

Are potholes, or uneven surfaces on the road within the worksite, being treated in accordance with the job specification?

Is the road surface free of loose excavation or road building material?

Are there any diesel or oil spills on the road surface requiring treatment or signing?

Are there any sections of raised linemarking resulting in inadequate skid resistance for motorcycles or bicycles?

Are there any sealed pavement areas, particularly on curves or approaches to intersections, which have highly polished road surfaces, giving rise to a slippery surface?

### Advance Warning and Signing

Is the worksite adequately signed in advance to provide warning of changed or unexpected road conditions?

Is the worksite adequately protected and signed to provide good passage to road users?

Are hazards such as star pickets and wire fencing in appropriate locations well clear of traffic lanes?

Is there a sufficient clear zone on road edges on curves or at intersections to enable a motorcyclist to safely lean into the corner?

Is there adequate advance signing of road trenches, cover plates, road grooving, crack sealing, pot holes, oil spills or other unexpected changes in road conditions within the worksite?



Are signs located in suitable positions to avoid being a hazard and are they free of sharp edges?

### On Completion of the Roadwork

Is the completed worksite free of loose stones, slippery road surfaces or unexpected road surface imperfections?

Have all warning signs, star pickets, wire fencing etc been removed from the worksite and approaches?

For further information, contact:

Manager, Traffic Management Services  
VicRoads,  
60 Denmark St  
KEW VIC 3101

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# No Surprises



## A road builder's guide to motorcycle safety

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Motorcycle riders and cyclists are particularly vulnerable to falls due to loss of road adhesion which causes the bike to overbalance. They are most at risk on roads where loose surfaces are encountered unexpectedly.

Road surface conditions, which may not present problems to cars and trucks, may give rise to particular dangers to motorcycles as they only have a single wheel front and rear to maintain contact with the road surface.

**This Checklist has been developed by the Victorian Motorcycle Advisory Council to assist people involved in road construction and maintenance activities to provide safe road conditions for road users, including motorcyclists.**

Persons or companies engaged in road construction and maintenance have a duty of care towards road users, and the law requires them to exercise reasonable care in the work that they carry out.

A recent study indicated that a significant proportion of motorcycle crashes occurring on roads were associated with loose material on the roadway, emphasising the vulnerability of motorcycles to small objects on the road surface.



## Prior to Roadwork Starting

Are adequate warning signs erected in advance of the work?

Are all unexpected road conditions adequately signed in advance?

Is there a need to apply a roadworks speed limit to ensure safety for workers and road users?



## Overnight

Is temporary line marking required to provide good delineation at night of road narrowings, road edges and obstacles throughout the worksite.

Are warning signs in place in advance of, and around, the worksite?

Have hazards been removed? If this is not practicable, are they well signed and lit?

Are the reflective properties of the signs adequate to be clearly seen at night?

Do road signs need to be washed so that they can be clearly seen at night?

Are warning lights needed and are they in place?

## During the Undertaking of Roadwork

### Road Surface Conditions

Is a consistent standard of road width and road surface provided throughout the worksite? If not, are adequate signs in place?

Are there any loose stones on the traffic lanes throughout the worksite: If yes, are the loose stones being swept up in compliance with the job specification?

Are "Loose Stones" signs being left in place after road sealing until the loose stones have been removed?

Is a temporary steel covering being used over road trenches? If so, does it provide adequate traction for motorcycles? Are "Slippery Surface" warning signs in place?

Does the covering provide a smooth road surface, free of bumps at either end?

Are there any areas of pavement through the worksite, particularly on curves and adjacent to road patches, at which water ponds, creating a hazard?

Do tram tracks or bridge joints, within the worksite, provide adequate traction for motorcyclists?

Are the traffic lanes through the worksite free of slippery surfaces?

Has crack sealing work filled cracks to a level just below the surface to prevent the creation of a slippery surface?