

The diagram illustrates a road layout with a central roadwork zone. The road is represented by a brown horizontal bar. On the left side of the road, there are two sets of traffic signs. The top set consists of a yellow sign with a black border containing the text 'CHANGED TRAFFIC CONDITIONS' and a black icon of a truck and a car, and a blue sign with a white border containing the text 'DO NOT OVERTAKE'. The bottom set consists of a yellow sign with a black border containing the text 'END ROAD WORK' and a blue sign with a white border containing the text 'DRIVE SAFELY'. On the right side of the road, there are two sets of traffic signs. The top set consists of a yellow sign with a black border containing the text 'END ROAD WORK' and a blue sign with a white border containing the text 'DRIVE SAFELY'. The bottom set consists of a yellow sign with a black border containing the text 'CHANGED TRAFFIC CONDITIONS' and a black icon of a truck and a car, and a blue sign with a white border containing the text 'DO NOT OVERTAKE'. In the center of the road, there is a blue grid representing a roadwork zone. The grid is 10 units wide and 4 units high. There are orange cones placed at the corners of the grid and along its edges. There are 10 cones on the left side of the grid, 10 cones on the right side, 4 cones on the top edge, and 4 cones on the bottom edge. There are also 4 cones on the left side of the road, 4 cones on the right side, and 4 cones in the center of the road.

Diagram illustrating the correct placement of traffic signs for a side road merging into a main road. The main road is a single-lane road. The side road is a single-lane road. The diagram shows the signs for the side road approach, the main road approach, and the side road exit. The side road approach signs are: 'REDUCE SPEED' (orange square with a black speed limit sign), 'ROAD WORK AHEAD' (yellow rectangle with a black speed limit sign), 'REDUCE SPEED' (orange square with a black speed limit sign), and 'END ROAD WORK' (blue rectangle with a white speed limit sign). The main road approach signs are: 'REDUCE SPEED' (orange square with a black speed limit sign), 'ROAD WORK AHEAD' (yellow rectangle with a black speed limit sign), 'REDUCE SPEED' (orange square with a black speed limit sign), and 'END ROAD WORK' (blue rectangle with a white speed limit sign). The side road exit signs are: 'REDUCE SPEED' (orange square with a black speed limit sign), 'ROAD WORK AHEAD' (yellow rectangle with a black speed limit sign), 'REDUCE SPEED' (orange square with a black speed limit sign), and 'END ROAD WORK' (blue rectangle with a white speed limit sign). The diagram also shows a 'STOP HERE ON RED SIGNAL' sign and a 'DO NOT OVERTAKE' sign.

Diagram illustrating the layout of traffic signs for a roadwork zone, showing the sequence of signs for both the approach to and the exit from the work area.

**Approach Side (Left):**

- ROADWORK NEXT 1km
- REDUCE SPEED (60 km/h limit)
- ROAD WORK AHEAD
- REDUCE SPEED (40 km/h limit)

**Exit Side (Right):**

- ROAD P/LANT AHEAD
- DRIVE SLOWLY
- GRADER AHEAD
- DRIVE SLOWLY

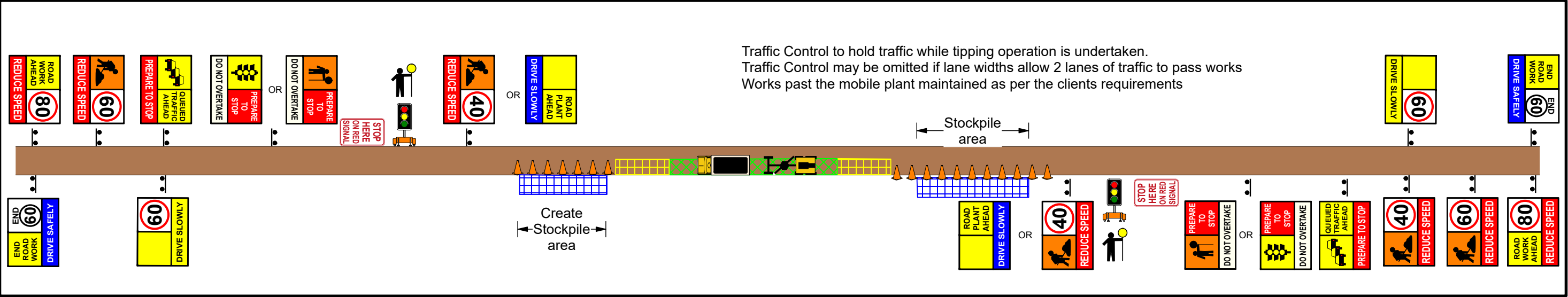
The diagram also shows the placement of "END ROAD WORK" and "DRIVE SAFELY" signs at the end of the work zone.

The diagram illustrates a road layout for a roadwork project. A central vertical road, labeled "Side Road", intersects a horizontal road. The horizontal road features a blue grid area in the center, flanked by orange cones. Signs are placed at various points: "CHANGED TRAFFIC CONDITIONS" and "DO NOT OVERTAKE" on the left; "END ROAD WORK" and "DRIVE SAFELY" on the right; "CHANGED TRAFFIC CONDITIONS" and "DO NOT OVERTAKE" on the bottom left; "END ROAD WORK" and "DRIVE SAFELY" on the bottom right; and "DRIVE SAFELY" and "END ROAD WORK" on the top right.

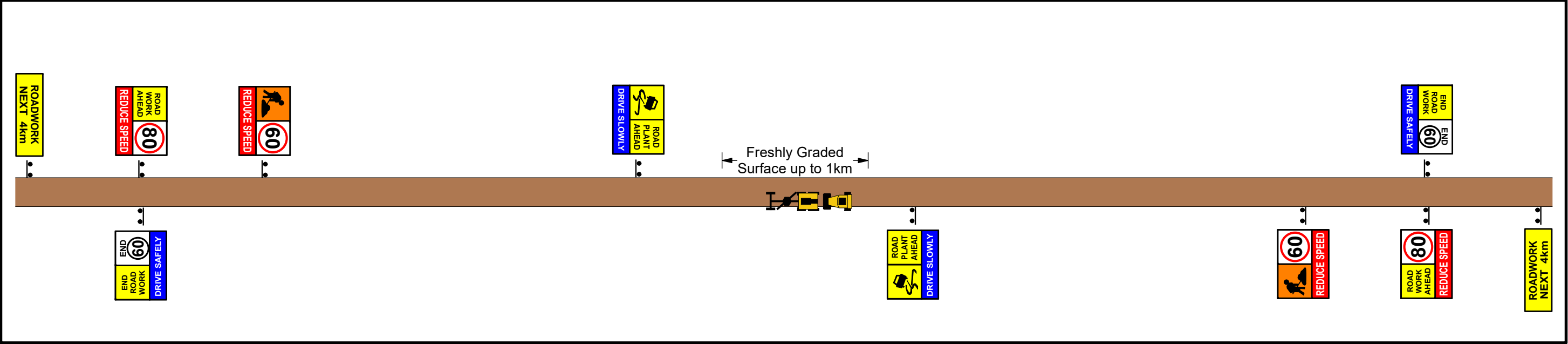
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Diagram illustrating the layout of traffic signs for a road closure. The main road is closed for 1km. Signs are placed along the main road and at the side road intersection. Signs include: 'ROADWORK NEXT 1km' (yellow rectangular), 'REDUCE SPEED' (red rectangular), 'ROAD WORK AHEAD' (yellow rectangular), '80' speed limit (white circular), '40' speed limit (white circular), 'ROAD PLANT AHEAD' (yellow rectangular), 'DRIVE SLOWLY' (blue rectangular), 'GRADER AHEAD' (yellow rectangular), and 'END ROAD WORK' (blue rectangular). A yellow truck is shown on the main road, and a white car is shown on the side road.

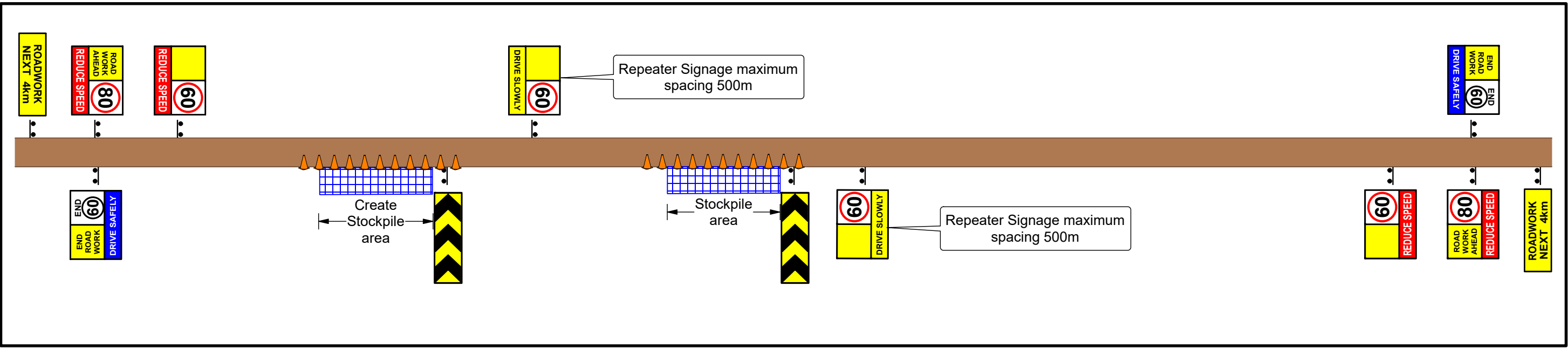
# Formation Grading (including gravel resheeting) - Incorporating material (refer to treatments attached) - Within Traffic Lane



## Formation Grading (Not incorporating material) - Within Traffic Lane - Work Area, Stockpile and Create Stockpile



## Unsealed Treatment Works - Within Traffic Lane - Work Area, Stockpile and Create Stockpile - Aftercare



Notes to Traffic Guidance Scheme:

- 1. A site prestart meeting is to be undertaken prior to the start of works to ensure all workers understand the work activities and details of this TGS.
- 2. Copies of current licenses and relevant permits (i.e. TMR) must be kept on site and sighted by the Site Supervisor.
- 3. All conflicting devices indicated in TGS shall be covered and recorded in site drive through
- 4. Signs and devices shall be set out by a Traffic Management Implementation (TMI) officer or a person who has successfully completed Working in Proximity to Traffic Awareness Part 1 & 2 under the supervision of a Traffic Management Implementation (TMI) qualified officer.
- 5. Tolerances for signage and tapers/delineation: +25% or 10%, unless a distance, length or spacing is already given in the text or a figure as a maximum or a minimum (See AGTTM Pt 6 Sect 6.8)
- 6. Signs and devices are to be set out in the following sequence
  - i. Advanced warning and regulatory signage Non-Affected Side (Road Work Ahead and Workers Symbolic)
  - ii. Advanced warning and regulatory signage Affected Side (Road Work Ahead and Workers Symbolic)
  - iii. Intermediate advanced warning and regulatory signage and devices in advance of the taper or start of the work area.
  - iv. Delineating devices to form tapers using Bollards/Traffic Cones at spacings Tapers 4.0m max
  - v. Delineation of the work area with Bollards/Traffic Cones spacings as directed on TGS
  - vi All other required warning and regulatory signs including Termination signage and end of temporary speed zone signs
  - vii At Completion of works all signs and devices are to be removed in the reverse order to setup
- 7. Signage is to be placed 1 metre clear of the travelled path signage not to obstruct traffic or pedestrians or cyclists bike lanes. See Figure 1 and 2
- 8. Signage should face toward the approaching traffic at approximately right angles to the line of site of drivers.
- 9. When working within an intersection Stop and/or Give Way signs to be covered.
- 10.Traffic Controllers shall wear high visibility clothing as specified in the Traffic Controller Accreditation Scheme Approved Procedure (TCASAP) and SWMS.
- 11.Traffic Controllers are to be placed and have a safe and clear escape route that provides a minimum of 90m with a clear line of sight to oncoming traffic
- 12. Traffic Controllers shall be relieved of their duties after not more than 2 hours for a period of rest or other duties of at least 15 minutes.
- 13. Pedestrians will not be impeded during works as there are no footpaths
- 14. As there are no designated cycle ways, cyclists are to be treated in the same respect as vehicles.
- 15. Workmen and traffic controller/ signage shall be removed or covered (with opaque material) when there are no workers/ traffic controllers present.
- 16. Portable two-way radios in good working order shall be used for communication between Traffic Controllers and work crew.
- 17. NIGHT WORKS: Traffic Controllers carrying out any works at night, shall use night wands.
- 18. NIGHT WORKS: Lighting is required for the traffic control station and where workers or machinery are working close to traffic lanes, it is recommended that the entire work area be illuminated
- 19. Plant, vehicles and other items are not to be stored or erected in positions where they may create a hazard, obscure signs or block line of sight for approaching drivers or be positioned within safety buffer or termination zone.
- 20. All plant and vehicles operating on the roadway shall be equipped with vehicle mounted warning devices and activated when working on or adjacent to the road
- 21. All Emergency vehicles will have priority at all times when it is safe for the emergency vehicle to pass through/ around the job site, Site Supervisor/ Traffic Controller shall notify the site team to temporarily stop work or whatever action is practicable to allow emergency vehicle passage through the work zone.
- 22. TMI qualified officer shall conduct signage and work site checks at regular intervals this is to be documented along with the erection and dismantling of signage at the beginning and end of shift using relevant documents or other methods for recording, (approved tablet).

23. Road condition signs shall be placed at various locations if the freshly-grade surface has loose material that may be a hazard. One or more of the following may be required, depending on the nature and degree of hazard:

A. Slippery (symbolic) (T3-3).



B. Loose Stones (symbolic) (T3-9).



C. LOOSE SURFACE (T3-14).



- 24. A site specific risk assessment will be required prior to implementation to select a TGS to assessed as site suitable.
- 25. Works are to be conducted under the QRA Treatment Guide at the time of tender

Unsealed road treatments

- All grading and resheet treatments include the following work operations:
- site establishment and disestablishment of all plant, labour and materials
  - establishment and disestablishment of traffic control
  - determination of the work area
  - the removal and re-instatement of roadside furniture (e.g. guide posts, signs etc.) as required
  - clean up of the site and disposal of any waste/removed material in accordance with applicable State Government legislation or Local Government By-laws

Reference	Treatment	Unit
USP_LFG	Light formation grading	m
USP_MFG	Medium formation grading	m
USP_HFG	Heavy formation grading	m
USP_HFG50	Heavy formation grading incorporating 50mm of imported material	m³
USP_HFG75	Heavy formation grading incorporating 75mm of imported material	m³
USP_GR	Gravel resheeting (excludes supply of material)	m³
USP_GR100	Gravel resheeting 100mm	m³
USP_GR150	Gravel resheeting 150mm	m³
USP_GMS	Gravel/material supply	m³
USP_RSTD	Reshape table drain (1 side)	m

Refer to the following pages for details of treatment types

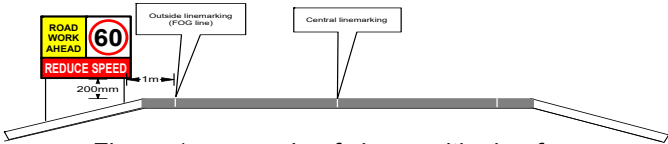


Figure 1 - example of sign positioning for short term (temporary) signage

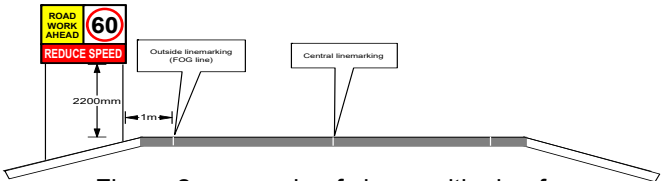


Figure 2 - example of sign positioning for long term (Permanent) signage