

The background of the cover features a large, abstract graphic composed of overlapping green and yellow geometric shapes. A semi-transparent photograph of a road construction site with orange traffic cones and a worker in a high-visibility vest is visible through the green shapes.

Supplement to AS 1742.3:2009
Manual of uniform traffic control devices
Part 3: Traffic control devices for works on roads

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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 Austroads Guide to Traffic Management and Australian Standards 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 Austroads Guides and the Australian Standards are the primary technical references.

Australian Standards AS 1742.3:2009 - *Manual of uniform traffic control devices – Part 3: Traffic control devices 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 VicRoads.

All jurisdictions will be developing their own supplement to clearly identify where its practices currently differ and to provide additional guidance to that contained within AS 1742.3:2009. This document is the VicRoads supplement and shall be read in conjunction with AS 1742.3:2009.

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.

- **Details of Supplement Information:** this section provides the details of the supplement information.
 - **Departures:** where VicRoads practices differ from the guidance in the Australian Standard. Where this occurs, these differences or 'Departures' will be highlighted in a box. The information inside the box **takes precedence** over the Australian Standard clause. The Australian Standard clause is not applicable in these instances.
 - **Additional Information:** all information not identified as a departure provides further guidance to the Australian Standard and is read and applied **in conjunction** with the Australian Standard clause.

Where a clause does not appear in the body of this supplement, the Australian Standard requirements are followed.

2. Classification of Supplement Information

The classification of each clause as a Departure, Additional Information or both is shown in the table below.

Clause	Classification
3.5.5 (a)	Additional Information
3.9.4	Additional Information
3.15.1	Additional Information
3.16.6	Additional Information
4.9.1	Additional Information

Australian Standard requirements are followed for clauses not shown in this table.

3. Details of Changes

Clause 3.5.5 (a) – Temporary Speed Limits

Electronic speed limit signs shall be used in accordance with section 98 of the Code of Practice Worksite Safety – Traffic Management, established under the Road Management Act 2004.

Clause 3.9.4 – Pavement Markings

Refer to the VicRoads Supplement to AS 1742.2:2009 Clause 5.2.2 for further information regarding the removal of pavement markings and the use of temporary yellow linemarking.

Clause 3.15.1 – General

This section should be read in conjunction with the Austroads Guide to Road Design - Part 3 Section 8.2.2 (2010).

The general height limit of vehicles is 4.3 m. It applies to the majority of trucks, including those transporting shipping containers. Regulations permit certain types of vehicles, including car carriers, hay trucks, semitrailers and B-double trucks carrying light freight and livestock trucks to operate up to 4.6 m in height. In addition, some oversize vehicles carrying indivisible loads under permit on a specific route may be much higher.

On traffic routes, in addition to structures, no new tree or other feature is to be installed if it prevents – or has the potential in the future to prevent – the clearances as shown in Table 4.1 of AGTM Part 6:2010 from being achieved for all traffic lanes, including those lanes which might be used part time.

There are locations around the road network where existing structures or low tram wires result in a clearance of less than these values. The VicRoads information bulletins 'Height Clearance on Roads' (2009) and 'Height Clearance Under Structures for Permit Vehicles' (2007) provide further details including the location, type of structure and available clearance. Both these bulletins are available on the VicRoads' website (<https://www.vicroads.vic.gov.au/business-and-industry/heavy-vehicle-industry/heavy-vehicle-road-safety/height-clearance-on-roads>).

Requirements for the minimum mounting heights of overhead signs are given in Appendix D2.3.6 of AS 1742.2:2009.

On local streets in residential areas, a clearance beneath trees which allows for a truck 3.5 m high is generally acceptable. This may be in the middle of the road; it will provide for the majority of fire vehicles and typical delivery trucks. Where there are buildings over two storeys high, the general height limit of 4.3 m should be provided for, on at least one route which is acceptable to the relevant fire brigade.

Regulation 253 of the Road Safety (Vehicles) Regulations 2009, prohibits a vehicle travelling beneath a bridge or overhead structure that carries a sign with the words 'LOW CLEARANCE' or 'CLEARANCE' if the vehicle's height is equal to or greater than the value shown.

Clause 3.16.6 – Variable Message Signs

Variable message signs (VMS) used as part of worksite traffic management must conform to Part 6, Division 4 of the Code of Practice Worksite Safety – Traffic Management established under the Road Management Act 2004.

Clause 4.9.1 – General

Temporary speed zones for work on roads must conform to Part 5 of the Code of Practice Worksite Safety – Traffic Management established under the Road Management Act 2004.

4. Additional Information

Worksite Traffic Management Sign Spacing and Taper Lengths Guide

a) How to use the Sign Spacing and Taper Lengths Guide

This guide is a reference document to be used in conjunction with the Victorian Worksite Safety – Traffic Management Code of Practice.

It is only a guide and not a substitute for the formal guidelines for setting out traffic guidance schemes for works on roads in Victoria – see the references below.

This guide has primarily been produced to provide the recommended nominal spacing between signs and taper lengths at worksites. These recommended distances should be used in preference to those recommended in AS 1742.3.

This guide should be used as a template to determine the nominal position of various signs. This guide is not a definitive resource on the signs to be used. Which warning signs are used will depend on the circumstances, in accordance with the Code of Practice and AS 1742.3.

Any signing layouts that comply with the Code of Practice are also acceptable.

b) Modifications due to site conditions

The plates shown in the multi-message boards must be altered to meet site conditions. For example:

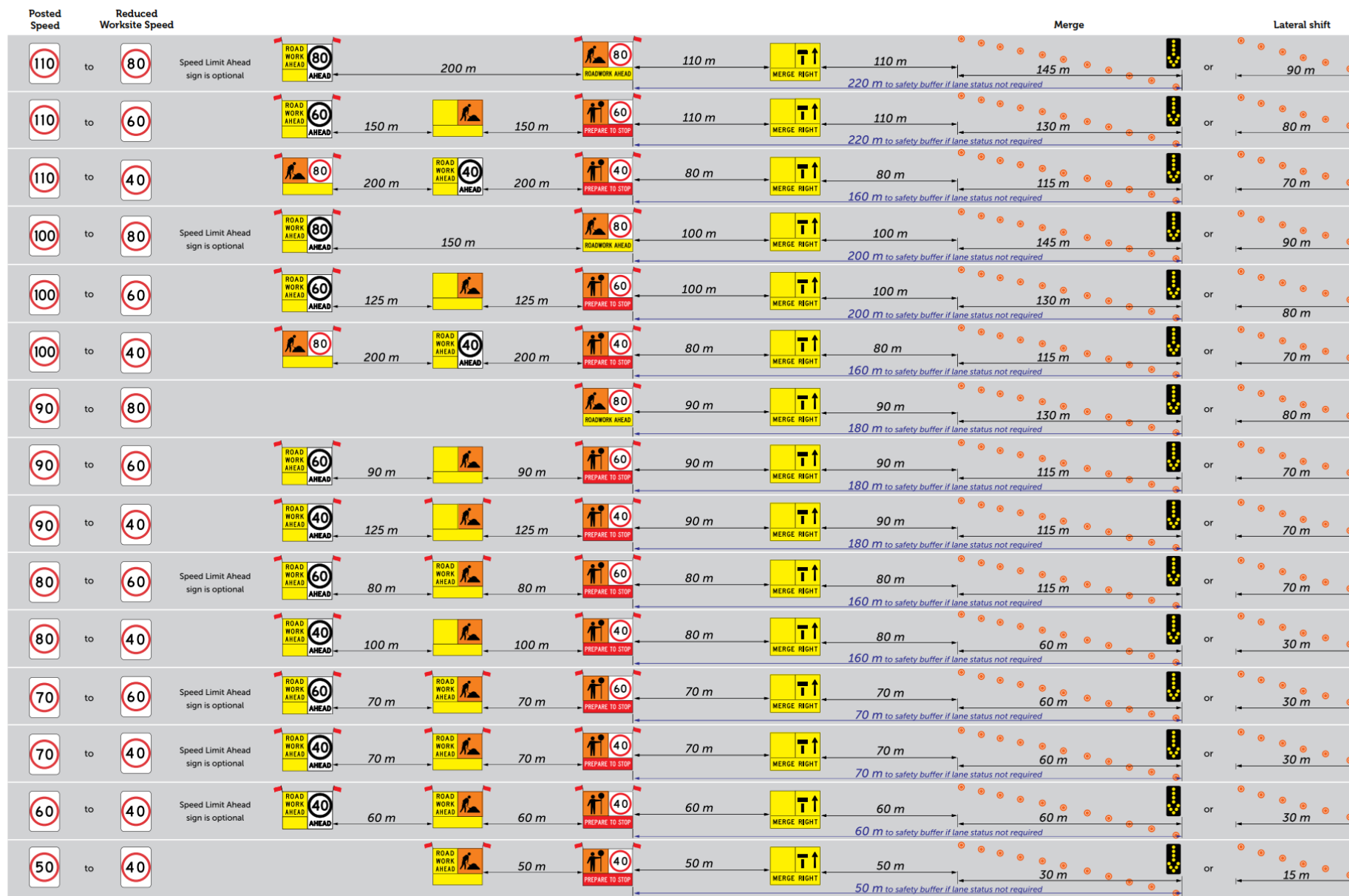
- If there are no workmen on site, then the symbolic worker sign should not be shown.
- If there is no traffic controller with a STOP/SLOW bat, then the symbolic traffic controller sign should not be shown.
- If there is no expectation that the traffic will have to stop, then the 'PREPARE TO STOP' sign should not be shown.
- Lane status signs must accurately reflect the actual lane closures in place. Additional warning signs may be necessary.

The nominal distances shown in this guide may need to be amended due to site conditions. For example:

- The location of advance signs may need to be further upstream to ensure they are beyond the expected maximum queue length.
- Adjustments must be made if there is a sight obstruction at the nominal point.

c) References

- Worksite Safety – Traffic Management Code of Practice (August 2010)
- Road Safety (Traffic Management) Regulations 2009.



Note: These examples only show distances for common set-ups. Always refer to AS1742.3-2009 and Worksite Safety - Traffic Management Code of Practice - 2010 for full details

End Road Works - Return Speed = 50 m past site or on back of first multiframe exiting the worksite - on both sides of carriageway



Figure A 1: Worksite Traffic Management Sign Spacing and Taper Lengths Guide (1)

1. Note: This is a guide only and must be used in conjunction with Worksite Safety Traffic Management Code of Practice 2010.

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Previous versions of this document are available on request by contacting the VicRoads – Network Standards team.

For enquiries regarding this supplement, please contact the VicRoads – Network Standards team via tem@roads.vic.gov.au or 9854 2417.