

Date: 16/09/2025 Author: DEIVIDAS GUZUNAS Project: KILMINHAM TO THOMAS ST CYCLE ROUTE  
 Comments: Keep the Truck Half Way in the Cycle Track Half Way On the Road



- 42 x Cones
- 5 x RUS 063
- 4 x WK 001
- 3 x RUS 001
- 3 x WK 033
- 2 x P 003L
- 2 x RUS 026
- 1 x ??
- 1 x P 003R
- 1 x P 010 End
- 1 x RUS 002
- 1 x WK 001 Roadworks Ahead
- 1 x WK 012

## Legend

- Cones
- Cyclist Traffic
- Pedestrian Barrier
- Safety Zone
- Traffic
- Work Area

Table B.2.2.4 Minimum Design Parameters for Level (I)(II) Roads (Single Carriageway of 50km/h)

Design Parameter	Type A > 12 hours	Type B < 12 hours	Type C < 15 mins
Advance Warning Signage			
Sign Size (mm)	600	600	-
Sign Visibility (m)	50	50	50
Number of Signs	2	2	-
Cumulative Distance (m)	40	40	-
Distance between Advance Warning Signs (m)	20	20	-
Taper			
Lane Taper Rate <sup>a</sup>	1 in 5	1 in 5	-
Hard Shoulder Taper Rate <sup>a</sup>	-	-	-
Cones			
Cone Height (mm)	750	750	-
Taper Spacing (m) <sup>b</sup>	3	3	-
Longitudinal Spacing (m) <sup>c</sup>	3	3	-
Lamps (unit areas only)			
Taper Spacing (m)	6	6	-
Longitudinal Spacing (m)	6	6	-
Safety Zones			
Longitudinal (m)	5	5	-
Lateral (m)	0.5	0.5	-
Lanes			
Lane Width (m) <sup>c</sup>	3 (2.5)	3 (2.5)	-
Two-way Roadway Width (m)	6	5	-

Notes:  
 a. 45 taper is required at shuttle traffic controlled layouts with cones at 1m centres.  
 b. Cone spacing is the maximum permitted. Where geometry or any other site-specific reason dictates the spacing shall be reduced accordingly.  
 c. The optimum lane width for all classes of vehicles is 3.3m. This may be reduced to a minimum of 3m. Below this, HGVs and buses must be marshalled past the works. The absolute minimum lane width, if only cars and light vehicles are present, is 2.5m. Refer to Paragraphs 8.4.3.1 to 8.4.3.3.

- NOTES:
1. AN GARDA SICHAUNA MUST BE CONSULTED PRIOR TO THE IMPLEMENTATION OF STOP AND GO TRAFFIC CONTROL.
  2. STOP AND GO TRAFFIC MUST BE GO DISCUSSING MANUAL OR MECHANICAL METHODS CAN BE USED AT PLANT CROSSING POINTS, SITE ACCESS POINTS OR ON SINGLE CARRIAGEWAY ROADS WHERE THE TRAFFIC IS REDUCED TO A SHUTTLE OPERATION. THIS METHOD PROVIDES CONTROL AT CROSSINGS OR EXITS, AND IN A SHUTTLE OPERATION ALLOWS THE TRAFFIC FLOWS TO MOVE ACCORDING TO THE DEMAND. THIS OPERATION MUST BE UNDERTAKEN BY TRAINED PERSONNEL USING STOP AND GO DISCS AND WEARING HIGH VISIBLE VESTS.
  3. THE FLOW OF TRAFFIC SHOULD BE BASED ON THE ACTUAL DEMAND ON THE ROUTE. THESE DEMANDS VARY AT PEAK TIMES AND CAN BE UNBALANCED AT OFF-PEAK TIMES. GO MANUALLY OPERATED.
  4. THE NUMBER AND SPACING OF ADVANCE WARNING SIGNS REQUIRED TO IMPLEMENT A STOP AND GO OPERATION VARIES DEPENDING ON THE ROAD LEVEL CLASSIFICATION. THE REQUIREMENTS ARE PROVIDED IN THE DESIGN PARAMETER IN SECTION 8.2.2.
  5. SIGN WK 011 (LADDER AREA) SHALL BE USED WITHIN THE ADVANCE WARNING SIGNAGE. SIGN WK 005 STOP HERE ON RED MAY BE PLACED IN ADVANCE OF THE STOP AND GO DISC LOCATIONS.
  6. A-6 LEAD-IN TAPERS SHALL BE PROVIDED WITH CONES AT 1m CENTRES.
  7. IF THERE IS AN JUNCTION WITH THE LENGTH BEING CONTROLLED BY STOP AND GO DISC, A THIRD OPERATOR MAY BE REQUIRED TO CONTROL TRAFFIC ON THE SIDE ROAD.
  8. REMOTELY OPERATED STOP AND GO DISCS MAY BE USED DURING DAYTIME HOURS PROVIDED THE OPERATOR HAS AN UNOBSTRUCTED VIEW OF BOTH ENDS OF THE SITE AND IS NOT MORE THAN 100M FROM EITHER END.
  9. WHERE SHUTTLE WORKING IS IN OPERATION, THE OPERATOR SHOULD BE POSITIONED SUFFICIENTLY FAR FROM THE ONE-LANE SECTION TO CROSS BACK ONTO THE CORRECT SIDE OF THE ROAD BEFORE ENCOUNTERING THE STATIONARY TRAFFIC WAITING AT THE RED SIGNAL. SIGN WK 006, WILL CLEARLY DEFINE WHERE THE VEHICLES SHOULD STOP.
  10. FOR 20M IN ADVANCE OF THE STOP AND GO DISC, CONES SHOULD BE PLACED ALONG THE CENTRELINE IF SPACE PERMITS TO HIGHLIGHT TO THE ROAD USER THAT THEY ARE CLOSE TO THE MANUALLY CONTROLLED STOPPING POINT. IF NECESSARY AN ADDITIONAL SIGN WK 005 MAY BE POSITIONED 10M TO 20M FROM THIS POINT.
  11. FOR SHORT LENGTHS OF WORK, FOR EXAMPLE SITE CROSSING POINTS OR SITE EXITS ON A TWO-WAY ROAD, A SINGLE OPERATOR MAY BE USED TO CONTROL THE TRAFFIC USING A DOUBLE-SIDED STOP DISC. THE OPERATOR STOPS BOTH FLOWS OF TRAFFIC FOR THE DURATION OF THE OPERATION AND THEN LEAVES THE CARRIAGEWAY AND SIGNALS TO THE TRAFFIC TO PROCEED. THIS SYSTEM SHOULD ONLY BE USED IF BOTH DIRECTIONS OF TRAFFIC HAVE CLEAR VISIBILITY OF THE OPERATOR AND DISC AT ALL TIMES. IF THE LENGTH OF THE SITE IS GREATER THAN 20M THEN A TWO-DISC OPERATION IS REQUIRED.
  12. THE SIGN PROVIDED FOR ROAD USERS TO DEVIATE AROUND THE WORKS AND THEN BACK ON LINE SHOULD BE A MINIMUM OF 20M AND INCREASED IF NECESSARY TO ENSURE VEHICLES CAN MANOEUVRE THROUGH THE WORKS REASONABLY FREELY.
  13. FURTHER GUIDANCE IS PROVIDED IN THE TEMPORARY TRAFFIC MANAGEMENT DESIGN GUIDANCE DOCUMENT FOR THE MAXIMUM SHUTTLE LENGTH ALONG WITH THE MAXIMUM TRAFFIC FLOW PERMITTED FOR THE USE OF STOP AND GO AT VARIOUS SPEEDS. THIS INFORMATION SHALL BE ADHERED TO BY THE TTM DESIGNER.

