

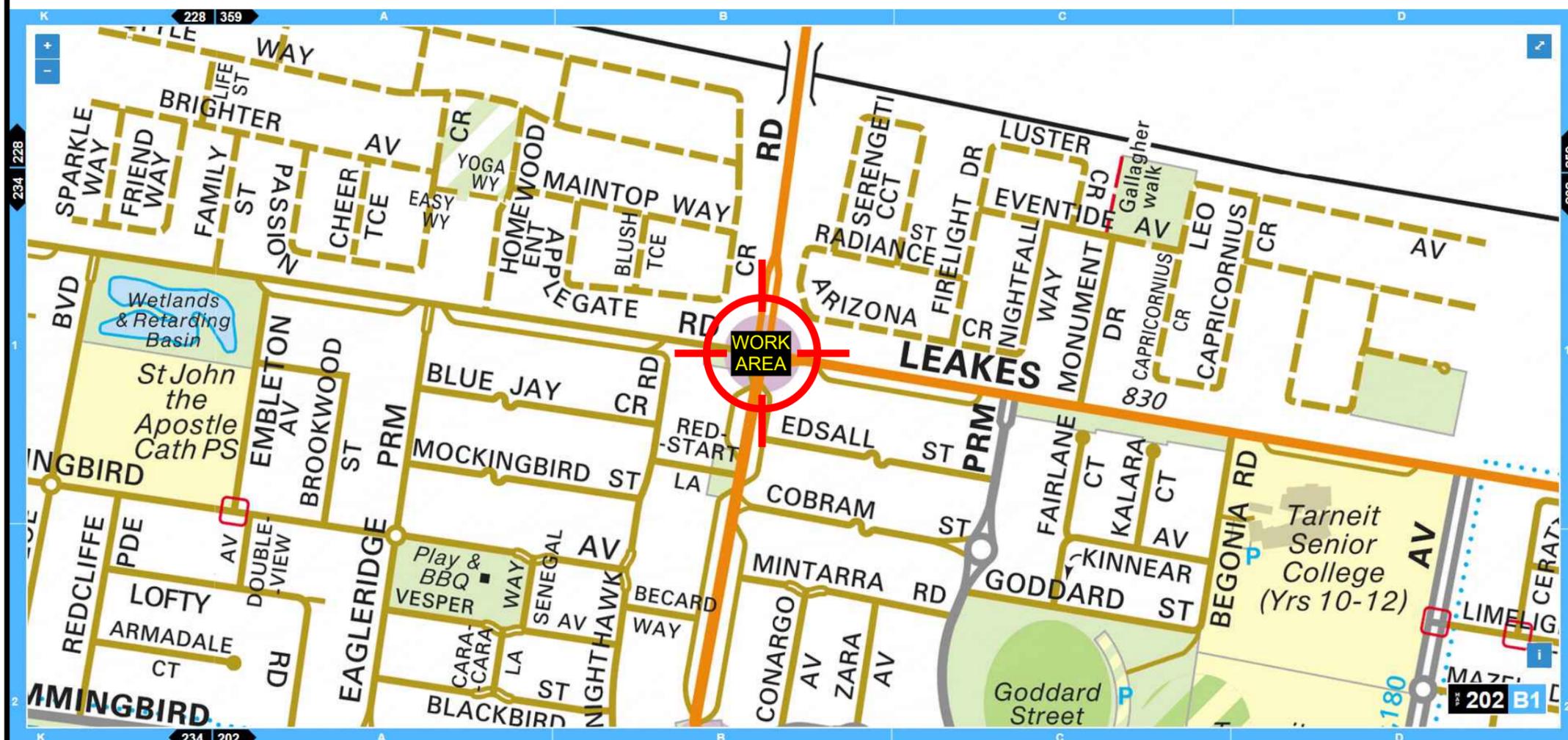
TRAFFIC GUIDANCE SCHEME - COVER PAGE

(Leakes Road & Tarneit Road, Tarneit)

Name: Nathanael Hosemans
 Qualification: RIICWD503E - 80481 *NHosemans*
 Date: 06/05/2025
 TGS Title: Leakes Road & Tarneit Road, Tarneit
 TGS #: BMD-4NH-25050005



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PAGE #	DESCRIPTION
1	Cover Page
2	AGTTM Tables
3	Implementation Notes
4	Through / Past and Around Analysis
5	TTM Diagram

Client: BMD Urban
 Client reference number/PO : N/A
 Site Contact : Kirolus Gobran
 Phone Number: 0458 091 315
 TMC Contact: Larry Emini
 TMC Phone Number: 0409 160 431
 Proposed start of works: 12/05/2025
 Completion Date: TBA
 Hours of Works: 20:00 - 05:00
 Induction Site: Toolbox prior to works

- Scope of works / client brief
- Staging works
 - Road closure to conduct works
 - Traffic Controllers on Site
 - Speed Reduction

TGS REQUIREMENTS FOR TGS - (BMD-4NH-25050005):					
Signs:	138	TMA:	0	Road Authority:	Wyndham City Council
Controllers:	10	VMS Utes:	0	Operation:	Road Closure
Traffic Lights:	0	Additional:	N/A	Road Type:	Two-Way
TC Utes:	8	Posted Speed:	70 kph	Travel Path:	Around
				Lane Width:	3.0 m
				Road Category:	2
				Direction:	NB/SB/WB/EB
				Melways:	202 B1



Figure 2.2: Speed to be used for advance warning sign spacing

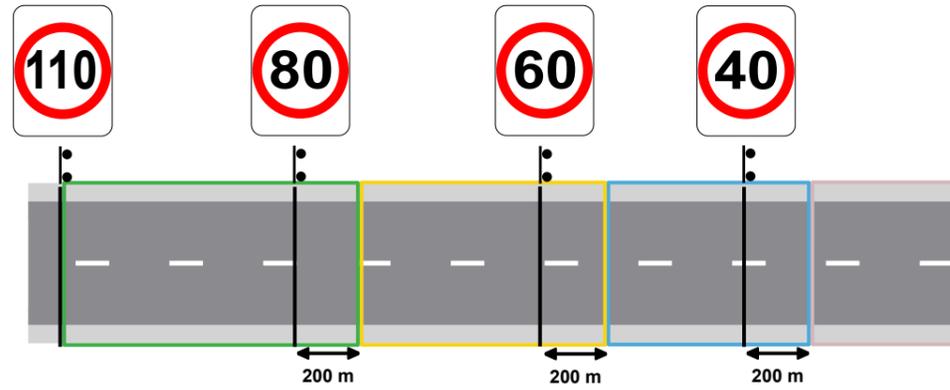


Table 2.2: Sign Spacing

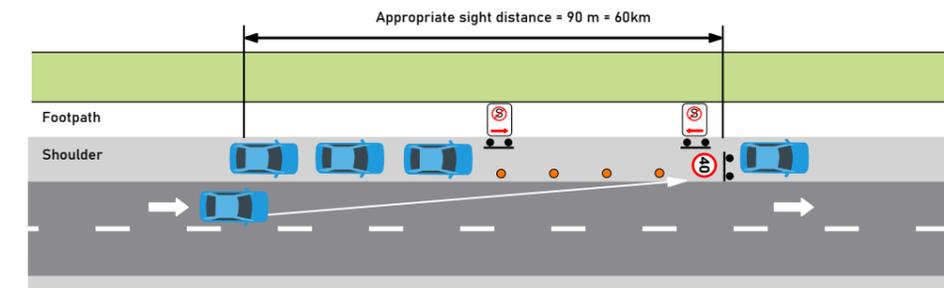
Speed (km/h)*	Distance (m)
≤ 55	15
46 - 55	45
≥ 66	Equal to the speed (km/h)

Table 2.3: Recommended sight distance to a traffic control device

Speed (km/h)	Distance (m)
≤ 45	50
46 - 55	70
56 - 65	90
≥ 66	Two times the speed (km/h)

Figure 2.3 is an example of sign placement when considering sign visibility and recommended sight distance. The arrow represents the sight distance required for a road user to perceive and react to the message being communicated by the sign ahead for a speed of 60 km/h. In this case, parking has been restricted for a portion of the roadside to ensure that sight distance to the sign is maintained

Figure 2.3: Appropriate sight distance



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

Table 2.5: Minimum lane width

Criteria	Lane width (m)*
General Lane widths	
≤ 60 km/h	3
> 60 km/h	3.5
Curve with radius 100 – 250 m	Curve widening 0.5 per lane
Curve with radius < 100 m	Consider swept path of long vehicles (e.g. buses, trams)
Approach lane is < 3 m wide	Equal to approach lane
Two-way residential street	5.5 (sum both ways)
Shuttle flow with active control	3.5
Shuttle flow operation	
Shuttle flow on residential streets (see Section 5.4.4)	Maximum 3.5

Note: *This does not apply to curves of radius 250 m or less, or locations where there are fixed vertical obstructions such as fences or safety barriers within 30 cm of the edge of the lane on one or both sides. Where these conditions apply, consider widths wider than those listed above to accommodate large vehicles.

Table 3.2: Placement of termination signs

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

Table 4.3: Estimated queue length

Maximum stopping time (minutes)	Multiplier	
	Ma (multiplier for average vehicles)	Mo (Multiplier for oversized vehicles)
2	2.4	8
5	6	20
10	12	40
15	18	60
30*	36	120

* A 30 minute stop time is unusual but has been included for some circumstances.

Table 4.1: Edge clearance

Speed (km/h)	Distance (m)
For post-mounted reflectors, temporary hazard markers	
All speeds	1
For traffic cones, bollards, longitudinal channelising barricades or any other delineation device	
≤ 65	0.3*
≥ 66	0.5

Table 4.2: Spacing of traffic cones, bollards and post-mounted delineators

Purpose and usage	Speed (km/h)	Recommended maximum spacing (m)
For traffic cones and bollards**		
All purposes	≤ 55	4
	56 - 65	12
	≥ 76	18
Protecting freshly painted lines	56 - 75	24
	≥ 76	60
For post-mounted delineators		
All purposes	≤ 75	24
	≥ 76	60

*Use the speed limit where the cones and bollards are installed.

**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 5.4: Maximum length of operation under shuttle flow

Traffic volume in both directions (vph)	Distance (m)
Residential street	60
701 - 800	70
601 - 700	100
501 - 600	150
401 - 500	250
351 - 400	400
301 - 350	600
≤ 300	800

Table 5.5: Length of temporary speed zone

Temporary speed limit (km/h)	Length of zone (m)	Conditions
≤ 40	100 - 200	<ul style="list-style-type: none"> high level of hazard for workers on foot. it is impractical to separate pedestrians or cyclist from vehicular traffic in the work area
40	100 (minimum) - 500 (maximum)	<ul style="list-style-type: none"> workers on foot within 1.2 m of traffic with no physical barrier structural danger to bridges
60	150 (minimum)	<ul style="list-style-type: none"> 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 of PTCD reduced visibility (e.g. dust or smoke) reduced standard alignment degraded pavement surface newly laid bituminous seal.
80	500 (maximum)	<ul style="list-style-type: none"> workers on foot or small plant within 3 -6 m of traffic with no physical barrier disturbance to alignment or pavement surface
80 (buffer)	300 (maximum)	<ul style="list-style-type: none"> for advance warning of a 40 or 60 km/h when speed is 100 km/h or more.

Table 5.7: Recommended taper length

Speed (km/h)	Recommended taper length (m)		
	Traffic control taper	Lateral shift taper	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 5.8: Distance between tapers

Speed (km/h)	Distance (m)
≤ 45	10
46 - 55	25
56 - 65	70
> 65	1.5 times the speed (km/h)

Table 6.1: Delineation adjacent to excavations

Speed (km/h)	Traffic volume (vpd)*	Clearance to excavation (m)	Protection required		
			Depth of excavation (mm)		
			50 to 250	251 to 500	>500
≤ 65	Any	< 2.5	Option 1	Option 2	Option 3
		2.5 - 5	Option 1	Option 1	Option 2
		> 5	Option 1	Option 1	Option 1
≥ 70	≤ 1500	≤ 5	Option 1	Option 2	Option 3
		> 5	Option 1	Option 1	Option 1
		> 1500	≤ 6	Option 1	Option 2
		> 6	Option 1	Option 1	Option 1

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

** For Options 1 and 2, cones or bollards are to be placed at the top of the excavation.

Table 5.1: Road Safety Barrier System Clearance

Speed (km/h)	Distance (m)*
≤ 40	0.3
41 - 60	0.5
61 - 80	0.5
> 80	1

* Clearance is measured in front of the barrier system and not behind the barrier system in the deflection zone.

Tolerances Table (m)								
Distance	-10%	+25%	Distance	-10%	+25%	Distance	-10%	+25%
10	9	13	70	63	87	130	117	163
15	13	19	80	72	100	140	126	175
25	22	31	90	81	113	150	135	187
30	27	38	100	90	125	160	144	200
45	40	56	105	95	130	180	162	225
50	45	62	110	99	137	200	180	250
60	54	75	120	108	150	300	270	375

	Approved head / sun protection required		High Vis Clothing to be worn		Use gloves when manual handling
	Safety glasses to be worn as per site requirements		Lace up safety boots to be worn		No jewelry permitted on electrical sites

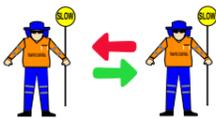
General TGS notes

1. Ensure a traffic management site specific risk assessment is undertaken prior to ALL traffic control setups or when required due to changes in conditions on site to ensure provided TGS adequately addresses all risks that are present onsite.
2. Ensure you maintain a safe working distance from traffic.
3. Remain aware of traffic conditions and maintain line of sight.
4. Ensure all permit requirements/instructions have been installed/followed.
5. Work is not to commence until the TGS plan is fully implemented.
6. Lane width. The minimum lane width to be provided through or past a work site shall be 3.0 m at traffic speeds up to 60 km/h and 3.5 m at higher speed.
7. Edge Clearance (Posted speed limit during roadwork's) 40 - 60 km/h = 0.5m
8. Ensure all relevant permits and these plans are onsite and can be produced upon request by an authorized person.
9. The Worker (symbolic) sign shall only be displayed when workers are actually working, or are visible to traffic, or both, and shall be removed or covered when workers have left the area or are no longer visible.
10. Temporary speed zones shall apply only while the relevant conditions exist, and shall be removed as soon as practical after the need for its imposition passes.

Notes on Traffic Controllers

1. An accredited traffic controller must not contravene VicRoads Worksite Traffic Management Training & must direct traffic in a way stated in both the Approved Procedure & the Guidelines for Traffic Controllers
2. Breaks shall be taken as specified in Guidelines for Traffic Controllers. Additional Controllers may be required for this purpose. (Additional Information under fatigue Management insert on this page)
3. Where Traffic Controllers are required, ensure they have a clear escape path to a non-traffic (closed) section of the roadway, shoulder, footpath or median during works operation at all times.

FATIGUE MANAGEMENT



Active Traffic Controllers
 2 - 4 : Require 1 Additional
 5 - 8 : Require 2 Additional
 9 - 12 : Require 3 Additional

Signage & Devices

1. Worksite signing must be placed in accordance with Austroads Guide to Temporary Traffic Management (AGTTM) 2019.
2. Prior to installation, signs and devices should be examined before installation to ensure that they are in good condition prior to use to ensure their performance is not impaired.
3. Cone spacing table shown on this Traffic Guidance Scheme (TGS) indicates the recommended maximum spacing of cones and bollards when implementing these TGS plans.
4. Unless noted otherwise in the drawings, all signage is to be positioned clear of travel path behind the kerb and visible to oncoming traffic and not obstructing pedestrians, otherwise on the pavement as near as practicable to the kerb without the sign becoming obscured and without obstructing moving traffic.
5. Signs should face towards approaching traffic approximately at right angles to the line of sight from the driver to the sign.
6. Sign installation sequence shall be as follows:
 - a. Advance warning
 - b. Condition warning
 - c. Warning of plant/road workers and
 - d. Driving instruction guidance
 - e. All delineation devices to form taper including illuminated flashing arrow at end of taper where required
 - f. Delineation of work area or side track
 - g. Signs & devices that are erected before they are required should be fully covered until immediately prior to commencement of work.
 - h. Recommend detour signs to be installed prior to any road / part road closure
7. Existing signs & traffic control devices which are inappropriate to, or conflict with, the temporary work site situation shall be fully covered or removed.
8. Signs covered or removed should be recorded on a signage checklist sheet including time covered / removed and time uncovered / replaced.
9. Where practicable, signs shall be erected on both sides of the roadway on multilane divided or one way roads where the volume of is 10 00 VPD or greater. This treatment should also be considered for all other roads, especially those with curved alignments.
10. Inspections to be completed after setup, during closure & upon completion of pack up, or as specified / requested

Emergency Services:

- Access shall be maintained for all emergency vehicles at all times.
- Where required, all services should be advised of proposed works and times in advance of works commencing, or for emergency works, as soon as practical.

Communications.

1. Prior to the start of daily works Traffic Controllers are to attend onsite tool box meetings at the beginning of each shift to discuss current works and methodology.
2. During works, Workers & Traffic Controllers may operate under a "line of sight" method or utilise 2 way radios (as required by type of control).

Public Transport:

- Unless otherwise stated on the plan , Bus stops and other public transport facilities shown are done so merely as a reference, and require no management.
- Should a particular facility require additional management , this will be included on TGS or TMP

Record Keeping

- Supervisory personnel shall keep daily records of the sign arrangements / TGS scheme.
- This will include the following details:
 - Date.
 - Location.
 - Job Identification.
 - Time of inspection.
 - Details of Inspector.
 - Details of changes, and who it was authorised by.
 - Record of TMP, TGS, permit and other relevant documents / numbers in use. This information should be kept in a dairy or work sheet.

Restrictions:

This TGS can only be applied at location shown for the specific works detailed on each plan as part of the specified project (if supplied)
 All Requirements stated in any Permit, TMP, or any other statutory requirement will be observed / implemented.

Conditions:

TGS's must be implemented in line with these TGS notes & notes on individual pages (or otherwise in accordance with AS 1742.3-2019 MUTCD Part 3.

Legend

- Work Area
- Affected Area
- Single Sided Sign
- VMS
- Bollard
- TC for Breaks or Pedestrian Watch
- Double Sided Sign

Manifest

123 x Bollard	94 x TM1-V100-2 (Y) Blank Yellow
84 x Sign Stand	36 x TC1169 Road Work Ahead
32 x R4-1M (40) Speed 40	32 x TC1170 End Road Work
26 x TM1-V100-1 (Y) Blank Yellow	24 x R4-1M (50) Speed 50
17 x TM1-V105 Ahead	16 x TC1819 Side Road Closed
15 x T5-1 (F)	14 x R4-1M (60) Speed 60
14 x TC1803 Road Closed Ahead	12 x R4-1M (70) Speed 70
12 x T5-7 Temporary hazard markers	10 x T2-4-3M Road Closed
9 x T5-1 (L)	8 x T2-23M End Detour
8 x T5-1 (R)	8 x TC for Breaks or Pedestrian Watch
8 x VMS	6 x RM2-V14 (R) Right Only
5 x T2-4-2M Road Closed	5 x TC1325 On Side Road
4 x LS Lane Status	4 x MMS-ADV-40 Roadworks
4 x RM2-V14 (L) Left Only	2 x MMS-DIV-7 Local Traffic Only
1 x T5-1-1M (L) DETOUR LEFT	

General Disclaimer:

This TGS has been prepared in accordance with the information supplied by the "client".

Technical due-care has been applied in the collation of the relevant information on which this TGS is based.

Avada Traffic is not responsible for any omissions or errors in the base information supplied by the client.

While all care has been taken in the preparation of this TGS, traffic and site conditions at the time of the works may vary from those established in the development of the TGS.

The 'Client' is responsible for undertaking an evaluation of the site and traffic conditions against any 'application constraints' outlined within this TGS as appropriate.

Where conditions vary from those documented / detailed, additional input from a Traffic Management Plan professional should be sought.

MOTORISTS

OPTIONS		FEATURES	COMMENTS	RESULT
TRAFFIC THROUGH THE WORKSITE		<ul style="list-style-type: none"> - Acceptable LOS to be maintained - Minimal traffic disruption - Minimal delays to the public - Existing travel path to be maintained 	Works will interfere with the travel path of road users	
TRAFFIC PAST THE WORKSITE	SHOULDER CLOSURE	<ul style="list-style-type: none"> - Acceptable LOS to be maintained - Minimal traffic disruption - Minimal delays to the public - Existing travel path to be maintained 	Works will not be contained to the shoulder Works will interfere with the Traffic Lanes	
	LANE CLOSURE	<ul style="list-style-type: none"> - Acceptable LOS to be maintained - Work areas accessible to personnel, plant items and site vehicles - Site personnel / plant items separated from vehicular traffic 	Lane closure is not suitable due to road configuration Work area requires larger portion of the roadway	
	LATERAL SHIFT	<ul style="list-style-type: none"> - Acceptable LOS to be maintained - Minimal traffic disruption - Minimal delays to the public 	Lateral shift is not required as the road configuration allows for more appropriate options	
TRAFFIC AROUND THE WORKSITE	DETOUR	<ul style="list-style-type: none"> - Work areas are accessible to work personnel, plant items and site vehicles - Traffic will be separated from work personnel / plant items and site vehicles. - Will make for more efficient and timely works by allowing site vehicles, plant items and delivery vehicles to park and unload on roadway. - Lowers the chance of collision between site personnel/ plant items/ site vehicles and the general public 	There is not enough trafficable lane width for traffic to pass through the work area, a detour will be necessary for this project.	
	SIDE-TRACK	<ul style="list-style-type: none"> - Work areas are accessible to work personnel, plant items and site vehicles - Traffic will be separated from work personnel / plant items and site vehicles. - Will make for more efficient and timely works by allowing site vehicles, plant items and delivery vehicles to park and unload on roadway. - Lowers the chance of collision between site personnel/ plant items/ site vehicles and the general public 	Road way configuration not suitable for side-Track	
	CROSSOVER (CONTRA-FLOW)	<ul style="list-style-type: none"> - Work areas are accessible to work personnel, plant items and site vehicles - Traffic will be separated from work personnel / plant items and site vehicles. - Will make for more efficient and timely works by allowing site vehicles, plant items and delivery vehicles to park and unload on roadway. - Lowers the chance of collision between site personnel/ plant items/ site vehicles and the general public 	Road Configuration will not allow a crossover there are no suitable areas to divert traffic to opposing side of the road	
SHORT TERM, LOW IMPACT WORKS		<ul style="list-style-type: none"> - Acceptable LOS to be maintained - Minimal traffic disruption - Minimal delays to the public 	- Short-term Low impact treatments are not possible due to the high impact nature and duration of the work.	

PEDESTRIANS

OPTIONS		FEATURES	COMMENTS	RESULT
CLOSE FOOTPATH	DETOUR	- Pedestrians separated from Site personnel, plant items and general site hazards	Works do not impede Footpaths / Pathways and Pedestrian Crossing	
	SIDE-TRACK	- Pedestrians separated from Site personnel, plant items and general site hazards	Works do not impede Footpaths / Pathways and Pedestrian Crossing	
RETAIN OPEN FOOTPATH		- Pedestrians separated from Site personnel, plant items and general site hazards	Works do not interfere with pedestrian access to pathway works to be separated by delineation	

CYCLIST

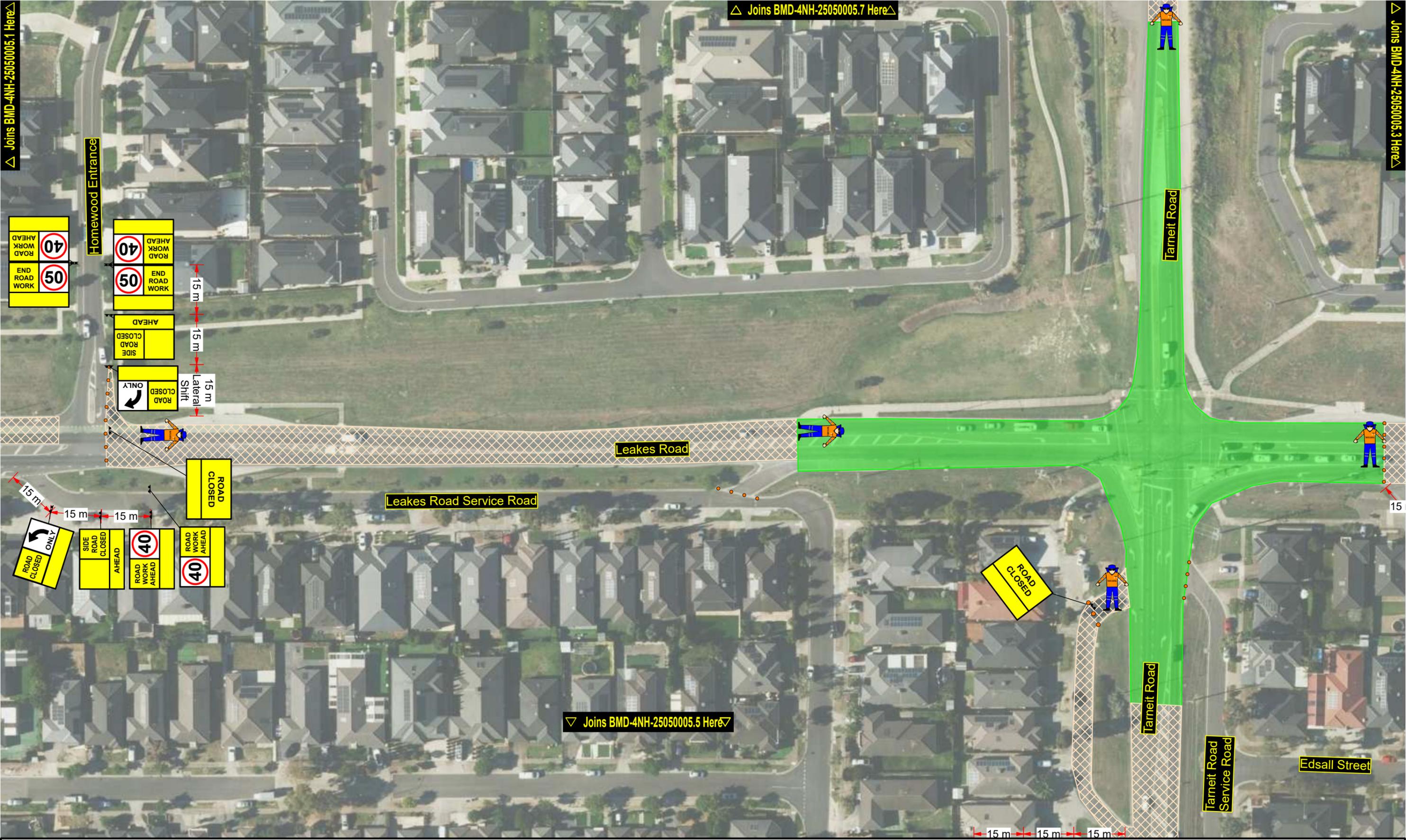
OPTIONS		FEATURES	COMMENTS	RESULT
CLOSE CYCLE LANE	DETOUR	- Cyclist separated from Site personnel, plant items and general site hazards	Works occupy full Cycle Lanes or Cycle Paths. Suitable path available to create detour	
	SIDE-TRACK	- Cyclist separated from Site personnel, plant items and general site hazards	Works do not impede Cycle Lanes or Cycle Paths	
RETAIN OPEN CYCLE LANE		- Cyclist separated from Site personnel, plant items and general site hazards	- There are No existing Cycle Lanes or Cycle Paths in the immediate Works.	

RESIDENTIAL AND BUSINESS ACCESS

OPTIONS		FEATURES	COMMENTS	RESULT
CLOSE ACCESS	CLOSE ACCESS	- Access , cannot be maintained residences and business will need to be notified 72hrs prior to closure and arrangements made	Residences and business are not affected during this operating times.	
	LOCAL ACCESS MAINTAINED	-General Access is closed - Local access to be maintained - Traffic Controllers to assist residents and business'	Access points to be delineated or identified TC to assist with access	
RETAIN ACCESS		- Local access to residence and commercial business will be unaffected	Alternate arrangements for access to be arranged prior to implementation of TGS	

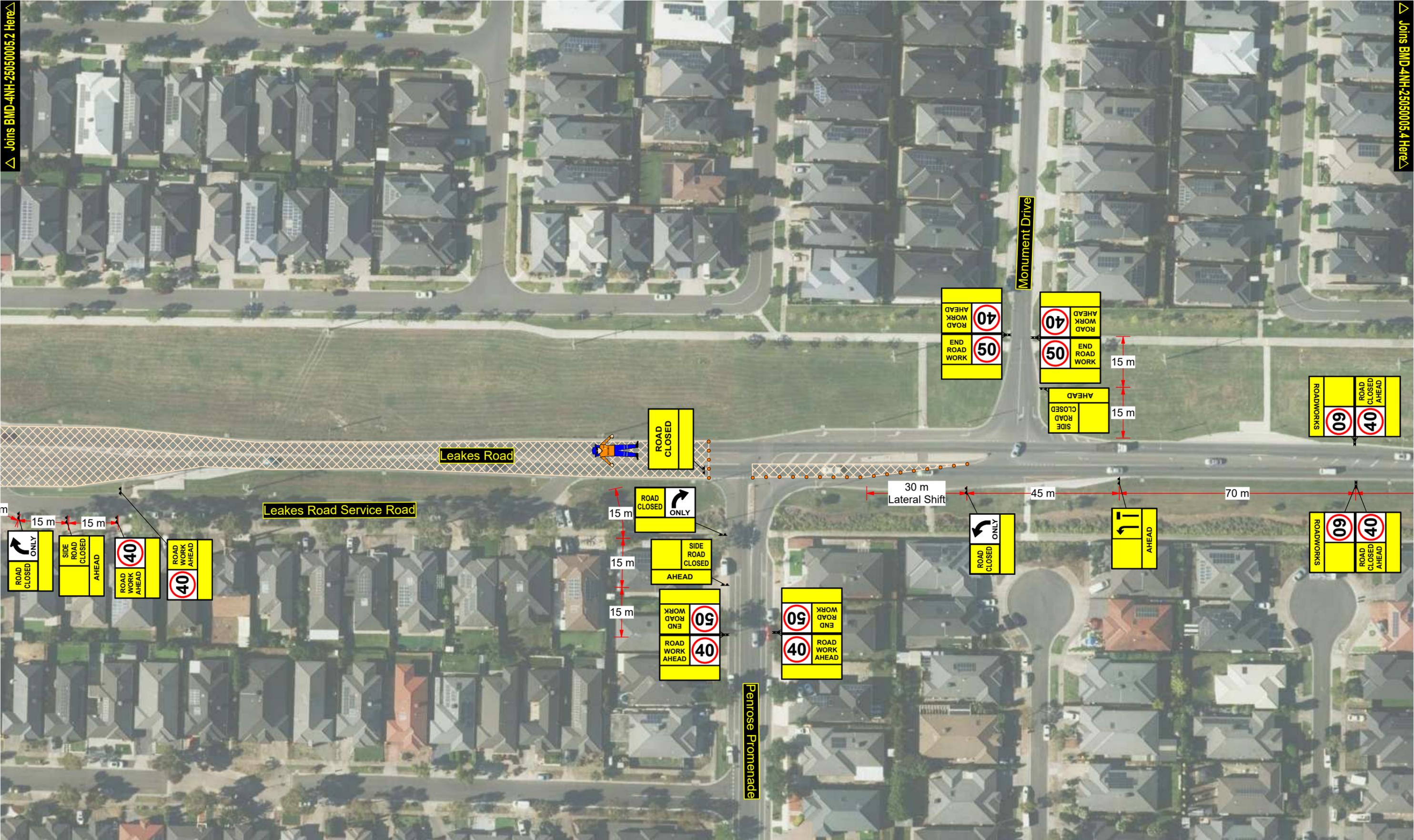
BUS STOPS

OPTIONS		FEATURES	COMMENTS	RESULT
CLOSE BUS STOP	TEMPORARY STOP PROVIDED	<ul style="list-style-type: none"> - Buses will be kept clear of work area. - General public will be clear of site hazards. - Work site will not have to facilitate bus access. 	- No bus stops are affected within the work area during operating times as it is not recommended to relocate bus stop unless requested by client.	
	EXISTING STOPS USED AS AN ALTERNATIVE	<ul style="list-style-type: none"> - Buses will be kept clear of work area. - General public will be clear of site hazards. - Work site will not have to facilitate bus access. - Existing bus stops will facilitate extra traffic. 	Bus Stop Closure - PTV to be notified with alternate arrangements for patrons	
RETAIN CURRENT BUS STOP		<ul style="list-style-type: none"> - Commuters will not be required to travel to alternate stop. - Buses will retain original route - Locating a suitable site for temporary stops will not be required - Minimal delays 	Bus Stop Closure - Translink to be notified with alternative arrangements for patrons	



TGS TITLE: **BMD Urban - Leakes Road & Tarneit Road, Tarneit - Road Closure - BMD-4NH-25050005.2**

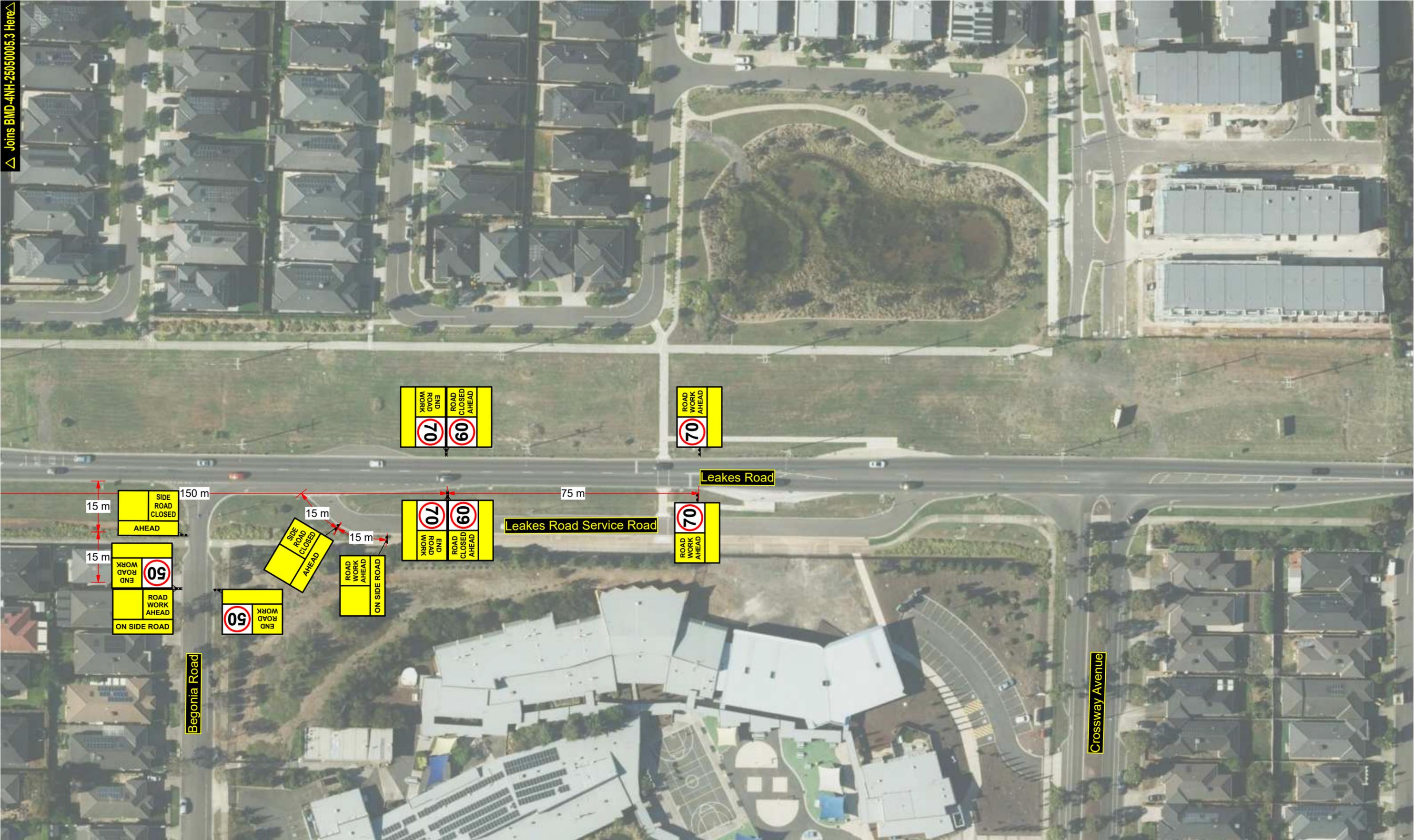
Rev	Details	Date	By	TGS REQUIREMENTS:			WORKS DESCRIPTION:				SITE DESCRIPTION:				SCALE OF PLAN (1 : 1000)	
0	Initial Release	06/05/2025	NH	Signs:	138	TMA:	0	Operation:	Road Closure	Posted Speed:	70 kph	Road Category:	2	Direction:	NB/SB/WB/EB	 Melways: 202 B1
1	VMS Boards Removed	08/05/2025	NH	Controllers:	10	Additional:	N/A	Lane Width:	3.0 m	Work Zone Speed:	40 kph	Road Type:	Two-Way	Pedestrians:	Past	
				Traffic Lights:	0	Works Term:	Short	Traffic Clearance to Objects :	0.3 m	Traffic Cone Size:	700 mm	Road Authority:	Wyndham City Council	Cyclists:	Not Affected	
				TC Utes:	8	Safety Buffer:	30 m	Traffic Clearance to Worker:	≤1.2 m	Traffic Cone Spacing @ 40km:	4 m	PREPARED AND APPROVED BY: Nathanael Hosemans				
				VMS Utes:	0	Taper Length:	30 m	Travel Path:	Around	Traffic Cone Spacing @ 60km:	12 m					



TGS TITLE:

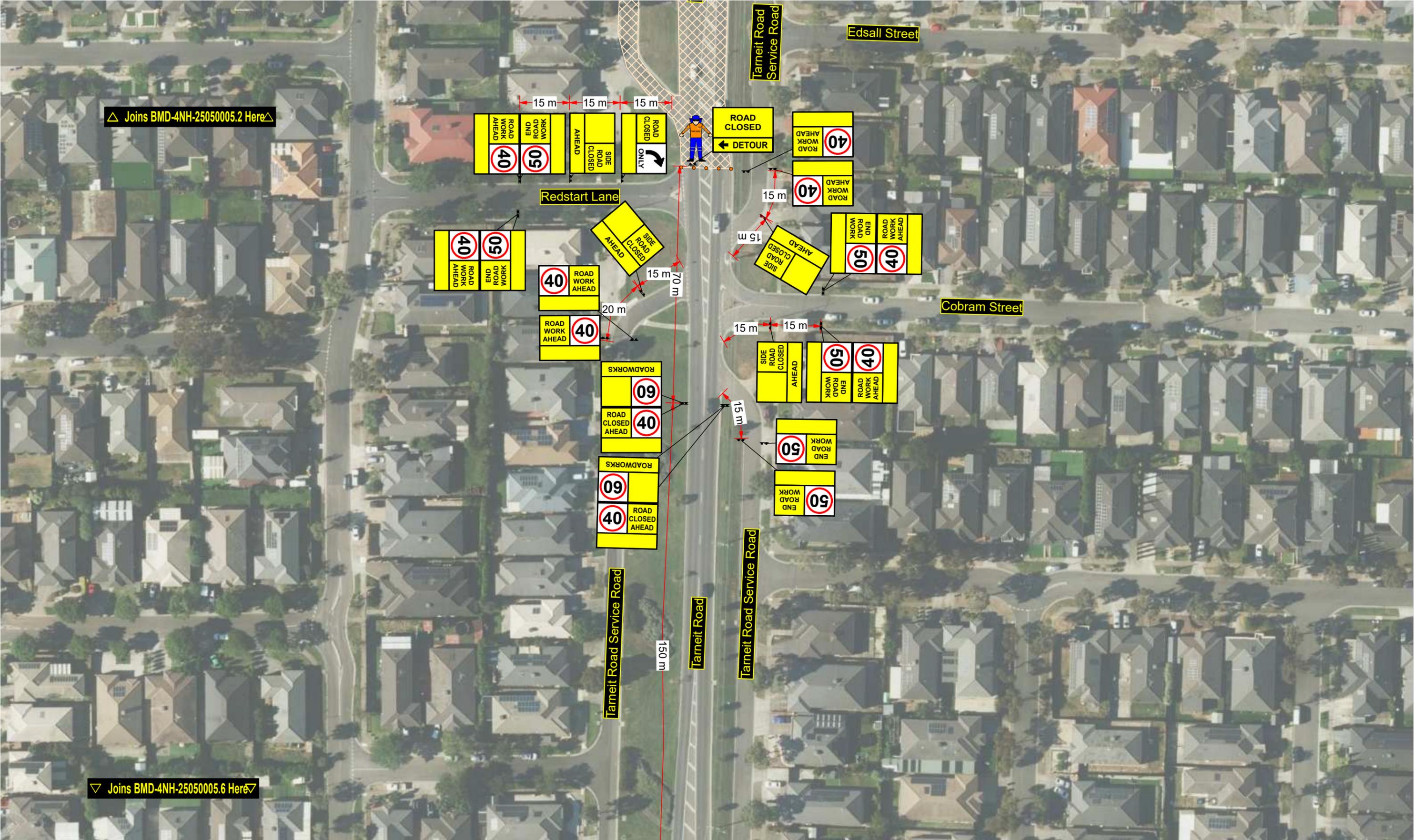
BMD Urban - Leakes Road & Tarneit Road, Tarneit - Road Closure - BMD-4NH-25050005.3

Rev	Details	Date	By	TGS REQUIREMENTS:				WORKS DESCRIPTION:				SITE DESCRIPTION:				SCALE OF PLAN (1 : 1000)
0	Initial Release	06/05/2025	NH	Signs:	138	TMA:	0	Operation:	Road Closure	Posted Speed:	70 kph	Road Category:	2	Direction:	NB/SB/WB/EB	
1	VMS Boards Removed	08/05/2025	NH	Controllers:	10	Additional:	N/A	Lane Width:	3.0 m	Work Zone Speed:	40 kph	Road Type:	Two-Way	Pedestrians:	Past	
				Traffic Lights:	0	Works Term:	Short	Traffic Clearance to Objects :	0.3 m	Traffic Cone Size:	700 mm	Road Authority:	Wyndham City Council	Cyclists:	Not Affected	
				TC Utes:	8	Safety Buffer:	30 m	Traffic Clearance to Worker:	≤1.2 m	Traffic Cone Spacing @ 40km:	4 m	PREPARED AND APPROVED BY: Nathanael Hosemans				
				VMS Utes:	0	Taper Length:	30 m	Travel Path:	Around	Traffic Cone Spacing @ 60km:	12 m					Melways: 202 B1



TGS TITLE: **BMD Urban - Leakes Road & Tarneit Road, Tarneit - Road Closure - BMD-4NH-25050005.4**

Rev	Details	Date	By	TGS REQUIREMENTS:				WORKS DESCRIPTION:				SITE DESCRIPTION:				SCALE OF PLAN (1 : 1000)
0	Initial Release	06/05/2025	NH	Signs:	138	TMA:	0	Operation:	Road Closure	Posted Speed:	70 kph	Road Category:	2	Direction:	NB/SB/WB/EB	 Melways: 202 B1
1	VMS Boards Removed	08/05/2025	NH	Controllers:	10	Additional:	N/A	Lane Width:	3.0 m	Work Zone Speed:	40 kph	Road Type:	Two-Way	Pedestrians:	Past	
				Traffic Lights:	0	Works Term:	Short	Traffic Clearance to Objects :	0.3 m	Traffic Cone Size:	700 mm	Road Authority:	Wyndham City Council	Cyclists:	Not Affected	
				TC Utes:	8	Safety Buffer:	30 m	Traffic Clearance to Worker:	≤1.2 m	Traffic Cone Spacing @ 40km:	4 m	PREPARED AND APPROVED BY: Nathanael Hosemans				
				VMS Utes:	0	Taper Length:	30 m	Travel Path:	Around	Traffic Cone Spacing @ 60km:	12 m					



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TGS TITLE: **BMD Urban - Leakes Road & Tarneit Road, Tarneit - Road Closure - BMD-4NH-25050005.5**

Rev	Details	Date	By	TGS REQUIREMENTS:			WORKS DESCRIPTION:				SITE DESCRIPTION:				SCALE OF PLAN (1 : 1000)	
0	Initial Release	06/05/2025	NH	Signs:	138	TMA:	0	Operation:	Road Closure	Posted Speed:	70 kph	Road Category:	2	Direction:	NB/SB/WB/EB	 Melways: 202 B1
1	VMS Boards Removed	08/05/2025	NH	Controllers:	10	Additional:	N/A	Lane Width:	3.0 m	Work Zone Speed:	40 kph	Road Type:	Two-Way	Pedestrians:	Past	
				Traffic Lights:	0	Works Term:	Short	Traffic Clearance to Objects :	0.3 m	Traffic Cone Size:	700 mm	Road Authority:	Wyndham City Council	Cyclists:	Not Affected	
				TC Utes:	8	Safety Buffer:	30 m	Traffic Clearance to Worker:	≤1.2 m	Traffic Cone Spacing @ 40km:	4 m	PREPARED AND APPROVED BY: Nathanael Hosemans				
				VMS Utes:	0	Taper Length:	30 m	Travel Path:	Around	Traffic Cone Spacing @ 60km:	12 m					

△ Joins BMD-4NH-25050005.5 Here△



TGS TITLE: **BMD Urban - Leakes Road & Tarneit Road, Tarneit - Road Closure - BMD-4NH-25050005.6**

Rev	Details	Date	By	TGS REQUIREMENTS:				WORKS DESCRIPTION:				SITE DESCRIPTION:				SCALE OF PLAN (1 : 1000)
0	Initial Release	06/05/2025	NH	Signs:	138	TMA:	0	Operation:	Road Closure	Posted Speed:	70 kph	Road Category:	2	Direction:	NB/SB/WB/EB	 Melways: 202 B1
1	VMS Boards Removed	08/05/2025	NH	Controllers:	10	Additional:	N/A	Lane Width:	3.0 m	Work Zone Speed:	40 kph	Road Type:	Two-Way	Pedestrians:	Past	
				Traffic Lights:	0	Works Term:	Short	Traffic Clearance to Objects :	0.3 m	Traffic Cone Size:	700 mm	Road Authority:	Wyndham City Council	Cyclists:	Not Affected	
				TC Utes:	8	Safety Buffer:	30 m	Traffic Clearance to Worker:	≤1.2 m	Traffic Cone Spacing @ 40km:	4 m	PREPARED AND APPROVED BY: Nathanael Hosemans				
				VMS Utes:	0	Taper Length:	30 m	Travel Path:	Around	Traffic Cone Spacing @ 60km:	12 m					

△ Joins BMD-4NH-25050005.8 Here△



▽ Joins BMD-4NH-25050005.3 Here▽

TGS TITLE:
BMD Urban - Leakes Road & Tarneit Road, Tarneit - Road Closure - BMD-4NH-25050005.8

Rev	Details	Date	By	TGS REQUIREMENTS:				WORKS DESCRIPTION:				SITE DESCRIPTION:				SCALE OF PLAN (1 : 1000)
0	Initial Release	06/05/2025	NH	Signs:	138	TMA:	0	Operation:	Road Closure	Posted Speed:	70 kph	Road Category:	2	Direction:	NB/SB/WB/EB	 PREPARED AND APPROVED BY: Nathanael Hosemans
1	VMS Boards Removed	08/05/2025	NH	Controllers:	10	Additional:	N/A	Lane Width:	3.0 m	Work Zone Speed:	40 kph	Road Type:	Two-Way	Pedestrians:	Past	
				Traffic Lights:	0	Works Term:	Short	Traffic Clearance to Objects :	0.3 m	Traffic Cone Size:	700 mm	Road Authority:	Wyndham City Council	Cyclists:	Not Affected	
				TC Utes:	8	Safety Buffer:	30 m	Traffic Clearance to Worker:	≤1.2 m	Traffic Cone Spacing @ 40km:	4 m	PREPARED AND APPROVED BY: Nathanael Hosemans				
				VMS Utes:	0	Taper Length:	30 m	Travel Path:	Around	Traffic Cone Spacing @ 60km:	12 m					

Rev	Details	Date	By
0	Initial Release	06/05/2025	NH
1	VMS Boards Removed	08/05/2025	NH

TGS TITLE:

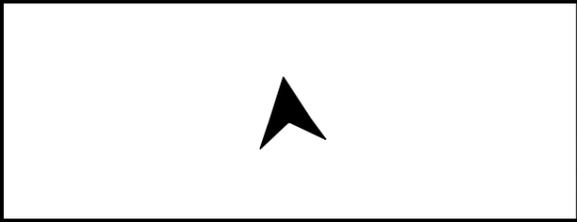
**BMD Urban -
Leakes Road & Tarneit Road,
Tarneit -
Road Closure -
BMD-4NH-25050005.9**

TGS REQUIREMENTS:	
Signs:	138
Controllers:	10
Traffic Lights:	0
TC Utes:	8
VMS Utes:	0
TMA:	0
Additional:	N/A
Safety Buffer:	30 m
Taper Length:	30 m
Works Term:	Short

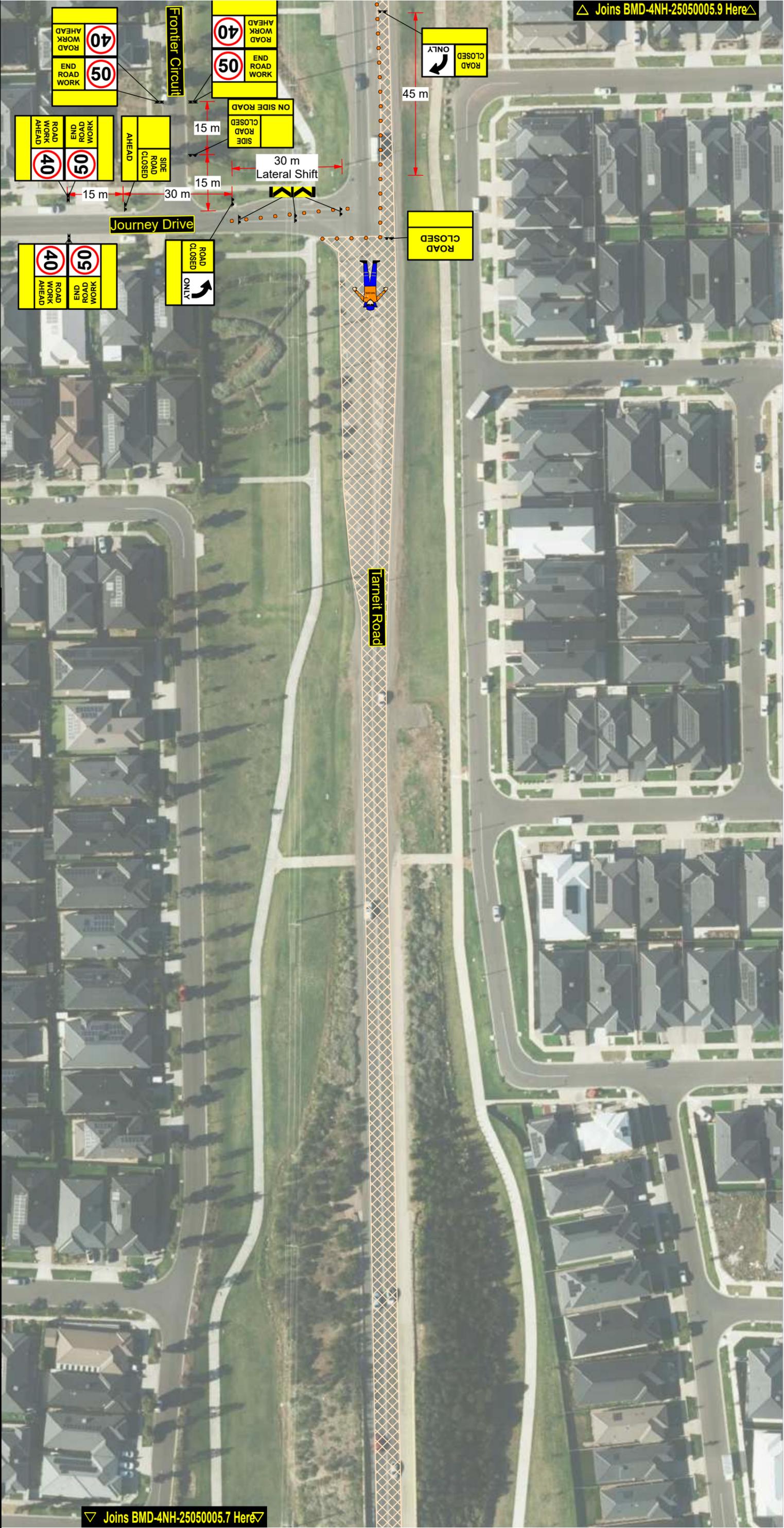
WORKS DESCRIPTION:	
Operation:	Road Closure
Lane Width:	3.0 m
Traffic Clearance to Worker:	≤1.2 m
Traffic Clearance to Objects :	0.3 m
Traffic Cone Size:	700 mm
Traffic Cone Spacing @ 40km:	4 m
Traffic Cone Spacing @ 60km:	12 m
Posted Speed:	70 kph
Work Zone Speed:	40 kph

SITE DESCRIPTION:	
Road Category:	2
Road Type:	Two-Way
Road Authority:	Wyndham City Council
Travel Path:	Around
Direction:	NB/SB/WB/EB
Pedestrians:	Past
Cyclists:	Not Affected
Melways:	202 B1

**PREPARED AND APPROVED BY:
Nathanael Hosemans**



SCALE OF PLAN (1 : 1000)



Rev	Details	Date	By
0	Initial Release	06/05/2025	NH
1	VMS Boards Removed	08/05/2025	NH

TGS TITLE:

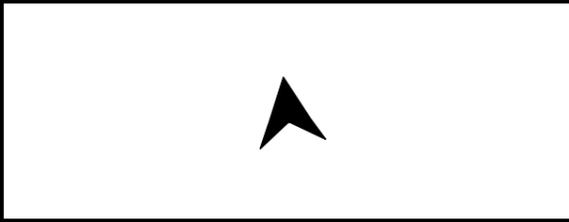
**BMD Urban -
Leakes Road & Tarneit Road,
Tarneit -
Road Closure -
BMD-4NH-25050005.9**

TGS REQUIREMENTS:	
Signs:	138
Controllers:	10
Traffic Lights:	0
TC Utes:	8
VMS Utes:	0
TMA:	0
Additional:	N/A
Safety Buffer:	30 m
Taper Length:	30 m
Works Term:	Short

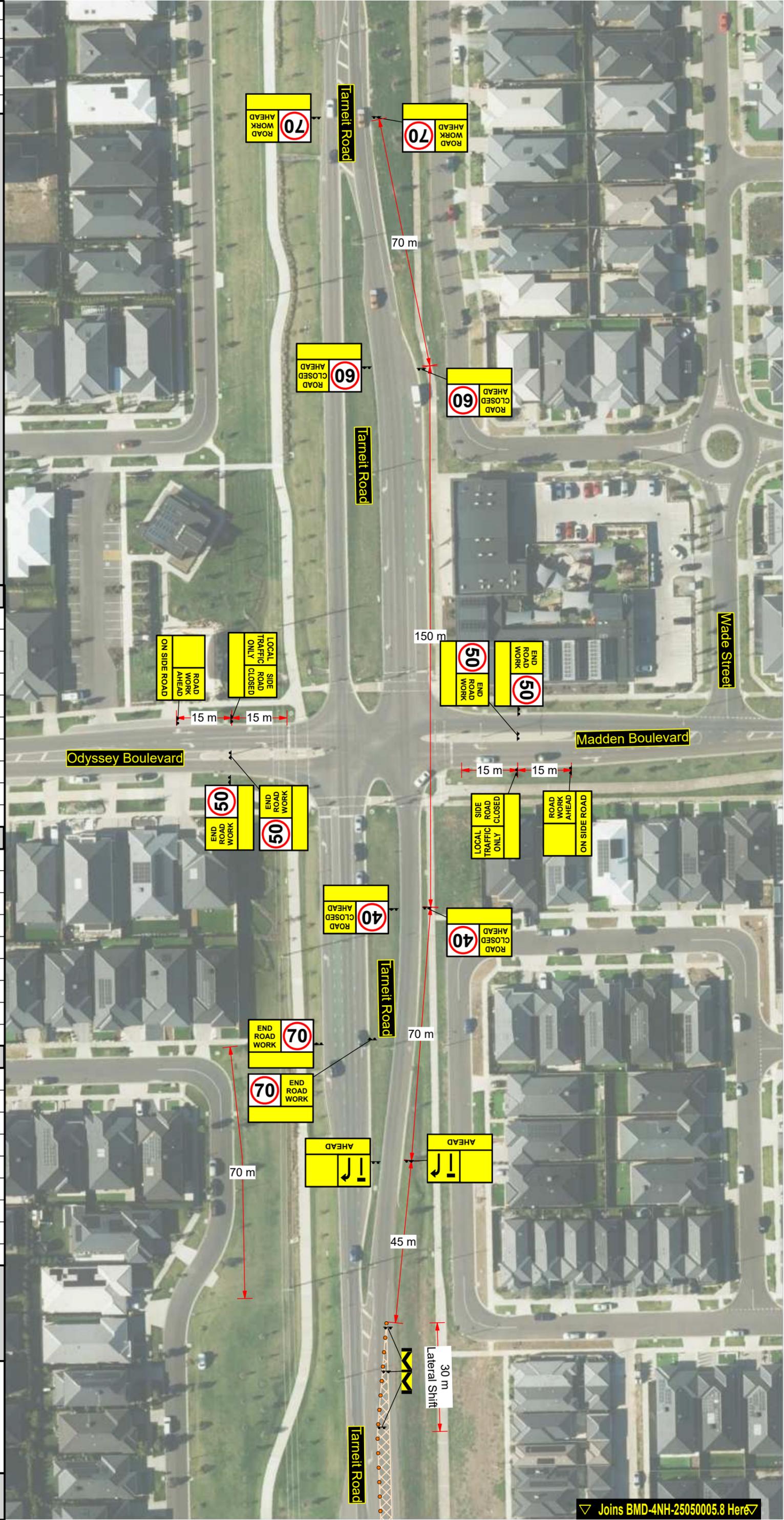
WORKS DESCRIPTION:	
Operation:	Road Closure
Lane Width:	3.0 m
Traffic Clearance to Worker:	≤1.2 m
Traffic Clearance to Objects :	0.3 m
Traffic Cone Size:	700 mm
Traffic Cone Spacing @ 40km:	4 m
Traffic Cone Spacing @ 60km:	12 m
Posted Speed:	70 kph
Work Zone Speed:	40 kph

SITE DESCRIPTION:	
Road Category:	2
Road Type:	Two-Way
Road Authority:	Wyndham City Council
Travel Path:	Around
Direction:	NB/SB/WB/EB
Pedestrians:	Past
Cyclists:	Not Affected
Melways:	202 B1

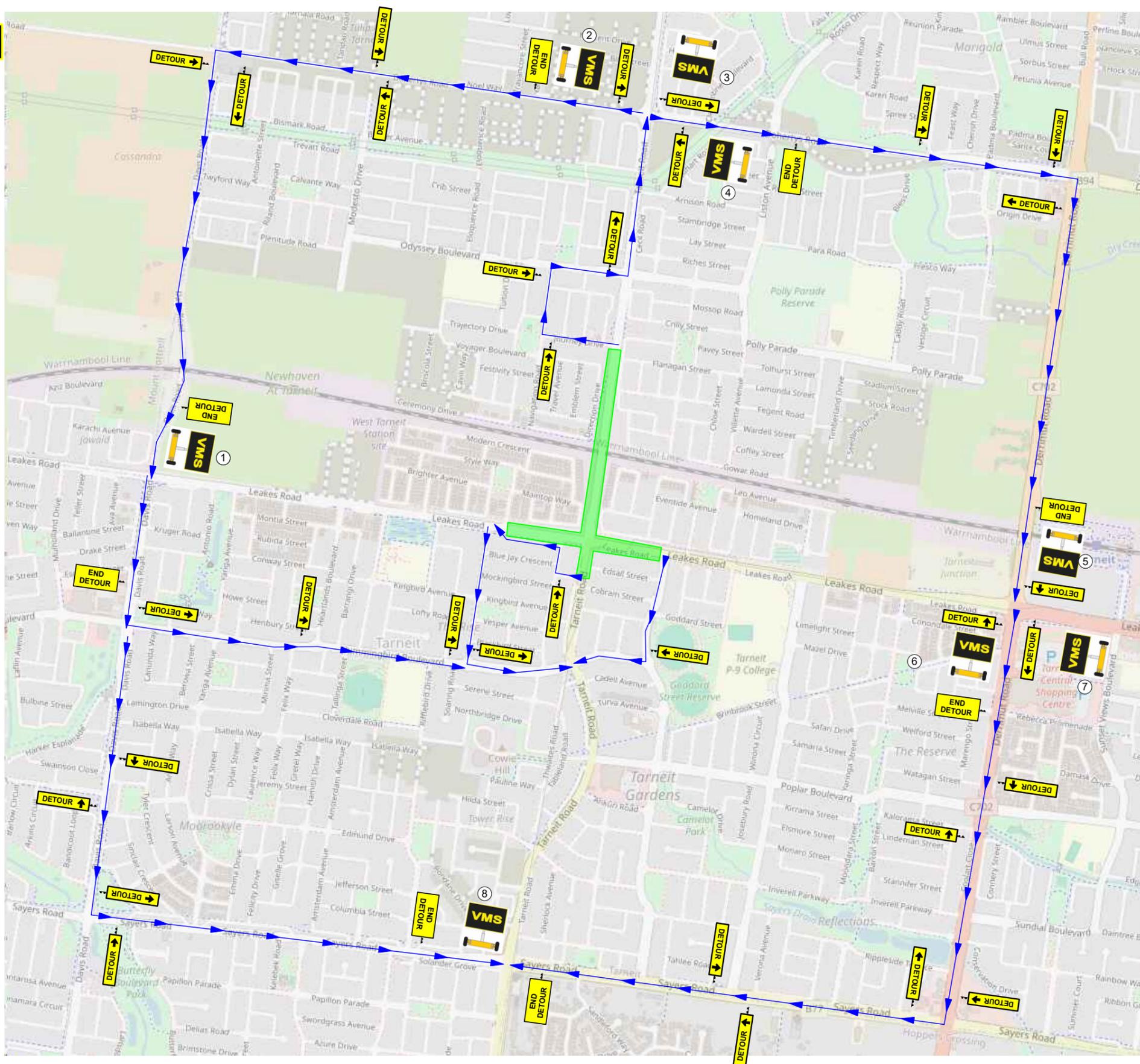
**PREPARED AND APPROVED BY:
Nathanael Hosemans**



SCALE OF PLAN (1 : 1000)



DETOUR & VMS PLAN



VMS MESSAGE

SCREEN 1 **SCREEN 2**

SCREEN 1: [Black Box]

SCREEN 2: [Black Box]

VMS Messaging as approved by Client and Council

VMS Boards are to be installed behind any existing guardrail or as far away from the Running lanes as possible

The preferred distance is 15m but no less than 9m

TGS TITLE: **BMD Urban - Leakes Road & Tarnet Road, Tarnet - Road Closure - BMD-4NH-25050005.6**

Rev	Details	Date	By	TGS REQUIREMENTS:			WORKS DESCRIPTION:				SITE DESCRIPTION:			SCALE OF PLAN (1 : 1000)		
0	Initial Release	06/05/2025	NH	Signs:	138	TMA:	0	Operation:	Road Closure	Posted Speed:	70 kph	Road Category:	2	Direction:	NB/SB/WB/EB	 Melways: 202 B1
1	VMS Boards Removed	08/05/2025	NH	Controllers:	10	Additional:	N/A	Lane Width:	3.0 m	Work Zone Speed:	40 kph	Road Type:	Two-Way	Pedestrians:	Past	
				Traffic Lights:	0	Works Term:	Short	Traffic Clearance to Objects :	0.3 m	Traffic Cone Size:	700 mm	Road Authority:	Wyndham City Council	Cyclists:	Not Affected	
				TC Utes:	8	Safety Buffer:	30 m	Traffic Clearance to Worker:	≤1.2 m	Traffic Cone Spacing @ 40km:	4 m	PREPARED AND APPROVED BY: Nathanael Hosemans				
				VMS Utes:	0	Taper Length:	30 m	Travel Path:	Around	Traffic Cone Spacing @ 60km:	12 m					