

TABLE 13.5 TAPER TREATMENT AT ROADWORKS		TABLE 13.5
Conditions	Taper Rate (2)	Rounded length (l) for 4 m shift (nominal lane width 3.4 m) (3)
A. Transition Tapers (1)		
120 km/h - 80 km/h approach speed	1 in 50 to 1 in 40	200m to 150m
80 km/h - 60 km/h approach speed	1 in 30 to 1 in 20	120m to 60m (3)
60 km/h - 40 km/h approach speed	1 in 20 to 1 in 10	80m to 30m (3)
under - 40 km/h approach speed	1 in 10 to 1 in 5	40m to 20m (3)
B. Transition Tapers		
All (4)	1 in 10 to 1 in 5	40m to 20m (4)
NOTES: <ol style="list-style-type: none"> (1) Refer to SARTSM Volume 1, Glossary of Terms. Other tapers may be used to close off shoulders on high class roadways. These may be much shorter than transition and termination tapers. (1 in 5) (2) When writing specifications for tapers on plans or in documents it is preferable to give pre- determined overall lengths rather than taper rates. (3) Urban lane widths will normally be less than 3.7 m. The shorter lengths given equate to 3.0 m lane width. (4) Depending on the side on which a may may be re-developed, the added lane side should develop at 1 in 10 and the shoulder side at 1 in 5 (Termination tapers) (5) The lengths given may be increased or reduced proportionally for tapers over more or less than a lane width to an overall minimum taper length of 10 m (and three delineation devices). (6) A taper should never be extended continuously over two lanes. If it is required that two lanes be dropped this should be achieved by dropping each lane one at a time separated by a stabilizing area. 		

TABLE 13.4		DELINEATOR, CONE AND ROADSTUD SPACING AT ROADWORKS		TABLE 13.4
Temporary Conditions		Delineator or cone Spacing (m)	Roadstud Spacing (m)	
A.	Transition Tapers (1)			
	Transition taper	-1 in 10	3	1-2 (4)
		-1 in 20	5	5 or 6 (1)
		-1 in 30	7	5 or 6 (1)
		-1 in 40	10	5 or 6 (1)
	Transition crossover	-curve (2)	5 to 10	1-2 (4)
		-straight (3)	10	12
	Stabilising of work area		10 to 15	12
	(according to site conditions)		20 in 50	24
	Termination taper	-1 in 5	5	12 or 24
		-1 in 10	7	12 or 24
	Straight	-short	10	12
		-long rural (5)	200max	(6)
		-freeway or	50max	(6)
		high speed road (7)		
NOTES:				
(1)	Choose spacing to best fit with adjacent sections Different spacing should be used on adjacent sections, according to the table to achieve the necessary visual impact on the section of greatest hazard.			
(2)	The figures given apply to outer curves at crossovers; the spacing may be increased to 10m to 20m on inner curves or the delineators omitted altogether.			
(3)	This spacing refers for straights between reverse curves, if used.			
(4)	In urban areas or the curve radius is 60m or less a 1m spacing is recommended.			
(5)	On long rural straights the delineator size may be reduced to 600mm x 150mm as well.			
(6)	Temporary road studs need only be used on straights if conditions required by the warrants given in volume 1 Chapter 7 are applicable i.e. standing water, construction dirt, fog etc.			
(7)	Experience has shown that spacings greater than 50m on freeways may encourage drivers to move onto the work area.			