

Supplement to AS 1742.3

Manual of uniform traffic control devices

Part 3: Traffic Control for Works on Roads

October 2026



Government of South Australia
Department for Infrastructure
and Transport

**Build.
Move.
Connect.**

Disclaimer

While every reasonable effort has been made to ensure that this document is correct at the time of publication, the Minister for Infrastructure and Transport, its agencies, instrumentalities, employees and contractors disclaim any and all liability to any person in respect to anything or the consequence of anything done or omitted to be done in reliance upon the whole or any part of this document.

Publication details

Document information

Title	Supplement to AS 1742.3 – Part 3: Traffic Control for Works on Roads
Owner	Traffic Engineering Standards
KNet reference	#24254271

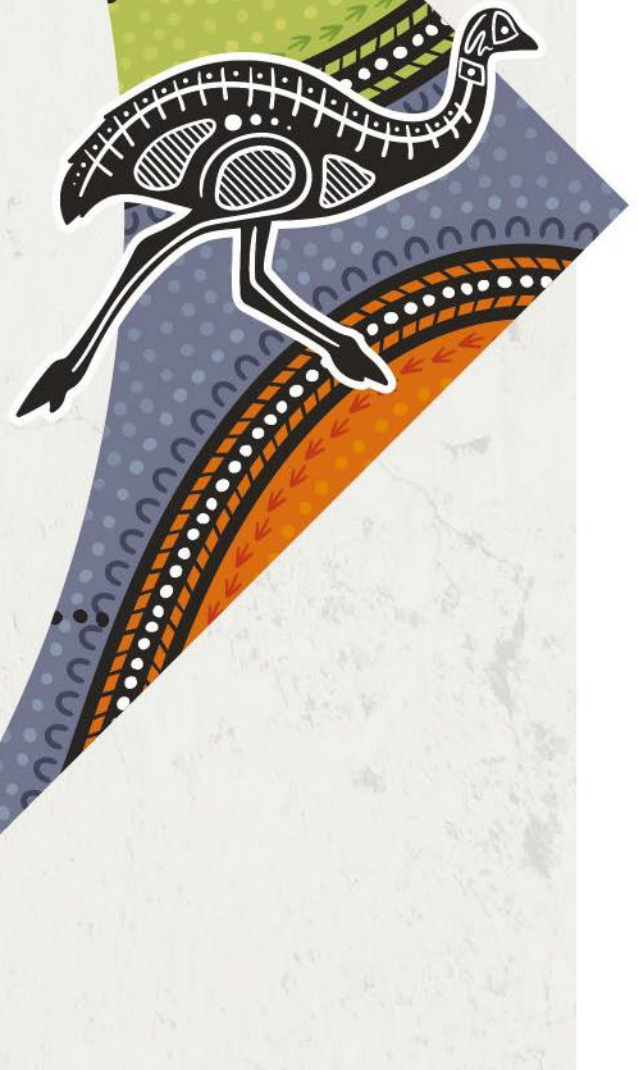
Change history

Version	Date changed	Nature of amendment
1	3 February 2026	Original issue
2	12 October 2026	Updates to Clauses 4.11.3 and 4.12.2 regarding the use of Longitudinal channelling devices; Update to Clause 4.11.4 - link to Temporary Yellow Linemarking guidance updated

Approvals record

Approver	Position	Date	Signature
Stephen Pascale	Manager, Traffic Services	12 October 2026	Digital Approval No. 62467

We acknowledge the Traditional Custodians of the Country throughout South Australia and recognise their continuing connection to land and waters. We pay our respects to the diversity of cultures, significance of contributions and to Elders past, present and emerging.



Contents

Part 1. Introduction.....	6
1.1. South Australia's supplements	6
1.2. Structure of this document.....	6
Part 2. Details of Supplement Information.....	7
General (Applicable to all Clauses/Section)	7
Section 1 Scope and General.....	7
Clause 1.2 Normative references	7
Clause 1.3 Terms and definitions	8
Section 2 Traffic Management Plans	12
Section 3 Traffic Guidance Scheme	13
Clause 3.1 General	13
Clause 3.2(e) Signs and devices - jurisdictional requirements	13
Clause 3.4 Creating a temporary speed zone	13
Clause 3.4.4 Advance warning of temporary speed zones (buffer zones)	13
Section 4 Function, Description and Use of Standard Signs and Devices	14
Clause 4.2 Selection and Use	14
Clause 4.2.1 General	14
Clause 4.2.2 Multi-message signs.....	14
Clause 4.2.5 Adjustment to existing devices.....	15
Clause 4.2.8 Vehicle size and load restrictions.....	15
Clause 4.3 Installation and removal	15
Clause 4.3.6 Public awareness	15
Clause 4.4 Format and size of signs	16
Clause 4.4.3 Sign sizes in the T Series (excludes multi-message signs).....	16
Clause 4.4.4 Sign panels in the TM Series (for use in multi-message signs).....	16
Clause 4.6 Signs and devices for work site approaches and departures	16
Clause 4.6.7 Roadwork on side road.....	16
Clause 4.7 Signs and device for regulatory control of traffic.....	17
Clause 4.7.2 Table 4.2(A) Manual control – sign size.....	17
Clause 4.7.4 Traffic signal control	17
Clause 4.7.6 Temporary speed limits	17
Clause 4.7.6 Table 4.2(E) Temporary speed limit – sign size	17
Clause 4.9 Road conditions signs	18
Clause 4.9.1 Slippery, (T3-3, TM3-3).....	18
Clause 4.9.2 Advisory Speed signs (T3-16, TM6-16)	18
Clause 4.10 Signs and devices for road and lane closures	18
Clause 4.10.1(b) Lane Status (T2-6, TM10 series)	18
Clause 4.11 Devices for delineating and indicating the travelled path	18

Clause 4.11.2	Roadworks temporary guideposts	18
Clause 4.11.3	Temporary Hazard markers	18
Clause 4.11.4	Pavement Markings	18
Clause 4.12	Containment fences and road safety barrier systems	19
Clause 4.12.2	Longitudinal channelling devices	19
Clause 4.12.4	Temporary crash attenuators	20
Clause 4.14	Vehicle-mounted signs and devices	20
Clause 4.14.2	Illuminated flashing arrow sign	20
Clause 4.14.5	Truck-mounted and trailer mounted crash attenuators	20
Clause 4.17	Signs and devices for managing pedestrians	20
Clause 4.17(d)	LOOK BOTH WAYS, TWO-WAY TRAFFIC (T8-5, TM8-5)	20
Clause 4.17(e)	Pedestrian containment	20
Clause 4.22	Variable message signs used at road works	21
Clause 4.22.3(b)	Message screens	21
Appendix A	Additional multi-message signs	22

Part 1. Introduction

All road authorities across Australia are working towards harmonisation between States and Territories in how road networks are managed. In order to achieve this for temporary traffic management, the Austroads *Guide to Temporary Traffic Management* and Australian Standards relating to temporary traffic management have been adopted to assist in providing that level of consistency and harmonisation across all jurisdictions. This means that these Austroads Guides and the Australian Standards are the primary technical references.

Jurisdictional supplements identify where practices differ from the guidance in the national standards and/or provide additional information where required.

1.1. South Australia's supplements

The Department for Infrastructure and Transport (the Department) is developing a series of supplements to the parts of *Australian Standard AS 1742 Manual of Uniform Traffic Control Devices*. As these supplements are published for use, the Department's *Standards and Guidelines* web page and other publications will be updated as necessary to reference the new supplement and remove duplicated content. Users are reminded to always access the live versions of these documents via the Department's *Technical Documents – Standards and Guidelines* web page, filtered by the discipline of Road and Traffic Management (<https://www.dit.sa.gov.au/standards/standards-and-guidelines>), or the Department's *Workzone Traffic Management* web page (<https://www.dit.sa.gov.au/traffic-control-monitoring/workzone-traffic-management>) to ensure they are accessing the latest information, and are encouraged to subscribe to the web page to be notified of changes periodically.

The Department's *SA Standards for Workzone Traffic Management* (the *SA Standards*) set out the mandatory requirements for variations from the Australian Standards and Austroads Guides for the use of traffic control devices for temporary traffic management in South Australia. The *SA Standards* reference various Departmental documents including this supplement and requires road authorities to comply with the variations and additional information to the Australian Standards and Austroads Guides contained in this supplement.

Australian Standards *AS 1742.3 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 related to workzone traffic management and has been adopted by all jurisdictions.

This document is South Australia's supplement to *AS 1742.3 (2019)* and has been prepared and authorised by the Department.

Where the *SA Standards* or the *DIT Supplement to AS 1742.3* vary from, or provide additional information to, that contained in the Australian Standards and AGTTM, the *SA Standards*, and the *DIT Supplement to AS 1742.3* shall take precedence.

1.2. Structure of this document

Part 2 of this document provides the details of the supplement information as follows:

- **DEPARTURE:** Where South Australia's practices differ from the guidance in the Australian Standard. Where this occurs, these differences or 'Departures' will be highlighted. The departure information takes precedence over the Australian Standard clause.
- **ADDITIONAL INFORMATION:** All information not identified as a departure provides further guidance to the Australian Standard and is read and applied with the Australian Standard clause.

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

Part 2. Details of Supplement Information

General (Applicable to all Clauses/Section)

- Sign specification details of signs for use in South Australia are provided in the Department's *Sign Index* <https://signindex.dit.sa.gov.au/signs> and the Australian Standard *AS 1743 Road Signs - Specifications*. The *Sign Index* provides the sign specification details of signs which are not included in the Australian Standards but have been developed for use in South Australia. For all other sign specification details, refer to AS 1743. Where inconsistencies between signs identified in AS 1742.3 and the *Sign Index* exist, the *Sign Index* shall prevail. Signs in AS 1743 which shall not be used in South Australia are listed in the Department's [Code of Technical Requirements](#).
- Regulations under the *Road Traffic Act 1961* including the *Australian Road Rules* (ARR) can be accessed at the *South Australian Legislation* web page: <https://www.legislation.sa.gov.au/legislation/regulations-and-rules>

Section 1 Scope and General

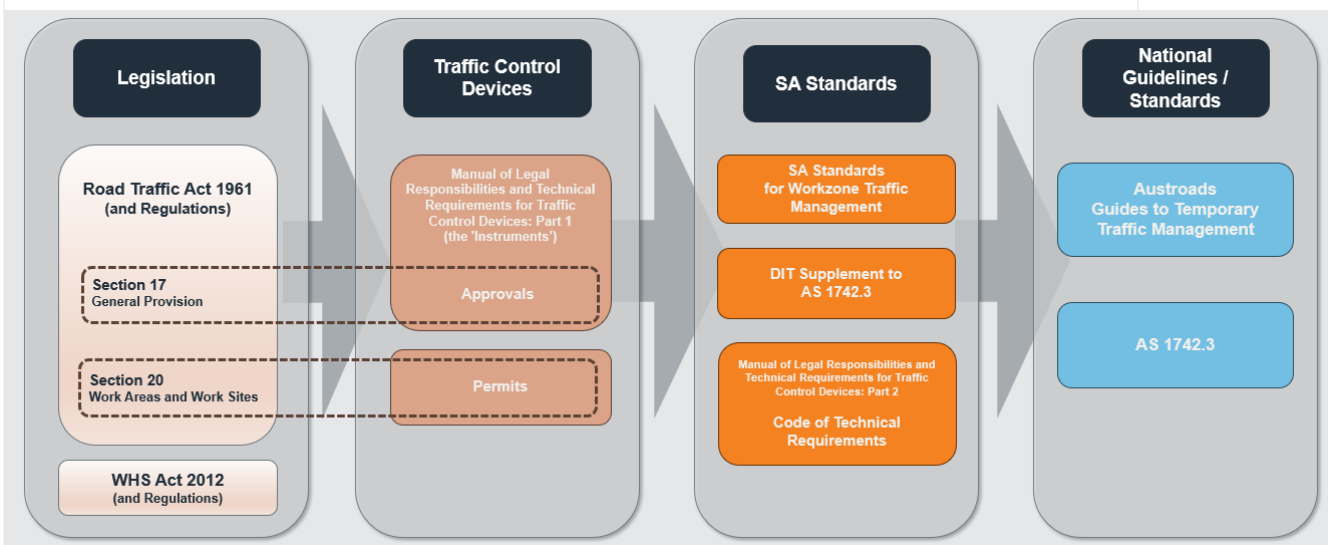
Clause 1.2 Normative references

ADDITIONAL
INFORMATION

In addition to those documents listed in AS 1742.3, the following documents constitute requirements in South Australia:

- South Australia *Road Traffic Act 1961* (The Act) and Regulations
- *SA Standards for Workzone Traffic Management*
- *Work Health Safety Act 2012* and Regulations (WHS)
- The Department's *Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices* (the Manual):
 - Part 1 – Legal Responsibilities (the Instruments)
 - Part 2 – Code of Technical Requirements (the Code)

Figure 1.1 – Document Chart



Clause 1.3 Terms and definitions

The following terms and definitions apply, in addition to those found in AS 1742.3 Clause 1.3:

Authorised officer

a person appointed as an authorised officer under Section 35 of the Act or a person of a class of persons appointed as authorised officers under that section; or a police officer.

AITDSA

The Austroads Innovative Temporary Traffic Management Device and Solution Assessment (AITDSA) Scheme is a scheme that assesses and recommends the use (or otherwise) of innovative devices and solutions used for temporary traffic management in Australia and New Zealand. Refer to:

<https://austroads.com.au/network-operations/temporary-traffic-management/AITDSA>

Competent person

A person who has:

- authority delegated by Commissioner of Highways to place, move and remove traffic control devices on or above roads in South Australia; and
- through a combination of training, qualification, and experience, acquired knowledge and skills enabling them to correctly perform a specified task; on the applicable category of road, and
- attained accreditation in a DIT approved Temporary Traffic Management Training qualification

Day time

The daylight hours between the official times of sunrise and sunset. Refer to:

<https://www.sa.gov.au/topics/driving-and-transport/roads-and-traffic/sunrise-and-sunset-times>

During these hours conditions may be so poor that there is not enough natural light for the daytime rules to apply. In such circumstances, it is recommended that traffic controls meet night time requirements.

Delineate

To mark out temporary pathways for traffic to follow through a worksite.

Dimension D

A distance expressed in metres, used for the positioning of advance signs and related purposes.

DIT (the Department)

South Australian Department for Infrastructure and Transport.

Expressway

A divided road for through traffic with full or partial control of access and generally with grade separation at intersections. The term includes expressways, freeways, tollways, and motorways (as defined in AS 1742.0).

Frangible

Capable of being broken; frangible materials shall be used for posts or other supports for signs and devices which could otherwise injure road users.

Hazard Category 1 & 2

For the purposes of this document, and due to confusion with the Road Categories introduced in the Austroads *Guides to Temporary Traffic Management*, the terminology for Hazard Categories have been amended as per the following:

- **Hazard Level 1 Work Area**

Category 1 hazard in Section 20(1) of the Act;

Work area that involves a hazard to workers or a greater than normal level of hazard to persons using the road;

formerly referred to as Hazard Category 1

- **Hazard Level 2 Work Area**

Category 2 hazard in Section 20(1) of the Act;

Work area that involves an unusually high level of hazard to workers or persons using the road;

formerly referred to as Hazard Category 2

May

Indicates the existence of an option.

Night time

The night hours between the official times of sunset and sunrise. Refer to Day time definition.

Prescribed Road

A road that is under the care, control, and management of the Commissioner of Highways;

or

A road, or road class, prescribed by the regulations for the purposes of this definition.

NOTE: There are currently no roads under the care, control and management of council that have been prescribed by the Regulation for the purposes of Section 20 of the Act.

Public Authority

- Is a Minister of the Crown; or
- The Commissioner of Highways; or
- A council; or
- Any other authority, body or person authorized by statute to carry out works on roads; or
- An authority, body or person prescribed by regulations.

Risk management

Process for managing risks by identifying, analysing, evaluating, recording, monitoring, mitigating, treating, and reporting risks according to ISO 31000.

Road

An area that is open to or used by the public and it is developed for (or has as one of its main uses) the driving of motor vehicles and includes road related areas.

Road related area

Any of the following:

- an area that divides a road.
- a footpath or nature strip adjacent to a road.
- an area that is not a road and that is open to the public and designated for use by cyclists or animals.
- an area that is not a road and that is open to or used by the public for driving or parking vehicles; or any other area that is open to or used by the public and that has been declared by regulation to be a road-related area.

Roadwork

As defined by Section 7 of the Highways Act 1926, namely:

- a) the construction of a road; or
- b) the maintenance or repair of a road; or
- c) the alteration of a road; or
- d) the construction of drains and other structures for the drainage of water from a road; or
- e) the installation of fences, railings, barriers or gates; or
- f) the installation of traffic control devices, traffic islands or parking bays; or
- g) the improvement of a road including (for example) —
 - i.) landscaping and beautification; or
 - ii.) installation of road lighting; or
- h) the installation of amenities or equipment on or adjacent to a road for the use, enjoyment or protection of the public; or
- ha) the construction of buildings or facilities relating to public transport or parking for users of public transport; or
- i) the installation of signs on or adjacent to a road for the use or benefit of the public; or
- j) any work in connection with a road.

A reference to roadwork in this document also includes a temporary work activity on or near a road.

Roadwork speed limit

A speed limit indicated for a work site and where work is being carried out or along a work area.

Shall

Indicates that a statement is mandatory.

Should

Indicates a recommendation.

Sight distance

The distance measured along the carriageway over which objects of a defined height are visible to a driver.

TIPES

Transport Infrastructure Product Evaluation Scheme (TIPES) is a national scheme that provides independent fit-for-purpose assessment of innovative road construction products. TIPES is a national scheme endorsed by all Australian State and Territory Road agencies as well as IPWEA (QLD), the Queensland Local Roads Alliance and WALGA, and is run by the National Transport Research Organisation (NTRO).

Refer to: <https://www.ntro.org.au/solutions/ntro-certification>

Traffic control device

Any sign, signal, pavement marking, structure or other device or thing, used to direct or warn traffic on, entering or leaving a road, which may be installed, placed, or erected on the road.

At level crossings traffic control devices are the responsibility of the rail authority, as outlined in the Railways (Operations and Access) Act 1997.

NOTE: This includes traffic cones and temporary bollards, any barrier, structure or other device or thing wholly or partially close a road or part of a road).

Traffic controller

A competent person whose duty it is to control traffic at a work site.

Urgent Works

For the purpose of Section 20 of the Act, Urgent Works are unplanned works that are required to be performed as a matter of “urgency” to minimise the risk to road users and or the public when the supply of essential services may be affected and or the potential threat to life or property. This may include but is not limited to a burst water main or a gas leak, fallen tree etc.

Windrow

A row of built-up earthwork materials which occurs along unsealed roads.

Work area

For the purposes of Section 20 of the Act, a portion of road:

- on which workers are, or may be, engaged; or
- on which vehicles or equipment relating to any works are placed; or
- that is otherwise affected by works in progress (whether those works are occurring on the road or elsewhere).

Work site

For the purposes of Section 20 of the Act, a portion of road affected by works in progress, together with any additional portion of road used to regulate traffic in relation to those works or for associated purpose.

Section 2 Traffic management plans

No additional information or departures.

Section 3 Traffic Guidance Scheme	
Clause 3.1	General
Traffic guidance schemes (TGS) may be in either hardcopy or electronic format. Regardless of the format chosen, they shall be made available to view at the work site.	
NOTE: If works are taking place near, or may impact traffic flow at, a rail or road crossing (this includes level crossings, tramway crossings, footpath/shared path crossing a tramway, a road over rail bridge, a rail over road bridge and shared corridor with rolling stock), the relevant rail authority should be contacted.	
Clause 3.2(e)	Signs and devices - jurisdictional requirements
In South Australia, jurisdictional requirements are defined by this document, the <i>SA Standards for Workzone Traffic Management</i> and the <i>DIT Sign Index</i> .	
Clause 3.4	Creating a temporary speed zone
Clause 3.4.4	Advance warning of temporary speed zones (buffer zones)
Advance warning is required if the speed of traffic on approach to the temporary speed zone is more than 35 km/h higher than the temporary limit.	
Refer to <i>SA Standards</i> Section 7.1.3 and Appendix D for set out of advance warning of temporary speed zones.	

Section 4	Function, Description and Use of Standard Signs and Devices	
Clause 4.2	Selection and Use	
Clause 4.2.1	General	ADDITIONAL INFORMATION
Only signs defined in AS 1742.3, this document or specifically indicated for use for temporary work activity on the Department's Sign Index shall be used when working on the road. Refer to the Department's Standard Sign Index https://signindex.dit.sa.gov.au/signs All elements of the sign must be clearly legible. Where hinged signs are used the hinge placement shall not interfere with or obscure any words, symbols or other elements of the sign. In special circumstances, signs that do not appear in the above documents may be used with the approval of the Department. Special signs must be designed in accordance with the requirements of this standard. Additionally, temporary use of standard (non-roadwork) signs on the sign index may be permitted provided their use is in accordance with the requirements of the relevant standard and documented within the Traffic Guidance Scheme (TGS). All Australian Standard signs have a unique alpha-numeric identification code to assist in placing orders for signs.		
Clause 4.2.2	Multi-message signs	ADDITIONAL INFORMATION
Multi-message signs shall only be used in temporary or permanent 80 km/h or less speed zones. This includes at the beginning of or within buffer zones. In addition to the requirements of AGTTM Part 3 Section 5.5.1 for the duplication of speed limit signs, other non-regulatory sign assemblies should also be duplicated where possible. Multi-message sign panels are not designed to be used in A-frames unless used to control pedestrians only. Multi-message sign panels approved for use in South Australia are shown in Appendix A of AS 1742.3 and on the Department's Sign Index. No other multi-message sign panels shall be used without approval. Examples of multi-message sign combinations are shown in Appendix B of AS 1742.3 .		AGTTM Pt 3 Section 5.5.1 AS 1742.3 Section 4.2.2 AS 1742.3 Appendix A AS 1742.3 Appendix B

Clause 4.2.5 Adjustment to existing devices	ADDITIONAL INFORMATION
Where safety camera signs are present within the temporary work site, only the speed limit portion of the sign shall be covered.  	
Clause 4.2.8 Vehicle size and load restrictions	ADDITIONAL INFORMATION
Designers of a TGS need take into consideration Special Vehicle requirements.	AGTTM Pt 3 Table 2.1 SA Standards Section 4.5
Clause 4.3 Installation and removal	
Clause 4.3.6 Public awareness	ADDITIONAL INFORMATION
Depending on the complexity of the traffic management plan and the length of time it is expected to operate, it may be necessary to erect special signs in advance to inform the public of the future works. It may also be advisable to implement a publicity campaign using printed material and local media, particularly the radio. In addition, when applying for a roadworks permit from the Traffic Management Centre, the location of the works will made available online at www.dit.sa.gov.au or www.traffic.sa.gov.au Portable variable message signs (VMS) may be used to give advance notice of works to road users. VMS should only be used to supplement existing roadside infrastructure and should not be used as a substitute for conventional signs and pavement markings. Roadwork messages on portable VMS must be approved through the Department's Roadworks Portal or by Council or their respective representative. For further information on the use of variable message signs refer to Operational Instruction 2.36 "Variable Message Signs": http://www.dit.sa.gov.au/?a=78552	AGTTM Part 2 Section 4.10 Operational Instruction 2.36 "Variable Message Signs"

Clause 4.4		Format and size of signs	
Clause 4.4.3	Sign sizes in the T Series (excludes multi-message signs)		ADDITIONAL INFORMATION
A size is also suitable for: • Stop/Slow Bats (R6-8, T7-1) used by controllers; or • repeater speed signs (R4-1) B size applies where an oversize sign may be required, however C size signs may be also used to enhance specific situations.			
Clause 4.4.4	Sign panels in the TM Series (for use in multi-message signs)		ADDITIONAL INFORMATION
Multi-message sign panels (TM, RM, WM, GM Series) shall only be used in multi message frames. Sign assemblies containing regulatory speed limit sign panels shall be provided on each side of the roadway, or carriageway of the road for that direction of travel.			
Clause 4.6		Signs and devices for work site approaches and departures	
Clause 4.6.7	Roadwork on side road		ADDITIONAL INFORMATION
When works are being carried out on a side road and works are not within 1.2 m of moving traffic on the main road or the work does not interfere with traffic flow on the main road, displaying a lower speed on the main road is not warranted. However, to notify road users of a lower speed for roadworks being carried out on a side road, the Advisory Speed “x km/h” (TM3-16-1A) with “On Side Road” (TM5-9A) sign shall be used. As this type of sign is advisory only, regulatory Speed Restriction signs (R4-1) are still required on the side road. The Workers (symbolic) and “On Side Road” signs may be used on the main road to provide advance warning to drivers of works on the side road, where any regulatory signs on the side road are clearly visible to drivers after completing their turn from the main road. Signs above are not required to be duplicated but where possible, installed on that side of the road adjacent to the side road affected by the temporary traffic management. An alternative is to install an L or R arrow in the bottom panel. Refer Figure 4.1 below.			km/h ON SIDE ROAD TM3-16-1A / TM5-9A  ON SIDE ROAD TM1-5A / TM5-9A



TM3-16-1A / TM5-9A



TM1-5A / TM5-9A

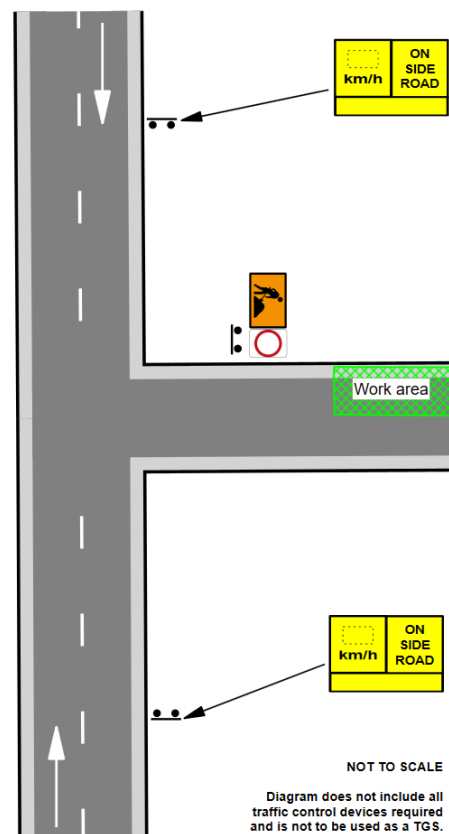


Figure 4.1 – Accepted advanced sign positioning for works on side road.

Clause 4.7 Signs and device for regulatory control of traffic

Clause 4.7.2 Table 4.2(A) Manual control – sign size

**ADDITIONAL
INFORMATION**

Refer to Clause 4.4.3 of this document for further information regarding suitable size for stop / slow bats.

**Clause 4.4.3 in this
supplement**

Clause 4.7.4 Traffic signal control

**ADDITIONAL
INFORMATION**

For requirements for the operation of portable traffic signals (Clause 4.7.4(b)), refer to *SA Standards for Workzone Traffic Management* Section 5.4.

**SA Standards
Section 5.4**

Clause 4.7.6 Temporary speed limits

**ADDITIONAL
INFORMATION**

See Clause 4.6.7 of this document for signing of speed limit on side road

**Clause 4.6.7 in this
supplement**

Clause 4.7.6 Table 4.2(E) Temporary speed limit – sign size

**ADDITIONAL
INFORMATION**

Refer to Clause 4.4.3 of this document for further information regarding suitable size for speed signs.

**Clause 4.4.3 in this
supplement**

Clause 4.9	Road conditions signs	
Clause 4.9.1	Slippery, (T3-3, TM3-3)	<i>ADDITIONAL INFORMATION</i>
Speed Limits for New Surfaces Where speed needs to be temporarily reduced to provide safer conditions until the newly constructed surface has time to achieve adequate skid resistance. This is only applicable to Stone Mastic Asphalt (SMA) or Open graded (OG) surfaces, not dense mixes. Refer to Clause 3.4.2 of this document for possible speed restrictions that may be applied.		 NEW SURFACE [TM3-3A/RM4-1A /TM3-SA105B] <i>Clause 3.4.2 in this supplement</i>
Clause 4.9.2	Advisory Speed signs (T3-16, TM6-16)	<i>ADDITIONAL INFORMATION</i>
Refer to Clause 4.6.7 in this document for further information.		<i>Clause 4.6.7 in this supplement</i>
Clause 4.10	Signs and devices for road and lane closures	
Clause 4.10.1(b)	Lane Status (T2-6, TM10 series)	<i>ADDITIONAL INFORMATION</i>
Refer to DIT Sign Index for additional approved lane status signs beyond those mentioned in the standard. These include T2-6-SAXXX series and TM10-SAXXX series signs. https://signindex.dit.sa.gov.au/signs		<i>DIT Sign Index</i>

Clause 4.11	Devices for delineating and indicating the travelled path	
Clause 4.11.2	Roadworks temporary guideposts	<i>ADDITIONAL INFORMATION</i>
Clause 4.11.3	Temporary Hazard markers	
Other non-standard hazard markers or delineation devices such as “Klemmfix Barrier” can only be used as a delineation device provided they are installed to manufacturers specifications and as per the additional information for Clause 4.12.2 in this Supplement.		
Clause 4.11.4	Pavement Markings	<i>ADDITIONAL INFORMATION</i>
Yellow marking may be used at road work site. Where used, they shall be in accordance with Victoria's Department of Transport TEM Volume 3 Part 2.20 Temporary Yellow Linemarking for Worksite Traffic Management (October 2021): https://content.vic.gov.au/sites/default/files/2024-05/TEM-Vol-3-Part-2.20-Temporary-Yellow-Linemarking-for-Worksite-Traffic-Management-Edition-1.pdf		

Clause 4.12 Containment fences and road safety barrier systems

Clause 4.12.2 Longitudinal channelling devices

ADDITIONAL
INFORMATION

Temporary separation kerbs may be used as longitudinal channelling to redirect traffic during short-term and long-term road works. The device should include interconnected kerb segments with chevron style panels or bollards as posts secured along the length of the kerbing.

These devices are not deemed to be safety barriers as they do not possess any crash redirection or energy dissipating characteristics.

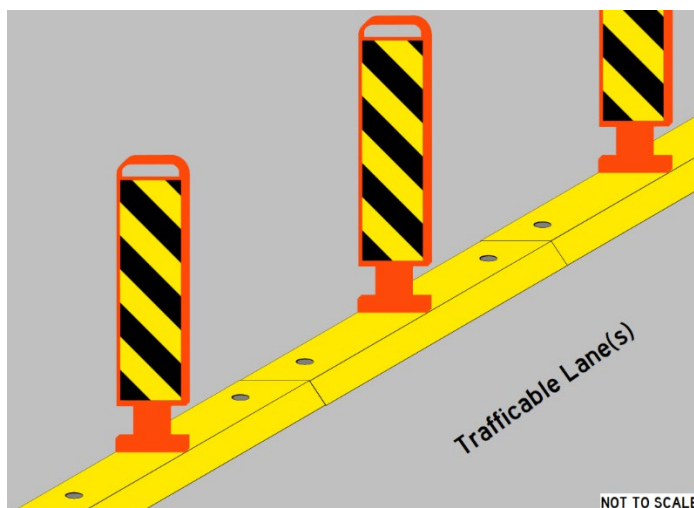


Figure 4.2 – Illustrated example of a temporary separation kerb

Kerb segments should be:

- Yellow in colour.
- Height not to exceed 100 mm
- Width not to exceed 300 mm
- Have interlocking sections
- Feature appropriate ends or end caps installed 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 segments should have:

- Panels – 170 mm to 250 mm wide and covered in retroreflective sheeting consisting of diagonal black and yellow stripes of equal thickness. 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 AS 1906.1 and be equivalent to or exceed the performance of Class 400T. Panels should be regularly checked to ensure they are in good condition, clean, not faded and have good low light visibility and reflectivity.
- Bollards – fluorescent orange in colour with a white horizontal retroreflective sheeting band in accordance with the requirements of AS 1742.3.

AS1906.1

AGTTM Pt 6
Section 2.1.2

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 4.12.4	Temporary crash attenuators	<i>ADDITIONAL INFORMATION</i>
For attenuator use in SA refer to the Department's GD300 Accepted Safety Barrier Products http://www.dit.sa.gov.au/?a=626296		
Clause 4.14	Vehicle-mounted signs and devices	
Clause 4.14.2	Illuminated flashing arrow sign	<i>ADDITIONAL INFORMATION</i>
A flashing arrow shall be displayed at sites where works are occurring on roads with a Category 2 or above and approaching vehicles are required to make lateral movement past or around the works or vehicle.		AGTTM Pt 8 Section 3
Clause 4.14.5	Truck-mounted and trailer mounted crash attenuators	<i>ADDITIONAL INFORMATION</i>
Use of Truck Mounted Attenuators (TMAs) shall be undertaken in accordance with Parts 3, 4 and 5 of AGTTM relative to the work being undertaken. The TMA operator shall remain in the vehicle while it is in operation which includes mobile works, progressively mobile works or setting up a static closure. Once a static closure is in place, the TMA operator should leave the vehicle and may assist with works being undertaken.		AGTTM Pt 3 Section 5.8.1 AGTTM Pt 4 Section 3.5.3
Clause 4.17	Signs and devices for managing pedestrians	
Clause 4.17(d)	LOOK BOTH WAYS, TWO-WAY TRAFFIC (T8-5, TM8-5)	<i>ADDITIONAL INFORMATION</i>
Unless fencing or barriers are in place to prevent access by vulnerable road users to the work site when contraflow arrangements are in place, the Look Both Ways, Two Way Traffic (T8-5) sign shall also be used at any locations within or through the work site where infrastructure intended to provide accessible crossing points for vulnerable road users, such as at kerb ramps, pedestrian crosswalk lines including at signalised and non-signalised pedestrian crossings, pedestrian refuges, and pedestrian walkthrough gaps in medians is in place. Where used, the sign shall be placed on both sides of the open roadway facing pedestrians about to cross.		AGTTM Pt 3 Section 5.8.3
Clause 4.17(e)	Pedestrian containment	<i>ADDITIONAL INFORMATION</i>
Pedestrians Prohibited (R6-15M) sign may be used if pedestrian path cannot be physically blocked and pedestrians must not proceed past the sign location. Refer to DIT Sign Index for sign details. https://signindex.dit.sa.gov.au/signs		DIT Sign Index

Clause 4.22	Variable message signs used at road works	
Clause 4.22.3(b)	Message screens	<i>DEPARTURE</i>
Refer to Department's Operational Instruction 2.36 " <i>Variable Message Signs</i> "		Operational Instruction 2.36 "<i>Variable Message Signs</i>"

Appendix A Additional multi-message signs

ADDITIONAL INFORMATION

For additional multi-message signs refer to the Department's Standard Sign Index by searching "TM, RM, WM or GM" for multi-message signs.

<https://signindex.dit.sa.gov.au/signs>