td>150</td>
</tr>
<tr>
<td>C Sign spacing (m)</td>
<td>25 or 15*</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>75</td>
</tr>
<tr>
<td>Safety zones</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D Longitudinal (m)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>E Lateral (m)*</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>* Optional for LV roads</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tapers</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G Taper length (m)*</td>
<td>25</td>
<td>30</td>
<td>35</td>
<td>40</td>
<td>45</td>
<td>50</td>
</tr>
</tbody>
</table>

Delineation devices

Cone spacing in taper (m)                                      | 2.5 | 2.5 | 5   | 5   | 5   | 5   |

Cone spacing: working space (m)                               | 10  | 10  | 10  | 20  | 20  | 20  |

* The smaller minimum distance (dimensions B and C) can be applied to accommodate road constraints.

* On LV roads, the lateral safety zone may be reduced or eliminated in order to retain a single lane width. Positive traffic control and an appropriate TSL are to be used.

* Where there are road environment constraints (including intersections and commercial accesses), a 10m taper may be used for speeds 50km/h and under. This does not apply on state highways or where portable traffic signals, manual traffic controller (stop/go) or priority give way, are used.

On all roads tapers may be reduced to 30m where portable traffic signals, manual traffic controller (stop/go) or priority give way, are employed.

Lane widths

<table>
<thead>
<tr>
<th>(km/h)</th>
<th>30</th>
<th>50</th>
<th>60</th>
<th>70</th>
<th>80</th>
<th>90</th>
</tr>
</thead>
<tbody>
<tr>
<td>F Lane width (m)</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>
</tr>
</tbody>
</table>

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

LV/low-risk roads

Working on roads designated as LV/low risk (less than 250 vehicles per day (vpd) • less than 20 vehicles per hour), with clear sight distance to the operation and an operating speed of less than 65km/h:

• Use an appropriate advance warning sign (static installation) and amber flashing beacon on working vehicle when working on the shoulder.

• Consider stop/go or give way control of traffic when activity encroaches onto lane.

If the above requirements cannot be achieved, the operation must be modified to comply with the requirements of a higher risk rating.
## LEVEL 1 LAYOUT DISTANCES TABLE

<table>
<thead>
<tr>
<th>Traffic signs</th>
<th>≤50</th>
<th>60</th>
<th>70</th>
<th>80</th>
<th>90</th>
<th>100</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Sign visibility distance (m)</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
</tr>
<tr>
<td>B Warning distance (m)</td>
<td>30 or 50*</td>
<td>80</td>
<td>105</td>
<td>120</td>
<td>135</td>
<td>150</td>
</tr>
<tr>
<td>C Sign spacing (m)</td>
<td>15 or 25*</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>75</td>
</tr>
</tbody>
</table>

### Safety zones

<table>
<thead>
<tr>
<th>D Longitudinal (m)*</th>
<th>≤50</th>
<th>60</th>
<th>70</th>
<th>80</th>
<th>90</th>
<th>100</th>
</tr>
</thead>
<tbody>
<tr>
<td>+ (Not required on LV roads)</td>
<td>5 or 10*</td>
<td>15</td>
<td>30</td>
<td>45</td>
<td>55</td>
<td>60</td>
</tr>
<tr>
<td>E Lateral (m)*</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>+ (Optional on LV roads)</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

### Tapers

<table>
<thead>
<tr>
<th>G Taper length (m)*</th>
<th>≤50</th>
<th>60</th>
<th>70</th>
<th>80</th>
<th>90</th>
<th>100</th>
</tr>
</thead>
<tbody>
<tr>
<td>G LV roads taper length (m)*</td>
<td>25</td>
<td>30</td>
<td>35</td>
<td>40</td>
<td>45</td>
<td>50</td>
</tr>
<tr>
<td>K Distance between tapers (m)</td>
<td>40</td>
<td>50</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
</tr>
</tbody>
</table>

### Delineation devices

<table>
<thead>
<tr>
<th>Cone spacing in taper (m)</th>
<th>≤50</th>
<th>60</th>
<th>70</th>
<th>80</th>
<th>90</th>
<th>100</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cone spacing: Working space (m)</td>
<td>2.5</td>
<td>2.5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
</tbody>
</table>

* Larger minimum distances apply where there is more than one lane each way and on all state highways.

* On LV roads the longitudinal and lateral safety zones may be reduced, or eliminated, in order to retain a single lane width. Positive traffic control and an appropriate TSL are to be used.

# Where there are road environment constraints (including intersections and commercial accesses) a 10m taper may be used for speeds 50km/h and under. This does not apply on state highways or where portable traffic signals, manual traffic controller (stop/go) or priority give way are used.

On all roads tapers may be reduced to 30m where portable traffic signals, manual traffic controller (stop/go) or priority give way are employed.

#### Lane widths

<table>
<thead>
<tr>
<th>(km/h)</th>
<th>≤50</th>
<th>60</th>
<th>70</th>
<th>80</th>
<th>90</th>
<th>100</th>
</tr>
</thead>
<tbody>
<tr>
<td>F Lane width (m)</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>
</tr>
</tbody>
</table>

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

### LV/low risk roads

Working on roads designated as LV/low-risk roads (less than 250 vpd - less than 20 vehicles per hour), with clear sight distance to the operation and an operating speed of less than 65 km/h:

- Use an appropriate advance warning sign (static installation) and amber flashing beacon(s) on working vehicle when working on the shoulder.

- Consider stop/go or give way control of traffic when activity encroaches onto lane.

If the above requirements cannot be achieved, the operation must be modified to comply with the requirements of a higher risk rating.
Notes
1. The RP51/RP22 and RP55 controls must be placed in the following priority order:
   - downhill traffic must give way to
   - uphill traffic traffic that has to cross into the opposing lane gives way
   - where both vehicles have to cross into opposing lanes, the vehicle with the best visibility gives way
2. RS1/TG1 TSL signs and RS1/RS2/RS3 TSL derestiction signs may be installed if required
3. Working space to be less than 100m
4. Intervisibility is required as indicated on diagram. This means that a vehicle at one sign is able to see whether the way ahead is clear
Notes
1. T1A sign to be placed at least 15m from the intersection
2. Where less than B, T1A/T135 and TG2 signs required on main road
3. Working space to be less than 100m
4. Signage is not required past the worksite where there is less than 3 x B from the end of the working space to the end of the road
Notes
1. Minimum pedestrian footpath widths:
   - Residential/Rural - 0.9m
   - Suburban Centre - 1.2m
   - CBD - 2m
2. Where the length of the working space exceeds 20m, these widths may have to be increased so footpath users do not have to wait to pass.
3. Temporary footpath surfaces must be suitable for footpath users.
4. Use 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.
   **Note:** Cone bars are not recommended where heavy equipment (e.g., a digger) is being used. A safety fence is preferred in these cases.
5. This TMD must be used in conjunction with appropriate TTM for any work carried out on the shoulder or in the live lane.
FOOTPATH
Footpath diverted onto berm between working space and carriageway
Second preference

Notes
1. Minimum pedestrian footpath widths:
   - Residential/Rural - 0.9m
   - Suburban Centre - 1.2m
   - CBD - 2m
2. Where the length of the working space exceeds 20m, these widths may have to be increased so footpath users do not have to wait to pass
3. Temporary footpath surfaces must be suitable for footpath users
4. Use 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
   
   **Note**
   Cone bars are not recommended where heavy equipment (e.g., a digger) is being used. A safety fence is preferred in these cases
5. Use barrier or safety fence to delineate the traffic side of the footpath, or at attended worksites (except on state highways) cones connected with cone bars can be used to delineate the traffic side of the footpath for a short period of time
6. There must be a lateral safety zone between the traffic side of the footpath and the live lane:
   - 0.5m for barrier
   - 1m for safety fence or cone bars
7. 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 working space exceeds 20m, these widths may have to be increased so footpath users do not have to wait to pass
3. Use 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
   Note
   Cone bars are not recommended where heavy equipment (e.g., a digger) is being used. A safety fence is preferred in these cases
4. Use barrier or safety fence to delineate the traffic side of the footpath, or at attended worksites (except on state highways) cones connected with cone bars can be used to delineate the traffic side of the footpath for a short period of time
5. There must be a lateral safety zone between the traffic side of the footpath and the live lane:
   - 0.5m for barrier
   - 1m for safety fence or cone bars
6. Use kerb ramps to assist mobility vehicles, pushchairs, etc
7. At night-time, 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

FOOTPATH
Footpath diverted onto carriageway
Third preference
Notes
1. Use T2A and PEDESTRIANS supplementary plate to alert road users to the potential of footpath users crossing the carriageway
2. Use safety fence at each end of working space
3. Use kerb ramps
4. Use another TMD as well, where working space/safety zone encroaches on live lane
5. This TMD must be used in conjunction with appropriate TTM for any work carried out on the shoulder or in the live lane

Static operations

FOOTPATH
Footpath closed - permanent speed less than 65km/h
Fourth preference
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 T1A and WORKS END TG2 are optional.
2. Traffic management must be provided where footpath users or cyclists are affected.
3. This layout may only be used during daylight hours.
Notes
1. Where work is carried out in the legal parking lane (a place where a vehicle would normally park with a footpath and/or kerb and channel alongside), the following minimum standard of TTM must be provided:
   - a 10m taper in front of the work vehicle
   - cones alongside the work vehicle and the working space
   - a longitudinal safety zone
   - a 1m lateral safety zone along the working space
   - a T1A (or other appropriate advance warning sign) mounted on the back of the work vehicle
2. T1A ROAD WORKS and TG2 WORKS END signs are optional
3. The work vehicle may have an amber flashing beacon
4. Traffic management must be provided where footpath users or cyclists are affected
5. This layout may only be used during daylight hours
Notes
1. A 10m taper is allowed where shoulder width is less than 2.5m.
2. For shoulders exceeding 2.5m width, apply the following calculation; calculation of taper length for lateral shift of less than 3.5m is:
   \[ W \times G \]
   \[ W = \text{Width of shoulder} \]
   \[ G = \text{Taper length in metres from the level 1 layout distance table} \]
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. *Calculation of taper length for lateral shift of less than 3.5m is:
   \[ W \times G \]
   \[ 3.5 \]
   \[ W = \text{Width of lateral shift} \]
   \[ G = \text{Taper length in metres from the level 1 layout distance table} \]
4. Use TSLs if required by TSL decision matrix
5. The T144 X0km/h AHEAD sign is optional

---

**Static operations**

CYCLE LANE
Traffic not crossing road centre
Diverted cycle lane
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. *Calculation of taper length for lateral shift of less than 3.5m is:
   \[ W \times G \]
   \[ W = \text{Width of lateral shift} \]
   \[ G = \text{Taper length in metres from the level 1 layout distance table} \]

4. Use TSLs if required by TSL decision matrix.

5. The T144 X0km/h AHEAD sign is optional.
Notes
1. Only use this TMD if there is insufficient width to fit a replacement cycle lane
2. Minimum cycle lane width must be:
   - 1m - 50km/h or less
   - 1.5m - 60km/h or more
3. A minimum cycle lane width of 1.5m is required if the temporary cycle lane is uphill
4. Merge of cycle lane with live lane must be delineated
5. *Calculation of taper length for lateral shift of less than 3.5m is:
   \[ W \times \frac{G}{3.5} \]
   \( W \) = Width of lateral shift
   \( G \) = Taper length in metres from the level 1 layout distance table
6. The T144 30km/h AHEAD sign is optional
Notes
1. Calculation of taper length for lateral shift of less than 3.5m is:
   \[ W \times G \]
   3.5
   \( W \) = Width of lateral shift
   \( G \) = Taper length in metres from the level 1 layout distance table
2. If traffic likely to cross the centreline, place cones on the centreline with RD6L signs at each end
3. Use TSLs if required by TSL decision matrix
4. If TSLs not required, the T1A and TG2 signs on the right hand side of the road are also not required
5. The T144 X0km/h AHEAD sign is optional
Notes

1. Use this diagram if signs will not be visible on left-hand side of road, or if it is safer to place signs on median and this will not interfere with turning traffic movements.

2. Where a median exists which is more than 2m wide, the signs may be positioned on the median. Signs must be placed back-to-back unless on a solid median.

3. Where there is a solid median, signs are not required in the opposing direction.

4. *Calculation of taper length for lateral shift of less than 3.5m is:
   \[ \frac{W \times G}{3.5} \]
   
   Where:
   - \( W \) = Width of lateral shift
   - \( G \) = Taper length in metres from the level 1 layout distance table

5. Use TSLs if required by TSL decision matrix.

6. The T144 X0km/h AHEAD sign is optional.

TWO-WAY TWO-LANE ROAD
Traffic not crossing road centre
Signs on median
Notes
1. Cones are required on edge of live lane opposite closure if road is not well defined
2. Return taper at end of closure may be shortened
3. *Calculation of taper length for lateral shift of less than 3.5m is:
   \[ W \times \frac{G}{3.5} \]
   \( W \) = Width of lateral shift
   \( G \) = Taper length in metres from the level 1 layout distance table
4. Use PN11 No Stopping signs, if necessary
5. Use TSLs if required by TSL decision matrix
6. The T144 X0km/h AHEAD sign is optional
Notes
1. Extend or place extra advance warning signs towards on-coming traffic beyond any expected traffic queues.
2. A 30m return taper at the end of the closure is mandatory.
3. Cones are required on edge of live lane opposite closure if road 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 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 MTC essentials for further information.
8. The T144 30km/h AHEAD sign is optional.
TWO-WAY TWO-LANE ROAD
All traffic stopped temporarily
Manual traffic control (STOP/GO or STOP/SLOW)

Notes
1. Closure period not to exceed the limit set or approved by the RCA
2. Extend 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 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 MTC essentials for further information
7. The T144 X0km/h AHEAD sign is optional
Notes
1. The RP51/RP22 and RP55 controls must be placed in the following priority order:
   - downhill traffic must give way to uphill traffic
   - traffic that has to cross into the opposing lane gives way
   - where both vehicles have to cross into opposing lanes, the vehicle with the best visibility gives way
2. Intervisibility is required as indicated on diagram. This means that a vehicle at one sign is able to see whether the way ahead is clear
3. A 30m return taper at the end of the closure is mandatory
4. Use PN11 No Stopping signs, if necessary
5. Cones are required on edge of live lane opposite closure if road is not well defined
6. The T144 X0km/h AHEAD sign is optional
Notes
1. Provide details of make and model of portable traffic signals in the TMP
2. Install temporary limit lines 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 live lane opposite closure if road is not well defined
6. Extend or place extra advance warning signs towards on-coming traffic beyond 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
9. The T144 30km/h AHEAD sign is optional
Notes
1. Cones are required on edge of live lane opposite closure if road is not well defined.
2. Calculation of taper length for lateral shift of less than 3.5m is:
   \[ W \times \frac{G}{3.5} \]
   - \( W \) = Width of lateral shift
   - \( G \) = Taper length in metres from the level 1 layout distance table
3. Use PN11 no stopping signs, if necessary.
4. Use TSLs if required by TSL decision matrix.
5. The T144 X0km/h AHEAD sign is optional.
Notes
1. Sign spacing of TSL at the intersection can be reduced as per the table shown below.
2. Where minimum dimensions cannot be achieved TMD F2.20 is to be used.
3. *Calculation of taper length for lateral shift of less than 3.5m is:
   \[ W \times G \]
   \[ W = \text{Width of lateral shift} \]
   \[ 3.5 \ G = \text{Taper length in metres from the level 1 layout distance table} \]
4. If traffic likely to cross the centreline, place cones on the centreline with RD6L signs at each end.
5. Use TSLs as required by TSL decision matrix.
6. The T144 30km/h AHEAD sign is optional.

<table>
<thead>
<tr>
<th>Speed</th>
<th>Intersection to TSL</th>
<th>TSL to taper</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;50km/h</td>
<td>15m</td>
<td>15m</td>
<td>30m</td>
</tr>
<tr>
<td>60km/h</td>
<td>15m</td>
<td>25m</td>
<td>40m</td>
</tr>
<tr>
<td>&gt;70km/h</td>
<td>15m</td>
<td>40m</td>
<td>55m</td>
</tr>
</tbody>
</table>
Notes

1. *Calculation of taper length for lateral shift of less than 3.5m is:
   \[ W \times \frac{3.5}{G} \]
   \( W = \) Width of lateral shift
   \( G = \) Taper length in metres from the level 1 layout distance table

2. If traffic likely to cross the centreline, place cones on the centreline with RD6L signs at each end

3. Use TSLs as required by TSL decision matrix

4. The T144 X0km/h AHEAD sign is optional
Notes
1. This diagram may be used at a T intersection by removing any one of the roads
2. Signs and layout shown in the box at the bottom of the diagram is to be repeated on each approach
3. RD6L signs are not required at an existing roundabout
4. Cone tapers are optional at existing roundabouts
5. Lane widths, F, may need to be increased to allow for turning movements of larger vehicles
6. Use TSLs if required by TSL decision matrix
7. The T144 X0km/h AHEAD sign is optional
Notes
1. This diagram may be used at a T intersection by removing any one of the roads.
2. Signs and layout shown in the box at the bottom of the diagram is to be repeated on each approach.
3. A 30m return taper at the end of the closure is mandatory.
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 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 MTC essentials for further information.
8. Cones from TSL to taper are mandatory at over 65km/h (for positive traffic management).
9. The T144 30km/h AHEAD sign is optional.
Notes
1. Use TSLs if required by TSL decision matrix
2. Cones from TSL to taper are mandatory at over 65km/h (for positive traffic management)
3. The T144 X0km/h AHEAD sign is optional
Notes
1. Block access to road with barricade
2. If a longer term site, use chevron sight board to direct traffic
Static operations

TWO-WAY TWO-LANE ROAD - Road closures and detours

Typical detour route signing

Example

Notes

1. Signpost all intersections to return diverted traffic back to normal/intended route:
   - Use appropriate sign to indicate detour ahead (eg TD3A)
   - Use appropriate route signs before each intersection and on long straights (eg TDA1)
   - Use TD5 signs to advise end of detour
2. If detour to operate for more than 48 hours:
   - Use chevron sight board to direct traffic
   - Add destination signage as appropriate
Notes
1. This diagram is for initial response only. Appropriate long term TTM must be installed as soon as practical.
2. Use one of the following signs and/or supplementary plates:

- T211: Flooding
- T212: Washout
- TR1LR: Slips
- TR2: Slippery Surface
- TR4: Uneven Surface

3. If necessary, erect TG4 DRY YOUR BRAKES sign
4. Delineate hazard if hazard extends onto lane
5. Use TSLs if required by TSL decision matrix
6. The T144 X0km/h AHEAD sign is optional
Notes
1. Use cones to form a threshold treatment at the start of the new seal. Minimum of 10 cones at 5m centres.
2. Cones on the trafficked side of signs for sites to be left unattended overnight.
3. Worksites need positive traffic management to ensure all road users travel at the TSL.
4. Use TSLs if required by TSL decision matrix.
5. TSLs to be repeated at 400m maximum centres.
6. The T144 X0km/h AHEAD sign is optional.
Notes
1. This layout must not be used on an alignment with horizontal curves (corners) or when repairs are carried out on or near horizontal curves. See TMD F2.29
2. On long worksites, use ‘Next X km’ plates, repeat temporary speed limit signs at not more than 400m intervals
3. Signs for some alternative situations:
   - TR4 Uneven Surface
   - TR2 Slippery Surface
   - TR3 Gravel Unsealed Surface
   - TR31 New Seal
   - TR32 Seal Repairs
4. Cones to be placed on left of carriageway for full length of hazard at 10m centres or at least 3 cones, whichever is the greater
5. Cones on the trafficked side of signs for sites to be left unattended overnight
6. Worksites need positive traffic management to ensure all road users travel at the TSL
7. Use TSLs if required by TSL decision matrix
8. The T144 X0km/h AHEAD sign is optional
Notes
1. Cones on edge of seal - minimum 3m, maximum spacing 10m, next to each repair area
2. Cover any curve advisory speed sign that has a higher speed than the TSL
3. Use TSLs if required by TSL decision matrix
4. The T144 X0km/h AHEAD sign is optional
Notes
1. Use TSLs if required by TSL decision matrix.
2. Cones from TSL to taper are mandatory at over 65km/h (for positive traffic management).
3. The T144 X0km/h AHEAD sign is optional.
Notes
1. Use TSLs if required by TSL decision matrix
2. Cones from TSL to taper are mandatory at over 65km/h (for positive traffic management)
3. The T144 X0km/h AHEAD sign is optional
Notes
1. Cones required opposite closure if edge of carriageway not clearly defined
2. *Calculation of taper length for lateral shift of less than 3.5m is:
   \[
   W \times G
   \]
   \[
   3.5
   \]
   W = Width of lateral shift
   G = Taper length in metres from the level
   1 layout distance table
3. Use TSLs if required by TSL decision matrix
4. Cones from TSL to taper are mandatory at over 65km/h (for positive traffic management)
5. The T144 X0km/h AHEAD sign is optional
Notes
1. Where a physical centre median exists which is more than 2m wide, signs and cones may be positioned on the median
2. *Calculation of taper length for lateral shift of less than 3.5m is:
   \[ W \times \frac{G}{3.5} \]
   \( W \) = Width of lateral shift
   \( G \) = Taper length in metres from the level 1 layout distance table
3. Cones must be placed behind any away-facing signs for rear-side visibility
4. Use PN11 No Stopping signs, if necessary
5. Use TSLs if required by TSL decision matrix
6. Cones from TSL to taper are mandatory at over 65km/h (for positive traffic management)
7. The T144 X0km/h AHEAD sign is optional
Notes
1. Use either TMD F2.32 or TMD F2.33 in preference to this TMD, unless their use would likely cause traffic delays.
2. Cones are required on edge of live lane opposite closure if road is not well defined.
3. *Calculation of taper length for lateral shift of less than 3.5m is: $W \times G$ 
   
   $W = \text{Width of lateral shift}$
   
   $G = \text{Taper length in metres from the level 1 layout distance table}$
4. Use PN11 No Stopping signs, if necessary.
5. Use TSLs if required by TSL decision matrix.
6. Cones from TSL to taper are mandatory at over 65km/h (for positive traffic management).
7. The T144 X0km/h AHEAD sign is optional.
Notes
1. If the closure is on a passing lane, the start of the taper must be greater than 600m after the start of the passing lane (if this cannot be achieved then close the passing lane completely and cover all permanent passing lane signs)
2. If the end of the closure is within 600m of the end of a passing lane, continue to close the centre lane
3. Cones are required on edge of live lane opposite closure if road is not well defined
4. Cones must be placed behind any away-facing signs for rear-side visibility
5. Use TSLs as required by TSL decision matrix
6. Cones from TSL to taper are mandatory at over 65km/h (for positive traffic management)
7. The T144 X0km/h AHEAD sign is optional
Notes:
1. If the closure is on a passing lane, the start of the taper must be greater than 600m after the start of the passing lane (if this cannot be achieved then close the passing lane completely and cover all permanent passing lane signs).
2. If the end of the closure is within 600m of the end of a passing lane, continue to close the centre lane.
3. Cones must be placed behind any away-facing signs for rear-side visibility.
4. Use TSLs as required by TSL decision matrix.
5. Cones from TSL to taper are mandatory at over 65km/h (for positive traffic management).
6. The T144 X0km/h AHEAD sign is optional.
Notes
1. Where a physical centre median exists which is more than 2m wide, signs and cones may be positioned on the median
2. Cones must be placed behind any away-facing signs for rear-side
3. Use TSLs if required by TSL decision matrix
4. Cones from TSL to taper are mandatory at over 65km/h (for positive traffic management)
5. The T144 X0km/h AHEAD sign is optional
Notes
1. Use PN11 No Stopping signs, if necessary
2. *Calculation of taper length for lateral shift of less than 3.5m is:
   \[ W \times \frac{G}{3.5} \]
   
   \( W \) = Width of lateral shift
   \( G \) = Taper length in metres from the level 1 layout distance table
3. Cones must be placed behind any away-facing signs for rear-side visibility
4. Use TSLs if required by TSL decision matrix
5. Cones from TSL to taper are mandatory at over 65km/h (for positive traffic management)
6. The T144 X0km/h AHEAD sign is optional
Notes
1. Cones must be placed behind any away-facing signs for rear-side visibility
2. Cones required opposite closure if edge of carriageway not clearly defined
3. Use TSLs if required by TSL decision matrix
4. Cones from TSL to taper are mandatory at over 65km/h (for positive traffic management)
5. The T14 X0km/h AHEAD sign is optional
Notes
1. Full end taper may be added if required.
2. Use TSLs if required by TSL decision matrix.
3. Cones from TSL to taper are mandatory at over 65km/h (for positive traffic management).
4. The T144 X0km/h AHEAD sign is optional.
Notes
1. Cones are required on edge of live lane opposite closure if road is not well defined
2. Use TSLs if required by TSL decision matrix
3. Cones from TSL to taper are mandatory at over 65km/h (for positive traffic management)
4. The T144 X0km/h AHEAD sign is optional
Notes
1. Cones are required on edge of live lane opposite closure if road is not well defined.
2. *Calculation of taper length for lateral shift of less than 3.5m is:
   \[ W \times \frac{G}{3.5} \]
   \( W = \) Width of lateral shift
   \( G = \) Taper length in metres from the level 1 layout distance table
3. Use TSLs if required by TSL decision matrix
4. Cones from TSL to taper are mandatory at over 65km/h (for positive traffic management)
5. The T144 X0km/h AHEAD sign is optional.
Notes
1. A tail pilot vehicle equipped with T1A advance warning sign and a supplementary plate (T132, T133, T136, T137) can be used to replace all static signs.
Mobile operations

TWO-WAY TWO-LANE ROAD
Work vehicle is more than five (5) metres from the edgeline
Any speed

T1A/T136
Greater than 5m
Notes
1. If permanent speed is under 65km/h, rear visibility to the work vehicle is not required.
2. If permanent speed is over 65km/h, rear visibility to the work vehicle is required.
3. A tail pilot vehicle equipped with T1A advance warning sign and appropriate supplementary plate may replace the static signs if the permanent speed is under 65km/h (see TMD F4.3).

TWO-WAY TWO-LANE ROAD
Work vehicle is within five (5) metres of the edgeline
CSD to work vehicle - not required under 65km/h, required over 65km/h
Notes
1. This TMD can replace TMD F4.2 when permanent speed is under 65km/h. In these situations, static signs are not required.
TWO-WAY TWO-LANE ROAD
Work vehicle is in a lane
Permanent speed under 65km/h

Notes
1. Advance warning sign X may be replaced by tail pilot equipped with T1A advance warning sign and appropriate supplementary plate
2. In this case, signs marked with Y do not need to be erected
Mobile operations

TWO-WAY TWO-LANE ROAD
Work vehicle is in a lane
Permanent speed over 65km/h - CSD forward visibility to work vehicle

Forward visibility is greater than clear sight distance

Rear visibility

5 to 20 seconds travel time (approx. 100-600m)

Rear visibility is greater than clear sight distance

T1A/T134

TV4

RD6R

Work vehicle

Mobile operations

F4.5
Level 1
Notes
1. Both forward and rear visibility is less than the clear sight distance continuously for 1km.

TWO-WAY TWO-LANE ROAD
Work vehicle is in a lane
Permanent speed over 65km/h - no CSD to work vehicle

Forward visibility is greater than clear sight distance

5 to 20 seconds travel time (approx. 100-600m)

Rear visibility is greater than clear sight distance

Lead pilot

Tail pilot

Mobile operations

TWO-WAY TWO-LANE ROAD
Work vehicle is in a lane
Permanent speed over 65km/h - no CSD to work vehicle

Forward visibility is less than clear sight distance

5 to 20 seconds travel time (approx. 100-600m)

Rear visibility is less than clear sight distance

Mobile operations

TWO-WAY TWO-LANE ROAD
Work vehicle is in a lane
Permanent speed over 65km/h - no CSD to work vehicle

Rear visibility is greater than clear sight distance

Lead pilot

Tail pilot

T1A/T134

TV4 RD6R
Notes
1. If the permanent speed is under 65km/h, the tail pilot vehicle may be replaced with static signs (T1A with appropriate supplementary plate and TG2)
Notes
1. If the permanent speed is under 65km/h, the tail pilot vehicle may be replaced with static signs (T1A with appropriate supplementary plate and TG2).

Rear visibility is greater than clear sight distance.

5 to 20 seconds travel time (approx. 100-600m)

ONE-WAY TWO-LANE DIVIDED OR TWO-LANE ROAD
Work vehicle in the right lane
Permanent speed over 65km/h
Notes
1. Only use this TMD when activity can be completed within 1 hour (excluding set up and removal of worksite).
2. The T1A advance warning signs may be replaced by a tail pilot vehicle with a T1A sign, appropriate supplementary plate and a RD6R/L.
3. If shadow vehicle is fitted with a TMA, the longitudinal safety zone (D) is not required.

ONE-WAY TWO-LANE DIVIDED OR TWO-LANE ROAD
Part or all of a lane occupied
Semi-static closure - work for up to 1 hour
Note:
This page is to be used as the layout distances table for the level 1 static and semi-static 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.

LEGEND FOR DIAGRAMS

<table>
<thead>
<tr>
<th>Working space</th>
<th>Cones</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety zones</td>
<td>Optional:</td>
</tr>
<tr>
<td></td>
<td>• Cones</td>
</tr>
<tr>
<td></td>
<td>• Signs</td>
</tr>
<tr>
<td>Edgeline or edge of trafficable lane (indicated by solid black line)</td>
<td>Hazard area</td>
</tr>
<tr>
<td></td>
<td>Manhole</td>
</tr>
<tr>
<td>Edge of Seal (indicated by dotted line next to solid black line)</td>
<td>Barrier, safety fence or cone bars</td>
</tr>
<tr>
<td></td>
<td>Ramp</td>
</tr>
</tbody>
</table>

LEVEL 1 LAYOUT DISTANCES TABLE

<table>
<thead>
<tr>
<th>Permanent speed limit or RCA-designated operating speed (km/h)</th>
<th>≤50</th>
<th>60</th>
<th>70</th>
<th>80</th>
<th>90</th>
<th>100</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic signs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A Sign visibility distance (m)</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
</tr>
<tr>
<td>B Warning distance (m)</td>
<td>30</td>
<td>80</td>
<td>105</td>
<td>120</td>
<td>135</td>
<td>150</td>
</tr>
<tr>
<td>C Sign spacing (m)</td>
<td>15</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safety zones</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D Longitudinal (m)*</td>
<td>5</td>
<td>10</td>
<td>15</td>
<td>30</td>
<td>45</td>
<td>60</td>
</tr>
<tr>
<td>+ (Not required on LV roads)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E Lateral (m)*</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>+ (Optional on LV roads)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tapers</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G Taper length (m)*</td>
<td>30</td>
<td>50</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
</tr>
<tr>
<td>H LV roads taper length (m)*</td>
<td>25</td>
<td>30</td>
<td>35</td>
<td>40</td>
<td>45</td>
<td>50</td>
</tr>
<tr>
<td>J Distance between tapers (m)</td>
<td>40</td>
<td>50</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
</tr>
<tr>
<td>Delineation devices</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cone spacing in taper (m)</td>
<td>2.5</td>
<td>2.5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Cone spacing: Working space (m)</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>* Larger minimum distances apply where there is more than one lane each way and on all state highways.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>* On LV roads the longitudinal and lateral safety zones may be reduced, or eliminated, in order to retain a single lane width. Positive traffic control and an appropriate TSL are to be used.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>* Where there are road environment constraints (including intersections and commercial accesses) a 10m taper may be used for speeds 50km/h and under. This does not apply on state highways or where portable traffic signals, manual traffic controller (stop/go) or priority give way are used.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>* On all roads tapers may be reduced to 30m where portable traffic signals, manual traffic controller (stop/go) or priority give way are employed.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lane widths</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(km/h)</td>
<td>30</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
</tr>
<tr>
<td>F Lane width (m)</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>
</tr>
<tr>
<td>G Lane width (m)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H Lane width (m)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I Lane width (m)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>J Lane width (m)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LV/low risk roads</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Working on roads designated as LV/low-risk roads (less than 2500 vehicles per hour), with clear sight distance to the operation and an operating speed of less than 65km/h:

- Use an appropriate advance warning sign (static installation) and amber flashing beacon(s) on working vehicle when working on the shoulder.
- Consider stop/go or give way control of traffic when activity encroaches onto lane.

If the above requirements cannot be achieved, the operation must be modified to comply with the requirements of a higher risk rating.