

TGS Cover Page / Implementation Notes

General TGS notes

1. Ensure a traffic management site specific risk assessment is undertaken prior to ALL traffic control setups or when required due to changes in conditions on site to ensure provided TGS adequately addresses all risks that are present onsite.
2. Ensure you maintain a safe working distance from traffic.
3. Remain aware of traffic conditions and maintain line of sight.
4. Ensure all permit requirements/instructions have been installed/followed.
5. Work is not to commence until the TGS plan is fully implemented.
6. Lane width. The minimum lane width to be provided through or past a work site shall be 3.0 m at traffic speeds up to 60 km/h and 3.5 m at higher speed.
7. Edge Clearance (Posted speed limit during roadworks') $40 - 60 \text{ km/h} = 0.5 \text{ m}$
8. Ensure all relevant permits and these plans are onsite and can be produced upon request by an authorized person.
9. The Worker (symbolic) sign shall only be displayed when workers are actually working, or are visible to traffic, or both, and shall be removed or covered when workers have left the area or are no longer visible.
10. Temporary speed zones shall apply only while the relevant conditions exist, and shall be removed as soon as practical after the need for its imposition passes.

Notes on Traffic Controllers

- A. An accredited traffic controller must not contravene VicRoads Worksite Traffic Management Training & must direct traffic in a way stated in both the Approved Procedure & the Guidelines for Traffic Controllers
- B. Breaks shall be taken as specified in Guidelines for Traffic Controllers. Additional Controllers may be required for this purpose. (Additional Information under fatigue Management insert on this page)
- C. Where Traffic Controllers are required, ensure they have a clear escape path to a non-traffic (closed) section of the roadway, shoulder, footpath or median during works operation at all times.

Emergency Services:

- Access shall be maintained for all emergency vehicles at all times.
- Where required, all services should be advised of proposed works and times in advance of works commencing, or for emergency works, as soon as practical.

On completion:

- Closure of the roadway on multi-lane divided or one-way roads where the volume of is 10 00 VPD or greater. This treatment should also be considered for all other roads, especially those with curved alignments.
- 10. Inspections to be completed after setup, during closure & upon completion of pack up, or as specified / requested

Communications.

1. Prior to the start of daily works Traffic Controllers are to attend onsite tool box meetings at the beginning of each shift to discuss current works and methodology.
2. During works, Workers & Traffic Controllers may operate under a "line of sight" method or utilise 2 way radios (as required by type of control).

Public Transport:

- Unless otherwise stated on the plan , Bus stops and other public transport facilities shown are done so merely as a reference, and require no management.
- Should a particular facility require additional management , this will be included on TGS or TMP
- Time of inspection.
- Details of Inspector.
- Details of changes, and who it was authorised by.
- Record of TMP, TGS, permit and other relevant documents / numbers in use. This information should be kept in a dairy or work sheet.

Signage & Devices

1. Worksite signing must be placed in accordance with the Traffic Management Plan which should comply with the Victorian Worksite Safety - Traffic Management Code of Practice and AS 1742.3-2009 MUTCD Part 3.
2. Prior to installation, signs and devices should be examined before installation to ensure that they are in good condition prior to use to ensure their performance is not impaired.
3. Cone spacing table shown on this Traffic Guidance Scheme (TGS) indicates the recommended maximum spacing of cones and bollards when implementing these TGS plans.
4. Unless noted otherwise in the drawings, all signage is to be positioned clear of travel path behind the kerb and visible to oncoming traffic and not obstructing pedestrians, otherwise on the pavement as near as practicable to the kerb without the sign becoming obscured and without obstructing moving traffic.
5. Signs should face towards approaching traffic approximately at right angles to the line of sight from the driver to the sign.
6. Sign installation sequence shall be as follows:
 - a. Advance warning
 - b. Condition warning
 - c. Warning of plant/road workers and
 - d. Driving instruction guidance
 - e. All delineation devices to form taper including illuminated flashing arrow at end of taper where applicable

Conditions:

TGS's must be implemented in line with these TGS notes & notes on individual pages (or otherwise in accordance with AS 1742.3-2009 MUTCD Part 3).

General Disclaimer:

This Traffic Guidance Scheme is designed by Construct. This TGS has been prepared in accordance with the information supplied by the "client".

Technical due-care has been applied in the collation of the relevant information on which this TGS is based. Traffic Engineering Australia is not responsible for any omissions or errors in the base information supplied by the client.

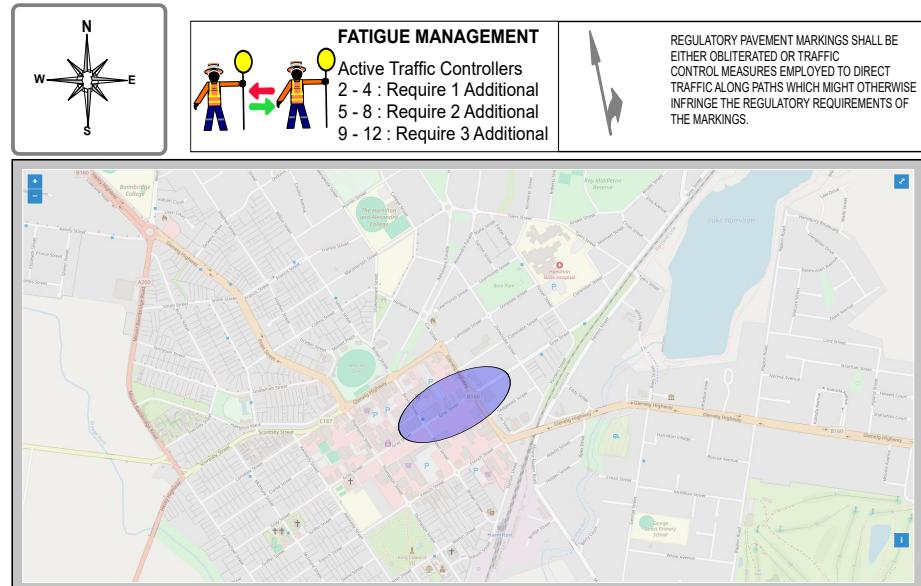
While all care has been taken in the preparation of this TGS, traffic and site conditions at the time of the works may vary from those established in the development of the TGS.

The 'Client' is responsible for undertaking an evaluation of the site and traffic conditions against any 'application constraints' outlined within this TGS as appropriate. Where conditions vary from those documented / detailed, additional input from a Traffic Management Plan professional should be sought.

Restrictions: n only be applied at location shown for the specific works detailed on each plan as part of the specified project (if supplied)

All Requirements stated in any Permit, TMP, or any other statutory requirement will be observed / implemented.

Recommended Maximum Spacing of cones and bollards		
Purpose	Speed Limit	Recommended Maximum spacing
All Purposes	≤ 50	4m
Centre-line on approach to a traffic controller position	All Cases	4m
Outer edge of traffic lanes (Shoulder/Parking Lane closure)	51 to 70 >70	18m 24m
Separating opposing traffic on a 2 way 2 lane rd (partial or complete lane closure)	51 to 70 >70	12m 18m
Separating opposing traffic on a multilane undivided road (as part of a lane closure)	51 to 70 >70	12m 18m
Separating opposing traffic on a contra-flow section of a multilane divided rd	51 to 70 >70	6m 9m
Adjacent to a closed lane on a multilane undivided road (Lane Closure)	51 to 70 >70	18m 24m
Closed lane on a two way road under shuttle flow (stop slow)	51 to 70 >70	18m 24m
Merge taper	51 to 70 >70	9m 12m
Lateral shift taper	51 to 70 >70	12m 18m
Protecting freshly painted lines	51 to 70 >70	24m 60m
Taper at traffic control station	All Cases	4m
Close delineation	All Cases	4m
At Crossovers	All Cases	2m



Client & Contact No: MACA - Partha Borah - 0427 734 709		 <p>AVADA TRAFFIC</p> <p>1300 AVADA T (1300 282 328) bookingsvc@avadatraffic.com.au 52 Barrie Road, Tullamarine VIC 3043</p>	PROJECT MANAGER: K. Kaimenopoulos katrina@constructtraffic.com.au		Revision	Date	Developed & Approved	Signature	
Job Location: 608 Cox Street, Hamilton			Drafted	08/08/24	CT	Chris Tsardakis			
Municipality: Southern Grampians	Road Type: Arterial Road		001	19/08/24	TP	Tayla Phelan			
Melways: X926 B5	Scope: Line Marking Works		002	11/09/24	CT	Chris Tsardakis			
Posted Speed: 50 km/h	Control Type: Speed Reduction		003	12/12/24	CT	Chris Tsardakis			
TGS-2-24030450	Order/Client No.		004						
			005						

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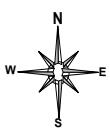
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When installed as per plan, signage will be in accordance with AS1742.3-2009
Manual of uniform traffic control devices - Part 3: Traffic control devices for
works on roads and Road Management Act 2004 Code of Practice Worksite
Safety - Traffic Management Amend 2010.
Print in A3 for best results - NOT TO SCALE

Revision	Date	Developed & Approved	Signature
Drafted	08/08/24	CT	Chris Tsardakis
001	19/08/24	TP	Tayla Phelan
002	11/09/24	CT	Chris Tsardakis
003	12/12/24	CT	Chris Tsardakis
004			
005			



DETOUR MAP

