# BLAIR DRIVE, SAINT LUCIA - PARKING LANE CLOSURE / FOOTPATH CLOSURE CITYCYCLE STAGE 3

CROSS STREETS: SIR WILLIAM MACGREGOR DR-UNION RD





SITE SPECIFICS

Client: JMAC Job Location:
Ordered By: RAIK RICHTER Cross Sts:
Phone: 0457 569 381 Suburb:
Site Contact: AS ABOVE Open/Built up:
Phone: SO BELOW Road Configuration
Work Activity:CITYCYCLE STATION Example Diagram:
Tarfife Methods:

Job Location: BLAIR DRIVE
Cross Sts: SIR WILLIAM MACGI
Suburb: SAINT LUCIA, 4072
Open/Built up: BUILT UP
Road Configuration:TWO WAY BLAIR DRIVE SIR WILLIAM MACGREGOR DR-UNION RD

10 PARKING LANE/ FOOTPATH CLOSURE

Local Council: QDTMR District: QPS District: Risk Assessme Posted Speed:

BRISBANE CITY C. METROPOLITAN QPS NORTH DESKTOP

Proposed Duration: 1-2 SHIFTS
Long/Short Term: SHORT TERM
Static/Mobile: STATIC
Worker to Traffic: <1.2m
Per permit or similar

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NO.	DESCRIPTION	DATE	DESIGNED BY	TMD	SIGNATURE	APPROVED BY	TMD	SIGNATURI
01	INITIAL DESIGN	11.12.2020	Muhammad Tariq			Muhammad Tariq	200 (OPEN)	K.

#### NOTE: to the Implementation Officer / Traffic Controllers Ensure TGS has been approved

- Plan your emergency escape route & document on the pre-start. An accredited traffic controller must not contravene the Traffic Controller Accreditation Scheme Approved Procedure (TCASAP) & must direct traffic in a way stated in both the Approved Procedure & he Manual of Uniform Traffic Control Devices
- Breaks shall be taken as specified in TCASAP. (See Section 2.4) Additional Controllers may need to be rostered for this purpose. Ensure a site specific risk assessment is undertaken prior to ALL raffic control setups or when required due to changes in conditions on site.
- Ensure you maintain a safe working distance from traffic.
- Remain aware of traffic conditions and maintain line of sight. Inspections to be completed after setup, during closure & upon completion of pack up, or as specified / requested. Records are to
- clude times and any actions that were required during each check All signs to be clean undamaged & legible
- Sign installation sequence shall be as follows:
- . Advance warning & regulatory signs All intermediate advance warning signs
- All delineation devices to form taper inc. illuminated flashing arrow at end of taper where required
- I. Delineation of work area or side track
- . All other warning signs inc. termination signs and end of temporar peed zone sians.
- Signs & devices that are erected before they are required should
- be fully covered until immediately prior to commencement of work. a. Recovery of devices at the conclusion of work shall be in the
- everse order using the same work method as for setting out Existing signs & traffic control devices which are inappropriate to, o conflict with, the temporary work site situation shall be fully covered
- or removed. (Refer Clause 2.4.4 MUTCD) Where the TGS includes changes to regulatory signs or devices this is to be documented; Signs covered or removed must be ecorded on a signage usage checklist sheet including time covered
- emoved and time uncovered / replaced. A copy is to be signed and copy retained by the client. All signs that are removed shall be elivered to a storage site designated by the client. DUPLICATE SIGNAGE: MAY BE OMITTED IF INSUFFICIENT ROOM; Leg Extensions may be used to mount Guardrail/Median

#### VORK AT NIGHT TIME

- Lighting at a work site shall illuminate the following areas: i) Traffic control station and locations where workers or plant might ncroach on traffic lanes.
- ii) Intersections in which works are taking place
- iii) Wherever practicable, it is recommended that the entire work rea and immediate approach be lit.
- Workers and Traffic Controllers shall be wearing high visibility parments which is a combination of fluorescent and retroreflective naterial that doesn't require illumination.
- Floodlighting is recommended as traffic route lighting levels will not normally be adequate for an active work site
- Before operating, it should be ensure that floodlighting does not oroduces glare
- The adverse environmental effects of high lighting levels close to esidential property should be considered. Signs required to be fluorescent by day and retroreflective at
- Flashing lamps may be used to draw attention to certain advance
- Dimming controls on illuminated flashing arrow signs and matrix-
- type variable message signs should be checked for correct

### REQUIRED QUALIFCATION OF PERSONNEL

A person is only authorised to perform the role in Queensland if they hold an authority that is applicable to that role. Training Competencies and Required Qualifications are:

- Traffic Controller: A person who holds a current traffic controlle accreditation issued by Department of Transport and Main Road, and the person who holds a current Occupation Health and Safety Induction Card.
- Traffic Management Implementation: For Persons who are required to implement TGS and TMP.
- Traffic Management Design: For Person required to design, develop, review and inspect TGS and TMP.
- RPEQ Certified: Person Who can practice outside requirements or scope of MUTCD after preparing a risk assessment.
- Working in Proximity to Traffic Course: Course for new Entrants to Traffic Industry.

## SITE SUITABLE NOTES

Measurement

Table 3.7 - Recommended maximum spacing of cones and bollard

Purpose and usage	Speed Limit <sup>3</sup> , km/h	Recommended maximum spacing, r	
All purposes	≤50		
Centre-line on approach to a Traffic Controller position (Clause 4.10.2)	All cases (see Clause 4.10.4)	4	
Outer edge of traffic lanes – e.g. works on shoulder or parking lane	60 to 70 >70	18 24¹	
Separating opposing traffic on a 2-lane, 2-way road – e.g. partial or complete lane closure	60 to 70 >70	12 18	
Separating opposing traffic on a multilane undivided road – e.g. as part of a lane closure	60 to 70 >70	12 18	
Separating opposing traffic on a contraflow section of a multilane divided road	60 to 70 >70	6 9	
Adjacent to a closed lane on a multilane undivided road	60 to 70 >70	18 24	
Closed lane on a two-way road under shuttle flow	60 to 70 >70	18 24	
Merge Tapers	60 to 70 >70	9 12	
Lateral Shift Tapers	60 to 70 >70	12 18	
Taper at Traffic Control Station	All Cases	4	
Close delineation at excavations (see Clause E2(b))	All Cases	4	
Protecting freshly painted lines	≤70 >70	24 60 <sup>2</sup>	
At crossovers	All	2	

This spacing may need to be reduced on curves or crests, or if the row of cones is not clearly tellined at night.

The temporary speed limit on the sertion of rows where cones and hollwork are installed.

TGS NOTES: (Posted speed limit during roadworks,)

60km/h or less = 3.0m 70-80km/h=3.2m 90+km/h=3.4m ermanent lane widths shall be maintained if they differ to these pecifications

Edge Clearance (Posted speed limit during roadwork's)
Up to 60km/h = 0.5m Above 60km/h = 1.0m

olerances in distances: -10% or +25% - A Traffic Implementation Officer is responsible for installing, maintaining and removing traffic management devices in accordance with this TGS.

60 90 160 200 Road Worker Safety Hotline - 1800 501 509

Tolerances in distances - ( All values are in Meters)

-10%

+25%

TGS effectiveness and/or suggested improvements: Please email back bd@traffex.com.au for evaluation purposes.

### Table 4.2 - Value of Dimension D

SPEED LIMIT (km/h)	DIMENSON D (m)		
40 or less	5 to 10		
50	10 to 15		
60	15 to 45		
70, 80	60 to 80		
90, 100	80 to 100		
110	100 to 120		

Table 4.6 - Recommended taper length

	Recommended taper length, m						
Permanent posted speed, km/h	Traffic control at beginning of taper	Lateral shift taper	Merge taper				
40 or less	15	5	15				
50	15	15	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				
Greater than 100	30	60-80	120-160				

## PEDESTRIAN AND CYCLIST MANAGEMENT

Pedestrians and Cyclists for the duration of the works will be monitored as required. Appropriate pedestrian warning and directional signage will be erected and monitored throughout the duration of the works as required

#### INCIDENT MANAGEMENT

The contractor is to determine the appropriate procedure for incident management but should not be limited to:

- Call for assistance if required by incident
- Notify the worksite supervisor immediately of any incident
  - Maintain effective traffic control (i.e. possible relocation of TC Station clear of any danger) Record sufficient notes of the incident, including obsercations in order to be able to complete an incident report form

## RECORD KEEPING

Supervisory personnel shall keep daily records at a regular time period throughout the shift of the signage arrangement or Construction Traffic Control Plan (CTCP) and should be kept in a diary or in a worksheet. Special attention should be given to recording the installation, alteration and removal of all regulatory signs and devices and weather.

## GENERAL CONSIDERATIONS FOR PUBLIC TRANSPORT

- Where possible it is preferable to work outside of the service hours as not to disrupt the service
- 2. Where works will interfere with public transport routes the contractor shall in the first instance liaise with the relevant authority to inform them of and seek approval for the temporary relocation of pick up/drop off points
- . The contractor shall supply additional traffic controllers to effective and efficiently manage the affected service to ensure minimal inconvenience.

#### WORK AREA SHOULD BE SET OUT IN ACCORDANCE WITH THE 'TGS' IN THE FOLLOWING SEQUENCE:

 a)Advance warning and regulatory signs (including temporary speed zone signs).

b)All intermediate advance warning and regulatory signs and devices required in advance of the taper or start of the work

c)All delineating devices required to form the taper including the illuminated flashing arrow sign at the end of the taper where required

d)Delineation of the work area or side track e)All other required warning and regulatory signs including termination and end of temporary speed zone signs.

## NOTES:

As this sign is used when workers are within 1.2m of a travelled path. When workers are not within 1.2M of a travelled path this sign SHALL be covered, unless other hazards exist. This sign

can be covered, hidden or removed similar to the workers

TC1257
As this sign is used to warn of the presence of T/C'S, it shall be only displayed when they are actually working, or are visible to traffic, or both, and shall be removed or covered when T/C's have left the work area or are no longer visible to traffic.

OUTSIDE WORK HOURS

40

1. Local constraints may not allow signage and devices 4. The value of speed limits displayed shall match the to be placed in accordance with this TGS.

COVER

COVER

COVER

- Signs and devices are to be positioned in accordance 5. Ensure all project and road authority approval with tolerances shown in section 4.1.6 of the MUTCD requirements are met prior to commencing set up. part 3: Works on Road
- 2. This TGS is suitable for Short Term Works.
- 3. If not already noted, the exiting posted speed limit is to be noted on this TGS.
- speed zone approval.
- 6. Cover all conflicting road signage where required.
- 7. The site MUST comply with the Queensland Manual of Uniform Traffic Control Devices Part 3: Works on Roads Nov 2019

#### Amendments:

All amendments to the TGS must be clearly documented on this plan. Amendments can only be made by the Traffic Control Supervisor holding a current TMD card in consultation with the project works supervisor.

ame:	
MD:	
eason for Modification:	
ate:	Sign:

## RISK ASSESSMENT

VERY HIGH: Urgent - Stop work immediately, the risk requires immediate attention

HIGH

Continue with supervision & control measures in SWMS or Site RA

MEDIUM

: Use control measures to ensure risk is low as reasonably possible

LOW

: Manage by routine procedures and safe practices

<u> </u>				
Potential Risk or Hazard	Current Risk	Action Taken to Reduce Risk to Safe Level		Proposed Further Action
Workers exposed to passing Traffic		Advance signage to be implemented to advise traffic about changing conditions     Speed reduction to 40Km/h if workers are within 1.2m close to traffic.     Proper Delineation guiding traffic actual travelling path.		Routine Traffic Control Audits shall be completed
Failure in observing a lane closure		1. All or most of the works will be carried out during the low to medium volume traffic hours. 2. Value of Merge Taper will be 60m giving ample amount of time to the traffic to merge into another lane. 3. Advance Lane Status signs will be installed prior to lane closure		Routine Traffic Control Audits shall be completed
Lane width not compliant with MUTCD table 4.1.1		Minimum Temporary Lane Width for Traffic shall be maintained as 3-3.2m as per MUTCD table 4.11     Edge Clearance 0.5m shall be provided too.		Routine Traffic Control Audits shall be completed
Mental and physical exhaustion of traffic controllers stopping them working normally.		Minimum 10 hrs. between shifts. Complete Daily Health and Safety Record - Fatigue Management section.		Allocation & Operations Team to confirm TCs getting sufficient breaks b/w shifts
Orientation of Signs / Displaced traffic cones and signage		Signs should face towards approaching traffic approximately at right angles to the line of sight from the driver to the sign 2. Drive through checks will be performed by TCs after regular intervals to confirm signs and cones are in their original position as shown on TGS.		Routine Traffic Control Audits shall be completed
On Road Cyclists in the Restricted Flow Arrangement		<ul> <li>No provision exists for on road cyclists on this road at this location. TGS to provide like for like conditions during lane closure</li> <li>Advance Roadworks warning signs will notify cyclists in about the road condition prior to works</li> </ul>		T/Cs Monitoring road users around the work site

## CIVFORCE TRAFFIC MANAGEMENT

SITE SPECIFICS

Client: JMAC Ordered By: RAIK RICHTER Phone: 0457 569 381 Site Contact: AS ABOVE SO BELOW Work Activity:CITYCYCLE STATIO

Example Diagram

Job Location: BLAIR DRIVE SIR WILLIAM MACGREGOR DR-UNION RD Cross Sts: SAINT LUCIA, 4072 Suburb: Open/Built up: Road Configuration:TWO WAY

QDTMR District: QPS District: Risk Assessment: Posted Speed: 10 PARKING LANE/ FOOTPATH CLOSURE Speed Reduction

BRISBANE CITY C. METROPOLITAN OPS NORTH

Proposed Duration: 1-2 SHIFTS Long/Short Term: Static/Mobile: SHORT TERM STATIC Worker to Traffic: <1.2m



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	NO.	DESCRIPTION	DATE	DESIGNED BY	TMD	SIGNATURE	APPROVED BY	TMD	SIGNATURE
,	01	INITIAL DESIGN	11.12.2020	Muhammad Tariq			Muhammad Tariq	200 (OPEN)	Ex.

CTM452-5203-21 (SITE SUITABLE NOTES) (SHEET 2 OF 3)



