

General Notes
 1. THIS TCP IS TO BE READ & IMPLEMENTED IN CONJUNCTION WITH AS1742.3-4.1.6 TABLE 4.2 & 20.348 - Issue No.6.0. 14 September 2020 Transport for NSW
 2. EXISTING CONTRADICTIONARY SIGNAGE SHALL BE COVERED e.g. SPEEDS SIGNS DUE TO THE TEMPORARY SPEED ZONE.
 3. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 &or TCANWS 20.348 - Issue No.6.0
 4. IN ACCORDANCE WITH TCANWS Issue No.6.0 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
 5. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW & NOT OBSTRUCT FOOTPATHS, CROSSINGS, DRIVEWAYS, ANY OPEN SPACES OR THE RIGHT OF WAY. SIGNAGE AT ANY INTERSECTION OR ON LOADING RAMP
 6. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN ACCORDANCE WITH THE WORKSITE PROGRESSING FROM THE WORK AREA

RECOMMENDED TAPER LENGTH	
APPROXIMATE TRAFFIC SPEED OF BEGINNING OF TAPER	TRAFFIC LATERAL MERGE OR LANE 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

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

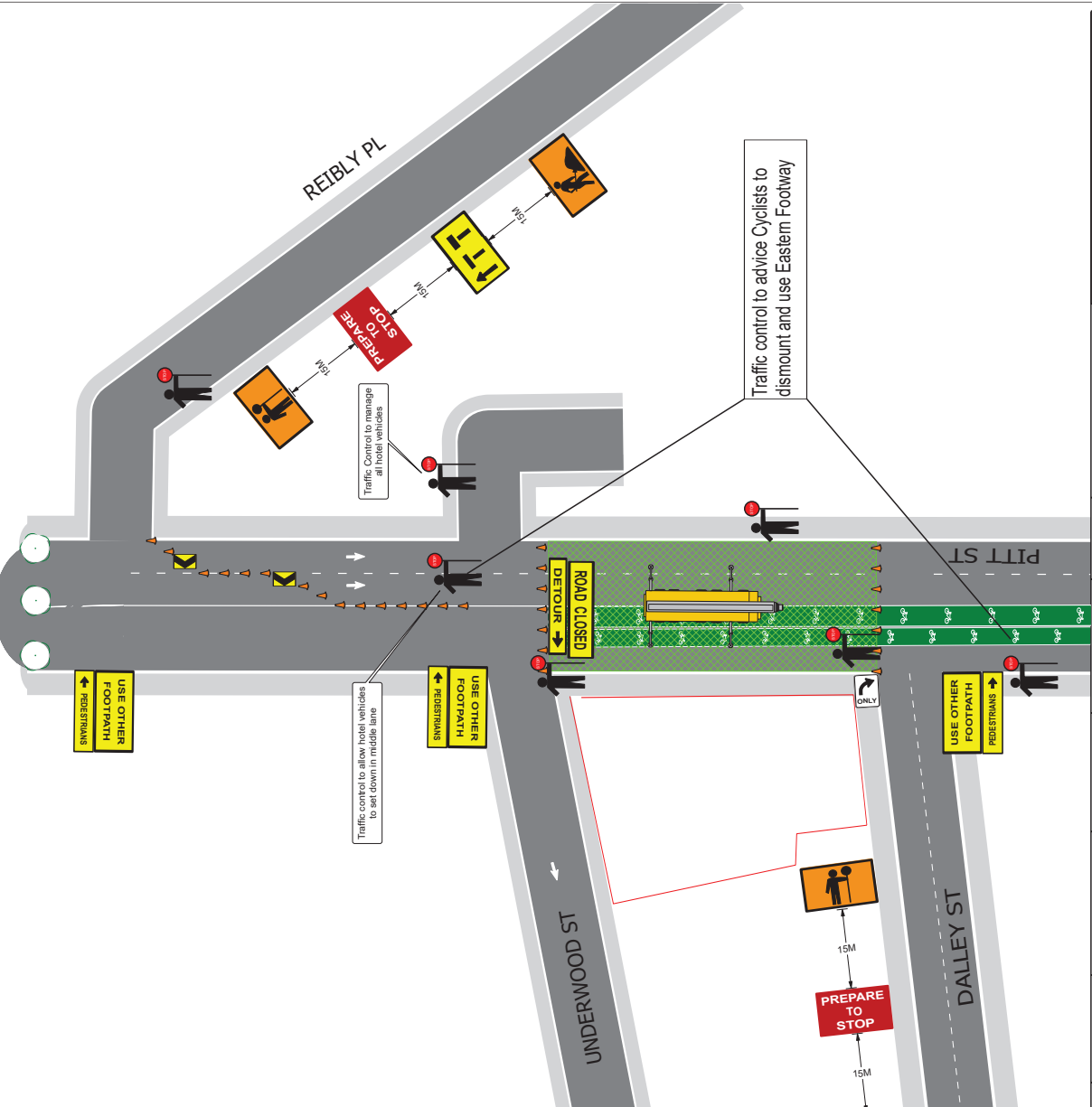
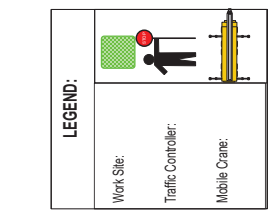
REFERENCE: A.S 1742.3 - 4.1.6 & TABLE 4.2 VALUE OF DIMENSION "D"

TOLERANCES
 POSITION TOLERANCE FOR SIGNS & DELINEATING DEVICES, MAY BE MINIMUM 10% LESS THAN THE DISTANCES OR LENGTHS GIVEN & MAXIMUM 25% MORE THAN THE DISTANCES OR LENGTHS GIVEN

LANE WIDTHS
 THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE 2.8m min)

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 THE CLOSEST ADVANCED WARNING SIGNS TO THE START OF TAPER

VEHICLE MOVEMENT PLAN
 ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLERS USING FLASHING WARNING LIGHTS UPON APPROACH & THE DESIGNATED TRAFFIC UHF CHANNEL

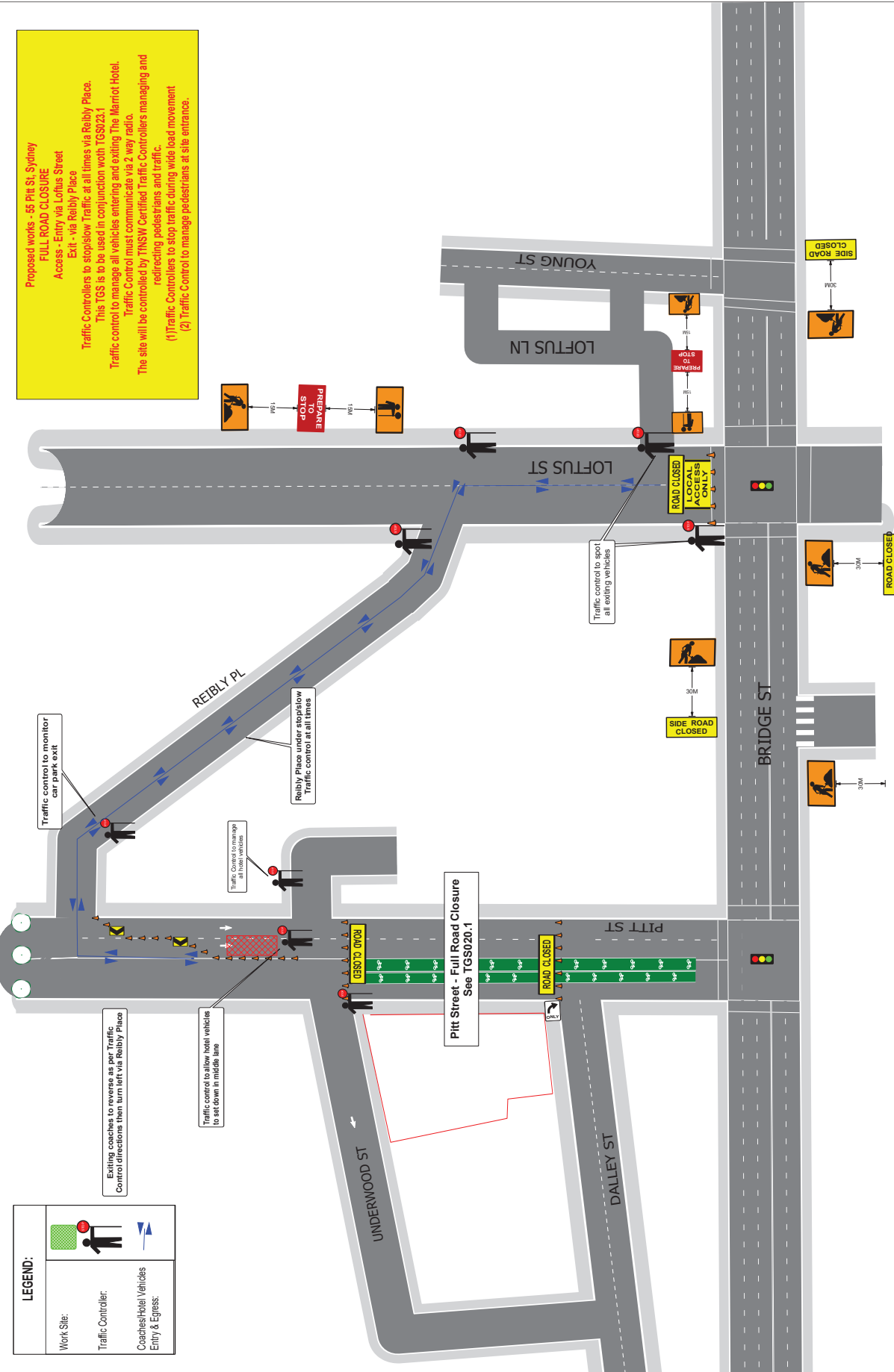


Client:	METROPOLITAN	Term:	SHORT TERM	ROL Required:	YES	Date Prepared:	26/04/2023	Designed By:	HAYLEY O'DONOVAN
Road Name:	PITT ST	Road Type:	COUNCIL	ROL Number:		Date Approved:	26/04/2023	Accreditation:	Prepare Work Zone TMP
Suburb:	SYDNEY	Speed Limit:	30KM/H	Road Classification:	COUNCIL/TNSW	TC@MS Reference:	D.4.2	Ticker Number:	TCT0028751
Ts Required:	7	Travelled Path:	ALL DIRECTIONS	Speed Reduction:	N/A	TCP Ref Number:	TGS023.1	Issue Date:	18/04/2021
Vehicles Required:	1	Closure Type:	FULL	Nearest Cross St:	UNDERWOOD ST	Operation:	FULL ROAD CLOSURE	Signature:	[Signature]



THIS PLAN IS NOT TO SCALE

Proposed works - 55 Pitt St, Sydney
FULL ROAD CLOSURE
 Access - Entry via Loftus Street
 Exit - via Reibly Place
 Traffic Controllers to stop/slow Traffic at all times via Reibly Place.
 This TGS is to be used in conjunction with TGS023.1
 Traffic control to manage all vehicles entering and exiting The Marriott Hotel.
 The site will be controlled by TMSW Certified Traffic Controllers managing and redirecting pedestrians and traffic.
 (1) Traffic Controllers to stop traffic during wide load movement
 (2) Traffic Control to manage pedestrians at site entrance.



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Client:	METROPOLITAN	Term:	SHORT TERM	ROL Required:	YES
Road Name:	LOFTUS ST	Road Type:	COUNCIL	ROL Number:	
Suburb:	SYDNEY	Speed Limit:	30KM/H	Road Classification:	COUNCIL/TMSW
TCS Required:	7	Travelled Path:	ALL DIRECTIONS	Speed Reduction:	N/A
Vehicles Required:	1	Closure Type:	FULL	Nearest Cross St:	BRIDGE ST
Designed By:	HAYLEY ODOVIAN	Date Prepared:	26/04/2023	TC@WS Reference:	D.4.2
Accreditation:	Prepare Work Zone TMP	Date Approved:	26/04/2023	TCP Ref Number:	TGS023.2
Toler Number:	TCT0028751	Issue Date:	18/04/2021	Operator:	FULL ROAD CLOSURE
Signature:					