Appendix D – Work type layout examples

INFORMATIONAL APPENDIX

D.1 Scope
This Appendix provides various examples of work type layouts that may be referenced when developing traffic guidance schemes (TGSs). The requirements for preparing TGSs are provided in Section 7 Traffic guidance schemes (TGS).

Note: These examples reflect the minimum requirements, additional signage and advance warnings based on a risk assessment may be required.

D.2 Standard symbols
The standard symbols used in the work type layouts are provided below.

- - - SEPARATION LINE   •  •  SIGN POSITION

- - - SINGLE BARRIER LINE - BS   •  •  SIGN POSITION

- - - - - - - - DOUBLE BARRIER LINE - BB

• • • • • • • TRAFFIC CONES

- - - - - - - DELINEATION e.g. TEMPORARY LINE

[Work Area]  •  •  PORTABLE BOOM BARRIER POSITION

[Work Vehicle]  X  PTCD or TC POSITION

[Barrel Barrier]  •  •  TRAFFIC CONTROL TYPE SIGN POSITION

[Barrel Barrier]  •  •  BARRIER BOARD POSITION

[Grader]  •  •  FLASHING YELLOW LAMPS

[Truck Mounted Attenuator (TMA)]  •  •  ROTATING LAMPS (vehicle mounted)

[Shadow Vehicle]  •  •  FLASHING ARROW (LEFT, HAZARD, RIGHT)

[Static Sign or VMS]  •  •  TRAFFIC SIGNAL POSITION
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D.4 Work type examples

D.4.1 Static: Lane closure with chicane - 2 lane / divided (formerly TCP 94)
D.4.2 Static: Lane closure with chicane - work 4 lane / 2 way (formerly TCP 102)
D.4.3 Static: Dual lane closure - 3 lane / divided (formerly TCP 100)
D.4.4 Static: Dual lane closure for work in fast lane - 3 lane / 2 way (formerly TCP 90)
D.4.5  **Static: Use of truck-mounted attenuator to support installation of lane closure**

Position 1
Shadow install of advance warning signs

Position 2
Shadow install of taper and lane closure

Position 3
Shadow work area
D.4.6 Static: Road closure using multi message signs
D.4.7  Static: Access to depot, stockpile, quarry, gravel pit etc. all roads (formerly TCP 195)
D.4.8 Static: Bitumen sealing - 2 lane / 2 way (formerly TCP 95)
D.4.9 Static: Long Term speed reduction (formerly TCP 57)

T4-214 should be erected on long-term roadworks where a speed restriction is used for an extended period and compliance with the roadwork speed restriction is expected to be challenging.
D.4.10  Static: Use of temporary portable rumble strips (shuttle flow)
D.4.11 Static: Use of temporary portable rumble strips (merge lane closure)
D.4.12 Dynamic: Continuous work - use of truck-mounted attenuator

Notes to Figure:

1. Advance warning vehicle positioned greater than 500 mm inside the edge line and should include a VMS.
2. The TMA should be the first vehicle road users encounter in the lane, unless in motorway conditions, in which case the second tail vehicle will be encountered first, which straddles the edge line.
3. The tail vehicle TMA should be positioned within the travel lane.
4. The shadow vehicle should be positioned relative to worker on foot clearance requirements.
5. Vehicle spacing should be maintained; radios should be used to communicate between vehicles; minimum sight distance to mounted warning devices should be 250 m.
D.4.13 Dynamic: Continuous work - multi lane (formerly TCP 62)
D.4.14 Dynamic: Continuous work in traffic - 3 lane / 2 way work (formerly TCP 70)
D.4.15 Dynamic: Continuous work - clear of traffic (formerly TCP 40)

\[ \text{min } D < 65 \text{ km/h} \]
\[ \text{min } 2D > 65 \text{ km/h} \]
D.4.16 Dynamic: Continuous work, grading - 2 lane / 2 way (formerly TCP 105)
D.4.17 Dynamic: Continuous work middle lane closed 3 lane / divided (formerly TCP 107)
D.4.18 Dynamic: Frequently changing work - 2 lane / 2 way for ADT less than 1,500 (formerly TCP 77)
D.4.19 Dynamic: Frequently changing work in shoulder (formerly TCP 831)
D.4.20  Dynamic: Intermittent work, surveying (formerly TCP 459)