

Response 1: As per attachments:

- I. 16-TBASE6 (T-Top Base 6kg)
- II. 16-TBOLT (T-Top Bollard 1150mm TOP ONLY)



Response 2: As per attachments:

- I. TGS007 Long Term Signage Arrangement (Stage 1 Switch)**
- II. TGS007 Long Term Signage Arrangement (Stage 2 Switch)**



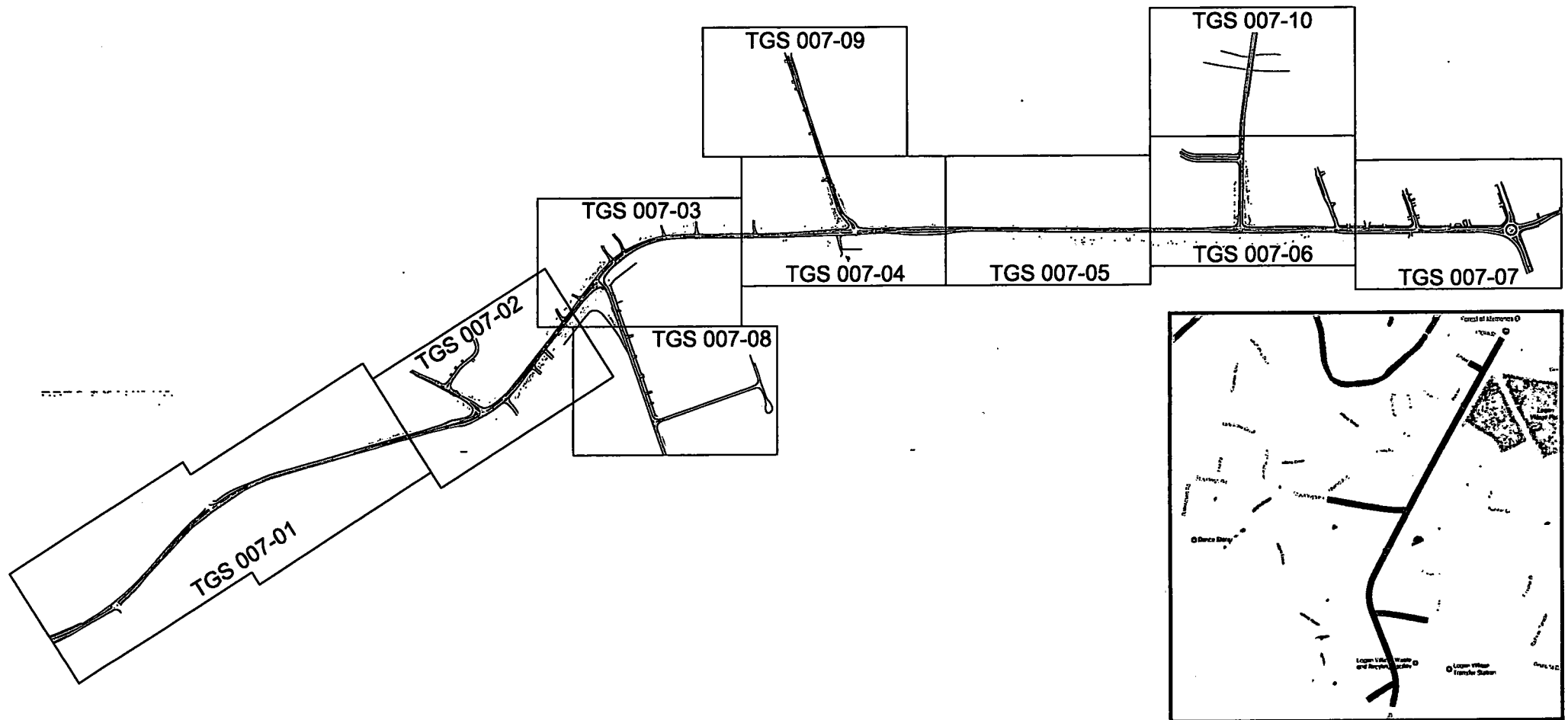
WATERFORD-TAMBORINE ROAD (207)

RPEQ REQUIRED

☐ YES☒ NO

TRAFFIC GUIDANCE SCHEME

TGS 007 - LONG TERM SIGNAGE ARRANGEMENT (Stage 1 Switch)


SCHRAMM GROUP

 59 NORTHLINK PLACE, VIRGINIA, QLD, 4014
 TMR REGISTRATION NUMBER: 0210
 PH: 07 3505 4201

SHEET 01 OF 13

THIS PLAN IS NOT TO SCALE

TGS REF No: TGS 007: COVER

Road Name:	Map Reference:	Travelled Path:
Waterford-Tamborine Road	UBD Map 303 : F4	Past
Location of Works:	Term:	Operation:
Albert Street - Camp Cable Road	Short Term	Shoulder Closure
Suburb:	Road Type:	Speed Limit:
Logan Village	Two Way Road	90kph (60kph Work Zone)



TGS	NAME	DATE	SIGNATURE	CERTIFICATION	TYPE	CARD NO.
INITIALLY DRAWN BY:	Simon Tanner	05/12/2017	<i>Simon Tanner</i>	DTMR TMD	OPEN	501
CERTIFIED BY:						

Rev #	Description	Requested By	Date	Issued By
E	Added Detour sheet for Holz Rd Closure	Ben Lyons	18/03/2018	SJT
F	Modified detour route and signage v2	Ben Lyons	12/04/2018	SJT
G	Hand drawn markup drawn by Doval	Ben Lyons	10/04/2018	
H	Modified signage as per Doval request v2	Ben Lyons	01/05/2018	SJT
I	Modified Stockhigh Rd alignment & Anzac Ave slip lane signage	Ben Lyons	30/05/2018	SJT

CLIENT DETAILS

Client Name: Doval Constructions
 Client Contact: David Reid / Ben Lyons
 Client Contact Number: 0431 271 405 / 0435 941 539
 DTMR Contract No.: SCHD-3424
 DTMR Job No.: 240/207/5

SITE INFORMATION

Location of Works: Waterford-Tamborine Road (Albert Street to Camp Cable Road)
 Suburb: Logan Village

Hours of Operation: 24hrs - usual working hours 7am to 6pm

Proposed Commencement of Works: January 2018
 Estimated Completion of Works: August 2018

SCOPE OF WORKS

This Traffic Guidance Scheme (TGS) has been developed to allow Doval Constructions to conduct Waterford-Tamborine Road upgrade works between Camp Cable Road and Albert Street at Logan Village.

These works will involve but will not be limited to:

- Long Term Signage Arrangement with Shoulder Closures
- General Construction works
- Any Project Associated work activity

A desktop risk assessment has been undertaken by Schramm Group Pty Ltd in developing this TGS. However, when implementing this TGS on site, the site supervisor &/or Nominated Traffic Officer (NTO) should undertake a site specific assessment at each location to ensure traffic control device placement is appropriate for site conditions, particularly with respect to sight distances to oncoming traffic.

TRAFFIC MANAGEMENT METHOD

Travelled Path: Past

No. of Traffic Controller: N/A

No. of Traffic Control Vehicles: N/A

Type of Closure: Shoulder Closure

Speed Restrictions: Reduce to 60kph

SIGNAGE & DEVICES INSTALLATION NOTES:

Unless stated otherwise on the Traffic Guidance Schemes (TGS), the tolerances on the positioning of signs detailed in the plans is minimum 10% less than and maximum 25% more than the distances or lengths stated.

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.

Condition of signs and devices should be examined before installation to ensure that they are in good condition and their performance is not impaired.

Signs and devices should be positioned and erected so that:

- they are properly displayed and securely mounted (see Clause 3.3);
- they are within the line of sight of the intended road user;
- they cannot be obscured from view (e.g. by vegetation or parked cars);
- they do not obscure other devices from the line of sight of the intended road user;
- they do not become a possible hazard to workers, pedestrians or vehicles; and
- they do not deflect traffic into an undesirable path.
- they do not restrict sight distance for drivers entering from side roads or streets, or private driveways; and
- they are not installed using supports that could be a hazard if struck by a vehicle.

Signs mounted on posts on kerbed roads in built up areas used for long-term works should generally be located and erected as follows:

- minimum 2.2m above the level of kerb or footpath to the underside of the sign;
- on a traffic island or median, a mounting height of 1.5m may be more appropriate.

Signs should face towards approaching traffic approximately at right angles to the line of sight from the driver to the sign. At curved alignments, the sign should be placed approximately at right angles to the line of sight of a motorist 50m in advance of the sign.

Delineating devices (e.g. traffic cones, bollards, post mounted delineators) should generally be placed 1m clear of the travelled path where practicable. However, traffic cones and bollards may also be used to define the edge of the travelled path or to separate opposing traffic.

PEDESTRIANS & CYCLISTS

Pedestrians & Cyclists for the duration of the works will be monitored as required. Appropriate pedestrian warning and directional signage will be erected and monitored throughout the duration of the works as required.

Where Trip Hazards exist or are identified 'PEDESTRIANS WATCH YOUR STEP' (T8-1) Sign shall be installed where appropriate space allows.

Pedestrian access through site will be closed. No pedestrian access signs shall be displayed at the extent of the works.

RECORD KEEPING

Supervisory personnel shall keep daily records at a regular time period throughout the shift of the signage arrangement or Traffic Guidance Scheme (TGS) and should be kept in a diary or in a work sheet. Special attention to recording the installation, alteration and removal of all regulatory signs and devices and weather conditions.

INCIDENT MANAGEMENT

The contractor is to determine the appropriate procedure for incident management but should not be limited to:

- call for assistance if incident requires
- notify the work site supervisor immediately of any incident
- maintain effective traffic control (ie. possible relocation of TC station clear of any further danger)
- record sufficient notes of the incident, including observations, in order to complete an incident report.

GENERAL NOTES

- These drawings are to be read in conjunction with the associated Risk Assessment and used in conjunction with the Traffic Management Plan produced by the contractor.
- If these drawings have been drawn to scale the scale is as shown in the title block for each sheet. In all cases the dimensions detailed on the drawings only are to be used.
- These drawings have been prepared from information collected on site at the time and from information provided by the client. Some existing road features and/or conditions may have change prior to or during the establishment of this TGS. If this occurs the Contractor is to notify the Traffic Management company or Traffic Management Design person responsible if any alterations are required.
- Any variations made to the treatments shown in this TGS shall only be made by a Traffic Management Design (TMD) competent person, with the exception of general note 5, and all variations are to be noted on the TGS.
- This TGS is only to be installed by competent personnel, adequately trained and experienced to install Traffic Management Devices (Traffic Management Implementation). A TMD competent person can move signs within tolerances including away from intersections or median openings or similar and modify the TGS onsite in response to an incident or unplanned event or in response to long queue of traffic as per MUTCD Clause 4.7.8. Any changes made by a TMD onsite are to be noted on the TGS.
- Underground services have not been located or identified by Schramm Group for this scheme. Any service which may be shown on the plans is not to be relied upon by the Contractor and the Contractor is solely responsible for any damage incurred to existing services whether they appear on these plans or not.
- Prior to the commencement of any excavation works that may be required for the implementation of this TGS the Contractor shall confirm the location of any possible underground conflicts and if necessary seek alternate signage locations from Schramm Group to avoid the conflicts.
- The extent of any work areas shown on this plan are diagrammatic only unless specific dimensions are shown and no workers, materials, plant, vehicles or machinery are to be within 1.2m of an open traffic lane unless a 40kph temporary speed limit is implemented or as shown on this TGS.
- The Contractor is responsible for negotiating the use of existing driveways for construction access with the property owners.
- 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.
- All signage shown on this TGS is not to conflict with any existing long term signage arrangements. If this occurs then the contractor is to notify Schramm Group Pty Ltd if any alterations are required.

**SITE SPECIFIC NOTES**

- Recommended maximum traffic bollard spacing for Outer edge of traffic lanes for pre-roadwork speeds:
 - <50kph = 4m ; 60 to 70kph = 18m ; >70kph = 24m.
- Bollards and barrier boards are to be installed where required for shoulder closures and works close to edge of road.
- VMS boards may be relocated to other locations not shown on TGS with the approval of the Administrator.
- Bollards at close delineation with maximum spacing of 4m.
- Minimum Lane Width of 3.0m with 0.5 clearance to bollards.

LEGEND

Traffic Controller



Traffic Control Vehicle
(with Vehicle Mounted Arrow Board)



Attenuator Vehicle (TMA)



Police Officer



Police Vehicle



Temporary Hazard Marker (T5-Q02)



Temporary Bollards
(Min 750mm High & 100mm Dia.)



Traffic Cones
(450-500mm used in built-up areas not exceeding 70kph)
(>700mm used in 70kph zones and above)



Work Area
(Site Specific within these areas of works)



Area of lane closure closed to general traffic
(Site Specific within these areas of works)



Refer to SITE SPECIFIC NOTE number



Bus Stop



General Traffic Direction



Pedestrian Diversion Route



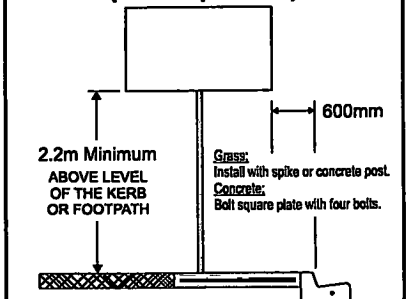
Site Vehicle Movements



Safety Barrier System



Safety Barrier End Treatment

**Long Term Sign Install (Typical)
(Built Up Areas)**

Please note: Contractor shall obtain all appropriate approvals prior to installation of any sign to ensure no conflicts with any existing underground services. (i.e. Dial Before You Dig)

SCHRAMM GROUP

59 NORTHLINK PLACE, VIRGINIA, QLD, 4014 PH: 07 3608 4201
 TMR REGISTRATION NUMBER: 0210 SHEET 02 OF 13

THIS PLAN IS NOT TO SCALE
 TGS REF. No.: TGS 007: NOTES

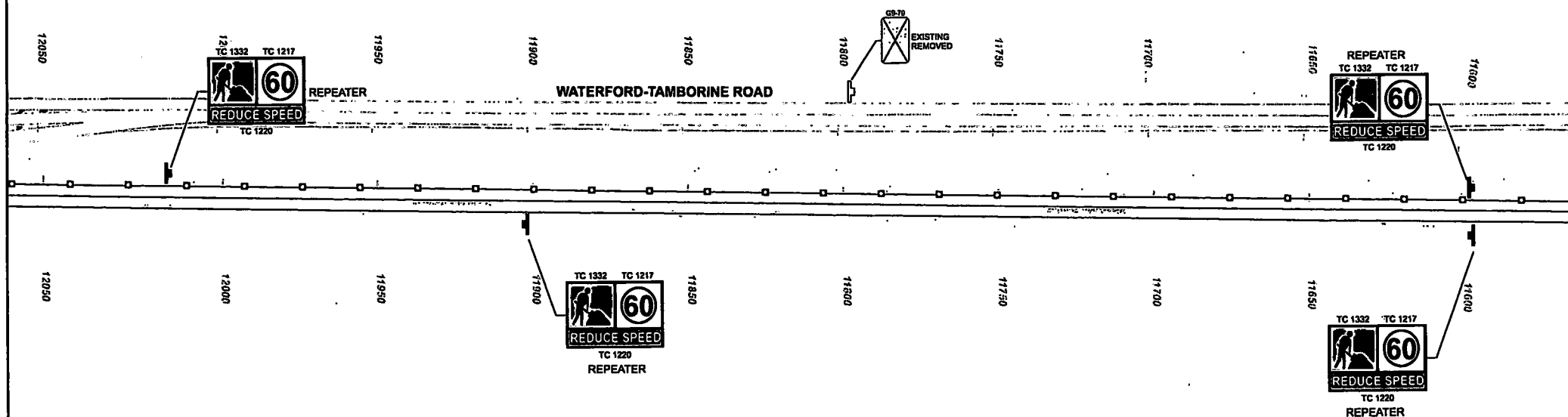
Road Name:	Map Reference:	Travelled Path:
Waterford-Tamborine Road	UBD Map 303 ; F4	Past
Location of Works:	Term:	Operation:
Albert Street - Camp Cable Road	Short Term	Shoulder Closure
Suburb:	Road Type:	Speed Limit:
Logan Village	Two Way Road	80kph (60kph Work Zone)

TGS	NAME	DATE	SIGNATURE	CERTIFICATION	TYPE	CARD NO.
INITIALLY DRAWN BY	Simon Turner	05/12/2017	<i>Simon Turner</i>	DTMR TMD	OPEN	501
CERTIFIED BY						

Rev #	Description	Requested By	Date	Issued By
E	Added Detour sheet for Hatz Rd Closure	Ben Lyons	18/03/2018	SJT
F	Modified detour route and signage v2	Ben Lyons	12/04/2018	SJT
G	Hand drawn markup drawn by Doval	Ben Lyons	10/04/2018	SJT
H	Modified signage as per Doval request v2	Ben Lyons	01/05/2018	SJT
I	Modified Stoddagh Rd alignment & Arzac Ave slip lane signage	Ben Lyons	30/05/2018	SJT

JOINS —
TGS 007-06

JOINS
TGS 007-04



SCHRAMM GROUP

59 NORTHLINK PLACE, VIRGINIA, OLD. 4014

PH: 07 3608 4201

TMB REGISTRATION NUMBER: 0210 SHEET 07 OF 13

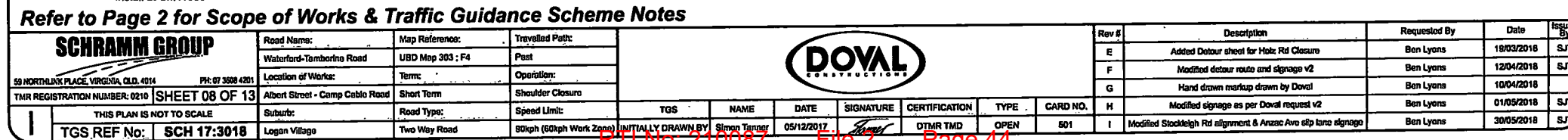
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TGS REF No:	SCH 17:3017
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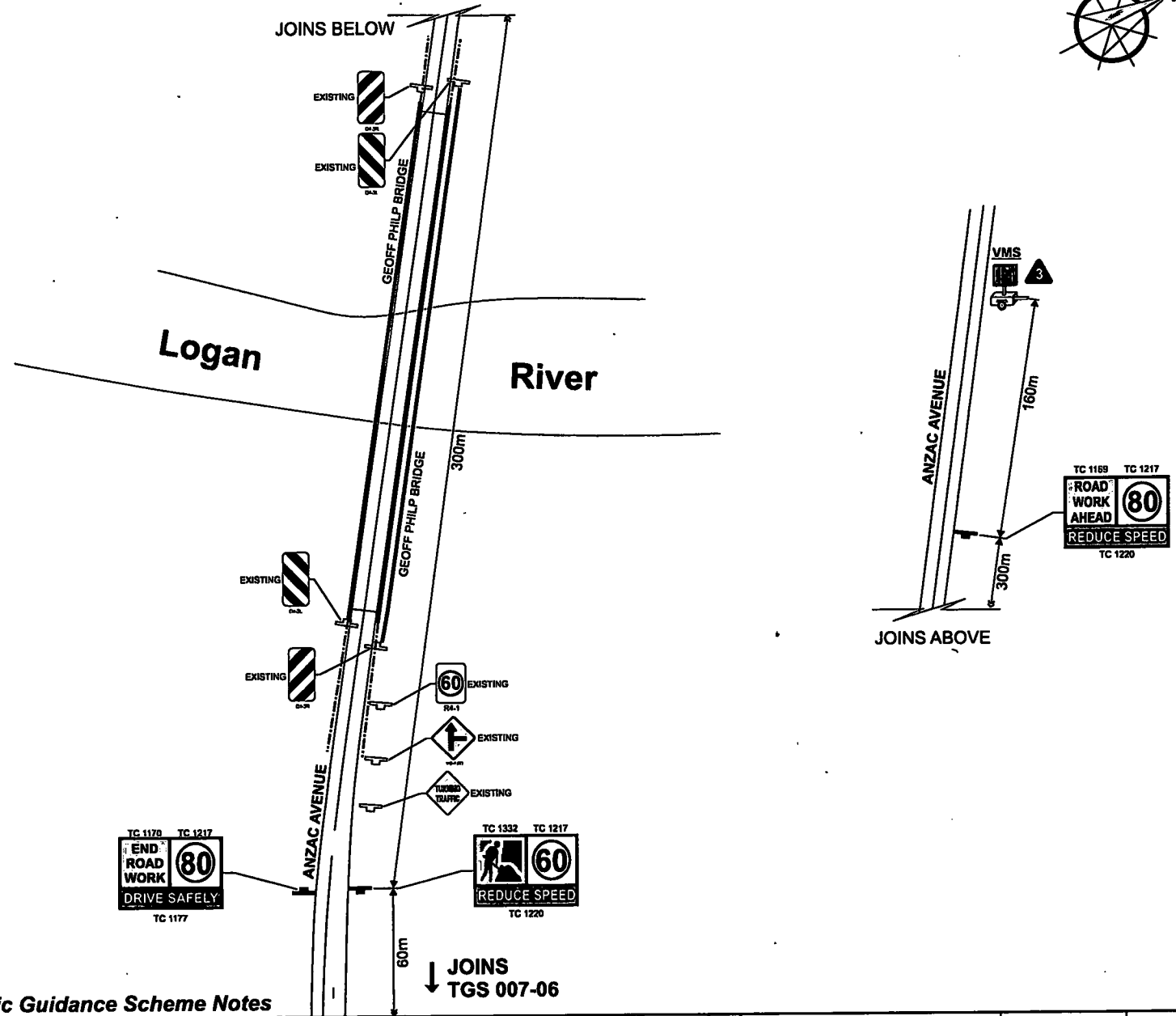
Road Name:	Map Reference:	Travelled Path:
Waterford-Tamborino Road	UBD Map 303 : F4	Post
Location of Works:	Term:	Operation:
Albert Street - Camp Cable Road	Short Term	Shoulder Closure
Suburb:	Road Type:	Speed Limit:
Logan Village	Two Way Road	80kph (60kph Work Zone)



DOVAL CONSTRUCTORS							Rev #	Description	Requested By	Date	Issued By
							E	Added Detour sheet for Holz Rd Closure	Ben Lyons	18/03/2018	SJT
							F	Modified detour route and signage v2	Ben Lyons	12/04/2018	SJT
							G	Hand drawn markup drawn by Doval	Ben Lyons	10/04/2018	SJT
							H	Modified signage as per Doval request v2	Ben Lyons	01/05/2018	SJT
							I	Modified Stockdale Rd alignment & Arzac Ave slip lane signage	Ben Lyons	30/05/2018	SJT
TGS	NAME	DATE	SIGNATURE	CERTIFICATION	TYPE	CARD NO.					
INITIALLY DRAWN BY	Simon Tanner	05/12/2017	<i>Simon</i>	DTMR TMD	OPEN	501					



TRAFFIC GUIDANCE SCHEME 007-10: LONG TERM SIGNAGE ARRANGEMENT



Refer to Page 2 for Scope of Works & Traffic Guidance Scheme Notes

SCHRAMM GROUP

59 NORTHLINK PLACE, VIRGINIA, QLD, 4014

PH: 07 3503 4201

TMR REGISTRATION NUMBER: 0210

SHEET 12 OF 13

THIS PLAN IS NOT TO SCALE

TGS REF No: SCH 17:3022

Road Name:	Map Reference:	Travelling Path:
Waterford-Tumbarine Road	UBD Map 303 ; F4	Post
Location of Works:	Term:	Operation:
Albert Street - Camp Cable Road	Short Term	Shoulder Closure
Suburb:	Road Type:	Speed Limit:
Logan Village	Two Way Road	90kph (60kph Work Zone)



TGS	NAME	DATE	SIGNATURE	CERTIFICATION	TYPE	CARD NO.
INITIALLY DRAWN BY	Simon Jenner	05/12/2017	<i>Simon Jenner</i>	DTMR TMD	OPEN	501

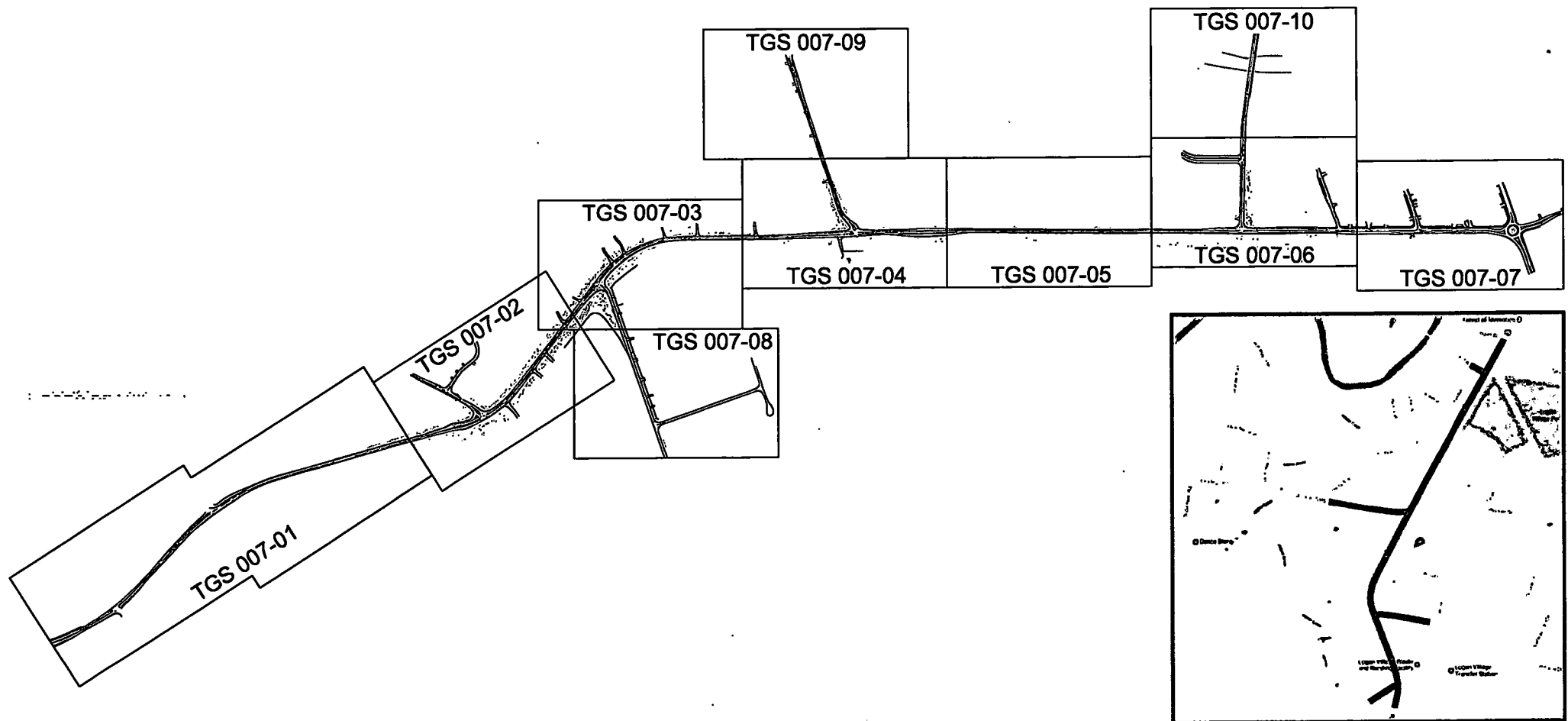
Rev #	Description	Requested By	Date	Issued By
E	Added Detour sheet for Hotz Rd Closure	Ben Lyons	18/03/2018	SJT
F	Modified detour route and signage v2	Ben Lyons	12/04/2018	SJT
G	Hand drawn markup drawn by Doval	Ben Lyons	10/04/2018	SJT
H	Modified signage as per Doval request v2	Ben Lyons	01/05/2018	SJT
I	Modified Stockleigh Rd alignment & Anzac Ave slip lane signage	Ben Lyons	30/05/2018	SJT

WATERFORD-TAMBORINE ROAD (207)

RPEQ REQUIRED

☐ YES ☒ NO

TRAFFIC GUIDANCE SCHEME TGS 007 - LONG TERM SIGNAGE ARRANGEMENT (Stage 2 Switch)


SCHRAMM GROUP

 59 NORTHLINK PLACE, VIRGINIA, QLD, 4014 Ph: 07 3608 4201
 TMR REGISTRATION NUMBER: 0210 SHEET 01 OF 13

THIS PLAN IS NOT TO SCALE

TGS REF No: TGS 007: COVER

Road Name:	Map Reference:	Travelled Path:
Waterford-Tamborine Road	UBD Map 303 : F4	Post
Location of Works:	Turn:	Operation:
Albert Street - Camp Cable Road	Short Turn	Shoulder Closure
Suburb:	Road Type:	Speed Limit:
Logan Village	Two Way Road	80kph (60kph Work Zone)

TGS	NAME	DATE	SIGNATURE	CERTIFICATION	TYPE	CARD NO.
INITIALLY DRAWN BY	Simon Tanner	05/12/2017	<i>Simon Tanner</i>	DTMR TMD	OPEN	501
Revised By	David Reid	19/07/2018	<i>David Reid</i>	DTMR TMD	OPEN	48



Rev #	Description	Requested By	Date	Issued By
F	Modified detour route and signage v2	Ben Lyons	12/04/2018	SJT
G	Hand drawn markings drawn by Doval	Ben Lyons	10/04/2018	
H	Modified signage as per Doval request v2	Ben Lyons	01/05/2018	SJT
I	Modified Stockpiles Rd alignment & Anzac Ave slip lane signage	Ben Lyons	30/05/2018	SJT
J	Reopening Hotz Rd & Traffic Switch	Ben Lyons	19/07/2018	DR

CLIENT DETAILS

Client Name: Doval Constructions
 Client Contact: David Reid / Ben Lyons
 Client Contact Number: 0431 271 405 / 0435 941 539
 DTMR Contract No.: SCHD-3424
 DTMR Job No.: 240/207/5

SITE INFORMATION

Location of Works: Waterford-Tamborine Road (Albert Street to Camp Cable Road)
 Suburb: Logan Village

Hours of Operation: 24hrs - usual working hours 7am to 6pm

Proposed Commencement of Works: January 2018
 Estimated Completion of Works: August 2018

SCOPE OF WORKS

This Traffic Guidance Scheme (TGS) has been developed to allow Doval Constructions to conduct Waterford-Tamborine Road upgrade works between Camp Cable Road and Albert Street at Logan Village.

These works will involve but will not be limited to:
 - Long Term Signage Arrangement with Shoulder Closures
 - General Construction works
 - Any Project Associated work activity

A desktop risk assessment has been undertaken by Schramm Group Pty Ltd in developing this TGS. However, when implementing this TGS on site, the site supervisor &/or Nominated Traffic Officer (NTO) should undertake a site specific assessment at each location to ensure traffic control device placement is appropriate for site conditions, particularly with respect to sight distances to oncoming traffic.

TRAFFIC MANAGEMENT METHOD

Travelled Path: Past
 No. of Traffic Controller: N/A
 No. of Traffic Control Vehicles: N/A
 Type of Closure: Shoulder Closure
 Speed Restrictions: Reduce to 60kph

SIGNAGE & DEVICES INSTALLATION NOTES:

Unless stated otherwise on the Traffic Guidance Schemes (TGS), the tolerances on the positioning of signs detailed in the plans is minimum 10% less than and maximum 25% more than the distances or lengths stated.

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.

Condition of signs and devices should be examined before installation to ensure that they are in good condition and their performance is not impaired.

Signs and devices should be positioned and erected so that-

- they are properly displayed and securely mounted (see Clause 3.3);
- they are within the line of sight of the intended road user;
- they cannot be obscured from view (e.g. by vegetation or parked cars);
- they do not obscure other devices from the line of sight of the intended road user;
- they do not become a possible hazard to workers, pedestrians or vehicles; and
- they do not deflect traffic into an undesirable path.
- they do not restrict sight distance for drivers entering from side roads or streets, or private driveways; and
- they are not installed using supports that could be a hazard if struck by a vehicle.

Signs mounted on posts on kerbed roads in built up areas used for long-term works should generally be located and erected as follows:

- minimum 2.2m above the level of kerb or footpath to the underside of the sign;
- on a traffic island or median, a mounting height of 1.5m may be more appropriate.

Signs should face towards approaching traffic approximately at right angles to the line of sight from the driver to the sign. At curved alignments, the sign should be placed approximately at right angles to the line of sight of a motorist 50m in advance of the sign.

Delineating devices (e.g. traffic cones, bollards, post mounted delineators) should generally be placed 1m clear of the travelled path where practicable. However, traffic cones and bollards may also be used to define the edge of the travelled path or to separate opposing traffic.

PEDESTRIANS & CYCLISTS

Pedestrians & Cyclists for the duration of the works will be monitored as required. Appropriate pedestrian warning and directional signage will be erected and monitored throughout the duration of the works as required.

Where Trip Hazards exist or are identified 'PEDESTRIANS WATCH YOUR STEP' (T8-1) Sign shall be installed where appropriate space allows.

Pedestrian access through site will be closed. No pedestrian access signs shall be displayed at the extent of the works.

RECORD KEEPING

Supervisory personnel shall keep daily records at a regular time period throughout the shift of the signage arrangement or Traffic Guidance Scheme (TGS) and should be kept in a diary or in a work sheet. Special attention to recording the installation, alteration and removal of all regulatory signs and devices and weather conditions.

INCIDENT MANAGEMENT

The contractor is to determine the appropriate procedure for incident management but should not be limited to:

- call for assistance if incident requires
- notify the work site supervisor immediately of any incident
- maintain effective traffic control (i.e. possible relocation of TC station clear of any further danger)
- record sufficient notes of the incident, including observations, in order to complete an incident report.

GENERAL NOTES

- These drawings are to be read in conjunction with the associated Risk Assessment and used in conjunction with the Traffic Management Plan produced by the contractor.
- If these drawings have been drawn to scale the scale is as shown in the title block for each sheet. In all cases the dimensions detailed on the drawings only are to be used.
- These drawings have been prepared from information collected on site at the time and from information provided by the client. Some existing road features and/or conditions may have change prior to or during the establishment of this TGS. If this occurs the Contractor is to notify the Traffic Management company or Traffic Management Design person responsible if any alterations are required.
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- This TGS is only to be installed by competent personnel, adequately trained and experienced to install Traffic Management Devices (Traffic Management Implementation). A TMD competent person can move signs within tolerances including away from intersections or median openings or similar and modify the TGS onsite in response to an incident or unplanned event or in response to long queue of traffic as per MUTCD Clause 4.7.8. Any changes made by a TMD onsite are to be noted on the TGS.
- Underground services have not been located or identified by Schramm Group for this scheme. Any service which may be shown on the plans is not to be relied upon by the Contractor and the Contractor is solely responsible for any damage incurred to existing services whether they appear on these plans or not.
- Prior to the commencement of any excavation works that may be required for the implementation of this TGS the Contractor shall confirm the location of any possible underground conflicts and if necessary seek alternate signage locations from Schramm Group to avoid the conflicts.
- The extent of any work areas shown on this plan are diagrammatic only unless specific dimensions are shown and no workers, materials, plant, vehicles or machinery are to be within 1.2m of an open traffic lane unless a 40kph temporary speed limit is implemented or as shown on this TGS.
- The Contractor is responsible for negotiating the use of existing driveways for construction access with the property owners.
- 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.
- All signage shown on this TGS is not to conflict with any existing long term signage arrangements. If this occurs then the contractor is to notify Schramm Group Pty Ltd if any alterations are required.

**SITE SPECIFIC NOTES**

- Recommended maximum traffic bollard spacing for Outer edge of traffic lanes for pre-roadwork speeds:
 - <50kph = 4m ; 60 to 70kph = 18m ; >70kph = 24m.
- Bollards and barrier boards are to be installed where required for shoulder closures and works close to edge of road.
- VMS boards may be relocated to other locations not shown on TGS with the approval of the Administrator.
- Bollards at close delineation with maximum spacing of 4m.
- Minimum Lane Width of 3.0m with 0.5 clearance to bollards.

LEGEND

Traffic Controller



Traffic Control Vehicle
(with Vehicle Mounted Arrow Board)



Attenuator Vehicle (TMA)



Police Officer



Police Vehicle



Temporary Hazard Marker (T5-Q02)



Temporary Bollards
(Min 750mm High & 100mm Dia.)



Traffic Cones
(450-500mm used in built-up areas not exceeding 70kph)
(>700mm used in 70kph zones and above)



Work Area
(Site Specific within these areas of works)



Area of lane closure closed to general traffic
(Site Specific within these areas of works)



Refer to SITE SPECIFIC NOTE number



Bus Stop



General Traffic Direction



Pedestrian Diversion Route



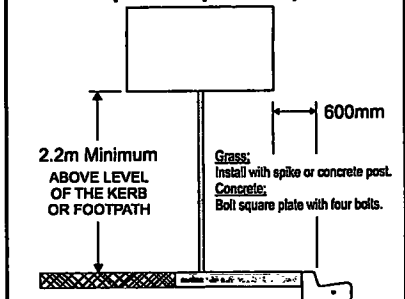
Site Vehicle Movements



Safety Barrier System



Safety Barrier End Treatment

**Long Term Sign Install (Typical)
(Built Up Areas)**

Please note: Contractor shall obtain all appropriate approvals prior to installation of any sign to ensure no conflicts with any existing underground services. (i.e. Dial Before You Dig)

SCHRAMM GROUP

59 NORTH LEX PLACE, VIRGINIA, QLD, 4014 Ph: 07 3508 4201
 TMR REGISTRATION NUMBER: 0210 SHEET 02 OF 13

THIS PLAN IS NOT TO SCALE

TGS REF No: TGS 007: NOTES

Road Name:	Map Reference:	Travelled Path:
Waterford-Tamborine Road	UBD Map 303 ; F4	Past
Location of Works:	Term:	Operation:
Albert Street - Camp Cable Road	Short Term	Shoulder Closure
Suburb:	Road Type:	Speed Limit:
Logan Village	Two Way Road	90kph (60kph Work Zone)



TGS	NAME	DATE	SIGNATURE	CERTIFICATION	TYPE	CARD NO.
INITIALLY DRAWN BY	Simon Tanner	05/12/2017	<i>Simon Tanner</i>	DTMR TMD	OPEN	501
Revised By	David Reid	19/07/2018	<i>David Reid</i>	DTMR TMD	OPEN	48

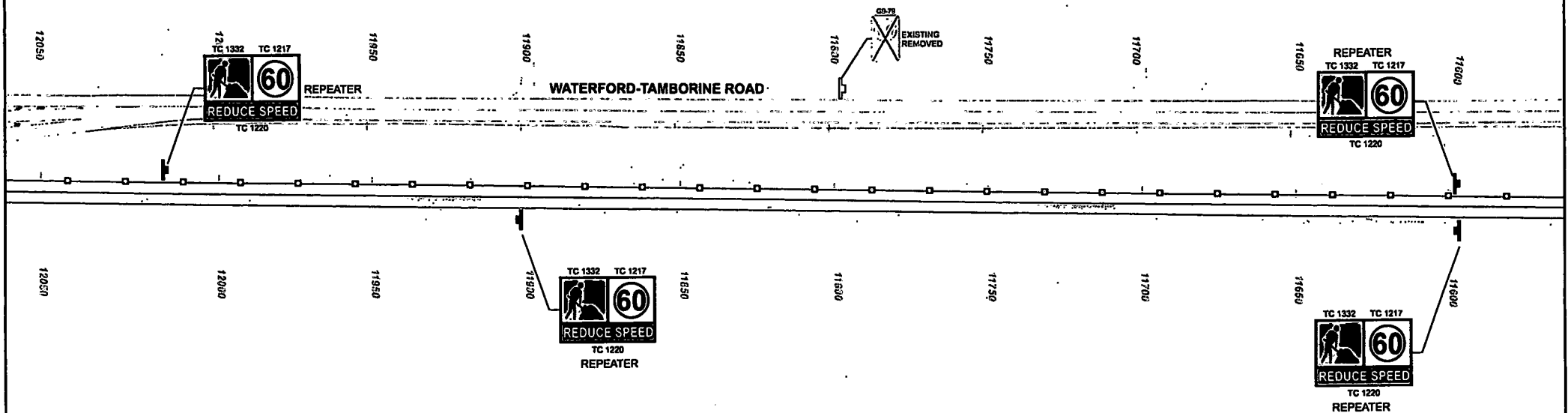
Rev #	Description	Requested By	Date	Issued By
F	Modified detour route and signage v2	Ben Lyons	12/04/2018	SJT
G	Hand drawn markup drawn by Doval	Ben Lyons	10/04/2018	
H	Modified signage as per Doval request v2	Ben Lyons	01/05/2018	SJT
I	Modified Stockhigh Rd alignment & Anzac Ave slip lane signage	Ben Lyons	30/05/2018	SJT
J	Reopening Hotz Rd & Traffic Switch	Ben Lyons	19/07/2018	DR

TRAFFIC GUIDANCE SCHEME 007-05: LONG TERM SIGNAGE ARRANGEMENT



JOINS
TGS 007-06 →

← JOINS
TGS 007-04



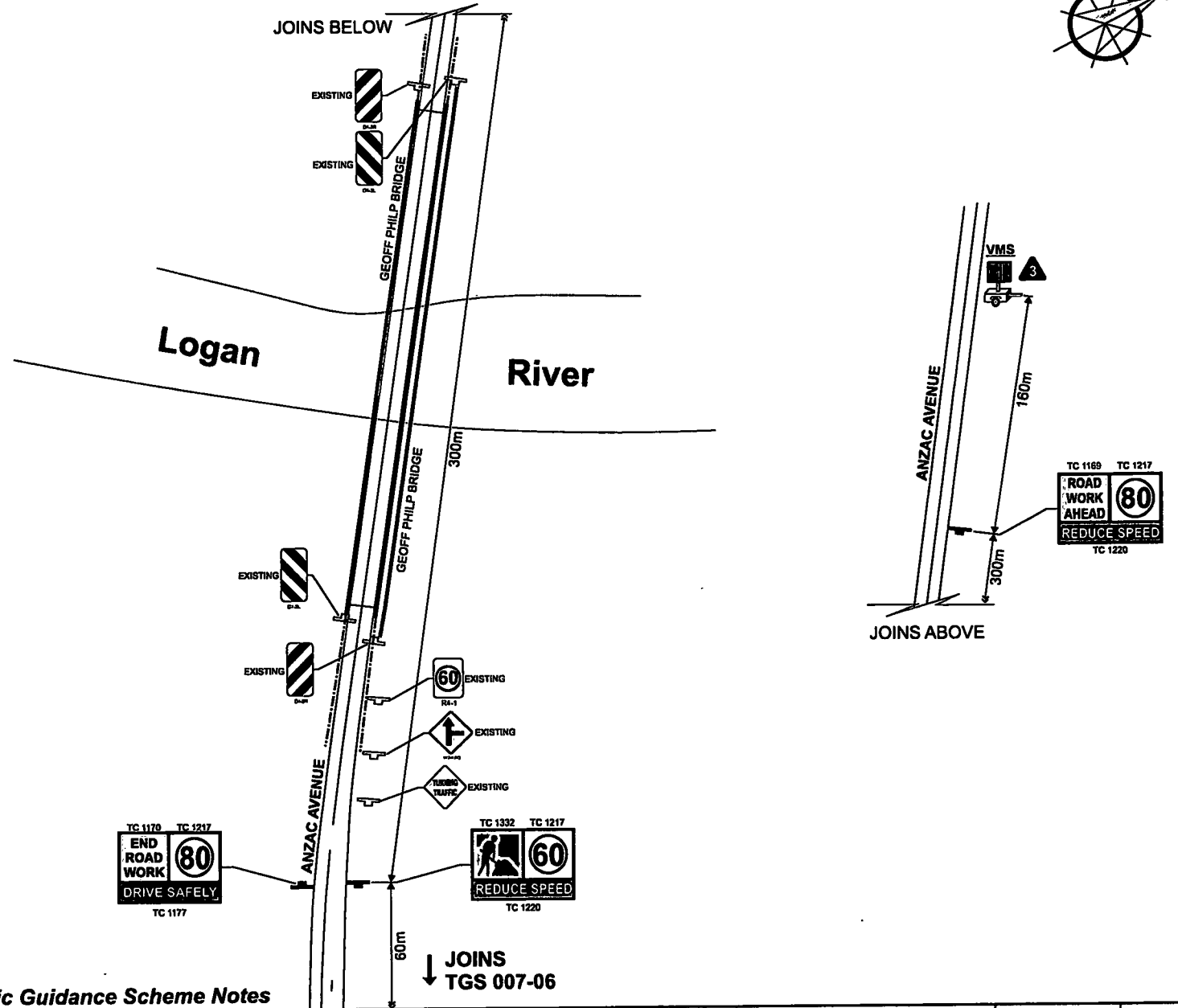
Refer to Page 2 for Scope of Works & Traffic Guidance Scheme Notes

SCHRAMM GROUP				DOVAL							Rev #	Description	Requested By	Date	Issued By
59 NORTHLINK PLACE, VIRGINIA, QLD, 4014 PH: 07 3500 4201											F	Modified detour route and signage v2	Ben Lyons	12/04/2018	SJT
TMR REGISTRATION NUMBER: 0210 SHEET 07 OF 13											G	Hand drawn markup drawn by Doval	Ben Lyons	10/04/2018	SJT
THIS PLAN IS NOT TO SCALE											H	Modified signage as per Doval request v2	Ben Lyons	01/05/2018	SJT
TGS REF No: SCH 17:3017											I	Modified Stockpiles Rd alignment & Anzac Ave slip lane signage	Ben Lyons	30/05/2018	SJT
											J	Reopening Hotz Rd & Traffic Switch	Ben Lyons	19/07/2018	DR



Row #	Description	Requested By	Date	Issue By
F	Modified detour route and signage v2	Ben Lyons	12/04/2018	SJ
G	Hand drawn markup drawn by David	Ben Lyons	10/04/2018	SJ
H	Modified signage as per David request v2	Ben Lyons	01/05/2018	SJ
I	Modified Stocking Rd alignment & Anzies Ave slip lane signage	Ben Lyons	30/05/2018	SJ
J	Reopening Hotz Rd & Traffic Switch	Ben Lyons	19/07/2018	DR

TRAFFIC GUIDANCE SCHEME 007-10: LONG TERM SIGNAGE ARRANGEMENT



Refer to Page 2 for Scope of Works & Traffic Guidance Scheme Notes

SCHRAMM GROUP				DOVAL						Rev #	Description	Requested By	Date	Issued By
59 NORTHLINK PLACE, VIRGINIA QLD 4014 Ph: 07 3508 4201										F	Modified detour route and signage v2	Ben Lyons	12/04/2018	SJT
TMR REGISTRATION NUMBER: 0210 SHEET 12 OF 13										G	Hand drawn markup drawn by David	Ben Lyons	10/04/2018	SJT
THIS PLAN IS NOT TO SCALE										H	Modified signage as per Doval request v2	Ben Lyons	01/05/2018	SJT
TGS REF No: SCH 17:3022										I	Modified Stockhigh Rd alignment & Anzac Ave slip lane signage	Ben Lyons	30/05/2018	SJT
										J	Reopening Hotz Rd & Traffic Switch	Ben Lyons	19/07/2018	DR

Response 4:

As per attached email from Mielelectric confirming that the temporary lighting using the permanent configuration had been energized in January 2018.



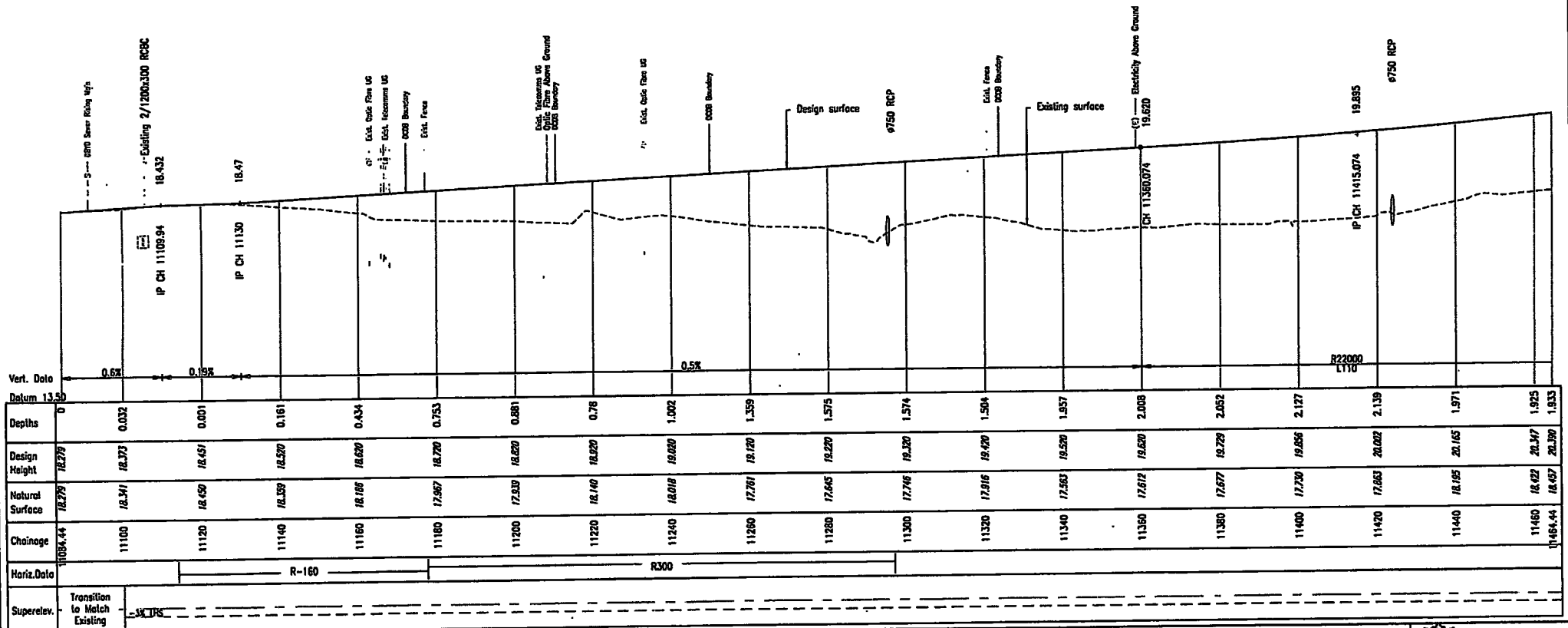
Response 5: As per attachments:

I.	Drawing Number: 709592A Tamborine Rd)	CH11105-CH3700	MCA1 Long Sections (Waterford
II.	Drawing Number: 709593A Tamborine Rd)	CH11105-CH3700	MCA1 Long Sections (Waterford
III.	Drawing Number: 709599A	CH11105-CH3700	MCB1 Long Sections (Anzac Ave)
IV.	Drawing Number: 709779A	CH11105-CH3700	MCA1 X - Sections
V.	Drawing Number: 709800A	CH11105-CH3700	MCA1 X - Sections



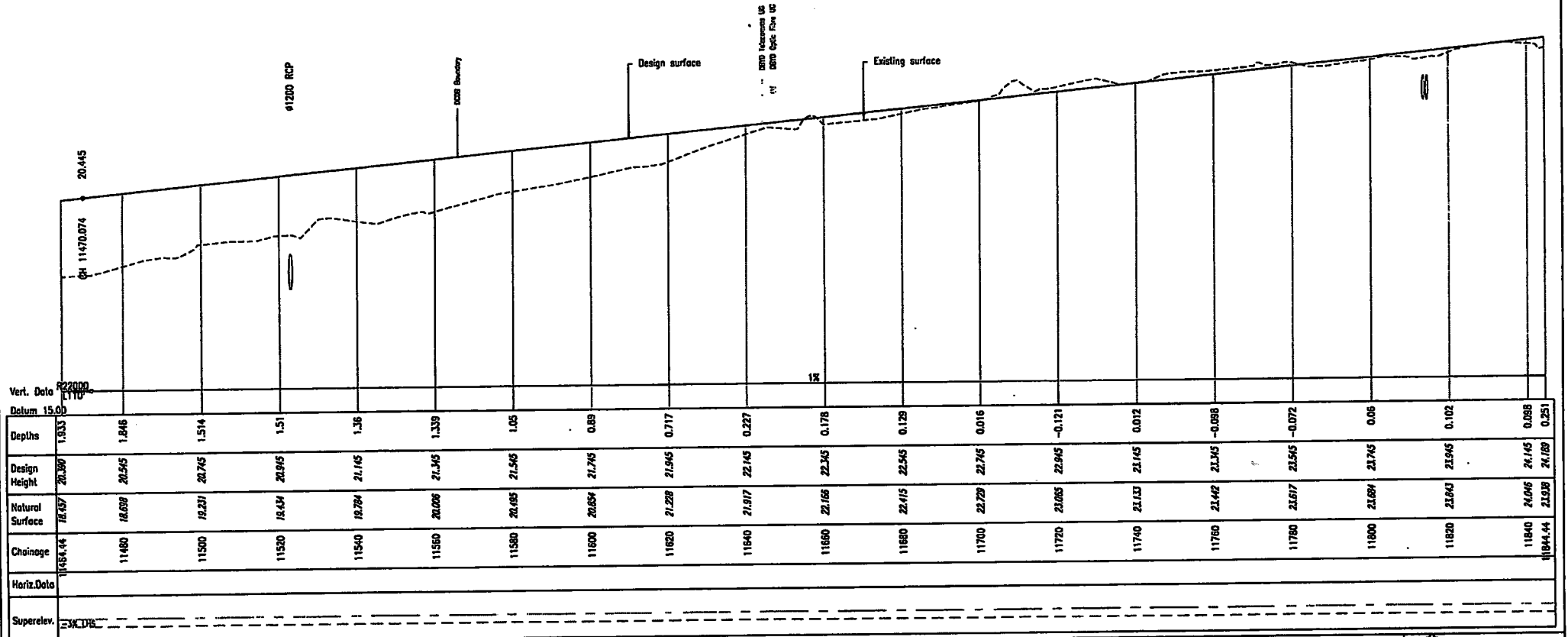
LOGAN STREET

ANZAC AVENUE



LONGITUDINAL SECTIONS CONTROL LINE MCA1 SHEET 1 OF 7		Queensland Government Job No. 240/207/5 Contract No. SCHD-3424 Drawing No. 709592 A Series Number LS-01 of 19 MRR Detail 102/171	
LOGAN CITY COUNCIL WATERFORD - TAMBORINE ROAD (207) CTL CHGE 11105 - 13700 (MCA1)		Drawn: G. Harder Designed: D. Strawbridge ENG. AREA: CIVIL NAME: M. TILGNER NO.: 13174 DATE: 27/10/16	
Associated Job Nos: Survey Date: Datum: MGA 94 Horiz. Grid: Zone 56 Refer Index Series No.: DI-01 - DI-04 Height Origin: AHD Derived Survey Books: M94021		Reference Points: Preceding RP: 4 Dist. to start of job (km): 1.72 From start to end of job: 2.62 From end to following RP: 1.16 Following RP: 5A	
Dimensions shown in metres except where shown otherwise		Scale: Horiz. 0 5 10 15 20m Vert. 0 1.0 2.0m	

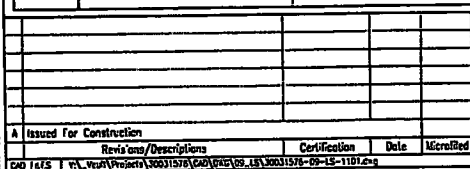
2/6525 RCP



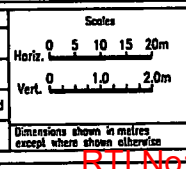
LOGAN CITY COUNCIL WATERFORD - TAMBORINE ROAD (207) CTL CHGE 11105 - 13700 (MCA1)		LONGITUDINAL SECTIONS CONTROL LINE MCA1 SHEET 2 OF 7		Queensland Government	
Reference Points Preceding RP: 4 Dist. to start of job (km): 1.72 From start to end of job: 2.62 From end to following RP: 1.16 Following RP: SA		ENGINEERING CERTIFICATION (RPEO) ENG. AREA: CIVIL NAME: M. TILCHER SIGNATURE: [Signature] NO.: 13174 DATE: 27/10/18		Job No.: 240/207/5 Contract No.: SCHD-3424 Drawing No.: 709593 Series Number: LS-02 of 19 MRR Detail (02/18)	
Drawn: G. Harder Designed: D. Stenbridge					

Associated Job Nos.	Survey Date	Datum	MGA 94	Zone 58	AHD Derived	Survey Book	MR94021
Dimensions shown in metres except where shown otherwise							


Issued For Construction	Revisions/Descriptions	Certification	Date	Modified




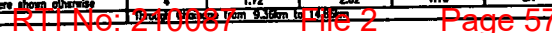
Associated Job Nos	Survey Date	
	Datum	MGA 94
Auxiliary Org Nos	North. Grid	Zone 56
Refer Index Series No.	Height Origin	AHD Derives
01-01 - 01-04	Survey Books	MR94021



LOGAN CITY COUNCIL					
WATERFORD - TAMBORINE ROAD (207)					
CTL CHGE 11105 - 13700 (MCA1)					
Reference Points					
Preceding RP	Dist. to start of job (km)	From start to end of job	From end to following RP	Following RP	
4	1.72	2.82	1.16	5A	

LONGITUDINAL SECTIONS				
CONTROL LINE MCB1				
ANZAC AVENUE				
ENGINEERING CERTIFICATION (RPEO)				
Drawn	ENG. AREA	NAME	SIGNATURE	NOL. DATE
G. Harder	Civil	M. TILGNER		13174 27/10/01
Designed				
G. Sturawbridge				

		Queensland Government	
Job No.	240/207/5		
Contract No.	SCHD - 3424		
Drawing No.	709599	A	
Series Number	LS-08 of 19		
AIRR Detail (02/14)			



CONTROL LINE MCA1
X = 509827.965
Y = 6927038.410
Z = 26.196

Datum 24.00

Datum 24.00	
DESIGN HEIGHT	25.412
SUBGRADE HEIGHT	24.911
EXISTING SURFACE	25.954
OFFSETS	-18.00
	25.412
	-16.50
	25.581
	-13.50
	25.954
	-9.50
	26.304
	-9.00
	26.344
	-7.00
	26.460
	-3.50
	26.544
	0.00
	26.478
	0.80
	26.448
	5.199
	25.884
	6.00
	25.942
	9.500
	26.439
	13.000
	26.576
	15.000
	26.642
	15.500
	26.642
	20.014
	26.699
	22.014
	26.785
	27.732
	27.040

CHAINAGE 12600.000

CONTROL LINE MCAI
X = 509838.063
Y = 6927055.674
Z = 26.037

Datum 23.00

Return 23.00	
DESIGN HEIGHT	24.909
	25.752
	25.752
	24.752
	24.752
	25.752
	25.767
	25.897
	25.932
	26.037
	26.227
	26.247
	26.057
	25.932
	25.847
	25.787
	25.772
	24.872
	24.872
	26.064

CHAINAGE 12580.000

CONTROL LINE MCA1
X = 509853.209
Y = 6927081.570
Z = 25.856

Datum 23.00

Datum 23.00					
DESIGN HEIGHT			24.712		
SUBGRADE HEIGHT			24.712		
EXISTING SURFACE			25.401		
OFFSETS	-22.247	24.712			
	-22.247	24.712			
	-20.180	24.712			
	-20.180	24.712			
	-19.869	24.706			
	-19.869	24.706			
	-16.080	24.689			
	-16.080	24.689			
	-14.093	24.805			
	-12.186	24.912			
	-9.500	25.253			
	-8.000	25.506			
	-7.000	25.646			
	-3.500	26.066			
	0.000	26.060			
	0.801	26.041			
	5.189	24.926			
	6.000	24.647			
	9.500	25.530			
	13.000	26.116			
	15.000	26.268			
	15.500	26.269			
	20.462	26.291			
	22.462	26.349			
	28.767	26.599			

CHAINAGE 12550.000

NOTES

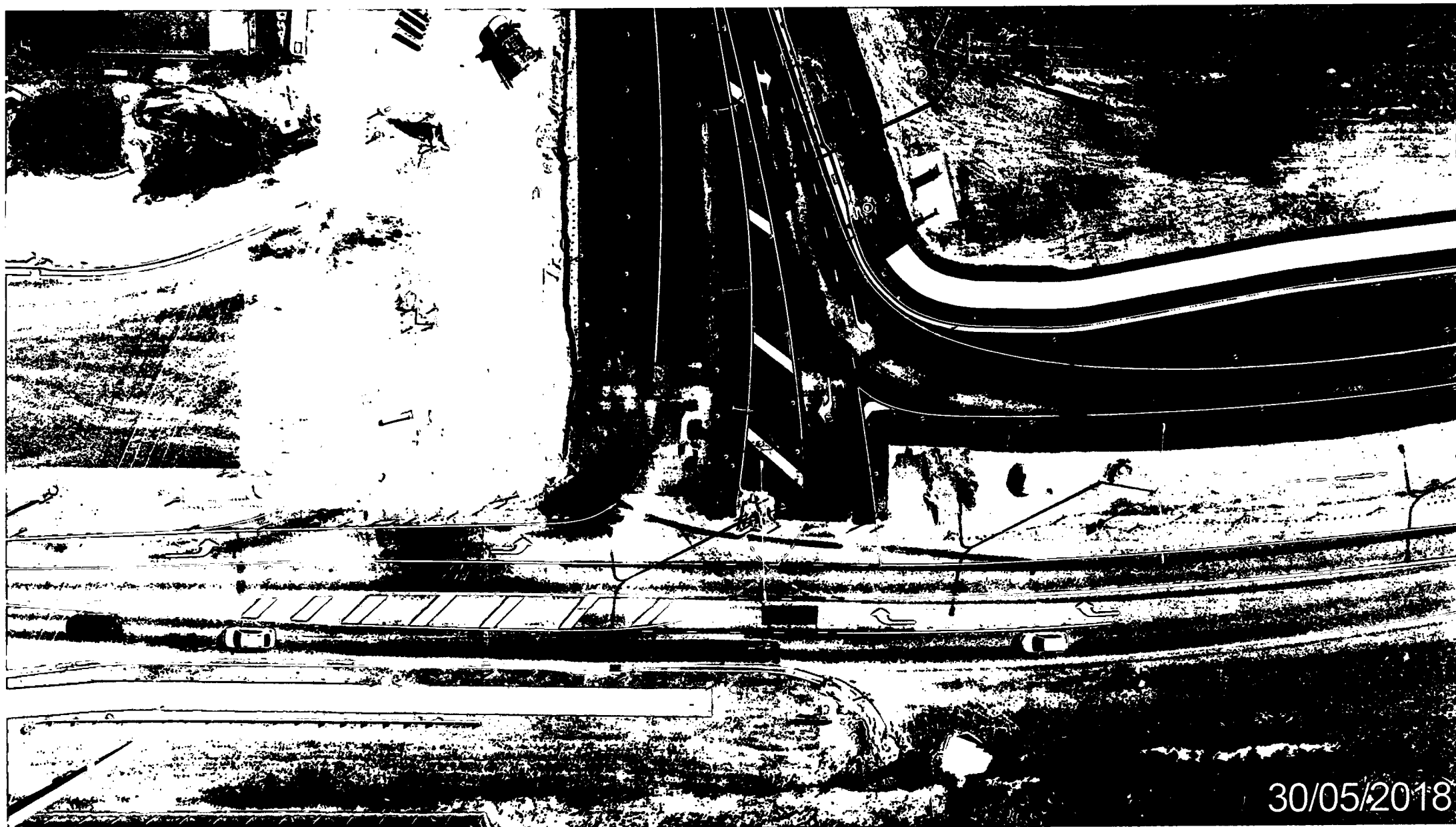
1. For notes and legend refer Org Series No. (XS-NL01).

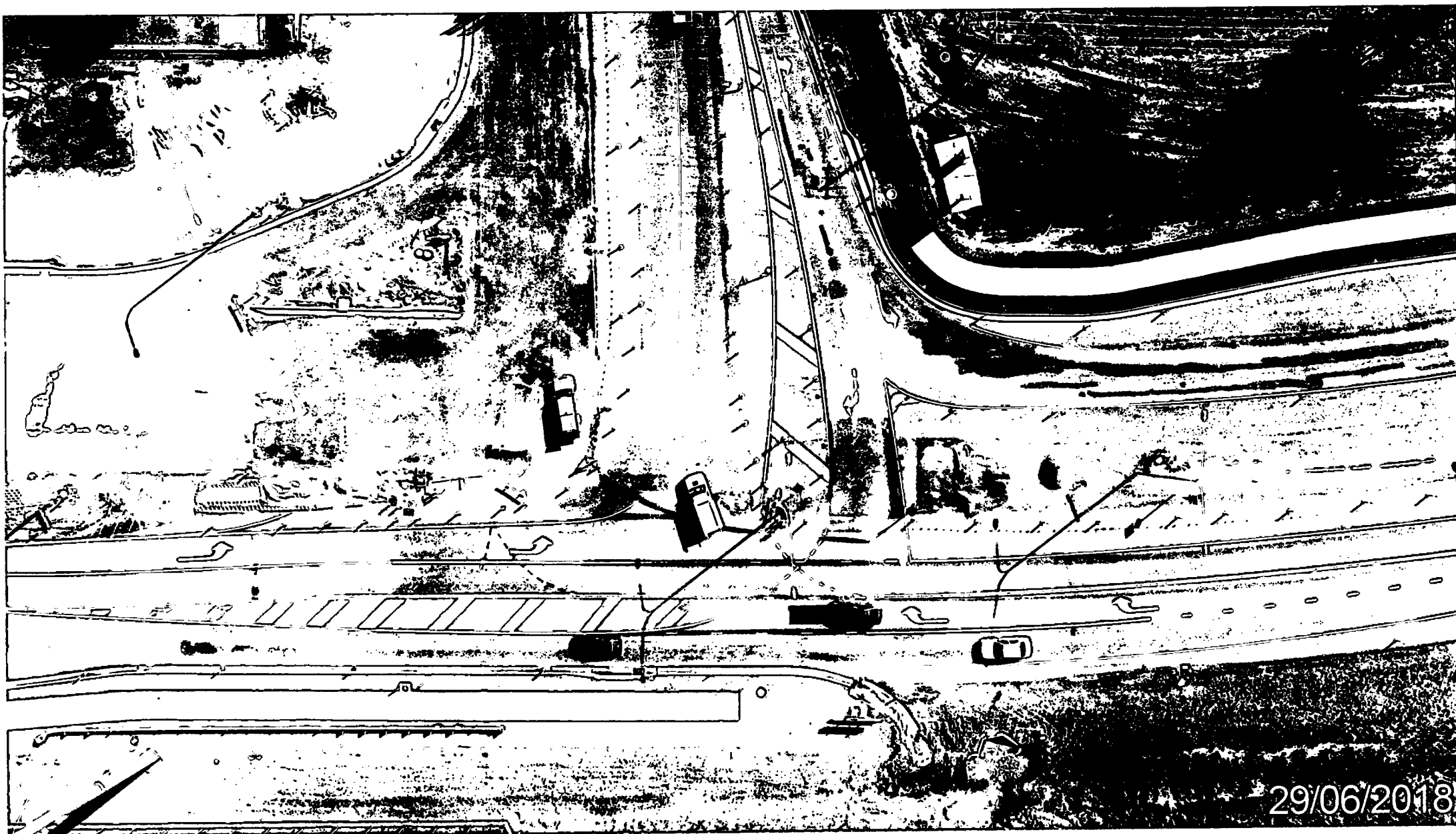
[illegible]

Response 6: As per attachments

- I. Aerial Photo taken on 30 May 2018**
- II. Aerial Photo taken on 29 June 2018**







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