



Traffic Impact Assessment

Airly Mine Extension Project

Centennial Airly Pty Limited

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interior design

t 1300138 657
e generalenquiry@barnson.com.au
w www.barnson.com.au

Dubbo : Mudgee : Bathurst : Parkes



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EXECUTIVE SUMMARY

Centennial Airly Pty Limited, the operator of Airly Mine (Airly) is seeking approval to extend its mining operations to maintain current production of 1.8 million tonnes per annum (Mtpa) run-of-mine coal (ROM) using partial extraction mining methods for 25 years. The Airly Mine Extension Project (the Project) is a State Significant Development in accordance with Clause 8 and Schedule 1 (Item 5) of State Environmental Planning Policy (State and Regional Development) 2011.

Coal (beneficiated or ROM) will be transported from the site via the existing rail load out facilities. No coal will be transported off site using roads. A small increase to the number of staff proposed to be employed at Airly is not anticipated to result in significant increases to traffic in the area.

The purpose of this study is to:

- Address Director Generals Requirements pertaining to traffic and transport;
- Analyse existing traffic and rail volumes adjacent to site;
- Project traffic volumes during construction, operational and de-commissioning phase(s);
- Review requirements Road and Maritime Services (RMS) guidelines;
- Analyse proposed traffic volumes adjacent to site;
- Recommend road and/or intersection upgrades where applicable;
- Provide additional information regarding potential cumulative impact(s) where applicable.

Existing Traffic Environment

The current Annual Average Daily Traffic (AADT) on the Glen Davis Road is 384vpd (vehicles per day), including 120 personnel from Airly mine traffic.

Proposed Traffic Environment

The proposed Annual Average Daily Traffic (AADT) on the Glen Davis Road is 454vpd (vehicles per day). The increase is due to an additional 15 including personnel from Airly mine and 20 contractors. For a combined operational and construction period, there will be approximately 514vpd on the Glen Davis Road.

Effects from other developments in Close Proximity

There are no other developments proposed in the vicinity of Airly Coal Mine.

Mitigation of Traffic Impacts

It has been assessed that the only impact of the Project on the existing traffic environment would be due to a proposed 12.5% increase in staff number. As outlined in section 4, the existing intersection and road network has sufficient capacity to accommodate the increase.

It is acknowledged that the Glen Davis Road would be operating at approximately 103% of capacity during the construction period, assuming that time line overlaps with the mine becoming operational.

It is therefore recommended that a Traffic Management Plan be developed prior to the construction phase which implements mitigation measures to negate the likely interaction with operational traffic.

1.0 INTRODUCTION

1.1 Project Overview

Centennial Airly Coal Pty Limited (the Applicant) proposes to extend mining operations (the Project) into the eastern section of its existing Mining Lease ML1331 and within its Authorisation at Airly Mine (Airly), located 40 km north-northwest of Lithgow (**Figure 1**) and 171 km west of Sydney. The current Development Consent (DA162/91) for mining within ML1331 at Airly will lapse on 12 October 2014 and the Applicant is seeking approval to continue mining beyond this date.

A locality plan of the area is shown in Figure 1.



Figure 1 - Locality Plan

1.2 Project Objectives

The Project proposes to:

- continue to extract up to 1.8 million tonnes per annum (Mtpa) of run of mine (ROM) coal from the Lithgow seam underlying the Project Application Area;
- extend life of mine by 25 years;
- extract coal using partial extraction methods within the mining lease (ML1331) and extend the mining area to the east of the existing workings into Authorisation 232 (A232) area;
- develop underground access headings and roadways from the current mining area to the east to allow access to the proposed mining areas;
- use various partial extraction mining methods, that will manage subsidence to a maximum of 100mm±25mm in previously unmined areas and minimise further potential subsidence impacts in areas where the historical New Hartley Shale Mine has already impacted the environment;
- continue to operate and maintain the existing ancillary surface infrastructure for mine access, underground ventilation, electricity, water, materials supply, and communications at the pit top, and upgrade the infrastructure as required for mining operations;
- continue to manage the handling of run-of-mine (ROM) coal through a crusher and screening plant at the pit top for transfer to the existing and proposed stockpile areas as required to meet market demands;
- complete the construction of the coal handling and preparation plant (CHPP) to incorporate a Coal Preparation Plant (CPP) for the beneficiation of ROM coal;
- transfer processed coal from the CHPP, using the existing and new overland conveyor systems, to the product stockpile area for temporary storage prior to despatch to offsite locations;
- construct a life of mine reject emplacement area (REA) for the emplacement of reject materials from the CPP and the underground mine;
- continue to use the existing water storage dams at the pit top for the separation of clean and dirty water,
- construct appropriately sized new management storage dams for the proposed life of mine REA;
- continue to manage non-production waste in accordance with the site's Mining Operations Plan;
- despatch ROM and product coal off site using the existing rail load out facilities for the export and domestic markets;
- continue to undertake existing and initiate new environmental monitoring and geological exploration programs as appropriate;

- review and update existing environmental management plans as required;
- operate 24 hours per day and seven days per week for 52 weeks per year;
- provide employment to a full time workforce of up to 135 persons and 20 contractors;
- progressively rehabilitate disturbed areas at the pit top no longer required for mining operations and exploration boreholes;
- undertake life-of-mine rehabilitation at the pit top infrastructure disturbance areas to create final landforms commensurate with the surrounding areas and the relevant zoning.

1.3 Existing Infrastructure

The Project may require existing facilities to be upgraded, and additional infrastructure to be installed. However, the Project will utilise the majority of the existing infrastructure located within the Surface Facilities Area, as follows:

- Water supply infrastructure and water management structures;;
- Product stockpiling areas;
- Coal crusher and screening plant;
- Train loading and refuelling facilities;
- Site car parking area;
- Visual, noise and safety bunds;
- Workshops and associated infrastructure;
- The Effluent Treatment System;
- Site security fencing;
- Waste management facilities;
- Underground mining equipment;

1.4 Proposed Infrastructure

- Coal preparation plant (CPP) including run of mine stockpile and reclaim system;
- The Reject Emplacement Area (Life-of-Mine REA) and reject materials transfer facilities;
- Additional water management structures associated with the REA;
- Internal access roads

1.5 Director General's Requirements

This assessment identifies the potential impacts to road traffic and transport associated with the Project. The scope of the Traffic and Transportation Impact Assessment was designed to address the Director-General's Requirements (DGRs) and other government agency requirements for the Project with regard to traffic and transport. A synopsis of the requirements is given in Table 1 together with a record of where each requirement is addressed in this document.

Table 1 – Director Generals Requirements Pertaining to Traffic and Transport

Government Agency	Traffic and Transport- DGR's	Relevant Section(s)
Department of Planning and Infrastructure (4 th February 2014)	- an assessment of potential traffic impacts on the capacity, efficiency and safety of the road network;	Section 4
	a description of the measures that would be implemented to maintain and/or improve the capacity, efficiency and safety of the road network in the surrounding area over the life of the development;	Section 6

1.6 RMS Requirements

Additional information has been sought by Roads and Maritime Services (RMS) for the proposal with regard to traffic and transport. A synopsis of the requirements is given in Table 2 together with a record of where each requirement is addressed in this document.

Table 2 – RMS Requirements Pertaining to Traffic and Transport

Government Agency	Traffic and Transportation- RMS	Relevant Section(s)
RMS	Hours and days of construction and operation for each stage of the project. The study should demonstrate how proposed operations will interact with existing operations on private haul roads and intersections with public roads including the Castlereagh Highway (HW18).	Section 4.1.2 Section 4.2 Section 4.3
	Road transportation volumes and types broken down into origin and destination, travel routes and peak hours for the construction, operation and decommissioning of the project. Volumes should include mine input related traffic generation (e.g, fuel deliveries, maintenance, services etc). The traffic study should also address internal traffic movement and parking facilities.	Section 4.1.2
	Oversize and over-mass vehicles and loads expected for the construction, operation and decommissioning of the project;	Section 4.1.2
	The shortest and least trafficked route(s) having been given priority for the movement of construction materials and machinery to minimise the risk and impact to other motorists so far as is reasonably practicable;	Section 4.1.2
	Temporary and permanent staff numbers (including employees and contractors) during construction, operation and decommissioning of the Project;	Section 4.2 Section 4.3
	The impact of project generated traffic and measures employed to ensure efficiency and safety on the public and rail networks, in particular the Castlereagh Highway (HW18) and intersection of Glen Davis Road during construction, operation and decommissioning of the project. The study should address cumulative impacts of existing operations and construction and subsequent expanded operation;	Section 4.2 Section 4.3 Section 5
	Any mitigating measures required to address expected traffic generation;	Section 6.0
	Local climate conditions that may affect road safety for vehicles used during construction, operation and decommission of the project (e.g. fog, dust, wet weather, etc);	Section 4.4
	An assessment of the potential impacts on the capacity, efficiency and safety of the rail network, and what	Not

	measures would be implemented to maintain capacity, efficiency and safety over the life of the project;	Applicable not in 4/2/14 DGR
	Access arrangements for coal being transported by rail, including train configurations and confirmation of path availability;	Not Applicable not in 4/2/14 DGR
	Details of any required infrastructure works to support any increased demand on the rail or road network as a result of this project.	Section 6.0

3.0 EXISTING TRAFFIC ENVIRONMENT

3.1 Existing traffic volumes on public roads

3.1.1 Castlereagh Highway traffic

Access to the mine site is from Glen Davis Road, via the Castlereagh Highway. The Annual Average Daily Traffic (AADT) on the Castlereagh Highway at the Ben Bullen (refer Figure 1) railway crossing was 1,959 vpd* (vehicles per day). The AADT on the Castlereagh Highway at Ilford north of MR215 was 1,584 vpd*(refer figure 1). All measured data is from the most recent survey conducted in 2005.

For the purposes of analysis, it was assumed there has been 3% cumulative growth over 8 years using a base figure of 1,959 vpd. This equates to 2,480 vpd, or 248 vph (vehicles per hour) at Ben Bullen railway crossing.

* Source: RMS Website.

3.1.2 Glen David Road traffic

The AADT on the Glen Davis Road 0.5 km east of the Capertee general store was 114vpd* in 2005. These counts were from 2005, prior to Airly Mine being fully developed. Section 1.2 of this report states the number of existing Airly personnel is 120 but there was no Airly Mine traffic on Glen Davis Road in 2005, therefore the volume of through traffic on Glen Davis Road is 114vpd, or 12vph. Assuming a 3% cumulative growth over 8 years, this corresponds to 144vpd, or 14vph.

Assuming the current 120 personnel arrive and leave over a four hour period each day, it is an additional 240 vpd movement, or 60 vph.

* Source: RMS Website.

3.1.3 Traffic summary

From sections 3.1.1 and 3.1.2, the Annual Average Daily Traffic (AADT) on public roads is:

Table 2 – Summary of existing traffic volumes on public roads

Location	Vehicles per day (vpd) ¹	Vehicles per hour (vph) ²
Castlereagh Highway	2,480	248
Glen Davis Road	384	74

- 1) All vehicle rates shown are for movements in both directions;
- 2) Typical vph rate is 10% that of vpd (RMS standard).

3.2 Existing Road capacity

3.2.1 Castlereagh Highway

The Castlereagh Highway approaching Capertee has centreline markings and guideposts. The sealed lane width is 3.5m with a 1m wide sealed pavement width varies and 1m wide unsealed shoulder. The pavement seal is in good condition.

The road width generally complies with AustRoads Guide to Road Design Part 3 Geometric Design (2010): Table 4.5, for AADT's up to 3000vpd.

3.2.2 Glen Davis Rd

The Airly Mine is approximately 3km east of Capertee via the Glen Davis Rd. The road has centreline markings and guideposts. The sealed pavement width varies between 3.5m – 4.0m (per lane) with a 0.5m - 1m wide unsealed shoulder. The pavement seal is in good condition.

The road width generally complies with AustRoads Guide to Road Design Part 3 Geometric Design (2010): Table 4.5, for AADT's between 150-500vpd.

3.3 Existing Intersection design

3.3.1 Castlereagh Highway/Glen Davis Road intersection

The intersection of the Castlereagh Highway and Glen Davis Road is at Capertee. The speed environment at the intersection is 50 km/hr. From Glen Davis Road, sight distances exceed 500 m in both directions and the pavement is in good condition.

The intersection complies with a channelised right and left CHR/CHL arrangement (AustRoads Guide to Road Design Part 4A Unsignalised & Signalised Intersections, 2009).

Plates of the intersection are shown below.



Plate 1 - Castlereagh Highway / Glen Davis Road Intersection



Plate 2 - Castlereagh Highway / Glen Davis Road Intersection

3.3.2 Glen Davis Rd/Airly Mine Access Road intersection

The intersection of the Glen Davis Road and Mine Access Road to Airly Mine was upgraded in January 2012. The intersection complies with a Basic Auxiliary Right/Basic Auxiliary Left (BAR/BAL) type intersection (AustRoads Guide to Road Design Part 4A Unsignalised & Signalised Intersections, 2009).

Plates are shown below. The intersection design is shown in **Appendix A**.



Plate 3 – Intersection between Glen Davis Road and Mine Access Road

3.4 Public Transport

3.4.1 Castlereagh Highway

A daily Countrylink bus service operates between Lithgow and Mudgee via the Castlereagh Highway. The bus stop is approximately 100 m east of the existing intersection.

Jones Brothers operates a school bus service which has a bus stop at the local school, approximately 500 m east of the existing intersection.

3.5 Traffic Safety

3.5.1 Castlereagh Highway

Traffic accident history of the Project Application Area has been provided by Mr Neil Peden, from RMS Western region for the five year period from 2007 to 2012. This data is shown in **Appendix B**.

In Capertee itself, there have been two minor accidents but none near the existing Glen Davis Road intersection. On Glen Davis Road, there has been one accident on a narrow bridge only. The accident was approximately 500m east of the mine entrance but was the result of wet weather and the bridge width.

3.5.2 Climate

The site is prone to fog and occasional black ice during winter.

3.6 Operating Hours

Airly has consent to operate 24 hours a day, up to seven days a week, for up to 52 weeks per year. Rail transport of coal can occur 24 hours a day, seven days a week.

4.0 PROPOSED TRAFFIC ENVIRONMENT

Coal will be transported from the site via the existing rail load out facilities. No coal will be transported off site using roads. An increase in the workforce from an existing 120 personnel to approximately 135 full time employees and up to 20 contractors is proposed in the Project.

4.1 Proposed traffic volumes on public and private roads

4.1.1 Operational Traffic

As per section 3.1.1, traffic volumes on the Castlereagh Highway are approximately 2,480 vpd, or 248 vph. Traffic volumes on the Glen Davis Rd are 384vpd, or 74vph.

An additional 15 full time employees and up to 20 contractors are expected. The proposed shifts are 3 x 8hrs (weekdays) and 2 x 12hr shifts (weekends). This equates to an additional 70 vpd, or 18 vph assuming they arrive over a 4 hour period.

During de-commissioning, there will be only 2 permanent employees, with associated vehicle movements of 4 vpd for those employees.

A summary of the proposed traffic volumes during the operation phase is shown in **Table 4**.

Table 4 – Summary of traffic volumes during operation phase

Location	Existing/Proposed vpd ¹	Existing/Proposed vph ¹
Castlereagh Highway	2,480/2,550	248/255
Glen Davis Road	384/454	74/92

1) Combined movements, both directions.

4.1.2 Construction traffic

As per section 4.1.2, traffic volumes on the Castlereagh Highway will approximately be 2,550 vpd, or 255 vph during the operational phase of the mine. Traffic volumes on the Glen Davis Rd will approximately be 454vpd, or 92vph.

During the construction phase, it is expected that an additional 30 vpd will access the site (60 vpd combined entry/exit movements) over a 10 month period. Construction may only occur between the hours of 7.00 am and 6.00 pm Monday to Friday and 8.00 am to 1.00 pm on Saturdays. No construction work is to take place on Sundays or Public Holidays.

Assuming all construction vehicles enter and leave the site over 4 hours only, the hourly rate is 15 vph.

There are other plant that would access the site but remain during the length of the construction. These vehicles are typically:

- 1 x telehandler - 7am to 6pm Mon-Fri and 8am-1pm Sat (whole construction period);
- 1 x 50 tonne mobile crane - 7am to 6pm Mon-Sat (whole construction period);
- 1 x 100 tonne mobile crane - approximately 50% of project time 7am to 6pm Mon-Fri and 8am-1pm Sat. This would be used in the middle 50% of the construction period;
- Heavy truck movements (concrete, steel, component deliveries) average of 4 movements (in and out is one movement) per day. Peak concrete deliveries 16 truck movements per day. 7am to 6pm Mon-Fri and 8am-1pm Sat;
- 1 x Concrete pump approximately 10% of project time 7am to 6pm Mon-Fri and 8am-1pm Sat;
- 1 x water cart 7am to 6pm Mon-Fri and 8am-1pm Sat (whole construction period) operating 50% of the time;
- Portable compressor, generator, water pumps, rattle guns, grinders. 7am to 6pm Mon-Fri and 8am-1pm Sat (whole construction period).

Whilst it is preferable to source this plant locally, Capertee does not have such capabilities, therefore the majority of equipment would be sourced via Lithgow.

A summary of the proposed traffic volumes during the construction phase is shown in **Table 5**.

Table 5 – Summary of traffic volumes during construction phase

Location	Proposed vpd ^{1,2}	Proposed vph ^{1,2}
Castlereagh Highway	2,610	261
Glen Davis Road	514	107

1) Combined movements, both directions;

2) Combined rate for construction traffic and operational traffic.

4.1.3 Internal Site traffic

As noted above the Project is proposing to increase the workforce from an existing 120 personnel to approximately 135 full time employees and up to 20 contractors. As per Lithgow City Council's Off Street Car parking development control plan (DCP), a car-parking rate for mining related activities is not given. The standard practice is to have one (1) space per employee, plus provision for visitors.

The existing site carpark is 140 m x 35 m and which facilitates approximately 100 cars. Typical maximum numbers for two shifts (on weekends) overlapping at the maximum manning rate is 90, which allows for an overlap of day shift with staff and afternoon shift plus visitors.

Therefore, the existing car park has sufficient capacity.

4.2 Road Analysis

4.2.1 Castlereagh Highway

As per 3.2.1, the highway width generally complies with AustRoads Guide to Road Design Part 3 Geometric Design (2010): Table 4.5, for AADT's up to 3000vpd.

From **Table 5**, the project AADT for the Castlereagh Highway is 2,610 during the combined operational and construction phase. No upgrade to the Castlereagh Highway is required as it would be operating at approximately 87% of capacity.

4.2.2 Glen Davis Road

As per 3.2.2, the Glen Davis Road width generally complies with AustRoads Guide to Road Design Part 3 Geometric Design (2010): Table 4.5, for AADT's up to 500vpd.

From **Table 4**, the project AADT for the Glen Davis Road is 454 during the operational phase. No upgrade to the Glen Davis Road is required as it would be operating at approximately 91% of capacity.

From **Table 5**, the project AADT for the Glen Davis Road is 514 during the operational and construction phase. This figure is based on the assumption that the mine is in full operation and towards the end of the construction phase. In that instance, the Glen Davis Road is would be operating at approximately 103% of capacity.

It is therefore recommended that a Traffic Management Plan be developed prior to the construction phase which implements mitigation measures to negate the likely interaction with operational traffic.

4.3 Road Intersection Analysis

4.3.1 Castlereagh Highway/Glen Davis Road intersection

As per **Table 2**, the Castlereagh Highway has 248 vph through traffic (major stream). From **Table 4**, there will be up to 107 vph (minor stream) turning traffic.

From figure 4.9 of AUSTRROADS Part 4a the proposed volume of turning traffic warrants a Chanellised Auxiliary Left/Auxiliary Right (CHR/AUL) type intersection. As per section 3.2.1, the intersection complies with a CHR/CHL arrangement.

No upgrade to the Castlereagh Highway and Glen Davis Road intersection are required as the existing intersection exceeds Ausroads requirements.

4.3.2 Glen Davis Road/Airly Mine Access Road intersection

As per section 3.1.2, the volume of through traffic along Glen Davis Road is 144 vpd, or 14 vph. This is the major stream volume. From table 3, there will be up to 92 vph (minor stream) turning traffic.

From figure 4.9 of AUSTRROADS Part 4a the volume of turning traffic warrants a BAR/BAL type intersection. As per section 3.2.2, the intersection complies with a BAR/BAL type arrangement.

No additional works are required.

4.4 Climate

From section 3.5.2, the site is prone to fog and occasional black ice during winter. It is therefore recommended that a Traffic Management Plan be developed prior to the construction phase which implements mitigation measures to negate the likely interaction with operational traffic.

5.0 CUMULATIVE IMPACTS

There are no other major developments planned in the area, therefore there will be no cumulative impact to traffic generation other than normal growth.

6.0 MITIGATION OF TRANSPORT IMPACTS

It has been assessed that the major long-term increase in traffic from the Project is due to a minor increase in staff only. An increase in the workforce from an existing 120 personnel to approximately 135 full time employees (12.5%) and up to 20 contractors is proposed.

There is no coal truck movements on public roads proposed during operations.

It is acknowledged in section 4.2.2 that the Glen Davis Road would be operating at approximately 103% of capacity during the construction period, assuming that time line overlaps with the mine becoming operational.

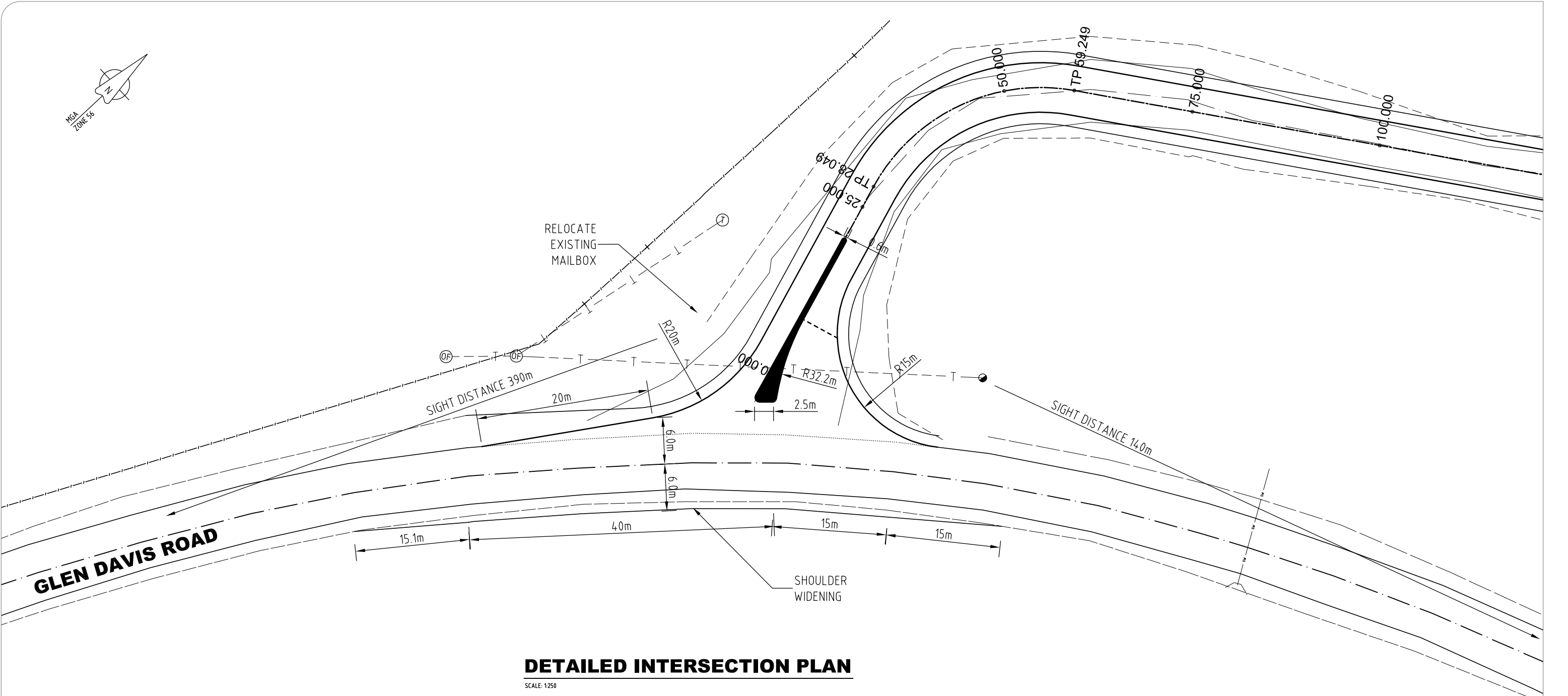
It is therefore recommended that a Traffic Management Plan be developed prior to the construction phase which implements mitigation measures to negate the likely interaction with operational traffic.

7.0 CONCLUSION

This report has assessed that the only impact of the Project on the existing traffic environment would be due to a 12.5% increase in staff numbers. As outlined in section 4, the existing intersections at Castlereagh Highway and Glen Davis Road have sufficient capacity to accommodate the increase however Glen Davis Road would be operating at approximately 103% of capacity during the construction period.

It is therefore recommended that a Traffic Management Plan be developed prior to the construction phase which implements mitigation measures to negate the likely interaction with operational traffic.

Appendix A – Airly Mine Access Intersection



DETAILED INTERSECTION PLAN

SCALE: 1:250

INTERSECTION DESIGN NOTES

1. INTERSECTION HAS BEEN DESIGNED FOR:
'BAL' LEFT TURN TREATMENT
'BAR' RIGHT TURN TREATMENT
AS PER NEW ROAD DESIGN GUIDE.

GENERAL NOTES

- ALL EXPOSED EMBANKMENTS AND TABLEDRAINS ARE TO BE GRASS SEEDDED AND HYDRO-MULCHED TO PREVENT SOIL EROSION.
- EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED PRIOR TO CONSTRUCTION AND MAINTAINED BOTH DURING AND AFTER CONSTRUCTION.
- UNDERGROUND SERVICES SHOWN ON THIS PLAN HAVE BEEN DETERMINED BY SURFACE INSPECTION ONLY. SERVICES OTHER THAN THOSE PHYSICALLY LOCATED AND SHOWN ON THIS PLAN MAY EXIST WITHIN THE WORK AREA. SERVICES HAVE NOT BEEN LOCATED FOR DEPTH UNLESS OTHERWISE SHOWN. THE EXACT LOCATION AND DEPTH OF ALL UNDERGROUND SERVICES (INCLUDING WATER, GAS AND SEWER MAINS AND TELSTRA AND POWER CABLES) SHOULD BE DETERMINED ON SITE BY CONTACTING THE RELEVANT AUTHORITIES PRIOR TO EXCAVATION COMMENCING.
- THE DESIGN SPEED FOR ALL ROADS IS 60km/h.

- GUIDE POSTS TO BE INSTALLED/RELOCATED WHERE REQUIRED AND ARE TO SATISFY THE RTA's 'GUIDE TO SIGNS & LINEMARKING 1998'.
- ADEQUATE SIGNPOSTING AND PROTECTION IS TO BE GIVEN TO THE MOTORING PUBLIC AND WORKERS ENGAGED ON SITE. ATTENTION IS DRAWN TO THE FOLLOWING SPECIFICATIONS AND GUIDELINES:

- × AUSTRALIAN STANDARD AS1742.3-1996 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES;
- × RTA GUIDELINES "TRAFFIC CONTROL AT WORK SITES"; AND
- × WORKCOVER AUTHORITY CODE OF PRACTICE "WORKING NEAR MOBILE PLANT FOR TRAFFIC".

APPROPRIATE TRAFFIC CONTROL BASED UPON A LOWER SPEED ENVIRONMENT WHILE WORKS ARE IN PROGRESS SHOULD BE THE BASIS FOR ANY PROTECTION WORKS.

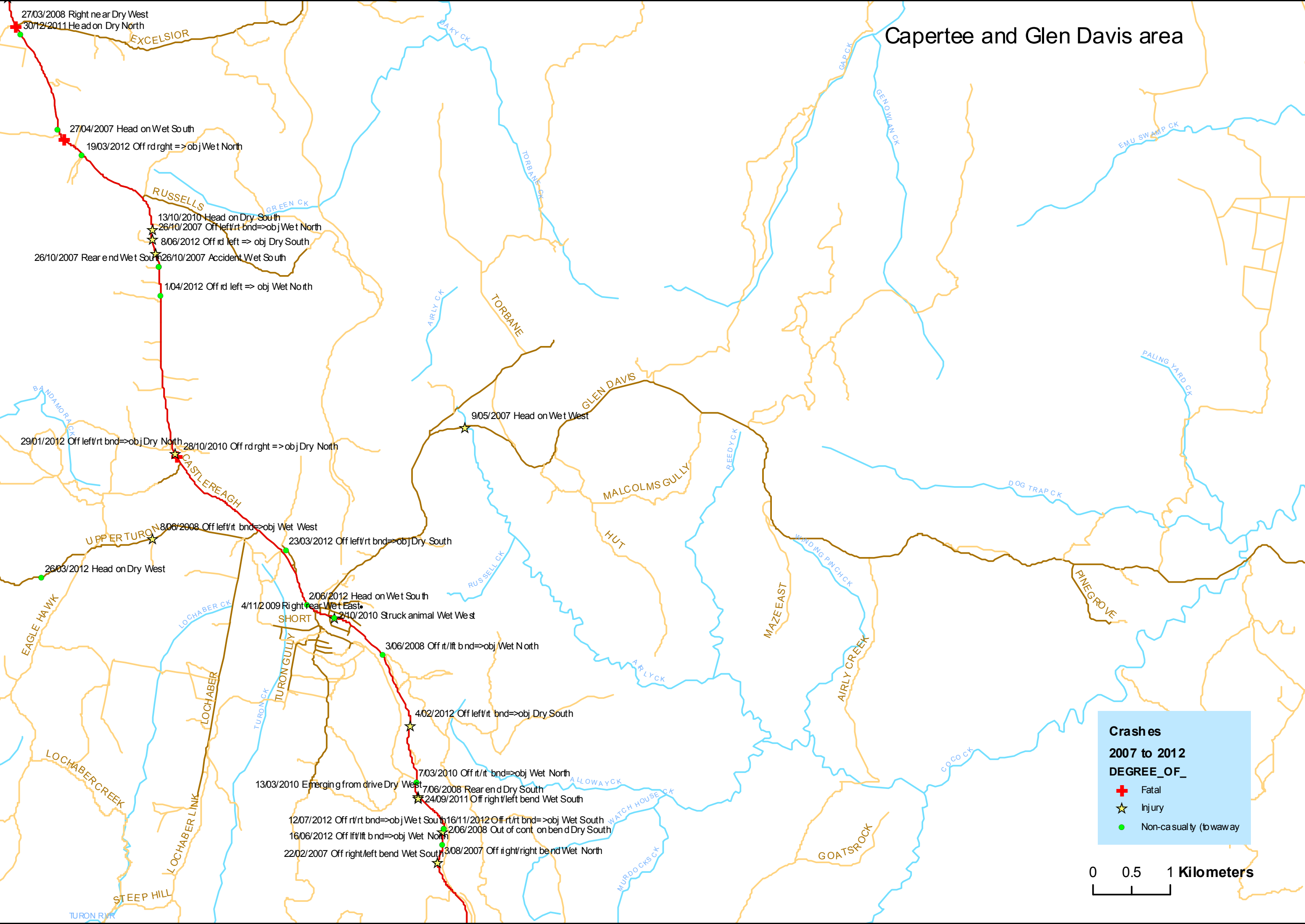
LEGEND

	GRATED PIT
	OPTIC FIBER MARKER
	OPTIC FIBER PIT
	TELSTRA MARKER
	TELSTRA PIT
	BOTTOM OF BANK
	TOP OF BANK
	EDGE OF SEAL (PROPOSED)
	CENTERLINE OF ROAD
	FENCE
	EDGE OF FORMATION (EXISTING)
	GUARDRAIL
	EXISTING SW LINE

Drawing Status:

Appendix B – Accident Map

Capertee and Glen Davis area



0 0.5 1 Kilometers