

Technical direction

For traffic and transport practitioners
POLICY – GUIDELINES - ADVICE



Transport
Roads & Traffic
Authority

Published MAY 2011

Supersedes Nil

TDT 2011/
04

IMPLEMENTATION OF REVISED PAVEMENT MARKING LAYOUTS

Introduction

This Technical Direction deals with the implementation of the revised pavement marking layouts as detailed in the RTA's delineation guidelines.

General

The RTA document *Delineation*, which was revised in 2011, included changes to pavement marking sizes, and new placement locations for some raised pavement markers. These changes resulted from the RTA's alignment to the Austroads Guides and Australian Standards.

Practice

The following practice must now be adopted for the implementation of all pavement markings:

New Projects

Installation of pavement markings for new projects must be in accordance with the RTA's delineation guidelines.

Reconstruction

If a pavement is newly reconstructed or resurfaced, then the pavement markings and raised pavement markers must be installed in accordance with the RTA's delineation guidelines.

Distribution List:

Director, Infrastructure Services; Director, Commercial Services; Director, NSW Centre for Road Safety; Traffic Management and Road Safety staff; and Road & Fleet Services staff.

For further enquiries

www.rta.nsw.gov.au | E technical_directions_publication@rta.nsw.gov.au

Maintenance

Where any pavement marking requires remarking due to routine maintenance, it must be remarked in accordance with the RTA's delineation guidelines and this *Technical Direction*.

All of the new pavement marking types can be applied over the existing markings to provide a neat finish. This applies to stop lines, pedestrian crossing markings, chevron outlines, raised pavement markers, and all longitudinal linemarking, excluding the barrier line types that are made up of two parallel line systems (i.e. BB and BS). Chevron infills or diagonal markings are also not included.

For Barrier line types (i.e. BB and BS), the asset owner can choose to either continue remarking the existing widths until the pavement has been resurfaced, or apply the new width lines over the existing lines. The second option may end up partially covering existing raised pavement markers. Consideration should be made to remove the existing barrier markings and raised pavement markers, and apply the revised markings, if funding permits.

Chevron infills can be maintained to existing patterns until resurfacing.

Action

This policy takes effect immediately.

NB: Any current contracts may need to have a variation finalised as soon as possible.

Updates

To ensure that this Technical Direction and any related guidelines remain current and relevant, minor updates may be made from time to time. Any updates may be obtained from the RTA website using the Traffic & Transport Policies & Guidelines Register which can be found at:

www.rta.nsw.gov.au/doingbusinesswithus/guidelines/documentregister/index.html

Printed copies of this Technical Direction are uncontrolled, therefore the Register should always be checked prior to using this *Technical Direction* or any related guidelines.

Approved by:

Authorised by:

SIGNED

SIGNED

Craig J Moran
General Manager
Traffic Management

John Statton
A/Director
Network Services
