

HUNTER EXPRESSWAY, BUCHANAN



PROJECT/SITE OVERVIEW

Project/Site Description: **HUNTER EXPRESSWAY**

Location of Works: **HUNTER EXPRESSWAY, BUCHANAN**

Anticipated Commencement Date: **TBA**
 Estimated Duration of Works: **TBA**
 Working Hours: **TBA**

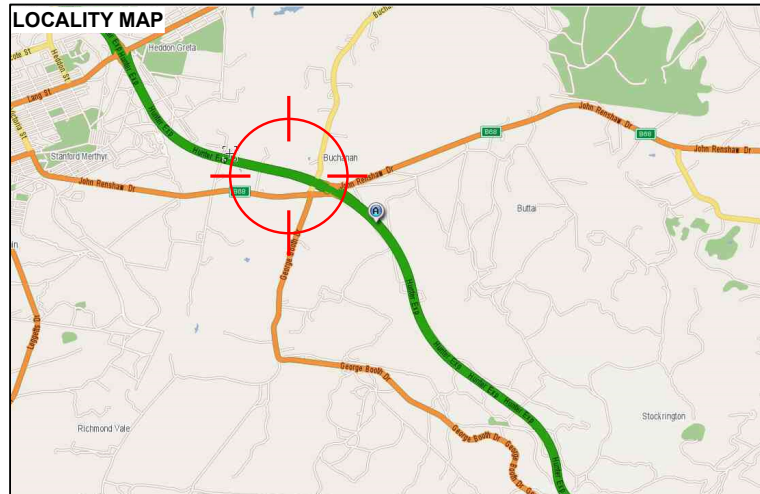
CLIENT DETAILS

Client Name: **REX J ANDREWS PTY LTD**
 Client Contact Name: **WARRICK ANDREWS**
 Client Contact Number: **0429 900 515**
 PO/Contract Number: **RJAUNWF**

Site Contact: **WARRICK ANDREWS**
 Site Contact Number: **0429 900 515**

SCOPE OF WORKS

This Traffic Management Plan has been developed to allow the client to conduct works at the above location and to display a commitment to Traffic and Pedestrian Management, Reporting, and Reviewing. These works will include, but not limited to:
DELIVERY OF WIND TURBINE BLADES



THIS DOCUMENT HAS BEEN DEVELOPED IN ACCORDANCE WITH THE INFORMATION SUPPLIED BY OUR CLIENT: THE SIGNING TMD IS NOT RESPONSIBLE FOR ANY OMISSIONS OR ERRORS IN THE BASE INFORMATION SUPPLIED BY THE ABOVE MENTIONED "CLIENT" WHILE DUE CARE HAS BEEN TAKEN IN THE PREPARATION OF THIS DOCUMENT, TRAFFIC AND ON SITE CONDITIONS AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED WITHIN THIS DOCUMENT. THE PRINCIPAL CONTRACTOR IS RESPONSIBLE FOR UNDERTAKING OF AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THOSE OUTLINED WITHIN THE TMP AND IN THE TGS's AS APPROPRIATE. WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM A TMD (TRAFFIC MANAGEMENT DESIGNER) SHOULD BE SOUGHT.

EVOLUTION
 Evolution Traffic Management
 51 Heathcote Road, Moorebank
 New South Wales, 2170
 Email: nswrplans@evolutiongroup.com.au

TNSW REGISTRATION SCHEME
 Category G: Provision of Traffic Control
 Exp. 13th June 2026
 EVOLUTION JOB NUMBER:
440443528

DESIGNED BY:
STEVE JW ROBERTS
 TCT1051152 PWZTMP-RIICWD503E

APPROVED BY TM DESIGNER:
LARA TRANGMAR
 TCT1040219 PWZTMP-RIICWD503E

REV# **01** PAGE: **01 of 06**

IMPLEMENTATION INSTRUCTIONS

Before work commences, signs and devices at the approaches to and within the work area SHALL be implemented in accordance with the approved Traffic Guidance Schemes and the Traffic Control Companies Safe Work Method Statements, in the following sequence:

- 1) Traffic Controllers implementing signage are to ensure all signage is available for implementation prior to shift.
- 2) Signs & devices in side streets leading into the works are to be implemented first. Where required, detours are to be in place before commencing any closures.
- 3) All signage on arterial and main road alignments to be implemented with the flow of traffic.
- 4) Signs are to be implemented in all non affected lane(s) first and all conflicting signs are to be covered.
- 5) Signs in the affected lane to be implemented; Taper, Speed Reduction, Safety buffer (if applicable), and Delineation to be implemented with the traffic flow. Conflicting signs to be covered in process.
- 6) Ensure signs & devices are correct before works commence.
- 7) Once works have finished, Traffic Control are to pick up delineation and taper's in reverse. Then pick up advance warning signs with the flow of traffic.

RECORDING & MONITORING

Regular inspections of traffic control devices SHALL be carried out a minimum of twice daily and recorded in The Daily Traffic Diary. These records SHALL be available for inspection during the project. These records will be held on site by The Client. Details of all changes in traffic movements shall be recorded and maintained throughout the construction period and submitted within 7 days from the date of practical completion. In the event of a traffic related incident with in the site, The Client SHALL immediately notify the principal's representative, the police, and any necessary emergency services.

PEDESTRIAN & CYCLIST MANAGEMENT

All pedestrian & cyclist control measures, for the duration of the construction works will be monitored as required for effectiveness & improvements. Appropriate warning signage and directional signage will be in place and monitored throughout the works as per the provided TGS's attached to this document. Where current documented control measures are ineffective, A TMD qualified person(s) should be contacted to suggest changes.

GENERAL NOTES

- The Designer preparing this plan has ensured it complies with the TCAWS (Version 6.1, 28 February 2022). Any unapproved variations to the design will negate the Designers liability. Variations and amendments to this TGS are to be recorded on this TGS with the changes noted, along with the date and time of the change and the accreditation details of the TMD making the change.
- The attached TGS's SHALL be read in conjunction with this notes page and the associated risk assessments and an on site risk assessment SHALL be performed before any implementation works takes place.
- It is the Clients responsibility to ensure they have a copy of the permits (in date) for the closure being implemented.
- This TGS SHALL only be implemented by a competent person(s) with a current Traffic Management Implementation (TMI) qualification.
- A toolbox talk is to take place before works commencing.
- Work Site Safety Traffic Management Checklist to be filled out prior to implementation, and upon completion.
- Traffic Controllers to identify and make note of escape routes prior to commencement of works.
- Hand held UHF radios are to be utilised where required to communicate between traffic control & site vehicles.
- Principal Contractor to notify local Emergency Services in advance of commencing works.
- Traffic Controller's to ensure ROLS has been activated prior to each shift via the TMC website or Mobile App. ROL must also be deactivated once shift has ended.
- Advance signs SHALL be mounted at a minimum height of 200mm displayed as prominently as possible by selecting the longitudinal location of the sign for best sight distance for approaching traffic. Signs continuously required for works which will be in progress for periods longer than 2 weeks should be erected in a permanent manner, e.g. on posts sunk into the ground, and duplicated on the right side of the road.
- Traffic volumes should be monitored throughout the implementation of the TGS(s). In the event queue lengths become unmanageable, works should cease if possible and traffic cleared before recommencing.

SITE SPECIFIC NOTES

- Ⓢ Where this symbol appears, please refer back to the coinciding note below.
- 01 - Existing 3.5m lane width shall be maintained. A clearance area between the edge of traffic lane and delineation SHALL be provided. Measurements for this clearance are outlined under AGTTM03 CL 2.5.8 Table 2.5.
- 02 - Signals Symbolic/Prepare to Stop sign MUST be used to give advance warning of the presence of traffic control. The signs must only be used when the traffic control is in operation and must be removed or covered up when traffic control is discontinued or during breaks. (TCAWS Ver.6.1, 5.4.3 Table 5-11)
- 03 - Existing or Conflicting signage SHALL be covered or removed when this TGS is operational. (TCAWS Ver.6.1, 4.5.5 Table 4-9)
- 04 - 700mm traffic cones will be positioned at a maximum 9m apart. (TCAWS V6.1 Clause 6.2.5 - Table 6-2)
- 05 - 700mm traffic cones will be positioned at a maximum 12m apart. (TCAWS V6.1 Clause 6.2.5 - Table 6-2)
- 06 - Wherever traffic is required to slow significantly or stop, particularly at active traffic control positions, long queues can form, depending on traffic volumes and the length of delay. Depending on the speed of traffic and sight distance to the end of queue, additional advance warning or other mitigation measures should be implemented. (TCAWS Ver.6.1, 4.6.3)
- 07 - DUPLICATE: At the start of a roadwork speed zone, Speed Limit Roadwork (see R4 212n) signs must be erected on both sides of the carriageway. (TCAWS Ver.6.1, 6.5.10 Table 6-12)
- 08 - REPEATED: On multilane roads where there is no room for duplicate signs on medians, consider placing supplementary signs on the left hand side. (TCAWS Ver.6.1, 6.5.6)

LEGEND:

	TRUCK MOUNTED ATTENUATOR with Illuminated Flashing Arrowboard		EXISTING W BARRIER / GUARD RAIL
	POD TRUCK with Illuminated Flashing Arrowboard		DELIVERY TRUCK TRAFFIC ROUTE
	LATERAL HAZARD MARKER either T5-5 or T5-4 (Horizontal)		EXISTING CONCRETE BARRIER
	TRAFFIC CONES per TCAWS V6.1 Clause 6.8.4		EXISTING WIRE ROPE BARRIER
	PROPOSED LANE CLOSURE per TCAWS requirements / Client request		ACCREDITED TRAFFIC CONTROLLER with Approved PTSS Type-1 (Manual)
	EXCLUSION ZONE per TCAWS requirements		VMS BOARD
	TRAFFIC CONTROL VEHICLE with Illuminated Flashing Arrowboard		

DESKTOP RISK ASSESSMENT

LOCATION OF WORKS HUNTER EXPRESSWAY, BUCHANAN			DATE 24/01/2023	
RISK RATING:	4 = (VERY HIGH)	3 = (HIGH)	2 = (MEDIUM)	1 = (LOW)
IDENTIFIED HAZARDS/RISKS:				
1 - Clearance to traffic. 2 - Poor observance by motorists of directions / instructions. 3 - Presence of workers at worksite. 4 - High volume of traffic through worksite 5 - Proximity of Manual Traffic Controllers to traffic with speed <45kph. 6 - High Speed traffic through worksites. 7 - Excessive impact on the road network for single sign arrangement. 8 - Allowed Delivery Truck to travel down incorrect lane.				
ACTIONS TAKEN :				
1,2,3 - Implementation of lane closure. 1,2,3 - Placement and duplication of advance warning signs 1,2,3 - Separation of works from road users through delineation (cones) 4 - Speed Reduction to 60 kph 5 - Usage of Portable Traffic Signals 6 - Usage of Truck Mounted Attenuator and Variable Message Board 7 - Usage of Dual Sign Arrangement 8 - Traffic Controller to hold and release vehicular traffic, as required.				
CONTROL LEVEL REQUIRED: 1 - ELIMINATE 2 - SUBSTITUTE 3 - ISOLATE 4 - ENGINEER 5 - ADMIN 6 - PPE				
FURTHER ACTION REQUIRED:				

RESIDUAL RISK:	4 = (VERY HIGH)	3 = (HIGH)	2 = (MEDIUM)	1 = (LOW)
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Likelihood	CONSEQUENCE				
	Insignif. [1]	Minor [2]	Modera. [3]	Major [4]	Catastr. [5]
Almost Certain [5]	3	3	4	4	4
Likely [4]	2	3	3	4	4
Possible [3]	1	2	3	4	4
Unlikely [2]	1	2	2	3	4
Rare [1]	1	2	2	3	3

4 Very High [VH]	URGENT - Stop work immediately, the risk requires immediate attention
3 High [H]	Continue with supervision and control measures in SWMS or site risk assessment
2 Medium [M]	Use control measures to ensure risk is low as reasonably possible
1 Low [L]	Manage by routine procedures and safe practices

CLIENT: REX J ANDREWS PTY LTD

TGS REFERENCE:	REV.	DATE	PAGE(S) NO#	DESCRIPTION	TMD	INIT
260486	00	24/01/2023	ENTIRE DOCUMENT	TRAFFIC MANAGEMENT PLAN DEVELOPED FOR REX J ANDREWS PTY LTD	TCT1051152	SJWR
	01	21/02/2024	ENTIRE DOCUMENT	CHANGE THE OPERATION FROM ROLLING BLOCKS INTO LANE CLOSURE W/ HOLD AND RELEASE ON TMP	TCT1051152	SJWR
	02					
	03					
	04					

DELIVERY OF WIND TURBINE BLADES

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Email: nswwplans@evolutiongroup.com.au

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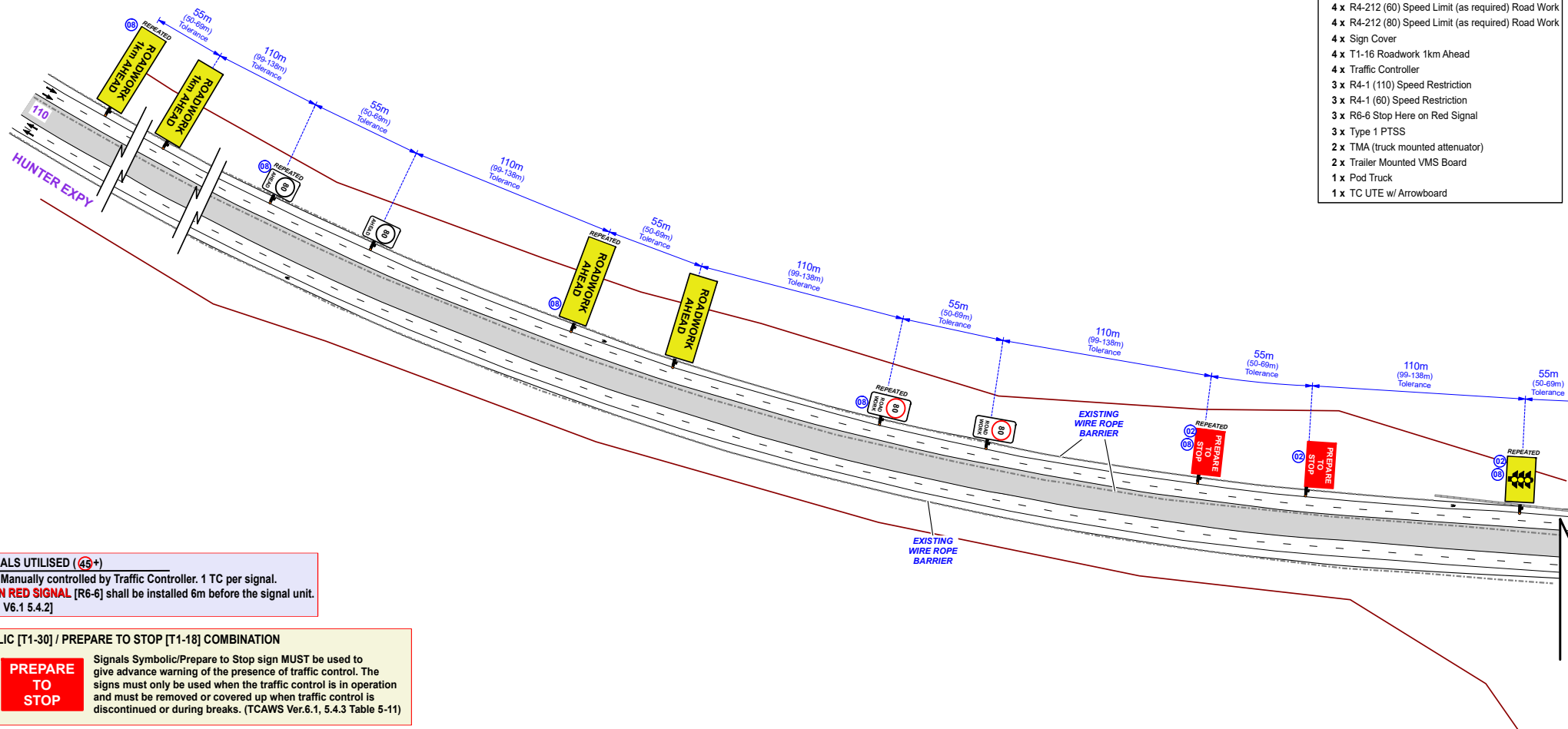
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TCT1051152 PWZTMP-RICWDS03E

APPROVED BY TMD DESIGNER:
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EVO TGS NOTES 01 01 02 of 06

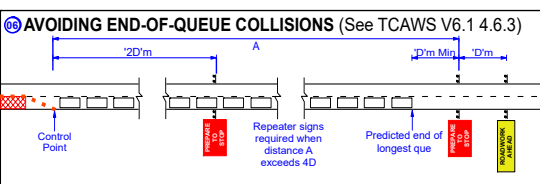
Manifest

- 126 x 700mm Cone
- 14 x T5-5 Temporary Hazard Marker
- 7 x T1-18 Prepare to Stop
- 7 x T1-25 Roadwork on Side Road
- 7 x T1-30 Signals Ahead
- 6 x T1-1 Roadwork Ahead
- 6 x T2-6-1 Lane Status (2 Lane)
- 5 x T2-16 End Roadwork
- 4 x G9-79 (80) Speed Limit Ahead
- 4 x R4-212 (60) Speed Limit (as required) Road Work
- 4 x R4-212 (80) Speed Limit (as required) Road Work
- 4 x Sign Cover
- 4 x T1-16 Roadwork 1km Ahead
- 4 x Traffic Controller
- 3 x R4-1 (110) Speed Restriction
- 3 x R4-1 (60) Speed Restriction
- 3 x R6-6 Stop Here on Red Signal
- 3 x Type 1 PTSS
- 2 x TMA (truck mounted attenuator)
- 2 x Trailer Mounted VMS Board
- 1 x Pod Truck
- 1 x TC UTE w/ Arrowboard



TRAFFIC SIGNALS UTILISED (45+)
 TYPE-1 PTSS: Manually controlled by Traffic Controller. 1 TC per signal.
STOP HERE ON RED SIGNAL [R6-6] shall be installed 6m before the signal unit.
 [refers TCAWS V6.1 5.4.2]

SIGNALS SYMBOLIC [T1-30] / PREPARE TO STOP [T1-18] COMBINATION
 Signals Symbolic/Prepare to Stop sign **MUST** be used to give advance warning of the presence of traffic control. The signs must only be used when the traffic control is in operation and must be removed or covered up when traffic control is discontinued or during breaks. (TCAWS Ver.6.1, 5.4.3 Table 5-11)



CLIENT: REX J ANDREWS PTY LTD
 THIS (TGS) SHALL BE READ IN CONJUNCTION WITH **TGS 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.
****THIS PLAN IS VALID FOR 12 MONTHS FROM DATE OF RELEASE****



LOCATION: HUNTER EXPRESSWAY
SUBURB: BUCHANAN
1ST CROSS ST: OLD BUTTAL ROAD
2ND CROSS ST: MAIN ROAD
MAP REFERENCE: -32.829111, 151.531084
DATE OF RELEASE: 24/01/2023

TERM: ROAD TYPE: SHORT MULTILANE DIVIDED
POSTED SPEED: 110 KPH
OPERATION: LANE CLOSURE
TRAVELLED PATH: PAST

DELIVERY OF WIND TURBINE BLADES

EVOLUTION
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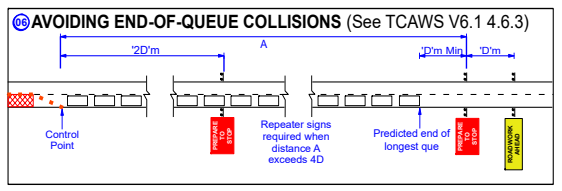
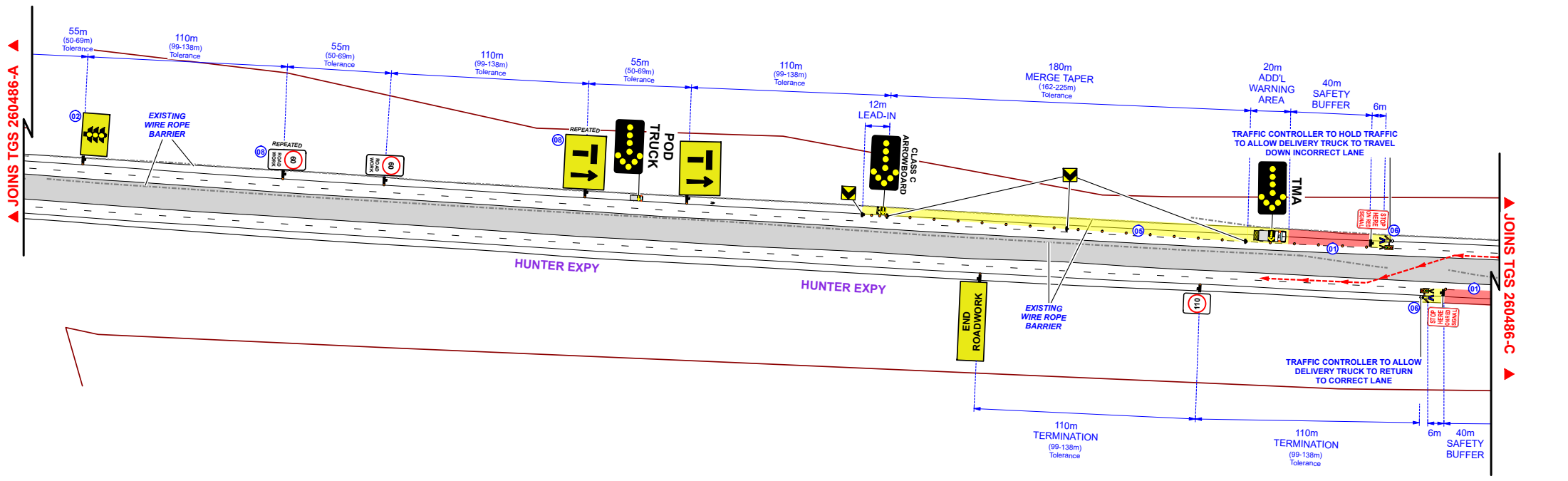
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 APPROVED BY TM DESIGNER: LARA TRANGMAR
 TCT1040219 PWZTMP-RICWDS03E

REFERENCE ID:	REV#	PAGE#
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PREPARE TO STOP Signals Symbolic/Prepare to Stop sign MUST be used to give advance warning of the presence of traffic control. The signs must only be used when the traffic control is in operation and must be removed or covered up when traffic control is discontinued or during breaks. (TCAWS Ver.6.1, 5.4.3 Table 5-11)



LEGEND:
 DELIVERY TRUCK TRAFFIC ROUTE

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APPROVED BY TM DESIGNER: STEVE JW ROBERTS TCT1051152 P/WZTMP-RIICWD503E	
EVOLUTION JOB NUMBER: LARA TRANGMAR TCT1040219 P/WZTMP-RIICWD503E	
REFERENCE ID: EVO 260486-B	REV# 01
	PAGE: 04 OF 06

SIGNALS SYMBOLIC [T1-30] / PREPARE TO STOP [T1-18] COMBINATION

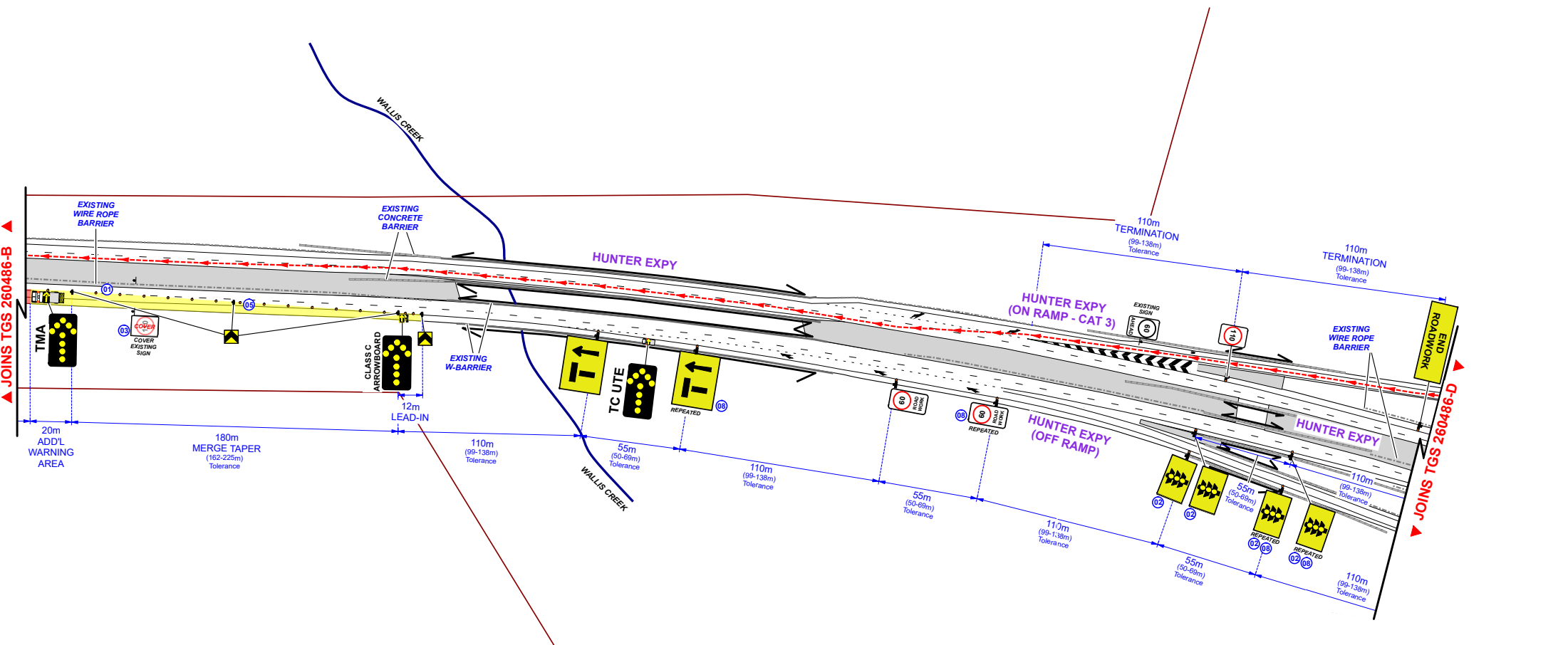


PREPARE TO STOP

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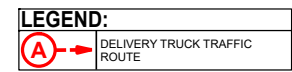
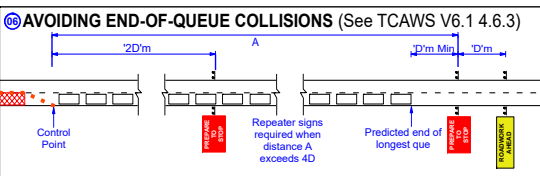
TRAFFIC SIGNALS UTILISED (45+)

TYPE-1 PTSS: Manually controlled by Traffic Controller. 1 TC per signal.
STOP HERE ON RED SIGNAL [R6-6] shall be installed 6m before the signal unit.
 [refers TCAWS V6.1 5.4.2]



▲ JOINS TGS 260486-B

▲ JOINS TGS 260486-D



CLIENT: REX J ANDREWS PTY LTD

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 DATE OF RELEASE: 24/01/2023

TERM: SHORT
 ROAD TYPE: MULTILANE DIVIDED
 POSTED SPEED: 110 KPH
 OPERATION: LANE CLOSURE
 TRAVELLED PATH: PAST

DELIVERY OF WIND TURBINE BLADES

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EVOLUTION JOB NUMBER: LARA TRANGMAR TCT1040219 PWZTMP-RIICWD503E	<i>[Signature]</i>
REFERENCE ID: EVO 260486-C	REV# 01
	PAGE: 05 of 06

SIGNALS SYMBOLIC [T1-30] / PREPARE TO STOP [T1-18] COMBINATION



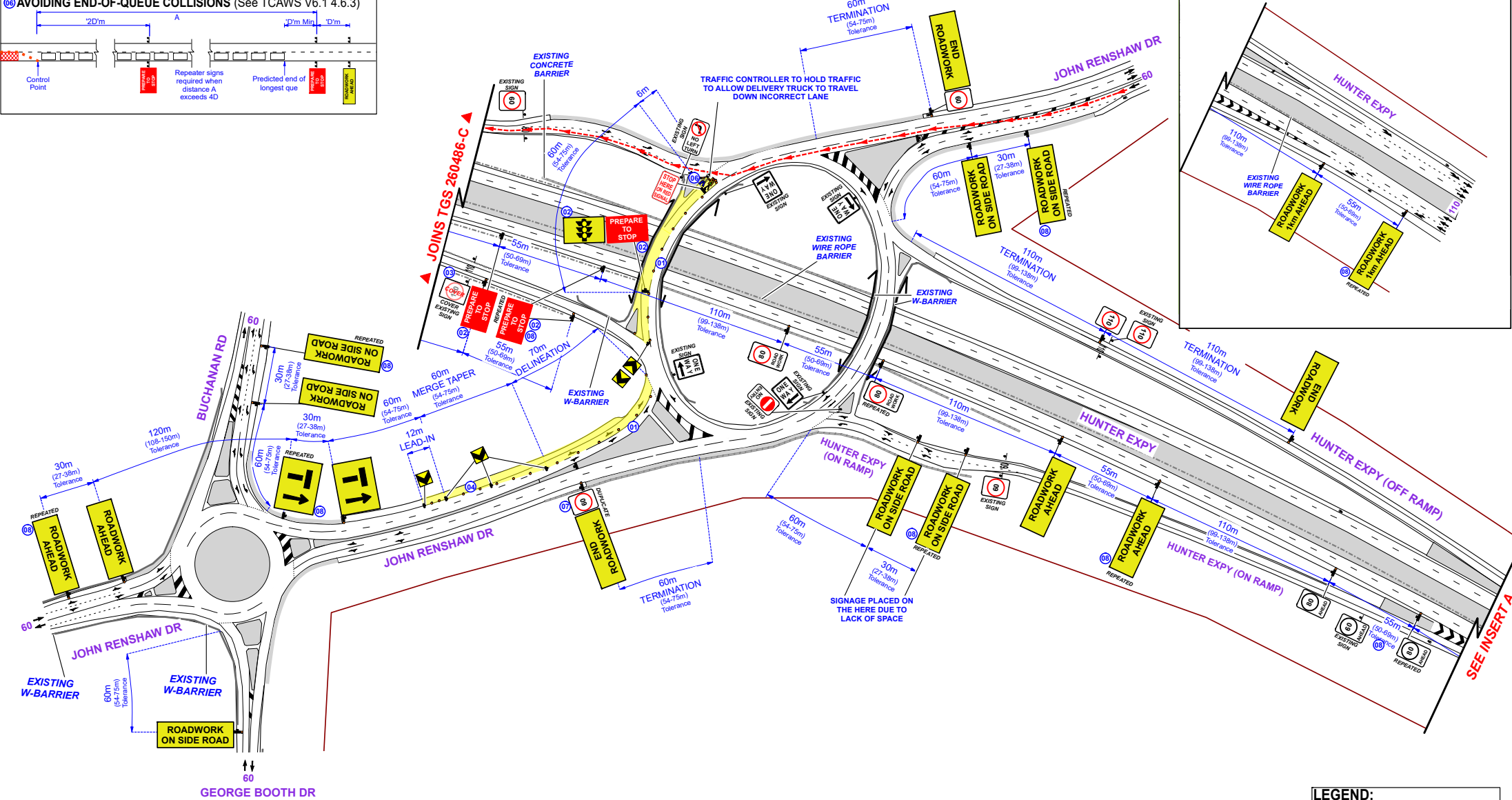
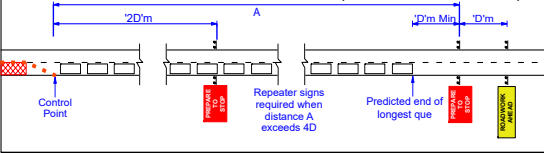
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TRAFFIC SIGNALS UTILISED (43+)

TYPE-1 PTSS: Manually controlled by Traffic Controller. 1 TC per signal.
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 [refers TCAWS V6.1 5.4.2]

AVOIDING END-OF-QUEUE COLLISIONS (See TCAWS V6.1 4.6.3)

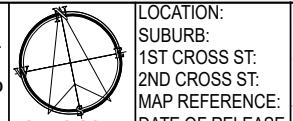


LEGEND:

	DELIVERY TRUCK TRAFFIC ROUTE
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 POSTED SPEED: 110 KPH
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 TRAVELLED PATH: PAST

SHORT MULTILANE DIVIDED
 110 KPH
 LANE CLOSURE
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