## PREFACE

These traffic guidance schemes (TGSs) have been prepared to provide guidance for personnel engaged in common MRWA minor improvement and general maintenance road work activities. They are applicable to road works which are carried out during daylight hours, located on Highways and Main Roads. There are a number of work types and locations where these TGSs may not be appropriate. The intent is not to replace all road specific TGSs or the need for traffic management plans (TMPs). The purpose of the generic TGSs are to ensure consistent application of traffic management across the state.

Two TGSs have been prepared for each work type, one using Australian Standards 1742.3 stand-alone signs and one using Multi-Message Signs (MMS) allowable under Main Roads WA Code of Practice for Works on Roads (WACoP). For particular work types there is a requirement to refer to AS1742.3 and / or WACoP, which is indicated on the relevant TGSs.

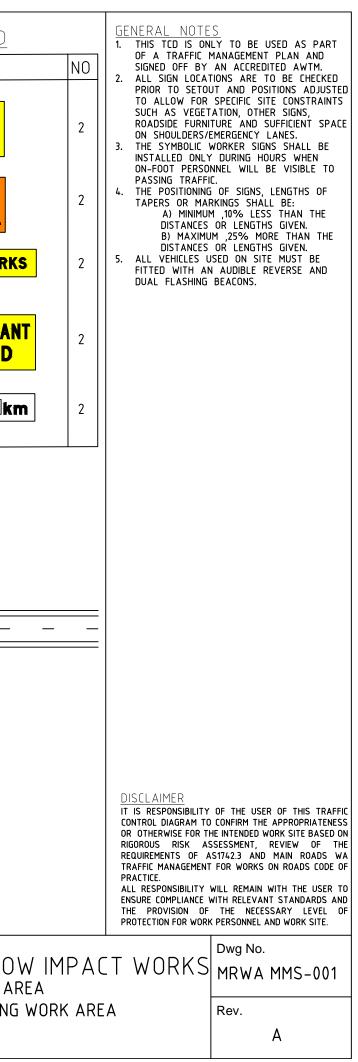
It is vital a risk assessment be made of the proposed adoption of these treatments taking particular account of factors such as road environment, traffic volume and speed, road geometry and width, and the general behaviour of road users.

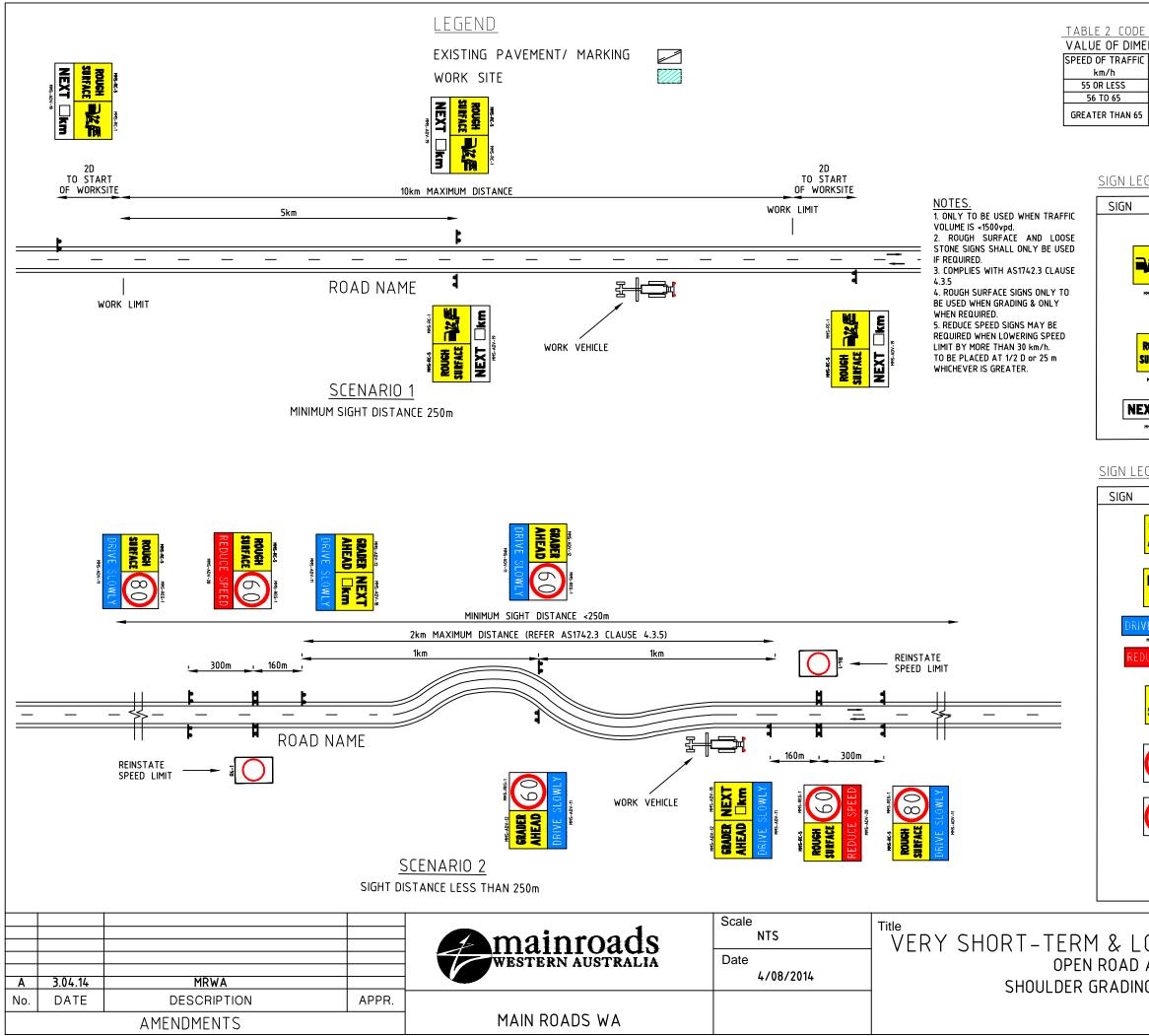
MMS have some advantages over stand-alone signs due to the signs being easier to lift and quicker to deploy. Prior to considering implementation of MMS **a site specific risk assessment** which considers variables affecting their performance such as work types, duration of works, sight distances, wind, road worker exposure, traffic volumes, traffic speeds and vehicles types needs to be undertaken.

Road asset owners need to make sure that their minor improvement and maintenance TMPs and TGSs are aligned to these generic diagrams for the work scenarios that have been covered.

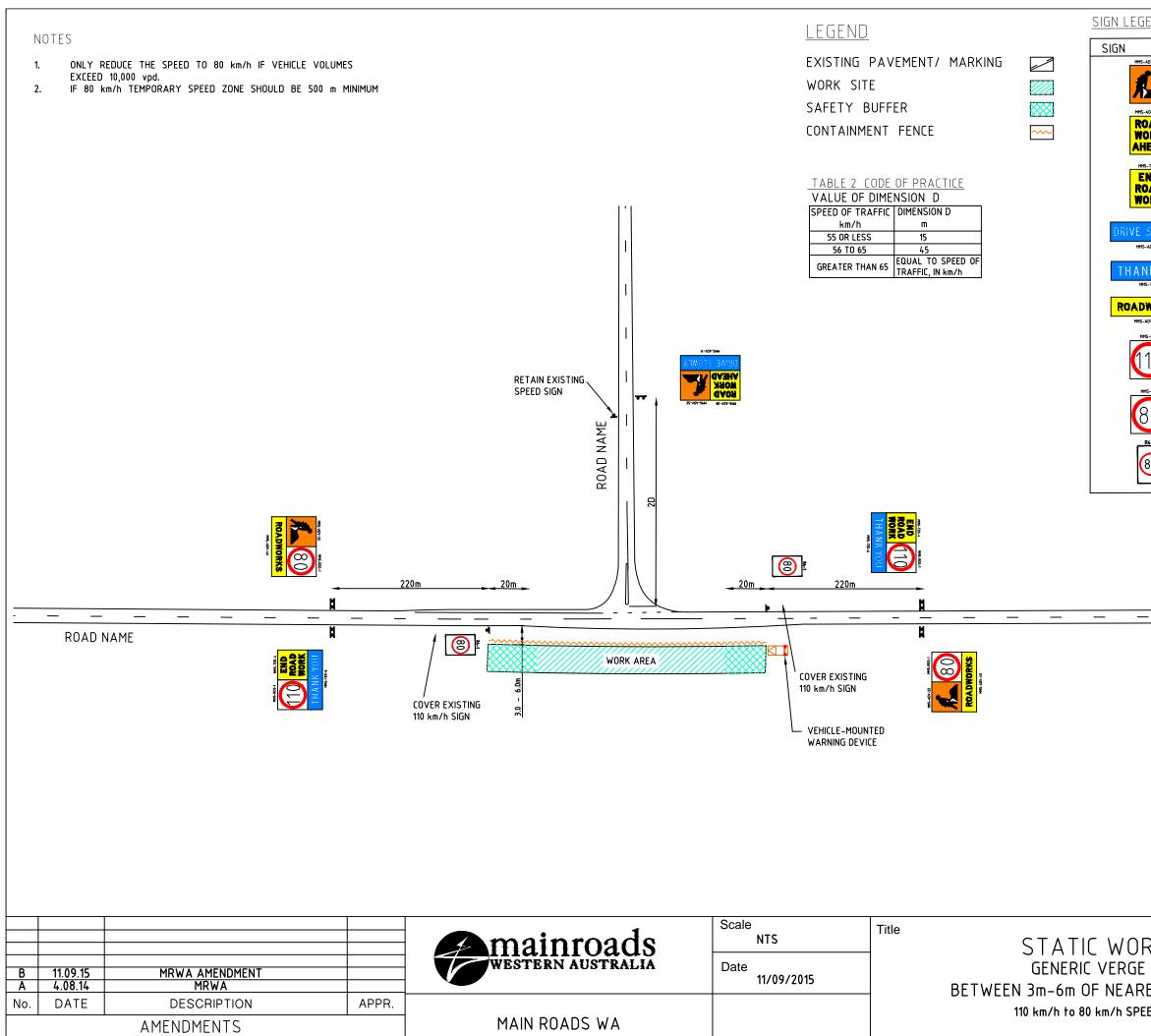
TGS No	Issue Date	Description
001	6/08/2014	Very short term and low impact works: Open road area - frequently changing work area
002	6/08/2014	Very short term and low impact works: Open road area - shoulder grading and mowing
003	6/08/2014	Static worksite: Generic verge works between 3 m to 6m of nearest traffic (110 km/h to 80 km/h)
004	6/08/2014	Static worksite: Generic verge works between 1.2 m to 3 m of nearest traffic (110 km/h to 60 km/h)
005	6/08/2014	Static worksite: Generic verge works between 1.2 m to 3 m of nearest traffic (80 km/h to 60 km/h)
006	6/08/2014	Static worksite: Generic verge works within 1.2 m of nearest traffic (110 km/h to 40 km/h)
007	6/08/2014	Static worksite: Generic verge works within 1.2 m of nearest traffic (80 km/h to 40 km/h)
008	6/08/2014	Static worksite: Generic verge works between 1.2 m to 3 m of nearest traffic (default state limit to 60 km/h)
009	6/08/2014	Static worksite: Generic single lane shuttle operation – works within 1.2 m of nearest traffic (60 km/h to 40 km/h)
010	6/08/2014	Static worksite: Generic single lane shuttle operation – works between 1.2 m to 3 m of nearest traffic (80 km/h to 60 km/h)
011	6/08/2014	Static worksite: Generic single lane shuttle operation – high speed – works between 1.2 m to 3 m of nearest traffic (110 km/h to 60 km/h)
012	6/08/2014	Static worksite: Generic single lane shuttle operation – high speed – works within 1.2 m of nearest traffic (110 km/h to 40 km/h)
013	6/08/2014	Works on a multilane carriageway: Generic single lane closure mid-block – works within 1.2 m of traffic (60km/h to 40 km/h)
014	6/08/2014	Works on a multilane carriageway: Generic single lane closure mid-block – works within 1.2 m of traffic (80km/h to 40 km/h)
015	6/08/2014	Works on a multilane carriageway: Generic single lane closure mid-block – works within 1.2 m of traffic (110km/h to 40 km/h)
016	6/08/2014	Works on a hold line: verge side lane – Generic single lane closure – works with in 1.2 m of traffic and 200 m of a signalized intersection (60 km/h to 40 km/h)
017	6/08/2014	Works on a hold line: median lane – Generic single lane closure – works with in 1.2 m of traffic and 200 m of a signalized intersection (60 km/h to 40 km/h)
018	6/08/2014	Works on minor road intersection: Traffic volumes less than 1500 vpd – works within 1.2 m of traffic (60 km/h to 40 km/h)
019	6/08/2014	Emergency and unplanned works: Short term response in emergency situation
020	6/08/2014	Static worksite: Generic verge works outside of 6 m to nearest traffic

AREA FREQUENTLY CHANGIN FOR ACTIVITIES SUCH MAINTENANCE A THIS TCD MAY B 1) A VEHICLE MOUNTEI APPROACHING RI 2) WORK VEHICLES AN 3) WORKS CAN BE CON A) WORK BETWE WORK THAT IS C DONE PROVIDED WORKERS TO VA B) SHORT TERM WORKERS TO VA B) SHORT TERM SITE IS NOT BE INCREAS SIGHT DISTANCE A) GREATEF B) GREATEF B) GREATEF	A AS MINOR MAINTENANCE ON THE PAVEMENT OR SHOULDEF ND LONGITUDINAL SURVEY WORK AT SUCCESSIVE LOCATIO E APPLIED. THIS TCD SHALL BE SUBJECT TO THE FOLLOWING D WARNING DEVICE SHALL BE DISPLAYED ON THE WORK VEHIL OAD USERS. WO EQUIPMENT ARE PARKED CLEAR OF MOVING TRAFFIC. NDUCTED IN THE FOLLOWING TWO SCENARIOS: EN GAPS IN TRAFFIC OF SUCH SHORT DURATION THAT IT CAN BE CARRIED OUT WI THAT A LOOKOUT PERSON WHO CAN SEE APPROACHING (CATE THE ROADWAY MAY WORK WITHIN 1.2 M OF MOVING TRAFFIC PROVIDED THE OCCUPIED FOR MORE THAN 5 MINS AND THE CONDITIONS BEL ED TO 20 MINS FOR WORKS OUTSIDE 1.2 m OF MOVING TRAFFI TO THE VEHICLE-MOUNTED WARNING DEVICE FOR APPROACH R THAN 150 M IN A 60 KM/H OR LOWER SPEED ZONE; OR R THAN 250 M ELSEWHERE. SON SHALL BE POSTED TO WARN WORKERS NEAR THE RO. HOSE SPEED OR SIZE MIGHT CONSTITUTE A SAFETY THREAT.	R, INCLUDING ROAD FURNITURE INS LESS THAN 2 KM APART, REQUIREMENTS - CLE, AND SHALL BE SEEN BY THIN GAPS IN TRAFFIC MAY BE TRAFFIC IN TIME TO WARN ROADWAY AT ANY ONE WORK OW ARE OBSERVED. THIS MAY CL ING DRIVERS SHALL BE -	2km MAXIMUM DISTANCE	LEGEND EXISTING PAVEMENT/ MARI WORK SITE <u>TABLE 2 CODE OF PRACTICE</u> VALUE OF DIMENSION D <u>SPEED OF TRAFFIC</u> DIMENSION 'D' <u>km/h</u> m <u>55 OR LESS</u> 15 <u>56 TO 65</u> 45 <u>GREATER THAN 65</u> EQUAL TO SPEED OF TRAFFIC, IN km/h	MMS-ADV-18 NEXT km MMS-ADV-52
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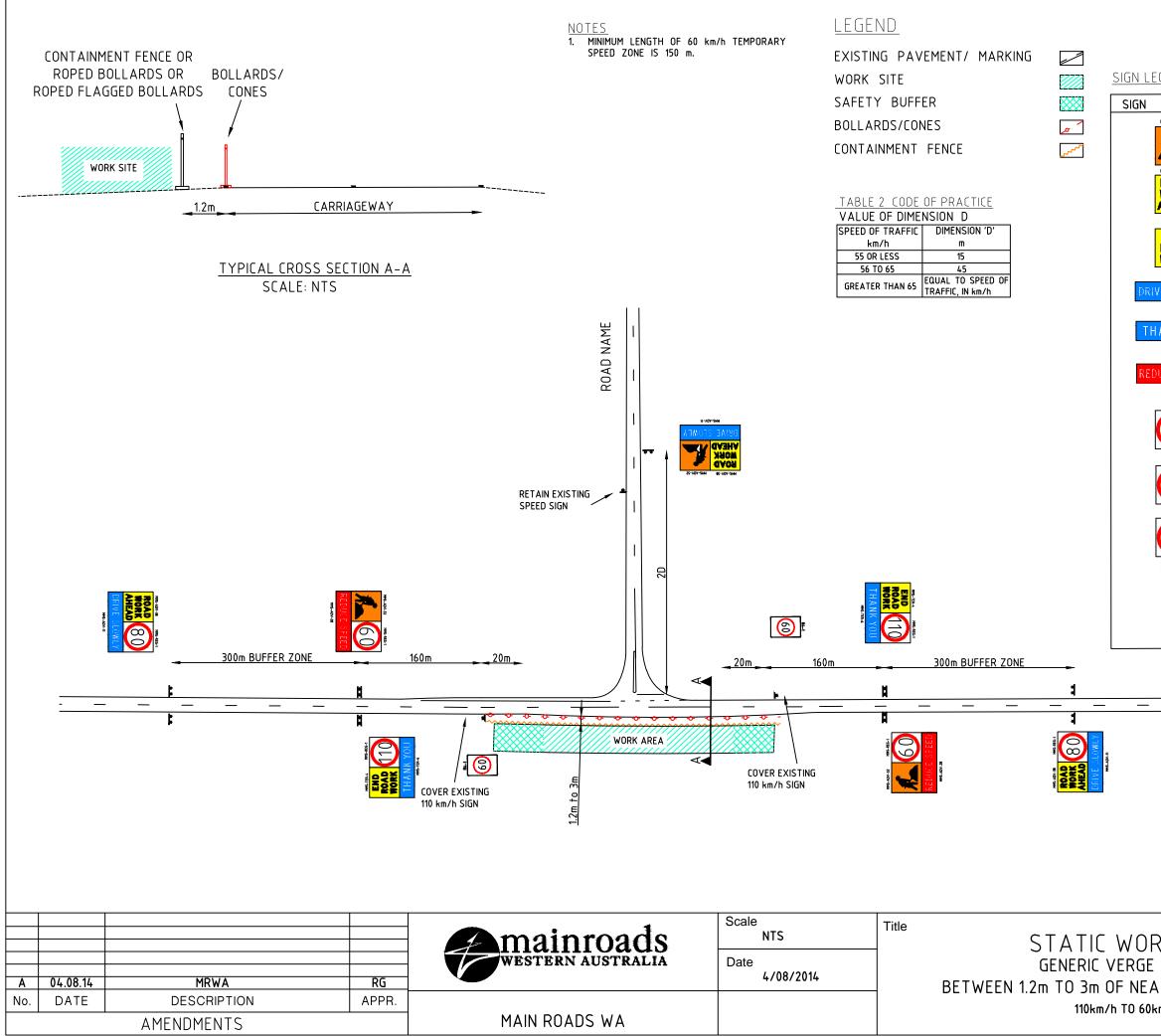




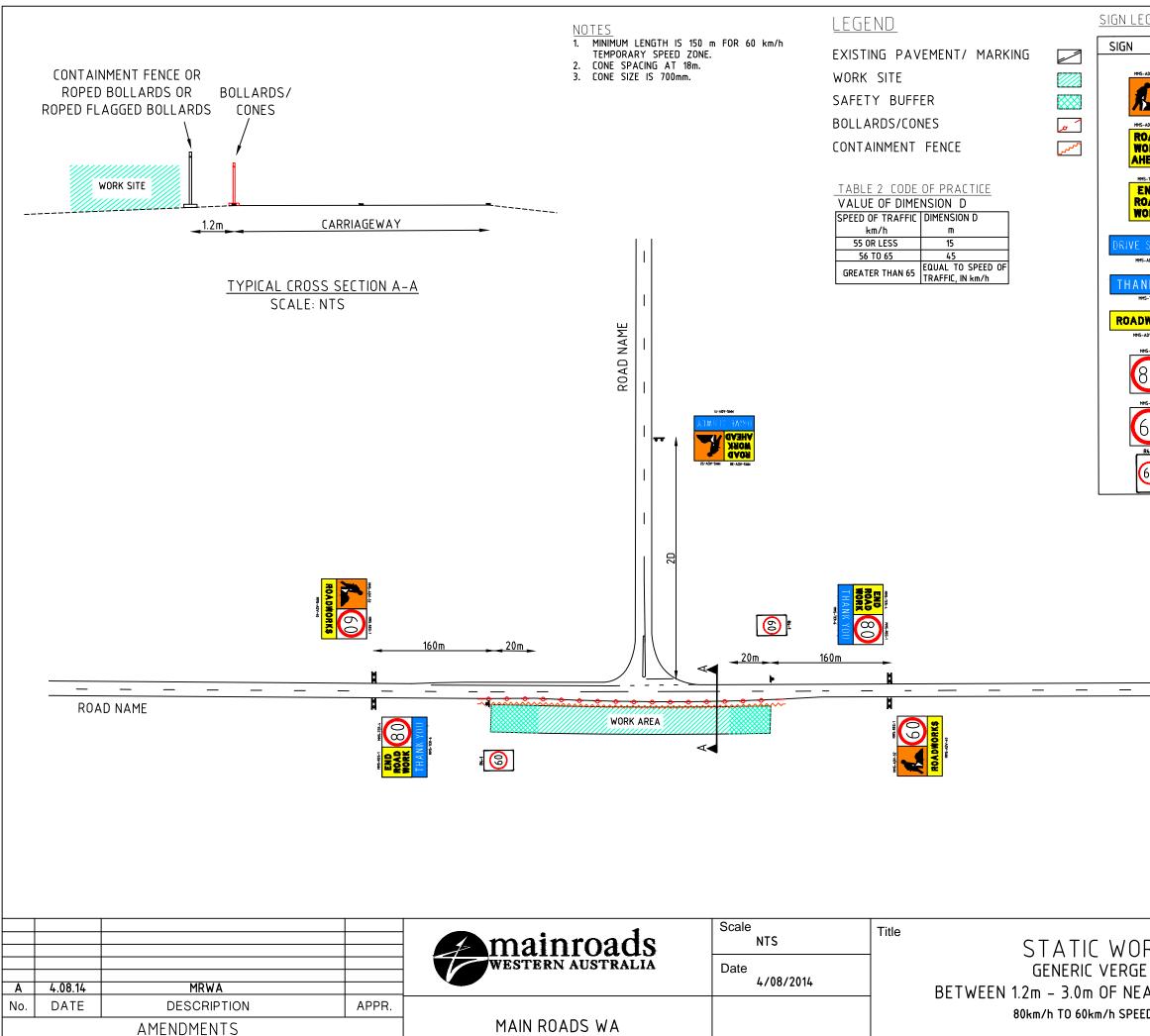
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ROUGH SURFACE	8	
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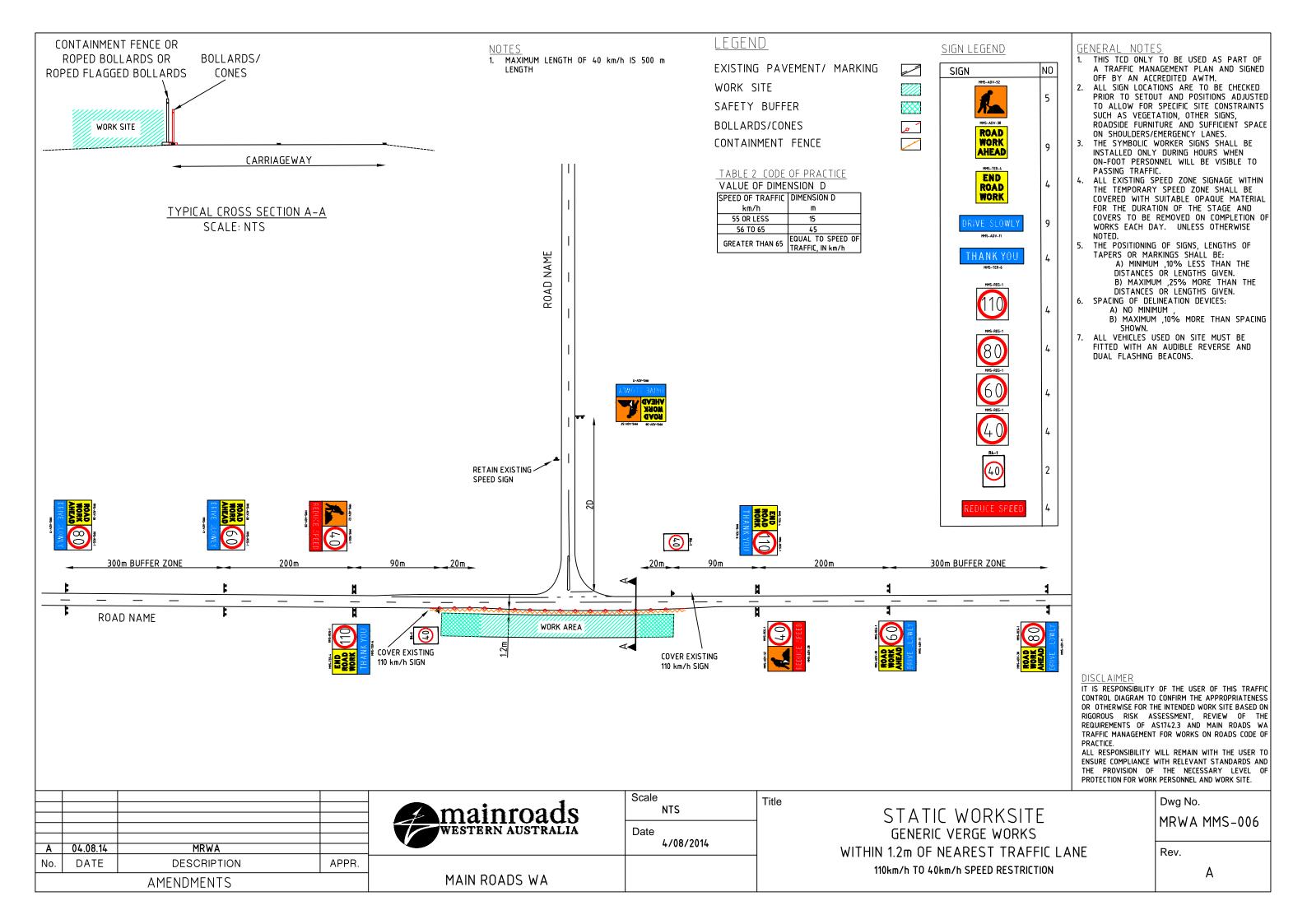
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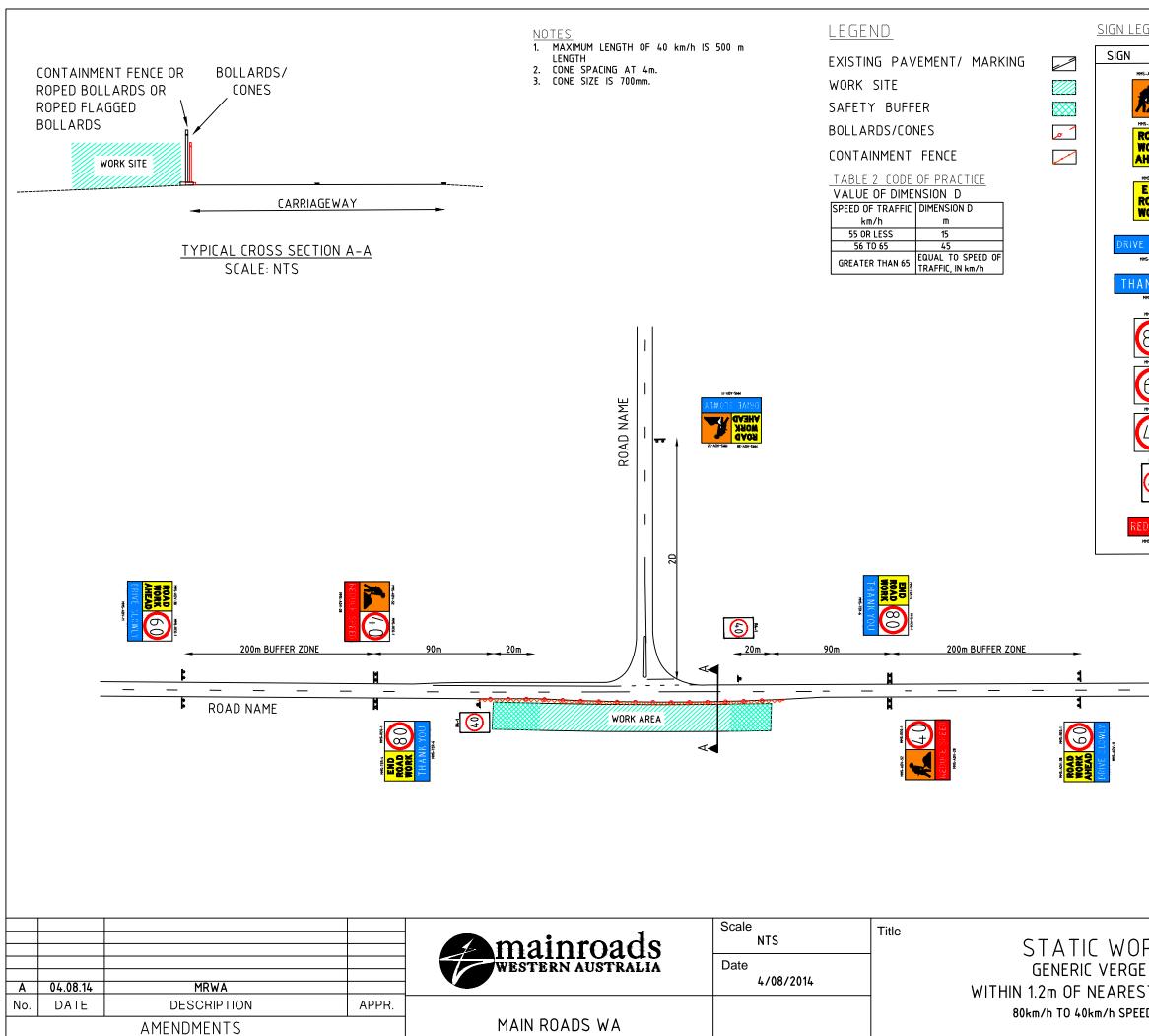


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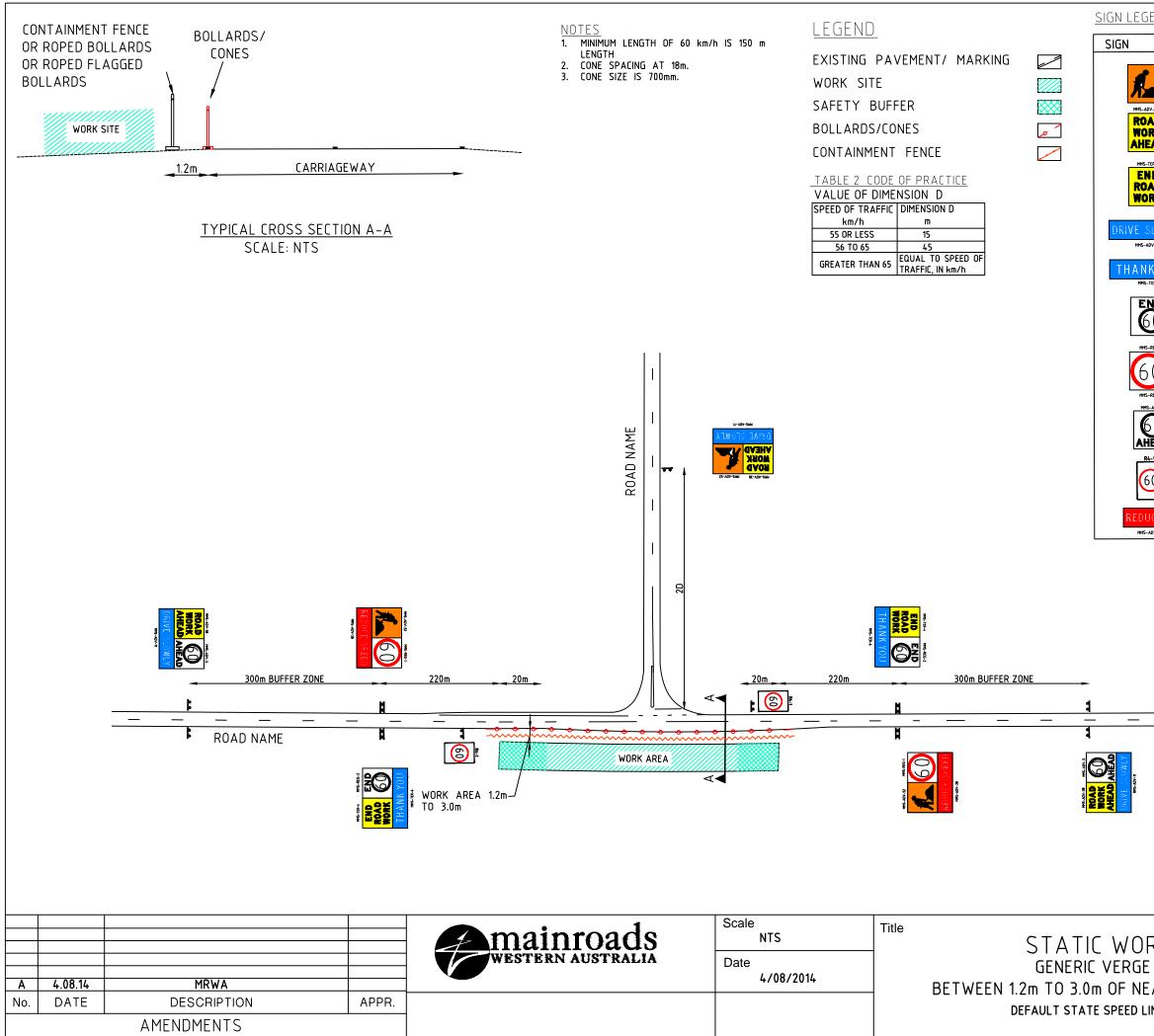


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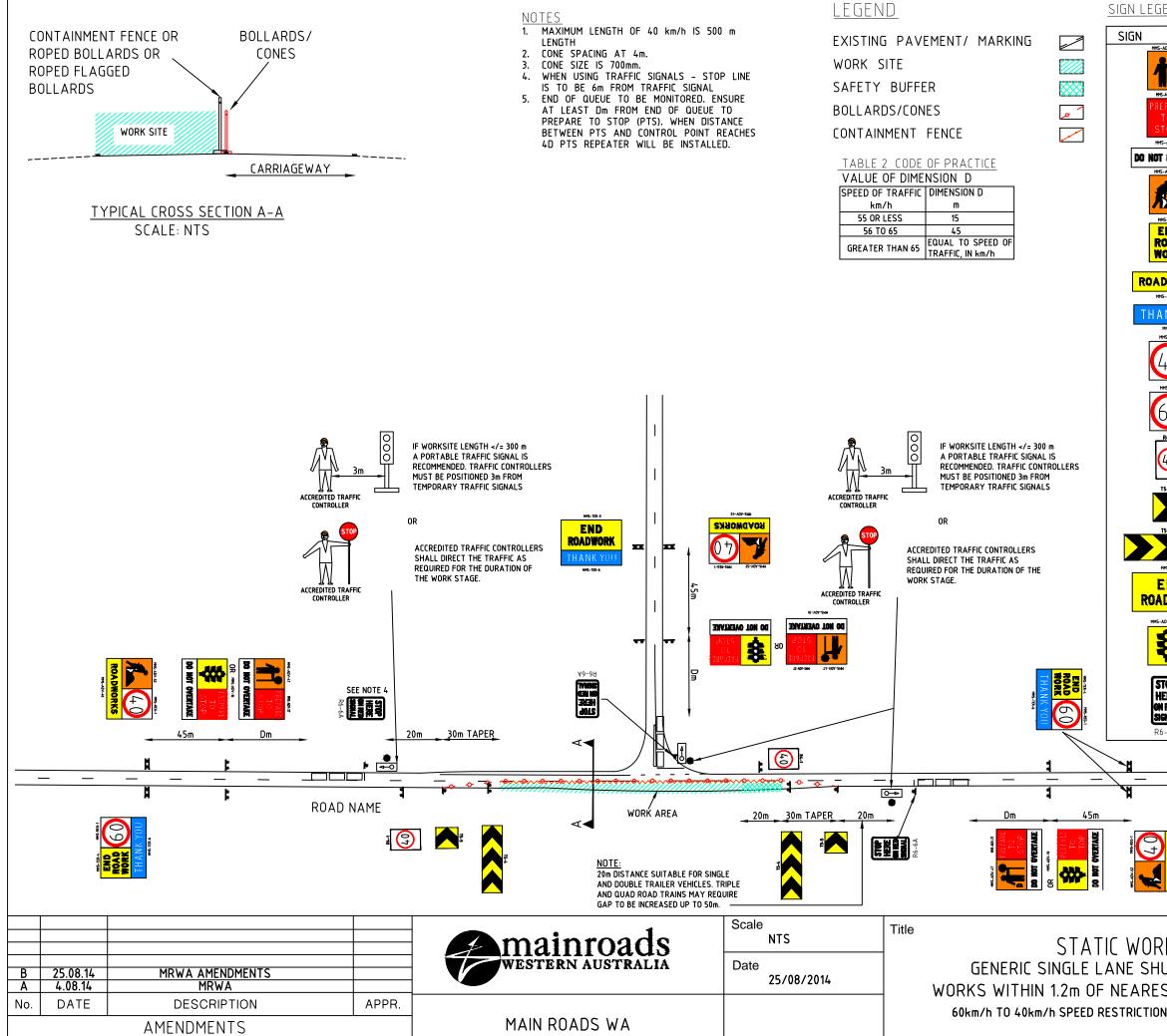




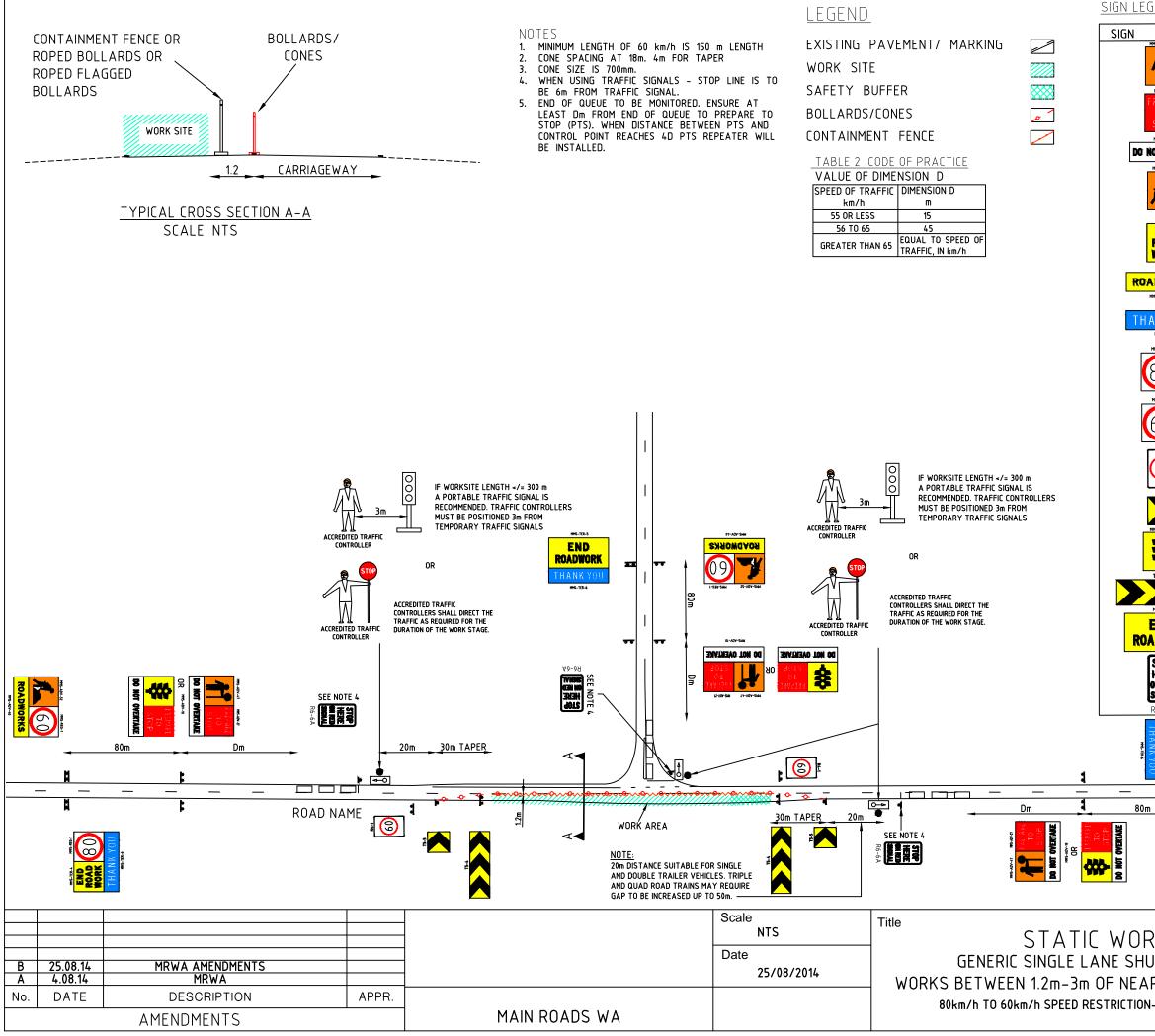
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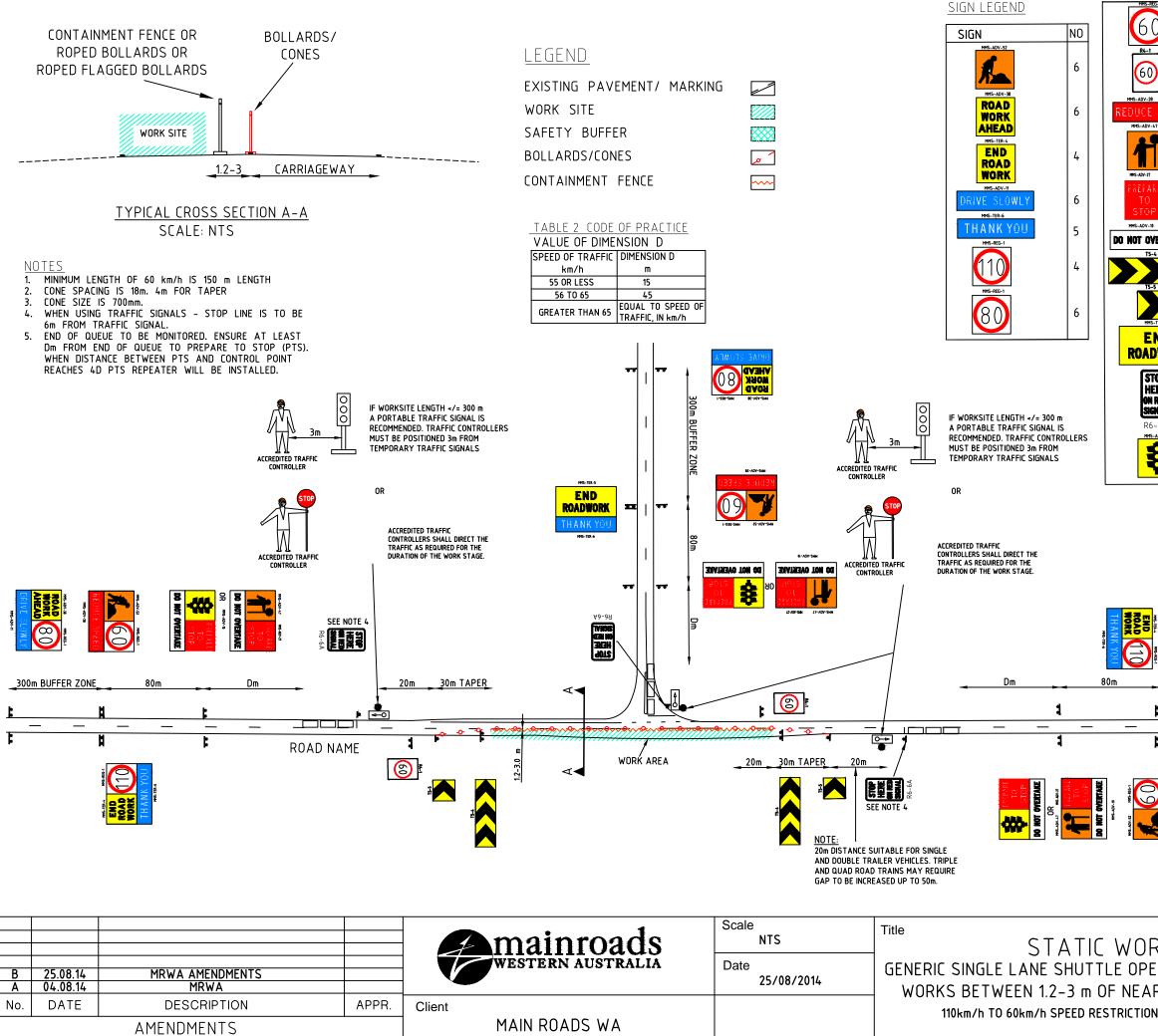
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Image: Non-state     4       State     5       GV-11     5       GV-11     4       TER-5     4       Image: Non-3     4	<ul> <li>PASSING TRAFFI</li> <li>4. ALL EXISTING S THE TEMPORAR<sup>3</sup> COVERED WITH FOR THE DURAT COVERS TO BE WORKS EACH D. NOTED.</li> <li>5. THE POSITIONING TAPERS OR MAI A) MINIMUL DISTANCES B) MAXIMUL DISTANCES</li> <li>6. SPACING OF DEI A) NO MINI B) MAXIMUL SHOWN.</li> <li>7. ALL VEHICLES U FITTED WITH AN</li> </ul>	IC. SPEED ZONE SIGNAGE WITHIN Y SPEED ZONE SHALL BE SUITABLE OPAQUE MATERIAL TION OF THE STAGE ARE REMOVED ON COMPLETION OF AY. UNLESS OTHERWISE G OF SIGNS, LENGTHS OF RKINGS SHALL BE: M ,10% LESS THAN THE OR LENGTHS GIVEN. JM ,25% MORE THAN THE OR LENGTHS GIVEN. LINEATION DEVICES: MUM , 1 ,10% MORE THAN SPACING JSED ON SITE MUST BE N AUDIBLE REVERSE AND
GV-11     4       ITER-6     4       ITER-6     4       ITER-6     4       ITER-6     4	COVERS TO BE WORKS EACH D. NOTED. 5. THE POSITIONING TAPERS OR MAI A) MINIMU DISTANCES B) MAXIMU DISTANCES 6. SPACING OF DEI A) NO MINI B) MAXIMUM SHOWN. 7. ALL VEHICLES U FITTED WITH AI	REMOVED ON COMPLETION OF AY. UNLESS OTHERWISE G OF SIGNS, LENGTHS OF RKINGS SHALL BE: M ,10% LESS THAN THE OR LENGTHS GIVEN. JM ,25% MORE THAN THE OR LENGTHS GIVEN. LINEATION DEVICES: MUM , 1 ,10% MORE THAN SPACING JSED ON SITE MUST BE N AUDIBLE REVERSE AND
-REG-1 -AUV-3	5. THE POSITIONING TAPERS OR MAI A) MINIMUL DISTANCES B) MAXIMU DISTANCES 6. SPACING OF DEI A) NO MINII B) MAXIMUP SHOWN. 7. ALL VEHICLES U FITTED WITH AI	RKINGS SHALL BE: M 10% LESS THAN THE OR LENGTHS GIVEN. JM 25% MORE THAN THE OR LENGTHS GIVEN. LINEATION DEVICES: MUM , 1 ,10% MORE THAN SPACING JSED ON SITE MUST BE N AUDIBLE REVERSE AND
4 -RE6-1 -ARE-1 	B) MAXIMU DISTANCES 6. SPACING OF DEI A) NO MININ B) MAXIMUM SHOWN. 7. ALL VEHICLES U FITTED WITH AN	JM ,25% MORE THAN THE OR LENGTHS GIVEN. LINEATION DEVICES: MUM , 1 ,10% MORE THAN SPACING JSED ON SITE MUST BE N AUDIBLE REVERSE AND
4 -RE-1 -ADV-3	SHOWN. 7. ALL VEHICLES L FITTED WITH AN	JSED ON SITE MUST BE N AUDIBLE REVERSE AND
EAD		
2		
JCE SPEED 4		
	CONTROL DIAGRAM TO OR OTHERWISE FOR T RIGOROUS RISK AS REQUIREMENTS OF A TRAFFIC MANAGEMENT PRACTICE. ALL RESPONSIBILITY ENSURE COMPLIANCE THE PROVISION OF	7 OF THE USER OF THIS TRAFFIC D CONFIRM THE APPROPRIATENESS HE INTENDED WORK SITE BASED ON SSESSMENT, REVIEW OF THE AS1742.3 AND MAIN ROADS WA T FOR WORKS ON ROADS CODE OF WILL REMAIN WITH THE USER TO WITH RELEVANT STANDARDS AND THE NECESSARY LEVEL OF K PERSONNEL AND WORK SITE.
RKSITE WORKS AREST TRAFF		Dwg No. MRWA MMS-008 Rev.
IMIT TO 60 km/h		A



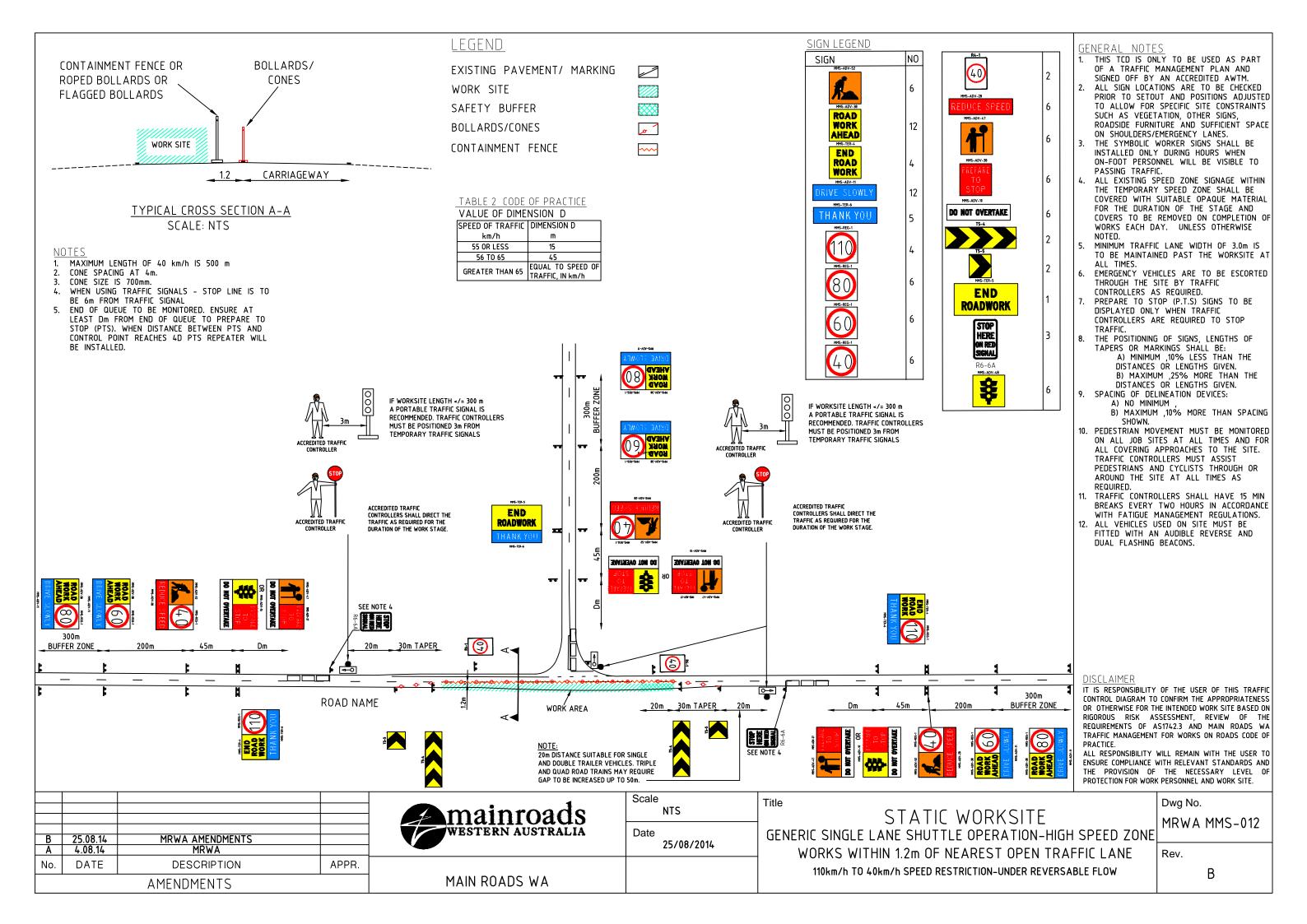
END		GENERAL NOTES		
	NO	1. THIS TCD IS TO BE USED AS PART OF A TRAFFIC MANAGEMENT PLAN AND SIGNED		
ADV-47	6	OFF BY AN ACCREDITED AWTM. 2. ALL SIGN LOCATIONS ARE TO BE CHECKED PRIOR TO SETOUT AND POSITIONS ADJUSTED TO ALLOW FOR SPECIFIC SITE CONSTRAINTS		
S-ADV-27 EPARE TO	6	SUCH AS VEGETATION, OTHER SIGNS, ROADSIDE FURNITURE AND SUFFICIENT SPACE ON SHOULDERS/EMERGENCY LANES.		
TOP s-adv-10	6	3. THE SYMBOLIC WORKER SIGNS SHALL BE INSTALLED ONLY DURING HOURS WHEN ON-FOOT PERSONNEL WILL BE VISIBLE TO		
5-ADV-52	6	PASSING TRAFFIC. 4. ALL EXISTING SPEED ZONE SIGNAGE WITHIN THE TEMPORARY SPEED ZONE SHALL BE COVERED WITH SUITABLE OPAQUE MATERIAL		
MS-TER-4		FOR THE DURATION OF THE STAGE AND COVERS TO BE REMOVED ON COMPLETION OF WORKS EACH DAY. UNLESS OTHERWISE		
OAD	4	NOTED. 5. MINIMUM TRAFFIC LANE WIDTH OF 3.0m IS TO BE MAINTAINED PAST THE WORKSITE AT		
DWORKS	6	ALL TIMES. 6. EMERGENCY VEHICLES ARE TO BE ESCORTED THROUGH THE SITE BY TRAFFIC		
MK YOU MMS-TER-6 IMS-REG-1	4	CONTROLLERS AS REQUIRED. 7. PREPARE TO STOP (P.T.S) SIGNS TO BE DISPLAYED ONLY WHEN TRAFFIC		
40	8	CONTROLLERS ARE REQUIRED TO STOP TRAFFIC. 8. THE POSITIONING OF SIGNS, LENGTHS OF TAPERS OR MARKINGS SHALL BE:		
MMS-REG-1	8	A) MINIMUM ,10% LESS THAN THE DISTANCES OR LENGTHS GIVEN. B) MAXIMUM ,25% MORE THAN THE DISTANCES OR LENGTHS GIVEN.		
<u>R4-1</u>	8	9. SPACING OF DELINEATION DEVICES: A) NO MINIMUM , B) MAXIMUM ,10% MORE THAN SPACING		
15-5		SHOWN. 10. PEDESTRIAN MOVEMENT MUST BE MONITORED ON ALL JOB SITES AT ALL TIMES AND FOR ALL COVERING APPROACHES TO THE SITE.		
T5-4	8	TRAFFIC CONTROLLERS MUST ASSIST PEDESTRIANS AND CYCLISTS THROUGH OR AROUND THE SITE AT ALL TIMES AS		
MMS-TER-S	8	REQUIRED. 11. TRAFFIC CONTROLLERS SHALL HAVE 15 MIN BREAKS EVERY TWO HOURS IN ACCORDANCE WITH FATIGUE MANAGEMENT REGULATIONS.		
END DWORK	2	<ol> <li>ALL VEHICLES USED ON SITE MUST BE FITTED WITH AN AUDIBLE REVERSE AND DUAL FLASHING BEACONS.</li> <li>REDUCE SPEED SIGN 25m MINIMUM OR D/2.</li> </ol>		
<mark>8</mark>	6			
TOP ERE I RED	3			
SAL 5-6A				
		DISCLAIMER IT IS RESPONSIBILITY OF THE USER OF THIS TRAFFIC CONTROL DIAGRAM TO CONFIRM THE APPROPRIATENESS OR OTHERWISE FOR THE INTENDED WORK SITE BASED ON RIGOROUS RISK ASSESSMENT, REVIEW OF THE REQUIREMENTS OF AS1742.3 AND MAIN ROADS WA		
RCADWORKS MS-201-10		TRAFFIC MANAGEMENT FOR WORKS ON ROADS CODE OF PRACTICE. ALL RESPONSIBILITY WILL REMAIN WITH THE USER TO ENSURE COMPLIANCE WITH RELEVANT STANDARDS AND THE PROVISION OF THE NECESSARY LEVEL OF PROTECTION FOR WORK PERSONNEL AND WORK SITE.		
		Dwg No.		
RSITE	PERA	TION MRWA MMS-009		
ST OPEN	TRA	FIC LANE Rev.		
N-UNDER RE	VERSA	BLE FLOW B		

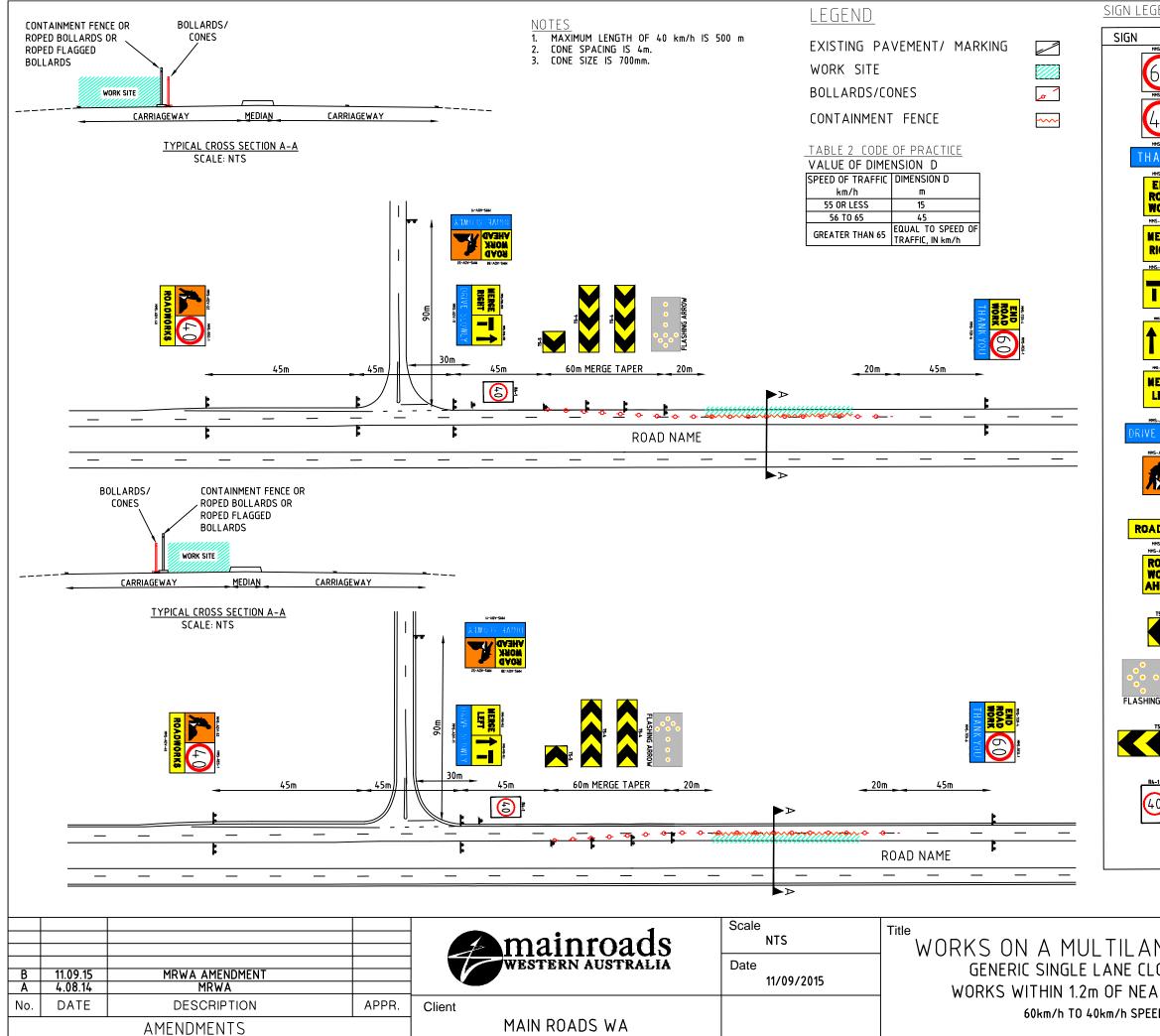


GEND		GE	NERAL NOTE	5	
	NO	1.	THIS TCD IS TO	ONLY TO BE USED AS	
MHS-ADV-47	6	2.	AND SIGNED OFF ALL SIGN LOCAT PRIOR TO SETOU	AFFIC MANAGEMENT PLAN <sup>5</sup> BY AN ACCREDITED AWTM. FIONS ARE TO BE CHECKED JT AND POSITIONS ADJUSTED	
HIS-ADV-27 FREPARE TO STOP	6		SUCH AS VEGET ROADSIDE FURNI ON SHOULDERS/E	SPECIFIC SITE CONSTRAINTS ATION, OTHER SIGNS, TURE AND SUFFICIENT SPACE EMERGENCY LANES.	
NOT OVERTAKE	6	3.	INSTALLED ONLY ON-FOOT PERSO	WORKER SIGNS SHALL BE ' DURING HOURS WHEN NNEL WILL BE VISIBLE TO	
MMS-ADV-52	6	4.	THE TEMPORARY COVERED WITH S FOR THE DURAT	PEED ZONE SIGNAGE WITHIN 'SPEED ZONE SHALL BE SUITABLE OPAQUE MATERIAL 'ION OF THE STAGE AND	
END ROAD WORK	4	5.	WORKS EACH DA NOTED. MINIMUM TRAFFIC	REMOVED ON COMPLETION OF AY. UNLESS OTHERWISE LANE WIDTH OF 3.0m IS NED PAST THE WORKSITE AT	
ADWORKS MMS-ADV-40	6	6.	ALL TIMES. EMERGENCY VEH THROUGH THE S	ICLES ARE TO BE ESCORTED ITE BY TRAFFIC	
ANK YOU MMS-TER-6 MMS-REG-1	5	7.	DISPLAYED ONLY	S REQUIRED. OP (P.T.S) SIGNS TO BE ( WHEN TRAFFIC RE REQUIRED TO STOP	
80	4	8.	TAPERS OR MAR A) MINIMUN	i OF SIGNS, LENGTHS OF RKINGS SHALL BE: 1 ,10% LESS THAN THE	
MHS-REG-1	6	9.	B) MAXIMU DISTANCES SPACING OF DEL A) NO MINIM		
60	2	10.	SHOWN. PEDESTRIAN MOV	I ,10% MORE THAN SPACING VEMENT MUST BE MONITORED TES AT ALL TIMES AND FOR	
T5-5 MHS-ADV-48	2		ALL COVERING A TRAFFIC CONTRO PEDESTRIANS AN	APPROACHES TO THE SITE. ILLERS MUST ASSIST AD CYCLISTS THROUGH OR TE AT ALL TIMES AS	
<mark>\$</mark>	6	11.	REQUIRED. TRAFFIC CONTRO	ILLERS SHALL HAVE 15 MIN TWO HOURS IN ACCORDANCE	
T5-4 MMS-TER-5	2	12.	ALL VEHICLES U	1ANAGEMENT REGULATIONS. ISED ON SITE MUST BE I AUDIBLE REVERSE AND BEACONS.	
END ADWORK	2				
STOP HERE ON RED SIGNAL R6-6A	3				
THANK YOU			SCLAIMER		
		IT IS RESPONSIBILITY OF THE USER OF THIS TRAFFIC CONTROL DIAGRAM TO CONFIRM THE APPROPRIATENESS			
<u> </u>	60	OR OTHERWISE FOR THE INTENDED WORK SITE BASED ON RIGOROUS RISK ASSESSMENT, REVIEW OF THE			
	WORK.	TR	REQUIREMENTS OF AS1742.3 AND MAIN ROADS WA TRAFFIC MANAGEMENT FOR WORKS ON ROADS CODE OF		
ME-LIV-2	ROADWO	AL EN TH	SURE COMPLIANCE V E PROVISION OF	WILL REMAIN WITH THE USER TO WITH RELEVANT STANDARDS AND THE NECESSARY LEVEL OF (PERSONNEL AND WORK SITE.	
				Dwg No.	
RKSITE uttle op	ERA	TIO	N	MRWA MMS-010	
REST OPE	EN T	RA	FFIC LANE	Rev.	
N-UNDER REV	ERSA			В	

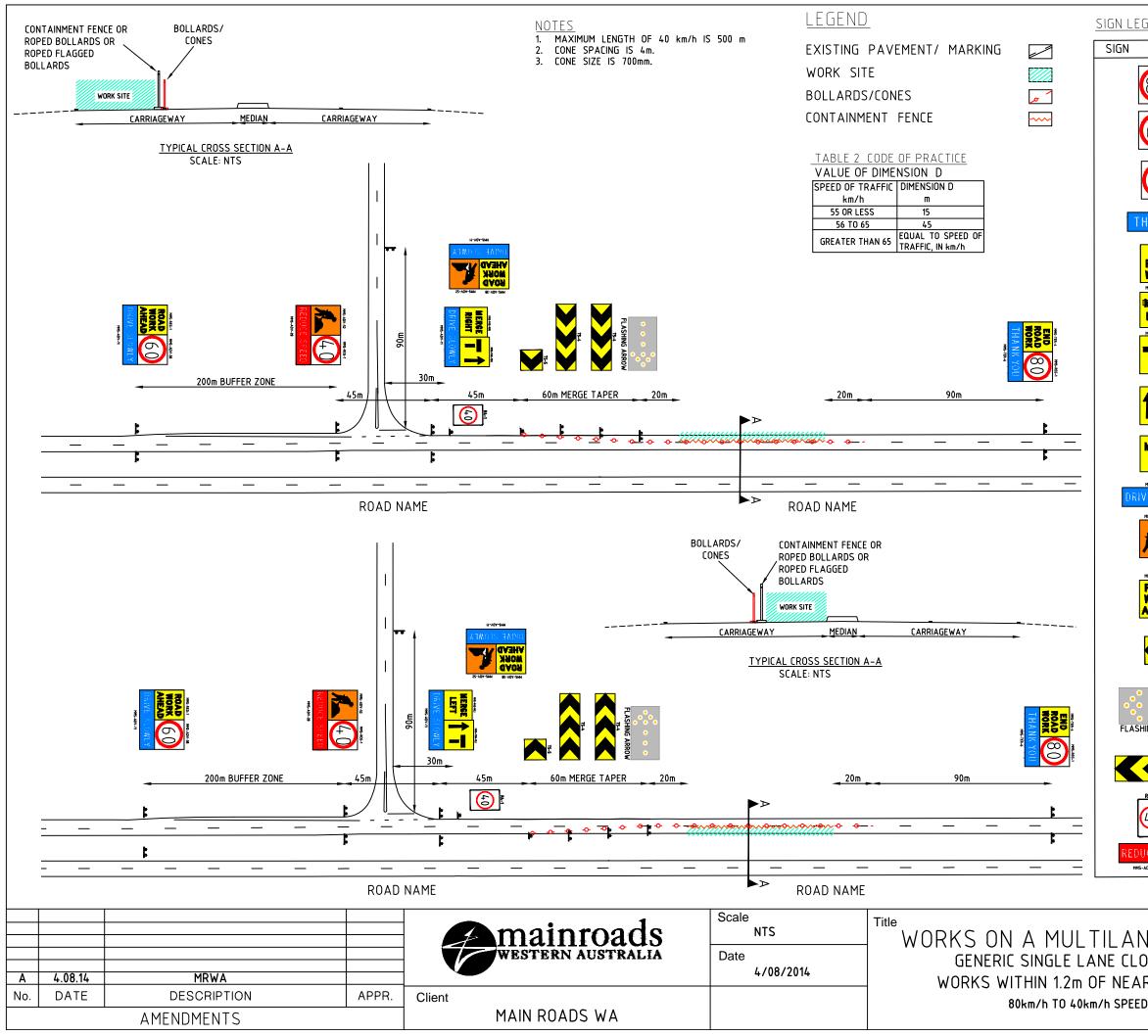


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	6	<u>GENERA</u> 1. This			ISED AS PART
	2	SIGNED 2. ALL S	) off by Ign locat		
SPEED	6	TO AL SUCH	LOW FOR AS VEGET	SPECIFIC SIT ATION, OTHE	E CONSTRAINTS
	6	3. THE S INSTAI	YMBOLIC \ .LED ONLY	DURING HO	IS SHALL BE
RE		PASSII 4. ALL E	NG TRAFFI XISTING S	C. PEED ZONE S	SIGNAGE WITHIN IE SHALL BE
	6	FOR T COVER	HE DURAT S TO BE	ION OF THE	I COMPLETION OF
¢	6	NOTED 5. MINIMU	M TRAFFII	LANE WIDT	TH OF 3.0m IS
5	2	ALL T 6. EMERG	IMES. ENCY VEH	ICLES ARE T	HE WORKSITE AT
-TER-5	2	CONTR 7. PREPA	OLLERS A RE TO ST	ITE BY TRA S REQUIRED. OP (P.T.S) S	GIGNS TO BE
ND DWORK	1	CONTR TRAFF	OLLERS A IC.	Y WHEN TRA RE REQUIRED	TO STOP
IOP ERE RED	3	TAPER	S OR MAF A) MINIMUN DISTANCES	i of Signs, RKINGS Shal 1 ,10% Less Or Lengths	L BE: 5 THAN THE 5 GIVEN.
-6A -ADV-48	6	I 9. SPACII A	)ISTANCES NG OF DEL NO MININ	OR LENGTHS INEATION DE. 1UM ,	VICES:
	6	10. PEDES	SHOWN. TRIAN MO	VEMENT MUS	THAN SPACING T BE MONITORED TIMES AND FOR
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300m BUFFER					
<u> </u>					
		DISCLAI	MER		
MEDULE SPEED MEADINE SPEED MEADINE SPEED	DRIVE SLOWLY DRIVE SLOWLY MEADOLIN	IT IS RESI CONTROL I OR OTHER RIGOROUS REQUIREME TRAFFIC M PRACTICE.	PONSIBILITY DIAGRAM TO WISE FOR TI RISK AS NTS OF A ANAGEMENT	CONFIRM THE HE INTENDED W SSESSMENT, S1742.3 AND FOR WORKS	ON ROADS CODE OF
		ENSURE CO THE PRO	MPLIANCE V	WITH RELEVAN	
RKSITE				Dwg No.	
RATION-	HIGH	SPEED	ZONE	MRWA	MMS-011
			LANE	Rev.	<b>D</b>
N-UNDER REV	CKSAE	DLE FLUW			В

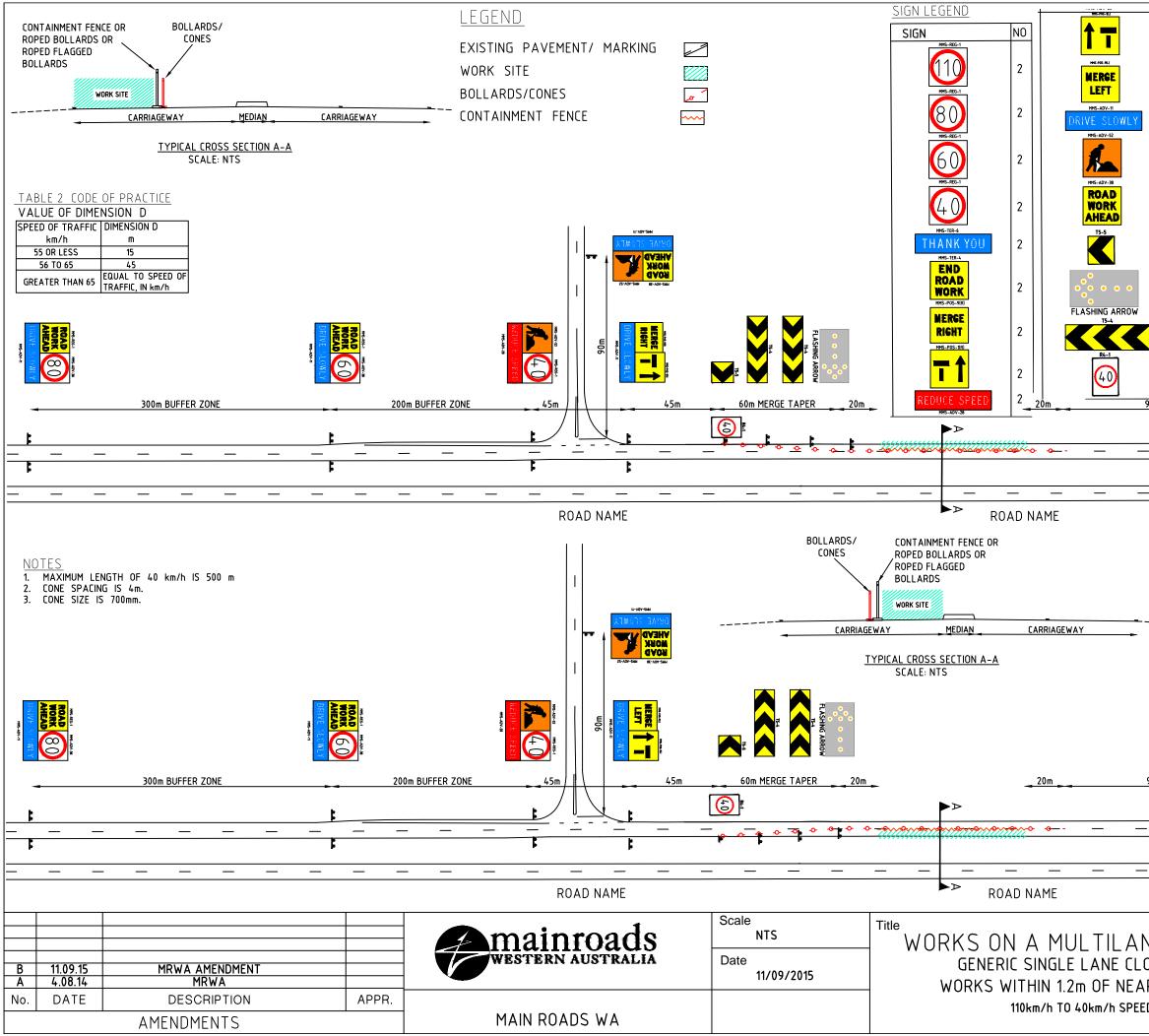




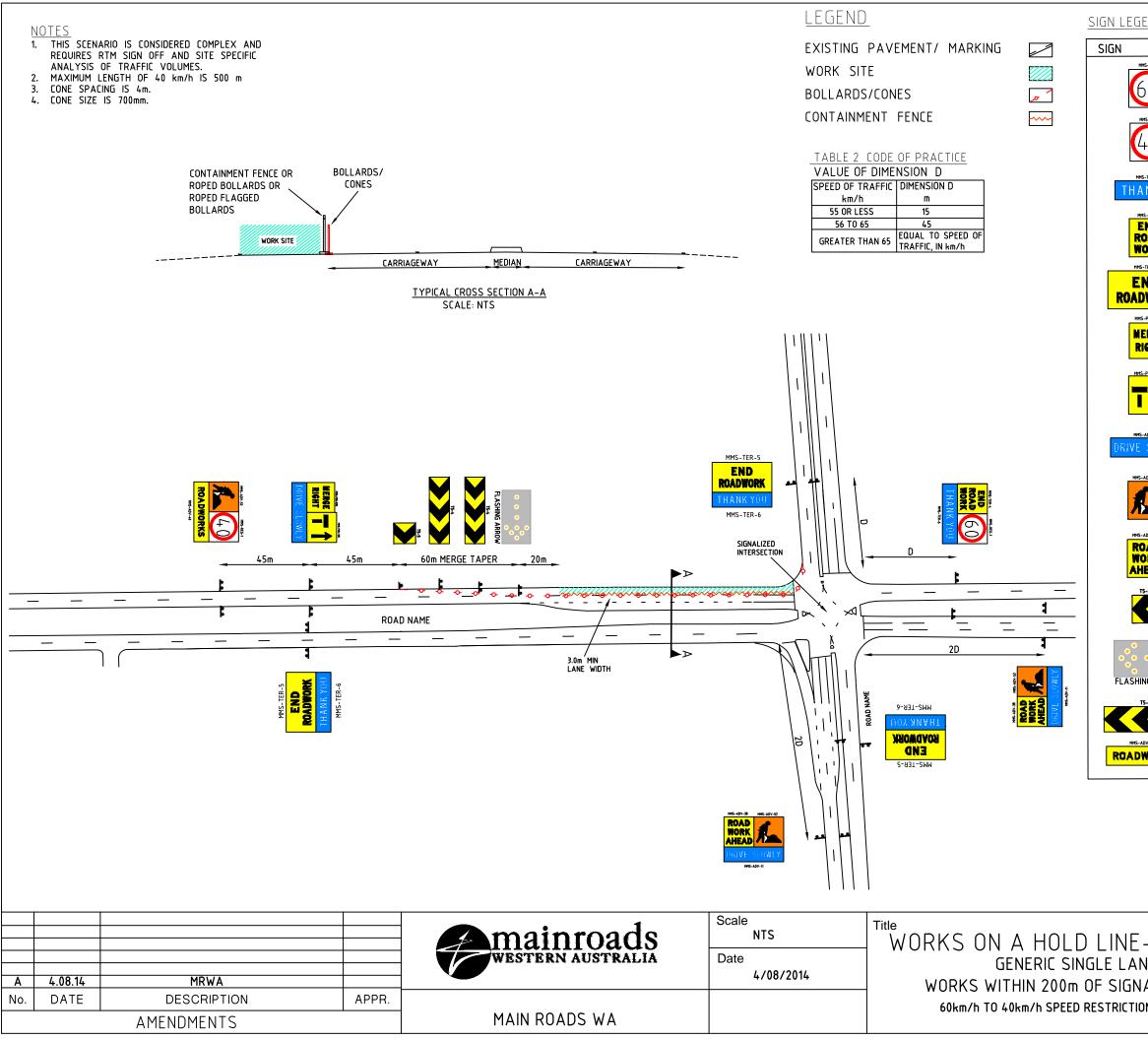
END		GENERAL NOTES
NO		1. THIS TCD IS ONLY TO BE USED AS PART OF A TRAFFIC MANAGEMENT PLAN AND
IS-REG-1	2	SIGNED OFF BY AN ACCREDITED AWTM. 2. ALL SIGN LOCATIONS ARE TO BE CHECKED PRIOR TO SETOUT AND POSITIONS ADJUSTED TO ALLOW FOR SPECIFIC SITE CONSTRAINTS
	2	SUCH AS VEGETATION, OTHER SIGNS, ROADSIDE FURNITURE AND SUFFICIENT SPACE ON SHOULDERS/EMERGENCY LANES. 3. THE SYMBOLIC WORKER SIGNS SHALL BE
INK YOU	1	INSTALLED ONLY DURING HOURS WHEN ON-FOOT PERSONNEL WILL BE VISIBLE TO
IND OAD ORK	1	PASSING TRAFFIC. 4. ALL EXISTING SPEED ZONE SIGNAGE WITHIN THE TEMPORARY SPEED ZONE SHALL BE COVERED WITH SUITABLE OPAQUE MATERIAL FOR THE DURATION OF THE STAGE AND
ERGE IGHT	2	COVERS TO BE REMOVED ON COMPLETION OF WORKS EACH DAY. UNLESS OTHERWISE NOTED. 5. MINIMUM TRAFFIC LANE WIDTH OF 3.0m IS
	2	TO BE MAINTAINED PAST THE WORKSITE AT ALL TIMES. 6. THE POSITIONING OF SIGNS, LENGTHS OF
	2	TAPERS OR MARKINGS SHALL BE: A) MINIMUM ,10% LESS THAN THE DISTANCES OR LENGTHS GIVEN. B) MAXIMUM ,25% MORE THAN THE DISTANCES OR LENGTHS GIVEN. 7. SPACING OF DELINEATION DEVICES:
ERGE EFT	2	<ul> <li>A) NO MINIMUM ,</li> <li>B) MAXIMUM ,10% MORE THAN SPACING SHOWN.</li> <li>8. ALL VEHICLES USED ON SITE MUST BE FITTED WITH AN AUDIBLE REVERSE AND</li> </ul>
-ADV-11 SLOWLY -ADV-52	3	DUAL FLASHING BEACONS.
	3	
DWORKS IS-ADV-40 -ADV-38	2	
DAD ORK IEAD	1	
r5-5	1	
5 ARROW	1	
5-4	2	
	1	DISCLAIMER IT IS RESPONSIBILITY OF THE USER OF THIS TRAFFIC CONTROL DIAGRAM TO CONFIRM THE APPROPRIATENESS OR OTHERWISE FOR THE INTENDED WORK SITE BASED ON RIGOROUS RISK ASSESSMENT, REVIEW OF THE REQUIREMENTS OF AS1742.3 AND MAIN ROADS WA TRAFFIC MANAGEMENT FOR WORKS ON ROADS CODE OF PRACTICE.
		ALL RESPONSIBILITY WILL REMAIN WITH THE USER TO ENSURE COMPLIANCE WITH RELEVANT STANDARDS AND THE PROVISION OF THE NECESSARY LEVEL OF PROTECTION FOR WORK PERSONNEL AND WORK SITE.
NE LAH OSURE M		AGEWAY   mrwa mms-013   lock
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D RESTRICT	ION	В



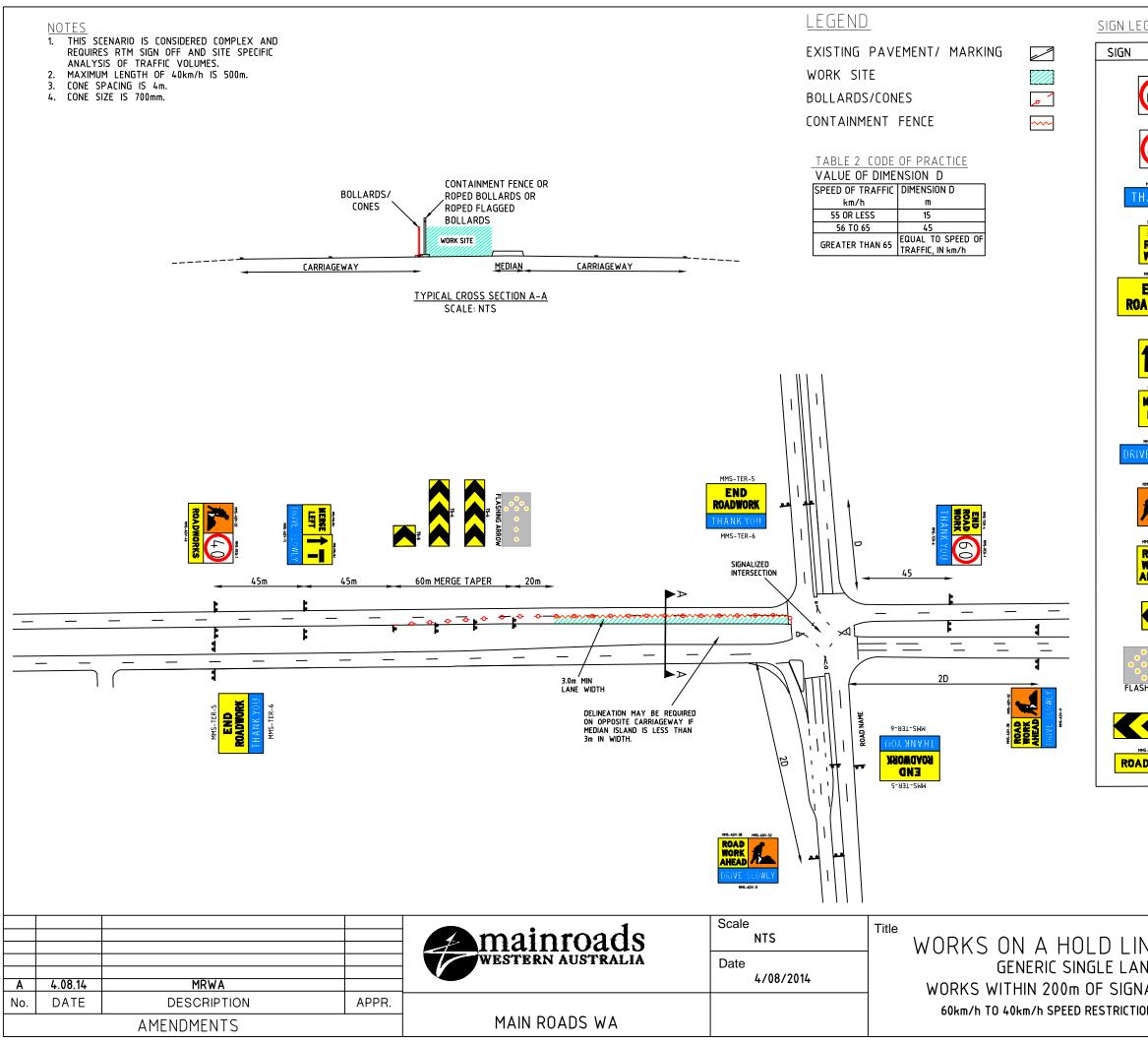
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GEND		<u>GE</u>	NERAL NOTES
		1.	THIS TCD IS ONLY TO BE USED AS PART
	NO		OF A TRAFFIC MANAGEMENT PLAN AND SIGNED OFF BY AN ACCREDITED AWTM.
MMS-REG-1		2.	ALL SIGN LOCATIONS ARE TO BE CHECKED
80	2	-	PRIOR TO SETOUT AND POSITIONS ADJUSTED
00	2		TO ALLOW FOR SPECIFIC SITE CONSTRAINTS
MMS-REG-1			SUCH AS VEGETATION, OTHER SIGNS,
			ROADSIDE FURNITURE AND SUFFICIENT SPACE ON SHOULDERS/EMERGENCY LANES.
60	2	3.	THE SYMBOLIC WORKER SIGNS SHALL BE
		1.	INSTALLED ONLY DURING HOURS WHEN
MMS-REG-1			ON-FOOT PERSONNEL WILL BE VISIBLE TO
			PASSING TRAFFIC.
40	2	4.	ALL EXISTING SPEED ZONE SIGNAGE WITHIN
			THE TEMPORARY SPEED ZONE SHALL BE COVERED WITH SUITABLE OPAQUE MATERIAL
MMS-TER-6			FOR THE DURATION OF THE STAGE AND
HANK YOU	2		COVERS TO BE REMOVED ON COMPLETION OF
MMS-TER-4			WORKS EACH DAY. UNLESS OTHERWISE
END		_	NOTED.
ROAD	2	5.	MINIMUM TRAFFIC LANE WIDTH OF 3.0m IS
WORK			TO BE MAINTAINED PAST THE WORKSITE AT ALL TIMES.
MMS-POS-9(R)		6.	THE POSITIONING OF SIGNS, LENGTHS OF
MERGE		0.	TAPERS OR MARKINGS SHALL BE:
RIGHT	2		A) MINIMUM ,10% LESS THAN THE
			DISTANCES OR LENGTHS GIVEN.
MMS-POS-1(R)			B) MAXIMUM ,25% MORE THAN THE
<b>••• †</b>	2	_	DISTANCES OR LENGTHS GIVEN.
		7.	SPACING OF DELINEATION DEVICES:
			A) NO MINIMUM , B) MAXIMUM ,10% MORE THAN SPACING
NHS-POS-1L)			SHOWN.
	2	8.	ALL VEHICLES USED ON SITE MUST BE
			FITTED WITH AN AUDIBLE REVERSE AND
MHS-POS-9(L)		1	DUAL FLASHING BEACONS.
MERGE			
LEFT	2		
MMS-ADV-11			
VE SLOWLY	5		
VE SESTER			
MMS-ADV-52			
<b>K</b>	3		
NHC 101/ 20			
WORK	3		
AHEAD			
TS-S			
_			
• • •	1		
HING ARROW			
T5-4			
	2		
	4	DI	SCLAIMER
			IS RESPONSIBILITY OF THE USER OF THIS TRAFFIC
R4-1		CO	NTROL DIAGRAM TO CONFIRM THE APPROPRIATENESS
			OTHERWISE FOR THE INTENDED WORK SITE BASED ON
+•	$  \cdot  $		SOROUS RISK ASSESSMENT, REVIEW OF THE
J			QUIREMENTS OF AS1742.3 AND MAIN ROADS WA AFFIC MANAGEMENT FOR WORKS ON ROADS CODE OF
UCE SPEED	2		ACTICE.
-ADV-28		AL	L RESPONSIBILITY WILL REMAIN WITH THE USER TO
			SURE COMPLIANCE WITH RELEVANT STANDARDS AND
			IE PROVISION OF THE NECESSARY LEVEL OF OTECTION FOR WORK PERSONNEL AND WORK SITE.
		^	I
			Dwg No.
NE CARRIA		\ ٦-	
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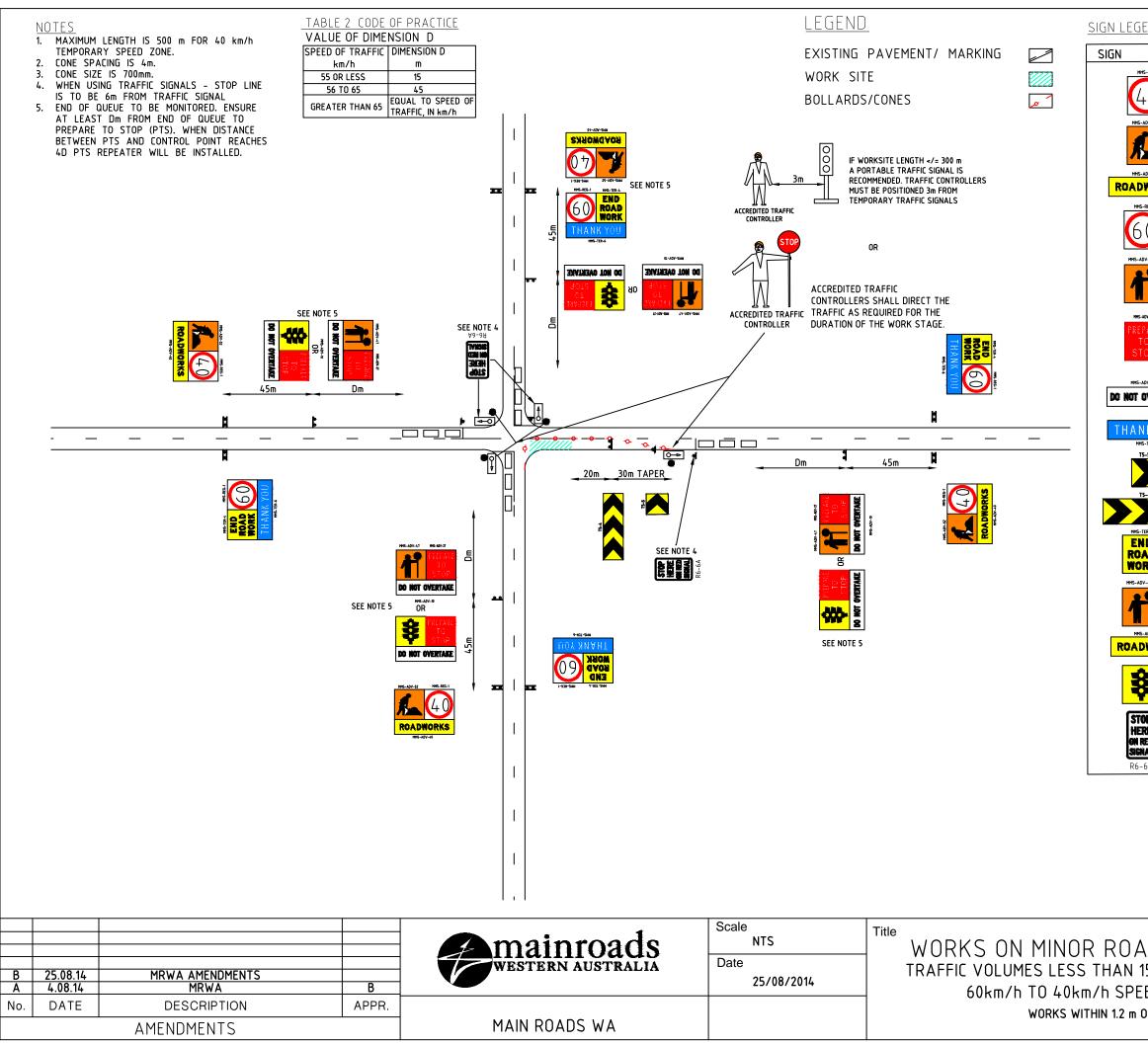
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	2 2 7 3 5		OF A TRAFFIC N SIGNED OFF BY 2. ALL SIGN LOCAT PRIOR TO SETOU TO ALLOW FOR SUCH AS VEGET ROADSIDE FURNI ON SHOULDERS/I ON SHOULDERS/I ON-FOOT PERSOI PASSING TRAFFII 4. ALL EXISTING SI THE TEMPORARY COVERED WITH SI FOR THE DURAT COVERS TO BE	LY TO BE USED AS PART MANAGEMENT PLAN AND AN ACCREDITED AWTM. IONS ARE TO BE CHECKED JT AND POSITIONS ADJUSTED SPECIFIC SITE CONSTRAINTS ATION, OTHER SIGNS, TURE AND SUFFICIENT SPACE EMERGENCY LANES. WORKER SIGNS SHALL BE DURING HOURS WHEN NNEL WILL BE VISIBLE TO
	1 2 1	THANKY	TO BE MAINTAIN ALL TIMES. 6. THE POSITIONING TAPERS OR MAF A) MINIMUN DISTANCES B) MAXIMU DISTANCES 7. SPACING OF DEL A) NO MINIM	LANE WIDTH OF 3.0m IS IED PAST THE WORKSITE AT OF SIGNS, LENGTHS OF RKINGS SHALL BE: 1,10% LESS THAN THE OR LENGTHS GIVEN. M,25% MORE THAN THE OR LENGTHS GIVEN. INEATION DEVICES: IUM, .10% MORE THAN SPACING
<u>90r</u>				SED ON SITE MUST BE I AUDIBLE REVERSE AND BEACONS.
901	n	THANK YOU	CONTROL DIAGRAM TO OR OTHERWISE FOR TH RIGOROUS RISK AS REQUIREMENTS OF A TRAFFIC MANAGEMENT PRACTICE. ALL RESPONSIBILITY ENSURE COMPLIANCE V THE PROVISION OF	OF THE USER OF THIS TRAFFIC CONFIRM THE APPROPRIATENESS HE INTENDED WORK SITE BASED ON SESSMENT, REVIEW OF THE S1742.3 AND MAIN ROADS WA FOR WORKS ON ROADS CODE OF WILL REMAIN WITH THE USER TO VITH RELEVANT STANDARDS AND THE NECESSARY LEVEL OF CPERSONNEL AND WORK SITE.
NE CARRIA OSURE MID-BLO REST TRAFFIC			OCK	Dwg No. MRWA MMS-015 Rev. B



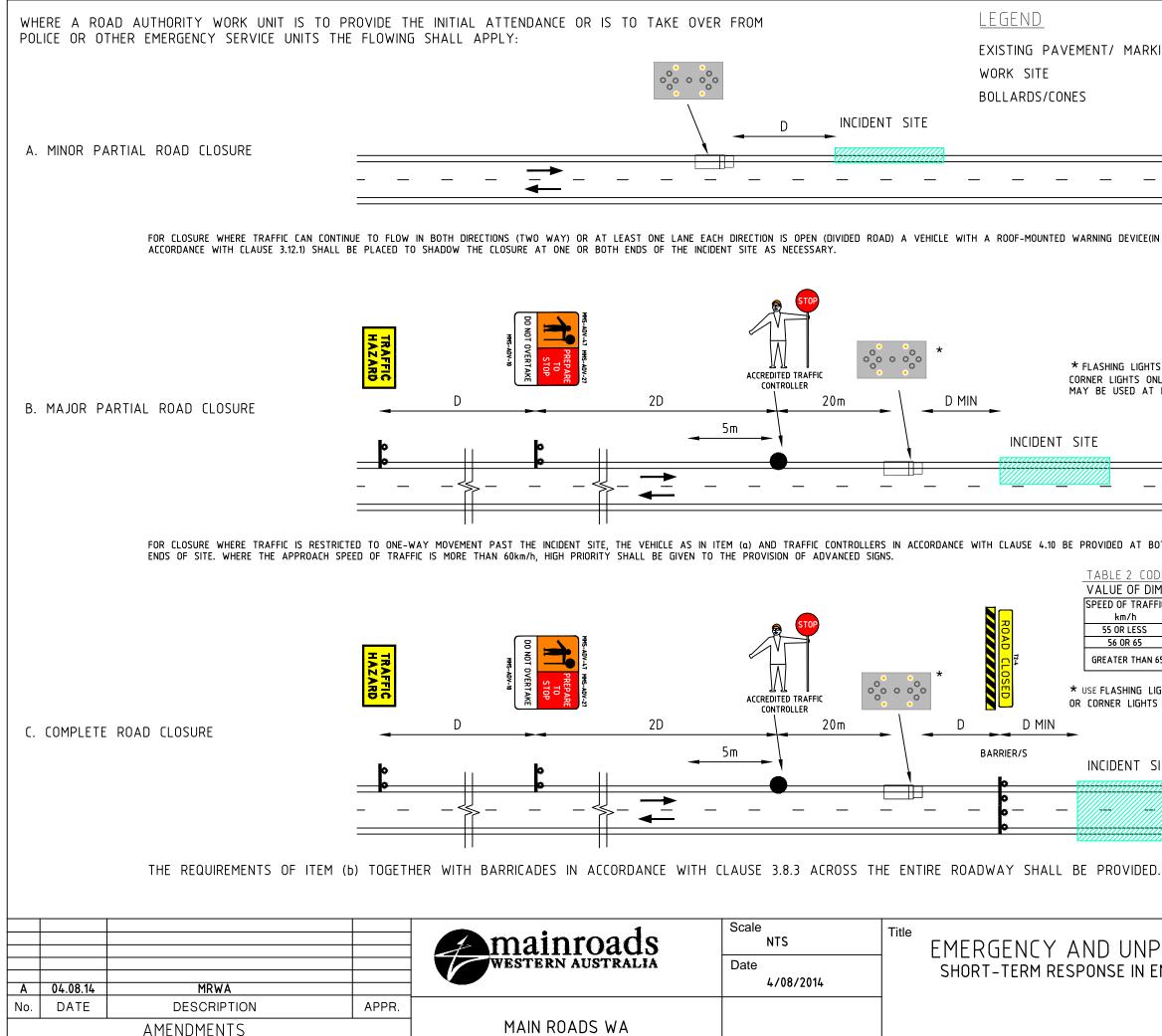
<u>end</u>		GENERAL NOTES 1. THIS TCD IS ONLY TO BE USED AS PART		
NO		OF A TRAFFIC I	MANAGEMENT PLAN AND AN ACCREDITED AWTM.	
MS-REG-1	2	PRIOR TO SETO	TIONS ARE TO BE CHECKED	
		SUCH AS VEGET	SPECIFIC SITE CONSTRAINTS ATION, OTHER SIGNS, TURE AND SUFFICIENT SPACE	
MS-REG-1		ON SHOULDERS/	EMERGENCY LANES.	
+ 0	2	ON-FOOT PERSO	' DURING HOURS WHEN NNEL WILL BE VISIBLE TO	
s-ter-6 NKYOU	6		L. PEED ZONE SIGNAGE WITHIN ′SPEED ZONE SHALL BE	
IS-TER-4		COVERED WITH	SUITABLE OPAQUE MATERIAL	
ND DAD	2	WORKS EACH D	REMOVED ON COMPLETION OF AY. UNLESS OTHERWISE	
ORK			LANE WIDTH OF 3.0m IS	
ND WORK	4	ALL TIMES. 6. THE POSITIONING	i OF SIGNS, LENGTHS OF	
5-PDS-9(R)		A) MINIMUI	RKINGS SHALL BE: 1 ,10% LESS THAN THE OR LENGTHS GIVEN.	
E <mark>RGE</mark> IGHT	2	B) MAXIMU	OR LENGTHS GIVEN. M ,25% MORE THAN THE OR LENGTHS GIVEN.	
-POS-1(R)		7. SPACING OF DEL A) NO MININ	INEATION DEVICES:	
• 🕇	2	SHOWN.	I ,10% MORE THAN SPACING ISED ON SITE MUST BE	
			N AUDIBLE REVERSE AND	
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EAD				
5-5	1			
• • •	1			
NG ARROW				
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WORKS	2			
			OF THE USER OF THIS TRAFFIC	
		CONTROL DIAGRAM TO CONFIRM THE APPROPRIATENESS OR OTHERWISE FOR THE INTENDED WORK SITE BASED ON RIGOROUS RISK ASSESSMENT, REVIEW OF THE		
		REQUIREMENTS OF AS1742.3 AND MAIN ROADS WA TRAFFIC MANAGEMENT FOR WORKS ON ROADS CODE OF		
			WILL REMAIN WITH THE USER TO WITH RELEVANT STANDARDS AND	
		THE PROVISION OF		
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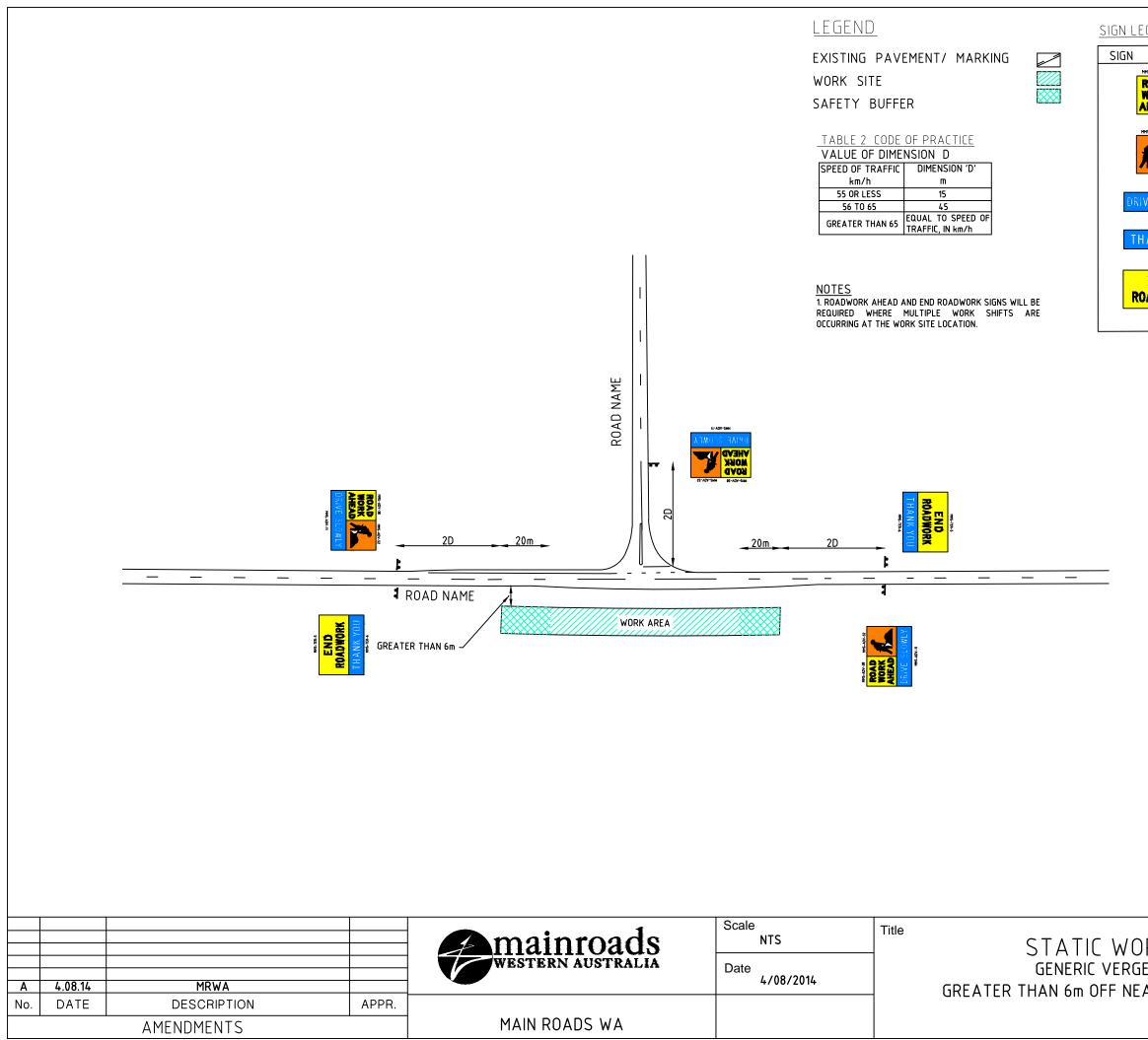
GEND		GENERAL NOT			
NO		OF A TRAFFIC	NLY TO BE USED AS PART MANAGEMENT PLAN AND AN ACCREDITED AWTM.		
MMS-REG-1		2. ALL SIGN LOCA	TIONS ARE TO BE CHECKED		
60	2	TO ALLOW FOR	SPECIFIC SITE CONSTRAINTS		
MMS-REG-1		ROADSIDE FURN	ITURE AND SUFFICIENT SPACE		
	2	3. THE SYMBOLIC	WORKER SIGNS SHALL BE Y DURING HOURS WHEN		
40			ONNEL WILL BE VISIBLE TO		
MMS-TER-6	6	4. ALL EXISTING	SPEED ZONE SIGNAGE WITHIN Y SPEED ZONE SHALL BE		
IANK YOU	ĭ	COVERED WITH	SUITABLE OPAQUE MATERIAL TION OF THE STAGE AND		
MMS-TER-4			REMOVED ON COMPLETION OF		
ROAD WORK	2	NOTED.	IC LANE WIDTH OF 3.0m IS		
MMS-TER-5			NED PAST THE WORKSITE AT		
END Adwork	4	6. THE POSITIONIN	G OF SIGNS, LENGTHS OF RKINGS SHALL BE:		
		A) MINIMU	M ,10% LESS THAN THE		
HHS-P05-ILI		B) MAXIM	UM ,25% MORE THAN THE		
î T	2	7. SPACING OF DE	LINEATION DEVICES:		
HMS-POS-90.)		A) NO MIN B) MAXIMU SHOWN.	M ,10% MORE THAN SPACING		
MERGE Left	2	SHOWN.			
MMS-ADV-11 /E_SLOWLY	6				
MMS-ADV-52					
Real Providence	6				
MMS-ADV-38					
ROAD Work	4				
HEAD					
T5-5					
0					
	1				
HING ARROW					
T5-4	2				
IS-ADV-40 DWORKS	2				
		DISCLAIMER IT IS RESPONSIBILITY	Y OF THE USER OF THIS TRAFFIC		
		CONTROL DIAGRAM T	CONTROL DIAGRAM TO CONFIRM THE APPROPRIATENESS OR OTHERWISE FOR THE INTENDED WORK SITE BASED ON		
		RIGOROUS RISK ASSESSMENT, REVIEW OF THE REQUIREMENTS OF AS1742.3 AND MAIN ROADS WA			
		TRAFFIC MANAGEMENT FOR WORKS ON ROADS CODE OF PRACTICE.			
		ALL RESPONSIBILITY	ALL RESPONSIBILITY WILL REMAIN WITH THE USER TO ENSURE COMPLIANCE WITH RELEVANT STANDARDS AND		
		THE PROVISION O			
			Dwg No.		
NE-MEDIAN		NLANF	MRWA MMS-017		
NE CLOSUI					
ALIZED IN	ITER	RSECTION	Rev.		
DN; WITHIN 1.2	m OF	F TRAFFIC	Α		
			1		



END		<u>GENERAL NOTES</u>			
NO		1. THIS TCD IS ONLY TO BE USED AS PART OF A TRAFFIC MANAGEMENT PLAN AND			
IMS-REG-1		2.	ALL SIGN LOCAT	ACCREDITED AWTM. FIONS ARE TO BE CHECKED	
<u>'+ ()</u>	8			JT AND POSITIONS ADJUSTED SPECIFIC SITE CONSTRAINTS	
-ADV-52				ATION, OTHER SIGNS, TURE AND SUFFICIENT SPACE	
-AUY-52		3.	ON SHOULDERS/E	EMERGENCY LANES. WORKER SIGNS SHALL BE	
	8	۶.	INSTALLED ONLY	DURING HOURS WHEN	
-ADV-40			PASSING TRAFFI	С.	
OWORKS	8	4.	THE TEMPORARY	PEED ZONE SIGNAGE WITHIN ' SPEED ZONE SHALL BE	
S-REG-1				SUITABLE OPAQUE MATERIAL TON OF THE STAGE AND	
0	8			REMOVED ON COMPLETION OF AY. UNLESS OTHERWISE	
ADV-47		5.	NOTED.	LANE WIDTH OF 3.0m IS	
<b>P</b>	4	٦.	TO BE MAINTAIN	NED PAST THE WORKSITE AT	
		6.		ICLES ARE TO BE ESCORTED	
-ADV-27			THROUGH THE S		
IPARE To	4	7.		OP (P.T.S) SIGNS TO BE ( WHEN TRAFFIC	
TOP				RE REQUIRED TO STOP	
-ADV-10		8.	THE POSITIONING	OF SIGNS, LENGTHS OF	
OVERTAKE	4		A) MINIMUN	RKINGS SHALL BE: 1 ,10% LESS THAN THE	
			B) MAXIMU	OR LENGTHS GIVEN. M ,25% MORE THAN THE	
NK YOU MS-TER-6	8	9.		OR LENGTHS GIVEN. INEATION DEVICES:	
15-5			A) NO MINIM B) MAXIMUM	1UM , I ,10% MORE THAN SPACING	
	1	10.	SHOWN.	VEMENT MUST BE MONITORED	
T5-4		10.	ON ALL JOB SIT	TES AT ALL TIMES AND FOR	
	1		TRAFFIC CONTRO	APPROACHES TO THE SITE. DLLERS MUST ASSIST	
TER-4				ND CYCLISTS THROUGH OR TE AT ALL TIMES AS	
AD RK	8	11.	REQUIRED. TRAFFIC CONTRO	DLLERS SHALL HAVE 15 MIN	
DV-47				TWO HOURS IN ACCORDANCE 1ANAGEMENT REGULATIONS.	
•	4	12.	ALL VEHICLES U	ISED ON SITE MUST BE	
			DUAL FLASHING		
	8				
2	4				
OP DF					
RED	4				
HAL					
			SCLAIMER		
				OF THE USER OF THIS TRAFFIC CONFIRM THE APPROPRIATENESS	
		OR OTHERWISE FOR THE INTENDED WORK SITE BASED ON RIGOROUS RISK ASSESSMENT, REVIEW OF THE			
		REQUIREMENTS OF AS1742.3 AND MAIN ROADS WA TRAFFIC MANAGEMENT FOR WORKS ON ROADS CODE OF			
		PRACTICE. ALL RESPONSIBILITY WILL REMAIN WITH THE USER TO			
		EN	ISURE COMPLIANCE \	WITH RELEVANT STANDARDS AND	
		TH PF		THE NECESSARY LEVEL OF PERSONNEL AND WORK SITE.	
				Dwg No.	
AD INT	ERS	SEC	TION	MRWA MMS-018	
1500 VEC					
ED REST				Rev.	
				В	
				D	



ING 2	OF A TRAFFIC I SIGNED OFF BY 2. ALL SIGN LOCAT PRIOR TO SETOI TO ALLOW FOR SUCH AS VEGET ROADSIDE FURNI ON SHOULDERS/I 3. ALL EXISTING S THE TEMPORARY COVERED WITH FOR THE DURAT COVERS TO BE WORKS EACH D, NOTED. 4. MINIMUM TRAFFII TO BE MAINTAIN ALL TIMES. 5. EMERGENCY VEH THROUGH THE S CONTROLLERS A 6. PREPARE TO ST	LY TO BE USED AS PART MANAGEMENT PLAN AND AN ACCREDITED AWTM. FIDNS ARE TO BE CHECKED JT AND POSITIONS ADJUSTED SPECIFIC SITE CONSTRAINTS ATION, OTHER SIGNS, TURE AND SUFFICIENT SPACE EMERGENCY LANES. PEED ZONE SIGNAGE WITHIN 'SPEED ZONE SHALL BE SUITABLE OPAQUE MATERIAL ION OF THE STAGE AND REMOVED ON COMPLETION OF AY. UNLESS OTHERWISE C LANE WIDTH OF 3.0m IS NED PAST THE WORKSITE AT ICLES ARE TO BE ESCORTED SITE BY TRAFFIC
S OR ILY, NIGHT DE OF PRACTICE MENSION D TH DE OF PRACTICE MENSION D TIS 45 55 EQUAL TO SPEED OF TRAFFIC, IN km/h GHTS 50 ONLY	TRAFFIC. 7. THE POSITIONING TAPERS OR MAI A) MINIMUI DISTANCES B) MAXIMU DISTANCES 8. PEDESTRIAN MO' ON ALL JOB SIT ALL COVERING A TRAFFIC CONTRC PEDESTRIANS AN AROUND THE SI REQUIRED. 9. TRAFFIC CONTRC BREAKS EVERY WITH FATIGUE N 10. ALL VEHICLES U FITTED WITH AN DUAL FLASHING 11. APPROPRIATENES USE OF MULTI-N BE BASED ON S 12. SIZE 'A' SIGNS TRAFFIC SPEEDS	RE REQUIRED TO STOP G OF SIGNS, LENGTHS OF RKINGS SHALL BE: M ,10% LESS THAN THE OR LENGTHS GIVEN. M ,25% MORE THAN THE OR LENGTHS GIVEN. VEMENT MUST BE MONITORED TES AT ALL TIMES AND FOR APPROACHES TO THE SITE. VILLERS MUST ASSIST VID CYCLISTS THROUGH OR TE AT ALL TIMES AS OLLERS SHALL HAVE 15 MIN TWO HOURS IN ACCORDANCE 1ANAGEMENT REGULATIONS. ISED ON SITE MUST BE N AUDIBLE REVERSE AND BEACONS. SS OR OTHERWISE FOR THE MESSAGE SIGNS (MMS) SHOULD SITE RISK ASSESSMENT. ARE TO BE USED FOR UP TO 110km/h AND THE MORE THAN 4.5m.
ITE - - - - - - - - - - - - - - - - - - -	CONTROL DIAGRAM TO OR OTHERWISE FOR TI RIGOROUS RISK AS REQUIREMENTS OF A TRAFFIC MANAGEMENT PRACTICE. ALL RESPONSIBILITY ENSURE COMPLIANCE N THE PROVISION OF PROTECTION FOR WORH	OF THE USER OF THIS TRAFFIC CONFIRM THE APPROPRIATENESS HE INTENDED WORK SITE BASED ON SSESSMENT, REVIEW OF THE S1742.3 AND MAIN ROADS WA FOR WORKS ON ROADS CODE OF WILL REMAIN WITH THE USER TO WITH RELEVANT STANDARDS AND THE NECESSARY LEVEL OF CPERSONNEL AND WORK SITE. DWG NO. MRWA MMS-019 Rev. A



RKSITE   MRWA MMS-020	MO MS-ARV-30 ROARK NHEAD MS-ARV-41 MS-TER-4 MS-TER-5 END MORCK 2	OF A TRAFFIC I SIGNED OFF BY 2. ALL SIGN LOCAT PRIOR TO SETOU TO ALLOW FOR SUCH AS VEGET ROADSIDE FURNI ON SHOULDERS/I INSTALLED ONLY ON-FOOT PERSO PASSING TRAFFI 4. THE POSITIONING TAPERS OR MAY A) MINIMU DISTANCES B) MAXIMU DISTANCES B) MAXIMU DISTANCES CALL VEHICLES U FITTED WITH AN DUAL FLASHING VIAL FLASHING VIAL FLASHING VIAL FLASHING NO OTHERWISE FOR TI RIGOROUS RISK AS REQUIREMENTS OF A TRAFFIC MANAGEMENT PRACTICE. ALL RESPONSIBILITY CONTROL DIAGRAM TO OR OTHERWISE FOR TI RIGOROUS RISK AS	DF THE USER OF THIS TRAFFIC OR FIGURE REVERSE AND BEACONS. OF THE USER OF THIS TRAFFIC OR LENGTHS GIVEN. JURING HOURS WHEN NNEL WILL BE VISIBLE TO C. OF SIGNS, LENGTHS OF RKINGS SHALL BE: 1, 10% LESS THAN THE OR LENGTHS GIVEN. JSED ON SITE MUST BE N AUDIBLE REVERSE AND BEACONS. OF THE USER OF THIS TRAFFIC OR LENGTHS GIVEN. JSED ON SITE MUST BE N AUDIBLE REVERSE AND BEACONS.
	RKSITE e works arest traffi	C LANE	Rev.