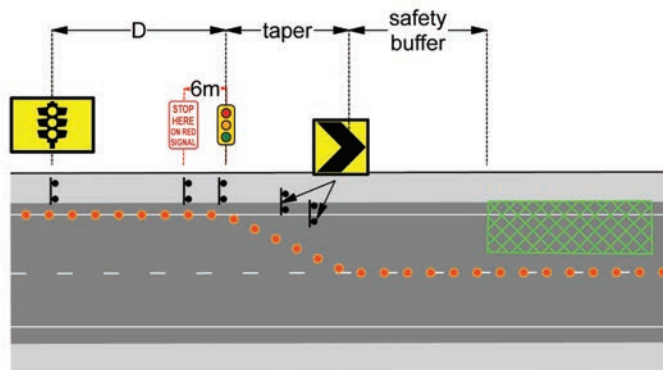


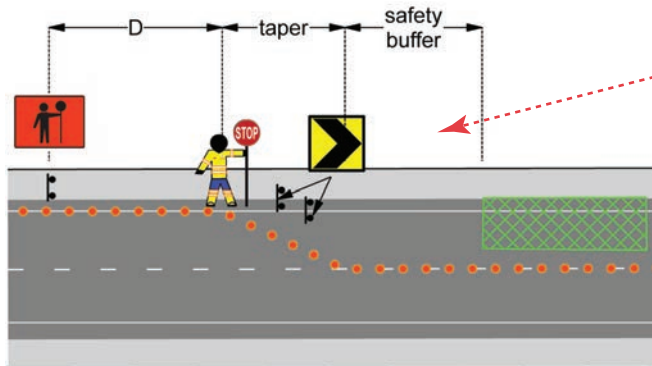
Traffic Control Types

PTCD (Portable Traffic Control Device)



A PTCD must be used instead of a manual traffic controller for all work sites under traffic control when the existing permanent speed limit is above 45km/h. This requirement is not applicable to instances and environments of emergency response.

TC (Manual Traffic Controller)



A TC may be used provided all of the following conditions are met:

- Use of a PTCD is demonstrated to not achieve the safest outcome;
- The decision to use a manual traffic controller instead of a PTCD is documented in the TMP or supporting risk assessment; and
- Approval is granted by the one-up manager of the PWZTMP qualified person responsible for the works relevant TMP.

Safety Buffer

A safety buffer is the unoccupied space between the taper and work areas, and allows for a driver of an errant vehicle to correct, slow or stop before entering the work area. When designing a TGS, a space of no less than 30 m must be provided prior to the work area for the safety buffer.

Safety buffers are not required on departure, however if road users are able approach the work area from either end, a safety buffer must be provided at both ends of the work area.

Roadworks and storage of vehicles, plant, equipment and stockpiled materials must not occur in safety buffers. Road workers must not occupy the safety buffer area except when accessing the work area.

Tapers

Recommended Taper Lengths

	Recommended taper length (m)		
Existing permanent speed limit (km/h)	Traffic control taper	Lateral shift taper	Merge taper
45 or less	15	15	15
46 to 55	15	15	30
56 to 65	30	30	60
66 to 75	N/A	70	115
76 to 85	N/A	80	130
86 to 95	N/A	90	145
96 to 105	N/A	100	160
Greater than 105	N/A	110	180

Taper lengths should be increased at locations with poor sight distances or speed compliance, and supported by a site-specific risk assessment and documented in the TMP.

Multiple Tapers

Existing permanent speed limit (km/h)	Distance between tapers (m)
45 or less	10
46 to 55	25
56 to 65	70
Greater than 66 - 75	1.5D

When installing multiple tapers, the minimum distance between each taper.

Spacing of Cones & Bollards

Purpose and usage	Speed zone of device location (km/h)	Maximum spacing (m)
On approach to a traffic controller position (centreline or edge line)	All cases	4
Merge tapers	55 to 75 greater than 76	9 12
Lateral shift tapers	55 to 75 greater than 76	12 18
Protecting freshly painted lines	55 to 75 greater than 76	24 60*
All other purposes	less than or equal to 55 56 to 75 greater than 76	4 12 18

Where traffic volumes are high or other conditions warrant it, consideration should be given to reducing the spacing of cones to as close as 1 m to prevent traffic taking a wrong turn through cones or bollards.

Speed Zones

Speed Zone	Selection Criteria
80 km/h	The speed limit must be reduced to 80 km/h where: - Workers on foot, or operating plant, are between 3 m and 6 m of a traffic lane with no intervening physical barrier; - There are changed traffic conditions on the site such as, reduction in the number or width of lanes and varying surfaces; or - A transition zone is required in 110 km/h zones where a 60 km/h or a 40 km/h roadwork speed zone is used and the use of a Speed Limit AHEAD (G9-79) sign is considered inadequate.
70 km/h	The speed limit may be reduced to 70 km/h where: - A Variable Speed Limit Signage is in place; - Integrated Speed Limit and Lane Use Signs (ISLUS) are in place; or - VMS are used to display regulatory speed zone signage.
60 km/h	The speed limit must be reduced to 60 km/h where: - Workers on foot, or operating plant, are between 1.5 m and 3 m of traffic with no intervening physical barrier; - Traffic control is used; - There is frequent interaction between work vehicles and through traffic; - There is a reduced standard of alignment due to the works; or - There is a loose surface such as gravel or a newly sprayed bitumen seal.
40 km/h	The speed limit must be reduced to 40 km/h where: - Workers on foot, or operating plant, are closer than 1.5 m to traffic with no intervening physical barrier; - There is a severe change in the alignment considering the surrounding speed environment; or - A bridge deck has an inconsistent surface or there might be structural damage to the bridge by vehicles travelling at higher speeds.
30 km/h	Traffic should be reduced to 30 km/h where: - Workers on foot, or operating plant, are closer than 1.5 m to traffic with no intervening physical barrier; - The existing posted speed limit of a road is 45 km/h or less; or - It has been identified by divisional procedures.

Roadwork speed zones must be selected in accordance with the conditions provided above, and can be supported by using appropriate signs and devices as stated. A roadwork speed zone is only used for the duration of the need, and not used while work is not being undertaken or when road conditions have resumed to their normal operation.

Dual Sign Arrangements

Dual sign arrangements are two independent signs displayed together at one position either side by side or 'stacked'.

Dual sign arrangements may be used, provided all of the following conditions are met:

- The size of both signs, including the legend, size of symbol or area occupied by the legend is unchanged from the standard sign;
- The lateral offset meets the Spacing of Sign requirements; and
- Where used in a dual sign arrangement, regulatory or detour signs must be located nearest to the travel edge of the lane.

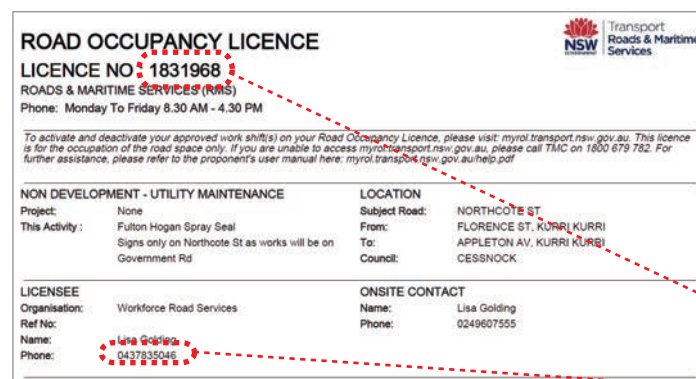


Side-by-side dual sign arrangements



Stacked dual sign arrangements

Activating an ROL



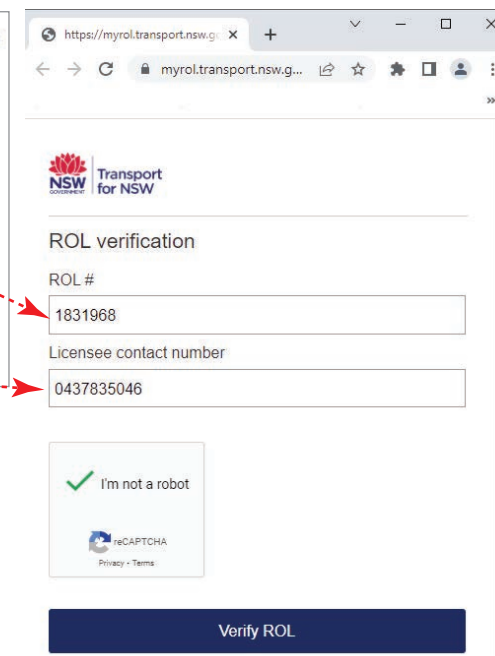
ROAD OCCUPANCY LICENCE

LICENCE NO: 1831968
ROADS & MARITIME SERVICES (RMS)
Phone: Monday To Friday 8.30 AM - 4.30 PM

To activate and deactivate your approved work shift(s) on your Road Occupancy Licence, please visit: myrol.transport.nsw.gov.au. This licence is for the occupation of the road space only. If you are unable to access myrol.transport.nsw.gov.au, please call TMC on 1800 679 782. For further assistance, please refer to the proponent's user manual here: myrol.transport.nsw.gov.au/help.pdf

NON DEVELOPMENT - UTILITY MAINTENANCE		LOCATION	
Project:	None	Subject Road:	NORTHCOTE ST
This Activity:	Fulton Hogan Spray Seal Signs only on Northcote St as works will be on Government Rd	From:	FLORENCE ST, KURRI KURRI
		To:	APPLETON AV, KURRI KURRI
		Council:	CESSNOCK

LICENSEE		ONSITE CONTACT	
Organisation:	Workforce Road Services	Name:	Lisa Golding
Ref No:		Phone:	0249607555
Name:	Lisa Golding		
Phone:	0437835046		



<https://myrol.transport.nsw.gov.au>

NSW Government Transport for NSW

ROL verification

ROL #

1831968

Licensee contact number

0437835046

☒ I'm not a robot

reCAPTCHA

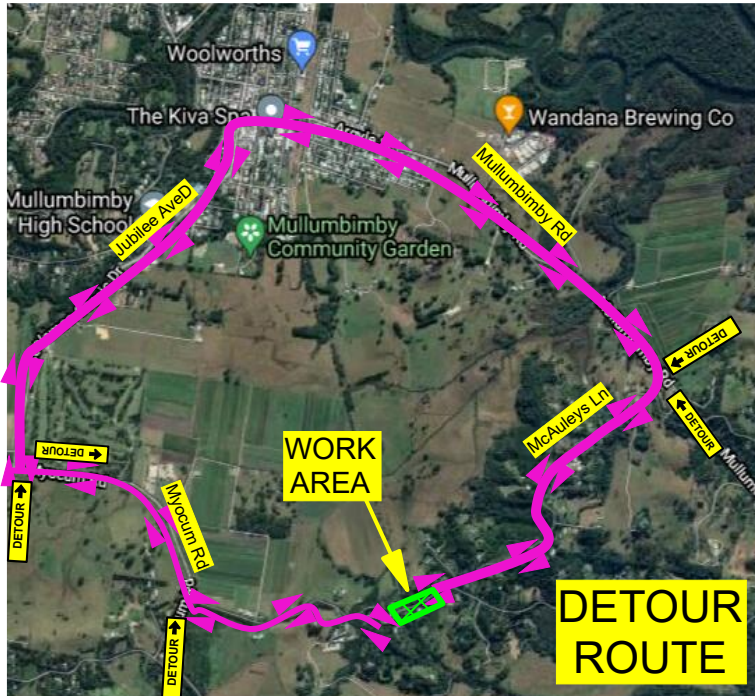
Privacy - Terms

Verify ROL

To activate an ROL

- Log onto <https://myrol.transport.nsw.gov.au>
- Enter ROL no. and licensee contact no. from ROL.
- Tick "I'm not a robot" and then click "Verify ROL".
- Next screen click "Activate shift"
- Next screen complete your details and tick boxes.
- Click "Shift location and time" and complete details.
- Click "Request shift activation"
- Finished

 Work Area
 Safety Zone
 Traffic Cone



**OPTIONAL VMS BOARD LOCATED CNR MCAULEYS LN AND
MULLUMBIMBY RD IF REQUIRED AS ADVANCED WARNING
THAT BRIDGE IS CLOSED. REFER MYOCUM RD INTERSECTION
FOR DETAIL**

- 1: Local constraints may not allow signage and devices to be placed in accordance with this TGS.
Signs and devices are to be positioned in accordance with tolerances shown in section 7.10.3 of the TCASW Manual Issue 6.1 2022
- 2: This TGS is suitable for Short & Long term works.
- 3: Signs to mounted 200mm from ground height for frame mounted and 2.2m for post mounted.
- 4: This TGS is based on guidelines provided within the TCASW Manual Issue 6.1 2022
- 5: For Night works adequate lighting is to provided at all control points.
- 6: Pedestrians MUST be monitored and assisted at all times and suitable controls implemented.
- 7: If not already noted, The existing speed limits are to be noted on this plan.
- 8: The value of speed limits displayed shall match the speed zone approval.
- 9: Signage used in the TGS is to be B Size.
- 10: Ensure all approval requirements are met prior to commencing set up.
- 11: Cover all conflicting & Contradicting road signage & devices where required.

Amendments:
All amendments to the TGS must be clearly documented on this plan. Amendments can only be made by the Traffic Control Supervisor holding a current PWZTMP card in consultation with the relevant project works supervisor.

Reason for modification:

Revisions	No:	By:	Date:	Description:	Appr:		Job Location:	McAuleys Lane Myocum (Rail Overbridge)	TGS Designed by MARTIN MCDONALD PWZTMP Card	 Martin McDonald PWZTMP TCT 0047517	 ISO 9001 Certified Equal Assurance AS 4801 Certified Equal Assurance
	1	MM	31/08/22	Issued for Implementation	SD		Client:	UGL Regional Linx			
	2						Date:	31/08/22			
	3						Work Activity:	Electrical Work			
	4						TGS No:	117469			
Disclaimer: This guidance scheme is for Traffic Management purposes only. Workforce Road Services disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages & costs you might incur as a result of the information being inaccurate or incomplete in any way, and for any reason. The plan is drawn in accordance with the TCAWS manual									TGS Approved by: SIMONE HAMPTON	 Simone Hampton PWZTMP TCT 0068675	