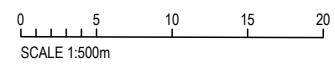
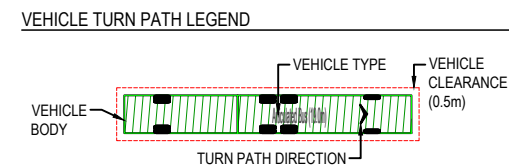


NOTES

1. NO ASSESSMENT HAS BEEN UNDERTAKEN FOR EXISTING PAVEMENT.
2. TURN PATHS PRESENTED IS THE INTENDED OPERATIONS OF TRAFFIC ASSOCIATED WITH GOULBURN SOLAR FARM. ONLY THE DISPLAYED MOVEMENTS WILL BE PERMITTED.
3. SURVEY SHOWN HAS BEEN PROVIDED BY UMWELT (11/09/2023).
4. BOUNDARIES HAVE BEEN SOURCED FROM SIX MAPS "Clip 'n' Snip".
5. NO ASSESSMENT HAS BEEN UNDERTAKEN FOR THE EXISTING GOLDEN HIGHWAY AND RINGWOOD ROAD INTERSECTION RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS. EXISTING VEHICLE MOVEMENTS AND INTERSECTION LAYOUT TO BE RESPECTED.
6. OVERSIZED OVER MASS VEHICLE TEMPLATE PROVIDED BY UMWELT (15/06/2023)

FOR INFORMATION ONLY

GENERAL	ROAD GEOMETRY
DESIGN	CONTROL LINE AND CHAINAGE
CADASTRAL	CONTROL LINE LABEL
SURVEY	
SAFETY BARRIER	



GOULBURN RIVER SOLAR FARM
 RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
 SWEEP PATHS
 SHEET 4 OF 4
 27/10/2023

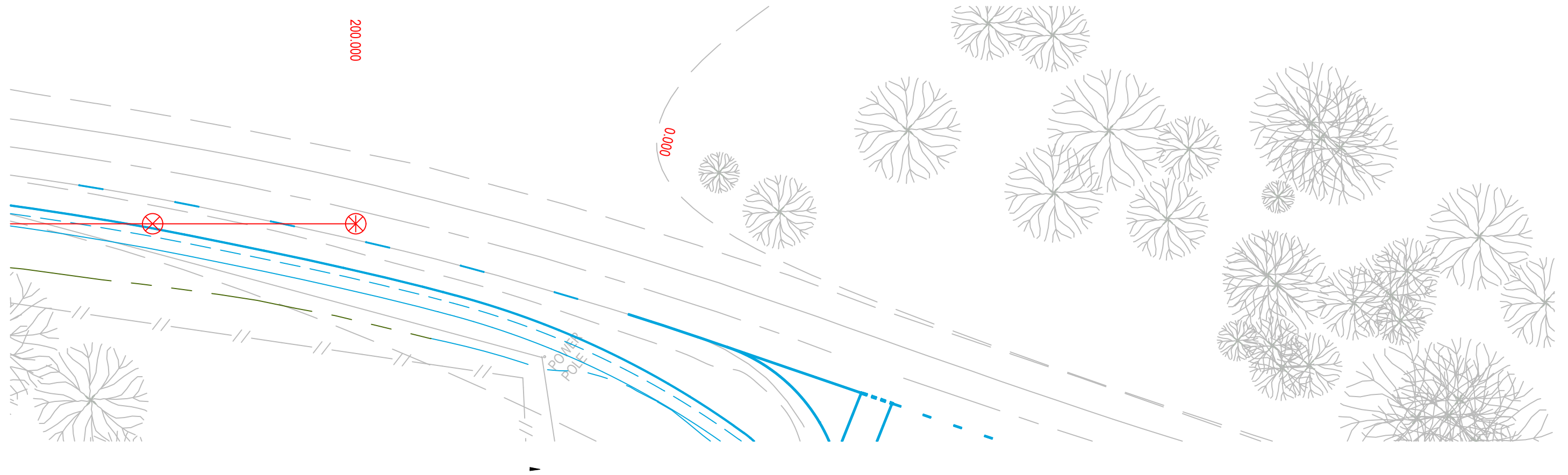


0305-INF-RD-SWEPT-PATH-RINGWOOD-04

Ringwood Road and Golden Highway Intersection and Acceleration Lane

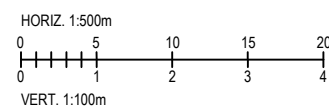
Verification Summary - ASD

Location	Design Speed (km/hr)	Eye Height (m)	Object Height (m)	Reaction time (s)	Grade % (average)	ASD Required (m)	ASD Achieved (m)	ASD Control	Result (Pass/Fail)	Comments
Golden Highway WB Acceleration Lane End Merge Taper	110	1.1	0	N/A	N/A	375	200	MV11	FAIL	Merge Sight Distance value from AGRD Part 3 Table 9.3. Matching existing conditions, start of merge taper is at the crest of Golden Highway. Due to curvature of the existing road sight distance is obstructed by the existing terrain outside the road corridor.
Golden Highway WB Acceleration Lane Start	110	1.1	0	2	2	185.82	185.82	MV12	PASS	
Golden Highway WB Deceleration Lane Start	110	1.1	0	2	2	185.82	60.5	MV15	FAIL	54km/h ASD Achieved. Matching existing conditions, Start of deceleration lane taper is along a curved section of the Golden Highway and is uphill. Sight distance obstructed by existing road geometry.



DATUM R.L. 419.0				
VERTICAL ALIGNMENT	-1.0%			
	200.0L			
HORIZONTAL ALIGNMENT				
EYE HEIGHT	1.259	1.255	1.187	1.1
EXISTING LEVELS	421.128	421.220	421.251	421.244
CHAINAGE	175.000	180.000	190.000	200.000

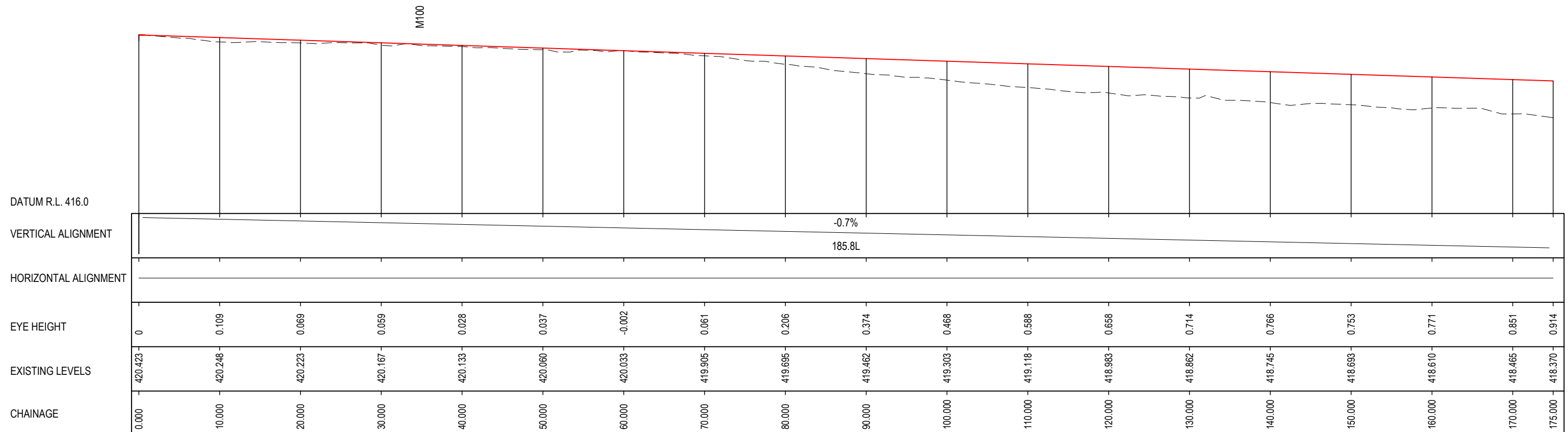
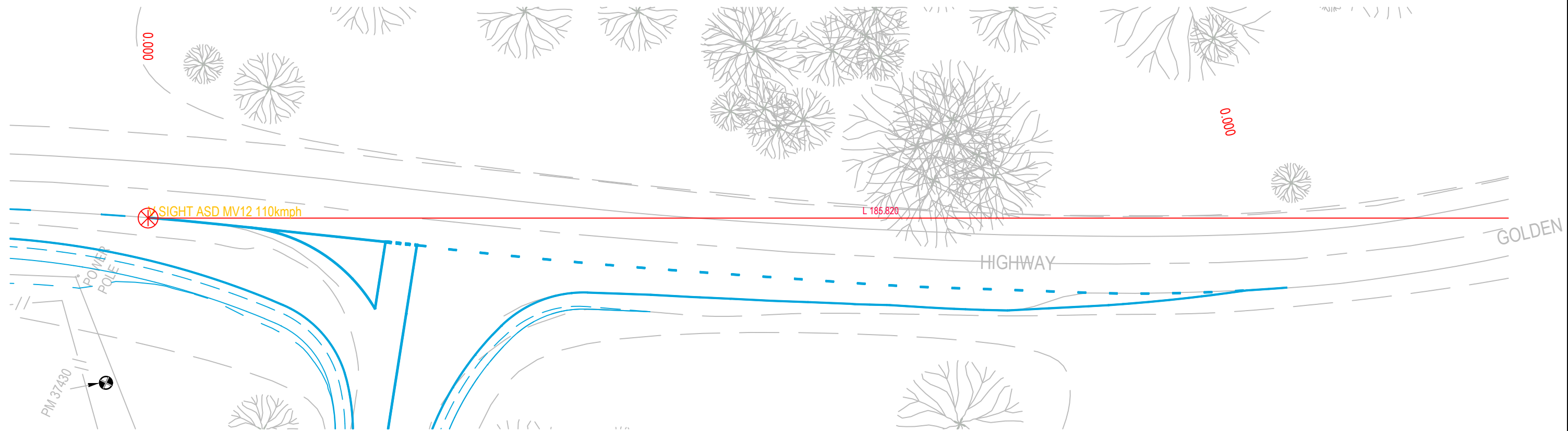
LONGITUDINAL SECTION ALONG - V SIGHT ASD MV11 110kmph
 HORIZONTAL 1:500
 VERTICAL 1:100



GOLBURN RIVER SOLAR FARM
 RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
 SIGHT DISTANCE CHECKS
 APPROACH SIGHT DISTANCE
 2 OF 5

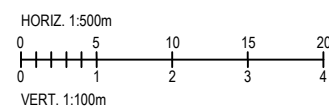
FOR INFORMATION ONLY





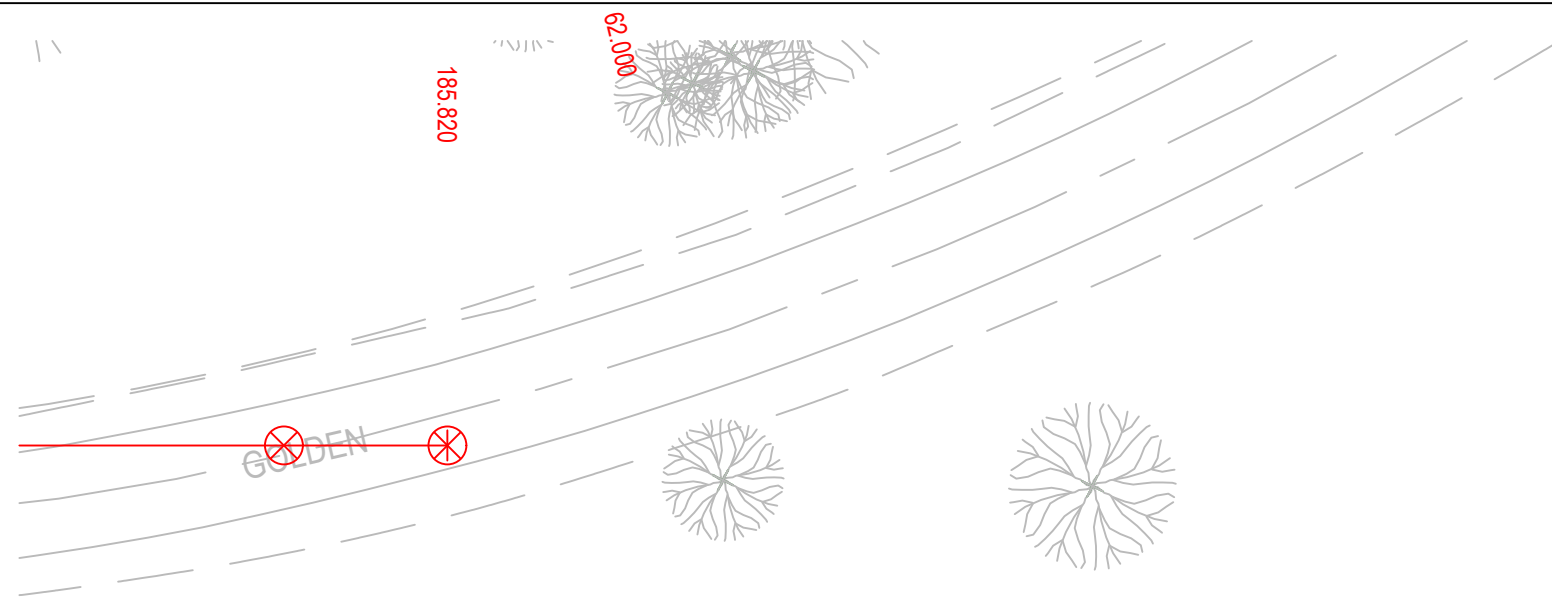
LONGITUDINAL SECTION ALONG - V SIGHT ASD MV12 110kmph
 HORIZ. 1:500
 VERTICAL 1:100

FOR INFORMATION ONLY



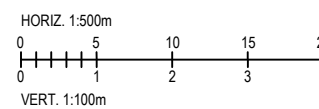
GOLBURN RIVER SOLAR FARM
 RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
 SIGHT DISTANCE CHECKS
 APPROACH SIGHT DISTANCE
 3 OF 5





	M100		
DATUM R.L. 416.0			
VERTICAL ALIGNMENT	-0.7%		
	185.8L		
HORIZONTAL ALIGNMENT			
EYE HEIGHT	0.914	1.002	1.1
EXISTING LEVELS	418.370	418.248	418.113
CHAINAGE	175.000	180.000	185.820

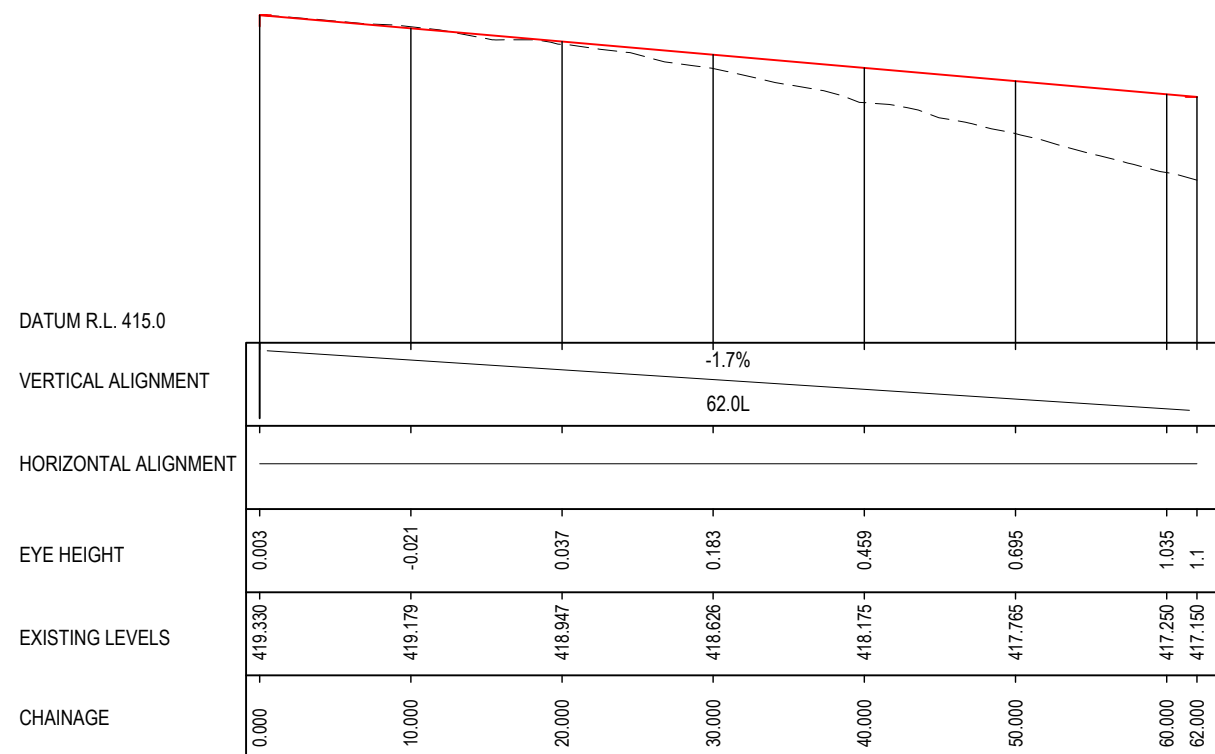
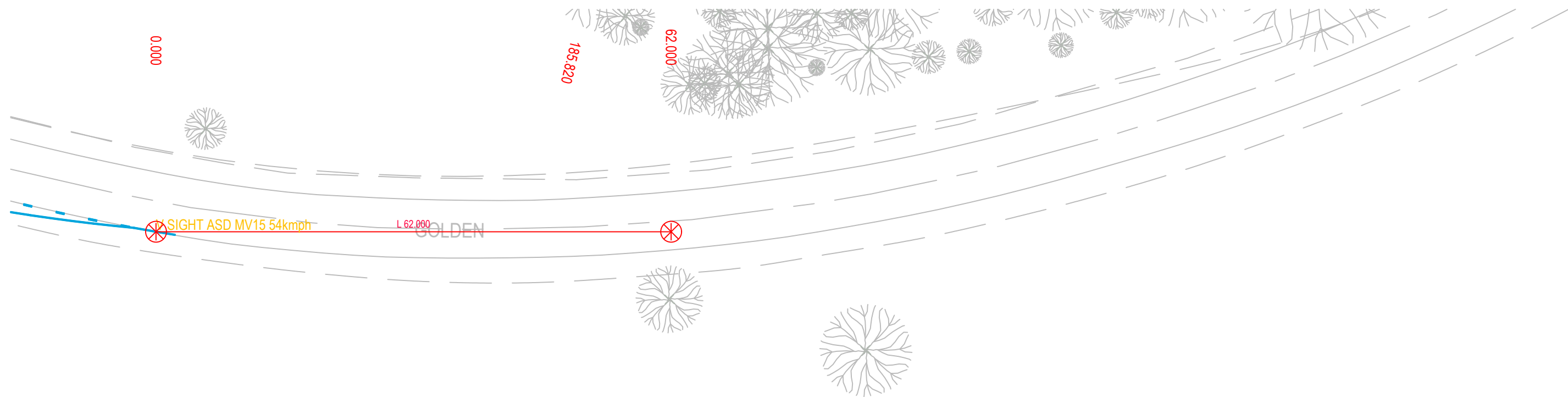
LONGITUDINAL SECTION ALONG - V SIGHT ASD MV12 110kmph
 HORIZONTAL 1:500
 VERTICAL 1:100



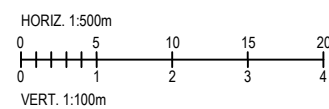
GOLBURN RIVER SOLAR FARM
 RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
 SIGHT DISTANCE CHECKS
 APPROACH SIGHT DISTANCE
 4 OF 5

FOR INFORMATION ONLY





LONGITUDINAL SECTION ALONG - V SIGHT ASD MV15 54kmph
 HORIZ. 1:500
 VERT. 1:100



GOLBURN RIVER SOLAR FARM
 RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
 SIGHT DISTANCE CHECKS
 APPROACH SIGHT DISTANCE
 5 OF 5

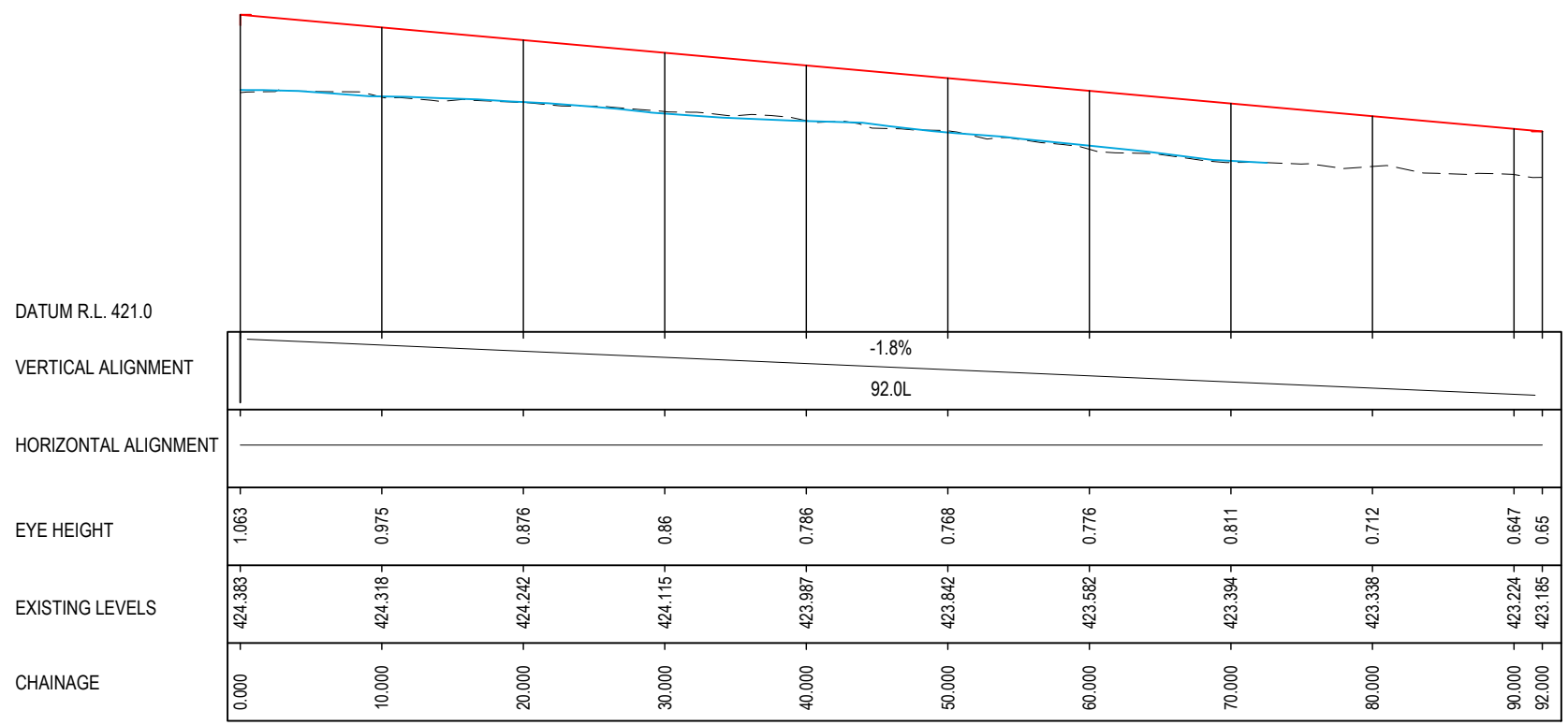
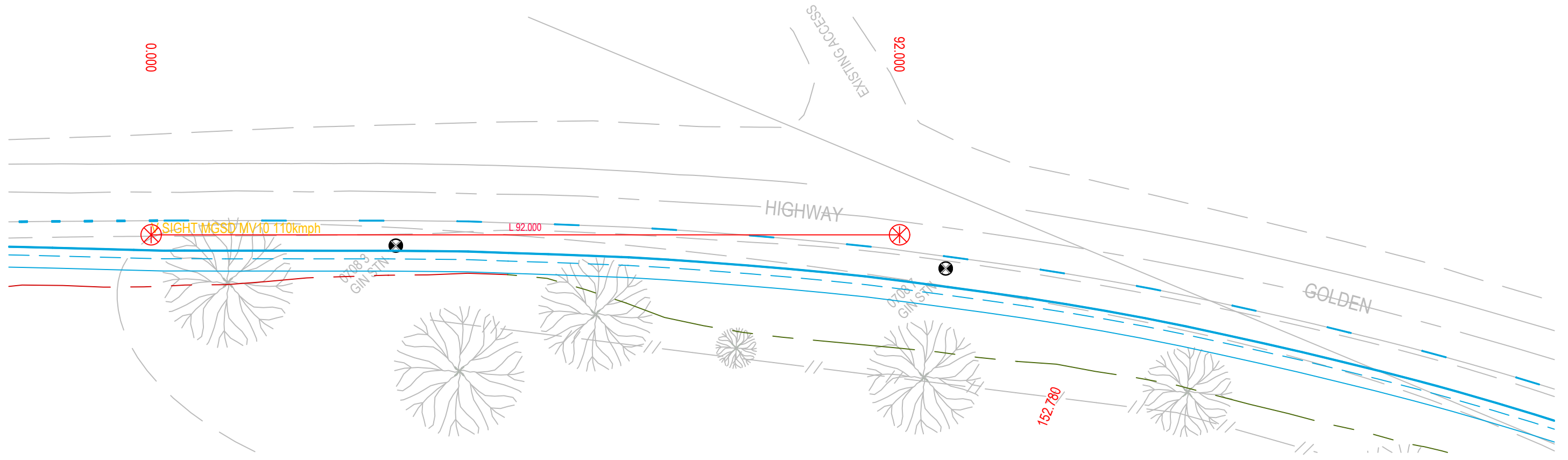
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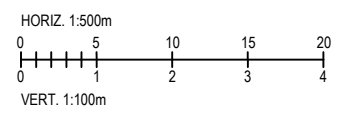
Ringwood Road and Golden Highway Intersection Upgrade and Acceleration Lane

Verification Summary - MGSD

Location	Eye Height (m)	Object Height (m)	Critical Acceptance Gap (s)	MGSD Required (m)	MGSD Achieved (m)	MGSD Control	Result (Pass/Fail)	Comments
Golden Highway WB Acceleration Lane End	1.1	0.65	3	91.67	91.67	MV10	Pass	
Golden Highway EB and Ringwood Road SB Intersection - Right-In Turn	1.1	0.65	4	122.22	122.22	MV17	Pass	
Ringwood Road NB and Golden Highway EB and Intersection - Right-Out Turn	1.1	0.65	5	152.78	152.78	MV20	Pass	



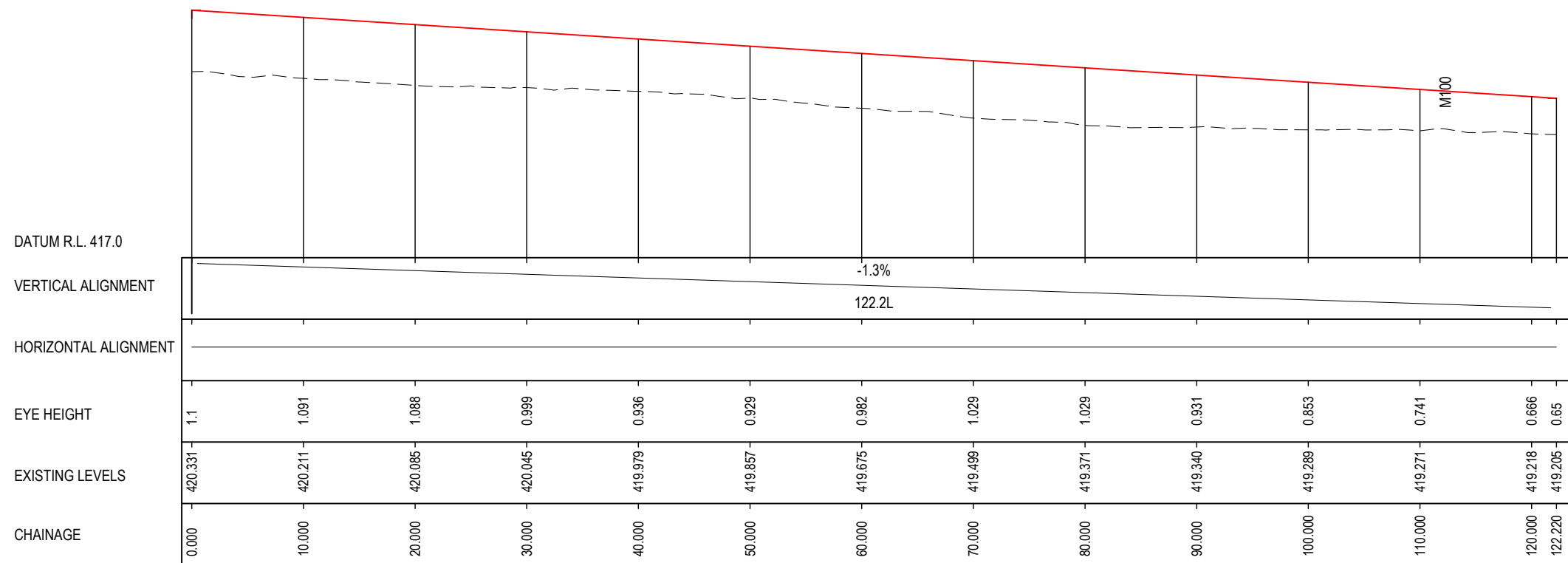
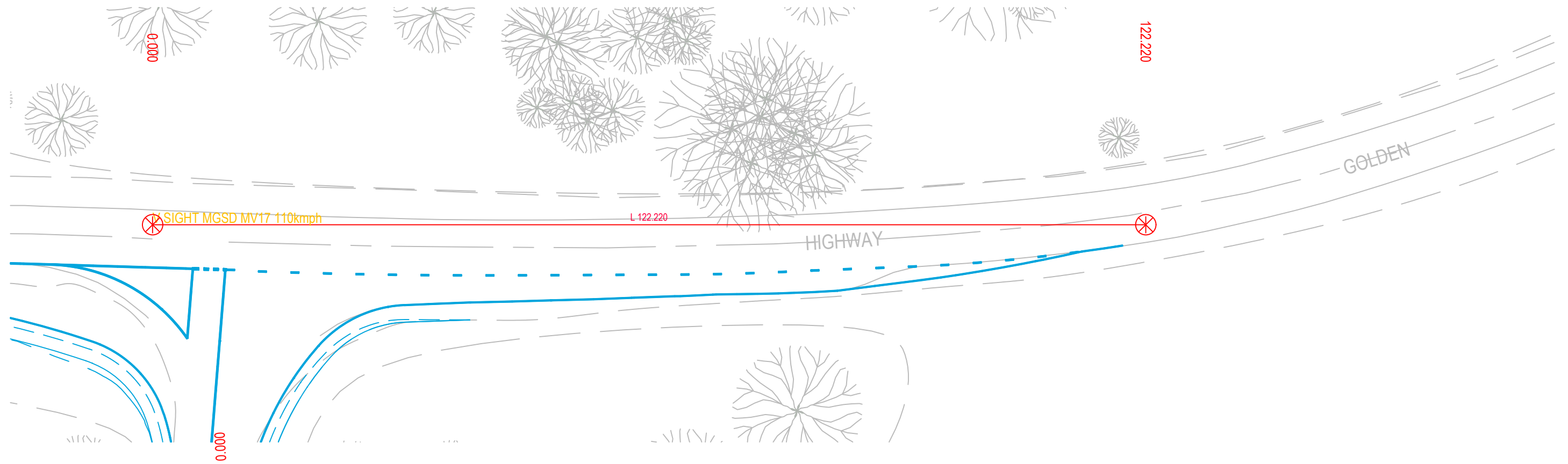
LONGITUDINAL SECTION ALONG - V SIGHT MGSD MV10 110kmph
 HORIZONTAL 1:500
 VERTICAL 1:100



GOLBURN RIVER SOLAR FARM
 RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
 SIGHT DISTANCE CHECKS
 MINIMUM GAP SIGHT DISTANCE
 1 OF 3

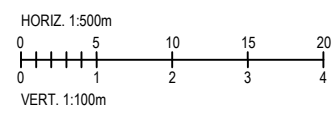
FOR INFORMATION ONLY





LONGITUDINAL SECTION ALONG - V SIGHT MGSD MV17 110kmph
 HORIZONTAL 1:500
 VERTICAL 1:100

FOR INFORMATION ONLY



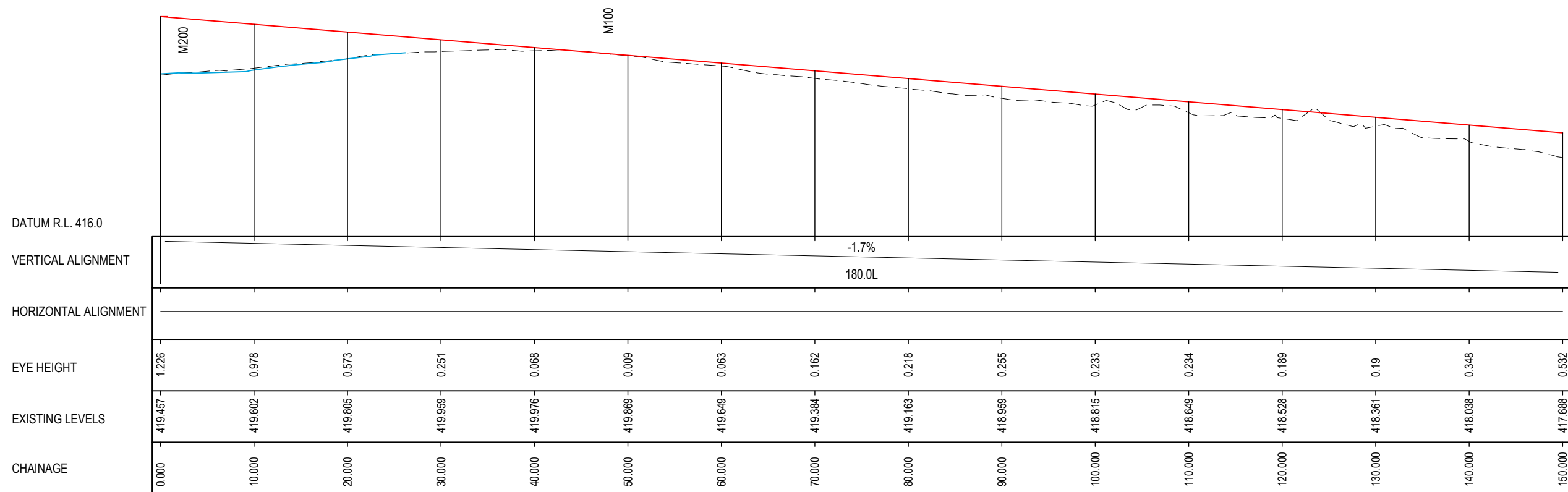
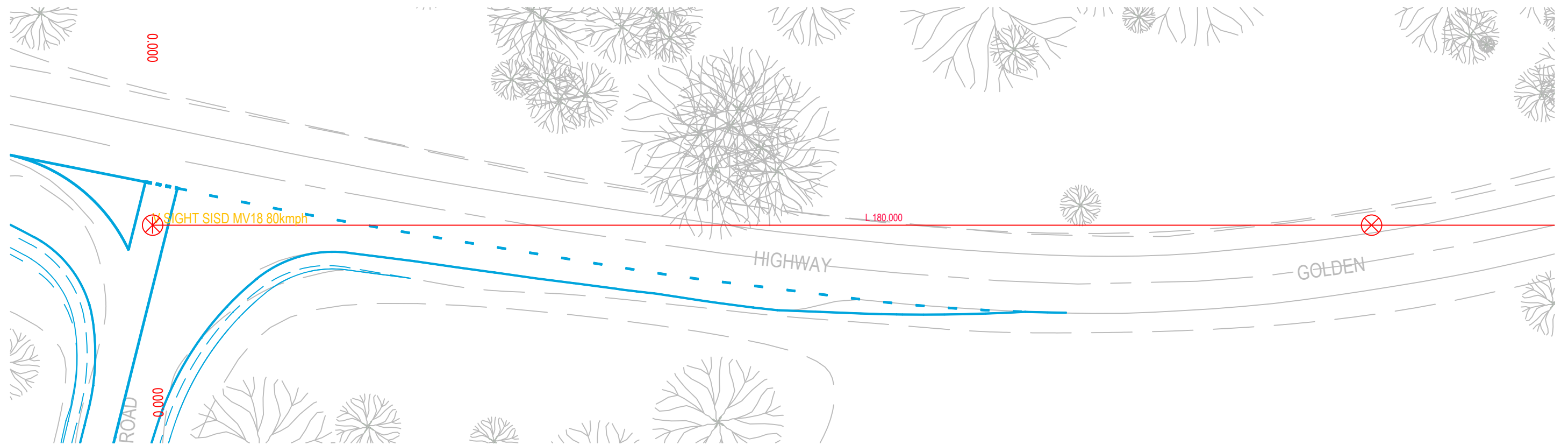
GOLBURN RIVER SOLAR FARM
 RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
 SIGHT DISTANCE CHECKS
 MINIMUM GAP SIGHT DISTANCE
 2 OF 3



Ringwood Road and Golden Highway Intersection and Acceleration Lane

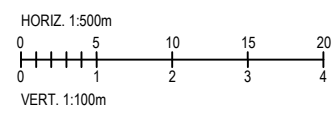
Verification Summary - SISD

Location	Design Speed (km/hr)	Eye Height (m)	Object Height (m)	Reaction time (s)	Observation Time (s)	Grade % (average)	SISD Required (m)	SISD Achieved (m)	SISD Control	Result (Pass/Fail)	Comments
Golden Highway WB and Ringwood Road NB Intersection	110	1.25	1.1	2	3	2	277.48	180	MV18	FAIL	80km/h SISD achieved. Matching existing conditions, existing intersection is following a curved section of the Golden Highway and is uphill. Sight distance obstructed by existing road geometry.
Golden Highway EB and Ringwood Road NB Intersection	110	1.25	1.1	2	3	-2	292.07	292.07	MV19	PASS	May be obstructed by existing trees.



LONGITUDINAL SECTION ALONG - V SIGHT SISD MV18 80kmph
 HORIZ. 1:500
 VERTICAL 1:100

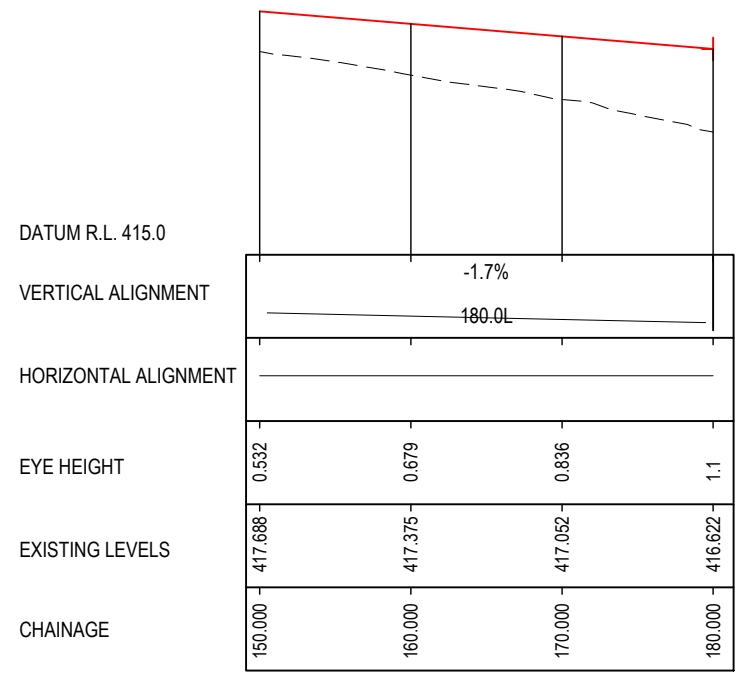
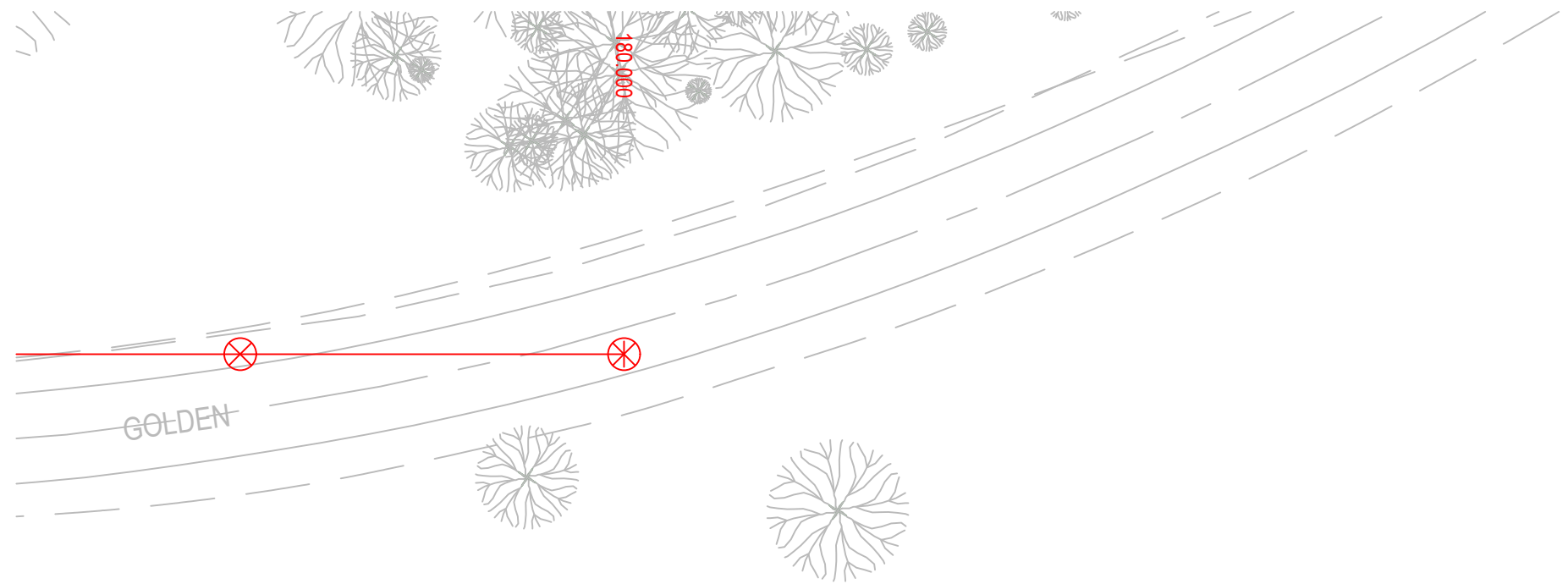
FOR INFORMATION ONLY



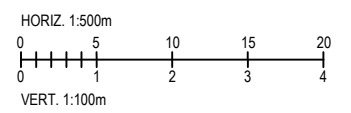
GOLBURN RIVER SOLAR FARM
 RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
 SIGHT DISTANCE CHECKS
 SAFE INTERSECTION SIGHT DISTANCE
 1 OF 4



0305-INF-LS-SIGHT_SISD-01



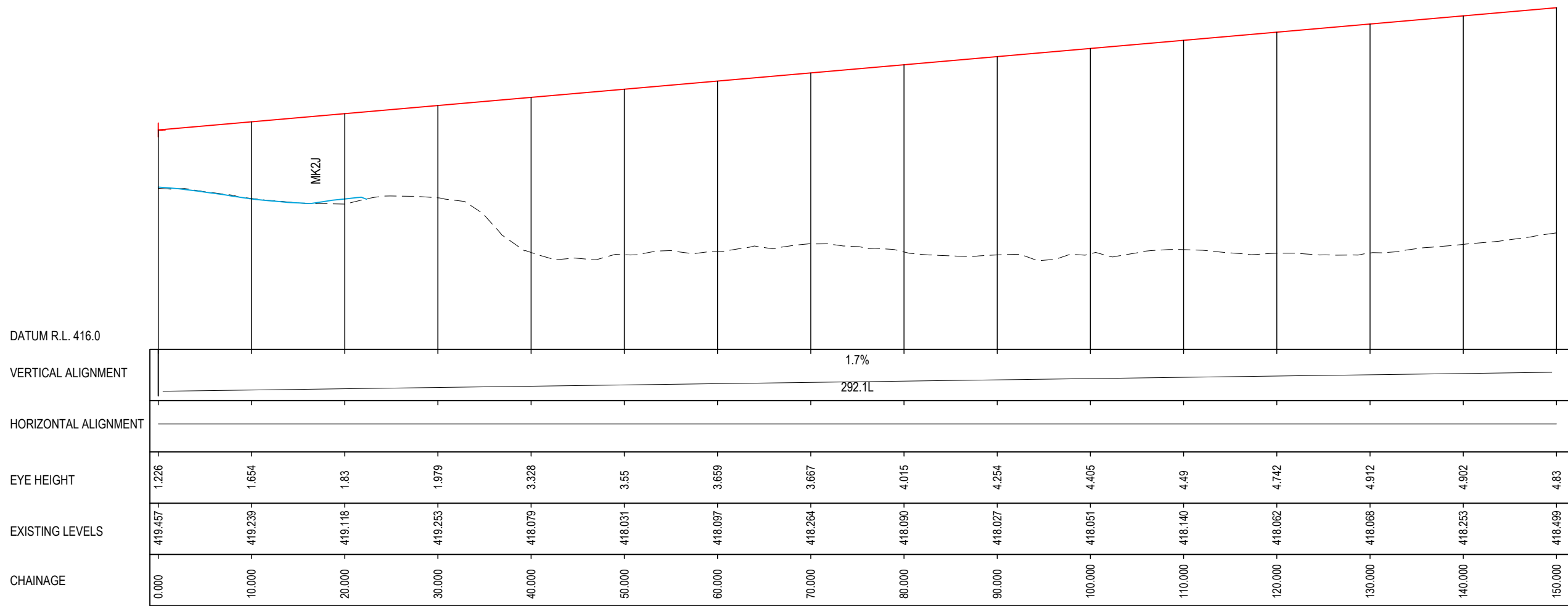
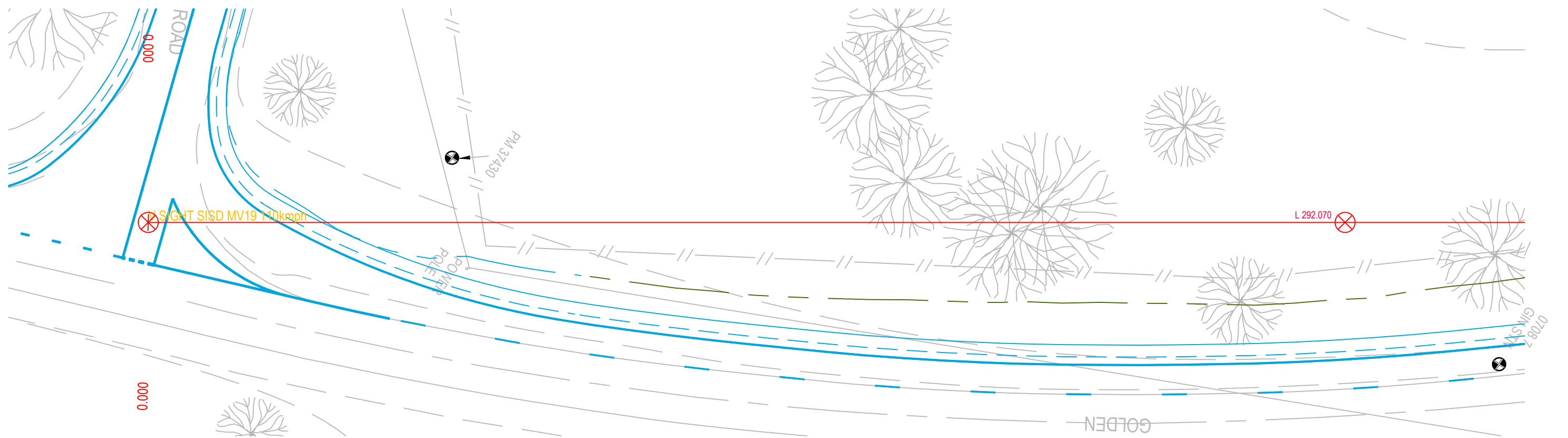
LONGITUDINAL SECTION ALONG - V SIGHT SISD MV18 80kmph
 HORIZONTAL 1:500
 VERTICAL 1:100



GOLBURN RIVER SOLAR FARM
 RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
 SIGHT DISTANCE CHECKS
 SAFE INTERSECTION SIGHT DISTANCE
 2 OF 4

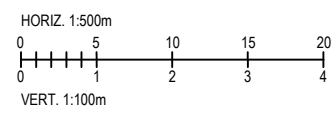
FOR INFORMATION ONLY





LONGITUDINAL SECTION ALONG - V SIGHT SISD MV19 110kmph
 HORIZONTAL 1:500
 VERTICAL 1:100

FOR INFORMATION ONLY



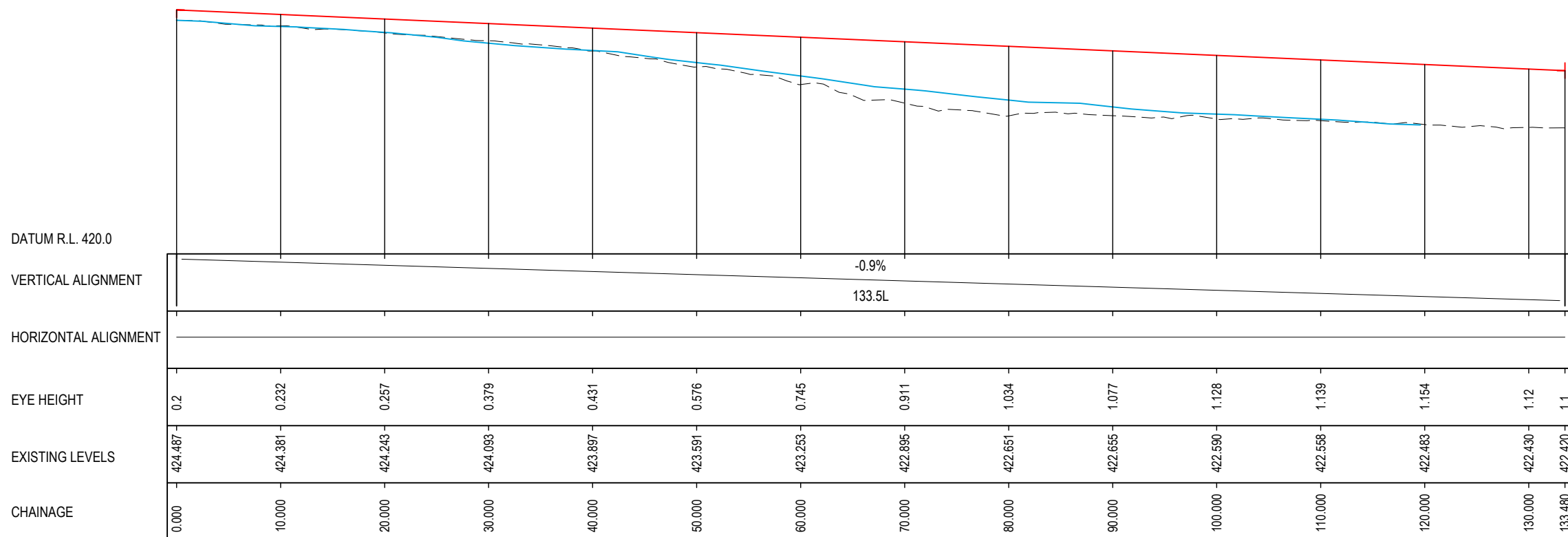
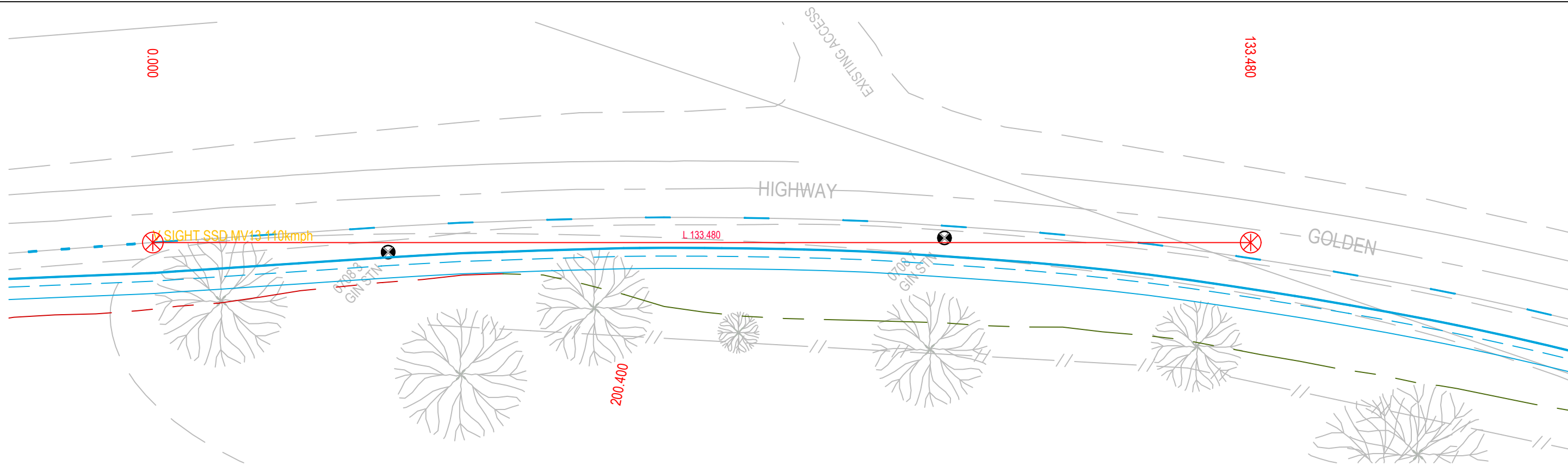
GOLDBURN RIVER SOLAR FARM
 RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
 SIGHT DISTANCE CHECKS
 SAFE INTERSECTION SIGHT DISTANCE
 3 OF 4



Ringwood Road and Golden Highway Intersection Upgrade and Acceleration Lane

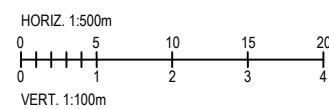
Verification Summary - SSD

Location	Eye Height (m)	Object Height (m)	Design Speed (km/hr)	Reaction time (s)	Grade % (average)	SSD Required (m)	SSD Achieved (m)	SSD Control	Result (Pass/Fail)	Comments
Golden Highway WB Acceleration Lane Merge Taper / End	1.1	0.2	90	2	2	133.48	133.48	MV13	PASS	May be obstructed by existing trees
Golden Highway WB and Ringwood Road Intersection	1.1	0.2	110	2	1	189.17	135	MV16	FAIL	89km/h SSD achieved. Matching existing conditions, existing intersection is following a curved section of the Golden Highway and is uphill. Sight distance obstructed by existing road geometry.
Golden Highway EB and Ringwood Road Intersection	1.1	0.2	110	2	-2	200.4	200.4	MV14	PASS	May be obstructed by existing trees



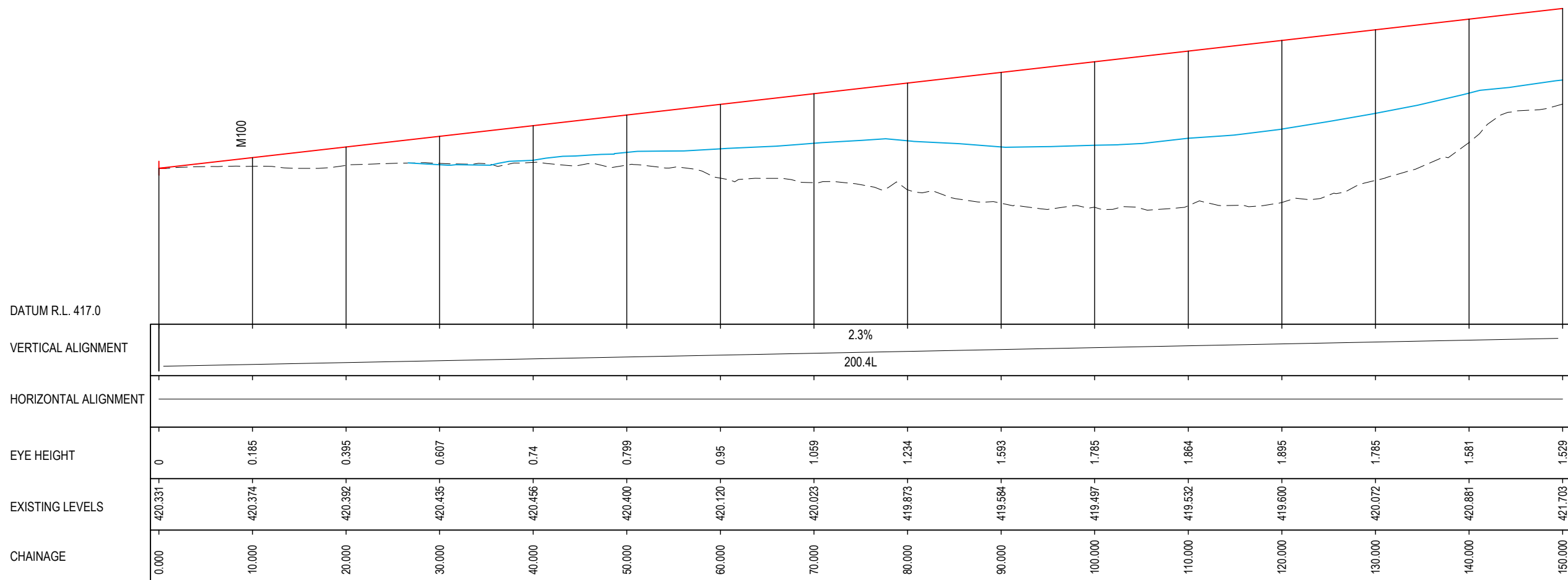
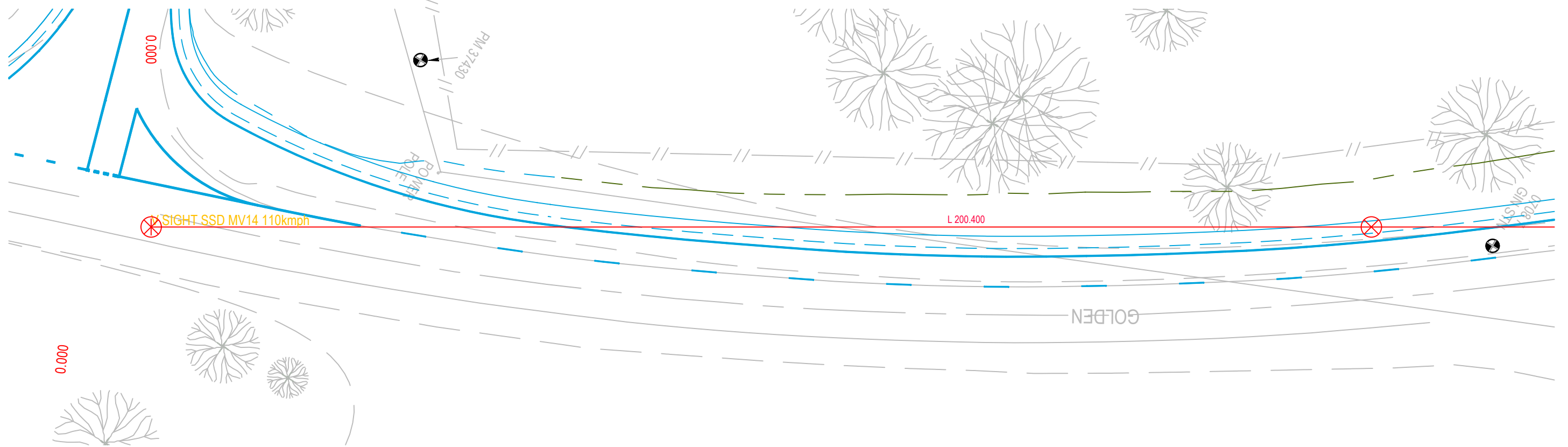
LONGITUDINAL SECTION ALONG - V SIGHT SSD MV13 110kmph
 HORIZ. 1:500
 VERTICAL 1:100

FOR INFORMATION ONLY



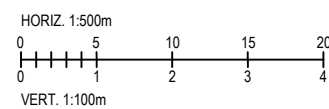
GOLBURN RIVER SOLAR FARM
 RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
 SIGHT DISTANCE CHECKS
 STOPPING SIGHT DISTANCE
 1 OF 4





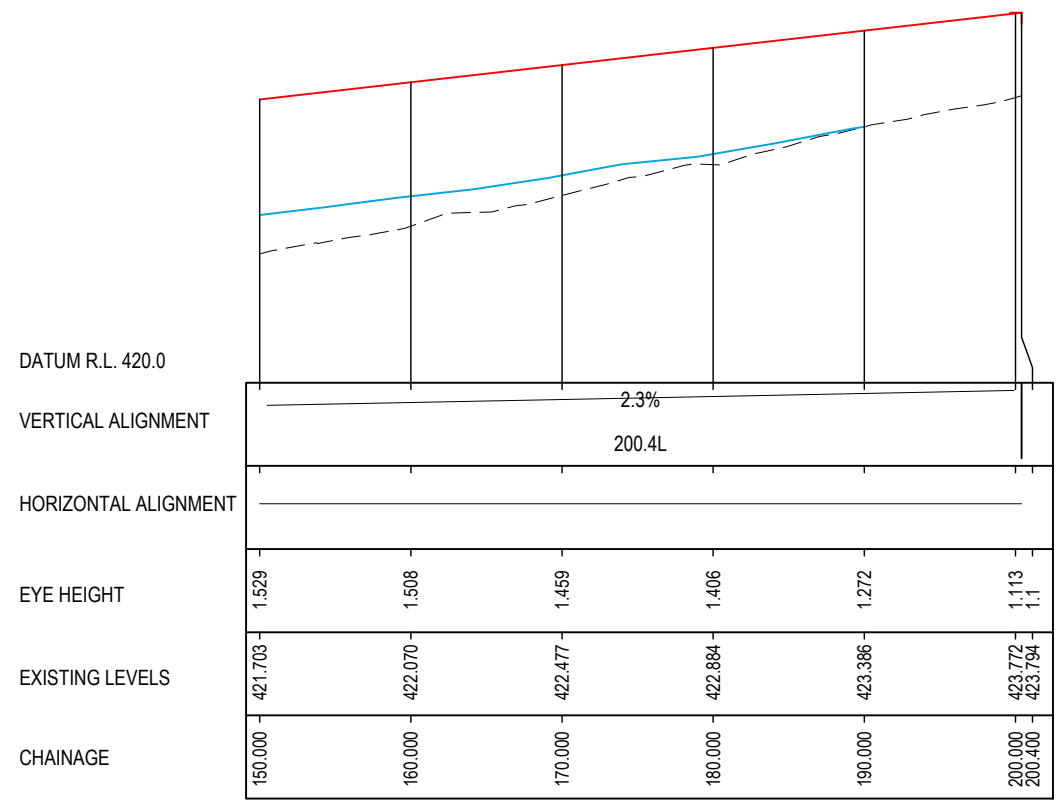
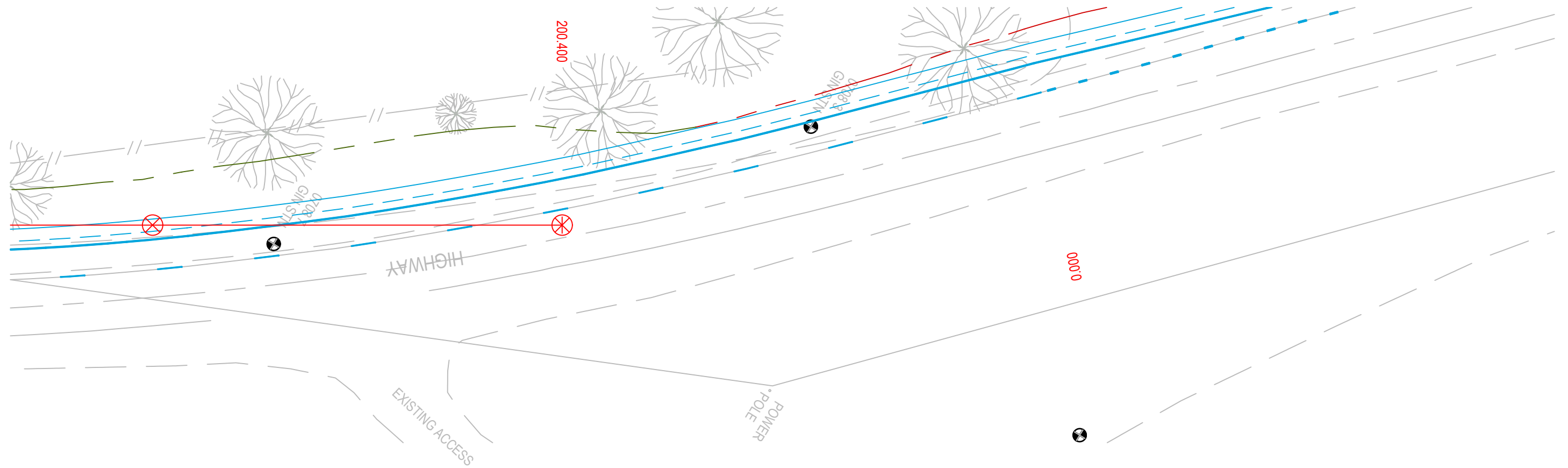
LONGITUDINAL SECTION ALONG - V SIGHT SSD MV14 110kmph
 HORIZONTAL 1:500
 VERTICAL 1:100

FOR INFORMATION ONLY

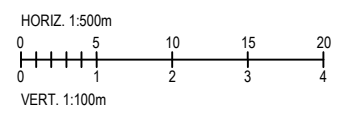


GOLBURN RIVER SOLAR FARM
 RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
 SIGHT DISTANCE CHECKS
 STOPPING SIGHT DISTANCE
 2 OF 4





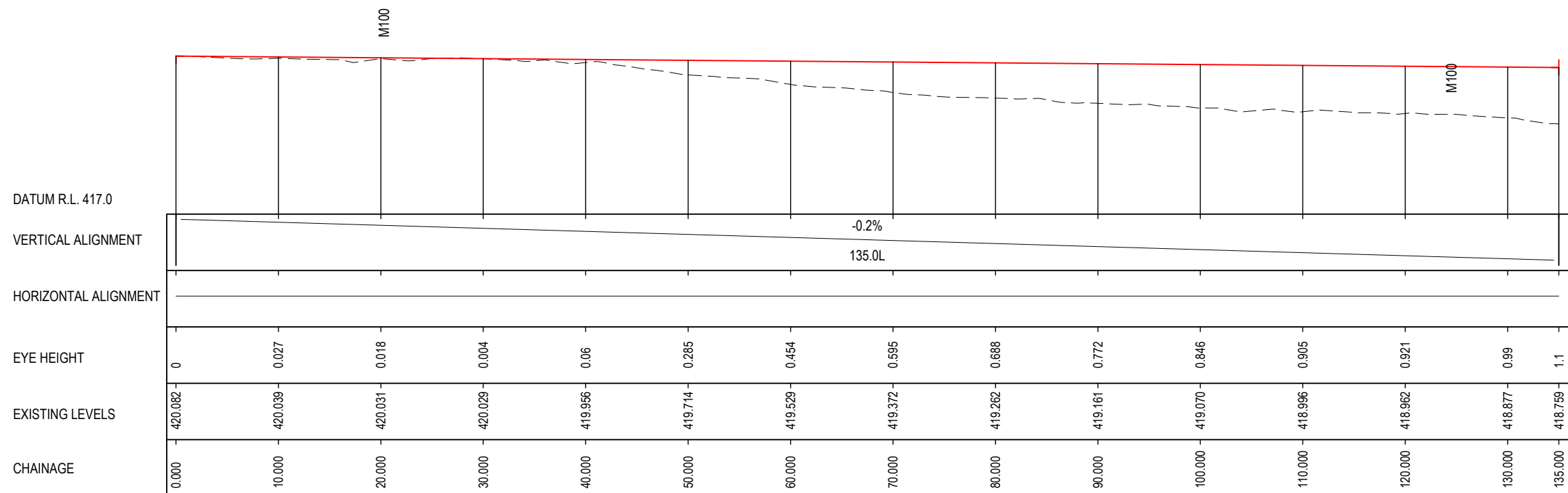
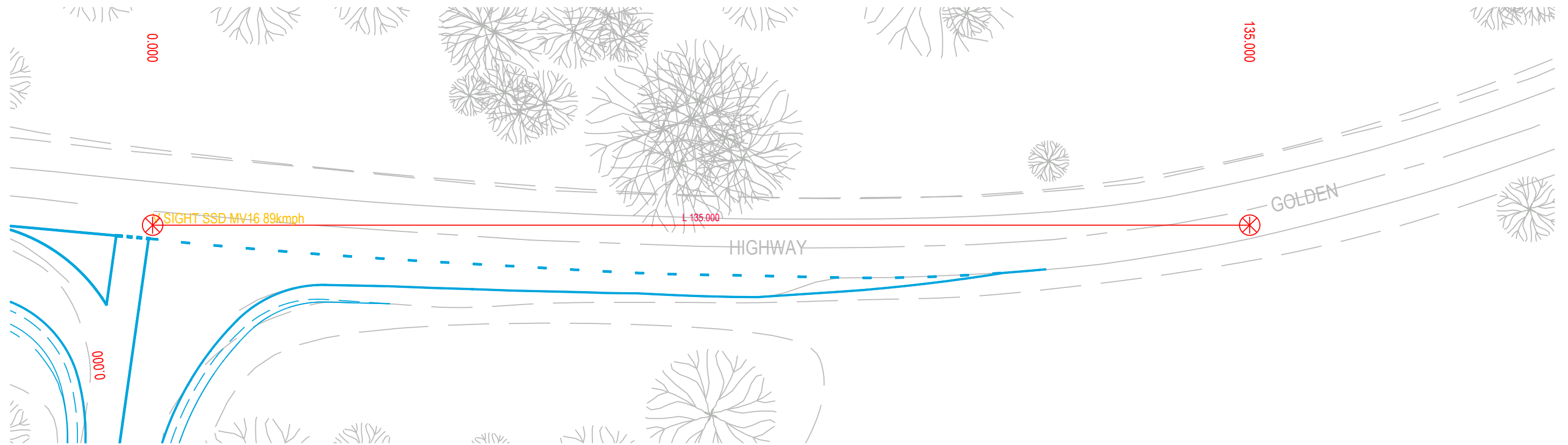
LONGITUDINAL SECTION ALONG - V SIGHT SSD MV14 110kmph
 HORIZONTAL 1:500
 VERTICAL 1:100



GOLBURN RIVER SOLAR FARM
 RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
 SIGHT DISTANCE CHECKS
 STOPPING SIGHT DISTANCE
 3 OF 4

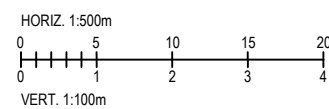
FOR INFORMATION ONLY





LONGITUDINAL SECTION ALONG - V SIGHT SSD MV16 89kmph
 HORIZONTAL 1:500
 VERTICAL 1:100

FOR INFORMATION ONLY



GOLBURN RIVER SOLAR FARM
 RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
 SIGHT DISTANCE CHECKS
 STOPPING SIGHT DISTANCE
 4 OF 4



GOULBURN RIVER SOLAR FARM

GOLDEN HIGHWAY / BARNETT STREET INTERSECTION

80% DETAILED DESIGN

CIVIL ENGINEERING DRAWING



SOURCE: ROADNET MDS 2024

LOCALITY PLAN
NTS

DRAWING INDEX

DRAWING NUMBER	DRAWING TITLE
30019204-200	COVER SHEET, DRAWING INDEX
30019204-201	GENERAL NOTES
30019204-202	SITE PLAN
30019204-210	ROAD LONGITUDINAL SECTION MC01
30019204-211	ROAD LONGITUDINAL SECTION KR01
30019204-212	ROAD LONGITUDINAL SECTION KR02
30019204-213	ROAD CROSS SECTIONS MC01
30019204-220	PAVEMENT DETAILS

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

NOT FOR CONSTRUCTION

REFERENCES: <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>REV</th> <th>DESCRIPTION</th> <th>DESIGNER INITIAL/DATE</th> <th>VERIFIED INITIAL/DATE</th> <th>APPROVED INITIAL/DATE</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>ISSUED FOR 80% DESIGN</td> <td>24.10.09</td> <td>24.10.09</td> <td>24.10.09</td> </tr> </tbody> </table>	REV	DESCRIPTION	DESIGNER INITIAL/DATE	VERIFIED INITIAL/DATE	APPROVED INITIAL/DATE	A	ISSUED FOR 80% DESIGN	24.10.09	24.10.09	24.10.09	THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED.	SCALE: NTS	CLIENT: Transport for NSW	This drawing and the related information have been prepared by, or at the request of, Transport for NSW for a specific purpose and may not be used for any purpose other than the purpose intended by Transport for NSW. Transport for NSW does not provide any warranties and accepts no liability arising out of the use of this drawing or any of the related information for any purpose other than the intended purpose. This drawing is protected by copyright and no part of this drawing may be reproduced in any form without the express written permission of Transport for NSW.	UPPER HUNTER GOLDEN HIGHWAY BARNETT STREET INTERSECTION COVER SHEET, DRAWING INDEX		
REV	DESCRIPTION	DESIGNER INITIAL/DATE	VERIFIED INITIAL/DATE	APPROVED INITIAL/DATE													
A	ISSUED FOR 80% DESIGN	24.10.09	24.10.09	24.10.09													
PREPARED FOR: SMEC CIVIL	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>DRAWN</td> <td>C. DERRADA</td> </tr> <tr> <td>DESIGNED</td> <td>S. BRIGGS</td> </tr> <tr> <td>DRG CHECK</td> <td>B. KOOPMAN</td> </tr> <tr> <td>DESIGN CHECK</td> <td>B. KOOPMAN</td> </tr> <tr> <td>PROJ/DES MNGR</td> <td>J. KNIEST</td> </tr> <tr> <td>APPROVED</td> <td>J. KNIEST 24.10.09</td> </tr> </table>	DRAWN	C. DERRADA	DESIGNED	S. BRIGGS	DRG CHECK	B. KOOPMAN	DESIGN CHECK	B. KOOPMAN	PROJ/DES MNGR	J. KNIEST	APPROVED	J. KNIEST 24.10.09	DRAWING SET No: STATUS: DETAILED DESIGN	PART: SHEET: 1 OF 8 A1 BRIDGE No: DRG No: 30019204-200	EDMS No. AMD No.	COORDINATE SYSTEM: MGA ZONE 56 / GDA2020 HEIGHT DATUM: AHD DESIGN LOT CODE:
DRAWN	C. DERRADA																
DESIGNED	S. BRIGGS																
DRG CHECK	B. KOOPMAN																
DESIGN CHECK	B. KOOPMAN																
PROJ/DES MNGR	J. KNIEST																
APPROVED	J. KNIEST 24.10.09																

X:\TNSW_A1

FILE NAME: 30019204-200.dwg

PLOT DATE & TIME: 9/10/2024 3:55:20 PM

Plotted by: C017895

GENERAL NOTES

- 1. DIMENSIONS SHALL NOT BE OBTAINED BY SCALING.
2. ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT TNSW STANDARD DRAWINGS AND QA SPECIFICATIONS.
3. ALL LOCATIONS, ORIENTATION AND LEVELS SHALL BE VERIFIED ONSITE BEFORE COMMENCING ANY WORK. ANY DISCREPANCIES IN THE DRAWINGS AND/OR SPECIFICATIONS SHALL BE REFERRED TO THE PRINCIPAL FOR CLARIFICATION BEFORE PROCEEDING. NATURAL SURFACE LEVELS ARE INDICATIVE ONLY.
4. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
5. THE EXISTING SERVICES INFORMATION SHOWN ON THE DRAWINGS HAS BEEN COMPILED FROM SURVEY INFORMATION AND INFORMATION SUPPLIED BY THE CONTRACTOR.
6. REDUNDANT PAVEMENT MARKINGS ARE TO BE REMOVED IN ACCORDANCE WITH TNSW SPECIFICATION R141 C13.5.
7. ALL BATTERS TO BE HYDRO MULCHED UNLESS NOTED OTHERWISE.

ROADWORKS

- GENERAL
1. EXISTING TREES AND PLANTS TO BE REMOVED WITHIN EXTENTS OF BATTERS UNLESS NOTED OTHERWISE.
2. ALL EARTHWORKS TO BE CONSTRUCTED IN ACCORDANCE WITH TNSW QA SPECIFICATION R44.
3. DESIGN HAS BEEN BASED ON SURVEY SUPPLIED BY SMEC
4. SURVEY DATUM IS AHD.
5. SURVEY AZIMUTH IS BASED ON GDA 2020 ZONE 56.
6. SURVEY MARKS ARE NOT TO BE DISTURBED BEFORE ASSESSMENT BY SURVEYOR.
7. ALL LOCATIONS, ORIENTATION AND LEVELS SHALL BE VERIFIED ONSITE BEFORE COMMENCING ANY WORK. ANY DISCREPANCIES IN THE DRAWINGS AND/OR SPECIFICATIONS SHALL BE REFERRED TO THE PRINCIPAL FOR CLARIFICATION BEFORE PROCEEDING. NATURAL SURFACE LEVELS ARE INDICATIVE ONLY.
8. NO DAMAGE OR DESTRUCTION TO SURVEY PMs OR SSMs MAY OCCUR WITHOUT AUTHORISATION BY THE SURVEYOR GENERAL AS PER THE REQUIREMENTS UNDER SECTION 24 OF THE SURVEYING AND SPATIAL INFORMATION ACT 2002.
9. GUIDE POSTS ARE TO BE INSTALLED IN ACCORDANCE WITH SECTION 16 OF THE RMS DELINEATION GUIDE.

UTILITIES

- 1. THE LOCATION OF EXISTING UTILITIES SHOWN ON THE PLANS ARE INDICATIVE ONLY. THE CONTRACTOR IS TO REFER TO UTILITY RELOCATION PLANS APPROVED BY THE APPROPRIATE AUTHORITY FOR DETAILS ON ANY PROPOSED UTILITY WORKS.
2. THE CONTRACTOR IS TO CONFIRM THE PRESENCE OF ALL UTILITIES ON SITE PRIOR TO THE COMMENCEMENT OF WORKS. REFERENCE MUST BE MADE TO THESE DRAWINGS PRIOR TO THE COMMENCEMENT OF WORKS, AND THE RELEVANT UTILITY PLANS OBTAINED BY DIALLING PH 1100 OR FAX 1300 652 077 (DIAL BEFORE YOU DIG). CAUTION SHALL BE EXERCISED WHEN WORKING IN THE VICINITY OF ALL UTILITY SERVICES.

PAVEMENT

- 1. SUBGRADE TO BE TREATED IN ACCORDANCE WITH TNSW SPECIFICATION R44.
2. SUBGRADE TREATMENT REQUIRED IF SOAKED CBR IS LESS THAN DESIGN CBR OR SOAKED SWELL IS GREATER THEN 2.5%.
3. DIMENSIONS ARE IN MILLIMETRES AND RELATE TO COMPACTED THICKNESS.

BITUMINOUS TREATMENT

- 1. SPRAY / SPREAD RATES NOMINATED IN THE DRAWINGS ARE NOMINAL ONLY. THE CONTRACTOR SHALL UNDERTAKE SEAL DESIGNS APPROPRIATE FOR THE CONDITIONS AT THE TIME OF PLACEMENT AND SUBMIT DETAILS IN WRITING TO THE ADMINISTRATOR FOR APPROVAL PRIOR TO UNDERTAKING WORKS.
2. SEAL DESIGN SHALL BE UNDERTAKEN BY AN CERTIFIED SPRAYED SEAL DESIGNER WITH DUE CONSIDERATION TO THE AUSTRROADS GUIDE TO PAVEMENT TECHNOLOGY PART 4K, LOCAL EXPERIENCE AND SITE CONDITIONS AT THE TIME OF CONSTRUCTION.

ASPHALT SURFACING AND BASE LAYER

- 1. ALL ASPHALT LAYERS TO BE CONSTRUCTED IN ACCORDANCE WITH THE TNSW R116 SPECIFICATIONS.
2. A NOMINAL MIX DESIGN SHALL BE SUBMITTED TO THE ADMINISTRATOR FOR REVIEW AND APPROVAL BEFORE UNDERTAKING WORKS.

PAVEMENT MARKINGS

- 1. ALL PAVEMENT MARKINGS TO BE INSTALLED IN ACCORDANCE WITH AS1742.2 AND RMS DELINEATION GUIDELINES. ALL PAVEMENT MARKING SHALL BE SET OUT AND APPROVED PRIOR TO SPRAYING.
2. RETROREFLECTIVE RAISED PAVEMENT MARKERS (RRPMs) SHALL BE PLACED ALONG EDGE LINES UNLESS NOTED OTHERWISE. RRPMS TO BE INSTALLED IN ACCORDANCE WITH AS1742.2 AND RMS DELINEATION GUIDE.
3. EXISTING LINEMARKING TO BE REMOVED BY HIGH PRESSURE WATER BLASTING OR DURING SAWCUTTING OF PAVEMENT.

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DRAINAGE

GENERAL

- 1. EXISTING DRAINAGE IS TO REMAIN WHERE POSSIBLE WHILE PERMANENT DRAINAGE INFRASTRUCTURE IS CONSTRUCTED. AREAS OUTSIDE THE TEMPORARY ALIGNMENT THAT ARE PART OF THE CONSTRUCTION SITE(S) WILL HAVE THEIR SURFACE WATER AND SUB-SURFACE WATER MANAGED BY THE CONSTRUCTION SUB CONTRACTOR.
2. THE DOCUMENTED DRAINAGE SYSTEM IS DETAILED ONLY FOR THE PERMANENT ROAD CONFIGURATION UNLESS NOTED OTHERWISE. CONSTRUCTION REQUIREMENTS SHALL BE THE CONTRACTOR'S RESPONSIBILITY, SEDIMENT CONTROL REQUIREMENTS INCLUSIVE.
3. DRAINAGE WORKS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH CURRENT TNSW STANDARD DRAWINGS AND QA SPECIFICATIONS.
4. THE CONTRACTOR IS RESPONSIBLE FOR EROSION AND SEDIMENTATION CONTROL MEASURES.
5. ANY PERMITS REQUIRED FOR DIVERSION WORKS SHALL BE OBTAINED BY THE CONTRACTOR.

SETOUT

- 1. SETTING OUT DIMENSIONS AND SIZES OF DRAINAGE STRUCTURES SHALL NOT BE OBTAINED BY SCALING FROM THE DRAWINGS. ANY SETOUT AND/OR DIMENSIONS SHOWN FOR DRAINAGE STRUCTURES SHALL BE CHECKED BY THE CONTRACTOR BEFORE CONSTRUCTION COMMENCES.
2. FOR CHANNEL SETOUT DETAILS REFER TO THE RELEVANT ELECTRONIC MODEL. THE LOCATIONS ON THE PLAN ARE INDICATIVE AND THE ACTUAL ALIGNMENT AND LOCATION IS TO BE DETERMINED ON SITE TO SUIT PURPOSE.
3. FOR CHANNEL GRADING TO AND FROM A CULVERT, REFER LONGITUDINAL SECTIONS AND RELEVANT ELECTRONIC MODEL.
4. THE LOCATION OF DRAINAGE STRUCTURES AND OPEN DRAINS SHALL BE CONFIRMED ON SITE PRIOR TO CONSTRUCTION.

CHANNELS

- 1. ALL CHANNELS NOT LINED WITH ROCK OR CONCRETE ARE TO BE VEGETATED. CHANNELS ARE TO BE PREPARED, STABILISED AND VEGETATED.

TEMPORARY WORKS NOTES

- 1. THE CONSTRUCTION SUB CONTRACTOR SHALL ENSURE THAT MEDIANS, TEMPORARY PAVEMENTS, CROSSEOVERS AND RAMPS ARE KEPT FREE DRAINING DURING THEIR CONSTRUCTION AND USE.
2. ALL PORTABLE SAFETY BARRIER UNITS USED MUST BE LISTED IN TNSW ACCEPTANCE DOCUMENTATION AND ARE TO BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATION OR TNSW SPECIFICATIONS, WHICHEVER IS HIGHER. WHERE WATER FILLED BARRIERS ARE SPECIFIED AND ARE INTENDED TO ACT AS A CONTAINMENT SYSTEM, THEY SHALL BE FILLED WITH WATER, AS PER THE MANUFACTURER'S SPECIFICATIONS.
3. THE CONSTRUCTION SUB CONTRACTOR SHALL ENSURE ALL WORKERS ARE AWARE OF THE RISKS OF WORKING BEHIND SAFETY BARRIERS INCLUDING;
A) TO AVOID THE DYNAMIC DEFLECTION ZONE WHERE POSSIBLE AND;
B) THAT LARGER/HEAVIER VEHICLES MAY NOT BE CONTAINED BY THE BARRIERS
4. THE CONSTRUCTION SUB CONTRACTOR SHALL ASSESS AND MANAGE APPROPRIATELY THE INTERFACE BETWEEN ALL ROAD USERS (PEDESTRIANS, CYCLISTS AND MOTORISTS) AND THE SITE OPERATIONS INCLUDING ACCESS AND EGRESS.
5. ADEQUATE VERGE WIDTH BEHIND ALL PORTABLE SAFETY BARRIERS IS TO BE PROVIDED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS TO ALLOW SAFE DEFLECTION SHOULD THEY BE STRUCK.
6. TRAFFIC CONTROL IS TO BE IN ACCORDANCE WITH THE TNSW TRAFFIC CONTROL AT WORK SITES MANUAL AND AS1742.3.
7. EXISTING SIGNAGE CONFLICTING WITH TEMPORARY TRAFFIC WORKS PLAN ARE TO BE COVERED OR REMOVED. PARTICULAR ATTENTION SHALL BE GIVEN TO SIGNAGE ASSOCIATED WITH SPEED CONTROL AND CHANGES IN CARRIAGEWAY WIDTH, SUCH AS OVERTAKING LANES.
8. SIGN LOCATIONS SHOWN ON THE PLANS ARE INDICATIVE ONLY.
9. INTERSECTION AND DIRECTION SIGNS SHALL BE RELOCATED WHERE NECESSARY TO BE VISIBLE AT ALL TIMES.
10. ALL CONSTRUCTION SHALL COMPLY WITH THE RELEVANT CURRENT WORKPLACE HEALTH AND SAFETY LEGISLATION.
11. SITE ACCESS GATES ARE TO BE CLOSED AFTER HOURS OR WHEN NOT IN USE.
12. REFLECTIVE DELINEATORS (RRPMS) ARE TO BE INSTALLED ON ALL NEW PAVEMENT MARKINGS AND TEMPORARY BARRIERS IN ACCORDANCE WITH TNSW DELINEATION MANUAL SECTION 16.

SPECIFICATIONS

- 1. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE FOLLOWING SPECIFICATION LIST WHERE APPLICABLE.

ROADWORKS SPECIFICATION

- TNSW G10 TRAFFIC MANAGEMENT
TNSW R11 STORMWATER DRAINAGE
TNSW R15 KERBS & GUTTERS
TNSW R16 PRECAST REINFORCED CONCRETE BOX CULVERTS
TNSW R23 PLASTIC FLEXIBLE PIPES
TNSW R24 PRECAST CONCRETE ARCHES
TNSW R31 VERTICAL WICK DRAINS
TNSW R33 TRENCH DRAINS
TNSW R37 INTRA-PAVEMENT DETAILS
TNSW R38 EDGE DRAINS
TNSW R40 HORIZONTAL DRAINS
TNSW R44 EARTHWORKS (CUT, FILL, IMPORTED FILL AND IMPORTED SELECTED MATERIAL)
TNSW R49 CONSTRUCTION OF VERGES
TNSW R50 STABILISATION OF EARTHWORKS
TNSW R53 CONCRETE (FOR GENERAL USE) MORTAR AND GROUT
TNSW R55 ROCK FILLED GABION AND MATTRESSES
TNSW R57 DESIGN OF REINFORCED SOIL WALLS
TNSW R58 CONSTRUCTION OF REINFORCED SOIL WALLS (CONTRACTORS DESIGN)
TNSW R63 GEOTEXTILES (SEPARATION AND FILTRATION)
TNSW R64 SOIL NAILING
TNSW R67 HIGH STRENGTH GEOSYNTHETIC REINFORCEMENT
TNSW R68 SHOTCRETE WORKS WITHOUT STEEL FIBRES
TNSW R71 UNBOUND AND MODIFIED PAVEMENT COURSE
TNSW R73 CONSTRUCTION OF PLANT MIXED HEAVILY BOUND PAVEMENT COURSE
TNSW R75 IN SITU PAVEMENT STABILISATION USING SLOW SETTING BINDERS
TNSW R82 LEAN-MIX CONCRETE SUBBASE
TNSW R83 CONCRETE PAVEMENT BASE
TNSW R106 SPRAYED BITUMINOUS SURFACING (WITH CUTBACK BITUMEN)
TNSW R107 SPRAYED BITUMINOUS SURFACING (WITH POLYMER MODIFIED BINDER)
TNSW R109 BITUMINOUS SLURRY SURFACING
TNSW R110 COLOURED SURFACE COATINGS FOR BUS LANES AND CYCLEWAYS
TNSW R111 SPRAYED BITUMINOUS SURFACING (WITH BITUMEN EMULSION)
TNSW R116 HEAVY DUTY DENSE GRADED ASPHALT
TNSW R119 OPEN GRADED ASPHALT
TNSW R121 STONE MASTIC ASPHALT
TNSW R123 THIN OPEN GRADED ASPHALT SURFACING
TNSW R131 GUIDE POSTS
TNSW R132 SAFETY BARRIER SYSTEMS
TNSW R141 PAVEMENT MARKING
TNSW R142 RAISED PAVEMENT MARKING
TNSW R143 SIGN POSTING
TNSW R145 PAVEMENT MARKING (PERFORMANCE BASED)
TNSW R151 STREET LIGHTING
TNSW R152 ROADSIDE EMERGENCY TELEPHONE PILLARS
TNSW R155 DESIGN AND CONSTRUCTION OF UNDERGROUND CABLEWAYS
TNSW R173 GENERAL CONCRETE PAVING
TNSW R178 VEGETATION
TNSW R179 LANDSCAPE PLANTING
TNSW R201 FENCING
TSI-SP-003 COMMUNICATIONS PROTOCOL FOR ROADSIDE DEVICES
TSI-SP-008 GENERAL REQUIREMENTS FOR THE DESIGN, INSTALLATION, COMMISSIONING AND MAINTENANCE OF VARIABLE MESSAGE SIGNS
TSI-SP-017-DCM SPECIFICATION FOR THE CONSTRUCTION OF UNDERGROUND CABLEWAYS

- 2. ALL CONSTRUCTION MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE SPECIFICATION FOR THE WORKS TOGETHER WITH THE REQUIREMENT OF ALL RELEVANT CODES OF PRACTICE REFERRED TO THEREIN AND THE REQUIREMENTS OF ALL STATUTORY AUTHORITIES WHERE APPLICABLE.
3. THE MAINTENANCE FOR TEMPORARY TRAFFIC WORKS IS TO BE IN ACCORDANCE TNSW G10.

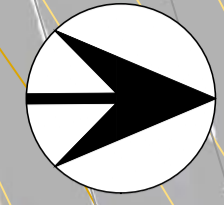
SPECIFICATIONS CONT.

MATERIALS SPECIFICATION

- TNSW 3051 GRANULAR BASE AND SUBBASE MATERIALS FOR SURFACED ROAD PAVEMENTS
TNSW 3071 SELECTED MATERIAL IN FORMATION LAYERS
TNSW 3151 COVER AGGREGATE FOR SPRAYED BITUMINOUS SURFACING
TNSW 3152 AGGREGATES FOR ASPHALT
TNSW 3153 RECLAIMED ASPHALT PAVEMENT MATERIAL
TNSW 3204 PREFORMED JOINT FILLERS FOR CONCRETE ROAD PAVEMENTS AND STRUCTURES
TNSW 3211 CEMENTS, BINDERS AND FILLERS
TNSW 3222 NO-FINES CONCRETE (FOR SUBSURFACE DRAINAGE)
TNSW 3252 POLYMER MODIFIED BINDER FOR PAVEMENTS
TNSW 3253 BITUMEN FOR PAVEMENTS
TNSW 3254 BITUMEN EMULSION
TNSW 3256 COMMUNUTED SCRAP RUBBER
TNSW 3258 AGGREGATE PRECOATING AGENT (BITUMEN CLASSES 170 AND 320)
TNSW 3259 BITUMEN ADHESION AGENT (BITUMEN CLASSES 170 AND 320)
TNSW 3261 CUTBACK BITUMEN
TNSW 3266 COLDMIX ASPHALT
TNSW 3268 AGGREGATE PRECOATING AGENT (POLYMER MODIFIED BITUMEN)
TNSW 3269 BITUMEN ADHESION AGENT (POLYMER MODIFIED BITUMEN)
TNSW 3351 ROAD MARKING PAINT
TNSW 3352 FLUORESCENT PLASTIC TRAFFIC CONES
TNSW 3353 GLASS BEADS
TNSW 3354 ADHESIVES FOR RAISED PAVEMENT MARKER INSTALLATION
TNSW 3356 WATERBORNE ROAD MARKING PAINT
TNSW 3357 THERMOPLASTIC ROAD MARKING MATERIAL
TNSW 3359 PROFILE THERMOPLASTIC ROAD MARKING MATERIAL
TNSW 3360 TWO PART COLD APPLIED ROAD MARKING MATERIAL
TNSW 3368 SKID RESISTANT FRICTION COATING FOR TEMPORARY STEEL ROAD PLATES
TNSW 3385 BARRIER BOARDS
TNSW 3400 MANUFACTURE AND DELIVERY OF ROAD SIGNS
TNSW 3411 SUPPLY OF GUIDE POSTS - TIMBER
TNSW 3412 SUPPLY OF GUIDE POSTS - NON-TIMBER
TNSW 3552 SUBSURFACE DRAINAGE PIPE (CORRUGATED PERFORATED AND NON-PERFORATED PLASTIC
TNSW 3553 SEAMLESS TUBULAR FILTER FABRIC
TNSW 3555 SUBSURFACE DRAINAGE PIPE (SLOTTED AND UNSLOTTED FIBRE-REINFORCED CONCRETE)
TNSW 3556 RIGID STRIP FILTER DRAINS
TNSW 3557 FLEXIBLE STRIP FILTER DRAINS
TNSW 3580 AGGREGATE FILTER MATERIALS FOR SUBSURFACE DRAINAGE
TNSW 3651 PAINTS AND THINNERS FOR STEELWORK
TNSW 3851 STEEL TAPERED LIGHTING COLUMNS
TNSW P3074A DESIGN, SUPPLY AND DELIVERY OF SOLAR POWERED, TRAILER MOUNTED, VARIABLE MESSAGE SIGNS (VMS)

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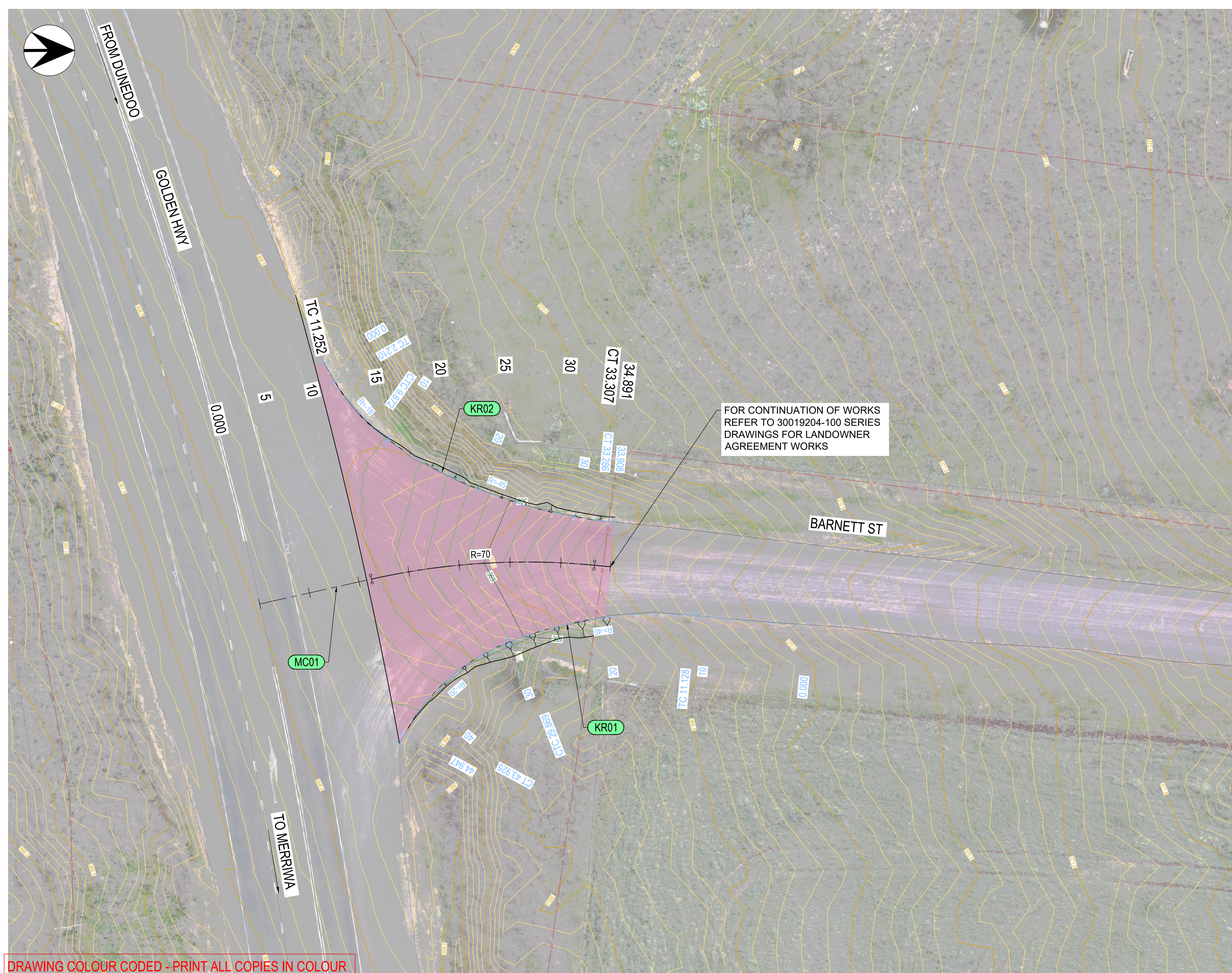
LEGEND

EXISTING CIVIL

- CAADASTRAL BOUNDARY
- - - FENCE
- EDGE OF TRACK
- CONTOURS (0.5m INTERVAL MAJOR)
- CONTOURS (0.1m INTERVAL MINOR)
- ☉ TREE

PROPOSED CIVIL

- CONTROL LINE - ROAD
- CONTROL CHAINAGES - ROAD
- MCXX CONTROL STRING LABEL - ROAD
- CONTROL LINE AND CHAINAGE - KERB
- DESIGN CONTOUR (1.0m INTERVAL)
- DESIGN CONTOUR (0.2m INTERVAL)
- PAVEMENT TYPE 1



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REFERENCES:

REV	DESCRIPTION	DESIGNER INITIAL/DATE	VERIFIED INITIAL/DATE	APPROVED INITIAL/DATE
A	ISSUED FOR 80% DESIGN			

COORDINATE SYSTEM: MGA ZONE 56 / GDA2020
HEIGHT DATUM: AHD
DESIGN LOT CODE:

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SCALE: 1:200	CLIENT:
1:200 @ A1	Transport for NSW
	PREPARED FOR:

SMEC CIVIL

DRAWN: C DERRADA
DESIGNED: S BRIGGS
DRG CHECK: B KOOPMAN
DESIGN CHECK: B KOOPMAN
PROJ/DES MNGR: J KNIEST
APPROVED: J KNIEST 24.10.09

WORK IN PROGRESS

UPPER HUNTER

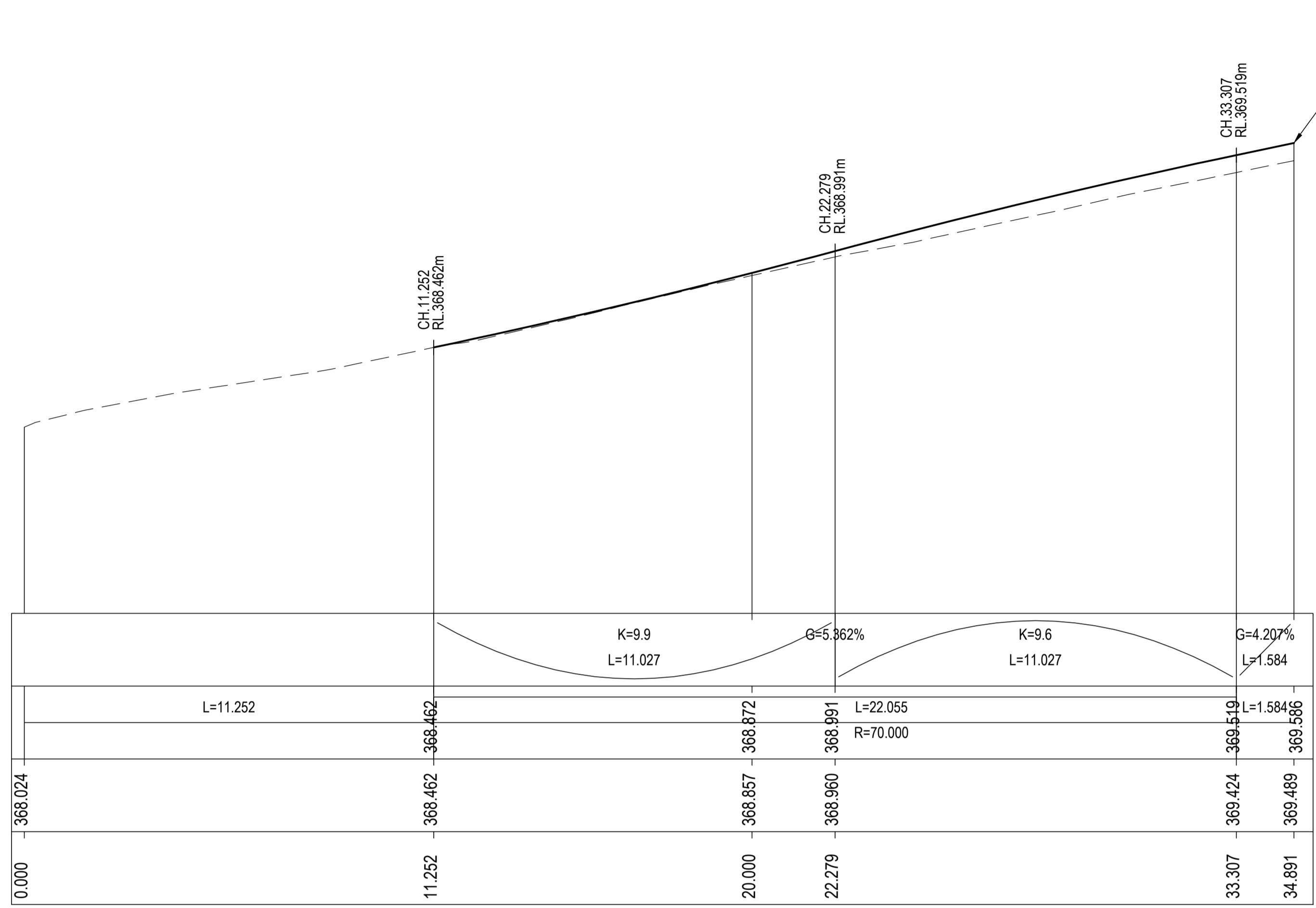
GOLDEN HIGHWAY
BARNETT STREET INTERSECTION
SITE PLAN

DRAWING SET No:	PART:	SHEET: 3 OF 8	A1
STATUS: DETAILED DESIGN	BRIDGE No:	©	
DRG No: 30019204-202	REV A	EDMS No.	AMD No.

X SURVEY
X RD-12 DES CONT
X RD-12 DES MAIN
X RD-12 ALIGN TAG
X DES BATTER TICKS
X SURVEY CONT LABELS
X CADASTRAL BDY
X PAVE HATCH

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PLOT DATE & TIME: 9/10/2024 3:55:21 PM
Plotted by: C017895

DATUM R.L. 367.000
 VERT. ALIGNMENT
 HORI. ALIGNMENT
 DESIGN LEVELS
 EXISTING LEVELS
 CHAINAGE



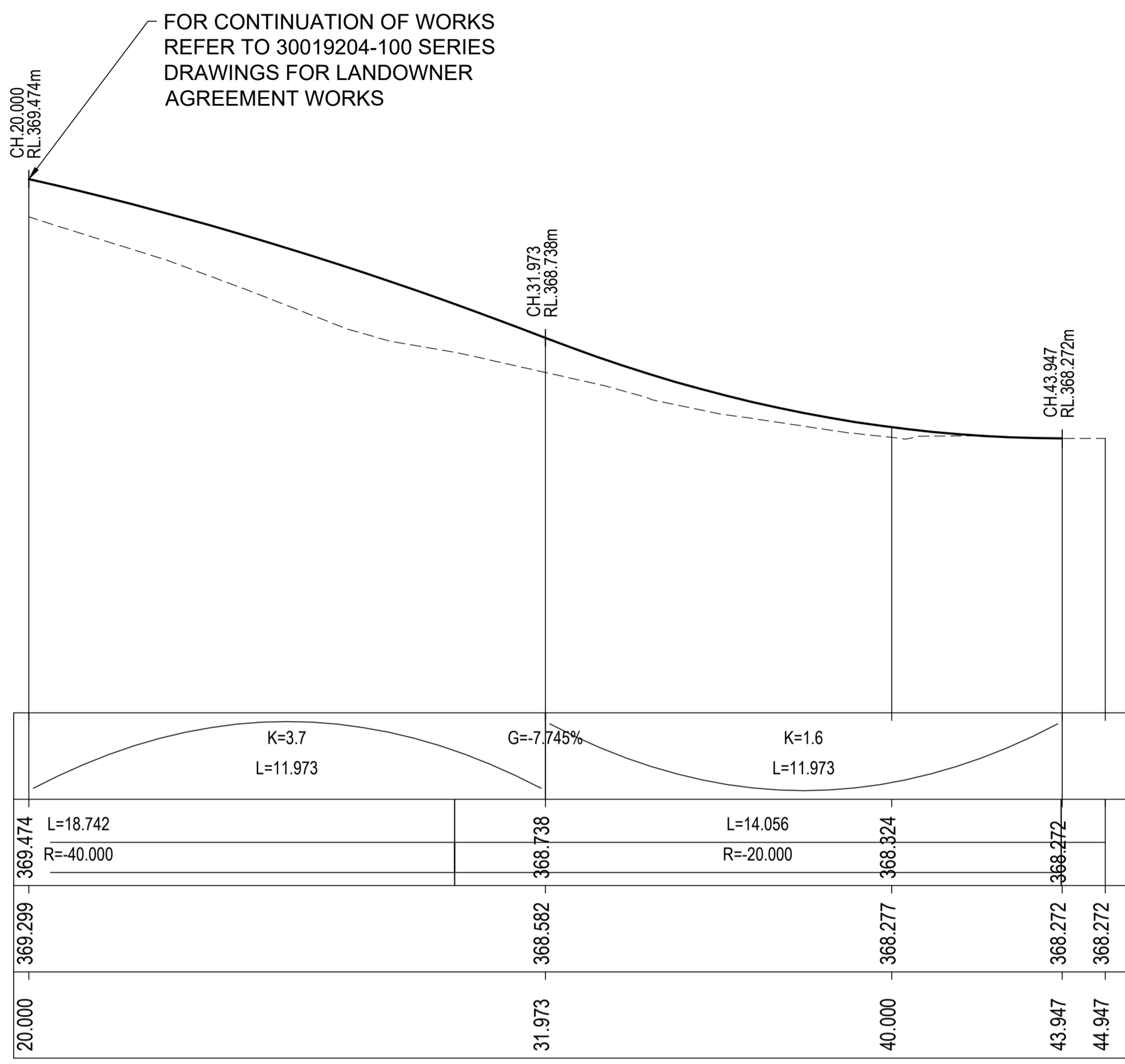
FOR CONTINUATION OF WORKS
 REFER TO 30019204-100 SERIES
 DRAWINGS FOR LANDOWNER
 AGREEMENT WORKS

LONGITUDINAL SECTION - MC01
 H 1:100
 V 1:20

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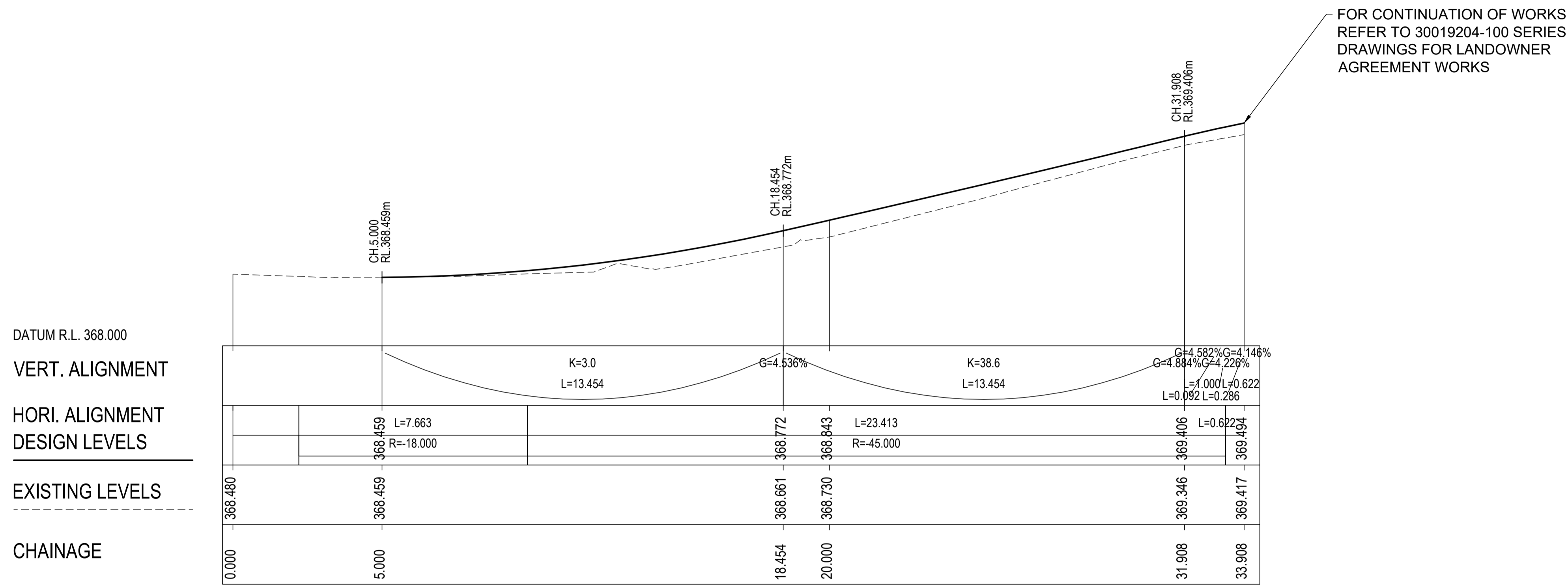


LONGITUDINAL SECTION - KR01
H 1:100
V 1:20

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	A ISSUED FOR 80% DESIGN 24.10.09 24.10.09 24.10.09			PREPARED FOR: SMEC CIVIL		DRAWN C. DERRADA DESIGNED S. BRIGGS DRG CHECK B. KOOPMAN DESIGN CHECK B. KOOPMAN PROJ/DES MNGR J. KNIEST APPROVED J. KNIEST 24.10.09		DRAWING SET No: PART: SHEET: 5 OF 8 A1 STATUS: DETAILED DESIGN BRIDGE No: © DRG No: 30019204-211 REV A VER EDMS No. AMD No.			
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LONGITUDINAL SECTION - KR02
H 1:100
V 1:20

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	PREPARED FOR: 		DRAWN _____ C. DERRADA DESIGNED _____ S. BRIGGS DRG CHECK _____ B. KOOPMAN DESIGN CHECK _____ B. KOOPMAN PROJ/DES MNGR _____ J. KNIEST APPROVED _____ J. KNIEST _____ 24.10.09		DRAWING SET No: _____ PART: _____ SHEET: 6 OF 8 A1 STATUS: DETAILED DESIGN BRIDGE No: _____ DRG No: 30019204-212 REV A IVER EDMS No. AMD No.	
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A

B

C

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E

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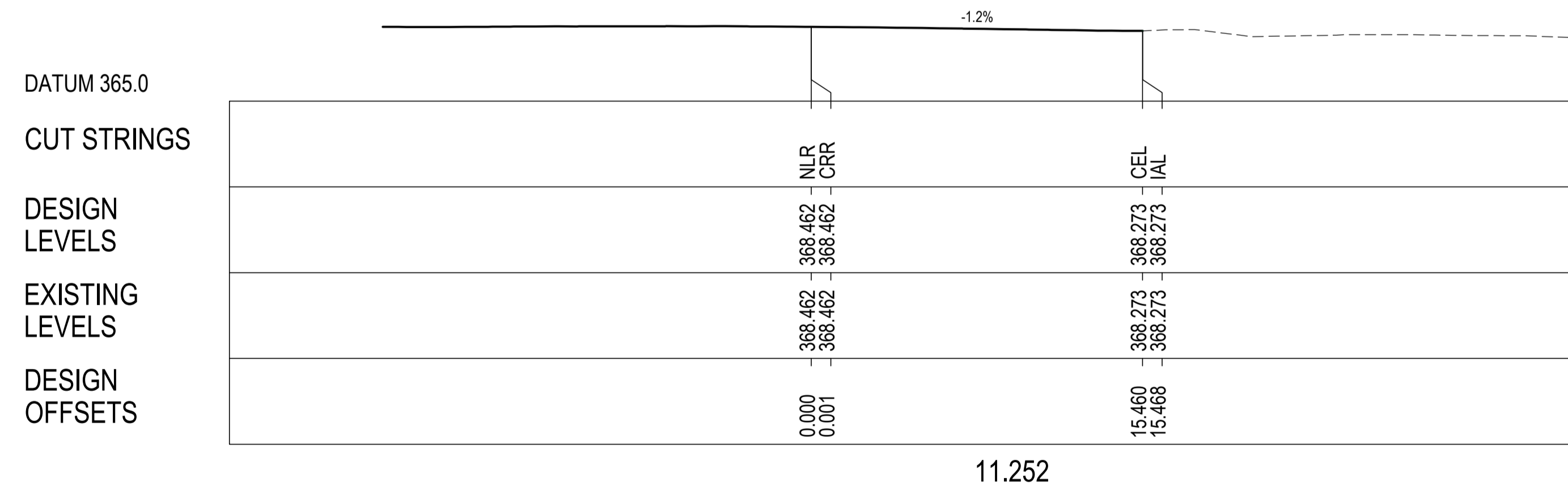
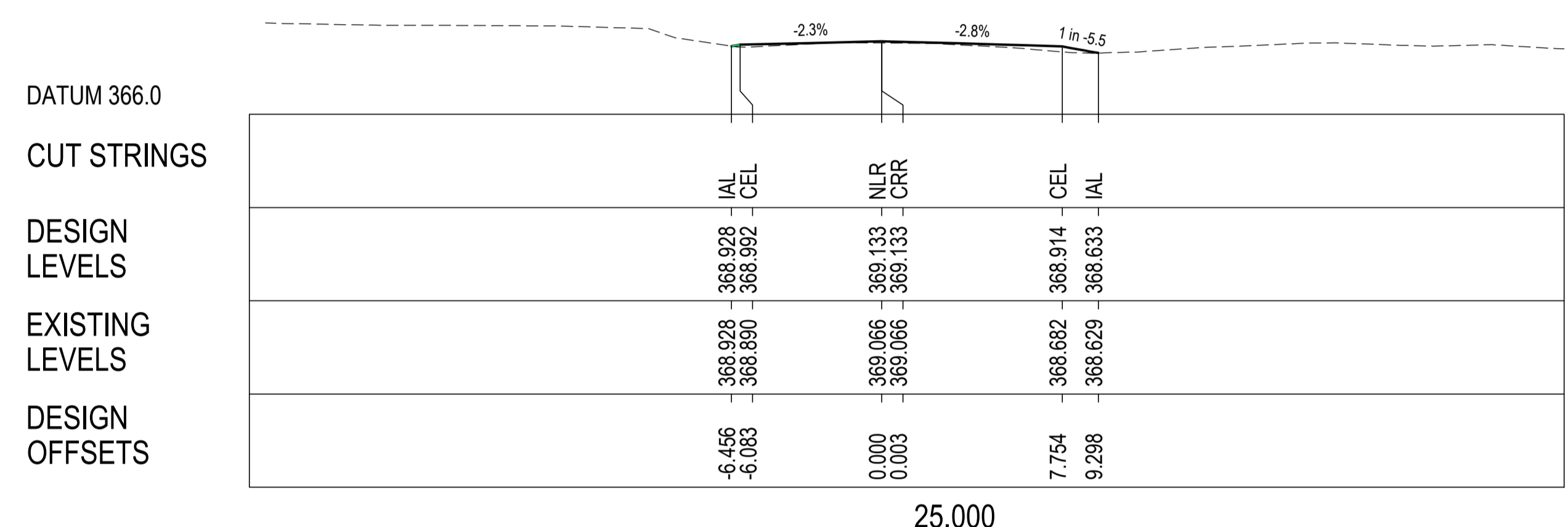
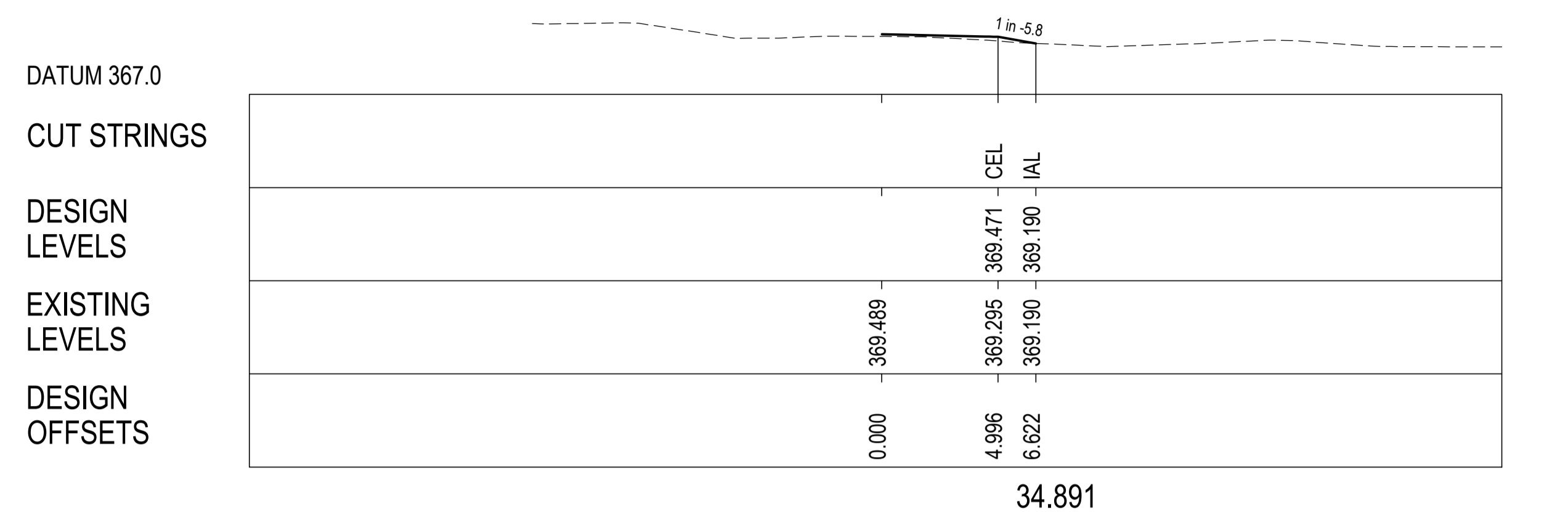
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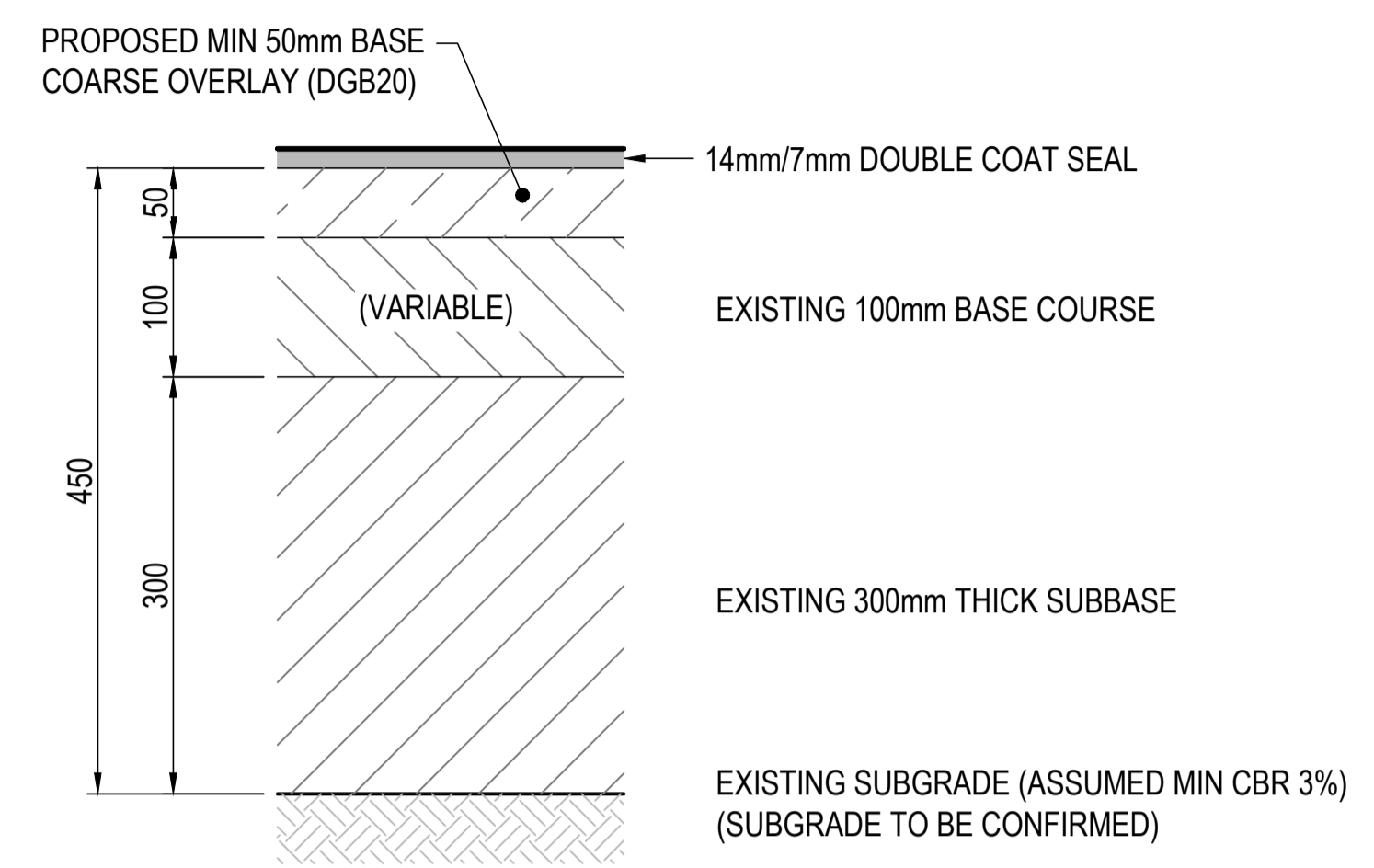
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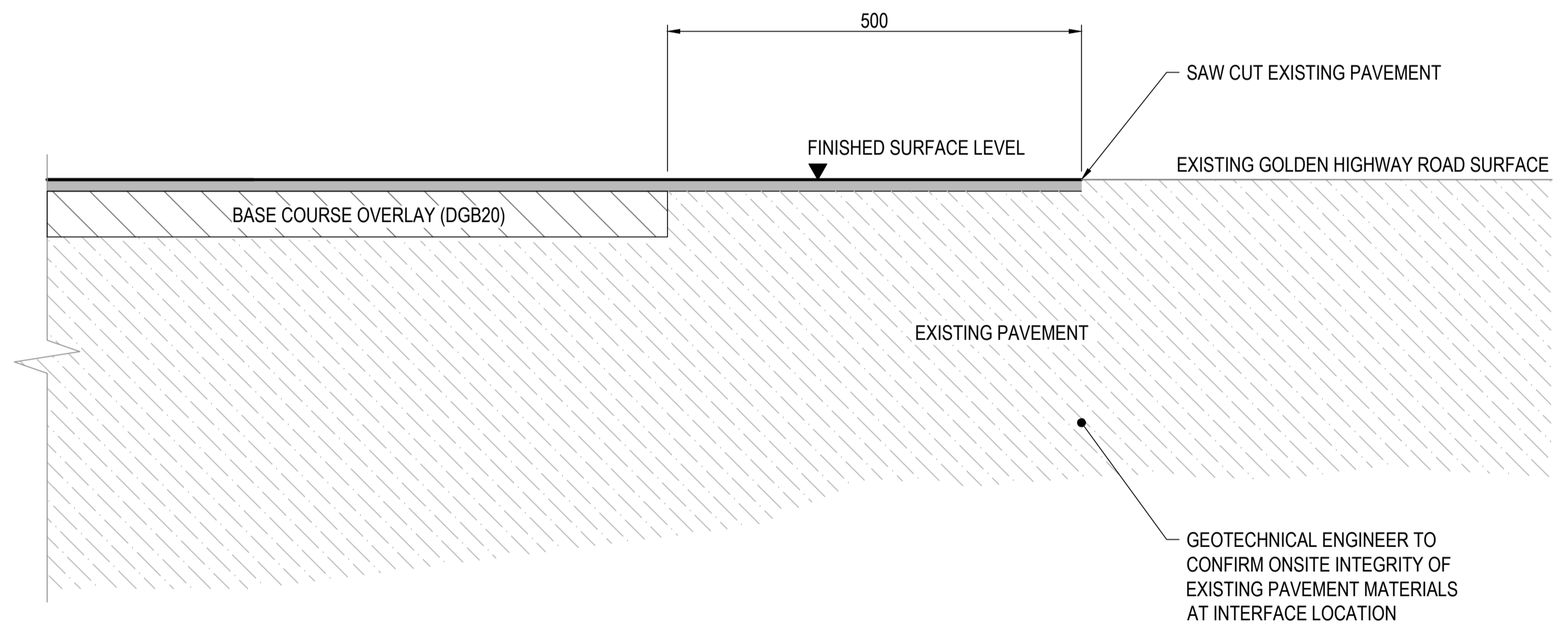
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	PREPARED FOR: SMEC CIVIL		DRAWN _____ C. DERRADA DESIGNED _____ S. BRIGGS DRG CHECK _____ B. KOOPMAN DESIGN CHECK _____ B. KOOPMAN PROJ/DES MNGR _____ J. KNIEST APPROVED _____ J. KNIEST _____ 24.10.09		DRAWING SET No: _____ PART: _____ SHEET: 7 OF 8 A1 STATUS: DETAILED DESIGN DRG No: 30019204-213	
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FILE NAME: 30019204-213.dwg
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OVERLAY PAVEMENT TYPE 1
SCALE 1:5



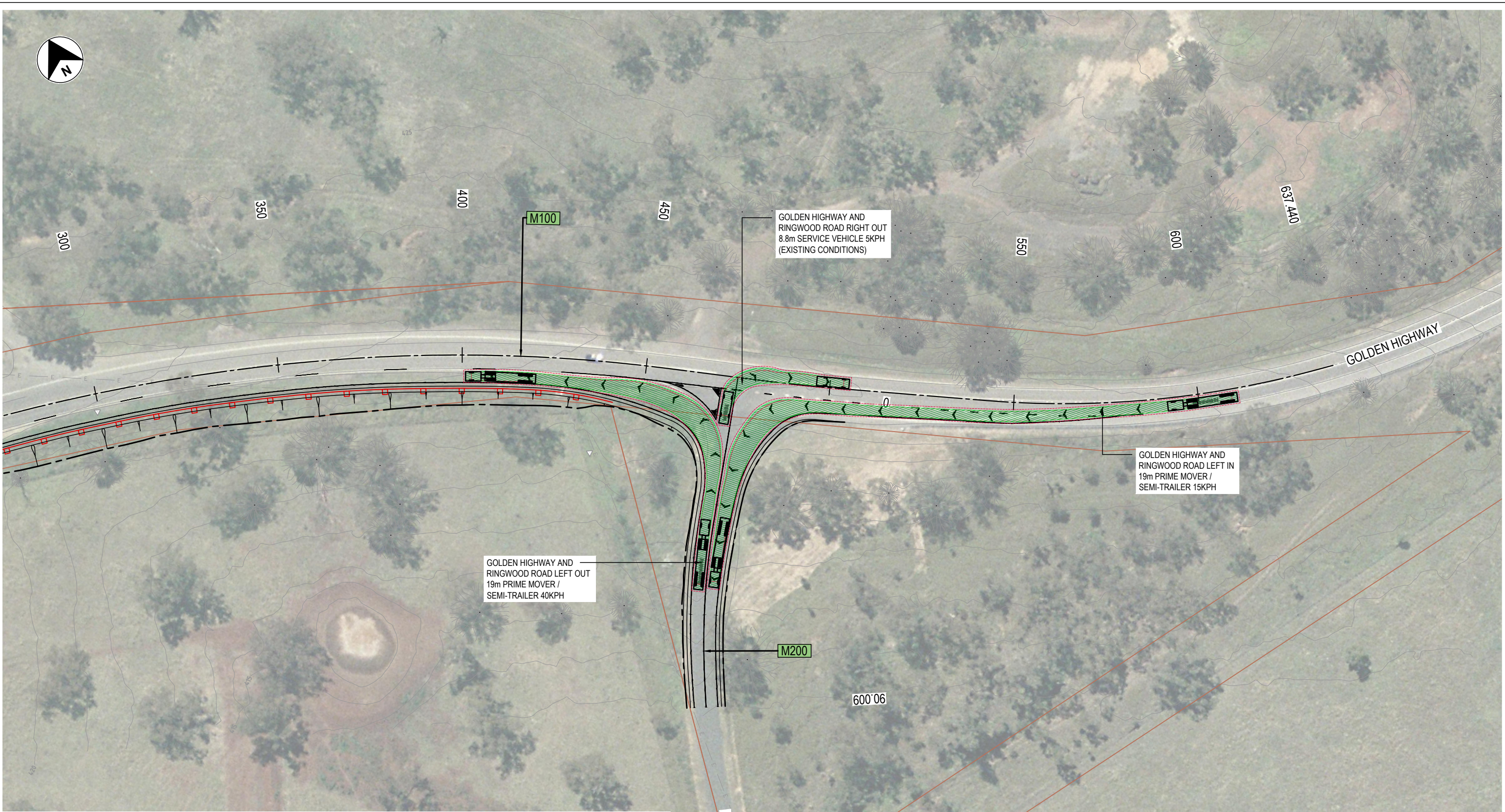
PAVEMENT LONGITUDINAL INTERFACE DETAIL
SCALE 1:5

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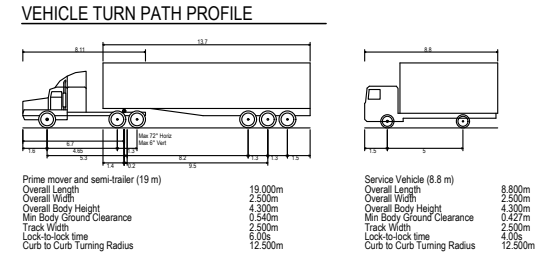
NOT FOR CONSTRUCTION

REFERENCES: THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED. SCALE: 1:5 1:5 @ A1 	CLIENT: Transport for NSW		This drawing and the related information have been prepared by, or at the request of, Transport for NSW for a specific purpose and may not be used for any purpose other than the purpose intended by Transport for NSW. Transport for NSW does not provide any warranties and accepts no liability arising out of the use of this drawing or any of the related information for any purpose other than the intended purpose. This drawing is protected by copyright and no part of this drawing may be reproduced in any form without the express written permission of Transport for NSW.		UPPER HUNTER GOLDEN HIGHWAY BARNETT STREET INTERSECTION PAVEMENT DETAILS	
	DRAWN C DERRADA DESIGNED S BRIGGS DRG CHECK B KOOPMAN DESIGN CHECK B KOOPMAN PROJ/DES MNGR J KNIEST APPROVED J KNIEST 24.10.09		an smc company SMEC CIVIL		DRAWING SET No: _____ PART: _____ SHEET: 8 OF 8 A1 STATUS: DETAILED DESIGN BRIDGE No: _____ DRG No: 30019204-220 REV A IVER EDMS No. _____ AMD No. _____	
	COORDINATE SYSTEM: MGA ZONE 56 / GDA2020 HEIGHT DATUM: AHD DESIGN LOT CODE: _____		PREPARED FOR: _____		©	
	A ISSUED FOR 80% DESIGN 24.10.09 24.10.09 24.10.09 REV DESCRIPTION DESIGNER INITIAL/DATE VERIFIED INITIAL/DATE APPROVED INITIAL/DATE		FILE NAME: 30019204-220.dwg PLOT DATE & TIME: 9/10/2024 3:55:20 PM PLOTTED BY: C017895		H	

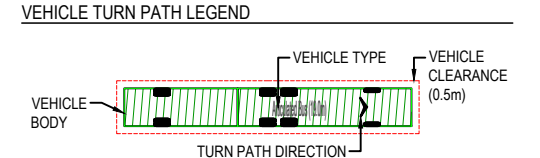
Appendix C Swept paths



- NOTES**
1. NO ASSESSMENT HAS BEEN UNDERTAKEN FOR EXISTING PAVEMENT.
 2. TURN PATHS PRESENTED IS THE INTENDED OPERATIONS OF TRAFFIC ASSOCIATED WITH GOULBURN SOLAR FARM. ONLY THE DISPLAYED MOVEMENTS WILL BE PERMITTED.
 3. SURVEY SHOWN HAS BEEN PROVIDED BY UMWELT (11/09/2023).
 4. BOUNDARIES HAVE BEEN SOURCED FROM SIX MAPS "Clip 'n' Ship".
 5. NO ASSESSMENT HAS BEEN UNDERTAKEN FOR THE EXISTING GOLDEN HIGHWAY AND RINGWOOD ROAD INTERSECTION RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS. EXISTING VEHICLE MOVEMENTS AND INTERSECTION LAYOUT TO BE RESPECTED.



GENERAL		ROAD GEOMETRY	
	DESIGN		CONTROL LINE AND CHAINAGE
	CADASTRAL		CONTROL LINE LABEL
	SURVEY		
	SAFETY BARRIER		



FOR INFORMATION ONLY

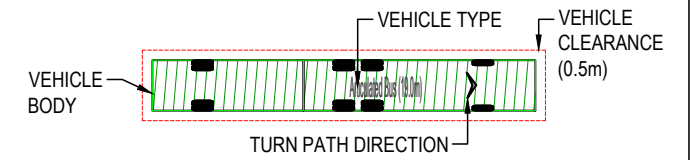
GOULBURN RIVER SOLAR FARM
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
SWEPT PATHS
SHEET 2 OF 4
27/10/2023



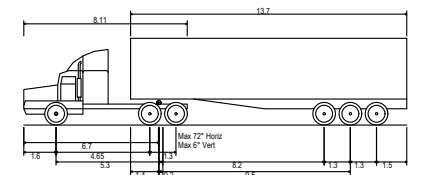
0305-INF-RD-SWEPT-PATH-RINGWOOD-02



VEHICLE TURN PATH LEGEND



VEHICLE TURN PATH PROFILE

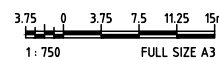


Prime mover and semi-trailer (19 m)	19.000m
Overall Length	2.500m
Overall Width	4.300m
Overall Body Height	0.540m
Min Body Ground Clearance	2.500m
Track Width	6.00s
Lock-to-lock time	12.500m
Curb to Curb Turning Radius	

GENERAL NOTES

1. NO ASSESSMENT HAS BEEN UNDERTAKEN OF EXISTING INTERSECTION ARRANGEMENT OR EXISTING PAVEMENTS.
2. TURN PATHS PRESENTED IS THE INTENDED OPERATIONS OF TRAFFIC ASSOCIATED WITH GOULBURN SOLAR FARM. ONLY THE DISPLAYED MOVEMENTS WILL BE PERMITTED.

FOR INFORMATION ONLY



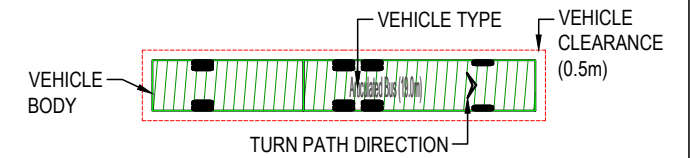


BARNETT ST TURN AROUND FACILITY

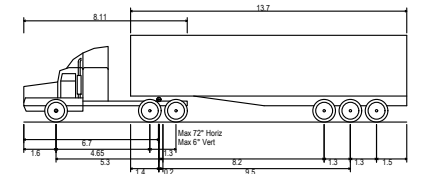
BARNETT STREET

BARNETT ST TURN AROUND FACILITY 19m PRIME MOVER / SEMI-TRAILER 5KPH

VEHICLE TURN PATH LEGEND



VEHICLE TURN PATH PROFILE

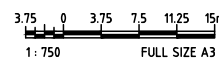


Prime mover and semi-trailer (19 m)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

GENERAL NOTES

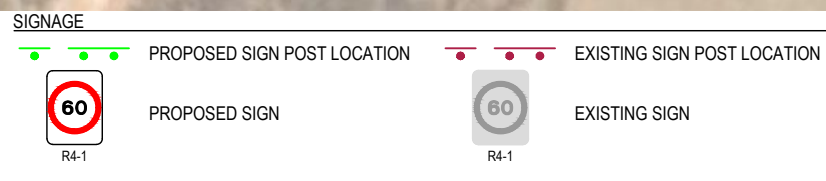
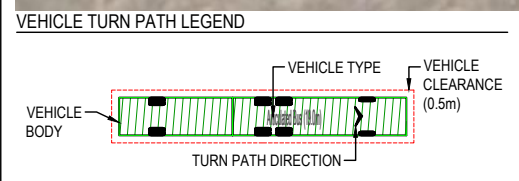
1. NO ASSESSMENT HAS BEEN UNDERTAKEN OF EXISTING INTERSECTION ARRANGEMENT OR EXISTING PAVEMENTS.
2. TURN PATHS PRESENTED IS THE INTENDED OPERATIONS OF TRAFFIC ASSOCIATED WITH GOULBURN SOLAR FARM. ONLY THE DISPLAYED MOVEMENTS WILL BE PERMITTED.

FOR INFORMATION ONLY





FOR INFORMATION ONLY



GOULBURN RIVER SOLAR FARM
SIGNAGE & SWEEP PATH
SHEET 2 OF 2

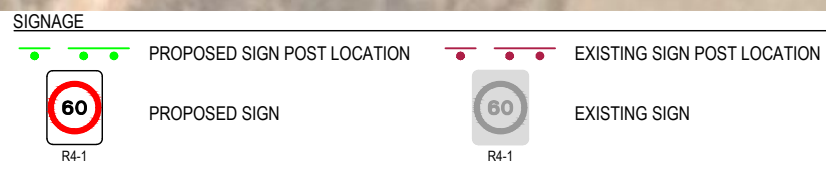
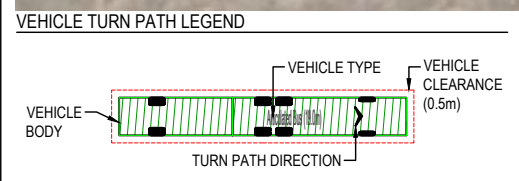
25/01/2023



0305-INF-RD-SWEEP-PATH-03



FOR INFORMATION ONLY

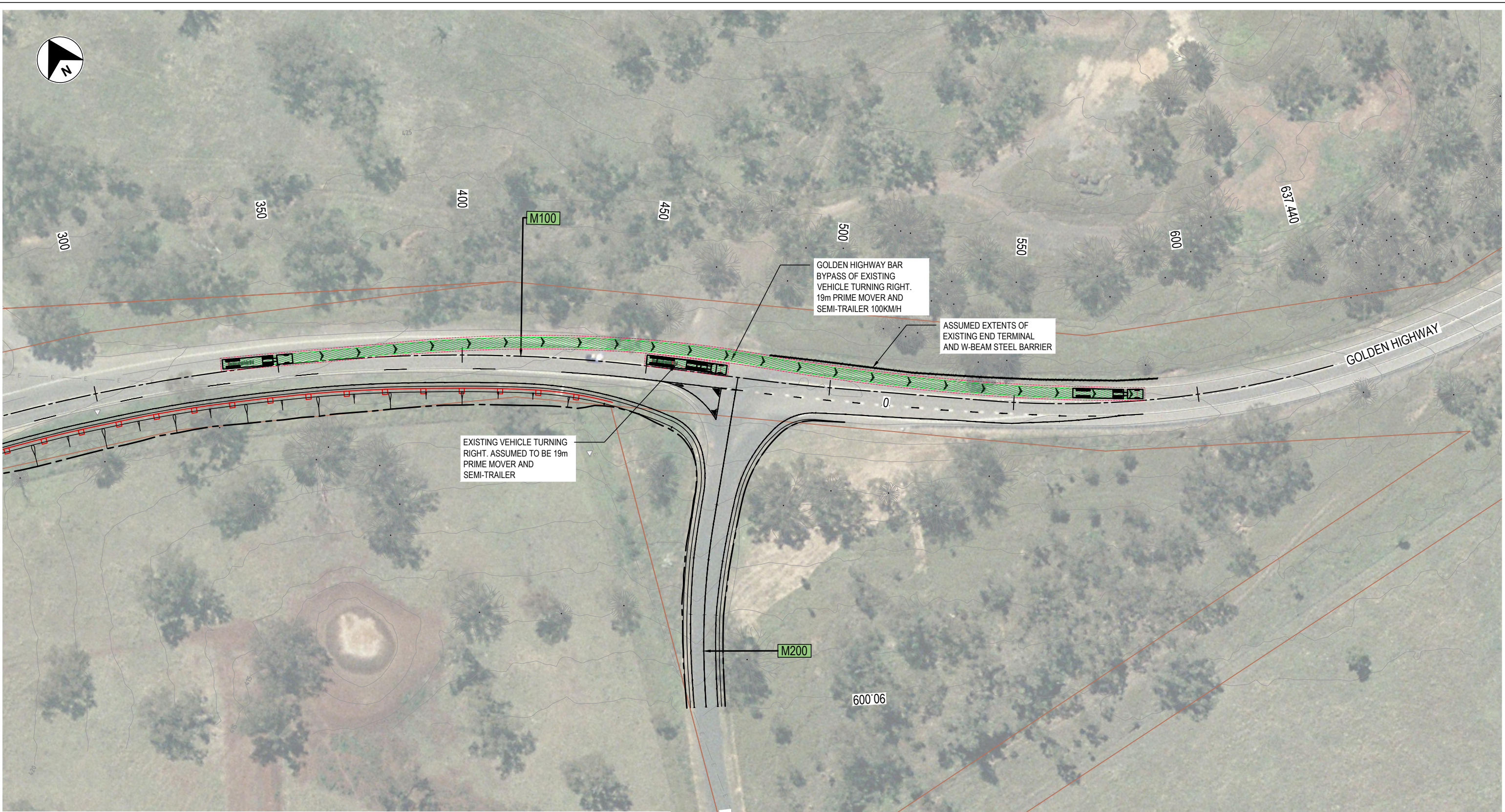


GOULBURN RIVER SOLAR FARM
SIGNAGE & SWEEP PATH
SHEET 1 OF 2

25/01/2023



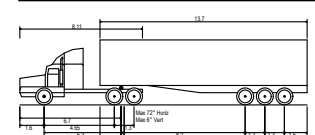
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NOTES

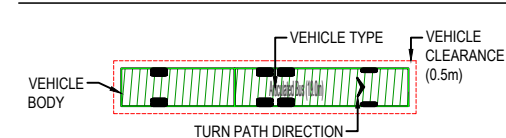
1. NO ASSESSMENT HAS BEEN UNDERTAKEN FOR EXISTING PAVEMENT.
2. TURN PATHS PRESENTED IS THE INTENDED OPERATIONS OF TRAFFIC ASSOCIATED WITH GOULBURN SOLAR FARM. ONLY THE DISPLAYED MOVEMENTS WILL BE PERMITTED.
3. SURVEY SHOWN HAS BEEN PROVIDED BY UMWELT (11/09/2023).
4. BOUNDARIES HAVE BEEN SOURCED FROM SIX MAPS "Clip 'n' Snip".

VEHICLE TURN PATH PROFILE



Prime mover and semi-trailer (19 m)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.340m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

VEHICLE TURN PATH LEGEND



GENERAL

- DESIGN
- CADASTRAL
- SURVEY
- SAFETY BARRIER

ROAD GEOMETRY

- CONTROL LINE AND CHAINAGE
- CONTROL LINE LABEL

FOR INFORMATION ONLY

GOULBURN RIVER SOLAR FARM
 RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
 SWEEP PATHS
 SHEET 2 OF 4
 27/10/2023



0305-INF-RD-SWEPT-PATH-RINGWOOD BAR

Appendix D OSOM vehicle checks



© 2023 Microsoft Corporation © 2022 Maxar ©CNES (2022) Distribution Airbus DS

© 2023 Microsoft Corporation © 2022 Maxar ©CNES (2022) Distribution Airbus DS



CLIENT:



DATE:	REVISION:	DESCRIPTION:
09.02.2023	0	CLIENT REVIEW

PROJECT:
RINGWOOD ROAD UPGRADE

DRAWING TITLE:
SWEPT PATHS

ISSUE STATUS:
CLIENT REVIEW

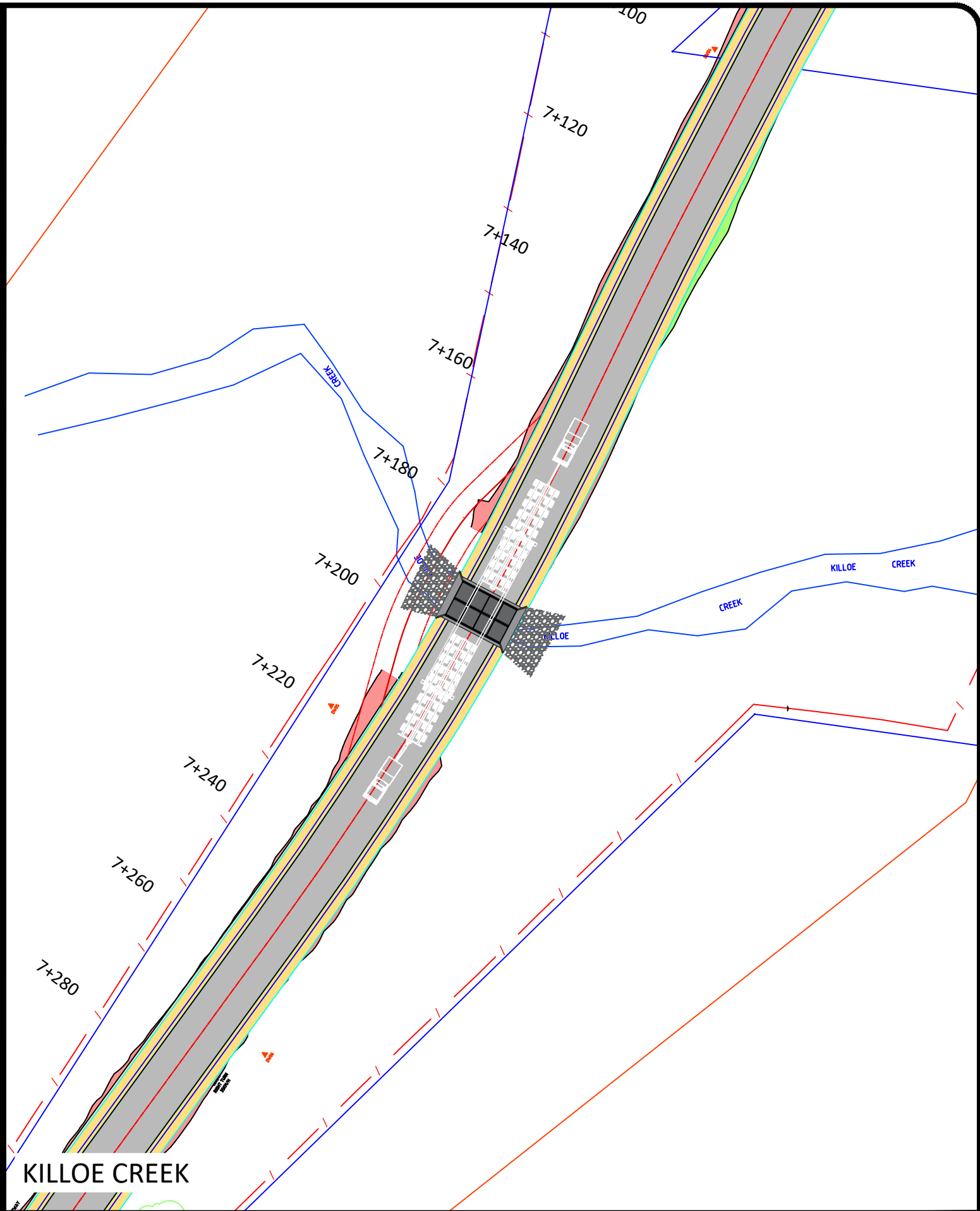
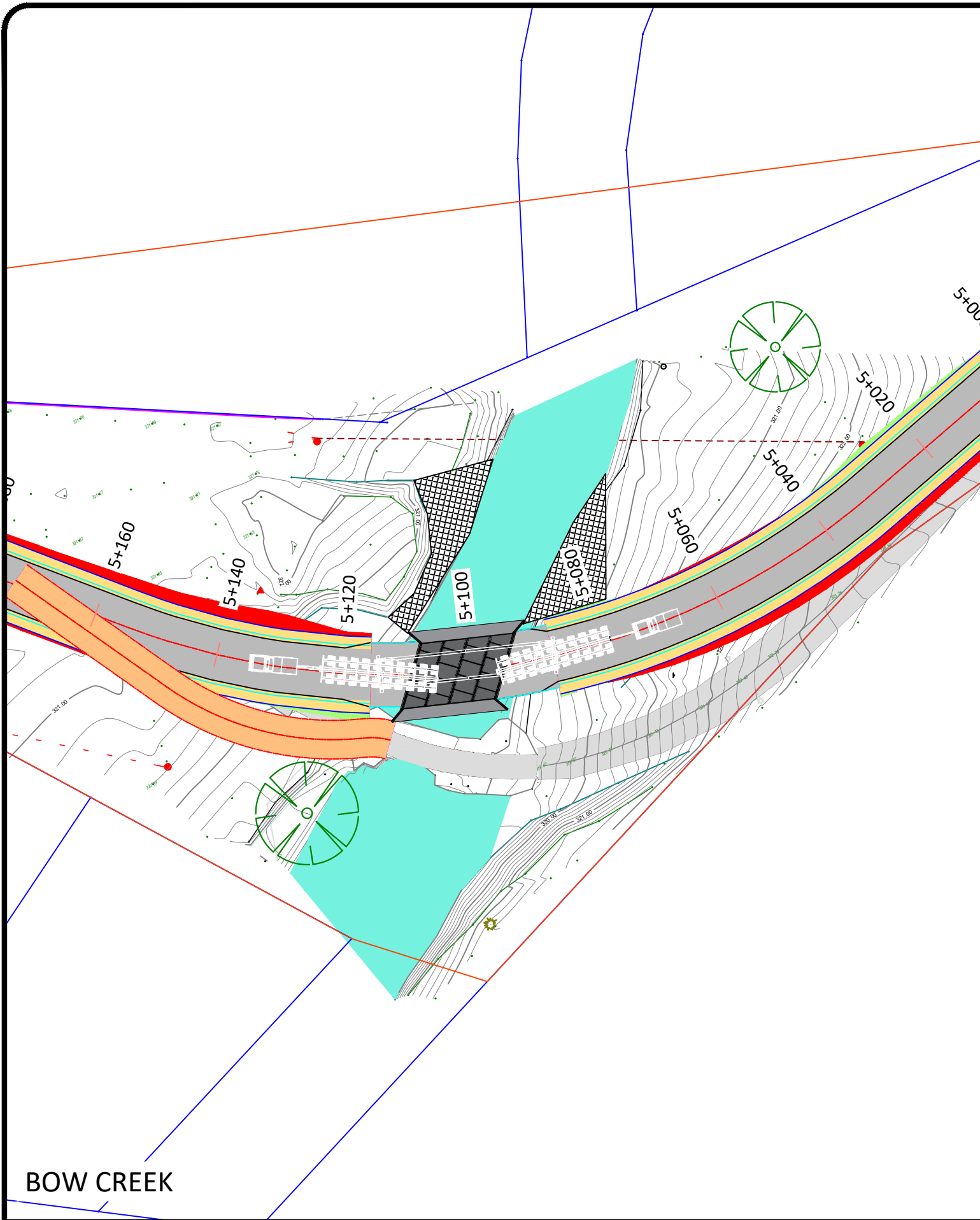


SCALE:
1:750 @ A3

DWG No: HEC22_	DESIGNED: RS	DRAWN: RJ
JOB No: 22Q3J3		
COORDINATE SYSTEM: MGA ZONE 56 GDA 2020	SHEET: 1	REV: 0
DATUM: AHD		

SURVEYED:
OTHERS

DESIGNED: RS	DRAWN: RJ
SHEET: 1	REV: 0



BOW CREEK

KILLOE CREEK



CLIENT:



DATE:	REVISION:	DESCRIPTION:
09.02.2023	0	CLIENT REVIEW

PROJECT:
RINGWOOD ROAD UPGRADE

DRAWING TITLE:
SWEPT PATHS

ISSUE STATUS:

CLIENT REVIEW



SCALE:
1:750 @ A3

DWG No: HEC22_
JOB No: 22Q3J3

COORDINATE SYSTEM: MGA ZONE 56 GDA 2020
DATUM: AHD

SURVEYED:
OTHERS

DESIGNED: RS
DRAWN: RJ

SHEET: 2
REV: 0

Appendix E Example OSOM TMP

TRANSPORT MANAGEMENT PLAN

CLIENT: DEUGRO

PROJECT: AVONLEA SOLAR FARM

PORT OF IMPORT: MAYFIELD #4 BERTH NEWCASTLE

DELIVERY POINT: MUNTZ ROAD SANDIGO

22/03/2022 REV 02

Rev.	Date	Change	Responsible	Checked
00	24/01/22	Route Assessed	C Ewin	✓
00	14/02/22	Report compiled	W Andrews	✓
00	21/02/22	Report completed	W Andrews	✓
01	22/02/22	Edits.	W Andrews	✓
02	22/03/22	Updated route at Parkes	W Andrews	✓

Index:

INDEX:	2
INDEX:	2
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2.0 EVALUATION	4
3.0 PROJECT DATA	5
5.0 TRANSPORT ROUTE	8
6.0 TRANSPORT CONDITIONS	9
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1.0 Introduction

This document describes observations and previous experience on route and explains the Transport of a Transformer from Mayfield, NSW to Sandigo NSW.

This Route study took place on 24.01.22

2.0 Evaluation

1	No Cost
2	Some Work
3	Urgent Modification
4	Extreme Amount of Work

(Mark below boxes with an X)

		1	2	3	4
A	Harbour	N/A			
B	Road Modification	X			
C	Road Furnishings	X			
D	Trees		X		
E	Site Entrance	X			
F	Bridge Calculations		X		
G	Traffic Control		X		

3.0 Project data.

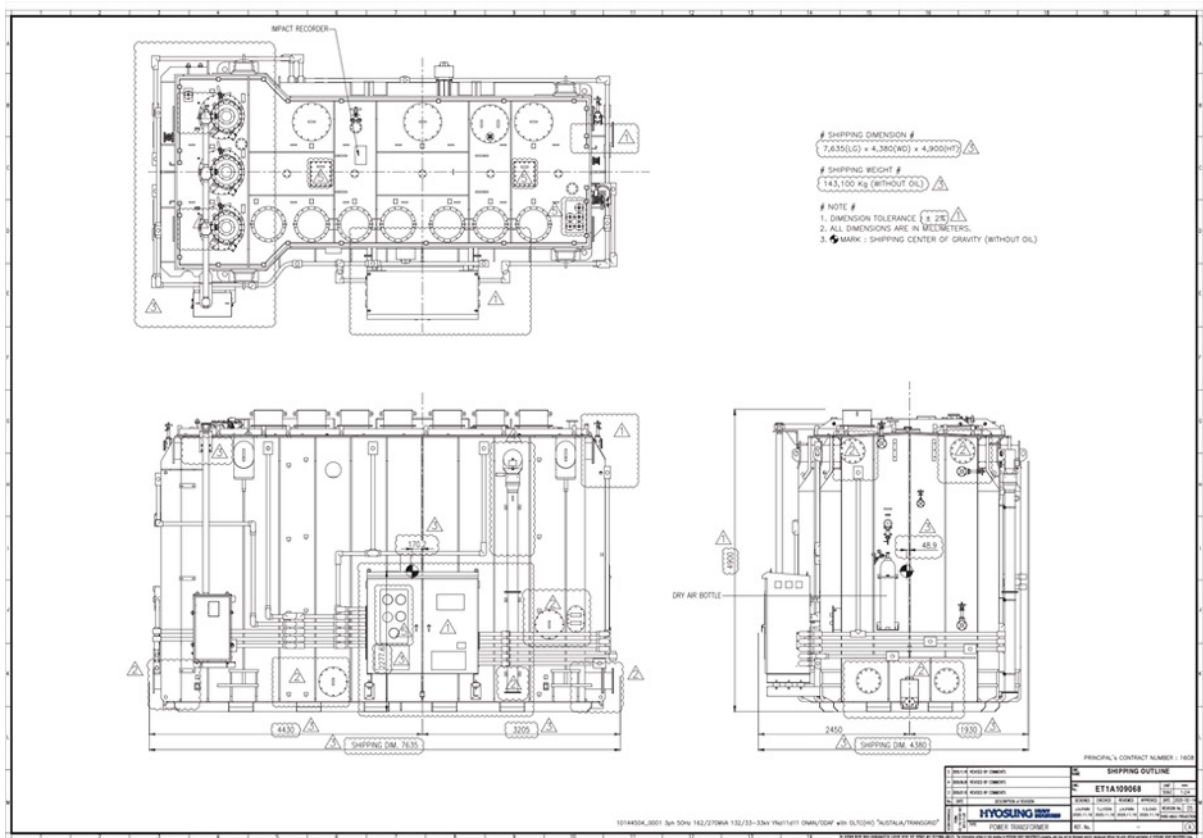
Date of latest Route Study. 24/01/22

Survey undertaken by. (Rex J Andrews P/L)

Project name. Avonleigh Solar Farm

Route. Mayfield NSW to Sandigo NSW Australia

Transformer dimensions: 7.8l x 4.4w x 4.9h x 143.0T



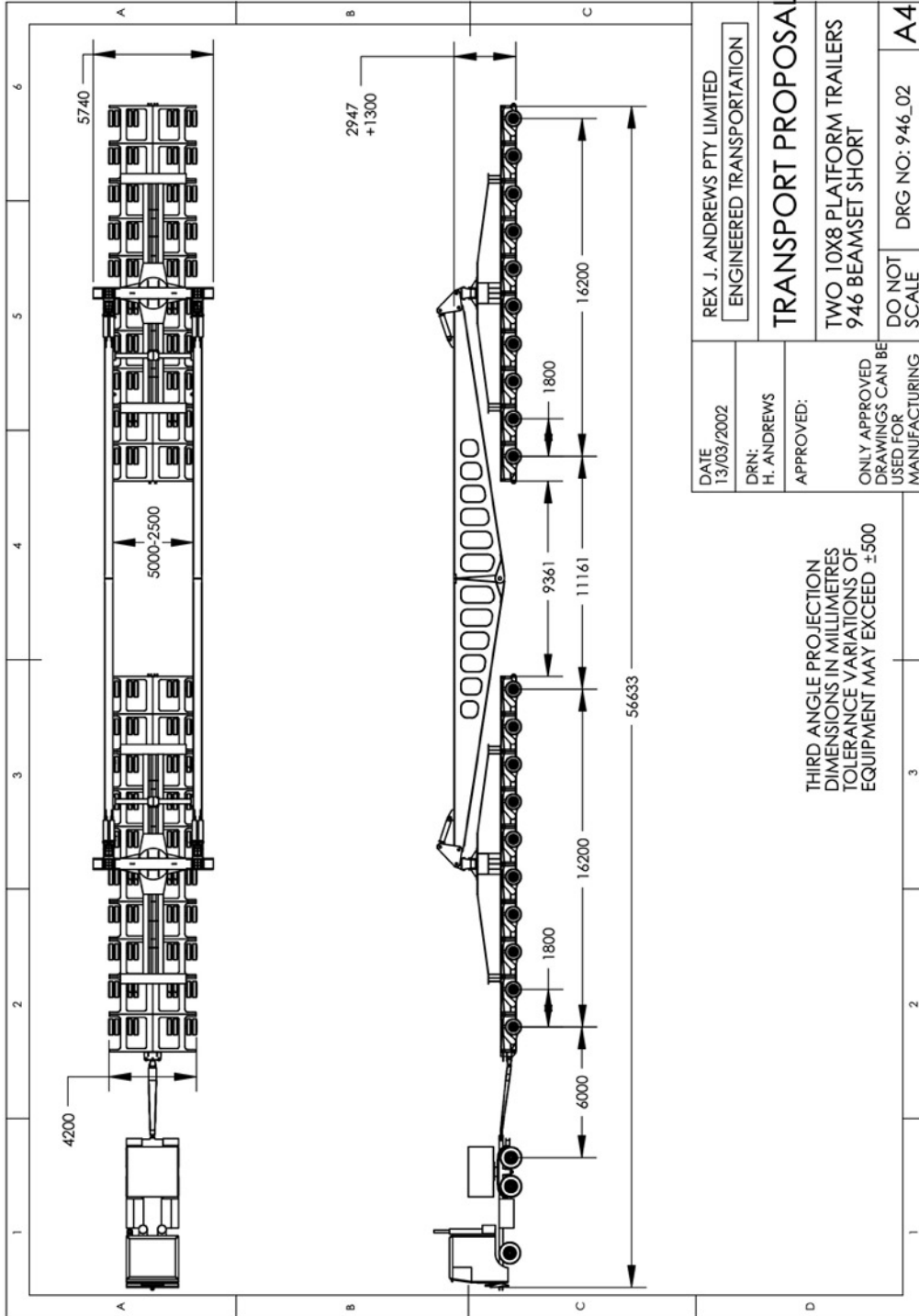
Transport combination type: 4 x block trucks with 10x8-10x8 Beamset

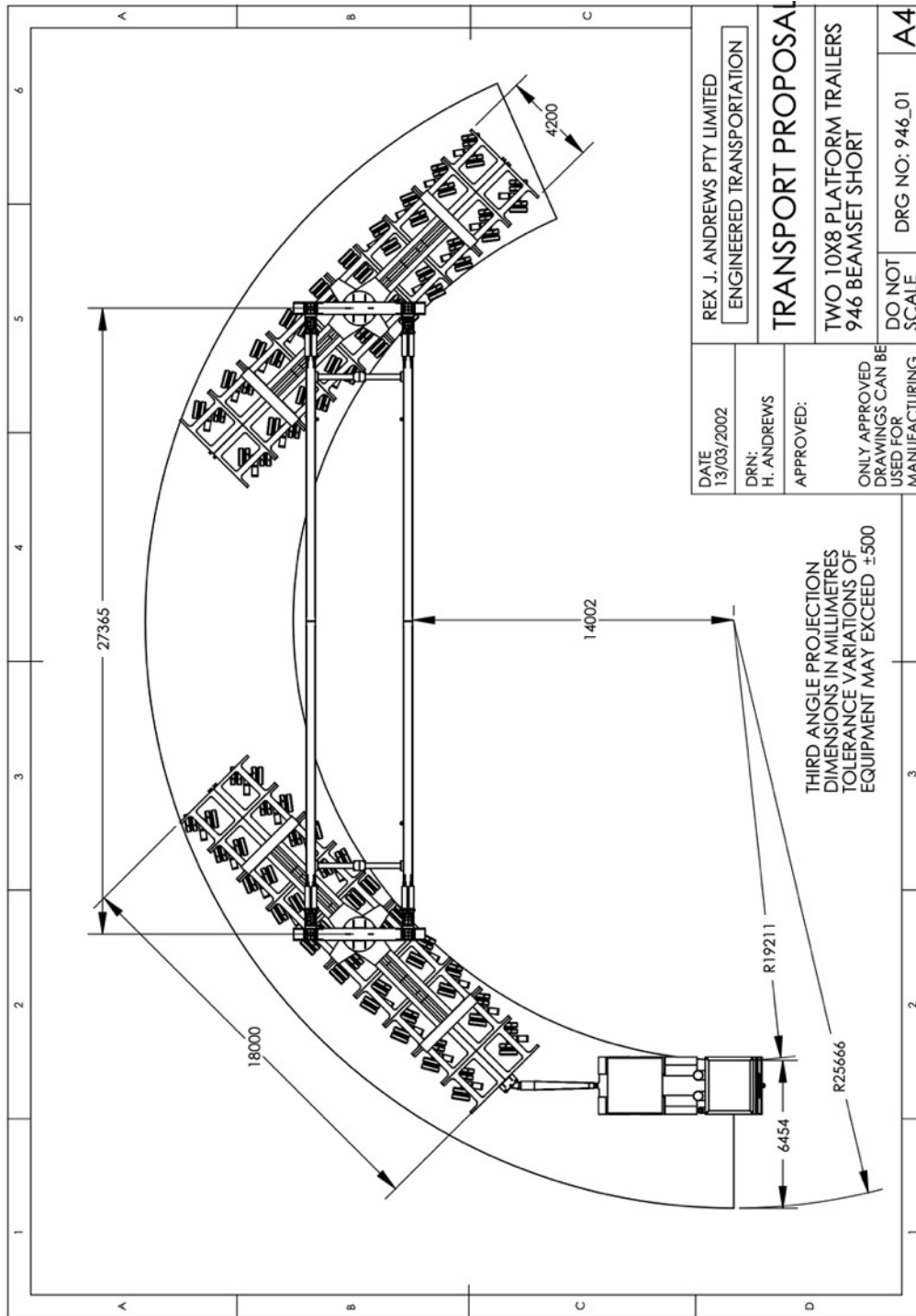
Transport combination tare weight: 216.5T

Transport combination overall dimensions:

110 long x 6.5 wide x 5.6 high x 359.0 Ton

4.0 Transport Drawing.





DATE 13/03/2002	REX J. ANDREWS PTY LIMITED ENGINEERED TRANSPORTATION
DRN: H. ANDREWS	TRANSPORT PROPOSAL
APPROVED:	TWO 10X8 PLATFORM TRAILERS 946 BEAMSET SHORT
ONLY APPROVED DRAWINGS CAN BE USED FOR MANUFACTURING	DO NOT SCALE
	DRG NO: 946.01
	A4

THIRD ANGLE PROJECTION
DIMENSIONS IN MILLIMETRES
TOLERANCE VARIATIONS OF
EQUIPMENT MAY EXCEED ±500

5.0 Transport Route.

ROUTE: Newcastle Port (Mayfield #4 berth) to Sandigo, 823.0 kilometres:

This route took us via Selwyn street, George Street, Industrial Drive, Maitland Road, New England Highway, John Renshaw Drive, Hunter Expressway, New England Highway, Golden Highway, Boothenna Road, Troy Bridge Road, Bunglegumbie Road, Mitchell Highway, Manildra Street, Derribong Avenue, Algalah Street, Tomingley Road, Newell Highway, Thomas Street, Moulden Street, Back Trundle Road, Ross Road, Henry Parkes Way, Westlime Road, Hartigan Avenue, Newell Highway, Compton Road, Showground Road, Newell Highway, Sturt Highway, Sandigo Road, Muntz Road.

GPS LINK: <https://goo.gl/maps/Vwd1QXaorcU3KMkX6>

6.0 Transport conditions

The following are the conditions and pinch points for this route:

- No unnecessary noise to be made before 7.00am.
- A prestart meeting to be held between the truck drivers, Pilots & Police before load departs.
- If for any reason communications fail between any of the pilot, escort of load vehicle occurs, the load is to cease until such time as it can be re-established.
- Load is to travel in the Newcastle and Sydney Metro between 10.00pm and 5.00am weekdays, and 10.00pm and 8.00am weekends. public holiday period.
- Load is to travel in rural areas in daylight hours only.
- Load will require a minimum 2 x police escort & 4 x Company Pilots.
- Client to give adequate access for load to access Avonleigh Solar farm.
- Roadwork's to be checked with RMS 7 days prior to leaving and relayed to client with any potential problems.
- Load to travel at an average speed of 20 km p/hr. However, the load will slow down for bridge crossings, corners and inclines/declines.
- Portable VMS board to travel with the load.
- Load to traverse bridge structures as per TfNSW bridge investigation report.
- Permits/Approval letters from state government authorities to access their networks on this route are to be carried with load.
- Permits/Approval letter from Local councils to access their networks on this route are to be carried with load.
- Permits/Approval letter from Electrical/Communication authorities to pass under their networks on this route are to be carried with load.

7.0 Fatigue scheduling:



Sydney
PO Box 271, Penrith NSW 2751
Ph: 02 4721 7633 Fx: 02 47217644
Em: sydney@rja.com.au

Adelaide
PO Box 6072, Burton SA 5110
Ph: 08 8280 5541 Fx: 08 8280 8365
Em: adelaide@rja.com.au

Newcastle
16 Yilen Close, Beresfield NSW 2322
Ph: 02 4966 1788 Fx: 02 4966 1744
Em: newcastle@rja.com.au

Trip Schedule

Schedule Details	Avonleigh Solar Project Transportation of a power transformer in a beamset	Sch No SCH02274 Date 21/02/2022 1:28:12 pm Written By Warrick Andrews Consulted Carl Andrews
Schedule Notes:	<ul style="list-style-type: none"> - This Schedule has been written based on values known at the time for good driving conditions and no known fatigue related issues prior to starting the trip. - Do not drive to the schedule if you fell tired. Stop revive survive - No attempt should be made to make up for lost time on a schedule. - Please modify all times according to your real start time. - You must still fill in your Logbook, exactly as the hours you have worked. <p>Please work with the Scheduler who wrote this to make the schedule better for all.</p>	

Start	End	Hr	Day	Km	avg	Type	Location	Notes
0:15am	0:30am	0.25	1	0	0	Working	Mayfield	Toolbox and prestart
0:30am	5:30am	5.00	1	103	21	Driving	Mayfield to Warkworth	Loaded travel
5:30am	6:00am	0.50	1	0	0	Paid Rest	Warkworth	30 Minute rest break
6:00am	11:00am	5.00	1	94	19	Driving	Warkworth to Merriwa	Loaded travel
11:00am	11:59pm	12.98	1	0	0	Rest	Merriwa	Minimum 7 hour rest break
12:00am	5:45am	5.75	2	0	0	Rest	Merriwa	Minimum 7 hour rest break
5:45am	6:00am	0.25	2	0	0	Working	Merriwa	Toolbox and prestart
6:00am	11:00am	5.00	2	109	22	Driving	Merriwa to Dunedoo	Loaded travel
11:00am	11:30am	0.50	2	0	0	Paid Rest	Dunedoo	30 Minute rest break
11:30am	4:30pm	5.00	2	117	23	Driving	Dunedoo to Narromine	Loaded travel
4:30pm	11:59pm	7.48	2	0	0	Rest	Narromine	Minimum 7 hour rest break
12:00am	5:45am	5.75	3	0	0	Rest	Narromine	Minimum 7 hour rest break
5:45am	6:00am	0.25	3	0	0	Working	Narromine	Toolbox and prestart
6:00am	11:00am	5.00	3	112	22	Driving	Narromine to Parkes	Loaded travel
11:00am	11:30am	0.50	3	0	0	Paid Rest	Parkes	30 Minute rest break
11:30am	4:30pm	5.00	3	129	26	Driving	Parkes to West Wyalong	Loaded travel
4:30pm	11:59pm	7.48	3	0	0	Rest	West Wyalong	Minimum 7 hour rest break



Stop, Revive, Survive



Form A013 Schedule Report / Rex J Andrews Pty Ltd , Page 1
UNCONTROLLED COPY Downloaded from Asset Database by Warrick on 21/2/2022

REX J ANDREWS PTY LTD
ENGINEERED TRANSPORTATION

Sydney	Adelaide	Newcastle
PO Box 271, Penrith NSW 2751 Ph: 02 4721 7633 Fx: 02 47217644 Em: sydney@rja.com.au	PO Box 6072, Burton SA 5110 Ph: 08 8280 5541 Fx: 08 8280 8365 Em: adelaide@rja.com.au	16 Yilen Close, Beresfield NSW 2322 Ph: 02 4966 1788 Fx: 02 4966 1744 Em: newcastle@rja.com.au

Trip Schedule

Schedule Details	Avonleigh Solar Project Transportation of a power transformer in a beamset	Sch No SCH02274 Date 21/02/2022 1:28:12 pm Written By Warrick Andrews Consulted Carl Andrews
Schedule Notes:	<ul style="list-style-type: none"> - This Schedule has been written based on values known at the time for good driving conditions and no known fatigue related issues prior to starting the trip. - Do not drive to the schedule if you fell tired. Stop revive survive - No attempt should be made to make up for lost time on a schedule. - Please modify all times according to your real start time. - You must still fill in your Logbook, exactly as the hours you have worked. <p>Please work with the Scheduler who wrote this to make the schedule better for all.</p>	

Start	End	Hr	Day	Km	avg	Type	Location	Notes
12:00am	5:45am	5.75	4	0	0	Rest	West Wyalong	Minimum 7 hour rest break
5:45am	6:00am	0.25	4	0	0	Working	West Wyalong	Toolbox and prestart
6:00am	11:00am	5.00	4	125	25	Driving	West Wyalong to Grong Grong	Loaded travel
11:00am	11:30am	0.50	4	0	0	Paid Rest	Grong Grong	30 Minute rest break
11:30am	4:30pm	5.00	4	39	8	Driving	Grong Grong To Sandigo	Loaded travel
4:30pm	11:59pm	7.48	4	0	0	Rest		



Stop, Revive, Survive



Form A013 Schedule Report / Rex J Andrews Pty Ltd , Page 2
UNCONTROLLED COPY Downloaded from Asset Database by Warrick on 21/2/2022

8.0 Transport approvals required

Approvals will need to be sought from the following departments.

- NHVR
- TfNSW
- TMC
- NSW Police
- ARTC
- Local councils
- Power service providers
- Telstra

9.0 Travel dates

TBC, Likely Q3 2022

10.0 Managing queued traffic behind the load.

During the journey the interaction with other road users will require management of queued traffic.

The protocol to provide queued traffic an opportunity to pass the load will be reliant on the rear pilot constantly monitoring the queue of traffic and relaying this information back to the convoy, the lead pilot / Police in conjunction with the driver will identify suitable areas that allow a safe passing point for the passing vehicles.

The lead escort / Police escort will also determine safe areas to halt the load to allow backed up vehicles to pass. Safe pull over areas can include turn off into Private Roads and/or other roads, pull over on the shoulder during overtaking lanes, designated pull over/ rest stop areas or service stations, these areas will be a hardstand area, or an area wide enough for the escort to direct vehicles around the combination.

The load MUST pull over or slow to allow the backed-up vehicles to pass. Rear pilot will inform all other pilots and driver when there has been a lag from last pull over and if other cars have been following for a short distance, in this instance apply the passing protocol again, this will continue throughout the journey as required to ensure queued traffic do not experience excessive delays. The driver and pilots will also allow vehicles to pass at any opportunity that allows a safe area for this vehicle and its load to pull over safely and will.

11.0 Interacting with roadwork:

Roadworks to be checked prior to load departing. TfNSW/TMC will provide RJA with a list of conflicts. RJA will contact each of these conflicts and seek approval to pass through their workzone.

The lead pilot will make contact with the road crews to advise of the nature of the load, size, dimensions, to establish if the load is ok to enter the work zone.

In this instance the convoy will work with all reasonable instructions from the road crew to coordinate the safe passage of the load through the affected areas.

Pilots, Police and local traffic controllers will work together to facilitate the necessary actions required to travel through the work zone.

12.0 Emergency Contacts & plans.

1st Point of contact: RJA Operations 0247217633

2nd Point of contact: Rex J Andrews's supervisor 24 hrs. (Carl Andrews 0419219890)

STANDARD EMERGENCY NUMBERS IF REQUIRED

- Main Emergency number (000)
 - NSW Traffic Operations (02 88821219)
 - TMC Operations room (1800 679782) or (1300725886)
 - Essential Energy (132080)
 - Ausgrid (131388)
 - GRS Towing 1300 550 600
-
- In the event of an emergency situation, such as breakdown, the load will be moved to the left-hand lane/shoulder to ensure minimal traffic impacts; police and pilots (Under the direction of the police) will manage traffic flow. In such instances the TMC should be promptly advised so that all necessary warnings can be made.
 - Where a tow is required, the trailer will be unhooked from the prime mover and a standby truck be called. In such instances the TMC should be promptly advised so that all necessary warnings can be made.
 - If police decide that the movement should be suspended as a result of time or potential traffic impacts the trailer with the load will be moved to a safe parking location and the TMC will be notified.
 - In the event of bad weather, the driver is to notify the first point of contact before departing.
 - If the road is blocked between the pickup location and drop off location, then the load is not to depart.
 - Roadwork's to be checked with TfNSW 2 days prior to leaving and relayed to client with any potential problems.
 - Route to be checked with Live Traffic and TMC 2 days before travel and on the night of travel before departure

13.0 Emergency stopping / pulling up for rest areas:

In the event of an emergency or scheduled rest break, establish positive communications with all pilots and driver and identify the next suitable area to halt the load, rear pilot should remain 200 metres behind the load to warn approaching traffic.

Ensure the load is as far to the left as possible so as to not impede any traffic from passing.

If the breakdown is major and requires a mechanic to attend contact the TMC and advise them of the disruption to traffic. Minor repairs that can be rectified in a short time do not require the TMC to be advised.

In the event that road works are encountered on route lead pilot is to call in on the nominated UHF channel and advise the local traffic control of the inbound load and await approval to enter the work zone.

Follow normal traffic management procedures as outlined in: SOP_030 Traffic Management Procedures.

The suggested rest areas are an indication only and dependant on the local traffic movements and occupancy of these rest areas it may not be possible to get off the road.

In this instance the lead pilot should travel ahead to identify the next suitable area.

This methodology can also be adopted to allow built up traffic to pass by slowing the load down and easing into break down areas to allow traffic to pass before continuing on.

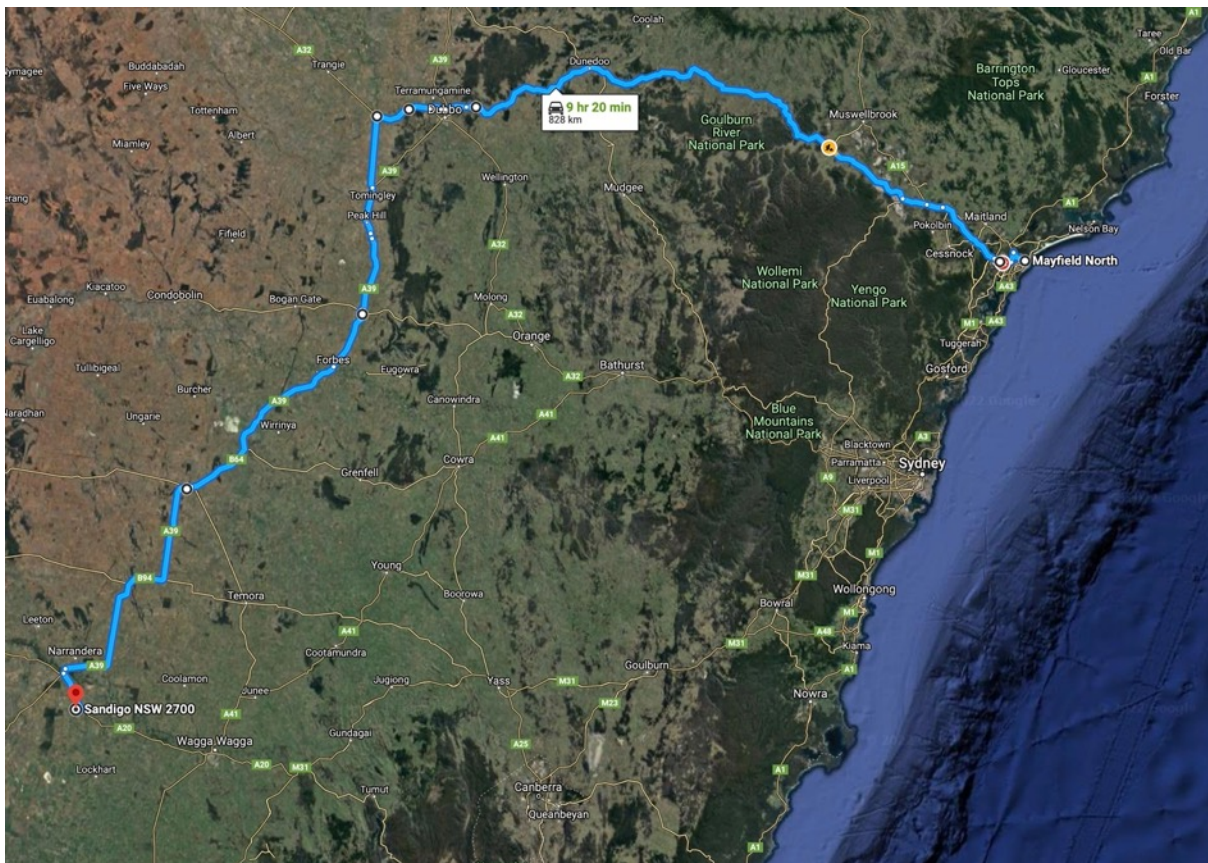
Listed in the index are Emergency parking areas on route.

14.0 Transport plan & pinch points: Newcastle Port to Sandigo

This route took us via: Selwyn street, George Street, Industrial Drive, Maitland Road, U-Turn at Old Maitland Road, Maitland Road, Newcastle Inner City Bypass, Newcastle Road, Thomas Street, Newcastle Link Road, Hunter Expressway, New England Highway, Golden Highway, Boothena Road, Troy Bridge Road, Bunglegumbie Road, Mitchell Highway, Manildra Street, Derribong Avenue, Algalah Street, Tomingley Road, Newell Highway, Thomas Street, Moulden Street, Back Trundle Road, Ross Road, Henry Parkes Way, Westlime Road, Hartigan Avenue, Newell Highway, Compton Road, Showground Road, Newell Highway, Sturt Highway, Sandigo Road, Muntz Road.

Distance: 828 Kilometres

GPS Link: <https://goo.gl/maps/Vwd1QXaorcU3KMkX6>



KEY	
CRITICAL	
CAUTION	
EMERGENCY PARKING	

KM index	Location	Section of road	Current clearance	Procedure	Notes
0.0	Mayfield	Mayfield #4 berth onto Selwyn Street GPS link: https://goo.gl/maps/aflwPYKuNdm	Length: 70.0 metres Width: 8.5 metres Height: N/A	Right hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
0.4	Mayfield	Selwyn Street rail crossing GPS link: https://goo.gl/maps/AmohE54hKSz	Width: 9.0 metres	Travel directly ahead	Loads to travel over the crossing in the center of the road. Approval required crossing this line, likely cross with caution.
1.3	Mayfield	Selwyn Street onto Industrial Drive via George Street GPS link: https://goo.gl/maps/gXeHvBtCp4D2	Length: 70.0 metres Width: 9.0 metres Height: N/A	Right hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
5.5	Mayfield West	Industrial Drive onto Maitland Road GPS link: https://goo.gl/maps/Kn49dhWG2qG2	Length: 50.0 metres Width: 9.0 metres Height: 5.8	Right hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
8.0	Sandgate	Maitland Road U-turn procedure at Inner City Bypass intersection GPS link: https://goo.gl/maps/meQGKpGdRuvCTPgr7	Length: 80.0 metres Width: 10.0 metres Height: N/A	Travel to the incorrect side of the road.	Load is to cross to incorrect side (Southbound lanes) of Maitland Road at the intersection of the Inner-City Bypass. Then travel on the incorrect side (Southbound Lanes) of Maitland road through to Old Maitland Road. Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
8.4	Sandgate	Maitland Road onto Old Maitland Road GPS link: https://goo.gl/maps/RGSB79x8xbvj4wqe6	Length: 50.0 metres Width: 7.0 metres Height: N/A	Left hand turn	Load is to turn from the southbound lanes on Maitland Road into Old Maitland Road. Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.

KM index	Location	Section of road	Current clearance	Procedure	Notes
8.5	Sandgate	Old Maitland Road onto Maitland Road GPS link: https://goo.gl/maps/MHtKSrgbtgGC4T37	Length: 50.0 metres Width: 7.0 metres Height: N/A	Reverse back onto Maitland Road	The load is to reverse back onto the Southbound lanes of Maitland Road, before travelling south on the correct side of Maitland Road towards the Inner-City bypass. Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
9.0	Sandgate	Maitland Road onto Newcastle Inner City bypass GPS link: https://goo.gl/maps/WR97pBUPiG7ULd757	Length: 80.0 metres Width: 10.0 metres Height: N/A	Right hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
9.0 to 14.0	Sandgate to Jesmond	Newcastle Inner City bypass GPS link: https://goo.gl/maps/icyMlatCTV5NHUHK7	HEIGHT: 5.45 metres	Travel directly ahead	The Newcastle inner city bypass has 4 structures that the load will travel under. The lowest of these is Janet street which has a clearance of 5.45 metres in the left lane, and 5.7 metres in the right lane.
14.0	Jesmond	Newcastle Inner City bypass onto Newcastle Road GPS link: https://goo.gl/maps/1MUmyjNyydDakRZx6	Length: 80.0 metres Width: 10.0 metres Height: N/A	Right hand turn at the roundabout before taking the second exit onto Newcastle Road	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
15.5	Wallsend	Newcastle Road onto the Thomas Street GPS link: https://goo.gl/maps/1DCZxPpZT41RFd8w7	Length: 60.0 metres Width: 7.0 metres Height: N/A	Left hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
16.5	Wallsend	Thomas Street onto Newcastle Link Road GPS link: https://goo.gl/maps/J6kSa2e99L5gMxbD8	Length: 100.0 metres Width: 12.0 metres Height: N/A	Travel directly ahead	No problems with this section of road.
19.0	Wallsend	Newcastle Link Road at Transfield Avenue GPS link: https://goo.gl/maps/noHnEkQTa641xHT49	Length: 60.0 metres Width: 9.0 metres Height: N/A	Travel directly ahead through the roundabout	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
21.0	Cameron Park	Newcastle Link Road at Minmi Road GPS link: https://goo.gl/maps/bPWYt3pzVRyWd7QeA	Length: 60.0 metres Width: 9.0 metres Height: N/A	Travel directly ahead through the roundabout	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.

KM index	Location	Section of road	Current clearance	Procedure	Notes
23.0	Cameron Park	Newcastle Link Road onto the Hunter Expressway GPS link: https://goo.gl/maps/WNCElytZxc2hV7YR7	Length: 80.0 metres Width: 7.0 metres Height: N/A	Travel directly ahead	No problems with this section of road.
64.0	Branxton	The Hunter Expressway onto The New England Highway https://goo.gl/maps/7rauNuxzjq	Length: 100.0 Mtrs Width: 12.0 Mtrs	Travel directly ahead	No problems with this section of road.
72.0	Whittingham	The New England Highway onto the Golden Highway https://goo.gl/maps/nAnfkYfeUn42	Length: 70.0 Mtrs Width: 8.0 Mtrs	Left Hand turn	The NSW Government is currently upgrading this intersection. At this stage the data that is available for the upgrades shows that the section of road that we would need to access does not change considerably. However, it is recommended that you monitor the progress of the upgrades, and that any changes are thoroughly looked at.
72.1	Whittingham	Golden Highway https://goo.gl/maps/R86RFuPnmFU2	115.0 x 9.0 metres	Parking Bay	Suitable parking for Fatigue breaks.
73.0	Whittingham	Golden Highway over rail bridge https://goo.gl/maps/5NwDQofandvvMKIY9	Length: 90 metres Width: 9.0 Metres	Travel directly ahead in the centre of the road.	Approval from Rail company required to cross this structure. Travel over this structure may have specific conditions.
82.3	Mount Thorley	Golden Highway over rail bridge https://goo.gl/maps/qTxSbkxPu87L5hx4A	Length: 90 metres Width: 9.0 Metres	Travel directly ahead in the centre of the road.	Approval from Rail company required to cross this structure. Travel over this structure may have specific conditions.
82.4	Whittingham	Golden Highway intersection with the Putty Road https://goo.gl/maps/7hQdEmK1EgE2	Length: 65 metres Width: 6.0 Metres	Left hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
82.5	Mount Thorley	Golden Highway https://goo.gl/maps/zGvdupDuixx	100.0 x 10.0 metres	Parking Bay	Suitable parking for Fatigue breaks.
85.6	Mount Thorley	Golden Highway over rail bridge https://goo.gl/maps/ipGU4USXmWZ8GkJs6	Length: 90 metres Width: 9.0 Metres Height: 5.2 metres	Travel directly ahead in the centre of the road.	Approval from Rail company required to cross this structure. Travel over this structure may have specific conditions.
85.8	Mount Thorley	Golden Highway intersection with the Putty Road https://goo.gl/maps/OS9quvSyHYWaFHoX9	Length: 45 metres Width: 6.0 Metres	Right hand turn	Loads to turn onto the incorrect side of the Golden Highway, and travel on the incorrect side for 300 metres. Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.

KM index	Location	Section of road	Current clearance	Procedure	Notes
103.0	Warkworth	Golden Highway https://goo.gl/maps/Y6V6EXaCwxq	100.0 x 8.0 metres	Parking Bay	Suitable parking for Fatigue breaks.
112.0	Jerrys Plains	Golden Highway through Jerrys Plains village https://goo.gl/maps/WgSCRsJ9ZGt	Length: 60 metres Width: 6.0 Metres	Left hand than right hand turn	No problems with this section of road.
131.0	Ogilvy	Golden Highway https://goo.gl/maps/58Tj9ojs7CC2	6% gradient	Travel directly ahead	This section of road has a steep mountain range that will require additional pull trucks to assist loads that exceed 80T gross weight. Additionally, the NSW Government is currently upgrading this section of road. It is recommended that you monitor the progress of the upgrades, and that any changes are thoroughly looked at.
137.0	Denman	Golden Highway at Denman Road https://goo.gl/maps/sf4PNnvcxB32	Length: 55 metres Width: 6.0 Metres	Left hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
138.0	Denman	Golden Highway over Denman Bridge GPS link: https://goo.gl/maps/UToXyFe3QKu	5.7 Metres height clearance 6.9 Metres width clearance	Travel directly ahead in the centre of the lane	A width of 6.5 metres and a height of 5.5 metres should not be exceeded of this structure. Load to be lowered to 5.5 metres before travelling over this structure.
158.0	Sandy Hollow	Golden highway https://goo.gl/maps/2THBuV165xx	50.0 x 4.0 metres	Parking Bay	Suitable parking for Fatigue breaks.
159.0	Sandy Hollow	Golden Highway under safety Cam https://goo.gl/maps/b7f9zH2ankJcvWpT6	Height: Left: 6.3 metres	Travel directly ahead on the correct side	No problems with this section of road.
170.0	Gungal	Golden highway https://goo.gl/maps/WDoL2LfeCoP2	70.0 x 6.0 metres	Parking Bay	Suitable parking for Fatigue breaks.
187.0	Merriwa	Golden Highway under safety Cam https://goo.gl/maps/D92rzQ8vnUcYsqj56	Height: Right: 6.4 metres	Travel directly ahead on the correct side	No problems with this section of road.
197.0	Merriwa	Golden highway https://goo.gl/maps/NqrWzTsRmmt	100.0 x 5.0 metres	Parking Bay	Suitable parking for Fatigue breaks.
247.0	Cassilis	Golden highway https://goo.gl/maps/vs6YMT6TxCA2	200.0 x 8.0 metres	Parking Bay	Suitable parking for Fatigue breaks.
273.0	Leadville	Golden highway https://goo.gl/maps/ujxMGukhopeFWRhb8	200.0 x 8.0 metres	Parking Bay	Suitable parking for Fatigue breaks.
306.0	Dunedoo	Golden Highway over rail crossing https://goo.gl/maps/wsyNKfcoAij3SosY9	Length: 90 metres Width: 7.0 Metres	Travel directly ahead	Loads to travel over the crossing in the center of the road. Approval required crossing this line, likely cross with caution.

KM index	Location	Section of road	Current clearance	Procedure	Notes
306.1	Dunedoo	Golden Highway intersection with Wargundy Street https://goo.gl/maps/WzACUHey3jYadj1K7	Length: 60 metres Width: 6.0 Metres	Right hand bend	No problems with this section of road.
357.0	Ballimore	Golden Highway https://goo.gl/maps/RuKKrfHarw1Mjy5E9	150.0 x 8.0 metres	Parking Bay	Suitable parking for Fatigue breaks.
365.0	Ballimore	Golden Highway over rail crossing https://goo.gl/maps/yb15Kz6R2r3E69fj6	Length: 90 metres Width: 7.0 Metres	Travel directly ahead	Loads to travel over the crossing in the center of the road. Approval required crossing this line, likely cross with caution.
372.0	Dubbo	Golden Highway onto Boothenba Road https://goo.gl/maps/TJLi5W4ir11ejqtb6	Length: 50 metres Width: 6.5 Metres	Right hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
384.0	Dubbo	Boothenba Road over rail crossing https://goo.gl/maps/72ageimPLqPWYY7M9	Length: 90 metres Width: 6.5 Metres	Travel directly ahead	Loads to travel over the crossing in the center of the road. Approval required crossing this line, likely cross with caution.
384.1	Dubbo	Boothenba Road onto Troy Bridge Road https://goo.gl/maps/2u5uRf2BvKxseoFm9	Length: 90 metres Width: 6.5 Metres	Travel directly ahead	No problems with this section of road.
387.0	Dubbo	Troy Bridge Road onto Bunglegumbie road https://goo.gl/maps/6Uke9jwPypNYVPux5	Length: 90 metres Width: 6.5 Metres	Travel directly ahead	No problems with this section of road.
403.0	Dubbo	Bunglegumbie road onto the Mitchell Highway https://goo.gl/maps/jCWqmaQsd3fChp837	Length: 50 metres Width: 6.5 Metres	Right hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
423.0	Narromine	Mitchell Highway onto Manildra Street https://goo.gl/maps/hFG648tcSMUHxJ8h6	Length: 40 metres Width: 6.5 Metres	Left hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
423.1	Narromine	Manildra Street over rail crossing https://goo.gl/maps/4s2HYJJfQ5pGbKq7	Length: 60 metres Width: 7.0 Metres	Travel directly ahead	Loads to travel over the crossing in the center of the road. Approval required crossing this line, likely cross with caution.
423.2	Narromine	Manildra Street onto Derribong Avenue https://goo.gl/maps/776aPaxqsFTWi6qL6	Length: 40 metres Width: 6.5 Metres	Left hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
423.5	Narromine	Derribong Avenue onto Algalah Street https://goo.gl/maps/9s8cb8G4T2c751V8	Length: 40 metres Width: 6.5 Metres	Left hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
425.0	Narromine	Algalah Street onto Tomingley Road https://goo.gl/maps/EWfZY03Xos6T3J8A8	Length: 60 metres Width: 7.0 Metres	Travel directly ahead	No problems with this section of road.
460.0	Tomingley	Tomingley Road onto the Newell Highway https://goo.gl/maps/NJtXmHCFHxaiMaq39	Length: 60 metres Width: 7.0 Metres	Travel directly ahead	No problems with this section of road.

KM index	Location	Section of road	Current clearance	Procedure	Notes
461.0	Tomingley	Newell Highway https://goo.gl/maps/ADMke5At2A1Uy1z4A	200.0 x 15.0 metres	Parking Bay	Suitable parking for Fatigue breaks.
462.0	Tomingley	Newell Highway under safety Cam https://goo.gl/maps/9Vqu9xXxRwhHt4Uk6	Height: Right: 6.8 metres	Travel directly ahead on the correct side	No problems with this section of road.
463.0	South Tomingley	Newell Highway https://goo.gl/maps/1q8f6HJ2zsZSxup66	150.0 x 7.0 metres	Parking Bay	Suitable parking for Fatigue breaks.
475.0	Peak Hill	Newell Highway https://goo.gl/maps/orKTBB8wobK6exsc6	90.0 x 7.0 metres	Parking Bay	Suitable parking for Fatigue breaks.
476.0	Peak Hill	Newell Highway under safety Cam https://goo.gl/maps/sAbh8zwZzVMriD2A	Height: Right: 6.3 metres	Travel directly ahead on the correct side	No problems with this section of road.
499.0	Alectown	Newell Highway https://goo.gl/maps/GMGbFJHAfEkeWuRyz5	90.0 x 7.0 metres	Parking Bay	Suitable parking for Fatigue breaks.
525.0	Parkes	Newell Highway onto Thomas Street https://goo.gl/maps/fSnFVWPr78RePSTz9	Length: 55 metres Width: 6.5 Metres	Right hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
527.0	Parkes	Thomas Street onto Moulden Street https://goo.gl/maps/HpYrewcx8BHRUmf8	Length: 55 metres Width: 6.5 Metres	Left hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
527.4	Parkes	Moulden Street onto Back Trundle Road https://goo.gl/maps/1JA2hh5EMZ3G3QfS9	Length: 55 metres Width: 6.5 Metres	Right hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
527.5	Parkes	Back Trundle Road onto Ross Road https://goo.gl/maps/wTLkjNycVjLWBSuGA	Length: 55 metres Width: 6.5 Metres	Left hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
527.8	Parkes	Ross Road onto Henry Parkes Way https://goo.gl/maps/UKvs2OekwwFuP6oS8	Length: 55 metres Width: 6.5 Metres	Left hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
528.0	Parkes	Henry Parkes Way onto Westlime Road https://goo.gl/maps/UK2nuLS7xvfv5dt6	Length: 55 metres Width: 6.5 Metres	Right hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
529.0	Parkes	Westlime Road onto Hartigan Ave https://goo.gl/maps/XtKgPrWcZHY3im65A	Length: 55 metres Width: 6.5 Metres	Travel directly ahead	No problems with this section of road.
530.0	Parkes	Hartigan Avenue under traffic signal https://goo.gl/maps/sQxVxzZivbDX7E3j6	Height: Left: 5.5 metres	Travel around the traffic signal on the incorrect side of the road.	Traffic signal is too low. Pass on right hand side.

KM index	Location	Section of road	Current clearance	Procedure	Notes
532.0	Parkes	Hartigan Ave onto the Newell Highway https://goo.gl/maps/y3rabftt4HGreX9e6	Length: 55 metres Width: 6.5 Metres	Travel directly ahead	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
533.0	Parkes	Newell Highway over rail crossing https://goo.gl/maps/7tSoLjFManXyKV3T9	Length: 60 metres Width: 7.0 Metres	Travel directly ahead	Loads to travel over the crossing in the center of the road. Approval required crossing this line, likely cross with caution.
535.0	Parkes	Newell Highway over rail crossing https://goo.gl/maps/Kxa3shUCMiuKe2sX7	Length: 60 metres Width: 7.0 Metres	Travel directly ahead	Loads to travel over the crossing in the center of the road. Approval required crossing this line, likely cross with caution.
542.0	Tichborne	Newell Highway over rail crossing https://goo.gl/maps/qxYUZLLe3jsCEJgD7	Length: 60 metres Width: 7.0 Metres	Travel directly ahead	Loads to travel over the crossing in the center of the road. Approval required crossing this line, likely cross with caution.
549.0	Daroobalgie rest area	Newell Highway https://goo.gl/maps/swec16PWb1N8ZbUR7	200.0 x 7.0 metres	Parking Bay	Suitable parking for Fatigue breaks.
563.0	Forbes	Newell Highway intersection with Dowling Street https://goo.gl/maps/DqkvxH4qtWnXvLJ26	Length: 45 metres Width: 6.0 Metres	Left hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
563.2	Forbes	Newell Highway https://goo.gl/maps/Hsmjs9pqvZ5UYFAH7	100.0 x 6.5 metres	Parking Bay	Suitable parking for Fatigue breaks.
568.0	Forbes	Newell Highway under safety Cam https://goo.gl/maps/hUdv6YJunC9vfoxF7	Height: Right: 6.4 metres	Travel directly ahead on the correct side	No problems with this section of road.
631.0	Marsden	Newell Highway under safety Cam https://goo.gl/maps/fRpbRoXfup29Swx6	Height: Right: 6.9 metres	Travel directly ahead on the correct side	No problems with this section of road.
632.0	Marsden rest area	Newell Highway https://goo.gl/maps/AfAfr2wuNTjQMdJKT8	200.0 x 7.0 metres	Parking Bay	Suitable parking for Fatigue breaks.
662.0	Wyalong	Newell Highway under safety Cam https://goo.gl/maps/sudP4qYXPWbDB6sL6	Height: Centre: 6.2 metres	Travel directly ahead on the correct side	No problems with this section of road.
664.0	West Wyalong	Newell Highway onto Compton Road https://goo.gl/maps/PeM4uWq5hLivZiPd8	Length: 55 metres Width: 6.5 Metres	Left hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
666.5	West Wyalong	Compton Road onto Showground Road https://goo.gl/maps/hts5qARMMWZcvWZR7	Length: 50 metres Width: 6.5 Metres	left hand turn	No problems with this section of road.
667.0	West Wyalong	Compton Road over rail crossing https://goo.gl/maps/KQwsgDKEDASMPB9r8	Length: 50 metres Width: 6.0 Metres	Travel directly ahead	Loads to travel over the crossing in the center of the road. Approval required crossing this line, likely cross with caution.

KM index	Location	Section of road	Current clearance	Procedure	Notes
668.5	West Wyalong	Showground Road https://goo.gl/maps/C8GevkquVtpkHikFA	150.0 x 7.0 metres	Parking Bay	Suitable parking for Fatigue breaks.
669.0	West Wyalong	Showground Road onto the Newell Highway https://goo.gl/maps/yAyBdrZcocEeTBnz6	Length: 50 metres Width: 6.5 Metres	Left hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
687.0	Allena	Newell Highway over rail crossing https://goo.gl/maps/GMHsd5ynEFwzimmXA	Length: 50 metres Width: 7.0 Metres	Travel directly ahead	Loads to travel over the crossing in the center of the road. Approval required crossing this line, likely cross with caution.
715.0	Mirrool	Newell Highway over rail crossing https://goo.gl/maps/kFkwMBL9nfKqL954A	Length: 50 metres Width: 6.5 Metres	Travel directly ahead	Loads to travel over the crossing in the center of the road. Approval required crossing this line, likely cross with caution.
750.0	Ardlethan rest area	Newell Highway https://goo.gl/maps/Na3rzBt25sMnsBya6	200.0 x 7.0 metres	Parking Bay	Suitable parking for Fatigue breaks.
789.0	Grong Grong rest area	Newell Highway https://goo.gl/maps/vBTyD3zJVMcbn6wy9	200.0 x 7.0 metres	Parking Bay	Suitable parking for Fatigue breaks.
802.0	Narrandera	Newell Highway over rail bridge https://goo.gl/maps/YBWuYYyVoZfSUTJ37	Length: 50 metres Width: 7.0 Metres	Travel directly ahead	Loads to travel over the bridge in the center of the road.
803.0	Narrandera	Newell Highway at Whitton Street https://goo.gl/maps/EXcuuBeMsXdhVDtm8	Length: 50 metres Width: 7.5 Metres	Left hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
803.0 to 804.0	Narrandera	Newell Highway (Cadell St) https://goo.gl/maps/Z3ntasM9sG3naB5A8	Length: 50 metres Width: 7.5 Metres	Travel directly ahead	Trees to be trimmed
805.0	Narrandera	Newell Highway onto Sturt Highway https://goo.gl/maps/uFiCyhp9uF147Wie8	Length: 80 metres Width: 7.5 Metres	Left hand turn	No problems with this section of road.
825.0	Sandigo	Sturt Highway onto Sandigo Road https://goo.gl/maps/c3ZDZEj78aMwmqEh8	Length: 60 metres Width: 7.0 Metres	Right hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.
825.0 to 826.0	Sandigo	Sandigo Road https://goo.gl/maps/DMGEho8QouQxWxiH7	Width: 6.5 Metres	Travel directly ahead	Sandigo Road has been recently sealed and is in good condition.
826.0	Sandigo	Sandigo Road into Muntz Road https://goo.gl/maps/WERjz7kPiHWLPRsP6	Length: 40 metres Width: 6.0 Metres	Right hand turn	Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.

KM index	Location	Section of road	Current clearance	Procedure	Notes
826.0 to 8238.0	Sandigo	Muntz Road https://goo.gl/maps/tTfFuMmCxNXziRb56	Width: 6.5 Metres	Travel directly ahead	This road is gravel and in average condition. Load to travel at no more than 10 km's per hour for this section of road.
828.0	Sandigo	Muntz Road into Avonleigh Solar farm https://goo.gl/maps/R3T3az3oQiSRg6GV7	Length: 40 metres Width: 6.0 Metres	Right hand turn	Site to make a suitable entrance for the swept path of this load. Spotter to assist at this pinchpoint. Escorts to control traffic as per plan below for this section of road.

0.0 Km's: Mayfield #4 berth onto Selwyn Street at Mayfield.

Image 1:



GPS LINK FOR SECTION OF ROAD: <https://goo.gl/maps/afLwPYKuNdm>

COMPANY PILOT 1: Warn all eastbound traffic on Selwyn Street.

COMPANY PILOT 2: Warn all eastbound traffic on Selwyn Street.

COMPANY PILOT 3: Warn all westbound traffic on Selwyn Street.

COMPANY PILOT 4: Stay 50 metres behind the load and warn all traffic.

PINCHPOINT PROCEDURE: Load to turn right from the port access road onto Selwyn Street.

ROAD MODIFICATIONS: Nil.

1.3 Km's: Selwyn Street onto Industrial Drive at Mayfield.

Image 1:



GPS LINK FOR SECTION OF ROAD: <https://goo.gl/maps/qXeHvBtCp4D2>

COMPANY PILOT 1: Warn all southbound traffic on Industrial Drive.

COMPANY PILOT 2: Warn all eastbound traffic on George Street.

COMPANY PILOT 3: Warn all eastbound traffic on Selwyn Street.

COMPANY PILOT 4: Stay 50 metres behind the load and warn all traffic.

PINCHPOINT PROCEDURE: Load to turn right from Selwyn Street onto Industrial Drive via George Street.

ROAD MODIFICATIONS: Nil.

5.5 Km's: Industrial Drive onto Maitland Road at Mayfield West.

Image 1:



GPS LINK FOR SECTION OF ROAD: <https://goo.gl/maps/Kn49dhWG2qG2>

COMPANY PILOT 1: Warn all southbound traffic on Maitland Road.

COMPANY PILOT 2: Warn all southbound traffic on Maitland Road.

COMPANY PILOT 3: Stay 50 metres behind the load and warn all traffic.

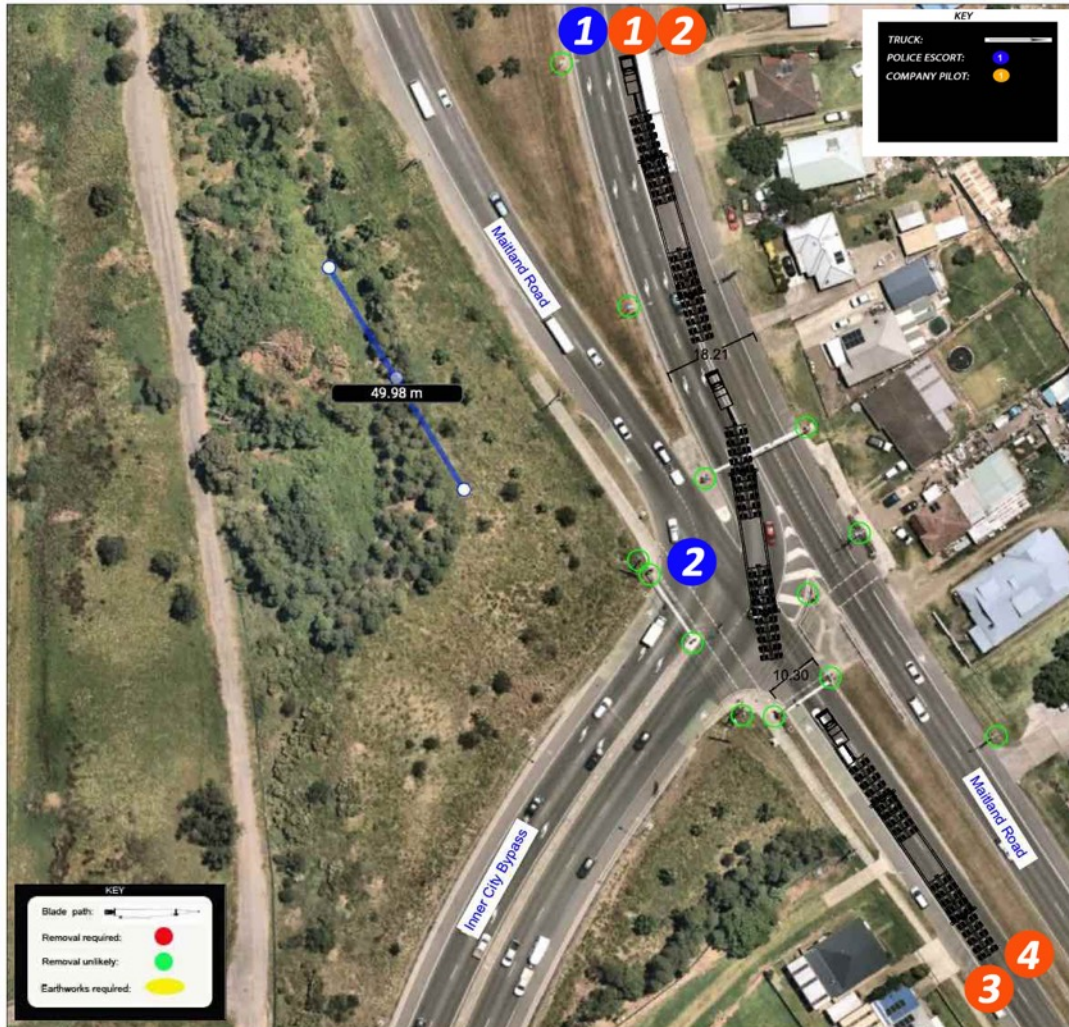
COMPANY PILOT 4: Stay 100 metres behind the load and warn all traffic.

PINCHPOINT PROCEDURE: Load to turn right from Industrial Drive onto Maitland Road.

ROAD MODIFICATIONS: Nil.

8.0 Km's: Maitland Road crossover at the intersection of the Newcastle Inner City bypass at Sandgate.

Image 1:



GPS LINK FOR SECTION OF ROAD: <https://goo.gl/maps/meQGKpGdRuvCTPgr7>

COMPANY PILOT 1: Warn all southbound traffic on Maitland Road.

COMPANY PILOT 2: Warn all southbound traffic on Maitland Road.

COMPANY PILOT 3: Stay 50 metres behind the load and warn all traffic.

COMPANY PILOT 4: Stay 50 metres behind the load and warn all traffic.

PINCHPOINT PROCEDURE: Load is to cross to incorrect side (Southbound lanes) of Maitland Road at the intersection of the Inner-City Bypass. Then travel on the incorrect side (Southbound Lanes) of Maitland Road through to Old Maitland Road.

ROAD MODIFICATIONS: Nil.

8.4 Km's: Maitland Road onto Old Maitland Road at Sandgate.

Image 1:



GPS LINK FOR SECTION OF ROAD: <https://goo.gl/maps/RGSB79x8xbvj4wqe6>

COMPANY PILOT 1: Warn all traffic in Old Maitland Road.

COMPANY PILOT 2: Warn all southbound traffic on Maitland Road.

COMPANY PILOT 3: Warn all northbound traffic on Maitland Road.

COMPANY PILOT 4: Stay 50 metres behind the load and warn all traffic.

PINCHPOINT PROCEDURE: Load is to turn from the southbound lanes on Maitland Road into Old Maitland Road.

ROAD MODIFICATIONS: Nil.

8.5 Km's: Old Maitland Road onto Maitland Road at Sandgate.

Image 1:



GPS LINK FOR SECTION OF ROAD: <https://goo.gl/maps/MHtTKSrgbtgGC4T37>

COMPANY PILOT 1: Warn all northbound traffic on Maitland Road.

COMPANY PILOT 2: Warn all southbound traffic on Maitland Road.

COMPANY PILOT 3: Warn all northbound traffic on Maitland Road.

COMPANY PILOT 4: Warn all traffic in Old Maitland Road.

PINCHPOINT PROCEDURE: The load is to reverse back onto the Southbound lanes of Maitland Road, before travelling south on the correct side of Maitland Road towards the Inner-City bypass.

ROAD MODIFICATIONS: Nil.

9.0 Km's: Maitland Road onto Newcastle Inner City Bypass at Sandgate.

Image 1:



GPS LINK FOR SECTION OF ROAD: <https://goo.gl/maps/WR97pBUPiG7ULd757>

COMPANY PILOT 1: Warn all Northbound traffic on Newcastle Inner City Bypass.

COMPANY PILOT 2: Warn all northbound traffic on Maitland Road.

COMPANY PILOT 3: Stay 50 metres behind the load and warn all traffic.

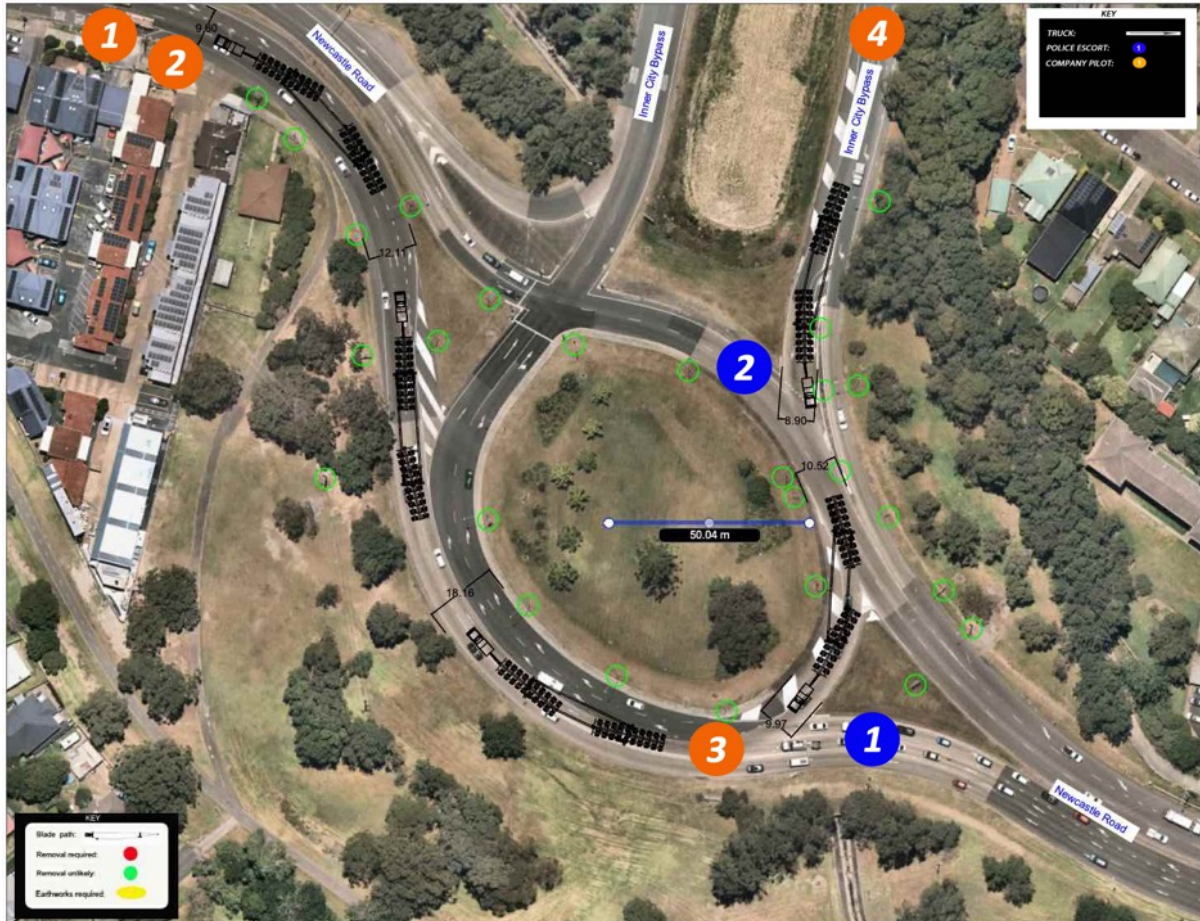
COMPANY PILOT 4: Stay 50 metres behind the load and warn all traffic.

PINCHPOINT PROCEDURE: Load to turn right from Maitland Road onto Sandgate Road.

ROAD MODIFICATIONS: Nil.

14.0 Km's: Newcastle Inner City Bypass onto Newcastle Road at Jesmond.

Image 1:



GPS LINK FOR SECTION OF ROAD: <https://goo.gl/maps/1MUmjNyydDakRZx6>

COMPANY PILOT 1: Warn all eastbound traffic on Newcastle Road.

COMPANY PILOT 2: Warn all eastbound traffic on Newcastle Road.

COMPANY PILOT 3: Warn all westbound traffic on Newcastle Road.

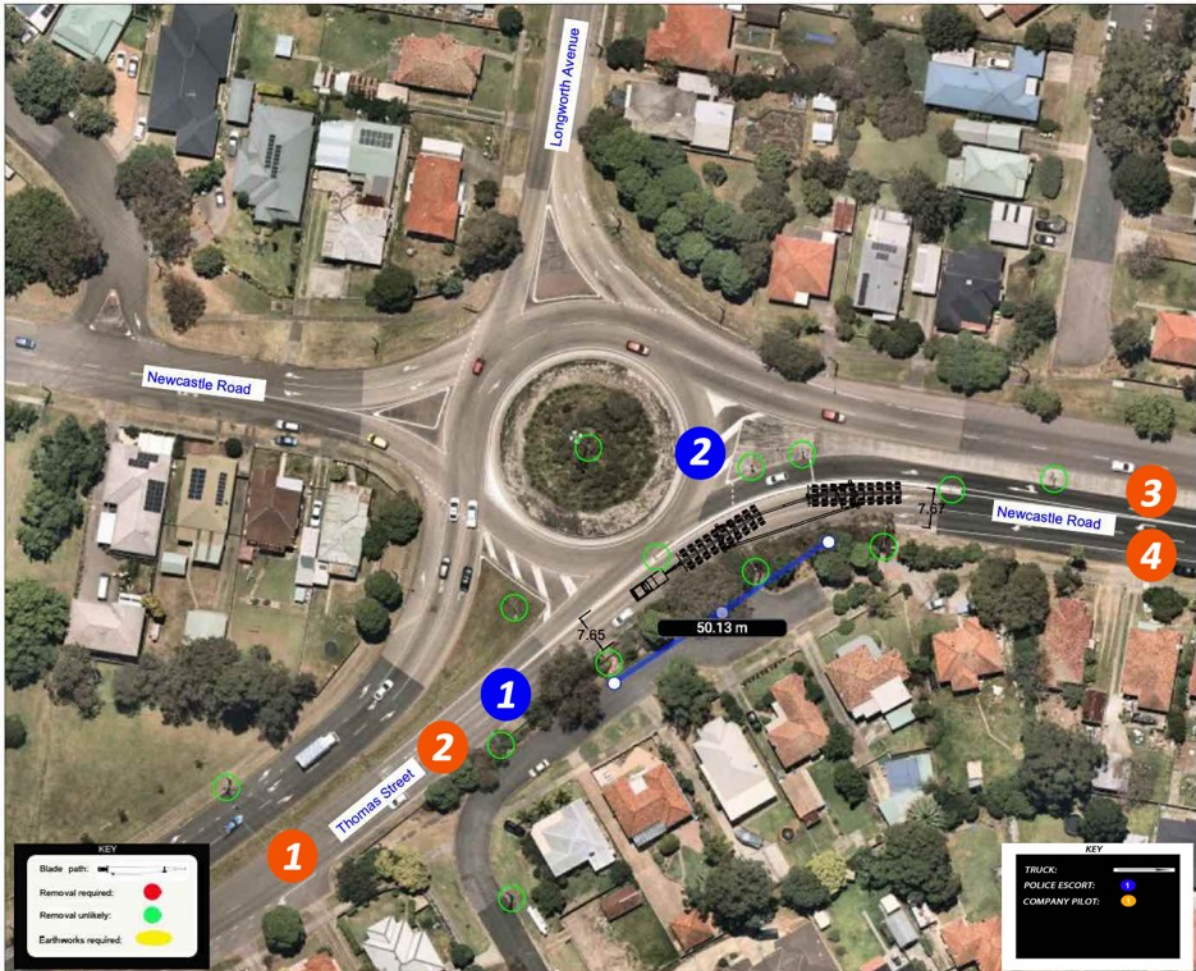
COMPANY PILOT 4: Stay 50 metres behind the load and warn all traffic.

PINCHPOINT PROCEDURE: Right hand turn at the roundabout before taking the second exit onto Newcastle Road

ROAD MODIFICATIONS: Nil.

15.5 Km's: Newcastle Road onto Thomas Street at Wallsend.

Image 1:



GPS LINK FOR SECTION OF ROAD: <https://goo.gl/maps/1DCZxPpZT41RFd8w7>

COMPANY PILOT 1: Warn all eastbound traffic on Newcastle Link Road.

COMPANY PILOT 2: Warn all eastbound traffic on Newcastle Link Road.

COMPANY PILOT 3: Stay 50 metres behind the load and warn all traffic.

COMPANY PILOT 4: Stay 100 metres behind the load and warn all traffic.

PINCHPOINT PROCEDURE: Left hand bend from Newcastle Road onto Thomas Street.

ROAD MODIFICATIONS: Nil.

19.0 Km's: Newcastle Link Road intersection of Transfield Avenue at Wallsend.

Image 1:



GPS LINK FOR SECTION OF ROAD: <https://goo.gl/maps/noHnEkQTa641xHT49>

COMPANY PILOT 1: Warn all eastbound traffic on Newcastle Link Road.

COMPANY PILOT 2: Warn all eastbound traffic on Newcastle Link Road.

COMPANY PILOT 3: Warn all traffic in Transfield avenue.

COMPANY PILOT 4: Stay 100 metres behind the load and warn all traffic.

PINCHPOINT PROCEDURE: Travel directly ahead through the roundabout.

ROAD MODIFICATIONS: Nil.

21.0 Km's: Newcastle Link Road intersection of Minmi Road at Cameron Park.

Image 1:



GPS LINK FOR SECTION OF ROAD: <https://goo.gl/maps/mXYajNbe93622tcLA>

COMPANY PILOT 1: Warn all eastbound traffic on Newcastle Link Road.

COMPANY PILOT 2: Warn all eastbound traffic on Newcastle Link Road.

COMPANY PILOT 3: Stay 50 metres behind the load and warn all traffic.

COMPANY PILOT 4: Stay 100 metres behind the load and warn all traffic.

PINCHPOINT PROCEDURE: Travel directly ahead through the roundabout.

ROAD MODIFICATIONS: Nil.

72.0 Km's: New England Highway onto the Golden Highway at Whittingham.

Image 1:



GPS LINK FOR SECTION OF ROAD: <https://goo.gl/maps/nAnfkYfeUn42>

COMPANY PILOT 1: Warn all eastbound traffic on the New England Highway.

COMPANY PILOT 2: Warn all eastbound traffic on the Golden Highway.

COMPANY PILOT 3: Stay 50 metres behind the load and warn all traffic.

COMPANY PILOT 4: Stay 100 metres behind the load and warn all traffic.

PINCHPOINT PROCEDURE: Load to turn left from the New England Highway onto the Golden Highway on the correct side of the road.

ROAD MODIFICATIONS: Nil.

82.4 Km's: Golden Highway at Putty Road intersection at Mount Thorley.

Image 1:



GPS LINK FOR SECTION OF ROAD: <https://goo.gl/maps/7hQdEmK1EgE2>

COMPANY PILOT 1: Warn all eastbound traffic on the Golden Highway.

COMPANY PILOT 2: Warn all eastbound traffic on the Golden Highway.

COMPANY PILOT 3: Stay 50 metres behind the load and warn all traffic.

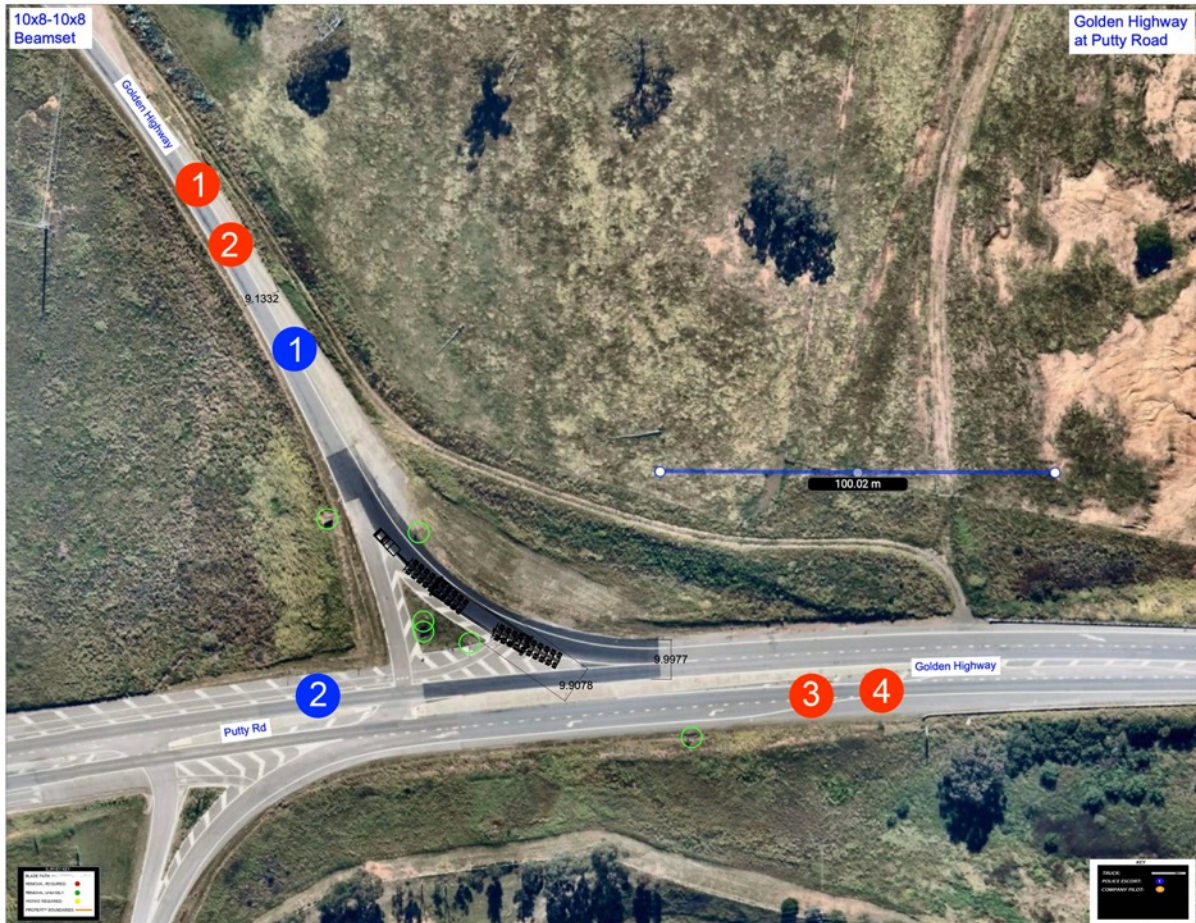
COMPANY PILOT 4: Stay 100 metres behind the load and warn all traffic.

PINCHPOINT PROCEDURE: Load to turn left from the Golden Highway onto the Golden Highway on the correct side of the road.

ROAD MODIFICATIONS: Nil.

85.8 Km's: Golden Highway at Putty Road intersection at Mount Thorley.

Image 1:



GPS LINK FOR SECTION OF ROAD: <https://goo.gl/maps/QS9quvSyHYWaFH0X9>

COMPANY PILOT 1: Warn all eastbound traffic on the Golden Highway.

COMPANY PILOT 2: Warn all eastbound traffic on the Golden Highway.

COMPANY PILOT 3: Stay 50 metres behind the load and warn all traffic.

COMPANY PILOT 4: Stay 100 metres behind the load and warn all traffic.

PINCHPOINT PROCEDURE: Load to turn right onto the incorrect side of the Golden Highway. Pilots and police will need to travel 200 metres west of this intersection and warn/hold all oncoming traffic.

ROAD MODIFICATIONS: Nil.

137.0 Km's: Golden Highway at Denman Road intersection at Denman.

Image 1:



GPS LINK FOR SECTION OF ROAD: <https://goo.gl/maps/sf4PNnycxB32>

COMPANY PILOT 1: Warn all eastbound traffic on the Golden Highway.

COMPANY PILOT 2: Warn all eastbound traffic on the Golden Highway.

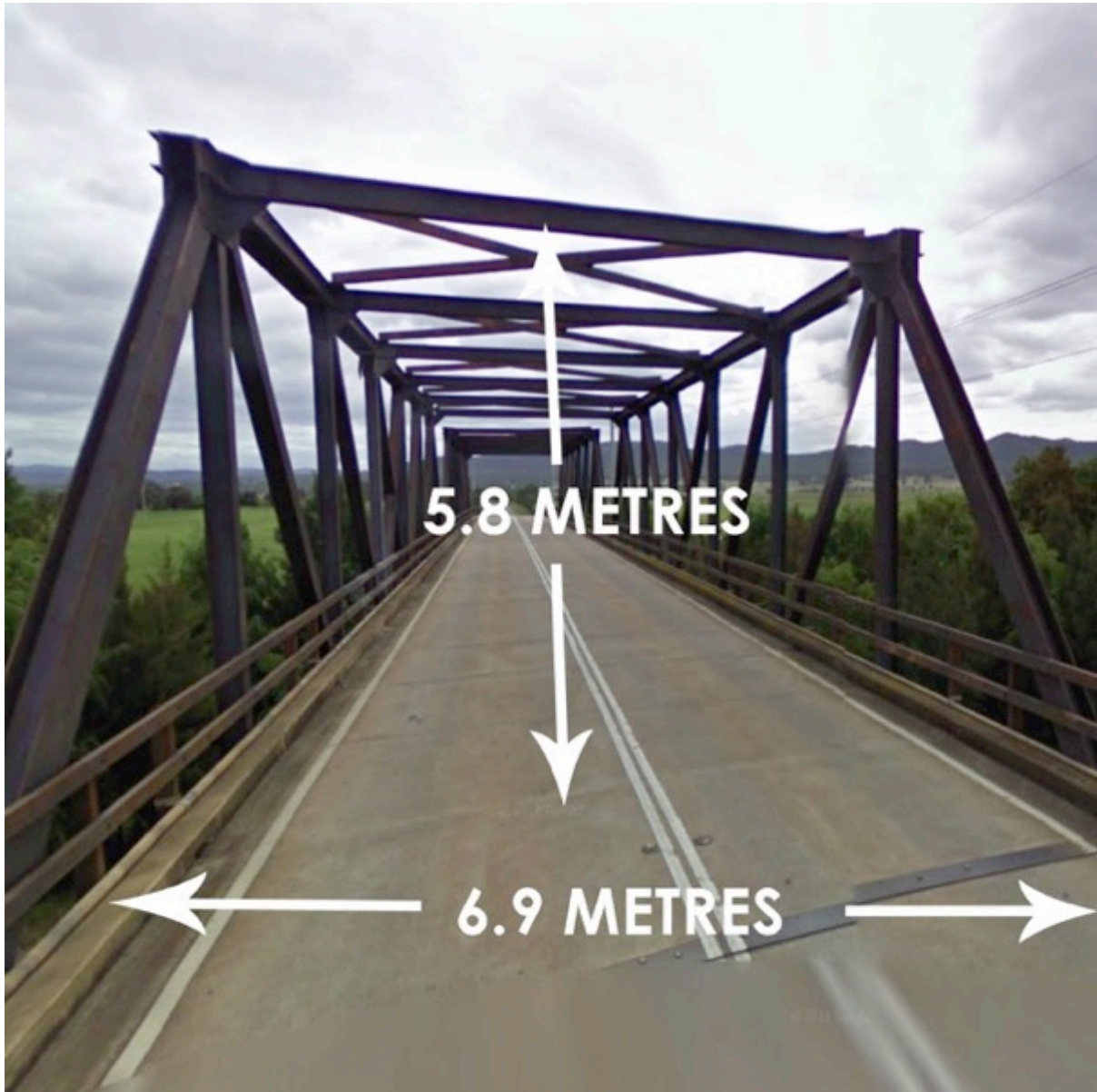
COMPANY PILOT 3: Stay 50 metres behind the load and warn all traffic.

COMPANY PILOT 4: Stay 100 metres behind the load and warn all traffic.

PINCHPOINT PROCEDURE: Load to turn left from the Golden Highway onto the Golden Highway while crossing onto the incorrect side of the road.

ROAD MODIFICATIONS: Nil.

138.0 Km's: Denman Bridge.



GPS LINK FOR SECTION OF ROAD: <https://goo.gl/maps/UToXyFe3QKu>

PINCHPOINT PROCEDURE: Travel over the bridge at no more than 10 km's p/hr and on the centre line of the structure.

No other vehicles are to be on the structure as at the same time as the load.

Load to hydraulically lower to 5.5 metres before crossing this structure.

ROAD MODIFICATIONS: Nil.

372.0 Km's: Golden Highway onto Boothenna Road at Dubbo.

Image 1:



GPS LINK FOR SECTION OF ROAD: <https://goo.gl/maps/TJLi5W4ir11ejgtb6>

COMPANY PILOT 1: Warn all eastbound traffic on Boothenna Road.

COMPANY PILOT 2: Warn all eastbound traffic on the Golden Highway.

COMPANY PILOT 3: Stay 50 metres behind the load and warn all traffic.

COMPANY PILOT 4: Stay 100 metres behind the load and warn all traffic.

PINCHPOINT PROCEDURE: Load to turn right from the Golden Highway onto Boothenna Road while crossing onto the incorrect side of the road.

ROAD MODIFICATIONS: Nil.

403.0 Km's: Bunglegumbie Road onto the Mitchell Highway at Dubbo.

Image 1:



GPS LINK FOR SECTION OF ROAD: <https://goo.gl/maps/jCWqmaQsd3fChp837>

COMPANY PILOT 1: Warn all eastbound traffic on the Mitchell Highway.

COMPANY PILOT 2: Warn all westbound traffic on the Mitchell Highway.

COMPANY PILOT 3: Stay 50 metres behind the load and warn all traffic.

COMPANY PILOT 4: Stay 100 metres behind the load and warn all traffic.

PINCHPOINT PROCEDURE: Load to turn right from Bunglegumbie Road onto the Mitchell Highway while crossing onto the incorrect side of the road.

ROAD MODIFICATIONS: Nil.