

TRAFFIC MANAGEMENT PLAN**RM 12 Centreline Marking using a Line Protection Vehicle**

Traffic Management Plan Reference				
	For Office Use Only			
Organisation	Contractor <i>Insert Contractor Name</i>	Client <i>Insert Client Name</i>		
Contract Name/Number	<i>Insert Contract Name</i>	RCA Consent Reference <i>Insert Where Required</i>		
Location	Road Name(s) <i>Insert Road Name</i>	Road Level (LV, 1, 2, 3) Level 1	Speed Limit <i>Insert Speed Limit</i>	From RP <i>Insert R.P</i>
				To RP <i>Insert R.P</i>
Description of Activity	This is a mobile operation for either marking or re-marking of road centrelines using a Type A applicator, assisted by a "line protection vehicle" vehicle to keep road users away from wet paint on the centreline.			
Work Programme	<i>Insert Work Programme</i>			
Proposed/ Restricted Work Hours	<i>Insert proposed or restricted hours of work</i>			
Traffic Details (Main Route)	AADT <i>Insert AADT ex RCA</i>	Peak Hour Flow <i>Insert Peak Hour Flows ex RCA</i>		

<p>Proposed Traffic Management Method</p>	<p>Active:</p> <p>Equipment</p> <p><u>Tail Pilot Vehicle</u> - Complete with TW1.4 “Road Marking” sign, RG34 “Keep Right” sign and two flashing amber beacons that are visible from both directions of travel.</p> <p><u>Line Protection Vehicle</u> - Complete with TW34 “Pass with Care” sign and two flashing amber beacons that are visible from both directions of travel.</p> <p><u>Work Vehicle – Type A applicator</u> - Complete with TW34 “Pass with Care” sign, forward facing TW26 “Road Works” sign and two flashing amber beacons that are visible from both directions of travel.</p> <p><u>Additional Tail Pilot Vehicle</u> - must be used if required for extended drying times. Any additional Tail Pilot vehicles will be fitted with TW1.4 “Road Marking” sign, RG34 “Keep Right” sign and two flashing amber beacons that are visible from both directions of travel.</p> <p>Important Note:</p> <ul style="list-style-type: none"> • If drying times are extended and the gap between the work vehicle and the line protection vehicle exceeds the 1 km separation distance (SD), an additional tail pilot or line protection vehicle must be used to fill the gap because the SD has been exceeded. <p>Method</p> <ul style="list-style-type: none"> • The drying time will vary significantly dependent on the materials being applied, application parameters and the ambient conditions. • This Traffic Management Plan allows for a separation distance (SD) between the work vehicle and shadow vehicle of up to 1km. • The work vehicle (applicator) must travel close to the centreline. The application equipment must be positioned to within 15mm of the average centre of the existing markings at all times. • The operator of the work vehicle must maintain a consistent application speed. The marking speed will vary between 10 and 20km/h dependent on location, application set up and safe operating speeds. • The line protection vehicle position on the carriageway is used to manage traffic flow. • Work and line protection vehicles travel close to the centreline, to ensure the traffic passes them on their left hand side. An indication will be given to motorists to move past the operation on the left as and when there is sufficient room. If vehicles queue they may be released at naturally occurring situations, e.g. intersections, lay-bys, wide shoulders. • Advanced warning of these situations is given by the applicator operator who advises the shadow vehicle to position itself to give maximum warning and direction prior to the opportunity to pass. The applicator is then repositioned on the markings and the operation continues. • The operation progresses down the carriageway in the direction of traffic flow. • If there is poor visibility due to weather work should cease. • Where there is no clear sight distance (CSD) due to vertical and horizontal curves (corners and hills) lead pilot vehicle must be used. • All vehicles are in communication at all times.
	<p>Unattended:</p> <p style="text-align: center;">N/A</p>
	<p>Night:</p> <p style="text-align: center;">As per “Active” above.</p>

BEST PRACTICE TTM FOR ROAD MARKING ACTIVITIES

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Proposed Speed Restrictions	N/A	
Positive Traffic Management Measures	N/A	
Contingency Plans	<p>In the event of a “Major Incident” (Fatality, serious harm injury [real or potential] or significant property damage):</p> <ul style="list-style-type: none"> • The site will be secured to prevent the prospect of further injury or damage • The emergency services will be notified • The Engineer / RCA will be notified. <p>In the event of an “Incident” (Non injury accident or structural failure of the road):</p> <ul style="list-style-type: none"> • The site will be secured to prevent the prospect of further injury or damage • The Engineer / RCA will be notified. <p>In the event of “Significant delays” to road users, (10 or more vehicles) the activity will be halted and equipment removed from the “live lane”. The activity will only recommence when traffic volumes are at a level to reduce road users delays.</p>	
Public Notification	N/A	
Personal Safety	All staff will operate in terms of this approved Traffic Management Plan, the intent of the NZTA CoPTTM and the Company’s Health and Safety Management Plan for this type of operation.	
On-Site Monitoring	All sites will be continuously monitored by the site STMS, site TC, site supervisor and / or other staff involved in the process and as dictated by the traffic volumes, weather conditions, etc.	
Other Information <i>(eg. delay calcs, EED issues, temporary speed issues, etc)</i>	N/A	
Layout Diagrams	See attached diagram at back of this TMP.	
EED Applicable?	No	Attached No
Traffic Controllers	Name (STMS): <i>Insert details</i> Cert No: <i>Insert details</i>	Phone (24 hours) <i>Insert details</i>
	Name (TC) <i>Insert details</i> Cert No: <i>Insert details</i>	Phone (24 hours) <i>Insert details</i>

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<p>TMP prepared accurately to represent site conditions and submitted by</p>	<p>Contractor/Applicant <i>Insert details</i></p> <p>Cert No: <i>Insert details</i></p>	<p>Date</p> <p><i>Insert details</i></p>
<p>Requires Amendment</p>	<p>Engineer <i>Insert details</i></p> <p>Cert No: <i>Insert details</i></p>	<p>Date</p> <p><i>Insert details</i></p>
<p style="text-align: center;">This TMP is Approved on the Following Basis</p> <p>1. To the best of the approving Engineer’s judgment this TMP conforms to the requirements of the NZTA CoPTTM.</p> <p>2. This plan is approved on the basis that the <i>activity, the location and the road environment have been correctly represented by the applicant.</i> Any inaccuracy in the portrayal of this information is the responsibility of the applicant. The STMS for the activity is reminded that it is the STMS’s duty to “Postpone, cancel or modify operations due to the adverse traffic, weather or other conditions that affect the safety of this site” (reference A4.5).</p> <p>Approving Engineer:</p> <p style="text-align: center;"><i>(Name and Certificate Number)</i></p> <p>.....</p> <p style="text-align: center;"><i>(Signature)</i></p>		
<p>Acceptance by TMC</p>	<p>TMC: <i>Insert details</i></p> <p>Cert No: <i>Insert details</i></p> <p>Signature:</p>	<p>Date: <i>Insert details</i>.....</p>

LEVEL 1 - TWO LANE - TWO WAY ROAD CENTRELINE MARKING

