



GENERAL NOTES:

1. This TGS is only to be used as part of the DBCA Generic Traffic Management Plan.
2. All sign locations are to be checked prior to setout and positions adjusted to allow for specific site constraints such as vegetation, other signs, roadside furniture and sufficient space on shoulders/emergency lanes.
3. All existing speed zone signage within the temporary speed zone shall be covered with suitable opaque material for the duration of the stage and covers to be removed on completion of works each day. Unless otherwise noted.
4. Minimum traffic lane width of 3.2m is to be maintained past the worksite at all times.
5. The positioning of signs, lengths of 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.
6. Supervisor shall undertake risk assessment to determine appropriate temporary speed restriction.
7. The symbolic worker signs shall be installed only when on-foot personnel will be visible to passing traffic.
8. When using MMS two 5mm thick core flute signs back to back in the MM frame to help prevent the sign from blowing out.
9. Drive slowly can be swapped with Smoke Hazard, or Burning Off.
10. Use of Fold up signs and Swing signs acceptable in narrow, very low volume tracks <50 VPD.

DISCLAIMER:

It is the responsibility of the user of this traffic guidance scheme 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 CoP and AGTGM. 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.

Drawn: Cheryl Johnson
AWTM Cert. No: KTS-AWTM-19-47786-01
Signed: *cheryljann*

Reviewed by: Brad Brooksby
AWTM Cert. No: AUS-AWTM-19-1183-07
Signed: *Brad Brooksby*

- is close enough to the PTCD to allow the traffic controller to commence STOP/SLOW bat duties in the event of a system failure. In the case of a single traffic controller operating two PTCDs, the traffic controller should be located at the end which is on approach to the closed section of road (as this is the critical approach to control in the event of a failure)

6.8.3 Portable Traffic Control Devices

AGTGM states that portable traffic control devices (PTCD) are the preferred method to control traffic. However, it is accepted that it is not practical to use PTCDs for all work types and locations and higher risk locations need to be prioritised.

PTCDs must be used as the method of traffic control, for roads with:

- a permanent speed limit of 90 km/h or more and over 2,000 vpd; OR
- a permanent speed limit of 70 km/h or more and over 10,000 vpd*.

*except at permanent traffic signals.

Works on roads outside of the above should still consider the use of PTCDs and they may still be required based on a risk assessment. Traffic management planners should also refer to contractual requirements that may require the use of PTCDs regardless of the speed and/or traffic volume.

Main Roads is aiming to remove all manual traffic control (i.e. with Stop-Slow bats) on state controlled roads by mid-2022.

A risk assessment shall be conducted prior to considering the use of PTCD. This should examine duration of operation (set up time risk), what would happen in the event of failure assessing available sight distances, traffic volumes and traffic speeds. Mitigating factors shall include regular inspections and having back up traffic controllers. Wherever back up traffic controllers are provided they shall be positioned in a safe but prominent location to ensure drivers are aware that compliance with the PTCD is being observed.

PTCDs must be either:

- a portable traffic signal that complies with AS4191, or
- a PTCD that has been approved for use by Main Roads.

PTCD options include portable traffic signal systems (PTSS) and portable boom barriers. Both types of PTCDs have advantages and disadvantages. A combination of a boom barrier and traffic signal is likely to be the best method for controlling traffic, i.e. motorists are more accustomed to traffic signals, the traffic signal aspect is more visible, and the boom barrier provides a physical barrier to prevent motorists running the red light. It is expected, in the near future, the use of a boom barrier and traffic signal combination will be recommended under certain conditions when stopping traffic at temporary traffic management sites, e.g., traffic speed, traffic volume, duration of works, etc.

TC interchanged with PTCD

DATE: 24/02/2022

REV No: 14

DBCA - 22 - 24