PREFACE

These traffic guidance schemes (TGSs) have been prepared to provide guidance for personnel engaged in common MRWA minor improvement and general maintenance road work activities. They are applicable to road works which are carried out during daylight hours, located on Highways and Main Roads. There are a number of work types and locations where these TGSs may not be appropriate. The intent is not to replace all road specific TGSs or the need for traffic management plans (TMPs). The purpose of the generic TCDs are to ensure consistent application of traffic management across the state.

Two TGSs have been prepared for each work type, one using Australian Standards 1742.3 stand-alone signs and one using Multi-Message Signs (MMS) allowable under Main Roads WA Code of Practice for Works on Roads (WACoP). For particular work types there is a requirement to refer to AS1742.3 and / or WACoP, which is indicated on the relevant TGSs.

It is vital a risk assessment be made of the proposed adoption of these treatments taking particular account of factors such as road environment, traffic volume and speed, road geometry and width, and the general behaviour of road users.

MMS have some advantages over stand-alone signs due to the signs being easier to lift and quicker to deploy. Prior to considering implementation of MMS a site specific risk assessment which considers variables affecting their performance such as work types, duration of works, sight distances, wind, road worker exposure, traffic volumes, traffic speeds and vehicles types needs to be undertaken.

Road asset owners need to make sure that their minor improvement and maintenance TMPs and TGSs are aligned to these generic diagrams for the work scenarios that have been covered.
# Main Roads WA Generic Traffic Guidance Schemes (AS 1742.3 signs)

<table>
<thead>
<tr>
<th>TGS No</th>
<th>Issue Date</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>001</td>
<td>6/08/2014</td>
<td>Very short term and low impact works: Open road area - frequently changing work area</td>
</tr>
<tr>
<td>002</td>
<td>6/08/2014</td>
<td>Very short term and low impact works: Open road area - shoulder grading and mowing</td>
</tr>
<tr>
<td>003</td>
<td>6/08/2014</td>
<td>Static worksite: Generic verge works between 3 m to 6m of nearest traffic (110 km/h to 80 km/h)</td>
</tr>
<tr>
<td>004</td>
<td>6/08/2014</td>
<td>Static worksite: Generic verge works between 1.2 m to 3 m of nearest traffic (110 km/h to 60 km/h)</td>
</tr>
<tr>
<td>005</td>
<td>6/08/2014</td>
<td>Static worksite: Generic verge works between 1.2 m to 3 m of nearest traffic (80 km/h to 60 km/h)</td>
</tr>
<tr>
<td>006</td>
<td>6/08/2014</td>
<td>Static worksite: Generic verge works within 1.2 m of nearest traffic (110 km/h to 40 km/h)</td>
</tr>
<tr>
<td>007</td>
<td>6/08/2014</td>
<td>Static worksite: Generic verge works within 1.2 m of nearest traffic (80 km/h to 40 km/h)</td>
</tr>
<tr>
<td>008</td>
<td>6/08/2014</td>
<td>Static worksite: Generic verge works between 1.2 m to 3 m of nearest traffic (default state limit to 60 km/h)</td>
</tr>
<tr>
<td>009</td>
<td>6/08/2014</td>
<td>Static worksite: Generic single lane shuttle operation – works within 1.2 m of nearest traffic (60 km/h to 40 km/h)</td>
</tr>
<tr>
<td>010</td>
<td>6/08/2014</td>
<td>Static worksite: Generic single lane shuttle operation – works between 1.2 m to 3 m of nearest traffic (80 km/h to 60 km/h)</td>
</tr>
<tr>
<td>011</td>
<td>6/08/2014</td>
<td>Static worksite: Generic single lane shuttle operation – high speed – works between 1.2 m to 3 m of nearest traffic (110 km/h to 60 km/h)</td>
</tr>
<tr>
<td>012</td>
<td>6/08/2014</td>
<td>Static worksite: Generic single lane shuttle operation – high speed – works within 1.2 m of nearest traffic (110 km/h to 40 km/h)</td>
</tr>
<tr>
<td>013</td>
<td>6/08/2014</td>
<td>Works on a multilane carriageway: Generic single lane closure mid-block – works within 1.2 m of traffic (60 km/h to 40 km/h)</td>
</tr>
<tr>
<td>014</td>
<td>6/08/2014</td>
<td>Works on a multilane carriageway: Generic single lane closure mid-block – works within 1.2 m of traffic (80 km/h to 40 km/h)</td>
</tr>
<tr>
<td>015</td>
<td>6/08/2014</td>
<td>Works on a multilane carriageway: Generic single lane closure mid-block – works within 1.2 m of traffic (110 km/h to 40 km/h)</td>
</tr>
<tr>
<td>016</td>
<td>6/08/2014</td>
<td>Works on a hold line: verge side lane – Generic single lane closure – works with in 1.2 m of traffic and 200 m of a signalized intersection (60 km/h to 40 km/h)</td>
</tr>
<tr>
<td>017</td>
<td>6/08/2014</td>
<td>Works on a hold line: median lane – Generic single lane closure – works with in 1.2 m of traffic and 200 m of a signalized intersection (60 km/h to 40 km/h)</td>
</tr>
<tr>
<td>018</td>
<td>6/08/2014</td>
<td>Works on minor road intersection: Traffic volumes less than 1500 vpd – works within 1.2 m of traffic (60 km/h to 40 km/h)</td>
</tr>
<tr>
<td>019</td>
<td>6/08/2014</td>
<td>Emergency and unplanned works: Short term response in emergency situation</td>
</tr>
<tr>
<td>020</td>
<td>6/08/2014</td>
<td>Static worksite: Generic verge works outside of 6 m to nearest traffic</td>
</tr>
<tr>
<td>021</td>
<td>6/08/2014</td>
<td>Mobile works – Pavement testing two lane, two way roads</td>
</tr>
<tr>
<td>022</td>
<td>6/08/2014</td>
<td>Mobile works – example of ride-on line marking</td>
</tr>
<tr>
<td>023</td>
<td>6/08/2014</td>
<td>Mobile works- two-lane, two way road – AS1742.3 – table 4.3- Plant and vehicle positioning</td>
</tr>
<tr>
<td>024</td>
<td>6/08/2014</td>
<td>Very short term and low impact works: Open road area – works between gaps in traffic</td>
</tr>
<tr>
<td>025</td>
<td>6/08/2014</td>
<td>Very short term and low impact works: Open road area – short term work near traffic</td>
</tr>
</tbody>
</table>
FREQUENTLY CHANGING WORK AREA

For activities such as minor maintenance on the pavement or shoulders, including road furniture, maintenance and longitudinal survey work at successive locations less than 2 km apart, the TCC may be applied. This TCC shall be subject to the following requirements:

1. A vehicle-based warning device shall be deployed on the work zone and shall be seen by approaching road users.
2. Work vehicles and equipment are parked clear of moving traffic.
3. Work can be conducted in the following two scenarios:
   a. Between gaps in traffic.
   b. Short-term work on the roadway.

(1) Short-term work on the roadway:

Workers may work within 10 m of moving traffic provided the roadway at any one work zone is not occupied for more than 5 min and the conditions below are observed: This may be increased to 20 min for works outside 10 m of moving traffic.

Smaller distance to the vehicle-mounted warning device for approaching drivers shall be:
- At greater than 10 m in a 50 km/h or lower speed zone or
- Greater than 20 m elsewhere.

A lookout person shall be posted to warn workers near the roadway of the approach of any vehicle whose speed or size might constitute a safety threat.

2 km MAXIMUM DISTANCE

**GENERAL NOTES**

1. The TCC is only to be used as part of a traffic management plan and signed off by an accredited Author.
2. All sign locations are to be checked prior to layout and positions adapted to allow for specific site constraints such as vegetation, other signs, roadside furniture and sufficient space on shoulders/emergency lanes.
3. The physical work signs shall be installed only during hours when transient personnel will be visible to passing traffic.
4. The proportioning of signage, lengths of stop signs, or markings shall be:
   - At least 10% less than the distance on the length given.
   - Maximum 35% more than the distance or length given.
5. All vehicles on site must be fitted with an audible reverse and dual flashing beacon.
LEGEND
EXISTING PAVEMENT/MARKING WORK SITE
SAFETY BUFFER
BOLLARDS/CONES
CONTAINMENT FENCE

TABLE 1: CODE OF PRACTICE

<table>
<thead>
<tr>
<th>VALUE OF DIMENSION D</th>
<th>MIN.</th>
<th>MAX.</th>
</tr>
</thead>
<tbody>
<tr>
<td>l/m (km/h)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>60</td>
<td>120</td>
</tr>
</tbody>
</table>

NOTES:
1. SPEED LIMIT OF 40km/h TEMPORARY SPEED ZONE IS 20 m.
2. ROADWORK CONES SPACING AT 7mm.
3. CONE SIZE IS 780mm.

GENERAL NOTES:
1. THIS TDC IS ONLY TO BE USED AS PART OF A TRAFFIC MANAGEMENT PLAN AND
   SIGN OFF BY AN ACCREDITED ANTH.
2. ALL SIGN LOCATIONS ARE TO BE CHECKED PRIOR TO SIGN AND POSTING ADJACENT
   TO ALLOW FOR SPECIFIC SITE CONSTRAINTS SUCH AS VEGETATION, OTHER SIGNS,
   ROADWAY FURNITURE AND SURPLUS SPACE ON SHOULDER/Emergency Lanes.
3. THE SYMPHONY WORKER SIGNS SHALL BE INSTALLED ONLY DURING HOURS WHEN
   WORKPERSONNEL WILL BE VISIBLE TO PASSING TRAFFIC.
4. ALL EXISTING SPEED ZONE SIGNS WITHIN THE SPEED ZONE SHALL BE
   COVERED WITH APPROPRIATE MATERIALS FOR THE DURATION OF THE STAGE
   AND COVER TO BE REMOVED ON COMPLETION OF WORKS EACH DAY. UNLESS
   OTHERWISE NOTED.
5. THE POSITIONING OF SIGNS LENGTH OF TAPERS OR MARKINGS SHALL BE
   AS PREPARED 10% LESS THAN THE DISTANCE OR LENGTH GIVEN 10% more
   THAN THE DISTANCE OR LENGTH GIVEN.
6. SPACING OF DELETION DEVICES:
   A) NO MINIMUM
   B) MAXIMUM 30% MORE THAN SPACING SHOWN
7. ALL VEHICLES USED ON SITE MUST BE
   FITTED WITH AN REPEATER AND BARRIERS.
8. USE OF SIGNS ARE TO BE USED FOR
   TRAFFIC SPEEDS UP TO 70km/h AND THE
   WIDTH IS NOT MORE THAN 4.0m.
9. REDUCE SPEED SIGN 25% MINIMUM OR 0/2.

DECLARATION:
THE RESPONSIBILITY OF THE USER OF THIS TRAFFIC
CONTROL DIAGRAM TO CONFORM THE APPROPRIATNESS AND
SUCCESSFUL FOR THE INTENDED WORK SITE IS BASED ON
REQUIREMENTS OF AS/NZS 4296 AND MAIN ROADS WA
TRAFFIC MANAGEMENT FOR WORKS ON ROADS CODE OF
PRACTICE.
ALL RESPONSIBILITY WILL REMAIN WITH THE USER TO
EACH COMPLIANCE WITH APPROPRIATE STANDARDS AND
THE PERSONNEL PROTECTION OF NECESSARY LEVEL OF
WORK SITE.
LEGEND

EXISTING PAVEMENT / MARKING
WORK SITE
SAFETY BUFFER
BOULLARDS/CONES
CONTAINMENT FENCE

TABLE 1: CODE OF PRACTICE
VALUE OF DIMENSION D

SPEED OF TRAFFIC
55km/h LESS
55 to 60km/h
60 to 80km/h
GREATER THAN 80km/h

DIMENSION D
m
10
15
17
20

SIGN LEGEND

GENERAL NOTES

1. THIS PLAN IS ONLY TO BE USED AS PART OF A TRAFFIC MANAGEMENT PLAN AND
   SIGNED OFF BY AN ACCREDITED AUTH.
2. ALL SIGN LOCATIONS ARE TO BE CHECKED
   PRIOR TO DESIGN AND POSTING ADAPTED TO
   ALLOW FOR SPECIFIC SITE CONSTRAINTS
   SUCH AS VEGETATION OTHER SIGN
   ROADING FURNISHING AND SPACE
   ON SHOULDER/Emergency Lanes.
3. THE SUPPLEMENT WORK SIGNS SHALL BE
   INSTALLED ONLY DURING HOURS WHEN
   WORKING PERSONNEL WILL BE VISIBLE TO
   PASSING TRAFFIC.
4. ALL EXISTING SPEED ZONE SIGNAGE WITHIN
   THE TEMPORARY SPEED ZONE SHALL BE
   COVERED WITH SUITABLE LAMINATE MATERIAL
   FOR THE DURATION OF THE STAGE AND
   CATHED IN ON COMPLETION OF WORKS.
5. THE POSTING OR POINTS SHOWING LENGTH!
   TAPERS OR MARKINGS SHALL BE
   A) MINIMUM 50% LESS THAN THE
   B) MAXIMUM 2% MORE THAN THE
   C) SPACING OF DELIMITER DEVICES:
   A) NO MINIMUM
   B) 1.5m MORE THAN SPACING
   CLEARANCE BETWEEN MARKS
   6. ALL VEHICLES USED ON SITE MUST BE
      FITTED WITH AN AUDIBLE REVERSE AND
      TAIL FLASHING BEACONS.
7. SPEED LIMITS ARE TO BE USED FOR
   TRAFFIC SPEEDS UP TO 50km/h AND THE
   OFFSET IS NOT MORE THAN 45cm.
8. REDUCE SPEED SIGN 25m MINIMUM OR 0/7.

DECLARATION

IT IS THE RESPONSIBILITY OF THE USER OF THIS TRAFFIC
CONTROL DIAGRAM TO CONFIRM THE APPROPRIATENESS
OR OTHERWISE THE INTENDED WORK SITE BASED ON
RISK ASSESSMENT. REVIEW OF THE

SCALE
NTS

1.00

Title
STATIC WORKSITE
GENERIC VERGE WORKS
WITHIN 1.2m OF NEAREST TRAFFIC LANE
110km/h TO 40km/h SPEED RESTRICTION

Dwg No.
MRWA-006

4/08/2016

MAIN ROADS WA

AMENDMENTS

C 3.05.14
B 3.02.12
A 3.01.12

MRWA AMENDMENTS
TEXT AND SIGN AMENDMENTS
FOR CONSTRUCTION
APPR.

REV.

3

DATE
08/04/16

DESCRIPTION
APPREHEN

MAIN ROADS WA

3.01.12
**Table 2 Code of Practice**

**Value of Dimension D**

<table>
<thead>
<tr>
<th>Speed Traffic Dimension D (m)</th>
<th>55 or less</th>
<th>55 to 65</th>
<th>Greater than 65</th>
</tr>
</thead>
<tbody>
<tr>
<td>Temporary Traffic Control</td>
<td>10</td>
<td>15</td>
<td>20</td>
</tr>
<tr>
<td>Temporary Traffic Control</td>
<td>15</td>
<td>25</td>
<td>30</td>
</tr>
</tbody>
</table>

**Legend**

- **Existing Pavement/Marking**
- **Safety Buffer**
- **Bollards/Cones**
- **Containment Fence**

**NOTES**

1. Minimum length of 48 m for D1 and 54 m for D2.
2. Cones spacing at 88.9 mm (3 in) for taper 5.
3. Corner cone is 55 m.
4. When using traffic signals - stop line is 5 to 10 m from traffic signal.
5. End of taper to be monitored at least 80 ft from end of taper to prepare to stop (fts), when distance between fts and control point exceeds 50 fts a repeater will be installed.

**WORKSITE**

**CARRIAGEWAY**

**Typical Cross Section A-A**

**Scale** NTS

**NOTES**

1. The TSS is only to be used as part of a traffic management plan and signed off by an accredited authority.
2. All TSS locations are to be checked prior to setting and postings adjusted for for specific site conditions such as vegetation, other signs, road surface conditions, and sufficient space on shoulders.
3. Temporary worker signs shall be installed only during hours when traffic personnel will be visible to passing traffic.
4. All existing speed zone signage within the temporary speed zone shall be covered with suitable, opaque material for the duration of the sign and covers to be removed on completion of the works each day unless otherwise noted.
5. Temporary speed zone width of 3.5 m is to be maintained past the worksite at all times.
6. Emergency vehicles are to be escorted through the site by traffic controllers as required.
7. Prepare to stop (PTS) signs to be displayed only when traffic controllers are required to stop traffic.
8. The positioning of signs, length of timbers, or markings shall be as defined by the distance or length given.
9. Spacing of delineation devices:
   - At no minimum
   - Maximum 36% more than spacing shown
10. Pedestrian movement must be monitored at all times and for all access approaches to the site. Workers must assist pedestrians and cyclists through or around the site at all times as required.
11. Traffic controllers shall have 15 mm breaks every two hours in accordance with fatigue management regulations.
12. All vehicles using on site must be fitted with a bubble flashing beacon.
13. Reduce speed sign 25 km/h minimum or 1/2.

**Scale** NTS

**Title**

**STATIC WORKSITE**

**GENERIC SINGLE LANE SHUTTLE OPERATION**

**WORKS BETWEEN 1.2m-3m OF NEAREST OPEN TRAFFIC LANE**

**80 km/h to 60 km/h SPEED RESTRICTION—UNDER REVERSIBLE FLOW**

**MAIN ROADS WA**

**DATE**

**25/08/2014**

**Rev.**

**EMENDMENTS**

**MRWA AMENDMENTS**

**Dwg No.**

**MRWA 010**

**Description**

**APPR.**
WHERE A ROAD AUTHORITY WORK UNIT IS TO PROVIDE THE INITIAL ATTENDANCE OR TO TAKE OVER FROM POLICE OR OTHER EMERGENCY SERVICE UNITS THE FOLLOWING SHALL APPLY:

A. MINOR PARTIAL ROAD CLOSURE

For closure where traffic can continue to flow in both directions (two way) or at least one lane each direction is open (divided road) a vehicle with a roof-mounted warning device in accordance with clause 3.3.2 shall be placed to shadow the closure at one or both ends of the incident site as necessary.

B. MAJOR PARTIAL ROAD CLOSURE

For closure where traffic is restricted to one-way movement past the incident site, the vehicle as in item (a) and traffic controllers in accordance with clause 3.1.1.1 shall be provided at both ends of site, where the approach speed of traffic is more than known, high priority shall be given to the provision of advanced signs.

C. COMPLETE ROAD CLOSURE

The requirements of item (b) together with barricades in accordance with clause 3.8.3 across the entire roadway shall be provided.

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**Legend**

- **Existing Pavement/Marking Work Site Bollards/Cones**

**General Notes**

1. This TEC is only to be used as part of a Traffic Management Plan and signed off by an Accredited Anhy.

2. All sign locations are to be checked prior to setting and positioning adapted to allow for specific site constraints such as vegetation, other signs, road proximity, furniture and surrounding space on shoulders emergency lanes.

3. All existing speed zone signage within the temporary zone shall be covered with suitable opaque material for the duration of the stage are covered to be removed on completion of works each day unless otherwise noted.

4. Minimum traffic lane width of 3.0m is to be maintained past the worksite at all times.

5. Emergency vehicles are to be escorted through the site by traffic controllers as required.

6. Prepare to stop (S-S) signs to be displayed only when traffic controllers are required to stop traffic.

7. The positioning of signs, lengths of tapers or markings shall be as minimum 10% less than the distances or lengths given by maximum 35% more than the distances or lengths given.

8. Pedestrian movement part be monitored on all job sites at all times and for all covering approaches to the site, traffic controllers must assist pedestrians and cyclists through or around the site at all times as required.

9. Traffic controllers shall have 15 breaks every two hours in accordance with PACCERS management regulations.

10. All vehicles used on site must be fitted with audible reverse and dual flashing beacons.

11. Information on the information is for the management of multi-message signs (SS) should be based on site risk assessment.

12. Use a "T ER" are to be used for traffic speeds of 30 km/h and the offset is not more than 5.0m.

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**Scale**

NTS

**Title**

EMERGENCY AND UNPLANNED WORKS "SHORT-TERM RESPONSE IN EMERGENCY SITUATION"

**Dwg No.**

MRWA-019

**Date**

4/08/2016

**Rev.**

C

**Main Roads WA**
TABLE 2: CONE OF PRACTICE

<table>
<thead>
<tr>
<th>SPEED OF TRAFFIC</th>
<th>VALUE OF DIMENSION D</th>
</tr>
</thead>
<tbody>
<tr>
<td>55 OR LESS</td>
<td>15</td>
</tr>
<tr>
<td>55 TO 65</td>
<td>15</td>
</tr>
<tr>
<td>GREATER THAN 65</td>
<td>EQUAL TO SPEED OF TRAFFIC IN KM/H</td>
</tr>
</tbody>
</table>

LEGEND

EXISTING PAVEMENT/ MARKING

WORK SITE

SAFETY BUFFER

BOLLARDS/CONES

SIGN LEGEND

1. THE TED IS ONLY TO BE USED AS PART OF A TRAFFIC MANAGEMENT PLAN AND SHOULDN'T BE USED BY AN EXPERIENCED ANTH.
2. ALL SIGN LOCATIONS ARE TO BE CHECKED PRIOR TO SET UP AND POSITIONING ADJUSTED TO ALLOW FOR SPECIFIC SITE CONSTRAINTS SUCH AS VEGETATION, OTHER WORKS, ROADSIDE FURNITURE AND SUFFICIENT SPACE ONnoopener-EMERGENCY LANES.
3. THE SYMPHONY WORKER SIGNS SHALL BE INSTALLED ONLY DURING HOURS WHEN WORKER PERSONNEL WILL BE VISIBLE TO PASSING TRAFFIC.
4. THE POSITIONING OF SIGNS, LENGTHS OF FAILERS OR MARKINGS SHALL BE AS MINIMUM 10% LESS THAN THE DISTANCES OR LENGTHS GIVEN.
5. ALL VEHICLES USED ON SITE MUST BE FITTED WITH AN APPROPRIATE AND DUAL FLASHING BEACON.

NOTES

1DRAW WORK AREA AND END WORK AREA SIGNS WILL BE REQUIRED WHERE NEAR D WORK AREA SIGNS ARE REQUIRED.
2. CONE SPACING AT 10 M.
3. CONES SEPARATED 100 MM.

DISCLAIMER

IT IS RESPONSIBILITY OF THE USER OF THIS TRAFFIC CONTROL DIAGRAM TO CONFORM TO THE APPROPRIATENESS OF SIGNAGE FOR THE INTENDED WORK LOCATION BASED ON REQUIREMENTS OF AS/NZS AND MAIN ROADS WA TRAFFIC MANAGEMENT FOR WORKS ON ROADS CODE OF PRACTICE.

ALL RESPONSIBILITY WILL REMAIN WITH THE USER TO ENSURE COMPLIANCE WITH RELEVANT STANDARDS AND THE PROVISION OF THE ACCTESSIBLE LEVELS OF PROTECTION FOR WORK PERSONNEL AND WORK SITE.

Scale: NTS
Date: 4/08/2014
Title: STATIC WORKSITE
Dwg No: MRWA-020
Rev: C

MAIN ROADS WA
MOBILE WORKS: PAVEMENT TESTING – TWO-LANE, TWO WAY ROAD

NOTE: ALL SIGNS AND WARNING DEVICES SHALL BE DISPLAYED ON MOVING VEHICLES IN THE CONVOY.

AS1742.3-2009 – LOCATIONS WHERE SIGHT DISTANCE IS POOR

A) THE LEAD VEHICLE SHALL MOVE AS NECESSARY BEYOND THE DISTANCES GIVEN IN THE T + T TO A POINT WHERE GOOD SIGHT DISTANCE IS REGAINED, AND REMAIN THERE UNTIL THE WORK VEHICLE CATCHES UP.

B) THE TAIL VEHICLE SHALL STOP AT A POSITION OF GOOD SIGHT DISTANCE INTO THE WORK VEHICLE HAS PROGRESSED TO A POINT WHERE THE TAIL VEHICLE CAN MOVE THROUGH THE SECTION WITH RESTRICTED SIGHT TO A POINT WHERE GOOD SIGHT DISTANCE IS REGAINED.

AS1742.3-2009 – MOBILE WORKS – MOBILE SPEEDING

THE ROAD TRAFFIC CODE NOW HAS PROVISIONS FOR MOBILE SPEED LIMITS.

A RISK MANAGEMENT APPROACH TO THE SAFETY OF WORKERS ON ROAD OR USING SMALL ITEMS OF PLANT SHALL BE USED IN THE PLANNING OF THE MOBILE WORKS, WHERE IT IS DETERMINED THAT THERE IS NO ALTERNATIVE TO MOBILE SPEED ZONING THE USE OF REGULATORY SPEED SIGNS WITH BLACK LETTERS INSIDE OF A RED CIRCLE IS PERMITTED.

NOTE:
1. TRUCK MOUNTED ATTENUATOR SHOULD BE USED WHEN WORKERS ARE ON FOOT IN THE TRAFFIC LANE.
2. A SHUTOFF VEHICLE IS REQUIRED WHEN WORKS INVOLVE WORKERS ON FOOT REGARDLESS OF LOCATION OR SPEED ENVIRONMENT.
3. TRAFFIC CONTROLLERS SHALL NOT DIRECT TRAFFIC FROM A MOVING VEHICLE DURING MOBILE WORKS. IF A SITUATION NECESSITATES THE USE OF A TRAFFIC CONTROLLER, A STATIC WORK POSITION SHALL BE ESTABLISHED.
4. ALL VEHICLE MOUNTED WARNING SIGNS AND DEVICES SHALL BE REMOVED FROM DISPLAY OR DEACTIVATED WHEN THE VEHICLE IS NO LONGER WORKING OR BECOMES PART OF THE NORMAL TRAFFIC STREAM.

MRWA CoP

MOBILE WORKS – MOBILE SPEEDING

THE ROAD TRAFFIC CODE NOW HAS PROVISIONS FOR MOBILE SPEED LIMITS.

A RISK MANAGEMENT APPROACH TO THE SAFETY OF WORKERS ON ROAD OR USING SMALL ITEMS OF PLANT SHALL BE USED IN THE PLANNING OF THE MOBILE WORKS, WHERE IT IS DETERMINED THAT THERE IS NO ALTERNATIVE TO MOBILE SPEED ZONING THE USE OF REGULATORY SPEED SIGNS WITH BLACK LETTERS INSIDE OF A RED CIRCLE IS PERMITTED.

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2. A SHUTOFF VEHICLE IS REQUIRED WHEN WORKS INVOLVE WORKERS ON FOOT REGARDLESS OF LOCATION OR SPEED ENVIRONMENT.
3. TRAFFIC CONTROLLERS SHALL NOT DIRECT TRAFFIC FROM A MOVING VEHICLE DURING MOBILE WORKS. IF A SITUATION NECESSITATES THE USE OF A TRAFFIC CONTROLLER, A STATIC WORK POSITION SHALL BE ESTABLISHED.
4. ALL VEHICLE MOUNTED WARNING SIGNS AND DEVICES SHALL BE REMOVED FROM DISPLAY OR DEACTIVATED WHEN THE VEHICLE IS NO LONGER WORKING OR BECOMES PART OF THE NORMAL TRAFFIC STREAM.
This is an example of mobile works taken from the AS 1742.3:2009 and is not site specific or appropriate in many cases.

It is vital that a risk assessment be made of the proposed adoption of these treatments taking particular account of factors such as road environment, traffic volume and speed, road geometry and width, and the general behaviour of road users.

Reference to clause 4.4. Mobile works, of AS 1742.3:2009, will be required.

Illuminated Flashing Arrow Sign

Requirements for the flashing of different patterns of the lights are as follows:

1. When traffic is expected to pass the sign on a particular side and can do so in safety, it is not required to keep a gap in opposing traffic. The bar of the arrow and the bar directing traffic to that side shall be flashed.
2. When the sign is used to give a general warning of works activity that includes mobile works, but either lane is closed or the traffic pattern and the display of an arrow would not be appropriate for some other reason, either bar of the arrow only on one of the centre lanes at the extremities of the barrier shall be flashed in the latter case diagonal pairs should be flashed alternately.

Toll Vehicle

In poor sight distance the toll vehicle shall hold a portion of good sight distance until the work vehicle has proceeded to a point where the toll vehicle can move through the section with restricted sight to a point where good sight distance is regained. It is vital the toll vehicle maintains approaching traffic and responds appropriately to vehicles.

Lead Vehicle

In poor sight distance the lead vehicle shall move as necessary behind the distances given to a point where good sight distance is regained and remain there until the work vehicle catches up or it is vital the lead vehicle maintains approaching traffic and responds appropriately to vehicles.

Work Vehicle

The work vehicle requires a toll. As the operations are from one side, there is no risk. The vehicles may be extracted from monitoring traffic and sight distance due to the work zone. However, it is important that the toll and lead vehicles communicate with the work vehicle and the work vehicle operators are aware of the risks.

NOTE:

1. The mobile works attenuator should be used when workers are on foot in the traffic lane.
2. The mobile works attenuator should be on the tail vehicle where the tail vehicle is not straddling the lane.
3. See clause 3.5.3 regarding optimal use of flashing light on the vehicle-mounted warning device.

DECLARATION

It is the responsibility of the user of this traffic control diagram to ensure the appropriateness of planning for the intended vehicle lane and road traffic. The diagram shall be used to ensure that the necessary level of protection for work personnel and work site.
### Table 4.3
**MOBILE WORKS ON A TWO-LANE, TWO-WAY ROAD - PLANT AND VEHICLE POSITIONING**

<table>
<thead>
<tr>
<th>LATERAL WORK POSITION</th>
<th>WORKS TYPE</th>
<th>WORK VEHICLE</th>
<th>SHADOW VEHICLE</th>
<th>TAIL VEHICLE</th>
<th>LEAD VEHICLE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DIVIDING LINE</strong></td>
<td>RIDE-ON LINEMARKING</td>
<td>WORKS IN THE LEFT LANE (SEE NOTE 1) OR STRADDLES THE LINE IF LINE MARKER IS THE STRADDLE TYPE</td>
<td>NOT USED</td>
<td>IF FOLLOWING WORK VEHICLE, MAY STRADDLE LINE IF PRACTICAL, OTHERWISE MOVES IN LEFT LANE (SEE NOTE 1)</td>
<td>STRADDLES LINE WHEN SIGHT DISTANCE ALLOWS THIS TO BE DONE SAFELY, OTHERWISE TRAVELS IN LEFT LANE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>WORKS ON FOOT OR PEDESTRIAN TYPE LINE MARKING (SEE NOTE 2)</td>
<td>STRADDLES LINE</td>
<td>STRADDLES LINE</td>
<td>AS ABOVE</td>
</tr>
<tr>
<td><strong>EDGE LINE</strong></td>
<td>RIDE-ON LINEMARKING (SEE NOTE 2)</td>
<td>WORKS IN LEFT LANE (SEE NOTE 3)</td>
<td>NOT USED</td>
<td>TRAVELS IN LEFT LANE</td>
<td>NOT REQUIRED</td>
</tr>
<tr>
<td></td>
<td>WORKS ON FOOT OR PEDESTRIAN TYPE LINE MARKING (SEE NOTE 2)</td>
<td>WORKS IN LEFT LANE (SEE NOTE 3)</td>
<td>TRAVELS IN LEFT LANE</td>
<td>TRAVELS IN LEFT LANE</td>
<td>NOT REQUIRED</td>
</tr>
<tr>
<td><strong>WORK WITHIN A LANE</strong></td>
<td>PLANT OR VEHICLE ONLY OR VEHICLE PLUS WORKERS ON FOOT (SEE NOTE 2)</td>
<td>WORKS IN LANE (SEE NOTE 3)</td>
<td>IF WORKS ON FOOT PRESENT, WORKS IN LANE</td>
<td>TRAVELS IN LANE</td>
<td>TRAVELS IN LANE</td>
</tr>
</tbody>
</table>

**NOTE:**
1. Requirements where traffic cannot pass safely to the left of the work vehicle are specified in Clause 4.5.4(6)(a).
2. A more temporary speed limit, see Clause 4.5.2, is required when there are workers on protecting pedestrian operated plant) within 12m lateral clearance from moving traffic.
3. Requirements where following traffic may be partially deflected into the path of oncoming traffic, are specified in Clause 4.5.3(6)(a).

---

**GENERAL NOTES**
1. THIS TD IS TO BE USED AS PART OF A TRAFFIC MANAGEMENT PLAN AND SIGNED OFF BY AN ACCREDITED AUTH.
2. ALL VEHICLES USED ON SITE MUST BE FITTED WITH DUAL FLASHING BEACONS AND VEHICLE MOUNTED ARROW BOARD.
3. FOR WORKERS REQUIRING A SPEED RESTRICTION, REFER TO AS 11423.2009 Clause 4.5.5 FROM TO THE IMPLEMENTATION OF SPEED RESTRICTION.
4. FOR WORKS ON FREIGHT, AN ADDITIONAL TAIL VEHICLE WILL BE REQUIRED.
5. ALL SIGNS USED TO IN MOVING CONVOY SHALL BE CARRIED ON VEHICLES OR PLANT.

---

**DECLARATION**
IT IS THE RESPONSIBILITY OF THE USER OF THIS TRAFFIC CONTROL DIAGRAM TO CONFIRM THE APPROPRIATENESS OR OTHERWISE FOR THE INTERVENE WORK SITE BASED ON PERSONAL RISK ASSESSMENT, REVIEW OF THE REQUIREMENTS OF AS 11423 AND MAIN ROADS WA TRAFFIC MANAGEMENT FOR WORKS ON ROADS CODE OF PRACTICE.
ALL RESPONSIBILITY WILL REST WITH THE USER TO ENSURE COMPLIANCE WITH RELEVANT STANDARDS AND THE PROVISION OF THE NECESSARY LEVEL OF PROTECTION FOR WORK PERSONNEL AND WORK SITE.

---

**AMENDMENTS**

<table>
<thead>
<tr>
<th>No.</th>
<th>DATE</th>
<th>DESCRIPTION</th>
<th>APPR.</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>4/08/2014</td>
<td>FOR CLIENT REVIEW</td>
<td>B6</td>
</tr>
</tbody>
</table>

**MOBILE WORKS**

**TABLE 4.3**

**Scale:** NTS

**Title:** MOBILE WORKS

**Date:** 4/08/2014

**Client:** MAIN ROADS WA

**Dwg No.:** MRWA-023

**Rev.:** B
Dwg No. MRWA-024
Title VERY SHORT-TERM & LOW IMPACT WORKS
OPEN ROAD AREA
WORK BETWEEN GAPS IN TRAFFIC

Legend
EXISTING PAVEMENT/ MARKING
WORK SITE

<table>
<thead>
<tr>
<th>TABLE 2. CODE OF PRACTICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPEED OF TRAFFIC</td>
</tr>
<tr>
<td>IN MPH</td>
</tr>
<tr>
<td>IN</td>
</tr>
<tr>
<td>55 OR LESS</td>
</tr>
<tr>
<td>56 TO 65</td>
</tr>
<tr>
<td>GREATER THAN 65</td>
</tr>
</tbody>
</table>

REMARKS
1. THE TBD IS TO BE USED AS PART OF A TRAFFIC MANAGEMENT PLAN AND SIGNED OFF BY AN ACCREDITED GEMI.
2. ALL VEHICLES USED ON SITE MUST BE FITTED WITH AN SUSIBLE REVERSE AND DUAL FLASHING BEACONS.

DECLARATION
IT IS RESPONSIBILITY OF THE USER OF THE TRAFFIC CONTROL DIAGRAM TO CONFORM THE APPROPRIATENESS OF THE WORK SITE-
BASED ON ROAD WORK SITE SAFETY ASSESSMENT, REVIEW OF THE REQUIREMENTS OF AS1742 AND MAIN ROADS WA TRAFFIC MANAGEMENT FOR WORK ON ROADS CODE OF PRACTICE.
ALL RESPONSIBILITY WILL REMAIN WITH THE USER TO ENSURE COMPLIANCE WITH RELEVANT STANDARDS AND THE REQUIREMENTS OF THE NECESSARY LEVEL OF PROTECTION FOR WORK PERSONNEL AND WORK SITE.

Road Name
Worker
Work Site
Spotter
Maintenance Vehicle
Parked beyond edge of road seal

20-40m
LEGEND

EXISTING PAVEMENT / MARKING WORK SITE

TABLE 2: CODE OF PRACTICE

VALUE OF DIMENSION D

<table>
<thead>
<tr>
<th>SPEED OF TRAFFIC</th>
<th>Dimension D</th>
</tr>
</thead>
<tbody>
<tr>
<td>55 OR LESS</td>
<td>15</td>
</tr>
<tr>
<td>60 TO 65</td>
<td>12</td>
</tr>
<tr>
<td>GREATER THAN 65</td>
<td>SMALL TO SPEED OF TRAFFIC, IN MILES</td>
</tr>
</tbody>
</table>

GENERAL NOTES

1. THE TED IS TO BE USED AS PART OF A TRAFFIC MANAGEMENT PLAN AND SIGNED OFF BY AN ACCREDITED ANTH.
2. ALL VEHICLES USED ON SITE MUST BE FITTED WITH AN AUDIBLE REVERSE AND DUAL FLASHING BEACONS.

DECLARED

IT IS RESPONSIBILITY OF THE USER OF THIS TRAFFIC CONTROL DIAGRAM TO CONFIRM THE APPROPRIATENESS OR OTHERWISE FOR THE INTENDED WORK SITE BASED ON RISK ASSESSMENT, REVIEW OF THE REQUIREMENTS OF ASSESS AND MAIN ROADS WA TRAFFIC MANAGEMENT FOR WORKS ON ROADS EDGE OF PRACTICE.

ALL RESPONSIBILITY WILL REMAIN WITH THE USER TO ENSURE COMPLIANCE WITH RELEVANT STANDARDS AND THE PROVISION OF THE NECESSARY LEVEL OF PROTECTION FOR WORK PERSONNEL AND WORK SITE.

VERY SHORT-TERM & LOW IMPACT WORKS
OPEN ROAD AREA
SHORT TERM WORK NEAR TRAFFIC

MAIN ROADS WA

Scale NTS

Date 4/08/2016

Title VERY SHORT-TERM & LOW IMPACT WORKS

Dwg No. MRWA-025

Rev. C

AMENDMENTS

C 2.89.14 MRWA AMENDMENTS
B 3.32.10 TEST AMENDMENTS
A 3547.10 FOR CLE REVIEW

No. DATE DESCRIPTION APPR.

mainroads
WESTERN AUSTRALIA