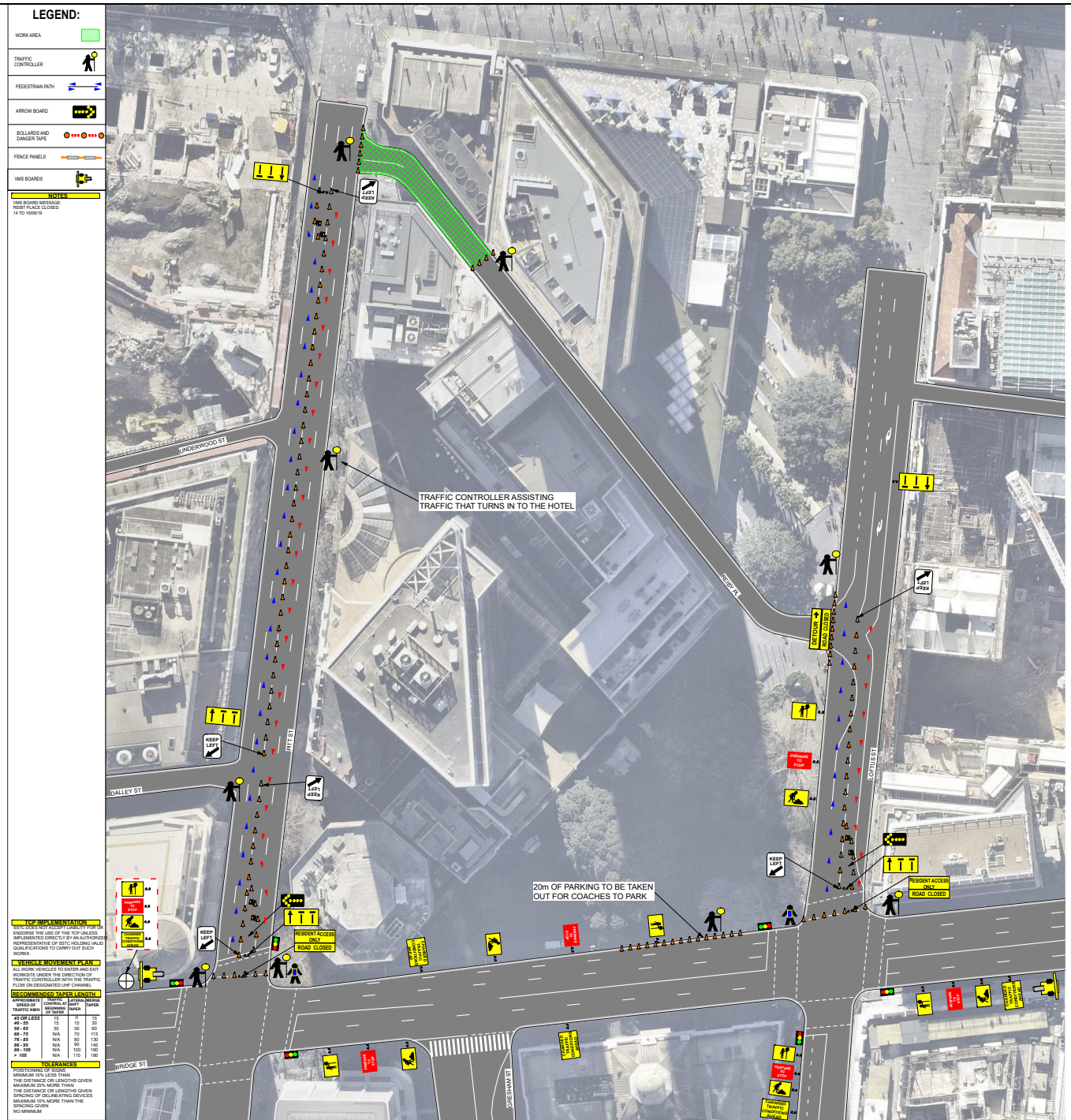
LEGEND:

- WORK AREA
- TRAFFIC CONTROLLER
- PEDESTRIAN PATH
- ARROW BOARD
- BOLLARDS AND DANGER TAPE
- FENCE PANELS
- VMS BOARDS

NOTES

VMS BOARD MESSAGE:
REBIT PLACE CLOSED
14 TO 16/09/19



TCP IMPLEMENTATION

SSTC DOES NOT ACCEPT LIABILITY FOR OR ENDORSE THE USE OF THE TCP UNLESS IMPLEMENTED DIRECTLY BY AN AUTHORIZED REPRESENTATIVE OF SSTC HOLDING VALID QUALIFICATIONS TO CARRY OUT SUCH WORKS.

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

RECOMMENDED TAPER LENGTH

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT DESIGNATED TAPER	LATERAL SHIFT TAPER	MERGE TAPER
45 OR LESS	15	5	15
45 - 55	15	15	30
55 - 65	30	30	60
65 - 75	N/A	70	115
75 - 85	N/A	80	130
85 - 95	N/A	90	145
95 - 105	N/A	100	160
> 105	N/A	110	180

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

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAWS 2019
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ CONJUNCTION WITH THE TCAWS 2019.
3. NOTE: APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G. SPEEDS SIGNS DUE TO THE TEMPORARY SPEED ZONE.
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAWS 2019.
5. IN ACCORDANCE WITH TCAWS 2019 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.

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 THROUGHOR 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

DIMENSION "D"

SPEED OF TRAFFIC KM/H	DIMENSION D=M	
	1 LANE	2 LANES
45 OR LESS	15m	15m
45 - 55	15m	50m
55 - 65	45m	60m
GREATER THAN 65 KM/H	EQUAL TO POSTED SPEED	

Client:	MELROSE CRANES	Term:	SHORT	ROL Required:	N/A	DATE PREPARED: 19/07/19	DESIGNED BY: JULIO CENTELHAS
Road Name:	REIBY PL	Road Type:	1 LANES TWO WAY	ROL Number:	TBC	DATE REVISED: 03/09/19	0051855542 EXP 12/11/21
Suburb:	SYDNEY	Speed Limit:	50KM/H	Road Classification:	COUNCIL ROAD	TCAWS REFERENCE BASED ON TCP 32	PREPARE WORK ZONE
TICs Required:	9	Travelled Path:	PAST	Speed Reduction:	N/A	APPROVED BY:	Julio Centelhas
Vehicles Required:	1	Operation:	CRANE	N.C.S:	PITT ST	DATE APPROVED: 19/07/19	PLAN NO: 01-RB-MC-04

MELROSE CRANES

SSTC SITE SECURITY & TRAFFIC CONTROL
Our Values Are Our Strength