Construction
Traffic Management Plan

ADCO CONSTRUCTIONS
Schofields Public school
(St Albans Rd, Schofields)

Client	**Albert Wong**
Document Number:	**CTMP190TN186**
RMS Prepare a Work Zone Traffic Management Plan Certificate #:	**0030490926** Exp: **27/04/2019**
Date:	**13.02.2019**
Prepared by:	**Thiolen Naidoo**

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1 Project Details

1.1 Project Summary

Project:	***Construction of Schofields Public School***
Location:	**St Albans Rd, Schofields**
Hours of Operation:	*Construction, including the delivery of materials to and from the site, may only be carried out between the following hours:*

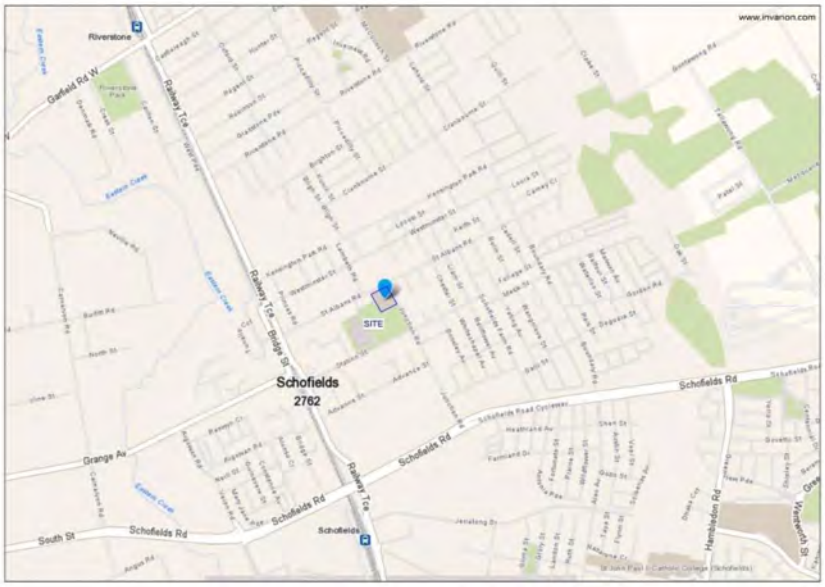
(a) Between 7am and 6pm, Mondays to Fridays inclusive;
(b) Between 8am and 1pm, Saturdays.
No work may be carried out on Sundays or public holidays.

***Scope of Works**: Demolition/ Excavation of existing structures and the construction of a public school.*

1.2 Revisions

Rev	Date	Description
0	13.02.2019	Initial Submission

1.3 Map



1.4 Development Process

This traffic management plan covers the stage(s) listed below, subsequent stages (if any) may require amendments and additional plans to be prepared.

Included Stages / Phases:

Stage / Phase	Duration (Approx.)
Demolition	4 Weeks
Excavation	8 Weeks
Construction	32 Weeks
Fit Out	20 Weeks

1.5 Demolition Phase

Largest Truck Size: Truck and Trailer (tare up to 40.5 tonne & 19 Metres)
Peak Average Daily Vehicle Movements: Up to 15 (5 trucks to make 3 round trips each per day).

1.6 Excavation Phase

Largest Truck Size: Multi Combination/ Truck & Dog (Up to 40.5 tonne & 19 Metres)
Peak Average Daily Vehicle Movements: Up to 15 (5 trucks to make 3 round trips each per day).

1.7 Construction Phase

Largest Truck Size: Heavy Rigid Truck (up to 15 tonne & 12.5 Metres)
Average Daily Vehicle Movements: Up to 20 (5 trucks to make 4 round trips each per day).

1.8 Fit out Phase

Largest Truck Size: Heavy Rigid Truck (up to 15 tonne & 12.5 Metres)
Average Daily Vehicle Movements: Up to 20 (5 trucks to make 4 round trips each per day).

2 Proposed Traffic Management

2.1 General

A. Site Vehicles

•Site vehicles to enter and exit the site in a forward facing direction.

• All drivers will be made aware of the approved routes prior to commencing work at the site as part of the site induction.

• Vehicles will be scheduled in such a manner as to not require queuing on the road network surrounding the site.

B. Road Occupancy

• Approval from RMS is not required.

• All Traffic Control Plans (TCPs) associated with this CTMP will comply with relevant Australian Standards and RMS Traffic Control at Worksites Manual.

C. Parking for Site Workers

• ADCO Constructions Pty Ltd strongly promotes the use of public transport & car-pooling for all site workers. Parking area of side streets can also be used. St Albans Rd and Junction Rd are off limit to construction workers and contractors.

D. Public Transport

• Surrounding public transport access is going to remain unaffected during this project.

E. Surrounding Roads

• Site vehicles are to use approved routes only for access to and from the site.

• Construction traffic to be scheduled where possible outside of peak times to minimise impact to existing traffic increases.

• Truck queuing on surrounding streets is not permitted or required during this project.

• Trucks must use approved routes.

2.2 Construction Vehicle Routes

A. Site Entry/ Exit

All trucks involved in work activities approaching site via Windsor Road/A2 are to turn left onto Schofields Rd, turn right into Railway Terrace, turn right into St Albans Rd, turn right into the site (Gate 1) / turn right onto Junction Rd and turn right into site (Gate 2) as indicated on Plan SA1234.
All trucks are to depart the site turn left onto St Albans Rd, turn left onto Railway Terrace, turn left onto Railway Terrace Schofields Rd and turn right onto Windsor Rd/A2.

B. Site Entry/ Exit

All trucks involved in work activities approaching site via Windsor Road/A2 are to turn right onto Schofields Rd, turn right into Railway Terrace, turn right into St Albans Rd, turn right into the site (Gate 1) / turn right onto Junction Rd and turn right into site (Gate 2) as indicated on Plan SA1235.
All trucks are to depart the site turn left onto St Albans Rd, turn left onto Railway Terrace, turn left onto Railway Terrace Schofields Rd and turn left onto Windsor Rd/A2.

C. Vehicle Movements

- Vehicles will enter and exit the Site in a forward facing direction.
- Movements to occur outside of peak hours.

D. Loading / Unloading Vehicles

- All vehicles loading / unloading to be contained within site.

E. Road Occupancy

i. Standing Plant - All plant will be located within site boundary where possible.
ii. Parking for Site Workers – All site workers will be encouraged to car-pool when possible to prevent build-up of vehicles. However, parking is available on the side roads.

F. Storage for Equipment, Materials and Waste.

- All located within site boundary.

G. Pedestrian Management

- Boundary fence to limit pedestrian access to site, hoarding is not required as work is set back from pedestrian footpath. Pedestrian access maintained throughout this stage.

3 Project Impact

3.1 Residents / Surrounding Property Owners

Existing residential driveways and access points will be maintained throughout the project.

3.2 Pedestrians & Cyclists

Existing pedestrian and cyclist's access along St Albans Rd & Junction Rd maintained throughout the project. Pedestrian access to be maintained during footpath work via the traffic controller's onsite to manage activity as required. Site vehicles are to wait for a suitable gap in both pedestrian and vehicular traffic before proceeding to minimise impact to existing traffic flow.

3.3 Emergency Services

Access along St Albans Rd & Junction Rd will be maintained throughout the project. Priority is given to emergency vehicles as per normal procedure.

3.4 Local Traffic

Access along St Albans Rd & Junction Rd will remain as per normal conditions. Site vehicles are to exit using normally occurring gaps in traffic to reduce impact to traffic flows.
Construction traffic to be scheduled as per ANZS12, outside of peak times such as school zone hours to minimise impact to existing traffic increases.

3.5 Public Transport

N/A.

3.6 Impact on Community & Businesses

Impact to the community will be minimal due to approach and departure routes close to Windsor Road.

3.7 The measures for monitoring the CTMP

The measure for monitoring the CTMP will be by ADCO site personnel via weekly record and comments of the effectiveness.

Appendix A - Traffic Control Plans

TRAFFIC IMPACT ASSESSMENT
SA1234/SA1235 – VEHICLE ROUTES – SITE ACCESS ALL STAGES
SA1231/SA1232/SA1233 – SITE ACCESS – DEMOLITION / EXCAVATION / CONSTRUCTION / FIT OUT STAGES

DRIVER CODE OF CONDUCT

1.1. General

This driver code of conduct applies to all personnel and any other person conducting business for the SITE, whether a direct employee of ADCO Constructions or employed by some other organisation providing a service or product to the Company.

We are all members of the general community, so you are expected to comply with all the relevant legal requirements and accepted community standards whilst conducting your business. Whether you are an employee of ADCO or operate any service to the company, your behaviour on the road reflects upon the community reputation of ADCO and in this regard your full compliance with this Driver Code of Conduct is required.

1.2. Penalties and Disciplinary Action

Failure to comply with this Driver Code of Conduct will lead to either the issue of a "warning notice" or "disciplinary action" if the offender is an employee of ADCO. If the offending party represents another company then "disciplinary action" may be treated as suspension or cancellation of a service contract or arrangement with that company.

A warning notice may be issued for a number of reasons, which may include if, you:

- × Drive at excessive speed;
- × Abuse other road users or customers;
- × Do not carry out instructions as advised;
- × Do not observe the site speed restrictions;
- × Do not report incidents/accidents

Examples of behaviour that may result in disciplinary action are if you:

- × Consume or are under the influence of alcohol or drugs whilst on duty;
- × Fight or commit acts of violence towards any person whatsoever, whether employee of ADCO or otherwise;
- × Are charged and found guilty of a serious offence causing an accident.

1.3. Roads & Maritime Services

As a driver you are required to know and comply with all road rules pertaining to your vehicle (whether standard passenger car, utility or heavy transport vehicle).

1.4. Driving Licence

You must hold a current and valid driving licence for the class of vehicle that you operate. Additionally, you must always carry your current driver's licence with you while you are on duty.

If your licence is cancelled or suspended, you must let your supervisor know immediately.

1.5. Vehicle Minimum Maintenance and Operating Condition

All vehicles must be maintained and operated in accordance with the vehicle manufacturers recommended standards (refer to vehicle manufacturer's handbook).

1.6. Occupational Health and Safety

The health and safety of all people employed by (or working for) ADCO, and those visiting our sites, is of the utmost importance.

As an employee of ADCO, or supplier or contractor to ADCO, you are required to follow occupational health and safety legislation.

This means that you must:

- ✓ Carry out your duties in a way which does not adversely affect your own health and safety or that of others;
- ✓ Cooperate with measures introduced in the interest of workplace health and safety;
- ✓ Perform any OH&S training provided;
- ✓ Immediately report all matters which may affect workplace health & safety to your supervisor;
- ✓ Correctly use any information, training, personal protective equipment and safety devices provided;
- ✓ Not intentionally misuse or recklessly interfere with anything that has been provided for health and safety reasons; Only do tasks for which you have authorisation and/or the necessary training, and for which all necessary safety arrangements are in place.

1.7. Environment

ADCO is committed to protecting the environment and preventing air, water and noise pollution. As the operator of your vehicle, you are subject to environmental regulations relating to vehicle emission and product spill.

You must understand and appreciate the seriousness of polluting the environment and the consequences of this. If you are careless or neglect your responsibilities, you can cause personal injury, loss of life, property damage, substantial fines, and adverse publicity for the company.

1.8. Noise Control

Using engine brakes can be extremely noisy. If possible, you should not use engine brakes near residences and built up areas.

All vehicles must be fitted with audible reversing alarms. These are essential for the safety of all personnel. Reversing alarms are however the source of potential noise complaints from neighbouring residents so all drivers should be aware of this and try to minimise reversing when possible.

Generating excessive noise is governed by legislation and is an offence.

1. DRIVING PRACTICES

2.1. Highway Courtesy

The on-going reputation of the company depends very much on the way you drive your vehicle and courtesy that you extend to the community.

The road is there to share and therefore, it is a company requirement that you display courtesy and restraint towards other road users.

2.2. Speed Restriction

As a professional and competent driver, you must always adjust your driving to the existing conditions.

Studies have shown that many truck accidents are directly caused by excessive speed and/or poor road conditions such as surface condition, corner camber, "tightness" etc.

Always follow posted signs as they provide vital clues to road conditions and characteristics. You should always apply the following rules:

- ✓ Always reduce your speed in wet conditions;
- ✓ Drive cautiously in fog or heavy rain;
- ✓ Descend hills at sign-posted truck speeds, or in the lowest gear to suit the conditions;
- ✓ Always observe the special limits that apply for road works etc;
- × **DO NOT** exceed the posted maximum speed;
- × **DO NOT** drive at speed past schools, school buses, parks, shopping areas etc.

2.3. Defensive Driving

You should always drive in a manner that will help you to avoid an accident, despite incorrect/inappropriate actions of others or poor driving conditions. Defensive driving requires a high degree of anticipation.

2.4. Preferred Routes

All trucks must enter the works via the works entry Gate.

The preferred routes for access to and from the site are listed in the traffic control plan

When preferred routes have not been given to you, where possible you should:

- ✓ Use main roads;
- ✓ Use bypasses;
- ✓ Avoid communal areas, schools eg (particularly during school start and finish times), parks etc.

For B-Doubles/road trains, use only the published/gazetted routes.

Routes for travel to and from customer premises are carefully selected so that:

- ✓ The safest route is chosen;
- ✓ In an emergency, you can use telephones or other shops, dwellings etc marked on the route.

You must stick to the defined routes laid down unless there are exceptional circumstances. Such exceptional circumstances may be:

- ✓ Normal route blocked e.g. flooded;
- ✓ A revised route agreed in writing.

Trucks and heavy vehicles must not use local residential streets.

2.5. Vehicle Braking

One of the most important single skills that a professional and competent driver possesses is bringing a loaded vehicle to a controlled stop in city and open road conditions.

You may need to brake heavily but you must also be aware of the possible consequences.

As a rule you should always be aware of traffic conditions 1 to 2 km in front of you. In doing so, you are adjusting your own driving conditions to avoid the need for heavy braking.

Always brake with care, remembering that the truck will react differently according to the weight of

the load, weight distribution of the load and road surface condition.

You should never, under any conditions, drive a vehicle with faulty or suspect brakes. You must always immediately report the fault to your supervisor to be fixed.

Engine brakes are auxiliary to the main service brakes. In general, the following should be observed regarding engine brakes:

- × **DO NOT** use the engine brake on slippery or wet surfaces, as a jack-knife may occur;
- × **DO NOT** use engine brakes in or near residences and built up areas, as this causes excessive noise and is a public disturbance.

2.6. Tailgating

By law you are required to maintain a gap between yourself and the vehicle directly in front of you, so that heavy braking will not be required. The gap is based on several factors including speed, vehicle weight, traffic congestion and road condition. During wet weather or other adverse conditions, the gap distance should be doubled.

The legal distance for heavy vehicles in areas without streetlights is 60 metres, or 200 metres for B Doubles and road trains.

A gap of 60 metres is approximately the same as:

- ✓ The length of four (4) semi trailer combinations;
- ✓ Twelve (12) car lengths;
- ✓ Four (4) seconds.

Always remember, appropriate gap distance between other road users is a key defensive driving tool.

2.7. Overtaking/Passing

You should always avoid overtaking in awkward, inappropriate situations or where there is unclear vision.

In general you should **not** overtake/pass in the following situations:

- × Over continuous lane separation lines;
- × On narrow roads;
- × Near or on a curve or crest;
- × Near or on a bridge;

- Near or on a railway crossing or tunnel;
- When clear vision is restricted;
- Through road work areas.

Do not indicate or signal to encourage other road users to overtake or pass. This action is against the law and may cause you to be responsible should an incident occur.

2.8. Road Hazards

During most journeys that you take, there will be hazards on and near roadways. Always be alert for these hazards and make your adjustments as necessary.

Examples of hazards are:

- Rough/slippery surfaces;
- Narrow or winding roads;
- Low wires or awnings;
- Low bridges, tunnels etc;
- Crossings, rail/people;
- Animals;
- Underpasses and trees.

Be aware that your vehicle itself may become a road hazard when it is parked on a roadway, broken down or otherwise. In this circumstance, use portable warning signals, placing them 50-150 metres in front of and behind the vehicle, as well as at the side.

2.9. Parking

Avoid parking on or within one metre of the roadway. If this is not possible, make sure that you use the portable warning signs referred to above.

Always park your vehicle in a safe position. Make sure it can be seen and that it is as far away from the moving traffic as possible. If in doubt leave your hazard lights on!

If you are transporting dangerous goods there are additional restrictions that affect you. Refer to the "Parking with Dangerous Goods" section of your manual.

2.10. Reversing

Try to avoid reversing whenever possible. If you cannot avoid it, use extreme caution.

If you need to reverse:

- ✓ Get out of your vehicle and check the rear surrounding area;
- ✓ Check clearances at sides, top and bottom;
- ✓ Constantly monitor mirrors for pedestrians or other traffic when reversing.

2. RAW MATERIALS HAULAGE

Drivers are responsible for ensuring that all tailgates are properly closed and that there is no excessive leakage of water from the vehicle to the road surface.

Drivers of trucks hauling raw materials to and from the works will ensure adequate separation between vehicles. No tailgating or formation of rolling convoys shall be permitted.

Drivers are responsible for ensuring that all loads are properly covered and that there is no spillage or leakage of the load from the vehicle to the road surface.

3. TIMES OF OPERATION

This Transport Code of Conduct is applicable **24 hours** per day, 7 days per week.

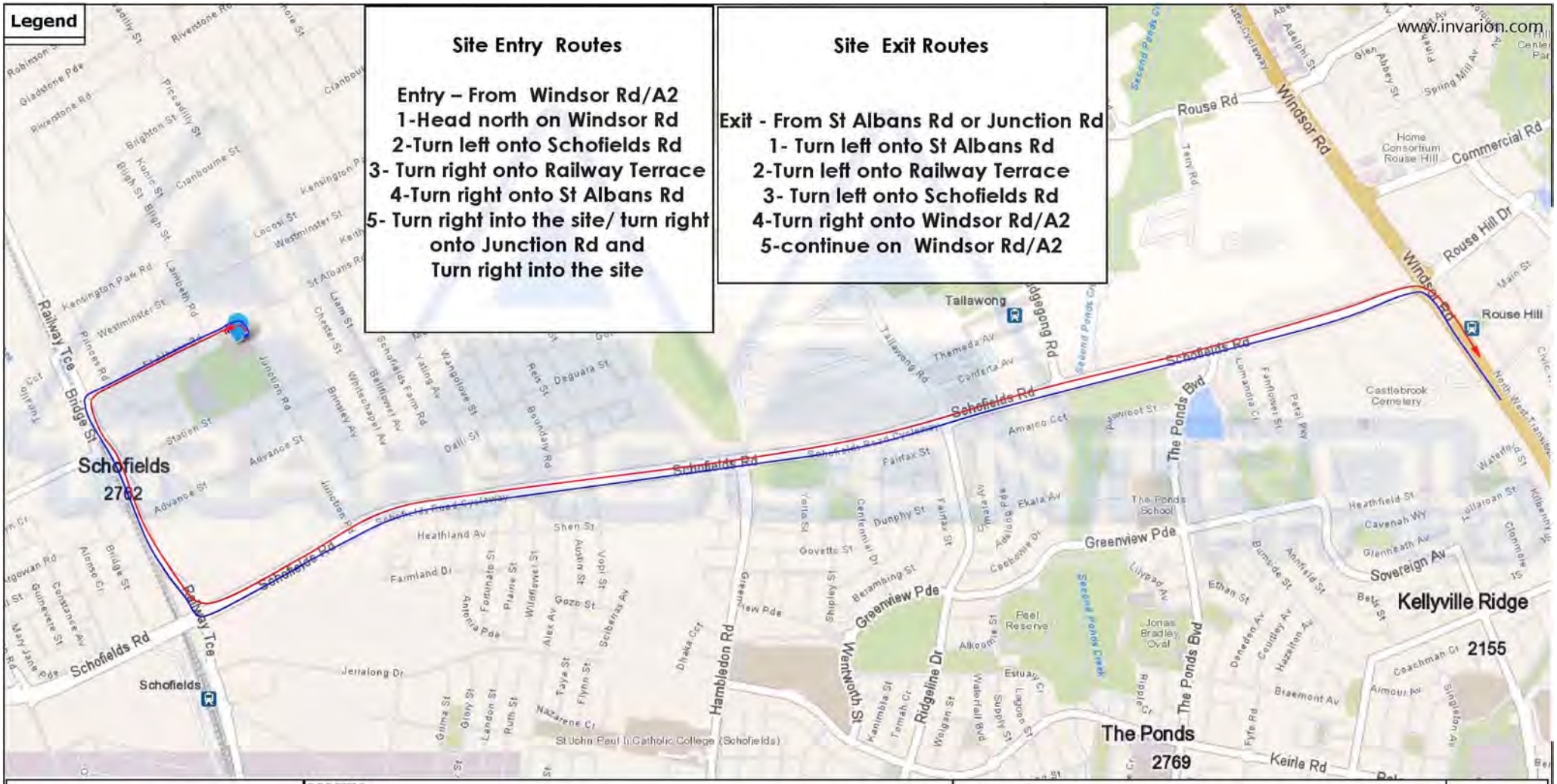
4. SCHOOL ZONE

Particular care needs to be exercised by drivers using the roads as these roads are a local school zone.

5. RESIDENTS' COMPLAINT HOTLINE

Drivers should be aware that a complaints telephone number is available to the public to lodge complaints against any driver contravening these guidelines. The contact details are displayed on the signs at the entrance to the site.

All complaints will be logged and investigated and, where appropriate, disciplinary action will be taken.



NOTES:

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6. Traffic controllers to escort pedestrians past the work area.
7. Traffic Controllers who are on constant Stop-Go, must be relieved for a minimum period of 15 minutes every two hours. As per the Australian Standards and the WH&S Act.
8. Site ganger is to conduct a 'tool box talk' and complete the adequate paperwork to support the discussion.
9. A 'risk assessment' to be conducted on site, prior setup to determine the queue length and site distance to the active TCP.
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CLIENT:	ADCO CONSTRUCTIONS PTY LTD
CONTACT: ALBERT WONG	PH: 0466 206 468
PROJECT:	CONSTRUCTION
LOCATION:	SCHOFIELD PUBLIC SCHOOL
UBD: 127/P14	PO:

MANAGEMENT
- ● SITE ACCESS
- ○ LANE MERGE
- ○ CONTRA FLOW
- ○ DETOUR
- ○ ROAD CLOSURE
- ○ SHOULDER WORKS
- ○ PEDESTRIAN MGMT.
- ○ INTERMITTENT

ROAD CLASSIFICATION
- ○ STATE (RTA/RMS)
- ○ REGIONAL (COUNCIL & RTA/RMS)
- ● LOCAL (COUNCIL)

JOB NO.	CTMP 190TN 186
○ TCP	
○ TMP	
● CTMP	
REV	
DATE	
SCALE	N.T.S
PLAN NO:	SA1234
AUTHOR:	THIOLEN NAIDOO
CERT:	0030490926
DATE:	13.02.2019
SIGN:	

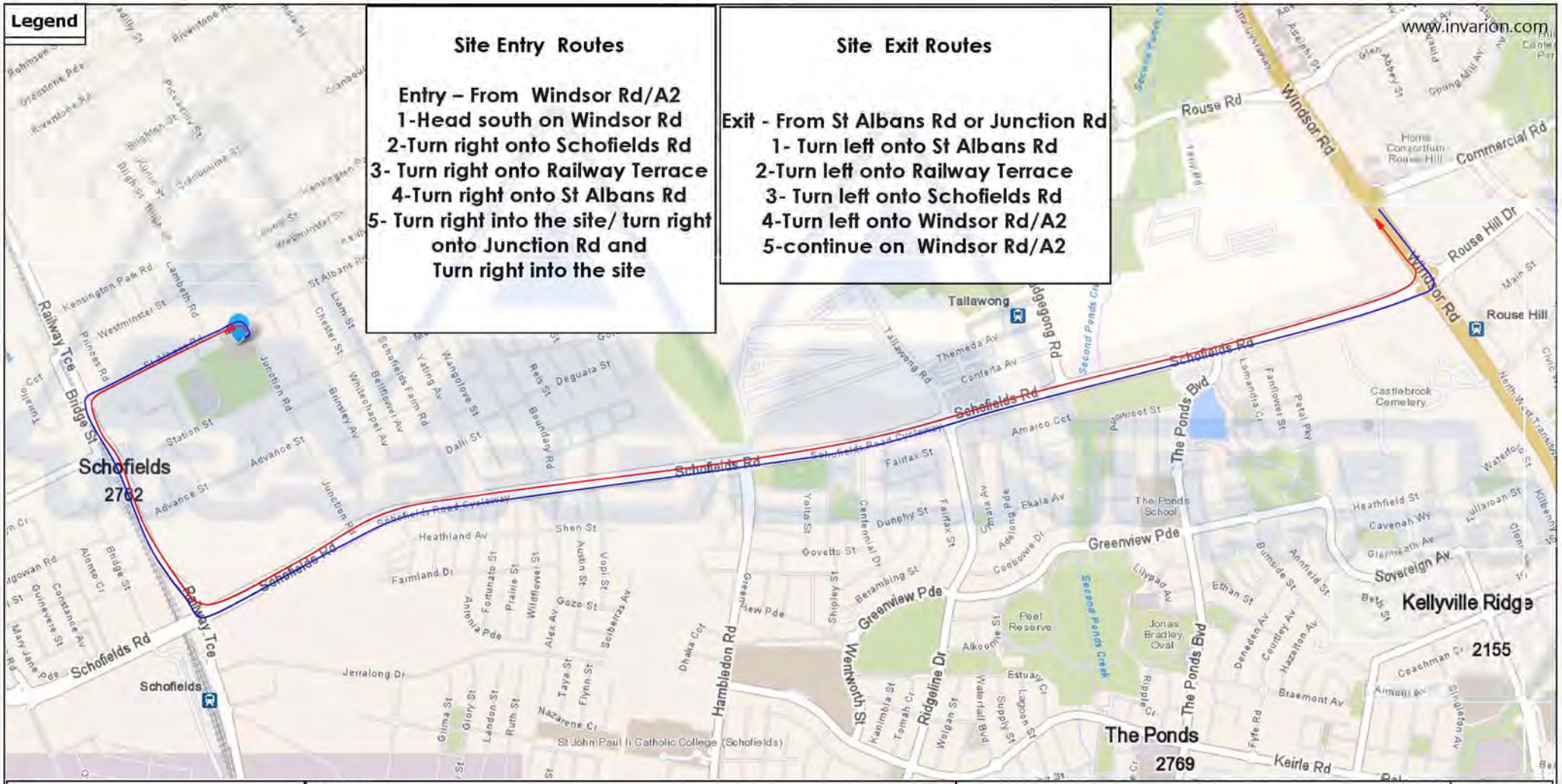
RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS

PURPOSE OF USAGE	APPROCH SPEED (km/h)	MAX SPACING (m)
All purposes on residential or commercial streets	< = 50	4
Center-line on approach to Traffic Controller position	All cases	4
Outer edge of traffic line - i.e. working on shoulder	51-70 / >70	18 / 24
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18
Separating opposing traffic on multilane undivided road	51-70 / >70	12 / 18
Adjacent to a closed lane on a multilane road	51-70 / >70	16 / 24
Merge tapers	51-70 / >70	9 / 12
Lateral shift tapers	51-70 / >70	12 / 18
Protecting freshly painted lines	51-70 / >70	24 / 60

FIGURES EXTRACTED FROM RTA TCWS MANUAL v4.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO.

RECOMMENDED TAPER LENGTHS

APPROACH SPEED (km/h)	TRAFFIC CONTROL AT START	LATERAL SHIFT TAPER	MERGE TAPER
< 45	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



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4. Traffic control personnel must hold an RMS "Traffic Controller" ticket or higher.
5. Signs to be erected so they are visible to motorists and not a hazard to pedestrians.
6. Traffic controllers to escort pedestrians past the work area.
7. Traffic Controllers who are on constant Stop-Go, must be relieved for a minimum period of 15 minutes every two hours. As per the Australian Standards and the WH&S Act.
8. Site ganger is to conduct a 'tool box talk' and complete the adequate paperwork to support the discussion.
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JOB NO.	CTMP 190TN 186
○ TCP	
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REV	
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SCALE	N.T.S
PLAN NO:	SA1235
AUTHOR:	THIOLEN NAIDOO
CERT:	0030490926
DATE:	13.02.2019
SIGN:	

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS

PURPOSE OF USAGE	APPROACH SPEED (km/h)	MAX SPACING (m)
All purposes on residential or commercial streets	<= 50	4
Center-line on approach to Traffic Controller position	All cases	4
Outer edge of traffic line - i.e. working on shoulder	51-70 / >70	18 / 24
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18
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> 105	N/A	110	180

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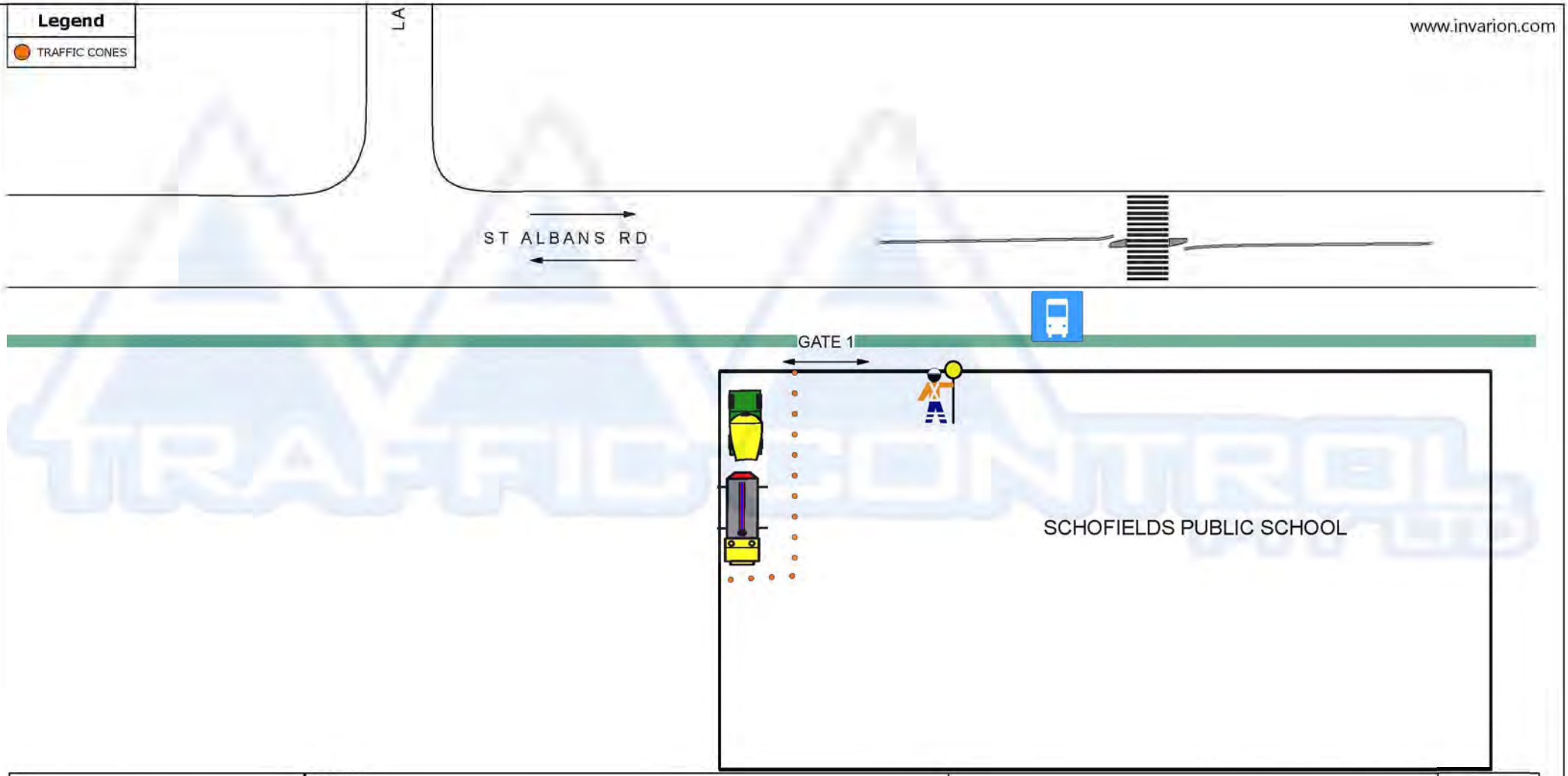
Legend

- TRAFFIC CONES



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MANAGEMENT

- O STOP / SLOW
- O LANE MERGE
- O CONTRA FLOW
- O DETOUR
- O ROAD CLOSURE
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- O INTERMITTENT

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Centre-line on approach to Traffic Controller position	All cases	4
Outer edge of traffic line - i.e. working on shoulder	51-70 / >70	18 / 24
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18
Separating opposing traffic on multilane undivided road	51-70 / >70	12 / 18
Adjacent to a closed lane on a multilane road	51-70 / >70	16 / 24
Merge tapers	51-70 / >70	9 / 12
Lateral shift tapers	51-70 / >70	12 / 18
Protecting freshly painted lines	51-70 / >70	24 / 60

FIGURES EXTRACTED FROM RTA TCWC MANUAL v4.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO.

RECOMMENDED TAPER LENGTHS

APPROACH SPEED (km/h)	TRAFFIC CONTROL AT START	LATERAL SHIFT TAPER	MERGE TAPER
<45	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

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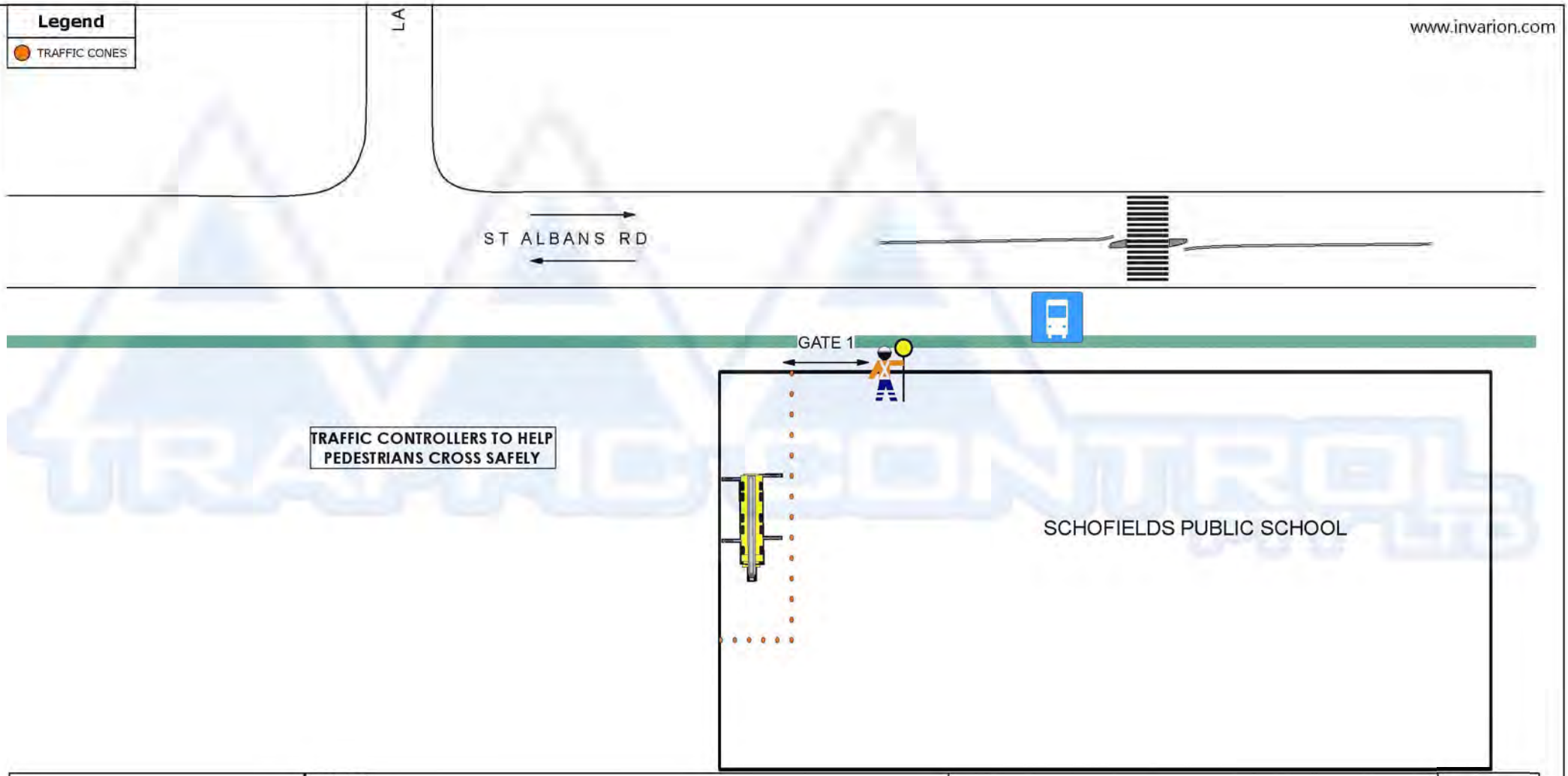
Legend

- TRAFFIC CONES



AAA TRAFFIC CONTROL PTY LTD
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10 Coventry Place
Mount Druitt NSW 2770
www.aaatrafficcontrol.com.au
info@aaatrafficcontrol.com.au
A.B.N. 78 105 021 869

NOTES:

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5. Signs to be erected so they are visible to motorists and not a hazard to pedestrians.
6. Traffic controllers to escort pedestrians past the work area.
7. Traffic Controllers who are on constant Stop-Go, must be relieved for a minimum period of 15 minutes every two hours. As per the Australian Standards and the WH&S Act.
8. Site ganger is to conduct a 'tool box talk' and complete the adequate paperwork to support the discussion.
9. A 'risk assessment' to be conducted on site, prior setup to determine the queue length and site distance to the active TCP.
10. If an incident occurs on site, an 'Incident report form' MUST be completed immediately. Upon completion of the incident report form, site Ganger is to notify AAA head office.

This TCP has been prepared as a guide for Traffic Management purposes only and is not to scale.
The positions of the signs, traffic controllers and equipment are only suggested locations. Amendments to the locations may be required on site.
AAA Traffic Control Pty Ltd accepts no liability for the implementation or execution of this TCP unless undertaken by authorized AAA Traffic Control personnel.

CLIENT:	ADCO CONSTRUCTIONS PTY LTD
CONTACT:	ALBERT WONG PH: 0466 206 468
PROJECT:	CONSTRUCTION
LOCATION:	SCHOFIELD PUBLIC SCHOOL
UBD:	127/P14
PO:	

MANAGEMENT

- O STOP / SLOW
- O LANE MERGE
- O CONTRA FLOW
- O DETOUR
- O ROAD CLOSURE
- ● SHOULDER WORKS
- ● PEDESTRIAN MGMT.
- O INTERMITTENT

ROAD CLASSIFICATION

- O STATE (RTA/RMS)
- O REGIONAL (COUNCIL & RTA/RMS)
- O LOCAL (COUNCIL)

JOB NO.	CTMP 190TN 186
O TCP	
O TMP	
● CTMP	
REV	
DATE	
SCALE	N.T.S
PLAN NO:	SA1231(A)
AUTHOR:	THIOLEN NAIDOO
CERT:	0030490926
DATE:	13.02.2019
SIGN:	

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS

PURPOSE OF USAGE	APPROACH SPEED (km/h)	MAX SPACING (m)
All purposes on residential or commercial streets	<= 50	4
Centre-line on approach to Traffic Controller position	All cases	4
Outer edge of traffic line – i.e. working on shoulder	51-70 / >70	18 / 24
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18
Separating opposing traffic on multilane undivided road	51-70 / >70	12 / 18
Adjacent to a closed lane on a multilane road	51-70 / >70	16 / 24
Merge tapers	51-70 / >70	9 / 12
Lateral shift tapers	51-70 / >70	12 / 18
Protecting freshly painted lines	51-70 / >70	24 / 60

FIGURES EXTRACTED FROM RTA TCWS MANUAL v4.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO.

RECOMMENDED TAPER LENGTHS

APPROACH SPEED (km/h)	TRAFFIC CONTROL AT START	LATERAL SHIFT TAPER	MERGE TAPER
<45	15	0	15
45 - 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

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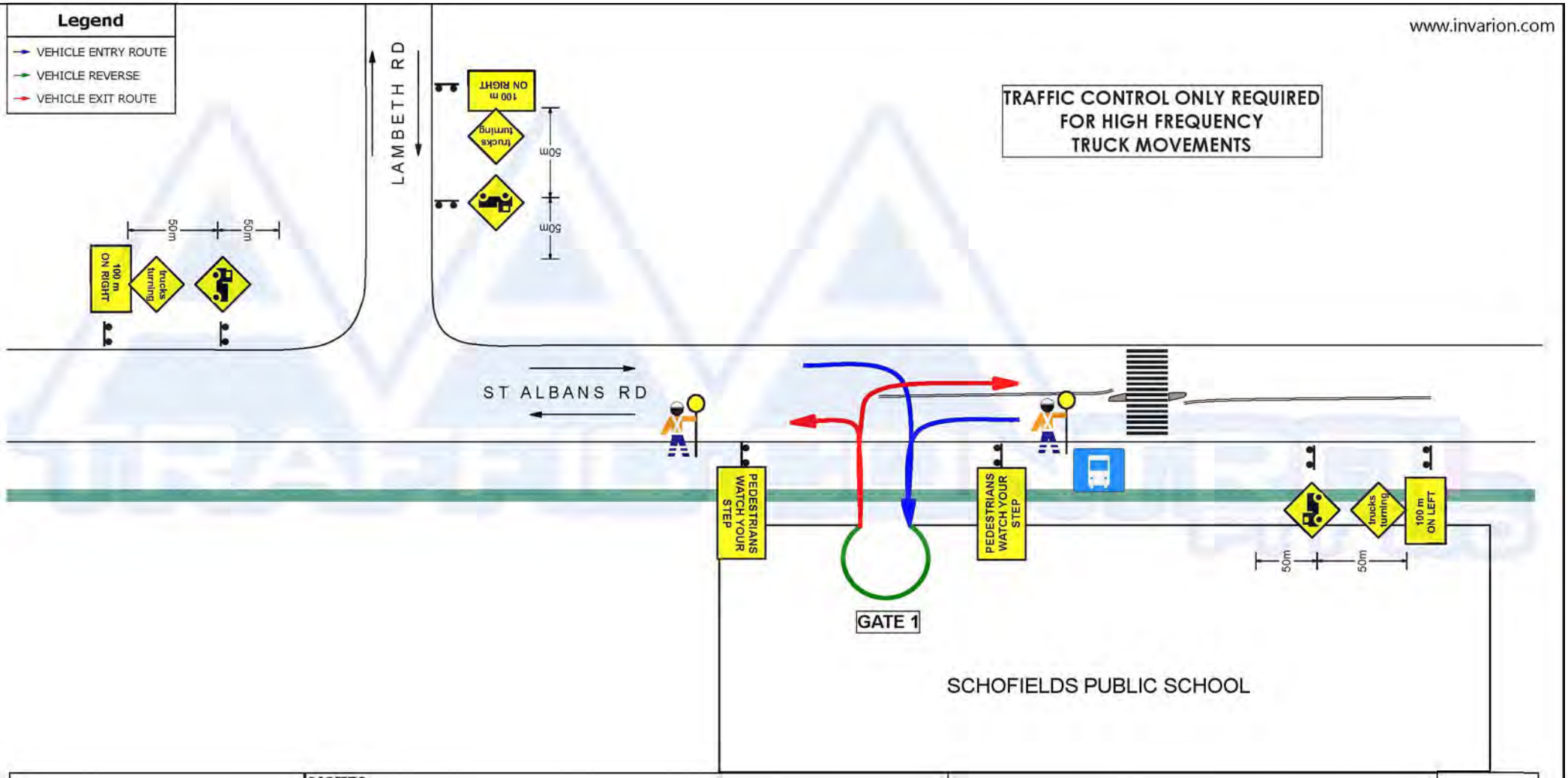

TRAFFIC CONTROL ONLY REQUIRED FOR HIGH FREQUENCY TRUCK MOVEMENTS

AAA TRAFFIC CONTROL PTY LTD
PH: 02 9675 7731 F: 02 9675 7744
10 Coventry Place
Mount Druitt NSW 2770
www.aaatrafficcontrol.com.au
info@aaatrafficcontrol.com.au
A.B.N. 78 105 021 869

NOTES:

1. All Traffic Control works; signs and devices to comply with Australian Standard AS 1742.3.
2. Adjustments to TCP may be only made by persons holding an RMS "Prepare a Work Zone TMP" certification.
3. All traffic control devices may only be set out by persons holding an RMS "Implement Traffic Control Plans" ticket or higher.
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8. Site ganger is to conduct a "tool box talk" and complete the adequate paperwork to support the discussion.
9. A 'risk assessment' to be conducted on site, prior setup to determine the queue length and site distance to the active TCP.
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AAA Traffic Control Pty Ltd accepts no liability for the implementation or execution of this TCP unless undertaken by authorized AAA Traffic Control personnel.

CLIENT:	ADCO CONSTRUCTIONS PTY LTD
CONTACT:	ALBERT WONG PH: 0466 206 468
PROJECT:	CONSTRUCTION
LOCATION:	SCHOFIELD PUBLIC SCHOOL
UBD:	127/P14
PO:	

MANAGEMENT

- ● EXIT/ENTRY
- O LANE MERGE
- O CONTRA FLOW
- O DETOUR
- O ROAD CLOSURE
- O SHOULDER WORKS
- ● PEDESTRIAN MGMT.
- O INTERMITTENT

ROAD CLASSIFICATION

- O STATE (RTA/RMS)
- O REGIONAL (COUNCIL & RTA/RMS)
- ● LOCAL (COUNCIL)

JOB NO.	CTMP 190TN 186
O TCP	
O TMP	
● CTMP	
REV	
DATE	
SCALE	N.T.S
PLAN NO:	SA1232
AUTHOR:	THIOLEN NAIDOO
CERT:	00304909 26
DATE:	13.02.2019
SIGN:	

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS

PURPOSE OF USAGE	APPROACH SPEED (km/h)	MAX SPACING (m)
All purposes on residential or commercial streets	<= 50	4
Centre-line on approach to Traffic Controller position	All cases	4
Outer edge of traffic line - i.e. working on shoulder	51-70 / >70	18 / 24
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18
Separating opposing traffic on multilane undivided road	51-70 / >70	12 / 18
Adjacent to a closed lane on a multilane road	51-70 / >70	16 / 24
Merge tapers	51-70 / >70	9 / 12
Lateral shift tapers	51-70 / >70	12 / 18
Protecting freshly painted lines	51-70 / >70	24 / 80

RECOMMENDED TAPER LENGTHS

APPROACH SPEED (km/h)	TRAFFIC CONTROL ALSTART	LATERAL SHIFT TAPER	MERGE TAPER
<45	15	0	15
45 - 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

FIGURES EXTRACTED FROM RTA TCWS MANUAL v4.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO.

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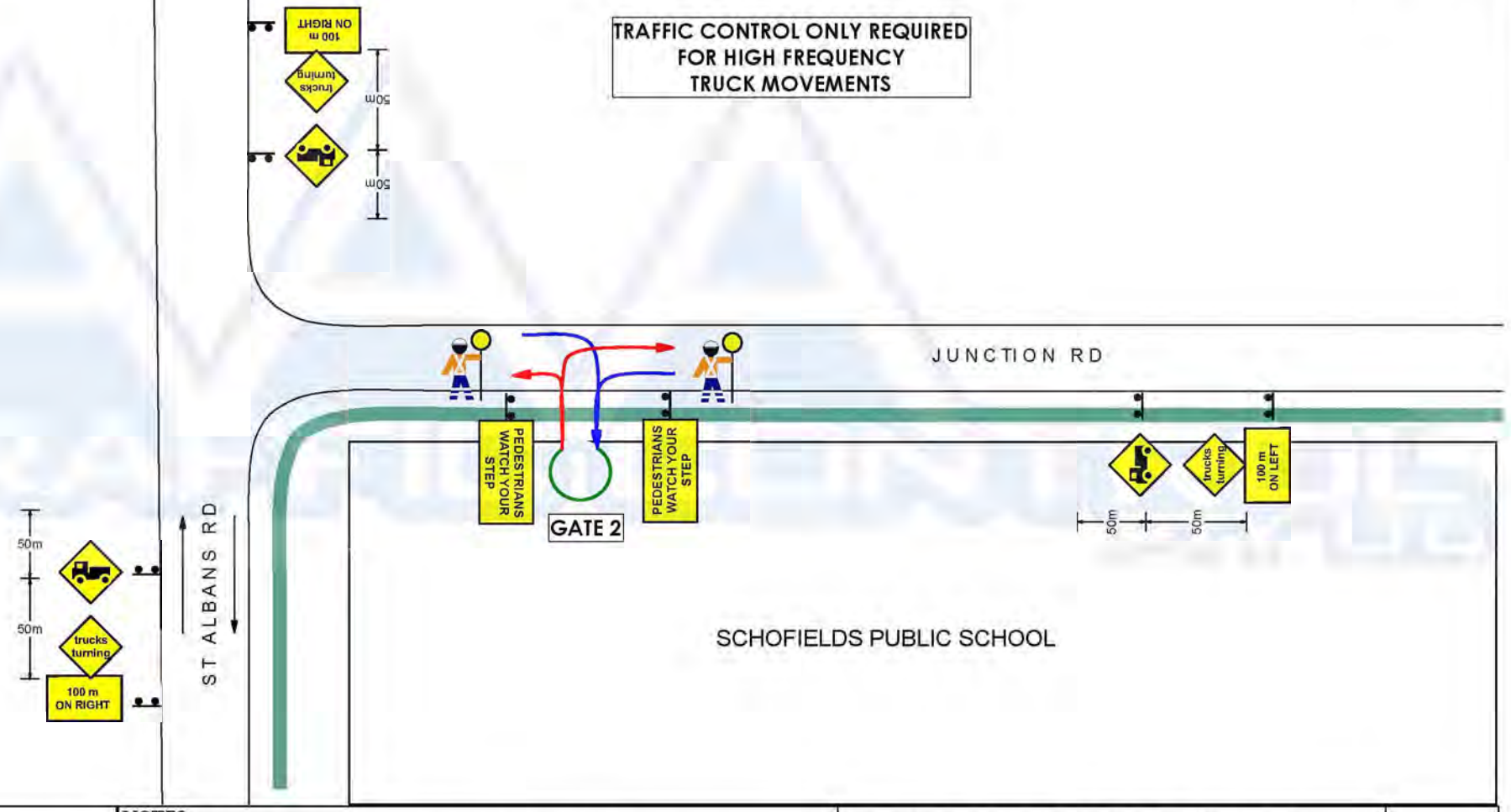
Legend

- VEHICLE ENTRY ROUTE
- VEHICLE REVERSE
- VEHICLE EXIT ROUTE

TRAFFIC CONTROL ONLY REQUIRED FOR HIGH FREQUENCY TRUCK MOVEMENTS



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NOTES:

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CLIENT: ADCO CONSTRUCTIONS PTY LTD	
CONTACT: ALBERT WONG	PH: 0466 206 468
PROJECT: CONSTRUCTION	
LOCATION: SCHOFIELD PUBLIC SCHOOL	
UBD: 127/P14	PO:

MANAGEMENT

- ● EXIT/ENTRY
- ○ LANE MERGE
- ○ CONTRA FLOW
- ○ DETOUR
- ○ ROAD CLOSURE
- ○ SHOULDER WORKS
- ● PEDESTRIAN MGMT.
- ○ INTERMITTENT

ROAD CLASSIFICATION

- ○ STATE (RTA/RMS)
- ○ REGIONAL (COUNCIL & RTA/RMS)
- ● LOCAL (COUNCIL)

JOB NO.	CTMP 190TN 186
○ TCP	
○ TMP	
● CTMP	
REV	
DATE	
SCALE	N.T.S
PLAN NO:	SA1233
AUTHOR:	THIOLEN NAIDOO
CERT:	0030490926
DATE:	13.02.2019
SIGN:	

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS

PURPOSE OF USAGE	APPROCH SPEED (km/h)	MAX SPACING (m)
All purposes on residential or commercial streets	<= 50	4
Centre-line on approach to Traffic Controller position	All cases	4
Outer edge of traffic line - i.e. working on shoulder	51-70 / >70	18 / 24
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18
Separating opposing traffic on multilane undivided road	51-70 / >70	12 / 18
Adjacent to a closed lane on a multilane road	51-70 / >70	16 / 24
Merge tapers	51-70 / >70	9 / 12
Lateral shift tapers	51-70 / >70	12 / 18
Protecting freshly painted lines	51-70 / >70	24 / 30

FIGURES EXTRACTED FROM RTA TCWS MANUAL v4.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO.

RECOMMENDED TAPER LENGTHS

APPROACH SPEED (km/h)	TRAFFIC CONTROL AT START	LATERAL SHIFT TAPER	MERGE TAPER
<45	15	0	15
45 - 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

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RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS

PURPOSE OF USAGE	APPROCH SPEED (km/h)	MAX SPACING (m)
All purposes on residential or commercial streets	< = 50	4
Center-line on approach to Traffic Controller position	All cases	4
Outer edge of traffic line - i.e. working on shoulder	51-70 / >70	18 / 24
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18
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Adjacent to a closed lane on a multilane road	51-70 / >70	16 / 24
Merge tapers	51-70 / >70	9 / 12
Lateral shift tapers	51-70 / >70	12 / 18
Protecting freshly painted lines	51-70 / >70	24 / 60

FIGURES EXTRACTED FROM RTA TCWS MANUAL v4.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO.

RECOMMENDED TAPER LENGTHS

APPROACH SPEED (km/h)	TRAFFIC CONTROL AT START	LATERAL SHIFT TAPER	MERGE TAPER
< 45	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

CLIENT: **ADCO CONSTRUCTIONS PTY LTD**

CONTACT: ALBERT WONG PH: 0466 206 468

PROJECT: SWEPT PATH PLAN

LOCATION: SCHOFIELDS PUBLIC SCHOOL

UBD: **127/P14** PO:

MANAGEMENT
- ● SWEPT PATH PLAN
- ○ LANE MERGE
- ○ CONTRA FLOW
- ○ DETOUR
- ○ ROAD CLOSURE
- ○ SHOULDER WORKS
- ○ PEDESTRIAN MGMT.
- ○ INTERMITTENT

ROAD CLASSIFICATION
- ○ STATE (RTA/RMS)
- ○ REGIONAL (COUNCIL & RTA/RMS)
- ○ LOCAL (COUNCIL)

JOB NO. **7470**
- ● TCP
- ○ TMP
- ○ CTMP

REV
DATE
SCALE N.T.S

PLAN NO: **TN148**
AUTHOR: THIOLEN NAIDOO
CERT: 0030490926
DATE: 05/03/2019
SIGN:

AAA TRAFFIC CONTROL PTY LTD
PH: 02 9675 7731 F: 02 9675 7744
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Mount Druitt NSW 2770
www.aaatrafficcontrol.com.au
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N

CLIENT:	**ADCO CONSTRUCTIONS PTY LTD**
CONTACT:	ALBERT WONG PH: 0466 206 468
PROJECT:	SWEPT PATH PLAN
LOCATION:	SCHOFIELDS PUBLIC SCHOOL
UBD:	**127/P14** PO:

MANAGEMENT

- ● SWEPT PATH PLAN
- ○ LANE MERGE
- ○ CONTRA FLOW
- ○ DETOUR
- ○ ROAD CLOSURE
- ○ SHOULDER WORKS
- ○ PEDESTRIAN MGMT.
- ○ INTERMITTENT

ROAD CLASSIFICATION

- ○ STATE (RTA/RMS)
- ○ REGIONAL (COUNCIL & RTA/RMS)
- ○ LOCAL (COUNCIL)

JOB NO.	**7470**
● TCP	
○ TMP	
○ CTMP	
REV	
DATE	
SCALE	N.T.S
PLAN NO:	**TN149**
AUTHOR:	THIOLEN NAIDOO
CERT:	0030490926
DATE:	05/03/2019
SIGN:	

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS

PURPOSE OF USAGE	APPROCH SPEED (km/h)	MAX SPACING (m)
All purposes on residential or commercial streets	< = 50	4
Center-line on approach to Traffic Controller position	All cases	4
Outer edge of traffic line - i.e. working on shoulder	51-70 / >70	18 / 24
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18
Separating opposing traffic on multilane undivided road	51-70 / >70	12 / 18
Adjacent to a closed lane on a multilane road	51-70 / >70	16 / 24
Merge tapers	51-70 / >70	9 / 12
Lateral shift tapers	51-70 / >70	12 / 18
Protecting freshly painted lines	51-70 / >70	24 / 60

FIGURES EXTRACTED FROM RTA TCWS MANUAL v4.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO.

RECOMMENDED TAPER LENGTHS

APPROACH SPEED (km/h)	TRAFFIC CONTROL AT START	LATERAL SHIFT TAPER	MERGE TAPER
< 45	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