



Traffic Engineering Manual

Volume 2 – Supplements to Australian Standards

Part 2.03

Supplement to AS 1742.3 (2019)

Traffic Control for Works on Roads

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Department
of Transport

Traffic Engineering Manual Volume 2

Supplements to Australian Standards

Document purpose

This document is a Department of Transport (DoT) Supplement to an Australian Standard.

The aim of this document is to provide practitioners guidance on a topic not covered (or not covered sufficiently) by the parent Australian Standard.

In the event of a conflict between guidance in this document and the parent Australian Standard, the guidance in this document takes precedence.

Practitioners are advised that guidance in this document be followed in order to achieve best practice outcomes.

Document hierarchy

This document has been published as a *Standard* in DoT's [document hierarchy](#). A *Standard* contains relevant engineering requirements which **MUST** be followed by a practitioner.

Where information contained in this standard cannot be followed, the practitioner should seek technical advice from DoT and gain acceptance (where necessary) for a departure from the content in this guideline.

Document information and revision history

Further document information and revision history can be found at the end of this document.

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1 INTRODUCTION

1.1 General

All road agencies across Australia are working towards greater consistency between states/territories in how road networks are managed. In order to achieve this, the Australian Standards and Austroads Guides relating to traffic management have been adopted to assist in providing that level of consistency and harmonisation across all jurisdictions. This agreement means that these Australian Standards and Austroads Guides are the primary technical references.

Australian Standards AS 1742.3 (2019) – *Traffic control for works on roads* is a nationally agreed standards document outlining the use of traffic control devices on the road network and has been adopted by all jurisdictions, including the Department of Transport (DoT) in Victoria.

Jurisdictions may develop their own supplement to clearly identify where its practices differ or where there is a need to provide additional guidance to that contained within AS 1742.3 (2019). This document is the DoT Supplement to AS 1742.3 (2019) and shall be read in conjunction with AS 1742.3 (2019).

1.2 How to use this Supplement

There are two key parts to this document:

- **Classification of Supplement Information:** this table classifies supplement information as a Departure, Additional Information or both. This information assists with identifying its hierarchy in relation to the Australian Standard or Austroads Guide.
- **Details of Supplement Information:** this section provides the details of the supplement information.
 - **Departures:** DoT practices differ from the Australian Standards or Austroads Guide. Where this occurs, the differences will be highlighted in a 'departure' box. The information inside the box **takes precedence** over the Australian Standard or Austroads Guide clause or section (or part thereof). The Australian Standard or Austroads Guide clause or section (or part thereof) is not applicable in these instances.
 - **Additional Information:** all information not identified as a departure provides further guidance to the Australian Standard or Austroads Guide and is read and applied **in conjunction** with the Australian Standard or Austroads Guide clause or section.

Where a clause or section does not appear in the body of this Supplement, the Australian Standard or Austroads Guide requirements are followed.

2 CLASSIFICATION OF SUPPLEMENT INFORMATION

The following list classifies the relevant clauses from AS 1742.3 (2019) included in this Supplement as a Departure, Additional Information or both.

Where a clause is not listed in the table below, the clause in AS 1742.3 (2019) shall be followed in its entirety.

Clause	Classification
1.2	Additional Information
4.2	Additional Information
4.7.4	Additional Information
4.7.6 (c)	Departure
4.11.4	Additional Information
4.12.2	Additional Information
A.3	Additional Information

3 DETAILS OF SUPPLEMENT INFORMATION

Clause 1.2 – Normative references

In Victoria, the *Code of Practice Worksite Safety – Traffic Management* (the Code), established under the Road Management Act 2004, provides overarching guidance to any person conducting, or proposing to conduct, any works on a road in Victoria.

The Austroads Guide to Temporary Traffic Management (AGTTM) provides practical temporary traffic management practice for application in Australia. It is the primary source of guidance for the planning, design and implementation of safe, economical and efficient temporary traffic management.

The Australian Standard (and any DoT supplementary information (such as this document)) provide the standards for the signing, delineation, and use of devices for works on roads.

Where there is an inconsistency between the Code, AGTTM and/or the Australian Standard (or any other relevant Department of Transport standard/guideline), the provision in the Code shall take precedence.

Clause 4.2 – Selection and use

Use of innovative traffic control devices for works on roads

DoT is supportive of the use of innovative traffic control devices for works on roads that are proven to be safe and effective.

Innovative traffic control devices for works on roads (devices for works on roads that fall outside of the scope of established standards and specifications) should be directed to either:

- Austroads – Innovative Temporary Traffic Management Device and Solution Assessment (AITDSA) scheme; or
- ARRB – Transport Infrastructure Product Evaluation Scheme (TIPES).

Both of these schemes are recognised by DoT as being independent, fit-for-purpose, end-to-end approaches to the assessment and recognition of innovative products.



Figure 1: Austroads – AITDSA and ARRB – TIPES

Products that are successful in obtaining AITDSA recommendation or TIPES certification will be accepted by DoT for use on its roads (as part of an authorised Traffic Management Plan) in accordance with the stated application of the product, any associated conditions and product user guides and/or instructions.

More information on the use of innovative traffic control devices for works on DoT managed roads is available in *Department of Transport Traffic Engineering Manual Vol. 3 Part 2.21 – Use of Innovative Traffic Control Devices for Works on Roads*.

Clause 4.7.4 – Traffic signal control

Table 4.2(C): Signs for and associated with the regulatory control of traffic – Size table – Traffic signal control

Sign	Sign number	Size, mm
NOT IN USE	T2-V126-1	260 x 800
NEW TRAFFIC SIGNAL SEQUENCE	T2-V126-2	600 x 650

(e) NOT IN USE



T2-V126-1

The NOT IN USE sign shall be used where traffic signals have been installed but are not in operation. Signs shall be securely attached to the face of all inoperative traffic signals, covering the displays.

(f) NEW TRAFFIC SIGNAL SEQUENCE



T2-V126-2

The NEW TRAFFIC SIGNAL SEQUENCE sign should be used to warn motorists of a new traffic signal sequence that has been implemented at a signalised intersection or site, where the change is likely to have a significant impact on road users.

Signs should be installed at locations that clearly convey to road users the set of signals they apply to (typically attached to one or more of the associated traffic signal poles or installed on sign posts in the vicinity of the affected intersection or site), generally for a period of one to four months.

Clause 4.7.6 (c) – Temporary speed limits

Departure

In Victoria, END Speed Limit signs (R4-12) are generally not used as it is considered they do not provide drivers with a clear understanding of the applicable speed limit. As such, a regular speed limit sign (e.g. R4-1 or RM4-1) shall be used instead to terminate the temporary speed zone and indicate the speed limit (whether it be signposted or default) beyond the worksite.

END Speed Limit signs (R4-12) should only be considered for use in exceptional circumstances where displaying a returned speed limit is not suitable for the road condition beyond the work zone.

Clause 4.11.4 – Pavement markings

Refer to the *Department of Transport Traffic Engineering Manual Vol. 3 Part 2.20 – Temporary Yellow Linemarking for Worksite Traffic Management* for guidance on the use of temporary yellow linemarking as a worksite traffic management treatment.

Clause 4.12.2 – Longitudinal channelising devices

Temporary separation kerbs may be used as a longitudinal channelising device to redirect traffic during short-term and long-term roadworks in Victoria. The system is comprised of interconnected kerb segments with panels or bollards as posts secured along the length of the kerb.

Temporary separation kerbs do not possess any crash redirection or energy dissipating characteristics and therefore should not be used as a safety barrier to protect road workers.

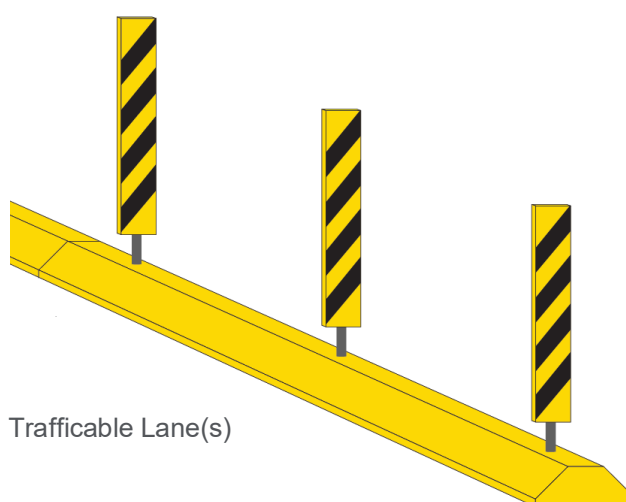


Figure 2: Illustrated example of a temporary separation kerb using panels (not to scale)

Temporary separation kerbs shall comply with the following:

Kerb segment:











- Yellow in colour.
- Height and width not to exceed 100 mm and 300 mm respectively.
- Have interlocking sections.
- Feature appropriate ends or end caps to ensure hazard to road users is not created from exposed ends.
- Impact resistant and able to remain in position when subjected to weather, nuisance hits and any other foreseeable events (Note: approval from the relevant road authority shall be obtained prior to installation of temporary separation kerbs using intrusive and/or damaging installation methods e.g. pinning to the road pavement).




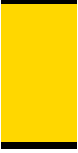




Post segment:

- Panels – 170 mm to 250 mm wide and covered in retroreflective sheeting consisting of diagonal black and yellow stripes. Panels shall be orientated so that the lower points of the diagonal stripes are closer to the trafficable lane(s) (as per sign D4-3 (L,R) protocol). Retroreflective sheeting shall be in accordance with AS1906.1 and be equivalent to or exceed the performance of Class 400T.
- Bollards – fluorescent orange in colour with a white horizontal retroreflective sheeting band in accordance with the requirements of AS 1742.3.
- When secured to the kerbs, post height from the ground surface should be minimum 900 mm.
- Flexible and impact resistant, should return to its original position when struck.
- Each post securely connected to the kerb segments with minimal risk of dislodgement from impact.

Clause A.3 – List of additional multi-message sign panels

Table A.1: List of additional multi-message sign panels

Sign	Sign number	Size, mm	Figure	Notes
Sign Blank	TM1-V100-1	600 x 600		These signs may be used in a multi-message sign frame where no other message is required for that panel.
Sign Blank	TM1-V100-2	1200 x 300		
Sign Blank	TM1-V100-3	1200 x 600		
DRIVE SAFELY	TM1-V102	1200 x 300		This sign may be used as part of the last multi-message sign displayed in a work zone.
ROAD SURFACING	TM3-V102-1	1200 x 300		
ROAD SURFACING	TM3-V102-2	1200 x 600		
Left Turn Lane Ahead – Partial Panel	TM10-V100	300 x 600		These signs may be used in conjunction with other partial panel lane status signs to show the appropriate lane arrangements ahead.
Right Turn Lane Ahead – Partial Panel	TM10-V101	300 x 600		
Auxiliary Left Turn Lane Ahead – Partial Panel	TM10-V102	300 x 600		
Auxiliary Right Turn Lane Ahead – Partial Panel	TM10-V103	300 x 600		

Through and Left Turn Lane Ahead – Partial Panel	TM10-V104	300 x 600		These signs may be used in conjunction with other partial panel lane status signs to show the appropriate lane arrangements ahead.
Through and Right Turn Lane Ahead – Partial Panel	TM10-V105	300 x 600		
Through and All Turns Lane Ahead – Partial Panel	TM10-V106	300 x 600		
Sign Blank – Partial Panel	TM10-V107	300 x 600		This sign may be used in conjunction with other partial panel lane status signs where a lane does not exist.
Auxiliary Left Turn Lane Closed Ahead – Partial Panel	TM10-V108	300 x 600		These signs may be used in conjunction with other partial panel lane status signs to show the appropriate lane arrangements ahead.
Auxiliary Right Turn Lane Closed Ahead – Partial Panel	TM10-V109	300 x 600		
Lane Through Ahead – Partial Panel	TM10-V110	300 x 600		
Lane Closed Ahead – Partial Panel	TM10-V111	300 x 600		

4 DOCUMENT INFORMATION

Title:	Department of Transport Supplement to AS 1742.3 (2019)
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Authorised by:	Principal Engineer - Road and Traffic, Standards and Transport Engineering
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Document Revision History			
Edition / Revision	Pages(s)	Issue Date	Amendment Description
Edition 1.0	All	October 2015	First Edition
Edition 2.0	All	September 2022	Update to align with release of AS 1742.3 (2019) <i>Traffic Control for Works on Roads</i>





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