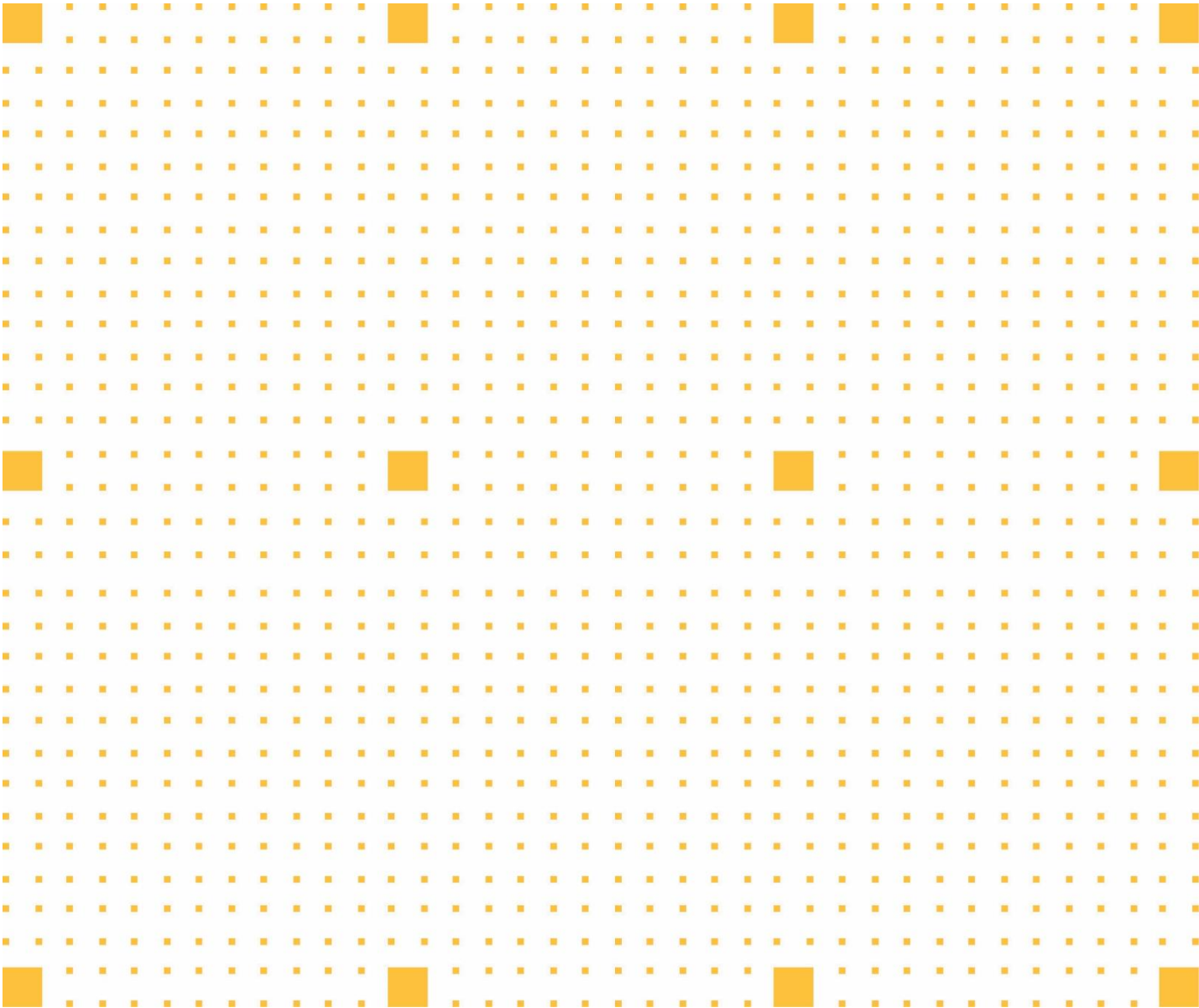


# Traffic Management Plan

Project: Barry Way Road Works  
Job No: SN105



Rev: 8 – August 2025

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permission of Hansen Yuncken Project Manager

Hansen Yuncken would like to acknowledge the NGARIGO people as the traditional custodians of the land where this project is located.  
We honour elders; past, present and emerging whose knowledge and wisdom has and will ensure continuation of cultures and traditional practices.

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## 1 Introduction

### 1.1 Revision history

| Revision | Description                                   | Issued by | Issue date |
|----------|-----------------------------------------------|-----------|------------|
| 2        | Template Updated for Rebrand                  | PC        | 31/07/2018 |
| 3        | Project Specific Traffic Management Plan      | DSJ       | 24/05/2024 |
| 4        | VMS Boards added                              | DSJ       | 21/06/2024 |
| 5        | Working Hours Added                           | DSJ       | 25/06/2024 |
| 6        | Comments from Geosyntec Independent Audit 1   | DSJ       | 10/10/2024 |
| 7        | Updated Comments for REF 1 and REF 2 Addendum | DSJ       | 17/06/2025 |
| 8        | DoE Assessment team minor comments            | DSJ       | 11/08/2025 |

### 1.2 Definitions & Abbreviations

The following definitions and abbreviations have been used in this Traffic Management Plan. Further definitions and abbreviations are provided in referenced procedures and plans:

|             |                                                            |
|-------------|------------------------------------------------------------|
| <b>CORP</b> | Hansen Yuncken Corporate                                   |
| <b>HSE</b>  | Health, Safety & Environment                               |
| <b>HY</b>   | Hansen Yuncken Pty Ltd                                     |
| <b>PLN</b>  | HY Plan                                                    |
| <b>PPE</b>  | Personal Protective Equipment                              |
| <b>PR</b>   | Procedure                                                  |
| <b>S/C</b>  | Subcontract(s) or Subcontractor(s) as the context requires |

### 1.3 Legislation, Standards & Codes of Practice

Traffic shall be controlled in accordance with either of the following, depending on the contract or site conditions and requirements.

- **AS 1742.3** Manual for uniform traffic control devices, Part 3 – Traffic control devices for works on roads
- **SAA HB81.1 to HB81.6** Field guides for traffic control at works on roads. Part 1 to Part 6 cover various examples of work on different roads and under different conditions

## 2 Traffic management Requirements

### 2.1 Allowable Working Hours

The undertaking of any construction work, including the entry and exiting of construction and delivery vehicles at the site, is restricted to the following standard work hours:

- a. Monday to Friday inclusive: Between 7.00am to 6.00pm;
- b. Saturday: Between 8.00am to 1.00pm; and
- c. Sunday and Public Holidays: No work permitted.

Provided noise levels do not exceed the existing background noise level plus 5dB, works may also be undertaken during the following additional work hours:

- a. Mondays to Friday inclusive: Between 6:30am and 7:00am and between 6:00pm to 7:00pm; and
- b. Saturday: Between 1:00pm to 4:00pm.

Construction work may be undertaken outside of the standard and additional work hours outlined above, but only if notification has been given to the occupiers of any land within a minimum of 80 metres of the site boundaries before undertaking the work or as soon as is practical afterwards, and only if it is strictly required:

- By the police or a public authority for the delivery of vehicles, plant or materials; or
- In an emergency to avoid the loss of life, damage to property or to prevent environmental harm; or
- Where the works are completely inaudible at the nearest sensitive receiver.

The addendum to REF 1 and REF 2 proposes works to commence on site at 6:30am Monday to Friday for non-invasive works including: Prestart activities, servicing equipment and machines, moving machines and equipment into designated work zone, review and re-instatement of traffic control devices. Commencement of works is dependant upon REF addendum approval.

### 2.2 Signs

The purpose of road signing or work site protection is:

- to provide a safe work area to work within; and
- to safely move traffic through, around and past a work site with minimum inconvenience.

### 2.3 VMS Signs (Variable Message Sign)

The purpose of VMS signing is:

- to provide communication to the community of proposed works; and
- to safely provide a more effective means of controlling traffic.

The VMS signs will be located in the illustrated locations on Barry Way for the duration of the works.





## 2.4 Traffic Controllers

Only competent persons who possess the relevant state certification shall be appointed as traffic controllers and when a traffic management plan is to be implemented they must possess the relevant competency to implement, and or audit and design the traffic management plans dependent on the competencies obtained.

## 2.5 Signage Placement or Modification

HY Site Manager is responsible to ensure that the placement of temporary signs and their location is placed as per Traffic Control Plan by a qualified Traffic Controller.

Any worker setting up temporary traffic control or modifying permanent traffic controls or directing traffic must have signed a SWMS which has been reviewed by Hansen Yuncken.

The traffic controllers must be wearing the required PPE for the activity which is required to be nominated in the SWMS.

Any existing signs that do not apply shall be covered as per the approved traffic management plan.

## 2.6 Pedestrian Management

Pedestrian management will be monitored, to ensure that adverse conflicts between vehicle movements and pedestrians do not occur, while maintaining radio communication with construction vehicles at all times, notwithstanding the very minimal potential for any pedestrian movements in the vicinity compound of the site staging. If in the event that a pedestrian is encountered at the boundary of the work area the pedestrian will be escorted by the Site Manager across site.

## 2.7 Maintenance of Existing Traffic Flow

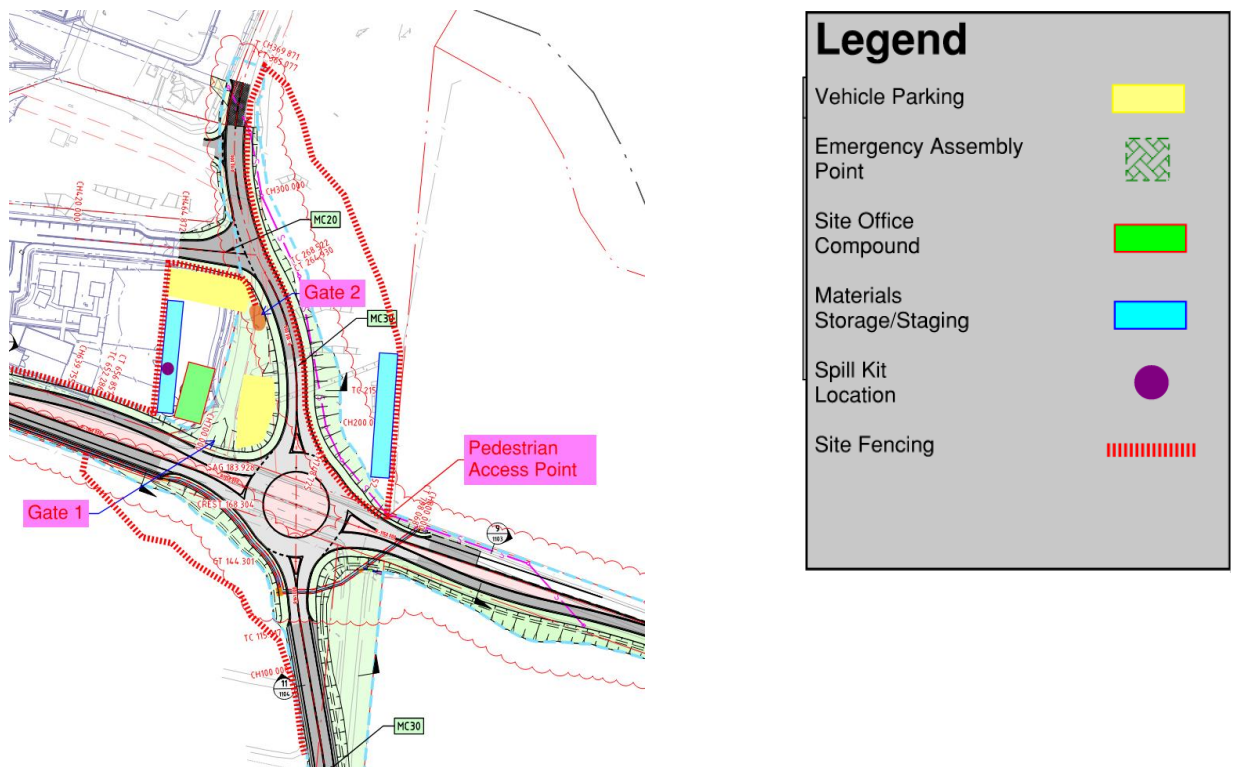
Existing traffic flows shall be maintained and modified as required for the Construction of the Roadworks. Single lane vehicle travel will predominantly be available for the duration of the works. Existing traffic will not be halted unless all other options have been exhausted and egress will be resumes at soon as reasonably practicable.

Traffic will be predominantly managed as per council approved TGS (Traffic Guidance Schemes) with a combination of traffic control signage, roadwork signage and portable solar powered traffic lights, refer to below for an expanded explanation of each stage of construction. Portable solar powered traffic lights will be provided with sensors and timers to minimise wait time and reduce stopped traffic time. Several TGS's will be in affect across to project scope depending on the stage of the works as noted in the council approved TGSs completed by Bangarang Aboriginal Corporation. Temporary carriageways will be implemented for vehicle egress with 3m minimum active through lane compliant widths and signage for vehicle movement. For vehicle and construction worker safety, speed limits will be reduced to 40km/h in work zones and the active lane will be delineated from work faces by 1.5m.

During tree felling activities within the Office of Sport precinct. Due to the location of the trees relative to the existing road in use Traffic controllers will be positioned to start stop

## 2.8 Site Access

The site access will be across several staging areas and work zones along Barry Way dependant upon the staging of the works, refer to staging plans within approved council TGSs for locations of work areas and delineation of work areas and active lanes. Site vehicles will have a designated location within the Office of Sport precinct adjacent site offices, refer to below image. Workers areas on the verge will be assessed and delineated access as required from Vehicular traffic with minimum 1.5m clearance. Warning signs will be placed along Barry Way as per approved TGSs.



## 2.8.1 Exiting Site

All traffic exiting the site will turn onto Barry Way or the adjacent roads with the flow of traffic unless under traffic management conditions and traffic controllers.

## 2.8.2 Entering Site

All traffic entering the site will turn into the site at the access points on Barry Way or the adjacent road/s with the flow of traffic unless under traffic management conditions and traffic controllers. Access points will be at the entrances to the staged work areas and delineated from the temporary active lane designated for existing vehicle traffic refer to council approved TGS for areas and access into site.

## 2.8.3 On Site Traffic Management

All on site traffic management will be managed through the Daily Pre Start Meetings. Pre Start Meetings are used to identify the works being undertaken in the short term, identify hazards, discuss safety measures in place, reconfirm emergency evacuation point, identify training required (if any) for works to be undertaken, environmental conditions, deliveries expected and any other relevant project information for the works of the day to be undertaken

## 2.9 Traffic Management Report

During the operation of a Traffic Guidance Scheme, a daily Traffic Management Report shall be completed using the *Traffic Management Report Checklist* in BIM360 or equivalent report by the Traffic Management Subcontractor. The Subcontractors Traffic Management Report must be supplied to the Site Manager for future reference.

During the operation of a Traffic Guidance Scheme, daily routine tasks shall be undertaken in accordance with Appendix A of 1742.3;

- Before Work Starts.
- During Work Hours.
- Closing Down at the end of the day.
- After hours.

## 2.10 Special Deliveries

Any trucks that are long or wide loads will have specific traffic management in place. These loads, depending on RTA requirements, may require support vehicles or police escorts.

## 2.11 Addendums to REF 1 and REF 2

Through the duration of the REF works there has been adjustments to the design to cater for service installation, updated civil layout to accommodate tree retention, deletion of retaining wall, etc. The addendums to the REF works have been assessed and has been captured within the TGS's noted within the appendices of this management plan. No adverse impact will eventuate due to the implementations to the REF addendums.

Ref addendums noted below,

### REF 1 Addendum

- Amendments to the approved road design, including, but not limited to, replacement of a proposed retaining wall with battering within Lot 1 DP 1294413.

- Amendments to the approved stormwater design to improve pipe protection and maintenance arrangements.
- Inclusion of water main and telecommunications infrastructure relocation works under the REF. The works will involve a combined services trench which is being relocated from the east to the west side of Barry Way.
- Removal of three additional trees.
- Expansion of the project area into Lot 1 DP 1294413, as necessitated by the proposed changes.
- Amendment to approved construction hours.
- Minor amendments to mitigation measures.

## **REF 2 Addendum**

- Amendments to the approved road design, including, but not limited to additional works in Lot 192 DP 1019526 to accommodate a revised southern approach to the proposed roundabout.
- Amendments to the approved stormwater design to improve pipe protection and maintenance arrangements.
- Inclusion of water main and telecommunications infrastructure relocation works under the REF. The works will involve a combined services trench which is being relocated from the east to the west side of Barry Way.
- Inclusion of sewer diversion works under the REF. The sewer diversion works are proposed from the roundabout along the Jindabyne Sport and Recreation Centre access road.
- Removal of two additional trees.
- Expansion of the project area into Lot 192 DP 1019526 and Lot 2 DP 1294413, as necessitated by the proposed changes.
- Amendment of approved construction hours.
- Minor amendments to mitigation measures.

## 2.12 Traffic Management Stages

### Stage 1

Refer Plan set *BAC - 0630 - BARRY WAY - CONTRA FLOW WEST BOUND*, completed by Banarang Aboriginal Corporation within Appendix 3.3

Stage 1 addresses the works to take place on the Northern component of the Barry Way Road Works on the Eastern carriageway. This will encompass the road upgrade, sundry works inclusive of stormwater and the T-intersection connecting to the Jindabyne Education Campus's internal road. Area is to have staggered signage on the lead up to either side of the roadworks identifying oncoming roadworks and a reduction in speed before commencing with temporary traffic measured under contraflow. Signage will also be on Tinworth Drive to identify oncoming roadworks. The Driveway leading to Touchdown Cottages and Alpine Helicopters on the west of the road will be required to be under temporary traffic conditions also.

Site access will be via heading southbound from Jindabyne town centre and driving into the work area through the traffic cones delineating work area to the Active Lane. Work area and Active Lane will be delineated by 1.5m offset for vehicle and worker safety. Active Lanes will be minimum 3m carriageway width at all times while road constructions are ongoing.

Refer to TGS Plans approved and endorsed by Snowy Monaro Regional Council for TGS plans to be implemented on site.

## Stage 2

Refer Plan set *BAC - 00866 - Barry Way traffic swith SB-rev 2*, completed by Banarang Aboriginal Corporation within Appendix 3.4

Stage 2 addresses the works to take place on the Northern component of the Barry Way Road Works on the Western carriageway. This will encompass the road upgrade and sundry works inclusive of stormwater and the upgrade of the driveway entry into Touchdown Cottages and Alpine Helicopters. Area is to have staggered signage on the lead up to either side of the roadworks identifying oncoming roadworks and a reduction in speed before interaction roadworks and contraflow. Signage will also be on Tinworth Drive to identify oncoming roadworks. Vehicles will be coordinated via a temporary roundabout on the southern side of the workzone. The Driveway leading to Touchdown Cottages and Alpine Helicopters on the west of the road will be required under temporary traffic conditions as vehicles exit the driveway, driving to the roundabout in town and turning around to travel southbound.

Works in Stage 2 will also encompass the excavation and installation of the new water main and telecoms services for Jindabyne. These works are to be undertaken within the workzone as apart of the TGS.

Site access will be via heading northbound towards Jindabyne town centre and driving into the work area through the traffic cones delineating work area to the Active Lane. Work area and Active Lane will be delineated by 1.5m offset for vehicle and worker safety. Active Lanes will be minimum 3m carriageway width at all times while road constructions are ongoing.

Refer to TGS Plans approved and endorsed by Snowy Monaro Regional Council for TGS plans to be implemented on site.

## Stage 3

Refer Plan set *BAC - 0344-2 - Barry Way - Portable traffic lights Stage 3 rev 2*, completed by Banarang Aboriginal Corporation within Appendix 3.5

Stage 3 addresses the works to take place on the Southern component of the Barry Way Road Works on the Western carriageway. This will encompass the road upgrade, preparation in part of the Southern Roundabout and sundry works inclusive of stormwater and retaining structures. Area is to have staggered signage on the lead up to either side of the roadworks along Barry Way, Tinworth Drive and the Unnamed Road leading into the Office of Sport Precinct identifying oncoming roadworks and a reduction in speed before interaction with solar powered traffic lights. Signage will be on Lee Avenue to identify oncoming roadworks. Vehicles will be coordinated via stop/start methodology with traffic lights on time delays and incorporating sensors to reduce the wait time for vehicle traffic. Tinworth Drive on the west of the road will be required to have a left turn only condition as vehicles exit the driveway, driving to the roundabout in town and turning around to travel southbound. Vehicles exiting from the Unnamed Road leading from the Office of Sport Precinct will be required to have a right turn only condition as vehicles exit the road, driving to the roundabout in town and turning around to travel southbound.

Site access will be via heading northbound towards Jindabyne town centre and driving into the work area through the traffic cones delineating work area to the Active Lane. Work area and Active Lane will be delineated by 1.5m offset for vehicle and worker safety. Active Lanes will be minimum 3m carriageway width at all times while road constructions are ongoing.

Refer to TGS Plans approved and endorsed by Snowy Monaro Regional Council for TGS plans to be implemented on site.

#### Stage 4

Refer Plan set *BAC - 0344-3 - Barry Way - Portable traffic lights Stage 4 rev 2*, completed by Banarang Aboriginal Corporation within Appendix 3.6

Stage 4 addresses the works to take place on the Southern component of the Barry Way Road Works on the Eastern carriageway. This will encompass the road upgrade, preparation in part of the Southern Roundabout and sundry works inclusive of stormwater and retaining structures. Area is to have staggered signage on the lead up to either side of the roadworks along Barry Way, Tinworth Drive and the Unnamed Road leading into the Office of Sport Precinct identifying oncoming roadworks and a reduction in speed before interaction with solar powered traffic lights. Signage will be on Lee Avenue to identify oncoming roadworks. Vehicles will be coordinated via stop/start methodology with traffic lights on time delays and incorporating sensors to reduce the wait time for vehicle traffic. Vehicles entering from Barry Way towards onto the Unnamed Road towards the Office of Sport Precinct will be required to interact with another set of Solar Powered Traffic Lights to egress past the a second work area as per TGS staging. Sewer works as proposed in the REF addendum has been reviewed and is assessed to be included as a part of the work zone for Stage 4 of the TGS implementation.

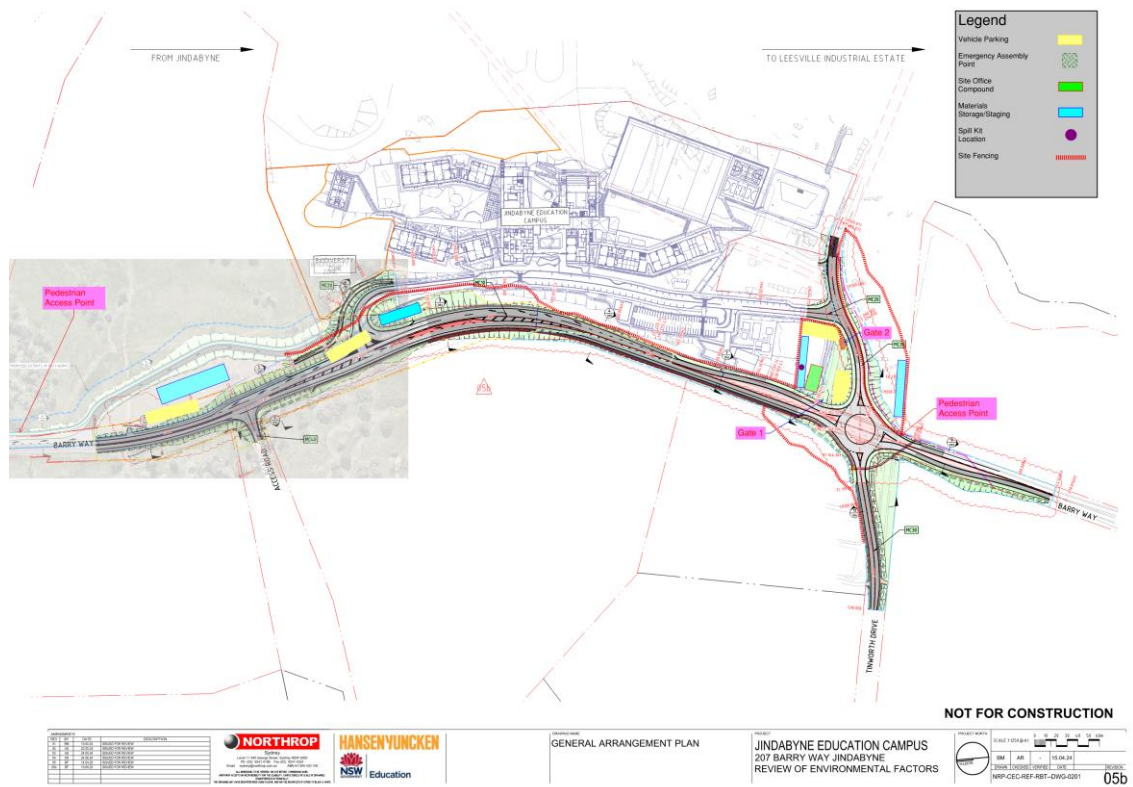
Site access will be via heading southbound from Jindabyne town centre and driving into the work area through the traffic cones delineating work area to the Active Lane. Work area and Active Lane will be delineated by 1.5m offset for vehicle and worker safety. Active Lanes will be minimum 3m carriageway width at all times while road constructions are ongoing.

Refer to TGS Plans approved and endorsed by Snowy Monaro Regional Council for TGS plans to be implemented on site.



## 3 APPENDICES

### 3.1 Site Layout Plan





## 3.2 Driver code of Conduct

# Drivers Code of Conduct

## 1 Drivers Code of Conduct Objectives

This Drivers Code of Conduct is to be provided to all truck and company vehicle drivers accessing the Site. The objectives of the Drivers Code of Conduct include:

- Minimising the impact of truck and company vehicle movements on the on-site work environment and local road network;
- Minimising conflict with other on and off-site road users;
- Minimising truck traffic noise; and
- Ensuring truck drivers use the designated truck routes.

The Drivers Code of Conduct also requires that, while driving any truck or company vehicle for construction related purposes, drivers must:

- Demonstrate safe driving and road safety activities;
- Abide by traffic and road legislation;
- Abide by on and off-site speed limits at all times; and
- Follow Site signage and instructions at all times.

## 2 Key Driver Controls

### Truck Operating Periods

Construction hours – **including the delivery of materials to/from the Site** - will be as follows:

- 7:00am to 6:00pm Monday to Friday; and
- 8:00am to 1:00pm on Saturdays;

No construction of truck movements are permitted on Sundays or public holidays.

Where it is necessary for any truck movements to occur outside of the conditioned truck movement hours, an approved **OHV Permit** will be required prior to any such truck movements. The Principal Contractor must be notified of any intention for truck movements outside of the approved construction hours, and provide approval for the OHV Permit application prior to its submission to the relevant authorities.

### Speed Limits

All truck, company vehicle and general construction staff drivers are to travel within the posted speed limits in the public road network at all times.

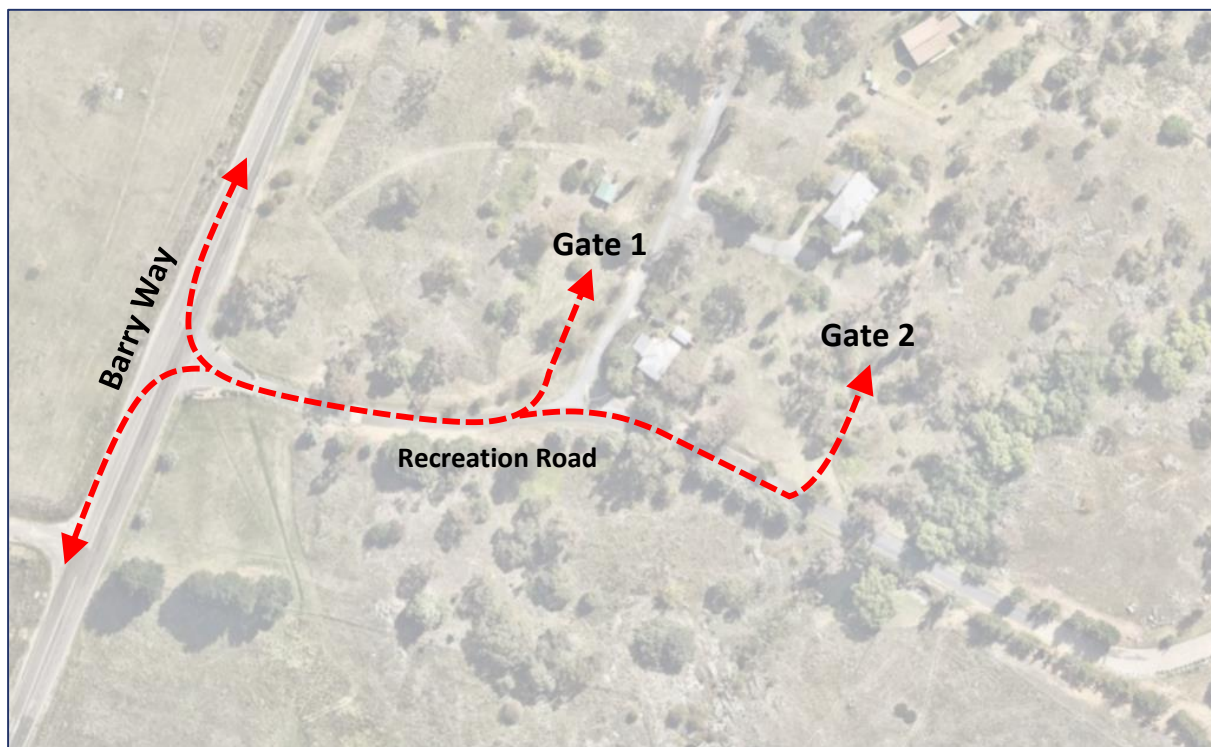
All truck, company vehicle and general construction staff drivers are to travel at a speed no greater than 20km/h within the Site at all times.

## Site Access: Recreation Road

Primary access to the Site will be via Barry Way and Recreation Road which runs along the southern boundary of the Site. Gate 1 is located immediately west of the existing residential driveway running north from Recreation Road into the Site, while Gate 2 is located the east of the residential driveway.

These access driveways are shown below, noting that all vehicles are strictly required to enter and depart the Site in a forward direction.

### Recreation Road Site Access



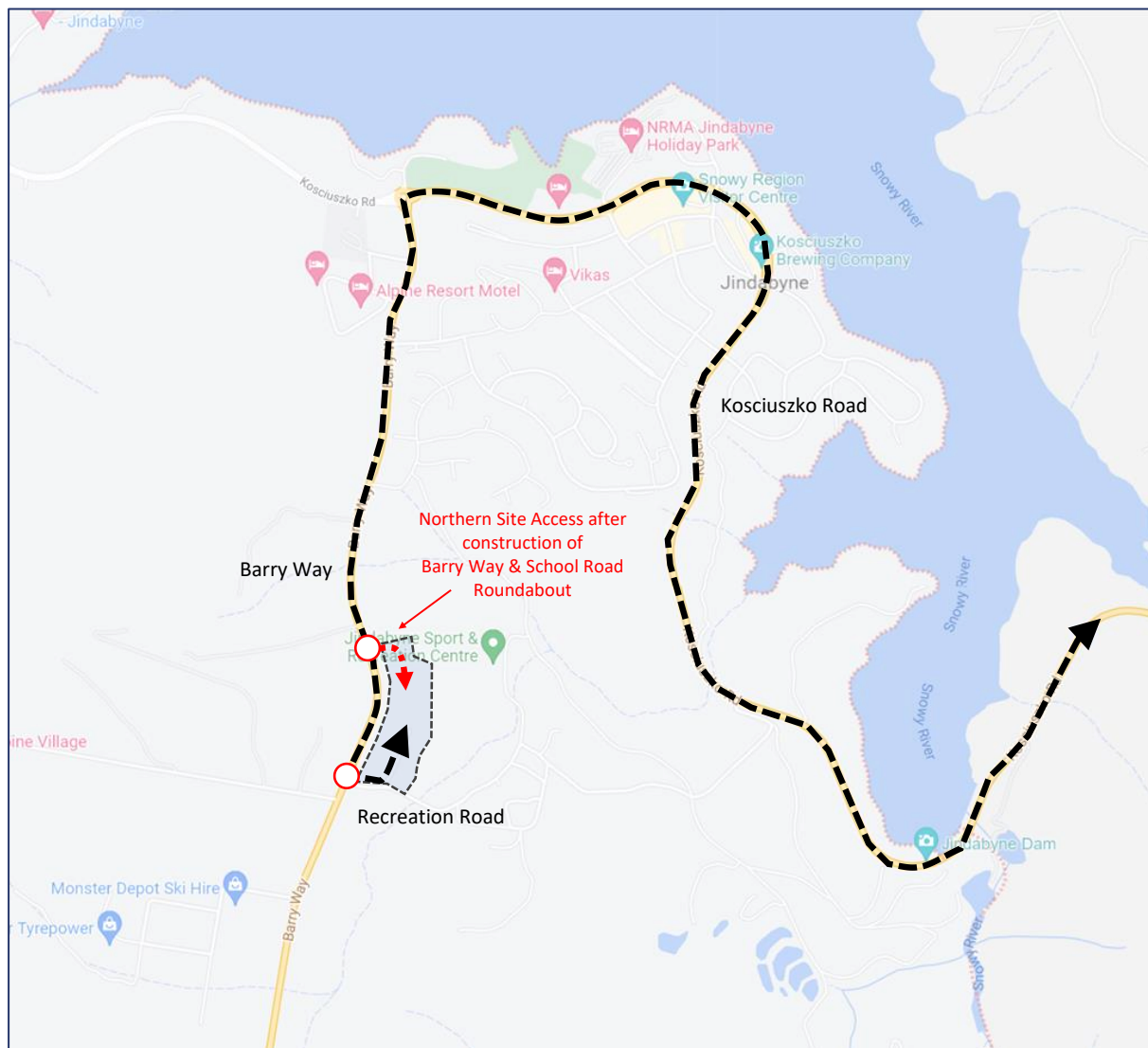
Source: Nearmap

During (and after) the construction of the northern roundabout in Barry Way (at School Road), a third access driveway (Gate 3) to the Site will also be available; the Principal Contractor will inform all construction staff of the use of Gate 3 for access once it becomes available.

## Designated Truck Route

A designated truck route must be used by all truck drivers at all times, other than contractors located in the local area using (approved) roads for access. This designated truck route is shown below, noting again that the Principal Contractor will inform all construction staff of the use of Gate 3 when it becomes available.

## Designated Truck Route



Source: Google

## 3 Breach of Drivers Code of Conduct

The following activities by any truck or company vehicle driver would be considered as a breach of the Drivers Code of Conduct:

- Reckless or dangerous driving causing injury or death;
- Driving whilst disqualified or not correctly licensed;
- Drinking or being under the influence of drugs while driving;
- Failing to stop after an incident;
- Loss of demerit points leading to suspension of licence;
- Any actions that warrant the suspension of a licence; and/or
- Exceeding the speed limits in place in public roads and on-site.

Any drivers found to be in breach of the Drivers Code of Conduct will be notified of the breach, as would their immediate managers, who would in turn be required to provide additional training/guidance to the driver. **Any repeat offenders would be prevented from returning to Site.**

## 4 Driver Responsibilities

All truck and company vehicle drivers must:

- Be responsible and accountable for their actions when operating a truck or company vehicle;
- Ensure they have a current driver licence for the class of vehicle they are driving, and this licence is to be carried with them at all times;
- Immediately notify their manager if their drivers licence has been suspended, cancelled, or has had limitations applied;
- Comply with all traffic and road legislation when driving;
- Regularly check the operating condition of trucks or company vehicles;
- Ensure their vehicles have correctly been fitted with mufflers to minimise noise disturbance, and use only the approved construction vehicle routes during approved construction hours so as to minimise noise impacts in residential and urban areas;
- For truck drivers, not drive along routes other than the designated truck routes;
- Never drive under the influence of alcohol or drugs;
- Wear a safety seat belt at all times when in the vehicle;
- Report any near-misses, crashes or scrapes to their manager, including those that do not result in injury;
- Report infringements to a manager at the earliest opportunity;
- Report vehicle defects to a manager prior to the next use of the vehicle; and
- Keep loads covered at all times (where relevant).

## 5 Crash or incident Procedure

In the event of a crash or other traffic incident, the truck or company vehicle driver is required to:

- Stop the vehicle as close to it as possible to the scene, making sure this not hindering traffic;
- Ensure one's own safety first, then help any injured people and seek assistance immediately if required;
- Ensure that key information is exchanged with the other driver, including the registration, names and insurance details of other vehicles/drivers;
- Ensure that the police are contacted should there be a disagreement over the cause of the crash, if there are injuries or if property is damaged; and
- As soon as reasonably practical, report all details gathered to the Principal Contractor.

### 3.3 *BAC 0632-BARRY WAY -CONTRA FLOW WEST BOUND*



**BANARANG**  
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ANY EXISTING PERMANANT SPEED SIGNAGE  
WITHIN THE ROADWORKS SPEED ZONE  
MUST BE COVERED UP TO ENSURE  
NO CONFLICTING SPEED SIGNAGE IS VISIBLE

TRAFFICABLE LANE WITHD  
3.5m TO BE MAINTAINED

END  
ROADWORK

posted 100 speed sign  
to be covered

CH 000

Barry Way

Barry Way

### Manifest

- 36 x sign single
- 9 x R4-212 (40) SPEED LIMIT 40 ROAD WORK
- 6 x R4-212 (60) SPEED LIMIT 60 ROAD WORK
- 5 x TM1-1C Roadwork Ahead
- 5 x TM1-5C Workers (symbolic)
- 5 x TM2-17C End Roadwork
- 4 x R4-1 (60) SPEED LIMIT 60
- 4 x R4-212 (80) SPEED LIMIT 80 ROAD WORK
- 3 x R4-1 (100) SPEED LIMIT 100
- 2 x R6-15 PEDESTRIANS PROHIBITED NSW
- 2 x TM5-V5 CHEVRON
- 1 x Portable boom barrier ahead sign
- 1 x T1-18 PREPARE TO STOP
- 1 x T1-34 TRAFFIC CONTROLLER AHEAD
- 1 x T5-5 (R) HAZARD WARNING MARKER RIGHT
- 1 x TM1-25C Roadwork On Side Road



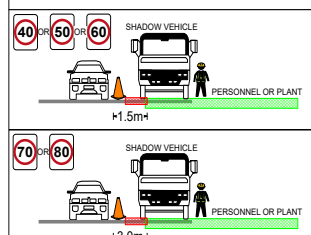
Plan Approved By: Heath Spratt

ITMP / PWZTMP No: TCT0028812

Signature:

Approval Date: 13/02/2024

### SAFE DISTANCES BETWEEN WORKERS AND LIVE TRAFFIC



| Client              | Plan No :   | Date         | Page: 1 of 8               | Prepare a Work Zone | Approximate Speed Of Traffic Km/h | Recommended Taper Length In Metres    |                     |             |                                                                                                                                                        | Signs | N |
|---------------------|-------------|--------------|----------------------------|---------------------|-----------------------------------|---------------------------------------|---------------------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---|
|                     |             |              |                            |                     |                                   | Traffic Control At Beginning Or Taper | Lateral Shift Taper | Merge Taper |                                                                                                                                                        |       |   |
| AITKEN CIVIL        | CONTRA FLOW | 5/07/2024    | Plan Drawn By Brett Munday | Card No. TCT0010601 | 45 Or Less                        | 15                                    | 0                   | 15          | Size "B"                                                                                                                                               | D     | D |
|                     |             |              |                            |                     | 46 - 55                           | 15                                    | 15                  | 30          | spacing                                                                                                                                                |       |   |
| BARRY WAY JINDABINE | ALEX        | 0450 011 515 | 02 8376 4670               | STAGE 5a            | 56 - 65                           | 30                                    | 30                  | 60          | ADVANCED WARNING AREA TO TRANSITION AREA                                                                                                               |       |   |
|                     |             |              |                            |                     | 66 - 75                           | N/A                                   | 70                  | 115         | D = Speed Limit in Metres                                                                                                                              |       |   |
|                     |             |              |                            |                     | 76 - 85                           | N/A                                   | 80                  | 130         | Use class 1 reflective signs for day work & Class 1 reflective signs for night work. Signs may be illuminated from the road way for better visibility. |       |   |
|                     |             |              |                            |                     | 86 - 95                           | N/A                                   | 90                  | 145         |                                                                                                                                                        |       |   |
|                     |             |              |                            |                     | 96 - 105                          | N/A                                   | 100                 | 160         |                                                                                                                                                        |       |   |
|                     |             |              |                            |                     | Greater Than 105                  | N/A                                   | 110                 | 180         |                                                                                                                                                        |       |   |



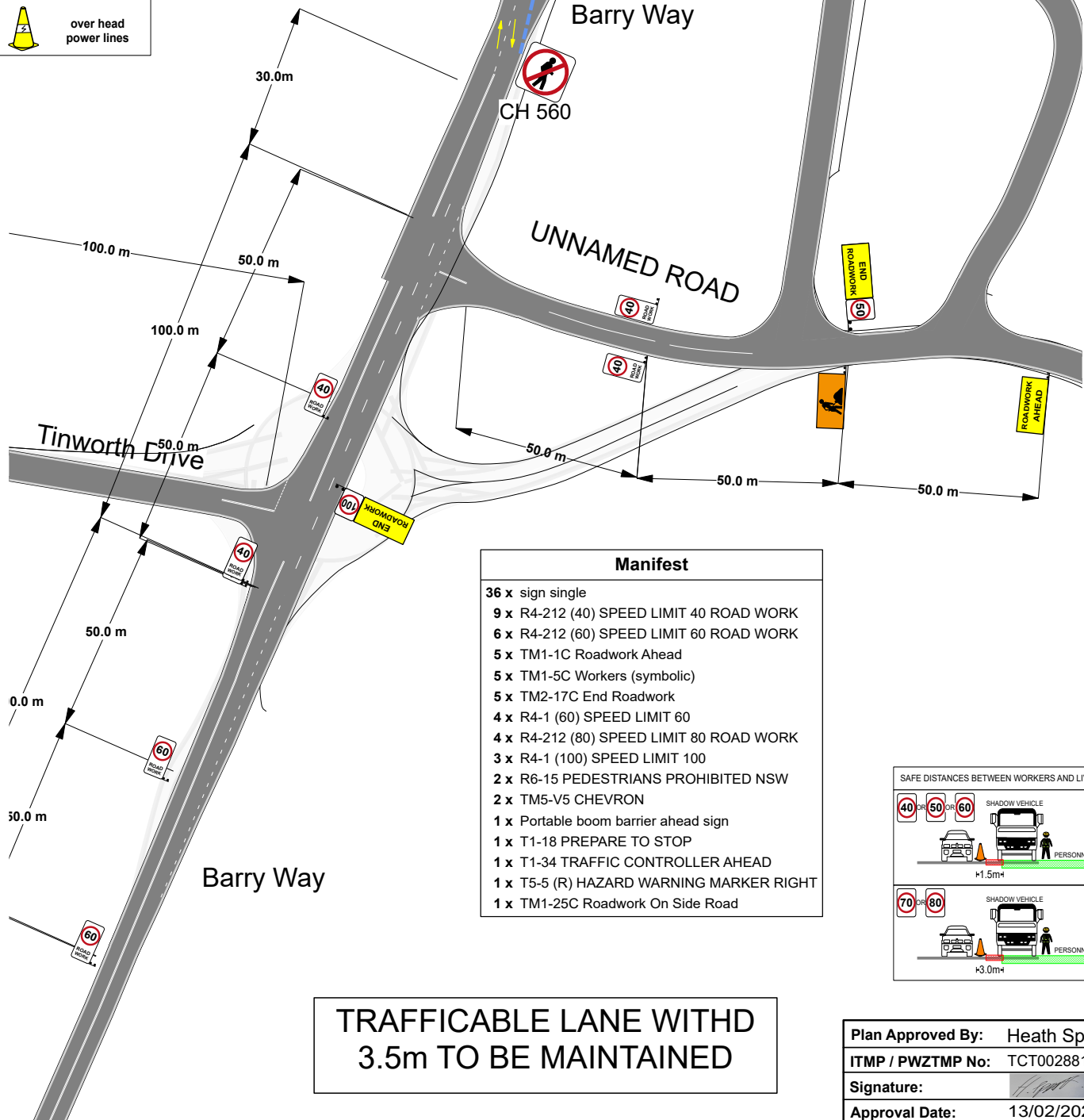
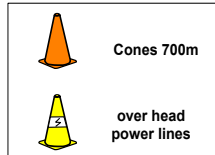






**BANARANG**  
ABORIGINAL CORPORATION

ANY EXISTING PERMANENT SPEED SIGNAGE  
WITHIN THE ROADWORKS SPEED ZONE  
MUST BE COVERED UP TO ENSURE  
NO CONFLICTING SPEED SIGNAGE IS VISIBLE



Plan Approved By: Heath Spratt  
ITMP / PWZTMP No: TCT0028812  
Signature:   
Approval Date: 13/02/2024



| Client              | Plan No :       | BAC-0632          | Page: 4 of 8  | Prepare a Work Zone     |
|---------------------|-----------------|-------------------|---------------|-------------------------|
| AITKEN CIVIL        | Date            | 5/07/2024         | Plan Drawn By | Traffic Management Plan |
| Location Of Work    | Type Of Closure | CONTRA FLOW       | Card No.      | TCT0010601              |
| BARRY WAY JINDABINE | On Site Contact | ALEX 0450 011 515 | 02 8376 4670  | STAGE 5a                |

| Approximate Speed Of Traffic Km/h | Recommended Taper Length In Metres | Recommended Taper Length In Metres | Recommended Taper Length In Metres |
|-----------------------------------|------------------------------------|------------------------------------|------------------------------------|
| At Beginning Or Taper             | At Beginning Or Taper              | At Beginning Or Taper              | At Beginning Or 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                                |
| Greater Than 105                  | N/A                                | 110                                | 180                                |

| Signs | Size | Spacing |
|-------|------|---------|
| "B"   | D    | D       |





**BANARANG**  
ABORIGINAL CORPORATION

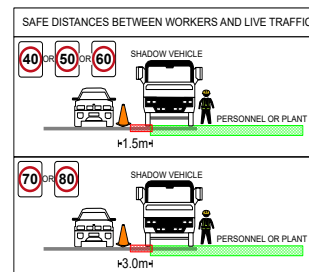
- 36 x sign single
- 9 x R4-212 (40) SPEED LIMIT 40 ROAD WORK
- 6 x R4-212 (60) SPEED LIMIT 60 ROAD WORK
- 5 x TM1-1C Roadwork Ahead
- 5 x TM1-5C Workers (symbolic)
- 5 x TM2-17C End Roadwork
- 4 x R4-1 (60) SPEED LIMIT 60
- 4 x R4-212 (80) SPEED LIMIT 80 ROAD WORK
- 3 x R4-1 (100) SPEED LIMIT 100
- 2 x R6-15 PEDESTRIANS PROHIBITED NSW
- 2 x TM5-V5 CHEVRON
- 1 x Portable boom barrier ahead sign
- 1 x T1-18 PREPARE TO STOP
- 1 x T1-34 TRAFFIC CONTROLLER AHEAD
- 1 x T5-5 (R) HAZARD WARNING MARKER RIGHT
- 1 x TM1-25C Roadwork On Side Road

**ANY EXISTING PERMANANT SPEED SIGNAGE  
WITHIN THE ROADWORKS SPEED ZONE  
MUST BE COVERED UP TO ENSURE  
NO CONFLICTING SPEED SIGNAGE IS VISIBLE**

TRAFFICABLE LANE WITHD  
3.5m TO BE MAINTAINED

## Barry Way

e Avenue



### Cones 700m

over head  
power lines

Plan Approved By: Heath Spratt

ITMP / PWZTMP No: TCT0028812

Signature: \_\_\_\_\_

|                |            |
|----------------|------------|
| Approval Date: | 13/02/2024 |
|----------------|------------|

| Client                 | Plan No :          | BAC-0632             | Page: 5 of 8                    | Prepare a Work Zone<br>Traffic Management Plan | Approximate<br>Speed Of Traffic<br>Kmh                                                                                                                              | Recommended Taper Length in Metres |                                             |                        |                              | Signs |     |   |
|------------------------|--------------------|----------------------|---------------------------------|------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|---------------------------------------------|------------------------|------------------------------|-------|-----|---|
|                        | Date               | 5/07/2024            | Plan Drawn By                   |                                                |                                                                                                                                                                     | Card No.                           | Traffic Control<br>At Beginning Of<br>Taper | Lateral Shift<br>Taper | Merge Taper                  |       |     |   |
| AITKEN CIVIL           | Type Of<br>Closure | CONTRA FLOW          | Brett Munday<br><i>B Munday</i> | Card No.<br><br>TCT0010601                     | 45 Or Less                                                                                                                                                          | 15                                 | 0                                           | 15                     | 5                            | Size  | "B" |   |
|                        |                    |                      |                                 |                                                | 46 - 55                                                                                                                                                             | 15                                 | 15                                          | 30                     | spacing                      |       |     | D |
|                        |                    |                      |                                 |                                                | 56 - 65                                                                                                                                                             | 30                                 | 30                                          | 60                     |                              |       |     |   |
|                        |                    |                      |                                 |                                                | 66 - 75                                                                                                                                                             | N/A                                | 70                                          | 115                    |                              |       |     |   |
|                        |                    |                      |                                 |                                                | 76 - 85                                                                                                                                                             | N/A                                | 80                                          | 130                    |                              |       |     |   |
| Location Of Work       |                    |                      |                                 | STAGE 5a                                       | 86 - 95                                                                                                                                                             | N/A                                | 90                                          | 145                    | D = Speed Limit<br>In Metres | D     |     |   |
|                        |                    |                      |                                 |                                                | 96 - 105                                                                                                                                                            | N/A                                | 100                                         | 160                    |                              |       |     |   |
|                        |                    |                      |                                 |                                                | Greater Than 105                                                                                                                                                    | N/A                                | 110                                         | 180                    |                              |       |     |   |
|                        |                    |                      |                                 |                                                | Use class 4 or higher sign for day<br>signage and class 3 or higher sign for<br>night sign. Signs may be duplicated<br>on both sides of the road where appropriate. |                                    |                                             |                        |                              |       |     |   |
|                        |                    |                      |                                 |                                                |                                                                                                                                                                     |                                    |                                             |                        |                              |       |     |   |
| BARRY WAY<br>JINDABINE | On Site<br>Contact | ALEX<br>0450 011 515 | 0450 64670                      |                                                |                                                                                                                                                                     |                                    |                                             |                        |                              |       |     |   |

Use class 2 reflective signs for day work & Class 1 reflective signs for night work. Signs may be duplicated across the road way for better visibility.

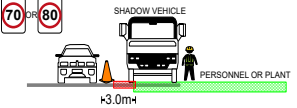
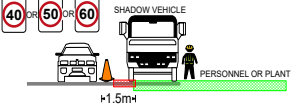




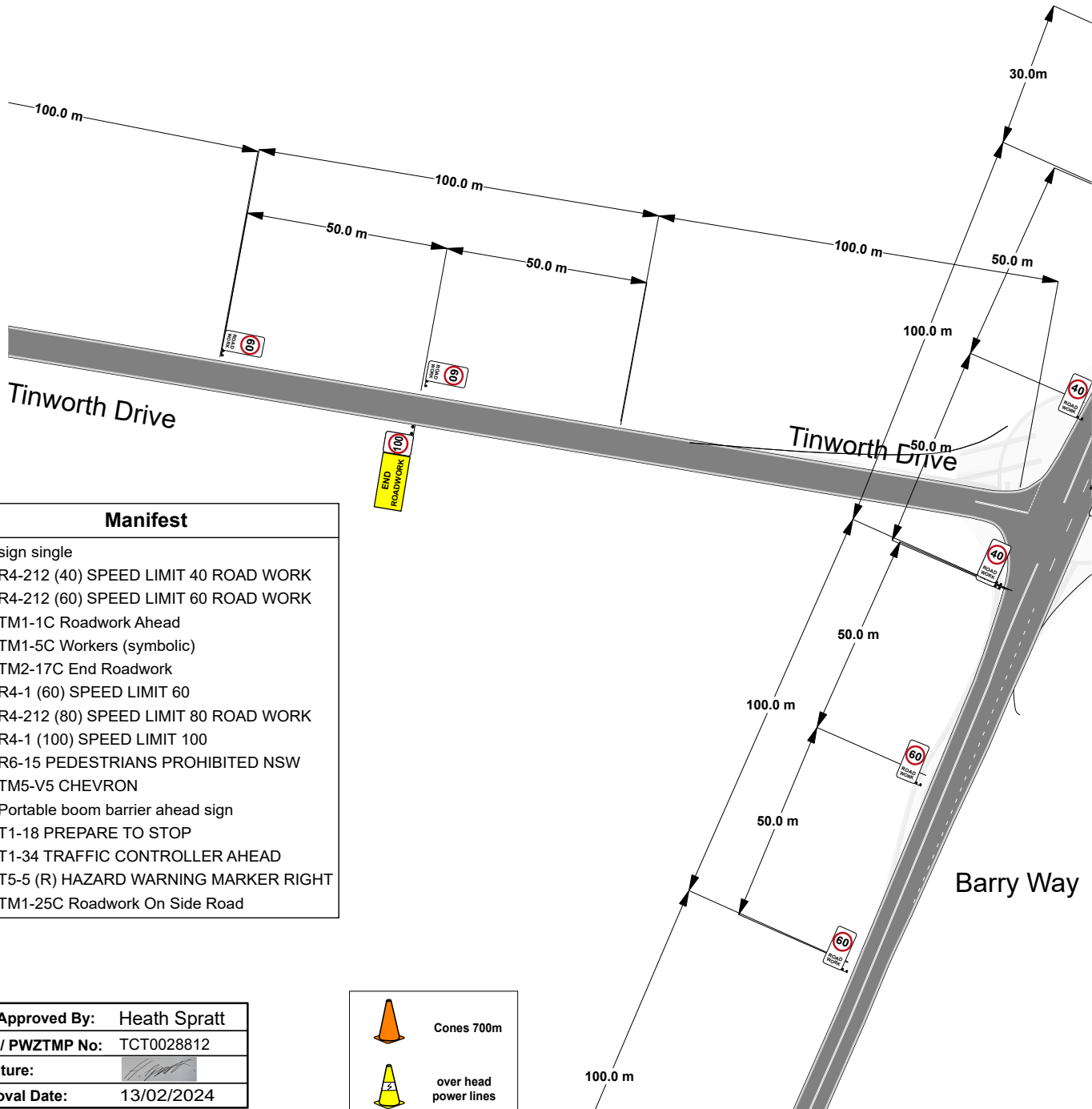
**BANARANG**  
ABORIGINAL CORPORATION

TRAFFICABLE LANE WITHD  
3.5m TO BE MAINTAINED

SAFE DISTANCES BETWEEN WORKERS AND LIVE TRAFFIC



ANY EXISTING PERMANENT SPEED SIGNAGE  
WITHIN THE ROADWORKS SPEED ZONE  
MUST BE COVERED UP TO ENSURE  
NO CONFLICTING SPEED SIGNAGE IS VISIBLE



### Manifest

- 36 x sign single
- 9 x R4-212 (40) SPEED LIMIT 40 ROAD WORK
- 6 x R4-212 (60) SPEED LIMIT 60 ROAD WORK
- 5 x TM1-1C Roadwork Ahead
- 5 x TM1-5C Workers (symbolic)
- 5 x TM2-17C End Roadwork
- 4 x R4-1 (60) SPEED LIMIT 60
- 4 x R4-212 (80) SPEED LIMIT 80 ROAD WORK
- 3 x R4-1 (100) SPEED LIMIT 100
- 2 x R6-15 PEDESTRIANS PROHIBITED NSW
- 2 x TM5-V5 CHEVRON
- 1 x Portable boom barrier ahead sign
- 1 x T1-18 PREPARE TO STOP
- 1 x T1-34 TRAFFIC CONTROLLER AHEAD
- 1 x T5-5 (R) HAZARD WARNING MARKER RIGHT
- 1 x TM1-25C Roadwork On Side Road

Plan Approved By: Heath Spratt

ITMP / PWZTMP No: TCT0028812

Signature:

Approval Date: 13/02/2024



Cones 700m



over head  
power lines



Client

AITKEN CIVIL

Location Of Work

BARRY WAY  
JINDABINE

Plan No :

BAC-0632

Date

5/07/2024

Type Of  
Closure

CONTRA FLOW

On Site  
Contact

ALEX  
0450 011 515

Page: 6 of 8

Plan Drawn By

Brett Munday

02 8376 4670

Prepare a Work Zone

Traffic Management Plan

Card No.

TCT0010601

Approximate  
Speed Of Traffic  
Km/h

45 Or Less

46 - 55

56 - 65

66 - 75

76 - 85

86 - 95

96 - 105

Greater Than 105

Recommended Taper Length In Metres

Traffic Control  
At Beginning Or  
Taper

15

15

30

70

80

90

100

110

180

Lateral Shift

0

15

30

60

115

130

145

160

180

Merge Taper

15

30

60

115

130

145

160

180

Signs

Size

"B"

spacing

D

D

D = Speed Limit  
in Metres

Use class 1 reflective signs for day  
work & class 1 reflective signs for night  
work. Signs may be indicated  
before the road edge for better visibility.

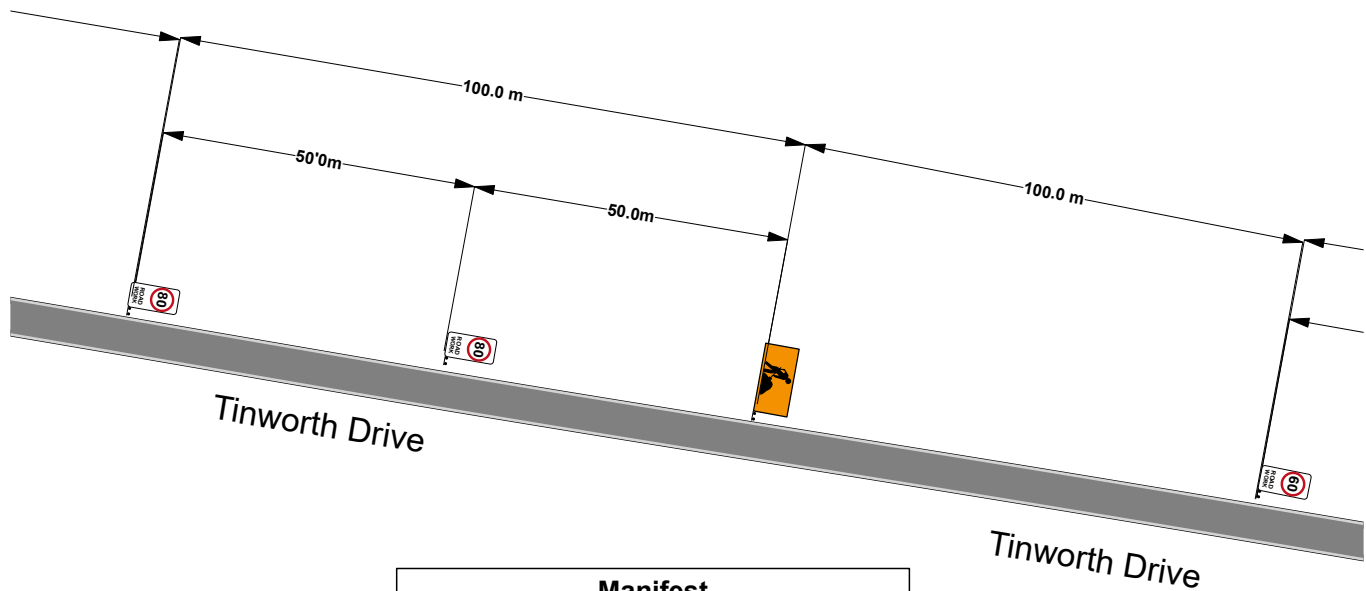






**BANARANG**  
ABORIGINAL CORPORATION

**ANY EXISTING PERMANANT SPEED SIGNAGE  
WITHIN THE ROADWORKS SPEED ZONE  
MUST BE COVERED UP TO ENSURE  
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### Manifest

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Plan Approved By: Heath Spratt

ITMP / PWZTMP No: TCT0028812

Signature:

Approval Date: 13/02/2024

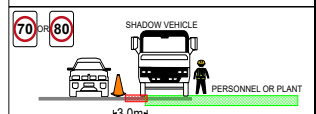
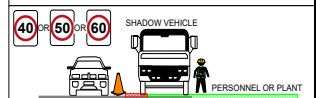


Cones 700m



over head  
power lines

### SAFE DISTANCES BETWEEN WORKERS AND LIVE TRAFFIC



| Client                                     | Plan No :       | BAC-0632             | Page: 7 of 8                                      | Prepare a Work Zone<br>Traffic Management Plan | Approximate<br>Speed Of Traffic<br>Km/h | Recommended Taper Length In Metres          |                        |             |                                                                                                                                                                                                                                                    | Signs | N |
|--------------------------------------------|-----------------|----------------------|---------------------------------------------------|------------------------------------------------|-----------------------------------------|---------------------------------------------|------------------------|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---|
|                                            |                 |                      |                                                   |                                                |                                         | Traffic Control<br>At Beginning Or<br>Taper | Lateral Shift<br>Taper | Merge Taper |                                                                                                                                                                                                                                                    |       |   |
| AITKEN CIVIL                               | Date            | 5/07/2024            | Plan Drawn By<br>Brett Munday<br><i>B. Munday</i> | Card No.<br>TCT0010601                         | 45 Or Less                              | 15                                          | 0                      | 15          | Size                                                                                                                                                                                                                                               | "B"   |   |
|                                            | Type Of Closure | CONTRA FLOW          |                                                   |                                                | 46 - 55                                 | 15                                          | 15                     | 30          | spacing                                                                                                                                                                                                                                            | D     |   |
| Location Of Work<br>BARRY WAY<br>JINDABINE | On Site Contact | ALEX<br>0450 011 515 | 02 8376 4670                                      | STAGE 5a                                       | 56 - 65                                 | 30                                          | 30                     | 60          | <small>ADVANCED WARNING AREA TO TRANSITION AREA</small><br>D = Speed Limit in Metres<br>Use class 1 reflective signs for day work & class 2 reflective signs for night work. Signs may be illuminated. Remove the road sign for better visibility. |       |   |
|                                            |                 |                      |                                                   |                                                | 66 - 75                                 | N/A                                         | 70                     | 115         |                                                                                                                                                                                                                                                    |       |   |
|                                            |                 |                      |                                                   |                                                | 76 - 85                                 | N/A                                         | 80                     | 130         |                                                                                                                                                                                                                                                    |       |   |
|                                            |                 |                      |                                                   |                                                | 86 - 95                                 | N/A                                         | 90                     | 145         |                                                                                                                                                                                                                                                    |       |   |
|                                            |                 |                      |                                                   |                                                | 96 - 105                                | N/A                                         | 100                    | 160         |                                                                                                                                                                                                                                                    |       |   |
|                                            |                 |                      |                                                   |                                                | Greater Than 105                        | N/A                                         | 110                    | 180         |                                                                                                                                                                                                                                                    |       |   |

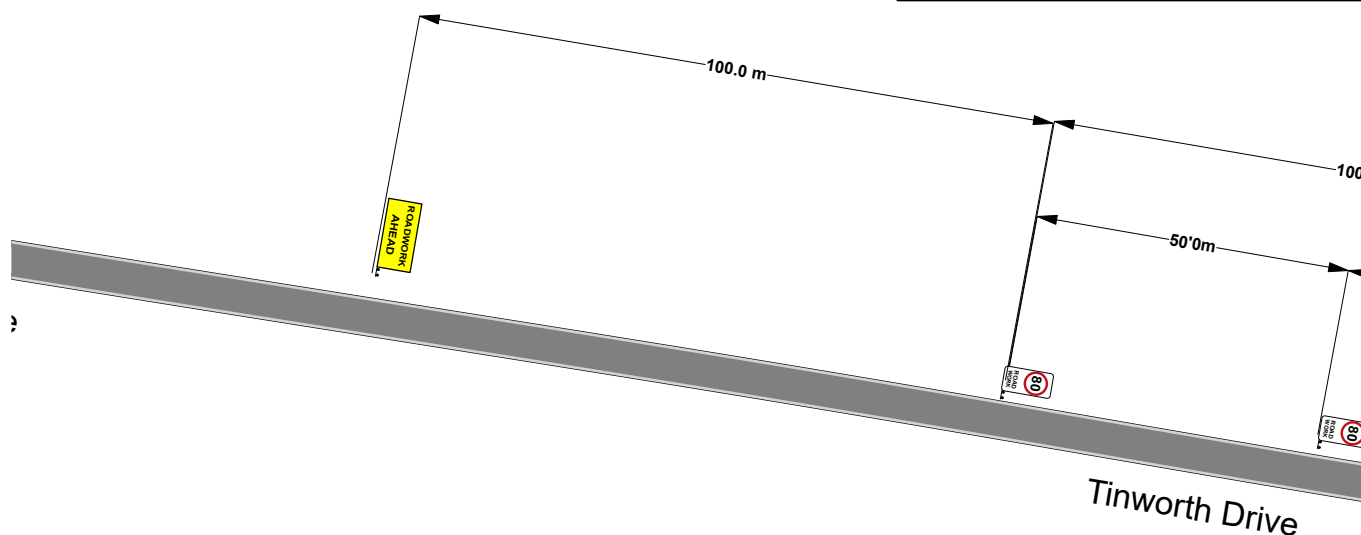


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ABORIGINAL CORPORATION

**ANY EXISTING PERMANANT SPEED SIGNAGE  
WITHIN THE ROADWORKS SPEED ZONE  
MUST BE COVERED UP TO ENSURE  
NO CONFLICTING SPEED SIGNAGE IS VISIBLE**

### Manifest

36 x sign single  
9 x R4-212 (40) SPEED LIMIT 40 ROAD WORK  
6 x R4-212 (60) SPEED LIMIT 60 ROAD WORK  
5 x TM1-1C Roadwork Ahead  
5 x TM1-5C Workers (symbolic)  
5 x TM2-17C End Roadwork  
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4 x R4-212 (80) SPEED LIMIT 80 ROAD WORK  
3 x R4-1 (100) SPEED LIMIT 100  
2 x R6-15 PEDESTRIANS PROHIBITED NSW  
2 x TM5-V5 CHEVRON  
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1 x TM1-25C Roadwork On Side Road



Cones 700m



over head  
power lines

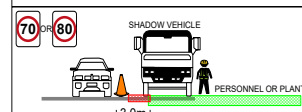
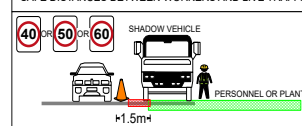
Plan Approved By: Heath Spratt

ITMP / PWZTMP No: TCT0028812

Signature:

Approval Date: 13/02/2024

### SAFE DISTANCES BETWEEN WORKERS AND LIVE TRAFFIC



| Client              | Plan No :         | Date            | Page: 8 of 8                                      | Prepare a Work Zone    | Traffic Management Plan | Approximate Speed Of Traffic Km/h | Recommended Taper Length In Metres    |                     |             |         | Signs | N |
|---------------------|-------------------|-----------------|---------------------------------------------------|------------------------|-------------------------|-----------------------------------|---------------------------------------|---------------------|-------------|---------|-------|---|
|                     |                   |                 |                                                   |                        |                         |                                   | Traffic Control At Beginning Or Taper | Lateral Shift Taper | Merge Taper |         |       |   |
| AITKEN CIVIL        | CONTRA FLOW       | 5/07/2024       | Plan Drawn By<br>Brett Munday<br><i>B. Munday</i> | Card No.<br>TCT0010601 | STAGE 5a                | 45 Or Less                        | 15                                    | 0                   | 15          | Size    | "B"   |   |
|                     |                   | On Site Contact |                                                   |                        |                         | 46 - 55                           | 15                                    | 15                  | 30          | spacing | D     |   |
| BARRY WAY JINDABINE | ALEX 0450 011 515 | 02 8376 4670    |                                                   |                        |                         | 56 - 65                           | 30                                    | 30                  | 60          | spacing | D     |   |
|                     |                   |                 |                                                   |                        |                         | 66 - 75                           | N/A                                   | 70                  | 115         | spacing | D     |   |
|                     |                   |                 |                                                   |                        |                         | 76 - 85                           | N/A                                   | 80                  | 130         | spacing | D     |   |
|                     |                   |                 |                                                   |                        |                         | 86 - 95                           | N/A                                   | 90                  | 145         | spacing | D     |   |
|                     |                   |                 |                                                   |                        |                         | 96 - 105                          | N/A                                   | 100                 | 160         | spacing | D     |   |
|                     |                   |                 |                                                   |                        |                         | Greater Than 105                  | N/A                                   | 110                 | 180         | spacing | D     |   |



## 3.4 *BAC - 00866 - Barry Way traffic with SB-no lane lines-rev 2*



**BANARANG**  
ABORIGINAL CORPORATION

**TRAFFICABLE LANE WITHD  
3.5m TO BE MAINTAINED**

### Manifest

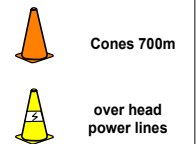
548 x Cone  
31 x sign single  
17 x R4-212 (40) SPEED LIMIT 40 ROAD WORK  
8 x T1-5 WORKERS AHEAD  
5 x R4-1 (60)  
5 x T2-16 END ROADWORK  
4 x TM5-V5 CHEVRON  
3 x T1-1 ROADWORK AHEAD  
3 x T1-25 ROADWORK ON SIDE ROAD  
2 x R2-6 (R)  
2 x R4-1 (50) SPEED LIMIT 50  
2 x R4-1 (60) SPEED LIMIT 60  
2 x R4-212 (60) SPEED LIMIT 60 ROAD WORK  
2 x T2-19 SHOULDER CLOSED  
2 x T2-25 TRUCKS  
1 x R2-6 (L)  
1 x T1-23 CHANGED TRAFFIC CONDITIONS  
1 x TM1-1C Roadwork Ahead  
1 x TM1-5C Workers (symbolic)  
1 x TM2-17C End Roadwork

**ANY EXISTING PERMANANT SPEED SIGNAGE  
WITHIN THE ROADWORKS SPEED ZONE  
MUST BE COVERED UP TO ENSURE  
NO CONFLICTING SPEED SIGNAGE IS VISIBLE**

Barry Way

Barry Way

Jillamatong Street



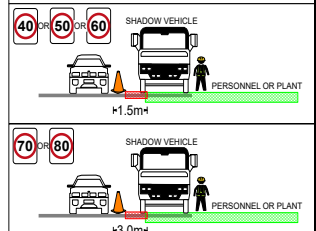
Plan Approved By: Heath Spratt

ITMP / PWZTMP No: TCT0028812

Signature:

Approval Date: 12/03/2025

### SAFE DISTANCES BETWEEN WORKERS AND LIVE TRAFFIC



| Client              | Plan No :       | Date         | Page: 1 of 10 | Prepare a Work Zone           | Approximate Speed Of Traffic Km/h | Traffic Control At Beginning Or Taper | Recommended Taper Length In Metres | Signs | N                                                                                                                                                     |
|---------------------|-----------------|--------------|---------------|-------------------------------|-----------------------------------|---------------------------------------|------------------------------------|-------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                 |              |               |                               |                                   |                                       |                                    |       |                                                                                                                                                       |
| AITKEN CIVIL        | BAC-0866        | 12/03/2025   | 1             | Plan Drawn By<br>Brett Munday | 45 Or Less                        | 15                                    | 0                                  | 15    | Size "B"                                                                                                                                              |
|                     |                 |              |               |                               | 46 - 55                           | 15                                    | 15                                 | 30    |                                                                                                                                                       |
| Location Of Work    | CONTRA FLOW     | ALEX         | 02 8376 4670  | Card No.<br>TCT0010601        | 56 - 65                           | 30                                    | 30                                 | 60    | spacing D                                                                                                                                             |
|                     |                 |              |               |                               | 66 - 75                           | N/A                                   | 70                                 | 115   |                                                                                                                                                       |
| BARRY WAY JINDABINE | On Site Contact | 0450 011 515 | STAGE 5a      |                               | 76 - 85                           | N/A                                   | 80                                 | 130   | D = Speed Limit in Metres                                                                                                                             |
|                     |                 |              |               |                               | 86 - 95                           | N/A                                   | 90                                 | 145   |                                                                                                                                                       |
|                     |                 |              |               |                               | 96 - 105                          | N/A                                   | 100                                | 160   | Use class 1 reflective signs for day work & class 1 reflective signs for night work. Signs may be illuminated during the night for better visibility. |
|                     |                 |              |               |                               | Greater Than 105                  | N/A                                   | 110                                | 180   |                                                                                                                                                       |

## Manifest

548 x Cone  
 31 x sign single  
 17 x R4-212 (40) SPEED LIMIT 40 ROAD WORK  
 8 x T1-5 WORKERS AHEAD  
 5 x R4-1 (60)  
 5 x T2-16 END ROADWORK  
 4 x TM5-V5 CHEVRON  
 3 x T1-1 ROADWORK AHEAD  
 3 x T1-25 ROADWORK ON SIDE ROAD  
 2 x R2-6 (R)  
 2 x R4-1 (50) SPEED LIMIT 50  
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 1 x TM1-5C Workers (symbolic)  
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**BANARANG**  
 ABORIGINAL CORPORATION

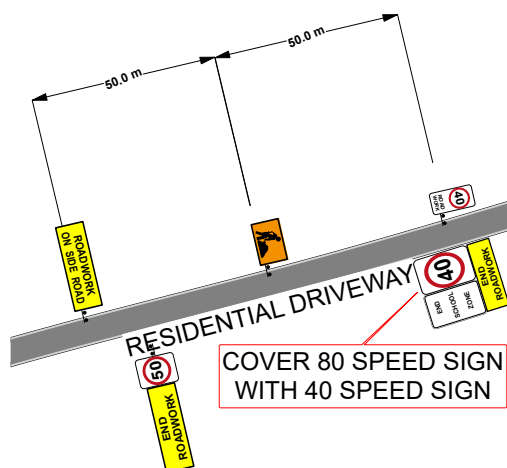
ANY EXISTING PERMANENT SPEED SIGNAGE  
 WITHIN THE ROADWORKS SPEED ZONE  
 MUST BE COVERED UP TO ENSURE  
 NO CONFLICTING SPEED SIGNAGE IS VISIBLE

RESIDENT ACCESS TO BE  
 MAINTAINED

TRAFFICABLE LANE WITHD  
 3.5m TO BE MAINTAINED

Barry Way

Barry Way



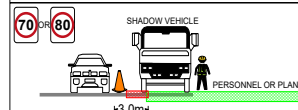
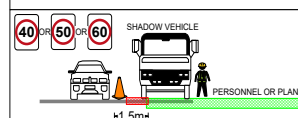
Plan Approved By: Heath Spratt

ITMP / PWZTMP No: TCT0028812

Signature:

Approval Date: 12/03/2025

## SAFE DISTANCES BETWEEN WORKERS AND LIVE TRAFFIC



Client

AITKEN CIVIL

Location Of Work

BARRY WAY  
 JINDABINE

Plan No :

BAC-0866

Date

12/03/2025

Type Of  
 Closure

CONTRA FLOW

On Site  
 Contact

ALEX  
 0450 011 515

Page: 2 of 10

Plan Drawn By

Brett Munday

02 8376 4670

Prepare a Work Zone

Traffic Management Plan

Card No.

TCT0010601

Approximate  
 Speed Of Traffic

Km/h

45 Or Less

46 - 55

56 - 65

66 - 75

76 - 85

86 - 95

96 - 105

Greater Than 105

Recommended Taper Length In Metres

Traffic Control  
 At Beginning Or  
 Taper

15

15

30

70

80

90

100

110

Lateral Shift

Taper

0

15

30

60

115

130

145

160

180

Merge Taper

15

30

60

115

130

145

160

180

Signs

Size

"B"

spacing

D

D

D = Speed Limit  
 in Metres

Use class 1 reflective signs for day  
 work & class 2 reflective signs for  
 night work. Signs may be duplicated  
 across the road way for better visibility.





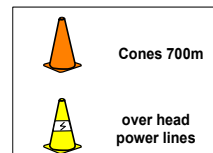
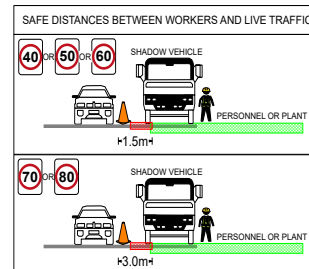
**BANARANG**  
ABORIGINAL CORPORATION

Signs to be placed on leg extensions to straddle wire rope to barrier, 1 m clear of the travel path. signs to be walked out with shadow vehicle at start of wire

## Barry Way

**ANY EXISTING PERMANANT SPEED SIGNAGE  
WITHIN THE ROADWORKS SPEED ZONE  
MUST BE COVERED UP TO ENSURE  
NO CONFLICTING SPEED SIGNAGE IS VISIBLE**

TRAFFICABLE LANE WITH  
3.5m TO BE MAINTAINED



## Manifest

- 548 x Cone**
- 31 x sign single**
- 17 x R4-212 (40) SPEED LIMIT 40 ROAD WORK**
- 8 x T1-5 WORKERS AHEAD**
- 5 x R4-1 (60)**
- 5 x T2-16 END ROADWORK**
- 4 x TM5-V5 CHEVRON**
- 3 x T1-1 ROADWORK AHEAD**
- 3 x T1-25 ROADWORK ON SIDE ROAD**
- 2 x R2-6 (R)**
- 2 x R4-1 (50) SPEED LIMIT 50**
- 2 x R4-1 (60) SPEED LIMIT 60**
- 2 x R4-212 (60) SPEED LIMIT 60 ROAD WORK**
- 2 x T2-19 SHOULDER CLOSED**
- 2 x T2-25 TRUCKS**
- 1 x R2-6 (L)**
- 1 x T1-23 CHANGED TRAFFIC CONDITIONS**
- 1 x TM1-1C Roadwork Ahead**
- 1 x TM1-5C Workers (symbolic)**
- 1 x TM2-17C End Roadwork**

Plan Approved By: Heath Spratt

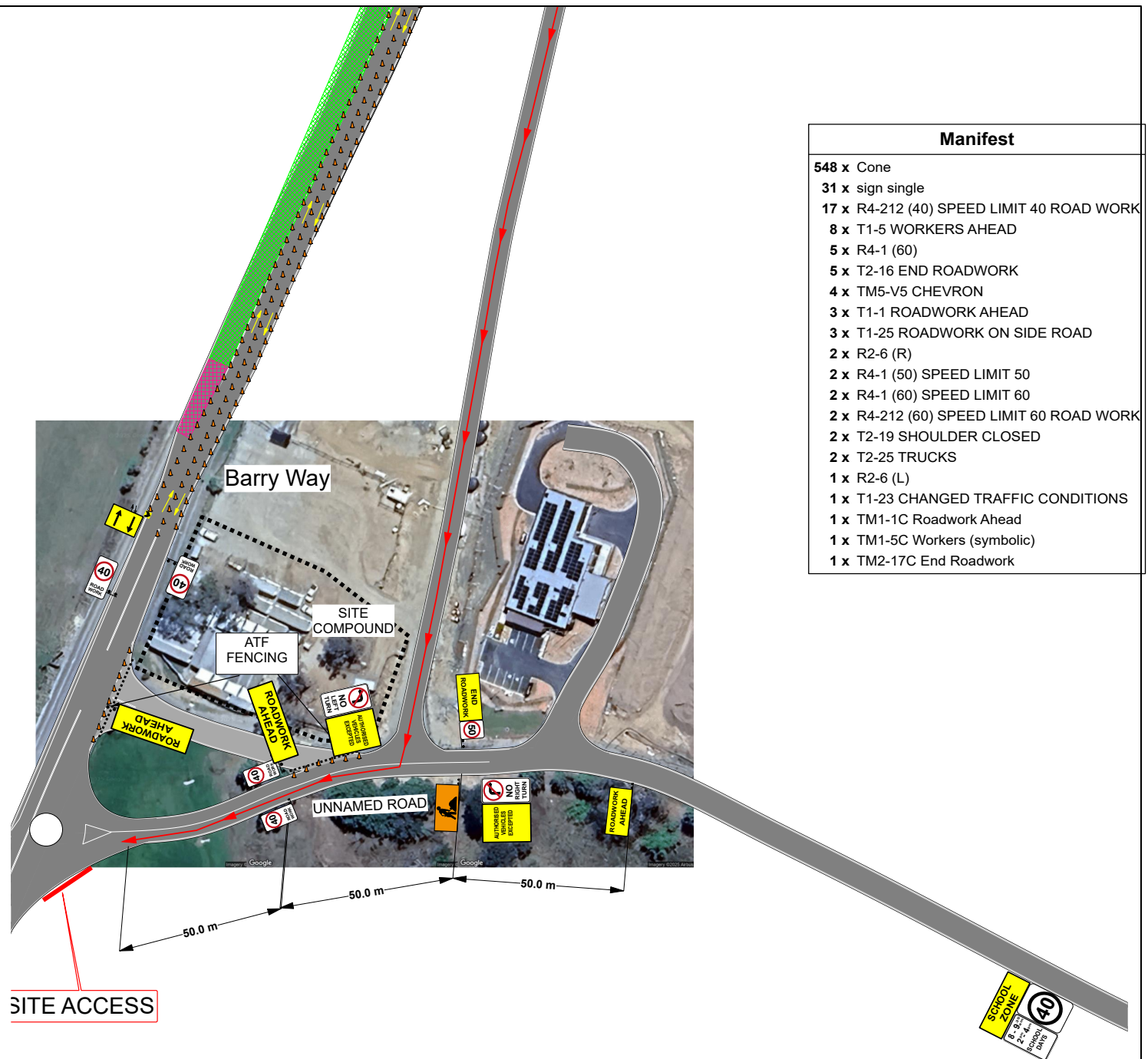
ITMP / PWZTMP No: TCT0028812

**Signature:**

|                |            |
|----------------|------------|
| Approval Date: | 12/03/2025 |
|----------------|------------|

| Client                 | Plan No :       | BAC-0866             | Page: 3 of 10                   | Prepare a Work Zone<br>Traffic Management Plan | Approximate<br>Speed Of Traffic<br>Kmh | Recommended Taper Length in Metres |     |     |  | Signs                                                                                                                                                            |     |
|------------------------|-----------------|----------------------|---------------------------------|------------------------------------------------|----------------------------------------|------------------------------------|-----|-----|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| AITKEN CIVIL           | Date            | 12/03/2025           | Plan Drawn By                   | Card No.<br><br>TCT0010601                     | 45 Or Less                             | 15                                 | 0   | 15  |  | Size                                                                                                                                                             | "B" |
|                        | Type Of Closure | CONTRA FLOW          | Brett Munday<br><i>B Munday</i> |                                                | 46 - 55                                | 15                                 | 15  | 30  |  | spacing                                                                                                                                                          | D   |
| Location Of Work       | On Site Contact | ALEX<br>0450 011 515 | 02 8376 4670                    |                                                | 56 - 65                                | 30                                 | 30  | 60  |  | ADVANCE WARNING<br>AREA TO<br>THEORETICAL AREA                                                                                                                   | D   |
| BARRY WAY<br>JINDABINE |                 |                      |                                 |                                                | 66 - 75                                | N/A                                | 70  | 115 |  | v = Speed Limit<br>in Metres                                                                                                                                     |     |
|                        |                 |                      |                                 |                                                | 76 - 85                                | N/A                                | 80  | 130 |  |                                                                                                                                                                  |     |
|                        |                 |                      |                                 |                                                | 86 - 95                                | N/A                                | 90  | 145 |  |                                                                                                                                                                  |     |
|                        |                 |                      |                                 |                                                | 96 - 105                               | N/A                                | 100 | 160 |  | Use class 2 reflective signs for day<br>work & reflective signs for<br>night work. Signs may be duplicated<br>through the night management phase<br>if required. |     |
|                        |                 |                      |                                 |                                                | Greater Than 105                       | N/A                                | 110 | 180 |  |                                                                                                                                                                  |     |

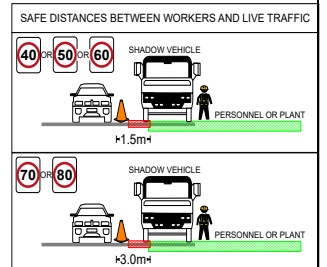
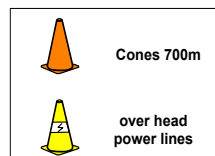


**Manifest**

- 548 x Cone  
 31 x sign single  
 17 x R4-212 (40) SPEED LIMIT 40 ROAD WORK  
 8 x T1-5 WORKERS AHEAD  
 5 x R4-1 (60)  
 5 x T2-16 END ROADWORK  
 4 x TM5-V5 CHEVRON  
 3 x T1-1 ROADWORK AHEAD  
 3 x T1-25 ROADWORK ON SIDE ROAD  
 2 x R2-6 (R)  
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 1 x TM1-1C Roadwork Ahead  
 1 x TM1-5C Workers (symbolic)  
 1 x TM2-17C End Roadwork

TRAFFICABLE LANE WITHD  
3.5m TO BE MAINTAINED

ANY EXISTING PERMANANT SPEED SIGNAGE  
WITHIN THE ROADWORKS SPEED ZONE  
MUST BE COVERED UP TO ENSURE  
NO CONFLICTING SPEED SIGNAGE IS VISIBLE



Plan Approved By: Heath Spratt

ITMP / PWZTMP No: TCT0028812

Signature: \_\_\_\_\_

Approval Date: 12/03/2025

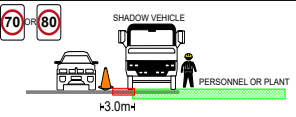
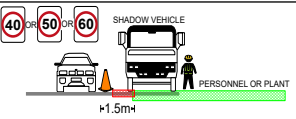
| Client              | Plan No :       | BAC-0866     | Page: 4 of 10 | Prepare a Work Zone     | Approximate Speed Of Traffic Km/h | Recommended Taper Length In Metres    |                     |             |         | Signs | N |
|---------------------|-----------------|--------------|---------------|-------------------------|-----------------------------------|---------------------------------------|---------------------|-------------|---------|-------|---|
|                     | Date            | 12/03/2025   | Plan Drawn By | Traffic Management Plan | 45 Or Less                        | Traffic Control At Beginning Or Taper | Lateral Shift Taper | Merge Taper |         |       |   |
| AITKEN CIVIL        | Type Of Closure | CONTRA FLOW  | Brett Munday  | Card No.                | 46 - 55                           | 15                                    | 15                  | 30          | Size    | "B"   |   |
| Location Of Work    | On Site Contact | ALEX         | 02 8376 4670  | TCT0010601              | 56 - 65                           | 30                                    | 30                  | 60          | spacing | D     |   |
| BARRY WAY JINDABINE |                 | 0450 011 515 |               | STAGE 5a                | 66 - 75                           | N/A                                   | 70                  | 115         |         |       |   |
|                     |                 |              |               |                         | 76 - 85                           | N/A                                   | 80                  | 130         |         |       |   |
|                     |                 |              |               |                         | 86 - 95                           | N/A                                   | 90                  | 145         |         |       |   |
|                     |                 |              |               |                         | 96 - 105                          | N/A                                   | 100                 | 160         |         |       |   |
|                     |                 |              |               |                         | Greater Than 105                  | N/A                                   | 110                 | 180         |         |       |   |





**BANARANG**  
ABORIGINAL CORPORATION

SAFE DISTANCES BETWEEN WORKERS AND LIVE TRAFFIC



Cones 700m



over head power lines

### Manifest

- 548 x Cone
- 31 x sign single
- 17 x R4-212 (40) SPEED LIMIT 40 ROAD WORK
- 8 x T1-5 WORKERS AHEAD
- 5 x R4-1 (60)
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- 3 x T1-25 ROADWORK ON SIDE ROAD
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- 1 x T1-23 CHANGED TRAFFIC CONDITIONS
- 1 x TM1-1C Roadwork Ahead
- 1 x TM1-5C Workers (symbolic)
- 1 x TM2-17C End Roadwork

CHANGED TRAFFIC CONDITIONS



Barry Way

Lee Avenue

ANY EXISTING PERMANANT SPEED SIGNAGE  
WITHIN THE ROADWORKS SPEED ZONE  
MUST BE COVERED UP TO ENSURE  
NO CONFLICTING SPEED SIGNAGE IS VISIBLE

TRAFFICABLE LANE  
WITHD 3.5m TO BE

Plan Approved By: Heath Spratt

ITMP / PWZTMP No: TCT0028812

Signature:

Approval Date: 12/03/2025



Client

AITKEN CIVIL

Location Of Work

BARRY WAY  
JINDABINE

Plan No :

BAC-0866

Date

12/03/2025

Type Of

Closure

CONTRA FLOW

On Site

Contact

ALEX

0450 011 515

Page: 5 of 10

Plan Drawn By

Brett Munday

02 8376 4670

Prepare a Work Zone

Traffic Management Plan

Card No.

TCT0010601

Approximate

Speed Of Traffic

Km/h

45 Or Less

46 - 55

56 - 65

66 - 75

76 - 85

86 - 95

96 - 105

Greater Than 105

Recommended Taper Length In Metres

Traffic Control

At Beginning Or

Taper

15

15

30

60

70

80

90

100

110

180

Signs

Size

"B"

spacing

D

D

D = Speed Limit

in Metres

Use class 1 reflective signs for day

work & Class 1 reflective signs for

night work. Signs may be indicated

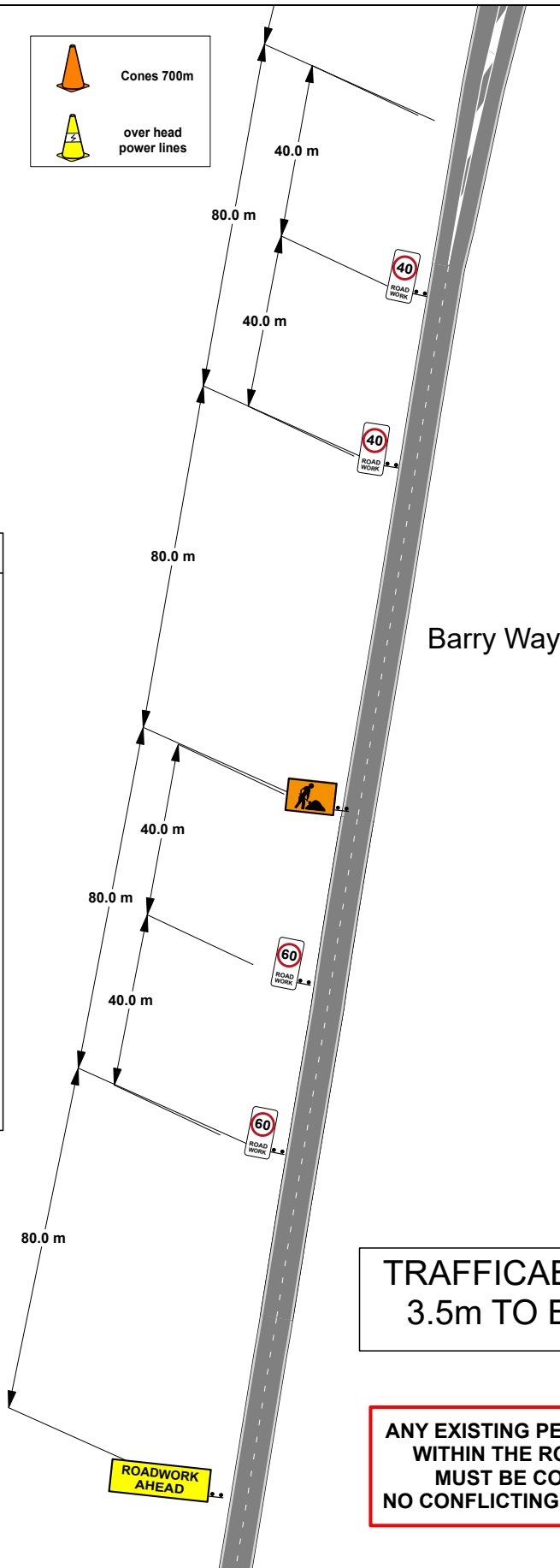
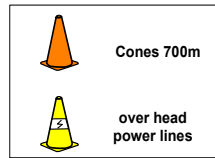
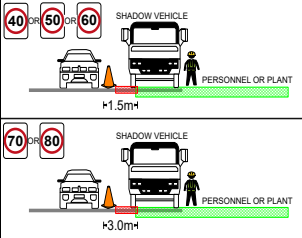
before the road way for better visibility





**BANARANG**  
ABORIGINAL CORPORATION

#### SAFE DISTANCES BETWEEN WORKERS AND LIVE TRAFFIC



#### Manifest

- 548 x Cone
- 31 x sign single
- 17 x R4-212 (40) SPEED LIMIT 40 ROAD WORK
- 8 x T1-5 WORKERS AHEAD
- 5 x R4-1 (60)
- 5 x T2-16 END ROADWORK
- 4 x TM5-V5 CHEVRON
- 3 x T1-1 ROADWORK AHEAD
- 3 x T1-25 ROADWORK ON SIDE ROAD
- 2 x R2-6 (R)
- 2 x R4-1 (50) SPEED LIMIT 50
- 2 x R4-1 (60) SPEED LIMIT 60
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- 2 x T2-19 SHOULDER CLOSED
- 2 x T2-25 TRUCKS
- 1 x R2-6 (L)
- 1 x T1-23 CHANGED TRAFFIC CONDITIONS
- 1 x TM1-1C Roadwork Ahead
- 1 x TM1-5C Workers (symbolic)
- 1 x TM2-17C End Roadwork

**TRAFFICABLE LANE WITHD  
3.5m TO BE MAINTAINED**

**ANY EXISTING PERMANANT SPEED SIGNAGE  
WITHIN THE ROADWORKS SPEED ZONE  
MUST BE COVERED UP TO ENSURE  
NO CONFLICTING SPEED SIGNAGE IS VISIBLE**

Plan Approved By: Heath Spratt

ITMP / PWZTMP No: TCT0028812

Signature:

Approval Date: 12/03/2025

ROADWORK  
AHEAD



**Client**  
AITKEN CIVIL  
Location Of Work  
BARRY WAY  
JINDABINE

**Plan No :** BAC-0866  
**Date** 12/03/2025  
**Type Of Closure** CONTRA FLOW  
**On Site Contact** ALEX  
0450 011 515

**Page:** 6 of 10  
**Plan Drawn By** Brett Munday  
02 8376 4670

**Prepare a Work Zone Traffic Management Plan**  
**Card No.** TCT0010601

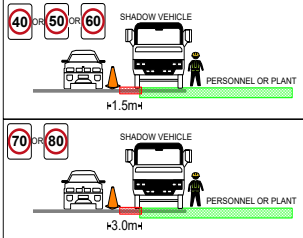
| Approximate Speed Of Traffic Km/h | Recommended Taper Length In Metres    |                     |             |
|-----------------------------------|---------------------------------------|---------------------|-------------|
|                                   | Traffic Control At Beginning Or Taper | Lateral Shift Taper | Merge 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         |
| Greater Than 105                  | N/A                                   | 110                 | 180         |

**Signs**  
Size "B"  
spacing D  
D = Speed Limit in Metres  
Use class 1 reflective signs for day work & class 1 reflective signs for night work. Signs may be illuminated during the night for better visibility.





## SAFE DISTANCES BETWEEN WORKERS AND LIVE TRAFFIC



## Manifest

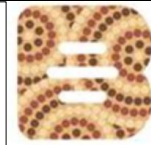
- 548 x Cone
- 31 x sign single
- 17 x R4-212 (40) SPEED LIMIT 40 ROAD WORK
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- 5 x T2-16 END ROADWORK
- 4 x TM5-V5 CHEVRON
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- 2 x R2-6 (R)
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- 1 x R2-6 (L)
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- 1 x TM1-5C Workers (symbolic)
- 1 x TM2-17C End Roadwork



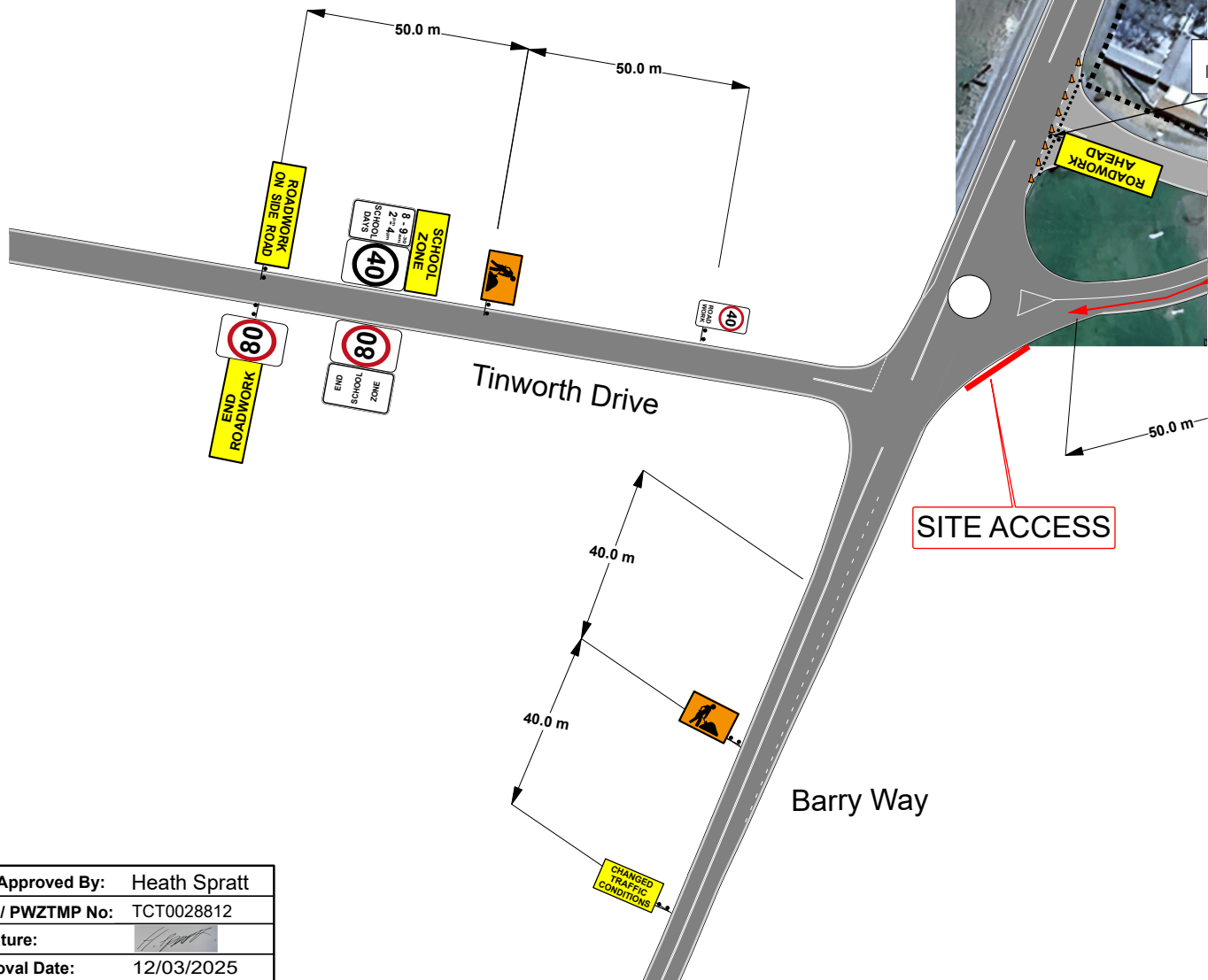
Cones 700m



over head power lines


**BANARANG**  
 ABORIGINAL CORPORATION

**ANY EXISTING PERMANENT SPEED SIGNAGE  
 WITHIN THE ROADWORKS SPEED ZONE  
 MUST BE COVERED UP TO ENSURE  
 NO CONFLICTING SPEED SIGNAGE IS VISIBLE**



Plan Approved By: Heath Spratt

ITMP / PWZTMP No: TCT0028812

Signature:

Approval Date: 12/03/2025

| Client              | Plan No :        | BAC-0866          | Page: 7 of 10 | Prepare a Work Zone     | Approximate Speed Of Traffic Km/h | Recommended Taper Length In Metres    |                     |             | Signs                                                                                                                                                                                                                           |     |
|---------------------|------------------|-------------------|---------------|-------------------------|-----------------------------------|---------------------------------------|---------------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
|                     | Date             | 12/03/2025        | Plan Drawn By | Traffic Management Plan | 45 Or Less                        | Traffic Control At Beginning Or Taper | Lateral Shift Taper | Merge Taper |                                                                                                                                                                                                                                 |     |
| AITKEN CIVIL        | Type Of Closure  | CONTRA FLOW       | Brett Munday  | Card No. TCT0010601     | 46 - 55                           | 15                                    | 0                   | 15          | Size                                                                                                                                                                                                                            | "B" |
|                     |                  |                   |               |                         | 56 - 65                           | 15                                    | 15                  | 30          | spacing                                                                                                                                                                                                                         | D   |
| BARRY WAY JINDABINE | On Site Contact  | ALEX 0450 011 515 | 02 8376 4670  | STAGE 5a                | 66 - 75                           | N/A                                   | 30                  | 60          | ADVANCED WARNING AREA TO TRANSITION AREA<br>D = Speed Limit in Metres<br>Use class 1 reflective signs for day work & class 2 reflective signs for night work. Signs may be indicated across the road way for better visibility. |     |
|                     |                  |                   |               |                         | 76 - 85                           | N/A                                   | 70                  | 115         |                                                                                                                                                                                                                                 |     |
|                     |                  |                   |               |                         | 86 - 95                           | N/A                                   | 80                  | 130         |                                                                                                                                                                                                                                 |     |
|                     |                  |                   |               |                         | 96 - 105                          | N/A                                   | 90                  | 145         |                                                                                                                                                                                                                                 |     |
|                     |                  |                   |               |                         | Greater Than 105                  | N/A                                   | 100                 | 160         |                                                                                                                                                                                                                                 |     |
|                     | Location Of Work |                   |               |                         |                                   |                                       | 110                 | 180         |                                                                                                                                                                                                                                 |     |
|                     |                  |                   |               |                         |                                   |                                       |                     |             |                                                                                                                                                                                                                                 |     |

## NOTES PAGE

Table 6-2. Required maximum spacing of cones and bollards

| Purpose and usage                                                      | Speed zone of device location km/h                      | Maximum spacing m |
|------------------------------------------------------------------------|---------------------------------------------------------|-------------------|
| On approach to a traffic controller position (centreline or edge line) | All cases                                               | 4                 |
| Merge tapers                                                           | 55 to 75<br>greater than 76                             | 9<br>12           |
| Lateral shift tapers                                                   | 55 to 75<br>greater than 76                             | 12<br>18          |
| Protecting freshly painted lines                                       | 56 to 75<br>greater than 75                             | 24<br>60*         |
| All other purposes                                                     | less than or equal to 55<br>56 to 75<br>greater than 76 | 4<br>12<br>18     |

## 6.2.6 Spacing of signs

Signs must be spaced in accordance with Table 6-3. The value of 'Dimension D' is used to determine the placement of signs, see Section 7.3 Dimension D for determining 'Dimension D'.

Table 6-3. Sign spacing requirements

| Number of signs         | Approach speed    |                      |
|-------------------------|-------------------|----------------------|
|                         | less than 65 km/h | greater than 66 km/h |
| One advanced sign       | D                 | 2D                   |
| Multiple advanced signs | D                 | D                    |

Where there is more than one advance sign position, the advance sign nearest the work area must be placed D from the beginning of the taper area or diversion and other advance sign positions at successive spacing of D further in advance of the work area.

Tolerances for positioning on signs and devices is detailed in Section 7.10.3 Tolerances on positioning of signs and devices.

| Edge of traffic lane to:   | Edge clearances                                                                                                                                                                                                                                   |
|----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Road safety barrier system | <ul style="list-style-type: none"> <li>0.3 m for traffic speeds 45 km/h or less</li> <li>0.5 m for traffic speeds 45 to 65 km/h</li> <li>1.0 m for traffic speeds 65 to 85 km/h</li> <li>2.0 m for traffic speeds greater than 85 km/h</li> </ul> |

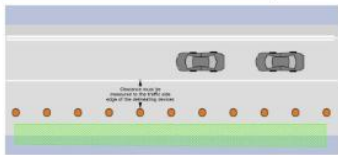


Figure 6-1. Clearance measurement from delineating device (cones)

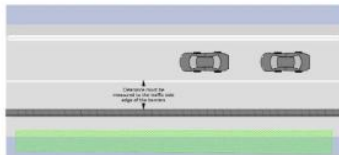


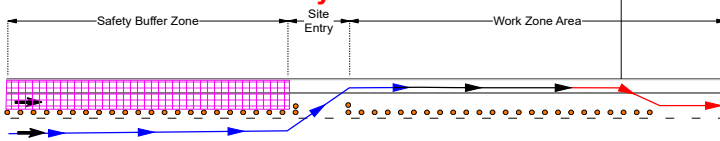
Figure 6-2. Clearance measurement from delineating device (barrier)

## Tolerances on positioning of signs and devices

- Local constraints might not allow signs and devices to be placed exactly in accordance with the designed and approved TGS. Where a specific distance is provided for the longitudinal positioning of signs or devices with respect to other items or features, the tolerances to adjust are:

| Tolerance | Positioning of signs, length of tapers or markings | Spacing of delineating devices  |
|-----------|----------------------------------------------------|---------------------------------|
| Minimum   | 10% less than the distances or lengths given       | Nil                             |
| Maximum   | 25% more than the distances or lengths given       | 10% more than the spacing shown |

## Site Entry and Exit Process



- Highlight entry point with double cones and leaving a small break,

- Prior Entering Worksite:

Turn on the flashing lights

Radio the traffic controller a minimum 100m prior

- If miss or fail above procedures, Traffic Controllers are to direct the vehicle to loop around and attempt reentry.

- Traffic Controllers are to ensure that no local traffic follows work vehicles in the work area

- Flip the Setup for Fast Lane Closures

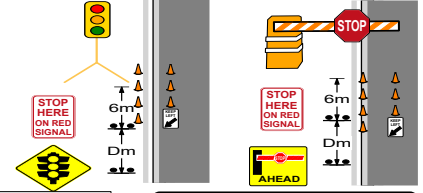
- Site Entry & Exit Process not applicable to Gate Control, Pedestrian Management or Dynamic Works set ups

## Dimension 'D'

AS 1742.3: A distance expressed in metres, determined in accordance with Clause 4.1.5 and used for positioning of advance signs and related purposes.

| Speed of Traffic km/h | Dimension m               |
|-----------------------|---------------------------|
| 55 or less            | 15                        |
| 56 to 65              | 45                        |
| Greater than 65       | speed of traffic, in Km/h |

When PTCD's are utilised signs must be installed as illustrated here in accordance with TCAWS V6. PTCD's to operate PTCD's 1.5mtrs from live traffic with clear escape route

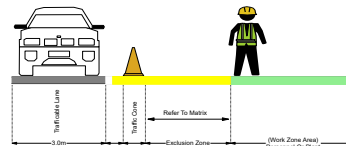


## Pedestrian Movement Plan

## NOTE:

1. Traffic Controllers to be positioned on footpaths inappropriate positions throughout work area to assist with pedestrian movements
2. Pedestrian Barriers and/or Tiger Tails to be utilised where appropriate to provide separation to pedestrians and work areas.
3. Work areas not to obstruct footpaths unless appropriate controls in place in accordance with AS1742.3 and TCAWS and minimum 1.5mtr clearances for pedestrians maintained
4. Pedestrians shall not be directed onto roadway unless appropriate controls are in place in accordance with AS1742.3 and TCAWS Manual
5. Ensure that the requirements of Traffic Control at Work Sites, Section 9.3 are met for pedestrians

## CROSS SECTION DIAGRAM



## 2-lane, 2-way roads

For 2-lane, 2-way roads, installation should occur in the following order:

1. Install termination signs (if no side roads).
2. Install on side streets.
3. Install in the non-working lane (unaffected direction).
4. Install in the working lane (affected direction).

Figure 6-3 provides an example sign installation sequence for a 2-lane, 2-way road.

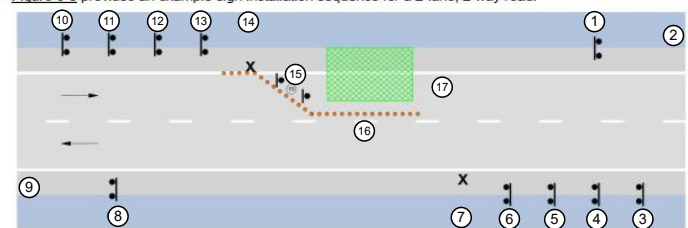


Figure 6-3. Example sign installation sequence for a 2-lane, 2-way road

## Multi-lane roads

For multi-lane roads, installation should occur in the following order:

1. Install signs and devices for the non-working lane (un-affected direction).
2. Install signs and devices for the working lane (affected direction).

Special consideration must be given to the installation of signs on central medians or barriers on multi-lane divided carriageways. In such cases, a site-specific TGS or use of a convoy may be required.

Figure 6-4 provides an example sign installation sequence for a multi-lane road.

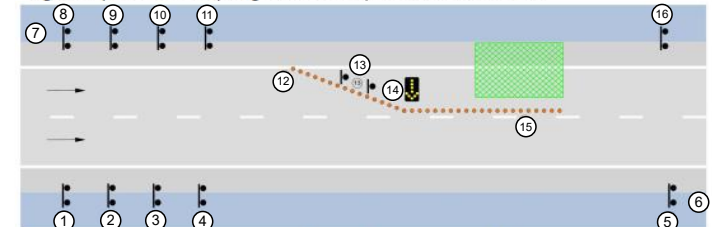


Figure 6-4. Example sign installation sequence for a multi-lane road

|       |       |      |      |                       |
|-------|-------|------|------|-----------------------|
| ISSUE | DESIG | APPO | DATE | AMENDMENT DESCRIPTION |
|       |       |      |      |                       |
|       |       |      |      |                       |
|       |       |      |      |                       |
|       |       |      |      |                       |
|       |       |      |      |                       |
|       |       |      |      |                       |
|       |       |      |      |                       |
|       |       |      |      |                       |
|       |       |      |      |                       |



|                                                   |
|---------------------------------------------------|
| TGS DRAWN BY: Brett Munday<br>Card No. TCT0010601 |
| SIGNATURE: <i>Brett Munday</i>                    |
| DATE OF ISSUE: 10th June 2017                     |

|                                |
|--------------------------------|
| TGS APPROVED BY: Heath Spratt  |
| ITMP / PNZ No.: TCT0028812     |
| SIGNATURE: <i>Heath Spratt</i> |

|                              |
|------------------------------|
| SCALE: 1:500                 |
| DATE OF DESIGN: 12/03/2025   |
| TIME OF DESIGN: 08:00        |
| DATE OF APPROVAL: 12/03/2025 |
| DRAWING NUMBER: BAC-0866     |
| SHEET NO: 8 of 10            |
| ISSUE: 00                    |



**BANARANG**  
ABORIGINAL CORPORATION

TITLE:  
TRAFFIC GUIDANCE SCHEME  
contra flow

LOCATION:  
BARRY WAY  
JINDABYNE

| IMPLEMENTATION INSTRUCTIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                      | Site Specific Desktop Risk Assessment to develop Site Specific TGS                                                                                                     |              |                                                                                                                                                                                                                                                                                                                            |                      |                                                                                                                                 |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|---------------------------------------------------------------------------------------------------------------------------------|--|------------|-------------|--|--|--|--|------------------|----------|----------|-----------|-----------------|-------------------|-------------|-----------|--------------|--------------|--------------|-----------|-------------|-----------|-----------|--------------|--------------|-------------|----------|-------------|-----------|-----------|--------------|-------------|----------|----------|-------------|-----------|--------------|---------|----------|----------|----------|-------------|-----------|
| Before work commences, signs and devices at the approaches to and within the work area SHALL be implemented in accordance with the approved Traffic Guidance Schemes and the Traffic Control Companies Safe Work Method Statements, in the following sequence:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                      | Location Of Works:                                                                                                                                                     |              | Description Of Works:                                                                                                                                                                                                                                                                                                      |                      | Designer & PCB undertaking RA: BRETT MUNDAY<br>PWZTMP Qual # : TCT0010601<br>Signature: <i>B.Munday</i><br>Date: 10th JUNE 2017 |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| #                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | TASK                                                                 | HAZARD                                                                                                                                                                 | RISK RATING  | CONTROL MEASURES                                                                                                                                                                                                                                                                                                           | RESIDUAL RISK RATING | STAFF RESPONSIBLE FOR CONTROL MEASURES                                                                                          |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Implementation of approved traffic devices                           | Struck by vehicle<br>Manual Handling<br>Slips, Trips & Falls<br>Cuts & Abrasions                                                                                       | 4B           | <ul style="list-style-type: none"> <li>Follow safe work methods outlined in SWMS</li> <li>Set up off drop deck, use cover vehicle &amp; or TMA at all times</li> <li>Clear communication with spotter/driver with potential oncoming motorists</li> <li>Must use fall restraint when on drop deck</li> </ul>               | 3C                   | All Site Staff                                                                                                                  |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Working on foot implementing delineation as per TGS                  | Struck by vehicle<br>Manual Handling<br>Slips, Trips & Falls<br>Cuts & Abrasions                                                                                       | 4B           | <ul style="list-style-type: none"> <li>Follow safe work methods outlined in SWMS</li> <li>Set up off drop deck, use cover vehicle &amp; or TMA at all times</li> <li>Clear communication with spotter/driver with potential oncoming motorists</li> </ul>                                                                  | 3C                   | All Site Staff                                                                                                                  |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Stopping traffic at stoppage or cross over point                     | Struck by vehicle<br>Slips, Trips & Falls                                                                                                                              | 4C           | <ul style="list-style-type: none"> <li>Only stop traffic with approved PCTD</li> <li>Select safe stopping distance</li> <li>Ensure correct amount of TC's are onsite to safely &amp; effectively manage traffic flow as per TGS</li> <li>TC'S MUST HAVE ESCAPE ROUTE</li> </ul>                                            | 3D                   | All Site Staff                                                                                                                  |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Dealing with irate MOP / Motorist                                    | Struck by vehicle<br>Verbal, Physical, Mental Abuse                                                                                                                    | 3C           | <ul style="list-style-type: none"> <li>Do not engage with irate MOP/ Motorist</li> <li>Report incident to TL immediately</li> <li>Deescalate the situation by continuing with your duties, until TL or representative is available to handle the situation</li> <li>TC'S MUST HAVE ESCAPE ROUTE</li> </ul>                 | 3D                   | All Site Staff                                                                                                                  |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| 5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Pedestrian interaction with works zones / exclusion zones            | Struck by vehicle<br>Verbal, Physical, Mental Abuse<br>Slips, Trips & Falls                                                                                            | 4B           | <ul style="list-style-type: none"> <li>Set up clear exclusion zones for MOP &amp; WOF around works zones</li> <li>Where practical use physical barrier or delineation to guide MOP / WOF safely around exclusion zone</li> <li>Ensure the correct amount of TC's are onsite to effectively manage the work site</li> </ul> | 3C                   | All Site Staff                                                                                                                  |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Performing Dynamic Works (Mobile Works) Including set up & Pack down | Vehicle collision<br>Vehicle Interaction with WOF / MOP                                                                                                                | 4C           | <ul style="list-style-type: none"> <li>Abide by safe distances outlined in TCAWS V 6.1 between vehicles</li> <li>Use Coverall/shadow vehicle &amp; Or TMA where possible</li> <li>Avoid WOF if possible</li> <li>Follow Safe Work Methods outlined in SWMS</li> </ul>                                                      | 4D                   | All Site Staff                                                                                                                  |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| <b>1. RISK RATING TABLE (USE FOR INITIAL AND RESIDUAL RISK ASSESSMENTS).</b> <table border="1"> <thead> <tr> <th rowspan="2">LIKELIHOOD</th> <th colspan="5">CONSEQUENCE</th> </tr> <tr> <th>1. Insignificant</th> <th>2. Minor</th> <th>3. Major</th> <th>4. Severe</th> <th>5. Catastrophic</th> </tr> </thead> <tbody> <tr> <td>A. Almost Certain</td> <td>Medium (1A)</td> <td>High (2A)</td> <td>Extreme (3A)</td> <td>Extreme (4A)</td> <td>Extreme (5A)</td> </tr> <tr> <td>B. Likely</td> <td>Medium (1B)</td> <td>High (2B)</td> <td>High (3B)</td> <td>Extreme (4B)</td> <td>Extreme (5B)</td> </tr> <tr> <td>C. Possible</td> <td>Low (1C)</td> <td>Medium (2C)</td> <td>High (3C)</td> <td>High (4C)</td> <td>Extreme (5C)</td> </tr> <tr> <td>D. Unlikely</td> <td>Low (1D)</td> <td>Low (2D)</td> <td>Medium (3D)</td> <td>High (4D)</td> <td>Extreme (5D)</td> </tr> <tr> <td>E. Rare</td> <td>Low (1E)</td> <td>Low (2E)</td> <td>Low (3E)</td> <td>Medium (4E)</td> <td>High (5E)</td> </tr> </tbody> </table> |                                                                      |                                                                                                                                                                        |              |                                                                                                                                                                                                                                                                                                                            |                      |                                                                                                                                 |  | LIKELIHOOD | CONSEQUENCE |  |  |  |  | 1. Insignificant | 2. Minor | 3. Major | 4. Severe | 5. Catastrophic | A. Almost Certain | Medium (1A) | High (2A) | Extreme (3A) | Extreme (4A) | Extreme (5A) | B. Likely | Medium (1B) | High (2B) | High (3B) | Extreme (4B) | Extreme (5B) | C. Possible | Low (1C) | Medium (2C) | High (3C) | High (4C) | Extreme (5C) | D. Unlikely | Low (1D) | Low (2D) | Medium (3D) | High (4D) | Extreme (5D) | E. Rare | Low (1E) | Low (2E) | Low (3E) | Medium (4E) | High (5E) |
| LIKELIHOOD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | CONSEQUENCE                                                          |                                                                                                                                                                        |              |                                                                                                                                                                                                                                                                                                                            |                      |                                                                                                                                 |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 1. Insignificant                                                     | 2. Minor                                                                                                                                                               | 3. Major     | 4. Severe                                                                                                                                                                                                                                                                                                                  | 5. Catastrophic      |                                                                                                                                 |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| A. Almost Certain                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Medium (1A)                                                          | High (2A)                                                                                                                                                              | Extreme (3A) | Extreme (4A)                                                                                                                                                                                                                                                                                                               | Extreme (5A)         |                                                                                                                                 |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| B. Likely                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Medium (1B)                                                          | High (2B)                                                                                                                                                              | High (3B)    | Extreme (4B)                                                                                                                                                                                                                                                                                                               | Extreme (5B)         |                                                                                                                                 |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| C. Possible                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Low (1C)                                                             | Medium (2C)                                                                                                                                                            | High (3C)    | High (4C)                                                                                                                                                                                                                                                                                                                  | Extreme (5C)         |                                                                                                                                 |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| D. Unlikely                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Low (1D)                                                             | Low (2D)                                                                                                                                                               | Medium (3D)  | High (4D)                                                                                                                                                                                                                                                                                                                  | Extreme (5D)         |                                                                                                                                 |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| E. Rare                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Low (1E)                                                             | Low (2E)                                                                                                                                                               | Low (3E)     | Medium (4E)                                                                                                                                                                                                                                                                                                                | High (5E)            |                                                                                                                                 |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| 4 Extreme                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                      | URGENT - Stop work immediately, the risk requires immediate attention                                                                                                  |              |                                                                                                                                                                                                                                                                                                                            |                      |                                                                                                                                 |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| 3 High                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                      | Continue with supervision and control measures in SWMS or site risk assessment                                                                                         |              |                                                                                                                                                                                                                                                                                                                            |                      |                                                                                                                                 |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| 2 Medium                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                      | Use control measures to ensure risk is low as reasonably possible<br>Manage by routine procedures and safe practices                                                   |              |                                                                                                                                                                                                                                                                                                                            |                      |                                                                                                                                 |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| <b>TRAFFIC GUIDANCE SCHEME INSTALLATION:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                      |                                                                                                                                                                        |              |                                                                                                                                                                                                                                                                                                                            |                      |                                                                                                                                 |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| Date: _____ / _____ / 20____                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                      |                                                                                                                                                                        |              |                                                                                                                                                                                                                                                                                                                            |                      |                                                                                                                                 |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| <b>TRAFFIC GUIDANCE SCHEME INSTALLER:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                      |                                                                                                                                                                        |              |                                                                                                                                                                                                                                                                                                                            |                      |                                                                                                                                 |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| Full Name: _____<br>ITCP or TCT Number: _____<br>Expiry Date or Issue Date: _____ / _____ / 20____<br>Signature: _____<br>Date: _____ / _____ / 20____                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                      |                                                                                                                                                                        |              |                                                                                                                                                                                                                                                                                                                            |                      |                                                                                                                                 |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| <b>TRAFFIC GUIDANCE SCHEME MODIFICATIONS:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                      |                                                                                                                                                                        |              |                                                                                                                                                                                                                                                                                                                            |                      |                                                                                                                                 |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| Full Name: _____<br>PWZTMP or TCT Number: _____<br>Expiry Date or Issue Date: _____ / _____ / 20____<br>Signature: _____<br>Date: _____ / _____ / 20____                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                      |                                                                                                                                                                        |              |                                                                                                                                                                                                                                                                                                                            |                      |                                                                                                                                 |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| Site Inspection Date<br>Prior to Implementation: 9 / 10 / 20 24                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                      |                                                                                                                                                                        |              |                                                                                                                                                                                                                                                                                                                            |                      |                                                                                                                                 |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| <b>ADJUSTING / MODIFYING TGS:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                      | <b>CLIENT:</b>                                                                                                                                                         |              |                                                                                                                                                                                                                                                                                                                            |                      |                                                                                                                                 |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| ITCP Holder:<br>ITCP qualified person must ensure that the TGS is implemented as approved. Minor adjustments can be completed in accordance with Section 7.10.3 Tolerances on positioning of signs and devices. Modifications will be recorded on the TGS checklist and a signed copy will be available on-site.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                      | SCALE: 1:1500<br>LOCATION: BARRY WAY JINDABYNE<br>DATE OF DESIGN: 12/03/2025<br>DATE OF APPROVAL: 12/03/2025<br>DRAWING NUMBER: BAC - 0866<br>SHEET NO: 9 Of 10        |              |                                                                                                                                                                                                                                                                                                                            |                      |                                                                                                                                 |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |
| PWZTMP Holder:<br>Modifications to a Site Specific TGS must be approved by the PWZTMP or relevant qualification holder, and must be supported by a TMP or risk assessment to ensure all TGSs considers and mitigate identified site-specific conditions and risks.<br>If risk is identified during the implementation of the TGS and requires modification outside of the tolerance listed below, the works must be stopped until an updated TGS is drafted and approved by a PWZTMP qualified person prior to works recommencing. (refer to TCAWS 7.10.4)                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                      | TGS DRAWN & SIGNED BY: BRETT MUNDAY<br>TICKET NUMBER & DATE OF ISSUE: TCT0010601-10th JUNE 2017<br>TGS APPROVED & SIGNED BY: HEATH SPRATT<br>TICKET NUMBER: TCT0028812 |              |                                                                                                                                                                                                                                                                                                                            |                      |                                                                                                                                 |  |            |             |  |  |  |  |                  |          |          |           |                 |                   |             |           |              |              |              |           |             |           |           |              |              |             |          |             |           |           |              |             |          |          |             |           |              |         |          |          |          |             |           |





## Location Details

Road BARRY WAY Suburb JINDABYNE Side Street JILLAMATONG STDirection (N) (S) E W Speed of Road 40 km/h Speed of Side Streets 40 km/hTGS Method  $\times$ Method Selected Around Past ThroughReason for Selection Traffic is able to pass through work site as work is intermittent during brief traffic stops

## Risk Assessment

| Section 1 - General                                                                                         | Yes                                 | No                       | Enter description of risks if answered no to any question | Enter Risk Rating |
|-------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------|-----------------------------------------------------------|-------------------|
| 1.1 - Does the TGS define minimum clearances required of workers to live traffic, are distances compliant?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |                                                           |                   |
| 1.2 - Are worker symbolic signs to be placed in advance of areas where workers will be visible to traffic?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |                                                           |                   |
| 1.3 - Are all signs placed at correct distances? i.e. D for multiple signs, 2D for single sign above 60km/h | <input checked="" type="checkbox"/> | <input type="checkbox"/> |                                                           |                   |
| 1.4 - Are Taper lengths compliant and not placed in areas with poor sight distance?                         | <input checked="" type="checkbox"/> | <input type="checkbox"/> |                                                           |                   |
| 1.5 - Are lane status signs placed in advance of a lane merge?                                              | <input checked="" type="checkbox"/> | <input type="checkbox"/> |                                                           |                   |
| 1.6 - Are the correct Tapers being used? i.e. Merge Taper, Traffic Control Taper, Lateral Shift Taper.      | <input checked="" type="checkbox"/> | <input type="checkbox"/> |                                                           |                   |
| 1.7 - Does the TGS clearly define transition zones between tapers on multilane roads, are they compliant?   | <input type="checkbox"/>            | <input type="checkbox"/> | N/A                                                       |                   |
| 1.8 - Does the TGS clearly define Buffer areas, are they compliant and at least 30m in length?              | <input checked="" type="checkbox"/> | <input type="checkbox"/> |                                                           |                   |
| 1.9 - Does the TGS clearly define site access and egress for work vehicles, is impact to traffic, managed?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |                                                           |                   |
| 1.10 - Does the TGS clearly define pedestrian routes, are the routes suitable for all pedestrians?          | <input checked="" type="checkbox"/> | <input type="checkbox"/> |                                                           |                   |
| 1.11 - Does the TGS consider Cyclists, can Cyclists transverse the site safely?                             | <input checked="" type="checkbox"/> | <input type="checkbox"/> |                                                           |                   |

Section 2 - Does the TGS Involve Stop/Slow arrangements? Yes No (If answered no proceed to section 3)

| Yes                                                                                                       | No                       | Enter description of risks if answered no to any question | Enter Risk Rating |
|-----------------------------------------------------------------------------------------------------------|--------------------------|-----------------------------------------------------------|-------------------|
| 2.1 - Are escape routes clearly defined on the TGS, clear and safe to use?                                | <input type="checkbox"/> | <input type="checkbox"/>                                  |                   |
| 2.2 - Is a PTCD used in place of a manual Traffic Controller where existing speed is greater than 45km/h? | <input type="checkbox"/> | <input checked="" type="checkbox"/>                       |                   |
| 2.3 - Is the operating speed of the road 60km/h or less where Traffic Control or PTCD are in use?         | <input type="checkbox"/> | <input type="checkbox"/>                                  |                   |
| 2.4 - Are x4 Traffic Cones placed on the edge or center line, approaching the Traffic Controller or PTCD? | <input type="checkbox"/> | <input type="checkbox"/>                                  |                   |
| 2.5 - Is Prepare to stop and Traffic Control or PTCD symbolic signs installed?                            | <input type="checkbox"/> | <input type="checkbox"/>                                  |                   |
| 2.6 - Do Traffic Control and PTCD positions have adequate lighting during low light conditions?           | <input type="checkbox"/> | <input type="checkbox"/>                                  |                   |
| 2.7 - Does sight distance of at least 1.5D exist on approach to Traffic Control or PTCD                   | <input type="checkbox"/> | <input type="checkbox"/>                                  |                   |

## Section 3 - Does the TGS Involve Detours of Traffic

Yes

No

| Yes                                                                                                                                                                                                          | No                       | Enter description of risks if answered no to any question | Enter Risk Rating |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-----------------------------------------------------------|-------------------|
| 3.1 - Are detour routes suitable for all vehicle classes being detoured?                                                                                                                                     | <input type="checkbox"/> | <input type="checkbox"/>                                  |                   |
| 3.2 - Is access to local residence and business maintained?                                                                                                                                                  | <input type="checkbox"/> | <input type="checkbox"/>                                  |                   |
| 3.3 - Are detour signs located at decision points to clearly guide motorists through detour?                                                                                                                 | <input type="checkbox"/> | <input type="checkbox"/>                                  |                   |
| 3.4 - Can roads and intersections used as detour routes accommodate the additional traffic volume?                                                                                                           | <input type="checkbox"/> | <input type="checkbox"/>                                  |                   |
| 3.5 - Is the same level of safety maintained for turn movements? e.g. Traffic using signalized intersections Being sent through a detour route that involves turn movements at non-signalised intersections. | <input type="checkbox"/> | <input type="checkbox"/>                                  |                   |

## Section 4 - Other Hazards &amp; Risks

|     |  |  |
|-----|--|--|
| 4.1 |  |  |
| 4.2 |  |  |
| 4.3 |  |  |

## Risk Management

Any risks identified during the above Risk Assessment must be assessed with control measures listed below. Control measures must meet the WHS Risk Management Hierarchy of controls framework.

| Control Measures |                                                 | Remaining Risk Rating | Risk evaluation Matrix                                               |                      |       |          |       |        |              |    |    |
|------------------|-------------------------------------------------|-----------------------|----------------------------------------------------------------------|----------------------|-------|----------|-------|--------|--------------|----|----|
|                  | AITKEN CIVIL-BARRY WAY SPEED RESTRICTION 40 KMH |                       | Risk ratings:<br>Very high - VH<br>High - H<br>Medium - M<br>Low - L | Consequence          |       |          |       |        |              |    |    |
|                  | LIGHT TRAFFIC VOLUMES                           |                       |                                                                      | Insignificant        | Minor | Moderate | Major | Severe | Catastrophic |    |    |
|                  |                                                 |                       |                                                                      | C6                   | C5    | C4       | C3    | C2     | C1           |    |    |
|                  |                                                 |                       |                                                                      |                      |       |          |       |        |              |    |    |
|                  |                                                 |                       | Likelihood                                                           | Almost certain       | L1    | M        | H     | H      | VH           | VH | VH |
|                  |                                                 |                       |                                                                      | Very likely          | L2    | M        | M     | H      | H            | VH | VH |
|                  |                                                 |                       |                                                                      | Likely               | L3    | L        | M     | M      | H            | H  | VH |
|                  |                                                 |                       |                                                                      | Unlikely             | L4    | L        | L     | M      | M            | H  | H  |
|                  |                                                 |                       |                                                                      | Very unlikely        | L5    | L        | L     | L      | M            | M  | H  |
|                  |                                                 |                       |                                                                      | Almost unprecedented | L6    | L        | L     | L      | L            | M  | M  |

TGS Designer Name Brett Munday Signature B Munday Date 26/03/2025 PWZTMP# TCT0010601

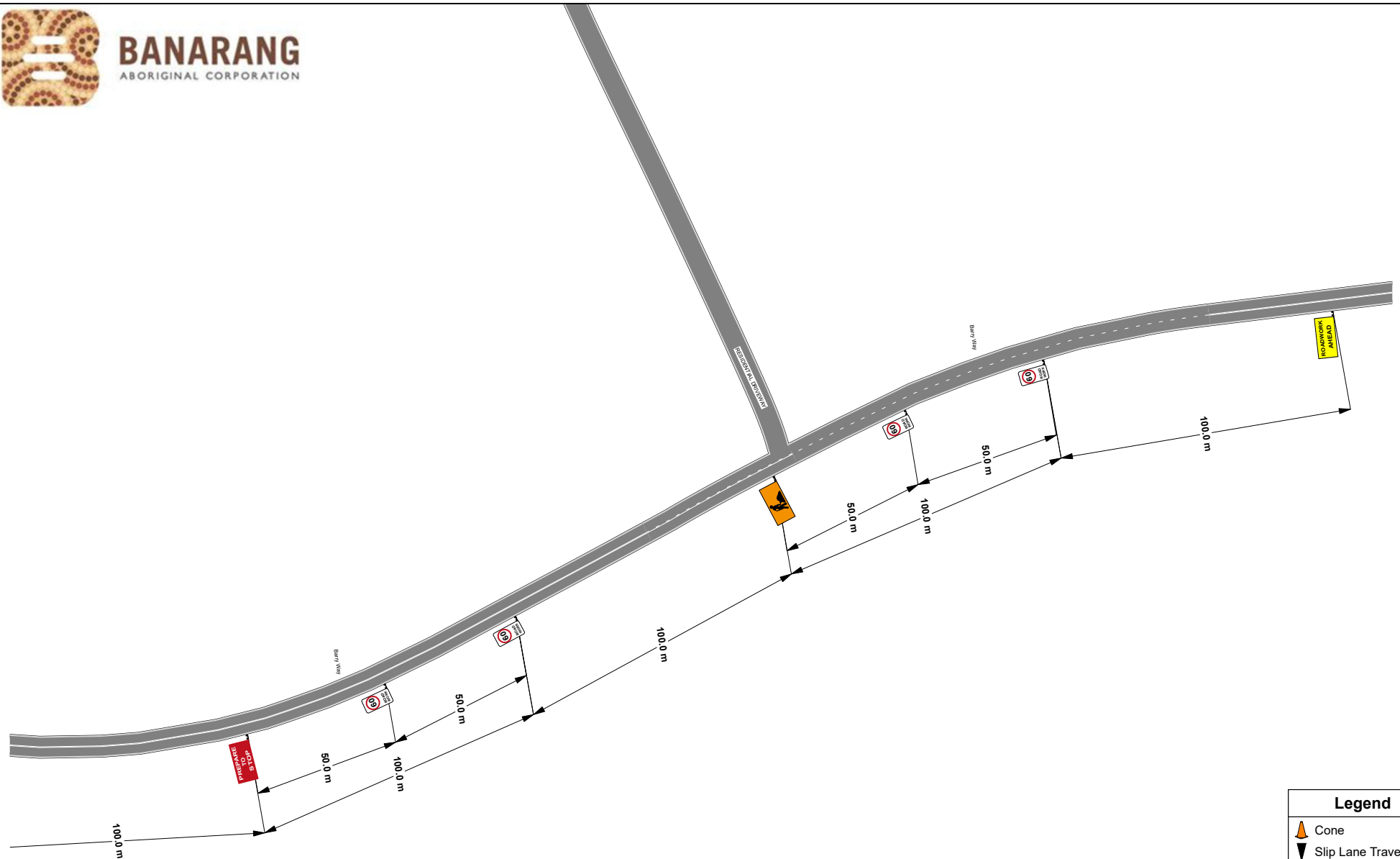
TGS Approved By Name Heath Spratt Signature Heath Spratt Date 26/03/2025 PWZTMP# TCT0028812

One Up Manager Name \_\_\_\_\_ Signature \_\_\_\_\_ Date / / \* Denotes approval from one up manager required

## 3.5 *BAC - 0344-2 - Barry Way - Portable traffic lights Stage 3 rev 2*



**BANARANG**  
ABORIGINAL CORPORATION



### Legend

- Cone
- Slip Lane Travel Path
- Work Area

**Plan Approved By:** Heath Spratt

**ITMP / PWZTMP No:** TCT0028812

**Signature:**

**Approval Date:** 23/04/2024

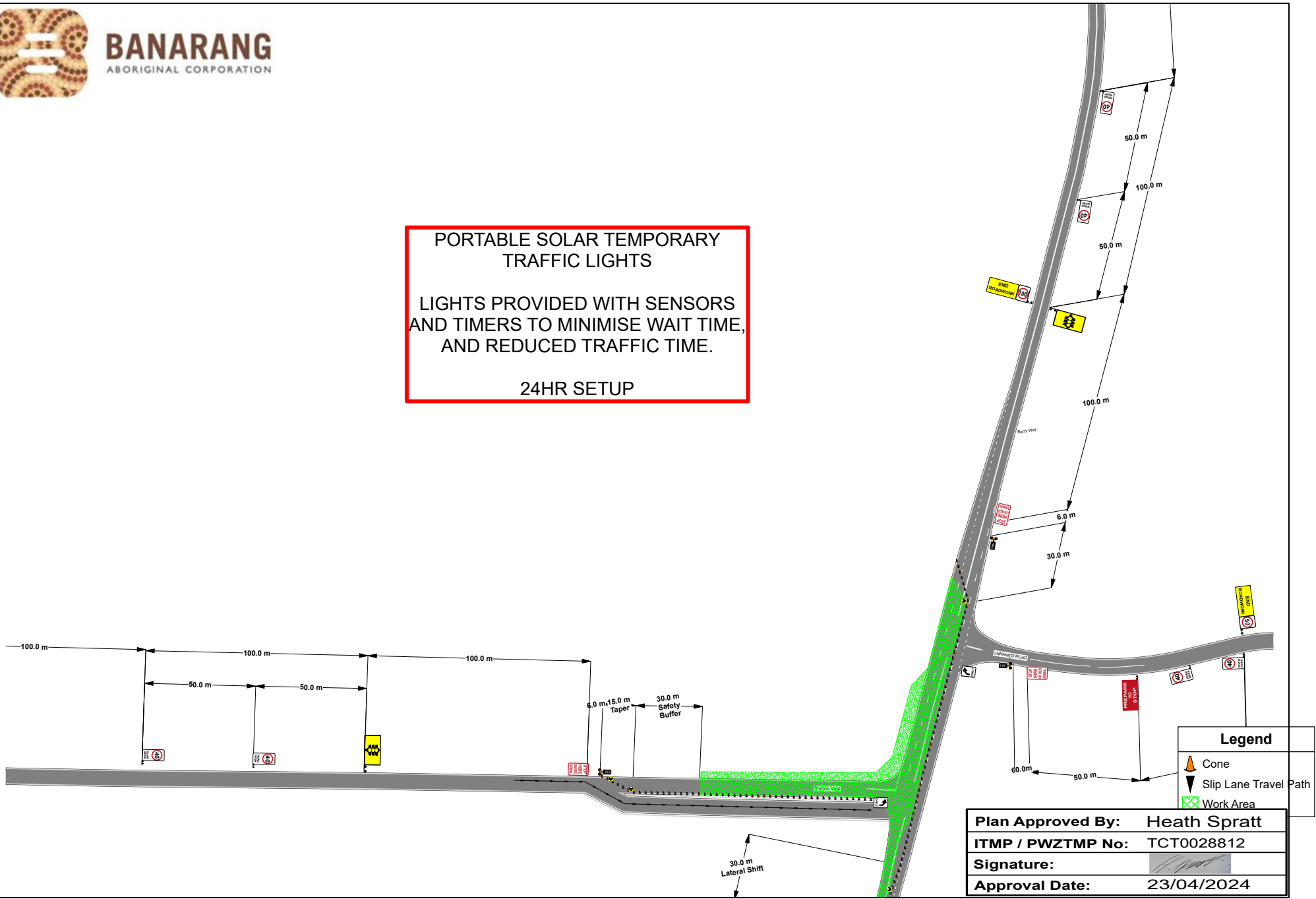
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|--|----------------------------|------------------------|--------------------------|-------------------------------------|----------------------------------------------------|------------------------------------------|----------------------------------------------|----------------------------|--------------------|--------------|--|
|  | <b>Client</b>              | <b>Plan No :</b>       | <b>BAC-0344-2</b>        | <b>Page:</b> 1 of 7                 | <b>Prepare a Work Zone Traffic Management Plan</b> | <b>Approximate Speed Of Traffic Km/h</b> | <b>Recommended Taper Length In Metres</b>    |                            |                    | <b>Signs</b> |  |
|  | <b>AITKEN CIVIL</b>        | <b>Date</b>            | <b>23/04/2024</b>        | <b>Plan Drawn By</b>                | <b>Card No.</b>                                    |                                          | <b>Traffic Control At Beginning Of Taper</b> | <b>Lateral Shift Taper</b> | <b>Merge Taper</b> |              |  |
|  | <b>Location Of Work</b>    | <b>Type Of Closure</b> | <b>STOP SLOW</b>         | <b>Tehnielle Smith</b>              | <b>TCT0071970</b>                                  |                                          | <b>45 Or Less</b>                            | <b>15</b>                  | <b>0</b>           | <b>15</b>    |  |
|  | <b>BARRY WAY JINDABINE</b> | <b>On Site Contact</b> | <b>ALEX 0450 011 515</b> | <b>1300 402 510 or 0402 414 948</b> | <b>STAGE 3</b>                                     |                                          | <b>46 - 55</b>                               | <b>15</b>                  | <b>15</b>          | <b>30</b>    |  |
|  |                            |                        |                          |                                     |                                                    |                                          | <b>56 - 65</b>                               | <b>30</b>                  | <b>30</b>          | <b>60</b>    |  |
|  |                            |                        |                          |                                     |                                                    |                                          | <b>66 - 75</b>                               | <b>N/A</b>                 | <b>70</b>          | <b>115</b>   |  |
|  |                            |                        |                          |                                     |                                                    |                                          | <b>76 - 85</b>                               | <b>N/A</b>                 | <b>80</b>          | <b>130</b>   |  |
|  |                            |                        |                          |                                     |                                                    |                                          | <b>86 - 95</b>                               | <b>N/A</b>                 | <b>90</b>          | <b>145</b>   |  |
|  |                            |                        |                          |                                     |                                                    |                                          | <b>96 - 105</b>                              | <b>N/A</b>                 | <b>100</b>         | <b>160</b>   |  |
|  |                            |                        |                          |                                     |                                                    |                                          | <b>Greater Than 105</b>                      | <b>N/A</b>                 | <b>110</b>         | <b>180</b>   |  |

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LIGHTS PROVIDED WITH SENSORS AND TIMERS TO MINIMISE WAIT TIME, AND REDUCED TRAFFIC TIME.

## 24HR SETUP



|  | Client              | Plan No :       | BAC-0344-2       | Page: 2 of 7                 | Prepare a Work Zone                       | Recommended Tap Length in Metres      |                     |             |     | <b>Signs</b><br><br>Size "B"<br><br>spacing D<br><br>D = Speed Limit in Metres<br><br>Use class 2 reflective signs for day work & Class 1 reflective signs for night work. Signs may be distributed. |  |
|--|---------------------|-----------------|------------------|------------------------------|-------------------------------------------|---------------------------------------|---------------------|-------------|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|  | AITKEN CIVIL        | Date            | 23/04/2024       | Plan Drawn By                | Card No.<br><br>TCT0071970<br><br>STAGE 3 | Traffic Control At Beginning Of Taper | Lateral Shift Taper | Merge Taper |     |                                                                                                                                                                                                      |  |
|  | Location Of Work    | Type Of Closure | STOP SLOW        |                              |                                           | 45 Or Less                            | 15                  | 15          | 15  |                                                                                                                                                                                                      |  |
|  | BARRY WAY JINDABINE | On Site Contact | ALEX             | 1300 402 510 or 0402 414 948 |                                           | 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                                   |                     |             |     |                                                                                                                                                                                                      |  |
|  |                     |                 | Greater Than 105 | N/A                          | 110                                       | 180                                   |                     |             |     |                                                                                                                                                                                                      |  |



**BANARANG**  
ABORIGINAL CORPORATION

WORK AREA DELINEATED FROM  
ACTIVE LANE VIA CONES - OFFSET  
MINIMUM 1.5M FROM WORK AREA

| Legend |                       |
|--------|-----------------------|
|        | Cone                  |
|        | Slip Lane Travel Path |
|        | Work Area             |

Plan Approved By: Heath Spratt

ITMP / PWZTMP No: TCT0028812

Signature:

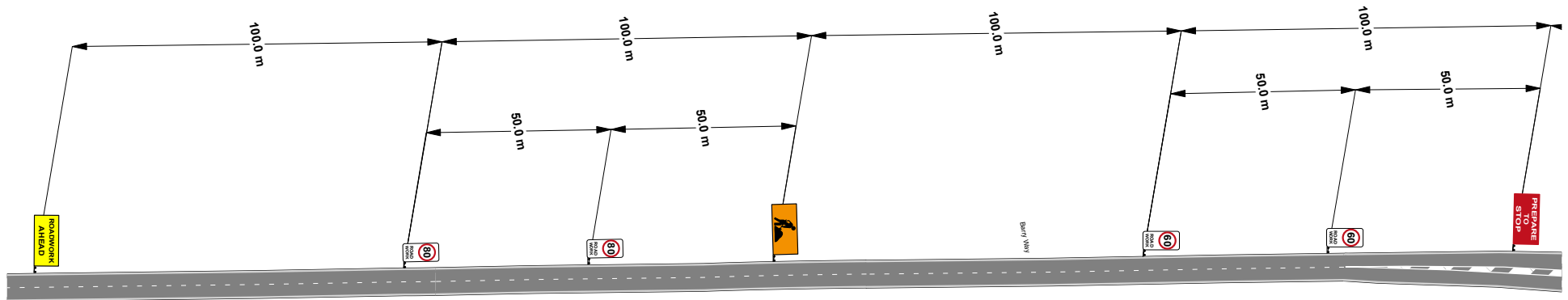
Approval Date: 23/04/2024

|  | Client                                         | Plan No :          | BAC-0344-2           | Page: 3 of 7                    | Prepare a Work Zone<br>Traffic Management Plan | Approximate<br>Speed Of Traffic<br>Kmh | Recommended Taper Length In Metres          |                        |             | Signs                                                                                                                                                            |     |  |
|--|------------------------------------------------|--------------------|----------------------|---------------------------------|------------------------------------------------|----------------------------------------|---------------------------------------------|------------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
|  |                                                | Date               | 23/04/2024           | Plan Drawn By                   |                                                |                                        | Traffic Control<br>At Beginning Of<br>Taper | Lateral Shift<br>Taper | Merge Taper |                                                                                                                                                                  |     |  |
|  | AITKEN CIVIL                                   | Type Of<br>Closure | STOP<br>SLOW         | Tehnielle Smith                 | Card No.                                       | 45 Or Less                             | 15                                          | 0                      | 15          | Size                                                                                                                                                             | "B" |  |
|  | Location Of Work<br><br>BARRY WAY<br>JINDABINE | On Site<br>Contact | ALEX<br>0450 011 515 | 1300 402 510 or<br>0402 414 948 | STAGE 3                                        | 46 - 55                                | 15                                          | 15                     | 30          | spacing                                                                                                                                                          | D   |  |
|  |                                                |                    |                      |                                 |                                                | 56 - 65                                | 30                                          | 30                     | 60          | ADVANCED WARNING<br>AREA TO<br>TRANSITION AREA                                                                                                                   | D   |  |
|  |                                                |                    |                      |                                 |                                                | 66 - 75                                | N/A                                         | 70                     | 115         | D = Speed Limit<br>in Metres                                                                                                                                     |     |  |
|  |                                                |                    |                      |                                 |                                                | 76 - 85                                | N/A                                         | 80                     | 130         | Use class 2 reflective signs for day<br>work & Class 1 reflective signs for<br>night work. Signs may be duplicated<br>across the road way for better visibility. |     |  |
|  |                                                |                    |                      |                                 |                                                | 86 - 95                                | N/A                                         | 90                     | 145         |                                                                                                                                                                  |     |  |
|  |                                                |                    |                      |                                 |                                                | 96 - 105                               | N/A                                         | 100                    | 160         |                                                                                                                                                                  |     |  |
|  |                                                |                    |                      |                                 |                                                | Greater Than 105                       | N/A                                         | 110                    | 180         |                                                                                                                                                                  |     |  |

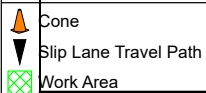
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**BANARANG**  
ABORIGINAL CORPORATION



### Legend



**Plan Approved By:** Heath Spratt

**ITMP / PWZTMP No:** TCT0028812

**Signature:**

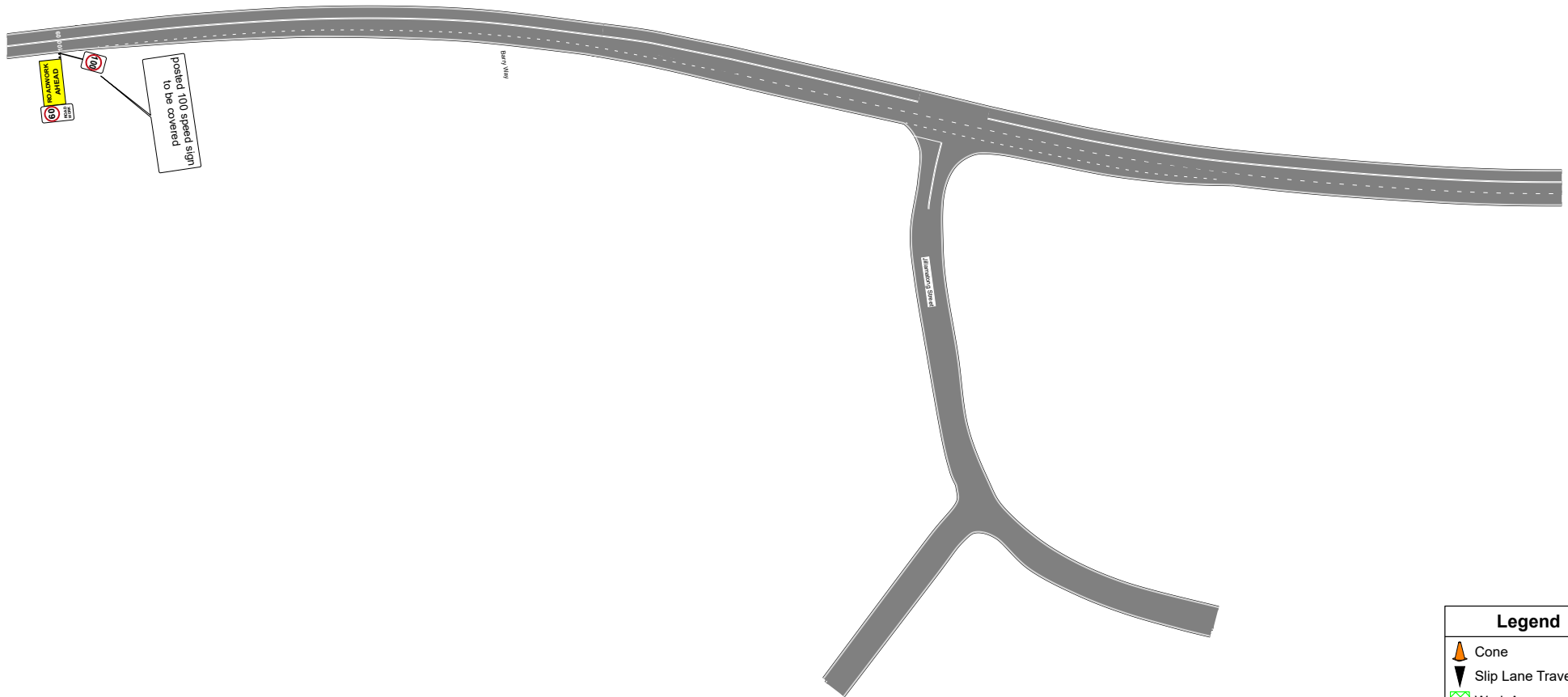
**Approval Date:** 23/04/2024

| Client | Plan No :                                                                            | BAC-0344-2                                     | Page: 4 of 7                                              | Prepare a Work Zone Traffic Management Plan                   | Approximate Speed Of Traffic Km/h | Recommended Taper Length In Metres    |                     |             | Signs |                                                                                                                                                                                                                                  |     |
|--------|--------------------------------------------------------------------------------------|------------------------------------------------|-----------------------------------------------------------|---------------------------------------------------------------|-----------------------------------|---------------------------------------|---------------------|-------------|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
|        | Date                                                                                 | 23/04/2024                                     | Plan Drawn By                                             | Card No.                                                      |                                   | Traffic Control At Beginning Of Taper | Lateral Shift Taper | Merge Taper |       |                                                                                                                                                                                                                                  |     |
|        | <b>AITKEN CIVIL</b><br><br><b>Location Of Work</b><br><br><b>BARRY WAY JINDABINE</b> | <b>Type Of Closure</b><br><br><b>STOP SLOW</b> | <b>On Site Contact</b><br><br><b>ALEX</b><br>0450 011 515 | <b>Tehnielle Smith</b><br><br>1300 402 510 or<br>0402 414 948 | <b>STAGE 3</b>                    | 45 Or Less                            | 15                  | 0           | 15    | Size                                                                                                                                                                                                                             | "B" |
|        |                                                                                      |                                                |                                                           |                                                               |                                   | 46 - 55                               | 15                  | 15          | 30    | spacing                                                                                                                                                                                                                          | D   |
|        |                                                                                      |                                                |                                                           |                                                               |                                   | 56 - 65                               | 30                  | 30          | 60    | ADVANCED WARNING AREA TO TRANSITION AREA<br>D = Speed Limit in Metres<br>Use class 2 reflective signs for day work & Class 1 reflective signs for night work. Signs may be duplicated across the road way for better visibility. |     |
|        |                                                                                      |                                                |                                                           |                                                               |                                   | 66 - 75                               | N/A                 | 70          | 115   |                                                                                                                                                                                                                                  |     |
|        |                                                                                      |                                                |                                                           |                                                               |                                   | 76 - 85                               | N/A                 | 80          | 130   |                                                                                                                                                                                                                                  |     |
|        |                                                                                      |                                                |                                                           |                                                               |                                   | 86 - 95                               | N/A                 | 90          | 145   |                                                                                                                                                                                                                                  |     |
|        |                                                                                      |                                                |                                                           |                                                               |                                   | 96 - 105                              | N/A                 | 100         | 160   |                                                                                                                                                                                                                                  |     |
|        |                                                                                      |                                                |                                                           |                                                               |                                   | Greater Than 105                      | N/A                 | 110         | 180   |                                                                                                                                                                                                                                  |     |

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**BANARANG**  
ABORIGINAL CORPORATION



### Legend



- Cone
- Slip Lane Travel Path
- Work Area

**Plan Approved By:** Heath Spratt

**ITMP / PWZTMP No:** TCT0028812

**Signature:**

**Approval Date:** 23/04/2024

|  | Client              | Plan No :       | BAC-0344-2        | Page: 5 of 7                 | Prepare a Work Zone Traffic Management Plan | Approximate Speed Of Traffic Km/h | Recommended Taper Length In Metres    |                     |             | Signs |         |  |
|-------------------------------------------------------------------------------------|---------------------|-----------------|-------------------|------------------------------|---------------------------------------------|-----------------------------------|---------------------------------------|---------------------|-------------|-------|---------|---------------------------------------------------------------------------------------|
|                                                                                     | AITKEN CIVIL        | Date            | 23/04/2024        | Plan Drawn By                | Card No.                                    |                                   | Traffic Control At Beginning Of Taper | Lateral Shift Taper | Merge Taper | Size  | "B"     |                                                                                       |
|                                                                                     | Location Of Work    | Type Of Closure | STOP SLOW         | Tehnielle Smith              | TCT0071970                                  |                                   | 45 Or Less                            | 15                  | 0           | 15    | spacing |                                                                                       |
|                                                                                     | BARRY WAY JINDABINE | On Site Contact | ALEX 0450 011 515 | 1300 402 510 or 0402 414 948 | STAGE 3                                     |                                   | 46 - 55                               | 15                  | 15          | 30    | D       |                                                                                       |
|                                                                                     |                     |                 |                   |                              |                                             | 56 - 65                           | 30                                    | 30                  | 60          | D     |         |                                                                                       |
|                                                                                     |                     |                 |                   |                              |                                             | 66 - 75                           | N/A                                   | 70                  | 115         | D     |         |                                                                                       |
|                                                                                     |                     |                 |                   |                              |                                             | 76 - 85                           | N/A                                   | 80                  | 130         | D     |         |                                                                                       |
|                                                                                     |                     |                 |                   |                              |                                             | 86 - 95                           | N/A                                   | 90                  | 145         | D     |         |                                                                                       |
|                                                                                     |                     |                 |                   |                              |                                             | 96 - 105                          | N/A                                   | 100                 | 160         | D     |         |                                                                                       |
|                                                                                     |                     |                 |                   |                              |                                             | Greater Than 105                  | N/A                                   | 110                 | 180         | D     |         |                                                                                       |

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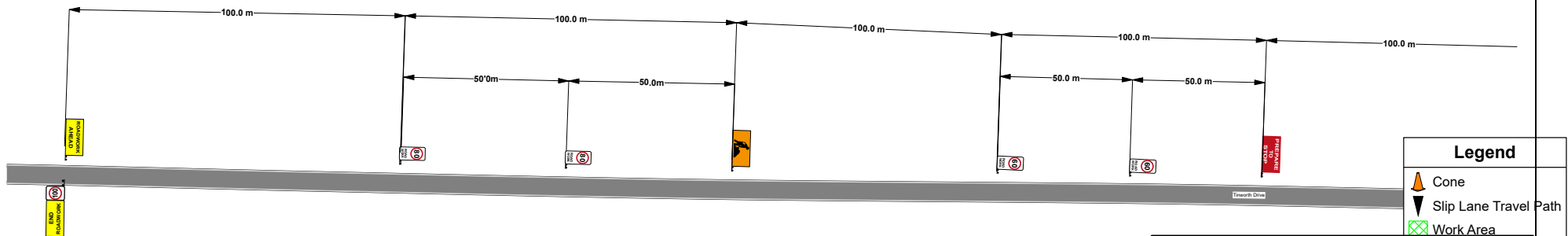


**BANARANG**  
ABORIGINAL CORPORATION

### PORTABLE SOLAR TEMPORARY TRAFFIC LIGHTS

LIGHTS PROVIDED WITH SENSORS  
AND TIMERS TO MINIMISE WAIT TIME,  
AND REDUCED TRAFFIC TIME.

24HR SETUP





Plan Approved By: **Heath Spratt**

ITMP / PWZTMP No: **TCT0028812**

Signature:

Approval Date: **23/04/2024**

|                                                                                     |                            |                        |                          |                                                                                                                                                                    |                                |                                           |                                              |                            |                    |                                                   |                                                                                       |
|-------------------------------------------------------------------------------------|----------------------------|------------------------|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|-------------------------------------------|----------------------------------------------|----------------------------|--------------------|---------------------------------------------------|---------------------------------------------------------------------------------------|
|  | <b>Client</b>              | <b>Plan No :</b>       | <b>BAC-0344-2</b>        | <b>Page:</b> 6 of 7                                                                                                                                                | <b>Prepare a Work Zone</b>     | <b>Recommended Taper Length in Metres</b> |                                              |                            |                    | <b>Signs</b>                                      |  |
|                                                                                     | <b>AITKEN CIVIL</b>        | <b>Date</b>            | <b>23/04/2024</b>        | <b>Plan Drawn By</b>                                                                                                                                               | <b>Traffic Management Plan</b> | <b>Approximate Speed Of Traffic Km/h</b>  | <b>Traffic Control At Beginning Of Taper</b> | <b>Lateral Shift Taper</b> | <b>Merge Taper</b> | <b>Size</b> "B"                                   |                                                                                       |
|                                                                                     | <b>Location Of Work</b>    | <b>Type Of Closure</b> | <b>STOP SLOW</b>         | <b>Tehnielle Smith</b>                                                                                                                                             | <b>Card No.</b>                | <b>45 Or Less</b>                         | <b>15</b>                                    | <b>0</b>                   | <b>15</b>          | <b>spacing</b> D                                  |                                                                                       |
|                                                                                     | <b>BARRY WAY JINDABINE</b> | <b>On Site Contact</b> | <b>ALEX 0450 011 515</b> | <b>1300 402 510 or 0402 414 948</b>                                                                                                                                | <b>STAGE 3</b>                 | <b>46 - 55</b>                            | <b>15</b>                                    | <b>15</b>                  | <b>30</b>          | <b>ADVANCED WARNING AREA TO TRANSITION AREA</b> D |                                                                                       |
|                                                                                     |                            |                        |                          |                                                                                                                                                                    |                                | <b>56 - 65</b>                            | <b>30</b>                                    | <b>30</b>                  | <b>60</b>          | <b>D = Speed Limit in Metres</b>                  |                                                                                       |
|                                                                                     |                            |                        |                          |                                                                                                                                                                    |                                | <b>66 - 75</b>                            | <b>N/A</b>                                   | <b>70</b>                  | <b>115</b>         |                                                   |                                                                                       |
| <b>76 - 85</b>                                                                      | <b>N/A</b>                 | <b>80</b>              | <b>130</b>               | <b>Use class 2 reflective signs for day work &amp; Class 1 reflective signs for night work. Signs may be duplicated across the road way for better visibility.</b> |                                |                                           |                                              |                            |                    |                                                   |                                                                                       |
| <b>86 - 95</b>                                                                      | <b>N/A</b>                 | <b>90</b>              | <b>145</b>               |                                                                                                                                                                    |                                |                                           |                                              |                            |                    |                                                   |                                                                                       |
| <b>96 - 105</b>                                                                     | <b>N/A</b>                 | <b>100</b>             | <b>160</b>               |                                                                                                                                                                    |                                |                                           |                                              |                            |                    |                                                   |                                                                                       |
| <b>Greater Than 105</b>                                                             | <b>N/A</b>                 | <b>110</b>             | <b>180</b>               |                                                                                                                                                                    |                                |                                           |                                              |                            |                    |                                                   |                                                                                       |

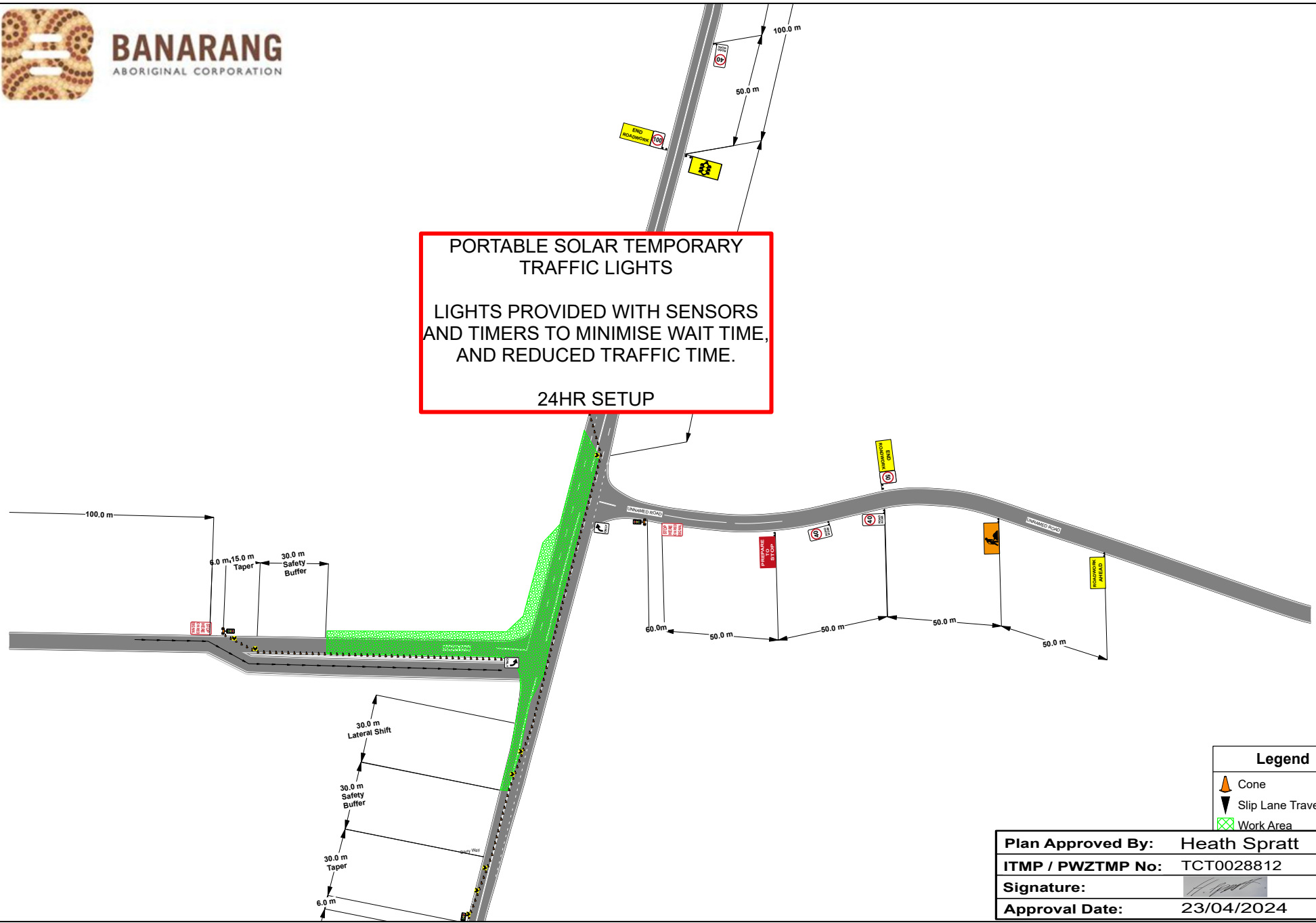


**BANARANG**  
ABORIGINAL CORPORATION

PORTABLE SOLAR TEMPORARY  
TRAFFIC LIGHTS

LIGHTS PROVIDED WITH SENSORS  
AND TIMERS TO MINIMISE WAIT TIME,  
AND REDUCED TRAFFIC TIME.

24HR SETUP

**Legend**

- Cone
- Slip Lane Travel Path
- Work Area

Plan Approved By: **Heath Spratt**

ITMP / PWZTMP No: **TCT0028812**

Signature:

Approval Date: **23/04/2024**



| Client                 | Plan No :          | BAC-0344-2           | Page: 7 of 7  | Prepare a Work Zone<br>Traffic Management Plan | Approximate<br>Speed Of Traffic<br>K/m/h | Recommended Taper Length In Metres |     |     | Signs                                                                                                                                                                                                                                                      |     |  |  |  |
|------------------------|--------------------|----------------------|---------------|------------------------------------------------|------------------------------------------|------------------------------------|-----|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|--|--|
| AITKEN CIVIL           | Date               | 23/04/2024           | Plan Drawn By | Card No.                                       | 45 Or Less                               | 15                                 | 0   | 15  | Size                                                                                                                                                                                                                                                       | "B" |  |  |  |
|                        | Type Of<br>Closure | STOP<br>SLOW         |               | TCT0071970                                     | 46 - 55                                  | 15                                 | 15  | 30  | spacing                                                                                                                                                                                                                                                    | D   |  |  |  |
|                        | On Site<br>Contact | ALEX<br>0450 011 515 |               |                                                | 56 - 65                                  | 30                                 | 30  | 60  | ADVANCED WARNING<br>AREA TO<br>TRANSITION AREA<br><br>D = Speed Limit<br>in Metres<br><br>Use class 2 reflective signs for day<br>work & Class 1 reflective signs for<br>night work. Signs may be duplicated<br>across the road way for better visibility. | D   |  |  |  |
|                        |                    |                      |               |                                                | 66 - 75                                  | N/A                                | 70  | 115 |                                                                                                                                                                                                                                                            |     |  |  |  |
|                        |                    |                      |               |                                                | 76 - 85                                  | N/A                                | 80  | 130 |                                                                                                                                                                                                                                                            |     |  |  |  |
| BARRY WAY<br>JINDABINE |                    |                      |               | STAGE 3                                        | 86 - 95                                  | N/A                                | 90  | 145 |                                                                                                                                                                                                                                                            |     |  |  |  |
|                        |                    |                      |               |                                                | 96 - 105                                 | N/A                                | 100 | 160 |                                                                                                                                                                                                                                                            |     |  |  |  |
|                        |                    |                      |               |                                                | Greater Than 105                         | N/A                                | 110 | 180 |                                                                                                                                                                                                                                                            |     |  |  |  |

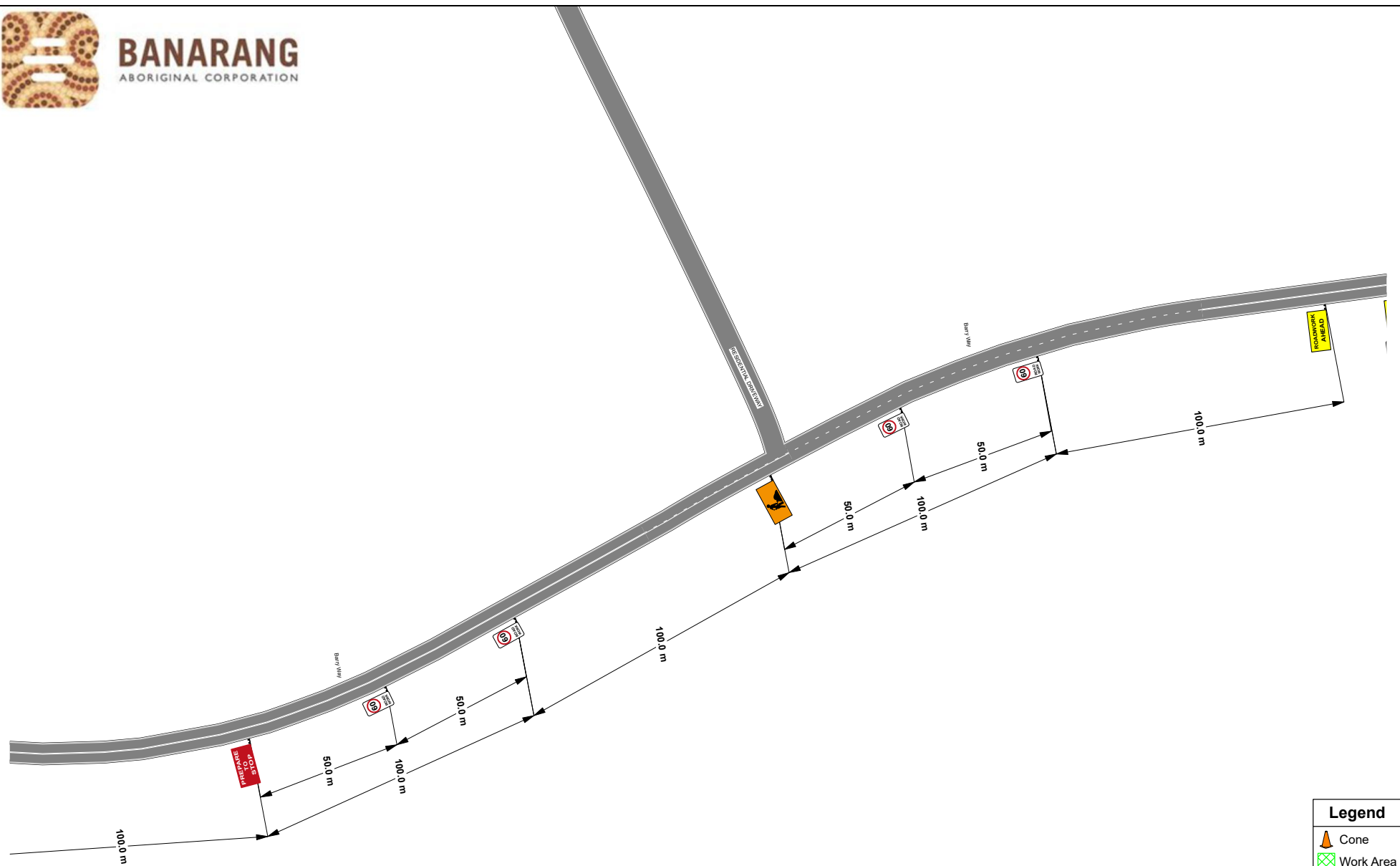
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## 3.6 BAC - 0344-3 - Barry Way - Portable traffic lights Stage 4 rev 2

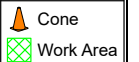




**BANARANG**  
ABORIGINAL CORPORATION



### Legend



**Plan Approved By:** Heath Spratt

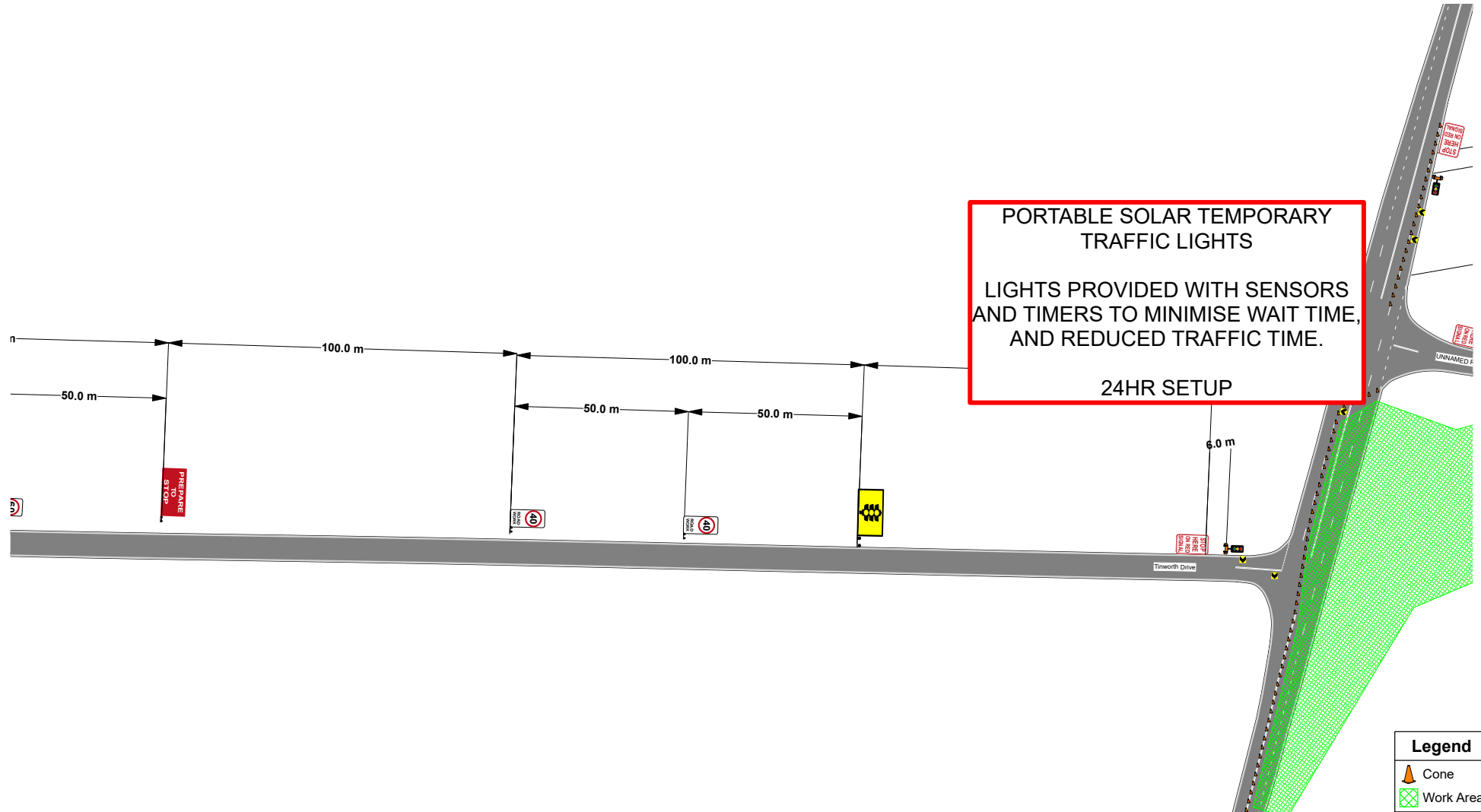
**ITMP / PWZTMP No:** TCT0028812

**Signature:**

**Approval Date:** 23/04/2024




| Client | Plan No :           | BAC-0344-3        | Page: 1 of 7                 | Prepare a Work Zone Traffic Management Plan | Approximate Speed Of Traffic Km/h | Recommended Taper Length In Metres    |                     |             | Signs |                                                                                                                                                         |  |
|--------|---------------------|-------------------|------------------------------|---------------------------------------------|-----------------------------------|---------------------------------------|---------------------|-------------|-------|---------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|        | Date                | 23/04/2024        | Plan Drawn By                | Card No.                                    |                                   | Traffic Control At Beginning Of Taper | Lateral Shift Taper | Merge Taper |       |                                                                                                                                                         |  |
|        | Type Of Closure     | STOP SLOW         | Tehnielle Smith              | TCT0071970                                  |                                   | 45 Or Less                            | 15                  | 0           | 15    | Size                                                                                                                                                    |  |
|        | On Site Contact     | ALEX 0450 011 515 | 1300 402 510 or 0402 414 948 | STAGE 4                                     |                                   | 46 - 55                               | 15                  | 15          | 30    | spacing                                                                                                                                                 |  |
|        | AITKEN CIVIL        | Type Of Closure   | STOP SLOW                    | On Site Contact                             | ALEX 0450 011 515                 | 56 - 65                               | 30                  | 30          | 60    | ADVANCED WARNING AREA TO TRANSITION AREA                                                                                                                |  |
|        |                     |                   |                              |                                             |                                   | 66 - 75                               | N/A                 | 70          | 115   | D = Speed Limit in Metres                                                                                                                               |  |
|        |                     |                   |                              |                                             |                                   | 76 - 85                               | N/A                 | 80          | 130   | Use class 2 reflective signs for day work & Class 1 reflective signs for night work. Signs may be duplicated across the road way for better visibility. |  |
|        |                     |                   |                              |                                             |                                   | 86 - 95                               | N/A                 | 90          | 145   |                                                                                                                                                         |  |
|        | BARRY WAY JINDABINE | Type Of Closure   | STOP SLOW                    | On Site Contact                             | ALEX 0450 011 515                 | 96 - 105                              | N/A                 | 100         | 160   |                                                                                                                                                         |  |
|        |                     |                   |                              |                                             |                                   | Greater Than 105                      | N/A                 | 110         | 180   |                                                                                                                                                         |  |

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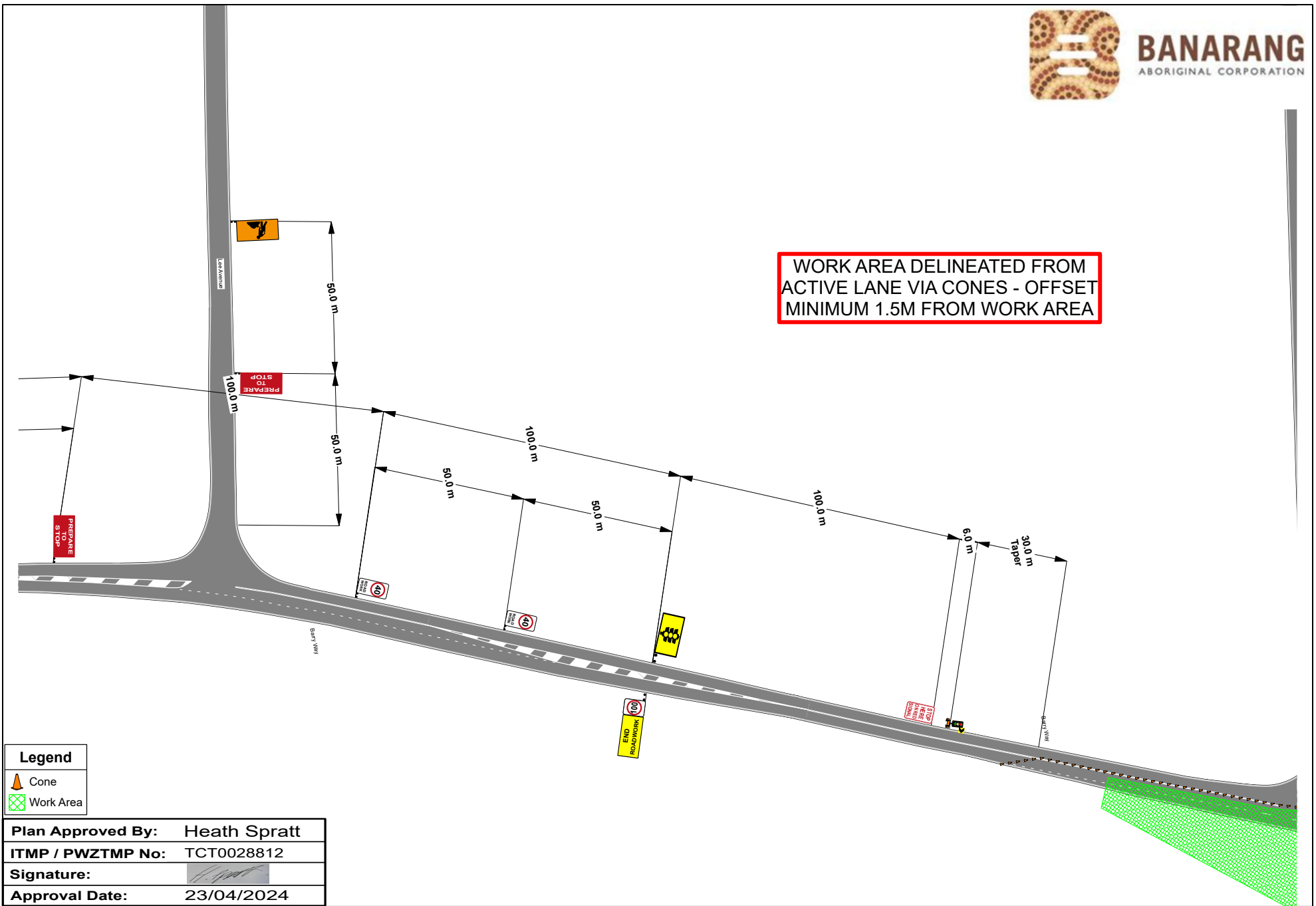
**BANARANG**  
ABORIGINAL CORPORATION**Legend**

- Cone
- Work Area

**Plan Approved By:** Heath Spratt  
**ITMP / PWZTMP No:** TCT0028812  
**Signature:**   
**Approval Date:** 23/04/2024

|                                                                                                                                                                                                                                                                                                                                                                     |                         |                        |                   |                                                                                      |                                                    |                                           |                                          |                                              |              |                                                                                       |                            |                    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|------------------------|-------------------|--------------------------------------------------------------------------------------|----------------------------------------------------|-------------------------------------------|------------------------------------------|----------------------------------------------|--------------|---------------------------------------------------------------------------------------|----------------------------|--------------------|
|                                                                                                                                                                                                                                                                                  | <b>Client</b>           | <b>Plan No :</b>       | <b>BAC-0344-3</b> | <b>Page: 2 of 7</b>                                                                  | <b>Prepare a Work Zone Traffic Management Plan</b> | <b>Recommended Taper Length in Metres</b> |                                          |                                              | <b>Signs</b> |  |                            |                    |
|                                                                                                                                                                                                                                                                                                                                                                     | <b>AITKEN CIVIL</b>     | <b>Date</b>            | <b>23/04/2024</b> | <b>Plan Drawn By</b>                                                                 |                                                    | <b>Card No.</b><br><b>TCT0071970</b>      | <b>Approximate Speed Of Traffic Km/h</b> | <b>Traffic Control At Beginning Of Taper</b> |              |                                                                                       | <b>Lateral Shift Taper</b> | <b>Merge Taper</b> |
|                                                                                                                                                                                                                                                                                                                                                                     | <b>Location Of Work</b> | <b>Type Of Closure</b> | <b>STOP SLOW</b>  |  |                                                    |                                           | <b>45 Or Less</b>                        | <b>15</b>                                    |              |                                                                                       | <b>0</b>                   | <b>15</b>          |
|                                                                                                                                                                                                                                                                                                                                                                     |                         |                        |                   |                                                                                      |                                                    |                                           | <b>46 - 55</b>                           | <b>15</b>                                    |              |                                                                                       | <b>15</b>                  | <b>30</b>          |
|                                                                                                                                                                                                                                                                                                                                                                     |                         |                        |                   |                                                                                      |                                                    |                                           | <b>56 - 65</b>                           | <b>30</b>                                    |              |                                                                                       | <b>30</b>                  | <b>60</b>          |
| <b>BARRY WAY JINDABINE</b>                                                                                                                                                                                                                                                                                                                                          | <b>On Site Contact</b>  |                        |                   |                                                                                      | <b>ALEX 0450 011 515</b>                           | <b>1300 402 510 or 0402 414 948</b>       | <b>STAGE 4</b>                           | <b>66 - 75</b>                               | <b>N/A</b>   | <b>70</b>                                                                             | <b>115</b>                 |                    |
|                                                                                                                                                                                                                                                                                                                                                                     |                         | <b>76 - 85</b>         | <b>N/A</b>        | <b>80</b>                                                                            |                                                    |                                           |                                          | <b>130</b>                                   |              |                                                                                       |                            |                    |
|                                                                                                                                                                                                                                                                                                                                                                     |                         | <b>86 - 95</b>         | <b>N/A</b>        | <b>90</b>                                                                            |                                                    |                                           |                                          | <b>145</b>                                   |              |                                                                                       |                            |                    |
| <b>96 - 105</b>                                                                                                                                                                                                                                                                                                                                                     |                         | <b>N/A</b>             | <b>100</b>        | <b>160</b>                                                                           |                                                    |                                           |                                          |                                              |              |                                                                                       |                            |                    |
|                                                                                                                                                                                                                                                                                                                                                                     |                         |                        |                   |                                                                                      | <b>Greater Than 105</b>                            | <b>N/A</b>                                | <b>110</b>                               | <b>180</b>                                   |              |                                                                                       |                            |                    |
| <div><div><div><div><div>Size</div><div>"B"</div></div><div><div>spacing</div><div>D</div></div><div><div>ADVISED SIGNING AREA TO TRANSITION AREA</div><div>D</div></div></div><div><div>D = Speed Limit in Metres</div><div>Use class 2 reflective signs for day and at Class 1 reflective signs for night work. Signs may be discontinued</div></div></div></div> |                         |                        |                   |                                                                                      |                                                    |                                           |                                          |                                              |              |                                                                                       |                            |                    |

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**BANARANG**  
ABORIGINAL CORPORATION**Legend**

- Cone
- Work Area

Plan Approved By: Heath Spratt

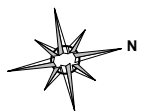
ITMP / PWZTMP No: TCT0028812

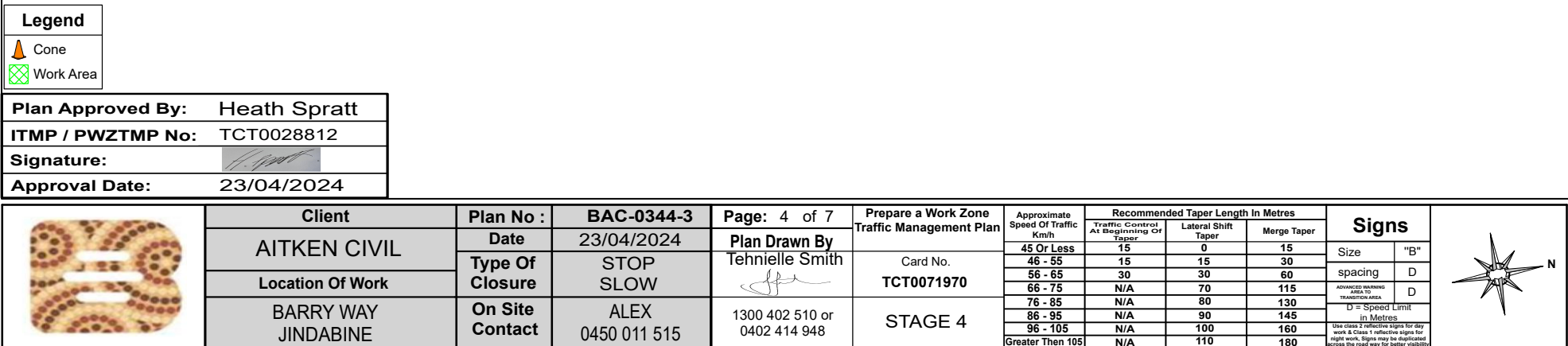
Signature:

Approval Date: 23/04/2024

**Client**  
AITKEN CIVIL  
**Location Of Work**  
BARRY WAY  
JINDABINE**Plan No :** BAC-0344-3  
**Date** 23/04/2024  
**Type Of Closure** STOP  
SLOW  
**On Site Contact** ALEX  
0450 011 515**Page:** 3 of 7  
**Plan Drawn By** Tehnielle Smith  
  
1300 402 510 or  
0402 414 948**Prepare a Work Zone**  
**Traffic Management Plan**  
**Card No.**  
TCT0071970  
**STAGE 4**

| Approximate Speed Of Traffic Km/h | Recommended Taper Length In Metres    |                     |             | Signs                                                                                                                                                                                                                                                     |
|-----------------------------------|---------------------------------------|---------------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                   | Traffic Control At Beginning Of Taper | Lateral Shift Taper | Merge Taper |                                                                                                                                                                                                                                                           |
| 45 Or Less                        | 15                                    | 0                   | 15          | Size "B"<br>spacing D<br>ADVANCED WARNING AREA TO TRANSITION AREA<br>D = Speed Limit in Metres<br>Use class 2 reflective signs for day work & Class 1 reflective signs for night work. Signs may be duplicated across the road way for better visibility. |
| 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         |                                                                                                                                                                                                                                                           |
| Greater Than 105                  | N/A                                   | 110                 | 180         |                                                                                                                                                                                                                                                           |







**BANARANG**  
ABORIGINAL CORPORATION

Plan Approved By: Heath Spratt

ITMP / PWZTMP No: TCT0028812

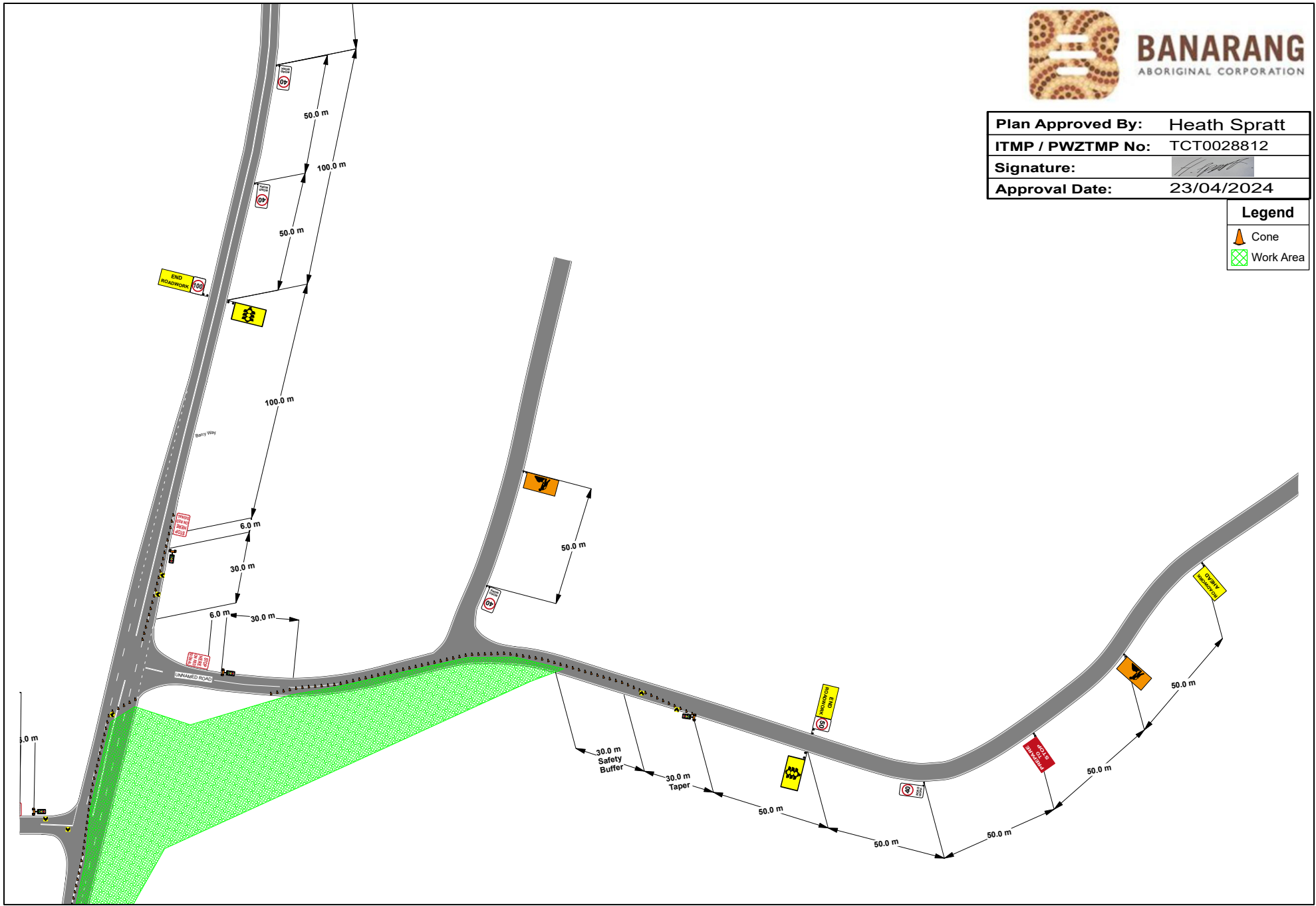
Signature:



Approval Date: 23/04/2024

#### Legend

Cone

Work Area

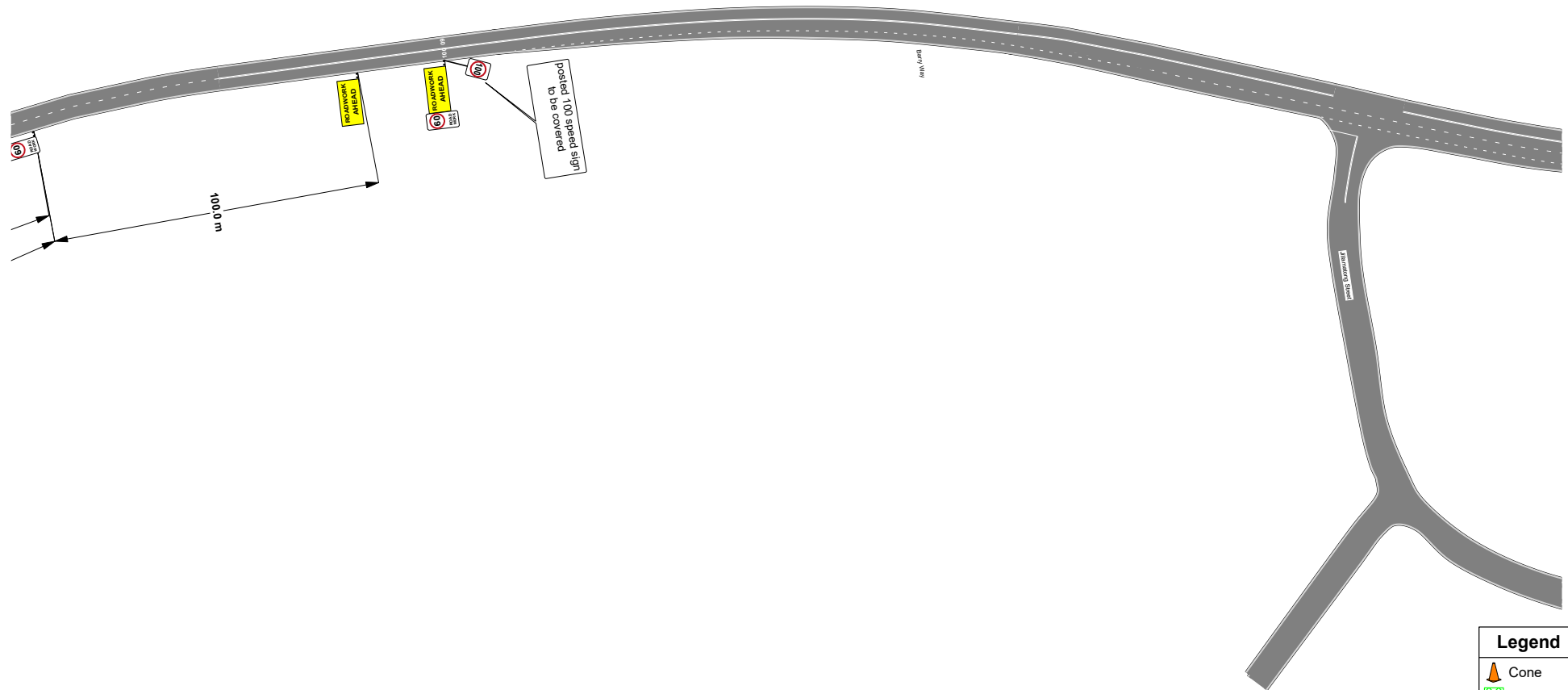


|                                                                      | Client                            | Plan No :                             | BAC-0344-3                   | Page: 5 of 7 | Prepare a Work Zone Traffic Management Plan | <table><tr><th rowspan="2">Approximate Speed Of Traffic Km/h</th><th colspan="3">Recommended Taper Length In Metres</th></tr><tr><th>Traffic Control At Beginning Of Taper</th><th>Lateral Shift Taper</th><th>Merge Taper</th></tr><tr><td>45 Or Less</td><td>15</td><td>0</td><td>15</td></tr><tr><td>46 - 55</td><td>15</td><td>15</td><td>30</td></tr><tr><td>56 - 65</td><td>30</td><td>30</td><td>60</td></tr><tr><td>66 - 75</td><td>N/A</td><td>70</td><td>115</td></tr><tr><td>76 - 85</td><td>N/A</td><td>80</td><td>130</td></tr><tr><td>86 - 95</td><td>N/A</td><td>90</td><td>145</td></tr><tr><td>96 - 105</td><td>N/A</td><td>100</td><td>160</td></tr><tr><td>Greater Than 105</td><td>N/A</td><td>110</td><td>180</td></tr></table> | Approximate Speed Of Traffic Km/h | Recommended Taper Length In Metres |  |  | Traffic Control At Beginning Of Taper | Lateral Shift Taper | Merge 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 | Greater Than 105 | N/A | 110 | 180 | <table><tr><th colspan="2">Signs</th></tr><tr><td>Size</td><td>"B"</td></tr><tr><td>spacing</td><td>D</td></tr><tr><td>ADVANCED WARNING AREA TO TRANSITION AREA</td><td>D</td></tr><tr><td colspan="2">D = Speed Limit in Metres</td></tr><tr><td colspan="2">Use class 2 reflective signs for day work &amp; Class 1 reflective signs for night work. Signs may be duplicated across the road way for better visibility.</td></tr></table> | Signs |  | Size | "B" | spacing | D | ADVANCED WARNING AREA TO TRANSITION AREA | D | D = Speed Limit in Metres |  | Use class 2 reflective signs for day work & Class 1 reflective signs for night work. Signs may be duplicated across the road way for better visibility. |  |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|---------------------------------------|------------------------------|--------------|---------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|------------------------------------|--|--|---------------------------------------|---------------------|-------------|------------|----|---|----|---------|----|----|----|---------|----|----|----|---------|-----|----|-----|---------|-----|----|-----|---------|-----|----|-----|----------|-----|-----|-----|------------------|-----|-----|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--|------|-----|---------|---|------------------------------------------|---|---------------------------|--|---------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------------------|
|                                                                                                                                                         | Approximate Speed Of Traffic Km/h | Recommended Taper Length In Metres    |                              |              |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                   |                                    |  |  |                                       |                     |             |            |    |   |    |         |    |    |    |         |    |    |    |         |     |    |     |         |     |    |     |         |     |    |     |          |     |     |     |                  |     |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |      |     |         |   |                                          |   |                           |  |                                                                                                                                                         |  |                                                                                       |
|                                                                                                                                                         |                                   | Traffic Control At Beginning Of Taper | Lateral Shift Taper          | Merge 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                          |              |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                   |                                    |  |  |                                       |                     |             |            |    |   |    |         |    |    |    |         |    |    |    |         |     |    |     |         |     |    |     |         |     |    |     |          |     |     |     |                  |     |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |      |     |         |   |                                          |   |                           |  |                                                                                                                                                         |  |                                                                                       |
| Greater Than 105                                                                                                                                        | N/A                               | 110                                   | 180                          |              |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                   |                                    |  |  |                                       |                     |             |            |    |   |    |         |    |    |    |         |    |    |    |         |     |    |     |         |     |    |     |         |     |    |     |          |     |     |     |                  |     |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |      |     |         |   |                                          |   |                           |  |                                                                                                                                                         |  |                                                                                       |
| Signs                                                                                                                                                   |                                   |                                       |                              |              |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                   |                                    |  |  |                                       |                     |             |            |    |   |    |         |    |    |    |         |    |    |    |         |     |    |     |         |     |    |     |         |     |    |     |          |     |     |     |                  |     |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |      |     |         |   |                                          |   |                           |  |                                                                                                                                                         |  |                                                                                       |
| Size                                                                                                                                                    | "B"                               |                                       |                              |              |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                   |                                    |  |  |                                       |                     |             |            |    |   |    |         |    |    |    |         |    |    |    |         |     |    |     |         |     |    |     |         |     |    |     |          |     |     |     |                  |     |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |      |     |         |   |                                          |   |                           |  |                                                                                                                                                         |  |                                                                                       |
| spacing                                                                                                                                                 | D                                 |                                       |                              |              |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                   |                                    |  |  |                                       |                     |             |            |    |   |    |         |    |    |    |         |    |    |    |         |     |    |     |         |     |    |     |         |     |    |     |          |     |     |     |                  |     |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |      |     |         |   |                                          |   |                           |  |                                                                                                                                                         |  |                                                                                       |
| ADVANCED WARNING AREA TO TRANSITION AREA                                                                                                                | D                                 |                                       |                              |              |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                   |                                    |  |  |                                       |                     |             |            |    |   |    |         |    |    |    |         |    |    |    |         |     |    |     |         |     |    |     |         |     |    |     |          |     |     |     |                  |     |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |      |     |         |   |                                          |   |                           |  |                                                                                                                                                         |  |                                                                                       |
| D = Speed Limit in Metres                                                                                                                               |                                   |                                       |                              |              |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                   |                                    |  |  |                                       |                     |             |            |    |   |    |         |    |    |    |         |    |    |    |         |     |    |     |         |     |    |     |         |     |    |     |          |     |     |     |                  |     |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |      |     |         |   |                                          |   |                           |  |                                                                                                                                                         |  |                                                                                       |
| Use class 2 reflective signs for day work & Class 1 reflective signs for night work. Signs may be duplicated across the road way for better visibility. |                                   |                                       |                              |              |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                   |                                    |  |  |                                       |                     |             |            |    |   |    |         |    |    |    |         |    |    |    |         |     |    |     |         |     |    |     |         |     |    |     |          |     |     |     |                  |     |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |      |     |         |   |                                          |   |                           |  |                                                                                                                                                         |  |                                                                                       |
| AITKEN CIVIL                                                                                                                                            | Date                              | 23/04/2024                            | Plan Drawn By                | Card No.     |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                   |                                    |  |  |                                       |                     |             |            |    |   |    |         |    |    |    |         |    |    |    |         |     |    |     |         |     |    |     |         |     |    |     |          |     |     |     |                  |     |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |      |     |         |   |                                          |   |                           |  |                                                                                                                                                         |  |                                                                                       |
| Location Of Work                                                                                                                                        | Type Of Closure                   | STOP SLOW                             | Tehnielle Smith              | TCT0071970   |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                   |                                    |  |  |                                       |                     |             |            |    |   |    |         |    |    |    |         |    |    |    |         |     |    |     |         |     |    |     |         |     |    |     |          |     |     |     |                  |     |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |      |     |         |   |                                          |   |                           |  |                                                                                                                                                         |  |                                                                                       |
|                                                                                                                                                         | On Site Contact                   | ALEX 0450 011 515                     | 1300 402 510 or 0402 414 948 | STAGE 4      |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                   |                                    |  |  |                                       |                     |             |            |    |   |    |         |    |    |    |         |    |    |    |         |     |    |     |         |     |    |     |         |     |    |     |          |     |     |     |                  |     |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |      |     |         |   |                                          |   |                           |  |                                                                                                                                                         |  |                                                                                       |
| BARRY WAY JINDABINE                                                                                                                                     |                                   |                                       |                              |              |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                   |                                    |  |  |                                       |                     |             |            |    |   |    |         |    |    |    |         |    |    |    |         |     |    |     |         |     |    |     |         |     |    |     |          |     |     |     |                  |     |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |  |      |     |         |   |                                          |   |                           |  |                                                                                                                                                         |  |                                                                                       |

\* This plan remains the property of Banarang Aboriginal Corporation. \*This TGS is not to scale. \*This TGS Complies with Australian Standards 1742-3 and the RMS Traffic Control at Work Sites Manual V6.1.



**BANARANG**  
ABORIGINAL CORPORATION



#### Legend

- Cone
- Work Area

**Plan Approved By:** Heath Spratt

**ITMP / PWZTMP No:** TCT0028812

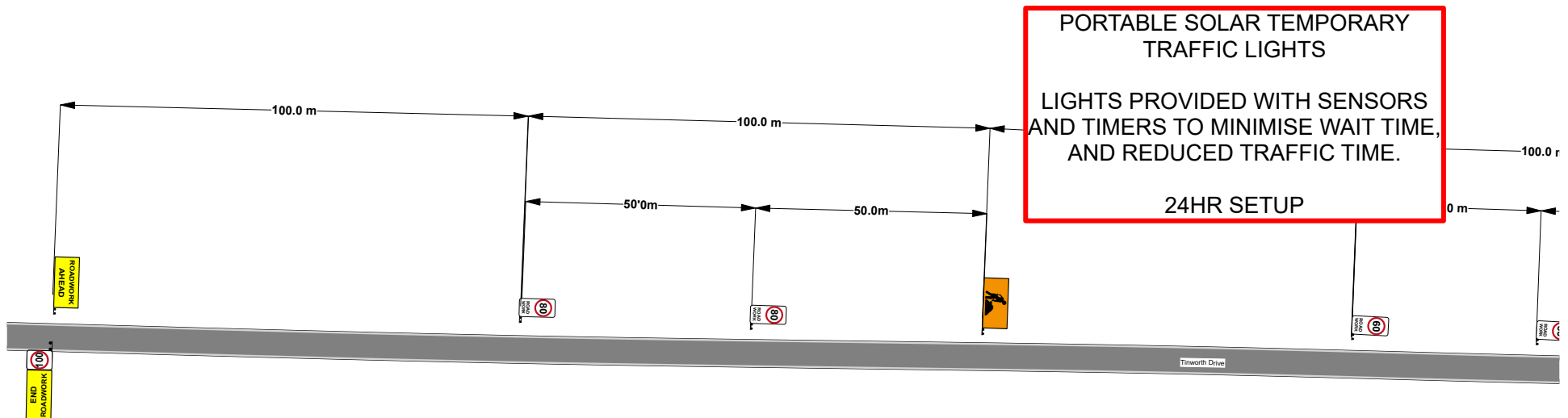
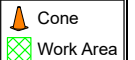
**Signature:**




**Approval Date:** 23/04/2024

| Client | Plan No :       | BAC-0344-3                              | Page: 6 of 7  | Prepare a Work Zone Traffic Management Plan | Approximate Speed Of Traffic Km/h | Recommended Taper Length In Metres    |                     |             | Signs   |     |  |
|--------|-----------------|-----------------------------------------|---------------|---------------------------------------------|-----------------------------------|---------------------------------------|---------------------|-------------|---------|-----|--|
|        | Date            | 23/04/2024                              | Plan Drawn By | Tehnielle Smith                             |                                   | Traffic Control At Beginning Of Taper | Lateral Shift Taper | Merge Taper | Size    | "B" |  |
|        | Type Of Closure | STOP SLOW                               |               | Card No.                                    |                                   | 45 Or Less                            | 15                  | 0           | 15      |     |  |
|        | On Site Contact | ALEX 0450 011 515                       |               | 1300 402 510 or 0402 414 948                |                                   | 46 - 55                               | 15                  | 15          | 30      |     |  |
|        | AITKEN CIVIL    | Location Of Work<br>BARRY WAY JINDABINE | STAGE 4       | TCT0071970                                  | 56 - 65                           | 30                                    | 30                  | 60          | spacing | D   |  |
|        |                 |                                         |               |                                             | 66 - 75                           | N/A                                   | 70                  | 115         |         |     |  |
|        |                 |                                         |               |                                             | 76 - 85                           | N/A                                   | 80                  | 130         |         |     |  |
|        |                 |                                         |               |                                             | 86 - 95                           | N/A                                   | 90                  | 145         |         |     |  |
|        |                 |                                         |               |                                             | 96 - 105                          | N/A                                   | 100                 | 160         |         |     |  |
|        |                 |                                         |               |                                             | Greater Than 105                  | N/A                                   | 110                 | 180         |         |     |  |

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|  | Client                 | Plan No :          | BAC-0344-3           | Page: 7 of 7                                                                                                             | Prepare a Work Zone<br>Traffic Management Plan | Recommended Taper Length In Metres      |                                             |                        |                                                                                                                                                                      | Signs                                          |     |  |
|-------------------------------------------------------------------------------------|------------------------|--------------------|----------------------|--------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|-----------------------------------------|---------------------------------------------|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|-----|---------------------------------------------------------------------------------------|
|                                                                                     | AITKEN CIVIL           | Date               | 23/04/2024           | Plan Drawn By<br>Tehnielle Smith<br> | Card No.<br><br>TCT0071970                     | Approximate<br>Speed Of Traffic<br>Km/h | Traffic Control<br>At Beginning Of<br>Taper | Lateral Shift<br>Taper | Merge Taper                                                                                                                                                          | Size                                           | "B" |                                                                                       |
|                                                                                     |                        | Type Of<br>Closure | STOP<br>SLOW         |                                                                                                                          |                                                | 45 Or Less                              | 15                                          | 0                      | 15                                                                                                                                                                   | spacing                                        | D   |                                                                                       |
|                                                                                     | Location Of Work       |                    |                      |                                                                                                                          |                                                |                                         |                                             |                        |                                                                                                                                                                      |                                                | D   |                                                                                       |
|                                                                                     | BARRY WAY<br>JINDABINE | On Site<br>Contact | ALEX<br>0450 011 515 | 1300 402 510 or<br>0402 414 948                                                                                          | STAGE 4                                        | 66 - 75                                 | N/A                                         | 70                     | 115                                                                                                                                                                  | ADVANCED WARNING<br>AREA TO<br>TRANSITION AREA |     |                                                                                       |
|                                                                                     |                        |                    |                      |                                                                                                                          |                                                | 76 - 85                                 | N/A                                         | 80                     | 130                                                                                                                                                                  | D = Speed Limit<br>in Metres                   |     |                                                                                       |
|                                                                                     |                        |                    |                      |                                                                                                                          | 86 - 95                                        | N/A                                     | 90                                          | 145                    | Use class 2 reflective signs for day<br>work & Class 1 reflective signs for<br>night work. Signs may be duplicated<br>across the road sign for better<br>visibility. |                                                |     |                                                                                       |
|                                                                                     |                        |                    |                      |                                                                                                                          | 96 - 105                                       | N/A                                     | 100                                         | 160                    |                                                                                                                                                                      |                                                |     |                                                                                       |
|                                                                                     |                        |                    |                      |                                                                                                                          | Greater Than 105                               | N/A                                     | 110                                         | 180                    |                                                                                                                                                                      |                                                |     |                                                                                       |