

Construction Traffic Management Plan

Surry Hills 33kV Bulk Power Supply

Line-wide Works Contract Sydney Metro City & Southwest

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Revision: 3

Document Approval

Rev.	Date	Prepared by	Reviewed by	Recommended by	Approved by	Remarks
A	5 June 2020	Mong Sim	Wee Tee	Scott Brown	Scott Hunter	Initial submittal.
B	24 July 2020	Mong Sim	Wee Tee	Scott Brown	Scott Hunter	Rev. A comments.
C	7 Aug 2020	Mong Sim	Wee Tee	Scott Brown	Scott Hunter	Rev. B comments.
D	25 Aug 2020	Mong Sim	Wee Tee	Scott Brown	Scott Hunter	Rev. C comments.
0	31 Aug 2020	Mong Sim	Wee Tee	Scott Brown	Scott Hunter	Approval.
01	19 Oct 2020	Mong Sim	Wee Tee	Scott Brown	Scott Hunter	Minor SM comments. Appendix L added for works on Elizabeth St 26-31 Dec 2020.
02	11 Nov 2020	Mong Sim	Wee Tee	Scott Brown	Scott Hunter	Appendix L detailing.
03	2 Dec 2020	Mong Sim	Wee Tee	Scott Brown	Scott Hunter	Minor SCO comments.
Signature:						

Details of Revision Amendments

Document Control

The Project Director is responsible for ensuring that this plan is reviewed and approved. The Project Traffic Manager is responsible for updating this plan to reflect changes to legal and other requirements.

Amendments

Any revisions or amendments must be approved by the Project Director and/or client before being distributed/implemented.

Revision Details

Revision	Details
A	Issued to for stakeholder review.
B	Section 3.4 and Section 3.7 rephrased. Figure 4 updated with turn paths. Foveaux St TCP for Lane 3, Albion St TCP for Lane 1 and pedestrian plan. Work program attached.
C	Clarification to TCPs in relation to chainages and flow direction. Section 3.8 correction.
D	Additional TfNSW comments.
0	TfNSW approval on 28 Aug.
01	Minor Sydney Metro's comments received on 8 Sept. 2020. New design alignment revision via Belmore St instead of Commonwealth St. TCPs update with the new alignment. Appendix L added detailing Elizabeth Street work on 26 – 31 Dec. New route alignment via Belmore St is shown.
02	Refining overall content in Appendix L Pedestrian management plan provided. Bus stop # 201080 to be relocated. Detailing Foveaux St traffic management.
03	Bus stop # 201080 at Elizabeeth St SB relocated 60m south. Refining both the detour route and App. L 11.2 TCPs.

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1. PART A – Management Systems, Compliance and CTMP Overview

1.1. Structure of this Plan

This Construction Traffic Management Plan (CTMP) describes Systems Connect traffic management planning and compliance during the construction stage for the Sydney Metro City & Southwest.

Part A: Overview	This section clearly defines: <ul style="list-style-type: none">• Project Overview, Objectives, Management and Compliance• Overall project summary and overview
Part B: Implementation	This section outlines in detail the key aspects for Traffic Management on the Project including: <ul style="list-style-type: none">• Implementation Details• Traffic Impact Assessment• Transport Management• Communications
Part C: Appendices	This section provides the following Appendices: <ul style="list-style-type: none">• Design/Staging drawings/TCPs• Copy of correspondence

This Construction and Traffic Management Plan (CTMP) forms part of the Systems Connect Integrated Management Systems.

1.2. Management and Planning Strategy

This CTMP dictates the overall traffic management plan including resources, processes and procedures during construction of Sydney Metro Chatswood to Bankstown works.

This Plan aims to address the following objectives:

- Local road staging and traffic management plan
- Obtaining relevant approvals from local Council, Transport for NSW (Sydney Roads), Sydney Coordination Office (SCO) and Sydney Metro
- Specific community / stakeholder consultation process and community relations strategies for managing changed traffic conditions
- Potential road network impacts and the mitigation plan
- Auditing, inspections and monitoring the road network
- Fulfill the requirements of Principal's G10 Specification – Traffic and Transport Management
- Meet the contractual requirements
- Management of incidents
- Provide and facilitate a mechanism for the monitoring, ongoing regular review and updating of this CTMP.

1.3. Compliance

The CTMP is in compliance and is consistent with the following framework and applicable conditions. They are:

- Critical State Significant Infrastructure (CSSI 7400) and Revised Environment Mitigation Measure
- Critical State Significant Infrastructure (CSSI 8256) and Revised Environment Mitigation Measure
- Sydney Metro City and Southwest Construction Environment Management Framework
- Sydney Metro City and Southwest Construction Traffic Management Framework

1.4. Relevant Legislation

The key legislation relevant to traffic management includes:

- Environmental Planning and Assessment Act (EPA) 1979 Act

- The Roads Act 1993.
- Heavy Vehicle National Law 2014
- Work Health and Safety (WHS) Act 2011
- Principal's General Specification G10 – Traffic and Transport Management
- Traffic Control at Worksites Manual
- Relevant Australian Standards (AS) and Austroads Guidelines

1.5. LW Project Overview and Scope

Line-wide Works (LW) is delivered by Systems Connect, a CPB Contractors and UGL Engineering Joint Venture. Systems Connect is delivering LW in four distinct portions as follows, and as described in detail in Section 1.3.

- Portion 1 – SMTF (Tallawong) expansion works
- Portion 2 – SMTF South (Marrickville) stabling yard
- Portion 3 - Chatswood to Sydenham works
- Portion 4 – Sydenham to Bankstown works

The Sydney Metro City & Southwest (SMCSW) project will extend the current Metro North West Line which stops at Chatswood, to the CBD and to Bankstown.

The SMCSW project is being delivered through a series of contracts for the tunnels, stations, line-wide infrastructure and systems.

Line-Wide Works to be constructed by Systems Connect include:

- Tunnel works between Chatswood and Sydenham, comprising:
 - Tunnel track slab and rails;
 - High voltage reticulation, traction power and power control systems;
 - Earthing and bonding, electrolysis control and lightening protection measures;
 - Tunnel ventilation system;
 - Tunnel mechanical and electrical services;
- Northern Dive track slab and rails;
- Northern Dive Service Building works – Chatswood;
- Artarmon Substation Service Building works;
- Southern Dive Service Building works - Sydenham;
- Station civil works between Chatswood and Sydenham;
- Extension of the existing Sydney Metro Trains Facility – Tallawong;
- Construction of a new Sydney Metro Trains Facility (South) – Sydenham;
- Northern Connection works, merges in Metro North West Line.

LW is a key component of the SMCSW project, with works taking place over the full length of the project as shown in Figure 1 between Chatswood and Bankstown.

SMCSWLWC-SYC-CSW-TF-PLN-004180

2. PART B – Implementation

2.1. Surry Hills Overview

The new Sydney Metro requires a new electrical power distribution cable route to energise the new Waterloo station traction power supply. The source of power is from the substation at Little Riley Street feeding through the Surry Hills area below road level before realignment into the Central station area at Randle Lane. The 33kV cable route is approximately 680m long.

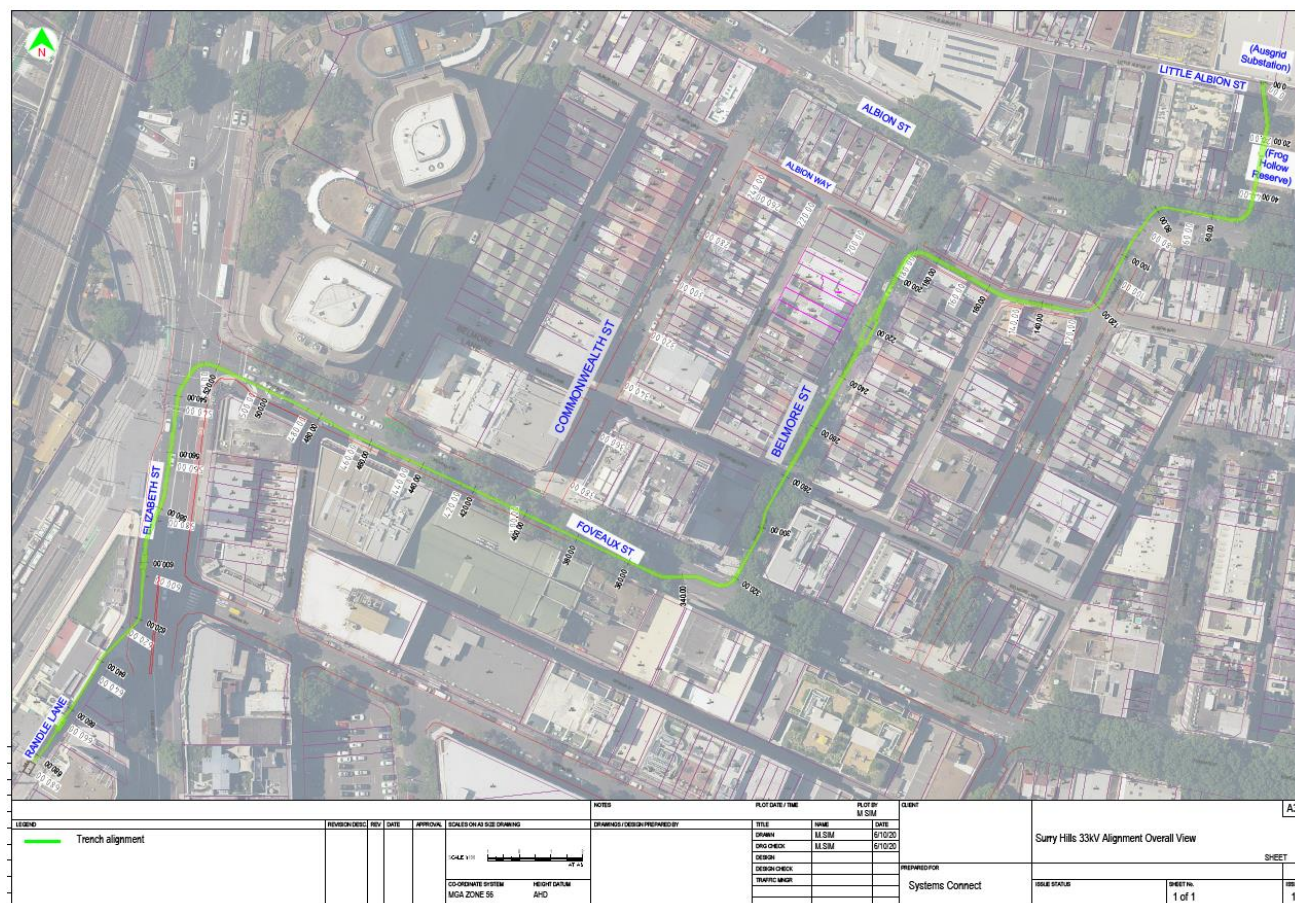


Figure 2 – Overall view of the 33kV trench alignment at Surry Hills from Randle Lane to Little Riley Street, Surry Hills.

The 680m long trench will be split in to manageable sections for constructibility. Below is a summary for the planned work sections.

Chainage (approx.)	Road Name	1 st intersection	2 nd intersection	Traffic Management	Shift
680 - 620	Randle Lane	Elizabeth St NB	Randle Street	Local access only	Night and day
620 - 520	Elizabeth Street	Randle Lane	Foveaux St	Various. Lane closure and contraflow. Special approval with continuous closure over certain weekends.	Night only. (day and night with the continuous closure).
520 - 380	Foveaux St	Elizabeth Street	Commonwealth St	Lane closure	Day and night
380 - 240	Belmore Street	Foveaux St	Albion Way	Local access only.	Day only
240 - 110	Albion Way	Commonwealth St	Bellevue St	Local access only. Stop slow at intersection.	Day only
110 - 80	Bellevue Street	Albion Way	Albion Street	Road closure	Day only

80 - 50	Albion St	Bellevue St	Little Riley Street	Lane closure	Day and/or night
50 -10	Frog Hollow Reserve (off road)	(off road)	(off road)	(standard work site setup)	Day only
10 - 0	Little Albion St	Crowford Place	Little Riley St	Local access only.	Day only

The work for the 33kV trench is starting from November 2020 and will require approximately 12 months to complete. Work area is ideally to begin at Randle Lane and working towards down chainage. Depending on logistics and other factors, work sequence may to change thus may include multiple work areas. Work areas at no time will overlap in terms of traffic management setup. The trench width varies from type 1.025m, 1.4m, or 2.6m; and depth from approximately 2.0m to 3.5m.

3. Traffic and Transport Management

3.1 Randle Lane

Randle Lane is a one way street with pavement width of approximately 3.8m. The trench section could only be completed via a local access plan only. It will be too narrow to allow any traffic past the work area. Randle Lane has various driveways entrance that will need to be managed as traffic appears. From observation, traffic coming in and out of the driveways are not extensive and can be managed with onsite traffic controlles and extensive work notification. An onsite work crew will have a ramp (typically a steel plate) to bridge the gap between the driveway and the trench to allow vehicles to get through as required. Refer to Appendix B for TCP.



Figure 3 – Randle Lane looking towards Randle Street

3.2 Elizabeth Street

Combination of lane closure and contraflow corresponding to each work sections will be required to complete the trench at Elizabeth Street. A diagrammatic summary of traffic flow direction for each work area is shown on Figure 4. Refer to Appendix C for TCPs.

Elizabeth Street during the contraflow will have a minimum of 3.2m wide lanes during the work at all times.

The trench section (Work Area 7) at the intersection of Elizabeth Street and Foveaux Street will need to be completed over extended standard hours due to the complexity of the area. Work at Area 7 will require a traffic detour and closure of Elizabeth Street south bound lanes (refer to TCP # 209971A and 209971B).

Coordination with Transport for NSW and Sydney Coordination Office will be required to work on the extended period for this work section. Currently the week of 26 Dec to 31 Dec 2020 is identified as the date available for working on Area 7 (at intersection of Elizabeth Street ad Foveaux Street). Any other available dates will require further planning and coordination with SCO.

Footpath and buses are maintained during work at Elizabeth Street.

Refer to TCPs for Elizabeth Street sections at Appendix C.

3.3 Foveaux Street

The trench sections along Foveaux Street are required to be completed via lane closures to provide the required work area and separation from trafficked lanes. Work at Foveaux Street when reaching Chainage 440 will require the existing bus stop # 201039 to be temporarily relocated 75m back to Foveaux Street. The bus stop relocation has been communicated to State Transit Authority (STA). During construction, a weekly update will be provided to STA to provide the latest status of the work to allow ample time for bus drivers to be notified of the work and expectations. The bus stop is currently serving bus route # 338, 339, 374, 376 and 391. Bus stop will be relocated from 8pm until the last service from 23:45. Refer to Appendix D for Foveaux Street TCPs.

3.4 Belmore Street

The trench sections at Belmore Street between Foveaux Street and Albion Way are to be completed via a road closure with local traffic excepted. Existing Belmore Street is approximately 8m wide (pavement to pavement). With the trench near the middle of the road, there is no benefit to attempt a stop slow through traffic. Without constant stop slow traffic operations, work could be progressing without other interruptions. Footpath is not impacted from the work as the trench is not near an existing footpath. Parking will be impacted in relation to the the work section. Parking arrangement is will be evaluated depending on Belmore Street residents/businesses parking requirement. Refer to Appendix E for TCPs.



Figure 5 – View of Belmore Street looking north

3.5 Albion Way

Albion Way is a narrow 2 directional street with cyclepath marked. During working hour, access will be limited for local residents/businesses. Detailed and up to date work notification for working on specific work section along Albion Way will be informed to the residents/businesses. Driveways corresponding to the work location for the day will not have direct access during the shift. During this interference, corresponding owners will need to seek alternative access plan or make special request/arrangement with the community teams. Cyclists and pedestrians would need to seek alternative routes during construction hours due to risk of getting too close to work area. Refer to Appendix F for TCPs.



Figure 6 – View of Albion Way looking east

3.6 Bellevue Street

Bellevue Street section where the 33kV trench turns from Albion Way will be closed to complete the remaining run of the overall trench alignment. There will be no access for traffic through the closed Bellevue Street section between Albion Way and Albion Street. Refer to Appendix G for TCPs.

3.7 Albion Street

Trench section at Albion Street will be managed through lane closure to allow each half of the trench to be completed at a time. Appendix H for TCPs.

3.8 Little Albion Street

The last section of the trench before terminating to the substation at Little Albion Street will be managed as road closure. Similar to Randle Lane, it is a one street up to the angled parking area. It changes to two way traffic after the parking area. Any vehicles that over 8.8m long will not be able to turn into Crawford Lane and those vehicles will be allowed through the work area. Any other vehicles will be detoured via Crawford Lane. Appendix I for TCPs.

4. Traffic and Transport Management

4.1 Pedestrian/Cyclist

In principle if pedestrian requires to enter a property within the work area, traffic controllers will be available to assist. Pedestrian will be escorted through the work area by the traffic controller. Pedestrians that are not local to the working area are to follow the directed path to minimise people and plant interaction.

Cyclists will be managed similar to other traffic on Albion Way. Albion Way is a suggested bike route only.

4.2 Business / Resident Access

Access will need to be coordinated especially during work at Randle Lane and Albion Way where access is not direct. A bridge (steel plate or similar) will be made available for any required access at the time of construction in front of a driveway. A community consultation will be made to the affected businesses and residents in advance.

4.3 Bus Operations

Bus stop at Foveaux Street between Mary Street and Commonwealth Street will need to be temporarily relocated. Bus stop at Elizabeth Street southbound between Kippax Street and Foveaux Street are maintained. Contraflow implementation at Elizabeth Street (traffic flowing on Elizabeth Street southbound) is after the major routes has ended.

4.4 Emergency Services

Emergency services will be advised of the section of work that will be closed during construction. Foveaux Street, Elizabeth Street and Albion Street are the major response routes commonly used.

5. Systems Connect and Stakeholder Key Contacts

Systems Connect and key stakeholders contacts below for the overall integration of the CTMP.

Name	Role	Contact Details
Carl Mella	Transport NSW (Sydney Roads) – Integration Leader	0429 505 970
Jake Coles	Sydney Coordination Office - Operations Manager – CBD	0466 454 819
Stephen Brown	Sydney Coordination Office - Precinct Project Manager	0457 809 028
Phil Brogan / Ken Hind	Sydney Metro – Traffic Advisors	0401 719 632 0416 797 029
Joshua Faull	City of Sydney – Traffic & Transport Team Leader	0448 488 384
Matt Billings	Systems Connect – Environment Manager	0428 781 599
Scott Brown	Systems Connect – Project Manager	0408162755
Craig Godwin	Systems Connect – Safety Manager	0458 498 107
Svetlana Paunovic	Systems Connect – Community Manager	0438 540 245
Scott Francis	Systems Connect – Superintendent	0429 901 489
Wee Tee	Systems Connect – Sr. Project Engineer	0448 571 184
Mong Sim	Systems Connect – Traffic Engineer	0448 378 883

6. Communications and Community Strategy

Systems Connect will meet the reasonable needs and desires of the community for information on any changed traffic conditions, cyclist and pedestrian impacts and property access arrangement. Systems Connect will ensure that the public and other key stakeholders are informed of planned traffic arrangements, including any activities which may result in delays.

Communications, consultation and the dissemination of information associated with traffic and access will be undertaken as outlined in this section.

The aim of consultation and broad communication on traffic and access matters is to:

- Facilitate community feedback regarding traffic issues
- Recommend alternative and appropriate travel patterns during periods of change

- Manage traffic impacts to protect affected residential and business amenity
- Provide timely, accurate and comprehensive traffic information using all available media to inform road users and the community of the project's traffic impact mitigation measures.

Ongoing consultation with stakeholders will ensure that effective traffic management measures are developed and implemented to minimise disruption and inconvenience.

Systems Connect will coordinate engagement with Sydney Metro and the members of the TTLG to enable the local community and other stakeholders to receive timely and accurate information associated traffic and transport issues.

Tool	Purpose	Frequency
Traffic alert emails	Email alerts to Sydney Roads , Transport Management Centre, Council, transport operators and emergency services to advise of major traffic changes including road or lane closures and detours, incidents or undue congestion	5 business days prior to changes if applicable As soon as practicable following incidents or undue congestion
Advertisements	To inform of significant traffic changes, detours and traffic disruptions as required to comply with approvals; in local newspapers, radio and/or project website	5 business days prior to changes
Letterbox notifications	Notification letters to inform local residents and businesses potentially affected by planned traffic changes	5 business days prior to changes
Community emails	To inform and update the community of project progress, milestones, activities planned for the following month, current and upcoming traffic changes	As required
Community information line	Information to the project details with message service via an 1800 number	As required
TfNSW Sydney Metro website	Systems Connect will provide information in electronic format suitable to be uploaded onto the TfNSW Sydney Metro website, including copies of advertisements, traffic alerts, notification letters and other public material related to the works	As required
Systems Connect website	Information about the construction activities will be placed on the Systems Connect website including information about traffic changes, and executive summaries of publicly available reports relating to the project activities.	As required

The table above provides a guide to inform the community of changes to road and traffic conditions. It also provides a summary of the purpose and frequency of each method of communication.

7. Working Hours

The standard working hours 7am – 6pm on weekdays and 8am – 1pm on Saturdays. Some activities will need to be undertaken outside of these hours. Refer to a separate out of hour application for additional details as required.

Construction Activity	Construction Hours / Comments
Standard construction hours	Monday to Friday: 7am – 6pm Saturdays: 8am to 1pm Sundays & Public Holidays: No work

8. Manage Emergencies

Systems Connect acknowledge the inevitable nature of emergencies and their potentially significant social, economic and environmental consequences. Accordingly, we are aware that the NSW Government has enacted the State Emergency & Rescue Management Act 1989 to support emergency management activities.

In NSW, the agencies primarily responsible for controlling hazards/emergencies are:

Unplanned Incident Agency Responsibility	
Law Enforcement / Emergencies	NSW Police
Fire	Fire and Rescue NSW / NSW Rural Fire Service
Hazardous Materials	Fire and Rescue NSW / NSW Rural Fire Service
Flood, storm or any natural disaster	NSW State Emergency Service

PART C – Appendices

Appendix A. Overall view of the work



										NOTES	PLOT DATE / TIME			PLOT BY M SIM		CLIENT	Surry Hills 33kV Alignment Overall View			A3		
LEGEND					REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING		DRAWINGS / DESIGN PREPARED BY		TITLE	NAME	DATE							
<div><div></div>Trench alignment</div>							<div>SCALE 1:100</div> <div><div></div><div>10</div><div>1</div><div>2</div></div> <div>AT A3</div>				DRAWN	M.SIM	6/10/20									
											DRG CHECK	M.SIM	6/10/20									
											DESIGN											
											DESIGN CHECK											
											TRAFFIC MNGR				PREPARED FOR	Systems Connect		ISSUE STATUS		SHEET No. 1 of 1		ISSUE 1
CO-ORDINATE SYSTEM					HEIGHT DATUM																	
MGA ZONE 56					AHD																	

SYDNEY METRO CITY & SOUTHWEST LINEWIDE

WATERLOO STATION AND PRECINCT WATERLOO STATION 33kV BULK SUPPLY FEEDS



- ZONE 1 : SURRY HILLS
- ZONE 2 : CENTRAL STATION
- ZONE 3 : METRO TUNNELS
- ZONE 4 : WATERLOO STATION

(Remaining pages for the detailed design package is intentionally left out from this CTMP due to high volume of pages. Refer to design package for additional information as required)

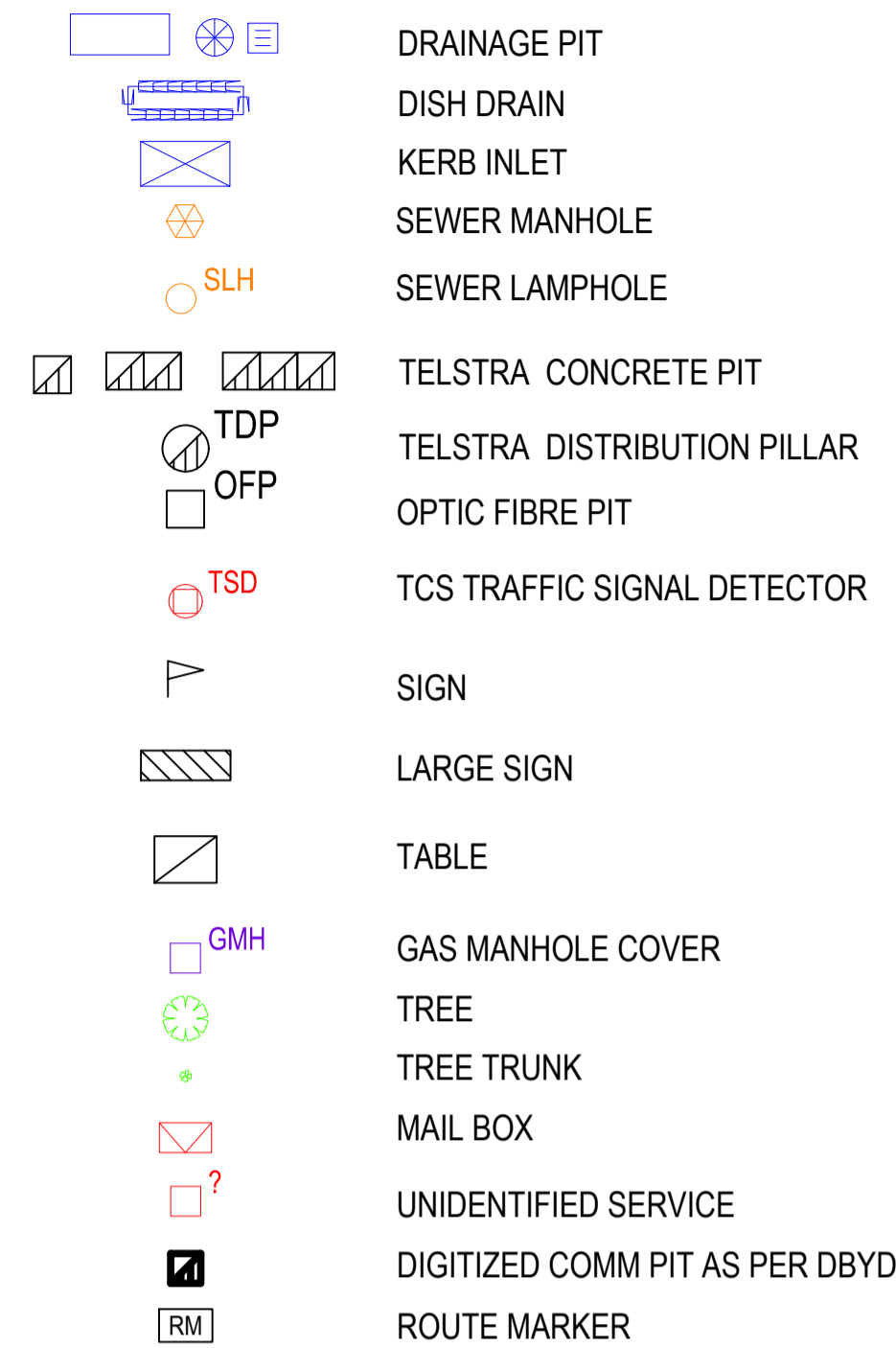
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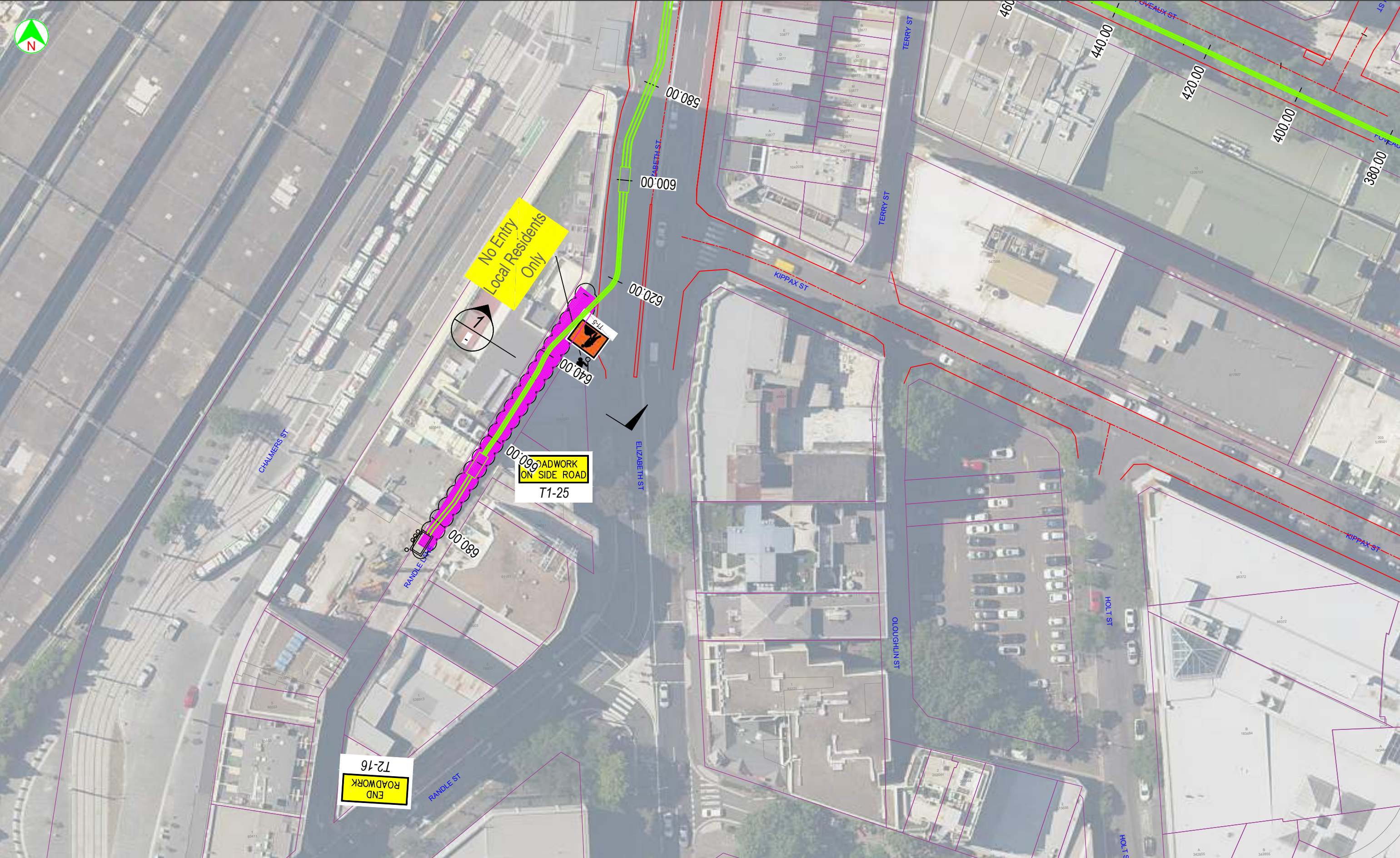
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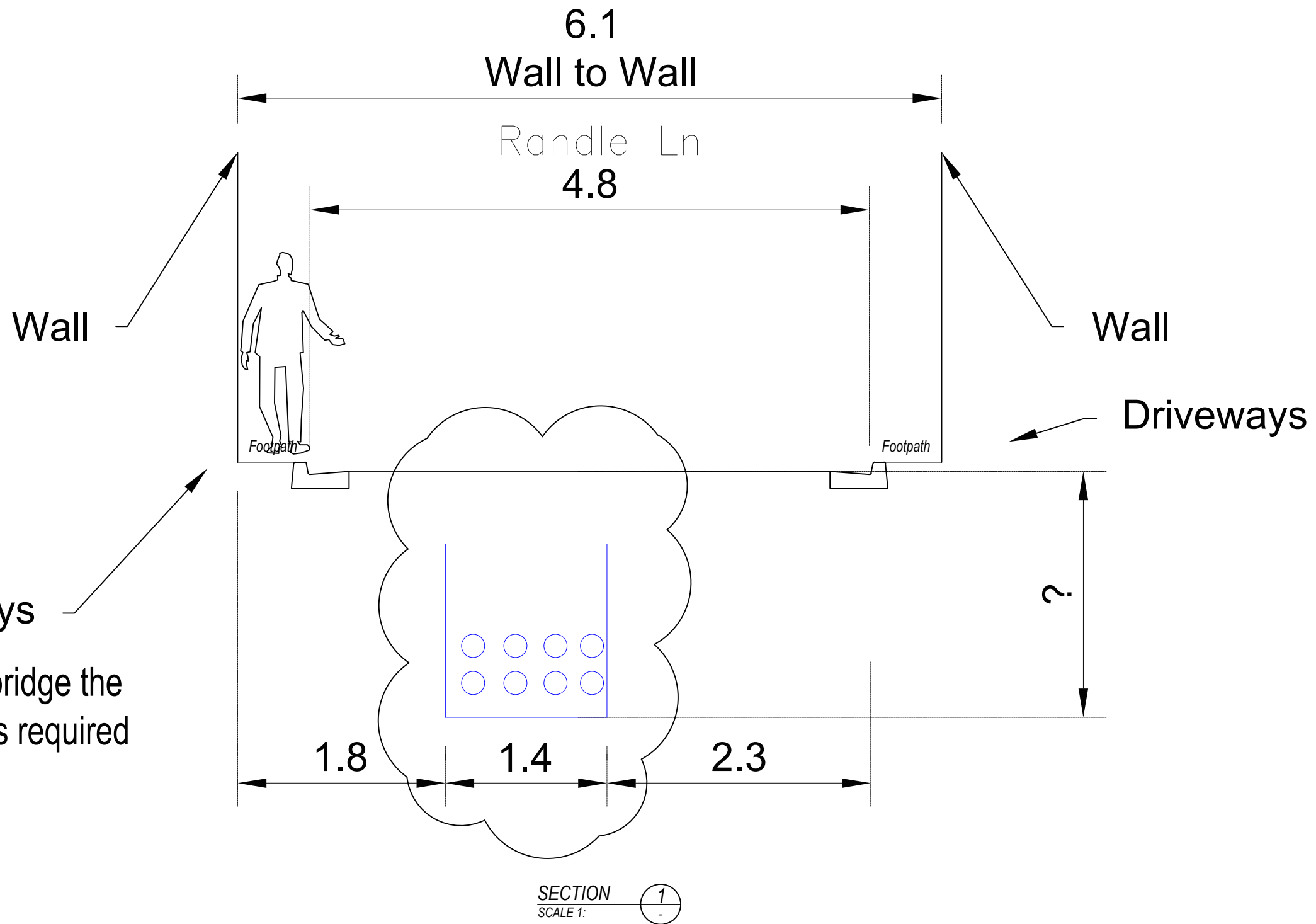
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Appendix B. TCPs – Randle Lane



LEGEND						REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	CLIENT	Surry Hills to Central Station - 33kV trench route				
<div><div></div><div>Work area</div></div>										<div>SCALE 1:100</div> <div><div>1000</div><div>0</div><div>1000</div><div>2000</div></div> <div>AT A3</div>	Mong Sim	DRAWN	M.SIM	6/10/20		Randle Lane Section				
<div><div></div><div>Traffic controller</div></div>																	Ch 680 - 630			
																		SHEET		
										CO-ORDINATE SYSTEM	HEIGHT DATUM	DESIGN CHECK				PREPARED FOR	SC TCP SH 2000			
										MGA ZONE 56	AHD	TRAFFIC MNGR					Systems Connect	ISSUE STATUS	SHEET No.	ISSUE
																			1 of 2	1



LEGEND					NOTES		PLOT DATE / TIME		PLOT BY		CLIENT		A3	
REVISION DESC. REV DATE APPROVAL					DRAWINGS / DESIGN PREPARED BY		TITLE		NAME		DATE		Surry Hills to Central Station - 33kV trench route	
SCALE 1:100					Mong Sim		DRAWN		M.SIM		6/10/20		Randle Lane Section	
CO-ORDINATE SYSTEM					PWZ # 0052317834		DRG CHECK		M.SIM		6/10/20		Ch 680 - 620	
HEIGHT DATUM							DESIGN						SHEET	
MGA ZONE 56							DESIGN CHECK						ISSUE STATUS	
							TRAFFIC MNGR						SHEET No.	
													2 of 2	
													1	

Appendix C. TCPs – Elizabeth Street

TRENCHING FOR ELECTRICAL CONDUIT

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS 1742.3 & TCAMS JULY 2018
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH THE TCAMS JULY 2018.
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED EG. SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE.
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAMS JULY 2018
5. IN ACCORDANCE WITH TCAMS JULY 2018 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

RECOMMENDED TAPER LENGTH

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

DIMENSION "D" (AS 1742.3)

SPEED OF TRAFFIC KMH	DIMENSION "D" M
45 OR LESS	5m
46 - 55	15m
56 - 65	45m
GREATER THAN 65 KMH	EQUAL TO POSTED SPEED

TOLERANCES

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

LANE WIDTHS

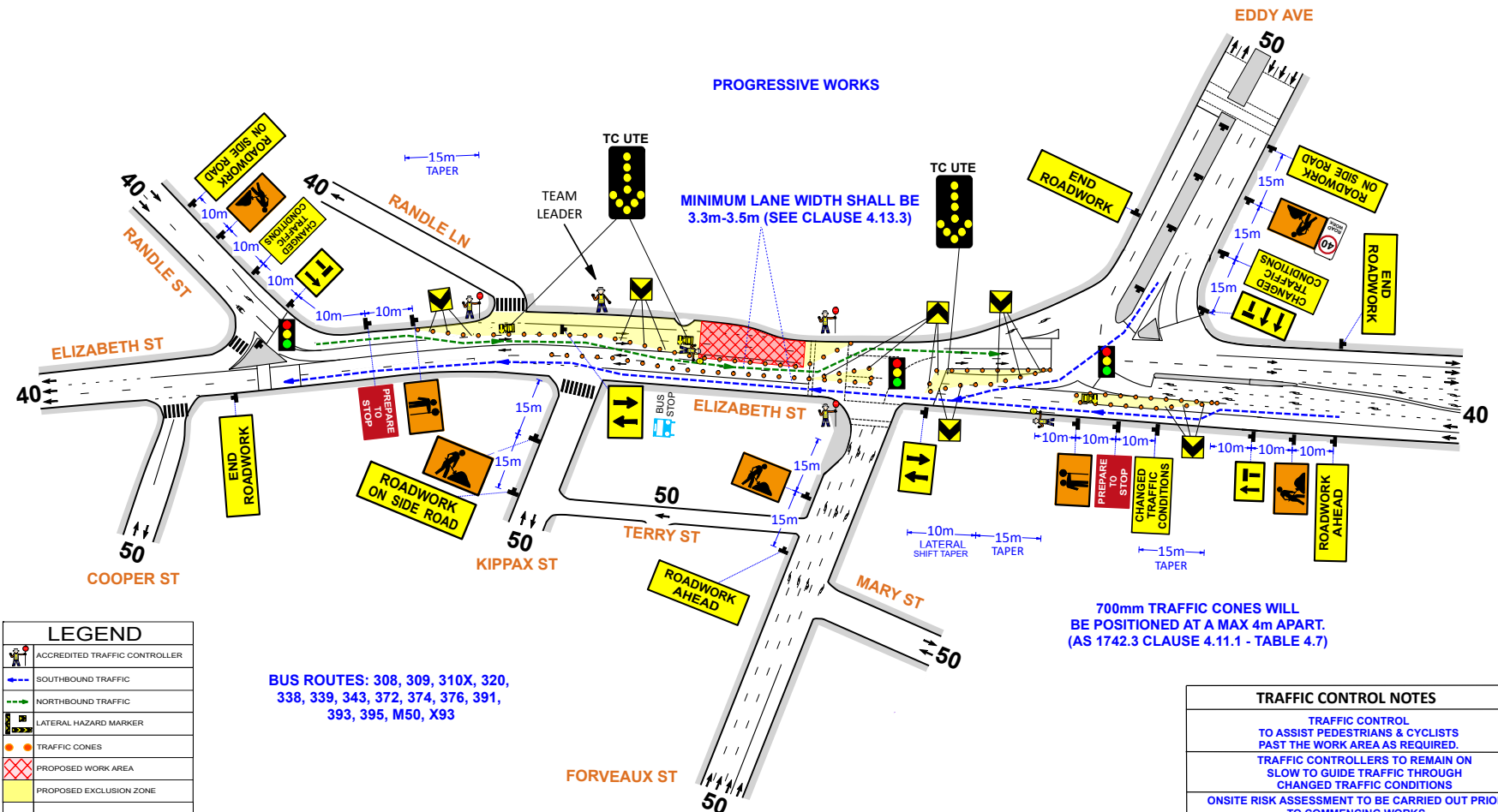
THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.3m (3.5m DESIRABLE)

QUEUE MANAGEMENT PLAN

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

VEHICLE MOVEMENT PLAN

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



LEGEND

	ACCREDITED TRAFFIC CONTROLLER
	SOUTHBOUND TRAFFIC
	NORTHBOUND TRAFFIC
	LATERAL HAZARD MARKER
	TRAFFIC CONES
	PROPOSED WORK AREA
	PROPOSED EXCLUSION ZONE
	PROPERTY BOUNDARY

LOCALITY MAP



STREETVIEW



MINIMUM REQUIREMENTS

- 7 - Traffic Controller/s (inc Team Leader)
- 2 - Vehicle/s (B Class Arrow Board)
- 2 - Cone Truck / POD Truck
- 0 - C Class Arrow Board (Trailer)
- 0 - Truck Mounted Attenuator
- 0 - VMS Board/s (Trailer)
- 0 - Light Tower/s (Trailer)
- 0 - Portable Traffic Signal/s (set of 2)

PREPARED FOR CLIENT:

DESIGNED:	SIGNATURE:
MARKO PERKOVIC	
0051699662	
PWZTMP-RIICWD503D	
JOB #	PLAN #
440381033	209968

TRAFFIC CONTROL NOTES

- TRAFFIC CONTROL TO ASSIST PEDESTRIANS & CYCLISTS PAST THE WORK AREA AS REQUIRED.
- TRAFFIC CONTROLLERS TO REMAIN ON SLOW TO GUIDE TRAFFIC THROUGH CHANGED TRAFFIC CONDITIONS
- ONSITE RISK ASSESSMENT TO BE CARRIED OUT PRIOR TO COMMENCING WORKS
- SIGN SPACING MAY VARY DUE TO DRIVEWAYS AND LACK OF SPACE ON ROADWAY
- NO PERSONNEL SHALL CROSS A MAJOR ROAD WITHOUT ADEQUATE CONTROLS IN PLACE TO REDUCE THE RISK TO A MANAGEABLE LEVEL. THIS INCLUDES, BUT IS NOT LIMITED TO, TRAFFIC CONTROL HOLDING VEHICLES UNTIL ALL PERSONNEL ARE CLEAR.
- TRAFFIC CONTROL TO ALLOW FOR INTERMITTENT STOPPING OF TRAFFIC AS REQUIRED

= DUPLICATE SIGNAGE, MAY BE OMITTED IF INSUFFICIENT ROOM

ADDITIONAL INFORMATION:
TRAFFIC CONTROLLERS ARE TO COME/BARRIER AROUND WORK AREA ON FOOTPATH TO FORCE PEDESTRIANS AWAY FROM THE WORKSITE. ADVANCE WARNING SIGNAGE TO BE USED FOR PEDESTRIAN MOVEMENTS

TRAFFIC CONTROL SHALL GUIDE OR DIRECT PEDESTRIANS AND OR CYCLISTS PAST, AROUND OR THROUGH THE WORK AREA AS REQUIRED TO MAINTAIN A SAFE ENVIRONMENT IN CONSULTATION WITH THE WORK CREW. SIGNAGE AND DELINEATION PROVIDED AS REQUIRED.



REVISIONS

REV	DATE	DESCRIPTION	WORK LOCATION DETAILS	Term:	SHORT
00	27/05/2020	DRAWN: MARKO PERKOVIC	Road Name: ELIZABETH ST	Road Type: MULTILANE	
			Works Location: BETWEEN DEVONSHIRE ST & HAY ST	Speed Limit: 40 KPH	
			Suburb: SURRY HILLS	Travelled Path: PAST	
			Map Reference: -33.884155, 151.208125	Operation: CONTRAFLOW	

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TRAFFIC MANAGEMENT
51 HEATHCOTE ROAD,
MOOREBANK, NSW, 2170
PH: 1300 880 481

TRENCHING FOR ELECTRICAL CONDUIT

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAMS JULY 2018
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH THE TCAMS JULY 2018.
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED EG. SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE.
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAMS JULY 2018
5. IN ACCORDANCE WITH TCAMS JULY 2018 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

RECOMMENDED TAPER LENGTH

APPROXIMATE SPEED OF TRAFFIC KMH	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	30	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
> 105	N/A	110	180

DIMENSION "D" (AS 1742.3)

SPEED OF TRAFFIC KMH	DIMENSION "D" M
45 OR LESS	5m
46 - 55	15m
56 - 65	45m
GREATER THAN 65 KMH	EQUAL TO POSTED SPEED

TOLERANCES

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

LANE WIDTHS

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.3m (3.5m DESIRABLE)

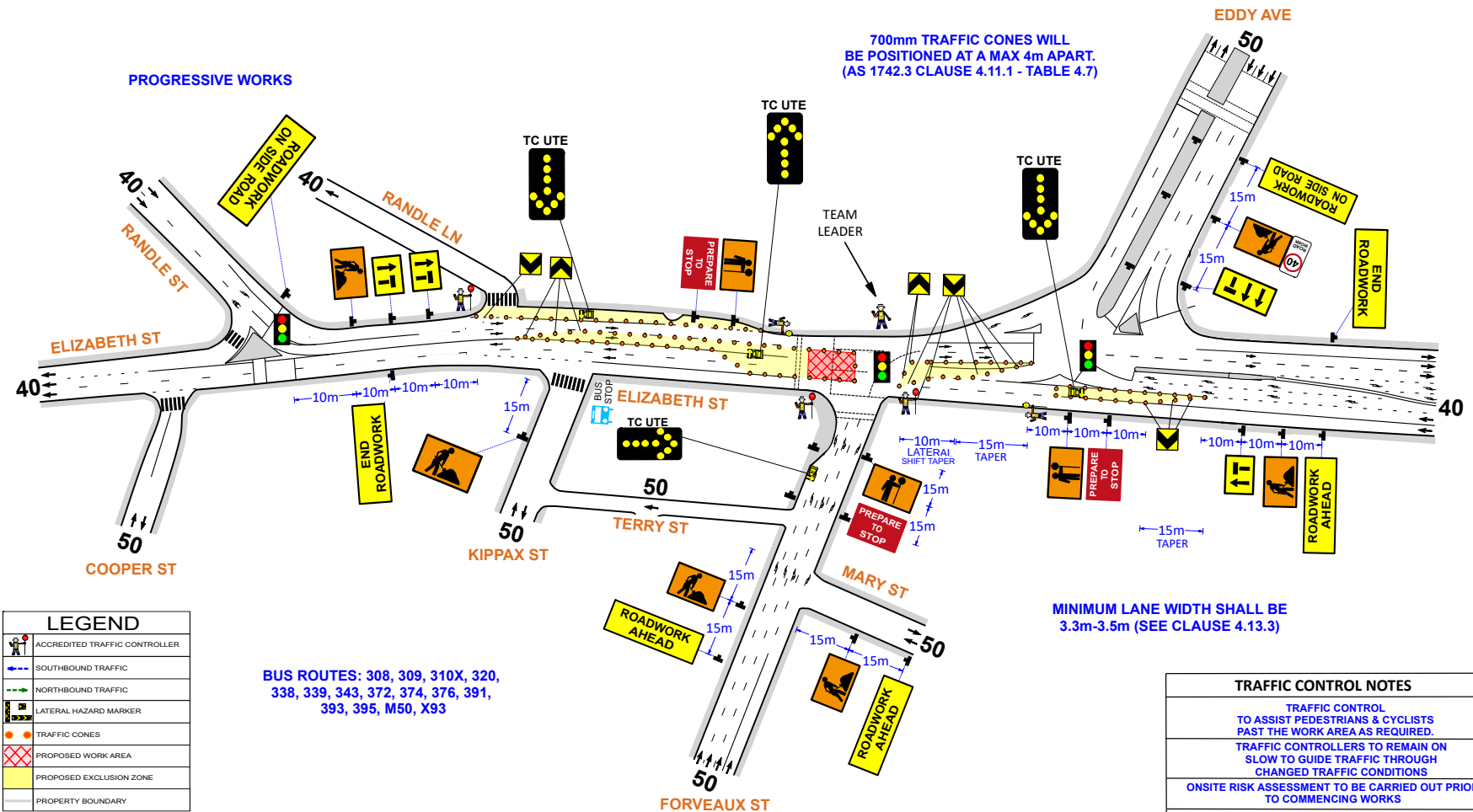
QUEUE MANAGEMENT PLAN

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

VEHICLE MOVEMENT PLAN

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

PROGRESSIVE WORKS



BUS ROUTES: 308, 309, 310X, 320, 338, 339, 343, 372, 374, 376, 391, 393, 395, M50, X93

LEGEND

	ACCREDITED TRAFFIC CONTROLLER
	SOUTHBOUND TRAFFIC
	NORTHBOUND TRAFFIC
	LATERAL HAZARD MARKER
	TRAFFIC CONES
	PROPOSED WORK AREA
	PROPOSED EXCLUSION ZONE
	PROPERTY BOUNDARY

LOCALITY MAP



STREETVIEW



MINIMUM REQUIREMENTS

- 7 - Traffic Controller/s (inc Team Leader)
- 2 - Vehicle/s (B Class Arrow Board)
- 2 - Cone Truck / POD Truck
- 0 - C Class Arrow Board (Trailer)
- 0 - Truck Mounted Attenuator
- 0 - VMS Board/s (Trailer)
- 0 - Light Tower/s (Trailer)
- 0 - Portable Traffic Signal/s (set of 2)

PREPARED FOR CLIENT:

	SIGNATURE:
DESIGNED: MARKO PERKOVIC	
0051699662	
PWZTMP-RIICWD503D	
JOB # 440381033	PLAN # 209969

TRAFFIC CONTROL NOTES

- TRAFFIC CONTROL TO ASSIST PEDESTRIANS & CYCLISTS PAST THE WORK AREA AS REQUIRED.
- TRAFFIC CONTROLLERS TO REMAIN ON SLOW TO GUIDE TRAFFIC THROUGH CHANGED TRAFFIC CONDITIONS
- ONSITE RISK ASSESSMENT TO BE CARRIED OUT PRIOR TO COMMENCING WORKS
- SIGN SPACING MAY VARY DUE TO DRIVEWAYS AND LACK OF SPACE ON ROADWAY
- NO PERSONNEL SHALL CROSS A MAJOR ROAD WITHOUT ADEQUATE CONTROLS IN PLACE TO REDUCE THE RISK TO A MANAGEABLE LEVEL. THIS INCLUDES, BUT IS NOT LIMITED TO, TRAFFIC CONTROL HOLDING VEHICLES UNTIL ALL PERSONNEL ARE CLEAR.
- TRAFFIC CONTROL TO ALLOW FOR INTERMITTENT STOPPING OF TRAFFIC AS REQUIRED

= DUPLICATE SIGNAGE, MAY BE OMITTED IF INSUFFICIENT ROOM

ADDITIONAL INFORMATION:
TRAFFIC CONTROLLERS ARE TO COME/BARRIER AROUND WORK AREA ON FOOTPATH TO FORCE PEDESTRIANS AWAY FROM THE WORKSITE. ADVANCE WARNING SIGNAGE TO BE USED FOR PEDESTRIAN MOVEMENTS

TRAFFIC CONTROL SHALL GUIDE OR DIRECT PEDESTRIANS AND OR CYCLISTS PAST, AROUND OR THROUGH THE WORK AREA AS REQUIRED TO MAINTAIN A SAFE ENVIRONMENT IN CONSULTATION WITH THE WORK CREW. SIGNAGE AND DELINEATION PROVIDED AS REQUIRED.



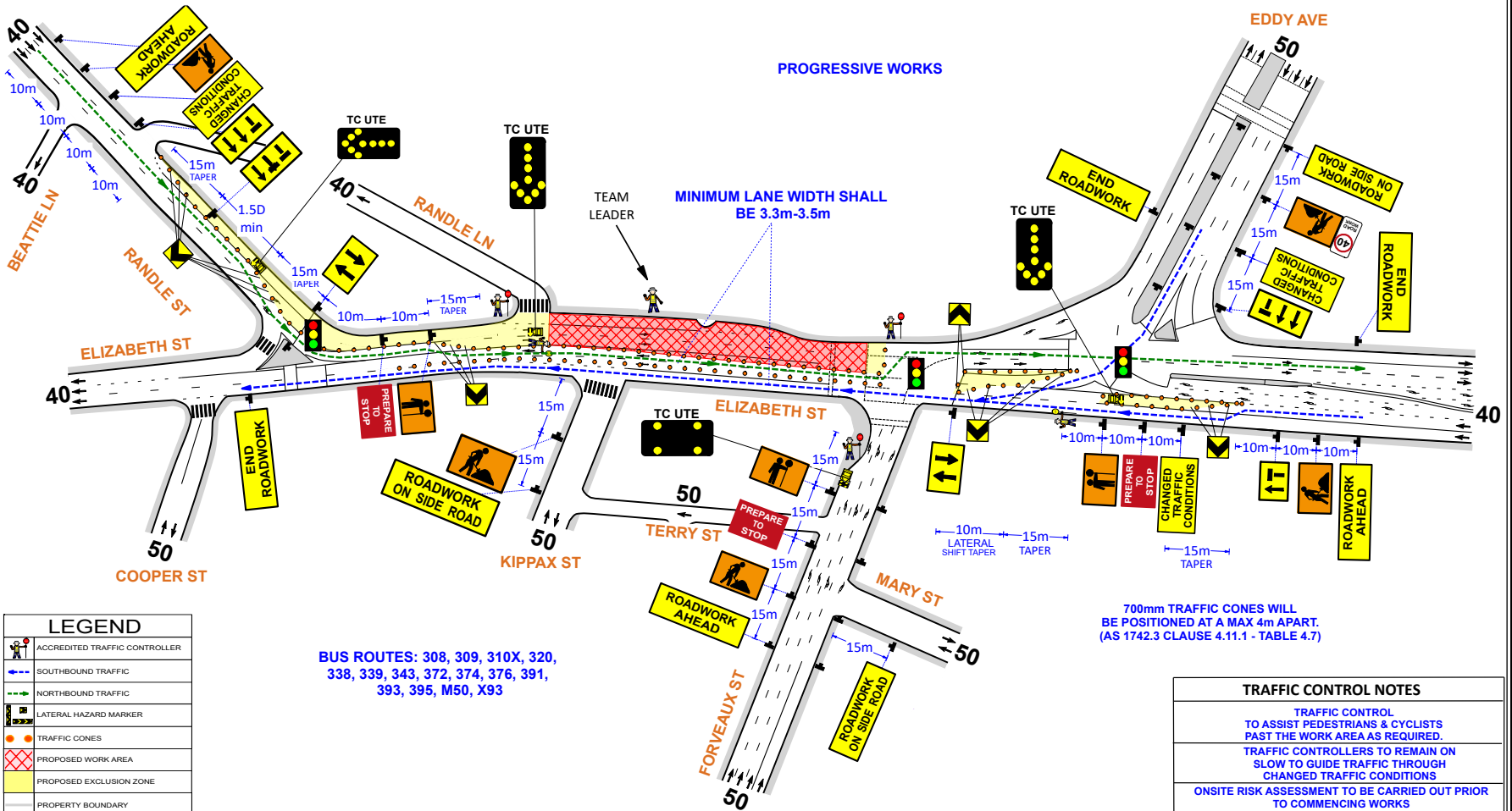
PLAN MAY NOT BE TO SCALE

REVISIONS


REV	DATE	DESCRIPTION	WORK LOCATION DETAILS	Term:	SHORT
00	27/05/2020	DRAWN: MARKO PERKOVIC	Road Name: ELIZABETH ST Works Location: BETWEEN DEVONSHIRE ST & HAY ST Suburb: SURRY HILLS Map Reference: -33.884155, 151.208125	Road Type: MULTILANE Speed Limit: 40 KPH Travelled Path: PAST Operation: LANE CLOSURE	

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TRAFFIC MANAGEMENT
51 HEATHCOTE ROAD,
MOOREBANK, NSW, 2170
PH: 1300 880 481


PROGRESSIVE WORKS

**TRAFFIC CONTROL NOTES**

<p>TRAFFIC CONTROL TO ASSIST PEDESTRIANS & CYCLISTS PAST THE WORK AREA AS REQUIRED.</p>
<p>TRAFFIC CONTROLLERS TO REMAIN ON SLOW TO GUIDE TRAFFIC THROUGH CHANGED TRAFFIC CONDITIONS</p>
<p>ONSITE RISK ASSESSMENT TO BE CARRIED OUT PRIOR TO COMMENCING WORKS</p>
<p>SIGN SPACING MAY VARY DUE TO DRIVEWAYS ANE LACK OF SPACE ON ROADWAY</p>
<p>NO PERSONNEL SHALL CROSS A MAJOR ROAD WITHOUT ADEQUATE CONTROLS IN PLACE TO REDUCE THE RISK TO A MANAGEABLE LEVEL. THIS INCLUDES, BUT IS NOT LIMITED TO, TRAFFIC CONTROL HOLDING VEHICLES UNTIL ALL PERSONNEL ARE CLEAR.</p>
<p>TRAFFIC CONTROL TO ALLOW FOR INTERMITTENT STOPPING OF TRAFFIC AS REQUIRED</p>

 = DUPLICATE SIGNAGE,
MAY BE OMITTED IF INSUFFICIENT ROOM

ADDITIONAL INFORMATION:
TRAFFIC CONTROLLERS ARE TO CONE/BARRIER AROUND WORK AREA ON
FOOTPATH TO FORCE PEDESTRIANS AWAY FROM THE WORKSITE.
ADVANCE WARNING SIGNAGE TO BE USED FOR PEDESTRIAN MOVEMENTS

 TRAFFIC CONTROL SHALL GUIDE OR DIRECT PEDESTRIANS AND OR CYCLISTS PAST, AROUND OR THROUGH THE WORK AREA AS REQUIRED TO MAINTAIN A SAFE ENVIRONMENT IN CONSULTATION WITH THE WORK CREW. SIGNAGE AND DELINEATION PROVIDED AS REQUIRED.

MINIMUM REQUIREMENTS

- 7 - Traffic Controller/s (inc Team Leader)
- 2 - Vehicle/s (B Class Arrow Board)
- 2 - Cone Truck / POD Truck
- 0 - C Class Arrow Board (Trailer)
- 0 - Truck Mounted Attenuator
- 0 - VMS Board/s (Trailer)
- 0 - Light Tower/s (Trailer)
- 0 - Portable Traffic Signal/s (set of 2)

PREPARED FOR CLIENT:



DESIGNED:

SIGNATURE:

MARKO PERKOVIC

0051699662
PWZTMP-RIICWD503D

JOB #
4403

PLAN #
210238









LOCALITY MAP



STREETVIEW



LEGEND


- | | |
|---|-------------------------------|
|  | ACCREDITED TRAFFIC CONTROLLER |
|  | SOUTHBOUND TRAFFIC |
|  | NORTHBOUND TRAFFIC |
|  | LATERAL HAZARD MARKER |
|  | TRAFFIC CONES |
|  | PROPOSED WORK AREA |
|  | PROPOSED EXCLUSION ZONE |
|  | PROPERTY BOUNDARY |

QUEUE MANAGEMENT PLAN

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

VEHICLE MOVEMENT PLAN

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

	REVISIONS	REV	DATE	DESCRIPTION	WORK LOCATION DETAILS		Term:	SHORT
		00	27/05/2020	DRAWN: MARKO PERKOVIC	Road Name:	ELIZABETH ST	Road Type:	MULTILANE
					Works Location:	BETWEEN DEVONSHIRE ST & HAY ST	Speed Limit:	40 KPH
					Suburb:	SURRY HILLS	Travelled Path:	PAST
					Map Reference:	-33.884155, 151.208125	Operation:	CONTRAFLOW



PLAN MAY NOT BE TO SCALE

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TRAFFIC MANAGEMENT

**51 HEATHCOTE ROAD,
MOOREBANK, NSW, 2170
PH: 1300 880 481**

TRENCHING FOR ELECTRICAL CONDUIT

GENERAL NOTES

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAMS JULY 2018
- ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH THE TCAMS JULY 2018
- NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED EG. SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE
- ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAMS JULY 2018
- IN ACCORDANCE WITH TCAMS JULY 2018 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE
- SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW
- REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES

RECOMMENDED TAPER LENGTH

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

DIMENSION "D" (AS 1742.3)

SPEED OF TRAFFIC KMH	DIMENSION "D" M
45 OR LESS	5m
46 - 55	15m
56 - 65	45m
GREATER THAN 65 KMH	EQUAL TO POSTED SPEED

TOLERANCES

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

LANE WIDTHS

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

QUEUE MANAGEMENT PLAN

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

VEHICLE MOVEMENT PLAN

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

LEGEND

	ACCREDITED TRAFFIC CONTROLLER
	TEMPORARY BARRIERS
	SOUTHBOWN TRAFFIC
	NORTHBOUND TRAFFIC
	LATERAL HAZARD MARKER
	TRAFFIC CONES
	PROPOSED WORK AREA
	PROPOSED EXCLUSION ZONE
	PROPERTY BOUNDARY

REFER TO TGS 209971B FOR DETOUR MAP

LOCALITY MAP



STREETVIEW



MINIMUM REQUIREMENTS

- 8 - Traffic Controller/s (inc Team Leader)
- 3 - Vehicle/s (B Class Arrow Board)
- 2 - Cone Truck / POD Truck
- 0 - C Class Arrow Board (Trailer)
- 0 - Truck Mounted Attenuator
- 0 - VMS Board/s (Trailer)
- 0 - Light Tower/s (Trailer)
- 0 - Portable Traffic Signal/s (set of 2)

PREPARED FOR CLIENT:

DESIGNED: **THAYS SAMPAIO** SIGNATURE:

0052110517
PWZTMP-RIICWD503D

JOB # **440381033** PLAN # **209971B**

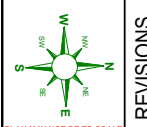
evolution
TRAFFIC MANAGEMENT

51 HEATHCOTE ROAD,
MOOREBANK, NSW, 2170
PH: 1300 880 481

TRAFFIC CONTROL NOTES
TRAFFIC CONTROL TO ASSIST PEDESTRIANS & CYCLISTS AROUND THE WORK AREA AS REQUIRED.
TRAFFIC CONTROL TO STOP TRAFFIC TO CROSS PEDESTRIANS & CYCLISTS AROUND THE WORK AREA AS REQUIRED.
ONSITE RISK ASSESSMENT TO BE CARRIED OUT PRIOR TO COMMENCING WORKS
SIGN SPACING MAY VARY DUE TO DRIVEWAYS AND LACK OF SPACE ON ROADWAY
NO PERSONNEL SHALL CROSS A MAJOR ROAD WITHOUT ADEQUATE CONTROLS IN PLACE TO REDUCE THE RISK TO A MANAGEABLE LEVEL. THIS INCLUDES, BUT IS NOT LIMITED TO, TRAFFIC CONTROL HOLDING VEHICLES UNTIL ALL PERSONNEL ARE CLEAR.
TRAFFIC CONTROL TO ALLOW FOR INTERMITTENT STOPPING OF TRAFFIC AS REQUIRED
= DUPLICATE SIGNAGE, MAY BE OMITTED IF INSUFFICIENT ROOM

ADDITIONAL INFORMATION:
TRAFFIC CONTROLLERS ARE TO COME/BARRIER AROUND WORK AREA ON FOOTPATH TO FORCE PEDESTRIANS AWAY FROM THE WORKSITE.
ADVANCE WARNING SIGNAGE TO BE USED FOR PEDESTRIAN MOVEMENTS

TRAFFIC CONTROL SHALL GUIDE OR DIRECT PEDESTRIANS AND OR CYCLISTS PAST, AROUND OR THROUGH THE WORK AREA AS REQUIRED TO MAINTAIN A SAFE ENVIRONMENT IN CONSULTATION WITH THE WORK CREW. SIGNAGE AND DELINEATION PROVIDED AS REQUIRED.



PLAN MAY NOT BE TO SCALE

REVISIONS

REV	DATE	DESCRIPTION	WORK LOCATION DETAILS	Term:	SHORT
00	27/05/2020	DRAWN: MARKO PERKOVIC	Road Name: ELIZABETH ST Works Location: BETWEEN DEVONSHIRE ST & HAY ST Suburb: SURRY HILLS Map Reference: -33.884155, 151.208125	Road Type: MULTILANE Speed Limit: 40 KPH Travelled Path: PAST Operation: CONTRAFLOW	

GENERAL NOTES

- 1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAWS JULY 2018.
- 2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH THE TCAWS JULY 2018.
- 3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G. SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE.
- 4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAWS JULY 2018.
- 5. IN ACCORDANCE WITH TCAWS JULY 2018 TRAFFIC CONTROLLERS
- TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
- 6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
- 7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

APPROXIMATE SPEED OF TRAFFIC KMH	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
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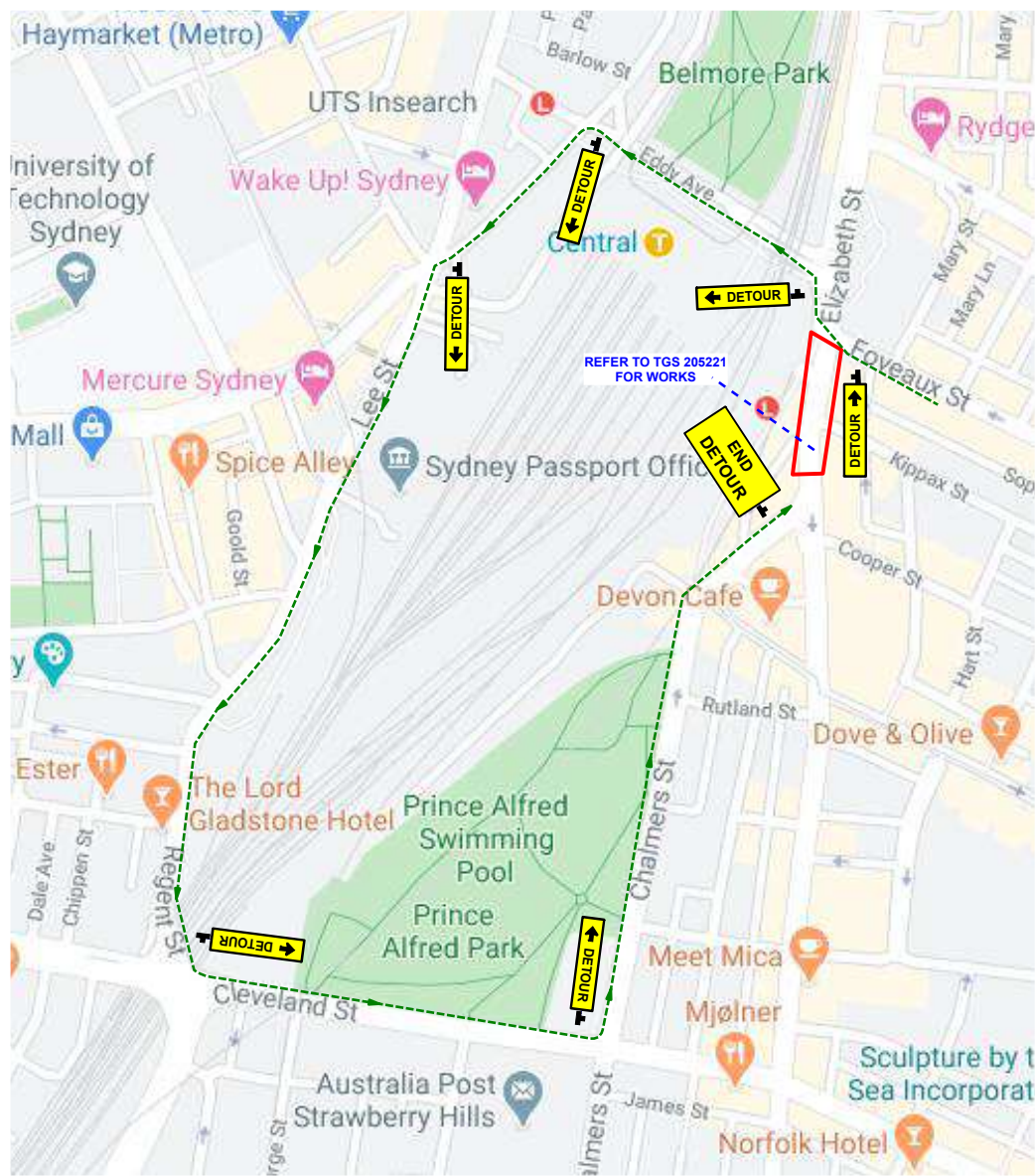
DIMENSION "D" (AS 1742.3)	
SPEED OF TRAFFIC KM/H	DIMENSION "D" M
45 OR LESS	5m
46 - 55	15m
56 - 65	45m
GREATER THAN 65 KM/H	EQUAL TO POSTED SPEED

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

THE MIN LANE WIDTH TO
BE PROVIDED THROUGH
OR PAST THE WORKSITE SHALL
BE 3.3m (3.5m DESIRABLE)

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


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



DETOUR ROUTE 

- 8 - Traffic Controller/s (inc Team Leader)
- 3 - Vehicle/s (B Class Arrow Board)
- 2 - Cone Truck / POD Truck
- 0 - C Class Arrow Board (Trailer)
- 0 - Truck Mounted Attenuator
- 0 - VMS Board/s (Trailer)
- 0 - Light Tower/s (Trailer)
- 0 - Portable Traffic Signal/s (set of 2)

- Vehicles travelling on Forveaux st looking to turn left onto Elizabeth st, Turn right to start the detour.
- Take the first left onto Eddy Ave.
- Continue on Eddy ave to Pitt st, at Pitt st intersection turn left.
- Follow Pitt st to George st/Lee st intersection, Turn left onto Lee st.
- Follow Lee st for 450m until it turns into Regent st and continue straight.
- Continue along Regent st until Cleveland st intersection then turn left onto Cleveland st.
- Follow Cleveland st to Chalmers st then turn left.
- Travel on Chalmers st until it turns into Randle st to finish the detour.




DESIGNED: **MARKO PERKOVIC**

0051699662
PWZTMP-RIICWD503D

JOB # 440381033	PLAN # 209971B
---------------------------	--------------------------



**51 HEATHCOTE ROAD,
MOOREBANK, NSW, 2170
PH: 1300 880 481**

 <small>PLAN MAY NOT BE TO SCALE</small>	REVISIONS	REV	DATE	DESCRIPTION	WORK LOCATION DETAILS		Term:	SHORT
		00	27/05/2020	DRAWN: MARKO PERKOVIC	Road Name:	ELIZABETH ST	Road Type:	MULTILANE
					Works Location:	BETWEEN DEVONSHIRE ST & HAY ST	Speed Limit:	40 KPH
					Suburb:	SURRY HILLS	Travelled Path:	PAST
					Map Reference:	-33.884155, 151.208125	Operation:	DETOUR MAP

PEDESTRIAN MOVEMENT PLAN - TRENCHING WORKS

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAMS JULY 2018
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH THE TCAMS JULY 2018.
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED EG. SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE.
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAMS JULY 2018
5. IN ACCORDANCE WITH TCAMS JULY 2018 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

RECOMMENDED TAPER LENGTH

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

DIMENSION "D" (AS 1742.3)

SPEED OF TRAFFIC KMH	DIMENSION "D" M
45 OR LESS	5m
46 - 55	15m
56 - 65	45m
GREATER THAN 65 KMH	EQUAL TO POSTED SPEED

TOLERANCES

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

LANE WIDTHS

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.3m (3.5m DESIRABLE)

QUEUE MANAGEMENT PLAN

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

VEHICLE MOVEMENT PLAN

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

LEGEND	
	ACCREDITED TRAFFIC CONTROLLER
	PEDESTRIAN MOVEMENTS
	LATERAL HAZARD MARKER
	TRAFFIC CONES
	PROPOSED WORK AREA
	PROPOSED EXCLUSION ZONE
	PROPERTY BOUNDARY

LOCALITY MAP



STREETVIEW



MINIMUM REQUIREMENTS

- 8 - Traffic Controller/s (inc Team Leader)
- 2 - Vehicle/s (B Class Arrow Board)
- 2 - Cone Truck / POD Truck
- 0 - C Class Arrow Board (Trailer)
- 0 - Truck Mounted Attenuator
- 0 - VMS Board/s (Trailer)
- 0 - Light Tower/s (Trailer)
- 0 - Portable Traffic Signal/s (set of 2)

PREPARED FOR CLIENT:

DESIGNED:	SIGNATURE:
MARKO PERKOVIC	
0051699662	
PWZTMP-RIICWD503D	
JOB #	PLAN #
440381033	213549

TRAFFIC CONTROL NOTES

- TRAFFIC CONTROL TO ASSIST PEDESTRIANS & CYCLISTS AROUND THE WORK AREA AS REQUIRED.
- TRAFFIC CONTROL TO STOP TRAFFIC TO CROSS PEDESTRIANS & CYCLISTS AROUND THE WORK AREA AS REQUIRED.
- ONSITE RISK ASSESSMENT TO BE CARRIED OUT PRIOR TO COMMENCING WORKS
- SIGN SPACING MAY VARY DUE TO DRIVEWAYS A LACK OF SPACE ON ROADWAY

ADDITIONAL INFORMATION:

TRAFFIC CONTROLLERS ARE TO CONE/BARRIER AROUND WORK AREA ON FOOTPATH TO FORCE PEDESTRIANS AWAY FROM THE WORKSITE. ADVANCE WARNING SIGNAGE TO BE USED FOR PEDESTRIAN MOVEMENTS

TRAFFIC CONTROL SHALL GUIDE OR DIRECT PEDESTRIANS AND OR CYCLISTS PAST, AROUND OR THROUGH THE WORK AREA AS REQUIRED TO MAINTAIN A SAFE ENVIRONMENT IN CONSULTATION WITH THE WORK CREW. SIGNAGE AND DELINEATION PROVIDED AS REQUIRED.



PLAN MAY NOT BE TO SCALE

REVISIONS

REV	DATE	DESCRIPTION	WORK LOCATION DETAILS	Term:	SHORT
00	08/07/2020	DRAWN: MARKO PERKOVIC	Road Name: ELIZABETH ST	Road Type: MULTILANE	
			Works Location: BETWEEN DEVONSHIRE ST & HAY ST	Speed Limit: 40 KPH	
			Suburb: SURRY HILLS	Travelled Path: AROUND	
			Map Reference: -33.884155, 151.208125	Operation: PEDESTRIAN MANAGEMENT	

evolution
TRAFFIC MANAGEMENT

51 HEATHCOTE ROAD,
MOOREBANK, NSW, 2170
PH: 1300 880 481

PEDESTRIAN MOVEMENT PLAN - TRENCHING WORKS

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAMS JULY 2018
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH THE TCAMS JULY 2018.
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED EG. SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE.
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAMS JULY 2018
5. IN ACCORDANCE WITH TCAMS JULY 2018 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

RECOMMENDED TAPER LENGTH

APPROXIMATE SPEED OF TRAFFIC (KMH)	TRAFFIC CONTROL SIGN BEGINNING OF TAPER	LATERAL MERGE TAPER	TRAFFIC CONTROL SIGN END OF TAPER
45 OR LESS	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
> 105	N/A	110	180

DIMENSION "D" (AS 1742.3)

SPEED OF TRAFFIC (KMH)	DIMENSION "D" (M)
45 OR LESS	5m
46 - 55	15m
56 - 65	45m
GREATER THAN 65 KMH	EQUAL TO POSTED SPEED

TOLERANCES

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

LANE WIDTHS

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.3m (3.5m DESIRABLE)

QUEUE MANAGEMENT PLAN

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

VEHICLE MOVEMENT PLAN

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

LEGEND	
	ACCREDITED TRAFFIC CONTROLLER
	PEDESTRIAN MOVEMENTS
	LATERAL HAZARD MARKER
	TRAFFIC CONES
	PROPOSED WORK AREA
	PROPOSED EXCLUSION ZONE
	PROPERTY BOUNDARY

LOCALITY MAP



STREETVIEW



MINIMUM REQUIREMENTS

- 8 - Traffic Controller/s (inc Team Leader)
- 2 - Vehicle/s (B Class Arrow Board)
- 2 - Cone Truck / POD Truck
- 0 - C Class Arrow Board (Trailer)
- 0 - Truck Mounted Attenuator
- 0 - VMS Board/s (Trailer)
- 0 - Light Tower/s (Trailer)
- 0 - Portable Traffic Signal/s (set of 2)

PREPARED FOR CLIENT:

DESIGNED:	SIGNATURE:
MARKO PERKOVIC	
0051699662	
PWZTMP-RIICWD503D	
JOB #	PLAN #
440381033	213567

TRAFFIC CONTROL NOTES

TRAFFIC CONTROL TO ASSIST PEDESTRIANS & CYCLISTS AROUND THE WORK AREA AS REQUIRED.
TRAFFIC CONTROL TO STOP TRAFFIC TO CROSS PEDESTRIANS & CYCLISTS AROUND THE WORK AREA AS REQUIRED.
ONSITE RISK ASSESSMENT TO BE CARRIED OUT PRIOR TO COMMENCING WORKS
SIGN SPACING MAY VARY DUE TO DRIVEWAYS AND LACK OF SPACE ON ROADWAY

ADDITIONAL INFORMATION:
TRAFFIC CONTROLLERS ARE TO CONE/BARRIER AROUND WORK AREA ON FOOTPATH TO FORCE PEDESTRIANS AWAY FROM THE WORKSITE.
ADVANCE WARNING SIGNAGE TO BE USED FOR PEDESTRIAN MOVEMENTS

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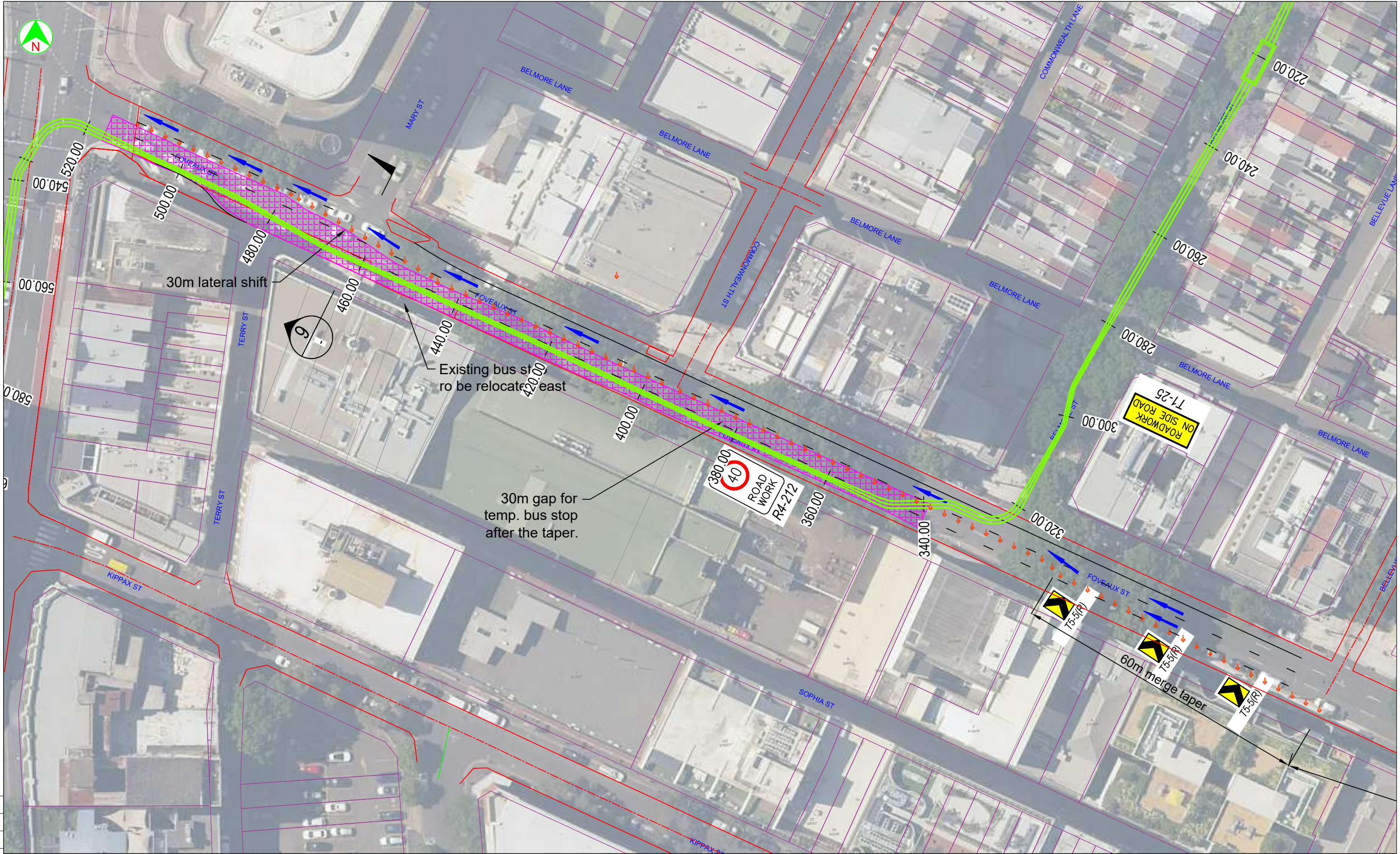


REVISIONS

REV	DATE	DESCRIPTION	WORK LOCATION DETAILS	Term:	SHORT
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51 HEATHCOTE ROAD, MOOREBANK, NSW, 2170 PH: 1300 880 481

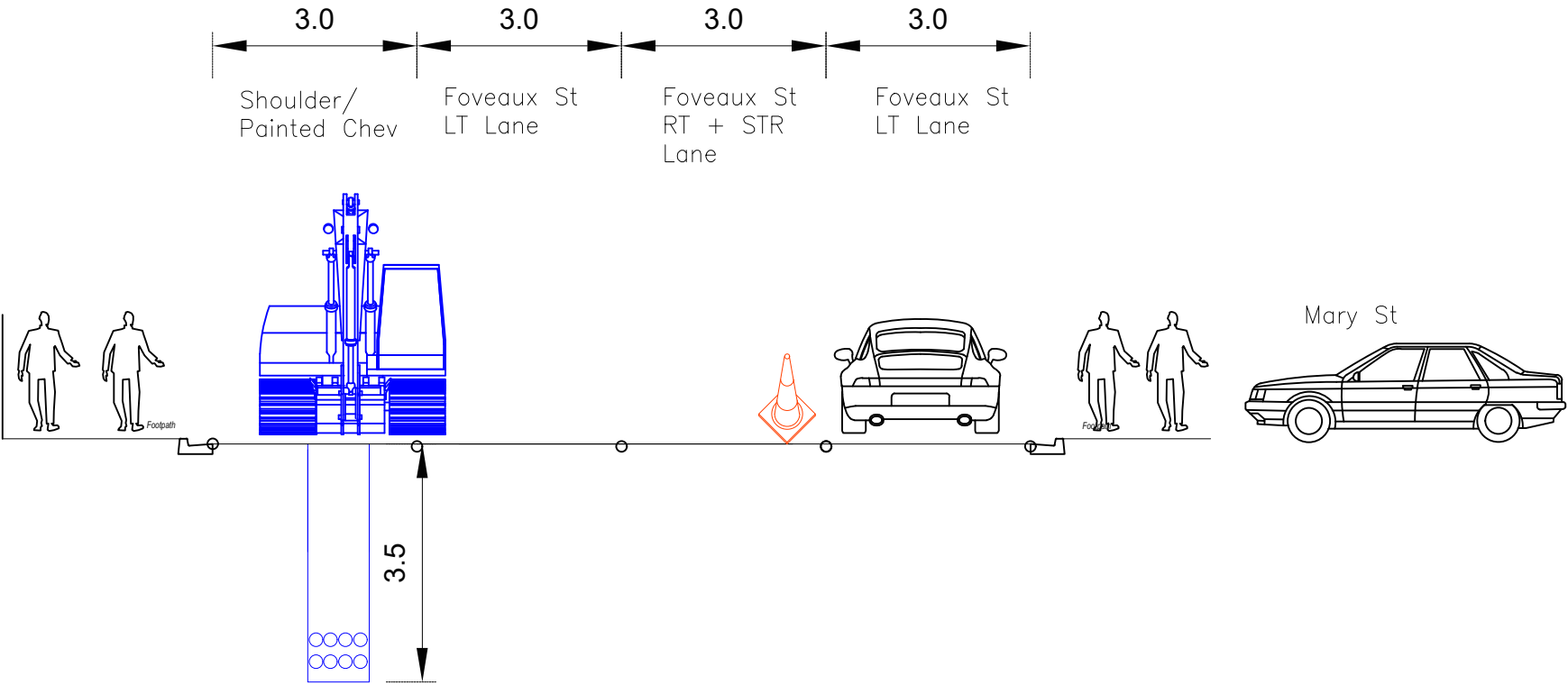
Appendix D. TCPs – Foveaux Street



										NOTES			PLOT DATE / TIME			PLOT BY M SIM			CLIENT		Surry Hills to Central Station - 33kV trench route Foveaux St Ch 520 - 340			A3	
LEGEND					REVISION DESC.		REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING				DRAWINGS / DESIGN PREPARED BY			TITLE	NAME							DATE
<div><div><div></div></div></div> Work area										1:150				Mong Sim PWZ # 0052317834			DRAWN	M.SIM							6/10/20
<div><div><div></div></div></div> Traffic controller																	DRG CHECK	M.SIM	6/10/20						
																	DESIGN								
																	DESIGN CHECK								
																	TRAFFIC MNGR								
<div><div><div></div></div></div> Traffic cone										CO-ORDINATE SYSTEM MGA ZONE 56				HEIGHT DATUM AHD											
																			PREPARED FOR			SC TCP SH 2001			
																			Systems Connect			ISSUE STATUS		SHEET No.	ISSUE
																						FOR INFORMATION		1 of 3	1



										NOTES	PLOT DATE / TIME		PLOT BY M SIM		CLIENT		Surry Hills to Central Station - 33kV trench route Foveaux St Ch 500 - 400 <div>SHEET</div>			A3					
LEGEND					REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING					DRAWINGS / DESIGN PREPARED BY							TITLE	NAME	DATE		
<div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></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SECTION 9
SCALE 1: -

LEGEND						NOTES		PLOT DATE / TIME			PLOT BY	CLIENT	Surry Hills to Central Station - 33kV trench route			A3			
REVISION DESC. REV DATE APPROVAL SCALES ON A3 SIZE DRAWING						DRAWINGS / DESIGN PREPARED BY		TITLE	NAME	DATE	M SIM	PREPARED FOR	Foveaux St Ch 500 - 400			SHEET			
<div><div><div></div></div><div>Work area</div></div> <div><div><div></div></div><div>Traffic controller</div></div> <div><div><div></div></div><div>Traffic cone</div></div>						Mong Sim PWZ # 0052317834		DRAWN	M.SIM	6/10/20			SC TCP SH 2001			Systems Connect	ISSUE STATUS	SHEET No.	ISSUE
								DRG CHECK	M.SIM	6/10/20							FOR INFORMATION	3 of 3	1
								DESIGN											
								DESIGN CHECK											
CO-ORDINATE SYSTEM MGA ZONE 56						HEIGHT DATUM AHD		TRAFFIC MNGR											



							NOTES	PLOT DATE / TIME		PLOT BY M SIM		CLIENT	Surry Hills to Central Station - 33kV trench route Foveaux St Ch 400 - 380 <div>SHEET</div>			A3				
LEGEND				REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING		DRAWINGS / DESIGN PREPARED BY							TITLE	NAME	DATE	
<div><div></div><div>Work area</div></div> <div><div></div><div>Traffic controller</div></div> <div><div></div><div>Traffic cone</div></div>								1:150		Mong Sim PWZ # 0052317834							DRAWN	M.SIM	6/10/20	
																	DRG CHECK	M.SIM	6/10/20	
												DESIGN			PREPARED FOR Systems Connect	SC TCP SH 2001A ISSUE STATUS FOR INFORMATION			SHEET No. 2 of 2	ISSUE
												DESIGN CHECK								
												TRAFFIC MNGR								
								CO-ORDINATE SYSTEM MGA ZONE 56		HEIGHT DATUM AHD										

Appendix E. TCPs – Belmore Street



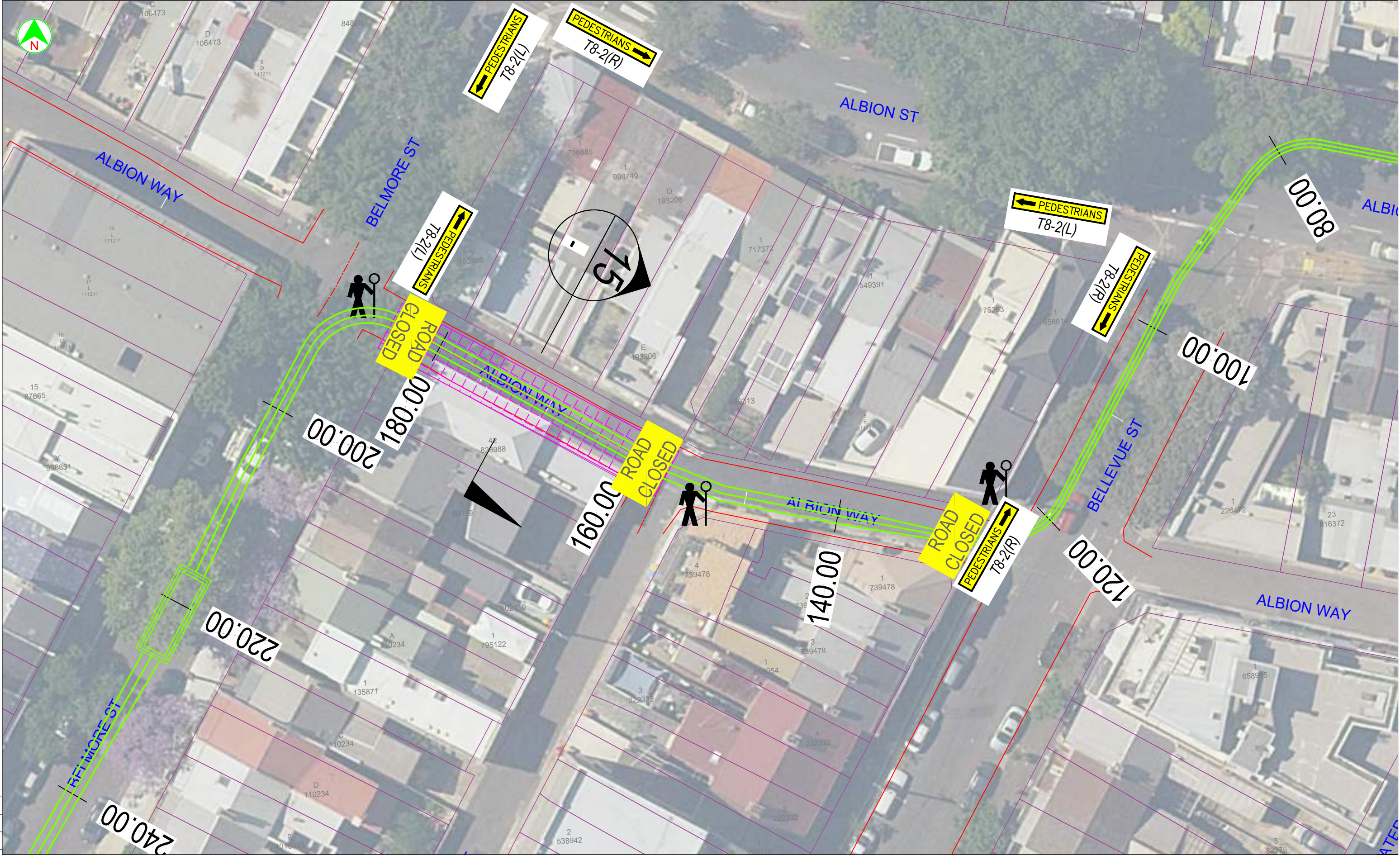
						NOTES	PLOT DATE / TIME		PLOT BY M SIM	CLIENT	Surry Hills to Central Station - 33kV trench route Belmore St Ch 320 - 290			A3
LEGEND		REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING		DRAWINGS / DESIGN PREPARED BY						TITLE
<div><div></div>Work area</div> <div><div></div>Traffic controller</div>								Mong Sim PWZ # 0052317834			DRAWN	M.SIM	6/10/20	
											DRG CHECK	M.SIM	6/10/20	
											DESIGN			
										DESIGN CHECK				
								TRAFFIC MNGR			PREPARED FOR	SC TCP SH 2002		
												Systems Connect	ISSUE STATUS	SHEET No.
													1 of 1	



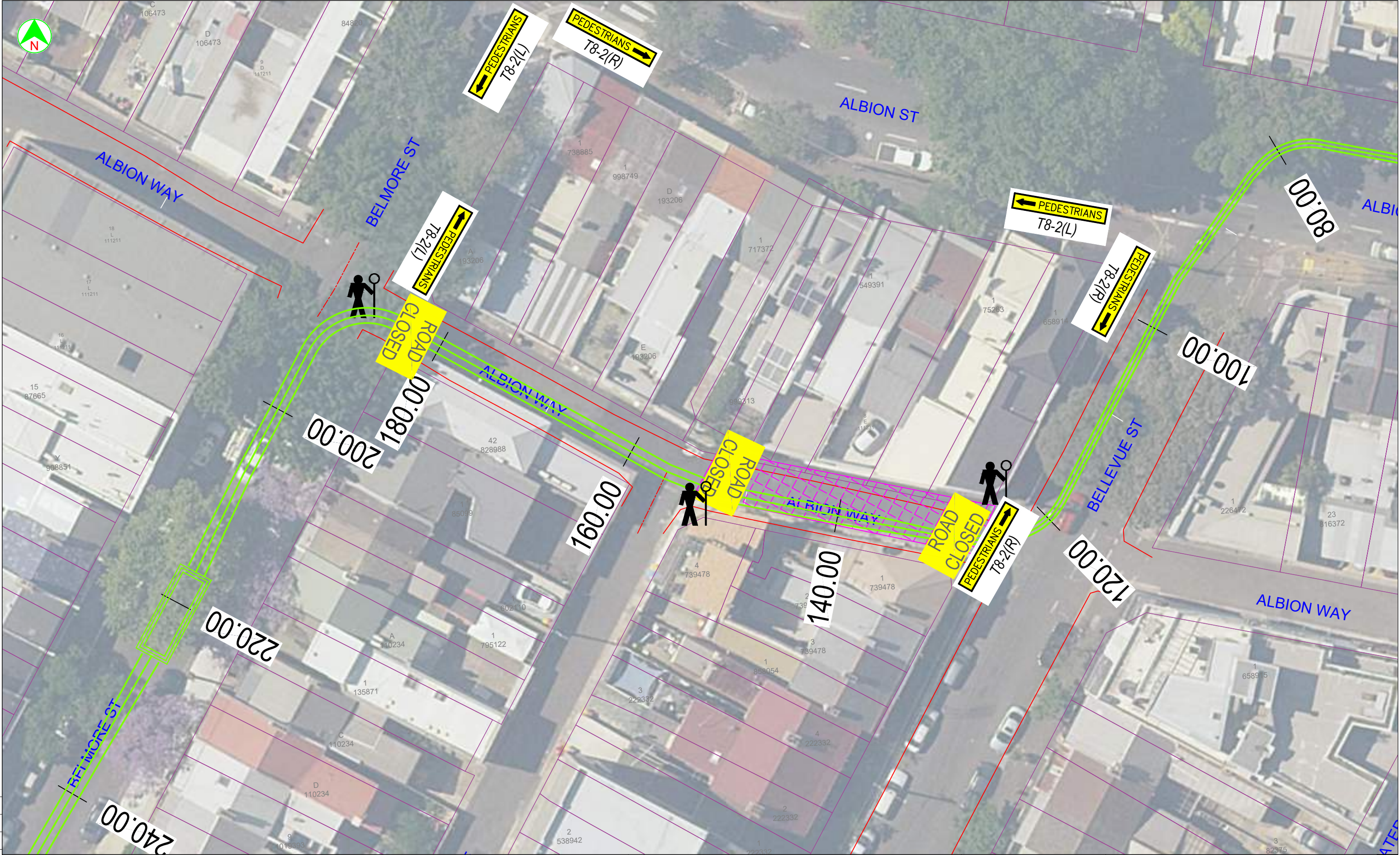
							NOTES	PLOT DATE / TIME		PLOT BY M SIM		CLIENT	Surry Hills to Central Station - 33kV trench route			A3	
LEGEND		REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING		DRAWINGS / DESIGN PREPARED BY		TITLE	NAME						DATE
<div><div></div>Work area</div> <div><div></div>Traffic controller</div>								Mong Sim PWZ # 0052317834	DRAWN	M.SIM	6/10/20		PREPARED FOR	SC TCP SH 2003			
									DRG CHECK	M.SIM	6/10/20						Systems Connect
									DESIGN								
									DESIGN CHECK								
									TRAFFIC MNGR								
													1 of 1	1			



						NOTES	PLOT DATE / TIME		PLOT BY M SIM		CLIENT	Surry Hills to Central Station - 33kV trench route			A3
LEGEND		REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING		DRAWINGS / DESIGN PREPARED BY		TITLE					
<div><div></div><div>Work area</div></div> <div><div></div><div>Traffic controller</div></div> <div><div></div><div>Temporary concrete barrier (removed when not required)</div></div>							Mong Sim PWZ # 0052317834	DRAWN	M.SIM	6/10/20					
								DRG CHECK	M.SIM	6/10/20					
								DESIGN							
								DESIGN CHECK			PREPARED FOR	SC TCP SH 2004			
								TRAFFIC MNGR							
												Systems Connect	ISSUE STATUS		
														1 of 1	2

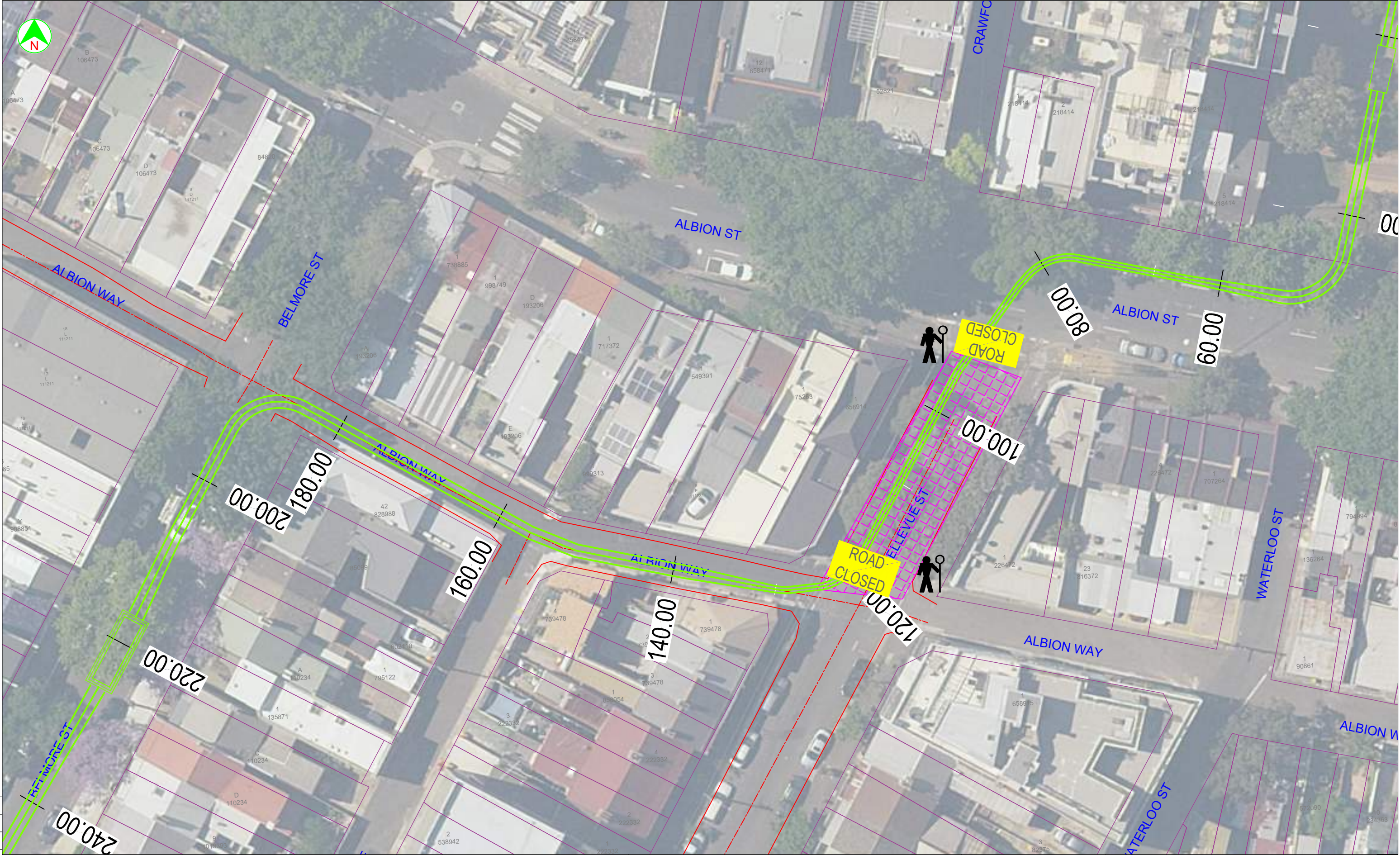


							NOTES	PLOT DATE / TIME		PLOT BY M SIM		CLIENT	Surry Hills to Central Station - 33kV trench route			A3			
LEGEND							DRAWINGS / DESIGN PREPARED BY		TITLE	NAME	DATE						Albion Way Ch 190 - 160		
<div><div><div></div></div><div>Work area</div></div> <div><div></div></div> <div>Traffic controller</div>							Mong Sim PWZ # 0052317834		DRAWN	M.SIM	6/10/20		PREPARED FOR			SC TCP SH 2005			SHEET
									DRG CHECK	M.SIM	6/10/20								
									DESIGN										
									DESIGN CHECK										
									TRAFFIC MNGR				Systems Connect		ISSUE STATUS	SHEET No.	ISSUE		
														1 of 2	1				



						NOTES	PLOT DATE / TIME		PLOT BY M SIM		CLIENT	Surry Hills to Central Station - 33kV trench route			A3		
LEGEND						DRAWINGS / DESIGN PREPARED BY		TITLE	NAME	DATE						Albion Way Ch 150 - 130	
<div><div><div></div></div><div>Work area</div></div> <div><div></div><div>Traffic controller</div></div>						Mong Sim PWZ # 0052317834		DRAWN	M.SIM	6/10/20		PREPARED FOR Systems Connect			SC TCP SH 2005		
								DRG CHECK	M.SIM	6/10/20							
								DESIGN									
								DESIGN CHECK									
								TRAFFIC MNGR			ISSUE STATUS			SHEET No.	ISSUE		
											1 of 1				1		

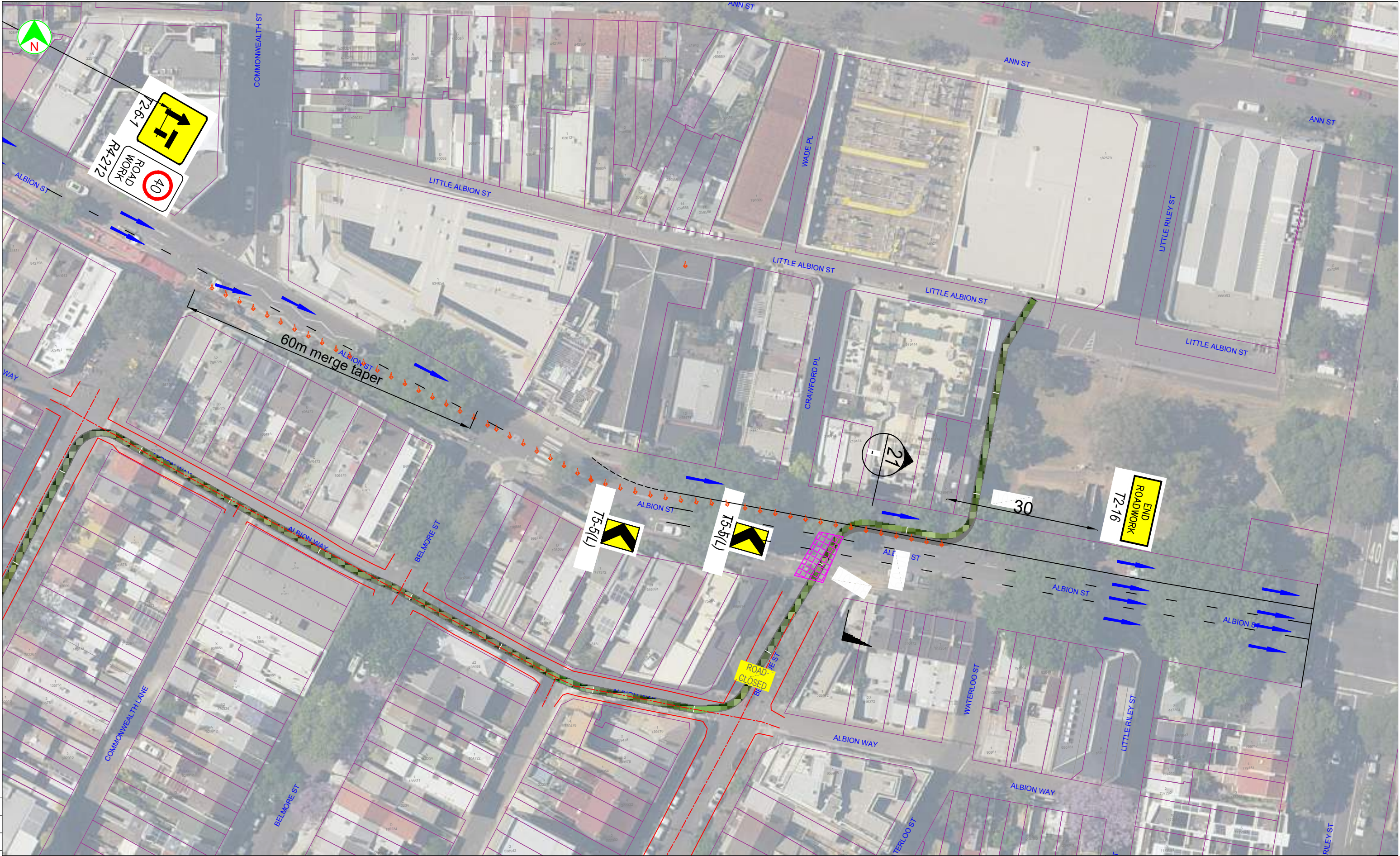
Appendix G. TCPs – Bellevue Street



						NOTES	PLOT DATE / TIME			PLOT BY M SIM		CLIENT	Surry Hills to Central Station - 33kV trench route			A3	
LEGEND						DRAWINGS / DESIGN PREPARED BY		TITLE	NAME	DATE	Bellevue St Ch 130 - 90						
<div><div><div></div></div><div>Work area</div></div> <div><div></div><div>Traffic controller</div></div>						Mong Sim PWZ # 0052317834		DRAWN	M.SIM	6/10/20	PREPARED FOR Systems Connect			SC TCP SH 2010		SHEET	
								DRG CHECK	M.SIM	6/10/20							
								DESIGN									
								DESIGN CHECK									
								TRAFFIC MNGR			ISSUE STATUS			SHEET No.	ISSUE		
											1 of 1				1		

Appendix H. TCPs – Albion Street





LEGEND				NOTES		PLOT DATE / TIME		PLOT BY		CLIENT		Surry Hills to Central Station - 33kV trench route		A3
								M SIM				Albion St		
												Ch 80 - 40		
														SHEET
												SC TCP SH 2011		
												ISSUE STATUS		ISSUE
												SHEET No.		
												2 of 3		

Work area

Traffic controller

Traffic cone

REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING

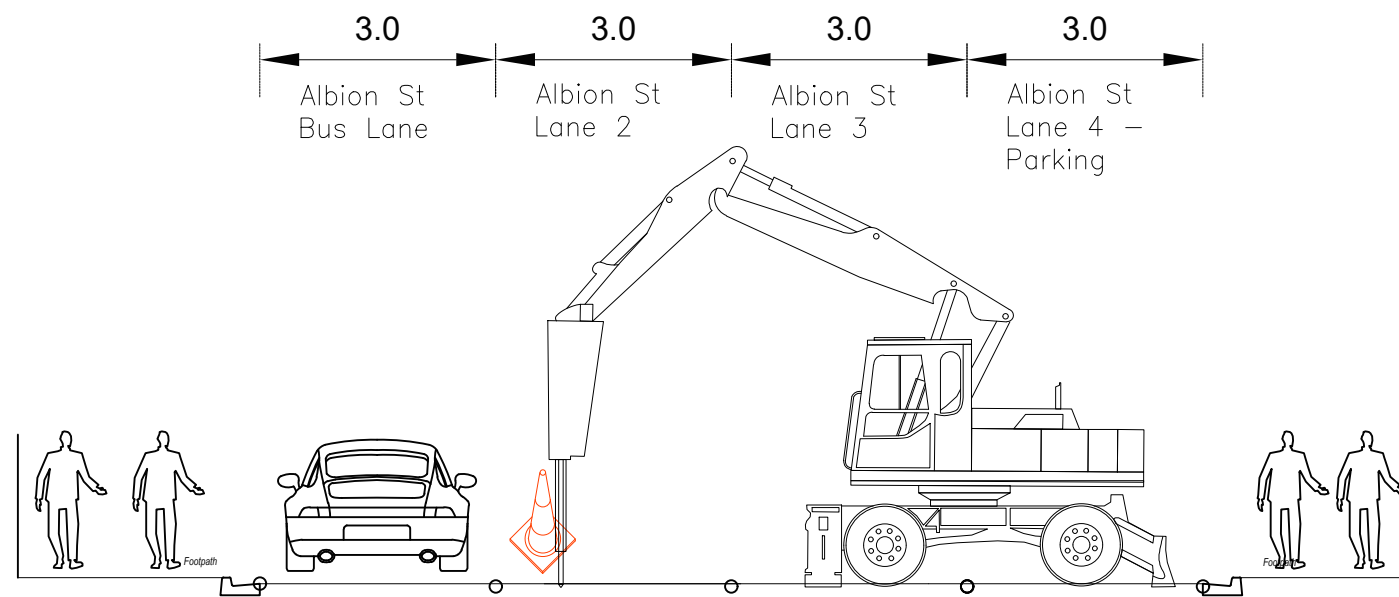
CO-ORDINATE SYSTEM	HEIGHT DATUM
MGA ZONE 56	AHD

NOTES
DRAWINGS / DESIGN PREPARED BY
Mong Sim
PWZ # 0052317834

TITLE	NAME	DATE
DRAWN	M.SIM	1/6/20
DRG CHECK	M.SIM	1/6/20
DESIGN		
DESIGN CHECK		
TRAFFIC MNGR		

PREPARED FOR
Systems Connect




Albion St Ch 80 - 40		SHEET	
SC TCP SH 2011			
ISSUE STATUS	SHEET No. 2 of 3	ISSUE	



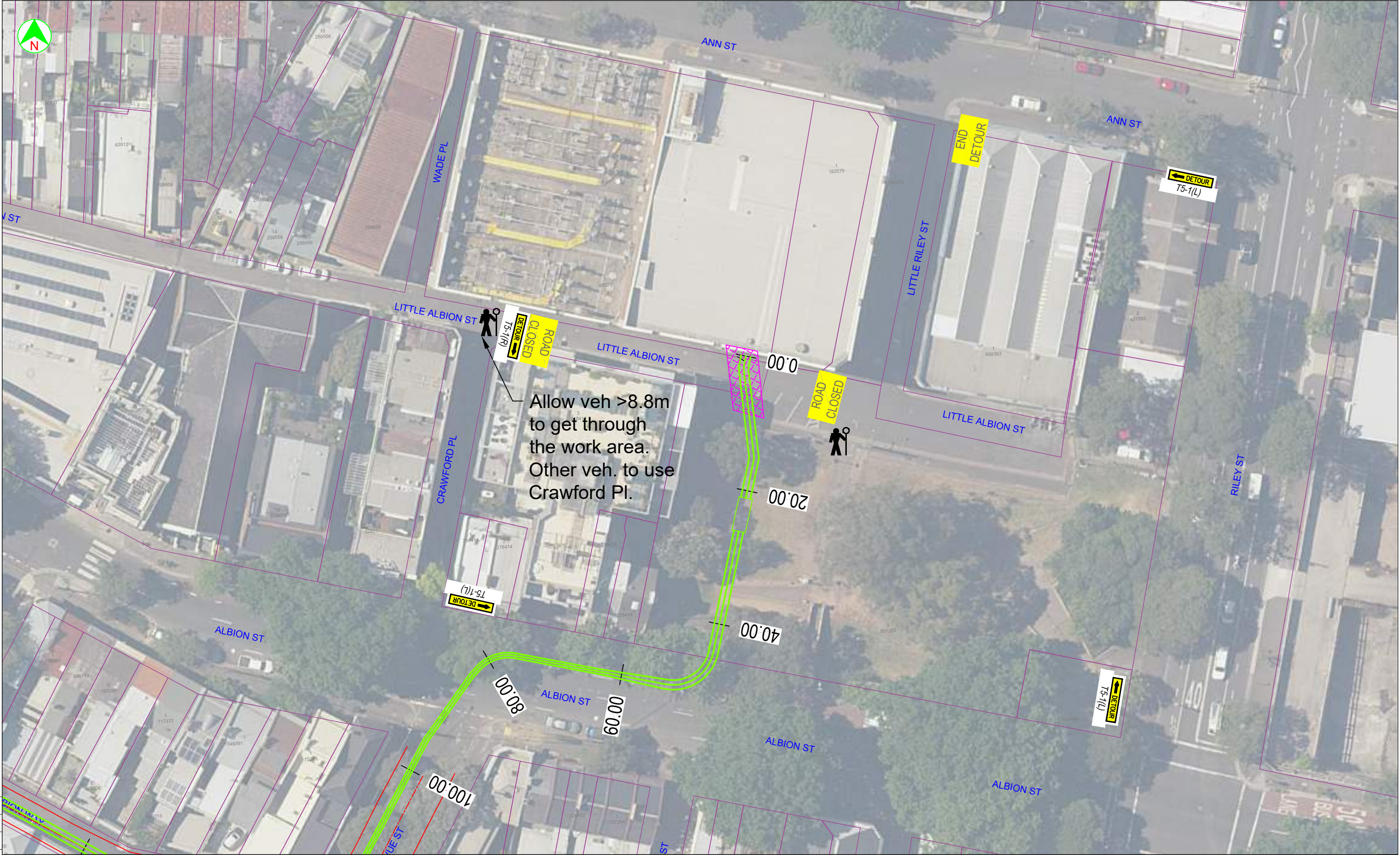
SECTION 21
SCALE 1:

										NOTES			PLOT DATE / TIME			PLOT BY M SIM		CLIENT		Surry Hills to Central Station - 33kV trench route			A3	
LEGEND					REVISION DESC.		REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING			DRAWINGS / DESIGN PREPARED BY		TITLE	NAME	DATE							
<div><div><div></div></div><div>Work area</div></div> <div><div><div></div></div><div>Traffic controller</div></div> <div><div><div></div></div><div>Traffic cone</div></div>										1:150			Mong Sim PWZ # 0052317834		DRAWN	M.SIM	1/6/20	PREPARED FOR Systems Connect			SC TCP SH 2011			ISSUE
															DRG CHECK	M.SIM	1/6/20							
															DESIGN									
															DESIGN CHECK									
															TRAFFIC MNGR									
										CO-ORDINATE SYSTEM			HEIGHT DATUM											
										MGA ZONE 56			AHD											



LEGEND										REVISION DESC.		REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING		NOTES		PLOT DATE / TIME		PLOT BY M SIM		CLIENT Surry Hills to Central Station - 33kV trench route Albion St Ch 80 - 50		A3					
<div> Work area</div>															1:150		Mong Sim PWZ # 0052317834		DRAWN		M.SIM				6/10/20					
<div> Traffic controller</div>																			DRG CHECK		M.SIM				6/10/20					
<div> Traffic cone</div>																			DESIGN											
																			DESIGN CHECK						PREPARED FOR Systems Connect		SC TCP SH 2011A		SHEET	
																	TRAFFIC MNGR						ISSUE STATUS				SHEET No.		ISSUE	
																							1 of 2				1			

Appendix I. TCPs – Little Riley Street



						NOTES	PLOT DATE / TIME		PLOT BY M SIM		CLIENT	Surry Hills to Central Station - 33kV trench route Little Riley St Ch 10 - 0 <div>SHEET</div>			A3		
LEGEND		REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING		DRAWINGS / DESIGN PREPARED BY		TITLE						NAME	DATE
<div><div></div><div>Work area</div><div></div><div>Traffic controller</div><div></div><div>Traffic cone</div></div>						1:150	Mong Sim PWZ # 0052317834	DRAWN	M.SIM	6/10/20							
								DRG CHECK	M.SIM	6/10/20							
								DESIGN									
								DESIGN CHECK			PREPARED FOR	SC TCP SH 2011					
								TRAFFIC MNGR									
											Systems Connect	ISSUE STATUS		SHEET No.	ISSUE		
												1 of 1			1		

Appendix J. Compliance Matrix

CTMP Surry Hills compliance matrix checklists.		
Item	Desc.	Comments
E75	The CSSI must be designed, constructed and operated with the objective of integrating with existing and proposed road and related transport networks and minimising adverse changes to the safety, efficiency and, accessibility of the networks, and facilitate an improved level of service in relation to permanent and operational changes. Detailed design and assessment of related traffic, parking, pedestrian and cycle accessibility impacts and changes shall be undertaken:	The work is short term. CSSI development is finalised. E75 is referring to design development stage in essence and ensuring during construction stage all elements (traffic, safety etc) are in order.
E75(a)	in consultation with, and to the reasonable requirements of the Traffic and Transport Liaison Group(s) established under in consideration of existing and future demand, connectivity (in relation to permanent changes), performance and safety requirements;	Refer to E81. Also referring to design stage.
E75(b)	to minimise and manage local area traffic impacts;	The 33kV scope does not involve any changes to existing road conditions.
E75(c)	to ensure access is maintained to property and infrastructure; and	Work is planned during the night where possible.
E75(d)	to meet relevant design, engineering and safety guidelines, including Austroads, Australian Standards, and RMS (RTA) requirements.	Traffic control provided to assist movement and residents informed.
E75(e)	Copies of civil, structural and traffic signal design plans shall be submitted to the Relevant Road Authority for consultation before the commencement of the relevant works.	CTMP development is in reference to these documents. E75(e) serves as a reminder to ensure latest requirements and standards are considered in the CTMP development.
E76	Permanent road works, including vehicular access, signalised intersection works, and works relating to pedestrians, cyclists, and public transport users must be subject to safety audits demonstrating consistency with relevant design, engineering and safety standards and guidelines. Safety audits must be prepared in consultation with the Traffic and Transport Liaison Group before the completion and use of the subject infrastructure and must be made available to the Secretary upon request.	No new TCS. Refer to E75 comment.
E79	The Proponent must consult with the Relevant Road Authority regarding the use of any weight restricted road by heavy vehicles.	E76 refers to permanent work. Ausroads' Guide to Road Safety Part 6: Road Safety Audit has published "...Great effort has been taken by road authorities to provide adequate safety by the development of worksite safety manuals and roadworks code of practice. It may considered that these practices provide sufficient safety without the need for audits of temporary traffic arrangement." RSA on a temporary traffic management may not be providing any beneficial value. The site operations does not change from its current operations.
E80	The Proponent must minimise truck movements during peak periods within commercial centres. Peak periods are 7am to 10am and 4pm to 7pm Monday to Friday.	Noted. Relevant permit/exception will be communicated.
E81	The Proponent must prepare and implement a Construction Traffic Management Framework (CTMF). The CTMF must be prepared in consultation with TTLG(s) and submitted to the Secretary for approval no later than one (1) month before the commencement of construction (or within any other timeframe agreed with the Secretary). The CTMF will set out the approach construction site access, including the efficient and safe egress and ingress of vehicles, consistent relevant Austroads, Australian Standards and RMS requirements;	Work is planned during the night where possible.
E81(a)	the erection and maintenance of hoardings, scaffolds and associated structures on roads;	Refer to E82.
E81(b)	short and long term lane and road closures including those associated with plant, crane and other operations between the road reservation and construction site;	(site access was evaluated per site requirements with reference to relevant guidelines)
E81(c)	cumulative construction vehicle management from surrounding developments;	(not applicable for this site)
E81(d)	bus stop and associated facilities relocation and service rerouting;	(work area is detailed within the CTMP).
E81(e)	short and long term lane and road closures including those associated with plant, crane and other operations between the road reservation and construction site;	Other major work are the Novo Rail. It may not have impact by the time
E81(f)	mail zone and associated facilities relocation;	STA was notified of the bus stop relocation in general. Detailed coordination required when work is near.
E81(g)	short and long term lane and road closures including those associated with plant, crane and other operations between the road reservation and construction site;	No work zone is required. Work is short term.
E81(h)	regulatory, advisory and other signage changes and modifications;	(no mail zone within site)
E81(i)	heavy vehicle management, the restriction (unless otherwise approved) of heavy vehicles to certain routes and the minimisation of heavy vehicle traffic in peak traffic periods;	(no work on road reserve)
E81(j)	special event management;	(no changes to existing signage)
E81(k)	the retention and reinstatement of emergency and property access;	Access will be managed during work in general.
E81(l)	the retention of user and passenger safety, including pedestrians, cyclists, public transport users, including at stops and related facilities;	Delivery trucks are scheduled for night run where possible.
E81(m)	incident response planning around construction workites; and	SC will coordinate with the event management team from the council and other authorities.
E81(n)	monitoring of transport and access related impacts attributable to the CSSI.	Access are managed during work.
E81(o)	Construction Traffic Management Plans (CTMPs), consistent with the CEMF and CTMF required in Condition E81, must be prepared for each construction site in consultation with the TTLG(s), and submitted to the RMS for approval following Sydney Coordination Office endorsement before construction commences at the relevant construction site. A copy of any Construction Traffic Management Plans approved by the RMS must be submitted to the Secretary for information.	(n/a)
E82	Where construction results in a worsening of the matters identified in Condition E81(a)-(o), the Proponent must review the measures identified in the CTMPs in consultation with the TTLG(s), as relevant. Any changes to the CTMPs must be submitted to the RMS for approval following Sydney Coordination Office endorsement and implemented.	Refer to Section 1.2 and 7 in the CTMP.
E83	Heavy vehicle haulage must not use local roads unless no feasible alternatives are available.	Refer to Section 1.2
E85	During construction, measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected businesses. Such arrangements must be outlined in the Business Management Plan required in Condition E64 and implemented as required. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	CTMP presented on 25 March 2020.
E86	Details of haulage routes and heavy vehicle sizes to transport material to and from any construction site must be specified in the Construction Traffic Management Plan(s) and be approved by the RMS following endorsement by Sydney Coordination Office and consultation with the TTLG(s).	This item was identified on Section 1.2. CTMP review and update as required.
E88	The Proponent must implement traffic and transport management measures with the aid of a truck marshalling and logistics facility located within close proximity to the Sydney and North Sydney CBDs. The facility must be operational in advance of tunnel spoil generation. Details of the facility must be documented in the Ancillary Facilities Management Plan required by Condition A16.	Some sections are local roads and access via local road is not avoidable (Albion Way, Bellevue St etc)
E89	A Road Dilapidation Report must be prepared for local roads proposed to be used by heavy vehicles for the purposes of the CSSI before the commencement of use by such vehicles. Copies of the Road Dilapidation Report must be provided to the Relevant Council within three (3) weeks of completing the surveys and no later than one (1) month before the use of local roads by heavy vehicles.	Traffic management plan is available.
E91	If damage to roads occurs as a result of construction of CSSI, the Proponent must either (at the landowner's discretion):	Summary of construction route is on the CTMP appendix. Combination of these routes is too many. The intend is to minimise local roads where possible.
E91(a)	compensate the landowner for the damage so caused. The amount of compensation may be agreed with the landowner; or	Not applicable.
E91(b)	rectify the damage so as to restore the road to at least the condition it was before construction commenced as identified in the Road Dilapidation Report(s).	E91 is predecessor to E90.
T1	Ongoing consultation would be carried out with (as relevant to the location) the CBD Coordination Office, Roads and Maritime Services, Sydney Trains, NSW Trains, the Port Authority of NSW, Barangaroo Delivery Authority, local councils, emergency services and bus operators in order to minimise traffic and transport impacts during construction.	(applicable only if road is damaged from the work)
T2	Road Safety Audits would be carried out at each construction site. Audits would address vehicular access and egress, and pedestrian, cyclist and public transport safety.	(applicable only if road is damaged from the work)
T3	Directional signage and line marking would be used to direct and guide drivers and pedestrians past construction sites and on the surrounding network. This would be supplemented by Variable Message Signs to advise drivers of potential delays, traffic diversions, speed restrictions, or alternate routes.	Open communications are established.
T4	In the event of a traffic related incident, co-ordination would be carried out with the CBD Coordination Office and / or the Transport Management Centre's Operations Manager.	Refer to E76.
T5	The community would be notified in advance of proposed road and pedestrian network changes through media channels and other appropriate forms of community liaison.	Not applicable as no lane realignment.
T6	Vehicle access to and from construction sites would be managed to ensure pedestrian, cyclist and motorist safety. Depending on the location, this may require manual supervision, physical barriers, temporary traffic signals and modifications to existing signals or, on occasions, police presence.	Reporting only.
T7	Access to existing properties and buildings would be maintained in consultation with property owners.	Noted. On going.
T8	All trucks would enter and exit construction sites in a forward gear, where feasible and reasonable.	Each section has different approach. Refer to CTMP.
T9	For special events that require specific traffic measures, those measures would be developed in consultation the CBD Coordination Office (for relevant locations), Roads and Maritime Services, Barangaroo Delivery Authority (for relevant locations) and the organisers of the event.	Access is available where possible.
T10	Construction sites would be managed to minimise construction staff parking on surrounding streets. The following measures would be implemented:	This is meant for a along term site set up with available turn around area etc. The 33kV work is mobile and is not deemed applicable.
T11	Encouraging staff to use public or active transport	Refer to E81.
T12	Encouraging ride sharing	Work site is not long term. Parking to be coordinated with parking division or permit systems.
T13	Provision of alternative parking locations and shuttle bus transfers where feasible and reasonable.	Busiest areas are done at night.
T14	Transport for NSW would work with local councils to minimise adverse impacts of construction on parking and other kerbside use in local streets, such as loading zones, bus zones, taxi zones and coach zones.	No immediate school zone along the work site.
T15	Construction site traffic would be managed to minimise movements in the AM and PM peak periods.	Where work may be impacting parking it will be coordinated with the council via parking occupancy permit and informing the parking division of the work in advanced.
T16	Construction site traffic immediately around construction sites would be managed to minimise movements through school zones during pick up and drop off times.	Refer to E81(j).
T17	Where existing parking is removed to facilitate construction activities, alternative parking facilities would be provided where feasible and reasonable.	Road opening permit has this section covered.
T18	The potential combined impact of trucks from multiple construction sites would be further considered during the development of Construction Traffic Management Plans.	
T19	Where existing footpath routes used by pedestrians and / or cyclists are affected by construction, a condition survey would be carried out to confirm they are suitable for use (eg suitably paved and lit), with any necessary modifications to be carried out in consultation with the relevant local council.	

Appendix K. Other document (attached as required – correspondence etc)

LWC General Correspondence

Reference No: SMCSWLWC-RMS-LWC-GEN-000038
Project Title: Sydney Metro City & Southwest - LWC, TSOM
Contract No: LWC - Line Wide Contracts
Sub Contract: -
Orig Ref No:
DLM:

Date: 28 August 2020, 01:39 PM **Response required by:**

From: Quac Minh LA (Roads and Maritime Services (part of TfNSW division))

To: Susan Dai (Systems Connect)

Cc: Chris Berg (Sydney Metro) ; Ken Hind (Sydney Metro) ; JOSE ARGUETADOMINGUEZ (Sydney Metro) ; Phil Brogan (Sydney Metro) ; Garry Hitchcox (Sydney Metro) ; Nathan Hoffmeister (Sydney Metro) ; Deepak Shahani (Sydney Metro) ; Errol Pather (Sydney Metro) ; Jake Coles (Sydney Coordination Office) ; Carl Mella (Roads and Maritime Services (part of TfNSW division)) ; David Tawadros (Roads and Maritime Services (part of TfNSW division)) ; Hugh Chapman (Sydney Metro) ; Ali Faniad (Sydney Metro) ; Oscar Wang (Sydney Metro) ; Hayden Wright (Sydney Metro) ; Transmittal SM OpenAccess (Sydney Metro) ; Mathew Billings (Systems Connect) ; Mark Marriott (Sydney Metro) ; Jill Downing (Systems Connect) ; Kirimaru Friscan (Systems Connect) ; LWC Systems Connect Transfer (Systems Connect) ; Paul Ryan (Systems Connect) ; Helena Orel (Systems Connect) ; Mathew Johnston (Systems Connect) ; Mong Sim (Systems Connect) ; John Grant (Systems Connect)

Subject: **Construction Traffic Management Plan - Surry Hills 33kV Bulk Power Supply - TfNSW (former RMS) approval**

Susan

In reference to your transmittal SMCSWLWC-SYC-TX-003429 dated 25/08/2020.

In accordance with Schedule C1 Appendix A.9 Section 2.1 (c) and 2.2 (c) of the Principal's General Specifications G10 – Traffic and Transport Management and Minister's Condition of Approval E82 for the Sydney Metro City & South West, Transport for NSW – Greater Sydney – Planning and Programs, and the Sydney Coordination Office approve the Sydney Metro City & South West Traffic Management Plan – Line Wide Works – Surry Hills 33kV Bulk Power Supply (SMCSWLWC-SYC-CSW-TF-PLN-004180.D.RVW.D.01) for the Sydney Metro City & South East project subject to the following requirements:

- obtaining Road Occupancy Licenses (RoLs) from the Transport Management Centre as required;
- addressing any safety issues identified within the Road Safety Audit review for this CTMP in advance of any works commencing;
- addressing any issues raised by Council, STA, Taxi Council, residents/businesses or Emergency Services in the CTMP approval process;
- addressing the requirements arising as an outcome of the Local Traffic Committee meeting;
- promptly addressing any SCO and/or TMC and/or TfNSW issue that eventuates during the works

regards,
Minh

Discipline:

Design Series:

Design Lots:

Location:

Appendix L: Details for the works at Elizabeth Street, Surry Hills on the week of 26 – 31 December 2020.

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Details for the works at Elizabeth Street, Surry Hills on the week of 26 – 31 December 2020.

1.Description of the work

The new Sydney Metro 33kV trench alignment at Chainage 510 – 540 falls at the intersection of Elizabeth Street and Foveaux Street. Staging of the work at this section (at Chainage 510 – 540) is difficult during standard time of the year due to limited working hour from standard road occupancy time slot and combination of complexities (i.e trench depth >2.8m, digging close to underground services, utilities provider isolation availability, constructibility etc). The work is to be undertaken during the lesser traffic volume in the December month holiday season generating lesser impact to general traffic flow. Work is planned from 26 December 2020 from approximately at 20:00 continuously to 31 December at 05:00 hours.

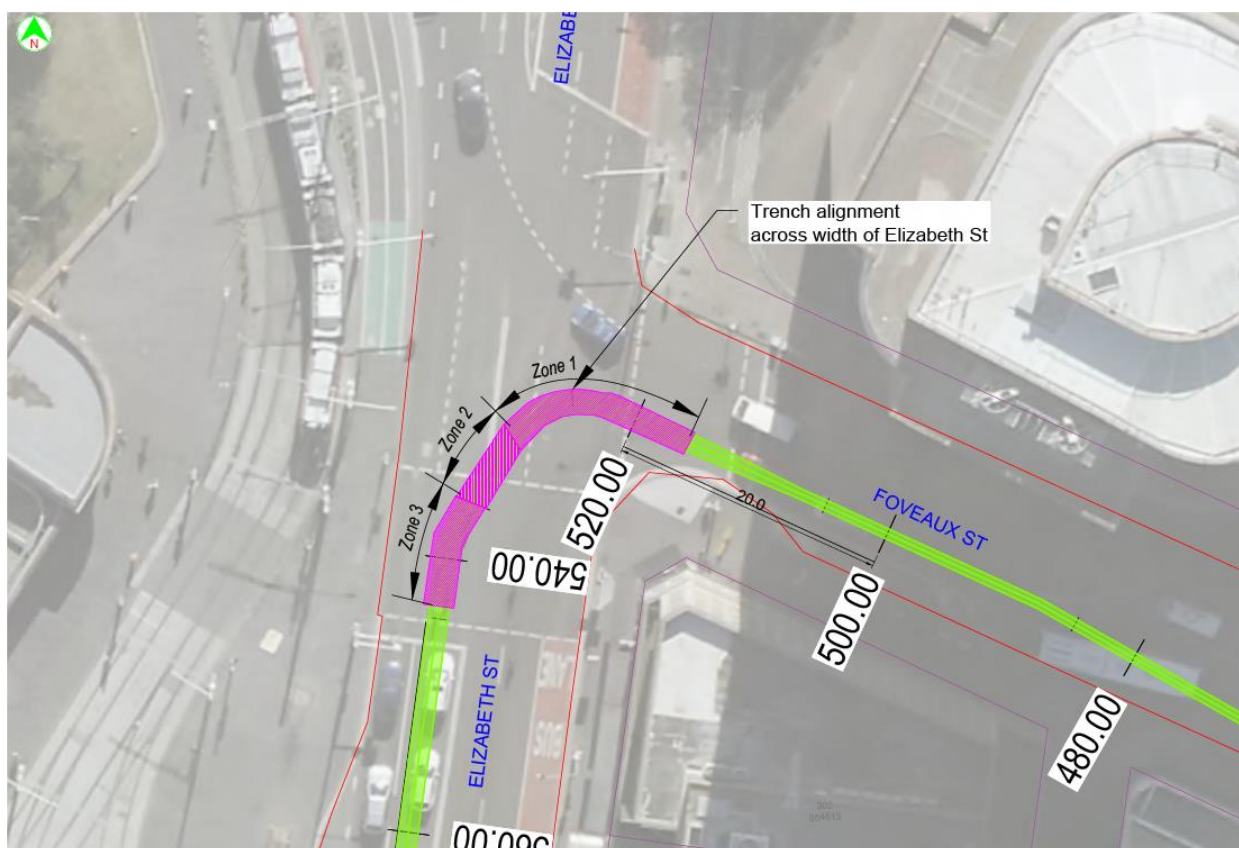


Fig.1 – 33kV trench section across Elizabeth St and Foveaux St intersection.

1.1 Zone 1

Zone 1 - from Chainage 510 – 530 (chainages rounded up to whole number for simplicity) is staged by diverting Elizabeth Street southbound away from the work area onto Elizabeth Street northbound. This is achievable by contraflowing traffic for both northbound and southbound traffic on Elizabeth Street northbound lanes maintaining at least 3.2m lane width throughout the temporary contraflow. During Zone 1 staging, the left turn movement from Foveaux Street to Elizabeth Street southbound will be restricted. All left turning traffic will be temporarily detoured from the work area via Eddy Avenue – Lee Street – Regent Street – Randle Street. In the event that if traffic at Foveaux Street became saturated, a bypass strategy is available to disperse traffic that comes from Fitzroy Street. Waterloo Street could be used to channel Elizabeth Street southbound traffic via Kippax Street. VMS # 8 and # 7 located along Foveaux Street could be used to display messages informing of the current traffic conditions ahead; and indirectly spreads traffic into bypassing the work area ahead through combination of other possible routes. Traffic will generally seek its own alternative route if there is any significant delay. Refer to Appendix 11.1 for Zone 1 lane realignment. Mitigation strategy summary for Foveaux Street during Zone 1 are:

In the event of major traffic build up at end of Foveaux St	Indirect Mitigation Strategy	Direct Mitigation Strategy (if required)
Foveaux St	<ul style="list-style-type: none"> Use VMS # 7 and 8 to provide traffic conditions and this indirectly cause traffic to bypass the work area. VMS # 7 at Fitzroy St and VMS # 8 (Foveaux St before Waterloo St) will indirectly push traffic to use other alternative route. 	<ul style="list-style-type: none"> Selectively utilise Waterloo Street to lessen the traffic pressure at end of Foveaux St Open up Foveaux St lane 2 (straight and right turn lane) if it needs to be. Shorten work section temporarily to address any major traffic built up.

		<ul style="list-style-type: none"> • Display clear and direct messages on VMS # 7 and # 8 to for traffic to immediately use Crown St and/or Waterloo – Kippax St, away from the work area.
--	--	---

1.2 Zone 2

Zone 2 - a subsequent staging to complete remaining Chainage 530 to Chainage 540 is completed by diverting traffic from the work area to the kerbside side lane for both directions at Elizabeth Street. During Zone 2, left turn from Foveaux Street to Elizabeth Street southbound is not possible. If traffic becomes saturated at Foveaux Street, Waterloo Street could be selectively used to channel traffic temporarily. Traffic will generally find their own alternative route via various combination of routes if there is any significant delay. Refer to Appendix 11.1 for Zone 2 lane realignment.

In the event of major traffic build up at end of Foveaux St	Indirect Mitigation Strategy	Direct Mitigation Strategy (if required)
Foveaux St	<ul style="list-style-type: none"> • Use VMS # 7 and 8 to provide traffic conditions and this indirectly cause traffic to bypass the work area. VMS # 7 at Fitzroy St and VMS # 8 (Foveaux St before Waterloo St) will indirectly push traffic to use other alternative route. 	<ul style="list-style-type: none"> • Selectively utilise Waterloo Street to lessen the traffic pressure at end of Foveaux St • Open up Foveaux St lane 2 (straight and right turn lane) AND by pulling barrier back to shorten the work area if required. • Display clear and direct messages on VMS # 7 and # 8 to for traffic to immediately use Crown St and Waterloo – Kippax St, away from the work area.

1.3 Zone 3

Zone 3 - the last phase of the remaining work from Chainage 540 to 560 is completed by diverting Elizabeth Street northbound to Elizabeth Street southbound lanes for both directions. During Zone 3, there will be additional traffic controllers located at Elizabeth Street northbound to ensure the northbound direction is controlled. The travelling alignment is slightly offset from the direct view traffic signal lantern due to the crossover thus additional traffic controllers will be used to control the traffic according to the traffic signal lantern. Traffic will be stopped approximately 40m from before the crossover point. Additional traffic controllers are in position to manage traffic where it is required on the Elizabeth Street northbound lane. Refer to Appendix 11.3 for Zone 3 lane realignment.

Traffic lanes at Foveaux Street are not closed during Zone 3.

Traffic signals remains turned on during this Zone 3 operation due to the complexity of the intersection.

2.0 Summary

Staging of the work is summarised in Figure 2 below (refer to Appendix 11.1 for larger scale).

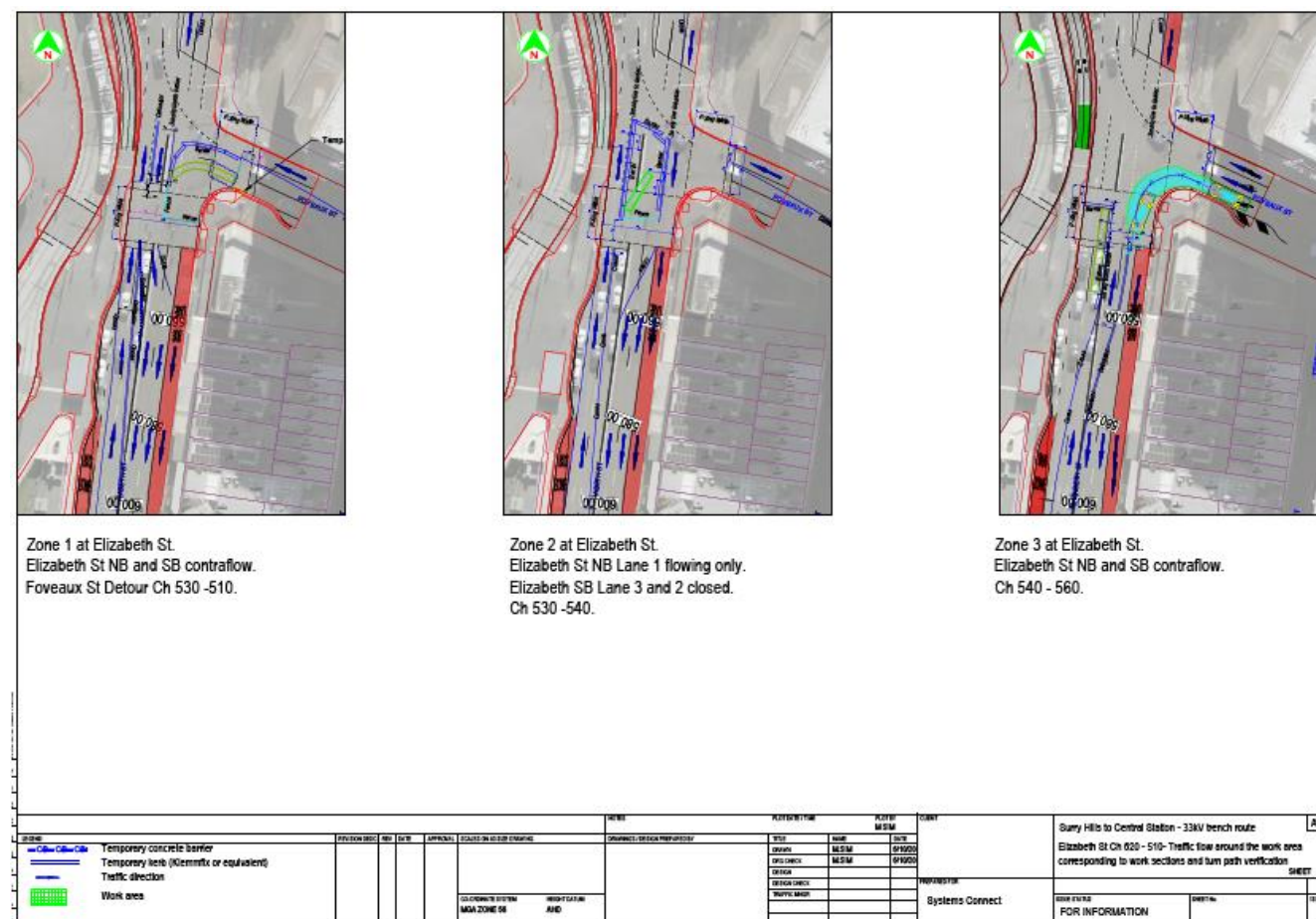


Fig. 2. Traffic alignment during Zone 1, 2 and 3.

Traffic control setup changeover from each zone to the other is done during the night or early morning to minimise disruption.

Existing underground services superimposed on the work area is showing on Figure 3.

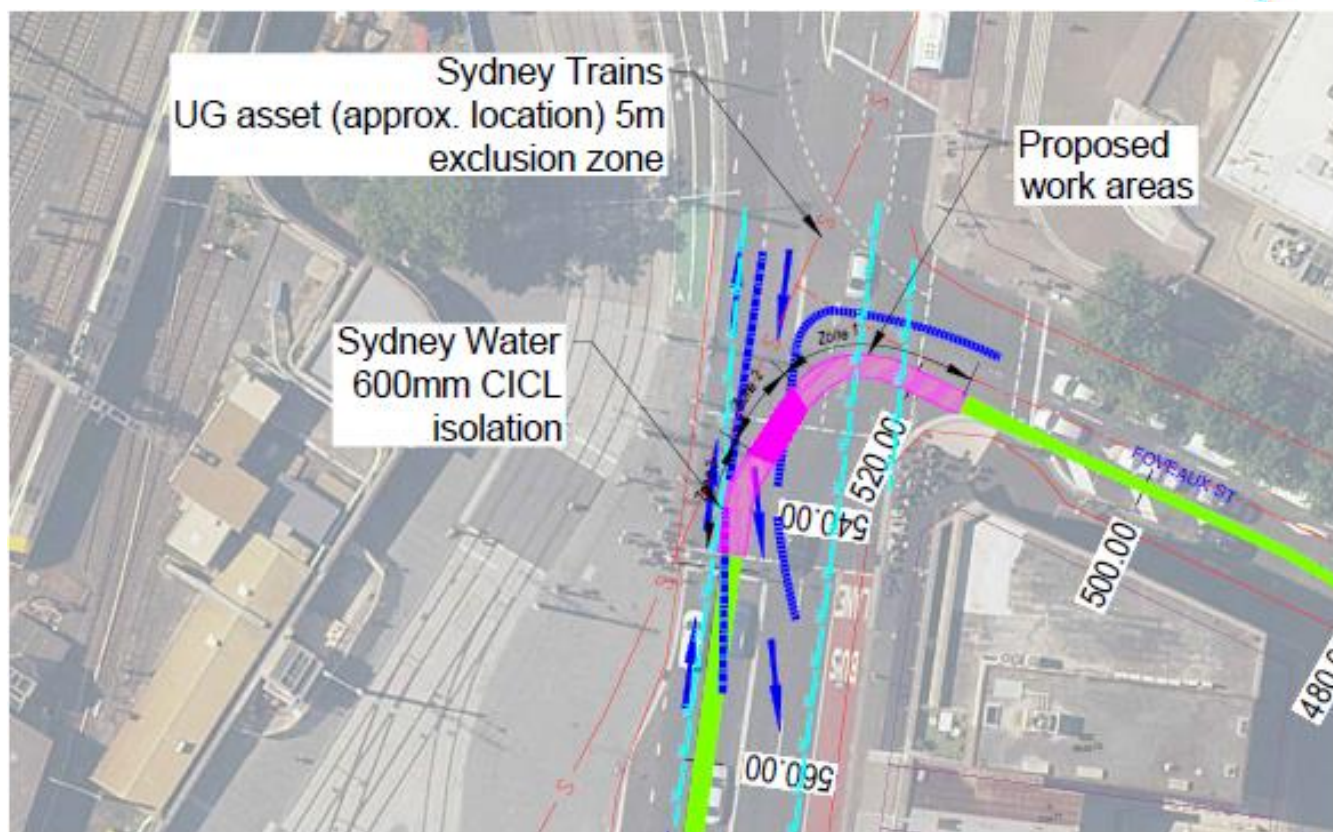


Fig. 3. Major utilities superimposed on the work area.

A Dial Before You Dig major asset owners are (Sydney Water and Sydney Trains) attached for information on Appendix 11.6 for information.

3.0 Program

A simple table format hour by hour program showing major work to be completed between critical time below.

Work on the 26 - 31 Dec 2020		
Saturday, 26 December 2020	21:00	Setup traffic control for Zone 1
	22:00	Setup traffic control for Zone 1
	23:00	Survey pick up and set out.
Sunday, 27 December 2020	0:00	Survey pick up and set out.
	1:00	Install concrete barriers and temporary kerb for Zone 1
	2:00	Install concrete barriers and temporary kerb for Zone 1
	3:00	Zone 1 - Excavate and install. (Zone 1 20m long, assume production rate 0.5m/hour)
	4:00	Zone 1 - Excavate and install.
	5:00	Zone 1 - Excavate and install.
	6:00	Zone 1 - Excavate and install.
	7:00	Zone 1 - Excavate and install.
	8:00	Zone 1 - Excavate and install.
	9:00	Zone 1 - Excavate and install.
	10:00	Zone 1 - Excavate and install.
	11:00	Zone 1 - Excavate and install.
	12:00	Zone 1 - Excavate and install.
	13:00	Zone 1 - Excavate and install.
	14:00	Zone 1 - Excavate and install.
	15:00	Zone 1 - Excavate and install.
	16:00	Zone 1 - Excavate and install.
	17:00	Zone 1 - Excavate and install.
	18:00	Zone 1 - Excavate and install.
	19:00	Zone 1 - Excavate and install.
	20:00	Zone 1 - Excavate and install.
	21:00	Zone 1 - Excavate and install.
	22:00	Zone 1 - Excavate and install.
	23:00	Zone 1 - Excavate and install.
Monday, 28 December 2020	0:00	Zone 1 - Excavate and install.
	1:00	Zone 1 - Excavate and install.
	2:00	Zone 1 - Excavate and install.
	3:00	Zone 1 - Excavate and install.
	4:00	Zone 1 - Excavate and install.
	5:00	Zone 1 - Excavate and install.
	6:00	Zone 1 - Excavate and install.
	7:00	Zone 1 - Excavate and install.
	8:00	Zone 1 - Excavate and install.
	9:00	Zone 1 - Excavate and install.
	10:00	Zone 1 - Excavate and install.
	11:00	Zone 1 - Excavate and install.
	12:00	Zone 1 - Excavate and install.
	13:00	Zone 1 - Excavate and install.
	14:00	Zone 1 - Excavate and install.
	15:00	Zone 1 - Excavate and install.
	16:00	Zone 1 - Excavate and install.
	17:00	Zone 1 - Excavate and install.
	18:00	Zone 1 - Excavate and install.
	19:00	Zone 1 - Excavate and install.
	20:00	Setup Zone 2 traffic control
	21:00	Setup Zone 2 traffic control
	22:00	Survey pick up and set out.
	23:00	Zone 2 - Excavate and install (assume production rate 0.5m/hour)
Tuesday, 29 December 2020	0:00	Zone 2 - Excavate and install.
	1:00	Zone 2 - Excavate and install.
	2:00	Zone 2 - Excavate and install.
	3:00	Zone 2 - Excavate and install.
	4:00	Zone 2 - Excavate and install.
	5:00	Zone 2 - Excavate and install.
	6:00	Zone 2 - Excavate and install.
	7:00	Zone 2 - Excavate and install.
	8:00	Zone 2 - Excavate and install.
	9:00	Zone 2 - Excavate and install.
	10:00	Zone 2 - Excavate and install.
	11:00	Zone 2 - Excavate and install.
	12:00	Zone 2 - Excavate and install.
	13:00	Zone 2 - Excavate and install.
	14:00	Zone 2 - Excavate and install.
	15:00	Zone 2 - Excavate and install.
	16:00	Zone 2 - Excavate and install.
	17:00	Zone 2 - Excavate and install.
	18:00	Zone 2 - Excavate and install.
	19:00	Zone 2 - Excavate and install.
	20:00	Zone 2 - Excavate and install.
	21:00	Setup zone 3 traffic control
	22:00	Setup zone 3 traffic control
	23:00	Survey pick up and set out.
Wednesday, 30 December 2020	0:00	Zone 3 - Excavate and install (production rate 0.5m/hour)
	1:00	Zone 3 - Excavate and install
	2:00	Zone 3 - Excavate and install
	3:00	Zone 3 - Excavate and install
	4:00	Zone 3 - Excavate and install
	5:00	Zone 3 - Excavate and install
	6:00	Zone 3 - Excavate and install
	7:00	Zone 3 - Excavate and install
	8:00	Zone 3 - Excavate and install
	9:00	Zone 3 - Excavate and install
	10:00	Zone 3 - Excavate and install
	11:00	Zone 3 - Excavate and install
	12:00	Zone 3 - Excavate and install
	13:00	Zone 3 - Excavate and install
	14:00	Zone 3 - Excavate and install
	15:00	Zone 3 - Excavate and install
	16:00	Zone 3 - Excavate and install
	17:00	Zone 3 - Excavate and install
	18:00	Zone 3 - Excavate and install
	19:00	Zone 3 - Excavate and install
	20:00	Zone 3 - Excavate and install
	21:00	Zone 3 - Excavate and install
	22:00	CUTOFF LINE TO BE START BACKFILL
	23:00	Remove barrier
Thursday, 31 December 2020	0:00	Remove barrier - Reinstate linemarking.
	1:00	BUFFER - SPARE TIME TO REINSTATE
	2:00	BUFFER - SPARE TIME TO REINSTATE
	3:00	Remove traffic control
	4:00	Remove traffic control
	5:00	Work Done.
Friday, 1 January 2021	ALL DAY	(no work)
Saturday, 2 January 2021	ALL DAY	(no work)
Sunday, 3 January 2021	ALL DAY	(no work)
Monday, 4 January 2021	22:00 - 05:00	Reinstate traffic signal loop.

4.0 Bus Operation

Bus stop # 201080 at Elizabeth Street southbound just before Kippax Street will need to be relocated for all Zone 1, 2 and 3 work. The temporary relocation guarantees a smoother flow of southbound traffic. Frequency of buses arriving to bus stop # 201080 is high and likely to cause queuing behind buses given the temporary reduced travelling lanes to bypass any stopping buses heading to bus stop # 201080. A temporary bus stop will be setup in lieu of bus stop # 201080, 60m further south towards Cooper Street.



Fig. 4. Bus stop # 201080 at Elizabeth Street southbound at Kippax Street intersection

An existing bus zone at Elizabeth Street northbound between Foveaux Street and Randle Lane is not accessible during the work. This layover is not currently being used by the buses.

Bus zone along Foveaux Street between Terry Street and Commonwealth Street is accessible at all times. A gap within the traffic control setup will be left to allow all incoming buses to pull into the bus stop.



Fig. 5. Impacted bus zone at Elizabeth Street northbound.

5.0 Emergency Services

Emergency services will be advised of the work. In the event of an emergency, traffic control will prioritise and facilitate all emergency movement to allow the left turn from Foveaux Street to Elizabeth Street southbound. It is a standard operating procedure that traffic control to assist any emergency through traffic.

6.0 Pedestrian

Pedestrian crossing at Foveaux Street and Elizabeth Street are maintained with a reduced overall width during the excavation work. Pedestrian activity will be monitored and if there is a situation to warrant a wider pedestrian crossing, the work section will be temporarily steel plated to give the additional pedestrian crossing width.

Attempt to complete the section that is encroaching into the crossing section in the night and early morning. Work area that could be reinstated for pedestrian used will be reinstated as soon as possible. Refer to pedestrian staging on the Appendix 11.3 for each work zone.

7.0 Parking

Foveaux Street kerb side lane is a no parking zone within the traffic control setup thus no impact for the area.

A P10 minute parking for commonly used for short term parking/drop off/pick up at Elizabeth Street southbound will not be accessible during the work.



Fig. 10. Impacted P10 parking at Elizabeth Street northbound.

8.0 Cyclist

No impact to cyclist as the work is not within a cycle path.

9.0 VMS

Variable message sign (VMSs) are positioned at strategic locations providing advanced messages to general traffic of the upcoming work and to display any required real-time messages during work. Refer to Appendix 11.5 for VMS locations.

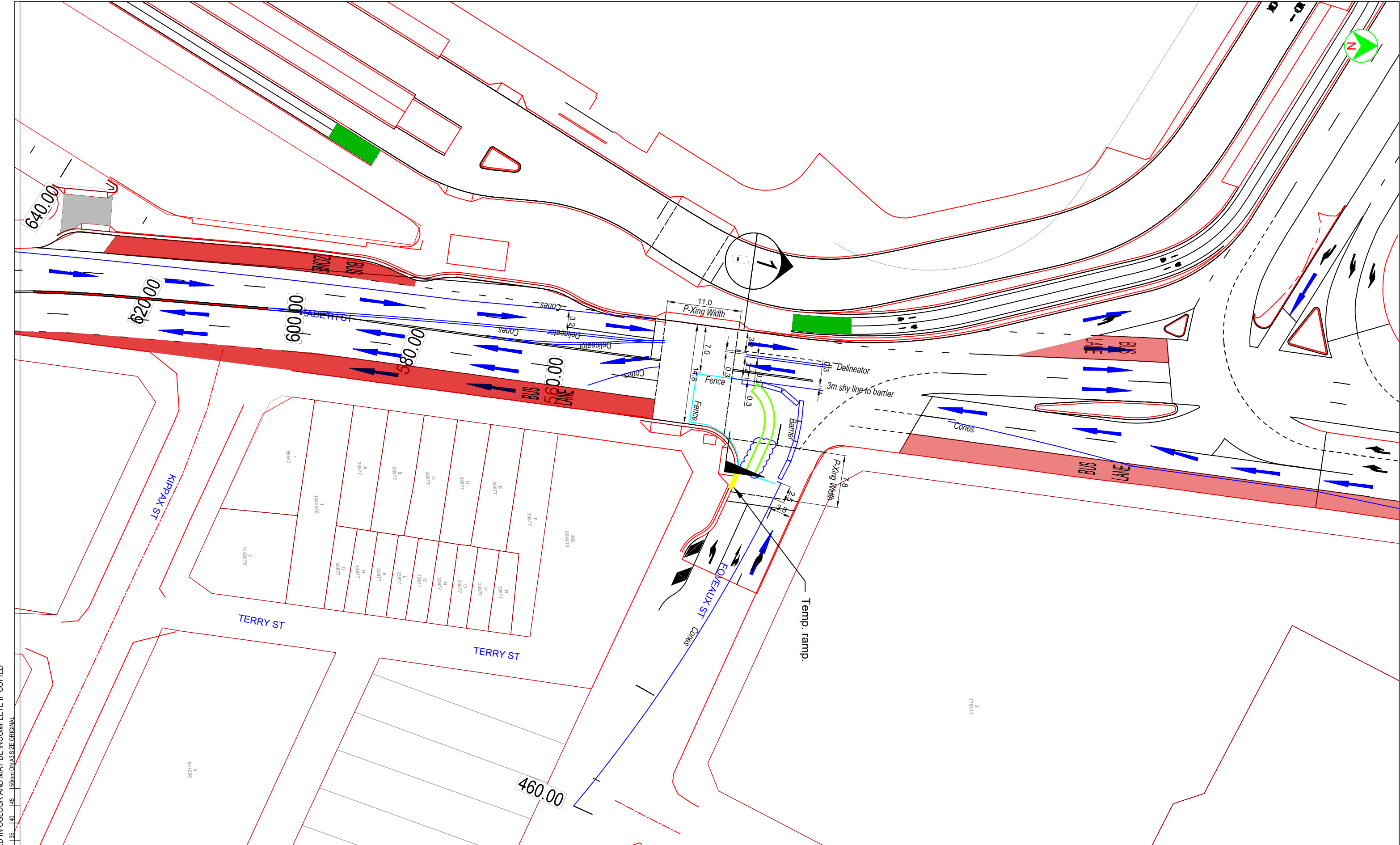
10.0 Traffic signals impact

During Zone 3, traffic signal loop on Elizabeth Street Lane 3 northbound will be impacted from the work. A reinstatement will be scheduled as soon as possible after the completion of the work on 4 January 2021. Newly laid asphalt reinstating the lane will be too green to cut for the signal loop reinstatement on the night of 31 Dec 2020.

11.0 Appendices

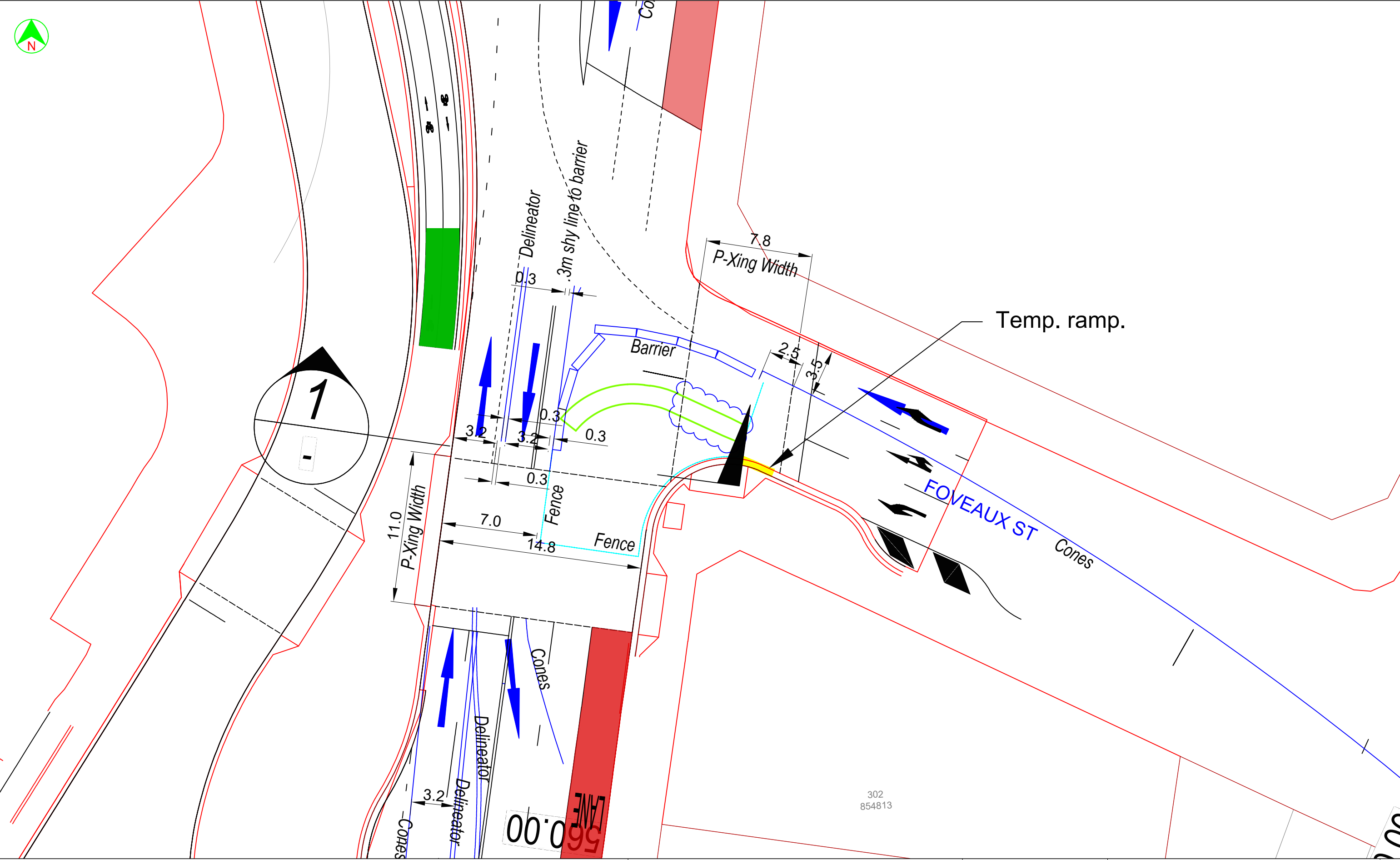
- Appendix 11.1. Staging alignment plan
- Appendix 11.2. TCPs
- Appendix 11.3. Pedestrian management details
- Appendix 11.4. Bus Stop relocation
- Appendix 11.5. VMS plan
- Appendix 11.6. Major existing services drawing (from Dial-Before-You-Dig)

Appendix 11.1 - Staging alignment

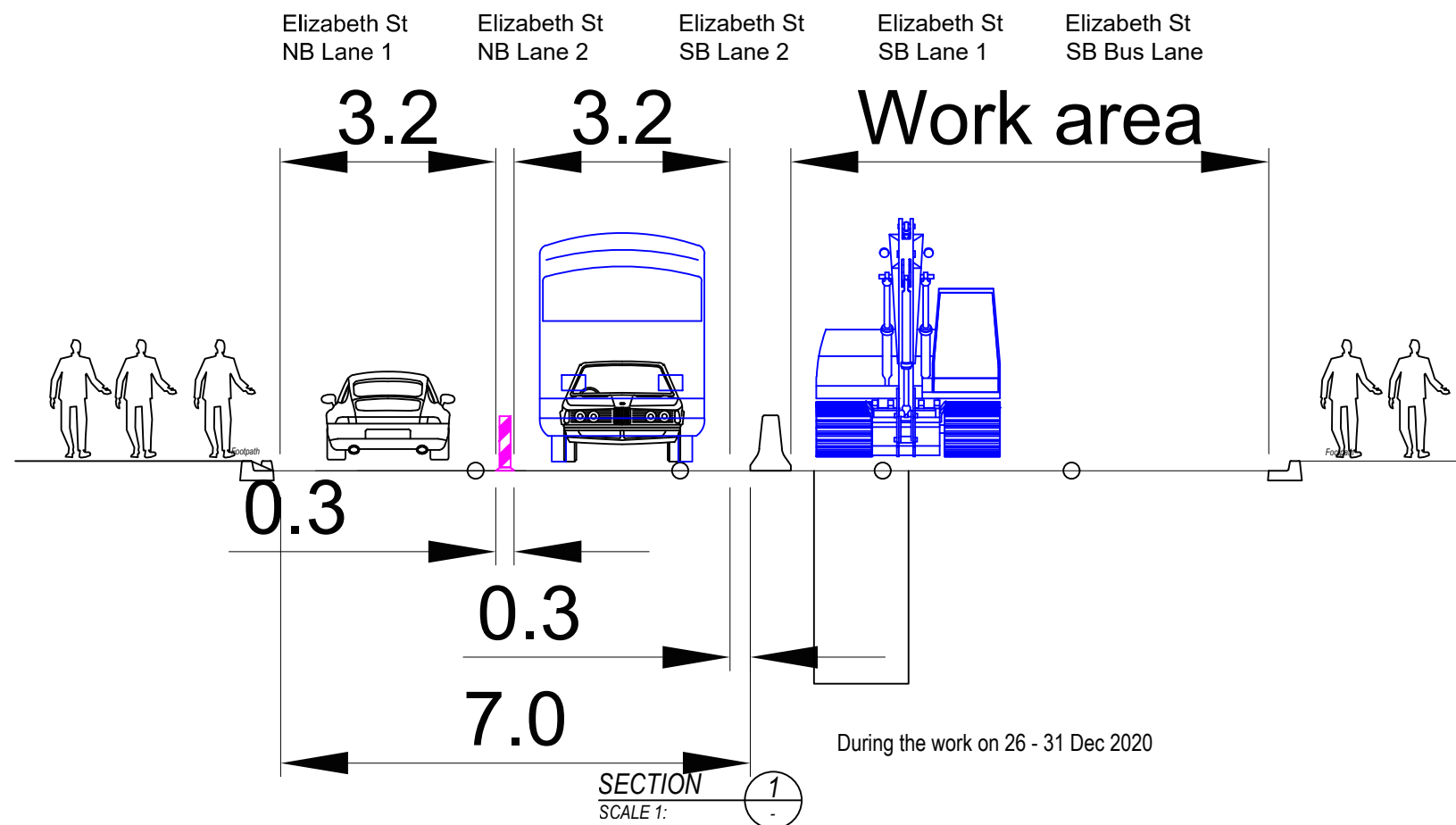
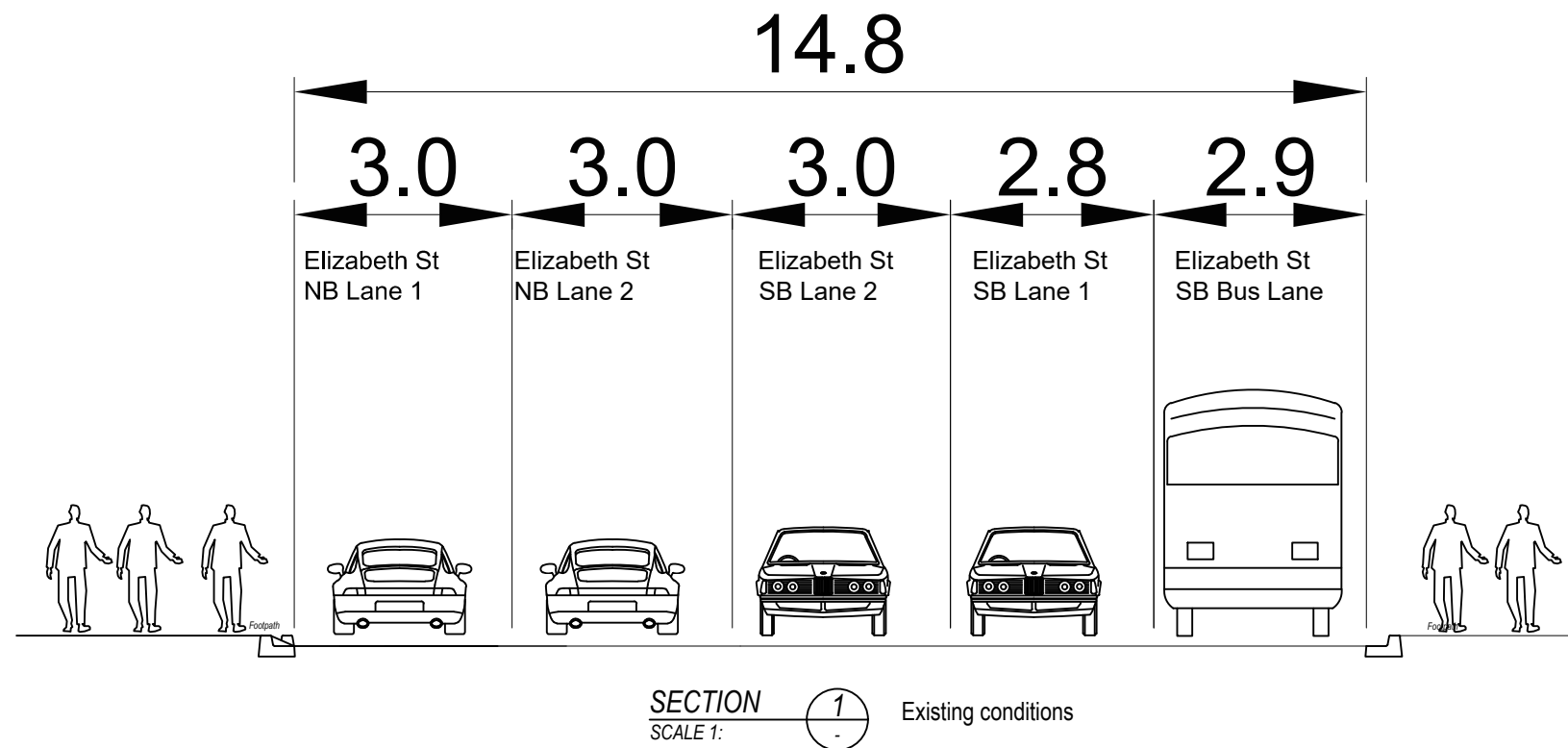


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150mm ON A3 SIZE ORIGINAL

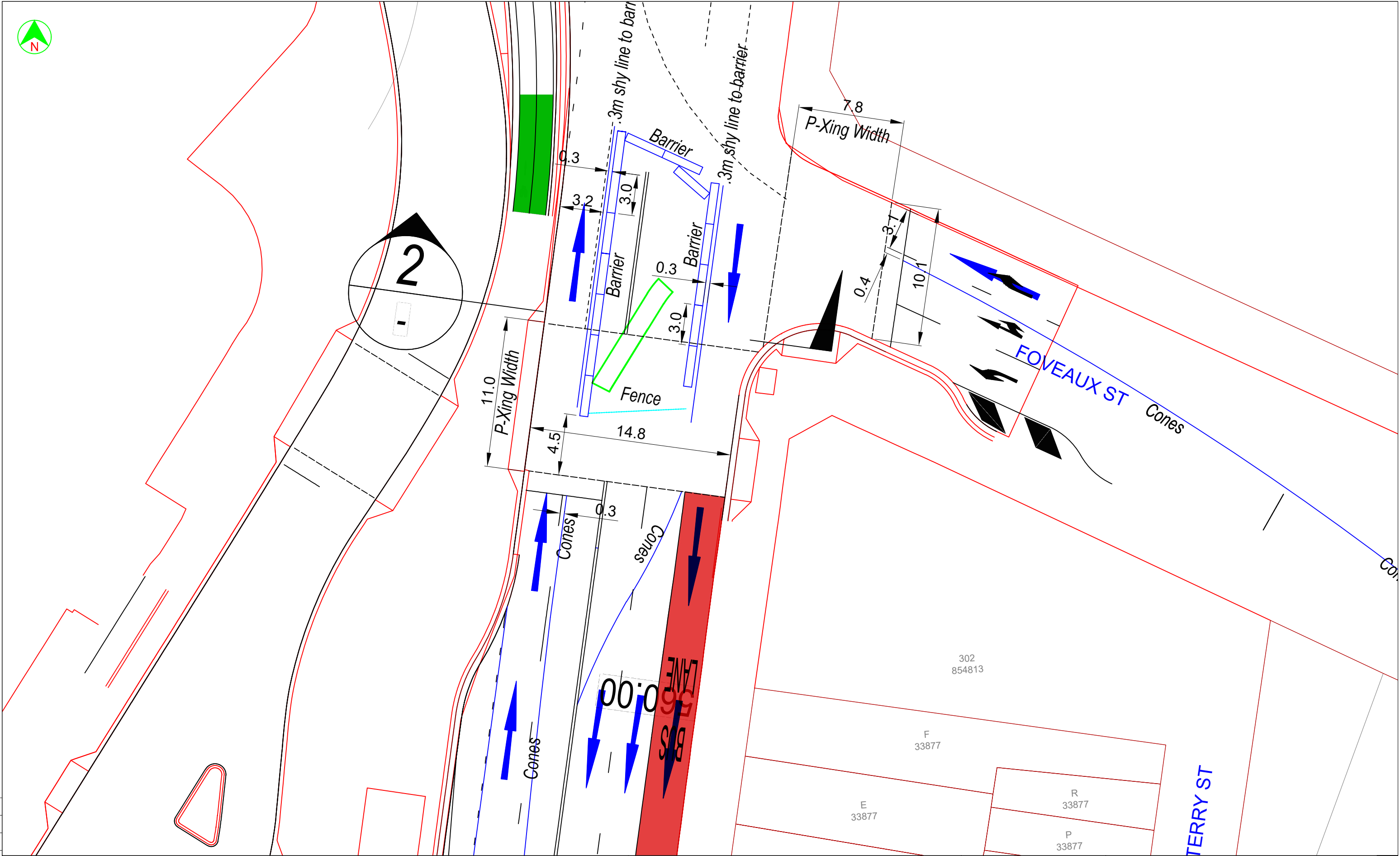
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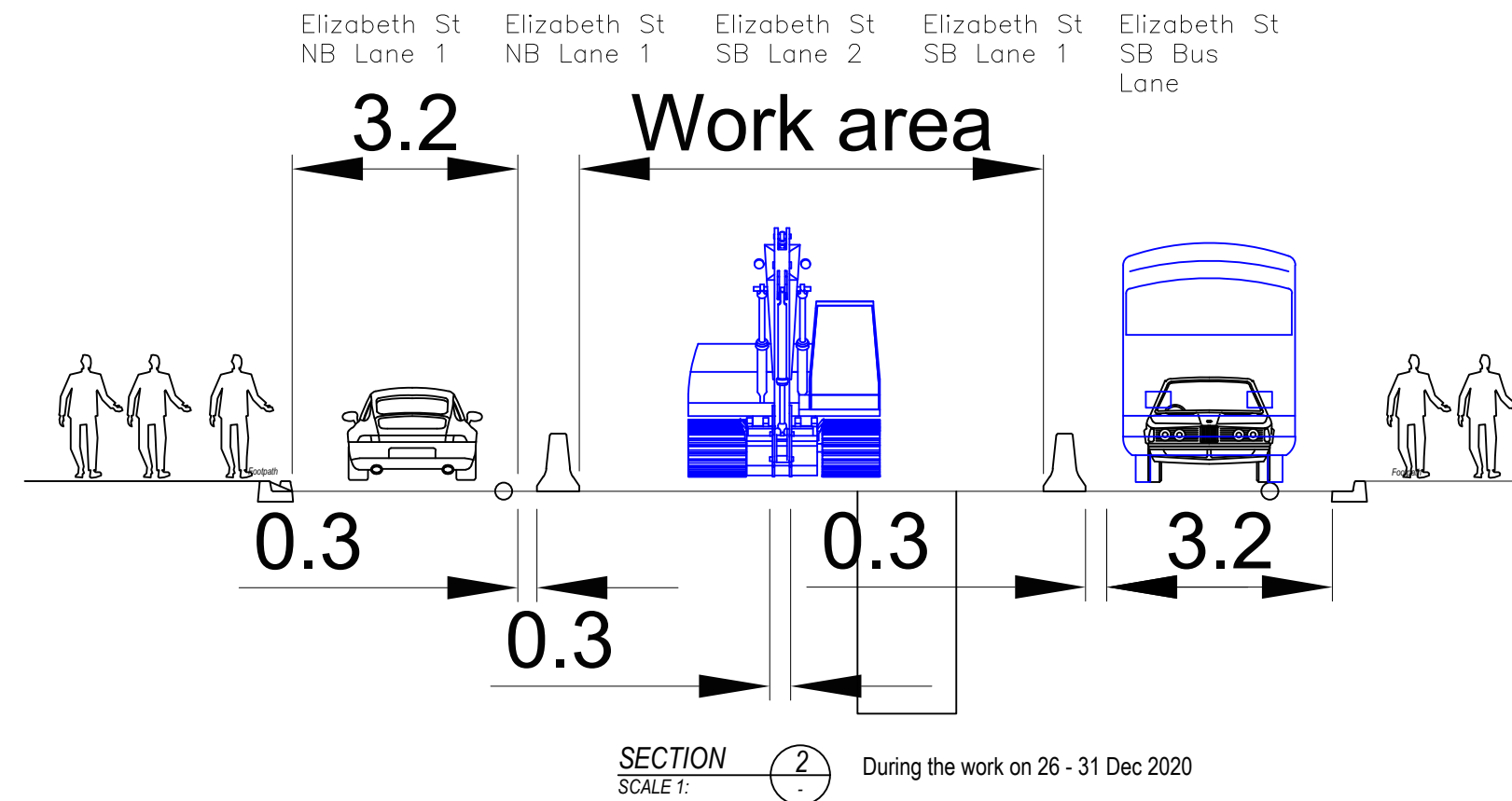
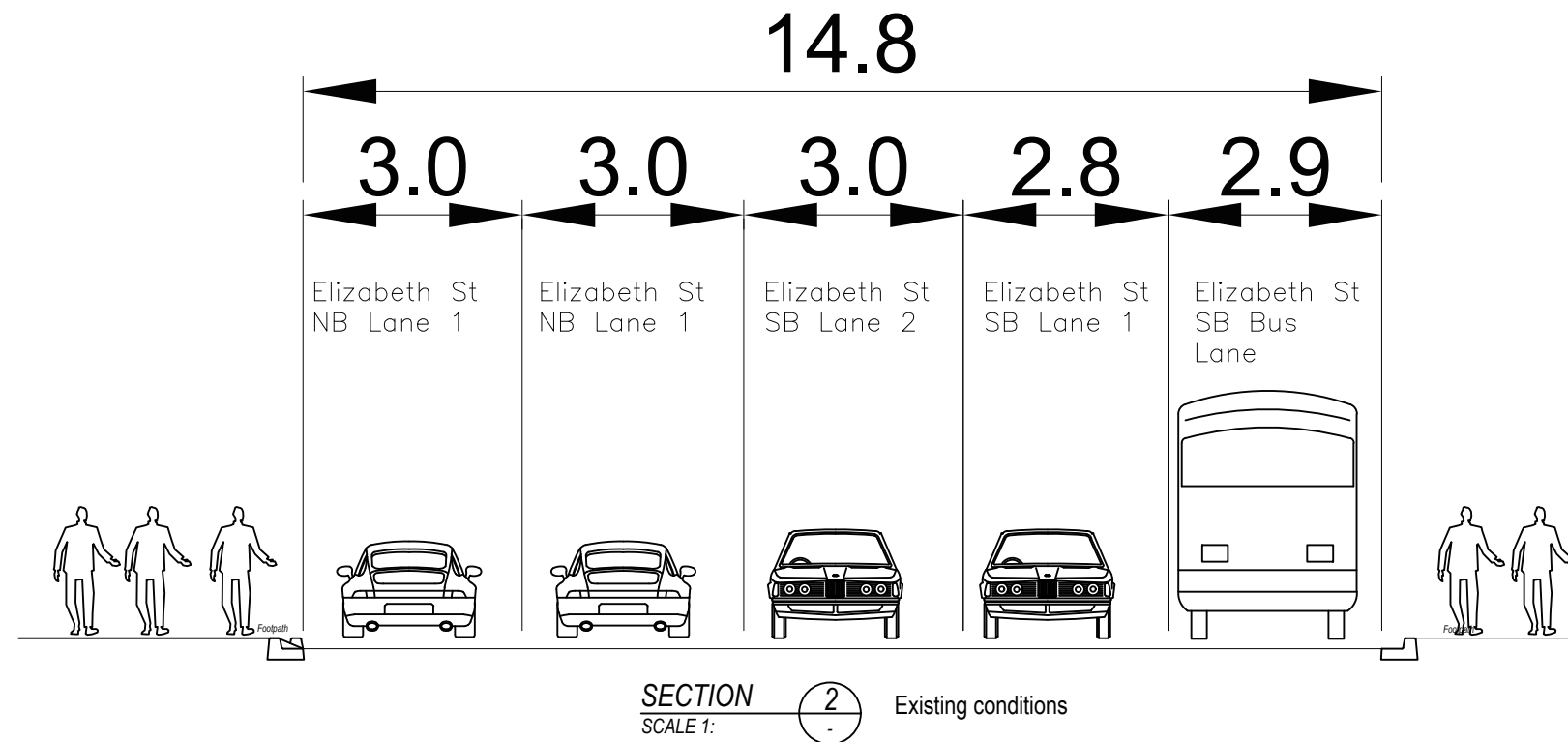
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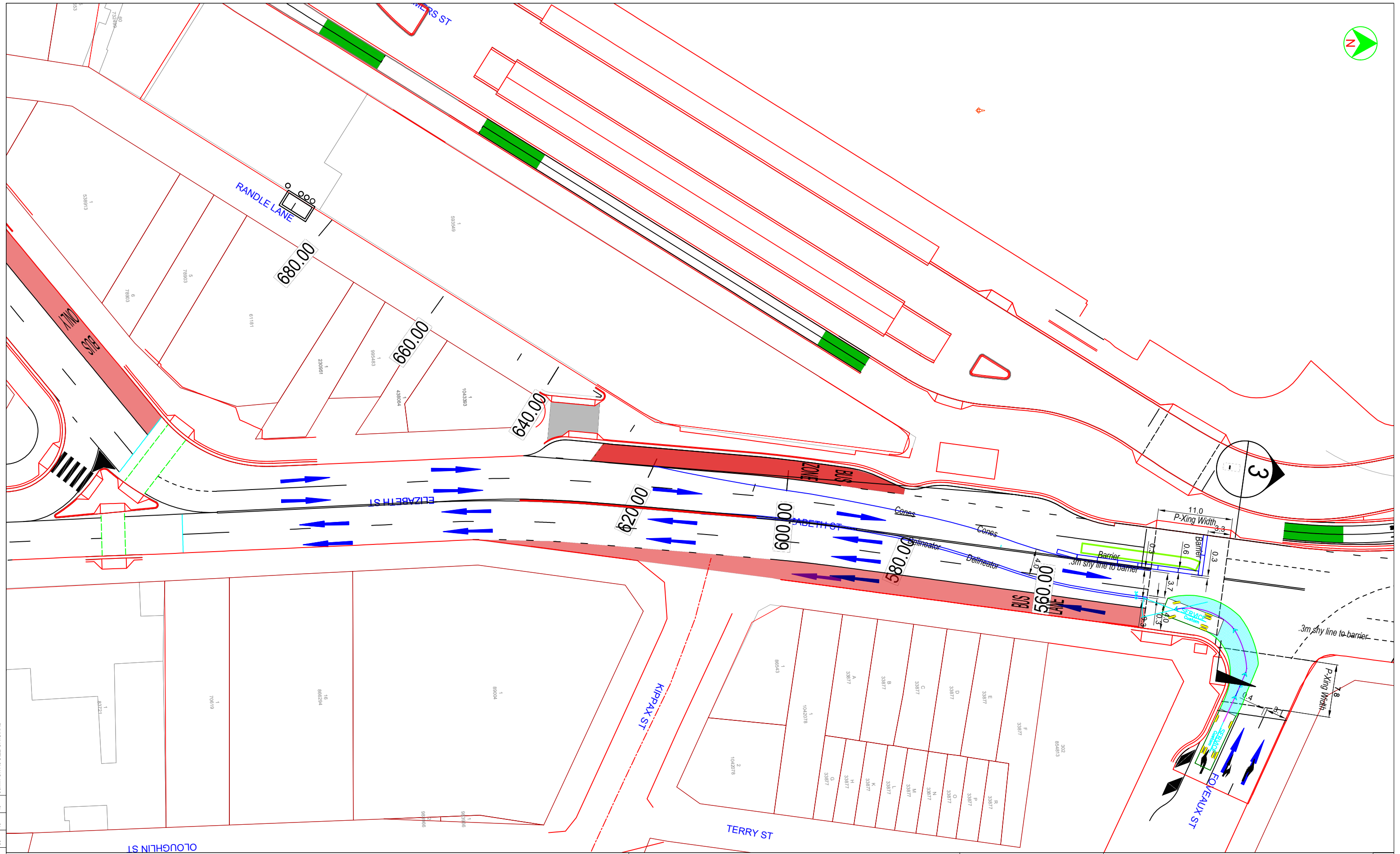
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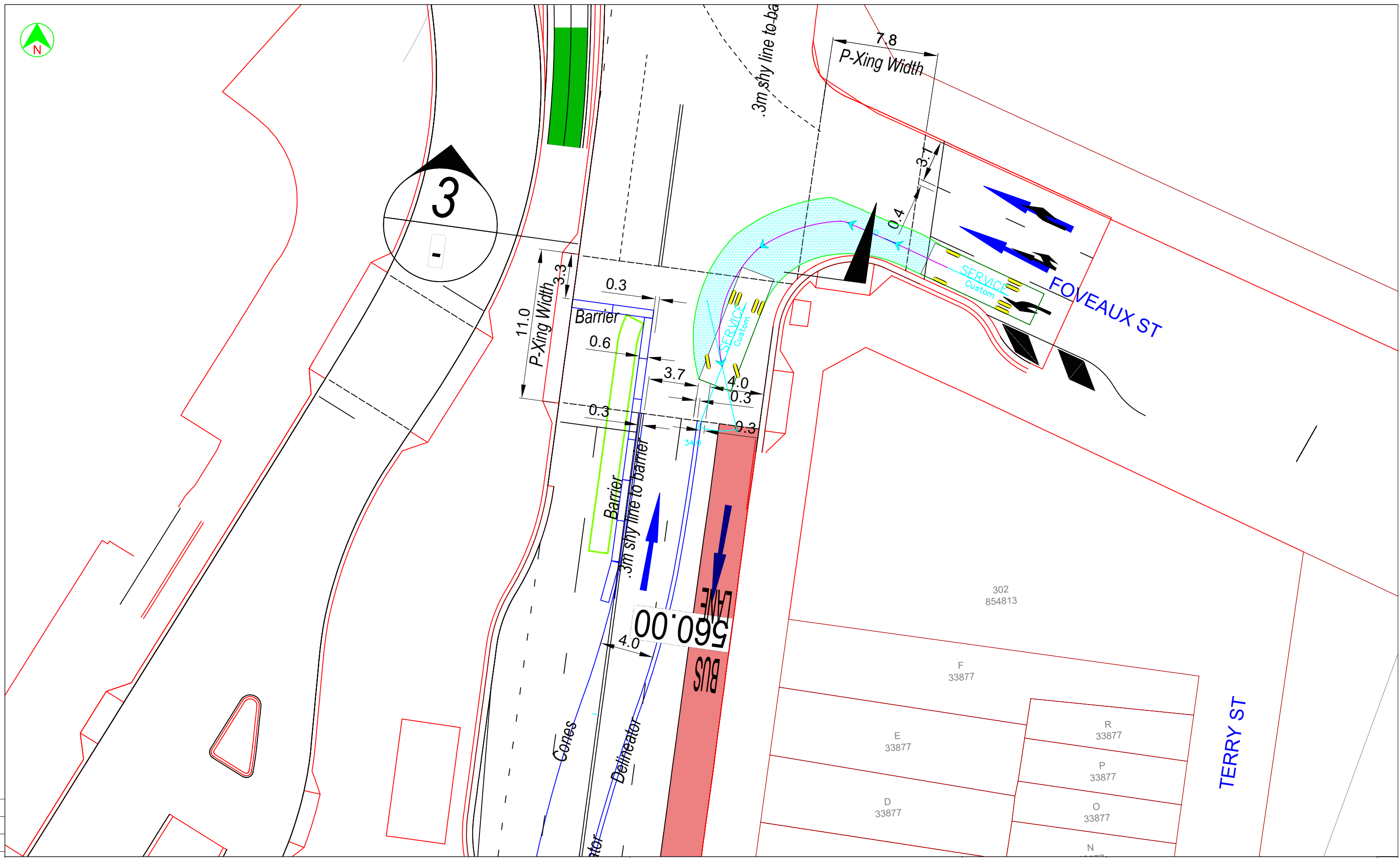
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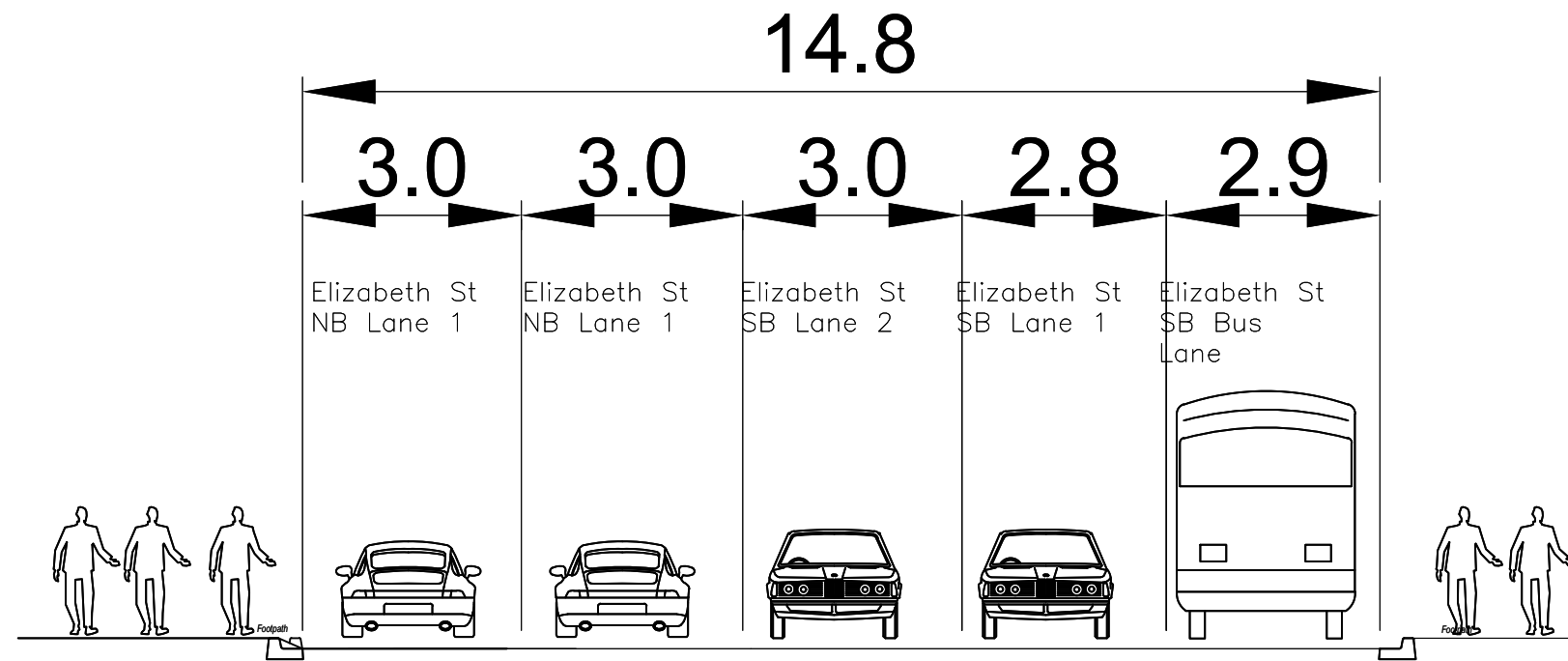
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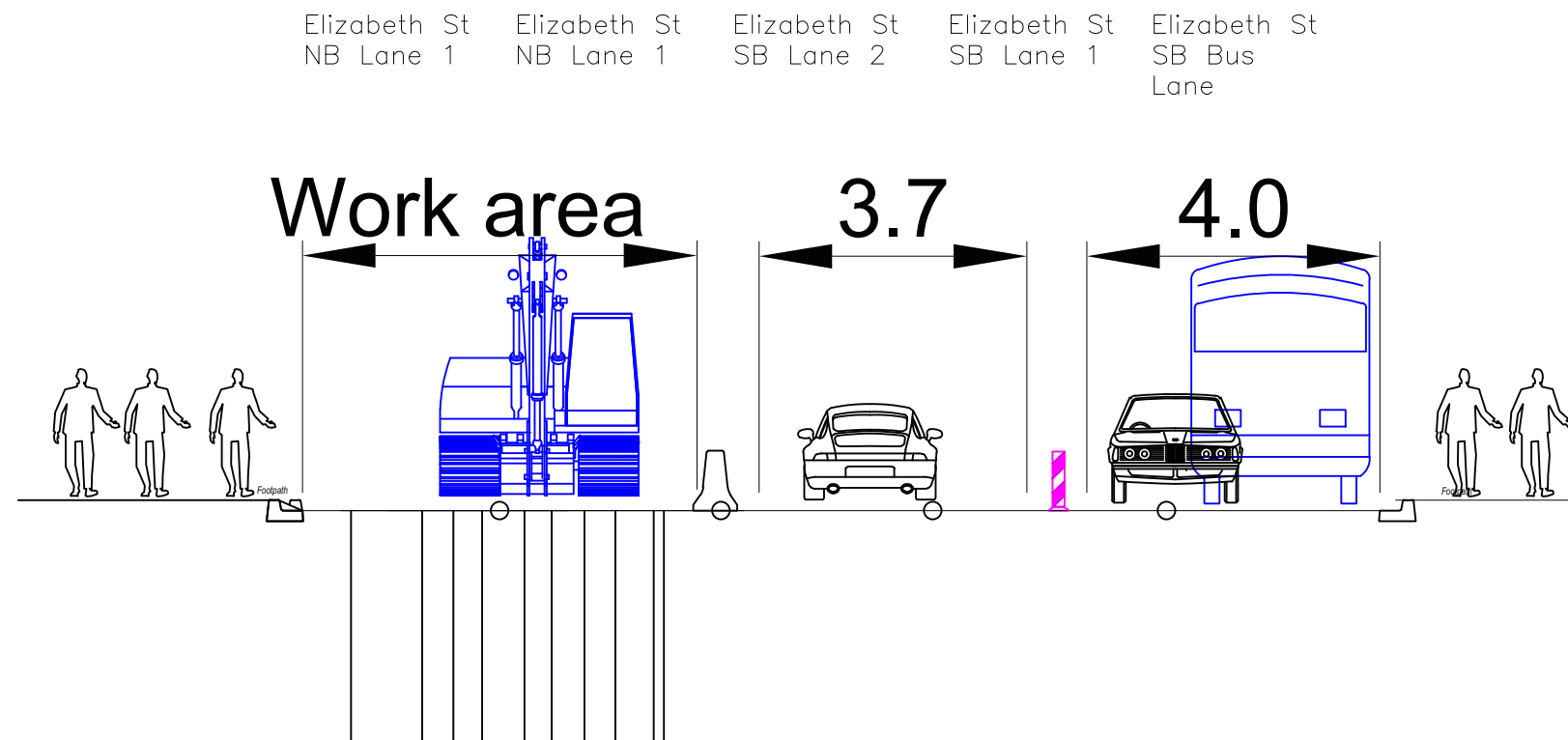
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SECTION 3 Existing conditions
SCALE 1:
















SECTION 3 During the work on 26 - 31 Dec 2020
SCALE 1:

						NOTES	PLOT DATE / TIME			PLOT BY M SIM		CLIENT		Surry Hills to Central Station - 33kV trench route			A3																	
LEGEND						REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY			TITLE	NAME	DATE	Work on 26 - 31 Dec 2020 Zone 3 Staging Details			SHEET														
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<div><div></div><div></div></div> <div>Work area</div>																																		

Appendix 11.2 - TCPs



LEGEND:

WORK ZONE	
CLOSURE AREA	
SAFETY ZONE	
PEDESTRIAN RAMP	
TC/SPOTTER	
PEDESTRIAN PATH	
PEDESTRIAN BARRIER	
TRAFFIC UTE WITH ARROW BOARD	
BOLLARD	
TRAFFIC CONE	
NB TRAVEL PATH	
SB TRAVEL PATH	
LATERAL SHIFT MARKER	

GENERAL NOTES

1. THIS TRAFFIC GUIDANCE SCHEME IS TO BE READ IN CONJUNCTION WITH AS1742.3 2019 & TCAWS 2018
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ CONJUNCTION WITH THE AS1742.3 2019 & TCAWS 2018.
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G., SPEEDS SIGNS DUE TO THE TEMPORARY SPEED ZONE.
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 2019 & TCAWS 2018
5. IN ACCORDANCE WITH TCAWS 2018 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

RECOMMENDED TAPER LENGTH

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL 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
> 105	N/A	110	180

DIMENSION "D"

SPEED OF TRAFFIC KM/H	DIMENSION D=M
45 OR LESS	AS 1742.3 TC@WS
46 - 55	15m
56 - 65	15m
66 - 75	15m
76 - 85	15m
86 - 95	15m
96 - 105	15m
> 105	15m

TOLERANCES

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

LANE WIDTHS

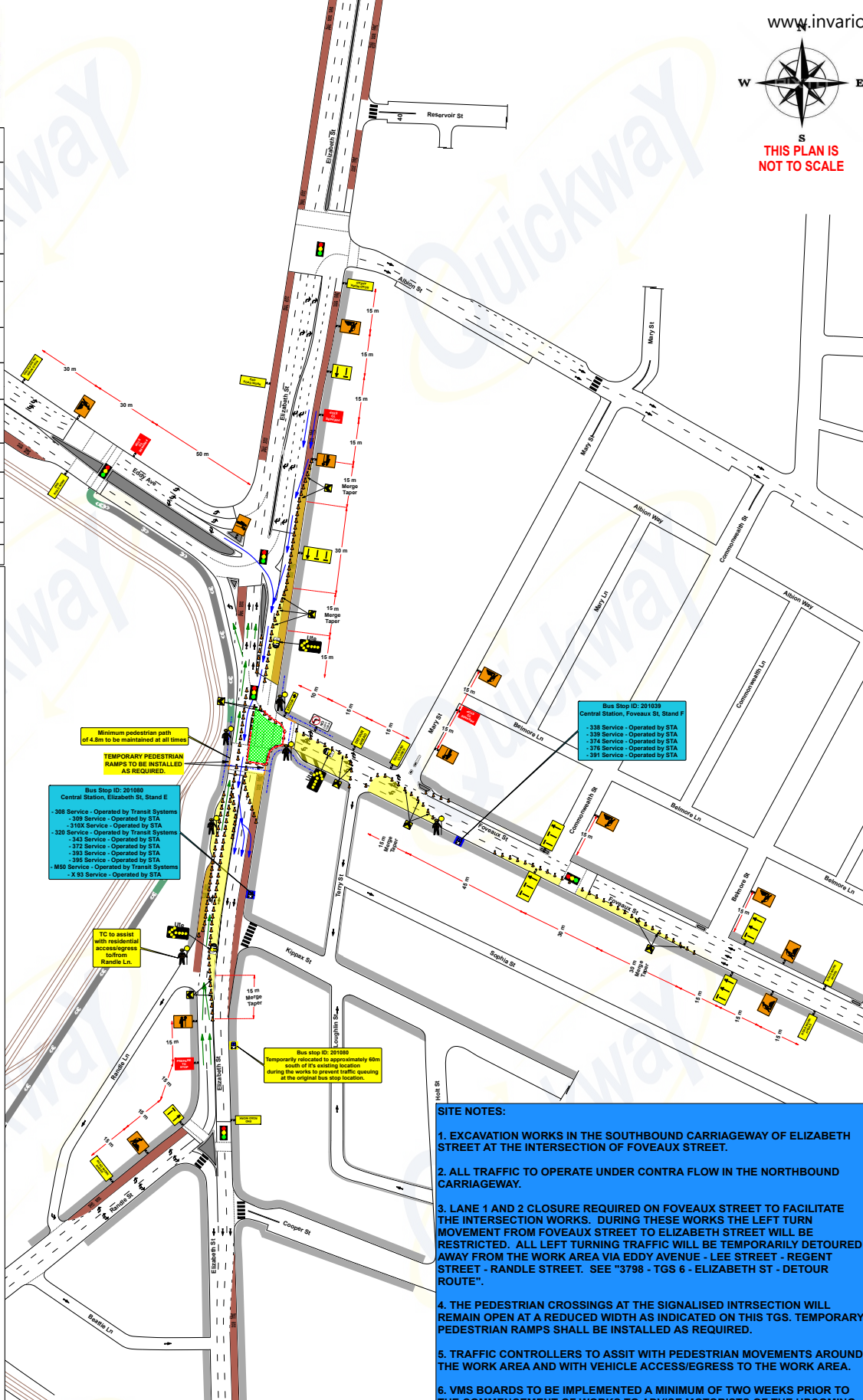
THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.2m

QUEUE MANAGEMENT PLAN

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

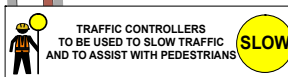
VEHICLE MOVEMENT PLAN

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



SITE NOTES:

1. EXCAVATION WORKS IN THE SOUTHBOUND CARRIAGEWAY OF ELIZABETH STREET AT THE INTERSECTION OF FOVEAUX STREET.
2. ALL TRAFFIC TO OPERATE UNDER CONTRA FLOW IN THE NORTHBOUND CARRIAGEWAY.
3. LANE 1 AND 2 CLOSURE REQUIRED ON FOVEAUX STREET TO FACILITATE THE INTERSECTION WORKS. DURING THESE WORKS THE LEFT TURN MOVEMENT FROM FOVEAUX STREET TO ELIZABETH STREET WILL BE RESTRICTED. ALL LEFT TURNING TRAFFIC WILL BE TEMPORARILY DETOURED AWAY FROM THE WORK AREA VIA EDDY AVENUE - LEE STREET - REGENT STREET - RANDLE STREET. SEE "3798 - TGS 6 - ELIZABETH ST - DETOUR ROUTE".
4. THE PEDESTRIAN CROSSINGS AT THE SIGNALISED INTERSECTION WILL REMAIN OPEN AT A REDUCED WIDTH AS INDICATED ON THIS TGS. TEMPORARY PEDESTRIAN RAMP SHALL BE INSTALLED AS REQUIRED.
5. TRAFFIC CONTROLLERS TO ASSIST WITH PEDESTRIAN MOVEMENTS AROUND THE WORK AREA AND WITH VEHICLE ACCESS/EGRESS TO THE WORK AREA.
6. VMS BOARDS TO BE IMPLEMENTED A MINIMUM OF TWO WEEKS PRIOR TO THE COMMENCEMENT OF WORKS TO ADVISE MOTORISTS OF THE UPCOMING CHANGES TO TRAFFIC CONDITIONS.



Client:	SYSTEMS CONNECT	Term:	SHORT	ROL Required:	YES	DATE PREPARED:	27/11/2020	DESIGNED BY:	LOUISE CASEY	INSPECTED BY:	KATHY DISKIN
Road Name:	ELIZABETH STREET	Road Type:	MULTILANE UNDIVIDED	Road Classification:	RMS	DATE REVISED:	01/12/2020		0052100789 EXP 07/08/22		0052189994 EXP 23/10/22
Suburb:	SURRY HILLS	Speed Limit:	40 KM/H	Speed Reduction:	40 KM/H ROADWORK	TCAWS REFERENCE:	TCP 826		PREPARE WORKZONE TMP		PREPARE WORKZONE TMP
T/Cs Required:	8 TC'S	Travelled Path:	PAST	N.C.S:	FOVEAUX ST		APPROVED				
Vehicles Required:	3 UTE'S & 1 DROP DECK	Operation:	CONTRA FLOW	Signage:	CLASS 1 RETRO-REFLECTIVE	DATE APPROVED:	27/11/2020	PLAN REF NO:	3798 - TGS 8 - ZONE 1		



THIS PLAN IS
NOT TO SCALE

LEGEND:

WORK ZONE	
CLOSURE AREA	
SAFETY ZONE	
PEDESTRIAN RAMP	
TC/SPOTTER	
PEDESTRIAN PATH	
PEDESTRIAN BARRIER	
TRAFFIC UTE WITH ARROW BOARD	
BOLLARD	
TRAFFIC CONE	
NB TRAVEL PATH	
SB TRAVEL PATH	
LATERAL SHIFT MARKER	

GENERAL NOTES

1. THIS TRAFFIC GUIDANCE SCHEME IS TO BE READ IN CONJUNCTION WITH AS1742.3 2019 & TCAWS 2018
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ CONJUNCTION WITH THE AS1742.3 2019 & TCAWS 2018.
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G. SPEEDS SIGNS DUE TO THE TEMPORARY SPEED ZONE
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 2019 & TCAWS 2018
5. IN ACCORDANCE WITH TCAWS 2018 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

RECOMMENDED TAPER LENGTH

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL 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
> 105	N/A	110	180

DIMENSION "D"

SPEED OF TRAFFIC KM/H	DIMENSION D=M
45 OR LESS	AS 1742.3 TC@WS
46 - 55	15m
56 - 65	45m
GREATER THAN 65 KM/H	EQUAL TO POSTED SPEED

TOLERANCES

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

LANE WIDTHS

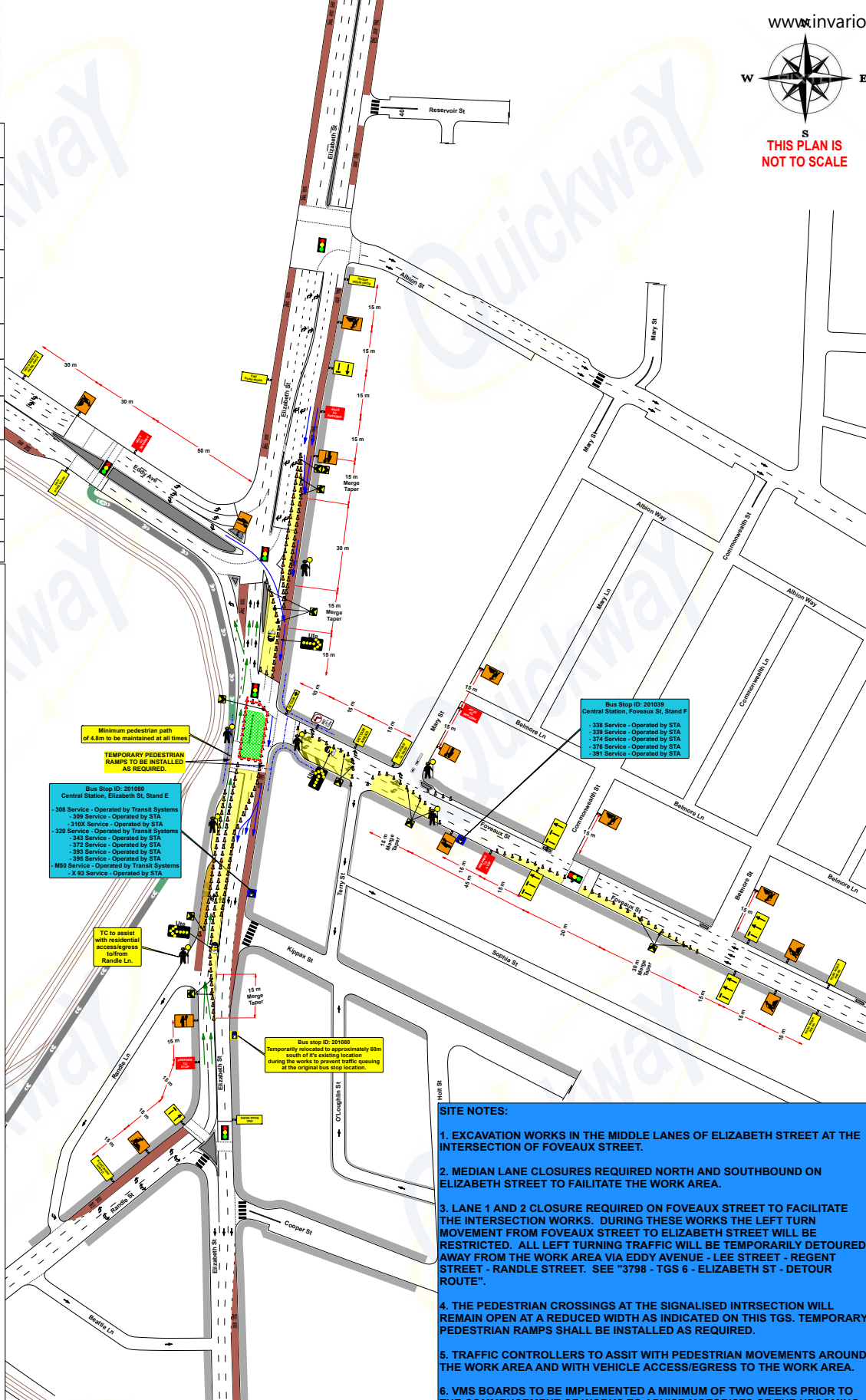
THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.2m

QUEUE MANAGEMENT PLAN

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

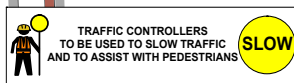
VEHICLE MOVEMENT PLAN

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



SITE NOTES:

1. EXCAVATION WORKS IN THE MIDDLE LANES OF ELIZABETH STREET AT THE INTERSECTION OF FOVEAUX STREET.
2. MEDIAN LANE CLOSURES REQUIRED NORTH AND SOUTHBOUND ON ELIZABETH STREET TO FACILITATE THE WORK AREA.
3. LANE 1 AND 2 CLOSURE REQUIRED ON FOVEAUX STREET TO FACILITATE THE INTERSECTION WORKS. DURING THESE WORKS THE LEFT TURN MOVEMENT FROM FOVEAUX STREET TO ELIZABETH STREET WILL BE RESTRICTED. ALL LEFT TURNING TRAFFIC WILL BE TEMPORARILY DETOURED AWAY FROM THE WORK AREA VIA EDDY AVENUE - LEE STREET - REGENT STREET - RANDLE STREET. SEE "3798 - TGS 6 - ELIZABETH ST - DETOUR ROUTE".
4. THE PEDESTRIAN CROSSINGS AT THE SIGNALISED INTERSECTION WILL REMAIN OPEN AT A REDUCED WIDTH AS INDICATED ON THIS TGS. TEMPORARY PEDESTRIAN RAMP SHALL BE INSTALLED AS REQUIRED.
5. TRAFFIC CONTROLLERS TO ASSIST WITH PEDESTRIAN MOVEMENTS AROUND THE WORK AREA AND WITH VEHICLE ACCESS/EGRESS TO THE WORK AREA.
6. VMS BOARDS TO BE IMPLEMENTED A MINIMUM OF TWO WEEKS PRIOR TO THE COMMENCEMENT OF WORKS TO ADVISE MOTORISTS OF THE UPCOMING CHANGES TO TRAFFIC CONDITIONS.



Client:	SYSTEMS CONNECT	Term:	SHORT	ROL Required:	YES	DATE PREPARED:	27/11/2020	DESIGNED BY:	LOUISE CASEY	INSPECTED BY:	KATHY DISKIN
Road Name:	ELIZABETH STREET	Road Type:	MULTILANE UNDIVIDED	Road Classification:	RMS	DATE REVISED:	01/12/2020		0052100789 EXP 07/08/22		0052189994 EXP 23/10/22
Suburb:	SURRY HILLS	Speed Limit:	40 KM/H	Speed Reduction:	40 KM/H ROADWORK	TCAWS REFERENCE:	TCP 826		PREPARE WORKZONE TMP		PREPARE WORKZONE TMP
T/Cs Required:	8 TC'S	Travelled Path:	PAST	N.C.S:	FOVEAUX ST		APPROVED				
Vehicles Required:	3 UTE'S & 1 DROP DECK	Operation:	CONTRA FLOW	Signage:	CLASS 1 RETRO-REFLECTIVE	DATE APPROVED:	27/11/2020	PLAN REF NO:	3798 - TGS 9 - ZONE 2		



YSSABEL SERNA

CLIENT: SYSTEMS CONNECT LINE WIDE

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

**NOT TO SCALE**

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

ELIZABETH STREET
SURRY HILLS
DEVONSHIRE STREET
HAY STREET
-33.884155, 151.208125

TERM:
ROAD TYPE:
POSTED SPEED:
OPERATION:
TRAVELLED PATH:

SHORT
TWO WAY
40 KPH
DETOUR
AROUND

DETOUR MAP

Evolution Traffic Management
51 Heathcote Road, Moorebank
New South Wales, 2170

Ph: 1300 880 481.

RMS REGISTRATION CATEGORY G

evolution
TRAFFIC MANAGEMENT

APPROVED BY TM DESIGNER:
STEVE JW ROBERTS
0049537533 (PH/TEXT) - 0000000030

EVOLUTION JOB NUMBER:

440381033

REFERENCE ID: **220415** REV# **01** PAGE: **6 of 10**



LEGEND:

WORK ZONE	
CLOSURE AREA	
SAFETY ZONE	
PEDESTRIAN RAMP	
TC/SPOTTER	
PEDESTRIAN PATH	
PEDESTRIAN BARRIER	
TRAFFIC UTE WITH ARROW BOARD	
BOLLARD	
TRAFFIC CONE	
NB TRAVEL PATH	
SB TRAVEL PATH	
LATERAL SHIFT MARKER	

GENERAL NOTES

1. THIS TRAFFIC GUIDANCE SCHEME IS TO BE READ IN CONJUNCTION WITH AS1742.3 2019 & TCAWS 2018
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ CONJUNCTION WITH THE AS1742.3 2019 & TCAWS 2018.
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G., SPEEDS SIGNS DUE TO THE TEMPORARY SPEED ZONE.
4. ALL SIGNAGE DIRECTION SHALL COMPLY WITH AS 1742.3 2019 & TCAWS 2018
5. IN ACCORDANCE WITH TCAWS 2018 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

RECOMMENDED TAPER LENGTH

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL 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
> 105	N/A	110	180

DIMENSION "D"

SPEED OF TRAFFIC KM/H	DIMENSION D=M
45 OR LESS	AS.1742.3 TC@WS
46 - 55	15m
56 - 65	15m
66 - 75	15m
76 - 85	15m
86 - 95	15m
96 - 105	15m
> 105	15m
GREATER THAN 65 KM/H	EQUAL TO POSTED SPEED

TOLERANCES

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

LANE WIDTHS

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.2m

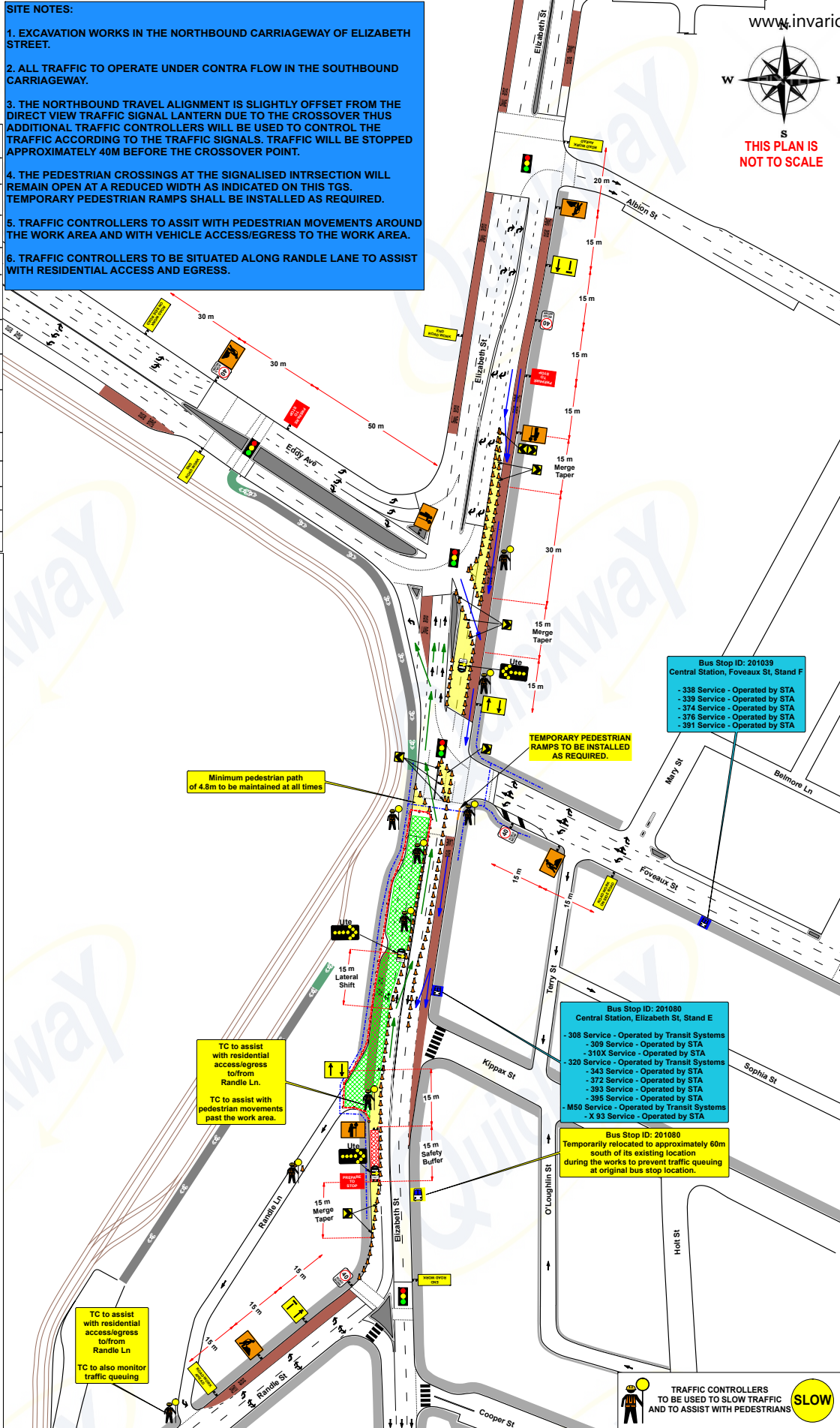
QUEUE MANAGEMENT PLAN

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

VEHICLE MOVEMENT PLAN

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

- ### SITE NOTES:
1. EXCAVATION WORKS IN THE NORTHBOUND CARRIAGEWAY OF ELIZABETH STREET.
 2. ALL TRAFFIC TO OPERATE UNDER CONTRA FLOW IN THE SOUTHBOUND CARRIAGEWAY.
 3. THE NORTHBOUND TRAVEL ALIGNMENT IS SLIGHTLY OFFSET FROM THE DIRECT VIEW TRAFFIC SIGNAL LANTERN DUE TO THE CROSSOVER THUS ADDITIONAL TRAFFIC CONTROLLERS WILL BE USED TO CONTROL THE TRAFFIC ACCORDING TO THE TRAFFIC SIGNALS. TRAFFIC WILL BE STOPPED APPROXIMATELY 40M BEFORE THE CROSSOVER POINT.
 4. THE PEDESTRIAN CROSSINGS AT THE SIGNALISED INTERSECTION WILL REMAIN OPEN AT A REDUCED WIDTH AS INDICATED ON THIS TGS. TEMPORARY PEDESTRIAN RAMPS SHALL BE INSTALLED AS REQUIRED.
 5. TRAFFIC CONTROLLERS TO ASSIST WITH PEDESTRIAN MOVEMENTS AROUND THE WORK AREA AND WITH VEHICLE ACCESS/EGRESS TO THE WORK AREA.
 6. TRAFFIC CONTROLLERS TO BE SITUATED ALONG RANDLE LANE TO ASSIST WITH RESIDENTIAL ACCESS AND EGRESS.



Bus Stop ID: 201039
Central Station, Foveaux St, Stand F
- 338 Service - Operated by STA
- 339 Service - Operated by STA
- 374 Service - Operated by STA
- 378 Service - Operated by STA
- 391 Service - Operated by STA

Bus Stop ID: 201080
Central Station, Elizabeth St, Stand E
- 308 Service - Operated by Transit Systems
- 309 Service - Operated by STA
- 310X Service - Operated by STA
- 320 Service - Operated by Transit Systems
- 343 Service - Operated by STA
- 372 Service - Operated by STA
- 393 Service - Operated by STA
- 395 Service - Operated by STA
- M50 Service - Operated by Transit Systems
- X 93 Service - Operated by STA

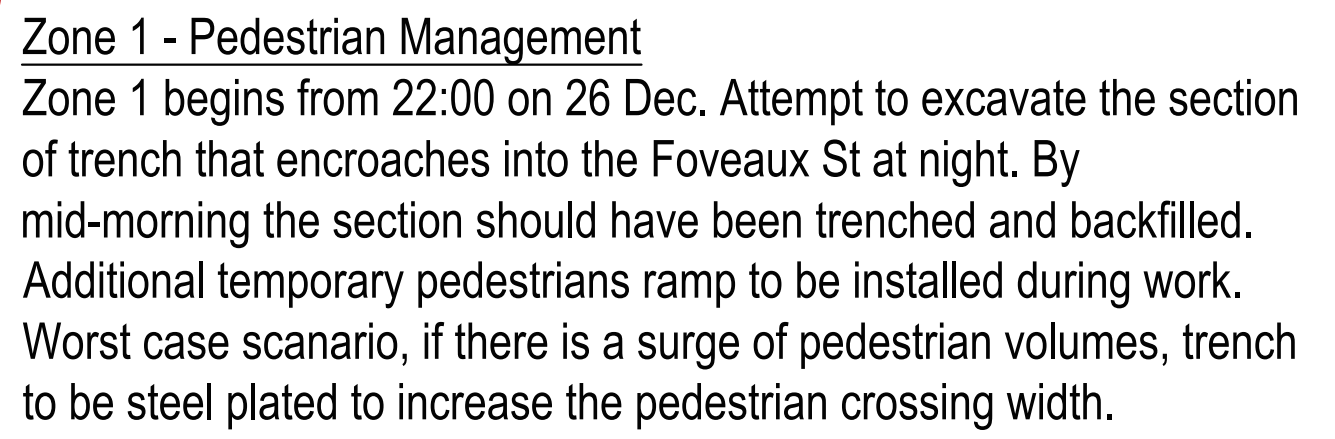
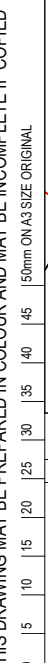
Bus Stop ID: 201080
Temporarily relocated to approximately 60m south of its existing location during the works to prevent traffic queuing at original bus stop location.

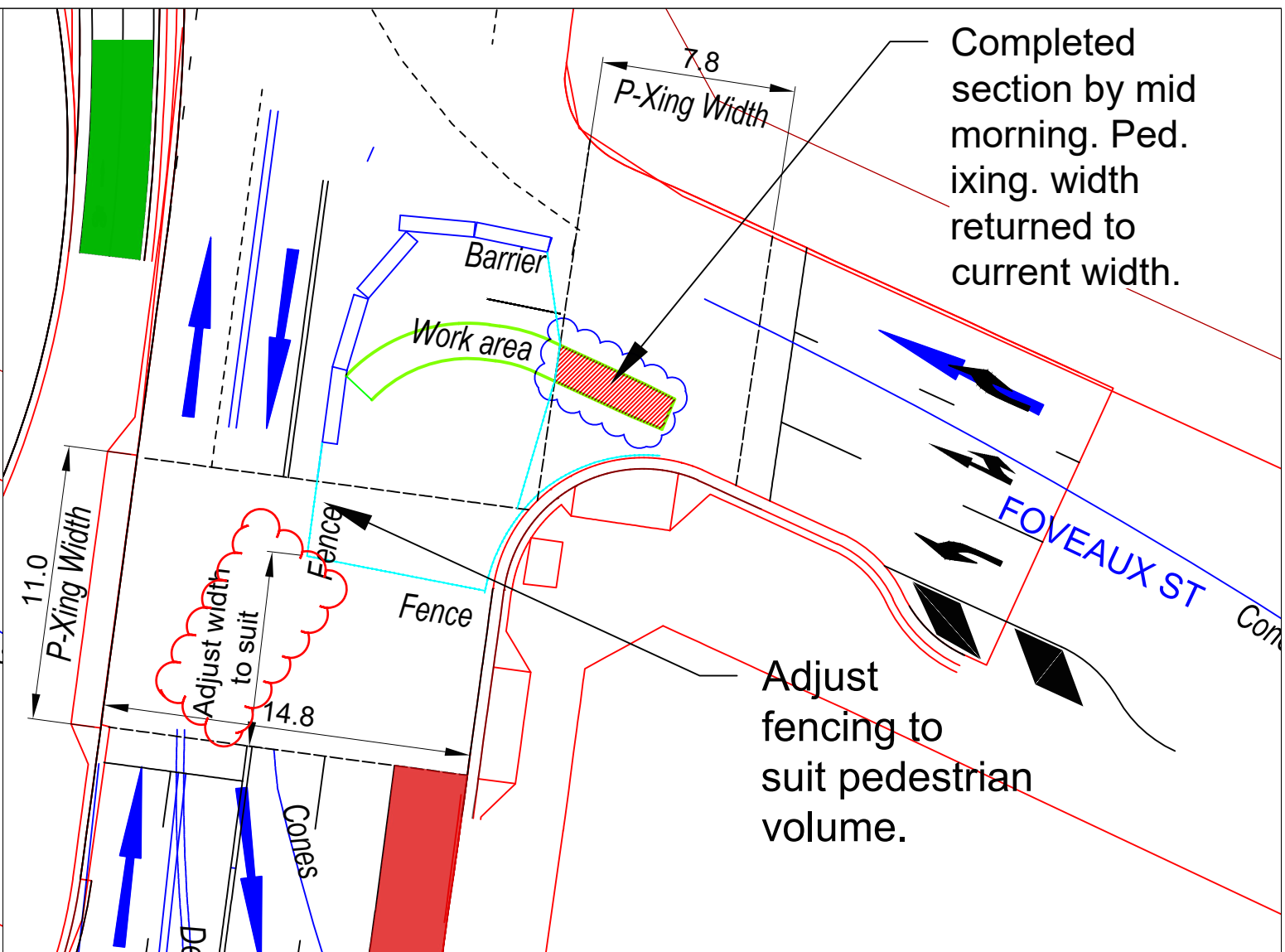
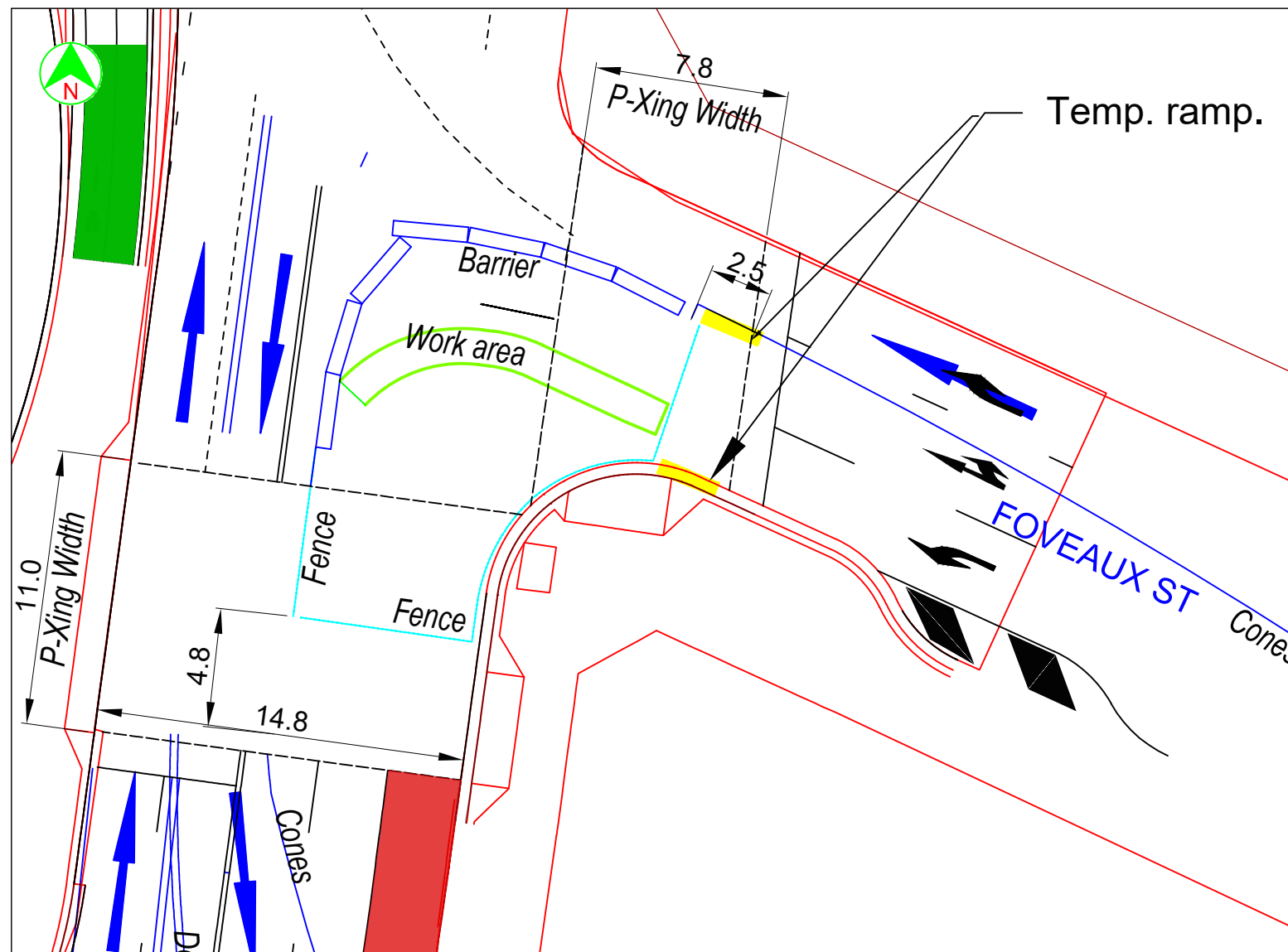
TRAFFIC CONTROLLERS TO BE USED TO SLOW TRAFFIC AND TO ASSIST WITH PEDESTRIANS



Client:	SYSTEMS CONNECT	Term:	SHORT	ROL Required:	YES	DATE PREPARED:	27/11/2020	DESIGNED BY:	LOUISE CASEY	INSPECTED BY:	KATHY DISKIN
Road Name:	ELIZABETH STREET	Road Type:	MULTILANE UNDIVIDED	Road Classification:	RMS	DATE REVISED:	0052100789 EXP 07/08/22		0052189994 EXP 23/10/22		
Suburb:	SURRY HILLS	Speed Limit:	40 KM/H	Speed Reduction:	40 KM/H ROADWORK	TCAWS REFERENCE:	TCP 826	PREPARE WORKZONE TMP	PREPARE WORKZONE TMP		
T/Cs Required:	9 TC'S	Travelled Path:	PAST	N.C.S:	FOVEAUX ST	APPROVED:					
Vehicles Required:	3 UTE'S & 1 DROP DECK	Operation:	CONTRA FLOW	Signage:	CLASS 1 RETRO-REFLECTIVE	DATE APPROVED:	27/11/2020	PLAN REF NO:	3798 - TGS 4 - ZONE 3		

Appendix 11.3 - Pedestrian Management Details

[illegible]




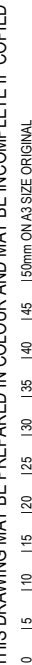
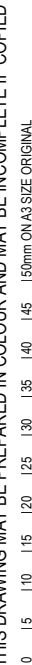
Step 1. Setup as per Zone 1 plan from 22:00 26 Dec. Work from Foveaux St towards Elizabeth St.

Step 2. By next morning 27 Dec by 9am, the trench section at Foveaux St has completed and full pedestrian crossing width could be reinstated.

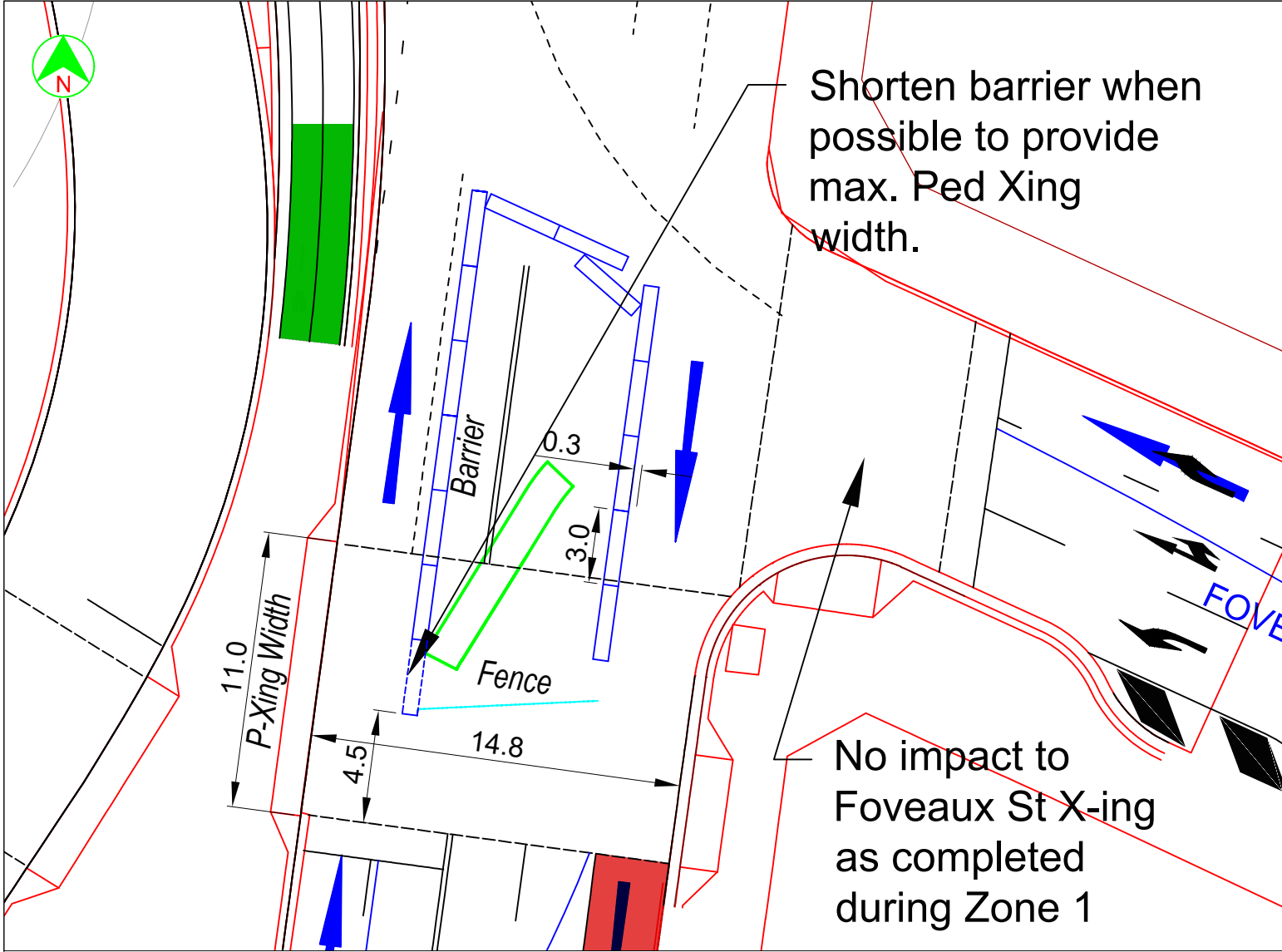
If there is a surge in pedestrian volume by mid morning where the trench should be on Elizabeth ST, temporary fencing on Elizabeth st side to be adjusted (widen) to cope with surge of pedestrian volume.

SC supervisor to monitor any increase of pedestrian volume and adjust work area accordingly.

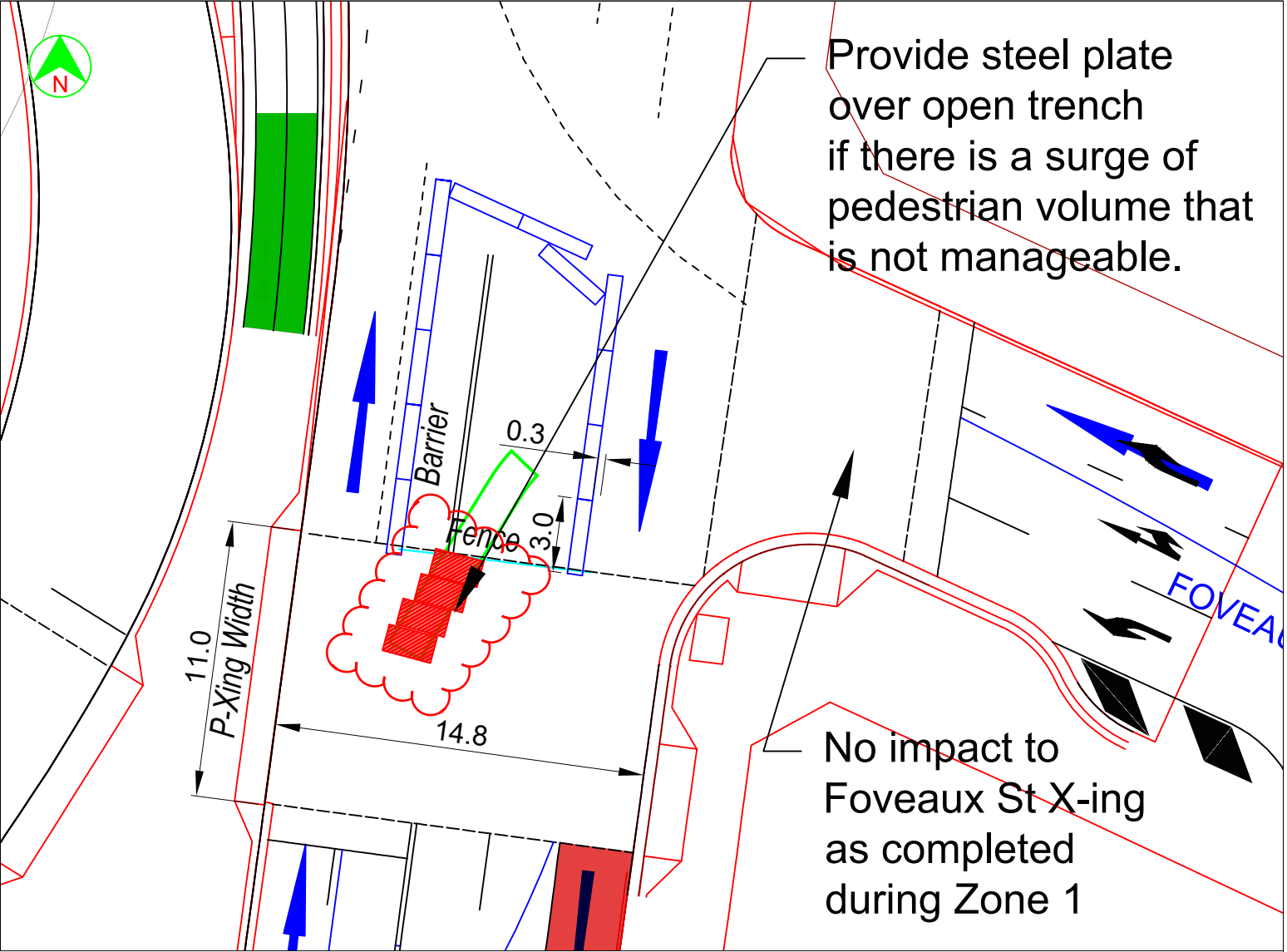
										NOTES			PLOT DATE / TIME			PLOT BY M.SIM			CLIENT		Surry Hills to Central Station - 33kV trench route Zone 1 - Pedestrian Management			A3
LEGEND					REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY				TITLE	NAME	DATE								
									SCALE 1:200  AT A3					DRAWN	M.SIM	8/11/20	PREPARED FOR Systems Connect		ISSUE STATUS FOR INFORMATION	SHEET No. 2 of 2	ISSUE			
														DRG CHECK	M.SIM	8/11/20								
														DESIGN										
														DESIGN CHECK										
														TRAFFIC MNGR										
									CO-ORDINATE SYSTEM MGA ZONE 56	HEIGHT DATUM AHD														



						NOTES	PLOT DATE / TIME			PLOT BY M SIM		CLIENT	Surry Hills to Central Station - 33kV trench route			A.	
LEGEND						DRAWINGS / DESIGN PREPARED BY		TITLE	NAME	DATE	Zone 2 - Pedestrian Management						
								DRAWN	M.SIM	28/10/20	PREPARED FOR		SHEET				
								DRG CHECK	M.SIM	28/10/20							
								DESIGN									
								DESIGN CHECK									
								TRAFFIC MNGR									
											Systems Connect		ISSUE STATUS		SHEET No.		ISS
													FOR INFORMATION		1 of 2		



Step 1. Setup as per Zone 2. Trenching on Elizabeth St. Shorten barrier when possible to provide max. width for pedestrian crossing. Barrier could be store inside the work area and deploy when required.

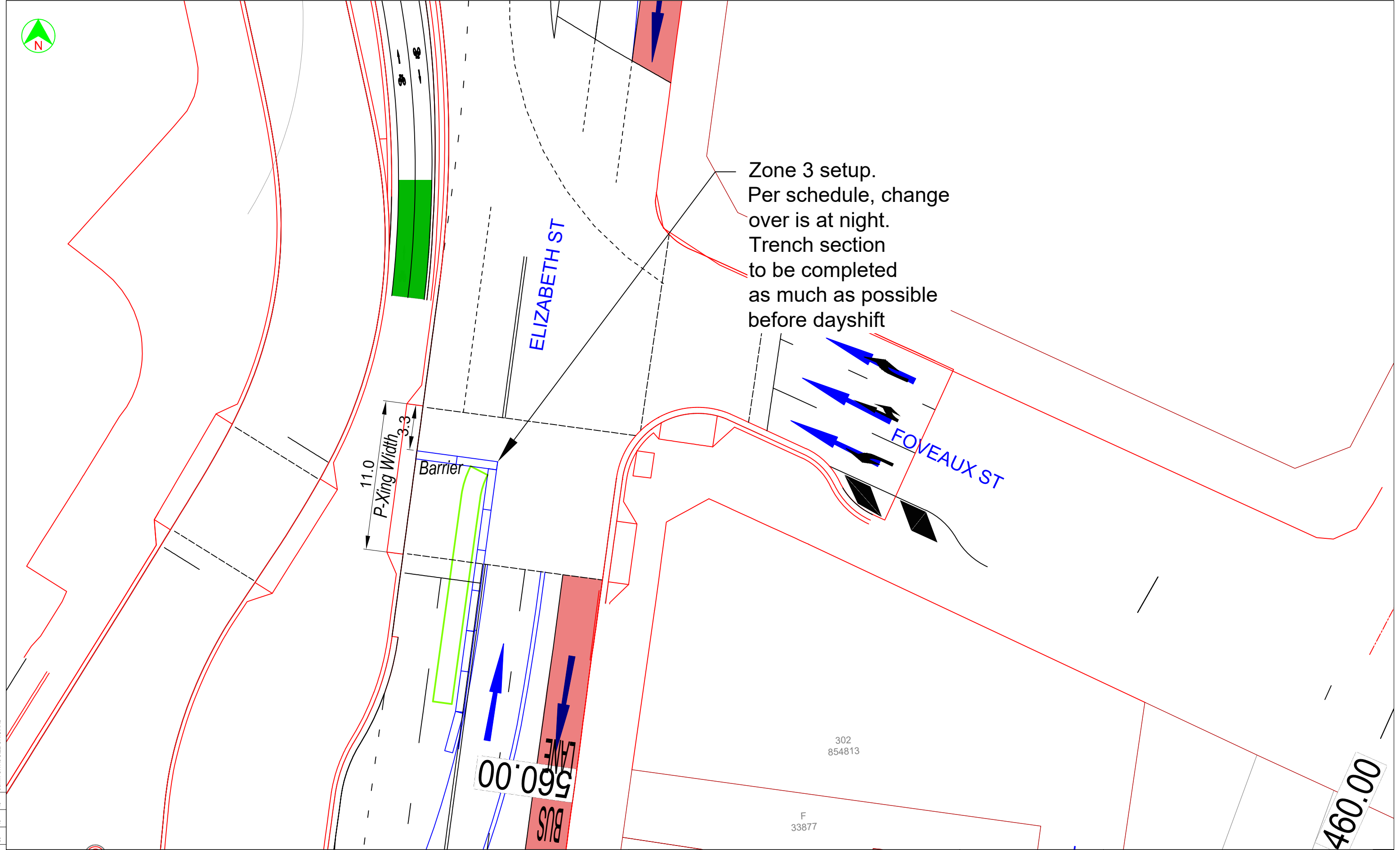


Step 2 (contingency). If there is a surge in pedestrian volume, temporary place steel plate over the open trench to temporary provide the needed width to cater for pedestrian volume.

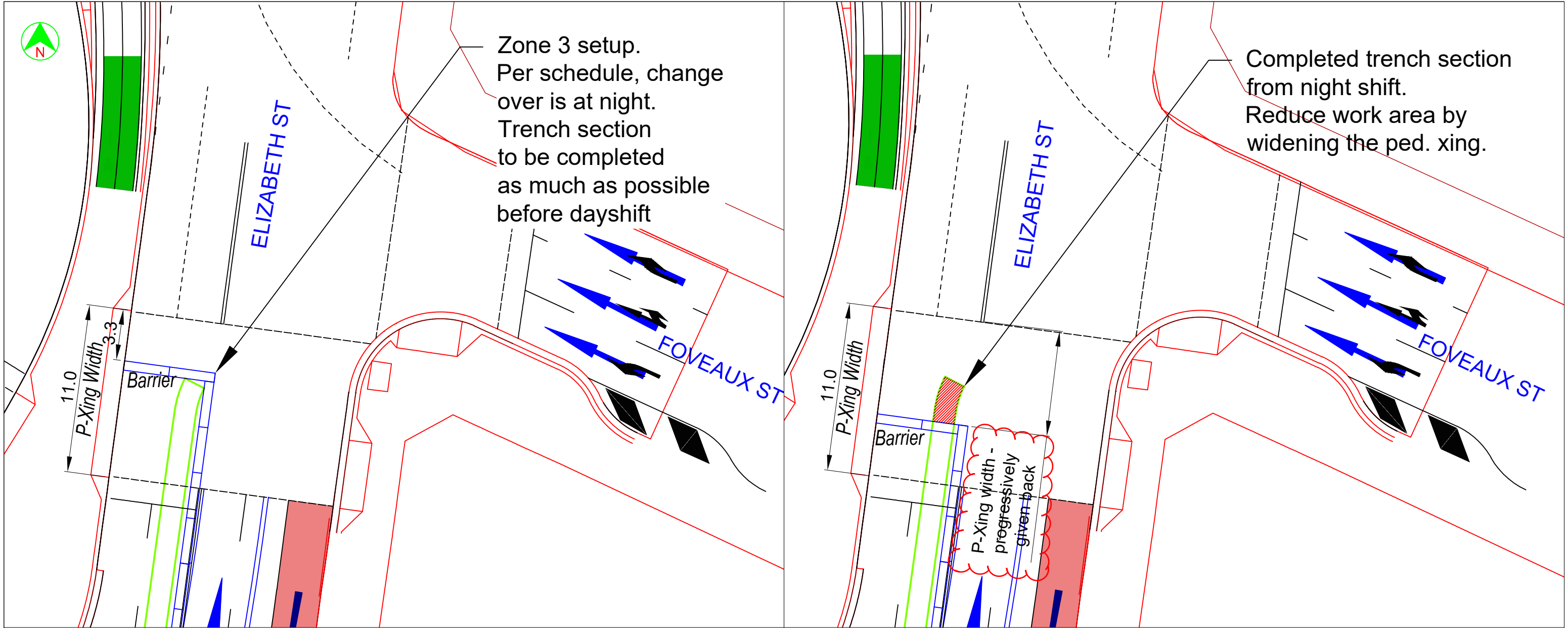
SC supervisor to monitor any increase of pedestrian volume and adjust work area accordingly.

Traffic controllers not shown for clarity.

										NOTES		PLOT DATE / TIME		PLOT BY M SIM		CLIENT		Surry Hills to Central Station - 33kV trench route Zone 2 - Pedestrian Management			A3									
LEGEND					REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING					DRAWINGS / DESIGN PREPARED BY								TITLE	NAME	DATE						
										<div>SCALE 1:200</div> <div><div><div>2</div><div>0</div><div>2</div><div>4</div></div><div>AT A3</div></div>												DRAWN	M.SIM	28/10/20						
																						DRG CHECK	M.SIM	28/10/20						
															DESIGN						PREPARED FOR Systems Connect			ISSUE STATUS FOR INFORMATION			SHEET No. 2 of 2			ISSUE
															DESIGN CHECK															
															TRAFFIC MNGR															
										CO-ORDINATE SYSTEM MGA ZONE 56					HEIGHT DATUM AHD															



										NOTES	PLOT DATE / TIME			PLOT BY M SIM		CLIENT		Surry Hills to Central Station - 33kV trench route Zone 3 - Pedestrian Management			A3				
LEGEND					REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING			DRAWINGS / DESIGN PREPARED BY		TITLE	NAME							DATE			
										<div>SCALE 1:200</div> <div><div><div>2</div><div>0</div><div>2</div><div>4</div></div></div> <div>AT A3</div>												DRAWN	M.SIM	8/11/20	
																						DRG CHECK	M.SIM	8/11/20	
																	DESIGN								
																	DESIGN CHECK								
																	TRAFFIC MNGR								
																	PREPARED FOR								
																	Systems Connect								
																	ISSUE STATUS	SHEET No.	ISSUE						
																	FOR INFORMATION	1 of 2							

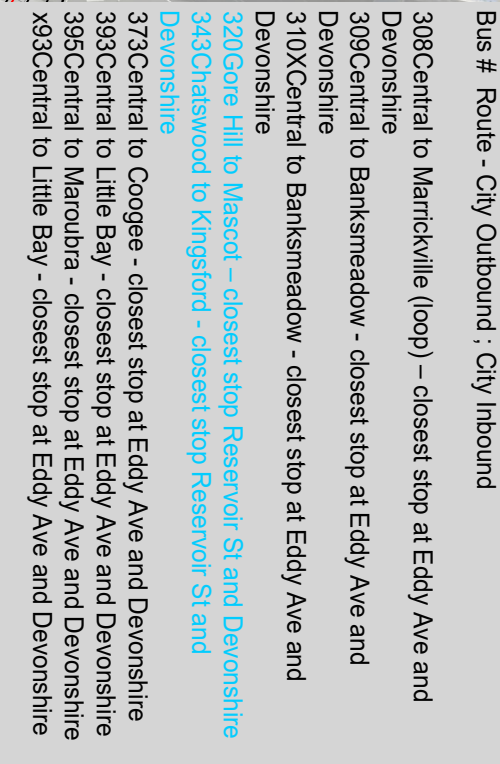


Step 1. Setup as per Zone 3.

Step 2. Reduce area as soon as possible to provide max. pedestrian crossing width.

										NOTES		PLOT DATE / TIME			PLOT BY M SIM		CLIENT		Surry Hills to Central Station - 33kV trench route			A3						
LEGEND					REVISION DESC.		REV	DATE	APPROVAL		DRAWINGS / DESIGN PREPARED BY					TITLE							NAME	DATE				
																DRAWN							M.SIM	8/11/20				
																DRG CHECK	M.SIM	8/11/20										
																DESIGN												
																DESIGN CHECK												
																TRAFFIC MNGR												
																			PREPARED FOR		Systems Connect			ISSUE STATUS FOR INFORMATION		SHEET No. 2 of 2		ISSUE

Appendix 11.4 - Bus Stop Relocation



Bus # Route - City Outbound ; City Inbound

308Central to Marrickville (loop) – closest stop at Eddy Ave and Devonshire

309Central to Banksmeadow - closest stop at Eddy Ave and Devonshire

310XCentral to Banksmeadow - closest stop at Eddy Ave and Devonshire

320Gore Hill to Mascot – closest stop Reservoir St and Devonshire

343Chatswood to Kingsford - closest stop Reservoir St and Devonshire

373Central to Googee - closest stop at Eddy Ave and Devonshire

393Central to Little Bay - closest stop at Eddy Ave and Devonshire

395Central to Maroubra - closest stop at Eddy Ave and Devonshire

x93Central to Little Bay - closest stop at Eddy Ave and Devonshire

BUS STOP
201059
RESERVOIR
ST

TEMPORARY
CLOSURE OF THIS
BUS STOP.
USE STOPS
AT EDDY AVE or
NEAR RESERVOIR ST

WORK AREA

LEGEND											REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING		NOTES	PLOT DATE / TIME			PLOT BY M SIM		CLIENT	Surry Hills to Central Station - 33kV trench route Map of surrounding bus stops within the work area.			A3		
																DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	PREPARED FOR	Systems Connect	ISSUE STATUS FOR INFORMATION						SHEET No. 1 of 1	ISSUE
																	DRAWN	M.SIM	8/11/20										
																	DRG CHECK	M.SIM	8/11/20										
																		DESIGN											
																		DESIGN CHECK											
																		TRAFFIC MNGR											
																	CO-ORDINATE SYSTEM MGA ZONE 56	HEIGHT DATUM AHD											

Appendix 11.5 - VMS Plan



LEGEND						NOTES		PLOT DATE / TIME			CLIENT	A3		
<div><div></div> Southbound dispersion route</div> <div><div></div> Northbound dispersion route</div> <div><div></div> Detour Route (shown for information only, refer TCP)</div> <div><div></div> Local dispersion for Foveaux St and local traffic</div>						DRAWINGS / DESIGN PREPARED BY		TITLE	NAME	DATE		SHEET		
								DRAWN	M.SIM	1/12/20	PREPARED FOR Systems Connect	ISSUE STATUS		
								DRG CHECK	M.SIM	1/12/20		FOR INFORMATION		
								DESIGN				SHEET No.		
								DESIGN CHECK				1 of 2		
								TRAFFIC MNGR				ISSUE		
												1		

Appendix 11.6 - Major Existing Services Plan

Transport Sydney Trains
477 Pitt Street
Sydney, NSW, 2000

To:

CPB - Mr Mong Sim
116 Miller Street

North Sydney NSW 2060

This is an **AFFECTED** Response – Please get in contact with **Sydney Trains** before any work including **pot hole** is undertaken using email: DBYD-Stage2works@transport.nsw.gov.au

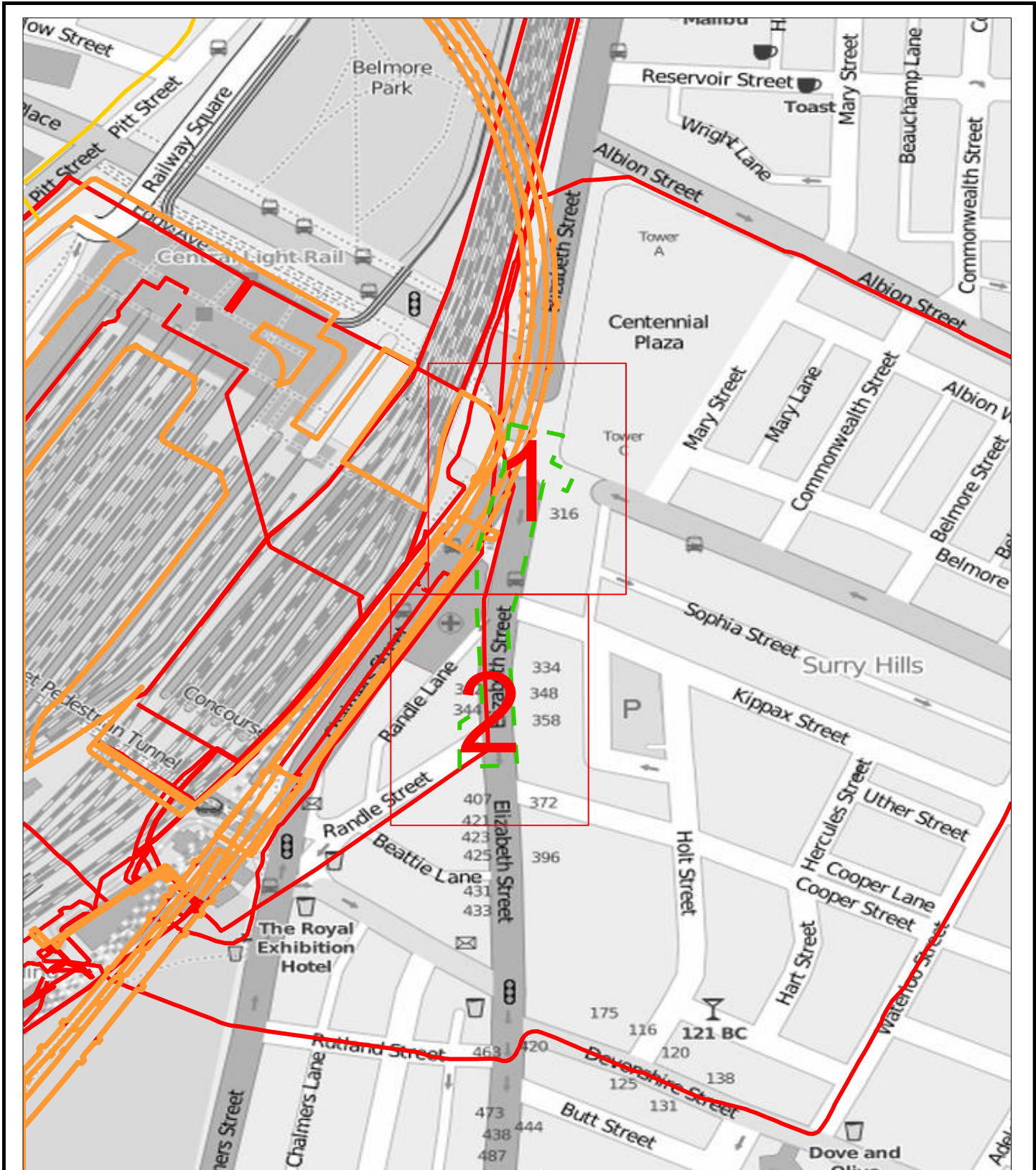
Enquiry Details	
Utility ID	30205 - Central
Sequence Number	102363333
Job Number	20345023
Enquiry Date	30/09/2020 16:43
Response	AFFECTED
Address	Elizabeth Street surry hills
Location in Road	CarriageWay, Footpath, Nature Strip
Activity	Mechanical Excavation

Enquirer Details			
Customer ID	2124796		
Contact	Mr Mong Sim		
Company	CPB		
Email	mong.sim@sclww.com.au		
Phone	0448 378 883	Mobile	0448 378 883

Overview Map

Sequence No: 102363333

Elizabeth Street surry hills



The precision of the location of the services on this plan varies depending on the source and method of capture. This plan should be used as a guide only. This plan shows only Sydney Trains electrical cables and tunnels located outside of the rail corridor.

Greyscale basemaps sourced from [OpenStreetMaps](https://www.openstreetmap.org/)

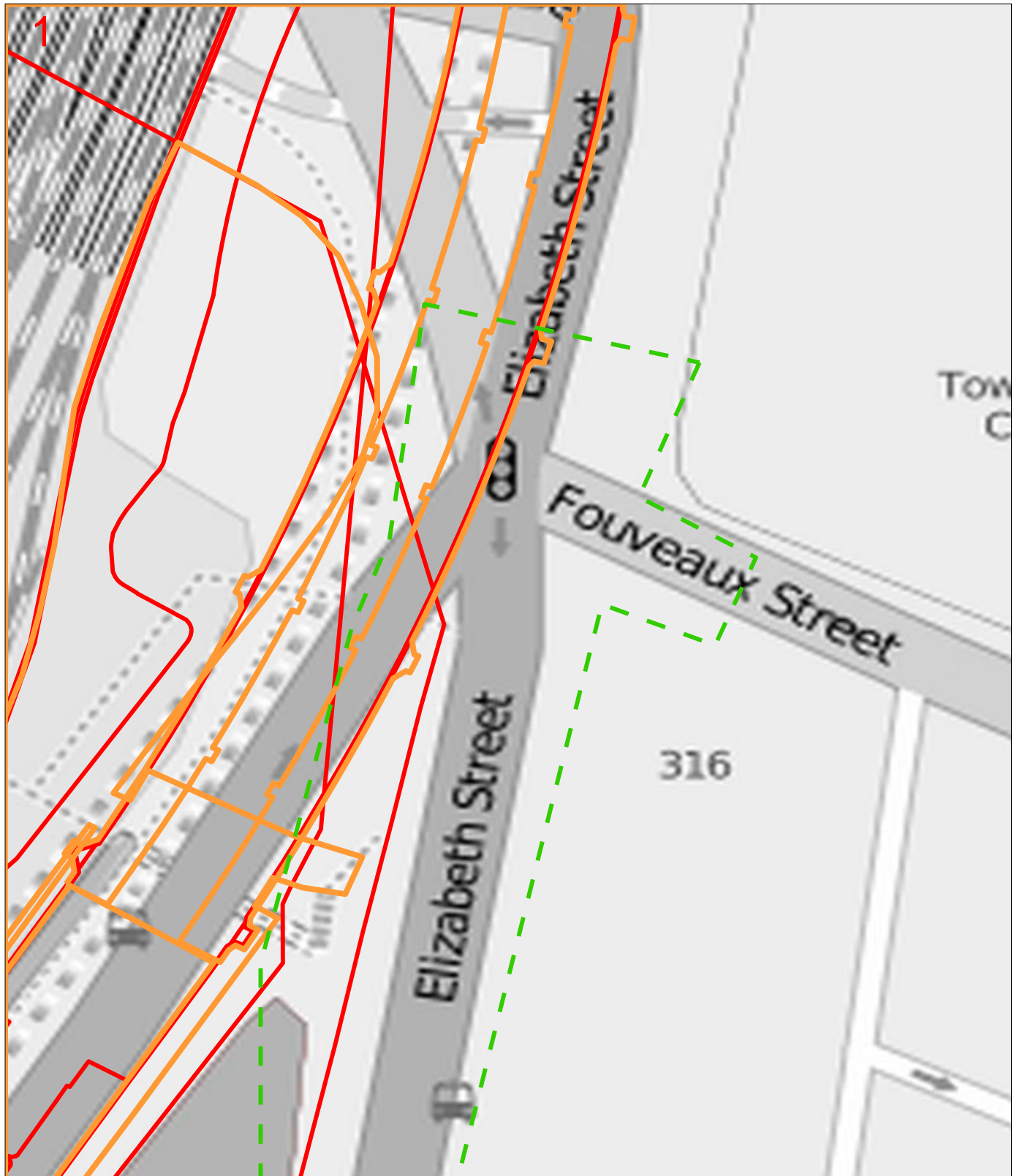
LEGEND:

1

Detail Map

2

Affected DBYD Work Area



Greyscale basemaps sourced from [OpenStreetMaps](https://www.openstreetmap.org/)

The precision of the location of the services on this plan varies depending on the source and method of capture. This plan should be used as a guide only. This plan shows only Sydney Trains electrical cables and tunnels located outside of the rail corridor.

LEGEND:

Affected DBYD Work Area



Tunnel

 HV Cable

 Communications

