GENERAL NOTES

This Traffic Guidance Scheme(s) has been created to allow
Naturform to conduct works and display a commitment to traffic and pedestrian management.

*TGS/SITE
- The TGS shall to be used in conjunction with the requirements of the associated pre works (onsite) Risk Assessment.
- A site specific risk assessment is undertaken prior to ALL traffic control setups or when required due to changes in conditions on site.
- The TGS has been designed based upon information supplied by the client and information researched by the TMD. In the event that road features and/or conditions have changed prior to or during the implementation/ operation of the TGS JTS Operations Team shall be notified.
- TGS shall be installed by a Traffic Management Implementer qualified & competent person.
- A TMI Competent person can move signs within specified requirements outlined in the MUTCD Tolerances (including away from intersections, driveways, median openings, or similar). Tolerances from optimum position shall be in accordance with MUTCD Clause 4.1.6
- A TMI Competent person may modify the TGS on site in response to an incident, an unplanned event, or in response to traffic queuing (MUTCD Cl 4.7.8). Any changes which have been made on site must be noted on the TGS, JTS Documents (SWMS & Audit Book) & TMD & JTS Operations must be notified immediately.
- Queue Lengths shall be monitored at regular intervals. At locations with increased queue lengths the setup shall be adjusted to avoid end of queue collisions. MUTCD Clause 4.7.8
- Ensure TGS has been approved & all relevant permits are in date and on site
- Temporary speed zones shall be in accordance with MUTCD Clause 4.2 & Table 4.7
- Minimum Lane width shall be in accordance with MUTCD Clause 4.13.3 & Table 4.11
- Clearance between edge of traffic lane and delineating devices or road safety barrier system shall be in accordance MUTCD Clause 4.13.4
- Recommended Taper Length in accordance to MUTCD Table 4.6
- Recommended Maximum spacing of traffic cones and/or bollards in accordance to MUTCD table 3.7
- Inspections to be completed after setup, during closure & upon completion of pack up, or as specified/requested. Records are to include times and any actions that were required during each check.

* TRAFFIC CONTROLLERS
- Traffic Controllers shall operate in accordance with the procedures contained within the Queensland Department of Transport & Main Roads Traffic Controller Accreditation Scheme Approved Procedures, when directing traffic
- Traffic Controllers shall not be located in positions where the sight distance is less than 2D (where the value of D is the greater value of the range of dimensions shown in Table 4.2) meters between the Controller and oncoming traffic. MUTCD Clause 4.10.3
- Traffic Controllers shall be relieved from their duty after not more than two hours for a period of rest or other duties of at least 15 minutes MUTCD Clause 4.10.5
- A person must not perform traffic control duties at any time unless they are medically fit to perform the role; and are not fatigued. Whilst controlling traffic, Traffic Controllers must have a 'zero percent' blood / alcohol concentration level, and must not be adversely affected by any drug or other medication causing impairment or loss of concentration. MUTCD Appendix J

*SIGNAGE DETAILS:
- Existing regulatory or advisory signs that conflict with the requirements of this TGS are to be covered with no-transparent material. Refer to Clause 2.4.4 of the MUTCD
- Advanced Signage shall be displayed as prominently as possible
- Symbolic signs shall be covered or removed when relevant personnel are not on site or not visible to traffic at the end of work hours
- Short term Sign offset 1 meter from edge of travel path
- Short term Sign Height 200mm Min
- All long term signage shall be erected on posts 2.2 from the ground level to bottom of sign 2.2m in Clause 2.5.2
- Signs to be within the line of sight of the intended road user
- Signs to be not obstructed by vegetation or other signs
- All signage and equipment used shall be in accordance with the MUTCD Part 3, November 2019

*RESIDENTS/BUSINESSES
- Cones/bollards or barriers to be separated for driveways
- All residents and businesses to be notified of works

*PUBLIC TRANSPORT
- Bus stops shall remain maintained unless otherwise specified on the TGS
- All relevant approvals shall be in place prior to the movement or closure of a bus stop

*PEDESTRIANS & CYCLISTS
- Pedestrians and cyclists shall be managed as required and indicated on the TGS in accordance with the site specific notes and MUTCD Part 3
- Traffic controllers to help pedestrians and cyclists around, through or past the work area

* EMERGENCIES/INCIDENTS
- Emergency vehicles will be given the absolute preference in traffic control holding delays. This will be based on the "can this be done safely" by each traffic controller onsite. The time delays will be minimal on the site.
- If an accident or incident involving the public on site, traffic controllers shall continue to control traffic at all times. The site supervisor shall be notified immediately and emergency services. Once it is safe to do JTS Supervisor shall be contacted.

WORK LOCATION MAP

IMPLEMENTATION NOTES

1. TGS Implementation: Setup and Removal of Temporary Signage:
a. The installation and removal of this TGS shall be in accordance with MUTCD Clause 2.5. Setup and Removal of signs shall be carried out, where practicable, as work off the travelled path in accordance with clause 4.3.7, or as short term work in traffic in accordance with clause 4.3.3, for locations in open road areas.
b. In built-up areas this operation shall be carried out in accordance with clause 4.4.2 or 4.4.3. A mobile works method (Clause 4.6) shall be used if the above method is not practicable due to the volume or speed, or both, of approaching and passing vehicles.
c. The installation sequence is:
1. Advance warning & regulatory signs,
2. Intermediate advance warning & regulatory signs,
3. taper & delineation devices,
4. termination and end of speed zone signs.
d. Recovery of devices at the conclusion of the work shall be done in the reverse order using the same work method as for setting out of the signs and devices
e. In no circumstances should a Traffic Controller cross roads that have two lanes or more in each direction with a posted speed greater than 80kmph
f. A Traffic Implementation Officer is responsible for installing, maintaining and removing traffic management devices.

TGS SUITE: UQ Gatton Campus - Galletly Rd & South Ridge Rd

Project Reference	TGS Number	Revision	Description
	20-0275	001	Site-Specific TGS

Tolerances in Distances MUTCD Clause 4.1.6

Measurement (m)	-10% (m)	+25% (m)
15	13	18
20	18	25
30	27	37
45	41	56
60	54	75
90	81	112
100	90	125
160	144	200
200	180	250
300	270	375

Recommended Maximum Spacing of Cones & Bollards Temporary Speed Limit During Works

All Purposes 50km or below	4m	
	60-70km/h	**>70km/h**
Traffic Controller	4m	4m
Lateral Shift Taper	12m	18m
Merge Taper	9m	12m
Separating Opposing Traffic	12m	18m
Lane Closure	12m	18m
Shoulder Closure	18m	24m
At Crossovers	2m	2m

Recommended Taper Length, (m)- Table 4.8

Permanent Posted Speed km/h	Traffic Controller at beginning of Taper	Lateral Shift Taper	Merge Taper
40 km or Less	15	5	15
50	15	10	30
60	30	30	60
70	30	60-80	120-160
80	30	60-80	120-160
90	30	60-80	120-160
100	30	60-80	120-160
110	30	60-80	120-160

RECORDS AND MONITORING

Regular inspections of traffic control devices SHALL be carried out a minimum twice daily and recorded in the SIGNAGE AUDIT BOOK. These records are available for inspection during the project. These records will be held on site by THE CLIENT Work Foreman/ In the event of a traffic related incident with in the site, THE CLIENT SHALL immediately notify the principal's representative, the police, and any necessary emergency services

Project Reference: TBA	**Scope of Works:** Intersection Upgrade - Island Installation	**Pedestrian Travel Path:** Past/Around
TGS Number: 20-0275	**Site Address:** Galletly Rd & South Ridge Rd	**Vehicle Travel Path:** Past/Around
Long/Short Term: Short	**Suburb:** Lawes	**Cyclist Travel Path:** Past/Around
Static/ Mobile: Static	**First Cross St:** South Ridge Rd	**Public Transport:** Past/Around
Open/ Built Up Road: Built Up	**Second Cross St:** Nursery Ln	**Emergency Services:** Past/Around
Workers to Traffic: <1.2m	**Working Hours:** Permit Pending	**Local Residents/ Business Access:** Past/Around
Local Council: Lockyer Valley Regional Council	**Road Configuration** Two-way	**Speed Reduction:** N/A
QDTMR: Darling Downs	**Traffic Method:** Shuttle Flow with Give-Way signs	**Posted Speed:** <50km/h
QPS District: Gatton Police Station	**Additional Affected Roads:** N/A	**Onsite Communication:** UHF Two-Way Radio

TGS shall be revised either 12 months from First Design or upon any changes to the MUTCD Part 3, MUTCD Part 3 Supplement, Austroads Cod of Practice,TM Code Of Practice, TCASAP, MRTS02 specifications or any relevant legislation changes. TMD approval shall be required to use the TGS past the revision date.

Revision

REV	DATE	DETAILS
001	28.10.20	First Design

FATIGUE MANAGEMENT

Controllers on Stop Slow	Recommended Additional Staff Required to Provide Breaks
2 - 4	
5 - 8	
9 -12	

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Landscape infrastructure
Client Contact:
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NOT TO SCALE

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AFTER CARE

Safety First!

TC1332
WORKER SYMBOLIC (TC1332) MUTCD3.4.4
As this sign is used to warn of the present of personnel, it shall be only displayed when they are actually working, or are visible to traffic, or both, and shall be replaced with ROAD WORK AHEAD (TC1169) when workers have left the work area or are no longer visible to traffic.

LEGEND

TC1169 ROAD WORKS AHEAD TC1332

Traffic Controller	Temporary Hazard Marker		
Traffic Control Ute	Traffic Island/Roundabout		
Footpath	Pedestrian Route		
Traffic Cones	Through Traffic Movement		
Work Area	Bus Stop	BUS	
Barrier Boards	Carpark	P	

RESOURCE REQUIREMENTS

Traffic Controllers: 2
Traffic Control Ute: 2
Traffic Cones: <80
Sign Frames & Legs: 29 & 58
Other: 2 X Barrier Boards

TMD SIGN OFF

DESIGNER:
Name: Sandy Yang
Signature:
TMD No: OP 193
Date: 28.10.20

TGS DEVELOPMENT

TGS Development shall be completed with careful consideration. Considerations should include:

1. Protection of workers
2. Provision of adequate warning for road hazards, workers on site and/or plant engaged on the road
3. Adequate warning and instruction to road users for guidance through, around or past the work site

Risk management entails the identification and analysis of all safety risks likely to arise during works on road including the setting up, operating, changing and ultimate dismantling of a traffic guidance scheme, followed by the determination of appropriate measures to mitigate those risks. The process is appropriate at all levels of planning and operation including the following:
1. When preparing a standerised plan and safe work method statement for the conduct of all types of closures on the road and footpath.
2. Preparing traffic guidance schemes for more extensive or complex works where site specific risks will assume importance.

RISK MATRIX

Likelihood: C x L = Risk Rating	Consequences: Catastrophic (5) Death	Major (4) Hospital Required	Moderate (3) Medical Treatment	Minor (2) First Aid Treatment	Insignificant (1) No Injuries
Almost Certain (5) Could Happen Anytime	Catastrophic (25)	Catastrophic (20)	High (15)	High (10)	Moderate (5)
Likely (4) Could Happen Sometime	Catastrophic (20)	Catastrophic (16)	High (12)	Moderate (8)	Moderate (4)
Possible (3) Could happen or known to happen	High (15)	High (12)	Moderate (9)	Moderate (6)	Low (3)
Unlikely (2) Could happen but very rarely	High (10)	Moderate (8)	Moderate (6)	Moderate (4)	Low (2)
Rare (1) Could Happen but probably never will	Moderate (5)	Moderate (4)	Low (3)	Low (2)	Low (1)

RISK	SUGGESTED TREATMENT APPROACH
CATASTROPHIC	Must be corrected
HIGH	Should be corrected or the risk significantly reduced, even if the treatment costs are high
MODERATE	Should be corrected or the risk significantly reduced, if the treatment cost is moderate, but not high
LOW	Should be corrected or the risk reduced, if the treatment cost is low

HEIRACHY OF CONTROL

HIGHEST LEVEL OF CONTROL		MEDIUM LEVEL OF CONTROL		LOWEST LEVEL OF CONTROL	
Elimination (Highest)	Substitution	Engineering	Isolate	Administration	PPE (Lowest)

Elimination	Modify the process method or material to eliminate the hazard completely
Substitution	Replace the material, substance or process with a less hazardous one.
Redesign / Engineering Controls	Redesign or modify the plant or process to reduce or eliminate the risk
Isolate	Isolate the hazard from the person by safeguarding or by space or time.
PPE & Administration	Use appropriately designed and properly fitted equipment where other controls are not practicable or are accepted. Adjust the exposure time or conditions or process by training, procedure, signs etc

RISK MANAGEMENT PROCESS TABLE

STEP 1	Determine Site Risk Rating
STEP 2	Determine Required Level Of Planning
STEP 3	Consider Risk At Work Site
STEP 4	Consider Risk Control Measures
STEP 5	Decide Risk Controls

RISK ASSESSMENT

Prepared By: Sandy Yang
Qualification: TMD OP 193
Date: 28.10.20
Site Address: UQ Gatton Campus - Galletly Rd & South Ridge Rd
Scope of Works: Intersection Upgrade - Island Installation
Existing Sign Posted Speed: <50km/h
Lateral Clearance between Traffic Lanes & Workers: <1.2m
Road Type/ Functional Hierarchy: Built Up
Site Risk Rating: Low
Level of Planning Required: Site Specific TGS

No.	Activity (Risks Associated With)	Safety Hazard Description	Risk Rating (CxL)	Safety Control Measure(s) Required	Risk Rating (CxL)	Action Required By
1	Work may encroach on footpath	Potential injury to pedestrians	3 x 3 = 9	Pedestrian signage may be required. TCs to assess on-site and install appropriate pedestrian signs if required TC to also monitor and assist pedestrians if required	3 x 1 = 3	JTS TMI
2	There is a driveway in the one lane section	Resident confusion	2 x 3 = 6	TC to monitor traffic coming in and out of driveway.	2 x 1 = 2	JTS TMI

Notes: This Risk Assessment does not fulfill other WH&S requirements, such as the development of work procedures/method statements, hazard registers and so on.

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Long/Short Term: Short	**Suburb:** Lawes	**Cyclist Travel Path:** Past/Around
Static/ Mobile: Static	**First Cross St:** South Ridge Rd	**Public Transport:** Past/Around
Open/ Built Up Road: Built Up	**Second Cross St:** Nursery Ln	**Emergency Services:** Past/Around
Workers to Traffic: <1.2m	**Working Hours:** Permit Pending	**Local Residents/ Business Access:** Past/Around
Local Council: Lockyer Valley Regional Council	**Road Configuration** Two-way	**Speed Reduction:** N/A
QDTMR: Darling Downs	**Traffic Method:** Shuttle Flow with Give-Way signs	**Posted Speed:** <50km/h
QPS District: Gatton Police Station	**Additional Affected Roads:** N/A	**Onsite Communication:** UHF Two-Way Radio

TGS shall be revised either 12 months from First Design or upon any changes to the MUTCD Part 3, MUTCD Part 3 Supplement, Austroads Cod of Practice,TM Code Of Practice, TCASAP, MRTS02 specifications or any relevant legislation changes. TMD approval shall be required to use the TGS past the revision date.

Revision	REV	DATE	DETAILS
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FATIGUE MANAGEMENT

Controllers on Stop Slow	Recommended Additional Staff Required to Provide Breaks
2 - 4	
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LEGEND

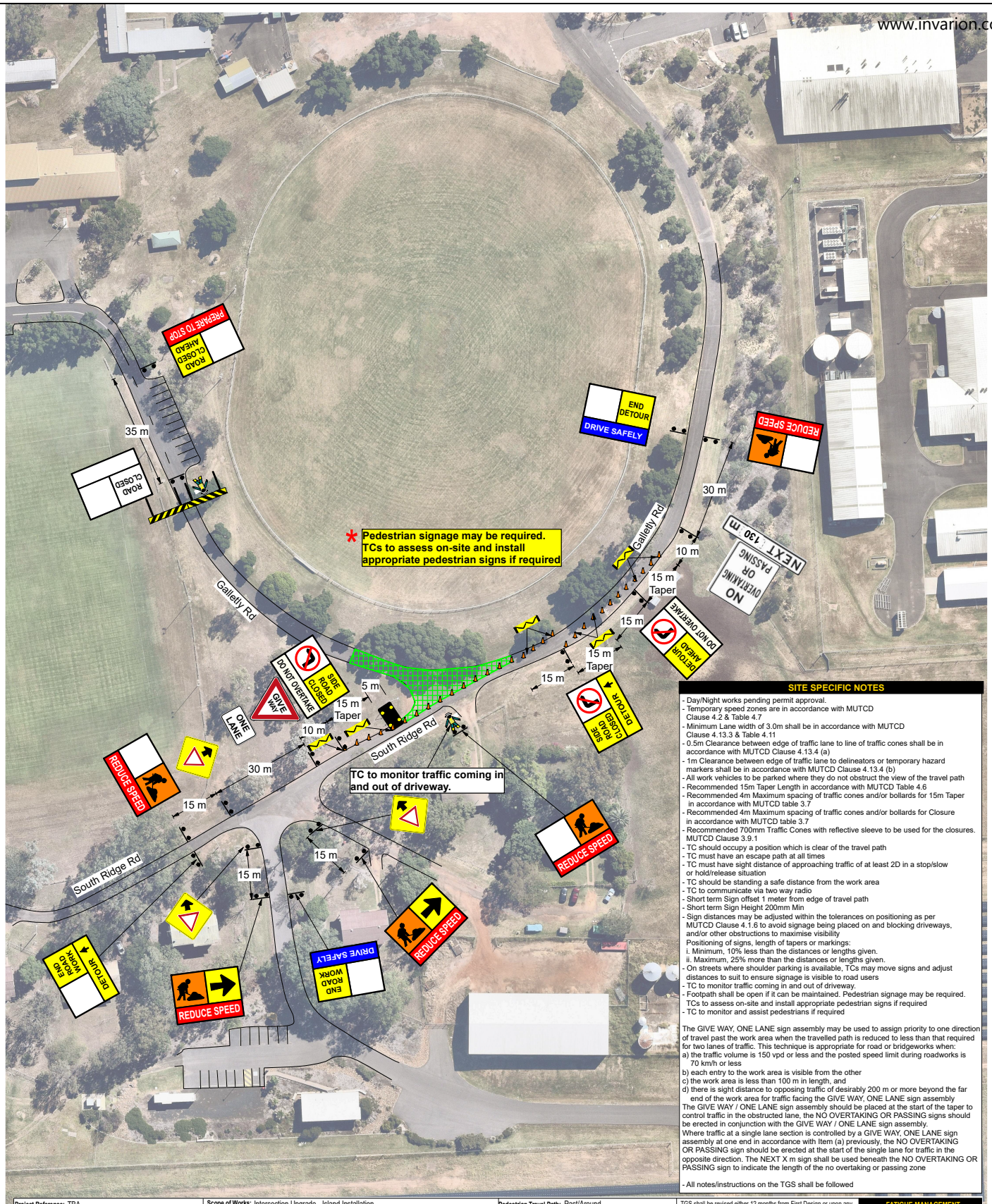
Traffic Controller; Traffic Control Ute; Footpath; Traffic Cones; Work Area; Barrier Boards; Temporary Hazard Marker; Traffic Island/Roundabout; Pedestrian Route; Through Traffic Movement; Bus Stop; Carpark

RESOURCE REQUIREMENTS

Traffic Controllers: 2
Traffic Control Ute: 2
Traffic Cones: <80
Sign Frames & Legs: 29 & 58
Other: 2 X Barrier Boards

TMD SIGN OFF

DESIGNER:
Name: Sandy Yang
Signature:
TMD No: OP 193
Date: 28.10.20



SITE SPECIFIC NOTES

- Day/Night works pending permit approval.
- Temporary speed zones are in accordance with MUTCD Clause 4.2 & Table 4.7
- Minimum Lane width of 3.0m shall be in accordance with MUTCD Clause 4.13.3 & Table 4.11
- 0.5m Clearance between edge of traffic lane to line of traffic cones shall be in accordance with MUTCD Clause 4.13.4 (a)
- 1m Clearance between edge of traffic lane to delineators or temporary hazard markers shall be in accordance with MUTCD Clause 4.13.4 (b)
- All work vehicles to be parked where they do not obstruct the view of the travel path
- Recommended 15m Taper Length in accordance with MUTCD Table 4.6
- Recommended 4m Maximum spacing of traffic cones and/or bollards for 15m Taper in accordance with MUTCD table 3.7
- Recommended 4m Maximum spacing of traffic cones and/or bollards for Closure in accordance with MUTCD table 3.7
- Recommended 700mm Traffic Cones with reflective sleeve to be used for the closures. MUTCD Clause 3.9.1
- TC should occupy a position which is clear of the travel path
- TC must have an escape path at all times
- TC must have sight distance of approaching traffic of at least 2D in a stop/slow or hold/release situation
- TC should be standing a safe distance from the work area
- TC to communicate via two way radio
- Short term Sign offset 1 meter from edge of travel path
- Short term Sign Height 200mm Min
- Sign distances may be adjusted within the tolerances on positioning as per MUTCD Clause 4.1.6 to avoid signage being placed on and blocking driveways, and/or other obstructions to maximise visibility
  Positioning of signs, length of tapers or markings:
  i. Minimum, 10% less than the distances or lengths given.
  ii. Maximum, 25% more than the distances or lengths given.
- On streets where shoulder parking is available, TCs may move signs and adjust distances to suit to ensure signage is visible to road users
- TC to monitor traffic coming in and out of driveway.
- Footpath shall be open if it can be maintained. Pedestrian signage may be required. TCs to assess on-site and install appropriate pedestrian signs if required
- TC to monitor and assist pedestrians if required

The GIVE WAY, ONE LANE sign assembly may be used to assign priority to one direction of travel past the work area when the travelled path is reduced to less than that required for two lanes of traffic. This technique is appropriate for road or bridgeworks when:
a) the traffic volume is 150 vpd or less and the posted speed limit during roadworks is 70 km/h or less
b) each entry to the work area is visible from the other
c) the work area is less than 100 m in length, and
d) there is sight distance to opposing traffic of desirably 200 m or more beyond the far end of the work area for traffic facing the GIVE WAY, ONE LANE sign assembly
The GIVE WAY / ONE LANE sign assembly should be placed at the start of the taper to control traffic in the obstructed lane, the NO OVERTAKING OR PASSING signs should be erected in conjunction with the GIVE WAY / ONE LANE sign assembly.
Where traffic at a single lane section is controlled by a GIVE WAY, ONE LANE sign assembly at one end in accordance with Item (a) previously, the NO OVERTAKING OR PASSING sign should be erected at the start of the single lane for traffic in the opposite direction. The NEXT X m sign shall be used beneath the NO OVERTAKING OR PASSING sign to indicate the length of the no overtaking or passing zone

- All notes/instructions on the TGS shall be followed

Project Reference: TBA	**Scope of Works:** Intersection Upgrade - Island Installation	**Pedestrian Travel Path:** Past/Around
TGS Number: 20-0275 - Sheet 1 of 2	**Site Address:** Galletly Rd & South Ridge Rd	**Vehicle Travel Path:** Past/Around
Long/Short Term: Short	**Suburb:** Lawes	**Cyclist Travel Path:** Past/Around
Static/ Mobile: Static	**First Cross St:** South Ridge Rd	**Public Transport:** Past/Around
Open/ Built Up Road: Built Up	**Second Cross St:** Nursery Ln	**Emergency Services:** Past/Around
Workers to Traffic: <1.2m	**Working Hours:** Permit Pending	**Local Residents/ Business Access:** Past/Around
Local Council: Lockyer Valley Regional Council	**Road Configuration** Two-way	**Speed Reduction:** N/A
QDTMR: Darling Downs	**Traffic Method:** Shuttle Flow with Give-Way signs	**Posted Speed:** <50km/h
QPS District: Gatton Police Station	**Additional Affected Roads:** N/A	**Onsite Communication:** UHF Two-Way Radio

TGS shall be revised either 12 months from First Design or upon any changes to the MUTCD Part 3, MUTCD Part 3 Supplement, Austroads Cod of Practice,TM Code Of Practice, TCASAP, MRTS02 specifications or any relevant legislation changes. TMD approval shall be required to use the TGS past the revision date.

REVISION	REV	DATE	DETAILS
	001	28.10.20	First Design

FATIGUE MANAGEMENT

Controllers on Stop Slow	Recommended Additional Staff Required to Provide Breaks
2 - 4	
5 - 8	
9 -12	

N W E S

NOT TO SCALE

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LEGEND

Traffic Controller		Temporary Hazard Marker	
Traffic Control Ute		Traffic Island/Roundabout	
Footpath		Pedestrian Route	
Traffic Cones		Through Traffic Movement	
Work Area	BUS	Bus Stop	
Barrier Boards	P	Carpark	

RESOURCE REQUIREMENTS

Traffic Controllers:	2
Traffic Control Ute:	2
Traffic Cones:	<80
Sign Frames & Legs:	29 & 58
Other:	2 X Barrier Boards

TMD SIGN OFF

DESIGNER:	
Name:	Sandy Yang
Signature:	
TMD No:	QP 193
Date:	28.10.20

* See Sheet 1 of 2 for Site-Specific Notes

Project Reference: TBA	**Scope of Works:** Intersection Upgrade - Island Installation	**Pedestrian Travel Path:** Past/Around
TGS Number: 20-0275 - Sheet 2 of 2	**Site Address:** Galletly Rd & South Ridge Rd	**Vehicle Travel Path:** Past/Around
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5 - 8	
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Work Area	BUS	Bus Stop	
Barrier Boards	P	Carpark	

RESOURCE REQUIREMENTS

Traffic Controllers:	2
Traffic Control Ute:	2
Traffic Cones:	<80
Sign Frames & Legs:	29 & 58
Other:	2 X Barrier Boards

TMD SIGN OFF

DESIGNER:	
Name:	Sandy Yang
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