



- GENERAL NOTES**
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3
  2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH THE AS1742.3
  3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED EG. SPEEDS SIGNS DUE TO THE TEMPORARY SPEED ZONE.
  4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3
  5. IN ACCORDANCE WITH AS1742.3 TRAFFIC CONTROLLERS MUST MAINTAIN 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.

| APPROXIMATE TRAFFIC AMH | TRAFFIC CONTROL AT BEGINNING OF TAPER | LATERAL MERGE TAPER | RECOMMENDED TAPER LENGTH |
|-------------------------|---------------------------------------|---------------------|--------------------------|
| 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                      |

WHERE THERE IS ONLY ONE ADVANCE SIGN, IT SHALL BE PLACED AT 20M FOR APPROACH SPEEDS OF 65KM/H OR MORE, OR 10M FOR APPROACH SPEEDS LESS THAN 65KM/H

**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 WARNING SIGNS

**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

**CLIENT: RCCI**

THIS (TGS) SHALL BE READ IN CONJUNCTION WITH NOTES 01 IT HAS BEEN DEVELOPED TO ALLOW THE CLIENT TO CONDUCT WORKS AT THE LISTED LOCATION AND TO DISPLAY A COMMITMENT TO TRAFFIC AND PEDESTRIAN MANAGEMENT, REPORTING, AND REVIEWING. AN ON SITE RISK ASSESSMENT SHALL BE CONDUCTED PRIOR TO ERECTING ANY TRAFFIC CONTROL DEVICES.

**Notes:**

- \* All Residents to have access to their property.
- \* No driveways to be affected
- \* TC to manage trucks reversing to site and leaving the work zone.

**DARLINGTON LANE CLOSURE**

ETM Traffic  
 Suite 3.12, Level 3, 100 Collins Street, Alexandria  
 New South Wales, 2015  
 Ph: 0456551150

APPROVED BY TM DESIGNER:  
 JESSICA SHERREY  
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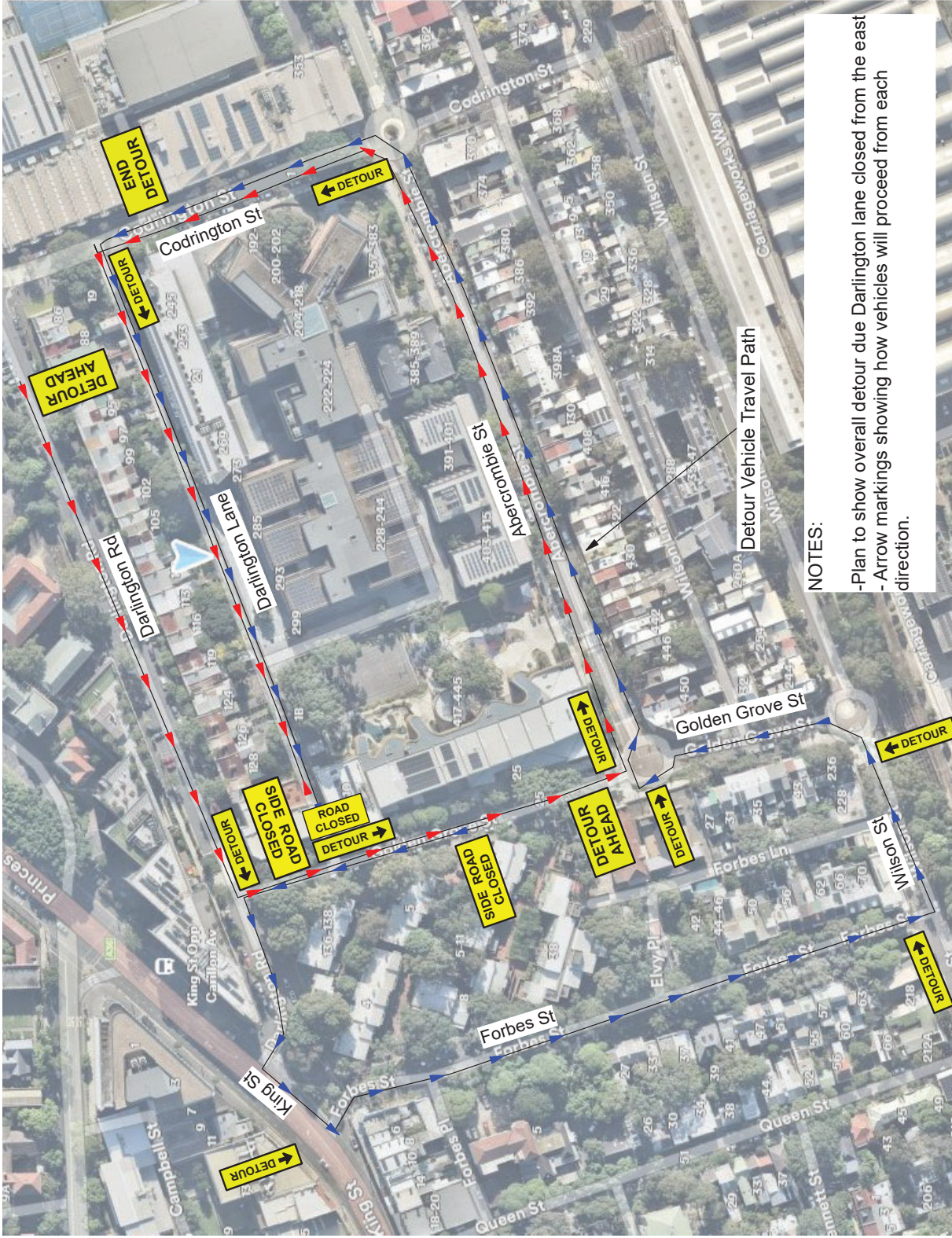
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REVISION: **00**

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|  |   |  |   |
|--|---|--|---|
| LOCATION:<br>SUBURB:<br>1ST CROSS ST:<br>2ND CROSS ST: | DARLINGTON LANE<br>DARLINGTON<br>QUEEN STREET<br>IVY STREET | TERM:<br>ROAD TYPE:<br>POSTED SPEED:<br>OPERATION: | SHORT<br>TWO WAY<br>40 KPH<br>ROAD CLOSURE<br>TRAVELLED PATH:<br>DETOUR |
|--|---|--|---|

NOT TO SCALE



**NOTES:**

- Plan to show overall detour due Darlington lane closed from the east
- Arrow markings showing how vehicles will proceed from each direction.

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4. ALL SIGNAGE DISTANCE SHALL BE IN ACCORDANCE WITH AS1742.3
5. IN ACCORDANCE WITH AS1742.3 TRAFFIC CONTROLLERS SHALL 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.

**RECOMMENDED TAPER LENGTHS**

| APPROXIMATE TRAFFIC SPEED OF BEGINNING TAPER (KMH) | TRAFFIC CONTROL AT SHIFT OF TAPER | LATERAL MERGE OF TAPER |
|--|-----------------------------------|------------------------|
| 45 OR LESS   | 15                                | 0                      |
| 46 - 55  | 15                                | 15                     |
| 56 - 65  | 30                                | 30                     |
| 66 - 75  | N/A                               | 30                     |
| 76 - 85  | N/A                               | 70                     |
| 86 - 95  | N/A                               | 110                    |
| 96 - 105   | N/A                               | 145                    |
| > 105  | N/A                               | 180                    |

**DIMENSION 'D'**

WHERE THERE IS ONLY ONE ADVANCE SIGN, IT SHALL BE PLACED AT 2D FOR APPROACH SPEEDS OF 60KMH OR MORE, OR D FOR APPROACH SPEEDS LESS THAN 60KMH

**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

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LOCATION:  
SUBURB:  
1ST CROSS ST:  
2ND CROSS ST:

DARLINGTON LANE  
DARLINGTON  
QUEEN STREET  
IVY STREET

TERM:  
ROAD TYPE:  
POSTED SPEED:  
OPERATION:

SHORT  
TWO WAY  
40 KPH  
ROAD CLOSURE  
TRAVELLED PATH:  
DETOUR

**DARLINGTON LANE CLOSURE**

**ETM Traffic**  
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