VEHICULAR TRAFFIC

OPTION	DESCRIPTION	CLOSURE TYPE	FEATURES	Reasoning	SELECTED
AROUND	Vehicles detoured via existing roads / side track	*Vehicles detoured via existing roads / side track*	*Removes all traffic from working area / Enables local traffic / All through traffic to follow detour route/s / Minimal delays.*	*Road closures and detours in place*	✓
PAST	Vehicles past delineated work zones	*Partial Lane / Lateral Shift / Parking Lane / Shoulder Closure - (2 way traffic maintained)*	*Allows work area and also 2 x trafficable lanes (one lane each direction) to be maintained at all times. Lanes to be 3.0m minimum width each. Applicable where traffic is simply required to shift laterally without conflict with another traffic stream (i.e. - still allowing opposite traffic to flow with use of traffic cones to delineate travel path of both lanes - where required).*	*Not suitable for this event*	✗
		Contra-flow (2 way traffic maintained)	*Minimum 1 x trafficable lane (each direction) to be maintained at all times. Traffic to be placed on opposite side of roadway (away from work area) where there is a minimum 2 lanes available to enable 1 lane of traffic in each direction. Lanes to be 3.0m minimum width each.*	*Not suitable for this event*	✗
		Single or Multi Lane Closure	*Allows for work area to be held in closed lane/s (one direction of flow) when the roadway is a multilane road. Remaining lane/s to be 3.0m minimum width. 2 way traffic maintained.*	*Not suitable for this event*	✗
		Single Lane / Shuttle Flow or Stop / Slow Control	*Where the work area does not provide two-way traffic to be maintained on a two way road (single flow each direction) Reversible - Shuttle Flow control methods shall be required. Remaining lane width of 3.0m shall be maintained to allow for single file of traffic past work area. Control Methods able to be used - Traffic Controllers / Temporary or Portable Traffic Control Devices.*	*Not suitable for this event*	✗
THROUGH	Vehicles through work zone	*Temporary Closure / Hold and Release / Local Traffic Access*	*Allowing access through the work zone when safe to do so. Temporarily holding traffic to allow construction vehicles to access construction site via reversing in / out or driving in / out under Hold & Release provisions & or survey works. When construction works are occurring on a roadway where there is only 1 way in and out - Local Access maintained at all times - traffic may need to be held to enable safe travel path to vehicles to gain access to properties.*	*Not suitable for this event*	✗

PEDESTRIANS/CYCLISTS ON FOOTPATH

OPTION	DESCRIPTION	REASONING	SELECTED
AROUND	*Pedestrians diverted around work area utilising existing crossing and/or driveway.*	*All footpaths to remain operational throughout event*	✗
PAST	*Minimum 1.8 m footway maintained past work area (on the verge or on the roadway) with appropriate delineation.*	*All footpaths to remain operational throughout event*	✗
THROUGH	*Minimum 1.8 m footway maintained through the work zone such that pedestrians are safely managed under traffic control (eg. passage through between work area and parked work vehicle as delineation from live traffic).*	*All footpaths to remain operational throughout event*	✗

AFFECTED BUS STOP

OPTION	DESCRIPTION	REASONING	SELECTED
CLOSE	Disadvantage: Reduced customer (community) experience, Approval unlikely, Unnecessary impact on bus operations Advantage: Reduced pedestrian numbers traversing work area	*Enter Reasoning*	✓ ✗
LEAVE	Disadvantage: Reduced work area, Added capacity issues to the road network, High risk of pedestrian interaction with construction activities Advantage: No impact on the operation of bus stop	*Enter Reasoning*	✓ ✗
MOVE	Disadvantage: Reduced customer (community) experience, Approval unlikely Advantage: Reduced pedestrian numbers traversing work area	*Enter Reasoning*	✓ ✗

NOT PRESENT AT SITE

FURTHER SITE SET UP INSTRUCTIONS

WHEN WORKSITE DOESN'T REQUIRE TRAFFIC CONTROLLERS

Replace This → With This



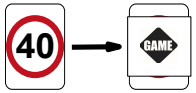
CHANGING SIGNAGE TO AFTERCARE

Replace This → With This



*The worksite speed limit should be no more than 20 km/h below the permanent speed limit, unless the hazard assessment of the worksite indicates otherwise.

COVERING EXISTING SPEED SIGNS



All existing speed signs must be covered during works.

REPEATERS

(To be placed on both sides of the road)



Maximum every 500m

ESTIMATING QUEUE LENGTH (EQL)

- Count the number of average & oversized vehicles the pass for 5 minutes

- Multiply the number of vehicles counted by the number in the chosen 'multiplier' column (Ma for mostly average sized vehicles, or Mo for mostly oversized vehicles) using the maximum stop time required at the specific worksite

-If you are unsure of the maximum required stop time or whether to use the 'average' or 'oversized' multiplier, seek assistance from a competent person or road authority

- Use the formula below to calculate the estimated queue length

(Number of average vehicles x MA) + (number of oversized vehicles x MO) = 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

ALTERNATIVE SIGNAGE PLACEMENT

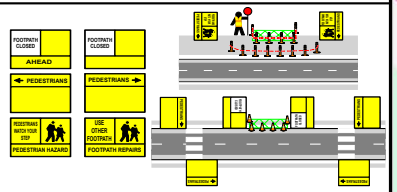
If signage cannot be set up as per the TGS due to unexpected obstacles, such as a tree/barrier put sign in the safest /most appropriate position available.

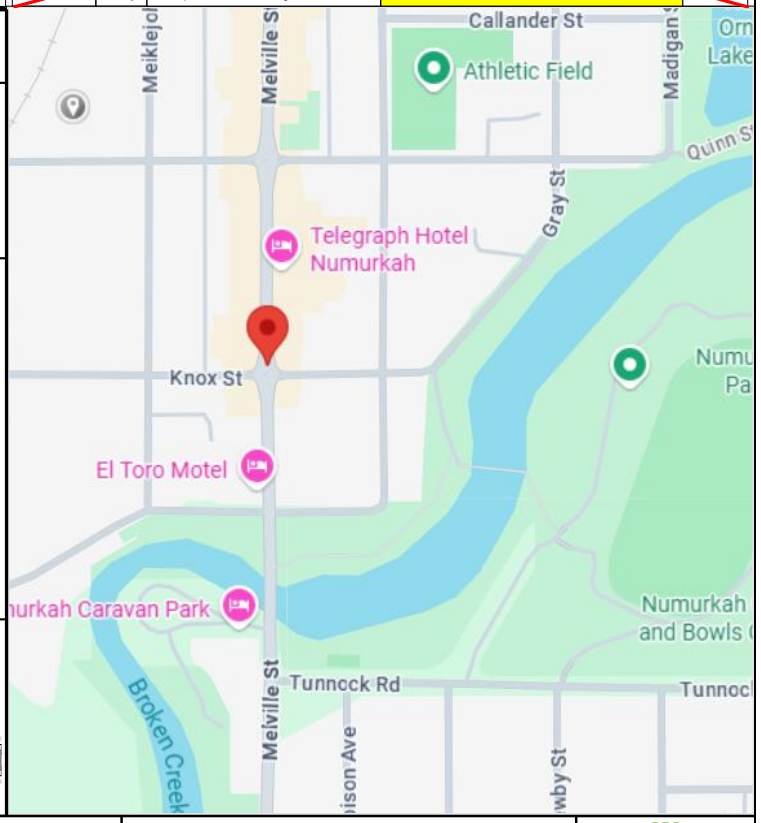
BOLLARD SPACING TABLE

	Less Than 50km/h	50km/h to 70km/h	Greater Than 70km/h
Lateral Shift Taper	4.0 M	12.0 M	18.0 M
Merge Taper	4.0 M	9.0M	12.0 M
Bollards closing shoulder	4.0 M	18.0 M	24.0 M
Bollards closing lane	4.0 M	18.0 M	24.0 M
Bollards separating contraflow	4.0 M	12.0 M	18.0 M

PEDESTRIAN SIGNAGE

Use this signage when the active worksite extends to a footpath. Bollards & tape to be used for pedestrian management. 1.2m footpath width to be maintained at all times. If 1.2m cant be maintained, a pedestrian detour may be required.





GAME TRAFFIC & CONTRACTING

Date: 02/07/26

Client: Show Us Ya Wheels

Job Location: Melville St, Numurkah

Drawn by: Bob Scott

Checked by: Andrew Harlow 78043

TGS No: G26-3028

Version: 001

Notes: Saturday

As per AGTTM08-19

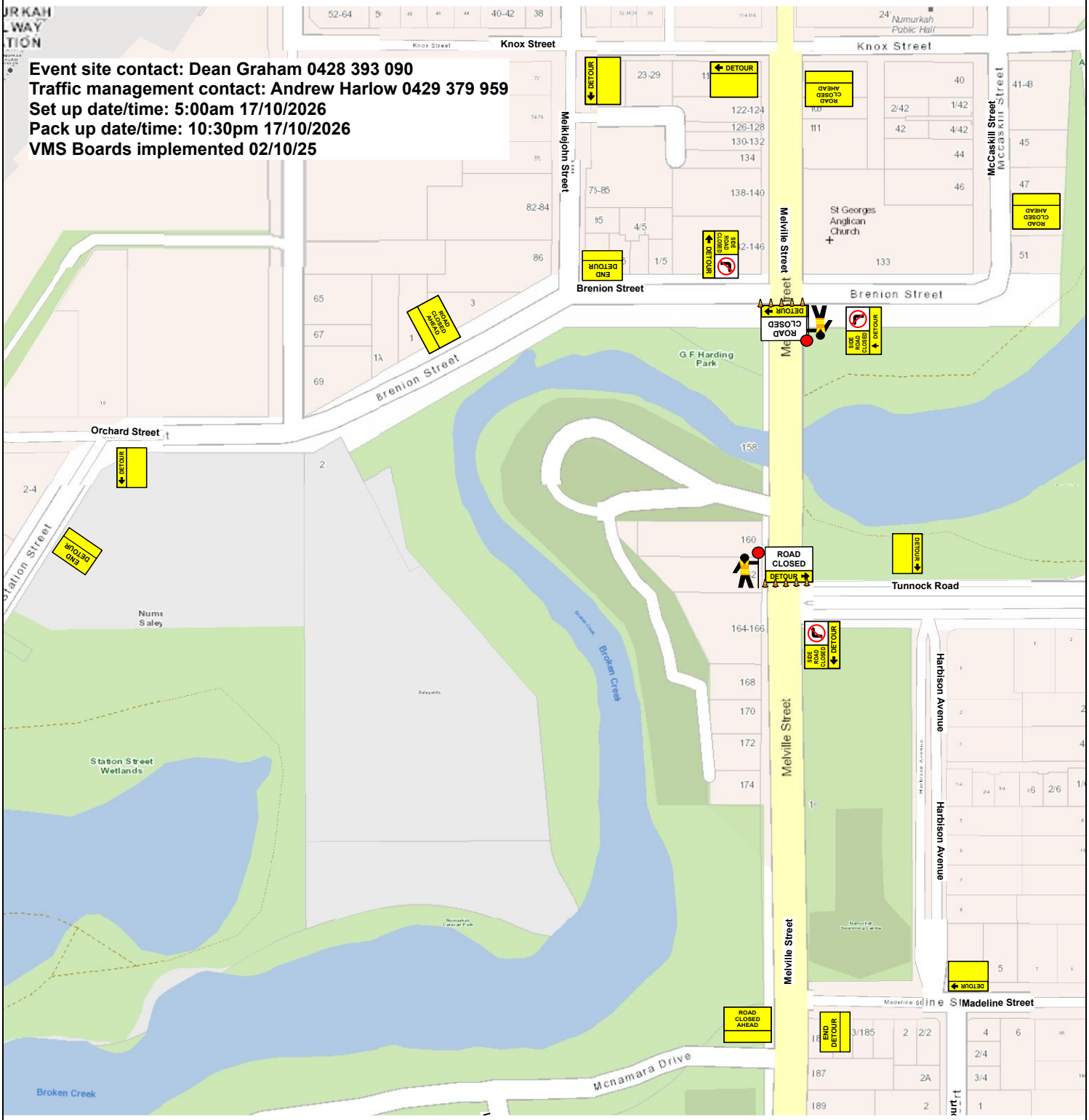
A Traffic Management Implementer must hold the RIIWHS302E or equivalent qualifications in order to implement a TMP or TGS

A Traffic Controller must hold the RIIWHS205E or equivalent qualifications in order to control traffic with a Stop/Slow bat

GPS

-36.092245, 145.442288

N


Event site contact: Dean Graham 0428 393 090
Traffic management contact: Andrew Harlow 0429 379 959
Set up date/time: 5:00am 17/10/2026
Pack up date/time: 10:30pm 17/10/2026
VMS Boards implemented 02/10/25
Knox Street
Melklejohn Street
Melville Street
McCaskill Street
Brenion Street
Orchard Street
Tunnock Road
Madeline Street
Harbison Avenue
Mcnamara Drive
Broken Creek
Station Street Wetlands
G F Harding Park
St Georges Anglican Church
Numurkah Public Hall
DETOUR
ROAD CLOSED
ROAD CLOSED AHEAD
SIDE ROAD CLOSED
END DETOUR