

Specification for Works on Roads Carried Out for Organisations other than the Commissioner of Highways

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Department for Infrastructure
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Contents

| | | |
|----|--|----|
| 1 | General | 1 |
| | Introduction | 1 |
| | Definitions | 1 |
| 2 | Position of Service | 2 |
| 3 | Notifications | 3 |
| | General | 3 |
| | Minor Works | 3 |
| | Major Works | 3 |
| | Public Notification | 3 |
| | Contact Details | 4 |
| | Emergency Works | 4 |
| | Notification of Completed Works | 4 |
| | As Constructed Drawings | 4 |
| 4 | Standard of Works | 5 |
| | Reference Documents | 5 |
| | Delegation of Responsibilities | 5 |
| 5 | Under Road Boring | 6 |
| 6 | Final Surfacing of the Road | 6 |
| 7 | Attachment of Services to DIT Structures | 7 |
| 8 | Location of Utility Services and the Commissioner's Infrastructure | 7 |
| 9 | Protection of the Environment | 8 |
| 10 | Conformity Testing | 8 |
| 11 | Defects | 8 |
| | General | 8 |
| | Hazardous Defects | 9 |
| 12 | Emergency Repairs | 10 |
| 13 | Care of Site | 10 |
| 14 | Hours of Work | 11 |
| 15 | Traffic and Pedestrian Management | 11 |
| | General | 11 |
| | Standards and Codes | 12 |

| | |
|--|----|
| Accreditation for Signing at Roadworks | 12 |
| Traffic Control | 13 |
| Delineation | 13 |
| Records | 13 |
| Hauling of Cable Through Conduit | 13 |
| Works Adjacent Rail Corridors | 13 |
| 16 Work Zone Traffic Control Devices | 14 |
| Devices | 14 |
| Regulatory Devices | 14 |
| 17 Local Access and Traffic Restrictions | 14 |
| 18 Audits | 15 |
| Appendix A: Requirements for Drawings Submitted by the Owner | 16 |

1 General

Introduction

- 1.1 This Specification stipulates the requirements for undertaking work on roads under the care, control, and management of the Commissioner of Highways in South Australia. It applies to any company, statutory authority, organisation, or person that proposes to install, replace, or repair a Service in the road or undertake any other work on these roads.
- 1.2 Whilst all reasonable care has been taken in its preparation, the State of South Australia does not guarantee, and accepts no legal liability arising from or connected to, the accuracy, reliability, currency, suitability, or completeness of the material.
- 1.3 This Specification applies when any company, statutory authority, organisation, or person (“**Owner**”) proposes to install, replace, repair, or inspect a Service or undertake any other work on a road which is under the care, control, and management of the Commissioner of Highways (“**Commissioner**”).
- 1.4 This Specification applies regardless of whether the Owner is operating under powers pursuant to statute or by an agreement with the Commissioner.
- 1.5 Compliance with this Specification will be deemed by the Commissioner to meet the requirements of the phrases "make good", "reinstate", or “restore” used in applicable Code of Practice or any legislation which gives power to a Statutory Authority to install infrastructure in a Road. The requirements of this Specification may only be varied by the written agreement of the Commissioner.
- 1.6 The Commissioner may nominate a Representative who may exercise all powers and responsibilities of the Commissioner under this Specification.
- 1.7 This specification applies to Services installed both transversely and longitudinally in the Road.

Definitions

- 1.8 The meaning of terms used in this Specification shall be those in AS 1742.0 “Manual of Uniform Traffic Control Devices – Glossary of Terms”, except where described otherwise in this Specification.
- 1.9 “**Contractor’s Activity Zone**” or “**CAZ**” shall be defined in accordance with Clause 4 of DIT Master Specification PC-SM2.
- 1.10 “**Defect**” means poor surface characteristics, cracking, settlement, rutting, or other deformation that signifies the deterioration of the works, including – but not limited to – any non-conformance with DIT Master Specifications RD-BP-D3 or RD-BP-D4.
- 1.11 “**Department**” or “**DIT**” means the Department for Infrastructure and Transport.
- 1.12 “**DIT Master Specification**” means the DIT Master Specification (available via the internet from: https://www.dit.sa.gov.au/contractor_documents/masterspecifications) current at the

date of commencement of work. A reference to “Part” or “Division” in this specification is a reference to a part or division of the Master Specification.

- 1.13 “**Hold Point**” means an identified point in a work-related process, beyond which the subsequent activity cannot proceed without release of the Hold Point by the Commissioner.
- 1.14 “**Minor Works**” means work up to a duration of 1 day from commencement to completion in the trafficable lanes.
- 1.15 “**Major Works**” means work exceeding a duration of 1 day from commencement to completion in the trafficable lanes.
- 1.16 “**Pavement**” includes the pavement of carriageways, road shoulders (sealed or unsealed), driveways, footpaths, medians, traffic islands, and aprons to side streets.
- 1.17 “**Practical Completion**” means completion of the Works, completely free of Defects, to the satisfaction of the Commissioner.
- 1.18 “**Rail Corridor**” means any land used or reserved for the operation of rail services including, but not limited to, those which carry passenger train, freight train, O-Bahn, or tram services.
- 1.19 “**Road**” means any road under the care, control, and management of the Commissioner pursuant to the Highways Act 1926 (SA).
- 1.20 “**TMC**” means the DIT Traffic Management Centre (telephone [1800 018 313](tel:1800018313)).
- 1.21 “**Working Day**” means a weekday from Monday to Friday inclusive that has not been designated as a South Australian public holiday.
- 1.22 “**Service**” means a culvert, drainage structure, cable, conduit, pit, pipe, or similar infrastructure.
- 1.23 “**Works**” means all infrastructure and work associated with the installation, replacement, or repair of a Service in a Road.

2 Position of Service

- 2.1 The following order of precedence shall apply to the position and / or method of installation of the Service:
- a) Outside of the Pavement (i.e. in the verge or roadside);
 - b) In footpaths (where present);
 - c) In the road shoulder;
 - d) Installed under traffic lanes by Under-Road Boring; and
 - e) Installed under traffic lanes by trenching.
- 2.2 The Owner must position / install the Service in accordance with the highest order of precedence which is reasonably practicable.

3 Notifications

General

- 3.1 Requirements for Notification to the Department are contained within the Road Traffic Act 1961 and the SA Standards for Workzone Traffic Management.
- 3.2 Additional information on applying for permission to undertake works is available at https://www.dit.sa.gov.au/roadworks_faqs.

Minor Works

- 3.3 The Owner must comply with the notification requirements prescribed in the Road Traffic Act 1961 and the SA Standards for Workzone Traffic Management.

Major Works

- 3.4 The Owner must submit drawings, specifications, and work methods to the Commissioner for approval at least 4 weeks prior to commencement of site work. The submitted drawings must meet the requirements outlined in Appendix A of this Specification.
- 3.5 In the event that the Owner's drawings and / or specifications are amended prior to the start of work, the Owner must resubmit revised copies.
- 3.6 The Owner must comply with the notification requirements prescribed in the Road Traffic Act 1961 and the SA Standards for Workzone Traffic Management.

Public Notification

- 3.7 No less than 2 weeks before the commencement of work on site, the Owner must notify all local businesses and residents of possible disruptions that may affect them as a result of the work.
- 3.8 If the Works restrict traffic flow and are likely to impede emergency services, the Owner must notify all emergency services of the roadworks, no sooner than 72 hours and no later than 24 hours prior to commencement of work.
- 3.9 If the Works will affect the operation of bus services, the Owner must contact the South Australian Public Transport Authority (SAPTA) to ensure bus services are catered for adequately.
- 3.10 If the Works will affect the operation of rail services, the Owner must contact the relevant network operator(s) to ensure rail services are adequately catered for.
- 3.11 The Owner shall install advance warning signs in accordance with the requirements listed on the Roadworks Permit/Approval, or as directed by the Commissioner during assessment of the Roadworks Permit/Approval.

- 3.12 Indicative guidelines for the installation of advance warning signs are provided in the SA Standards for Workzone Traffic Management.

Contact Details

- 3.13 Prior to commencing work on site, the Owner must provide the Commissioner with contact details for the organisation undertaking works and installing traffic control devices as part of a permit/approval application.

Emergency Works

- 3.14 In the event of an emergency (refer to Clause 12 of this Specification), the Owner must provide verbal notification to the Commissioner as soon as practicable after the emergency becomes known by contacting the Traffic Management Centre on [1800 018 313](tel:1800018313).
- 3.15 Public Authorities may be able to work without prior permission with a declaration under S20(4) of the Road Traffic Act 1961.

Notification of Completed Works

- 3.16 The Owner shall comply with the processes and requirements for notifying the Commissioner of the completion of works, as prescribed by the Roadworks Permit/Approval.
- 3.17 Upon completion of the works, the Owner shall ensure that permits/approvals relating to the completed works are closed in the Roadworks Portal.

As Constructed Drawings

- 3.18 If requested by the Commissioner, at any time within the Defects Liability Period, the Owner must supply the Commissioner with details of the Works, including sketches or drawings showing size and location of the Service(s) (including any associated trenches, conduits, and pavement reinstatements) and the date constructed.

4 Standard of Works

Reference Documents

- 4.1 The Works must be executed in accordance with the requirements of this Specification, the DIT Pavement Reinstatement Manual, and all relevant DIT Master Specifications. The following DIT Master Specifications are specifically referenced in this Specification:
- a) PC-SM1 “Traffic and Pedestrian Management”
 - b) PC-SM2 “Site and Access Management”
 - c) RD-BP-C8 “Application of Pavement Crack Sealant”
 - d) RD-BP-D3 “Surface Characteristics of Spray Seals”
 - e) RD-BP-D4 “Surface Characteristics of Asphalt Pavements”
 - f) RD-EW-C2 “Trench Excavation and Backfill”
 - g) RD-EW-C3 “Boring”
 - h) RD-EW-C4 “Controlled Low Strength Material”
 - i) RD-LM-C1 “Application of Pavement Marking”
 - j) RD-PV-C6 “Reinstatement of Existing Pavements”
 - k) RD-PV-D1 “Pavement Design (Austroads Part 2 Supplement)”
 - l) RD-PV-D2 “Pavement Rehabilitation Design (Austroads Part 5 Supplement)”
- 4.2 DIT Master Specifications can be retrieved from https://dit.sa.gov.au/contractor_documents/masterspecifications.
- 4.3 Unless a full pavement design is being conducted, subject to approval by the Commissioner of Highways, under RD-PV-D1, all pavement reinstatements must comply with all relevant Master Specification Parts, including those listed in Clause 4.1, and the DIT Pavement Reinstatement Manual.
- 4.4 The DIT Pavement Reinstatement Manual can be found at https://www.dit.sa.gov.au/contractor_documents/works_on_roads_by_other_organisations.

Delegation of Responsibilities

- 4.5 The obligations of the Owner are those of the Contractor under the DIT Master Specifications.
- 4.6 The Owner is liable to the Commissioner for the acts and omissions of any contractor, sub-contractor or consultant engaged by the Owner as if they were acts or omissions of the Owner.
- 4.7 A reference to the Principal or Superintendent in the DIT Master Specifications means a reference to the Commissioner.

- 4.8 Where the DIT Master Specifications require an approval, the Commissioner is responsible for either providing or withholding that approval.
- 4.9 The Commissioner owes no duty to the Owner to review or examine any documentation submitted by the Owner for compliance with the Specification or any applicable legislation.
- 4.10 The failure of the Commissioner to enforce a provision of the Specification shall not be interpreted as a waiver of that provision.
- 4.11 The Commissioner may specify requirements in addition to those in the Master Specification so that future roadworks may be undertaken without the need for further relocation of the Service.
- 4.12 Where the DIT Master Specifications require the release of a Hold Point, the Commissioner is responsible for either withholding or releasing the Hold Point.
- 4.13 No Provision of a Contract or Agreement may vary a requirement of the Road Traffic Act 1961 (Refer S174K Road Traffic Act 1961)

5 Under Road Boring

- 5.1 Where a Service is to be installed longitudinally under a road pavement, the Commissioner encourages the use of under-road boring in preference to the excavation and reinstatement of trenches.
- 5.2 Where a Service is to be installed transversely under a road pavement, the Service must be installed by under-road boring in accordance with RD-EW-C3, unless the prior written approval of the Commissioner has been obtained.
- 5.3 The Owner may submit a request to vary the requirements of RD-EW-C3. Any such request must be made in writing and submitted as soon as possible and no later than the time of submitting the request for a Permit or Approval.
- 5.4 In considering the submission, the Commissioner will take into account the following:
- a) the age of the existing pavement and surfacing;
 - b) the condition of the existing pavement and surfacing;
 - c) the size of the Trench;
 - d) future proposed roadworks by the Commissioner
 - e) traffic volumes on the Road; and
 - f) the presence of detector loops for traffic signals and safety cameras.

6 Final Surfacing of the Road

- 6.1 Unless approved otherwise in writing by the Commissioner, the final surfacing must comply with RD-PV-C6 and the DIT Pavement Reinstatement Manual.

- 6.2 The Owner may submit a request to vary the requirements of RD-PV-C6. Any such request must be made in writing and submitted as soon as possible, and no later than the time of submitting the request for a permit or approval.
- 6.3 In considering the submission, the Commissioner will take into account the following:
- a) the age of the existing surfacing;
 - b) the condition of the existing surfacing;
 - c) the size of the Trench;
 - d) future proposed roadworks by the Commissioner; and
 - e) traffic volumes on the Road.

7 Attachment of Services to DIT Structures

- 7.1 Services may only be attached to structures only with the prior written approval of the Commissioner.
- 7.2 Drawings, including fixture details, must be submitted to the Commissioner for approval at least 6 weeks prior to commencement of the intended work.
- 7.3 A Service must not damage or penetrate a drainage culvert.

8 Location of Utility Services and the Commissioner's Infrastructure

- 8.1 The Owner must arrange for the location of all existing utility services prior to commencement of the Works.
- 8.2 Prior to excavations and/or saw cutting any road infrastructure or road surface, the Owner shall contact the DIT Plan Room (DIT.PlanRoom@sa.gov.au) to obtain information (if available) on traffic signal and/or street lighting conduit locations.
- 8.3 Care must be taken to prevent damage to utility services, detector loops, and conduits where excavation is undertaken in the vicinity of traffic signals.
- 8.4 The Owner is responsible for the cost of repair to any damage to the Principal's or other Utility Services' infrastructure.

9 Protection of the Environment

- 9.1 At all times, the Owner must undertake the work in accordance with:
- a) the requirements of the Environmental Protection Act; and
 - b) DIT Environment and Heritage Technical Manual, available from:
<https://www.dit.sa.gov.au/standards/manuals>.

10 Conformity Testing

- 10.1 Unless advised otherwise by the Commissioner, the Owner is responsible for testing of the Works to verify compliance with the requirements of this Specification.
- 10.2 Testing shall be undertaken by a laboratory registered by the National Association of Testing Authorities (NATA).
- 10.3 Copies of all test results shall be submitted to the Principal Technical Officer, Metropolitan Region at DIT.MetroRoadMtce@sa.gov.au within 14 days of testing.
- 10.4 If the Owner fails to undertake the required testing, the Commissioner may arrange for the required testing to be undertaken and the cost of this testing shall become a debt due and payable from the Owner to the Commissioner.
- 10.5 Additional testing may be undertaken by the Commissioner. Where such testing shows that the reinstatement does not comply with the specified requirements, the cost of the additional testing and any rectification works shall be borne by the Owner.

11 Defects

General

- 11.1 Notwithstanding the Owner's compliance with this Specification, the Owner warrants that it will repair any Defect in the Works at its own expense that becomes apparent prior to the expiration of the Defects Liability Period.
- 11.2 Except for a defect that creates a hazard to road users (refer Clause 11: "Hazardous Defects"), a Defect must be rectified within 7 days of the Owner becoming aware of the Defect.
- 11.3 If requested by the Commissioner, the Owner must undertake additional conformity testing of the rectification Works.
- 11.4 During the Defects Liability Period, the Owner is responsible for maintaining the completed surface in a safe and trafficable condition for all road users (including cyclists and pedestrians), unless an order covering the full cost of maintenance is lodged with the Commissioner for the Commissioner to take over this maintenance responsibility.

11.5 Unless otherwise specified by the Commissioner, the Defects Liability Period shall be in accordance with Table 11-1.

Table 11-1 Summary of Common Defects Liability Periods

| Scenario | Defects Liability Period |
|---|--|
| Where conformity testing is undertaken in accordance with Clause 10. | 1 year after Practical Completion. |
| Where the Commissioner advises the Owner that pursuant to Clause 10, conformity testing is not required and the Owner elects not to undertake conformity testing. | 2 years after Practical Completion. |
| Where conformity testing is required pursuant to Clause 10 and the Owner fails to undertake conformity testing. | 3 years after Practical Completion. |
| Where the Owner is required to undertake rectification work due to a Defect occurring during the Defects Liability Period. | As above, or 12 months from when the Defect is fully rectified and the Commissioner is notified accordingly, whichever is the later. |

11.6 In the event that a Defect is not rectified within the timeframes specified in this Specification, the Commissioner may arrange for the repairs to be undertaken and the cost of the repairs shall be a debt due and payable from the Owner to the Commissioner.

11.7 If the Defect is a crack greater than 2 mm in width, the crack must be sealed in accordance with RD-BP-C8. The Commissioner, at their sole discretion, may require additional rectification works to be completed, depending on the contributing factors, severity, and location of the crack.

Hazardous Defects

11.8 Where the Works creates a hazard to road users, the Owner must immediately make the road safe for road users and commence rectification of the defect.

11.9 The Owner shall comply with S20(4) of the Road Traffic Act 1961, which incorporates provisions for works that need to be undertaken as a matter of urgency by or on behalf of public authorities.

11.10 Rectification of hazardous defects must be completed as soon as practicable.

11.11 For the purpose of this Clause, a deformation is deemed to be a hazardous defect if it exceeds the following under a 1.2 m straight edge:

- a) Within trafficked lanes: 50 mm; or
- b) Within bike lanes: 20 mm.

- 11.12 The cost of the rectification work carried out by the Commissioner to make the Road safe shall be a debt due and payable from the Owner to the Commissioner if:
- a) the Owner does not rectify a hazardous defect as soon as practicable; and
 - b) the Commissioner then makes the Road safe.

12 Emergency Repairs

- 12.1 For the purpose of this Clause, an emergency refers to an unforeseen event which causes significant damage to the Road (such as a burst water main) and requires immediate closure of traffic lane(s) for public safety.
- 12.2 Following repair of the Services, a temporary pavement should be placed by the Owner to enable the opening of the traffic lane(s) as soon as practicable unless a permanent repair would be complete before the next peak traffic period. This may include, but is not limited to, road plates.
- 12.3 The permanent repair of the Road must comply with the requirements of this Specification.
- 12.4 Any call out costs reasonably incurred by the Commissioner as a result of the emergency shall be a debt due and payable from the Owner to the Commissioner.

13 Care of Site

- 13.1 Stockpiles of materials must be located within areas that are delineated by traffic control devices (bollards and containment fence or equivalent) and placed such that they do not impede the line of sight for road users, or present a risk to safety of workers or the public.
- 13.2 Stockpiles must not be left on the carriageway when work is not in progress.
- 13.3 Stockpiles left on road shoulders whilst work is not in progress must be located a minimum of 2.5 m from the edge of seal.
- 13.4 Rubbish and surplus material arising from execution of the Works must be regularly removed from the Contractor's Activity Zone (CAZ) so that at the completion of the Works the site is clean, tidy, and free from surplus material.
- 13.5 Surplus material must not be spread over roadside areas.
- 13.6 Drainage sumps, pipes, culverts, and waterways must be inspected for any silt and other material from the Works that has entered past silt traps and other protection measures and must be cleaned out accordingly.

14 Hours of Work

- 14.1 The Owner shall comply with the approved hours of work detailed in the Roadworks Permit/Approval.
- 14.2 Guidance for likely hours of approval is available at https://www.dit.sa.gov.au/roadworks_faqs.

15 Traffic and Pedestrian Management

General

- 15.1 All Traffic and Pedestrian Management undertaken by the Owner shall be conducted in compliance with PC-SM1 “Traffic and Pedestrian Management”.
- 15.2 The Owner is responsible for traffic management within the Contractor’s Activity Zone (CAZ) from the time of commencement of the Owner’s activities at the worksite to the time of completion of the Owner’s activities. This includes:
- a) ensuring that the road is safe for users of the road;
 - b) providing a safe work area for those involved in work on the trafficked network; and
 - c) minimising any disruption to the smooth flow of traffic in accordance with the requirements of this Specification
- 15.3 Unless specified otherwise by the Commissioner, provision for existing traffic and pedestrian movements (including access to properties and local roads) affected by the Owner’s activities must be maintained at all times.
- 15.4 The Commissioner owes no duty to the Owner to review any traffic management plan submitted by the Owner for errors, omissions, or compliance with the requirements.
- 15.5 The Commissioner may direct the suspension of Works in the event that the Owner does not comply with the traffic management parts of this Specification.

Standards and Codes

- 15.6 The Owner must ensure that traffic control devices and signs used at the Site are in accordance with:
- a) *Road Traffic Act 1961* (SA); and all regulations formed under this act including, but not limited to, the requirement to hold and comply with S17 Approvals and S20 Roadworks Permits and associated conditions.
NOTE: FAILURE TO COMPLY WITH THE REQUIREMENT TO HOLD A PERMIT OR APPROVAL OR FAILING TO COMPLY WITH A CONDITIONS OF A PERMIT OR APPROVAL IS A CRIMINAL OFFENCE (S21(1), S21(1a) S21(3) RTA)
 - b) DIT: The Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices:
 - i. Part 1 – The Instrument from the Commissioner of Highways to Grant General Approval for the temporary use of Traffic Control Devices by Persons other than Road Authorities;
 - ii. Part 2 – Code of Technical Requirements, specifically Section 12 – “Works on Roads”; and
 - c) SA Standards for Workzone Traffic Management,
 - d) AS 1742.3 "Manual of Uniform Traffic Control Devices – Traffic Control for works on Roads ";
 - e) Austroads Guide to Temporary Traffic Management (AGTTM), available from: <https://austroads.com.au/network-operations/temporary-traffic-management/guide>
 - f) DIT Field Guide, “Traffic Control Devices for Workzone Traffic Management”.
- 15.7 In the event of an inconsistency between any of the documents listed in Clause 15.8, the higher standard shall apply.
- 15.8 The DIT Field Guide, SA Standard for Workzone Traffic Management and DIT Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices can be retrieved from https://dit.sa.gov.au/standards/standards_and_guidelines.

Accreditation for Signing at Roadworks

- 15.9 The Owner must ensure that competent and accredited persons are on site at all times whilst work is being carried out in accordance with the Roadworks Permit or Approval conditions and the SA Standards for Workzone Traffic Management.
- 15.10 For further detail on the accreditation process and level of training required, refer to the SA Standards for Workzone Traffic Management, available from: <https://www.dit.sa.gov.au/?a=316525>

Traffic Control

15.11 Works shall be undertaken in accordance with conditions of the Permit/Approval as issued.

Delineation

15.12 All works which impact the pavement marking shall comply with RD-LM-C1.

15.13 Wherever pavement marking has been removed, temporary delineation must be provided at the site until reinstatement of pavement marking has been completed.

15.14 Self-adhesive Temporary Retroreflective Raised Pavement Markers (RRPM) must be used for temporary delineation on the finished surface course.

15.15 The RRPM must be white, 100 mm wide and 50 mm high and must comply with Appendix C of AS 1742.3

15.16 Temporary linemarking must not be placed on the finished surface course.

15.17 Permanent linemarking must be installed within 10 working days of the completion of the reinstated pavement.

Records

15.18 The Owner must maintain accurate records of all traffic management activities (including audits), including (at a minimum) the date, time of operation, extent, location, and nature of the speed restriction implemented in accordance with the requirements in the SA Standards for Workzone Traffic Management.

Hauling of Cable Through Conduit

15.19 Where the Works includes the hauling of cables through conduits on Roads, the Owner must submit a site-specific traffic management plan.

15.20 When the hauling of cables through conduits is for distances exceeding 0.5 km, a traffic management plan must be submitted for each work site.

Works Adjacent Rail Corridors

15.21 Where the Contractor's Activity Zone (CAZ) for proposed works on a Road is partially or fully situated within a rail corridor, or within land under the jurisdiction of the operator of a rail corridor, the Owner shall comply with the directions, standards, requirements, notification processes, and approval processes of the relevant network operator(s).

15.22 Rail network operators with assets in South Australia include (but are not limited to):

- a) Australian Rail Track Corporation (ARTC) – <https://www.artc.com.au>;
- b) One Rail Australia (ORA) – <https://1rail.com.au>; and
- c) South Australian Public Transport Authority (SAPTA).

16 Work Zone Traffic Control Devices

Devices

- 16.1 The Owner must supply all necessary Temporary Traffic Control Devices such as signs, barriers, bollards, cones, and other approved devices.
- 16.2 All Temporary Traffic Control Devices must be located and maintained such that they provide the required level of traffic control.
- 16.3 The Owner must make allowance to replace devices that become ineffective during the course of the Works, including those damaged by vehicles or vandalism.

Regulatory Devices

- 16.4 The Owner must reinstate any regulatory devices (such as regulatory signs or pavement marking) that have been temporarily removed or covered
 - a) when no longer conflicting with the temporary traffic arrangements; or
 - b) at the completion of the Works (whichever is sooner).

17 Local Access and Traffic Restrictions

- 17.1 The Owner must:
 - a) maintain provision for safe and convenient pedestrian traffic and control pedestrian movement through the Contractor's Activity Zone (CAZ) in accordance with the SA Standards for Workzone Traffic Management, AS 1742.3, and the Austroads Guide to Temporary Traffic Management;
 - b) provide and maintain access to property entrances adjoining the Works;
 - c) provide for local traffic throughout the Works; and
 - d) provide temporary ramps for local traffic and access to side streets where necessary.

18 Audits

18.1 The Commissioner may undertake audits of signing at roadworks at any time.

Appendix A: Requirements for Drawings Submitted by the Owner

- A.1. Drawings shall use a suitable base (the road authority may be able to provide appropriate base drawings) to a scale that would generally not be smaller than 1:500.
- A.2. The drawings shall show a north point.
- A.3. The name of the road on which the works are proposed to be carried out, shall be clearly shown.
- A.4. The names of nearby intersecting roads shall be clearly indicated.
- A.5. The drawings shall clearly indicate which side of the road and the distance from the edge of the road and/or road reserve boundary that the infrastructure is proposed to be installed.
- A.6. For infrastructure that is proposed to be placed underground, the depth of cover shall be indicated on the drawings.
- A.7. If the proposed infrastructure is likely to be positioned within 1 metre of other utility infrastructure already existing in the road reserve, this shall be clearly indicated on the drawings.
- A.8. If the proposed infrastructure is likely to affect any vegetation that has significant conservation value, any building with a heritage listing, etc., this shall be clearly indicated on the drawings.
- A.9. Where infrastructure is proposed to cross under a road pavement, the location of pits on each side of the road shall be located as close as possible to the boundary and clearly indicated on the drawings, together with the proposed depth of cover under the road pavement. If possible, pits shall be located on side roads.
- A.10. If infrastructure is proposed to be attached to any structure owned by the road authority, this shall be clearly indicated on the drawings. In such cases, digital photos marked up to show the proposed location of the infrastructure (conduit, antenna, etc.) on and adjacent to the road authority structure, shall accompany the drawings. Refer to Clause 7 of this Specification for more detail.
- A.11. Plans shall also be provided to indicate how traffic (vehicles and pedestrians) will be managed during the course of the proposed works.