

# **FIELD GUIDE** **for** **TRAFFIC CONTROL** **AT WORKS ON ROADS**

HB 81.9—2000

**Part 9: Long-term partial closures  
and detours on rural roads**



Standards Australia

# **FIELD GUIDE**

**for**

## **TRAFFIC CONTROL AT WORKS ON ROADS**

### **Part 9: Long-term partial closures and detours on rural roads**

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## PREFACE

This Handbook has been prepared to provide guidance for personnel engaged in works on roads in rural areas involving roadway closures for continuous periods of more than one day and up to approximately three weeks. It covers works on all types of rural roads other than expressways and freeways. It is intended to be used primarily as a field reference guide.

The Handbook has been prepared to cover a specific area of roadworks signage. It contains only those provisions of AS 1742.3\*, which are considered to apply in the particular cases with which it deals, and for convenience, reproduces them in summary form. It is not intended to supersede AS 1742.3 and in any cases where there may appear to be differences in specified requirements or recommendations, or where matters could be interpreted differently from that Standard, it is intended that the Standard specification, recommendation or interpretation should prevail.

Assistance in the preparation of this Handbook was provided by representatives of the following organizations:

- Department of Transport, South Australia
- Department of Infrastructure, Energy and Resources, Tasmania
- Main Roads Department, Queensland
- Roads and Traffic Authority, N.S.W.
- VicRoads
- WorkCover N.S.W.

Other Handbooks in this series are listed on the back cover.

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\* AS 1742.3, *Manual of uniform traffic control devices*, Part 3: *Traffic control devices for works on roads*.

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# STANDARDS AUSTRALIA

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## **Handbook No. 81.9—2000** **Field guide for traffic control at works on roads**

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### Part 9: Long-term partial closures and detours on rural roads

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#### **1 WHERE TO USE THIS HANDBOOK**

This Handbook should be used where your work involves a partial roadway closure or incomplete works which are to be left unattended, or for a detour.

It applies to works on all rural roads except freeways and expressways (see HB 81.7). For long term works on urban roads see HB 81.8.

#### **2 GENERAL REQUIREMENTS**

The following is a list of general requirements for supervisors to observe when carrying out the kinds of works on roads covered by this Handbook:

- (a) *Give advance warning* You must provide advance warning at the distances from your work area shown in the arrangement diagrams at all rural roadwork sites left overnight.

- (b) *Delineate the works clearly* Make sure that traffic is clearly shown the path it must take through the works, as follows:
- (i) Use rows of temporary hazard markers to form the leading side of tapers at lane merges and direction changes, but don't 'over-delineate' by having them on both sides or having them too close together so that they confuse drivers.
  - (ii) Use traffic cones or bollards with reflective sleeves or post mounted delineators to guide traffic past the work area. You will need to fix cones or bollards to the pavement or weight them down if they are likely to be dislodged by traffic.
  - (iii) Use temporary linemarking and temporary raised reflective pavement markers where you need to create a new line to separate opposing directions of traffic.
  - (iv) Use the arrangement diagrams in the back of the book as a guide to where each of these devices should be used, how they should be placed and how far apart you should place them.
- (c) *Place signs where they will do their job properly* Observe the following:
- (i) Place signs at least 1 metre clear of traffic paths wherever possible.
  - (ii) Ensure signs are mounted securely and will not blow over or around.
  - (iii) See that signs are placed in the driver's line-of-sight, and not too far off to one side.

- (iv) Ensure that signs are not obscured by works vehicles, trees, vegetation or other obstructions. You may sometimes need to move them forward or back a few metres from the positions shown on the arrangement diagrams.
- (v) Do not allow the signs themselves to obscure a driver's view of other signs or other traffic on the road.
- (vi) Make sure that signs are not a hazard to pedestrians or other road users.
- (vii) Ensure that signs cannot deflect vehicles into wrong or dangerous paths.
- (d) *Cover up any existing permanent signs that don't apply* If there are any existing signs near the works site that could give the wrong message or confuse drivers, cover them up for the duration of your work.
- (e) *Do not force drivers to break the law* Make sure your traffic diversions do not force drivers to disobey regulatory signs or pavement markings. You may need to cover or remove these devices if this is a problem. If you are forcing drivers to cross continuous or double centre (separation) lines, make sure they can do so safely. You may have to remove the line or part of it, to avoid forcing drivers to break the law.
- (f) *Remove signs and devices at the finish of the work* Be sure you collect all signs, including advance signs, and all delineating devices before finally leaving the site and opening it up to traffic.
- (g) *Works hidden around a bend* If your road closure is hidden around a bend, you must extend the full width of the closure back towards oncoming traffic until

drivers can see the whole of your taper before they get to it. Figure 4 shows you an example of how to do this.

### 3 HOW TO USE SIGNS AND DEVICES

A list of all the signs and devices you might need for this Handbook is given at Appendix A. Use them as follows:

- (a) **ROADWORK AHEAD, END ROADWORK** Use these signs in advance of and beyond all work sites left overnight. Use **BRIDGEWORK AHEAD** instead if the work involves partially closing the road on a bridge deck. Use **ROADWORK ON SIDE ROAD** if you have the situation shown in Figure 14.

