HANSENYUNCKEN

Traffic Management Plan

Project: Barry Way Road Works

Job No: SN105

Rev: 8 – August 2025

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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.

Contents

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:

CORP	Hansen Yuncken Corporate
HSE	Health, Safety & Environment
HY	Hansen Yuncken Pty Ltd
PLN	HY Plan
PPE	Personal Protective Equipment
PR	Procedure
S/C	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:

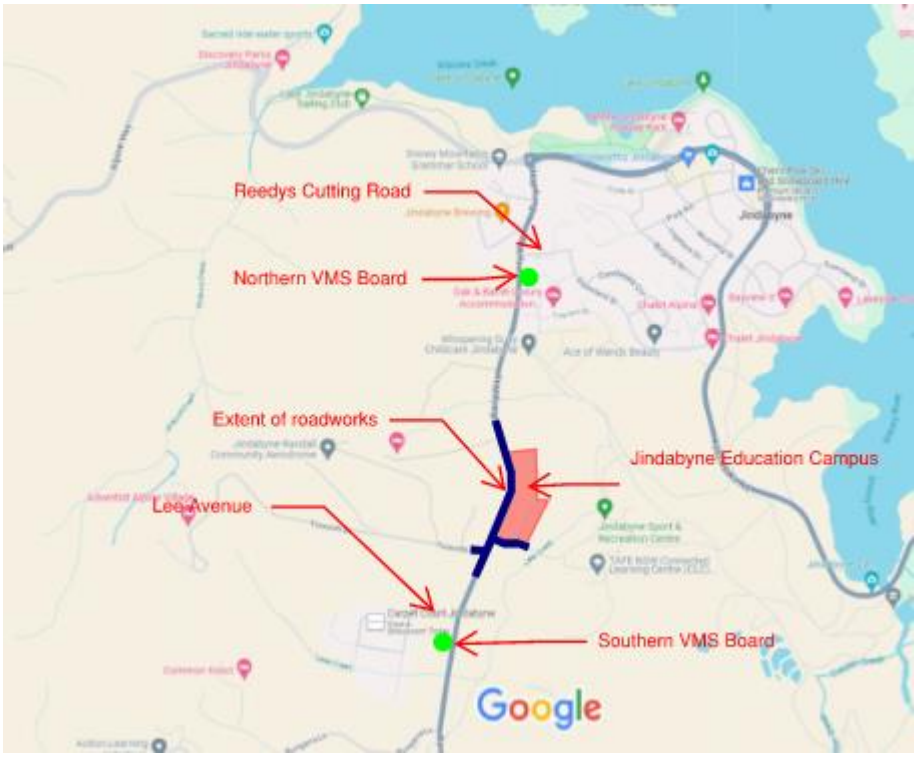
- to provide a safe work area to work within; and
- to safely move traffic through, around and past a work site with minimum inconvenience.

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

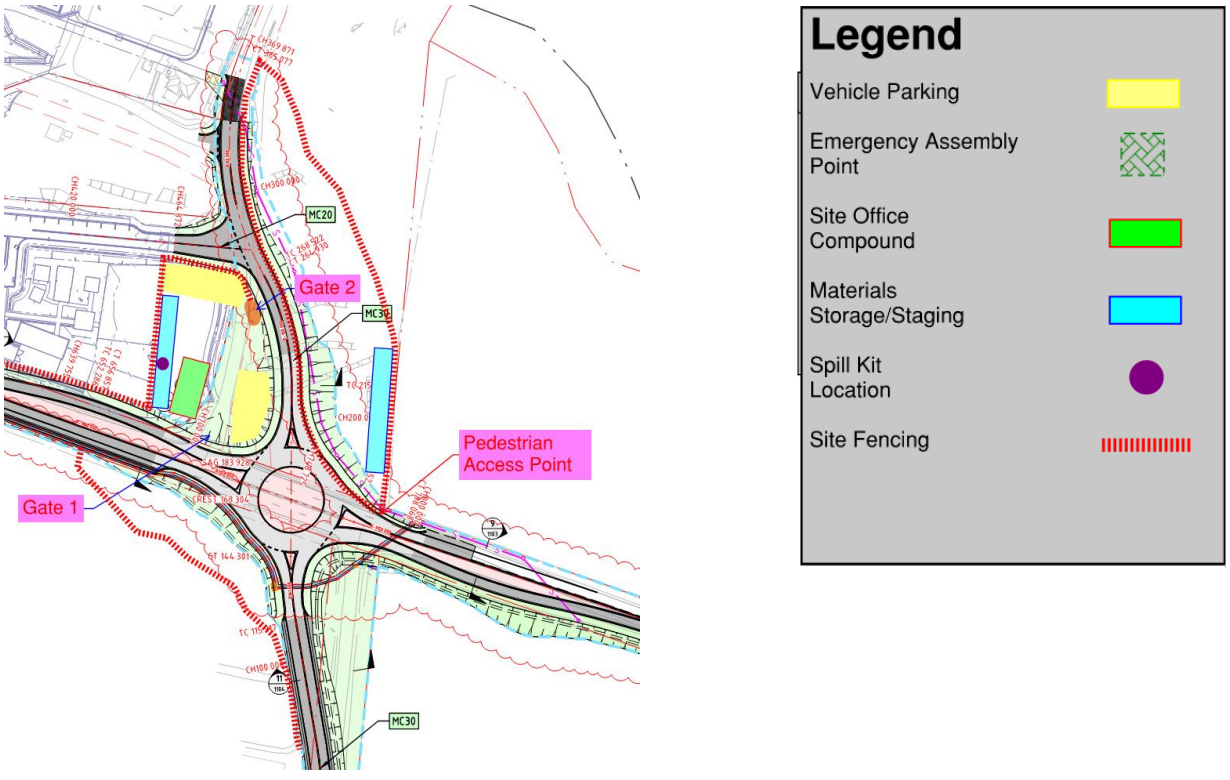
Existing traffic flows shall be maintained and modified as required for the Construction of the Roadworks. Single lane vehicle travel will predominantly be available for the duration of the works. Existing traffic will not be halted unless all other options have been exhausted and egress will be resumes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

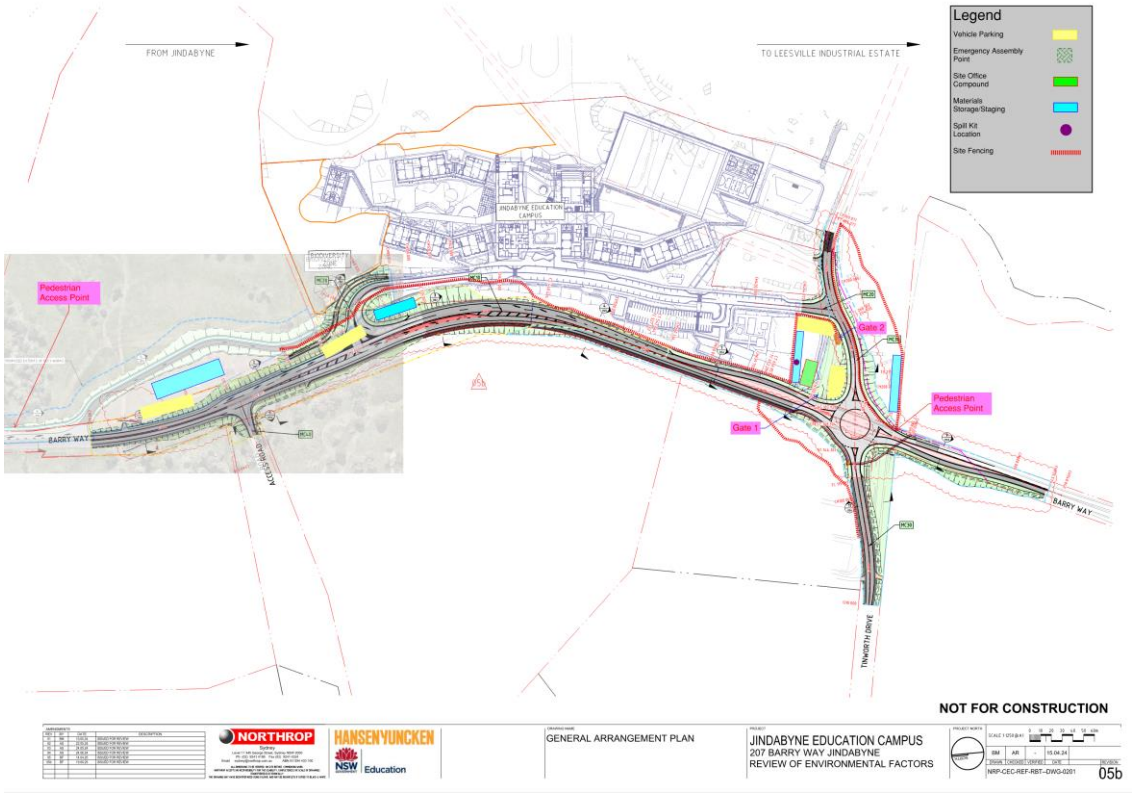
Stage 4 addresses the works to take place on the Southern component of the Barry Way Road Works on the Eastern carriageway. This will encompass the road upgrade, preparation in part of the Southern Roundabout and sundry works inclusive of stormwater and retaining structures. Area is to have staggered 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 OHW 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 OHW 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.

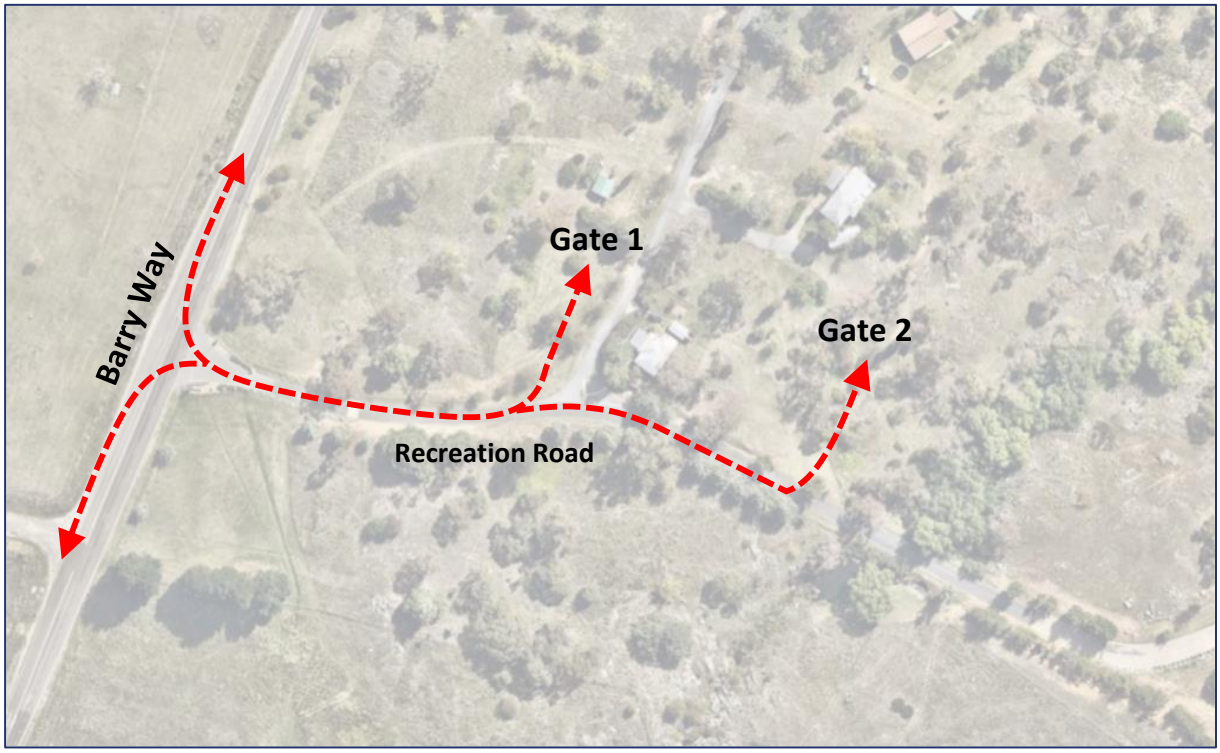
All truck, company vehicle and general construction staff drivers are to travel at a speed on no greater than 20km/h within the Site at all times.

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



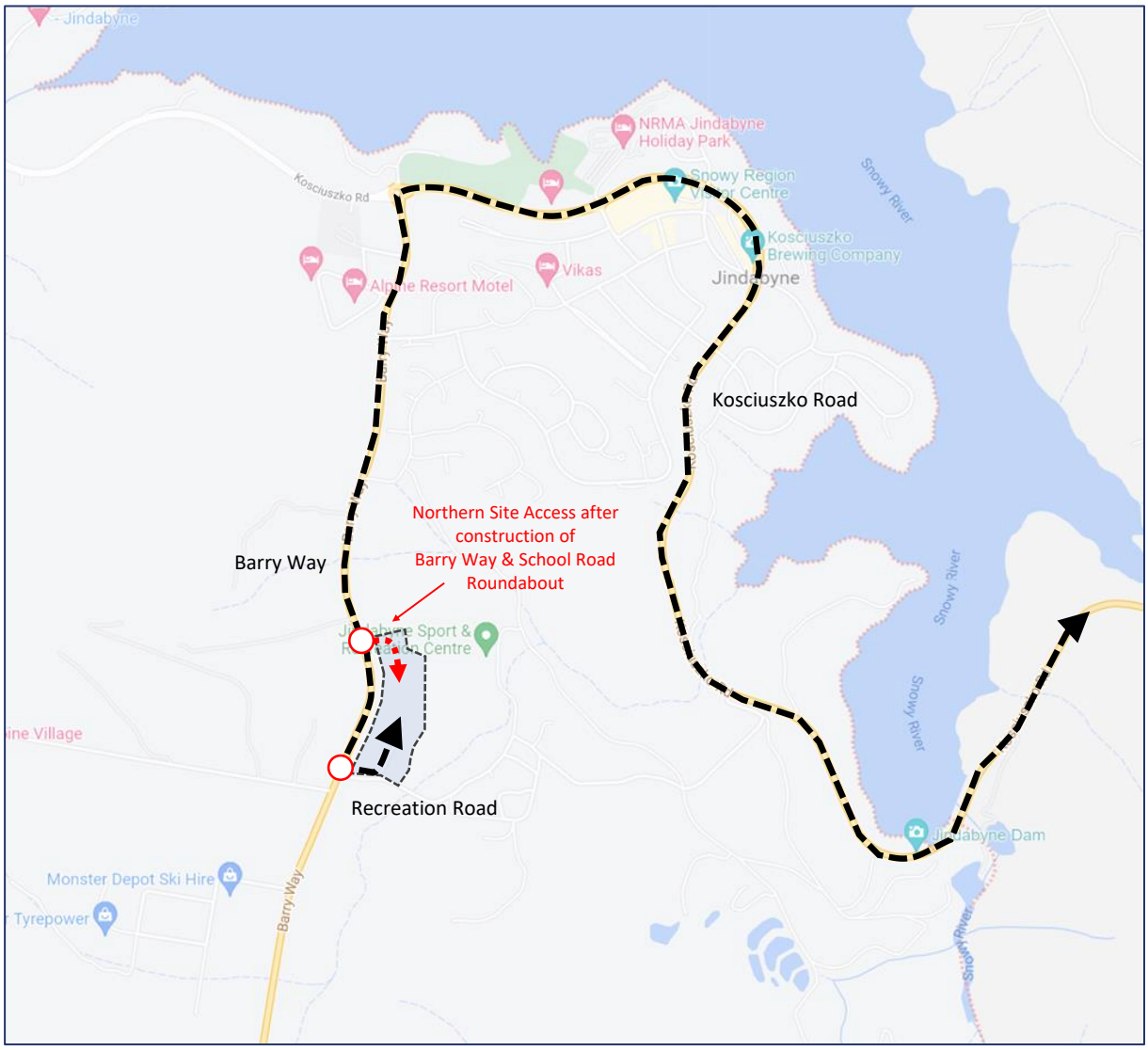
Source: Nearmap

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*

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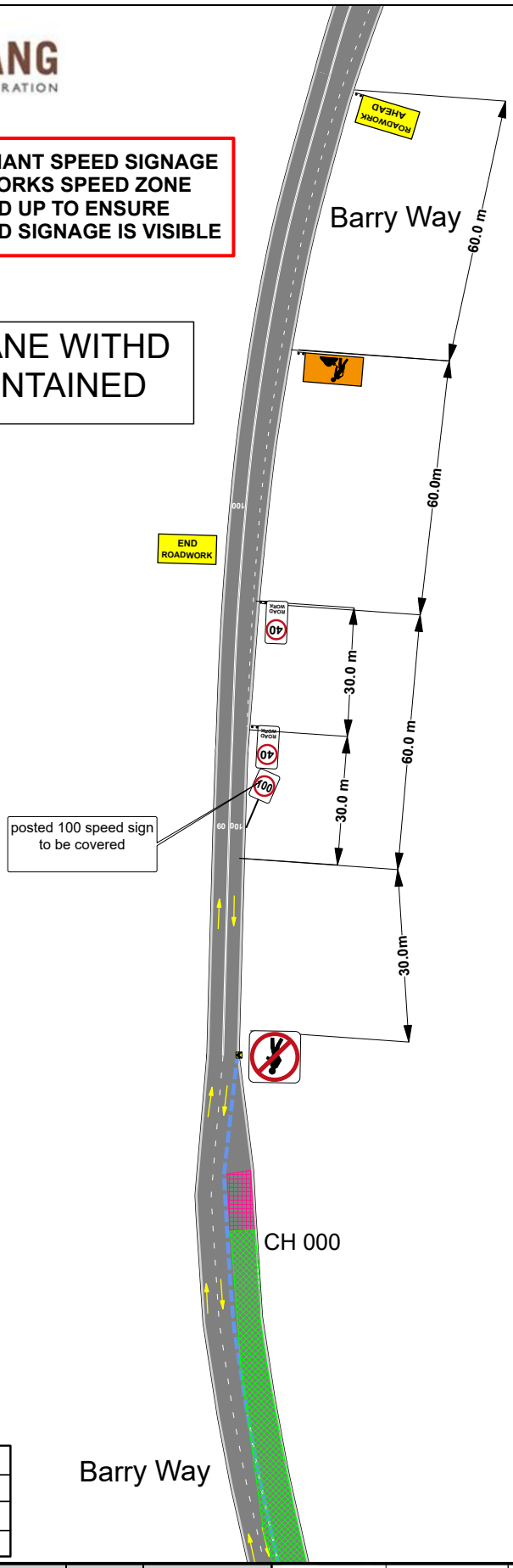
ANY EXISTING PERMANANT SPEED SIGNAGE WITHIN THE ROADWORKS SPEED ZONE MUST BE COVERED UP TO ENSURE NO CONFLICTING SPEED SIGNAGE IS VISIBLE

TRAFFICABLE LANE WITHD
3.5m TO BE MAINTAINED

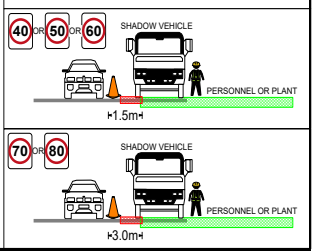


Manifest

- **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

Cones 700m

over head power lines



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

Client	AITKEN CIVIL	**Plan No :**	**BAC-0632**	**Page:** 1 of 8	**Prepare a Work Zone Traffic Management Plan**
		Date	5/07/2024	**Plan Drawn By**	
Location Of Work		**Type Of Closure**	CONTRA FLOW	Brett Munday	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: 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 Then 105	N/A	110	180

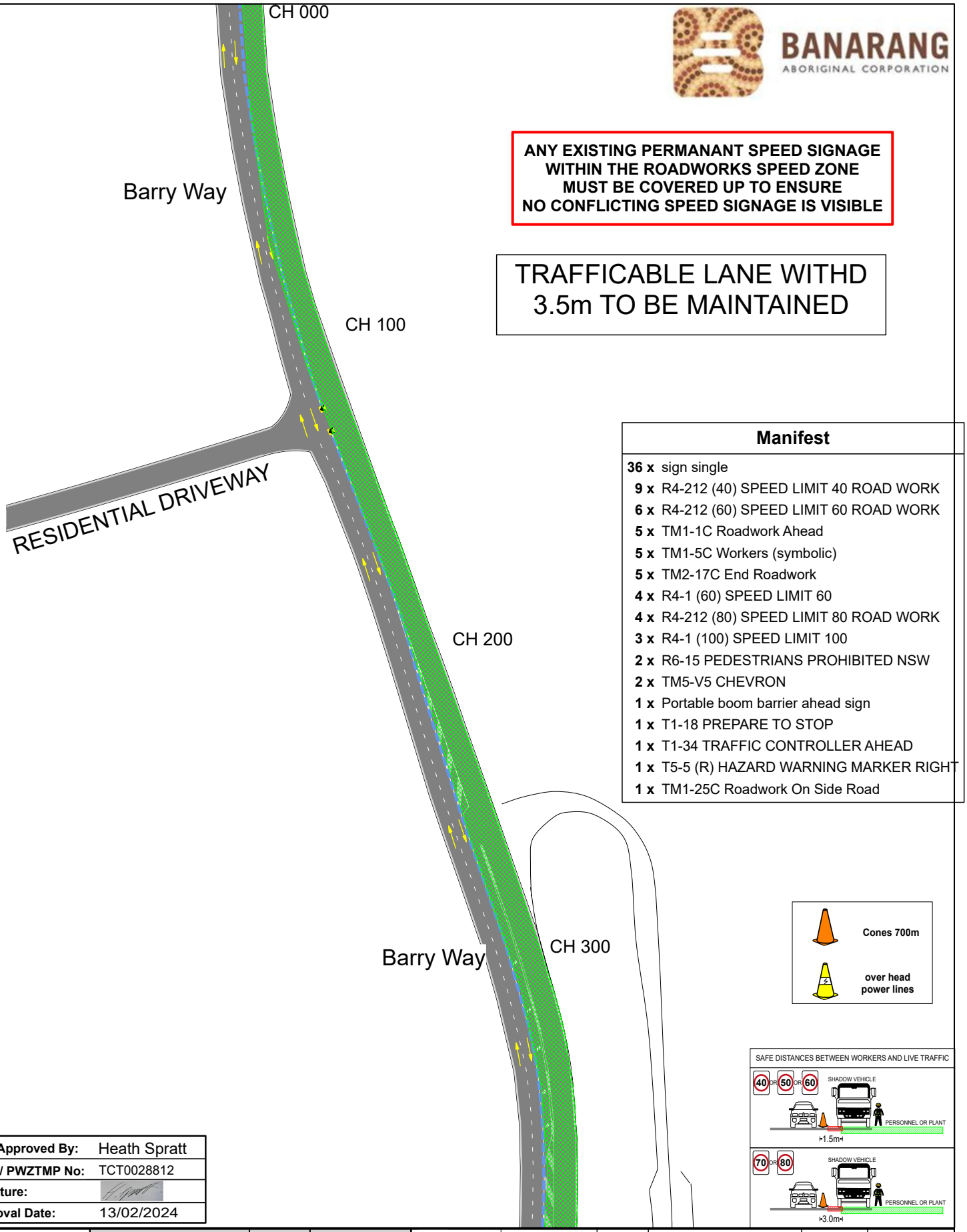
Signs

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

N



BANARANG
ABORIGINAL CORPORATION

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

Client	AITKEN CIVIL	**Plan No :**	**BAC-0632**	**Page:** 2 of 8	**Prepare a Work Zone Traffic Management Plan**	
		Date	5/07/2024	**Plan Drawn By**	Card No.	TCT0010601
Location Of Work	BARRY WAY JINDABINE	**Type Of Closure**	CONTRA FLOW	Brett Munday		
		On Site Contact	ALEX 0450 011 515	02 8376 4670	STAGE 5a	

Approximate Speed Of Traffic Km/h	Recommended Taper Length In Metres		
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86 - 95	N/A	90	145
96 - 105	N/A	100	160
Greater Then 105	N/A	110	180

Signs

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spacing	D
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D = Speed Limit in Metres

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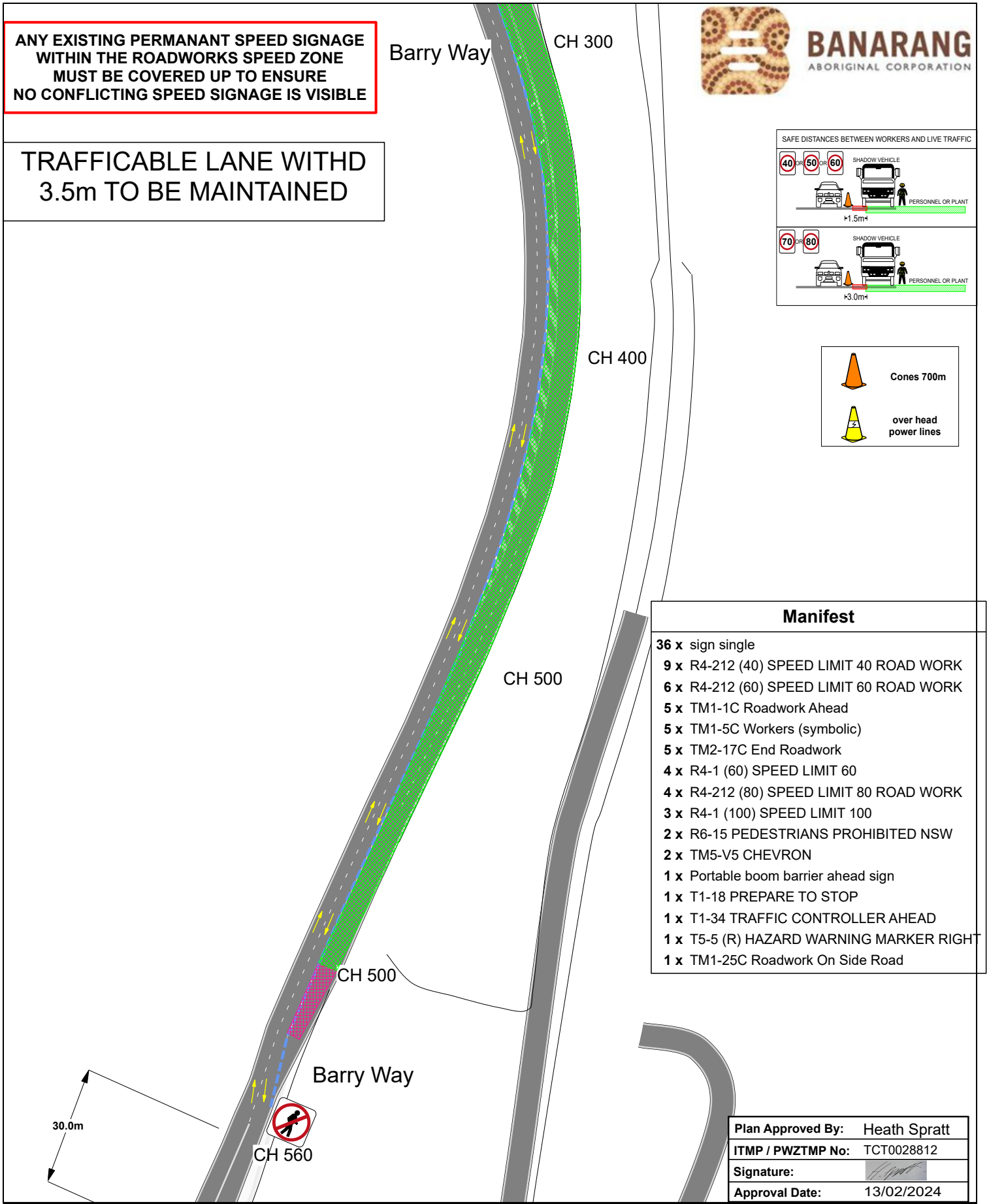
ANY EXISTING PERMANANT SPEED SIGNAGE WITHIN THE ROADWORKS SPEED ZONE MUST BE COVERED UP TO ENSURE NO CONFLICTING SPEED SIGNAGE IS VISIBLE

TRAFFICABLE LANE WITHD 3.5m TO BE MAINTAINED



BANARANG ABORIGINAL CORPORATION

Cones 700m

over head power lines

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

Client	**Plan No :**	**BAC-0632**	**Page:** 3 of 8	**Prepare a Work Zone Traffic Management Plan**		
AITKEN CIVIL	**Date**	5/07/2024	**Plan Drawn By**			
Location Of Work	**Type Of Closure**	CONTRA FLOW	Brett Munday	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		
	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 Then 105	N/A	110	180

Signs

Size	"B"
spacing	D
ADVANCED WARNING AREA TO TRANSITION AREA	D

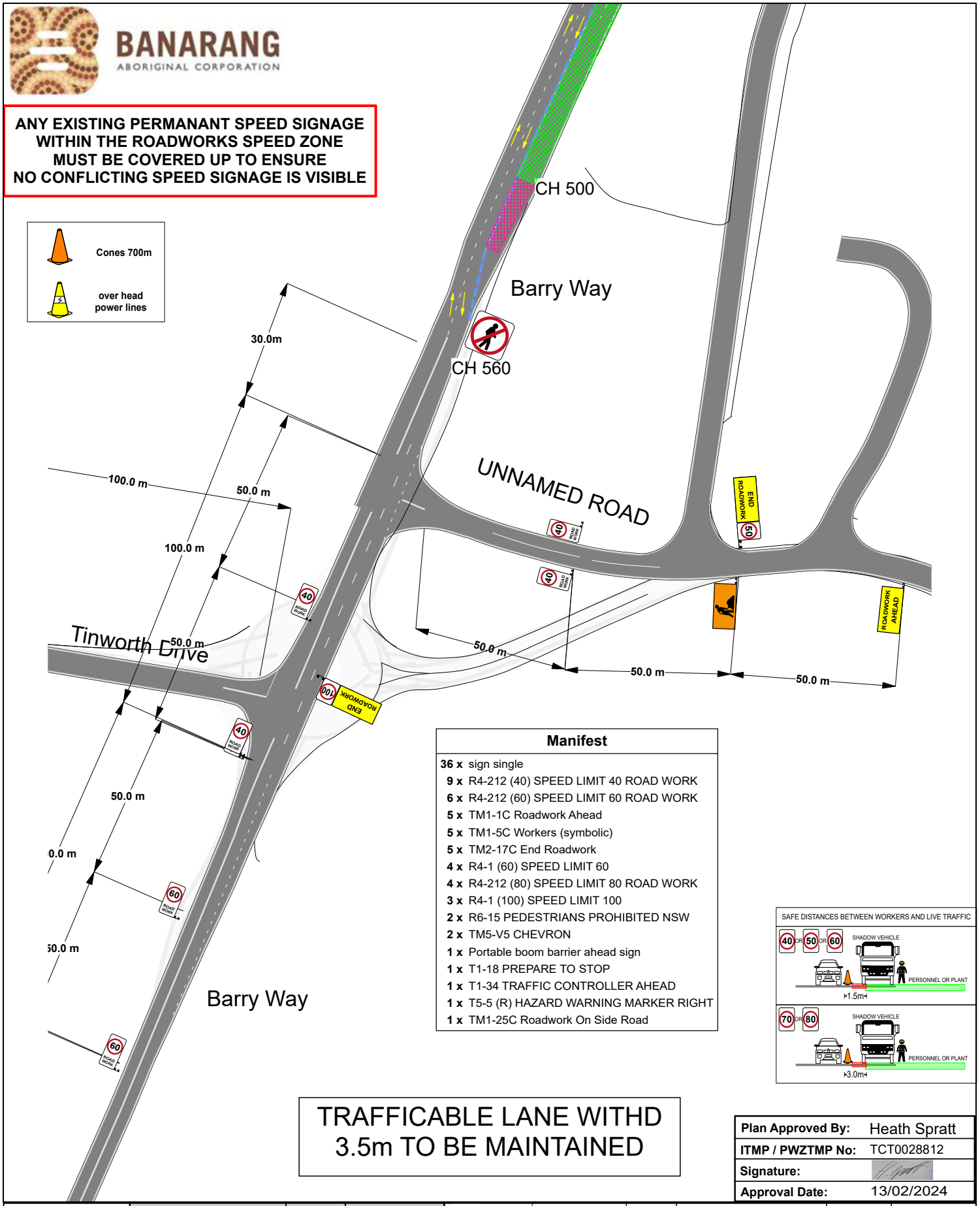
D = Speed Limit in Metres

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

N

BANARANG
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
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1 x	TM1-25C Roadwork On Side Road

TRAFFICABLE LANE WITHD 3.5m TO BE MAINTAINED

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

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

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46 - 55	15	15	30
56 - 65	30	30	60
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96 - 105	N/A	100	160
Greater Then 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

N

BANARANG
ABORIGINAL CORPORATION

Manifest

36 x sign single
9 x R4-212 (40) SPEED LIMIT 40 ROAD WORK
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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
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2 x TM5-V5 CHEVRON
1 x Portable boom barrier ahead sign
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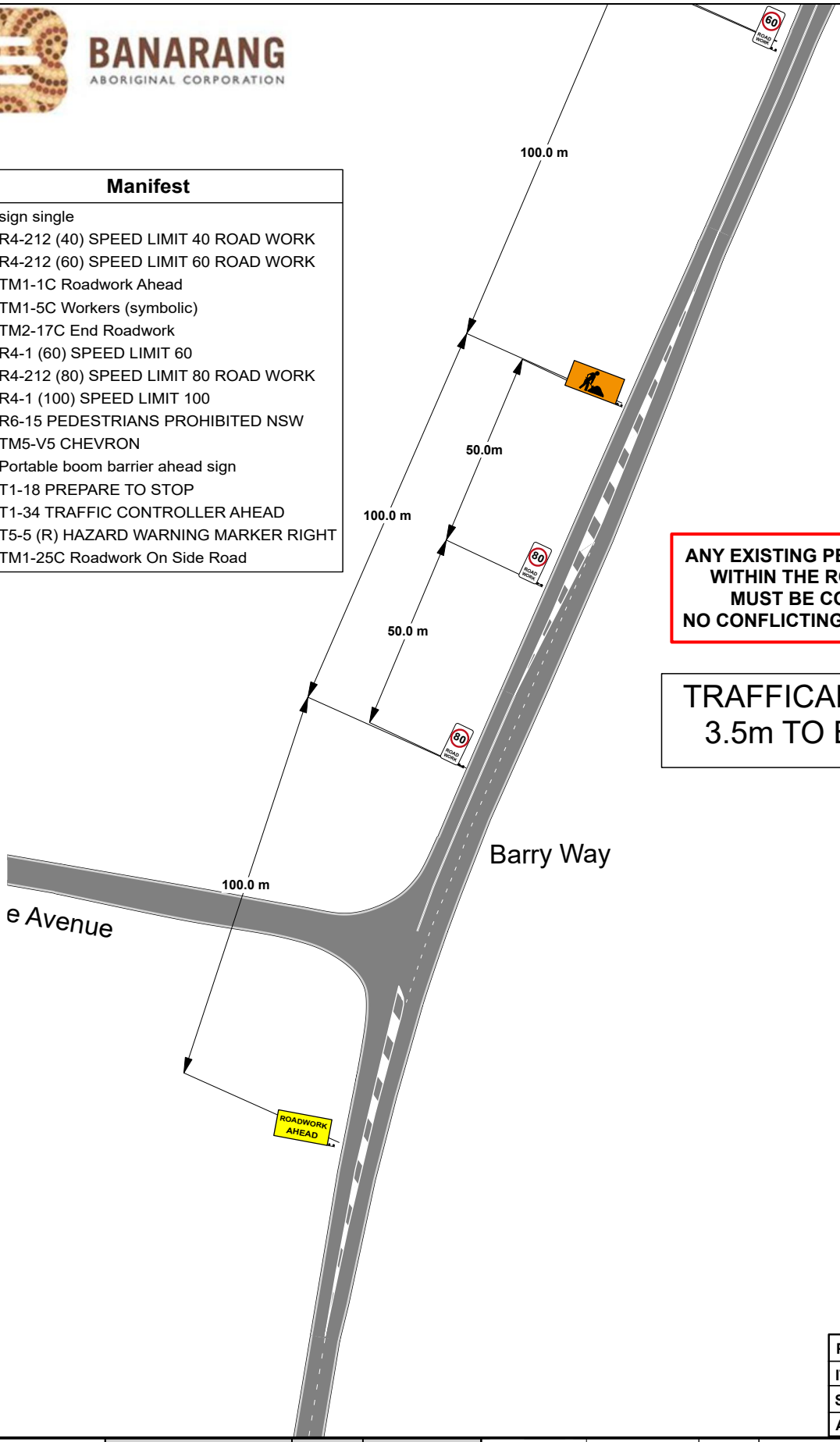
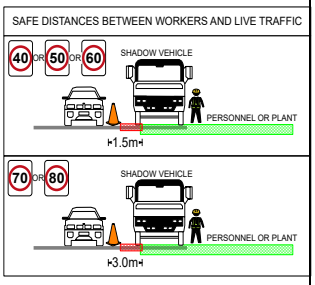
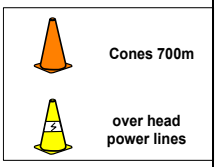
1 x T1-34 TRAFFIC CONTROLLER AHEAD
1 x T5-5 (R) HAZARD WARNING MARKER RIGHT
1 x TM1-25C Roadwork On Side Road



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





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

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

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
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86 - 95	N/A	90	145
96 - 105	N/A	100	160
Greater Then 105	N/A	110	180

Signs

Size	"B"
spacing	D
ADVANCED WARNING AREA TO TRANSITION AREA	D

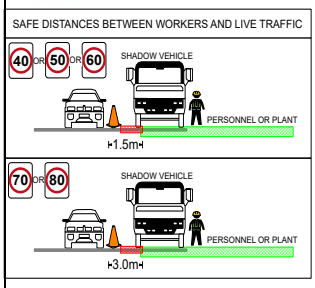
D = Speed Limit in Metres

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

N

BANARANG
ABORIGINAL CORPORATION

TRAFFICABLE LANE WITHD 3.5m TO BE MAINTAINED



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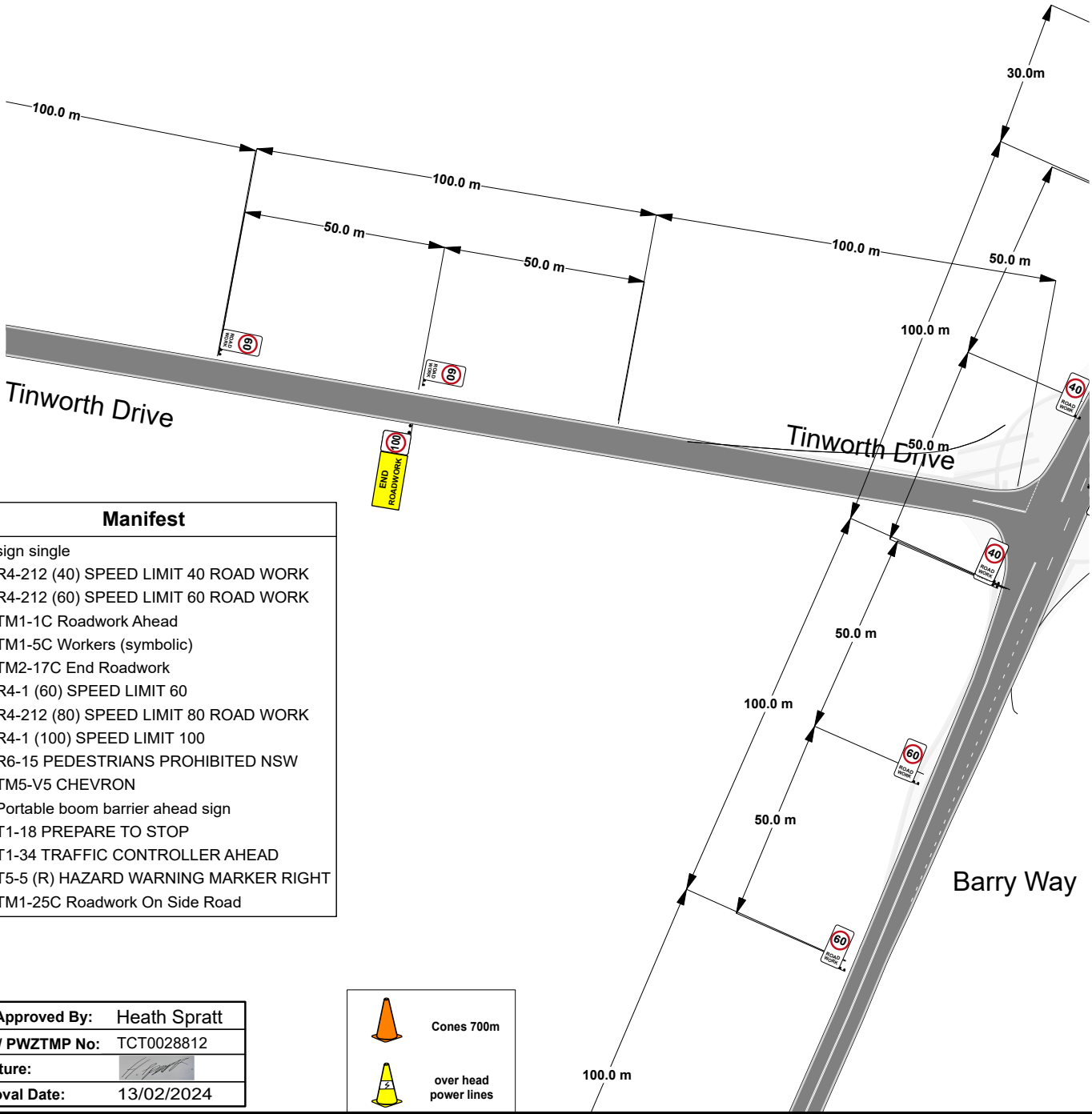

Manifest

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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- **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** 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	**Plan No :**	**BAC-0632**	**Page:** 6 of 8	**Prepare a Work Zone Traffic Management Plan**
		Date	5/07/2024	**Plan Drawn By**	Brett Munday
Location Of Work		**Type Of Closure**	CONTRA FLOW	Brett Munday	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		
	Traffic Control At Beginning Of Taper	Lateral Shift Taper	Merge Taper
45 Or Less	15	0	15
46 - 55	15	15	30
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86 - 95	N/A	90	145
96 - 105	N/A	100	160
Greater Then 105	N/A	110	180

Signs

Size	"B"
spacing	D
ADVANCED WARNING AREA TO TRANSITION AREA	D

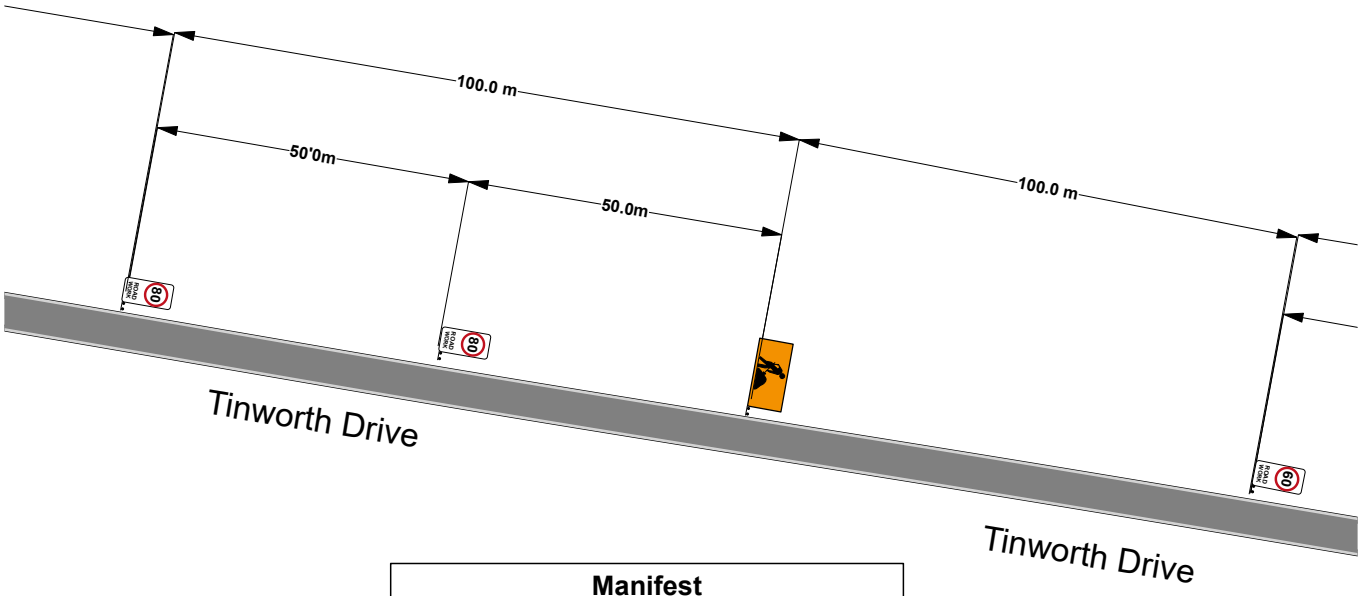
D = Speed Limit in Metres

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

N

BANARANG
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

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9 x	R4-212 (40) SPEED LIMIT 40 ROAD WORK
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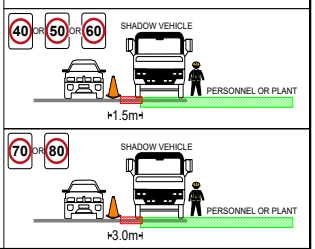
Cones 700m

over head power lines



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

Client	AITKEN CIVIL	**Plan No :**	**BAC-0632**	**Page:** 7 of 8	**Prepare a Work Zone Traffic Management Plan**	Approximate Speed Of Traffic Km/h	Recommended Taper Length In Metres: Traffic Control At Beginning Of Taper	Lateral Shift Taper	Merge Taper	**Signs**	
		Date	5/07/2024	**Plan Drawn By**		45 Or Less	15	0	15	Size	"B"
		Type Of Closure	CONTRA FLOW	Brett Munday	Card No.	46 - 55	15	15	30	spacing	D
	Location Of Work				TCT0010601	56 - 65	30	30	60	ADVANCED WARNING AREA TO TRANSITION AREA	D
	BARRY WAY JINDABINE	**On Site Contact**	ALEX 0450 011 515	02 8376 4670	STAGE 5a	66 - 75	N/A	70	115	D = Speed Limit in Metres	
						76 - 85	N/A	80	130		
						86 - 95	N/A	90	145		
						96 - 105	N/A	100	160		
						Greater Then 105	N/A	110	180		

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

N

BANARANG
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
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- **5 x** TM1-1C Roadwork Ahead
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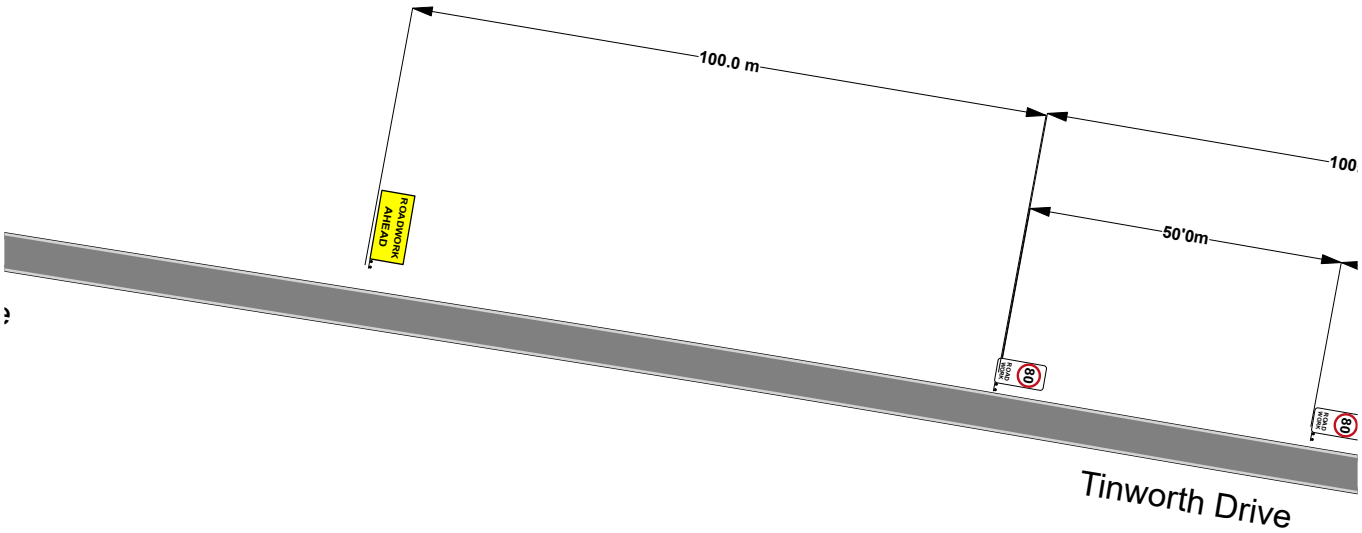
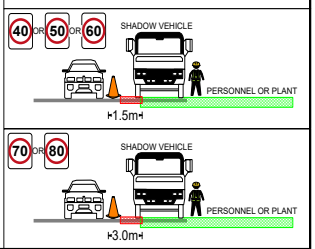


Cones 700m

over head power lines

SAFE DISTANCES BETWEEN WORKERS AND LIVE TRAFFIC



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

Client	AITKEN CIVIL	**Plan No :**	**BAC-0632**	**Page:** 8 of 8	**Prepare a Work Zone Traffic Management Plan**	Approximate Speed Of Traffic Km/h	Recommended Taper Length In Metres: Traffic Control At Beginning Of Taper	Lateral Shift Taper	Merge Taper	**Signs**
		Date	5/07/2024	**Plan Drawn By**		45 Or Less	15	0	15	Size "B"
		Type Of Closure	CONTRA FLOW	Brett Munday	Card No. TCT0010601	46 - 55	15	15	30	spacing D
Location Of Work						56 - 65	30	30	60	ADVANCED WARNING AREA TO TRANSITION AREA D
BARRY WAY JINDABINE		**On Site Contact**	ALEX 0450 011 515	02 8376 4670	STAGE 5a	66 - 75	N/A	70	115	D = Speed Limit in Metres
						76 - 85	N/A	80	130	
						86 - 95	N/A	90	145	
						96 - 105	N/A	100	160	
						Greater Then 105	N/A	110	180	

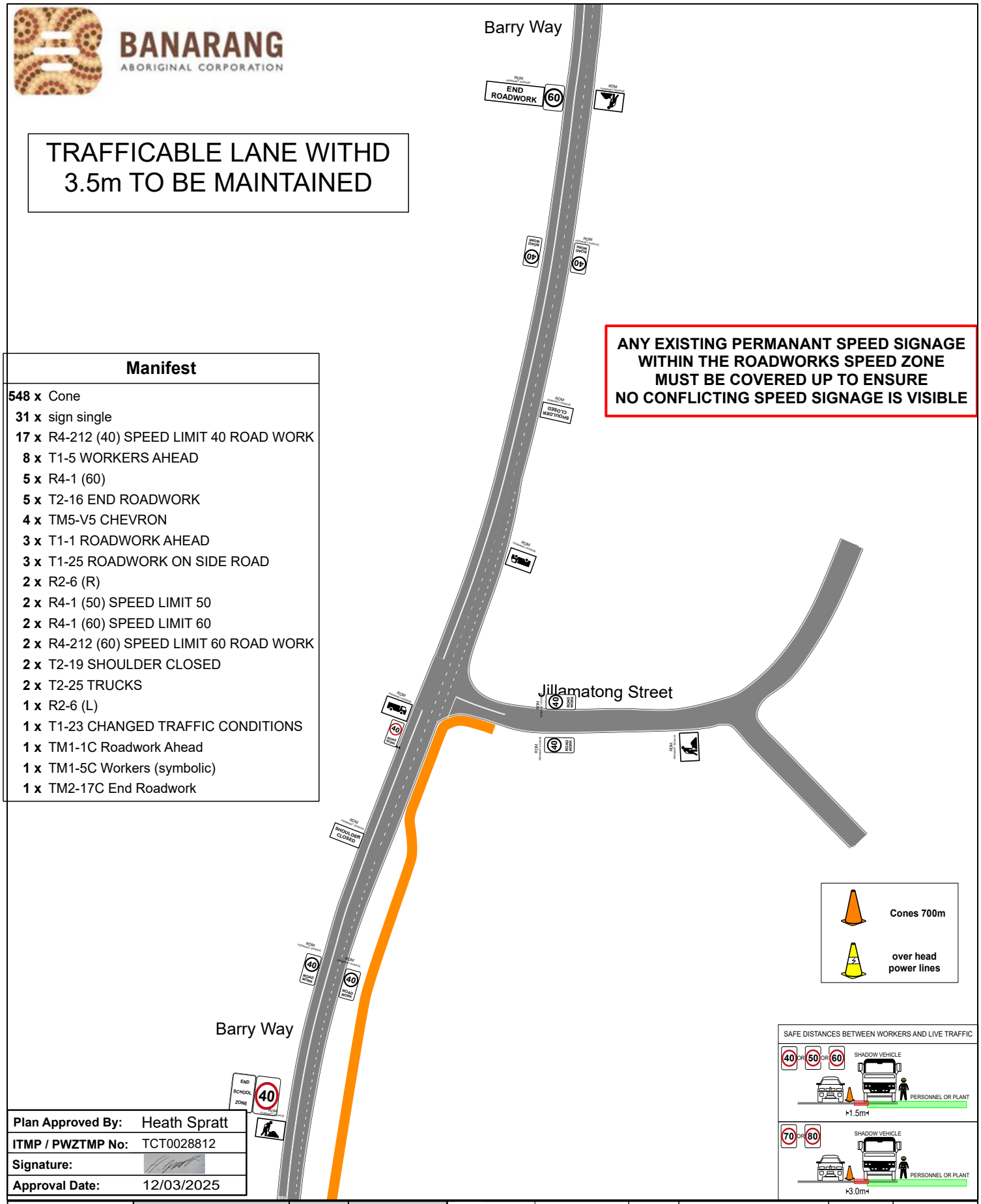
Use class 2 reflective signs for day work & Class 1 reflective signs for night work. Signs may be duplicated across the road way for better visibility

N

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

Cones 700m

over head power lines

SAFE DISTANCES BETWEEN WORKERS AND LIVE TRAFFIC

Plan Approved By:	Heath Spratt
ITMP / PWZTMP No:	TCT0028812
Signature:	
Approval Date:	12/03/2025

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

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

N

BANARANG ABORIGINAL CORPORATION

www.invarion.com

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)
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BANARANG ABORIGINAL CORPORATION

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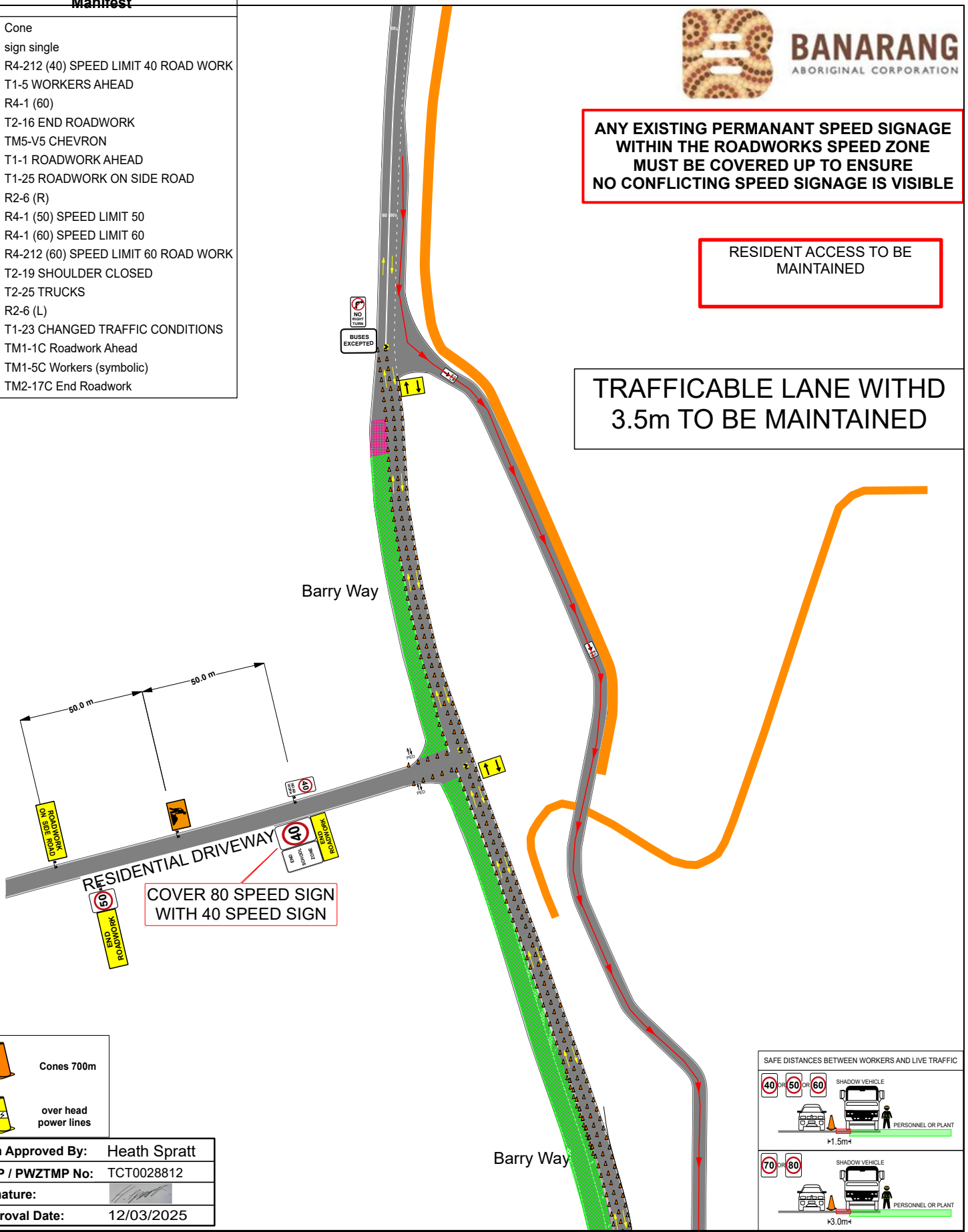
RESIDENT ACCESS TO BE MAINTAINED

TRAFFICABLE LANE WITHD 3.5m TO BE MAINTAINED



Cones 700m

over head power lines

SAFE DISTANCES BETWEEN WORKERS AND LIVE TRAFFIC

Plan Approved By:	Heath Spratt
ITMP / PWZTMP No:	TCT0028812
Signature:	
Approval Date:	12/03/2025

Client	AITKEN CIVIL	**Plan No :**	**BAC-0866**	**Page:** 2 of 10	**Prepare a Work Zone Traffic Management Plan**
		Date	12/03/2025	**Plan Drawn By**	Brett Munday
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: 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
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86 - 95	N/A	90	145
96 - 105	N/A	100	160
Greater Then 105	N/A	110	180

Signs

Size	"B"
spacing	D
ADVANCED WARNING AREA TO TRANSITION AREA	D

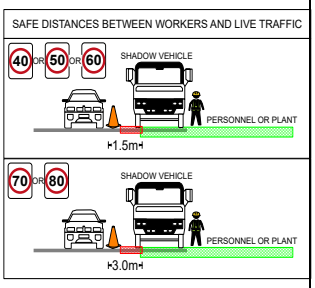
D = Speed Limit in Metres

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

N

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 WITHD 3.5m TO BE MAINTAINED

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)
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	AITKEN CIVIL	**Plan No :**	**BAC-0866**	**Page:** 3 of 10	**Prepare a Work Zone Traffic Management Plan**
		Date	12/03/2025	**Plan Drawn By**	
Location Of Work		**Type Of Closure**	CONTRA FLOW	Brett Munday	Card No. TCT0010601
BARRY WAY JINDABINE		**On Site Contact**	ALEX 0450 011 515	02 8376 4670	

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 Then 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

N

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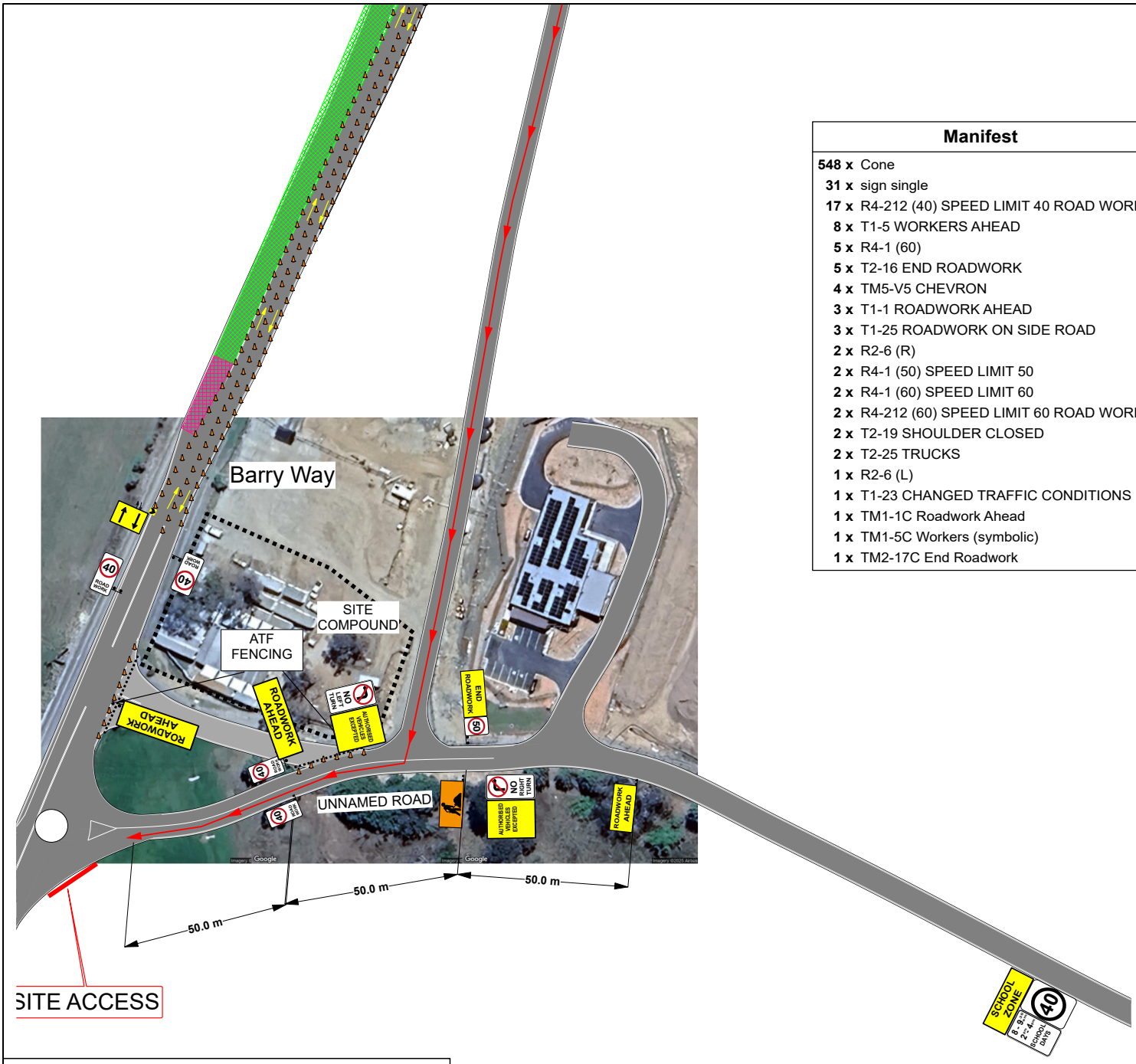

Manifest

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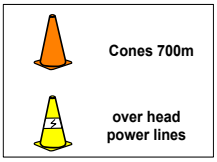
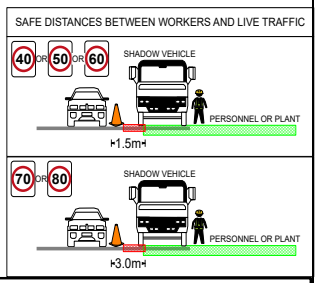
1 x	TM2-17C End Roadwork

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 Traffic Management Plan**	**Approximate Speed Of Traffic Km/h**	**Recommended Taper Length In Metres**			**Signs**	
	AITKEN CIVIL	**Date**	12/03/2025	**Plan Drawn By**			**Traffic Control At Beginning Of Taper**	**Lateral Shift Taper**	**Merge Taper**	Size	"B"
	Location Of Work	**Type Of Closure**	CONTRA FLOW	Brett Munday	Card No. TCT0010601	45 Or Less	15	0	15	spacing	D
						46 - 55	15	15	30	ADVANCED WARNING AREA TO TRANSITION AREA	D
	BARRY WAY JINDABINE	**On Site Contact**	ALEX 0450 011 515	02 8376 4670	STAGE 5a	56 - 65	30	30	60	D = Speed Limit in Metres	
						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 Then 105	N/A	110	180		

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

N

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Manifest

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1 x	TM1-5C Workers (symbolic)
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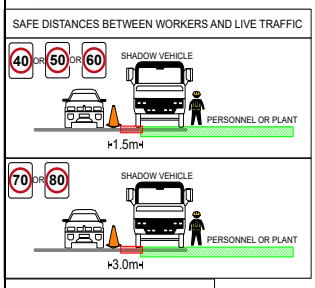
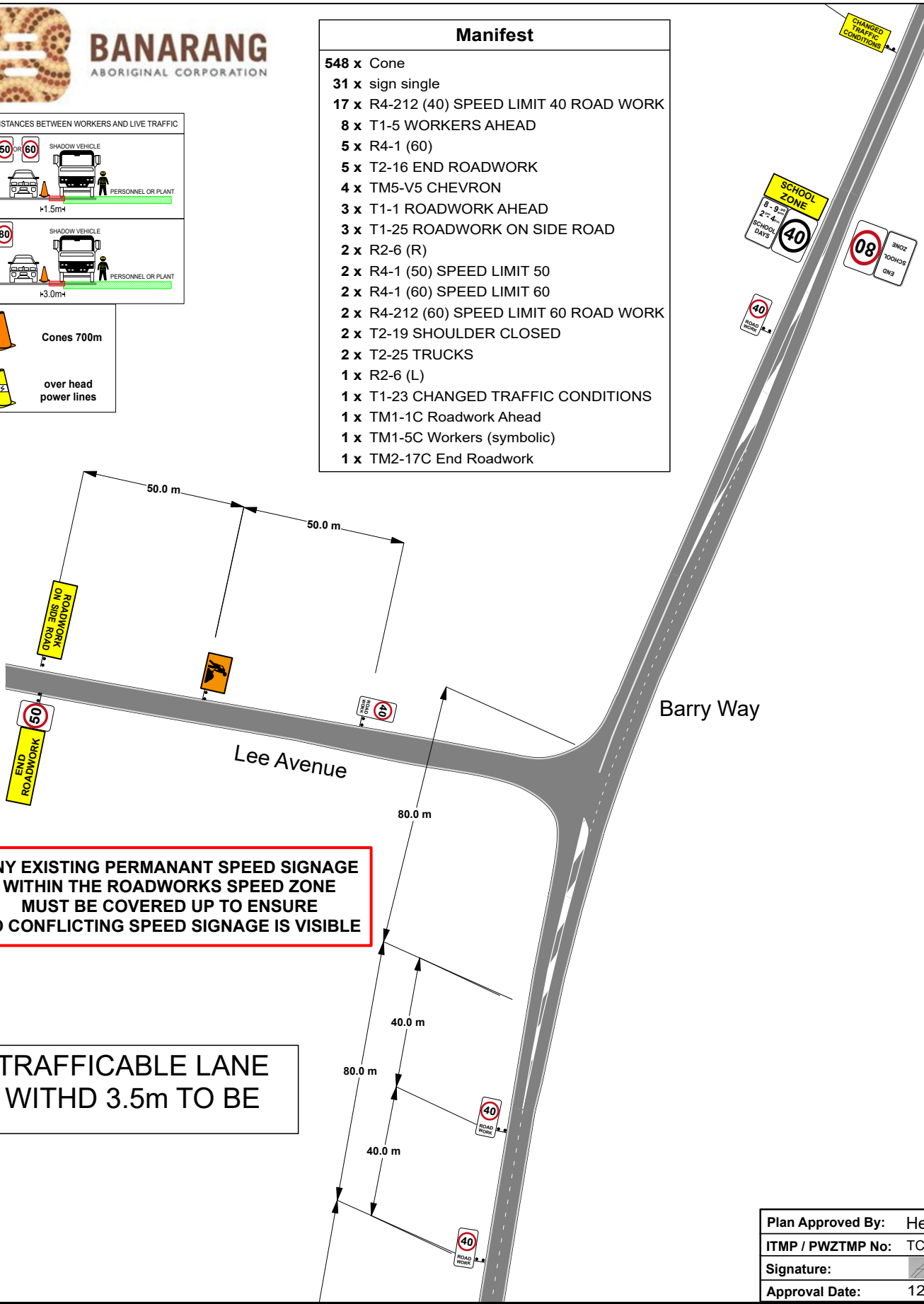


Cones 700m

over head power lines



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	**Plan No :**	**BAC-0866**	**Page:** 5 of 10	**Prepare a Work Zone Traffic Management Plan**
		Date	12/03/2025	**Plan Drawn By**	
Location Of Work		**Type Of Closure**	CONTRA FLOW	Brett Munday	Card No. TCT0010601
BARRY WAY JINDABINE		**On Site Contact**	ALEX 0450 011 515	02 8376 4670	

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
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66 - 75	N/A	70	115
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86 - 95	N/A	90	145
96 - 105	N/A	100	160
Greater Then 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

N

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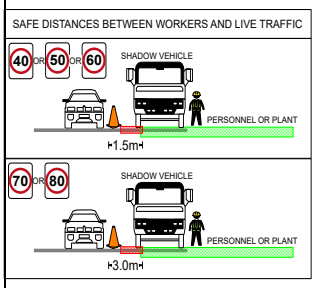

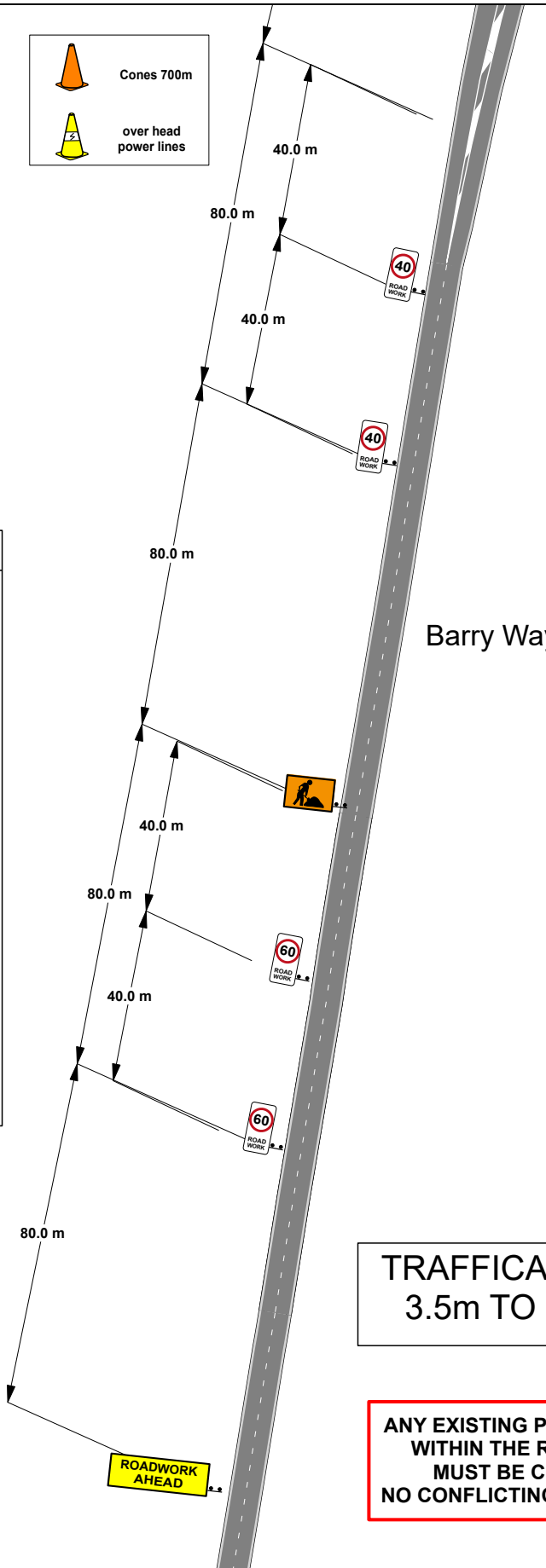

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Plan Approved By:	Heath Spratt
ITMP / PWZTMP No:	TCT0028812
Signature:	
Approval Date:	12/03/2025

Client	AITKEN CIVIL	**Plan No :**	**BAC-0866**	**Page:** 6 of 10	**Prepare a Work Zone Traffic Management Plan**	Card No. TCT0010601
		Date	12/03/2025	**Plan Drawn By**		
Location Of Work	BARRY WAY JINDABINE	**Type Of Closure**	CONTRA FLOW	Brett Munday		
		On Site Contact	ALEX 0450 011 515	02 8376 4670		

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
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86 - 95	N/A	90	145
96 - 105	N/A	100	160
Greater Then 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

N

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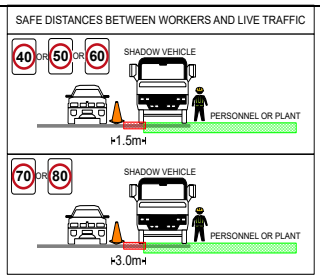

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Cones 700m

over head power lines

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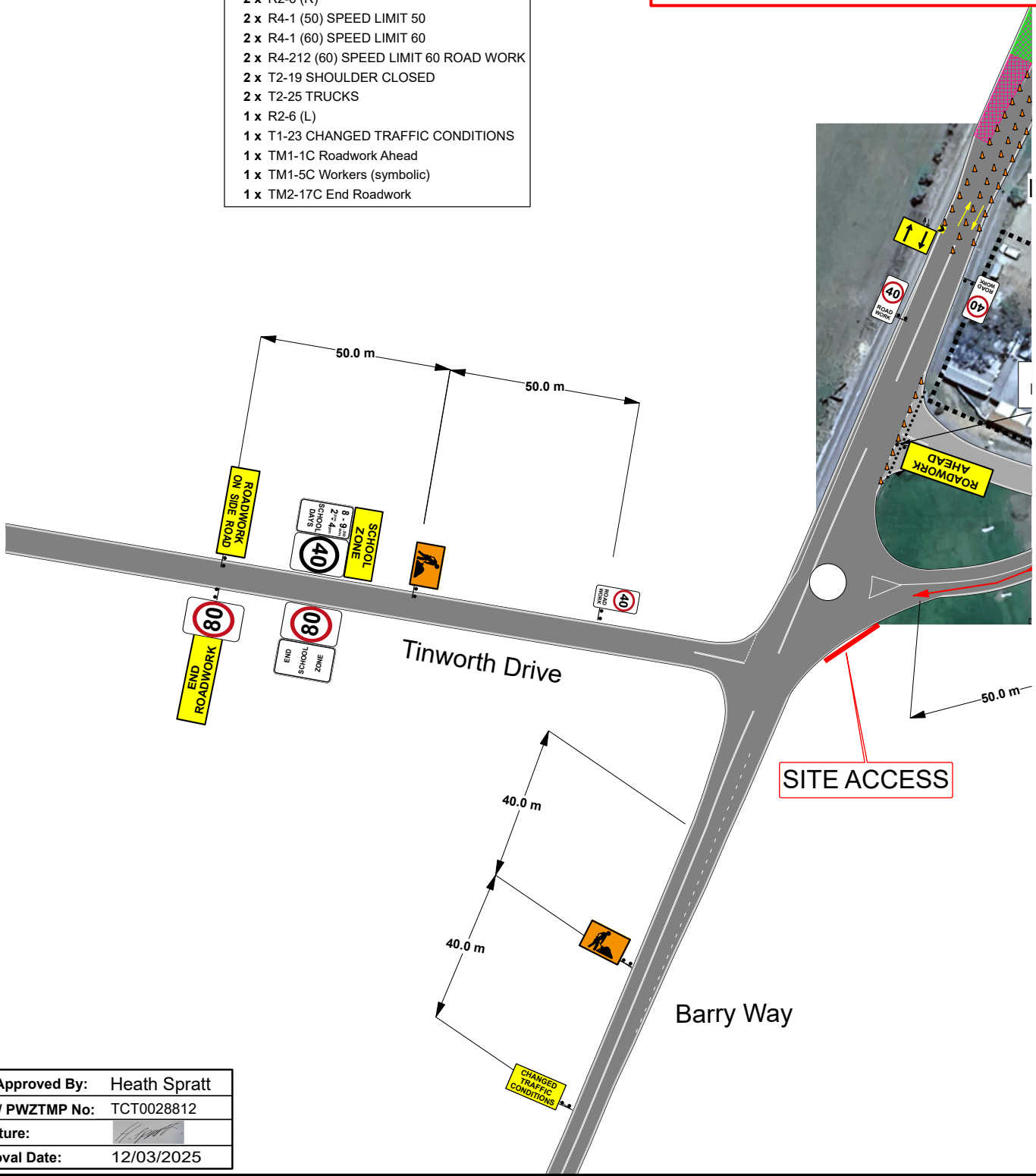


Plan Approved By:	Heath Spratt
ITMP / PWZTMP No:	TCT0028812
Signature:	
Approval Date:	12/03/2025

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

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

N

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 greater than 76	9 12
Lateral shift tapers	55 to 75 greater than 76	12 18
Protecting freshly painted lines	56 to 75 greater than 75	24 60*
All other purposes	less than or equal to 55 56 to 75 greater than 76	4 12 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	• 0.3 m for traffic speeds 45 km/h or less • 0.5 m for traffic speeds 45 to 65 km/h • 1.0 m for traffic speeds 65 to 85 km/h • 2.0 m for traffic speeds greater than 85 km/h

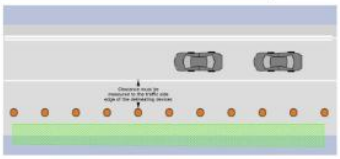


Figure 6-1. Clearance measurement from delineating device (cones)

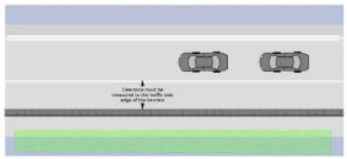


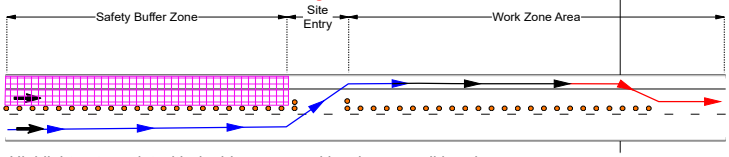
Figure 6-2. Clearance measurement from delineating device (barrier)

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

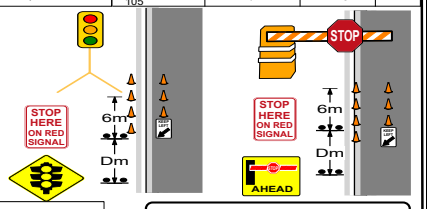
Dimension 'D'
AS 1742.3: A distance expressed in metres, determined in accordance with Clause 4.1.5 and used for positioning of advance signs and related purposes.

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

Taper Lengths

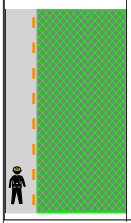
Approximate speed of traffic	Traffic control at beginning of taper	Lateral shift taper	Merge taper
45 or less	15	15	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
Greater than 105	N/A	110	180

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



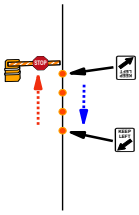
Pedestrian Movement Plan

NOTE:

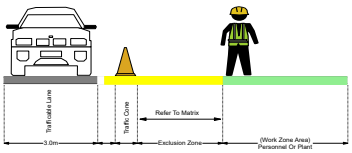


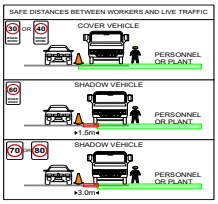
1. Traffic Controllers to be positioned on footpaths inappropriate positions throughout work area to assist with pedestrian movements
2. Pedestrian Barriers and/or Tiger Tails to be utilised where appropriate to provide separation to pedestrians and work areas
3. Work areas not to obstruct footpaths 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 WorkSites, Section 9.3 are met for pedestrians

4 x cones at 4m spacing required on lead in to control point



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.

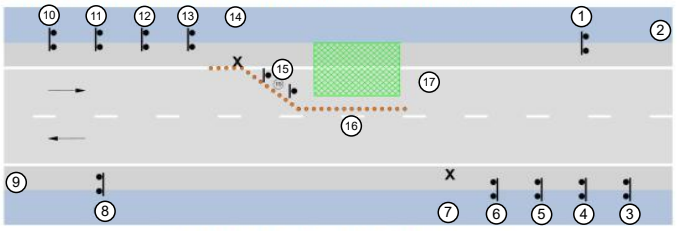


Figure 6-3. Example sign installation sequence for a 2-lane, 2-way road

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 and 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.

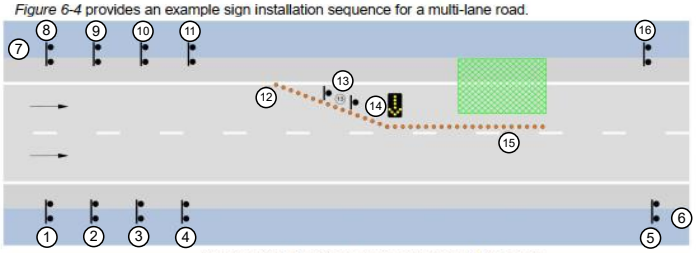


Figure 6-4. Example sign installation sequence for a multi-lane road

ISSUE	DESG	APPD	DATE	AMENDMENT DESCRIPTION

CLIENT: AITKEN

TGS DRAWN BY: Brett Munday
Card No. TCT0010601

SIGNATURE: B Munday

DATE OF ISSUE: 10th JUNE 2017

TGS APPROVED BY: Heath Spratt

ITMP / PWZ No.: TCT0028812

SIGNATURE:

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

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:

1) Traffic Controllers implementing signage are to ensure all signage is available for implementation prior to shift.
2) Signs & devices in side streets leading into the works are to be implemented first. Where required, detours are to be in place before commencing any closures.
3) All signage on arterial and main road alignments to be implemented with the flow of traffic.
4) Signs are to be implemented in all non affected lane(s) first and all conflicting signs are to be covered.
5) Signs in the affected lane to be implemented; Taper, Speed Reduction, Safety buffer (if applicable), and Delineation to be implemented with the traffic flow. Conflicting signs to be covered in process.
6) Ensure signs & devices are correct before works commence.
7) Once works have finished, Traffic Control are to pick up delineation and taper's in reverse. Then pick up advance warning signs with the flow of traffic.
8) A TGS must be installed, maintained and removed in a planned and safe manner. The implementation of a TGS must only be undertaken by an ITCP qualified person. (Refer To TCAWS 7.10.1)
9) Signs and traffic control devices must be installed in a sequence via GPS, survey, landmarks, side streets
or chainage in accordance with TCAWS V6.1 Section 6.4 and AGTTM Section 6.2
10)An implementation TGS should be provided if the risk of implementation is deemed high. The sequence
of implementation should be determined as part of the drafting process in TGS or SWMS, rather than
being determined on-site. (Refer To TCAWS 7.10.2)

RECORDING & MONITORING

Regular inspections of traffic control devices SHALL be carried out a minimum of twice daily and recorded in The Daily Traffic Diary. These records SHALL be available for inspection during the project. These records will be held on site by The Contractor. Details of all changes in traffic movements shall be recorded and maintained throughout the construction period and submitted within 7 days from the date of practical completion. In the event of a traffic related incident with in the site, The Contractor SHALL immediately notify the principal's representative, the police, and any necessary emergency services.

PEDESTRIAN & CYCLIST MANAGEMENT

All pedestrian & cyclist control measures, for the duration of the construction works will be monitored as required for effectiveness & improvements. Appropriate warning signage and directional signage will be in place and monitored throughout the works as per the provided TGS's attached to this document. Where current documented control measures are ineffective, A PWZTMP qualified person(s) should be contacted to suggest changes.

GENERAL NOTES

- The Designer preparing this plan has ensured it complies with the TfNSW TCAWS (Version 6.1, 28 February 2022). Any unapproved variations to the design will negate the Designers liability. Variations and amendments to this TGS are to be recorded on this TGS with the changes noted, along with the date and time of the change and the accreditation details of the TMD
mking the change.
- The attached TGS's SHALL be read in conjunction with this notes page and the associated risk assessments and an on site risk assessment SHALL be performed before any implementation works takes place.
- It is the Clients responsibility to ensure they have a copy of the permits (in date) for the closure being implemented.
- This TGS SHALL only be implemented by a competent person(s) with a current Traffic Management Implementation (TMI) qualification.
- A toolbox talk is to take place before works commencing.
- Work Site Safety Traffic Management Checklist to be filled out prior to implementation, and upon completion.
- Traffic Controllers to identify and make note of escape routes prior to commencement of works.
- Hand held UHF radios are to be utilized where required to communicate between traffic control & site vehicles.
- Pricipal Contractor to notify local Emergency Services in advance of commencing works.
- Traffic Controller's to ensure ROLS has been activated prior to each shift via the TMC website. ROL must also be deactivated once shift has ended.
- Advance signs SHALL be mounted at a minimum height of 200mm displayed as prominently as possible by selecting the longitudinal location of the sign for best sight distance for approaching traffic. Signs contiinuously required for works which will be in progress for periods longer than 2 weeks should be erected in a permanent manner, e.g. on posts sunk into the ground, and duplicated on the right side of the road.
- Traffic volumes should be monitored throughout the implementation of the TGS(s). In the event queue lengths become unmanageable, works should cease if possible and traffic cleared before recommencing.

SITE SPECIFIC NOTES

1) Workman symbolic SHALL be removed or covered when workers are no longer visible to traffic. (TCAWS Ver.5, 5.2.3)
2) Speed of the traffic SHALL be reduced to 40km/h when workers on foot will be within 1.5m of traffic. (TCAWS Ver.6.1, 4.5.2 Table 4-8)
3) Signals Symbolic/Prepare to Stop sign MUST be used to give advance warning of the presence of traffic control. The signs must only be used when the traffic control is in operation and must be removed or covered up when traffic control is discontinued or during breaks. (TCAWS Ver.6.1, 5.4.3 Table 5-11)
4) Access to local businesses and driveways will be maintained during works. Unless otherwise shown on the TGS(s) and site specific notes. It is the Principal Contractors responsibility to seek permission prior to blocking public and private access.
5) Access to bus stops to be maintained where possible. If not possible, the client is to consult and gain written approval from Busses.
6) 700mm traffic cones will be positioned at a maximum 4m apart. (TCAWS V6.1 Clause 6.2.5)
7) At the start of a roadwork speed zone the Roadwork Speed Limit (see R4 212) signs shall be erected on both sides of the carriageway. (TCAWS Ver.5, 8.2.5)
8) Wherever traffic is required to slow significantly or stop, particularly at active traffic control positions, long queues can form, depending on traffic volumes and the length of delay. Depending on the speed of traffic and sight distance to the end of queue, additional advance warning or other mitigation measures should be implemented. (TCAWS Ver.6.1, 4.6.3)
9) Existing 3.0m lane width shall be maintained. A clearance area between the edge of traffic lane and delineation SHALL be provided. Measurements for this clearance are outlined under AGTTM03 CL 2.5.8 Table 2.5.
10) Pedestrians to be escorted through the work area when safe, as required.
11) 10 - Workers to remain greater than 1.5m at all times.
12) Existing or Conflicting signage SHALL be covered or removed when this TGS is operational. (TCAWS Ver.6.1, 4.5.5 Table 4-9)

ADJUSTING / MODIFYING TGS:

ITCP Holder-

- 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.

PWZTMP Holder-

- 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.
- 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)

- Any anomalies or inconsistencies found in the TGSs being used must be recorded and reported back to the TGS designer who is PWZTMP qualified.

Site Specific Desktop Risk Assessment to develop Site Specific TGS

Location Of Works:	Description Of Works:	Designer & PCB undertaking RA: BRETT MUNDAY PWZTMP Qual #: TCT0010601 Signature: Date: 10th JUNE 2017
BARRY WAY JINDABYNE	contra flow	

#	TASK	HAZARD	RISK RATING	CONTROL MEASURES	RESIDULE RISK RATING	STAFF RESPONSIBLE FOR CONTROL MEASURES
1	Implementation of approved traffic devices	Struck by vehicle Manual Handling Slips, Trips & Falls Cuts & Abrasions	4B	- Follow safe work methods outlined in SWMS - Set up off drop deck, use cover vehicle & or TMA at all times - Clear communication with spotter/driver with potential oncoming motorists - Must use fall restraint when on drop deck	3C	All Site Staff
2	Working on foot implementing delineation as per TGS	Struck by vehicle Manual Handling Slips, Trips & Falls Cuts & Abrasions	4B	- Follow safe work methods outlined in SWMS - Set up off drop deck, use cover vehicle & or TMA at all times -Clear communication with spoter/driver with potential oncoming motorists	3C	All Site Staff
3	Stopping traffic at stoppage or cross over point	Struck by vehicle Slips, Trips & Falls	4C	- Only stop traffic with approved PCTD - Select safe stopping distance - Ensure correct amount of TC's are onsite to safely & effectively manage traffic flow as per TGS - TC'S MUST HAVE ESCAPE ROUTE	3D	All Site Staff
4	Dealing with irate MOP / Motorist	Struck by vehicle Verbal, Physical, Mental Abuse	3C	- Do not engage with irate MOP/ Motorist - Report incident to TL immediately - Deescalate the situation by continuing with your duties, until TL or representative is available to handle the situation - TC'S MUST HAVE ESCAPE ROUTE	3D	All Site Staff
5	Pedestrian interaction with works zones / exclusion zones	Struck by vehicle Verbal, Physical, Mental Abuse Slips, Trips & Falls	4B	- Set up clear exclusion zones for MOP & WOF, around works zones - Where practical us physical barrier or delineation to guide MOP / WOF safely around exclusion zone - Ensure the correct amount of TC's are onsite to effectively manage the work site	3C	All Site Staff
6	Performing Dynamic Works (Mobile Works) including set up & Pack down	Vehicle collision Vehicle Interaction with WOF / MOP	4C	- Abide by safe distances outlined in TCAWS V 6.1 between vehicles - Use Cover/tail/shadow vehicle & Or TMA where possible - Avoid WOF if possible - Follow Safe Work Methods outlined in SWMS	4D	All Site Staff

1. **RISK RATING TABLE (USE FOR INITIAL AND RESIDUAL RISK ASSESSMENTS).**

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**
	Manage by routine procedures and safe practices

Traffic Guidance Scheme installation:

Date: / / 20

Traffic Guidance Scheme Installer:

Full Name:
ITCP or TCT Number:
Expiry Date or Issue Date: / / 20
Signature:
Date: / / 20

Traffic Guidance Scheme Modifications:

Full Name:
PWZTMP or TCT Number:
Expiry Date or Issue Date: / / 20
Signature:
Date: / / 20

Site Inspection Date
Prior to Implementation: 9 / 10 / 20 24

TGS Modification Notes:

SCALE: 1:1500	LOCATION: BARRY WAY JINDABYNE	TGS DRAWN & SIGNED BY: BRETT MUNDAY	CLIENT: AITKEN
DATE OF DESIGN: 12/03/2025		TICKET NUMBER & DATE OF ISSUE: TCT0010601-10th JUNE 2017	
DATE OF APPROVAL: 12/03/2025	TITLE: TRAFFIC GUIDANCE SCHEME contra flow	TGS APPROVED & SIGNED BY: HEATH SPRATT	BANARANG ABORIGINAL CORPORATION
DRAWING NUMBER: BAC - 0866			
SHEET NO: 9 Of 10 / ISSUE:		TICKET NUMBER: TCT0028812	

TGS Number
BAC-0866
Page: 10 of 10

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Traffic Guidance Scheme Risk Assessment

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Location Details

Road BARRY WAY **Suburb** JINDABYNE **Side Street** JILLAMATONG ST

Direction (N) E (S) W **Speed of Road** 40 km/h **Speed of Side Streets** 40 km/h

TGS Method ×

Method Selected Around (Past) Through

Reason 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?	×			
1.2 - Are worker symbolic signs to be placed in advance of areas where workers will be visible to traffic?	×			
1.3 - Are all signs placed at correct distances? i.e. D for multiple signs, 2D for single sign above 60km/h	×			
1.4 - Are Taper lengths compliant and not placed in areas with poor sight distance?	×			
1.5 - Are lane status signs placed in advance of a lane merge?	×			
1.6 - Are the correct Tapers being used? i.e. Merge Taper, Traffic Control Taper, Lateral Shift Taper.	×			
1.7 - Does the TGS clearly define transition zones between tapers on multilane roads, are they compliant?			N/A	
1.8 - Does the TGS clearly define Buffer areas, are they compliant and at least 30m in length?	×			
1.9 - Does the TGS clearly define site access and egress for work vehicles, is impact to traffic, managed?	×			
1.10 - Does the TGS clearly define pedestrian routes, are the routes suitable for all pedestrians?	×			
1.11 - Does the TGS consider Cyclists, can Cyclists transverse the site safely?	×			

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?				
2.2 - Is a PTCD used in place of a manual Traffic Controller where existing speed is greater than 45km/h?		*		
2.3 - Is the operating speed of the road 60km/h or less where Traffic Control or PTCD are in use?				
2.4 - Are x4 Traffic Cones placed on the edge or center line, approaching the Traffic Controller or PTCD?				
2.5 - Is Prepare to stop and Traffic Control or PTCD symbolic signs installed?				
2.6 - Do Traffic Control and PTCD positions have adequate lighting during low light conditions?				
2.7 - Does sight distance of at least 1.5D exist on approach to Traffic Control or PTCD				

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?				
3.2 - Is access to local residence and business maintained?				
3.3 - Are detour signs located at decision points to clearly guide motorists through detour?				
3.4 - Can roads and intersections used as detour routes accommodate the additional traffic volume?				
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.				

Section 4 - Other Hazards & Risks			Enter Risk Rating
	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.

Item	Control Measures	Remaining Risk Rating
	AITKEN CIVIL-BARRY WAY SPEED RESTRICTION 40 KMH	
	LIGHT TRAFFIC VOLUMES	

Risk evaluation Matrix

Risk ratings: Very high - VH; High - H; Medium - M; Low - L

Likelihood	Consequence: Insignificant C6	Minor C5	Moderate C4	Major C3	Severe C2	Catastrophic C1
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 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*

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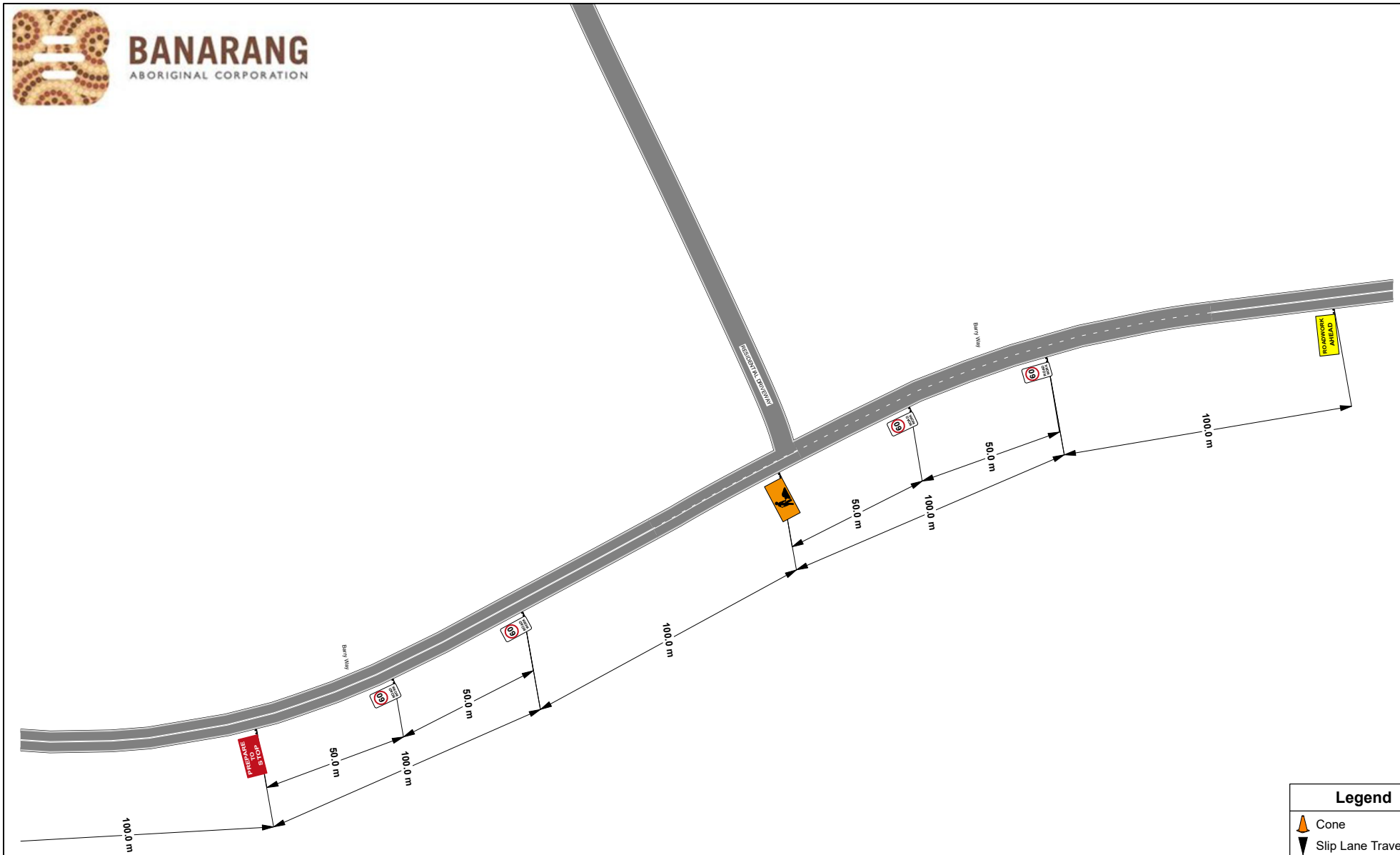

Legend

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

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 Then 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

N

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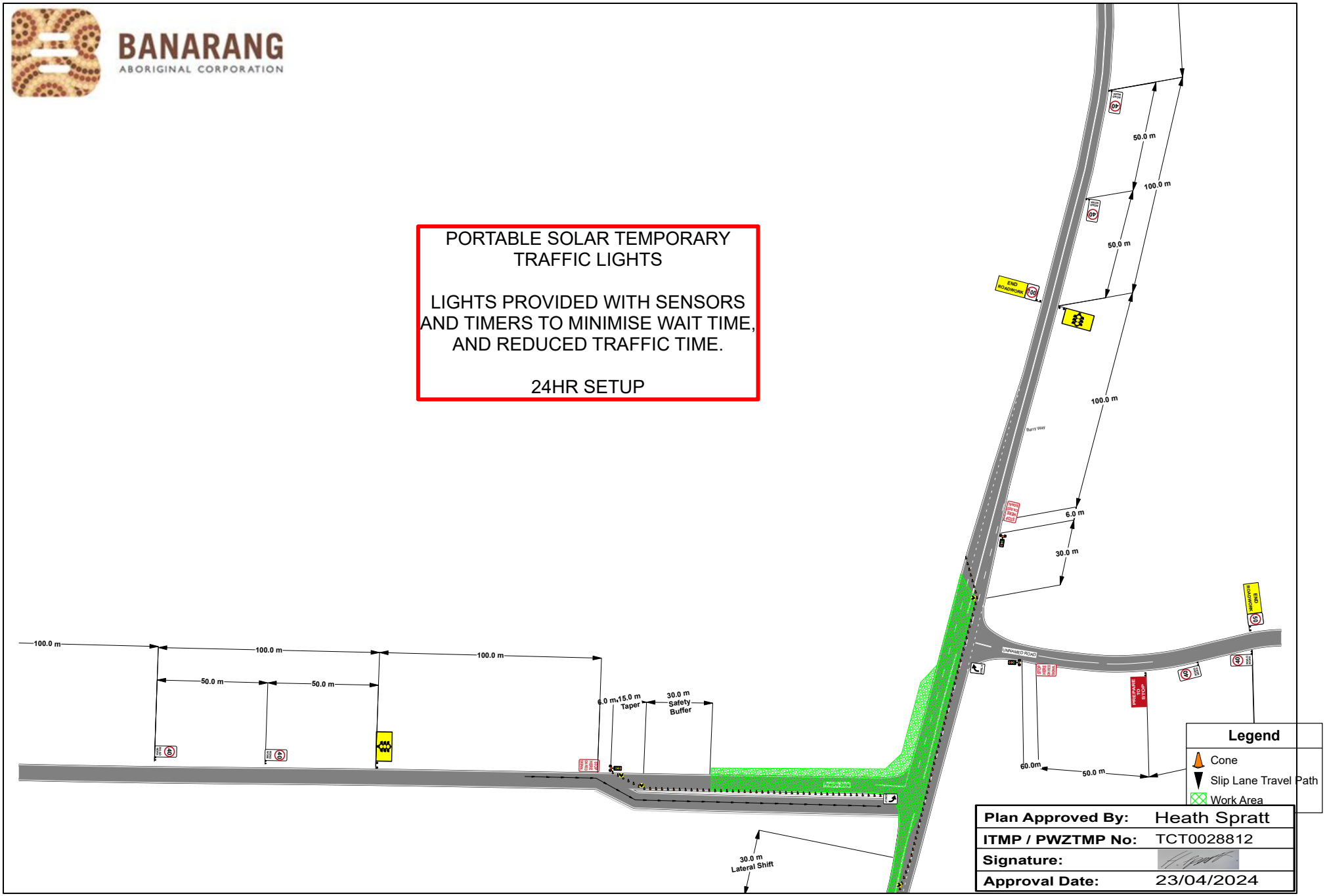

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AITKEN CIVIL	**Date**	23/04/2024	**Plan Drawn By**		
	Type Of Closure	STOP SLOW	Tehnielle Smith	Card No. **TCT0071970**	
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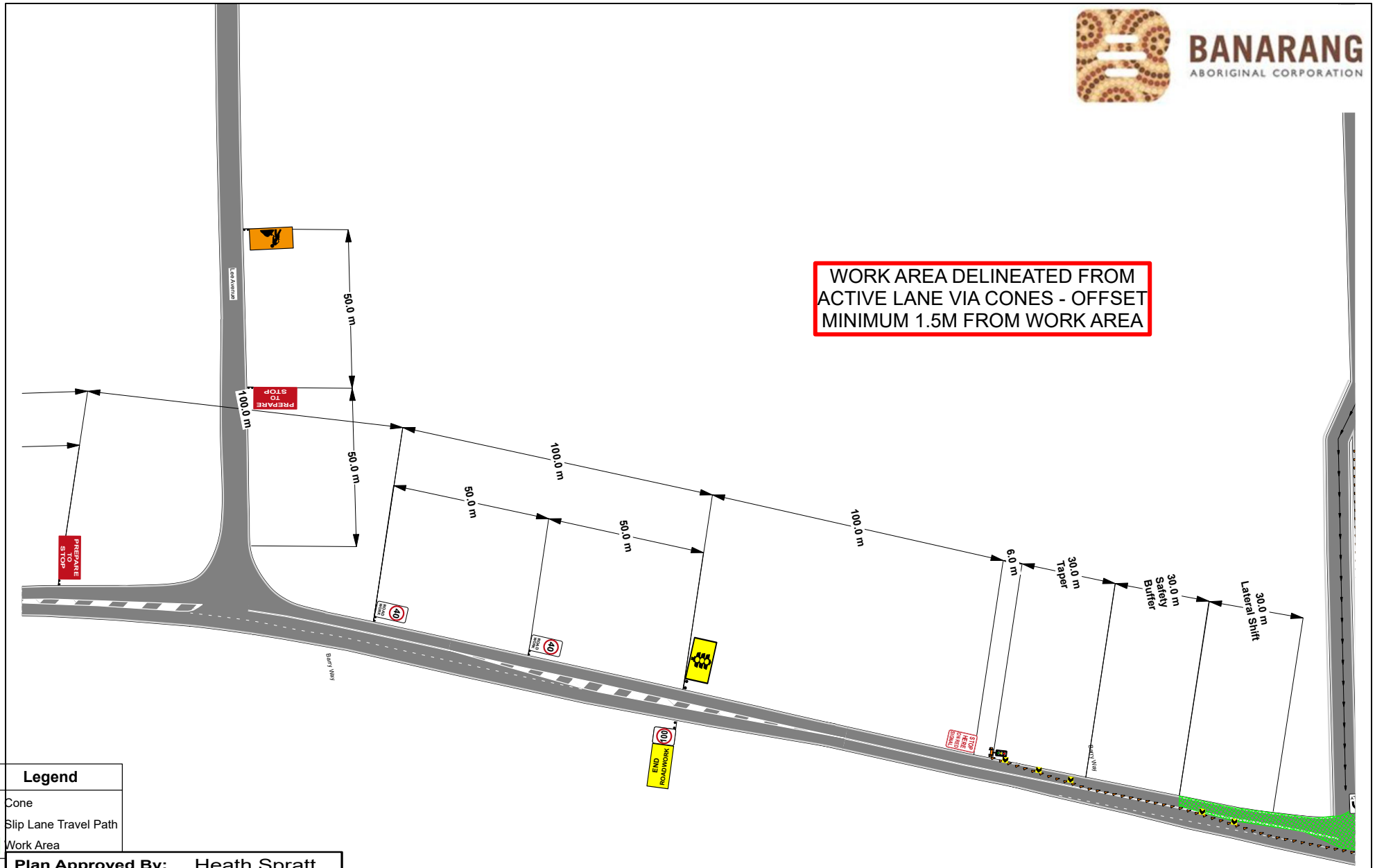

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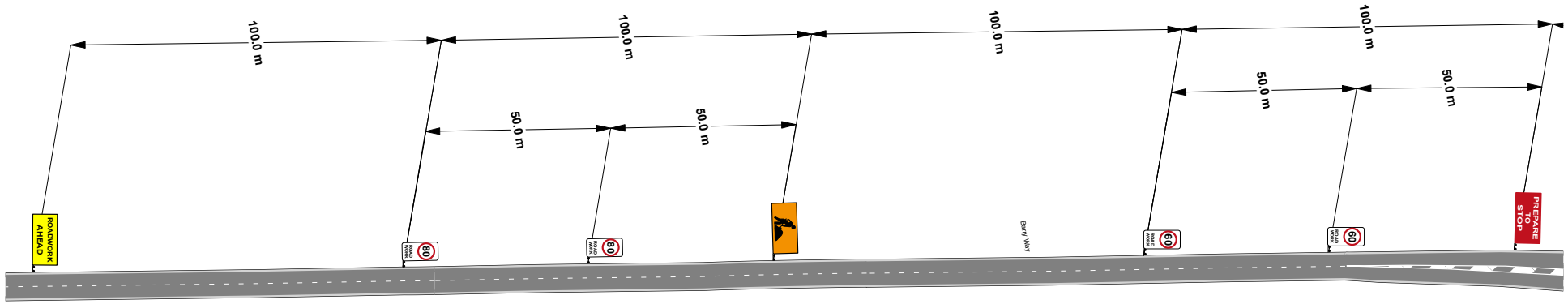

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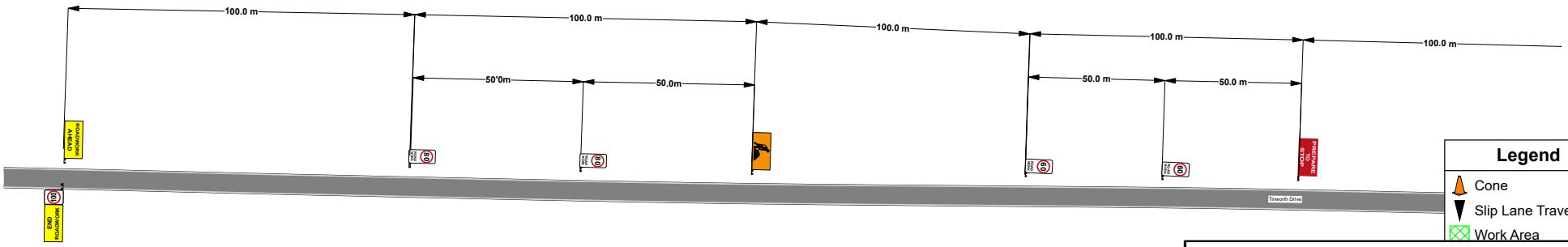

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Signature:	
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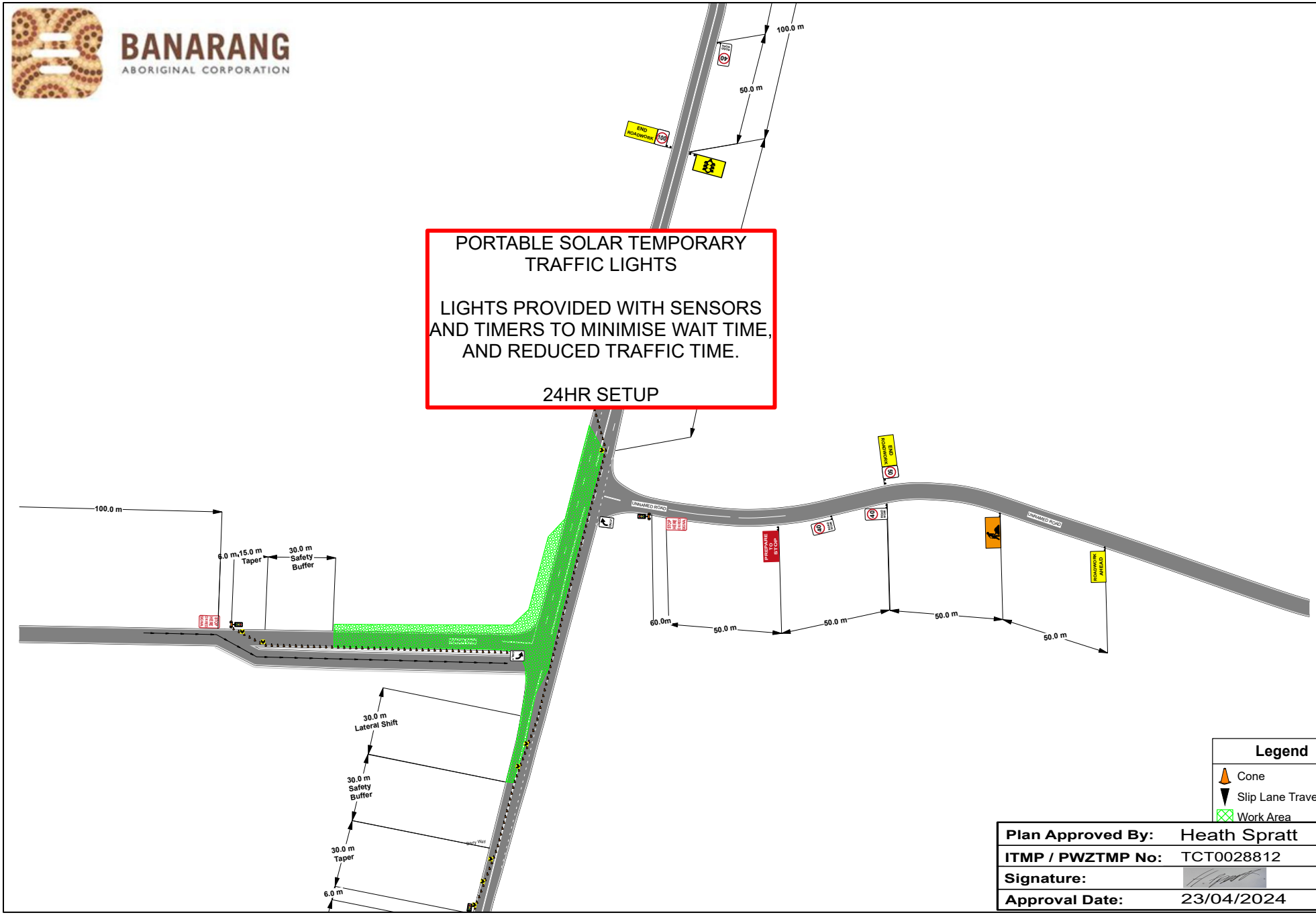

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Client	**Plan No :**	**BAC-0344-2**	**Page:** 7 of 7	**Prepare a Work Zone Traffic Management Plan**	**Approximate Speed Of Traffic Km/h**	**Recommended Taper Length In Metres**			**Signs**	
AITKEN CIVIL	**Date**	23/04/2024	**Plan Drawn By** Tehnielle Smith	Card No. **TCT0071970**		**Traffic Control At Beginning Or Taper**	**Lateral Shift Taper**	**Merge Taper**	Size	"B"
Location Of Work	**Type Of Closure**	STOP SLOW			**45 Or Less**	15	0	15	spacing	D
BARRY WAY JINDABINE	**On Site Contact**	ALEX 0450 011 515	1300 402 510 or 0402 414 948	STAGE 3	**46 - 55**	15	15	30	ADVANCED WARNING AREA TO TRANSITION AREA	D
					56 - 65	30	30	60	D = Speed Limit in Metres	
					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 Then 105	N/A	110	180		

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

N

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

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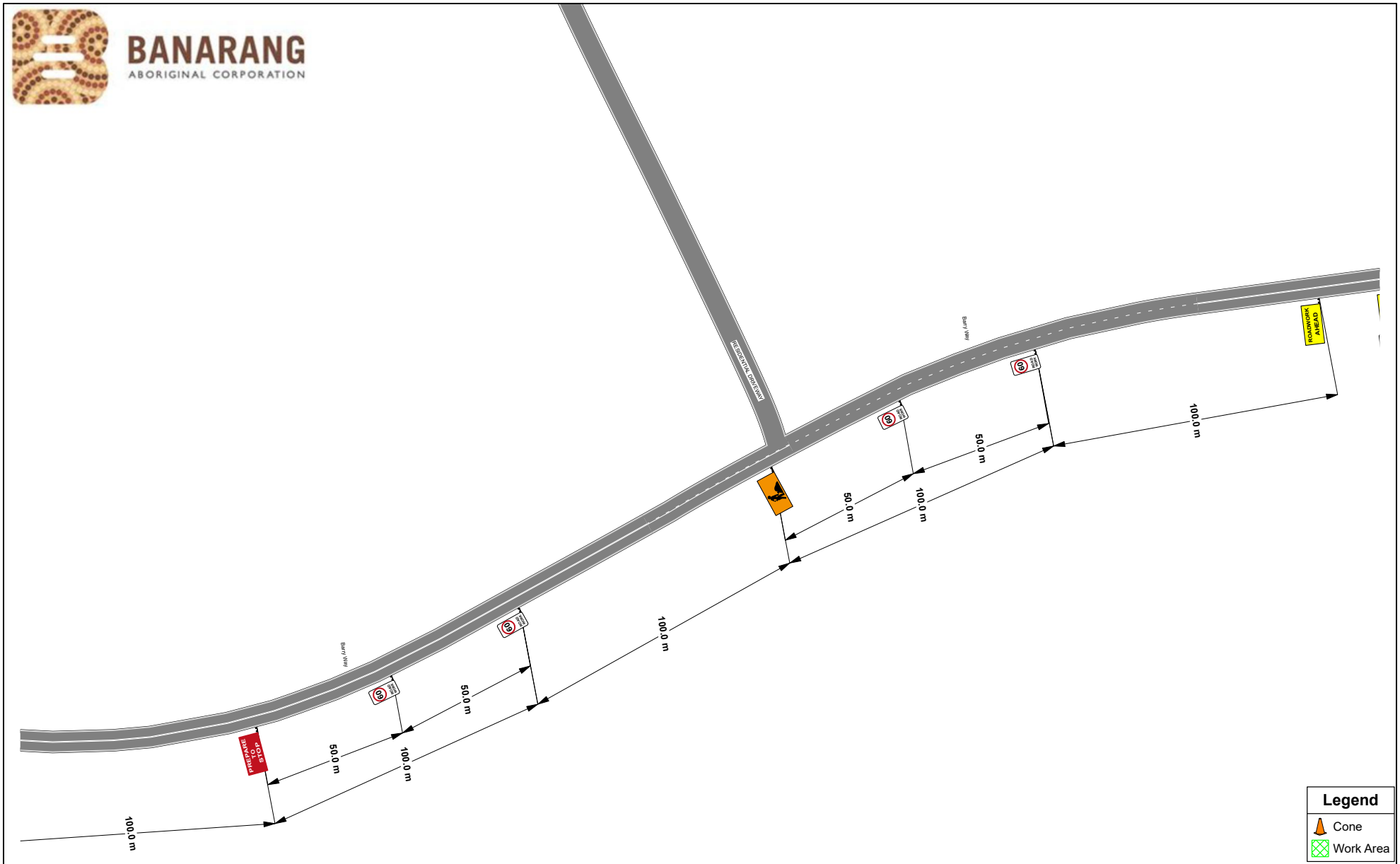

Legend

- 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:** 1 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**			**Traffic Control At Beginning Of Taper**	**Lateral Shift Taper**	**Merge Taper**	Size	"B"
	Type Of Closure	STOP SLOW	Tehnielle Smith	Card No. **TCT0071970**	**45 Or Less**	15	0	15	spacing	D
Location Of Work					**46 - 55**	15	15	30	ADVANCED WARNING AREA TO TRANSITION AREA	D
BARRY WAY JINDABINE	**On Site Contact**	ALEX 0450 011 515	1300 402 510 or 0402 414 948	STAGE 4	**56 - 65**	30	30	60	D = Speed Limit in Metres	
					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 Then 105	N/A	110	180		

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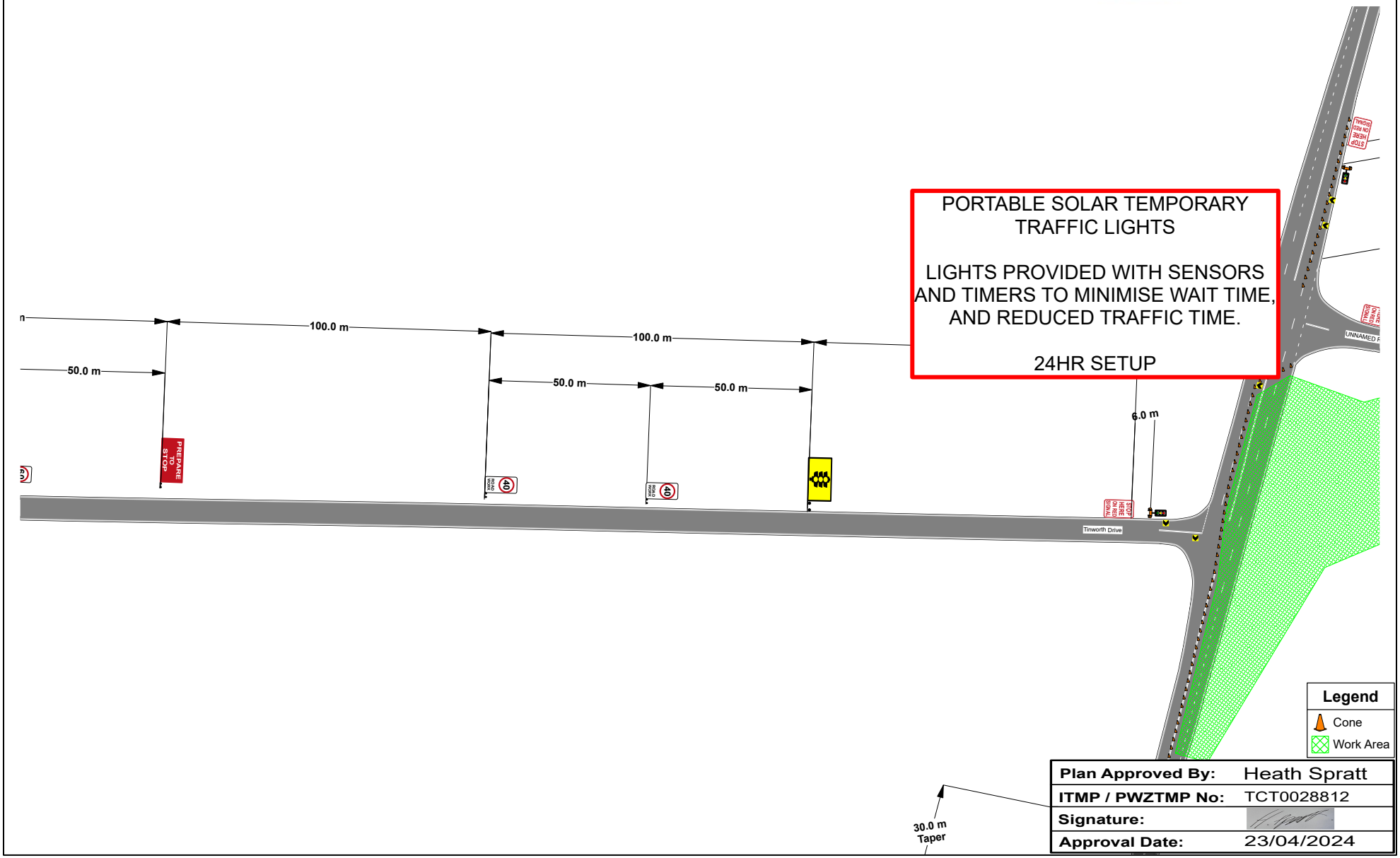
24HR SETUP



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Client	**Plan No :**	**BAC-0344-3**	**Page:** 2 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** Tehnielle Smith			**Traffic Control At Beginning Of Taper**	**Lateral Shift Taper**	**Merge Taper**	Size	"B"
	Type Of Closure	STOP SLOW		Card No. **TCT0071970**	45 Or Less	15	0	15	spacing	D
Location Of Work					46 - 55	15	15	30	ADVANCED WARNING AREA TO TRANSITION AREA	D
BARRY WAY JINDABINE	**On Site Contact**	ALEX 0450 011 515	1300 402 510 or 0402 414 948	STAGE 4	56 - 65	30	30	60	D = Speed Limit in Metres	
					66 - 75	N/A	70	115	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	
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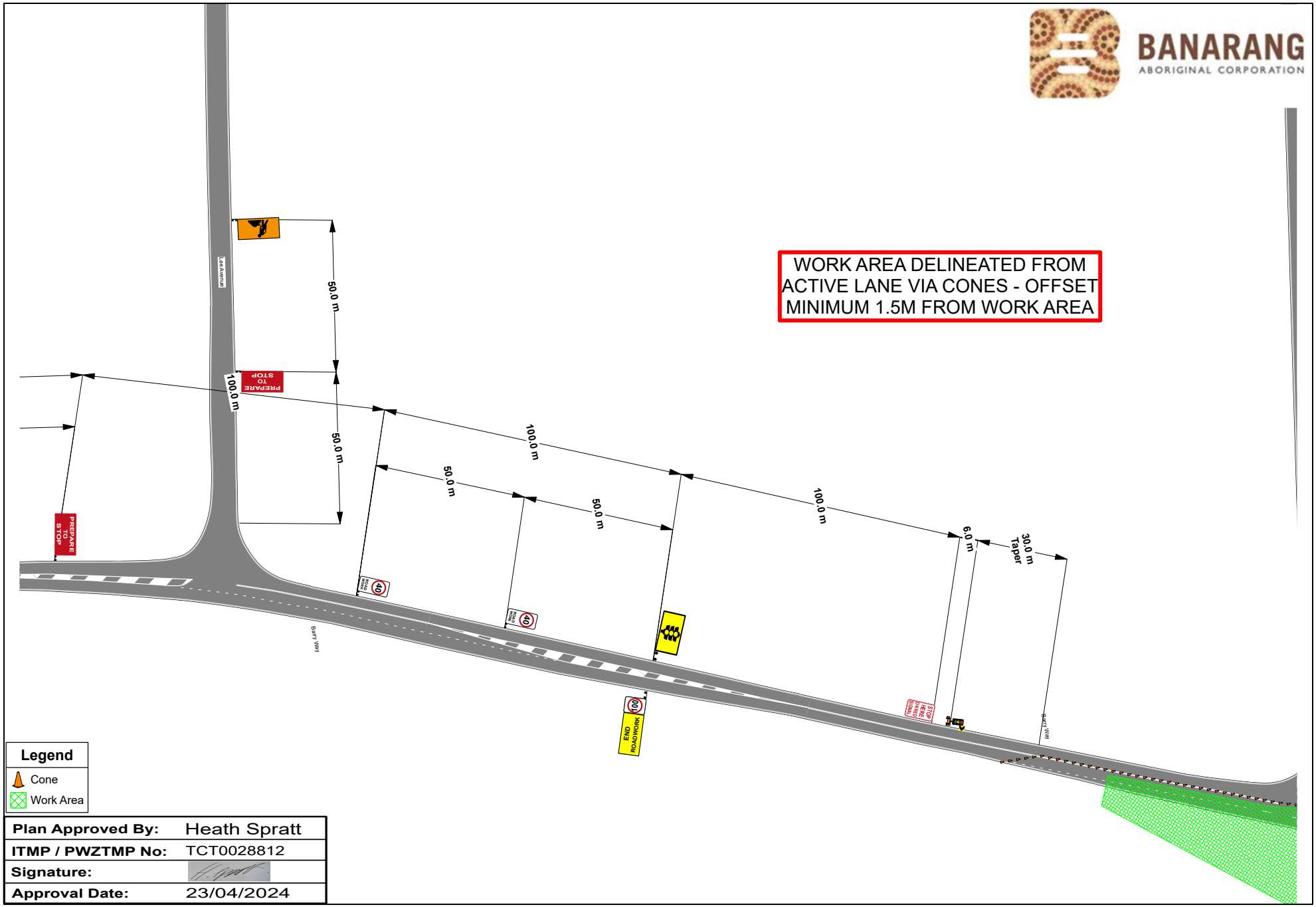

Legend

- Cone
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Signature:	
Approval Date:	23/04/2024

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

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 Then 105	N/A	110	180

Signs	
Size	"B"
spacing	D
ADVANCED WARNING AREA TO TRANSITION AREA	D
D = Speed Limit in Metres	
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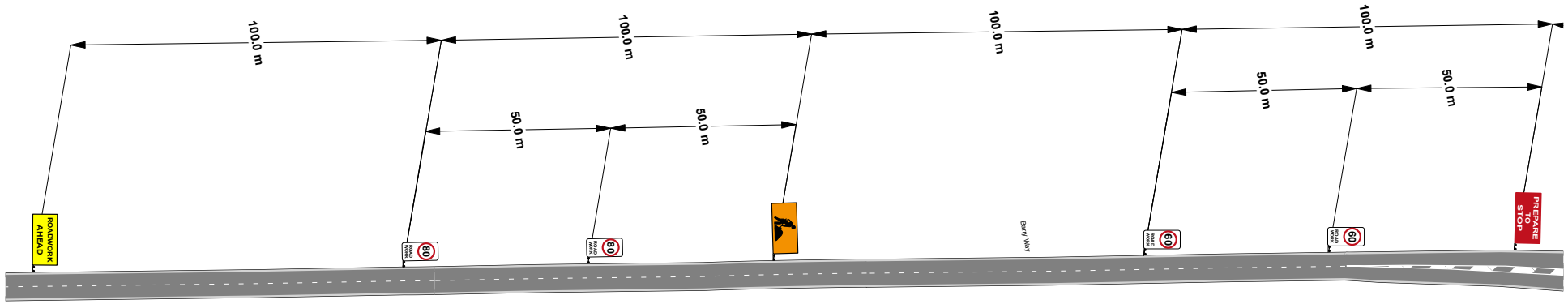

Legend

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

Approximate Speed Of Traffic Km/h	Recommended Taper Length In Metres		
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96 - 105	N/A	100	160
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Signs

Size	"B"
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ADVANCED WARNING AREA TO TRANSITION AREA	D

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Legend
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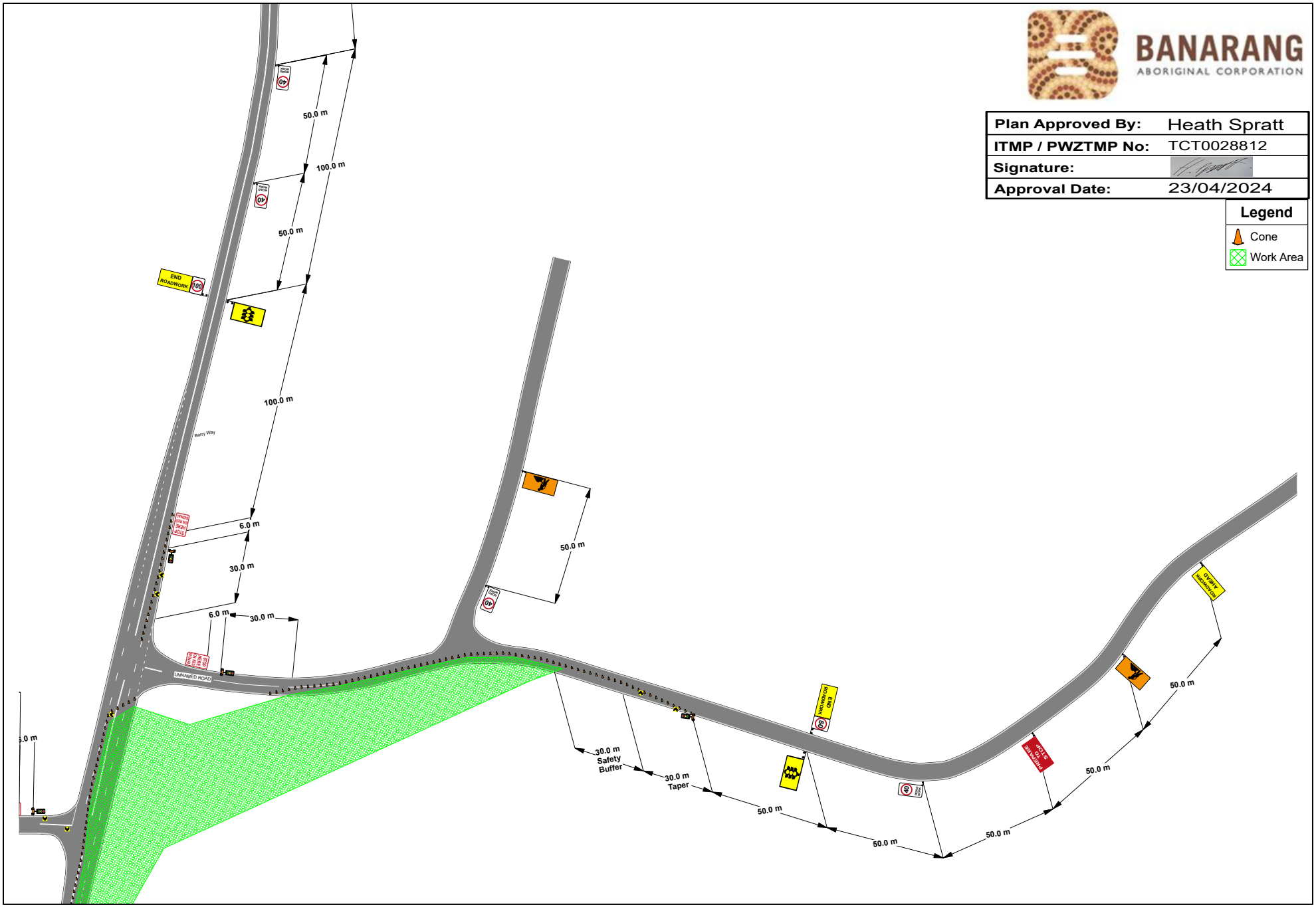

Client	**Plan No :**	**BAC-0344-3**	**Page:** 5 of 7	**Prepare a Work Zone Traffic Management Plan**	**Approximate Speed Of Traffic Km/h**	**Recommended Taper Length In Metres**			**Signs**	
AITKEN CIVIL	**Date**	23/04/2024	**Plan Drawn By**			**Traffic Control At Beginning Of Taper**	**Lateral Shift Taper**	**Merge Taper**	Size	"B"
	Type Of Closure	STOP SLOW	Tehnielle Smith	Card No. **TCT0071970**	**45 Or Less**	15	0	15	spacing	D
Location Of Work					**46 - 55**	15	15	30	ADVANCED WARNING AREA TO TRANSITION AREA	D
BARRY WAY JINDABINE	**On Site Contact**	ALEX 0450 011 515	1300 402 510 or 0402 414 948	STAGE 4	**56 - 65**	30	30	60	D = Speed Limit in Metres	
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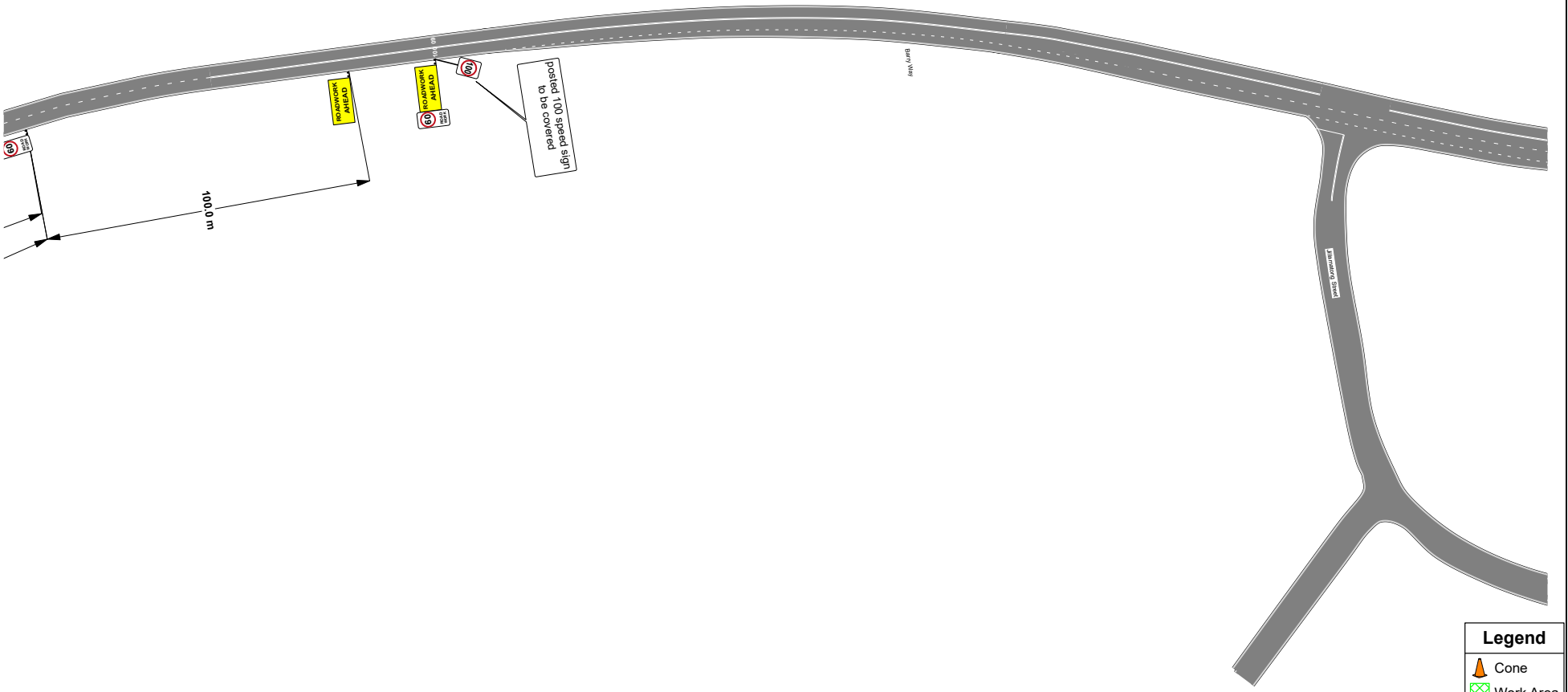

Legend

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Signature:	
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Client	**Plan No :**	**BAC-0344-3**	**Page:** 6 of 7	**Prepare a Work Zone Traffic Management Plan**	
AITKEN CIVIL	**Date**	23/04/2024	**Plan Drawn By** Tehnielle Smith	Card No. **TCT0071970**	
Location Of Work	**Type Of Closure**	STOP SLOW			
BARRY WAY JINDABINE	**On Site Contact**	ALEX 0450 011 515	1300 402 510 or 0402 414 948	STAGE 4	

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ADVANCED WARNING AREA TO TRANSITION AREA	D

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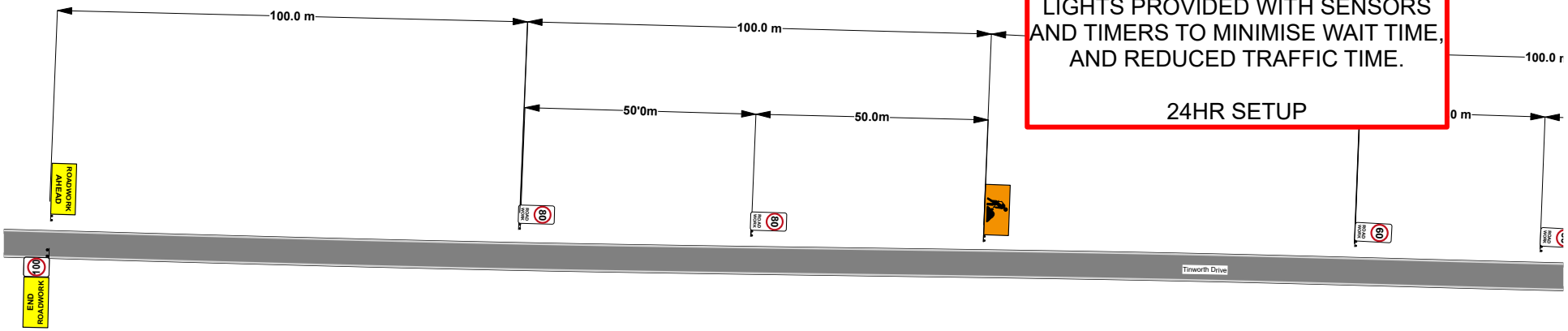

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Client	**Plan No :**	**BAC-0344-3**	**Page:** 7 of 7	**Prepare a Work Zone Traffic Management Plan**	
AITKEN CIVIL	**Date**	23/04/2024	**Plan Drawn By** Tehnielle Smith	Card No. **TCT0071970**	
Location Of Work	**Type Of Closure**	STOP SLOW			
BARRY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

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