

Traffic Management Plan Surry Hills to Central Station Bulk Power Supply Early Works Investigation

Line Wide Works Contract Sydney Metro City & Southwest.

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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, as required.

Amendments

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

Revision Details

Revision	Details
А	Original submission.
В	Update TMP as Rev B per comments received.
С	Revised Sect 3 with start date. Updated Sect 7, 12.2, 12.5 to reflect comments received 17/9.
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1. Project Overview

1.1 Abbreviations

Acronym	Definition
AADT	Annual average daily traffic
AS	Australian Standard
СЕМР	Construction Environmental Management Plan
ESCP	Erosion and Sediment Control Plan
ESD	Entering sight distance
FAS	Flashing Arrow Signs
PMP	Pedestrian Management Plan
RMS	Road and Maritime Services
ROL	Road Occupancy License
sco	Sydney Coordination Office
SISD	Safe Intersection Sight Distance
SZA	Speed Zone Authorisation
TCP	Traffic Control Plan
TCWS	Traffic Control at Work Sites Manual
TMP	Traffic Management Plan
TCP	Traffic Control Plan
TCS	Traffic Control Signal
TMC	Traffic Management Centre
TRSB	Temporary Road Safety Barrier
VMP	Vehicle Management Plan
VMS	Variable Message Sign

1.2 References and Compliance Requirements

- TCAWS Traffic Control at Worksites Manual V.5 (July 2018)
- Workplace Health and Safety Traffic Management for Construction or Maintenance Work Code of Practice 2008
- AS/NZS ISO 31000:2000 Risk Management Principles and Guidelines
- AS/NZS ISO 9001:2008 Quality Management Systems Requirements
- Australian Standard AS1742, 1743

In addition to addressing the requirements of the documents referenced above and otherwise in this plan, this document has been developed to address CSSI 7400-Sydney Metro City & Southwest Chatswood To Sydenham, Condition of Approval E 82;

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.

1.3 Executive Summary

The purpose of this Traffic Management Plan is to ensure that, Systems Connect commitment to safety, traffic management, reporting and reviewing, is met during the life of this project.

This will be accomplished with consideration given to; Traffic Plans, Traffic Demands, Traffic Routing, Traffic Control Devices, Other road users and stake holder, Special (emergency) vehicle requirements and access, Accredited Traffic Controllers

Early work services investigation includes but not limited to potholing, slit trenching, surveying including ground penetrating radar (GPR) and thermal resistivity testing (TR). The investigation results will be used to finalize the design routes for the bulk power supply (BPS). See attached "Services Investigation Route" shown the activity types and indicative durations.

This plan aims to identify the risks to persons undertaking work on, or adjacent to, a road. It shall ensure that appropriate control measures for any identified hazard are assessed, controlled, implemented, monitored, and reviewed by elimination, substitution, engineering, administration or by using personal protective equipment.

The legislative and reference documents used in conjunction with this plan include, but are not limited to: -

- WH&S Act and Regulations (New South Wales)
- Transport Operations (Road Use Management) Act and Regulations (New South Wales)
- Risk Management Code of Practice (2007)
- Traffic Management for Construction or Maintenance Work Code of Practice (2008)
- Traffic Control at Worksites Manual (TCAWS)
- Australian Standard 1742.3 Traffic Control Devices (2009)

All contractors, subcontractors, employers, self-employed persons, workers and other persons will be bound by the requirements set out in this plan.

This plan forms the basis of ongoing programs in continuous improvement of traffic management and the required ongoing training and commitment of all personnel involved in this project.

Risk assessments will be conducted before Traffic Control Plan are prepared and prior to erecting any traffic control device on site. This will determine a safe environment of workers and a safe route for pedestrians and on-coming vehicular traffic.

2. Project Wide Details

Project Name Line Wide Works Contract Sydney Metro City & Southwest

Project Location Waterloo BPS / Surry Hills

3. Description of The Proposed Works and Lane/Road Closures

Traffic Management Plan specific to Surry Hills to Central Station BPS investigation locations as per TCPs attached. It addresses the temporary traffic management requirements as specified in the Traffic Control at Worksites Manual provision for traffic.

Work entails GPR/3D Surveying, Soil Testing, TR Testing, Pothole & Slit Trenching (Non-Destructive Excavation) as part of this scope of works.

Traffic setups for the work are in combination of lane closure and stop slow operations.

Data collection and verification of the underground services is essential for the project design team. Nature of the investigation work is generally mobile and relatively fast. Work location will be moved to the next locations as soon as possible. The overview of the investigation location is on Appendix A.

The investigation work till cover both Option 1 route and Option 2 feeder routes. Work is planned to start from 20 September 2019 with a duration of 6 week to complete.

Traffic control setups will not be conflicting with any overlapping areas. Each TCPs are designed to work for a specific work area.

3.1 Early works investigation work program

ROUTE OPTION #1

- TCP # 185948 Randle Ln & Elizabeth St 2 shifts
- TCP # 185949 Elizabeth St 3 shifts
- TCP # 185950 Elizabeth St & Kippax St 3 shifts

- TCP # 185951A,B,C,D

 Kippax St 4 shifts
- TCP # 185952 Waterloo St 1 shifts
- TCP # 189135 Foveaux St 2 shifts
- TCP # 189134 Foveaux St 2 shifts
- TCP # 189137 Bellevue St 2 shifts
- TCP # 189136 Bellevue St 2 shifts
- TCP # 189138 Albion St 3 shifts
- TCP # 185952 Albion St 2 shifts

ROUTE OPTION #2

- TCP # 192357 Elizabeth St 3 shifts
- TCP # 192357A Elizabeth St 2 shifts
- TCP # 192359.192359A, 192359B, 192359C Foveaux St 4 shift
- TCP # 192360A, 192360B, 1923560C Commonwealth St 3 shift
- TCP # 192361, 192405 Albion Way 1 shift
- TCP # 192363 Bellevue St 1 shift
- TCP # 192362 Albion St 1 shift

Duration will be based on site specific works that need to be completed.

3.2 Working Hours

Standard working hours are from 07:00-18:00 Mon-Fri. Out of hours are from 19:00 to 05:00 Mon – Fri. Actual road closure hour could vary per SCO assessment.

4. Identification and Assessment of Traffic Impacts

4.1 Road Network

Work areas contained in this TMP are in urban environment and has high pedestrian movements. The urban nature of these areas has a standard urban speed zone of 50 km/h. Elizabeth St is a major bus route. Road conditions and pedestrian activities could be particularly busy on a Friday and Saturday night. Attempt to stage road work will avoid Friday and Saturday nights where possible. In terms of possibility of traffic queue generated from the lane closure, it could be managed effectively by timing of the closure and coordination of TMC to monitor any need for traffic signals adjustments. Road work on urban environment is not uncommon and generally manageable.

4.2 Identified Impacts

Systems Connect will conduct the required assessments of the road network directly affected by the pre-construction investigation activities, which will be documented in the (TMPs). This assessment will assist in determining the need for specific mitigation measures. The facilities to be assessed will include, but are not limited to:

- Existing on-street parking (including type and associated time limits)
- · Existing traffic controls
- Existing junction configurations
- Restrictions on existing traffic movements (right turn bans etc.)
- Existing road occupancies
- Public transport (buses STA, including bus stops, taxis)
- Traffic generating developments, (e.g. schools, shopping centers, churches, industrial areas, sporting complexes, clubs etc.)
- Temporary access arrangements or restrictions for residents, businesses, traffic generating developments, major and special events etc.
- Emergency vehicle access points
- Heavy vehicle movement restrictions, including over dimension vehicle loads
- Pedestrians, including disabled persons
- Cyclists, (general road, cycle and share way facilities).

5. Detail Traffic Management Measures to Ameliorate the Impacts of Proposed Works

5.1 Minimizing Delay during Implementation of Road Occupancies

The delay minimization strategies to be applied by Systems Connect project team will not delay the free flow of traffic in any direction more than 500 meters in accordance to G10 through the following strategies: -

- Minimizing the impacts of each work area;
- Maximizing the operating performance of the individual routes;
- Eliminate the need to work adjacent to live traffic as far as possible through the investigation techniques and traffic phasing;
- Undertaking an AM and PM drive through as part of the maintenance plan to ensure no debris, detritus, broken down vehicle are not impeding traffic which may lead to traffic delays;
- · Aiming to maintain access;
- Over Dimensional movements to be conducted at pre-dawn or post-dusk outside of peak times and under escort; and
- Coordinating works at each work area to ensure road users do not encounter several delays in quick succession.
- Police will be contacted for illegal parking to contact the vehicle owners.
- Situation will be re-assessed if there is breakdown vehicle. Stop/Slow traffic will be maintained if possible. Otherwise, works will be stopped until the path is clear.

Systems Connect acknowledge there are various measures that can be applied to minimize road user delays, and these are generally divided into four categories:

- Design;
- Isolation of work areas (the hierarchy of controls);
- Work methods; and
- Planning road occupancies during times of low traffic volumes.

Where practical, Systems Connect will apply the measures below via Systems Connect Traffic representative/coordinator:

Ensure road user delays are given consideration during the concept phase (i.e.; develop alignments to avoid conflicts and potential impact with the existing road network);

- Ensure that road user delay is given consideration during vehicle movement planning development;
- Develop traffic staging and temporary works; avoid conflicts with the existing road network, maximizes separation between work areas and travel lanes or isolates work areas and maintain existing "LOS" of the road network;
- Isolate work areas from traffic flows (e.g.; using alternative routes, temporary sidetracks, lane deviations / widenings and temporary safety barriers);
- Develop alternative work methods to minimize impact (e.g.; utilize more efficient plant/equipment, apply different design solutions, enclosed work platforms, time of day applications);
- Plan all lane closures/road occupancies with the aim to: minimize the actual work area, limit obstructions and restrictions, maximize the road's capacity and avoid peak traffic flow periods;
- Provide road users with changed traffic condition information to enable them to plan their journey ahead and avoid the roadwork impact.

Despite the importance of minimizing road user delays, Systems Connect will not pursue the minimization of delays to the extent that it will compromise the safety of workers or road users.

5.2 Closure of Shoulders or Auxiliary Lanes

Road occupancies involving closure of any shoulder or auxiliary lane, where auxiliary lane(s) exist, Systems Connect will always consider providing a minimum of one travel lane in each direction through the road occupancy.

For partial closures of any length of auxiliary lanes; it may only be implemented if the remaining open length of the auxiliary lane is equal to or greater than 600m where the posted speed is 100km/h or equal to or greater than 400m where the posted speed is 80km/hr. (According to G10.2.2.3)

6. Assessment of Public Transport Services Affected

Some of the routes have STA buses operating. Depending on the works and the closures of lanes and roads. Different implementation strategies will be used in order assist Public Transport services. Such as detour routes and/or Traffic controllers positioned at bus stops to assist passengers at bus stops.

Systems Connect will undertake consultation with STA, in coordination with RMS, regarding impacts on bus services and Bus Stops.

Bus Stop # 201080 on Elizabeth St southbound before Kippax Street will be impacted during the work. Work will be staged from Fovreaux St end working towards Kippax Street to minimize impact and to time with the last bus travelling to bus stop # 201080 at 01:41.

7. Parking

Parking impacted is summarized below:

Option	TCP#	Main Work Area	Note	Action		
1	185948	Randall Lane	Randall Lane is a No Parking zone. Elizabeth St NB is a No Stopping area.	No impact to parking.		
1	185949	Elizabeth St	Elizabeth St both NB and SB are a No Stopping area.	No impact to parking.		
1	185950	Kippax St	Work section between Elizabeth St and O'Loughlin is a Loading Zone from 8am – 6pm on the eastern kerbside. Western kerbside is a No Parking zone.	No impact to parking.		
1	185951A, 185951B, 185951C, 185951D,	Kippax St	Work section between O'Loughlin and Waterloo St is split to 4 main areas. Parking area immediately at the investigation area will need to be removed by approx. 3 car spaces to provide a buffer and working space. Trench width is approx. 300mm wide plus the width of the vacuum truck of approx. 12m long.		to 4 main areas. Parking area immediately at the investigation area will need to be removed by approx. 3 car spaces to provide a buffer and working space. Trench width is approx. 300mm wide plus the width of the	
1	185952	Waterloo St	Waterloo St between Kippax St and Sophia St is a No Parking zone on the eastern kerb side. Western kerbside is a Loading Zone between 8am to 6pm.	No impact to parking.		
1	189135	Waterloo St	Waterloo St between Sophia St and Faveaux St has small section of parking. Work does not impact the 2P (8am to 6pm) parking as its ground radar survey work only and does not need to break ground etc.	No impact to parking		
1	189134	Bellevue St	Bellevue St between Foveaux St and Belmore Ln is a No Parking zone.	No impact to parking.		
1	189137	Bellevue St	Bellevue St between Belmore Ln and Albion Way is a 2P (8am to 6pm), 4P (6pm to 10pm)parking area. Parking space of approx. 3 spaces on both sides will need to be restricted to allow the ground breaking. Area of approx. 3m x 3m will need to be set up as work area. Capacity of parking spaces is approx. 24 spaces.	Parking spaces to be taken the shift before. Notification to residents and council has begun.		
1	189136	Bellevue St	Bellevue St between Albion Way and Albion St. 1 space of 6 spaces of parking space will need to be occupied to allow setting up of work area for soil sampling. Ares is a 2P (8am to 6pm), 4P (6pm to 10pm) parking area.	Parking spaces to be taken the shift before. Notification to		

				residents and council has begun.
1	189138	Albion St (southside)	Albion St between Bellevue St and Little Riley St. 3 parking spaces along 89-91 Albion St needs to be removed during soil sampling. Community notification for the 3 parking areas will be required.	Parking spaces to be taken the shift before. Notification to residents and council has begun.
1	185952	Albion St (northside)	Albion St between Bellevue St and Little Riley St. No impact to parking.	No impact to parking.
2	192357, 192357A	Elizabeth St	Elizabeth St between Kippax St and Foveaux St western and eastern kerbside are a No Stopping zone.	No impact to parking.
2	192359, 192359A	Foveaux St	No parking facility along northern and southern kerbside at Fovreaux St between Elizabeth St and Marys St.	No impact to parking.
2	192359B, 192359C	Foveaux St	Between Marys St and Commonwealth St, slit trenching will impact the northern kerbside parking.	2 parking space need to be occupied. Refer to TCP.
2	192360A,B,C	Commonwealth St	Commonwealth St between Fovreaux St and Albion Way. Only ground penetrating radar on this section.	No impact to parking.
2	192361	Albion Way	Albion Way between Commonwealth St and Bellmore Street is a No Stopping area.	No impact to parking.
2	192405	Albion Way	Albion Way between Bellmore Street is a No Stopping area and Bellevue Street is a No Stopping area.	No impact to parking.
2	192363	Bellevue St	Bellevue St between Albion Way and Albion Street is a parking area. 2 spaces on western kerbside and 3 spaces at eastern kerbside. 2P (8am – 6pm).	Parking spaces to be taken the shift before. Notification to residents and council has begun.
2	192362	Albion St (northside)	Albion St between Bellevue St and Little Riley St. No impact to parking.	No impact to parking.

8. Impact on Cycleway

When provided with a scope of works on the cycle way specific implementation controls will be in effect. Traffic controllers to assist cyclists and pedestrians and the work crew on cycle way during investigations along the routes.

9. Details of Provisions Made For Emergency Vehicles, Heavy Vehicles, Cyclist and Pedestrians

9.1 Maintaining Access for Heavy Vehicle

The effective management of loads carried by the heavy vehicles vary considerably and over-dimension loads mays be transported within Surry Hills location. These loads vary in width, height, length and mass. For Systems Connect to safely and efficiently facilitate the movement of heavy vehicles, (TMPs) will:

- Consider the movement of heavy vehicles and over-dimension loads when preparing temporary works drawings and TCPs (adopting designs which provide a minimum lane width of 3.5 m and can accommodate the turning movements of a 26m long B-Double heavy vehicle).
- Limit obstructions and restrictions on the carriageways, and when required, provide alternatives.
- Liaise with the police, permit authority and operators, as well as provide up-to-date information of any obstructions (specify minimum dimensions) which may impact on the movement of over dimension vehicles. (To be actioned only if required)

- Keep a register of proposed over-dimension vehicle movements, determine the best opportunity to proceed through the work site and advise the transport operator accordingly. (To be actioned only if required)
- When traffic control operations are in place, traffic controllers will effectively co-ordinate the movement of over-dimension vehicles through the work site.
- Assist the Special Permits Unit and over-dimension operators by notifying the relevant authority of any obstructions which may impact on over-dimension vehicle movements.
- Arrange the removal and re-instatement of roadside furniture and traffic control devices which impede over-dimension vehicle movements.
- Regularly monitor heavy vehicle movements through the work site and when required, implement the appropriate controls to mitigate potential hazards and/or congestion.

Systems Connect will liaise with Roads and Maritime's Representatives to establish communication protocols for the passage of over-dimension heavy vehicle prior to any deliveries.

9.2 Managing Pedestrians

When planning pre-construction investigation activities, Systems Connect will consider the following:

- Number of pedestrians.
- Type of pedestrian activity: whether commercial, retail, residential or recreational.
- Origin and destination points of the pedestrians, as well as their desired travel path.
- Needs of vulnerable pedestrians such as young children, the elderly, vision impaired, disabled people, people with prams and trolleys.
- Proximity of pedestrian generation developments such as schools, shopping centers, railway stations, bus terminals etc.

Understanding that unlike motor vehicles, pedestrian movements within and outside of the road reserve are generally unrestricted, with free access available to most areas. Because of this and to ensure provision of a safe environment to all pedestrians, Systems Connect will ensure provisions will be made for the safe ongoing access by pedestrians. Appropriate barrier or Fencing will be installed to restrict physical access to hazardous areas as well as for site security, which will be appropriately sign posted. Various types of temporary and semi-permanent fencing may be installed, including plastic mesh, water filled plastic delineators, weld mesh, pool fencing, chain wire mesh and so on. All physical barriers will be maintained during the project and appropriately secured to prevent injury to the public.

To implement these requirements, all temporary footpaths will be:

- Clearly defined and revised locations of these routes will be developed in consultation with Roads and Maritime Services (RMS) and forwarded to the local council for review and acceptance if it applies to a Local Road;
- Advice of pending changes to the routes will be provided to the users, together with signage detailing the changes when implemented;
- Signposted appropriately to indicate the direction of the footpath;
- Constructed with an all-weather surface, free of trip hazards;
- Designed to accommodate the type of pedestrians to be encountered within the area;
- Where required, provided with pram ramps, hand rails and street lighting;
- The minimum width specified by the relevant authority;
- Where pedestrian and cyclist flow are in a direction that may not satisfy a clear desire line, special provisions for notification will be made; and
- Kept well maintained while in operation.

Where feasible, Systems Connect aim will be to maintain all existing pedestrian crossing facilities. Where this cannot be achieved, alternative facilities which are a similar standard to the present facility will be provided. Types of temporary crossing facilities may include pedestrian refuges, marked foot crossings, pedestrian-actuated traffic signals, temporary grade separated pedestrian bridges and so on.

9.3 Managing Bicycles

When planning pre-construction investigation activities, Systems Connect will consider the following:

- Number of cyclists.
- Type of cycling activity: school children, recreational, commuter, utility, touring or sport training.
- Origin and destination points of the cyclists and the connectivity of their routes.
- Needs of vulnerable cyclists, such as young children under 14 years.
- Proximity of cyclist generating developments, such as schools, universities, public transport terminals, shopping precincts and CBDs, etc.
- The travel speed of cyclists.

Systems Connect appreciate that unlike motor vehicles, bicycle movements can be either on or off road. Cyclists generally travel along footpaths, cycle ways, shared paths, road shoulders or within travel lanes. To provide a safe environment for cyclists, the boundaries of all work areas will be clearly defined and measures to mitigate any hazards will be implemented. The speed of cyclists can be high, at around 50 km/h on downhill grades, and most bicycles have no suspension. Any hazards, whether rough and loose surfaces, squeeze points, obstacles, low clearance heights and so on can be potentially dangerous.

Where possible, the introduction of hazards into the travel path of cyclists will be avoided. Where this is not feasible, appropriate physical barriers, treatments and/or warning signs will be implemented. Fencing will be installed to restrict physical access to hazardous areas and for site security, which will be appropriately sign posted. All physical barriers must be maintained during the project and appropriately secured to prevent injury to the public. Where work areas restrict access to cycle paths, alternative routes and facilities will be implemented.

Alternatives may include using the opposite side of the road, detours via other streets/cycle routes, or the provision of temporary cycle paths through the work area.

Systems Connect will ensure that all temporary cycle paths will be:

- Clearly defined.
- Signposted appropriately to indicate the direction of the cycle path.
- Constructed of an asphalt or concrete with a smooth surface, equivalent to the section of path on each approach to the temporary path.
- Free of loose materials and obstacles.
- Designed to accommodate the type of cyclists to be encountered along the route.
- Where required, provided with ramps, holding rails and street lighting.
- Kept well maintained while in operation.

The provision of on-road cycle facilities requires careful assessment and the factors below will be strictly considered by Systems Connect:

- On-street parking conditions
- Travel speed of traffic
- Traffic volumes
- Bicycle volumes
- · Experience of the cyclists
- Percentage of heavy vehicles
- Carriageway, lane and parking lane widths available
- The alignment of the road.

Where feasible, Systems Connect will aim to maintain all existing cycle crossing facilities. Where this cannot be achieved, alternative facilities which are a similar standard to the present facility will be provided.

10. Managing Unplanned Incidents

The occurrence of unexpected incidents listed below, within the project boundary or any adjacent site will potentially have a negative impact on the operation of the road network and

might temporarily restrict pre-construction investigation activities. Systems Connect will create and plan an emergency response procedure which will incorporate standard operating procedures for managing any unexpected pre-construction site emergencies/incident that may occur during the project delivery. Systems Connect will provide traffic control by qualified controller for emergencies and develop strategies to manage: -

- Unplanned incidents on the road network
- Pre-construction site emergencies/unplanned incidents.

10.1 Types of Incidents

Different types of emergencies/unplanned incidents that may occur include, but are not limited to:

- Motor vehicle accidents;
- Bush fires;
- Environmental spills;
- Pre construction-type incidents;
- Catastrophic structural failures;
- Inclement weather conditions;
- Flooding;
- Anti-social behavior;
- Terrorist attacks; and Bomb threats.

10.2 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 Force					
Fire	Fire and Rescue NSW					
Hazardous Materials	Fire and Rescue NSW					
Flood	State Emergency Service					
Storm and Tempest	State Emergency Service					

10.3 Roads & Maritime Services / Local Council Responsibilities

In accordance with its statutory obligations, Roads and Maritime Services and the local councils are responsible for road safety and traffic management of the road network. In conjunction with emergency service agencies, this includes the management of incidents and emergencies.

Systems Connect understand the detailed management of large-scale emergencies and incidents happening within the boundary of the site shall be in accordance with the State requirements as laid out in the State Disaster Plan. Systems Connect will provide support to emergency service agencies and/or the Roads and Maritime Services/local councils when emergencies/incidents occur within or adjacent to the site.

10.4 Manage Unplanned Incidents on the Road Network

The occurrence of unplanned incidents within the site may impact on the operation of the road network. Similarly, incidents occurring on the surrounding road network may restrict pre-construction activities. To address this issue, Systems Connect Traffic Representative will:

Apply and maintain communication protocols.

- Inform the road authority of any incident and provide assistance.
- If resources are available, provide initial response to unplanned incidents with the aim of making the scene of the incident safe and prevent further harm to persons or property.
- Provide support to emergency services, including traffic control, near the incident.
- During major incidents, provide a senior project representative on-site to liaise with the road authority and emergency service agencies.
- Reschedule planned works that will interfere with the incident or create additional delays to those road users already affected by the incident.
- Disseminate road condition information to Roads and Maritime Services and the local council for their distribution to road users.

11. Proposed Public/Tenant Notification Process

11.1 General

A cooperative and coordinated approach among traffic and transport providers and Systems Connect will enable the public and freight transport operators to receive timely, accurate and credible information.

All information intended for release to the community in relation to the management of the roadways in the project area will be submitted to the Roads and Maritime Services for approval before it is distributed. Roads and Maritime Services & City of Sydney Council will be informed immediately of any changes to information provided to the community.

Approval will be obtained from the Transport Management Centre for all communications related to changes affecting the operation of the carriageway. The Systems Connect Project Manager will submit all traffic communication via the normal approval process to the Roads and Maritime Services.

11.2 Consultation

Systems Connect will regularly consult with relevant stakeholders directly, or through the forum provided by the community consultative committees, ahead of any works to ensure all appropriate management and mitigation measures are adopted where possible. Systems Connect Traffic Representative will regularly attend and update the local council Traffic Committees and provide regular information sessions and workshops with key stakeholders.

11.3 Altered Traffic Arrangements

The project team will be required to:

- Be available at all reasonable times to address any community questions concerning planned traffic arrangements including any traffic switches;
- Establish Stakeholder or Issues Groups to inform the community on:
 - Traffic management (including property access);
 - Cyclist needs

11.4 Notifications and Advertising

The project team will be required to:

- Notify residents and businesses about pre-construction activities which will affect
 access to their properties or otherwise significantly disrupt use of their premises. Such
 notification shall be made at least five working days before commencing work affecting
 the premises and shall advise the nature of the work, why it is necessary, indicate the
 expected duration plus any changes to arrangements for traffic or property access.
 Contact details for the Project team shall also be provided;
- Advertise significant traffic management changes, detours, traffic disruptions and work outside the working hours contained in the environmental assessment documents.
- Advise (RMS) if any part of the Temporary Works that is the subject of an advertisement is to be changed or varied to make the advertisement substantially incorrect
- Notify City of Sydney Council as the road manager for local and regional roads.

11.5 Media and Community Events

The project team will be required to:

- Hold on-going discussions with RMS and respective Council regarding dates, commencing prior to the anticipated occurrence of the event, for major milestones / traffic switches and the opening of the Works or any stage of the Works and Local Road Works to traffic:
- Plan for an event of some form to mark the opening of the works to traffic; and
- Not announce the proposed opening of the Works and / or any stage of the works or Local Road Works to traffic without the approval of RMS and/or respective Council.

11.6 Identification of Key Stakeholders

Systems Connect recognize a critical first step is to identify the audience and key stakeholders. The following stakeholders will be consulted when preparing long term (TCPs). As required;

- RMS, STA
- Sydney Coordination Office
- Fire & Rescue NSW;
- NSW Police; and Ambulance NSW
- Councils: City of Sydney

11.7 Communication Methods

Systems Connect will consult with community members to ensure there is minimum disruption and inconvenience and alternative routes publicized and sign posted accordingly. The Traffic Representative in conjunction with the Community Relations Officer will disseminate changed traffic condition information using the methods below as required:

- Consultation with key stakeholders.
- Temporary roadwork information signage.
- Changed traffic condition advertising.
- Community letterbox notifications.
- Project information signage.

11.8 Notification Requirements to Authorities

Systems Connect acknowledge the importance of keeping RMS and all stakeholders regularly informed. Therefore, during pre-construction investigation work, the project team will report to RMS, TMC, SCO, Council & community consultative committees and other relevant stakeholders on all road safety and traffic management issues that may impact the road network

Any unplanned closure of lanes or imposed restrictions in the flow of traffic occurs on existing Highway (where applicable) or adjacent local road within the project boundaries, the Systems Connect project team will immediately advise TMC's Transport Operations Room of the nature of the closure or restriction and of the schedule for reopening of the lanes. The project team will take all the required measures to open the lane as quickly as possible.

12. Specific Method of Traffic Control

12.1 Speed Restrictions

Speed limit reductions shall be kept to a minimum. 40 km/h should only be used when personnel are working closer than 1.2 meters to the nearest edge of a traffic lane. These reductions should commence just prior to the work (area) and concluding immediately at the end of the work (area).

12.2 Traffic Guidance Schemes

Schedule of included Traffic Guidance Schemes;

OPTION #1

TGS 1 (185948 REV 01) – LANE MERGE - RANDLE LN & ELIZABETH ST, SURRY HILLS TGS 2 (185949 REV 00) - SLOW SLOW - ELIZABETH ST, SURRY HILLS TGS 3 (185950 REV 01) - STOP SLOW - ELIZABETH ST & KIPPAX ST, SURRY HILLS

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TGS 4 (185951A,B,C,D REV 01) - STOP SLOW - KIPPAX ST, SURRY HILLS (4 TCPs) TGS 5 (185952 REV 01) - STOP SLOW - WATERLOO, SURRY HILLS TGS 5A(189135 REV 01) - STOP SLOW -WATERLOO, SURRY HILLS TGS 6 (189134 REV 01) - STOP SLOW - FOVEAUX ST, SURRY HILLS TGS 6A (189137 REV 00) - STOP SLOW - BELLEVUE ST, SURRY HILLS TGS 7 (189136 REV 01) - STOP SLOW - BELLEVUE ST, SURRY HILLS TGS 8 (189138REV 01) - STOP SLOW - FOVEAUX ST, SURRY HILLS TGS 9 (185952 REV 00) - LANE MERGE - ALBION ST, SURRY HILLS
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OPTION #2

TGS 10 (192357 REV 00) – LANE CLOSURE - ELIZABETH ST, SURRY HILLS (49937533) TGS 11 (192357A REV 00) - LANE CLOSURE - ELIZABETH ST, SURRY HILLS (49937533) TGS 12 (192359 REV 01) - ROAD CLOSURE - FOVEAUX ST, SURRY HILLS (49937533) TGS 13(192359A REV 01) - ROAD CLOSURE - FOVEAUX ST, SURRY HILLS (49937533) TGS 14(192359B REV 01) - ROAD CLOSURE - FOVEAUX ST, SURRY HILLS (49937533) TGS 15 (192359C REV 01) - ROAD CLOSURE - FOVEAUX ST, SURRY HILLS (49937533) TGS 16(192360A, B, C, REV 00) - STOP SLOW - COMMONWEALTH ST, SURRY HILLS (49937533) TGS 17(192361 REV 00) - STOP SLOW - ALBION WAY, SURRY HILLS (49937533) TGS 18(192405 REV 00) - STOP SLOW - ALBION WAY, SURRY HILLS (49937533) TGS 19 (192363 REV 00) - LANE MERGE – ALBION ST, SURRY HILLS (49937533) TGS 20(192362 REV 00) LANE MERGE – ALBION ST, SURRY HILLS (49937533)

12.3 Site Access

All Site access is to be followed as set out in TGS provided. (Refer to Appendix A)

12.4 Vehicles Movements

All works vehicles are to enter and exit the site under traffic control/site marshals' directions Or under signage display only (under 20 movements and forward entry /exit).

12.5 Restrictions to Traffic Lanes

Single lane reversible flow – Where single lane reversible flow (to serve both directions) is allowed, the Contractor shall maintain traffic flow under the control of traffic controllers in such a way that no road user is unduly delayed. In all cases, the length of one-lane, two-way operation shall be limited to one kilometer.

Stopping traffic in both directions – The Contractor may stop traffic in both directions simultaneously only for purposes of specific pre-construction investigation work and during the specific period. Where it is necessary to stop traffic then the time should not extend greater than three minutes, Longer periods may require the installation of a suitable detour so as to avoid extensive queueing and impacts on intersections.

Specific periods where lane closures are not permitted – Work not under the Contract involving lane closures, stop/slow arrangements or pre-construction investigation traffic entering or leaving any through traffic lanes shall not be carried out during any periods and unless otherwise stated.

Days during which lanes shall not be closed and work involving stop / slow arrangements shall not be carried out as below unless specific approval is granted by the Superintendent prior to commencement of the works.

- All Public Holidays, plus the preceding and succeeding days to the public holidays
- Other Public events not mentioned could also be deemed a special case for stopping the closure of lanes

12.6 Road Closures and Detouring Traffic

No Detours and Rd closures is required.

12.7 Access to Private Property

Existing accesses to private properties affected by the work shall be maintained in useable condition during the pre-construction investigations, or alternative access arrangements acceptable to the property owners/tenants shall be made.

The Contractor shall permit and provide for the free movement of traffic in and out of the properties at all times except as otherwise agreed to by the property owners/tenants.

The Contractor shall, at no expense to the Principal, make good any damage to accesses to private properties which results from the pre-construction investigations required under the Contract.

12.8 Night Works

Pre-construction investigation work that is likely to cause noise is to be restricted to day time operations only.

City and Southwest Out of Hours Work Protocol to be followed.

12.9 Preventing End of Queue Collisions

Additional traffic controllers, or other end of queue risk control measures deemed to be adequate for the site circumstances, shall be used in high speed situations or where sight-distance is restricted, to prevent rear end collisions where vehicles are stopped or slowed by the work under the Contract. Additional traffic controllers shall also be used in other situations where described in AS 1742.3. Additional guidance is provided in TCAWS regarding supplementary devices at roadworks to reduce speed.

12.10 Delineation of Traffic Corridors

Where described in Traffic Control at Worksites Manual, direction hazard markers, temporary raised reflective pavement markers, line marking, reflective mesh fencing and/or other such delineation devices shall be used in addition to the requirements of the AS1742.3 to delineate trafficked corridors. Where star pickets are used they shall be kept 1 meter or more from an adjacent traffic lane where the speed is 80kph or less.

12.11 Lighting of Work Site

Where roadway lighting currently exists, lighting shall generally be provided during roadworks. Ideally, existing lighting shall not be removed until alternative temporary lighting is provided to at least the same standard as the existing lighting. If temporary lighting is not provided, the associated risk must be managed.

Temporary road lighting may include conflict points and potential hazards and it shall include two spans of lead-in lighting in advance of the conflict point, including: significant changes in carriageway width, changes from single to divided carriageway, on verging and diverging traffic streams, crests and humps, curves below 100m radius, and road sections with high night time crash rates.

The Contractor shall install, operate and maintain the temporary road lighting installations for the full period during which the relevant road is required and/or until the permanent road lighting is installed and becomes operational.

The lighting over the work area will be such as to provide a minimum intensity of 20 lux at road level. Artificial lighting shall be arranged in such a manner as to avoid creating levels of glare arising from shallow angles of incidence towards the drivers of vehicles using the adjacent traffic lanes. At no time shall artificial lighting be directed towards oncoming traffic.

12.12 Direction and Street Signage

Where access to streets and side roads has been altered during the pre-construction investigations the Contractor shall supply and erect all such temporary signs necessary to assist the travelling public to find their way to such streets and roads.

12.13 Temporary Road Safety Barriers & End Treatments

Temporary Road Safety Barriers (TRSB) shall be used to contain and redirect errant vehicles so as to reduce the likelihood of them entering the work site. They may also be used to separate opposing traffic. Where TRSB are shown on the TCP, the type and location of barriers shall be as shown on those TCP. Opposing flows of traffic may be separated with

TRSB with sufficient offset provided to reduce the likelihood that TRSB deflect into opposing traffic flow in the event of impact.

When TRSB are used to protect the works site, the requirements to maintain a clearance zone behind the TRSB as specified in the TCAWS shall apply. The maximum dynamic deflection is specified by the manufacturer. Provision shall be made to treat the approach and/or departure ends of both permanent and TRSB that are exposed to on-coming traffic, including barriers that are flared to terminate outside the clear zone.

The ends of TRSB shall be protected using appropriate end treatments. End treatments to be used should comply with the list of end treatments provided in "RMS Safety Barrier Products (Terminals) accepted for use on classified Roads in NSW".

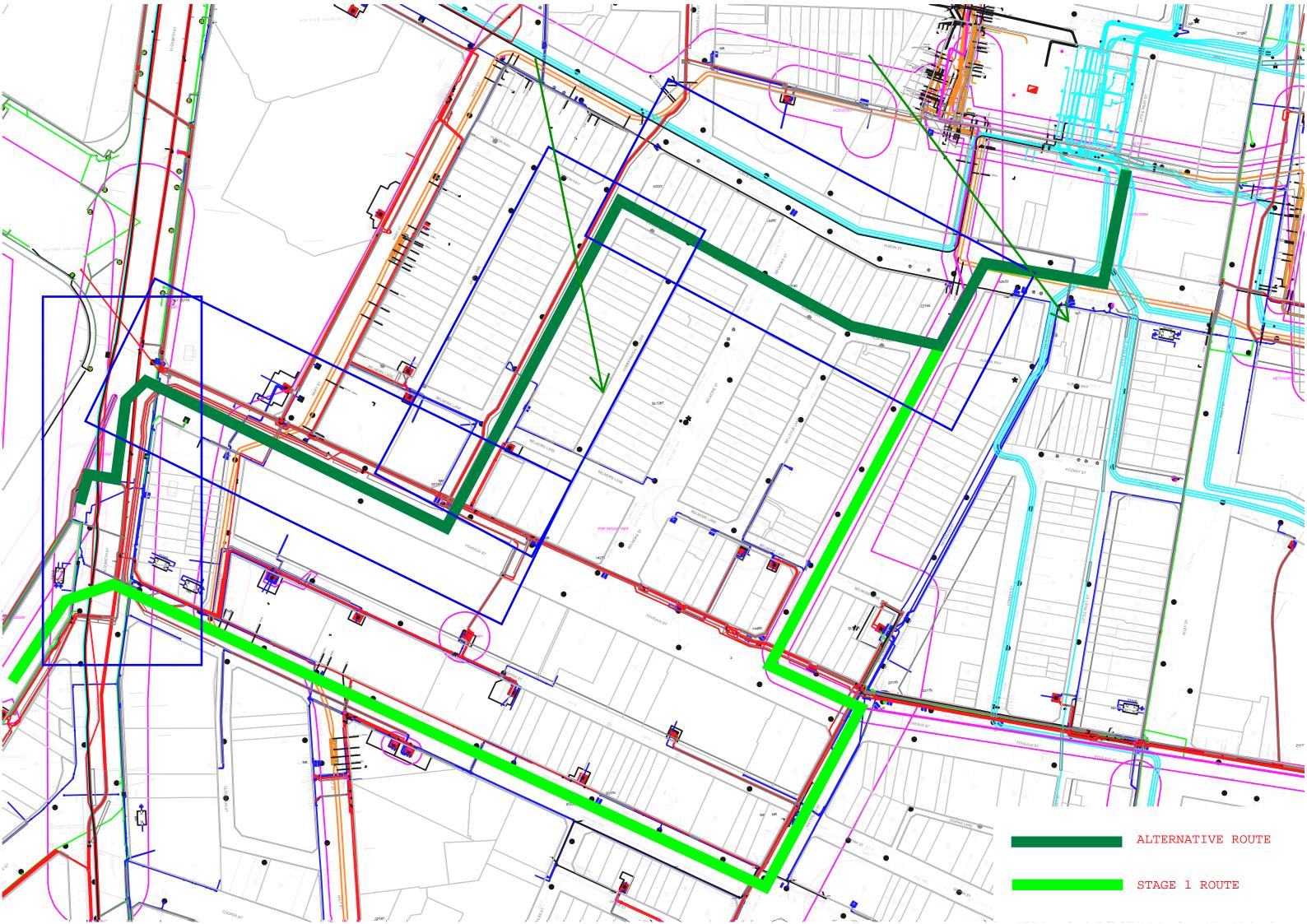
12.14 Dust and Sediment Control

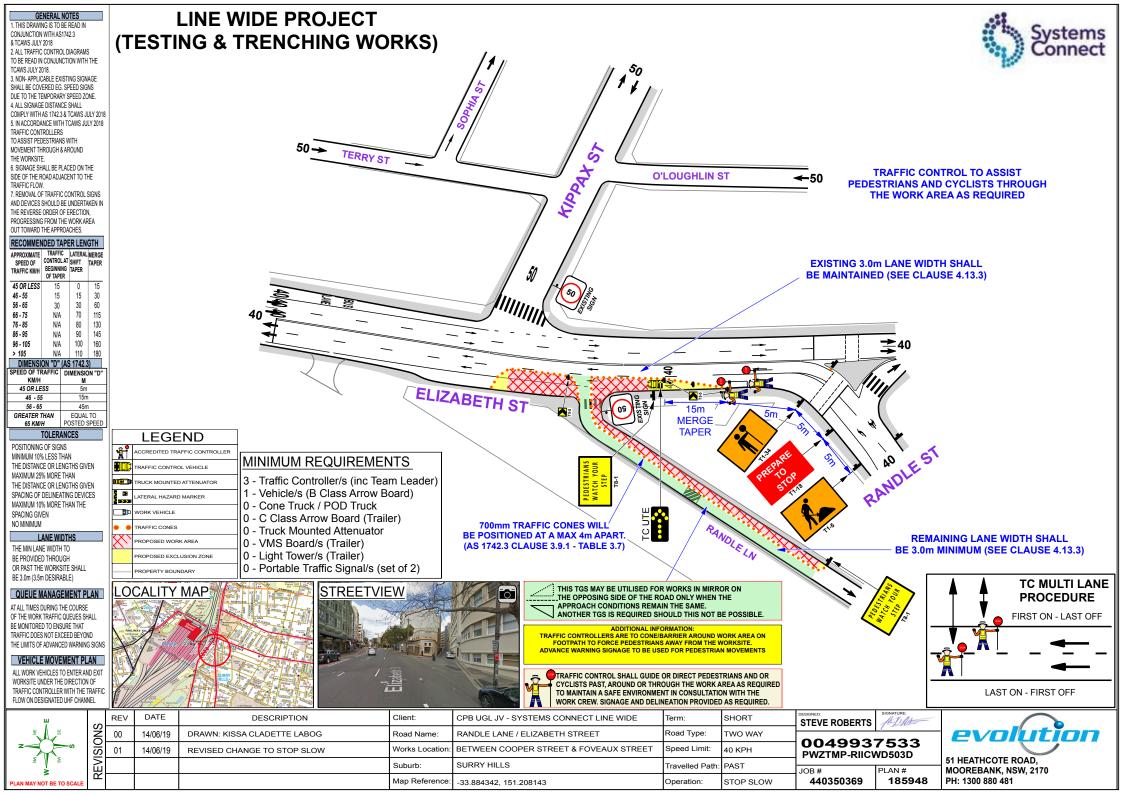
Prior to work commencing on site sediment and erosion control measures shall be installed along the contoured edges immediately down slope of any future disturbed areas.

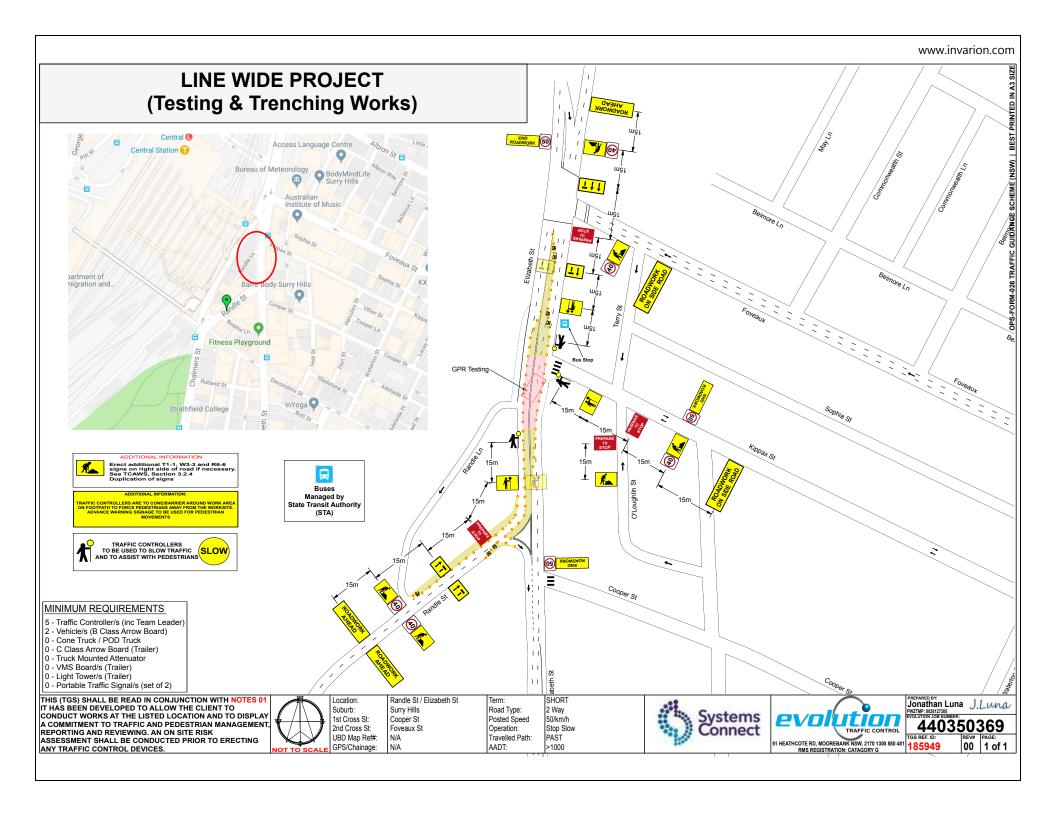
The controls shall be maintained in an operational condition until the development activities have been completed.

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13.1 Traffic Guidance Schemes and Design routes









2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH THE TCAWS 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 & 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.

RECOMMENDED TAPER LENGTH							
RECOMMEN	NDED T	APE	R LEN	GTH			
APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFF CONTRO BEGINN OF TAP	L AT Ing	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			
	ON "D"	(AS	1742.3	3)			
	RAFFIC	DI	MENSIC	N "D"			
KM/H	М						
45 OR LE	5m						
46 - 55	15m						
	56 - 65			45m			
GREATER 1		١.,	EQUAL				
65 KM/	н	1 20	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

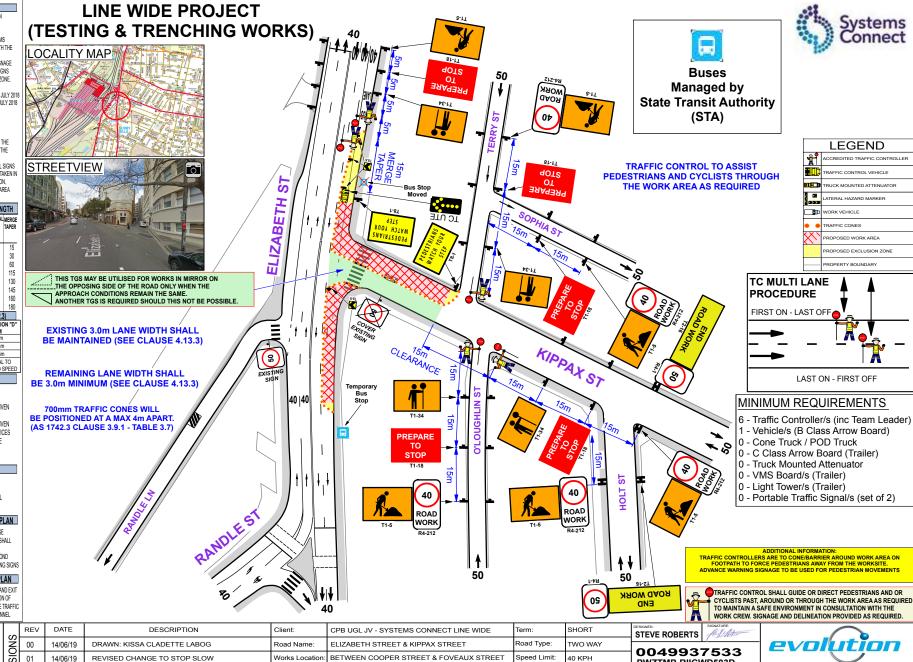
BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE)

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





၂ က	REV	DATE	DESCRIPTION	Client:	CPB UGL JV - SYSTEMS CONNECT LINE WIDE	Term:	SHORT	STEVE ROBERTS	for 14th	
🖁	00	14/06/19	DRAWN: KISSA CLADETTE LABOG	Road Name:	ELIZABETH STREET & KIPPAX STREET	Road Type:	TWO WAY		7	evolution
NOISI	01	14/06/19	REVISED CHANGE TO STOP SLOW	Works Location:	BETWEEN COOPER STREET & FOVEAUX STREET	Speed Limit:	40 KPH	004993	VD503D	
\ <u>\</u>				Suburb:	SURRY HILLS	Travelled Path:	PAST			51 HEATHCOTE ROAD, MOOREBANK, NSW, 2170
۳ ا				Map Reference:	-33.884261, 151.208446	Operation:	STOP SLOW	440350369		PH: 1300 880 481



SOPHIA ST

KIPPAX ST

0

UTHER ST



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 EG. 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.

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						

/ 103	1107	١.	110	100	
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SPEED OF TR	DIMENSION "D"				
KM/H			M		
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65 KM/I	PC	STED S	SPEED		

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LANE WIDTHS

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

QUEUE MANAGEMENT PLAN

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VEHICLE MOVEMENT PLAN

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



LINE WIDE PROJECT

(TESTING & TRENCHING WORKS)



700mm TRAFFIC CONES WILL

BE POSITIONED AT A MAX 4m APART.

(AS 1742.3 CLAUSE 3.9.1 - TABLE 3.7)



7 - Traffic Controller/s (inc Team Leader)

TRAFFIC CONTROL TO ASSIST

PEDESTRIANS AND CYCLISTS THROUGH

THE WORK AREA AS REQUIRED

- 1 Vehicle/s (B Class Arrow Board)
- 0 Cone Truck / POD Truck

Buses

Managed by

State Transit Authority

(STA)

THIS TGS MAY BE UTILISED FOR WORKS IN MIRROR ON

ANOTHER TGS IS REQUIRED SHOULD THIS NOT BE POSSIBLE.

KIPPAX ST

THE OPPOSING SIDE OF THE ROAD ONLY WHEN THE

APPROACH CONDITIONS REMAIN THE SAME.

SOPHIA ST

- 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)

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.

LEGEND RUCK MOUNTED ATTENUATOR LATERAL HAZARD MARKER WORK VEHICLE TRAFFIC CONES PROPOSED WORK AREA

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SIONS

REVI

Client: RFV DATE DESCRIPTION CPB UGL JV - SYSTEMS CONNECT LINE WIDE SHORT KIPPAX STREET Road Type: TWO WAY 00 14/06/19 DRAWN: KISSA CLADETTE LABOG Road Name: 01

STEVE ROBERTS

evolution
51 HEATHCOTE ROAD,
MOOREBANK, NSW, 2170

14/06/19	REVISED CHANGE TO STOP SLOW	Works Location:	BETWEEN COOPER STREET & FOVEAUX STREET	Speed Limit:	40 KPH	0049937533 PWZTMP-RIICWD503D			
		Suburb:	SURRY HILLS	Travelled Path:	PAST	JOB#		51 HEATHCOTE RO	
		Map Reference:	-33.884261, 151.208446	Operation:	STOP SLOW	440350369		PH: 1300 880 481	



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TCAWS 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 & 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.

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			

- 100	1407			100	
DIMENSI			1742.3	3)	
SPEED OF TR	DIMENSION "D"				
KM/H		М			
45 OR LESS			5m		
46 - 55			15m		
56 - 65	45m				
GREATER 1	П	EQUAL			
65 KM/H			STED S	SPEED	

TOLERANCES

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VEHICLE MOVEMENT PLAN

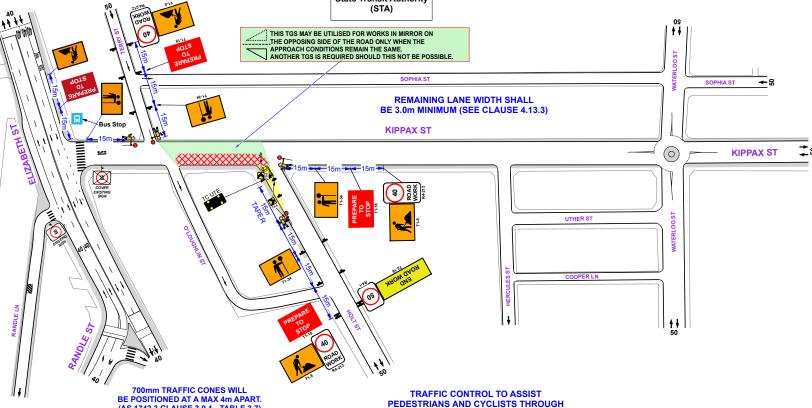
ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLER WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL











OCALITY MAP STREETVIEW

(AS 1742.3 CLAUSE 3.9.1 - TABLE 3.7)

MINIMUM REQUIREMENTS

5 - Traffic Controller/s (inc Team Leader)

THE WORK AREA AS REQUIRED

- 2 Vehicle/s (B Class Arrow Board)
- 0 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)

ADDITIONAL INFORMATION:
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	LEGEND							
	ŶŤ	ACCREDITED TRAFFIC CONTROLLER						
		TRAFFIC CONTROL VEHICLE						
		TRUCK MOUNTED ATTENUATOR						
		LATERAL HAZARD MARKER						
	å	WORK VEHICLE						
	• •	TRAFFIC CONES						
	X	PROPOSED WORK AREA						
D		PROPOSED EXCLUSION ZONE						
		PROPERTY BOUNDARY						

EL		Solvenia - Sources	Transfer Communication of the		0 - Fortable Traffic Signal/s (s	et of 2)	WORK CREW	. SIGNAC
	REV	DATE	DESCRIPTION	Client:	CPB UGL JV - SYSTEMS CONNECT LINE WIDE	Term:	SHORT	STEV
SNS	00	14/06/19	DRAWN: KISSA CLADETTE LABOG	Road Name:	KIPPAX STREET	Road Type:	TWO WAY	-
$\frac{8}{2}$	01	14/06/19	REVISED CHANGE TO STOP SLOW	Works Location:	BETWEEN COOPER STREET & FOVEAUX STREET	Speed Limit:	40 KPH	OQ PW
\mathbb{R}				Suburb:	SURRY HILLS	Travelled Path:	PAST	JOB#
œ				Map Reference:	-33.884261, 151.208446	Operation:	STOP SLOW	44

EVE ROBERTS 049937533 WZTMP-RIICWD503D

PLAN# 40350369 185951B PH: 1300 880 481

evolution
51 HEATHCOTE ROAD, MOOREBANK, NSW, 2170

SOPHIA ST

KIPPAX ST

0



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

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RECOMMENDED TAPER LENGTH						
APPROXIMATE SPEED OF TRAFFIC KM/H		LATERAL SHIFT TAPER	MERGE TAPER			
45 OR LESS	15	0	15			
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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	DIMENSION "E				
KM/H	М				
45 OR LESS	5m				
46 - 55	15m				
56 - 65	45m				
GREATER THAN	EQUAL TO				

TOLERANCES

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700mm TRAFFIC CONES WILL

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LINE WIDE PROJECT

(TESTING & TRENCHING WORKS)



- 4 Traffic Controller/s (inc Team Leader)
- 2 Vehicle/s (B Class Arrow Board)
- 0 Cone Truck / POD Truck

Buses

Managed by

State Transit Authority

(STA)

SOPHIA ST

KIPPAX ST

THIS TGS MAY BE UTILISED FOR WORKS IN MIRROR ON

ANOTHER TGS IS REQUIRED SHOULD THIS NOT BE POSSIBLE.

THE OPPOSING SIDE OF THE ROAD ONLY WHEN THE

APPROACH CONDITIONS REMAIN THE SAME.

- 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)

TRAFFIC CONTROL TO ASSIST

PEDESTRIANS AND CYCLISTS THROUGH

THE WORK AREA AS REQUIRED

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 NAGE AND DELINEATION PROVIDED AS REQUIRED.

		LEGEND
	Ŷ	ACCREDITED TRAFFIC CONTROLLER
	20	TRAFFIC CONTROL VEHICLE
	000	TRUCK MOUNTED ATTENUATOR
	D (5)	LATERAL HAZARD MARKER
		WORK VEHICLE
	• (TRAFFIC CONES
	\times	PROPOSED WORK AREA
D		PROPOSED EXCLUSION ZONE
		PROPERTY BOUNDARY

W Sti
5 DI AN MAY NOT BE TO SCALE

MNN	IEL		Sugara Lawren	Strong Barrier Amount		0 - 1 Ortable Trailic Olgital/3 (3	oct of 2)	WORK CREW	. SIGNA
T		REV	DATE	DESCRIPTION	Client:	CPB UGL JV - SYSTEMS CONNECT LINE WIDE	Term:	SHORT	STE
١	왕	00	14/06/19	DRAWN: KISSA CLADETTE LABOG	Road Name:	KIPPAX STREET	Road Type:	TWO WAY	
١	$\frac{8}{2}$	01	14/06/19	REVISED CHANGE TO STOP SLOW	Works Location:	BETWEEN COOPER STREET & FOVEAUX STREET	Speed Limit:	40 KPH	PW
١					Suburb:	SURRY HILLS	Travelled Path:	PAST	JOB
					Map Reference:	-33.884261, 151.208446	Operation:	STOP SLOW	4

EVE ROBERTS 049937533 WZTMP-RIICWD503D PLAN# 440350369 185951C PH: 1300 880 481



Systems



1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAWS JULY 2018 2. ALI, TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH THE

TCAWS 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 & 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.

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	DIMENSION "D
KM/H	М
45 OR LESS	5m
46 - 55	15m
56 - 65	45m
GREATER THAN	EQUAL TO
65 KM/H	POSTED SPEEL

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

THE MIN LANE WIDTH TO RE 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 OUFLIES 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



700mm TRAFFIC CONES WILL

BE POSITIONED AT A MAX 4m APART.

(AS 1742.3 CLAUSE 3.9.1 - TABLE 3.7)

LINE WIDE PROJECT

(TESTING & TRENCHING WORKS)

-Bus Stop

KIPPAX ST

MINIMUM REQUIREMENTS

5 - Traffic Controller/s (inc Team Leader)

4

(원)

TRAFFIC CONTROL TO ASSIST

PEDESTRIANS AND CYCLISTS THROUGH

THE WORK AREA AS REQUIRED

- 2 Vehicle/s (B Class Arrow Board)
- 0 Cone Truck / POD Truck

Buses

Managed by

State Transit Authority

(STA)

THIS TGS MAY BE UTILISED FOR WORKS IN MIRROR ON

ANOTHER TGS IS REQUIRED SHOULD THIS NOT BE POSSIBLE.

THE OPPOSING SIDE OF THE ROAD ONLY WHEN THE

APPROACH CONDITIONS REMAIN THE SAME.

- 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)

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

15m

0

15m

KIPPAX ST

ROAD WORK

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 NAGE AND DELINEATION PROVIDED AS REQUIRED

185951D

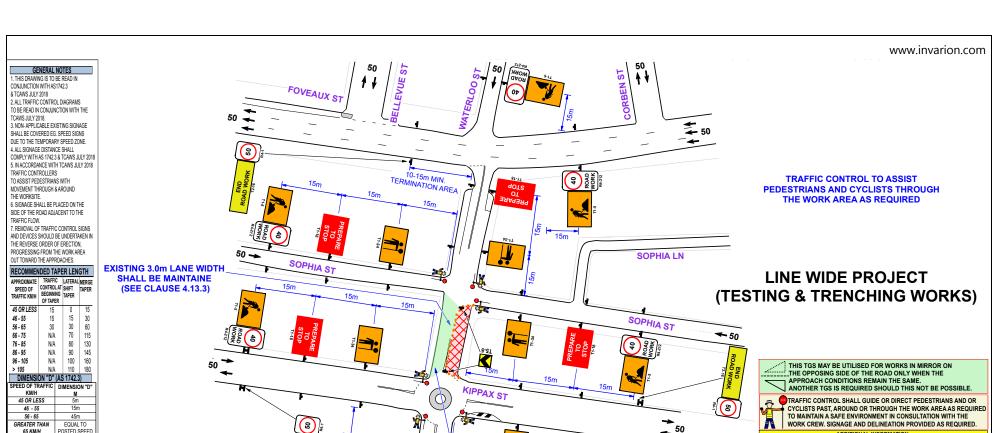
LEGEND RUCK MOUNTED ATTENUATOR -LATERAL HAZARD MARKER WORK VEHICLE TRAFFIC CONES PROPOSED WORK AREA

W SEE	
n, 24, \$	

EL	·////	Japane Lamed	Strong 1 2 Asserting Asser		0 - 1 Ortable Traine Signal/3 (s	oct of 2)	WORK CREW.	SIGNAGE AND DELINEAT	ION PROVIDED AS
	REV	DATE	DESCRIPTION	Client:	CPB UGL JV - SYSTEMS CONNECT LINE WIDE	Term:		STEVE ROBERTS	SIGNATURE:
SNS	00	14/06/19	DRAWN: KISSA CLADETTE LABOG	Road Name:	KIPPAX STREET	Road Type:	TWO WAY	004000	7500
$\frac{8}{2}$	01	14/06/19	REVISED CHANGE TO STOP SLOW	Works Location:	BETWEEN COOPER STREET & FOVEAUX STREET	Speed Limit:	40 KPH	004993	
\mathbb{R}				Suburb:	SURRY HILLS	Travelled Path:	PAST		PLAN#
ď				Map Reference:	-33.884261, 151.208446	Operation:	STOP SLOW	440350369	185951



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



65 KM/H TOLERANCES

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

STREETVIEW

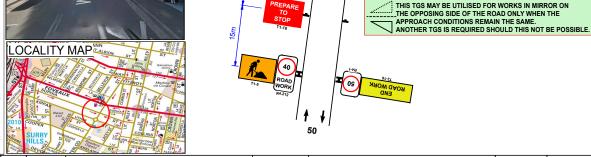
THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE)

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



700mm TRAFFIC CONES WILL BE POSITIONED AT A MAX 4m APART. (AS 1742.3 CLAUSE 3.9.1 - TABLE 3.7)

MINIMUM REQUIREMENTS

- 7 Traffic Controller/s (inc Team Leader)
- 1 Vehicle/s (B Class Arrow Board)
- 0 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)

J.Luna

LEGEND TRAFFIC CONTROL VEHICLE RUCK MOUNTED ATTENUATOR LATERAL HAZARD MARKER **_** WORK VEHICLE TRAFFIC CONES ROPOSED WORK AREA

W SE SE	_

	THE SECOND ST. ST. ALEXANDER S								_
	REV	DATE	DESCRIPTION	Client:	CPB UGL JV - SYSTEMS CONNECT LINE WIDE	Term:	SHORT	JONATHAN LUNA	Γ
SIS	00	23/04/19	DRAWN: ANGELO RACE	Road Name:	WATERLOO STREET	Road Type:	ONE WAY	1	
SION	01	23/04/19	REVISED CHANGE TO STOP SLOW	Works Location:	BETWEEN SOPHIA STREET AND KIPPAX STREET	Speed Limit:	50 KPH	003812 DESIGN AND I	
Æ				Suburb:	SURRY HILLS	Travelled Path:	PAST	JOB#	ī
œ				Map Reference:	-33.884608, 151.211472	Operation:	STOP SLOW	440350369	l

0038127305 **DESIGN AND INSPECT**

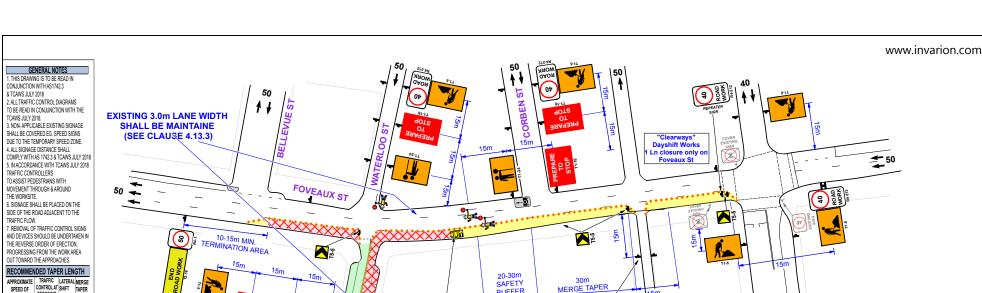
JOB# OI AN # 440350369 185952



MOOREBANK, NSW, 2170 PH: 1300 880 481

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



BUFFER

SOPHIA LN

SOPHIA ST

RECOMMENDED TAPER LENGTH							
APPROXIMATE SPEED OF TRAFFIC KM/H		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				
DIMENSI	ON "D" (AS	1742.3	3)				

SPEED OF TRAFFIC | DIMENSION "D" 45 OR LESS 46 - 55 45m GREATER THAN EQUAL TO

65 KM/H

TOLERANCES

POSTED SPEE

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



SOPHIA ST



KIPPAX ST

THIS TGS MAY BE UTILISED FOR WORKS IN MIRROR ON THE OPPOSING SIDE OF THE ROAD ONLY WHEN THE APPROACH CONDITIONS REMAIN THE SAME. ANOTHER TGS IS REQUIRED SHOULD THIS NOT BE POSSIBLE. 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. ADDITIONAL INFORMATION

700mm TRAFFIC CONES WILL

BE POSITIONED AT A MAX 4m APART.

(AS 1742.3 CLAUSE 3.9.1 - TABLE 3.7)

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 TO ASSIST PEDESTRIANS AND CYCLISTS THROUGH THE WORK AREA AS REQUIRED

ST RILEY

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LINE WIDE PROJECT

(TESTING & TRENCHING WORKS)

MINIMUM REQUIREMENTS

- 6 Traffic Controller/s (inc Team Leader
- 1 Vehicle/s (B Class Arrow Board)
- 0 Cone Truck / POD Truck

SIGN 40

- 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)

п	,								
		LEGEND							
\neg	Ŵ	ACCREDITED TRAFFIC CONTROLLER							
		TRAFFIC CONTROL VEHICLE							
r)		TRUCK MOUNTED ATTENUATOR							
	[B]	LATERAL HAZARD MARKER							
		WORK VEHICLE							
	• •	TRAFFIC CONES							
	\otimes	PROPOSED WORK AREA							
		PROPOSED EXCLUSION ZONE							
		PROPERTY BOUNDARY							

W SE SE
PLAN MAY NOT BE TO SCAL

THE SECOND ST. ST. ST. ALLEY ST. ALL					_			
EVISIONS	REV	DATE	DESCRIPTION	Client:	CPB UGL JV - SYSTEMS CONNECT LINE WIDE	Term:	SHORT	DE
	00	23/04/19	DRAWN: ANGELO RACE	Road Name:	FOVEAUX STREET	Road Type:	ONE WAY	}
	01	14/06/19	REVISED CHANGE TO STOP SLOW	Works Location:	BETWEEN SOPHIA STREET BELMORE LANE	Speed Limit:	50 KPH]
				Suburb:	SURRY HILLS	Travelled Path:	PAST]
~				Map Reference:	-33.884608, 151.211472	Operation:	LANE CLOSURE	7

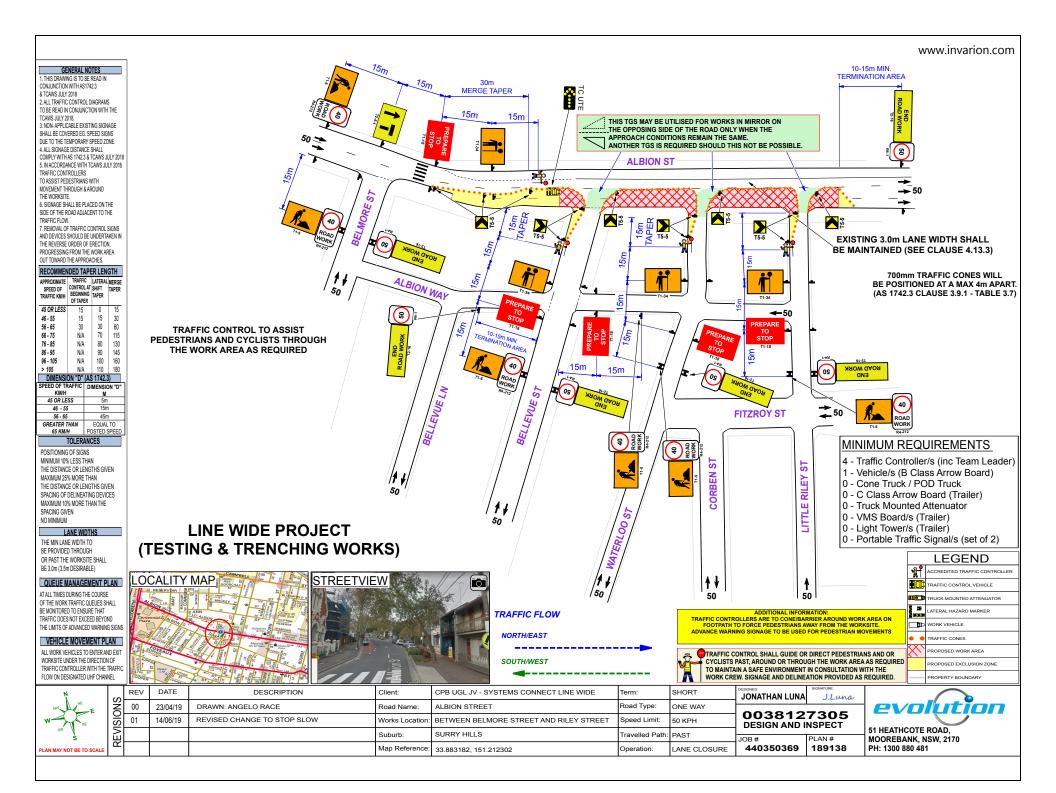
JONATHAN LUNA J.Luna 0038127305

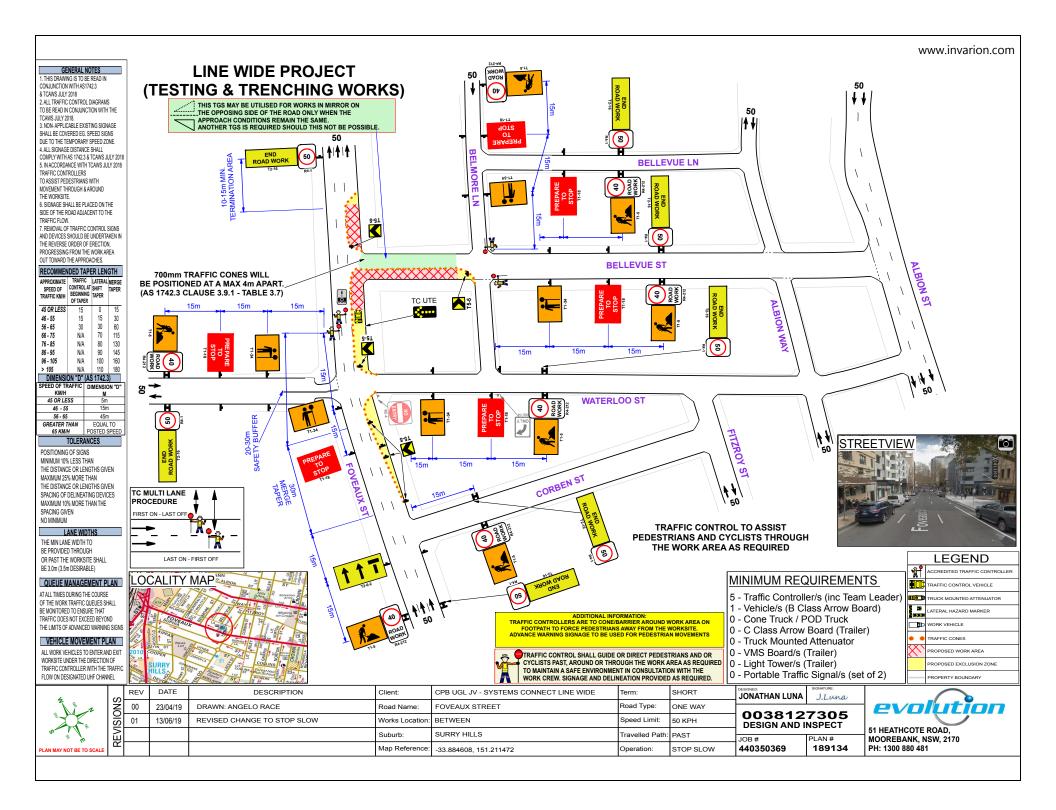
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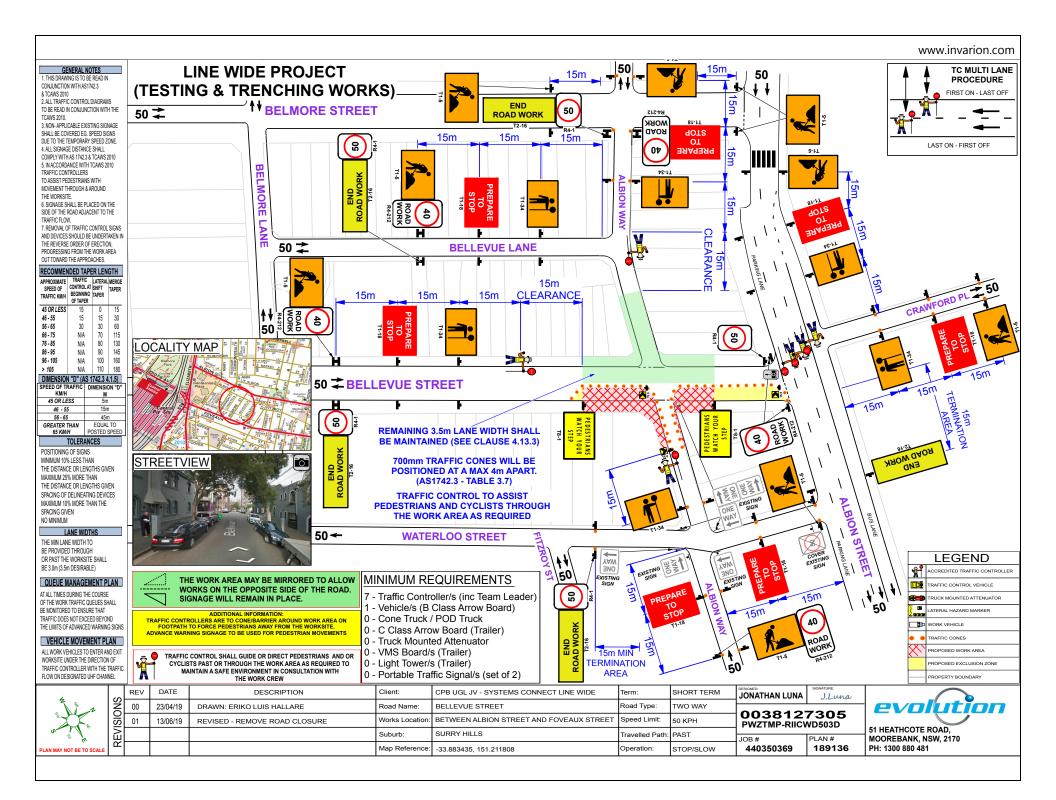
JOB# PLAN# 440350369 189135



MOOREBANK, NSW, 2170 PH: 1300 880 481









 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAWS 2010

2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH THE

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 & TCAWS 2010 5. IN ACCORDANCE WITH TCAWS 2010 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 LINDERTAKEN IN THE REVERSE ORDER OF ERECTION PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

LENGTH
TERAL MERGE IFT TAPER PER
0 15
15 30
30 60
70 115
80 130
90 145
100 160
110 180

STRE

PREPARE

STOP

WATERLOO ST 50≠

15m

CLEARANCE

15m

50

50 ←

20

20

DIMENSION "D" (AS 1742.3 4.1.5)

KM/H	DIMENSION "D"
45 OR LESS	5m
46 - 55	15m
56 - 65	45m
GREATER THAN	EQUAL TO
65 KM/H	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

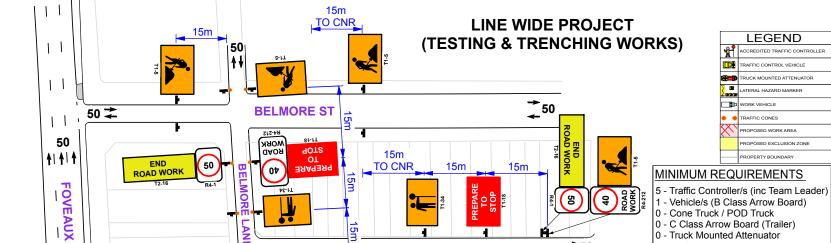
THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE)

QUEUE MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL RE 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 LINDER THE DIRECTION OF TRAFFIC CONTROLLER WITH THE TRAFFIC FLOW ON DESIGNATED LIHE CHANNEL



0

15m

TAPER

15m LEARANCI

BELLEVUE LANE

REMAINING 3.5m LANE WIDTH SHALL BE MAINTAINED (SEE CLAUSE 4.13.3)

15m

WATERLOO STREET

700mm TRAFFIC CONES WILL BE **POSITIONED AT A MAX 4m APART.**

(AS1742.3 - TABLE 3.7)

BELLEVUE STREET

15m

TRAFFIC CONTROL TO ASSIST

PEDESTRIANS AND CYCLISTS THROUGH

THE WORK AREA AS REQUIRED

MINIMUM REQUIREMENTS

- 1 Vehicle/s (B Class Arrow Board)
- 0 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)





THE WORK AREA MAY BE MIRRORED TO ALLOW WORKS ON THE OPPOSITE SIDE OF THE ROAD. SIGNAGE WILL REMAIN IN PLACE.

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



J.Luna

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



		J								
T	S	REV	DATE	DESCRIPTION	Client:	CPB UGL JV - SYSTEMS CONNECT LINE WIDE	Term:	SHORT TERM	JONATHAN LUNA	Ī
	<u>اک</u>	00	23/04/19	DRAWN: ERIKO LUIS HALLARE	Road Name:	BELLEVUE STREET	Road Type:	TWO WAY	000040	L
	S				Works Location:	BETWEEN ALBION STREET AND FOVEAUX STREET	Speed Limit:	50 KPH	OO3812	
	Ξ				Suburb:	SURRY HILLS	Travelled Path:	PAST	JOB#	Γ
۱	2				Map Reference:	-33.883435, 151.211808	Operation:	STOP/SLOW	440350369	l

50

15m

T1-34

15m MIN

TERMINATION

AREA

0038127305 WZTMP-RIICWD503D

≵50

50

15m

OB # PI AN # 440350369 189137



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

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 EG. 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.

RECOMMEN	IDED TAPE	R LEN	GTH
APPROXIMATE Speed of Traffic Km/H		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" (AS 1742.3)

KM/H	М
45 OR LESS	5m
46 - 55	15m
56 - 65	45m
GREATER THAN	EQUAL TO
65 KM/H	POSTED SPEE

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

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

QUEUE MANAGEMENT PLAN

OCALITY MAP

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

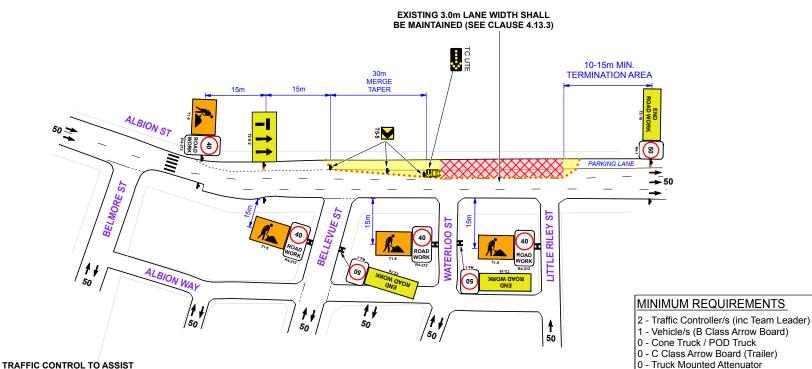
VEHICLE MOVEMENT PLAN

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

LINE WIDE PROJECT (TESTING & TRENCHING WORKS)

PEDESTRIANS AND CYCLISTS THROUGH

THE WORK AREA AS REQUIRED



700mm TRAFFIC CONES WILL BE POSITIONED AT A MAX 4m APART. (AS 1742.3 CLAUSE 3.9.1 - TABLE 3.7)

> RAFFIC CONTROL VEHICLE RUCK MOUNTED ATTENUATOR ATERAL HAZARD MARKER TRAFFIC CONTROLLERS ARE TO CONF/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

TRAFFIC CONES ROPOSED WORK AREA TO MAINTAIN A SAFE ENVIRONMENT IN CONSULTATION WITH THE WORK CREW. SIGNAGE AND DELINEATION PROVIDED AS REQUIRED.

0 - VMS Board/s (Trailer)

0 - Light Tower/s (Trailer)

0 - Portable Traffic Signal/s (set of 2)

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LEGEND

WORK VEHICLE

	4.01	2 -00pg		Goods					_
S	REV	DATE	DESCRIPTION	Client:	CPB UGL JV - SYSTEMS CONNECT LINE WIDE	Term:	SHORT	JONATHAN LUNA	ſ
\leq	00	23/04/19	DRAWN: ANGELO RACE	Road Name:	ALBION STREET	Road Type:	ONE WAY		L
S				Works Location:	BETWEEN BELMORE STREET AND RILEY STREET	Speed Limit:	50 KPH	003812 DESIGN AND	_
REVI				Suburb:	SURRY HILLS	Travelled Path:	PAST	JOB#	F
8				Map Reference:	33.883182, 151.212302	Operation:	LANE CLOSURE	440350369	ĺ

J.Luna 0038127305 **DESIGN AND INSPECT** JOB# OI AN # 440350369 185952

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

Systems

Connect



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 & 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

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.

RECOMMEN	IDED TAPE	R LEN	GTH
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"	(AS 1742.3)
SPEED OF TRAFFIC	DIMENSION "D"
KM/H	M
45 OR LESS	5m
46 - 55	15m
56 - 65	45m
GREATER THAN	EQUAL TO
65 KM/H	POSTED SPEED

65 KM/H

TOLERANCES

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

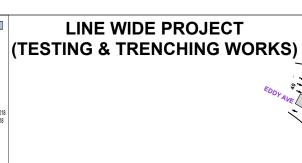
LANE WIDTHS

THE MIN LANE WIDTH TO RE 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

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



Buses Managed by State Transit Authority (STA)

MINIMUM REQUIREMENTS

- 4 Traffic Controller/s (inc Team Leader)
- 0 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)





700mm TRAFFIC CONES WILL BE POSITIONED AT A MAX 4m APART. (AS 1742.3 CLAUSE 3.9.1 - TABLE 3.7)

POD TRUCK

PEDESTRIANS TO BE ESCORTED **THROUGH WORK AREA BY**

TRAFFIC CONTROL WHEN SAFE

AS REQUIRED

EXISTING 3.0m LANE WIDTH SHALL BE MAINTAINED (SEE CLAUSE 4.13.3)

folyft=

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.

2

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

W NE E
PLAN MAY NOT BE TO SCALE

	1	4 / 2	S & DAWSON J. Northcott	,*/ ` \'	40			
	REV	DATE	DESCRIPTION	Client:	CPB UGL JV - SYSTEMS CONNECT LINE WIDE	Term:	SHORT TERM	Di
욁	00	15/08/19	DRAWN: HERNIE JAN D.CABE	Road Name:	ELIZABETH STREET	Road Type:	TWO WAY	F
뗈				Works Location:	BETWEEN FOVEAUX STREET & KIPPAX STREET	Speed Limit:	40KPH	ľ
				Suburb:	SURRY HILLS	Travelled Path:	PAST	١,
낌				Man Reference:	-33 884537 151 208054	Operation:	CONTRAFLOW	۱

HOLD & RELEASE

POD TRUCK

STEVE ROBERTS

0049937533 PWZTMP-RIICWD503D

JOB# PLAN# 440350369 192357



LEGEND

RAFFIC CONTROL VEHICLE

LATERAL HAZARD MARKER

ROPOSED WORK AREA

VORK VEHICLE

TRAFFIC CONES

ACCREDITED TRAFFIC CONTROLLER

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



TCAWS 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 & 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

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.

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

65 KM/H

TOLERANCES POSITIONING OF SIGNS

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

LANE WIDTHS

THE MIN LANE WIDTH TO RE 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





(STA) MINIMUM REQUIREMENTS

- 9 Traffic Controller/s (inc Team Leader)
- 2 Vehicle/s (B Class Arrow Board)
- 0 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)





700mm TRAFFIC CONES WILL BE POSITIONED AT A MAX 4m APART. (AS 1742.3 CLAUSE 3.9.1 - TABLE 3.7)

Traffic controller

To assist pedestrians

at Temporary Bus Stop

Systems Connect

PEDESTRIANS TO BE ESCORTED **THROUGH WORK AREA BY** TRAFFIC CONTROL WHEN SAFE **AS REQUIRED**

00mm TRAFFIC CONES

WILL BE POSITIONED AT A MAX 4m APART.

(AS 1742.3 CLAUSE 3.9.1 - TABLE 3.7)

EXISTING 3.0m LANE WIDTH SHALL BE MAINTAINED (SEE CLAUSE 4.13.3)

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.

2

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

W NE E SE S
PLAN MAY NOT BE TO SCALE

			7		4D			
	REV	DATE	DESCRIPTION	Client:	CPB UGL JV - SYSTEMS CONNECT LINE WIDE	Term:	SHORT TERM	S
SS	00	15/08/19	DRAWN: HERNIE JAN D.CABE	Road Name:	ELIZABETH STREET	Road Type:	TWO WAY	
$\frac{8}{2}$				Works Location:	BETWEEN FOVEAUX STREET & KIPPAX STREET	Speed Limit:	40KPH	ľ
\equiv				Suburb:	SURRY HILLS	Travelled Path:	PAST	Jo
~				Map Reference:	-33.884537, 151.208054	Operation:	LANE CLOSURE	

Traffic controller

To advise pedestrians of Temporary Bus Stop

Traffic controller

To assist pedestrians

STEVE ROBERTS

0049937533 PWZTMP-RIICWD503D

folyft=

JOB# PLAN# 440350369 192357 A



LEGEND

RAFFIC CONTROL VEHICLE

LATERAL HAZARD MARKER

ROPOSED WORK AREA

VORK VEHICLE

TRAFFIC CONES

ACCREDITED TRAFFIC CONTROLLER

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

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 EG. 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.

RECOMMENDED TAPER LENGTH							
APPROXIMATE SPEED OF TRAFFIC KM/H	CONTROL AT	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				
DIMENSI	DIMENSION "D" (AS 1742 3)						

DINILITATION D	
SPEED OF TRAFFIC	DIMENSION "D"
KM/H	М
45 OR LESS	5m
46 - 55	15m
56 - 65	45m
GREATER THAN	EQUAL TO
65 KM/H	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 BELINEATING DEVICES
MAXIMUM 10% MORE THAN THE
SPACING GIVEN
NO JUMINIMUM NO

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
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VEHICLE MOVEMENT PLA

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

LINE WIDE PROJECT (TESTING & TRENCHING WORKS)



700mm TRAFFIC CONES

WILL BE POSITIONED AT A MAX 4m APART.

(AS 1742.3 CLAUSE 3.9.1 - TABLE 3.7



PEDESTRIANS TO BE ESCORTED THROUGH WORK AREA BY TRAFFIC CONTROL WHEN SAFE AS REQUIRED

EXISTING 3.0m LANE WIDTH SHALL BE MAINTAINED (SEE CLAUSE 4.13.3)

THIS WORK AREA MAY BE MIRRORED TO ALLOW WORKS ON THE OPPOSITE SIDE OF THE ROAD. SIGNAGE WILL REMAIN IN PLACE

Buses Managed by State Transit Authority (STA)

MINIMUM REQUIREMENTS

- 5 Traffic Controller/s (inc Team Leader)
- 1 Vehicle/s (B Class Arrow Board)
- 0 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)





MIND ROUTE STATE OF THE STATE O	SOPHIA ST		FOVEAUX OF
ELIZABETH ST	700mm TRAFFIC WILL BE POSI AT A MAX 4m (AS 1742.3 CLAUSE 3.1	ITIONED APART.	TF AL

Proposed Slit trench

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.

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

W SE E

	REV	DATE	DESCRIPTION	Client:	CPB UGL JV - SYSTEMS CONNECT LINE WIDE	Term:	SHORT TERM	S
SS	00	15/08/19	DRAWN: HERNIE JAN D.CABE	Road Name:	FOVEAUX STREET	Road Type:	TWO WAY	
<u>S</u>	01	22/08/19	REVISED AS PER MARK UP	Works Location:	BETWEEN COMMONWEALTH ST & ELIZABETH ST	Speed Limit:	50KPH	P
\mathbb{E}				Suburb:	SURRY HILLS	Travelled Path:	STOP SLOW	JC
ď				Map Reference:	-33.883640, 151.208926	Operation:	PAST	

STEVE ROBERTS

0049937533 PWZTMP-RIICWD503D

for 14th

JOB # PLAN # 192359



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 EG. 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.

RECOMMENDED TAPER LENGTH						
APPROXIMATE SPEED OF TRAFFIC KM/H		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			
DIMENCION "D" (AC 4749 9)						

SPEED OF TRAFFIC	DIMENSION "D"
KM/H	M
45 OR LESS	5m
46 - 55	15m
56 - 65	45m
GREATER THAN	EQUAL TO
65 KM/H	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 MINIMI IM

THE MIN LANE WIDTH TO RE 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

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

LINE WIDE PROJECT (TESTING & TRENCHING WORKS)



700mm TRAFFIC CONES

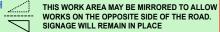
WILL BE POSITIONED AT A MAX 4m APART.

(AS 1742.3 CLAUSE 3.9.1 - TABLE 3.7



PEDESTRIANS TO BE ESCORTED THROUGH WORK AREA BY TRAFFIC CONTROL WHEN SAFE **AS REQUIRED**

EXISTING 3.0m LANE WIDTH SHALL BE MAINTAINED (SEE CLAUSE 4.13.3)



State Transit Authority

Proposed Slit trench

Buses

Managed by

(STA)

MINIMUM REQUIREMENTS

- 5 Traffic Controller/s (inc Team Leader)
- 1 Vehicle/s (B Class Arrow Board)
- 0 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)





TO A STATE OF THE PARK ST	SOPHA ST	
		TRAFFIC CONTROL SHALL GUIDE OR DIRECT CYCLISTS PAST, AROUND OR THROUGH THE TO MAINTAIN A SAFE ENVIRONMENT IN CONS WORK CREW. SIGNAGE AND DELINEATION PI
\frac{1}{2} \frac{1}{2}		ADDITIONAL INFORMATION:

ECT PEDESTRIANS AND OR THE WORK AREA AS REQUIRED INSULTATION WITH THE PROVIDED AS REQUIRED.

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

N NE E

٠,	REV	DATE	DESCRIPTION	Client:	CPB UGL JV - SYSTEMS CONNECT LINE WIDE	Term:	SHORT TERM	S
SS	00	15/08/19	DRAWN: HERNIE JAN D.CABE	Road Name:	FOVEAUX STREET	Road Type:	TWO WAY	F
<u>8</u>	01	22/08/19	REVISED AS PER MARK UP	Works Location:	BETWEEN COMMONWEALTH ST & ELIZABETH ST	Speed Limit:	50KPH	ľ
\geq				Suburb:	SURRY HILLS	Travelled Path:	STOP SLOW	
œ				Map Reference:	-33.883640, 151.208926	Operation:	PAST	-

STEVE ROBERTS

0049937533 PWZTMP-RIICWD503D

JOB# 440350369

PLAN# 192359 A



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 EG. 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.

RECOMMENDED TAPER LENGTH					
APPROXIMATE SPEED OF TRAFFIC KMIH		LATERAL Shift Taper	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		
DIMENSI	ON "D" (AS	1742.3	3)		

SPEED OF TRAFFIC	DIMENSION "D"
KM/H	М
45 OR LESS	5m
46 - 55	15m
56 - 65	45m
GREATER THAN	EQUAL TO
65 KM/H	POSTED SPEED

TOLERANCES

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

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
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TRAFFIC DOES NOT EXCEED BEYOND
THE LIMITS OF ADVANCED WARNING SIGNS

VEHICLE MOVEMENT PLA

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

LINE WIDE PROJECT (TESTING & TRENCHING WORKS)



700mm TRAFFIC CONES

WILL BE POSITIONED AT A MAX 4m APART.

(AS 1742.3 CLAUSE 3.9.1 - TABLE 3.7



PEDESTRIANS TO BE ESCORTED THROUGH WORK AREA BY TRAFFIC CONTROL WHEN SAFE AS REQUIRED

THIS WORK AREA MAY BE MIRRORED TO ALLOW
WORKS ON THE OPPOSITE SIDE OF THE ROAD.
SIGNAGE WILL REMAIN IN PLACE

Buses Managed by State Transit Authority (STA)

MINIMUM REQUIREMENTS

- 5 Traffic Controller/s (inc Team Leader)
- 1 Vehicle/s (B Class Arrow Board)
- 0 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)





ZABETH ST	Proposed Proposed	BELMORE LN
#1 # # # # # # # # # #	Sopha 15	15m-
KIDPA	100	15m FOVEAUX 87
7.7.7.7.7.7.7.7.7.7.7.7.7.7.7.7.7.7.7.	700mm TRAFFIC CONES WILL BE POSITIONED AT A MAX 4m APART. (AS 1742.3 CLAUSE 3.9.1 - TABLE 3.7)	TRAFFIC CONTROL SHALL GUIDE OR DISCOVERY OF THE CYCLISTS PAST, AROUND OR THROUGH TO MAINTAIN A SAFE ENVIRONMENT IN COMER CEPEN SIGNAGE AND THE INFATIL

FOOTPATH TO FORCE
ADVANCE WARNING SIGNA

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.

TRAFFIC CONTROLLERS ARE TO CONEIBARRIER 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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Ī		REV	DATE	DESCRIPTION	Client:	CPB UGL JV - SYSTEMS CONNECT LINE WIDE	Term:	SHORT TERM	DE
١	왉	00	15/08/19	DRAWN: HERNIE JAN D.CABE	Road Name:	FOVEAUX STREET	Road Type:	TWO WAY	
١	$\frac{8}{2}$	01	22/08/19	REVISED AS PER MARK UP	Works Location:	BETWEEN COMMONWEALTH ST & ELIZABETH ST	Speed Limit:	50KPH	ľ
١					Suburb:	SURRY HILLS	Travelled Path:	STOP SLOW	Jo
۱	٣				Map Reference:	-33.883640, 151.208926	Operation:	PAST	ľ

STEVE ROBERTS 1914 0049937533 PWZTMP-RIICWD503D

PWZTMP-RIICWD503D

JOB # PLAN # 192359B



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 EG. 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.

RECOMMENDED TAPER LENGTH						
APPROXIMATE SPEED OF TRAFFIC KM/H	CONTROL AT	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			
DIMENSI	ON "D" (AS	1742.3	3)			
SPEED OF TRAFFIC DIMENSION "D"						

KM/H	M		
45 OR LESS	5m		
46 - 55	15m		
56 - 65	45m		
GREATER THAN	EQUAL TO		
65 KM/H	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 MINIMI IM

LANE WIDTHS

THE MIN LANE WIDTH TO RE 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

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

LINE WIDE PROJECT (TESTING & TRENCHING WORKS)



Buses Managed by **State Transit Authority** (STA)

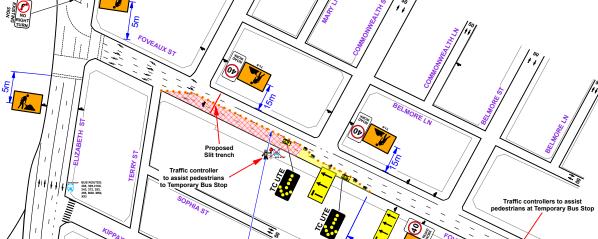
MINIMUM REQUIREMENTS

- 5 Traffic Controller/s (inc Team Leader)
- 1 Vehicle/s (B Class Arrow Board)
- 0 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)





to Temporary Bus Stop 700mm TRAFFIC CONES WILL BE POSITIONED AT A MAX 4m APART. (AS 1742.3 CLAUSE 3.9.1 - TABLE 3.7) Systems Connect



PEDESTRIANS TO BE ESCORTED

THROUGH WORK AREA BY

TRAFFIC CONTROL WHEN SAFE

AS REQUIRED

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.

TEMPORARY BUS STOP



	REV	DATE	DESCRIPTION	Client:	CPB UGL JV - SYSTEMS CONNECT LINE WIDE	Term:	SHORT TERM	0
SS	00	15/08/19	DRAWN: HERNIE JAN D.CABE	Road Name:	FOVEAUX STREET	Road Type:	TWO WAY	H
<u>S</u>	01	22/08/19	REVISED AS PER MARK UP	Works Location:	BETWEEN COMMONWEALTH ST & ELIZABETH ST	Speed Limit:	50KPH	ľ
\mathbb{E}				Suburb:	SURRY HILLS	Travelled Path:	LN CLOSURE	H
~				Map Reference:	-33.883640, 151.208926	Operation:	PAST	۱

STEVE ROBERTS

0049937533 PWZTMP-RIICWD503D

PLAN#

192359 ^C

JOB# 440350369

MOOREBANK, NSW, 2170 PH: 1300 880 481

evolution
51 HEATHCOTE ROAD,



Connect



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 EG. 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.

RECOMMENDED TAPER LENGTH							
APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL Shift Taper	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				
DIMENSI	ON "D" (AS	1742.3	3)				

SPEED OF TRAFFIC	DIMENSION "D"
KM/H	M
45 OR LESS	5m
46 - 55	15m
56 - 65	45m
GREATER THAN	EQUAL TO
65 KM/H	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 BELINEATING DEVICES
MAXIMUM 10% MORE THAN THE
SPACING GIVEN
NO JIMIMIM IN

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 UNF CHANNEL







MINIMUM REQUIREMENTS

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







PEDESTRIANS TO BE ESCORTED

THROUGH WORK AREA BY

TRAFFIC CONTROL WHEN SAFE

AS REQUIRED

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.

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



	REV	DATE	DESCRIPTION	Client:	CPB UGL JV - SYSTEMS CONNECT LINE WIDE	Term:	SHORT TERM	ľ
SI	00	15/08/19	DRAWN: HERNIE JAN D.CABE	Road Name:	COMMONWEALTH STREET	Road Type:	TWO WAY	ŀ
$\frac{8}{8}$				Works Location:	BETWEEN FOVEAUX STREET & ALBION WAY	Speed Limit:	40KPH	l
				Suburb:	SURRY HILLS	Travelled Path:	PAST	}
~				Map Reference:	-33.883727, 151.209797	Operation:	STOP SLOW	ľ

STEVE ROBERTS

0049937533 PWZTMP-RIICWD503D

PLAN#

192360 A

JOB # **440350369** **EVOLUTION**51 HEATHCOTE ROAD.

Connect

REMAINING LANE WIDTH

SHALL BE 3.0m MINIMUM

(SEE CLAUSE 4.13.3)



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 EG. 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.

RECOMMEN	GTH		
APPROXIMATE SPEED OF TRAFFIC KM/H		LATERAL Shift Taper	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
DIMENSI	ON "D" (AS	1742.3	3)

SPEED OF TRAFFIC	DIMENSION "D"			
KM/H	M			
45 OR LESS	5m			
46 - 55	15m			
56 - 65	45m			
GREATER THAN	EQUAL TO			
65 KM/H	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 MINIMI IM

LANE WIDTHS

THE MIN LANE WIDTH TO RE 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

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





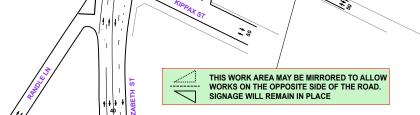


MINIMUM REQUIREMENTS

- 10 Traffic Controller/s (inc Team Leader
- 1 Vehicle/s (B Class Arrow Board)
- 0 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)







PEDESTRIANS TO BE ESCORTED

THROUGH WORK AREA BY

TRAFFIC CONTROL WHEN SAFE

AS REQUIRED

700mm TRAFFIC CONES

WILL BE POSITIONED AT A MAX 4m APART.

(AS 1742.3 CLAUSE 3.9.1 - TABLE 3.7)

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.

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



	REV	DATE	DESCRIPTION	Client:	CPB UGL JV - SYSTEMS CONNECT LINE WIDE	Term:	SHORT TERM	S
SI	00	15/08/19	DRAWN: HERNIE JAN D.CABE	Road Name:	COMMONWEALTH STREET	Road Type:	TWO WAY	
$\frac{8}{8}$				Works Location:	BETWEEN FOVEAUX STREET & ALBION WAY	Speed Limit:	40KPH	ľ
				Suburb:	SURRY HILLS	Travelled Path:	PAST	Jo
~				Map Reference:	-33.883727, 151.209797	Operation:	STOP SLOW	

STEVE ROBERTS 0049937533 PWZTMP-RIICWD503D

JOB# PLAN# **192360**B

440350369



MOOREBANK, NSW, 2170 PH: 1300 880 481



Connect



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 EG. 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.

RECOMMENDED TAPER LENGTH					
APPROXIMATE SPEED OF TRAFFIC KMIH	CONTROL AT	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	DIMENSION "D"
KM/H	M
45 OR LESS	5m
46 - 55	15m
56 - 65	45m
GREATER THAN	EQUAL TO
65 KM/H	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 MINIMI IM

LANE WIDTHS

THE MIN LANE WIDTH TO RE 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

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





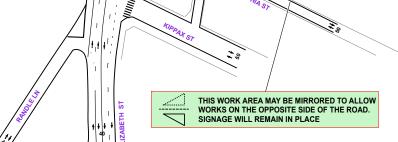


MINIMUM REQUIREMENTS

- 10 Traffic Controller/s (inc Team Leader
- 1 Vehicle/s (B Class Arrow Board)
- 0 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)







PEDESTRIANS TO BE ESCORTED

THROUGH WORK AREA BY

TRAFFIC CONTROL WHEN SAFE

AS REQUIRED

700mm TRAFFIC CONES

WILL BE POSITIONED AT A MAX 4m APART.

(AS 1742.3 CLAUSE 3.9.1 - TABLE 3.7)

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.

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



		· · · · · ·	The second second					
	REV	DATE	DESCRIPTION	Client:	CPB UGL JV - SYSTEMS CONNECT LINE WIDE	Term:	SHORT TERM	Di
SS	00	15/08/19	DRAWN: HERNIE JAN D.CABE	Road Name:	COMMONWEALTH STREET	Road Type:	TWO WAY	H
SIO				Works Location:	BETWEEN FOVEAUX STREET & ALBION WAY	Speed Limit:	40KPH	ľ
\subseteq				Suburb:	SURRY HILLS	Travelled Path:	PAST	-
ď				Map Reference:	-33.883727, 151.209797	Operation:	STOP SLOW	ľ

STEVE ROBERTS

0049937533 PWZTMP-RIICWD503D

PLAN#

192360 C

JOB# 440350369 51 HEATHCOTE ROAD.

MOOREBANK, NSW, 2170 PH: 1300 880 481



TO BE READ IN CONJUNCTION WITH THE TCAWS 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 & 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.

RECOMMENDED TAPER LENGTH					
APPROXIMATE SPEED OF TRAFFIC KMIH	CONTROL AT	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	DIMENSION "D"
KM/H	M
45 OR LESS	5m
46 - 55	15m
56 - 65	45m
GREATER THAN	EQUAL TO
65 KM/H	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 MINIMI IM

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

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





MINIMUM REQUIREMENTS

- 8 Traffic Controller/s (inc Team Leader)
- 1 Vehicle/s (B Class Arrow Board)
- 0 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)





Connect **700mm TRAFFIC CONES** WILL BE POSITIONED AT A MAX 4m APART. (AS 1742.3 CLAUSE 3.9.1 - TABLE 3.7) THIS WORK AREA MAY BE MIRRORED TO ALLOW WORKS ON THE OPPOSITE SIDE OF THE ROAD. SIGNAGE WILL REMAIN IN PLACE REMAINING LANE WIDTH SHALL BE 3.0m MINIMUM (SEE CLAUSE 4.13.3) PEDESTRIANS TO BE ESCORTED THROUGH WORK AREA BY TRAFFIC CONTROL WHEN SAFE AS REQUIRED BELMORELN 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. 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

	REV	DATE	DESCRIPTION	Client:	CPB UGL JV - SYSTEMS CONNECT LINE WIDE	Term:	SHORT TERM	ľ
SI	00	15/08/19	DRAWN: HERNIE JAN D.CABE	Road Name:	ALBION WAY	Road Type:	TWO WAY	r
$\frac{8}{2}$				Works Location:	BETWEEN COMMONWEALTH ST & BELMORE ST	Speed Limit:	50KPH	l
Ξ				Suburb:	SURRY HILLS	Travelled Path:	PAST	ŀ
				Map Reference:	-33.883004, 151.210771	Operation:	STOP SLOW	ľ

STEVE ROBERTS

0049937533 PWZTMP-RIICWD503D

JOB# PLAN# 440350369 192361



THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3 TCAWS JULY 2018 ALL TRAFFIC CONTROL DIAGRAMS.

TO BE READ IN CONJUNCTION WITH THE TCAWS JULY 2018.

3. NON-APPLICABLE EXISTING SIGNAGE

SHALL BE COVERED EG. SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE. 4. ALL SIGNAGE DISTACE SHALL COMPLY WITH AS 1742.3 & TCAWS JULY 2018 5. IN ACCORDANCE WITH TCAWS JULY 2018 TRAFFIC CONTROLLERS

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	CONTROL AT	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				
DIMENSI	DIMENSION "D" (AS 1742.3)						

SPEED OF TRAFFIC	DIMENSION "D"		
KM/H	М		
45 OR LESS	5m		
46 - 55	15m		
56 - 65	45m		
GREATER THAN	EQUAL TO		
65 KM/H	POSTED SPEED		
TOLEDANICES			

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

ATALL 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

LINE WIDE PROJECT (TESTING & TRENCHING WORKS)





MINIMUM REQUIREMENTS

- 8 Traffic Controller/s (inc Team Leader)
- 1 Vehicle/s (B Class Arrow Board)
- 0 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)





Buses Managed by State Transit Authority (STA)

PEDESTRIANS TO BE ESCORTED

THROUGH WORK AREA BY

TRAFFIC CONTROL WHEN SAFE

AS REQUIRED

BELMORELN

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

REMAINING LANE WIDTH

SHALL BE 3.0m MINIMUM

(SEE CLAUSE 4.13.3)

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

WORK CREW. SIGNAGE AND DELINEATION PROVIDED AS REQUIRED.



	J 4 1 1	1 70						
	REV	DATE	DESCRIPTION	Client:	CPB UGL JV - SYSTEMS CONNECT LINE WIDE	Term:	SHORT TERM	DE
SI	00	15/08/19	DRAWN: HERNIE JAN D.CABE	Road Name:	ALBION WAY	Road Type:	TWO WAY	L
$\frac{8}{2}$				Works Location:	BETWEEN BELLEVUE ST & BELMORE ST	Speed Limit:	50KPH	ľ
				Suburb:	SURRY HILLS	Travelled Path:	PAST	J
~				Map Reference:	-33.883288, 151.211436	Operation:	STOP SLOW	

0049937533
PWZTMP-RIICWD503D

JOB # | PLAN #

PWZTMP-RIICWD503D 51 HEATHCOTE ROAD,
MOOREBANK, NSW, 2170
PH: 1300 880 481

700mm TRAFFIC CONES

WILL BE POSITIONED

AT A MAX 4m APART.

(AS 1742.3 CLAUSE 3.9.1 - TABLE 3.7)



Connect



RECOMMENDED TAPER LENGTH								
APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL SHIFT TAPER	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					
DIMENSI	DIMENSION "D" (AS 1742.3)							
SPEED OF TRAFFIC DIMENSION "D"								

DINILITATION D	(AU 1742.U)			
SPEED OF TRAFFIC	DIMENSION "D"			
KM/H	M			
45 OR LESS	5m			
46 - 55	15m			
56 - 65	45m			
GREATER THAN	EQUAL TO			
65 KM/H	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

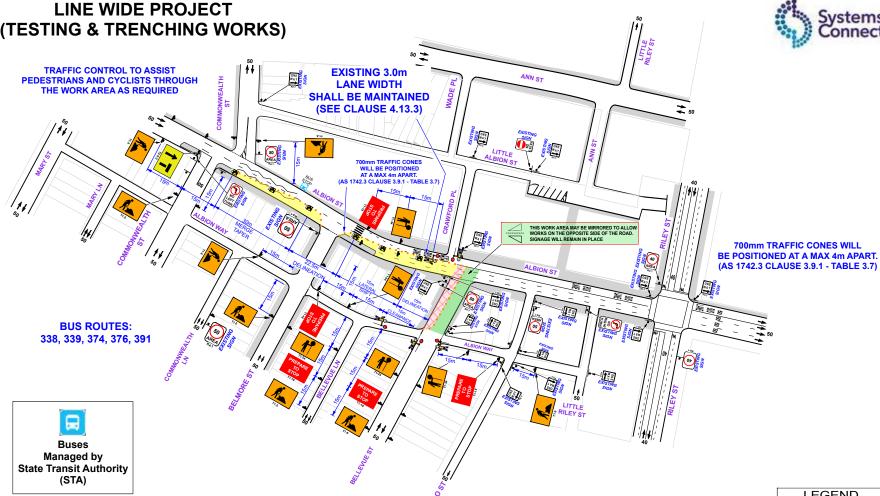
LANE WIDTHS

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 REYOND 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





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.

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

MINIMUM REQUIREMENTS

- 2 Traffic Controller/s (inc Team Leade
- 1 Vehicle/s (B Class Arrow Board)
- 0 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)

		LEGEND
	N	ACCREDITED TRAFFIC CONTROLLER
		TRAFFIC CONTROL VEHICLE
er)		TRUCK MOUNTED ATTENUATOR
	D 200	LATERAL HAZARD MARKER
		WORK VEHICLE
	• •	TRAFFIC CONES
	\otimes	PROPOSED WORK AREA
		PROPOSED EXCLUSION ZONE
		PROPERTY BOUNDARY

W NE E
PLAN MAY NOT BE TO SCALE

		- San			1			
	REV	DATE	DESCRIPTION	Client:	CPB UGL JV - SYSTEMS CONNECT LINE WIDE	Term:	SHORT TERM	C
ONS	00	15/08/19	DRAWN: CHAD CONCEPCION	Road Name:	ALBION STREET	Road Type:	TWO WAY	1
18				Works Location:	BETWEEN COMMONWEALTH STREET & RILEY STREET	Speed Limit:	50KPH	
E				Suburb:	SURRY HILLS	Travelled Path:	PAST]-
2				Map Reference:	-33.883100, 151.211950	Operation:	LANE CLOSURE	Ī

STEVE ROBERTS 0049937533 PWZTMP-RIICWD503D

JOB # PI AN # 440350369 192363

evolution
51 HEATHCOTE ROAD,

PH: 1300 880 481



& 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 EG. SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE. 4. ALL SIGNAGE DISTANCE SHALL

4. ALL SIGNANCE DISTANCE OFFALL

COMPLY WITH AS 1742.3 & TCAWS JULY 2018

5. IN ACCORDANCE WITH TCAWS JULY 2018

TRACEIC CONTROL LEDS

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.

RECOMMEN	IDED TAPE	R LEN	GTH
APPROXIMATE SPEED OF TRAFFIC KMIH	CONTROL AT	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
DIMENSI	ON "D" (AS	1742.3	()

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

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 WIDT

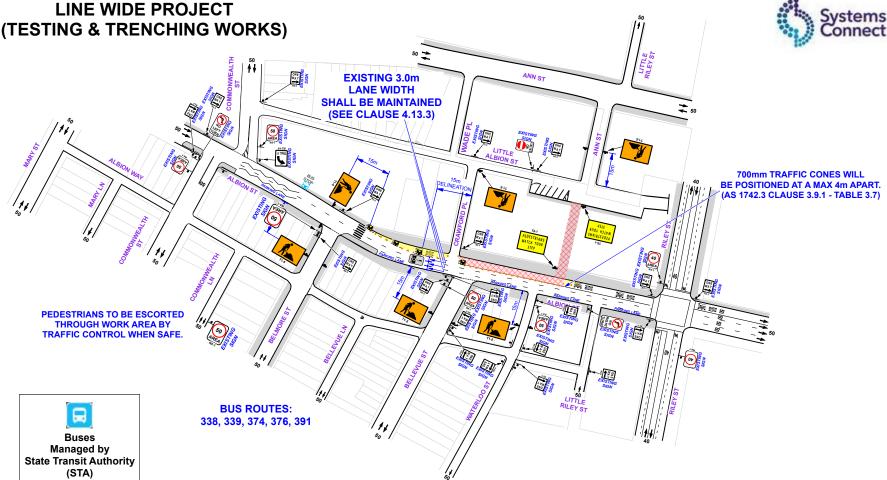
THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE)

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







MINIMUM REQUIREMENTS

- 2 Traffic Controller/s (inc Team Leade
- 1 Vehicle/s (B Class Arrow Board)
- 0 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)

		LEGEND
	ЖÎ	ACCREDITED TRAFFIC CONTROLLER
		TRAFFIC CONTROL VEHICLE
er)	DOC####	TRUCK MOUNTED ATTENUATOR
	(E	LATERAL HAZARD MARKER
		WORK VEHICLE
	• •	TRAFFIC CONES
	\otimes	PROPOSED WORK AREA
		PROPOSED EXCLUSION ZONE
		PROPERTY BOUNDARY

W NE E
PLAN MAY NOT BE TO SCALE

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S	REV	DATE	DESCRIPTION	Client:	CPB UGL JV - SYSTEMS CONNECT LINE WIDE	Term:	SHORT TERM	D
I S	00	15/08/19	DRAWN: CHAD CONCEPCION	Road Name:	ALBION STREET	Road Type:	TWO WAY	F
SIC				Works Location:	BETWEEN COMMONWEALTH STREET & RILEY STREET	Speed Limit:	50KPH]
E				Suburb:	SURRY HILLS	Travelled Path:	PAST	1
2				Map Reference:	-33.883100, 151.211950	Operation:	LANE CLOSURE	ľ

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PWZTMP-RIICWD503D

PWZTMP-RIICWD503D

JOB# PLAN #

440350369 192362



14. Apı	pendix B
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Consultation Records

Surry Hills to Central Station Bulk Power Supply Investigations (Rev A) - TMP Comments

No.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT	RESPONSE
1	29/08/2019	sco	J. Coles	SMCSWLWC-SYC-CTC-TF-PLN-000892	3. Description of Works		Please provided an timeframe and commencement date for these works.	Investigation work is planned to start on 18 Sept 2019. SC will complete both routes for Option 1 and Option 2. Duration to complete these early investigation work is approx. 6 weeks.		
2	29/08/2019	sco	J. Coles	SMCSWLWC-SYC-CTC-TF-PLN-000892	4.1 Road Network		Section mentions a description of the road network will be incorporated into the TMP, however is not included.	Section 4.1 is updated in TMP Rev B.		
3	29/08/2019	sco	J. Coles	SMCSWLWC-SYC-CTC-TF-PLN-000892	5.1 Minimising delay during Implementation of Road Occupancies		Minimising the delays to 500m in the majority of roads identified in section 3.1	Noted. Queue length is not expected to be heavy due to the timing of the day for the work. Majority of the TCPs setups are not stop slow. Queue length will not be generated from stop slow.		
4	29/08/2019	sco	J. Coles	SMCSWLWC-SYC-CTC-TF-PLN-000892	Assessement of Public Transport Services Affected		These services and the impacts imposed on them should be identified in this TMP. This section should include reference to consulting SCO's transport integration team, as per other Systems Connect works.	Work on Elizabeth St southbound will be staged to start from Fovreux St end working towards Kippax Street to time with the last bus going through the area. STA advice was taken into consideration. (see attached correspondence in Appendix C).		
5	29/08/2019	sco	J. Coles	SMCSWLWC-SYC-CTC-TF-PLN-000892	9.1 Maintaining Access for Heavy Vehicle		What size vehciles will be required for this work. Is it envisioned that the works will require OSOM movements through this area.	Elizabeth St, Kippax St and Albion St viccinty is not an a oversized vehicle route. TMP in the next revision to exclude this item.		
6	29/08/2019	SCO	J. Coles	SMCSWLWC-SYC-CTC-TF-PLN-000892	11.6 Identification of Key Stakeholders		Please Identify SCO as a member of this group.	Noted. SCO is added a the key stakeholder.		
7	29/08/2019	sco	J. Coles	SMCSWLWC-SYC-CTC-TF-PLN-000892	11.8 Notification Requirements to Authorities		"Highway" seems to be a copy and paste error. Project team to immediately advise the Transport Management Centre's Transport Operations Room of any unplanned closures/impacts to the road network.	The TMP template was initially designed to cover both highways and secondary road. TMP will be revised to rellect the specifics on the next TMP submission.		
8	29/08/2019	sco	J. Coles	SMCSWLWC-SYC-CTC-TF-PLN-000892	12.5 restrictions to Traffic Lanes		Use of portable traffic signals In the locations mentioned in this plan will not be approved.	Noted. Use of TCS is not proposed for this specific work. TMP template will be revised to suit its coverage of work on the next submission.		
9	29/08/2019	sco	J. Coles	SMCSWLWC-SYC-CTC-TF-PLN-000892	12.5 restrictions to Traffic Lanes		Closures of any description on the road network are limited to approved ROL times.	Noted.		
10	29/08/2019	sco	J. Coles	SMCSWLWC-SYC-CTC-TF-PLN-000892	Appendix 1		As per section 9.1 of this document lane widths to be 3.5 metres wide.	Lane width will not be any wider that the existing road. Mininum width passable width will be maintained. TMP was taken from a prexisting template and typically this width is applicable for a new side track etc. TMP structure will be revised on the next TMP submission.		
11	29/08/2019	sco	J. Coles	SMCSWLWC-SYC-CTC-TF-PLN-000892	Appednix 1		Any TGS schemes showing stop slow across multiple lanes on Elizabeth St, Foveaux St and Albion St will be subject to night time ROLs only. Other stop slow arrangements will be accessed on a case by case basis.	Noted.		
11	29/08/2019	sco	J. Coles	SMCSWLWC-SYC-CTC-TF-PLN-000892	Appendix 1 Option 2 plan 192357		Please amend based on feedback provided at the Sydney Metro TCG held 27/8/19.	TCP # 192357 revised. See attachment in Appendix A.		
12	29/08/2019	sco	J. Coles	SMCSWLWC-SYC-CTC-TF-PLN-000892	Appendix 1 Option 2 plan 192358		Please amend based on feedback provided at the Sydney Metro TCG held 27/8/19.	TCP # 192358 work in the middle is split into a NB and SB separate TCPs. See attachment in Appendix A.		
13	29/08/2019	sco	J. Coles	SMCSWLWC-SYC-CTC-TF-PLN-000892	Appendix 1 Option 2 plan 192359		Please amend based on feedback provided at the Sydney Metro TCG held 27/8/19.	TCP # 192359 split into smaller sections. See attachment in Appendix A. Appendix A.		
14	29/08/2019	SCO	J. Coles	SMCSWLWC-SYC-CTC-TF-PLN-000892	Appendix 1 Option 2 plan 192360		Please amend based on feedback provided at the Sydney Metro TCG held 27/8/19.	TCP # 192360 split into smaller sections. See attachment in Appendix A.		
1	5/09/2019	RMS	C. Mella	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.01	3. Description of Works		Timing and projected dates for these works should be included in the TMP	Investigation work is planned to start on 18] Sept 2019. SC will complete both routes for Option 1 and Option 2. Duration to complete these early investigation work is approx. 6 weeks.		
2	5/09/2019	RMS	C. Mella	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.01	4.1 Road Network		"A description of the surrounding road network, which details the various roads and their classifications, level in road hierarchy, lane configurations, cross sections, junction types, speed zones, traffic controls etc., will be incorporated within the (TMP)." Could not find any details described in this paragraph of the Road Network within the document. Should be applicable for both routes.	A description is provided in revision B.		

3	5/09/2019	RMS	C. Mella	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.01	Assessement of Public Transport Services Affected	TMP, this section should identify and discuss the routes/services impacted by these works, even if	Work on Elizabeth St southbound will be staged to start from Fovreux St end working towards Kippax Street to time with the last bus going through the area. STA advice was taken into consideration. (see attached correspondence in Appendix C).	
4	5/09/2019	RMS	C. Mella	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.01	7. Public Car Parking	Discussion regarding the impacts to car parking by these works should be included in this section to demonstrate what the impacts are and what mitigations, if any, are proposed to accommodate any loses.	Parking details are tabulated on the revised TMP.	
5	5/09/2019	RMS	C. Mella	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.01	11.8 Notification Requirements to Authorities	"Systems Connect project team will immediately advise (RMS) of the nature of the closure or restriction and of the schedule for reopening of the lanes" Project team to immediately advise the Transport Management Centre's Transport Operations Room of any unplanned closures/impacts to the road network.	Noted. SCO team will be updated for the latest information.	
6	5/09/2019	RMS	C. Mella	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.01	12.5 Restrictions to Traffic Lanes		Some sections of TMP are generalised item. On the next TMP, some of the Sections will be refined and/or improved. Content in Rev B is revised slightly until the next new TMP.	
7	5/09/2019	RMS	C. Mella	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.01	12.6 Road Closures and Detouring Traffic		This was from a previous meeting with Sydney Council and their conditions still stands. City of Sydney prefers to avoid detour when possible.	
8	5/09/2019	RMS	C. Mella	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.01	Appendix 1	As discussed in the TCG meeting (27/08/2019), TCPs with closures of the lanes over an extended length should be shown to reflect how closures will be implemented in stages (e.g. 10m at a time), rather than showing the entire closure all at once, as this is misleading and can be misinterpreted.	TCP is now updated with smaller sections.	
9	5/09/2019	RMS	C. Mella	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.01	Appendix 1	indicates "adopting designs which provide a minimum lane width of 3.5 m". Please ensure that the details in	Some sections of TMP are generalised item. On the next TMP, some of the Sections will be refined and deleted. For this resubmittal, content will be revised slightly but not extensively until the next new TMP.	
1	11/09/2019	SM	Ken Hind	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.01	TCP 192361	Is there enough available width in Albion Way to carry out investigations and retain a traffic lane?	Albion Way's GPR scope - scanning equipment and tracing of the underground utilities is mobile and could be moved to the side to allow through traffic as required. Albion Way is a 2 way direction street and is wide enough to retain at traffic lane.	
2	11/09/2019	SM	Ken Hind	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.01	TCP 192360	investigations? Is there a potential for detouring	No detour is proposed when working along Commonwealth St. Work along Commonwealth St is only GPR and there is no need to occupy a parking lane.	
3	11/09/2019	SM	Ken Hind	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.01	TCP 192358	into the right lane with maximum number of buses stopped at bus stop near Kippax Street.	Noted. Last bus using the stop near Kippax St is at 01:41. Work could be staged at that time to minimise buses interaction.	
4	11/09/2019	SM	Ken Hind	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.01	TCP 192357	For Bus Lane closure on Elizabeth St south of Foveaux Street, ensure adequate pull in distance for buses to pull up parallel to kerb at the stop and sufficient length to cater for maximum number of buses expected during closure.	Noted. Last bollards(cones) to be adjusted on site to allow maximum space retuning to kerb side lane.	
5	11/09/2019	SM	Ken Hind	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.01	TCP 185951	entire length of Kippax Street? Potentially detour westbound traffic via Waterloo St and either Foveaux	Kippax St will not be closed the entire length. TCP has split into smaller sections to take what is needed. SC has seeked advise from City of Sydney council and they are happy with the plan of taking 2 work areas at a time. Detour option is not required.	
6	11/09/2019	SM	Ken Hind	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.01	TCP plan 185950	Suggest provide connecting arrow from closed bus stop to temporary bus stop on Elizabeth Street or note on plan.	Noted.	
7	11/09/2019	SM	Ken Hind	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.01	TCP 185949	Will the reduction in two southbound lanes to one southbound lane on Elizabeth Street between Foveaux	The bus stop remains on the existing location. The closure of 2 middle lane will be very likely a late start ROL time of after 23:00 which will coincide with the lesser commuters/bus operations.	
8	11/09/2019	SM	Ken Hind	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.01	Section 9.2, page 9	Sixth dot point - should be 'Roads and Maritime Services' or 'RMS'	Noted. TMP revised on Rev B.	
9	11/09/2019	SM	Ken Hind	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.01	Section 5.1, page 7	Sixth dot point - should this be 'post-dusk'	Noted. TMP revised on Rev B.	
10	11/09/2019	SM	Ken Hind	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.01	Section 10.2, table	Fire and Hazardous Materials agency is Fire & Rescue NSW	Noted. TMP revised on Rev B.	
11	11/09/2019	SM	JOSE ARGUETADOMIN GUEZ	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.01	(nil)	No Comments	Nil.	

12	11/09/2019	SM	Chris Berg	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.01	N-0024420		Design routes - Route 1 and 2 is attached on Appendix A on TMP revision B.
13	12/09/2019	SM	EPATHER	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.01	(nil)	No Comments	Nil.
14	13/09/2019	SM	EPATHER	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.02	(nil)	No Comments	Nil.
1	13/09/2019	City of Sydney	Joseph Gomes	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.A.01	General	Council does not have any objection to the works .	City of Sydney council meeting notes are to adhered to. City of Council has no objection in general and road opening permit are available (refer to correspondence attached in Appendix C).
1	17/09/2019	sco	J Coles	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.B.01	3. Description of Works	Noted, however this detail should be noted in Rev B	Section 3 has added a line on the 5th paragraph for the updated start date.
2	17/09/2019	sco	J Coles	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.B.01	11.8 Notification Requirements to Authorities	The second part of this comment has not been addressed. The project team is to advise TMC's Transport Operations Room of any unplanned closre of lanes / impacts to the road network	"RMS" on second paragraph is changed to "TMC's Transport Operations Room" in Rev C.
3	17/09/2019	sco	J Coles	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.B.01	12.5 restrictions to Traffic Lanes	Noted, however the reference to portable traffic signals needs to be removed in Rev B	Portable traffic signal usage is removed in Rev C.
4	17/09/2019	sco	J Coles	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.B.01	Appendix 1 Option 2 plan 192358	There is no TCP#192358 in Rev B. This may be a typo as there are 4 TCP#192360 plans.	Item on 12.2 is revised to match the Appendix A and Section 7.
1	17/09/2019	RMS	C. Mella	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.B.01	3. Description of Works	Please include this information in the CTMP.	Section 3 added with updated start date
2	17/09/2019	RMS	C. Mella	SMCSWLWC-SYC-CTC-TF-PLN- 000892.A.RVW.B.01	11.8 Notification Requirements to Authorities	As per SCO comment, please update Section 11.8 that the project team will contact Transport Management Centre's Transport Operations Room rather than RMS.	"RMS" on second paragraph is changed to "TMC's Transport Operations Room in Rev C.

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1	 5.	Appendi	Y []
	J.	Appellal	\sim

Copy of correspondence

Sim, Mong

From: Joseph Gomes <jgomes@cityofsydney.nsw.gov.au>

Sent: Friday, 13 September 2019 10:52 AM

To: Sim, Mong

Cc: Tee, Wee; Joshua Faull; Arida, Charlie **Subject:** RE: meeting notes from this morning

Hi Mong

I agree that the meeting notes below generally describe our discussion this morning.

I have no objection to your TMPs for the early potholing and cross trenching works subject to local notification and obtaining appropriate Road Opening Permits. Note ROLs will be required for any location within 100 metres of traffic signals.

Regards

Joseph Gomes Traffic Manager South City Infrastructure & Traffic Operations



Telephone: 02 9265 9333 cityofsydney.nsw.gov.au

From: Sim, Mong <Mong.Sim@sclww.com.au> Sent: Friday, 13 September 2019 10:34 AM

To: Joseph Gomes < jgomes@cityofsydney.nsw.gov.au>

Cc: Tee, Wee <Wee.Tee@sclww.com.au>; Joshua Faull <jfaull@cityofsydney.nsw.gov.au>; Arida, Charlie

<Charlie.Arida@sclww.com.au>

Subject: meeting notes from this morning

Joseph,

Please see meeting notes from this morning.

- 1. TCPs are fine. No objection to the early investigation work.
- 2. Council view of the TMP is not seeking for their approval but is to ensure they have no objection etc
- 3. Council road opening (break ground) permit includes occupying parking spaces, no penalty for a ticketed parking areas. Permit does not allow road closure and detour. For next year's permanent work, any road closure or detour need Traffic Committee approval (council, police, RMS, community etc) forum for approval. Need at least 2 -3 months for the approval process. The Traffic Committee is held once a month at the council office.
- 4. Don't cover any parking sign. Just barricade. Post a laminated A4 notice (message is not needing council approval but something like "Please don't park here from Mon 8 am ...etc" at the parking area that needs to be occupied 7 day before work start within a 50m stretch.

- 5. Current there is no Act to close the road (Elizabeth St etc) thus any long term road closure needs the Traffic Committee approval process. Until RMS or other authority want to take over the road.
- 6. Council prefer day work but understood the need for night work where traffic could be heavy during the day

Regards

Mong Sim

Project Engineer - Systems Connect Sydney Metro City & Southwest Line-wide Works



Levels 1 and 3 116 Miller Street, North Sydney, NSW 2060, Australia T M 0448 378 883

E Mong.Sim@sclww.com.au

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Sim, Mong

From: Bushara Gidies <Bushara_Gidies@sta.nsw.gov.au>
Sent: Wednesday, 11 September 2019 11:23 AM

To: Sim, Mong

Cc: Tee, Wee; Arida, Charlie; Orel, Helena; Frankie Passarelli **Subject:** RE: Work impacting bus stop # 201080 at Elizabeth St

Attachments: STA correspondence slide - work at Elizabeth SB near Kippax and Fovreaux....pdf

Hi Mong,

STA would prefer works at Elizabeth St, & Kippax carried out between 00:45_04:30 as the bus stop isn't utilised during that time.

You can start at the corner of Foveaux at 22:00 as long as the bus stop remain operational.

Regards

Bushara Gidiess

Traffic & Services Manager
Eastern Region I State Transit
MOB: 0403 073 658
Port Botany Depot
Bushara_Gidies@sta.nsw.gov.au
www.transport.nsw.gov.au/state-transit



From: Sim, Mong [mailto:Mong.Sim@sclww.com.au] **Sent:** Wednesday, 11 September 2019 10:57 AM

To: Bushara Gidies

Cc: Tee, Wee; Arida, Charlie; Orel, Helena

Subject: Work impacting bus stop # 201080 at Elizabeth St

Bushara,

Please see attached drawing, site photos and TCP for an upcoming work along Elizabeth St SB after Kippax St.

The work is to open up the road pavement (300 mm diameter hole and slit trenching) to take soil sample from the marked location at corner of Fovreaux and Elizabeth and corner of Kippax and Elizabeth. Work is planned in accordance to ROL times from 22:00 on weeknights. These 2 location should be finished in 1 shift.

We noted the last bus stopping at this bus is 01:41. We will attempt to plan work after the last bus, but at the same time we would like to start work per the ROL time after 22:00 to ensure work could finished and backfilled by 4am and allow the 1 hour left to pack up traffic control devices etc by 5am.

If we were to start after 22:00, we proposed to relocate the bus stop after Kippax St for another 30m.

Work is currently planned from 23 Sept (subject to change).

Please advise if this is acceptable or if there is any suggestion from STA – by relocating the stop from 22:00 to 30m past Kippax St.

Regards

Mong Sim

Project Engineer - Systems Connect Sydney Metro City & Southwest Line-wide Works



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City & Southwest

LWC General Correspondence

Reference No: SMCSWLWC-RMS-LWC-GEN-000003

Project Title: Sydney Metro City & Southwest - LWC, TSOM

Contract No: LWC - Line Wide Contracts

Oria Ref No:

DLM:

Date: 23 September 2019, 11:17 AM

From: Quac Minh LA, Roads and Maritime Services

To: Susan Dai, Systems Connect

CC: Mathew Billings, Systems Connect

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Vanessa Tavares, Systems Connect Kate Truscott, Systems Connect Wee Lee Tee, Systems Connect Scott Brown, Systems Connect Charlie Arida, Systems Connect

Subject: Traffic Management Plan Surry hills to Central Station Bulk Power Supply Investigations - Approval

Susan,

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, the

9/23/2019

Roads and Maritime Service of NSW and the Sydney Coordination Office approve the Sydney Metro City & South West Construction Traffic Management Plan – Line Wide Works, Surry Hills to Central Station Bulk Power Supply Investigations (SMCSWLWC-SYC-CTC-TF-PLN-000892.C.INF.C.01) for the Sydney Metro City & South East project subject to the following requirements:

- confirming that works are planned to start from 20 September 2019
- obtaining Road Occupancy Licenses (RoLs) from the Transport Management Centre as required;
- a Road Safety Audit being undertaken and addressing any safety issues identified within the Road Safety Audit review for this CTMP, in advance of any works commencing and;
- 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 Pedestrian, Cycling and Traffic Calming Committee meeting;
- promptly addressing any SCO and/or TMC and/or RMS issue that eventuates during the works

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