

LEGEND		ROAD AUTHORITY SHALL APPROVE USAGE OF THIS TGS							
	WORK AREA								
	SAFETY BUFFER								
	CONES								
<p>STOP HERE ON RED SIGNAL BURNING OFF</p> <p>CONES MAY BE PLACED ALONG EDGE TO REDUCE LANE WIDTH TO MAX 3.5m</p> <p>6m 4m SPACINGS 6 CONES</p> <p>THRESHOLD</p>									
<p>REPEATER SIGNAGE TO BE PLACED EVERY 500m, AT INTERSECTIONS, CURVS AND CRESTS</p>		<p>OR</p> <p>REPEATER SIGNAGE MAY BE A STAND ALONE 600x600</p>							
<p>GENERAL NOTES:</p> <ol style="list-style-type: none"> THIS TGS IS ONLY TO BE USED AS PART OF THIS GENERIC TRAFFIC MANAGEMENT PLAN 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. THE POSITIONS OF SIGNS, LENGTH OF TAPERS OR MARKING SHALL BE: <ol style="list-style-type: none"> MINIMUM 10% LESS THAN THE DISTANCES OR LENGTHS GIVEN, MAXIMUM 25% MORE THAN THE DISTANCES OR LENGTHS GIVEN. WHEN USING MMS ENSURE TWO 5mm THICK CORE FLUTE SIGNS ARE USED BACK TO BACK IN THE FRAME TO HELP PREVENT THE SIGN FROM BLOWING OUT DRIVE SLOWLY CAN BE SWAPPED WITH SMOKE HAZARD, OR BURNING OFF. USE OF FOLD UP SIGNS AND SWING SIGNS AND SIGNS ON ONE SIDE OF THE ROAD MAY BE ACCEPTABLE IN NARROW, VERY LOW VOLUME TRACKS <50 VPD SUPERVISOR SHALL UNDERTAKE RISK ASSESSMENT TO DETERMINE APPROPRIATE TEMPORARY SPEED RESTRICTION THE WORKER SYMBOLIC SIGNS SHALL BE INSTALLED ONLY WHEN ON-FOOT PERSONNEL WILL BE VISIBLE TO PASSING TRAFFIC, OTHERWISE REPLACE WITH BURNING OFF OR SMOKE HAZARD SIGN ALL EXISTING SPEED ZONE SIGNAGE WITHIN THE TEMPORARY SPEED ZONE SHALL BE COVERED WITH SUITABLE OPAQUE MATERIAL FOR THE DURATION OF THE WORKS AND COVERS TO BE REMOVED ON COMPLETION OF WORKS EACH DAY UNLESS OTHERWISE NOTED. MINIMUM TRAFFIC LANE WIDTH OF 3.5m IS TO BE MAINTAINED PAST THE WORKSITE AT ALL TIMES 									
<p>DISCLAIMER:</p> <p>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 AND REVIEW OF THE REQUIREMENTS OF THE AS1742.3 AND MAIN ROADS WA TRAFFIC MANAGEMENT FOR WORKS ON ROADS CoP AND THE AGTMM. 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.</p>									
<p>DRAWN: CAMERON OLSON</p> <p>AWTM CERT. No: KTS-AWTM-24-49061-03</p> <p>SIGNED: </p>									
<p>REVIEWED: MATTHEW BYRNE</p> <p>AWTM CERT. No: AUS-AWTM-24-1367-05</p> <p>SIGNED: </p>									
<p>REINSTATE POSTED SPEED</p> <p>END OF BURN DRIVE SAFELY</p> <p>30m 20m 5km MAX WORK AREA 20m 30m TAPER</p> <p>STOP HERE ON RED SIGNAL BURNING OFF</p> <p>40 REDUCE SPEED</p> <p>PREPARE TO STOP</p> <p>DO NOT OVERTAKE</p> <p>QUEUED TRAFFIC AHEAD</p> <p>PREPARE TO STOP</p> <p>60 DRIVE SLOWLY</p> <p>BURNING OFF</p> <p>DRIVE SLOWLY</p>		<p>SECONDARY PREPARE TO STOP SPACING BASED ON ANTICIPATED END OF QUEUE PLUS 2x OF TABLE A SPACING, TRAFFIC CONTROLLERS SHALL MONITOR END OF QUEUE</p> <p>DRIVE SLOWLY BURNING OFF</p> <p>60 DRIVE SLOWLY</p> <p>PREPARE TO STOP</p> <p>QUEUED TRAFFIC AHEAD</p> <p>STOP HERE ON RED SIGNAL BURNING OFF</p> <p>SECONDARY PREPARE TO STOP SPACING BASED ON ANTICIPATED END OF QUEUE PLUS 2x OF TABLE A SPACING, TRAFFIC CONTROLLERS SHALL MONITOR END OF QUEUE</p> <p>GOVERNMENT OF WESTERN AUSTRALIA</p>							
<p>TABLE A</p> <table border="1"> <thead> <tr> <th>POSTED SPEED km/h</th> <th>SIGN SPACING m</th> </tr> </thead> <tbody> <tr> <td>70</td> <td>70</td> </tr> <tr> <td>80</td> <td>80</td> </tr> </tbody> </table>		POSTED SPEED km/h	SIGN SPACING m	70	70	80	80	<p>BURNING OFF WITH TRAFFIC CONTROL</p> <p>70km/h - 80km/h POSTED SPEED</p> <p>WORKING WITHIN 1.2m FROM TRAFFIC</p> <p>DATE: 02/04/2025</p> <p>REV No: 0</p> <p>BURN-25-14</p>	
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