DIMENSION "D"

SPEED OF TRAFFIC KM/H	DIMENSION "D" M
45 OR LESS	15M
46-55	15M
56-65	45M
GREATER THAN 66 KM/H	EQUAL TO POSTED SPEED

PEDESTRIAN NOTES

P1. WHERE SIGNAGE IS PLACED ON FOOTPATHS, TRAFFIC CONES SHALL BE PLACED AT THE BASE OF THE SIGNAGE "LEGS" TO PREVENT INJURY TO ALL PATH USERS.
P2. ACCREDITED TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH OR AROUND THE WORK AREA, IN ACCORDANCE WITH AS 1742.3
P3. WHEN WORKS ARE BEING COMPLETED ADJACENT TO DRIVEWAYS, ACCREDITED TRAFFIC CONTROLLERS WILL ASSIST MOTORISTS ENTERING AND EXITING FROM THESE POINTS.

TOLERANCES

POSITIONING OF SIGNS
MINIMUM 10% LESS THAN THE DISTANCE OR LENGTH GIVEN MAXIMUM 26% MORE THAN THE DISTANCE OR LENGTH GIVEN SPACING OF DELINEATING DEVICES
MAXIMUM 10% MORE THAN THE SPACES GIVEN
NO MINIMUM

EVENT DATES:

TBA

GENERAL NOTES

G1. EVENT MARSHALL/TC TO ASSIST LOCAL RESIDENTS AT ALL TIMES.
G2. CONES SPACING IN TAPERS AND ALONG TRAFFIC LANES IS TO BE 4m @ 40kmh.
G3. WHERE SPEED SIGNS ARE INCORPORATED IN MULTI MESSAGE SIGNS THAT ARE DUPLICATED THE SPEED SIGN WILL ALWAYS BE LOCATED NEAREST TO THE TRAFFIC.
G4. THE LOCATION OF SIGNS AS SHOWN ON THIS PLAN MAY BE VARIED SLIGHTLY DURING IMPLEMENTATION TO IMPROVE VISIBILITY AND EFFECTIVENESS AS PER AS1742.3. ANY CHANGES TO BE DOCUMENTED.
G5. ALL REDUNDANT SPEED SIGNS TO BE COVERED.
G6. LINEMARKING AND REFLECTIVE DEVICES NEED TO BE KEPT CLEAN.
G7. AFTER INSTALLATION A DRIVE-THROUGH INSPECTION IS TO BE CONDUCTED AND SIGNS ADJUSTED FOR MAXIMUM EFFECTIVENESS.
G8. MINIMUM LANE WIDTHS ARE AS FOLLOW:
- 3.0m LIGHT VEHICLE ROUTE
- 3.2m BUS ROUTE
- 3.5m HEAVY VEHICLES ROUTE

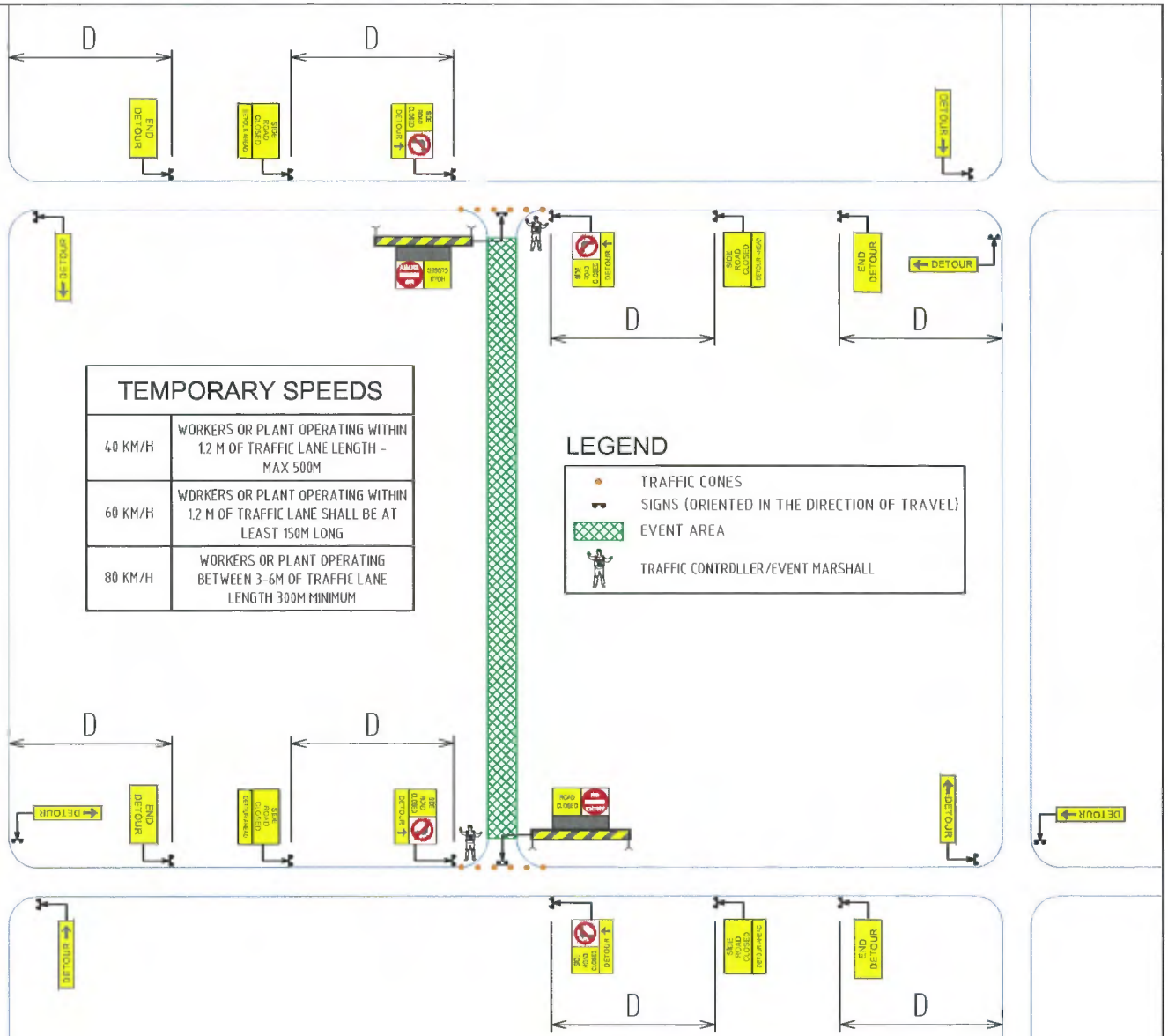
G9. TGS TO BE READ IN CONJUNCTION WITH AS1742.3 AND MRWA E.O.P SEPTEMBER 2018

TEMPORARY SPEEDS

40 KM/H	WORKERS OR PLANT OPERATING WITHIN 1.2 M OF TRAFFIC LANE LENGTH - MAX 500M
60 KM/H	WORKERS OR PLANT OPERATING WITHIN 1.2 M OF TRAFFIC LANE SHALL BE AT LEAST 150M LONG
80 KM/H	WORKERS OR PLANT OPERATING BETWEEN 3-6M OF TRAFFIC LANE LENGTH 300M MINIMUM

LEGEND

- TRAFFIC CONES
- SIGNS (ORIENTED IN THE DIRECTION OF TRAVEL)
- EVENT AREA
- TRAFFIC CONTRDLLER/EVENT MARSHALL



ISSUE	DESG	APP'D	DATE	AMENDMENT DESCRIPTION
A	LL	TK	16/08/19	ISSUE FOR COMMENT

DATE: DD/MM/YY
MODEL: C. REYES
FILE:

CLIENT: CITY OF SOUTH PERTH

City of South Perth

- This Plan was developed to allow for the safe movement of vehicular and pedestrian traffic around the worksite, the protection of workers from passing traffic, the provision for access to properties located within the limits of the worksite, the implementation, maintenance and removal of any necessary temporary roadways and detours, the provision of traffic controllers, the installation of temporary signs, temporary road delineation, and any other safety measures or controls such as safety barriers when required.
- Altus Traffic does not accept responsibility for compliance of this plan when implemented or monitored by external parties. On request Altus Traffic will provide people, materials, resources and systems to properly perform the services related to the implementation of the traffic management plan.
- This plan is not to scale and is a representation only after a Job Safety Analysis is completed on site changes may be made by accredited persons. All amendments will be outlined and recorded in a worksite diary / SWMS form.

I hereby endorse that this Traffic Management Plan conforms to AS 1742.3-Traffic Control Devices For Works on Roads, The Road Traffic Code 2015, and Traffic Management For Works On Roads - Code of Practice.

Signed: Accreditation: AWTM 17-1573-01

SCALE: NOT TO SCALE

DESIGNED: L. LAMBRUCCHI DATE: 16/08/19

APPROVED: T. KAVANAGH

DRAWING NUMBER: 19D8-ALT2192-COSP-03-M

SHEET NO: 3 of 3 ISSUE: A

PROJECT: GENERAL ROAD CLOSURE LAYOUT BLOCK WITH DETOUR

TITLE: ALTUS TRAFFIC GENERIC TRAFFIC GUIDANCE SCHEME

STATUS: ISSUE FOR APPROVAL

ALTUS TRAFFIC
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