www.invarion.com

LEGEND:

WORK AREA

TRAFFIC CONTROLLER

VEHICLE ROUTE

ARROW BOARD

VARI GROUP
1300 008 274
Traffic@varigroup.com.au

Traffic Controllers Installation
Sign Off:
Name:
Date:
Supervisor Sign Off:
Name:
Date:

TCP IMPLEMENTATION:

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

VEHICLE MOVEMENT PLAN:

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

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

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 WARDING SIGNS .

Notes Road Closure :

(All SURROUNDINGS IMPACTED BY OUR WORKS)

Emergency Vehicles To Have Priority At All Times And Not To Be Impacted By The Works Proposed.

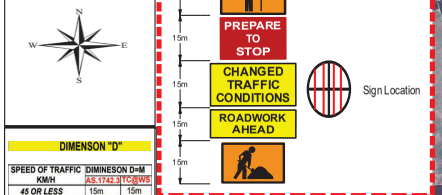
Pedestrians To Be Prioritised At All Times.

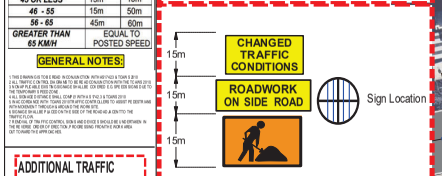
All Signs To Be Placed As Per Dimension "D"

Pedestrian Redirection Implemented (Towards Adjacent Footpath).

RMS Accredited Traffic Controllers To Implement Stop Slow Measures North of Cope St This Will Provide Safe Access In And Out For Residents. Residents Are To Do A Three-point Turn In Residential Driveway Under Supervision Of RMS Accredited Traffic Controller To Exit Cope Street.

Scopes Of Works:
Kerb Lane Takeout Implemented Southbound Raglan St,
Stop Slow Implemented Corner Of Cope St & Raglan St,
3.2m Allowance Implemented Entry/Exit Cope St,
Parking Prevention Implemented Pre Work Setup,
Pedestrian Redirection Implemented,
Large Crane Setup Implemented 750t & 450t,
Road Closure Implemented Cope St,
Detour Route Implemented,
Half Road Closure Wellington St,
Traffic Conditions Changed Via Wellington St,
Civil Works Implemented Via Wellington St & Raglan St.
Crane Lift Implemented Via Cope St.





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SPEED OF TRAFFIC KM/H	DIMINESON D=M AS.1742.3TC&WS	
45 OR LESS	15m	15m
46 - 55	15m	50m
56 - 65	45m	60m
GREATER THAN 65 KM/H	EQUAL TO POSTED SPEED	

GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3 TCWS 2019.
2. ALL TRAFFIC CONTROL ON SITE MUST BE IN ACCORDANCE WITH THE TCWS 2019.
3. ON SLIP ROADS WHERE THE SUBSTANCE IS ALLOWED, CONES TO BE PLACED TO SPEED LIMIT TO ENSURE ALL VEHICLES ENTERING SMALL STRIP OF WORK IS PROTECTED.
4. ALL VEHICLES ENTERING SMALL STRIP OF WORK IS PROTECTED.
5. ALL VEHICLES ENTERING SMALL STRIP OF WORK IS PROTECTED.
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7. ALL VEHICLES ENTERING SMALL STRIP OF WORK IS PROTECTED.

ADDITIONAL TRAFFIC CONTROLLER FOR BREAKS

CLIENT	John Holland	RCL Required	TBC
ROAD NAME	Various	RCL Number	TBC
SUBURB	Waterloo	RCL Classification	Zone of Influence
TCDs REQUIRED	0	Speed Reduction	N/A
VMSBs Required	0	NCC ID	Wellington St
Term	Short	Date Prepared	30/11/21
Speed Limit	40km/h	Date Revised	
Travelled Path	Flat		
Operation	Crane Lift Civil Works		
Road Type	2 Lane 2 Way	Date Approved	30/11/21

Daniel Marzetti
License RMS0024601
Plan Ref # 01LR-RC5398

VARI GROUP

JOHN HOLLAND

Waterloo Integrated Station Development
A Joint Venture Project
JOHN HOLLAND mirvac