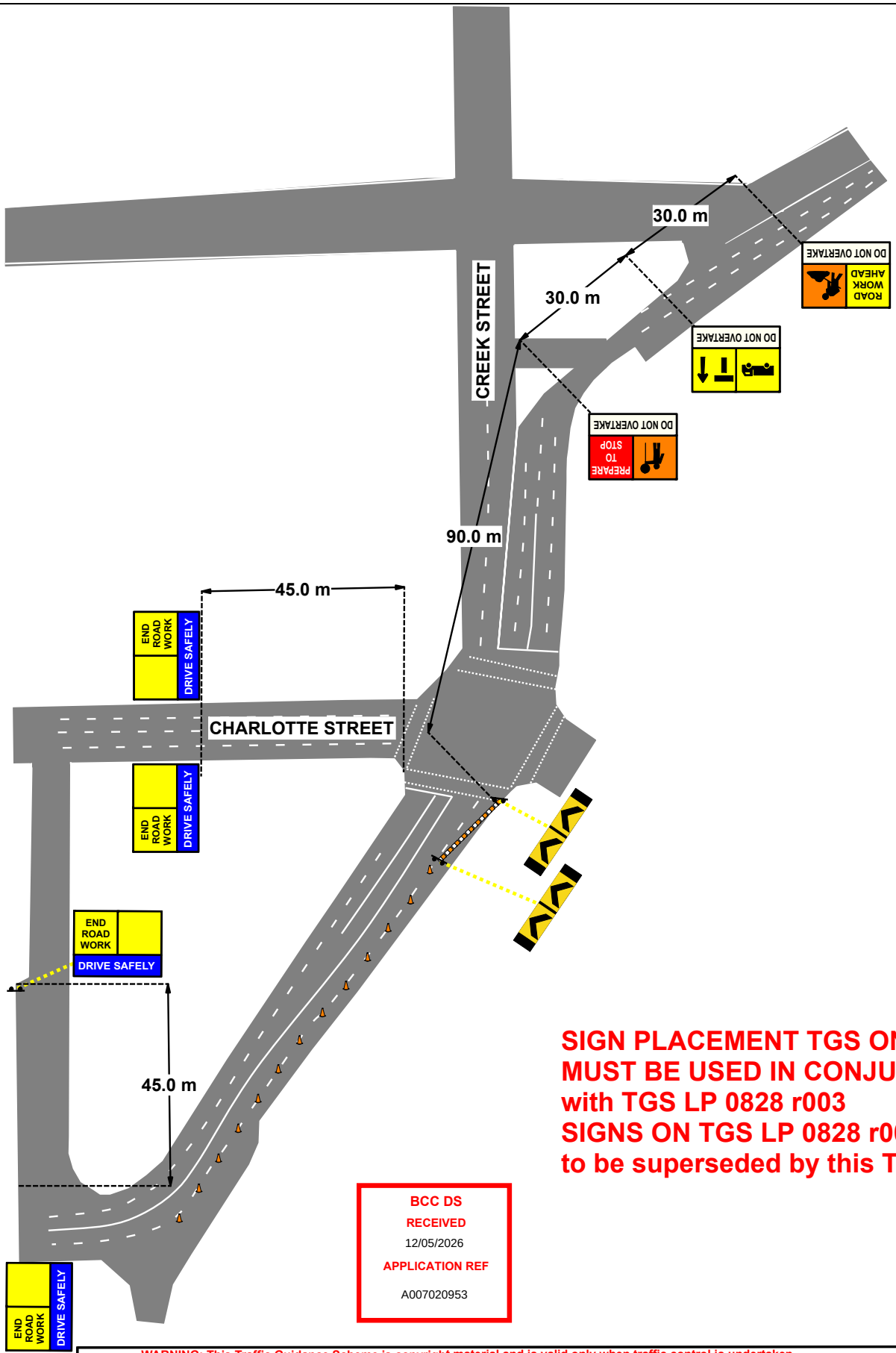

SIGN PLACEMENT TGS ONLY.....
MUST BE USED IN CONJUNCTION with TGS LP 0828 r003
SIGNS ON TGS LP 0828 r003 are to be superseded by this TGS signs.

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A007020953

LINDORES PERSONNEL
T: 07 3868 3525
F: 07 3268 3166
A: 34 Nudgee Road, Hamilton. Qld 4007

Client:	John Holland	Term of Works:	Long Term
Name:	Dan Baldwin	Travelled Path:	Past
	Senior Project Engineer	Available Width:	Fixed to Road Width
Activity:	Stage 1	Control Type:	SIGNS PLACEMENT
Street:	Eagle Street		
Cross Street 1:	Creek Street		
Cross Street 2:	Felix Street		
Suburb:	Brisbane CBD	TC Numbers:	As required
Posted Speed:	40 Kph	Date Drawn:	24 /01/2023

NOTE TO SWEPT PATH:
Path is indicative only of predicted movement if required an RPEQ assessment can be completed to verify plant and machinery action.

Drawn By: Rene Certeza
TMD OP0404
Sign:

NOTE: This Traffic Guidance Scheme is not to scale.

TGS Number:
LP 0828 r003-b

N

LINDORES PERSONNEL
T: 07 3868 3525
F: 07 3268 3166
A: 34 Nudgee Road, Hamilton. Qld 4007

Client:	John Holland	Term of Works:	Long Term
Name:	Michelle Zuvich	Travelled Path:	Past
	Senior Project Engineer	Available Width:	Fixed to Road Width
Activity:	Hold and Release	Control Type:	Hold and Release Signs Traffic Controllers
Street:	Eagle Street		
Cross Street 1:	Creek Street		
Cross Street 2:	Felix Street		
Suburb:	Brisbane CBD	TC Numbers:	As required
Posted Speed:	40 Kph	Date Drawn:	20 June 2023

NOTE TO SWEPT PATH:
Path is indicative only of predicted movement if required an RPEQ assessment can be completed to verify plant and machinery action.

Drawn By: Rene Certeza
TMD OP0404
Sign:

NOTE: This Traffic Guidance Scheme is not to scale.

TGS Number:
LP 1221

N

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FORLIFT MUST BE QLD ROAD REGISTERED. FORKLIFT WILL CROSS THE ROAD PER THE SIGNALS.

EAGLE STREET

MARKET STREET

MARY STREET

ROAD WORK AHEAD

45.0 m

END ROAD WORK
DRIVE SAFELY

REDUCE SPEED

15.0 m

PREPARE TO STOP

30.0 m

15.0 m

50.0 m

DO NOT OVERTAKE
PREPARE TO STOP

15.0 m

REDUCE SPEED

15.0 m

ROAD WORK AHEAD
REDUCE SPEED

50.0 m

45.0 m

ROAD WORK AHEAD

TC will hold traffic to allow for forklift to enter the travel path. Once forklift is inside the turning lane, TC will release traffic.

SITE SHEDS

Legend

Cone

Manifest

44 x Cone
9 x ImRIGHTARROW
3 x Sign
2 x ImLEFTRIGHTARROW
2 x ImSTRAIGHTARROW
2 x ImSTRAIGHTRIGHT
1 x ImLEFTSTRAIGHT
1 x Traffic Light

TGS Specific Risk Assessment. LP 1221

Risk Classification Tables

QUALITATIVE MEASURES OF CONSEQUENCE OR IMPACT

Level	Consequence	Description
1	Insignificant	Mid-block hourly traffic flow per lane is equal to or less than the allowable lane capacity No impact to the performance of the network. Affected intersection leg operates at a Level of Service (LoS) of A or B. No property damage.
2	Minor	Mid-block hourly traffic flow per lane is greater than the allowable road capacity and less than 110% of the allowable road capacity. Minor impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of C. Minor property damage.
3	Moderate	Midblock hourly traffic flow per lane is equal to and greater than 110% and less than 135% of allowable road capacity. Moderate impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of D. Moderate property damage.
4	Major	Midblock hourly traffic flow per lane is equal to and greater than 135% and less then170% of allowable road capacity. Major impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of E. Major property damage.
5	Catastrophic	Midblock hourly traffic flow per lane is equal to and greater than 170% of allowable road capacity. Unacceptable impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of F. Total property damage.

OSH QUALITATIVE MEASURES OF CONSEQUENCE OR IMPACT

Level	Consequence	Description
1	Insignificant	No treatment required
2	Minor	First aid treatment required.
3	Moderate	Medical treatment required or Lost Time Injury
4	Major	Single fatality or major injuries or severe permanent disablement
5	Catastrophic	Multiple fatalities.

QUALITATIVE MEASURES OF LIKELIHOOD

Level	Likelihood	Description
A	Almost certain	The event or hazard: is expected to occur in most circumstances, will probably occur with a frequency in excess of 10 times per year.
B	Likely	The event or hazard: Will probably occur in most circumstances, will probably occur with a frequency of between 1 and 10 times per year.
C	Possible	The event or hazard: might occur at some time, will probably occur with a frequency of 0.1 to 1 times per year (i.e. once in 1 to 10 years).
D	Unlikely	The event or hazard: could occur at some time, will probably occur with a frequency of 0.02 to 0.1 times per year (i.e. once in 10 to 50 years).
E	Rare	The event or hazard: may occur only in exceptional circumstances, will probably occur with a frequency of less than 0.02 times per year (i.e. less than once in 50 years).

IMPORTANT NOTE: The likelihood of an event or hazard occurring shall first be assessed over the duration of the activity (i.e. "period of exposure"). For risk assessment purposes the assessed likelihood shall then be proportioned for a "period of exposure" of one year.

Example: An activity has a duration of 6 weeks (i.e. "period of exposure" = 6 weeks). The event or hazard being considered is assessed as likely to occur once every 20 times the activity occurs (i.e. likelihood or frequency = 1 event/20 times activity occurs = 0.05 times per activity). Assessed annual likelihood or frequency = 0.05 times per activity x 52 weeks/6 weeks = 0.4 times per year. Assessed likelihood = Possible.

QUALITATIVE RISK ANALYSIS MATRIX – RISK RATING

	Consequence				
Likelihood	Insignificant (1)	Minor (2)	Moderate (3)	Major (4)	Catastrophic (5)
Almost certain (A)	Low 5	High 10	High 15	Very High 20	Very High 25
Likely (B)	Low 4	Medium 8	High 12	Very High 16	Very High 20
Possible (C)	Low 3	Low 6	Medium 9	High 12	High 15
Unlikely (D)	Low 2	Low 4	Low 6	Medium 8	High 10
Rare (E)	Low 1	Low 2	Low 3	Low 4	Medium 7

MANAGEMENT APPROACH FOR RESIDUAL RISK RATING

Residual Risk Rating	**Required Treatment**
Very High	Unacceptable risk. **HOLD POINT**. Work cannot proceed until risk has been reduced.
High	High priority, OSH MR and TMD must review the risk assessment and approve the treatment and endorse the TGS prior to its implementation.
Medium	Medium Risk, standard traffic control and work practices subject to review by accredited TMD personnel prior to implementation.
Low	Managed in accordance with the approved management procedures and traffic control practices.

Risk Register

Generic Risk Register

Item	Risk Event	Consequence	Pre – treatment Risk			Treatment	Residual Risk		
			L	C	RR		L	C	RR
	Workers may be hit by drivers during set-up of the signs and devices	Causing injury to worker	C	3	M9	Use vehicles with 2 beacons to ensure drivers are aware of the activity & take care	C	2	L6
	Drivers may enter the worksite at a higher speed than is safe putting workers at risk	Causing injury to worker	C	4	H12	Speed reduction signs installed, Flashing caution on arrow board. TC MUST face traffic at all times and have an escape route.	D	2	L4
	Traffic Controllers may become fatigued putting traffic and workers at risk due to lack of attention	Causing injury to worker	D	3	L6	Ensure Traffic Controllers are given 15 minute break every two hours	D	1	L2
	Traffic may not see the Taper on higher speed roads with high traffic volumes (metro) regardless of the speed of the road	Causing injury to Driver	C	2	L6	Use 700mm cones and a Flashing Arrow Board on high volume roads with a High traffic volume	D	2	L4
	Drivers may not see speed signs if on one side of the road only and may not reduce speed putting workers at risk	Causing injury to worker	D	2	L4	Place any speed sign used to change the speed of a road on both sides of the road Code of Practice for Works On Road	D	1	L2
	Reversing Plant contact with vehicles while reversing out	Causing Injury to Persons involved	A	2	H12	TC to ensure PTCD is charged and Tested before actual live control of PTCD on traffic.	C	2	L2

Item	Risk Event	Consequence	Pre – treatment Risk			Treatment	Residual Risk		
			L	C	RR		L	C	RR
	Nose to tail contact due to wrong signs installed	Cause driver driver injury	C	3	M9	Ensure signs and placement as per AGTTM/QGTTM/MUTCD	C	2	L6
	TGS not suitable or not compliant	Injury to Drivers Pedestrian TC Damage to property	B	3	H12	Inspect site, design controls based on site inspection and compliance requirements.	C	2	L6
	TC not seen by drivers	Cause injury to worker	B	3	H12	Ensure TC trained to MUST face traffic at all time. Have an escape route. Never stand on the active lane when stopping or holding traffic. Have 1 TC per travel path	D	1	L2
	TC stopping 2 travel paths	Cause injury to worker	B	2	M8	TC must only stop 1 lane of traffic. TCs must have eye contact. Must communicate before closing lanes. Must NOT face away from traffic. Must have an escape route	E	1	L1
	High speed "60" kph Nose to tail	Damage to property, injury to Worker or drivers	D	4	M8	Install end of Queue signage. Monitor end of Queue	D	3	L6
	Pedestrian hit my Vehicles	Injury to pedestrians	C	4	H12	Pedestrian Detour and direction signs. TC to spot Pedestrians	E	2	L2

Specific Risk Register

Item	Risk Event	Consequence	Pre – treatment Risk			Treatment	Residual Risk		
			L	C	RR		L	C	RR
	Car park egress vehicles may impact with vehicle on the traveling path.	Damage to property Minor first aid.	C	2	L6	TC to control vehicles on the travel path .	D	1	L1
	Lighting Tower Contact with Power lines	Electrocution	D	3	L6	Install lighting tower 6 meters away from power lines.	E	1	L2
	Pedestrian/Cyclist Contact with vehicles within the Safety buffer while trying to cross the road	Injury to Pedestrians or Cyclist	E	3	L3	Traffic Controller to assist Pedestrian by either stopping traffic or stopping pedestrians.	E	1	L1

Item	Risk Event	Consequence	Pre – treatment Risk			Treatment	Residual Risk		
			L	C	RR		L	C	RR

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Nose to tail contact due to wrong signs installed

Cause driver driver injury

Ensure signs and placement as per AGTTM/QGTTM/MUTCD

C

Table 5.3 Spacing of traffic cones, bollards and post-mounted delineators

Purpose and usage	Speed (km/h)	Recommended maximum spacing (m)	Legend
For traffic cones and bollards**			
Carparks, shoulder and verges for required sight distance to traffic control devices	All speeds	2	2
All purposes	≤55	4	4
	56 - 75	12	12
	≥76	18	18
Protecting freshly painted lines	56 - 75	24	24
	≥76	60	60
Centreline on approach to a traffic controller position	All speeds	4	4
Crossover for contraflow (e.g. through the median)	All speeds	2	2
Taper at traffic control station	All speeds	4	4
For post-mounted delineators			
All purposes	≤75	24	24
	≥76	60	60

***Consider whether cyclists are using the road shoulder or bike lane and whether an appropriate alternative facility be provided before installing traffic cones or bollards in the area. Where possible, place bollards to maintain a safe cycling facility.*

Table 2.5 Minimum lane width

Criteria	Lane width (m)	Legend
General Lane widths		
≤ 60 km/h	3	3
> 60 km/h	3.5	3.5
Curve with radius 100 – 250 m	Curve widening 0.5 per lane	TBA
Curve with radius < 100 m	Consider swept path of long vehicles (e.g. buses, trams)	TBA
Approach lane is < 3 m wide	Equal to approach lane	2
Two-way residential street	5.5 (sum both ways)	5.5
Shuttle flow with active control	3.5	3.5
Shuttle flow operation		
Shuttle flow on residential streets	Maximum 3.5	3.5

Table 4.5 & 5.2 Edge clearance

Speed (km/h)	Distance (m)	Legend
For traffic cones, bollards, longitudinal channelising barricades or any other delineation device		
≤ 65	0.3*	3
> 66	0.5	5
For post-mounted reflectors, temporary hazard markers		
All speeds	1	1
For kerbed edges of traffic lanes		
All speeds	0.3 - 0.5 (behind the face of kerb)	8
For delineation adjacent to excavations see Table 6.1		
For plastic mesh fencing (e.g. temporary pedestrian pathways) see Section 7. signs and devices in the TMP		
* Use this distance when delineating the path. If devices are being used to reduce speeds, as with traffic cones, the offset distance can be reduced to 0 m		

Table 5.7: Recommended taper length

Speed (km/h)	Recommended taper length (m)		
	Traffic control taper	Lateral shift	Merge taper
≤45	15	5	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
≥106*	N/A	110	180

*Taper lengths are based on a:

>3.5 m width of the lane to be closed
>lateral shift taper length equal to 1.0 m/s lateral shift
>merge taper length equal to 0.6 m/s lateral shift
>median speed for each range. For example, speed range 76 - 85 has a median speed of 80 km/h

Table 5.5: Length of temporary speed zone

Temporary speed limit (km/h)	Length of zone (m)	Conditions
≤ 40	100 - 200	>high level of hazard for workers on foot
40	100 (minimum) - 500 maximum)	>workers on foot within 1.2 m of traffic with no physical barrier >structural danger to bridges
60	150 (minimum)	>workers on foot or small plant within 3 m of traffic with no physical barrier (i.e. road safety barrier) >on approach to the traffic controller or PTCD >reduced visibility (e.g. dust or smoke) >reduced standard alignment >degraded pavement surface >newly laid bituminous seal
80	500 (minimum)	>Workers on foot or plant within 3 - 6 m of traffic with no physical barrier >disturbance to alignment or pavement surface
80 (buffer)	300 (minimum)	>for advance warning of a 40 or 60 km/h when speed is 100 km/h or more

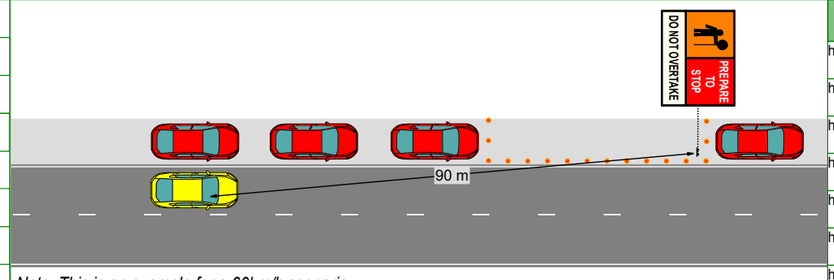
Table 2.3: Recommended sight distances to a traffic control device

Speed (km/h)	Distance (m)
40	50
50	70
60	90
70 and over	Two times the speed (km/h)

Recommended sight distances measured to a traffic control device from the driver of an approaching vehicle, in relation to speed is shown in Table 2.3.

In addition to the consideration for sight distance for vehicles, sight distance shall be also be considered to access points in or out of the worksite to pedestrian or cyclist paths to prevent a conflict.

Figure 2.3: Appropriate sight distance to a traffic control device



Note: This is an example for a 60km/h scenario

Table 6.1: Delineation adjacent to excavations

Speed (kmh)	Traffic volume (vpd)*	Clearance to excavation (m)	Protection required		
			Depth of excavation (mm)		
			50 to 250	251 to 500	>500
≤ 65	Any	<2.5	As per table 5.3	4 m maximum	TRSB
		2.5 - 5	As per table 5.3	As per table 5.3	4 m maximum
		>5	As per table 5.3	As per table 5.3	As per table 5.3
> 70	≤ 1500	<5	As per table 5.3	4 m maximum	TRSB
		>5	As per table 5.3	As per table 5.3	As per table 5.3
	> 1500	<6	As per table 5.3	4 m maximum	TRSB
		>6	As per table 5.3	As per table 5.3	As per table 5.3

**For multilane roads use volume in one direction. For two-lane, two-way roads use the sum of both directions. Any variations to these recommendations in this table need to be supported by a risk assessment.*

Table 2.2 : Sign Spacing

Speed (km/h)	Distance (m)
≤ 55	15
56 - 65	45
> 66	Equal to the speed (km/h)

Signs shall be positioned a distance equal to that shown in Table 2.2 from the worksite or hazard (e.g. taper). Space successive signs (after primary sign) the same distance as shown in Table 2.2 unless stated otherwise. If there is only a single advance warning sign on the approach, the sign shall be positioned at double the spacing show in Table 2.2 from the worksite or hazard.

Table 3.2, 4.5, 5.9 : Placement of termination signs

Speed (km/h)	Distance (m)
<55	15
56 - 65	45
> 66	Equal to the speed (km/h)

Table 2.3: Prepare to STOP/Traffic Controller (symbolic) sign position from end of traffic queue

Speed (km/h)	Distance (m)
≤40	50
46 - 55	70
56 - 65	90
>66	Two times the speed (km/h)

Recommended sight distances measured to a traffic control device from the driver of an approaching vehicle, in relation to speed is shown in Table 2.3.

In addition to the consideration for sight distance for vehicles, sight distance shall be also be considered to access points in or out of the worksite to pedestrian or cyclist paths to prevent a conflict.

Links to recourses

https://austroads.com.au/network-operations/temporary-traffic-management/guide

https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Manual-of-uniform-traffic-control-devices

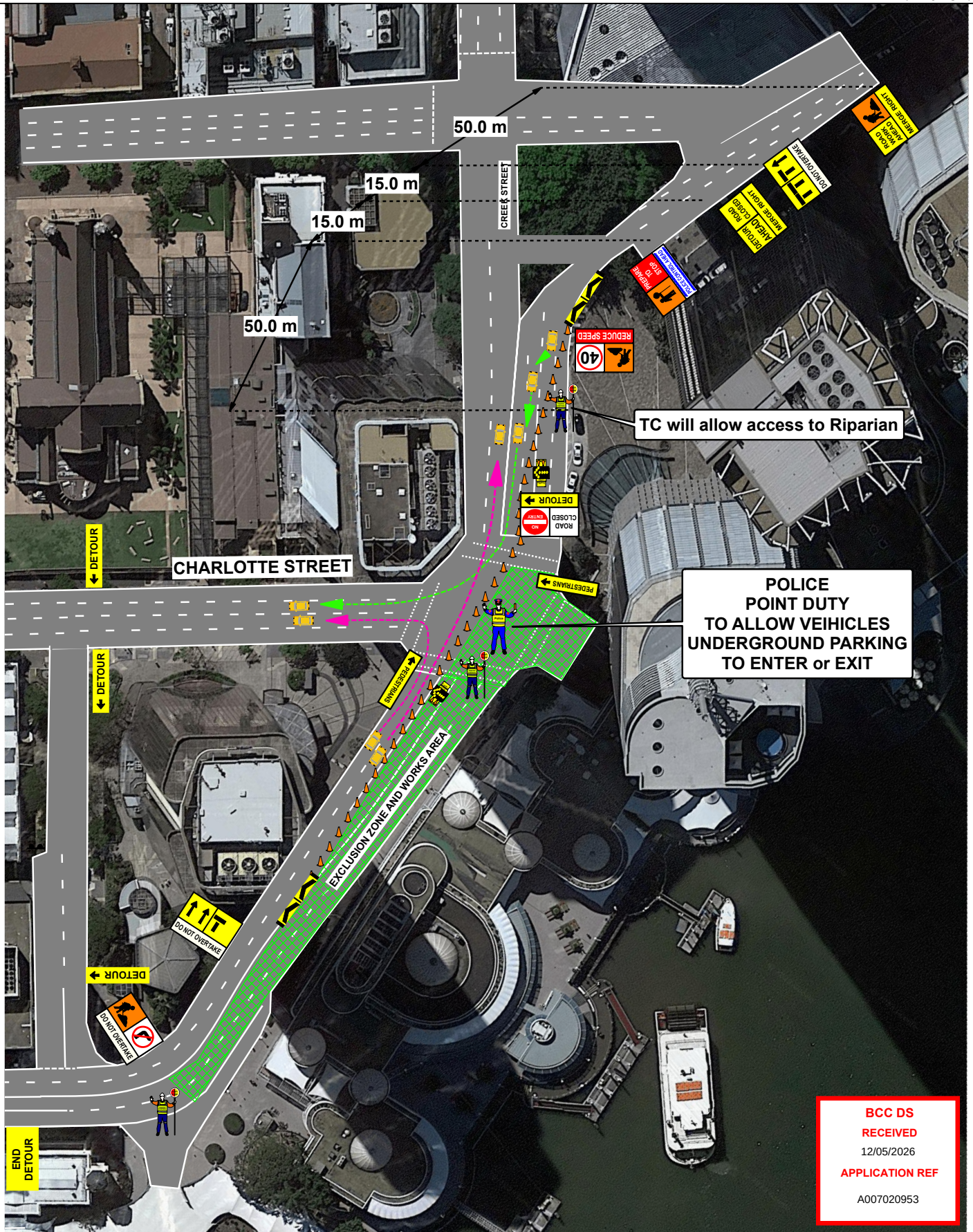
https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Temporary-Traffic-Management

https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Queensland-Guide-to-Temporary-Traffic-Management

https://www.tmr.qld.gov.au/-/media/busind/techstdpubs/Specifications-and-drawings/Specifications/1-Overarching-Specifications/MRTS02.pdf?la=en

https://www.standards.org.au/standards-catalogue/sa-snz/transportandlogistic/ms-012/as--1742-dot-3-colon-2019

https://www.worksafe.qld.gov.au/__data/assets/pdf_file/0018/22158/traffic-management-construction-cop-2008.pdf



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APPLICATION REF
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LINDORES PERSONNEL
T: 07 3868 3525
F: 07 3268 3166
A: 34 Nudgee Road, Hamilton. Qld 4007

Client:	John Holland	Term of Works:	SHORT TERM
Name:	Michell Zuvich	Travelled Path:	Around
	Senior Project Engineer	Available Width:	Fixed to Road Width
Activity:	LANE CLOSURE	Control Type:	SIGNS PLACEMENT TC CONTROL POLICE CONTROL
Street:	Eagle Street		
Cross Street 1:	Creek Street		
Cross Street 2:	Felix Street		
Suburb:	Brisbane CBD	TC Numbers:	As required
Posted Speed:	40 Kph	Date Drawn:	24 /05/2023

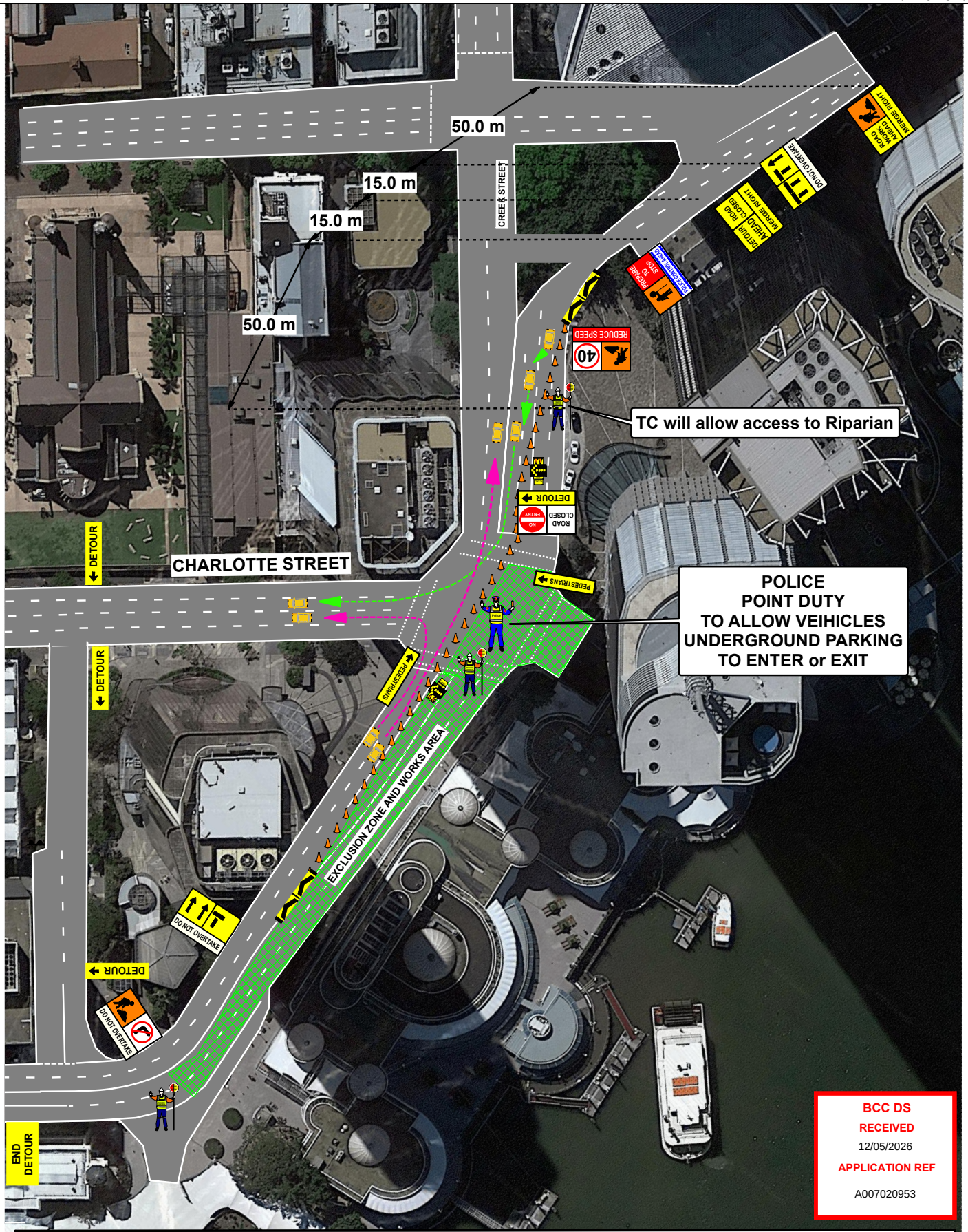
NOTE TO SWEPT PATH:
Path is indicative only of predicted movement if required an RPEQ assessment can be completed to verify plant and machinery action.

Drawn By: Rene Certeza
TMD OP0404
Sign: Rene Certeza

NOTE: This Traffic Guidance Scheme is not to scale.

TGS Number:
LP 1243

N



WARNING: This Traffic Guidance Scheme is copyright material and is valid only when traffic control is undertaken

LINDORES PERSONNEL

T: 07 3868 3525
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A: 34 Nudgee Road, Hamilton. Qld 4007

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TGS Specific Risk Assessment. LP 1221

Risk Classification Tables

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QUALITATIVE RISK ANALYSIS MATRIX – RISK RATING

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	Drivers may enter the worksite at a higher speed than is safe putting workers at risk	Causing injury to worker	C	4	H12	Speed reduction signs installed, Flashing caution on arrow board. TC MUST face traffic at all times and have an escape route.	D	2	L4
	Traffic Controllers may become fatigued putting traffic and workers at risk due to lack of attention	Causing injury to worker	D	3	L6	Ensure Traffic Controllers are given 15 minute break every two hours	D	1	L2
	Traffic may not see the Taper on higher speed roads with high traffic volumes (metro) regardless of the speed of the road	Causing injury to Driver	C	2	L6	Use 700mm cones and a Flashing Arrow Board on high volume roads with a High traffic volume	D	2	L4
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	Reversing Plant contact with vehicles while reversing out	Causing Injury to Persons involved	A	2	H12	TC to ensure PTCD is charged and Tested before actual live control of PTCD on traffic.	C	2	L2

Item	Risk Event	Consequence	Pre – treatment Risk			Treatment	Residual Risk		
			L	C	RR		L	C	RR
	Nose to tail contact due to wrong signs installed	Cause driver driver injury	C	3	M9	Ensure signs and placement as per AGTTM/QGTTM/MUTCD	C	2	L6
	TGS not suitable or not compliant	Injury to Drivers Pedestrian TC Damage to property	B	3	H12	Inspect site, design controls based on site inspection and compliance requirements.	C	2	L6
	TC not seen by drivers	Cause injury to worker	B	3	H12	Ensure TC trained to MUST face traffic at all time. Have an escape route. Never stand on the active lane when stopping or holding traffic. Have 1 TC per travel path	D	1	L2
	TC stopping 2 travel paths	Cause injury to worker	B	2	M8	TC must only stop 1 lane of traffic. TCs must have eye contact. Must communicate before closing lanes. Must NOT face away from traffic. Must have an escape route	E	1	L1
	High speed "60" kph Nose to tail	Damage to property, injury to Worker or drivers	D	4	M8	Install end of Queue signage. Monitor end of Queue	D	3	L6
	Pedestrian hit my Vehicles	Injury to pedestrians	C	4	H12	Pedestrian Detour and direction signs. TC to spot Pedestrians	E	2	L2

Specific Risk Register

Item	Risk Event	Consequence	Pre – treatment Risk			Treatment	Residual Risk		
			L	C	RR		L	C	RR
	Car park egress vehicles may impact with vehicle on the traveling path.	Damage to property Minor first aid.	C	2	L6	TC to control vehicles on the travel path .	D	1	L1
	Lighting Tower Contact with Power lines	Electrocution	D	3	L6	Install lighting tower 6 meters away from power lines.	E	1	L2
	Pedestrian/Cyclist Contact with vehicles within the Safety buffer while trying to cross the road	Injury to Pedestrians or Cyclist	E	3	L3	Traffic Controller to assist Pedestrian by either stopping traffic or stopping pedestrians.	E	1	L1

Item	Risk Event	Consequence	Pre – treatment Risk			Treatment	Residual Risk		
			L	C	RR		L	C	RR

C

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Nose to tail contact due to wrong signs installed

Cause driver driver injury

Ensure signs and placement as per AGTTM/QGTTM/MUTCD

C

Table 5.3 Spacing of traffic cones, bollards and post-mounted delineators

Purpose and usage	Speed (km/h)	Recommended maximum spacing (m)	Legend
For traffic cones and bollards**			
Carparks, shoulder and verges for required sight distance to traffic control devices	All speeds	2	2
All purposes	≤55	4	4
	56 - 75	12	12
	≥76	18	18
Protecting freshly painted lines	56 - 75	24	24
	≥76	60	60
Centreline on approach to a traffic controller position	All speeds	4	4
Crossover for contraflow (e.g. through the median)	All speeds	2	2
Taper at traffic control station	All speeds	4	4
For post-mounted delineators			
All purposes	≤75	24	24
	≥76	60	60

***Consider whether cyclists are using the road shoulder or bike lane and whether an appropriate alternative facility be provided before installing traffic cones or bollards in the area. Where possible, place bollards to maintain a safe cycling facility.*

Table 2.5 Minimum lane width

Criteria	Lane width (m)	Legend
General Lane widths		
≤ 60 km/h	3	3
> 60 km/h	3.5	3.5
Curve with radius 100 – 250 m	Curve widening 0.5 per lane	TBA
Curve with radius < 100 m	Consider swept path of long vehicles (e.g. buses, trams)	TBA
Approach lane is < 3 m wide	Equal to approach lane	2
Two-way residential street	5.5 (sum both ways)	5.5
Shuttle flow with active control	3.5	3.5
Shuttle flow operation		
Shuttle flow on residential streets	Maximum 3.5	3.5

Table 4.5 & 5.2 Edge clearance

Speed (km/h)	Distance (m)	Legend
For traffic cones, bollards, longitudinal channelising barricades or any other delineation device		
≤ 65	0.3*	3
> 66	0.5	5
For post-mounted reflectors, temporary hazard markers		
All speeds	1	1
For kerbed edges of traffic lanes		
All speeds	0.3 - 0.5 (behind the face of kerb)	8
For delineation adjacent to excavations see Table 6.1		
For plastic mesh fencing (e.g. temporary pedestrian pathways) see Section 7. signs and devices in the TMP		
* Use this distance when delineating the path. If devices are being used to reduce speeds, as with traffic cones, the offset distance can be reduced to 0 m		

Table 5.7: Recommended taper length

Speed (km/h)	Recommended taper length (m)		
	Traffic control taper	Lateral shift	Merge taper
≤45	15	5	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
≥106*	N/A	110	180

*Taper lengths are based on a:

>3.5 m width of the lane to be closed
>lateral shift taper length equal to 1.0 m/s lateral shift
>merge taper length equal to 0.6 m/s lateral shift
>median speed for each range. For example, speed range 76 - 85 has a median speed of 80 km/h

Table 5.5: Length of temporary speed zone

Temporary speed limit (km/h)	Length of zone (m)	Conditions
≤ 40	100 - 200	>high level of hazard for workers on foot
40	100 (minimum) - 500 maximum)	>workers on foot within 1.2 m of traffic with no physical barrier >structural danger to bridges
60	150 (minimum)	>workers on foot or small plant within 3 m of traffic with no physical barrier (i.e. road safety barrier) >on approach to the traffic controller or PTCD >reduced visibility (e.g. dust or smoke) >reduced standard alignment >degraded pavement surface >newly laid bituminous seal
80	500 (minimum)	>Workers on foot or plant within 3 - 6 m of traffic with no physical barrier >disturbance to alignment or pavement surface
80 (buffer)	300 (minimum)	>for advance warning of a 40 or 60 km/h when speed is 100 km/h or more

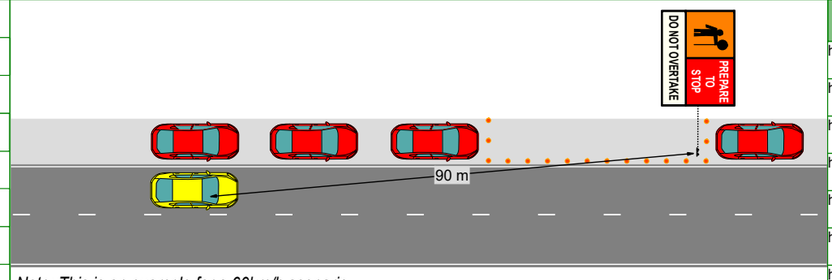
Table 2.3: Recommended sight distances to a traffic control device

Speed (km/h)	Distance (m)
40	50
50	70
60	90
70 and over	Two times the speed (km/h)

Recommended sight distances measured to a traffic control device from the driver of an approaching vehicle, in relation to speed is shown in Table 2.3.

In addition to the consideration for sight distance for vehicles, sight distance shall be also be considered to access points in or out of the worksite to pedestrian or cyclist paths to prevent a conflict.

Figure 2.3: Appropriate sight distance to a traffic control device



Note: This is an example for a 60km/h scenario

Table 6.1: Delineation adjacent to excavations

Speed (kmh)	Traffic volume (vpd)*	Clearance to excavation (m)	Protection required		
			Depth of excavation (mm)		
			50 to 250	251 to 500	>500
≤ 65	Any	<2.5	As per table 5.3	4 m maximum	TRSB
		2.5 - 5	As per table 5.3	As per table 5.3	4 m maximum
		>5	As per table 5.3	As per table 5.3	As per table 5.3
> 70	≤ 1500	<5	As per table 5.3	4 m maximum	TRSB
		>5	As per table 5.3	As per table 5.3	As per table 5.3
	> 1500	<6	As per table 5.3	4 m maximum	TRSB
		>6	As per table 5.3	As per table 5.3	As per table 5.3

**For multilane roads use volume in one direction. For two-lane, two-way roads use the sum of both directions. Any variations to these recommendations in this table need to be supported by a risk assessment.*

Table 2.2 : Sign Spacing

Speed (km/h)	Distance (m)
≤ 55	15
56 - 65	45
> 66	Equal to the speed (km/h)

Signs shall be positioned a distance equal to that shown in Table 2.2 from the worksite or hazard (e.g. taper). Space successive signs (after primary sign) the same distance as shown in Table 2.2 unless stated otherwise. If there is only a single advance warning sign on the approach, the sign shall be positioned at double the spacing show in Table 2.2 from the worksite or hazard.

Table 3.2, 4.5, 5.9 : Placement of termination signs

Speed (km/h)	Distance (m)
<55	15
56 - 65	45
> 66	Equal to the speed (km/h)

Table 2.3: Prepare to STOP/Traffic Controller (symbolic) sign position from end of traffic queue

Speed (km/h)	Distance (m)
≤40	50
46 - 55	70
56 - 65	90
>66	Two times the speed (km/h)

Recommended sight distances measured to a traffic control device from the driver of an approaching vehicle, in relation to speed is shown in Table 2.3.

In addition to the consideration for sight distance for vehicles, sight distance shall be also be considered to access points in or out of the worksite to pedestrian or cyclist paths to prevent a conflict.

Links to recourses

https://austroads.com.au/network-operations/temporary-traffic-management/guide

https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Manual-of-uniform-traffic-control-devices

https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Temporary-Traffic-Management

https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Queensland-Guide-to-Temporary-Traffic-Management

https://www.tmr.qld.gov.au/-/media/busind/techstdpubs/Specifications-and-drawings/Specifications/1-Overarching-Specifications/MRTS02.pdf?la=en

https://www.standards.org.au/standards-catalogue/sa-snz/transportandlogistic/ms-012/as--1742-dot-3-colon-2019

https://www.worksafe.qld.gov.au/__data/assets/pdf_file/0018/22158/traffic-management-construction-cop-2008.pdf

WARNING: This Traffic Guidance Scheme is copyright material and is valid only when traffic control is undertaken

LINDORES PERSONNEL
T: 07 3868 3525
F: 07 3268 3166
A: 34 Nudgee Road, Hamilton. Qld 4007

Client:	John Holland	Term of Works:	Long Term
Name:	Dale Waters	Travelled Path:	Past
	Senior Project Engineer	Available Width:	Fixed to Road Width
Activity:	South Bound Lane Closure	Control Type:	Police
Street:	Eagle Street		TC Ute and Police Car
Cross Street 1:	Creek Street		Lane Closure
Cross Street 2:	Felix Street		Traffic Controllers
Suburb:	Brisbane CBD	TC Numbers:	As required
Posted Speed:	40 Kph	Date Drawn:	13 May 2024

NOTE TO SWEPT PATH:
Path is indicative only of predicted movement if required an RPEQ assessment can be completed to verify plant and machinery action.

Drawn By: Rene Certeza
TMD OP0404
Sign: Rene Certeza

TGS Number: LP 1605

N

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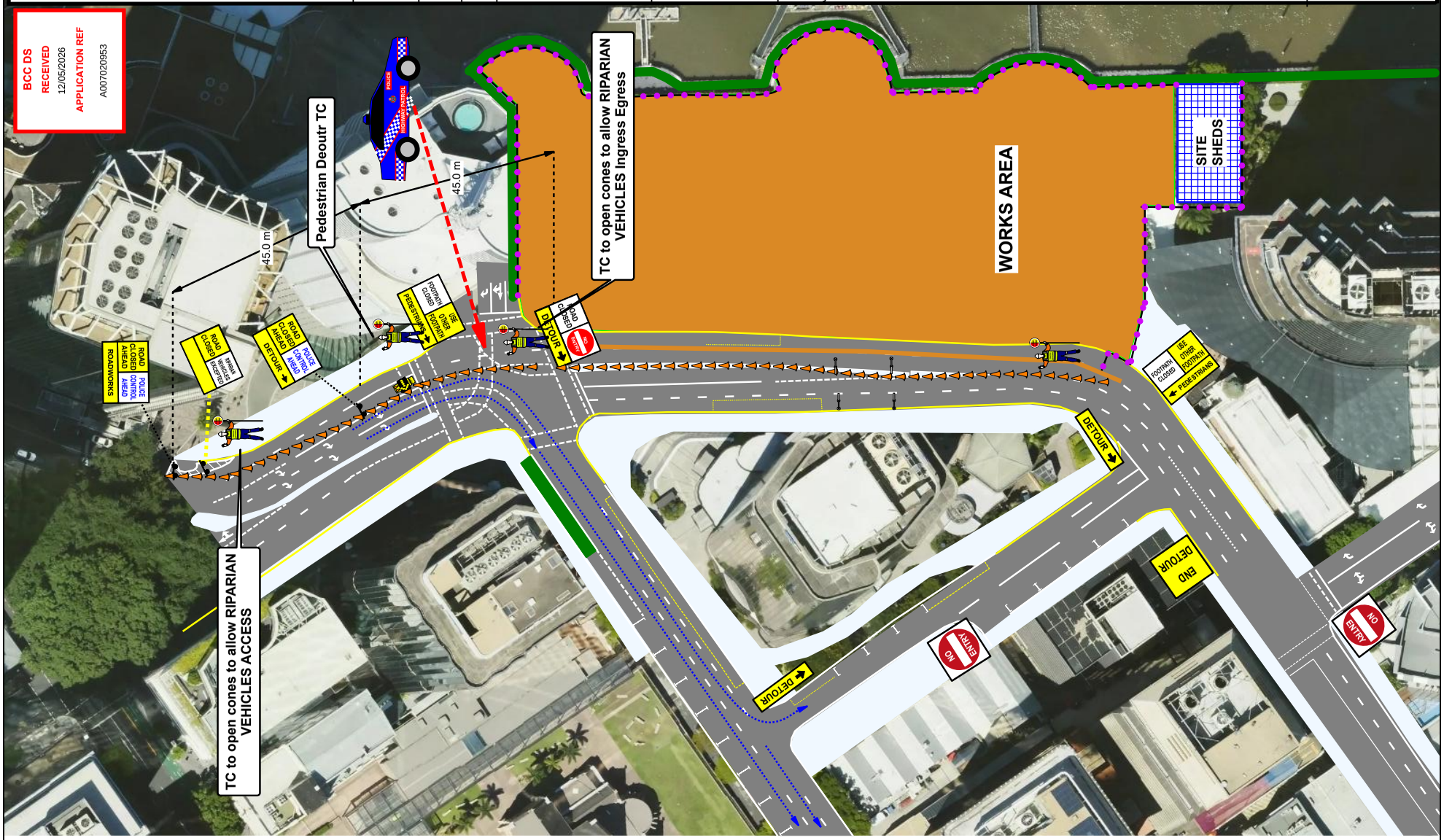

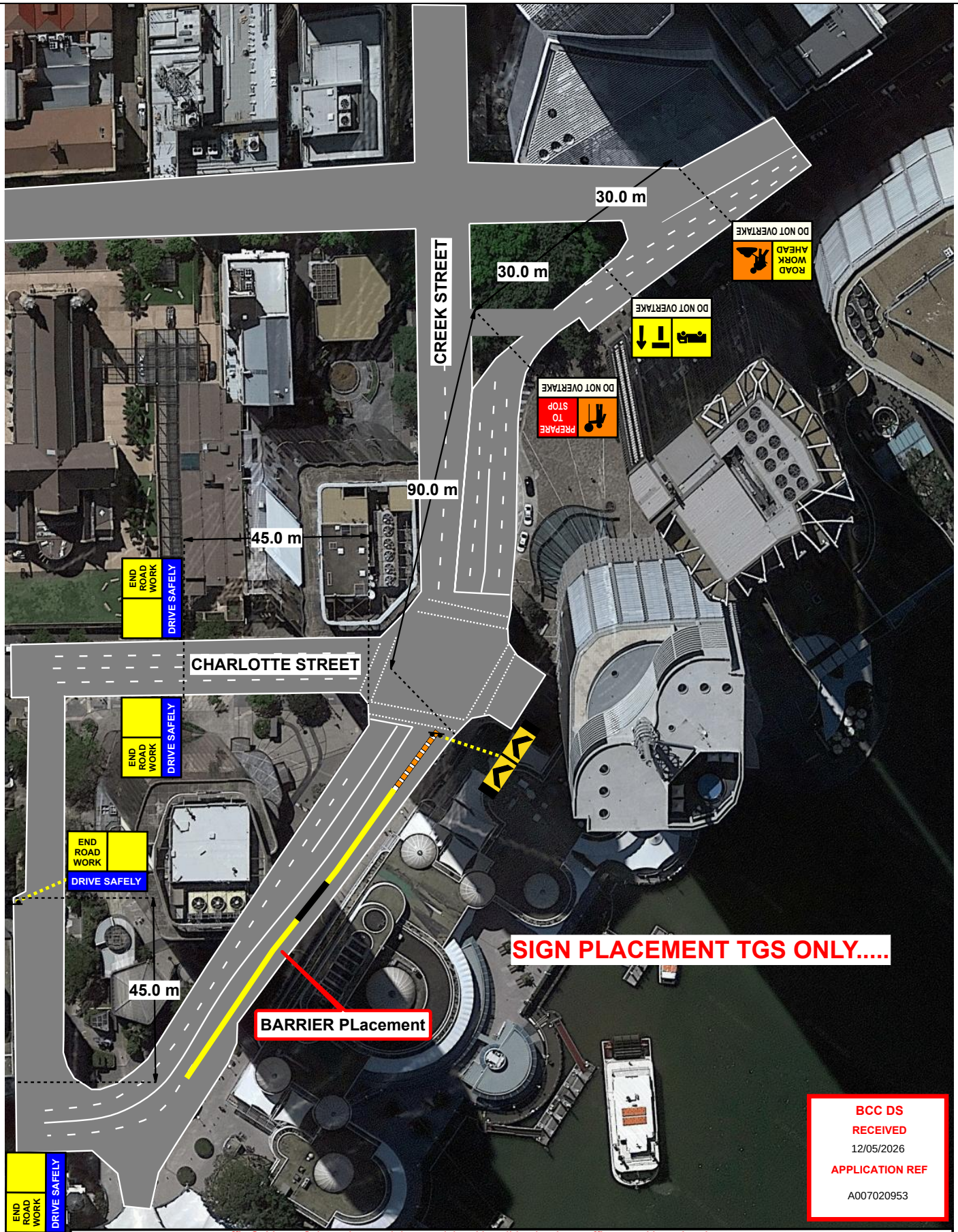

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LINDORES PERSONNEL
T: 07 3868 3525
F: 07 3268 3166
A: 34 Nudgee Road, Hamilton. Qld 4007

Client:	John Holland	Term of Works:	Long Term
Name:	Michael Low	Travelled Path:	Past
		Available Width:	Fixed to Road Width
Activity:	Stage 1	Control Type:	SIGNS PLACEMENT
Street:	Eagle Street		
Cross Street 1:	Creek Street		
Cross Street 2:	Felix Street		
Suburb:	Brisbane CBD	TC Numbers:	As required
Posted Speed:	40 Kph	Date Drawn:	19 February 2025

NOTE TO SWEPT PATH:
Path is indicative only of predicted movement if required an RPEQ assessment can be completed to verify plant and machinery action.

Drawn By: Rene Certeza
TMD OP0404
Sign:

NOTE: This Traffic Guidance Scheme is not to scale.

TGS Number:
LP 0828 r003-c

N

Certificate of Registration

Traffic Management Registration Scheme

This is to certify that

Lindores Personnel No 1 Pty Ltd

ABN: 46 140 837 976

is registered with the

Department of Transport and Main Roads

Registration Number: 0236

Issue Date: 30 November 2023
Expiry Date: 30 November 2025

Glenn Blumke

.....

Traffic Management Registration Scheme
Engineering & Technology

WARNING: This Traffic Guidance Scheme is copyright material and is valid only when traffic control is undertaken by Lindores Personnel TGS Number: LP 2074

LINDORES PERSONNEL
T: 07 3868 3525
F: 07 3268 3166
A: 6 Deshon Street Woolloongabba, QLD

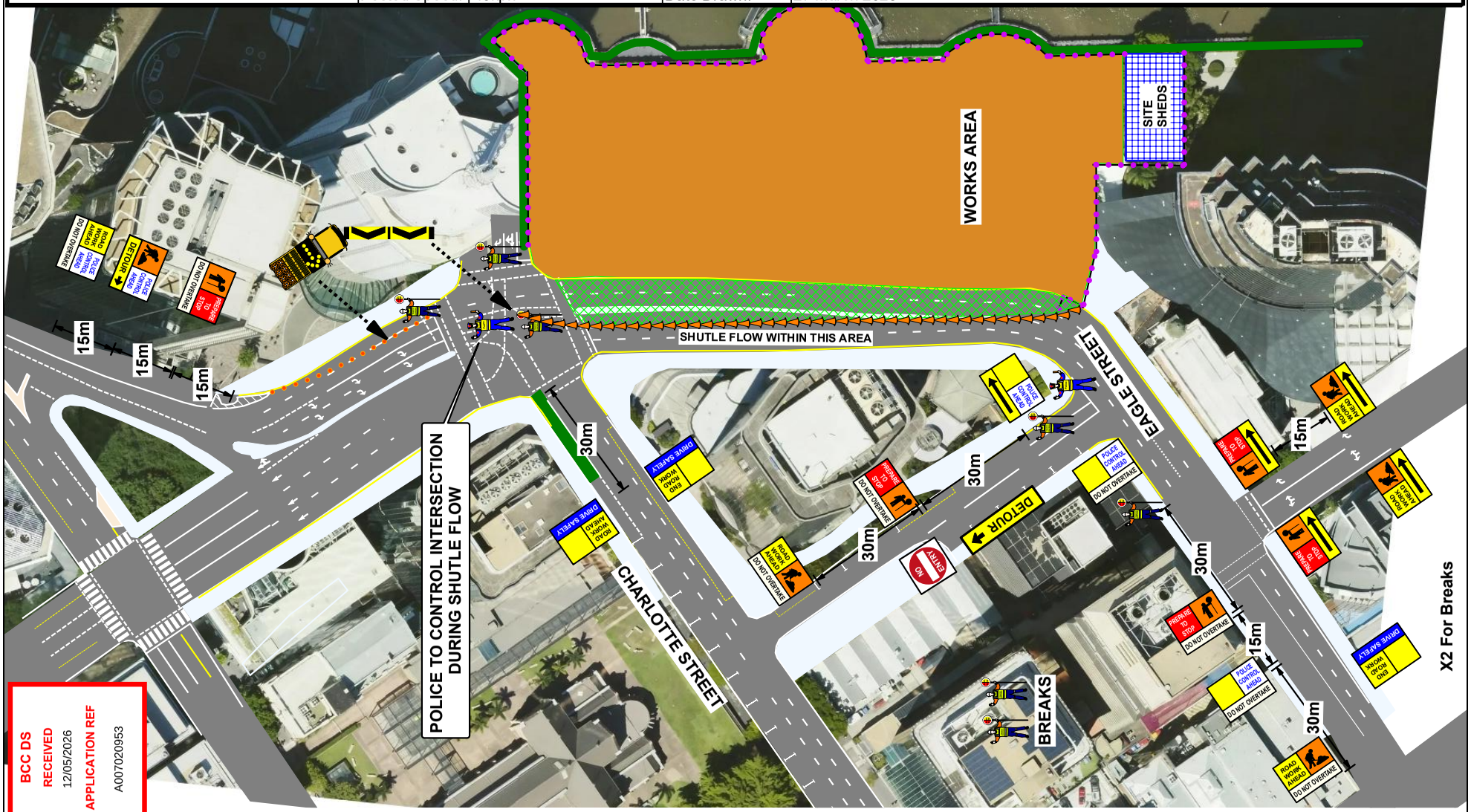
Client:	JOHN HOLLAND	Term of Works:	SHORT / LONG TERM
Name:	MICHAEL LOW	Travelled Path:	PAST
	PROJECT MANAGER	Available Width:	SHUTLE FLOW
Activity:	ROAD CLOSURE	Control Type:	POLICE
Street:	EAGLE STREET		TC AND UTES
Cross Street 1:	CREEK STREET		LANE CLOSURE
Cross Street 2:	ELIZABETH STREET		CONES and SIGNS
Suburb:	BRISBANE	TC Numbers:	Including Breaks
Posted Speed:	40kph	Date Drawn:	27 March 2025

NOTE TO SWEPT PATH:
Path is unverified and is only an indication of predicted movement if required an RPEQ assessment can be completed to verify plant and machinery action.

Drawn By: Rene Certeza
TMD OP0404

Rene Certeza

NOTE: This Traffic Guidance Scheme is not to scale.



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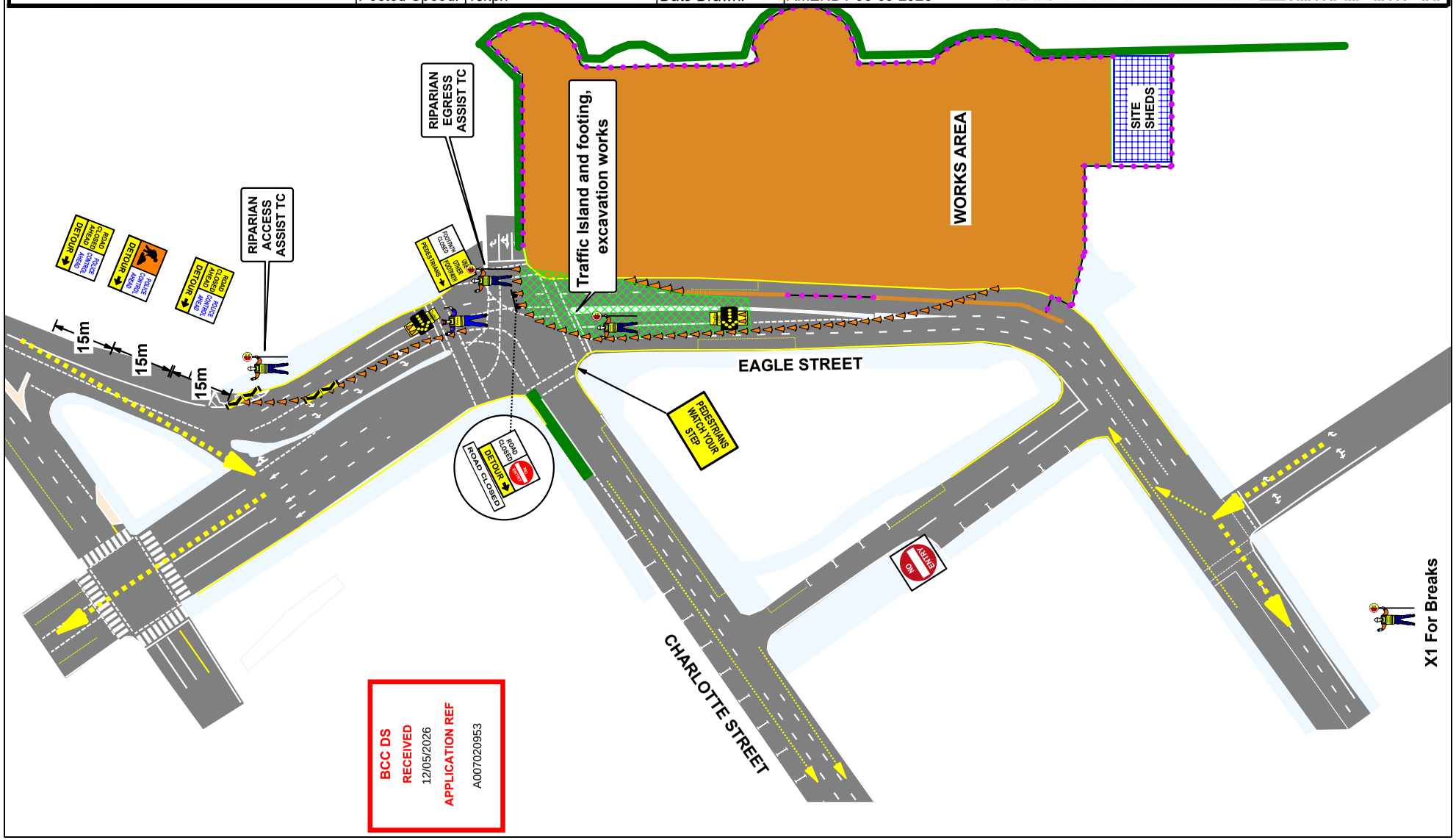
LINDORES PERSONNEL
T: 07 3868 3525
F: 07 3268 3166
A: 6 Deshon Street Woolloongabba, QLD

Client:	JOHN HOLLAND	Term of Works:	SHORT / LONG TERM
Name:	MICHAEL LOW	Travelled Path:	AROUNDS
	PROJECT MANAGER	Available Width:	SINGLE LANE
Activity:	ROAD CLOSURE	Control Type:	POLICE AT LIGHTS
Street:	EAGLE STREET		TC AND UTES
Cross Street 1:	CREEK STREET		LANE CLOSURE
Cross Street 2:	ELIZABETH STREET		CONES and SIGNS
Suburb:	BRISBANE	TC Numbers:	7 Including Breaks
Posted Speed:	40kph	Date Drawn:	AMENDT 03 09 2025

NOTE TO SWEPT PATH:
Path is unverified and is only an indication of predicted movement if required an RPEQ assessment can be completed to verify plant and machinery action.

Drawn By: Rene Certeza
TMD OP0404

NOTE: This Traffic Guidance Scheme is not to scale.



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LINDORES PERSONNEL
T: 07 3868 3525
F: 07 3268 3166
A: 6 Deshon Street Woolloongabba, QLD

Client:	JOHN HOLLAND	Term of Works:	SHORT / LONG TERM
Name:	MICHAEL LOW	Travelled Path:	AROUNDS
	PROJECT MANAGER	Available Width:	SINGLE LANE
Activity:	ROAD CLOSURE	Control Type:	POLICE AT LIGHTS
Street:	EAGLE STREET		TC AND UTES
Cross Street 1:	CREEK STREET		LANE CLOSURE
Cross Street 2:	ELIZABETH STREET		CONES and SIGNS
Suburb:	BRISBANE	TC Numbers:	7 Including Breaks
Posted Speed:	40kph	Date Drawn:	AMENDT 03 09 2025

NOTE TO SWEPT PATH:
Path is unverified and is only an indication of predicted movement if required an RPEQ assessment can be completed to verify plant and machinery action.

Drawn By: Rene Certeza
TMD OP0404

NOTE: This Traffic Guidance Scheme is not to scale.

TGS Number: LP 2074

LINDORES PERSONNEL

T: 07 3868 3525
F: 07 3268 3166
A: 6 Deshon Street Woolloongabba, QLD

Client:	JOHN HOLLAND	Term of Works:	SHORT / LONG TERM
Name:	MICHAEL LOW	Travelled Path:	PAST
	PROJECT MANAGER	Available Width:	LANE CLOSURE
Activity:	ROAD CLOSURE	Control Type:	POLICE
Street:	EAGLE STREET		TC AND UTES
Cross Street 1:	CREEK STREET		LANE CLOSURE
Cross Street 2:	ELIZABETH STREET		CONES and SIGNS
Suburb:	BRISBANE	TC Numbers:	4
Posted Speed:	40kph	Date Drawn:	18 August 2025

NOTE TO SWEPT PATH:
Path is unverified and is only an indication of predicted movement (if required an RPEQ assessment can be completed to verify plant and machinery action

Drawn By: Rene Carteza
TMD OP/404

NOTE: This Traffic Guidance Scheme is not to scale.

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NOTE:
SIGNS FOR THIS TGS PER LP 0828 r003-b

THIS TGS MUST BE USED IN CONJUNCTION TO TGS LP 0828 r003-b

LINDORES PERSONNEL
T: 07 3868 3525
F: 07 3268 3166
A: 34 Nudgee Road, Hamilton. Qld 4007

Client:	John Holland	Term of Works:	Short Term
Name:	Michelle Zuvich	Travelled Path:	Past
	Senior Project Engineer	Available Width:	Fixed to Road Width
Activity:	Ramp S1	Control Type:	Ingress Egress
Street:	RAMP		
Cross Street 1:	Creek Street		
Cross Street 2:	Felix Street		
Suburb:	Brisbane CBD	TC Numbers:	As required
Posted Speed:	40 Kph	Date Drawn:	12/09/2025

NOTE TO SWEPT PATH:
Path is indicative only of predicted movement if required an RPEQ assessment can be completed to verify plant and machinery action.

Drawn By: Neil Gaze
TMD OP977
Sign:

NOTE: This Traffic Guidance Scheme is not to scale.

TGS Number:
LP 2161 R001

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Notes:

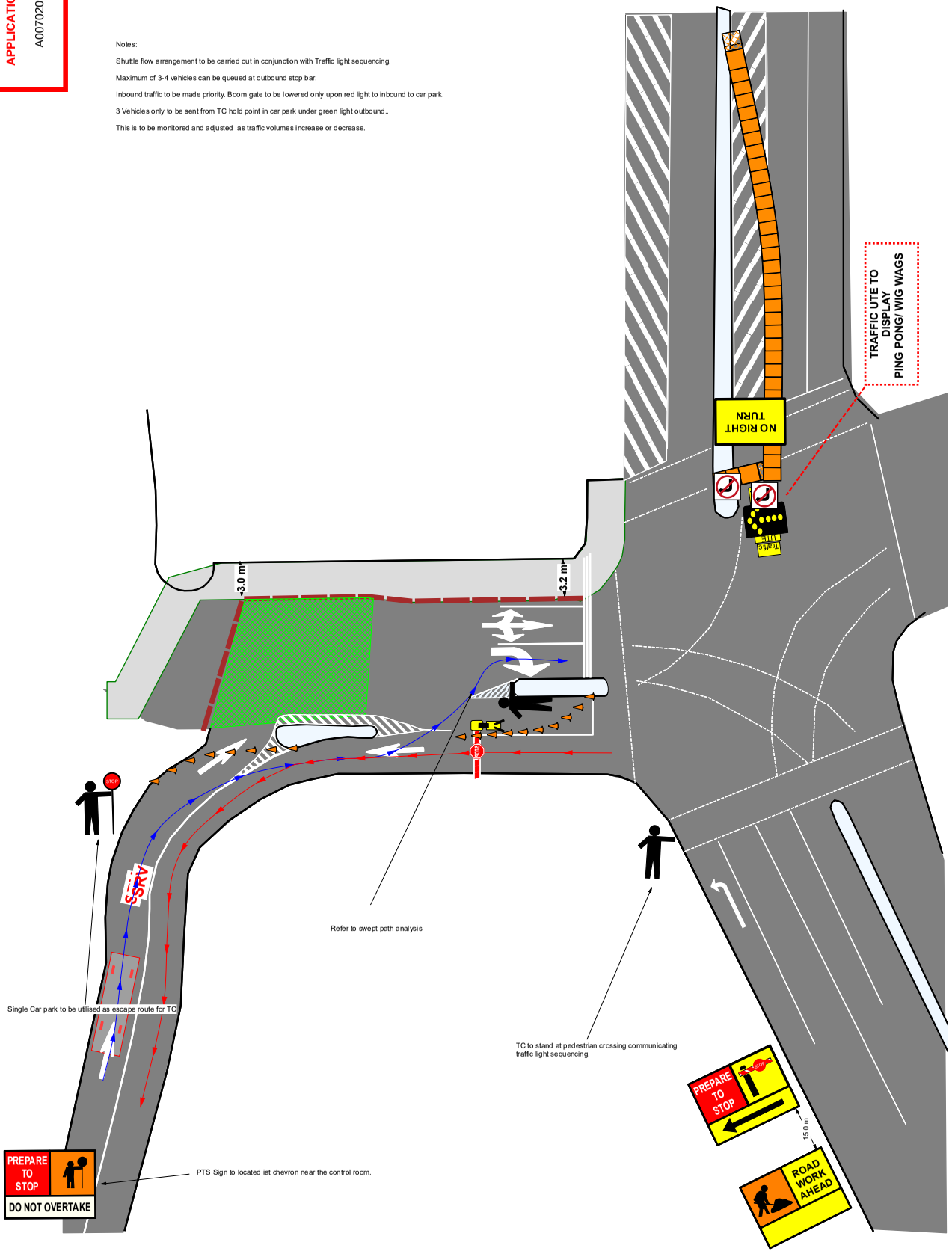
Shuttle flow arrangement to be carried out in conjunction with Traffic light sequencing.

Maximum of 3-4 vehicles can be queued at outbound stop bar.

Inbound traffic to be made priority. Boom gate to be lowered only upon red light to inbound to car park.

3 Vehicles only to be sent from TC hold point in car park under green light outbound..

This is to be monitored and adjusted as traffic volumes increase or decrease.



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LINDORES PERSONNEL
T: 07 3868 3525
F: 07 3268 3166
A: 34 Nudgee Road, Hamilton. Qld 4007

Client:	John Holland	Term of Works:	Long Term
Name:	Dale	Travelled Path:	Past
	Senior Project Engineer	Available Width:	Fixed to Road Width
Activity:	Hold and Release	Control Type:	
Street:	Eagle Street		Hold and Release
Cross Street 1:	Creek Street		Signs
Cross Street 2:	Felix Street		Traffic Controllers
Suburb:	Brisbane CBD	TC Numbers:	As required
Posted Speed:	40 Kph	Date Drawn:	26 November 2025

NOTE TO SWEPT PATH:
Path is indicative only of predicted movement if required an RPEQ assessment can be completed to verify plant and machinery action.

Drawn By: Rene Certeza
TMD OP0404
Sign: Rene Certeza

NOTE: This Traffic Guidance Scheme is not to scale.

TGS Number:
LP 1221 r001
ADDITIONAL TO ALLOW FOR HOLD AND RELEASE HEADING NORTH.

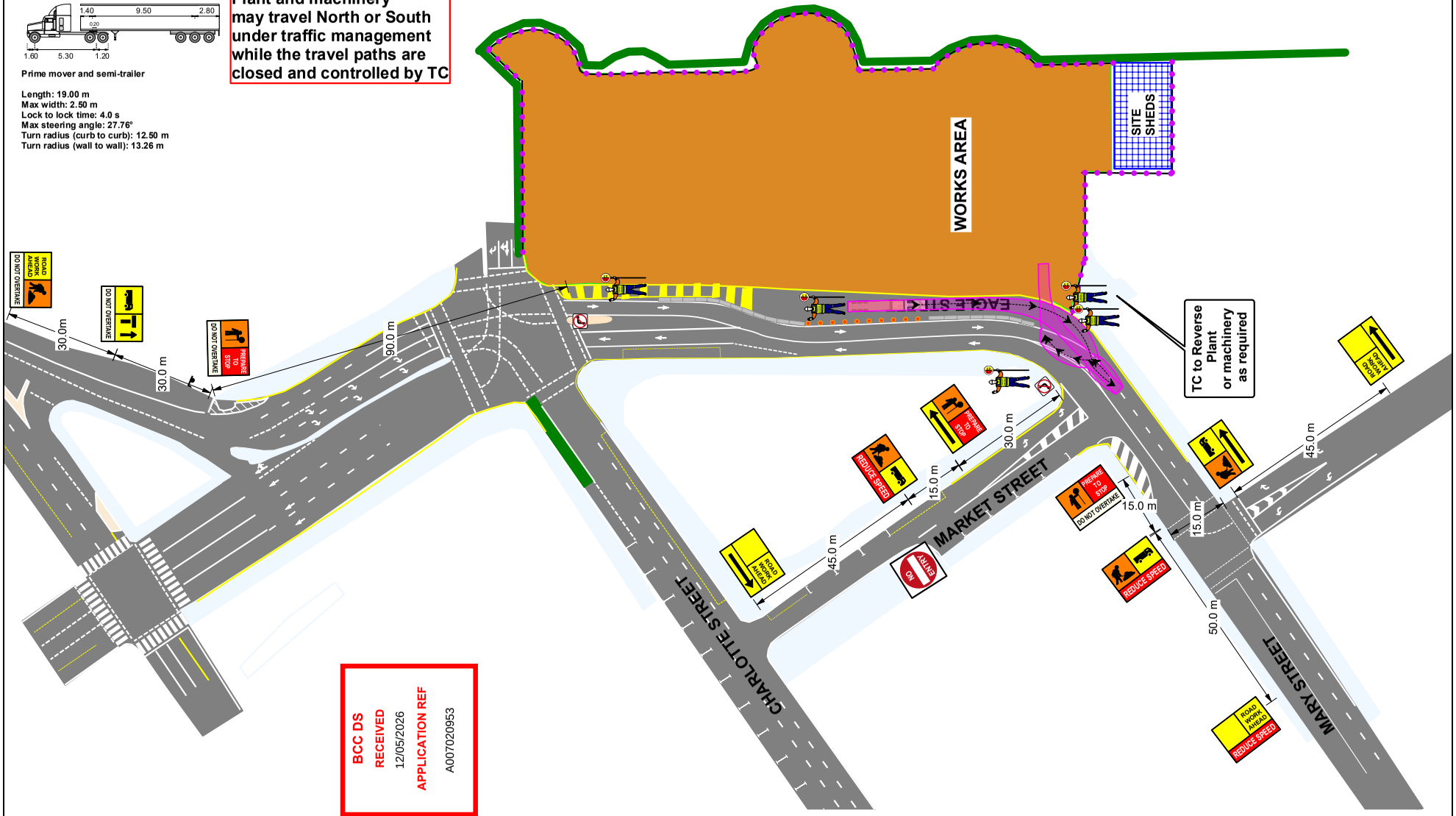
NORTH

Vehicle dimensions

Prime mover and semi-trailer

Length: 19.00 m
Max width: 2.50 m
Lock to lock time: 4.0 s
Max steering angle: 27.76°
Turn radius (curb to curb): 12.50 m
Turn radius (wall to wall): 13.26 m

Plant and machinery may travel North or South under traffic management while the travel paths are closed and controlled by TC



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