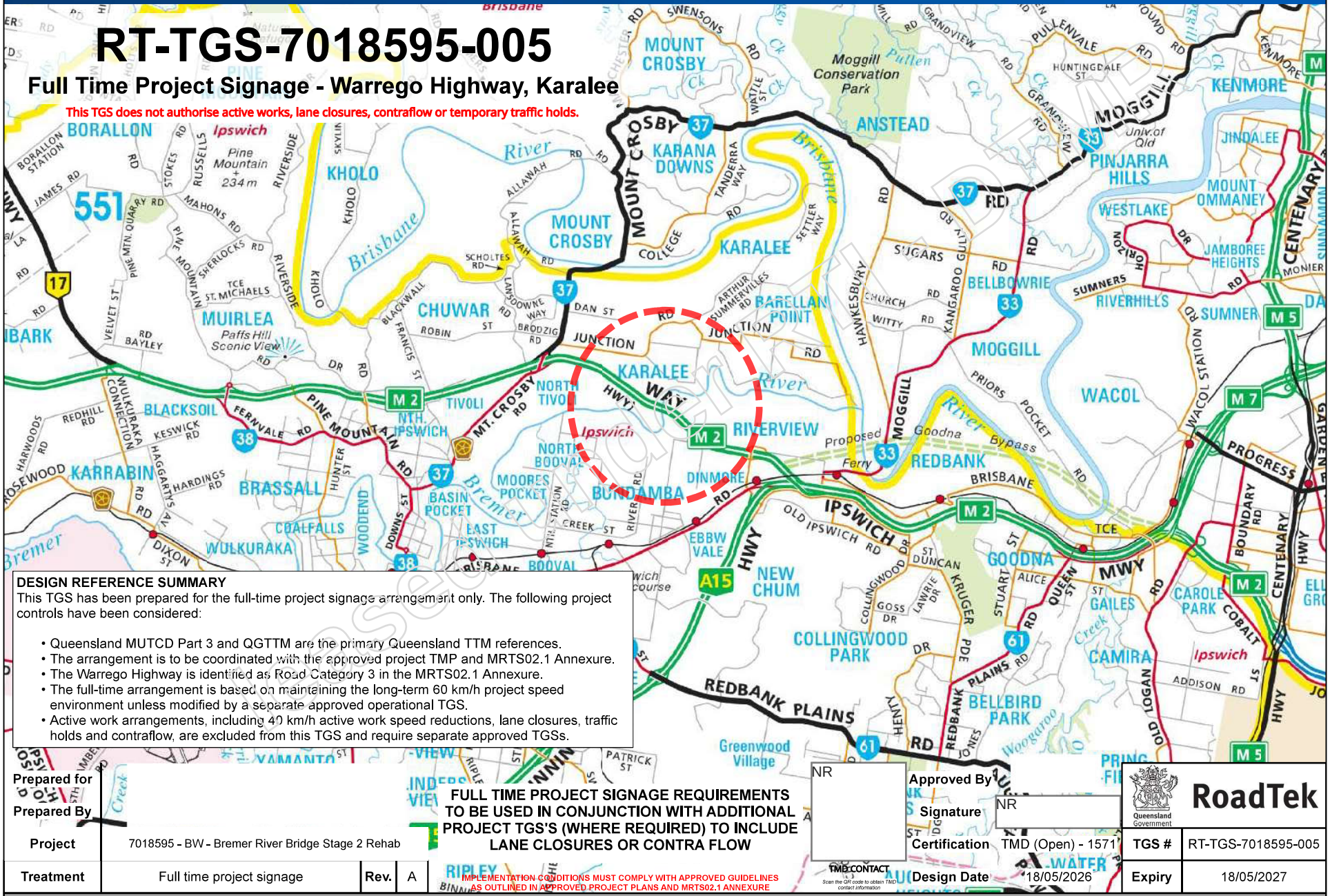
Department of Transport and Main Roads

DELIVERING FOR QUEENSLAND

RT-TGS-7018595-005

Full Time Project Signage - Warrego Highway, Karalee

This TGS does not authorise active works, lane closures, contraflow or temporary traffic holds.



DESIGN REFERENCE SUMMARY

This TGS has been prepared for the full-time project signage arrangement only. The following project controls have been considered:

- Queensland MUTCD Part 3 and QGTTM are the primary Queensland TTM references.
- The arrangement is to be coordinated with the approved project TMP and MRTS02.1 Annexure.
- The Warrego Highway is identified as Road Category 3 in the MRTS02.1 Annexure.
- The full-time arrangement is based on maintaining the long-term 60 km/h project speed environment unless modified by a separate approved operational TGS.
- Active work arrangements, including 40 km/h active work speed reductions, lane closures, traffic holds and contraflow, are excluded from this TGS and require separate approved TGSs.

FULL TIME PROJECT SIGNAGE REQUIREMENTS TO BE USED IN CONJUNCTION WITH ADDITIONAL PROJECT TGS'S (WHERE REQUIRED) TO INCLUDE LANE CLOSURES OR CONTRA FLOW

Prepared for				Approved By	NR
Prepared By				Signature	NR
Project	7018595 - BW - Bridge Stage 2 Rehab			Certification	TMD (Open) - 1571
Treatment	Full time project signage	Rev.	A	Design Date	18/05/2026

RoadTek

TGS #	RT-TGS-7018595-005
Expiry	18/05/2027

TMD CONTACT
Scan the QR code to obtain TMD contact information

IMPLEMENTATION CONDITIONS MUST COMPLY WITH APPROVED GUIDELINES AS OUTLINED IN APPROVED PROJECT PLANS AND MRTS02.1 ANNEXURE

This plan unless otherwise stated on the design is not guaranteed to be to scale
This document and any accompanying documents contain confidential information and is not to be redistributed without prior permission from the traffic management designer or the intended recipient
Property of RoadTek

TGS APPLICABILITY AND USE

This Traffic Guidance Scheme (TGS) applies to the **full-time project traffic management arrangement** for the **Bremer River Bridge works on the Warrego Highway, Riverview.**

This TGS is intended to show the **standard traffic control devices, regulatory signs, delineation and associated project signage that remain in place on site 24 hours a day**, whether or not other temporary traffic management arrangements are in operation.

The purpose of this TGS is to provide the **base traffic management arrangement** associated with the project and to maintain a clear, consistent and safe traffic environment through the works area at all times.

This TGS applies to the **ongoing long-term arrangement only**. It does **not** by itself authorise temporary operational changes such as:

- lane closures
- traffic holds
- contraflow operations
- temporary traffic controller operations
- work vehicle access into live traffic lanes
- temporary plant occupation of the carriageway
- short-duration or night-work-only traffic management arrangements

Where such activities are required, they shall be undertaken under the relevant **separate approved TGS** prepared for that activity.

This TGS is to be read in conjunction with the project **Traffic Management Plan (TMP)** and the applicable operational TGSs for the works. Where another approved TGS is implemented for a specific work activity, that TGS shall temporarily supplement or modify this base arrangement only for the duration of that activity.

All signage, delineation and traffic control devices shown on this TGS are to be maintained in position and in effective working order at all times. Any damaged, displaced, obscured or non-compliant devices shall be rectified as soon as practicable.

Any conflicting signage or devices shall be covered, removed or otherwise managed so that the intended traffic arrangement remains clear to road users.

Traffic conditions shall be monitored and, where necessary, the arrangement reviewed by the responsible traffic management personnel to ensure the ongoing suitability of the full-time project arrangement.

Interface with Other TGSs

This TGS forms the **base full-time project signage arrangement** for the site.

Separate approved TGSs are to be used where required for temporary operational activities, including but not limited to:

- slow lane closure with hold and release
- fast lane closure with hold and release
- westbound bridge closure with contraflow
- other temporary lane closure or work access arrangements associated with the project

On completion of any temporary operational arrangement, the traffic management shall be returned to the full-time arrangement shown on this TGS unless otherwise approved.

Monitoring and Maintenance

- The full-time project signage arrangement shall be inspected at appropriate intervals and after any event that may affect its effectiveness, including crashes, vandalism, weather impacts or traffic-related displacement.
- All signs and devices shall be maintained so they remain clearly visible, correctly positioned and fit for purpose.
- Any change to the full-time arrangement shall be subject to review and approval in accordance with the project requirements.
- Where traffic management is temporarily modified for operational works, the site shall be restored to this base arrangement on completion of those works.

Standards and Compliance

All traffic control devices, signage, delineation and procedures shall be implemented in accordance with the applicable Queensland document hierarchy, including:

- **Queensland Manual of Uniform Traffic Control Devices, Part 3: Traffic control for works on roads**
- **Queensland Guide to Temporary Traffic Management (QGTTM), Part 3: Static Worksites**
- **MRTS02 Provision for Traffic**
- **Annexure MRTS02.1 Provision for Traffic – Specific Contract Requirements**
- **Guideline - Traffic Management at Works on Roads**
- **Traffic management for construction or maintenance work Code of Practice 2008 (Qld)**

Where applicable, this TGS shall also comply with the project-specific requirements of the TMP and contract documents, including coordination with the broader long-term traffic management arrangement already in place for the corridor.

All traffic control devices shall be installed, maintained, monitored and removed by suitably trained and authorised personnel. Where required under the contract, the TGS shall be subject to the necessary review, certification and approval processes.

Queensland Government

Released under RTI - DTMR

General Disclaimer and Conditions of Reliance

This Traffic Guidance Scheme (TGS) has been prepared by a suitably qualified **Traffic Management Designer (TMD)** for the **full-time project signage and traffic guidance arrangement** associated with the Bremer River Bridge works on the Warrego Highway, Riverview.

This TGS represents the **design intent and reference arrangement** for the signs, devices, delineation and project traffic guidance measures shown. It is to be read in conjunction with the approved Traffic Management Plan (TMP), MRTS02, the project-specific MRTS02.1 Annexure, applicable operational TGSs, Queensland MUTCD Part 3, QGTTM and relevant WHS requirements.

1. Scope of Reliance

This TGS may only be relied upon where it is used for the purpose and scope stated in this document and under conditions consistent with those assumed at the time of design.

This TGS applies to the **base full-time project signage arrangement only**. Unless expressly shown or stated otherwise, this TGS does not authorise temporary lane closures, contraflow, traffic holds, shuttle flow, traffic controller operations, work vehicle access into live traffic lanes, or temporary active-work speed reductions.

Those activities require the relevant separate approved operational TGS, work method, permit or approval.

2. Information and Site Conditions

This TGS has been prepared using information available to the TMD at the time of design, including project information, available drawings, aerial imagery, the TMP and project-specific requirements.

The TMD is not responsible for inaccuracies, omissions or changes in information supplied by others, or for site conditions that differ from those assumed or represented at the time of design.

The contractor, Traffic Management Implementer (TMI), traffic supervisor and site supervisor remain responsible for verifying actual site conditions before and during implementation.

3. Designer Limitations

To the extent permitted by the project contract and applicable law, the TMD is not responsible for any non-conformance, incident, loss, damage or unsafe condition arising from:

- use of this TGS outside its stated scope
- partial implementation, omission, substitution or unauthorised relocation of signs or devices
- implementation by personnel who are not suitably trained or authorised
- failure to inspect, maintain, repair or reinstate signs and devices
- unauthorised changes to regulatory signs, speed zoning, lane configuration or traffic path
- conflict with another TGS or work activity that has not been properly coordinated
- works being undertaken under this TGS that require a separate operational TGS
- failure to comply with the TMP, MRTS02, MRTS02.1 Annexure, Queensland MUTCD, QGTTM, WHS requirements or road authority / Administrator directions

4. Responsibilities of the TMI / Contractor

The TMI, contractor and site supervisor are responsible for ensuring that the traffic management arrangement is safe, suitable and compliant at the time of implementation and throughout its use.

This includes responsibility to:

- verify the installed arrangement against the approved TGS
- confirm signs and devices are correctly located, visible, secure, clean, unobstructed and fit for purpose
- identify and manage conflicting, redundant, damaged, missing or displaced signs and devices
- monitor traffic behaviour, congestion, queueing, visibility and driver comprehension
- coordinate this base arrangement with any separate operational TGS
- reinstate the full-time arrangement after temporary works or operational TGSs are removed
- record inspections, variations, damage, vandalism, incidents and reinstatement actions
- escalate issues to the traffic supervisor, TMD, project representative or Administrator where required

5. Variations and Site Adjustments

Minor adjustments to the position of signs and devices may be made by appropriately qualified traffic management personnel to suit actual site conditions, provided that the design intent is maintained and no new hazard, driver confusion or non-conformance is introduced.

Material changes require review by a suitably qualified TMD and approval where required. Material changes include changes to regulatory signs, speed zoning, lane configuration, traffic path, barrier or delineation strategy, sign sequencing, staging, worksite limits, or the interface with other TGSs.

Where an immediate safety issue requires urgent action, the site shall be made safe and the matter escalated in accordance with the TMP.

6. Suspension or Escalation

The arrangement shall be reviewed, escalated or suspended where:

- traffic, worker or public safety cannot be adequately maintained
- signs or devices are missing, damaged, obscured, displaced or conflicting
- road users appear confused by the arrangement
- queues, congestion or traffic behaviour create unacceptable risk
- visibility, lighting, weather, incidents, adjacent works or changed site conditions affect the suitability of the arrangement
- the arrangement no longer reflects the approved TMP, TGS or project requirements

Works or traffic management activities may recommence only once safe conditions have been restored and the arrangement has been checked by appropriate project personnel.

7. No Approval Implied

This TGS does not constitute road authority approval, Administrator approval, permit approval, speed zone authorisation, lane closure approval or approval to commence works unless such approval is separately granted through the applicable project process.

Where project, contractual or road authority approval is required, the contractor remains responsible for obtaining and complying with that approval before implementation.

Released under RTI DTMR

TRAFFIC GUIDANCE SCHEME (TGS) – NOTES AND CONDITIONS

1. Applicability

This Traffic Guidance Scheme (TGS) applies to the **full-time project signage and traffic guidance arrangement** installed for the **Bremer River Bridge works on the Warrego Highway, Riverview.**

This TGS shows the **standard traffic control devices, regulatory signage, warning signage, delineation and project signage that remain installed on site 24 hours a day**, whether or not temporary work activities or separate traffic management arrangements are occurring.

This TGS forms the **base traffic management arrangement** for the project. It is not intended to authorise temporary lane closures, traffic holds, contraflow operations, shuttle flow, work vehicle access into live traffic lanes, or traffic controller operations. Those activities must be carried out under a separate approved TGS relevant to the work activity.

The Warrego Highway is identified in the project MRTS02.1 Annexure as **Road Category 3**, with permanent posted speed 100 km/h and AADT 66,000. The project TMP notes that the affected bridge deck has been permanently reduced to 60 km/h for monitoring and maintenance of the structure.

---

2. Relationship to TMP, MRTS02.1 and Other TGSs

This TGS is to be read in conjunction with the approved project Traffic Management Plan (TMP), MRTS02 Provision for Traffic, the project-specific MRTS02.1 Annexure, and any other approved TGSs used for temporary operational works.

The current TMP identifies separate operational TGSs for activities including slow lane closure with hold and release, fast lane closure with hold and release, westbound bridge closure with contraflow, and other staged arrangements.

Where a separate approved TGS is implemented for a temporary work activity, that TGS shall temporarily supplement or modify this base arrangement only for the duration of that activity. At the completion of the temporary arrangement, the site shall be returned to the full-time arrangement shown on this TGS unless otherwise approved.

The MRTS02.1 Annexure requires the project TMP and TGSs to be coordinated with the wider long-term Traffic Guidance Scheme associated with the Structure Management Plan for the Bremer River westbound bridge.

---

3. Existing Installation Status

The signs and devices shown on this TGS are understood to be **already installed** as part of the ongoing project traffic arrangement.

This TGS is to be used as the current reference drawing for inspection, monitoring, maintenance and reinstatement of the full-time project signage arrangement.

The presence of this TGS does not remove the requirement to verify that all installed signs and devices remain:

- correctly positioned
- visible to approaching traffic
- unobstructed
- securely installed
- clean and legible
- appropriate to the current traffic arrangement
- consistent with the approved TMP and project requirements

Any damaged, displaced, missing, obscured, redundant or conflicting traffic control device shall be rectified as soon as practicable.

---

4. Road User Environment

The Warrego Highway through the project limits operates as a high-volume, multi-lane, divided highway environment.

No pedestrian or cyclist route is provided along the Warrego Highway within the limits of this TGS. Pedestrian and cyclist provisions are therefore not shown on this TGS.

Where works or traffic management interface with local roads, access points, ramps, Queensborough Parade, maintenance areas, or any location where vulnerable road users may be present, pedestrian and cyclist management shall be addressed under the relevant separate TGS, risk assessment or site-specific control measure.

---

5. Interface with Live Traffic

The full-time arrangement shall maintain clear guidance for live traffic through and past the project area at all times.

Traffic lanes, shoulders, merge/diverge areas, barriers, delineation and signage shall be maintained so that the intended travel path is clear to road users.

The project-specific MRTS02.1 Annexure requires the following minimum midblock lane provisions on Warrego Highway:

- **6:00 am to 7:00 pm:** minimum 2 lanes each direction, 3.0 m minimum lane width, 0.5 m minimum clearance to objects, 60 km/h active and inactive speed.
- **7:00 pm to 6:00 am:** minimum 1 lane each direction, 3.0 m minimum lane width, 0.5 m minimum clearance to objects, 40 km/h active speed and 60 km/h inactive speed.

Any arrangement that reduces the number of available lanes, modifies the traffic path, introduces contraflow, or changes the speed environment shall be managed under the relevant approved operational TGS.

6. Sign Placement, Visibility and Conflicting Signs

All signs and devices shown on this TGS are to be maintained in accordance with the approved arrangement.

Sign placement shall continue to consider sight distance, visibility, lateral clearance, roadside constraints, existing signs, barriers, lighting, vegetation, road alignment and driver workload.

Existing permanent, temporary or project signs that conflict with the arrangement shown on this TGS shall be covered, removed or otherwise managed so that road users receive a clear and consistent message.

Where site conditions prevent signs or devices being maintained in the location shown, the matter shall be referred to the responsible traffic management personnel for review. Material changes to the arrangement shall be reviewed by a suitably qualified Traffic Management Designer and approved where required.

---

7. Monitoring, Inspection and Maintenance

The full-time project signage arrangement shall be inspected and maintained for the duration of its use.

Inspections should verify:

- signs and devices remain in the approved locations
- regulatory signs are visible, legible and enforceable
- temporary speed signs remain consistent with the approved arrangement
- delineation remains clear and continuous
- conflicting or redundant signs are not visible to traffic
- devices have not been displaced by traffic, weather, vandalism or maintenance activities
- the traffic path remains clear and suitable for the road environment
- end-of-queue or congestion risks are not being created by the base arrangement or by its interaction with other works

The MRTS02.1 Annexure requires an independent review to establish conformance with the approved TMP and TGS and with MRTS02 performance requirements.

---

8. Interface with Temporary Works

This TGS does not permit temporary work activities to occupy traffic lanes or shoulders unless those activities are separately addressed by an approved TGS or approved work method.

Where a temporary operational TGS is implemented, the Traffic Management Implementer shall ensure that:

- the temporary arrangement does not conflict with this base arrangement
- signs not applicable during the temporary arrangement are covered or removed as required
- regulatory and warning signs remain clear and consistent
- the temporary arrangement is removed or made inactive at completion of the work activity
- the full-time arrangement shown on this TGS is reinstated and checked before leaving site

---

9. Authority to Adjust on Site

Minor adjustments to the position of signs and devices may be made by appropriately qualified traffic management personnel to suit site conditions, provided that:

- the intent of this TGS is maintained
- visibility and sight distance are not reduced
- traffic lanes and clearances remain suitable
- regulatory requirements are not altered
- no new hazard or driver confusion is introduced

Material changes, including changes to regulatory signs, speed zoning, lane configuration, delineation strategy, barrier layout, traffic path or project staging, require review by a suitably qualified Traffic Management Designer and approval where required.

For TGSs on the Warrego Highway, the project-specific MRTS02.1 Annexure requires RPEQ certification.

---

10. Incident, Damage or Non-Conformance Response

Where signs or devices are damaged, missing, vandalised, displaced or found to be non-conforming, the issue shall be recorded and rectified as soon as practicable.

In the event of a traffic-related incident within the site, the MRTS02.1 Annexure requires notification to BMTMC, the Administrator, Police and any necessary emergency services, along with time and date stamped photographs of signs and devices in the vicinity of the incident and an incident report to the satisfaction of the Administrator.

Where the arrangement cannot be maintained safely, the matter shall be escalated to the project representative, traffic supervisor, TMD or Administrator as applicable.

Queensland Government

Released under FTI - DTMR

SHEET NOTES

1. Base 24-hour project signage arrangement only. Active works, lane closures, contraflow, traffic holds and traffic controller operations require the relevant approved operational TGS.
2. Read this sheet with the TMP, MRTS02, MRTS02.1 Annexure and TGS general notes.
3. Maintain all signs/devices clean, secure, visible, unobstructed and in the positions shown. Rectify damaged, missing or displaced devices as soon as practicable.
4. Cover or remove conflicting signs so road users receive a clear and consistent message.
5. Minor position adjustments may be made for visibility, sight distance or safety. Material changes require TMD / project review.
6. Record inspections, variations, damage, vandalism and reinstatement actions.
7. Reinstate this base arrangement after any temporary operational TGS is removed.
8. Pedestrians/cyclists: N/A on Warrego Highway within this TGS.

VMS NOTE: VMS locations and messages shall be maintained in accordance with the approved TMP and MRTS02.1 Annexure. VMS messages shall not be changed without approval from the authorised project representative / Administrator where required.

N

M2

Darren Lockyer Way (Warrego Hwy)

Dossie Lane

Screen 1

NIGHT WORKS

Screen 2

MID-MAY TO SEPT 2026





eleased under RTI - DTMR

Prepared for		FULL TIME PROJECT SIGNAGE REQUIREMENTS TO BE USED IN CONJUNCTION WITH ADDITIONAL PROJECT TGS'S (WHERE REQUIRED) TO INCLUDE LANE CLOSURES OR CONTRA FLOW	NR	Approved By	RoadTek
Prepared By				Signature	NR
Project	7018595 - BW - Bremer River Bridge Stage 2 Rehab		TMD CONTACT Scan the QR code to obtain TMD contact information	Certification	TMD (Open) - 1571
Treatment	Full time project signage	Rev. A	IMPLEMENTATION CONDITIONS MUST COMPLY WITH APPROVED GUIDELINES AS OUTLINED IN APPROVED PROJECT PLANS AND MRTS02.1 ANNEXURE	Design Date	18/05/2026

TGS #	RT-TGS-7018595-005
Expiry	18/05/2027

This plan unless otherwise stated on the design is not guaranteed to be to scale. This document and any accompanying documents contain confidential information and is not to be redistributed without prior permission from the traffic management designer or the intended recipient. Property of RoadTek

SHEET NOTES

1. Base 24-hour project signage arrangement only. Active works, lane closures, contraflow, traffic holds and traffic controller operations require the relevant approved operational TGS.
2. Read this sheet with the TMP, MRTS02, MRTS02.1 Annexure and TGS general notes.
3. Maintain all signs/devices clean, secure, visible, unobstructed and in the positions shown. Rectify damaged, missing or displaced devices as soon as practicable.
4. Cover or remove conflicting signs so road users receive a clear and consistent message.
5. Minor position adjustments may be made for visibility, sight distance or safety. Material changes require TMD / project review.
6. Record inspections, variations, damage, vandalism and reinstatement actions.
7. Reinstate this base arrangement after any temporary operational TGS is removed.
8. Pedestrians/cyclists: N/A on Warrego Highway within this TGS.



River Road

M2

Darren Lockyer Way (Warrego Hwy)

Ashburn Road Ramp

leased under RTI - DTMR

Prepared for			
Prepared By			
Project	7018595 - BW - Bremer River Bridge Stage 2 Rehab		
Treatment	Full time project signage	Rev.	A

FULL TIME PROJECT SIGNAGE REQUIREMENTS TO BE USED IN CONJUNCTION WITH ADDITIONAL PROJECT TGS'S (WHERE REQUIRED) TO INCLUDE LANE CLOSURES OR CONTRA FLOW

IMPLEMENTATION CONDITIONS MUST COMPLY WITH APPROVED GUIDELINES AS OUTLINED IN APPROVED PROJECT PLANS AND MRTS02.1 ANNEXURE

NR

TMD CONTACT

Scan the QR code to obtain TMD contact information

Approved By	
Signature	NR
Certification	TMD (Open) - 1571
Design Date	18/05/2026

Queensland Government

RoadTek

TGS #	RT-TGS-7018595-005
Expiry	18/05/2027

This plan unless otherwise stated on the design is not guaranteed to be to scale

This document and any accompanying documents contain confidential information and is not to be redistributed without prior permission from the traffic management designer or the intended recipient

Property of RoadTek

SHEET NOTES

1. Base 24-hour project signage arrangement only. Active works, lane closures, contraflow, traffic holds and traffic controller operations require the relevant approved operational TGS.
2. Read this sheet with the TMP, MRTS02, MRTS02.1 Annexure and TGS general notes.
3. Maintain all signs/devices clean, secure, visible, unobstructed and in the positions shown. Rectify damaged, missing or displaced devices as soon as practicable.
4. Cover or remove conflicting signs so road users receive a clear and consistent message.
5. Minor position adjustments may be made for visibility, sight distance or safety. Material changes require TMD / project review.
6. Record inspections, variations, damage, vandalism and reinstatement actions.
7. Reinstate this base arrangement after any temporary operational TGS is removed.
8. Pedestrians/cyclists: N/A on Warrego Highway within this TGS.



NO ACTIVE WORKS NOTE: This sheet shows full-time static signage only. No lane occupation, shoulder occupation, work vehicle access, traffic hold or contraflow is permitted under this sheet

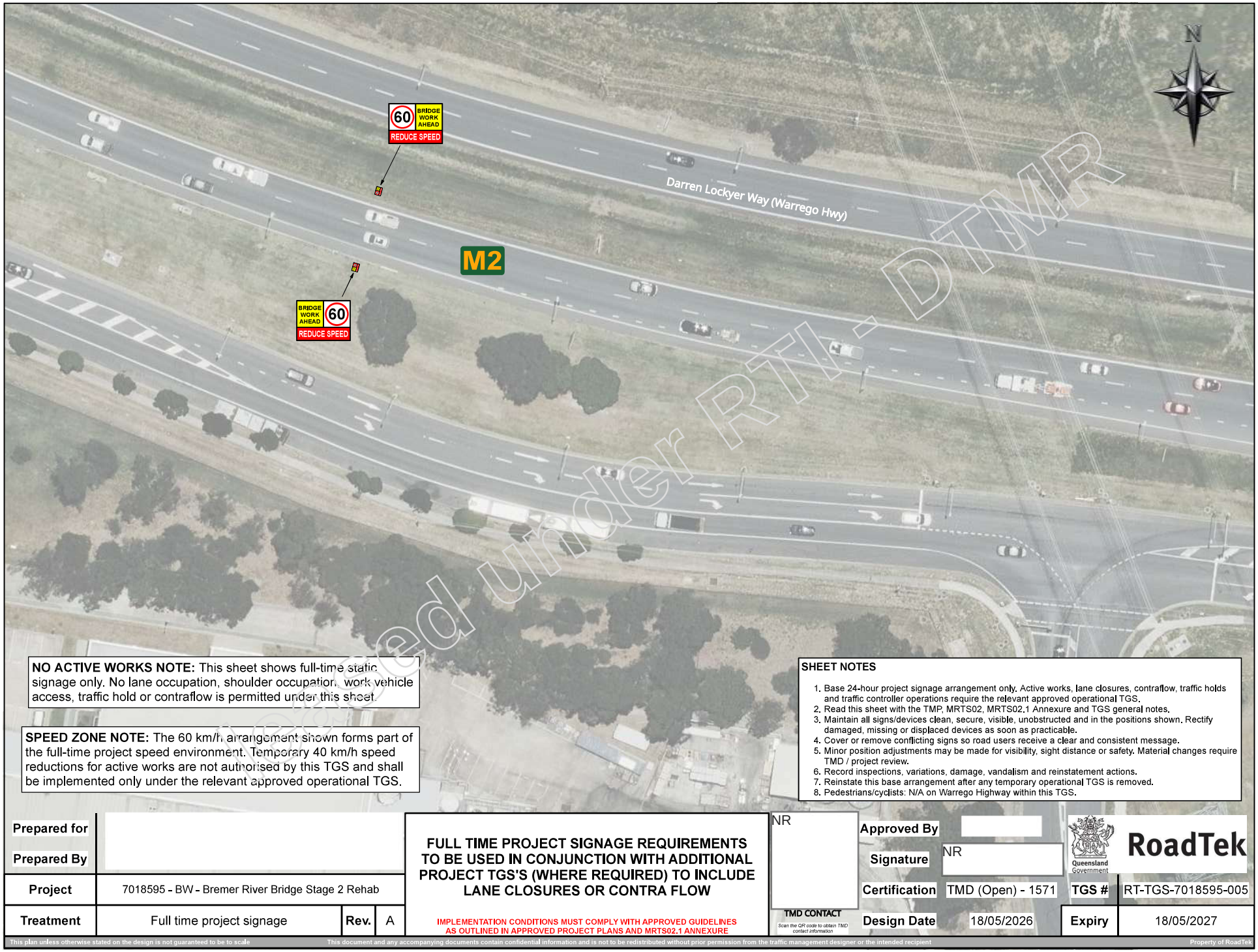
VMS NOTE: VMS locations and messages shall be maintained in accordance with the approved TMP and MRTS02.1 Annexure. VMS messages shall not be changed without approval from the authorised project representative / Administrator where required.

Issued under RTI - DTMR

Prepared for		**FULL TIME PROJECT SIGNAGE REQUIREMENTS TO BE USED IN CONJUNCTION WITH ADDITIONAL PROJECT TGS'S (WHERE REQUIRED) TO INCLUDE LANE CLOSURES OR CONTRA FLOW**	NR	Approved By	RoadTek
Prepared By				Signature	NR
Project	7018595 - BW - Bremer River Bridge Stage 2 Rehab		TMD CONTACT Scan the QR code to obtain TMD contact information	Certification	TMD (Open) - 1571
Treatment	Full time project signage	Rev. A	IMPLEMENTATION CONDITIONS MUST COMPLY WITH APPROVED GUIDELINES AS OUTLINED IN APPROVED PROJECT PLANS AND MRTS02.1 ANNEXURE	Design Date	18/05/2026

TGS # RT-TGS-7018595-005
Expiry 18/05/2027

This plan unless otherwise stated on the design is not guaranteed to be to scale. This document and any accompanying documents contain confidential information and is not to be redistributed without prior permission from the traffic management designer or the intended recipient. Property of RoadTek



Issued under RTI - DTMR

NO ACTIVE WORKS NOTE: This sheet shows full-time static signage only. No lane occupation, shoulder occupation, work vehicle access, traffic hold or contraflow is permitted under this sheet.

SPEED ZONE NOTE: The 60 km/h arrangement shown forms part of the full-time project speed environment. Temporary 40 km/h speed reductions for active works are not authorised by this TGS and shall be implemented only under the relevant approved operational TGS.

SHEET NOTES

1. Base 24-hour project signage arrangement only. Active works, lane closures, contraflow, traffic holds and traffic controller operations require the relevant approved operational TGS.
2. Read this sheet with the TMP, MRTS02, MRTS02.1 Annexure and TGS general notes.
3. Maintain all signs/devices clean, secure, visible, unobstructed and in the positions shown. Rectify damaged, missing or displaced devices as soon as practicable.
4. Cover or remove conflicting signs so road users receive a clear and consistent message.
5. Minor position adjustments may be made for visibility, sight distance or safety. Material changes require TMD / project review.
6. Record inspections, variations, damage, vandalism and reinstatement actions.
7. Reinstate this base arrangement after any temporary operational TGS is removed.
8. Pedestrians/cyclists: N/A on Warrego Highway within this TGS.

Prepared for		**FULL TIME PROJECT SIGNAGE REQUIREMENTS TO BE USED IN CONJUNCTION WITH ADDITIONAL PROJECT TGS'S (WHERE REQUIRED) TO INCLUDE LANE CLOSURES OR CONTRA FLOW**	NR	Approved By	
Prepared By				Signature	NR
Project	7018595 - BW - Bremer River Bridge Stage 2 Rehab			Certification	TMD (Open) - 1571
Treatment	Full time project signage	Rev. A		Design Date	18/05/2026

IMPLEMENTATION CONDITIONS MUST COMPLY WITH APPROVED GUIDELINES AS OUTLINED IN APPROVED PROJECT PLANS AND MRTS02.1 ANNEXURE

TMD CONTACT
Scan the QR code to obtain TMD contact information

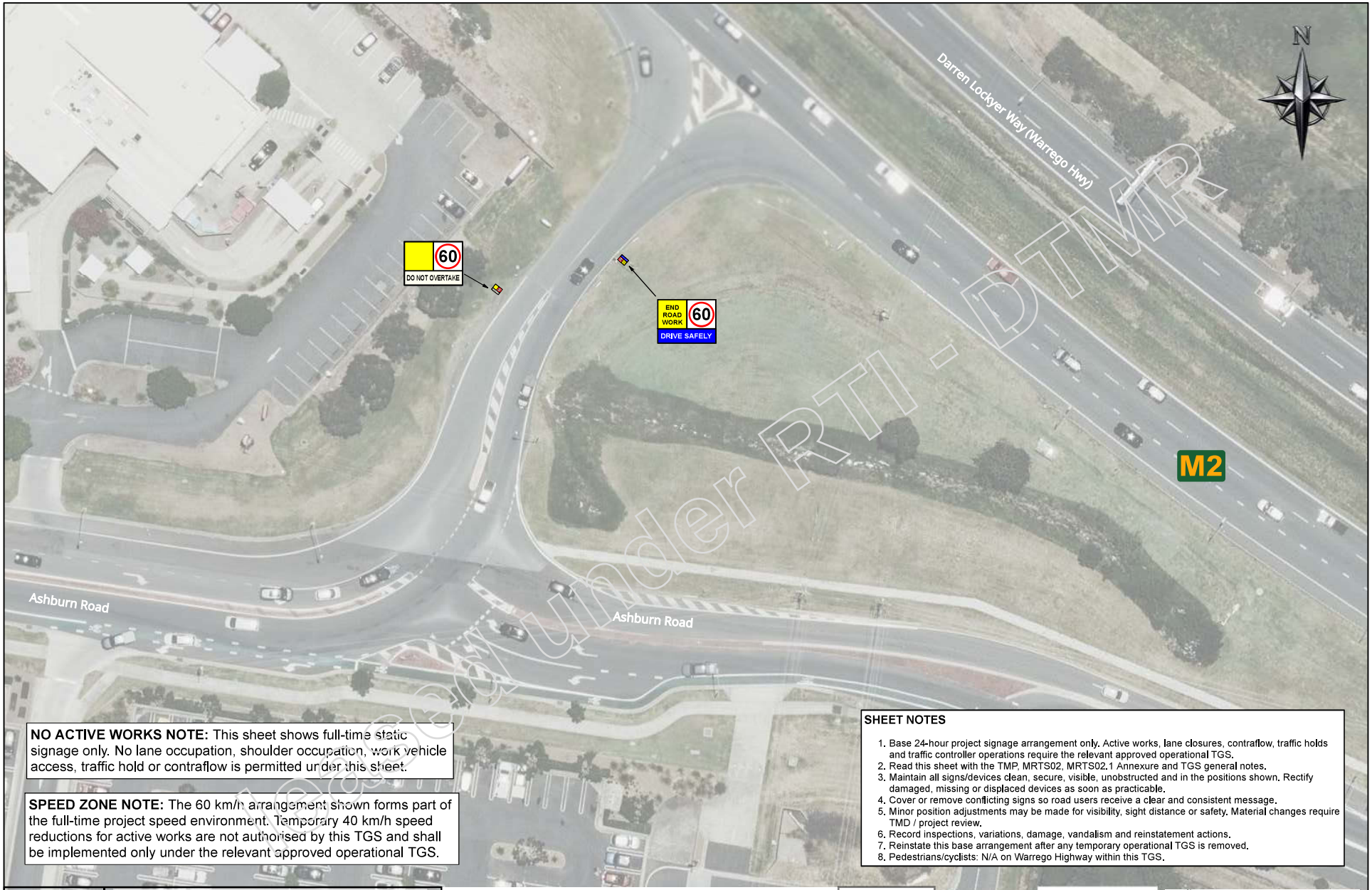
Queensland Government

RoadTek

TGS # RT-TGS-7018595-005

Expiry 18/05/2027

This plan unless otherwise stated on the design is not guaranteed to be to scale
This document and any accompanying documents contain confidential information and is not to be redistributed without prior permission from the traffic management designer or the intended recipient
Property of RoadTek



Logged under RTI - DTMR

NO ACTIVE WORKS NOTE: This sheet shows full-time static signage only. No lane occupation, shoulder occupation, work vehicle access, traffic hold or contraflow is permitted under this sheet.

SPEED ZONE NOTE: The 60 km/h arrangement shown forms part of the full-time project speed environment. Temporary 40 km/h speed reductions for active works are not authorised by this TGS and shall be implemented only under the relevant approved operational TGS.

SHEET NOTES

1. Base 24-hour project signage arrangement only. Active works, lane closures, contraflow, traffic holds and traffic controller operations require the relevant approved operational TGS.
2. Read this sheet with the TMP, MRTS02, MRTS02.1 Annexure and TGS general notes.
3. Maintain all signs/devices clean, secure, visible, unobstructed and in the positions shown. Rectify damaged, missing or displaced devices as soon as practicable.
4. Cover or remove conflicting signs so road users receive a clear and consistent message.
5. Minor position adjustments may be made for visibility, sight distance or safety. Material changes require TMD / project review.
6. Record inspections, variations, damage, vandalism and reinstatement actions.
7. Reinstate this base arrangement after any temporary operational TGS is removed.
8. Pedestrians/cyclists: N/A on Warrego Highway within this TGS.

Prepared for		FULL TIME PROJECT SIGNAGE REQUIREMENTS TO BE USED IN CONJUNCTION WITH ADDITIONAL PROJECT TGS'S (WHERE REQUIRED) TO INCLUDE LANE CLOSURES OR CONTRA FLOW	NR	Approved By	
Prepared By				Signature	NR
Project	7018595 - BW - Bremer River Bridge Stage 2 Rehab			Certification	TMD (Open) - 1571
Treatment	Full time project signage	Rev.	A	Design Date	18/05/2026

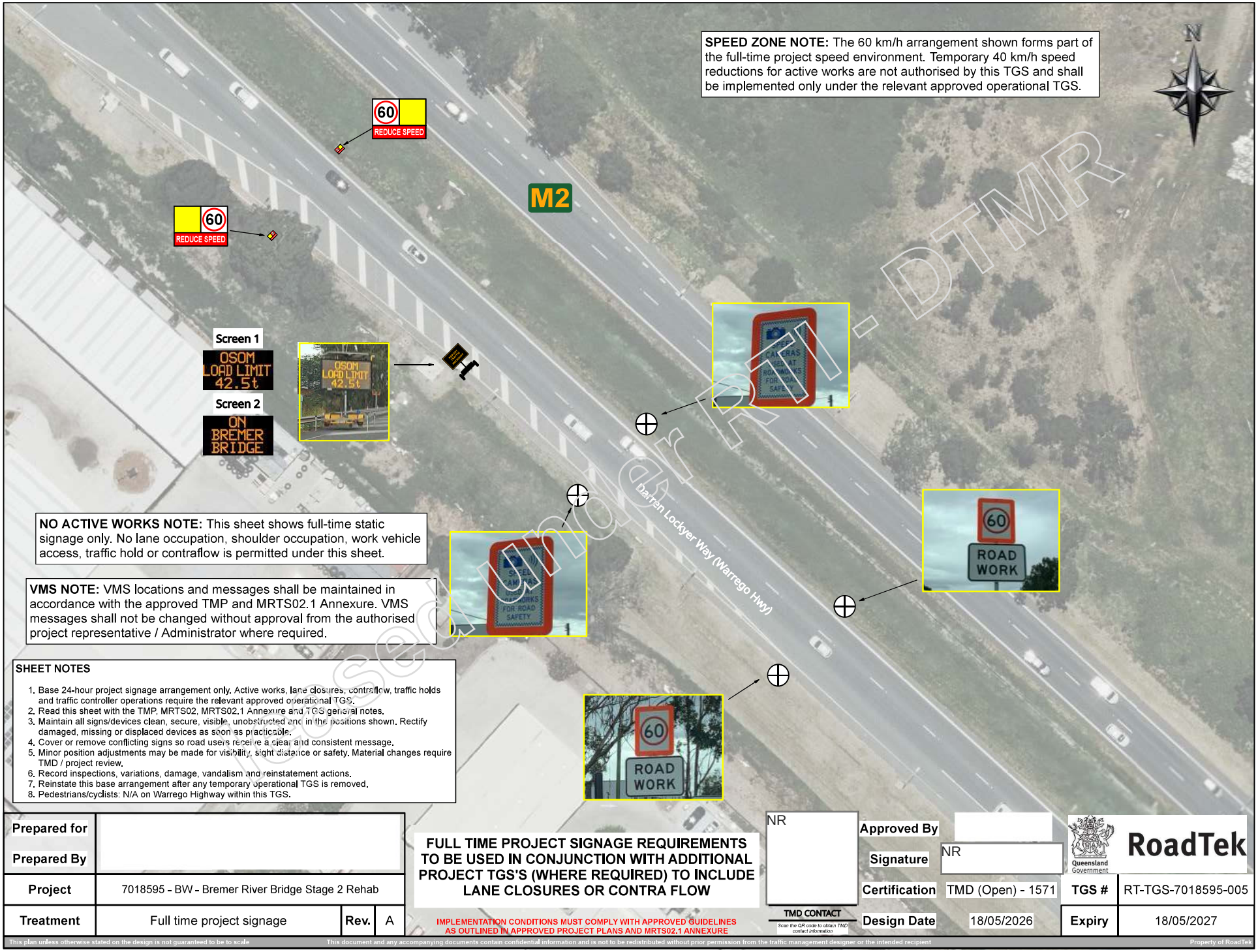
IMPLEMENTATION CONDITIONS MUST COMPLY WITH APPROVED GUIDELINES AS OUTLINED IN APPROVED PROJECT PLANS AND MRTS02.1 ANNEXURE

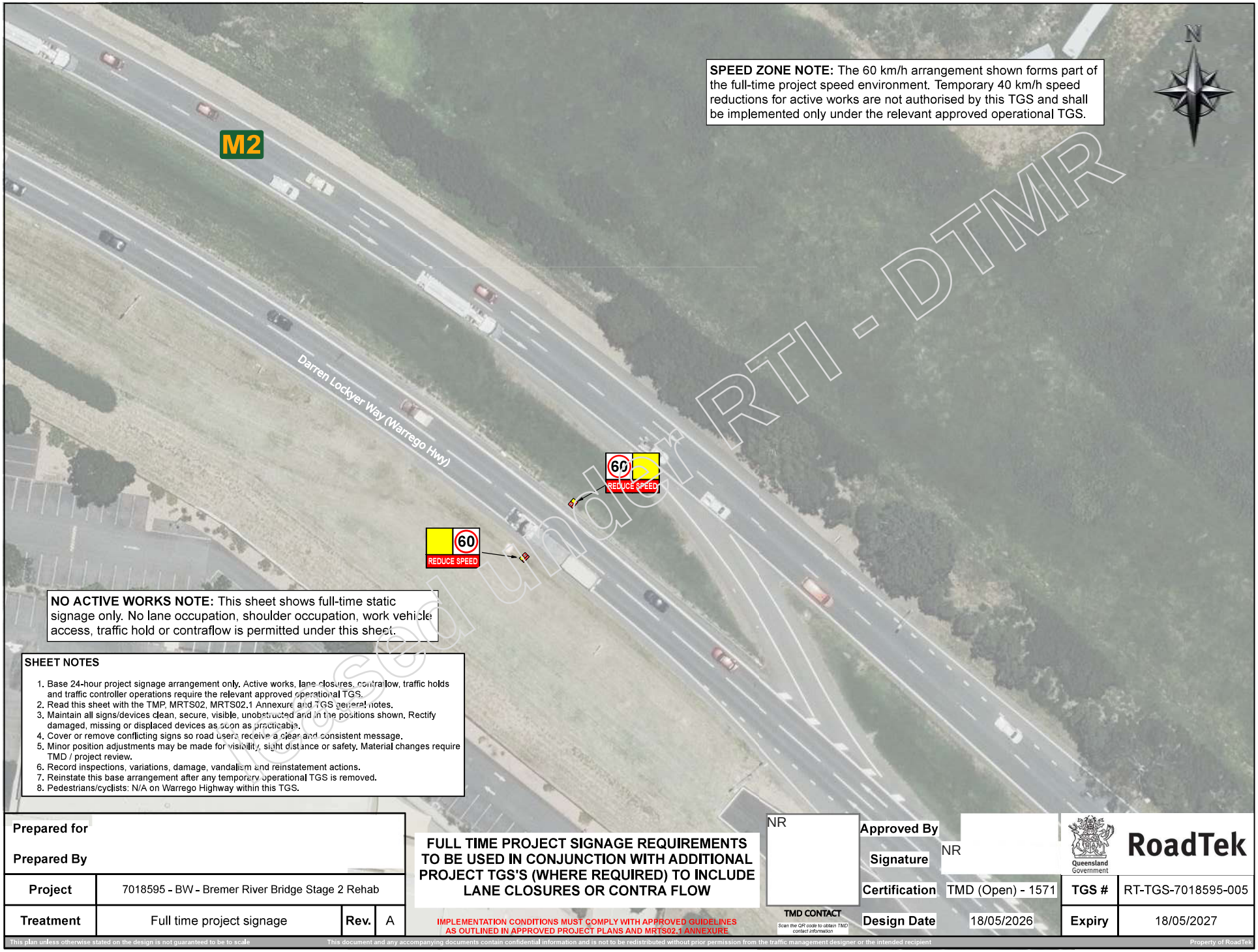
TMD CONTACT
Scan the QR code to obtain TMD contact information

Queensland Government RoadTek

TGS #	RT-TGS-7018595-005
Expiry	18/05/2027

This plan unless otherwise stated on the design is not guaranteed to be to scale
This document and any accompanying documents contain confidential information and is not to be redistributed without prior permission from the traffic management designer or the intended recipient
Property of RoadTek


SPEED ZONE NOTE: The 60 km/h arrangement shown forms part of the full-time project speed environment. Temporary 40 km/h speed reductions for active works are not authorised by this TGS and shall be implemented only under the relevant approved operational TGS.
N
60
REDUCE SPEED
M2
60
REDUCE SPEED
Screen 1
OSOM LOAD LIMIT 42.5t
Screen 2
ON BREMER BRIDGE
OSOM LOAD LIMIT 42.5t
Darryn Lockyer Way (Warrego Hwy)
60
ROAD WORK
60
ROAD WORK
NO ACTIVE WORKS NOTE: This sheet shows full-time static signage only. No lane occupation, shoulder occupation, work vehicle access, traffic hold or contraflow is permitted under this sheet.
VMS NOTE: VMS locations and messages shall be maintained in accordance with the approved TMP and MRTS02.1 Annexure. VMS messages shall not be changed without approval from the authorised project representative / Administrator where required.
SHEET NOTES
1. Base 24-hour project signage arrangement only. Active works, lane closures, contraflow, traffic holds and traffic controller operations require the relevant approved operational TGS.
2. Read this sheet with the TMP, MRTS02, MRTS02.1 Annexure and TGS general notes.
3. Maintain all signs/devices clean, secure, visible, unobstructed and in the positions shown. Rectify damaged, missing or displaced devices as soon as practicable.
4. Cover or remove conflicting signs so road users receive a clear and consistent message.
5. Minor position adjustments may be made for visibility, sight distance or safety. Material changes require TMD / project review.
6. Record inspections, variations, damage, vandalism and reinstatement actions.
7. Reinstate this base arrangement after any temporary operational TGS is removed.
8. Pedestrians/cyclists: N/A on Warrego Highway within this TGS.
Prepared for
Prepared By
Project
7018595 - BW - Bremer River Bridge Stage 2 Rehab
Treatment
Full time project signage
Rev.
A
FULL TIME PROJECT SIGNAGE REQUIREMENTS TO BE USED IN CONJUNCTION WITH ADDITIONAL PROJECT TGS'S (WHERE REQUIRED) TO INCLUDE LANE CLOSURES OR CONTRA FLOW
IMPLEMENTATION CONDITIONS MUST COMPLY WITH APPROVED GUIDELINES AS OUTLINED IN APPROVED PROJECT PLANS AND MRTS02.1 ANNEXURE
NR
TMD CONTACT
Scan the QR code to obtain TMD contact information
Approved By
Signature
NR
Certification
TMD (Open) - 1571
Design Date
18/05/2026
Queensland Government
RoadTek
TGS #
RT-TGS-7018595-005
Expiry
18/05/2027
This plan unless otherwise stated on the design is not guaranteed to be to scale
This document and any accompanying documents contain confidential information and is not to be redistributed without prior permission from the traffic management designer or the intended recipient
Property of RoadTek
Released under RTI - DTMR



SPEED ZONE NOTE: The 60 km/h arrangement shown forms part of the full-time project speed environment. Temporary 40 km/h speed reductions for active works are not authorised by this TGS and shall be implemented only under the relevant approved operational TGS.

NO ACTIVE WORKS NOTE: This sheet shows full-time static signage only. No lane occupation, shoulder occupation, work vehicle access, traffic hold or contraflow is permitted under this sheet.

SHEET NOTES

1. Base 24-hour project signage arrangement only. Active works, lane closures, contraflow, traffic holds and traffic controller operations require the relevant approved operational TGS.
2. Read this sheet with the TMP, MRTS02, MRTS02.1 Annexure and TGS general notes.
3. Maintain all signs/devices clean, secure, visible, unobstructed and in the positions shown. Rectify damaged, missing or displaced devices as soon as practicable.
4. Cover or remove conflicting signs so road users receive a clear and consistent message.
5. Minor position adjustments may be made for visibility, sight distance or safety. Material changes require TMD / project review.
6. Record inspections, variations, damage, vandalism and reinstatement actions.
7. Reinstate this base arrangement after any temporary operational TGS is removed.
8. Pedestrians/cyclists: N/A on Warrego Highway within this TGS.

Issued under RTI - DTMR

Prepared for			
Prepared By			
Project	7018595 - BW - Bremer River Bridge Stage 2 Rehab		
Treatment	Full time project signage	**Rev.**	A

FULL TIME PROJECT SIGNAGE REQUIREMENTS TO BE USED IN CONJUNCTION WITH ADDITIONAL PROJECT TGS'S (WHERE REQUIRED) TO INCLUDE LANE CLOSURES OR CONTRA FLOW

IMPLEMENTATION CONDITIONS MUST COMPLY WITH APPROVED GUIDELINES AS OUTLINED IN APPROVED PROJECT PLANS AND MRTS02.1 ANNEXURE

NR

TMD CONTACT

Scan the QR code to obtain TMD contact information

Approved By	NR		
Signature			
Certification	TMD (Open) - 1571	**TGS #**	RT-TGS-7018595-005
Design Date	18/05/2026	**Expiry**	18/05/2027

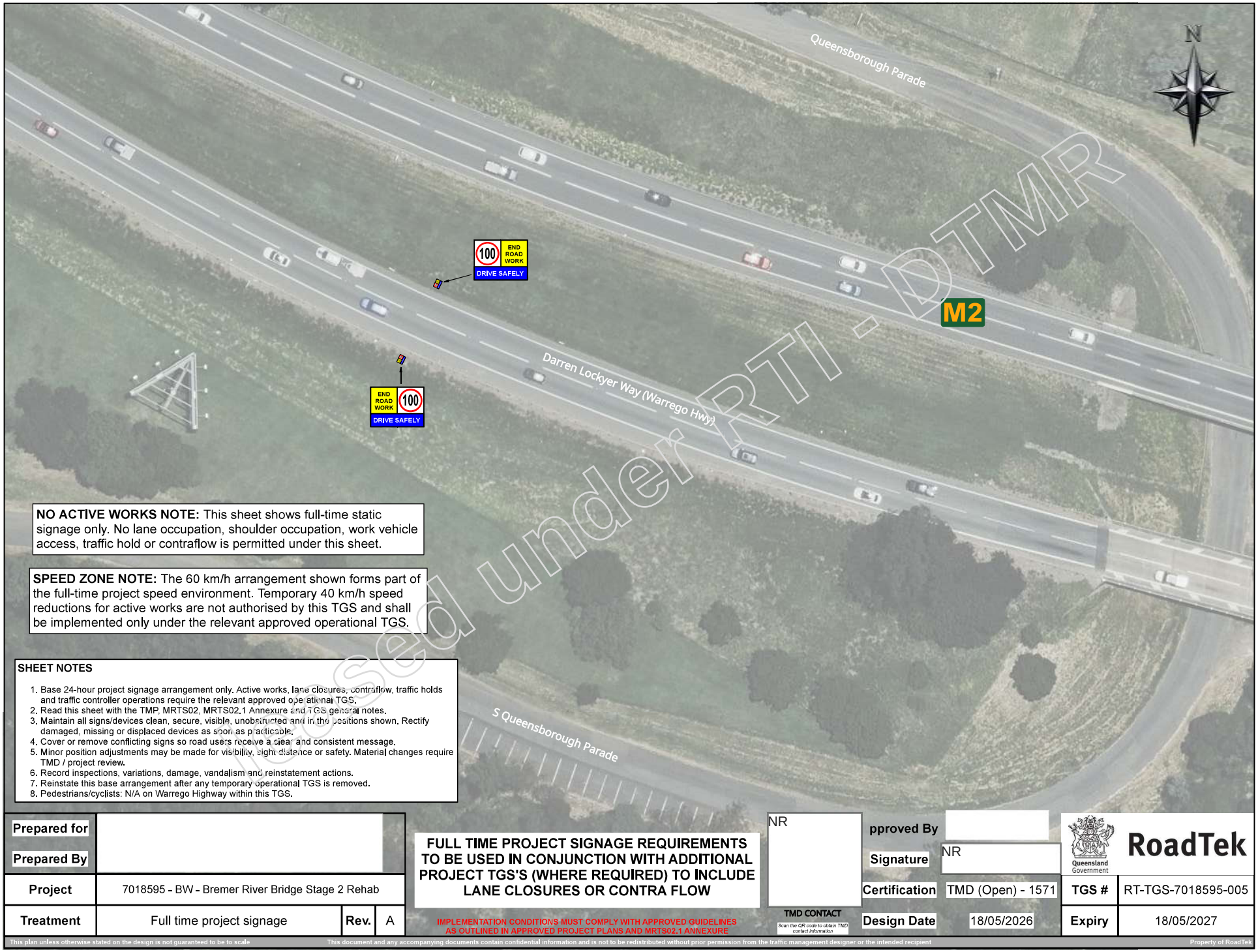
Queensland Government

RoadTek

This plan unless otherwise stated on the design is not guaranteed to be to scale

This document and any accompanying documents contain confidential information and is not to be redistributed without prior permission from the traffic management designer or the intended recipient

Property of RoadTek



Issued under RTI - DTMR

NO ACTIVE WORKS NOTE: This sheet shows full-time static signage only. No lane occupation, shoulder occupation, work vehicle access, traffic hold or contraflow is permitted under this sheet.

SPEED ZONE NOTE: The 60 km/h arrangement shown forms part of the full-time project speed environment. Temporary 40 km/h speed reductions for active works are not authorised by this TGS and shall be implemented only under the relevant approved operational TGS.

SHEET NOTES

1. Base 24-hour project signage arrangement only. Active works, lane closures, contraflow, traffic holds and traffic controller operations require the relevant approved operational TGS.
2. Read this sheet with the TMP, MRTS02, MRTS02.1 Annexure and TGS general notes.
3. Maintain all signs/devices clean, secure, visible, unobstructed and in the positions shown. Rectify damaged, missing or displaced devices as soon as practicable.
4. Cover or remove conflicting signs so road users receive a clear and consistent message.
5. Minor position adjustments may be made for visibility, sight distance or safety. Material changes require TMD / project review.
6. Record inspections, variations, damage, vandalism and reinstatement actions.
7. Reinstate this base arrangement after any temporary operational TGS is removed.
8. Pedestrians/cyclists: N/A on Warrego Highway within this TGS.

Prepared for			
Prepared By			
Project	7018595 - BW - Bremer River Bridge Stage 2 Rehab		
Treatment	Full time project signage	Rev.	A

FULL TIME PROJECT SIGNAGE REQUIREMENTS TO BE USED IN CONJUNCTION WITH ADDITIONAL PROJECT TGS'S (WHERE REQUIRED) TO INCLUDE LANE CLOSURES OR CONTRA FLOW

IMPLEMENTATION CONDITIONS MUST COMPLY WITH APPROVED GUIDELINES AS OUTLINED IN APPROVED PROJECT PLANS AND MRTS02.1 ANNEXURE

NR

TMD CONTACT

Scan the QR code to obtain TMD contact information

pproved By			
Signature	NR		
Certification	TMD (Open) - 1571	TGS #	RT-TGS-7018595-005
Design Date	18/05/2026	Expiry	18/05/2027

Queensland Government

RoadTek

This plan unless otherwise stated on the design is not guaranteed to be to scale

This document and any accompanying documents contain confidential information and is not to be redistributed without prior permission from the traffic management designer or the intended recipient

Property of RoadTek

NOTE: Where a minimum standard for any item / activity is prescribed as law, NO Risk Assessment shall lower that standard!

PROJECT/ PROGRAM /ACTIVITY NAME:	BW - Bremer River Bridge Stage 2 Rehab	**BUSINESS UNIT:**	RoadTek South	**TGS NUMBER:**	RT-TGS-7018595-005
WORKPLACE LOCATION:	Warrego Highway, Bundamba			**TGS CATEGORY:**	Site-Specific
SIGNPOSTED SPEED:	60km/h	**ROAD CATEGORY:**	Category 3	**AADT:** 64,544	**DATE:** 18/05/2026
PURPOSE/SCOPE:	Bridge Rehabilitation Works - Full Time Project Signage				**PREPARED B (TMD)**

Risk Matrix

Consequence	Likelihood: Rare	Unlikely	Possible	Likely	Almost certain
Severe	HIGH	HIGH	HIGH	EXTREME	EXTREME
Major	MEDIUM	MEDIUM	HIGH	HIGH	EXTREME
Moderate	LOW	MEDIUM	MEDIUM	HIGH	HIGH
Minor	LOW	LOW	MEDIUM	MEDIUM	MEDIUM
Insignificant	LOW	LOW	LOW	MEDIUM	MEDIUM

No.	SPECIFIC ACTIVITY	HAZARD	Risk	Category of Risk	C	L	INITIAL RISK	CONTROL MEASURES	Hierarchy of Controls	RESP. PERSON TO ACTION MEASURES	REMARKS/ REVIEW	C	L	RESIDUAL RISK
	If this is an activity based risk assessment, list each specific task or steps taken to do this work activity eg. Place out signage, assign pre-warning vehicle locations, entering traffic stream, collisions with other vehicles etc.	*List the hazards when doing each specific step or task eg Moving vehicles, poor sighlines, unsuitable parking, proximity to traffic.*	*Describe the risks associated with each hazard - eg if the hazard is "proximity to traffic", a risk may be "struck by fast moving vehicle"*	*Describe the category of risk from the drop down box*	*Select consequence from drop down box below*	*Initial likelihood: Select from drop down boxes below*	*Auto calculated*	*If risk level from the assessment is high or extreme, additional controls will be required to reduce the risk to acceptable levels. List possible control measures that will further reduce the risk for the specific step or task eg. Reduce traffic speed to*	*Select from the drop down box the highest level of control used*	*List the person who would be responsible for the implementing the controls eg. Work crew supervisor*	*Any comments that will assist the work crew in implementing controls eg. Apply MUTCD - part 3 eg. fig 21*	*Select consequence from drop down box below*	*Residual likelihood: Select from drop down boxes below*	*Auto calculated*
GENERAL TRAFFIC MANAGEMENT HAZARDS														
1	Maintain full-time 60 km/h project speed environment	High-speed traffic approaching bridge works area from normal highway environment	Rear-end crash, loss of control or excessive approach speed through project area	Safety	Major	Possible	HIGH	Full-time advance warning and regulatory speed signage installed as shown on TGS; 60 km/h project speed environment maintained; signs to be inspected, visible and unobstructed; damaged or displaced signs rectified as soon as practicable	Administrative / Engineering	TMI / Supervisor	Confirm speed signs are installed and visible during routine inspections and after weather, crashes or vandalism	Moderate	Unlikely	MEDIUM
2	Warn road users of ongoing bridge rehabilitation works	Insufficient driver awareness of changed road environment and bridge works	Late braking, erratic lane movements, driver confusion or reduced compliance	Safety	Moderate	Possible	MEDIUM	BRIDGE WORK / ROAD WORK advance warning signs installed as shown; base project signage maintained 24 hours; conflicting signs covered or removed; arrangement reviewed if driver confusion is observed	Administrative	TMI / Supervisor	Check approach signs are legible, correctly orientated and not obscured by vegetation, barriers, vehicles or other signs	Minor	Unlikely	LOW
3	Maintain full-time static signs and devices	Signs damaged, missing, rotated, obscured, vandalised or displaced	Drivers receive incomplete or incorrect information, leading to speed non-compliance or unsafe manoeuvres	Safety	Moderate	Possible	MEDIUM	Routine inspection and maintenance; damaged, missing or obscured signs rectified; inspection, damage and reinstatement actions recorded; issue escalated where arrangement cannot be maintained safely	Administrative	TMI / Traffic Supervisor	Inspect after incidents, severe weather, maintenance activities or reports from site personnel / BMTMC	Minor	Rare	LOW
4	Maintain consistency with other operational TGSs	Base signage conflicts with temporary lane closure, contraflow, traffic hold or active-work TGS	Driver confusion, incorrect lane choice, non-compliance with temporary arrangement	Safety	Major	Possible	HIGH	This TGS identified as base 24-hour arrangement only; operational TGSs required for active works; non-applicable or conflicting signs to be covered or removed during temporary arrangements; base arrangement reinstated and checked after operational TGS removed	Administrative	TMD / TMI / Supervisor	Include in pre-start for any operational TGS interface. Confirm site returned to base arrangement before leaving site	Moderate	Unlikely	MEDIUM
5	Maintain truck / heavy vehicle guidance where signed	Heavy vehicles do not follow intended lane discipline or signed restrictions	Heavy vehicle conflict, side-swipe, bridge loading concern or unsafe overtaking behaviour	Safety / Asset	Major	Possible	HIGH	Full-time truck / lane-use / DO NOT OVERTAKE related signs installed as shown where applicable; VMS and static signs maintained; heavy vehicle restrictions or lane guidance not changed unless approved through project process	Administrative	TMI / Supervisor / Project Rep.	Confirm signs match current approved bridge management requirements and do not conflict with operational TGSs	Moderate	Unlikely	MEDIUM
6	Maintain VMS / incident message boards	VMS message incorrect, blank, not approved, poorly positioned or inconsistent with static signs	Driver confusion, missed warning, reduced compliance or incorrect road-user response	Safety	Moderate	Possible	MEDIUM	VMS locations and messages maintained in accordance with approved TMP and MRTS02.1 Annexure; messages changed only by authorised project representative / Administrator where required; VMS checked for operation and visibility	Administrative	Supervisor / Project Rep. / TMI	MRTS02.1 requires VMS locations and messages to be detailed in TMP and approved by Administrator	Minor	Unlikely	LOW
7	Maintain end-of-zone / return-speed signage	End roadwork or return speed signs incorrectly positioned, missing or conflicting with adjacent TGS	Premature acceleration, continued reduced-speed travel, driver confusion or conflict with adjacent works	Safety	Moderate	Possible	MEDIUM	End roadwork / return speed signs installed only where they correctly reflect the end of the full-time project speed environment; signs reviewed where adjacent works or operational TGSs modify the speed environment	Administrative	TMI / Supervisor	Check during drive-through inspections in both directions and after operational TGS removal	Minor	Rare	LOW
8	Prevent misuse of this TGS for active works	Workers, plant or vehicles enter shoulder or live lanes under base signage only	Worker struck by vehicle, traffic conflict, unauthorised lane occupation	Safety	Major	Possible	HIGH	Notes state this TGS does not authorise active works, lane closures, shoulder occupation, traffic holds or contraflow; active work requires separate approved operational TGS, work method and approvals	Administrative	Supervisor / TMI / Project Rep.	Include in pre-start and work planning. Stop work if activity exceeds scope of this TGS	Moderate	Rare	LOW
9	Maintain visibility and legibility at night / low light / adverse weather	Signs not conspicuous or readable due to lighting, glare, weather, dirt or orientation	Reduced warning effectiveness, late driver response or speed non-compliance	Safety	Moderate	Possible	MEDIUM	Signs and devices maintained clean, upright, retroreflective and correctly orientated; inspections undertaken during night or low-light conditions where required; glare or visibility issues escalated	Administrative	TMI / Supervisor	Especially relevant for 24-hour installed signage and high-speed highway environment	Minor	Unlikely	LOW
10	Coordinate with broader long-term project arrangement	TGS does not align with wider Structure Management Plan / long-term corridor TGS	Inconsistent traffic messages, conflicting speed environment or confusion between project limits	Safety / Asset	Major	Unlikely	MEDIUM	TGS read with TMP, MRTS02.1 and broader long-term project arrangement; changes to base arrangement reviewed by TMD / project representative; coordination confirmed when other TGSs are implemented	Administrative	TMD / Project Rep. / TMI	MRTS02.1 requires coordination with the wider long-term TGS associated with the Structure Management Plan	Moderate	Rare	LOW

Released under RTI - DTMR