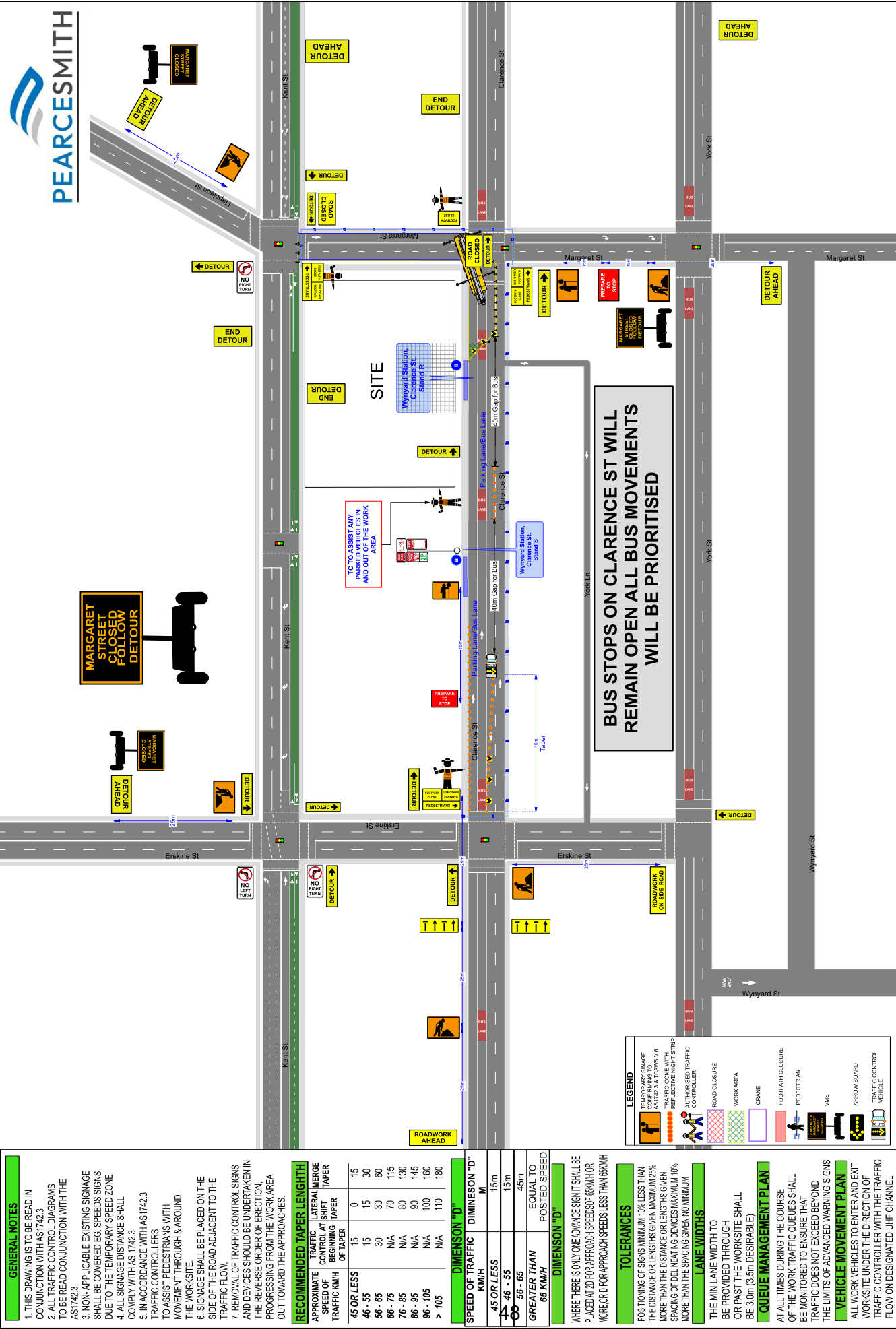




GENERAL NOTES

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3
- ALL TRAFFIC CONTROL DIAGRAMS TO BE READ CONJUNCTION WITH THE AS1742.3
- NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED EG. SPEEDS SIGNS DUE TO THE TEMPORARY SPEED ZONE.
- ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS1742.3
- IN ACCORDANCE WITH AS1742.3 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
- SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
- REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF THE WORK AREA OUT TOWARD THE APPROACHES.

RECOMMENDED TAPER LENGTHS

APPROXIMATE SPEED OF TRAFFIC KM/H	LATERAL MERGE CONTROL AT SHIFT OF BEGINNING OF TAPER
45 OR LESS	15
46 - 55	15
56 - 65	30
66 - 75	30
76 - 85	N/A
86 - 95	70
96 - 105	80
> 105	130
	145
	160
	180

DIMENSION "D"

SPEED OF TRAFFIC KM/H	DIMENSION "D" M
45 OR LESS	15m
46 - 55	15m
56 - 65	45m
66 - 75	45m
76 - 85	EQUAL TO POSTED SPEED
86 - 95	
96 - 105	
> 105	

DIMENSION "D"

WHERE THERE IS ONLY ONE ADVANCE SIGN IT SHALL BE PLACED AT 20 FOR APPROACH SPEEDS OF 60KM/H OR MORE OR 40 FOR APPROACH SPEEDS LESS THAN 60KM/H

TOLERANCES

POSITIONING OF SIGNS MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN

SPACING OF DELINEATING DEVICES MAXIMUM 10% MORE THAN THE SPACING GIVEN NO MINIMUM

LANE WIDTHS

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE)

QUEUE MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARNING SIGNS

VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLER WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL.

LEGEND

- TRAFFIC SIGN
- TRAFFIC SIGN TO BE COVERED
- TRAFFIC SIGN WITH REFLECTIVE NIGHT STRIP
- AUTHORISED TRAFFIC CONTROLLER
- ROAD CLOSURE
- WORK AREA
- CRANE
- FOOTPATH CLOSURE
- PEDESTRIAN
- VMS
- ARROW BOARD
| TRAFFIC CONTROL VEHICLE | |

CLIENT: PEARCE SMITH

THIS (TGS) SHALL BE READ IN CONJUNCTION WITH **NOTES 01** IT HAS BEEN DEVELOPED TO ALLOW THE CLIENT TO CONDUCT WORKS AT THE LISTED LOCATION AND TO DISPLAY A COMMITMENT TO TRAFFIC AND PEDESTRIAN MANAGEMENT, REPORTING, AND REVIEWING AN ON SITE RISK ASSESSMENT SHALL BE CONDUCTED PRIOR TO ERECTING ANY TRAFFIC CONTROL DEVICES.

ETM Traffic
Suite 3.12, Level 3, 100 Collins Street, Alexandria
New South Wales, 2015
Ph: 0456551150

APPROVED BY THE DESIGNER:
Jesse Sweeney
JTS104193

APPROVED BY THE CLIENT:
ALAN LOR
TCT104522

UNIQUE IDENTIFICATION
TGS01RC

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LOCATION:
SUBURB:
1ST CROSS ST:
2ND CROSS ST:

TERMINAL:
ROAD TYPE:
POSTED SPEED:
OPERATION:

SHORT:
2 LANE TWO WAY
50 KPH
ROAD WORK ZONE
TRAVELLED PATH: PAST

MARGARET ST
SYDNEY
ERSKINE ST
JAMISON ST

NOT TO SCALE

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE IN CONJUNCTION WITH THE AS1742.2
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED EG. SPEEDS SIGNS DUE TO THE TEMPORARY SPEED ZONE.
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3
5. IN ACCORDANCE WITH AS1742.3 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
6. SIGNAGE SHALL BE PLACED ON THE INSIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

RECOMMENDED TAPER LENGTH	APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL MERGE SHIFT TAPER
45 or LESS	15	0	15
46-55	15	15	30
56-65	30	30	60
66-75	N/A	70	115
76-85	N/A	80	130
86-95	N/A	90	145
96-105	N/A	100	160
> 105	N/A	110	180

DIMENSION "D"	SPEED OF TRAFFIC KM/H	DIMENSION "D" M
	45 OR LESS	15m
	46 - 55	15m
	56 - 65	45m
	GREATER THAN 65 KM/H	EQUAL TO POSTED SPEED

WHERE THERE IS ONLY ONE ADVANCE SIGN, IT SHALL BE PLACED AT 2D FOR APPROACH SPEEDS OF 65 KMI/H OR MORE, OR D FOR APPROACH SPEEDS LESS THAN 65 KMI/H.

TOLERANCES

POSITIONING OF SIGNS MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN
SPACING OF DELINEATING DEVICES MAXIMUM 10% MORE THAN THE SPACING GIVEN NO MINIMUM

PLANE WIDTHS

THE MIN LANE WIDTH TO
BE PROVIDED THROUGH
OR PAST THE WORKSITE SHALL
BE 3.0m (3.5m DESIRABLE)

QUEUE MANAGEMENT PLAN

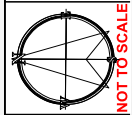
AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARNING SIGNS

VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLER WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL

CLIENT: PEARCE SMITH

NOTES 01
THIS (TGS) SHALL BE READ IN CONJUNCTION WITH
HAS BEEN DEVELOPED TO ALLOW THE CLIENT TO
CONDUCT WORKS AT THE LISTED LOCATION AND TO DISPLAY
COMMITMENT TO TRAFFIC AND PEDESTRIAN MANAGEMENT,
REPORTING, AND REVIEWING. AN ON SITE RISK ASSESSMENT
SHALL BE CONDUCTED PRIOR TO ERECTING ANY TRAFFIC
CONTROL DEVICES.



NOT TO SCALE

	LOCATION:	MARGARET ST
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TERM:	SHORT
ROAD TYPE:	2 LANE TWO WAY
POSTED SPEED:	50 KPH
OPERATION:	ROAD WORK ZONE
TRAVELLED PATH:	PAST

ETM Traffic
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APPROVED BY TM DESIGNER:
Jessica Sweeney
TOTAL PAGES: 1

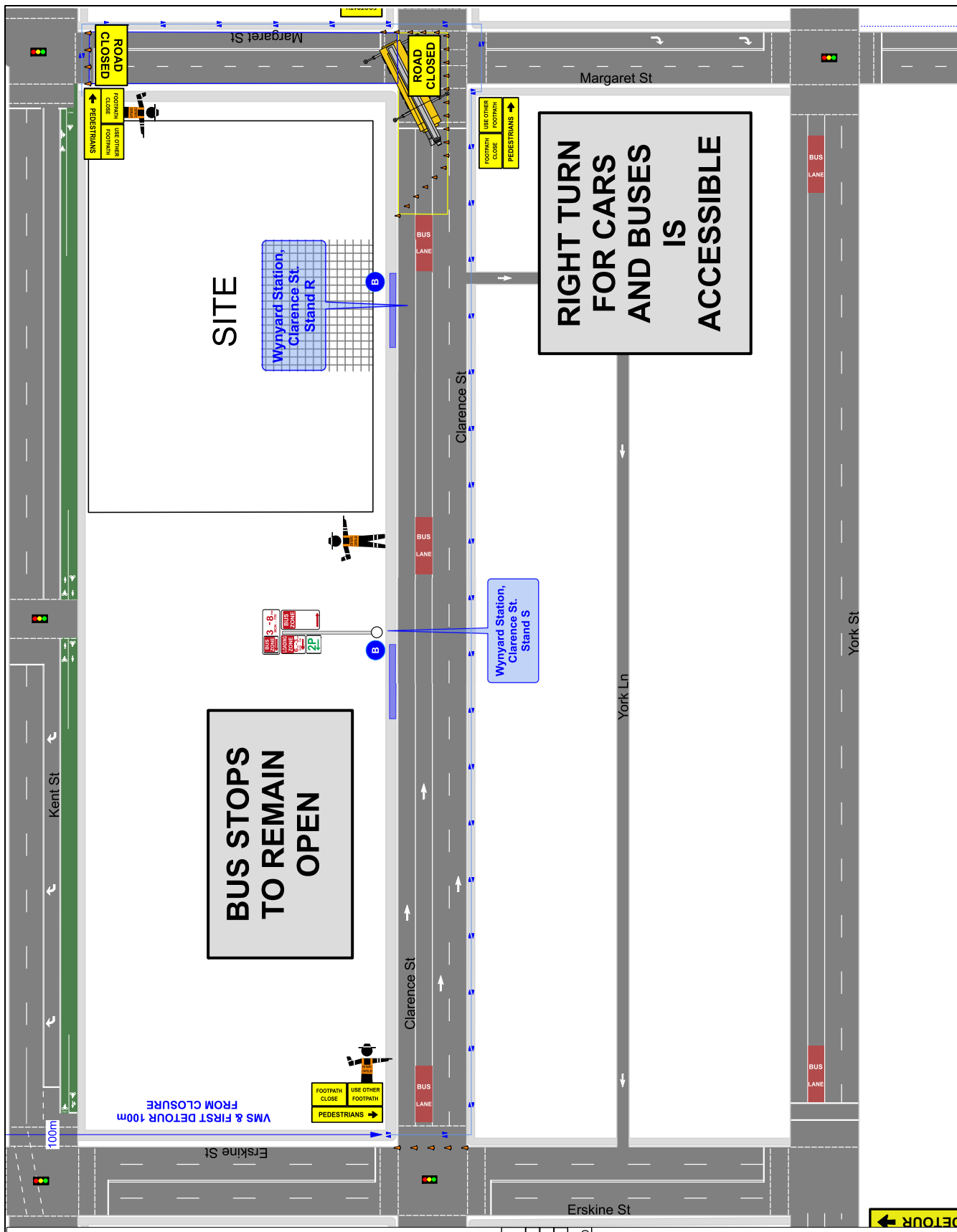
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Amie Lawlor
Al Lawlor

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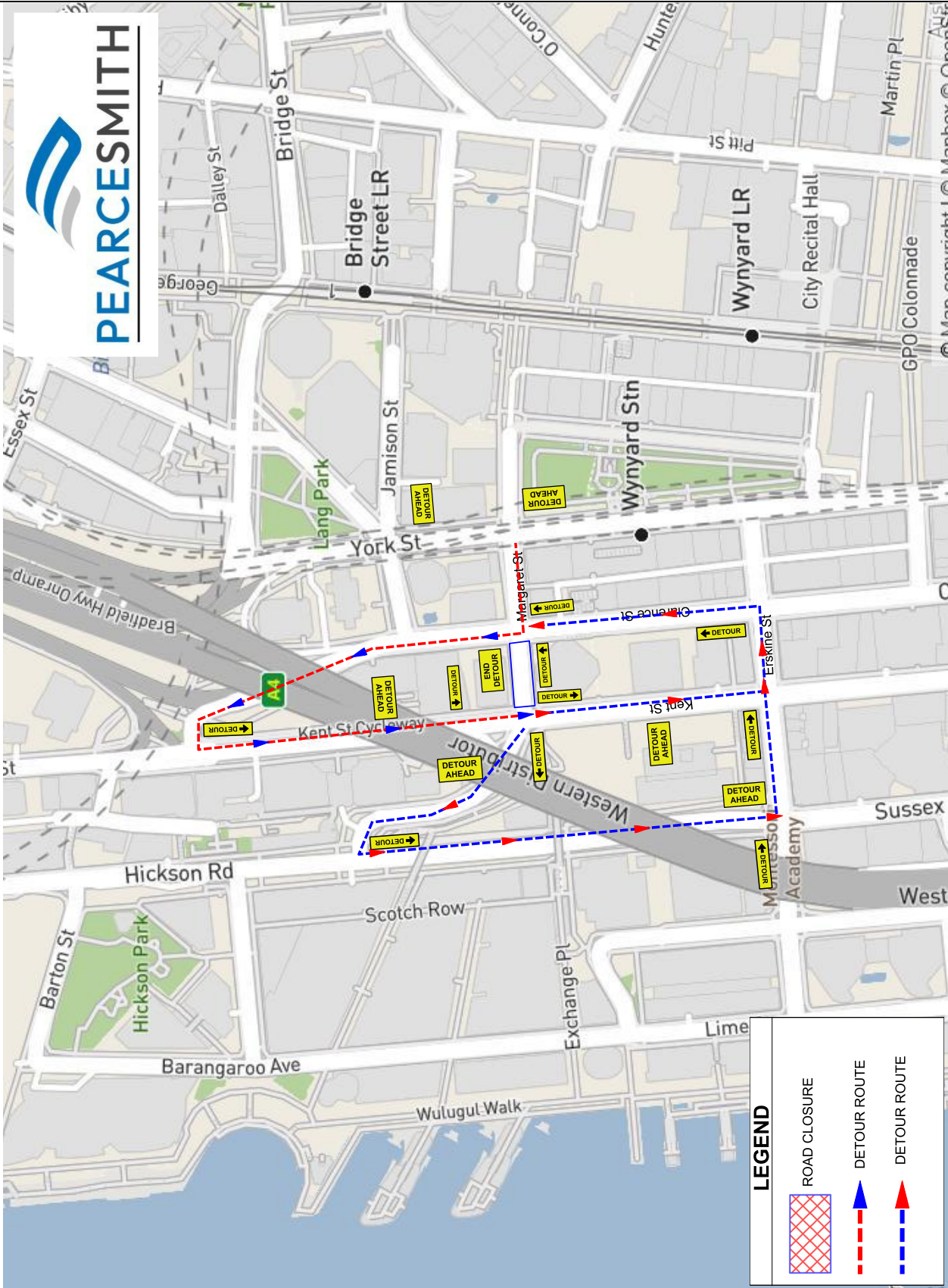
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PEARCESMITH



GENERAL NOTES

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RECOMMENDED TAPER LENGTH

APPROXIMATE SPEED OF TRAFFIC KM/H	CONTROL AT BEGINNING OF TAPER	LATERAL MERGE SHIFT TAPER
45 OR LESS	15	0
46 - 55	15	15
56 - 65	30	30
66 - 75	N/A	30
76 - 85	N/A	70
86 - 95	N/A	80
96 - 105	N/A	90
> 105	N/A	100
		110
		180

DIMENSION "D"

SPEED OF TRAFFIC KM/H	DIMENSION "D" M
45 OR LESS	15m
46 - 55	15m
56 - 65	15m
66 - 75	45m
76 - 85	45m
86 - 95	45m
96 - 105	45m
> 105	45m

WHERE THERE IS ONLY ONE ADVANCE SIGN IT SHALL BE PLACED AT 20 FOR APPROACH SPEEDS OF 60KM/H OR MORE OR 10 FOR APPROACH SPEEDS LESS THAN 60KM/H

TOLERANCES

POSITIONING OF SIGNS MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN

SPACING OF DECELERATION SIGNS MAXIMUM 10% MORE THAN THE SPACING GIVEN NO MINIMUM

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VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLER WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL

LEGEND

- ROAD CLOSURE
- DETOUR ROUTE
- DETOUR ROUTE

NOTES 01

THIS (TGS) SHALL BE READ IN CONJUNCTION WITH IT HAS BEEN DEVELOPED TO ALLOW THE CLIENT TO CONDUCT WORKS AT THE LISTED LOCATION AND TO DISPLAY A COMMITMENT TO TRAFFIC AND PEDESTRIAN MANAGEMENT, REPORTING AND REVIEWING. AN ON SITE RISK ASSESSMENT SHALL BE CONDUCTED PRIOR TO ERECTING ANY TRAFFIC CONTROL DEVICES.

CLIENT: PEARCE SMITH

LOCATION: MARGARET ST
SUBURB: SYDNEY
1ST CROSS ST: ERSKINE ST
2ND CROSS ST: JAMISON ST

TERM: ROAD TYPE: SHORT
POSTED SPEED: 2 LANE TWO WAY
OPERATION: 50 KPH
TRAVELLED PATH: ROAD WORK ZONE
PAST

ETM Traffic
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New South Wales, 2015
Ph: 0456551150

APPROVED BY TM DESIGNER:
Jesse Sweeney
17/10/2015

APPROVED BY:
Aimee Lator
17/10/2015

UNIQUE IDENTIFICATION: TGS00D
REV: 00
PAGE: 1 of 1