



APPENDIX B1

Construction Traffic and Access Management Plan

Early Works – Wave 1 & 3 (part)

Woolgoolga to Ballina

Pacific Highway Upgrade

DECEMBER 2015

Document control

File name	RMS00031-130 B1 CTAMP_4.0.docx
Report name	W2B Early Works – Wave 1 & 3 (part) Construction Traffic and Access Management Plan
Revision number	5.0 (Final for submission)

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Revision history

Revision	Date	Description	Approval
This document supersedes 'RMS00031-014 CTAMP_1.0'			
1.0	20/08/15	First Controlled copy	RMS
2.0	11/09/15	Revised for Cut C4-6 & C4-7 Inclusions	RMS
3.0	13/10/15	Revised for Greenhill Cut Inclusion	RMS
4.0	09/12/15	Revised for Greenhill Cut Inclusion	RMS
5.0	17/12/15	Revised for Greenhill Cut Inclusion	RMS

Distribution of controlled copies

Copy no.	Issued to	Version
1	Dean Gregory	2.0
2	Jeff Boylan	3.0
3	Jeff Boylan	4.0
4	Jeff Boylan	5.0
5		

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Glossary / Abbreviations

CEMP	Construction Environmental Management Plan
CoA	Condition of approval
CTAMP	Construction Traffic & Access Management Plan
DP&E	Department of Planning and Environment
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EWMS	Environmental Work Method Statements
Golding	Golding Contractors Pty Ltd
Project, the	Early Works – Wave 1 & 3 (part), Woolgoolga to Ballina, Pacific Highway Upgrade
Secretary	Secretary of the Department of Planning and Environment (formally known as the Director General)
RMS	NSW Roads and Maritime Services
CAR	Corrective Action Request
HP	Hold Point
ITP	Inspection and Test Plan
SWMS	Safe Work Method Statement
TCWS	Traffic Control at Work Sites Document
NCR	Non-conformance Report
PA	Preventative Action
QMP	Quality Management Plan
RFI	Request for Information
TCD	Traffic Control Devices
TCP	Traffic Control Plan
TMC	Transport Management Centre
WP	Witness Point

1. Scope

This Construction Traffic and Access Management Plan (CTAMP) forms part of the Construction Environmental Management Plan (CEMP) for the Early Works - Wave 1 and part of Wave 3 Project, which is part of the upgrade of the Pacific Highway between Woolgoolga and Ballina.

The CTAMP has been designed to satisfy the Ministers Conditions of Approval (Appendix B1, D26 (b), B57, B58, B59) and the project specific specification G10. Significant changes to the project scope of works shall require a review of this plan.

This Plan has been prepared for Wave 1 and 3 (part) of the project which broadly includes:

- Ground treatment and preparatory earthworks (soft soils treatments) between approximate STN 83400 and 91200.
- Excavation of material taken from a highway cutting at Tyndale (at approximate STN 69000 to 69500) for the soft soil treatments.
- Excavation of material taken from highway cuttings north of McIntyres Lane, Gulmarrad (C4-6 & C4-7 at approximate STN 77500 to 78400) for the soft soil treatments.
- Excavation of material taken from highway cuttings south of McIntyres Lane, Gulmarrad (Green Hills at approximate STN 75500 to 77000) for the soft soil treatments. Lane would be widened to support truck movements from this cutting.
- Relocation of utility services at various locations throughout STN 67200 to 95100.

These works are located within Sections 4 and 5 of the Approved Project.

The Project extends from the Tyndale in the south to Tullymorgan in the north, west to Ashby and comprises small rural communities such as Harwood and Chatsworth Island. The project area is comprised of national park, state forest and nature reserves, along with rural and agricultural land uses. The construction activities and associated road usage will predominantly utilise the Pacific Highway as a haulage route, however local roads will be required to access the project site and for the importation of quarry materials.

2. Minister's Conditions of Approval

The CoA relevant to this Plan are listed in

Table 1. A cross reference is also included to indicate where the condition is addressed in this Plan or other Project management documents.

Table 1 Conditions of Approval relevant to the Construction Traffic and Access Management Plan

CoA No.	Condition Requirements	Document Reference
D26 (b)	<p>a Construction Traffic and Access Management Plan to manage construction traffic and access impacts of the SSI. The Plan shall be developed in consultation with the relevant council and shall include, but not necessarily be limited to:</p> <p>(i) identification of construction traffic routes and construction traffic volumes (including heavy vehicle/spoil haulage) on these routes;</p> <p>(ii) details of vehicle movements for construction sites and site compounds including parking, dedicated vehicle turning areas, and ingress and egress points;</p> <p>(iii) identification of construction impacts that could result in disruption of traffic, public transport, pedestrian and cycle access, property access, including details of oversize load movements;</p> <p>(iv) details of management measures to minimise traffic impacts, including temporary road work traffic control measures, onsite vehicle queuing and parking areas and management measures to minimise peak time congestion and measures to ensure safe pedestrian and cycle access;</p> <p>(v) details of measures to manage traffic movements, parking, loading and unloading at ancillary facilities during out-of-hours work;</p> <p>(vi) a response plan which sets out a proposed response to any traffic, construction or other incident; and</p> <p>(vii) mechanisms for the monitoring, review and amendment of this plan.</p>	<p>This plan</p> <p>Attachment A – Vehicle Movement Plan Section 6.9</p> <p>Attachment A – Vehicle Movement Plan Attachment C – Access Gate Design Section 6.9</p> <p>Section 6.9 and Section 7 No bus stops or local access affected</p> <p>Section 6 and Section 7</p> <p>See Attachment B – Long Term TCP Section 7.14</p> <p>Refer to (<i>RMS00031-016 Project Emergency Response Plan_1.0</i>) and Section 7.10</p> <p>Section 11</p>
B57	<p>Safe Pedestrian and Cyclist access through or around worksites shall be maintained during construction. In circumstances where pedestrian and cyclist access is restricted due to construction activities, as satisfactory alternate route shall be provided and signposted.</p>	<p>Section 7.15</p>
B58		<p>Section 6.7 Section 6.8 Section 7.4</p>

CoA No.	Condition Requirements	Document Reference
B59	<p>Construction vehicles (including staff vehicles) associated with the SSI shall be managed to:</p> <ul style="list-style-type: none"> (a) minimise parking or queuing on public roads; (b) minimise idling and queuing in local residential streets where practicable; (c) minimise the use of local roads (through residential streets and town centres) to gain access to construction sites and compounds; and (d) adhere to the nominated haulage routes identified in the Construction Traffic Management Plan. <p>In relation to new or modified local road, parking, pedestrian and cycle infrastructure, the SSI shall, where feasible and reasonable, be designed:</p> <ul style="list-style-type: none"> (a) in consultation with the relevant council; (b) take into consideration existing and future demand, road safety and traffic network impacts; (c) to meet relevant design, engineering and safety guidelines, including Austroads Guide to Traffic Engineering Practice; and (d) be certified by an appropriately qualified person that has considered the above matters. 	<p>Attachment A – Vehicle Movement Plan</p> <p>Section 6.2</p> <p>Attachment C – Access Gate Design, Contains certified drawings produced by a qualified engineer.</p>

3. Specification G10 Compliance

QA Specification G10	
Requirement	Location in CTAMP
CL 2.5 (a) – Details of any traffic staging arrangements associated with each proposed construction stage, including traffic staging plans, and the time periods during which each stage will be in operation	N/A – Project scope does not require staging
CL 2.5 (b) – Copies of any ROL’s and approvals from other relevant authorities obtained.	Section 6.4
CL 2.5 (c) – Traffic Control Plans, including the specific traffic control arrangements associated with obtaining a ROL.	Long term TCP in Attachment B, Short Term TCP’s outlined in Section 6.3
CL 2.5 (d) – Vehicle Movement Plans Showing the preferred travel paths for vehicles to enter, leave or cross through the site.	Attachment A – Vehicle Movement Plan

QA Specification G10	
Requirement	Location in CTAMP
CL 2.5 (e) – Provision for access to adjoining properties affected by the construction.	N/A – no property accesses affected by construction
CL 2.5 (f) – Provision for safe passage of cyclists and pedestrians	Section 7.15
CL 2.5 (g) – Design Drawings for any temporary roadways and detours, including alignment and surface levels, lane configuration/geometry, pavement widths, pavement cross sections, pavement markings, signage and drainage.	Attachment C – Construction Access Gate Design

4. Required Work of Roles

4.1. Project Manager

The Project Manager shall:

- Be responsible for the effective implementation of the requirements of the CTAMP;
- Ensure that all traffic control measures for the CTAMP are placed and maintained in accordance with this plan and the relevant Codes, Standards and Guidelines;
- Ensure communication with the affected stakeholders is maintained throughout the Project ;
- Ensure inspection of the traffic controls and devices are undertaken in accordance with the CTAMP and results recorded. Any variations shall be detailed together with reasons;
- Review feedback from field inspectors, worksite personnel and members of the public, and take action to amend the traffic control measures as appropriate following consultation with and approval from the Client Representative; and
- Arrange and/or undertake any necessary audits and incident investigation.

4.2. Traffic Control Site Manager

The Project Manager will delegate the responsibility to the nominated Traffic Control Site Manager for traffic management in accordance with the CTAMP. The Traffic Control Site Manger will be a current 'Orange Card' holder and have recent experience in traffic management on road construction sites of equivalent complexity to the current project.

Traffic Control Site Manager shall:

- Prepare Traffic Control Plans and seek approval of same by the Project Manager and subsequently the Client Representative;
- Ensure compliance with Project requirements including but not limited to contract, specification and statutory compliance;
- Ensure that the approved traffic control measures are established, implemented and maintained in accordance with the approved plans;
- Carry out regular inspections and auditing of the traffic control measures to ensure they are effective and being followed;

- Amend and update plans, as required, to ensure that they remain current as the work progresses;
- Identify locations and times where traffic congestion or unsafe conditions for vehicles, cyclists, pedestrians and workers are occurring, and providing recommendations for improvement;
- Maintain current copies of the Construction Traffic and Access Management Plan, Traffic Staging Plans, Traffic Control Plans, Vehicle Movement Plans, Lane Occupancy Licences and Speed Zone Authorisations and their controlled distribution;
- Liaise with the Principal and other authorities such as Transport Management Centre (TMC), New South Wales Police and Local Councils on traffic management matters for the construction site; and
- Facilitating Traffic Awareness and giving toolbox talks to site personnel.

The TCM has the authority to stop work on any activity if it is considered necessary to prevent traffic accidents, or to comply with the directions of the Principal, TMC or Police.

4.3. Works Supervisors and Superintendents

Works Supervisors and Superintendents shall:

- Adequately supervise and monitor civil construction activities;
- Efficiently use labour, equipment and materials;
- Ensure work is undertaken in accordance with the Construction Traffic and Access Management Plan and applicable control plan drawings;
- Notify the Project Manager immediately in the event of an accident; and
- Regularly monitor and perform checklists surrounding the placement and performance of traffic control devices will be conducted.

4.4. Engineering Staff

Engineering Staff shall:

- Assist the nominated Traffic Officer with the development and implementation of a progressive and effective Construction Traffic and Access Management Plan and Traffic Control Plans;
- Implement Golding Policies and Procedures on site during the construction of the works;
- When required, be the point of contact for emergency callouts; and
- Instigate change management where needed to ensure continuous improvement of the traffic management systems.

4.5. Emergency Contacts

James Drew	Site Supervisor	0427 029 582
Nicolas Casalegno	PE/Traffic Manager	0428 774 839
Wayne Marshall	SHET Advisor	0419 962 561
Rob Blyth	Project Manager	0418 613 469

5. Introduction

5.1. Overview

Relating to Tender 14.2544.0559 - HW10 Pacific Highway Upgrade, Woolgoolga to Ballina – Early Works – Wave 1, this Construction Traffic and Access Management Plan (CTAMP) is to document the systems and procedures in place for construction within the project boundaries

This CTAMP has been established:

- For all works associated with the HW10 Pacific Highway Upgrade; and
- To assist and instruct the Project team in the management of traffic throughout this project.

The CTAMP is compliant with Golding Contractors Pty Ltd ('Golding') Management System, and is tailored to suit this project, applying management system procedures to both meet and address the needs of the project.

5.2. Purpose

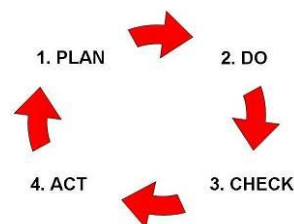
The purpose of this plan is to establish and communicate how traffic will be managed in and around the site from award of the contract to final completion of the project.

This Construction Traffic Access Management Plan has been established to:

- Assist the Site Management Team in understanding their operational and project responsibilities;
- Identify and address key project issues, including legislative and client requirements;
- Ensure safe access and egress for Golding and others vehicles, plant and equipment at the site during construction. It is also intended to minimise cultural heritage, environmental and ecological damage during the period of construction; and
- Wherever practical identify, eliminate and reduce hazards and associated risks inherent in specific work activities, which if untreated will lead to a diminished product or create the potential for an accident, dangerous occurrence or environmental incident. Strategies shall be developed, implemented and reviewed on a regular basis, to ensure all risks are identified, measured and recorded throughout the course of this project.

The above is achieved by adopting a Plan-Do-Check-Act process, which is incorporated into this CTAMP as follows:

- | | |
|---------|------------------------------|
| - Plan | Planning |
| - Do | Implementation and Operation |
| - Check | Monitoring and Measuring |
| - Act | Evaluation |



5.3. Scope

The CTAMP encompasses the traffic management of all stages of construction and associated vehicle movements being undertaken by Golding and its subcontractors. Golding shall implement, monitor and update this CTAMP and applicable Traffic Control Plans during the contract. Specific elements of work in the project include but are not limited to:

- Clearing and grubbing of borrow areas and embankment footprints;
- Preparatory ground treatment;
- Drainage Layers;
- Service installation;
- Surcharge Embankment construction (with and without wick drains);
- Blasting Works at the Tyndale Cutting; and
- Temporary access/traffic management works.

5.4. Policies and Procedures

Policies and procedures shall be adhered to throughout the course of this Project. The policies shall be displayed in prominent locations, including the main site office, satellite site offices, crib rooms, meeting and induction rooms.

These policies shall be conveyed to all personnel involved with the Project during site-specific inductions, toolbox talks and pre-start meetings.

6. Procedure for Traffic Management

6.1. Standards

All temporary works including Traffic Control Devices (TCD), detouring of traffic, side tracks and the realignment of existing roads, shall be designed and erected in compliance with the recommendations contained within the following:

- 'Traffic Control at Work Sites', Fourth Issue June 2010;
- Traffic Management for Construction or Maintenance Work Code of Practice 2008; and
- QA Specification G10 – Version for: HW10 Pacific Highway Upgrade, Woolgoolga to Ballina – Early Works – Wave 1 – Date: September 2014.

6.2. Consultation Process

Throughout the duration of the Project, in addition to obtaining a Road Occupancy Licence for planned works, adequate information regarding the works will be made available to all parties involved in, or affected by any changes in traffic movement. These include, but are not limited to:

- Project Manager;
- Golding's Project Management Team;
- Golding's Wider Project Team;
- RMS Representative's Team;
- RMS Pacific Highway Traffic and Safety Manager;
- Clarence Valley Council
- Harwood Bridge Operator;
- Adjacent Contractors;
- Emergency Services;

- Travelling Public;
- Adjacent Landowners;
- Businesses; and
- Other Stakeholders as identified.

Golding Project Manager shall provide the Client Representatives Area Leader with written notice of changes in traffic movements necessary for the performance of works under the contract. During construction, adequate information shall be provided to keep adjacent contractors informed of changes to traffic movement and of any possible disruptions.

The RMS Pacific Highway Traffic and Safety Manager will be notified of any disruptions to traffic within the prescribed notice period.

This shall be achieved using some or all of the following means:

- Variable Message Signs (4 minimum for the project, at least one on each Pacific Highway approach);
- Regulatory Signage;
- Directional Signage;
- Information Signage;
- Phone and email communications; and
- Road Occupancy Licence.

All information provided shall contain the location, nature and expected duration of the works.

Any special events organised by Golding, such as emergency exercises, will be coordinated with the construction works, Client Operations and Emergency Services groups.

Dates of forecasted special events will be communicated to the Client Representatives in advance.

Regular meeting shall be held with all users of the area to advise and coordinate all traffic plans and movements.

6.3. Traffic Control Plans

Where changes to existing traffic arrangements are proposed or where construction conflicts with normal traffic movements, Golding shall prepare a Traffic Control Plan (TCP) detailing the revised traffic arrangements at all locations affected by the change or conflict.

The Traffic Control Plan shall be prepared and audited by suitably qualified and experienced persons and shall be submitted by the nominated Traffic Officer to the Client Representative for a direction as to its suitability 3 days prior to the date of the proposed traffic arrangement.

Traffic Control Plans are to be independently audited prior to implementation by a Road Safety Auditor certified to Level 3 in the Transport NSW Register of Road Safety Auditors and hold an Orange Card. All issues raised in the audit must be addressed to the satisfaction of the Principal prior to implementation.

Once implemented, the Auditor must then, within 24 hours, conduct a road safety audit of the arrangement both day and night to assess its effectiveness. A report is to be issued to the Principal within 7 days showing the findings and any measures taken to improve the arrangement as a result of the audit.

The Traffic Control Plans shall show proposed temporary signing and other traffic control device layouts to a suitable scale and shall generally agree with the construction sequence. TCP is to include location of existing regulatory signage. TCP's shall also state the period for which these are to be in place and the person who is responsible for installing, recording, inspecting, maintaining and removing them. Site access arrangement shall form part of the traffic control plan. Daily records of the sign and delineation arrangement or TCP shall be in effect, the proposed Long Term TCP shall dictate how the Project intends to manage Traffic and Pedestrian movements for specific areas of work.

The proposed Long Term TCP is included in Attachment B. The table below outlines the proposed short term TCP's that will be developed to complete the works;

TCP Description	Purpose
Shoulder Closure	Signage Installation, Short Term Works adjacent to traffic, Access Gate Construction
Short Intermittent Stoppages	Felling of trees adjacent to roads, oversize vehicle access, HV road crossings
One Lane Alternate	Safety Barrier Deployment, local road services trenching, line marking/removal, Access Gate Construction
Mobile Shoulder Closure	Survey Monitoring, Maintenance, mowing

6.4. Road Occupancy Licences

Golding will obtain approval from the RMS Representative for all road occupancies, detours and closures. Road Occupancies must comply, as a minimum, with the requirements as set out in the RMS G10 Specification however, RMS may elect to prohibit road or lane closures due to special events or other high traffic demands.

When any unplanned closure of a lane or a restriction in the flow of traffic occurs on the existing Pacific Highway, Golding will immediately advise the RMS Representative of the nature of the closure or restriction and the schedule for re-opening of the lanes. Golding will take all required measures to open the lane as quickly as possible.

A road occupancy is defined as any part of Golding's work, including maintenance of the existing highway that will or is likely to delay, including obstruct, restrict, close, interfere with, slow or stop, the free flow of traffic on any lane or shoulder of the existing highway, the temporary works being used by existing highway traffic or any part of the works opened to traffic. Road occupancies include, but are not limited to:

- Shoulder occupancies and/or closures.
- Lane occupancies and/or closures.
- Any occupation of the construction site by labour, equipment, or plant that requires a traffic control plan under the provisions of RMS G10 specification.
- Any other event that causes delays to the free flow of traffic.

The duration of a delay is defined as the total period of time during which the free flow of traffic is obstructed, restricted, closed, interfered with, slowed or stopped and includes the time taken to clear all stopped, slowed and queued traffic and return the traffic to free flow condition.

Golding will obtain the necessary approvals from the appropriate road authorities (including Clarence Valley Council) prior to conducting any works within the road reserve.

6.5. Traffic Control Devices and Signage

TCDs shall be securely fixed in the correct position and height (1.5m generally and 2.2m where pedestrians or parked cars are likely) and maintained in an effective and clean condition suitable for day and night operations. Damaged or worn devices require replacement and shall not be used for any other purpose. Signs placed on the Pacific highway are to be 'type C' sized signs and duplicated on both sides of the carriageway, supported by two sign posts.

Safety barriers are to be from the range of RMS approved products (BarrierGuard 800 or Zoneguard with Quad Guard End Treatments nominated for the Project) and are to be used in accordance with the RMS acceptance conditions.

6.6. Lighting Requirements

Where any areas of work operations are being carried out at times of low light intensity, temporary lighting shall be provided at all times. Artificial lighting shall be arranged in a manner to avoid glare arising from shallow angles of incidence towards drivers of vehicles in that work area.

Consideration for night works controls will include:

- Traffic control should be set up during daylight hours where possible;
- Consider having extra personnel on all night works;
- Workers shall wear high visibility garments and retro reflective PPE;
- Training of night crews is essential for safe night operations;
- Implement safety meetings each night prior to work commencing – MANDATORY. A JSA/SWMS must be produced; and
- Have emergency telephone numbers located in the main office, supervisors office and workshop accessible to everyone.

6.7. General

Access to the site for construction purposes will be limited to those shown on the approved TCP.

No person may drive a vehicle unless they are trained, competent, tested and licensed to operate that vehicle.

All vehicles used for work purposes must be subject to an appropriate pre-operation safety check and subject to a risk assessment. The assessment must address all aspects of safe operation including handling, driver vision, brake failure, tire blow out and access / egress for operators and maintenance technicians.

All light vehicles used for work purposes must comply with all aspects of Client Vehicle Requirements. The driver and all passengers must wear their seat belts, where fitted, at all times. Speed limits and traffic rules will be reviewed regularly and rigorously enforced.

For Golding Mobile Plant and Light Vehicles all operators of Light and Heavy Vehicles are required to conduct a pre-start check of their vehicle/plant.

Other site facilities (i.e. crib rooms, lavatories and lay down areas for plant and materials for construction during construction) shall be situated as close as possible or practical to the current area of work.

6.8. Parking facilities

Parking facilities to the site will generally be available at the Contractors Site Compound and should predominantly be used by staff and visitors. Other locations will be identified as suitable locations as required, and recorded on the TCP, including designated access points to these car parking areas.

Parking requirements for all Golding employees and others:

- Limit the number of vehicles accessing the site during the project;
- Parking areas to accommodate reverse parking only;
- Parking areas to be situated away from construction and areas where heavy equipment is operating;
- Vehicles shall reverse park. The first movement of a parked vehicle shall be forward;
- All personnel will be encouraged to consider share rides to and from site; and
- All vehicles must be parked in a fundamentally stable position so they cannot move in an unplanned or uncontrolled fashion. (Wheel chocks, v-drain or earth bunds will be utilised to provide fundamentally stable parking (FSP)).

6.9. Impacts

A 'Pre-Construction Risk Assessment' shall be undertaken prior to commencing work activities onsite, which identify all risks associated with the Project. Further to this, Safe Work Method Statements shall be used to identify all risks associated with that particular activity. Some impacts identified and requiring controls to be implemented and regularly monitored throughout construction include the following:

- **Dust** – primarily controlled by use of water cart to ensure roads are maintained. Regular application of water or other palliative measures will be carried out along the sections of the works as necessary to control dust;
- **Vibration** – monitoring to be undertaken if and as required, with plant selected to avoid excess vibration during construction activities; and
- **Night Works** – every effort shall be made to minimise night works. Night works shall only be carried out following full consultation with the Client Representative.

A dilapidation report will also be carried out on local council roads that will be affected by construction traffic prior to the commencement of construction. Refer to section 7.11.

The table below outlines the utilisation of existing intersections, the turning movements that will be allowed and the expected traffic volumes. This is also shown visually in Attachment A – Vehicle Movement Plans.

Area	Turning Movements	Provides Access to:	Average Daily HV Movements while operational	Average Daily LV Movements while operational	Additional Temporary Works Required?
Chatsworth Rd / Pacific Highway	Left Out, Left In, Right In	Gate 6C	100	20	TBA
Watts Lane / Pacific Highway	Left Out, Left In, Right In	Gate 6A	100	20	TBA
Yamba Interchange Southbound on/off Ramp	Off Highway Southbound / On Highway Northbound	Gate 5C	100	20	No
McIntyres Lane/Pacific Highway	Left Out, Left In, Right In, Right Out	4B	200	20	TBA

The Pacific Highway overtaking lanes affected by the proposed temporary works are outlined in the table below;

Area	Overtaking Lane	Start Chainage	End Chainage	Existing Length	Proposed Length
Soft Soil Site 5	Existing Southbound	84970	83500	1470m	1100m
Tyndale Cutting	Existing Southbound	600m North of Gate 4A	520m South of Gate 4A	1120m	0m
Cut C46 & C4-7 Green Hill	Existing Northbound	400m North of Gate 4B	850m South of Gate 4B	1250m	0m

6.9.1. Wilcox Quarry Haul Path

Road Name	Localities Serviced	Residential Receivers	Existing Traffic Volume	Construction Traffic (Peak VPD)	Land Usage
Chatsworth Rd	Ashby Chatsworth Island	1	Low	200	Agricultural
North Arm Rd	Ashby	11	Low	200	Agricultural

	Chatsworth Island				
Murrayville Rd	Ashby Chatsworth Island	12	Low	200	Agricultural Bushland
Ashby-Tullymorgan Rd	Ashby Tullymorgan	9	Low	200	Rural Residential Bushland
Watts Lane	Ashby	7	Low	200	Agricultural

6.9.2. Nuemann Quarry Haul Path

Road Name	Localities Serviced	Residential Receivers	Existing Traffic Volume	Construction Traffic (Peak VPD)	Land Usage
Jackybulbin Rd	Tullymorgan	2	Low	200	Rural Residential Bushland
North Arm Rd	Ashby Chatsworth Island	11	Low	200	Agricultural
Watts Lane	Ashby	7	Low	200	Agricultural

6.9.3. Cutting Haul Paths

Haul paths from Tyndale Cut, Green Hill Cut and Cut C4-6 & C4-7 generally utilise the Pacific Highway as shown on the VMP with the exception of 700m of McIntyres Lane as shown below. Refer to Attachment A – Vehicle Movement Plans.

Road Name	Localities Serviced	Residential Receivers	Existing Traffic Volume	Construction Traffic (Peak VPD)	Land Usage
McIntyres Lane	Gulmarrad	3 (resumed by RMS)	Low	200	Agricultural

6.9.4. Haul Routes General

Haul Routes currently under consideration will be assessed in consultation with local council and RMS site representatives prior to final implementation. Factors to be considered in the assessment will include road dilapidation survey; road environment including horizontal and vertical alignment, cross section, road surface, speed limit, and identification of any potential hazards and/or constraints that need to be addressed; traffic volumes, traffic composition, and adjacent land use.

6.10. Potential Night Works

It may be necessary to perform maintenance and/or construct part of the works at night due to various programme time construction constraints. Night works shall be undertaken only where it is deemed safe and reasonable and subject to approval from the Client Representative.

Currently proposed night works:

- Deployment of Temporary Safety Barriers for Gate Construction;
- Deployment of Permanent Safety Barriers as part of contract scope; and
- Removal of existing line marking and new line marking for access gates.

Establishing a safe work zone for construction personnel is of primary importance when undertaking night works. Safety and lighting will be assessed before performing tasks at night.

7. Traffic Management Area Protocols and Restrictions

7.1. Speed Limits

The following shall apply:

- Work zone speed limit to predominantly 80km/h throughout construction;
- 40km/h work zone speed limit is permissible on Local Roads;
- Speed may be reduced further for short term works where required subject to approval from the principal;
- Speed limit shall be reinstated to 80km/h outside of working hours if safe to do so; and
- Risk assessment of Haul routes will assess risks and speed limits.
- Refer to summary below

Speed	Location	Duration	Comment
80km/h	Farrows Lane in the south, to Chatsworth Rd in the north (approximately 7.5km)	September 15 to July 16	plus advanced warning distance
80km/h	Tyndale Cutting (approximately 500m) and Cut C4-6 & C4-7 (approximately 500m)	September 15 to July 16	plus advanced warning distance
60km/h	Gate Location Temporary Works, Barrier Deployment Locations, local Road crossings for service realignment	As Required	Short duration, off peak, by approval only
40km/h	Gate Location Temporary Works, Barrier Deployment Locations, local Road crossings for service realignment	As Required	Short duration, off peak, by approval only

7.2. Traffic Lane Configurations

The following shall apply:

- Pacific Highway minimum traffic lane width is 3.5m, with a minimum shoulder width of 1.2m;
- Local road minimum traffic lane width is 3m with a minimum shoulder width of 0.5m;
- Lanes to be reinstated to a safe trafficable standard at the end of each shift;
- No traffic lane closures or any works which affect the flow of traffic on the Pacific Highway are permitted from 6am of the day proceeding, the day of, or prior to 6pm the day after a public holiday (including adjoining weekend) or a state school holiday period, unless otherwise approved in writing by the administrator;
- Stoppages and lane closures to be scheduled outside of Harwood Bridge opening times;
- Local road turning movements are to be maintained;
- No detours via local roads are permitted;
- Surfacing, acceleration and deceleration lengths to be as per QA Specification G10; and
- Access to work area and site facilities will be restricted to left in/left out until dedicated right turn lanes are installed (where construction traffic exceeds 20 veh/day or is in place for longer than 4 weeks).

7.3. Delays to Traffic

The following shall apply:

- Maximum delay to at any single road occupancy is not to exceed 5 minutes;
- Only one lane closure or stoppage permitted at one time for the project;
- Cumulative delay across the whole project not to exceed 8 minutes;
- Traffic queues are not to exceed 500m;
- Communication to be maintained with the Harwood Bridge operator to coordinate traffic disruption times; and
- Queue lengths and delays to traffic shall be continuously monitored and assessed; any required adjustments to the TCP will be made accordingly in consultation with the Superintendent.

7.4. Access to Work Areas

Access to work areas will be via access gates using the turning movements and lanes shown on the approved Temporary Works Drawings and TCPs only. Sufficient queuing areas will be provided within the access gates to prevent queuing on public roads.

Access to site is to be generally via the Pacific Highway, use of local roads for access is to be minimised where practicable. Proposed gate arrangements can be found in Attachment C – Construction Access Gate Design, in conjunction with the Long Term Traffic Control Plan shown in Attachment B.

The table below summarises the proposed access gates, the turning movements provided and the average traffic volumes expected. Note that generally, only two gates will be active at any given time.

Gate Number	Location	Provides Access to:	Turning Movements	Average Daily HV Movements while operational	Average Daily LV Movements while operational
Gate 5A	800m South of Yamba Interchange	5-2, 5-3, 5-4	Right in, Right Out, Left in, Left Out	100	20
Gate 5C	Yamba Southbound on/off Ramp	5-4	Right in, Right Out, Left in, Left Out	100	20
Gate 6A	Watts Lane	6-2, 6-3	Right in and Left Out to/from South, Left In Right Out to/from North	100	20
Gate 6B	Anderson Lane	6-4, 6-5, 6-6	Right in, Right Out, Left in, Left Out	100	20
Gate 6C	Chatsworth Rd	6-7, 6-8, 6-9, 6-10	Left in and Right Out to/from South, Right in Left Out to/from North	100	20
Gate 4A	Tyndale	Tyndale Cutting	Right in, Right Out, Left in, Left Out	100	20
Ryans Lane	Pacific Highway	Temporary Site Office	Left in, Right Out, Left Out	NIL	20
Gate 4B	McIntyres Lane	Cut C4-6 & C4-7 Green Hill Cut	Right in, Right Out, Left in, Left Out	200	20

7.5. Delineation of Trafficked Corridors

Temporary delineation of trafficked corridors outside of working areas in lieu of line marking shall be provided by means of temporary raised pavement markers. Temporary line marking will be installed to long term access gates.

7.6. Communications

All radios shall be tuned to a dedicated UHF radio Channel whilst travelling on site.

Radios shall be checked prior to any movement.

At any entry point to the construction site, vehicles, plant and equipment shall call up on the dedicated UHF Channel and state the number, type, and direction of travel vehicles, plant and equipment according to the site map. The driver/ operator shall ask for acknowledgement. Positive Communication must be established before any movement on site.

Other vehicles shall advise of any vehicle movement or obstruction expected on the access track.

7.7. Warning Lights

All vehicles and plant shall travel with their headlights on and Amber Flashing lights on and revolving while travelling on site. Ensure flashing light is turned off when leaving the site and prior to entering a main road.

7.8. Road Blockages, Hazards, Breakdowns, Bugged Vehicles

All vehicle drivers shall notify via dedicated UHF channel of any road blockages or hazards.

All vehicle drivers shall notify via dedicated UHF channel of any breakdown.

In case of a road blockage or breakdown, traffic warning cones shall be placed either side of the vehicle.

In case of vehicles or plant becoming bogged, a risk assessment involving senior Golding Staff shall be undertaken and an agreed strategy to retrieve a vehicle or plant in a way to minimize risk and damage.

7.9. Inclement Weather

Site Access will be closed to all traffic during rain or storms and remain closed until Golding representatives agree for it to open to traffic again.

In the event of Thunderstorms all vehicles, plant and equipment shall make their way to safe area and take necessary precautions.

7.10. Emergencies

In the event of an unplanned incident, relevant emergency services will be contacted immediately (see table below). Golding shall provide all necessary assistance and support to emergency services, road authorities as requested in accordance with the Project Emergency Response Plan (*RMS00031-016 Project Emergency Response Plan_1.0*).

Event	Agency
Law Enforcement/Emergencies	NSW Police

Fire	NSW Fire Brigades/NSW Rural Fire Service
Hazardous Materials	NSW Fire Brigades
Flood	NSW State Emergency Service
Storm and Tempest	NSW State Emergency Service

In an emergency the Site map is to be referred to, to guide everyone where the emergency is and access to the area.

An escort vehicle is to be sent to the appropriate gate to meet the ambulance or other emergency service and guide it in.

The Emergency Assembly areas nominated by Golding for this work will provisionally be the site office assembly area. This may be subject to change once site set up is complete.

Golding Emergency Procedures to be followed by using dedicated UHF channel:

- State, “Emergency, Emergency, Emergency”;
- Give nature and location of the emergency;
- Advise if assistance is required; and
- Radio silence to be maintained unless assisting in the emergency and machinery to be parked up in a safe location as soon as possible.

Once immediate measures have been taken to ensure no further risk to the public, workers, site team or any other stakeholders, RMS will be notified of the incident

7.11. Maintenance of Trafficable Surfaces

A pre-construction dilapidation report will be carried out on local council roads affected by construction traffic in accordance with RMS G1 Clause 20. The condition of access gate pavements and existing roadways within the construction site are to be monitored and maintained to a safe trafficable running standard for the duration of the project. Golding Shall;

- Regularly Monitor the condition of any existing trafficked pavement and/or pavement constructed for staging and identify any defect or hazard;
- Regularly monitor the condition of any footpaths or walkways and identify any hazard to pedestrians;
- Regularly monitor the condition of the corridor and identify vegetation that requires maintenance, , and any debris, litter, graffiti and posters to be controlled;
- Regularly monitor the condition of any signs and identify any defects or repairs;
- Regularly monitor the condition of any line marking and identify and defect or hazard.

Maintenance of temporary pavements and local council roads (between access gate and highway) will be carried out by Golding and any maintenance required on the existing pacific highway will be carried out by RMS, in accordance with the intervention periods outlined in G10 annexure D.

7.12. Incidents Injuries Or Near Misses

Any incidents, injuries or near misses occurring on site shall be reported immediately to the relevant Golding supervisor who will scale it up to the project manager and Client Representative.

Golding will participate as required in all project Incident Investigations.

Golding will provide details of any incidents to the Client Representative as outlined in the Safety Management Plan (SMP).

All parties are to act in a spirit of co-operation to ensure Zero Incidents.

7.13. Mobilisation / Demobilisation

Golding is familiar with the local Dimension Travel Approval Process implemented in the region for transport operators to obtain approvals to move wide loads on nominated arterial routes. Golding will comply with its obligations contained within this process to respond to Travel Approval Applications and will make every attempt to facilitate these planned movements in accordance with the spirit of this process.

All mobilisation (and demobilisation) of plant and equipment will comply with legislated road rules. These will include compliance with:

- Curfew times for travel;
- Load limits;
- Requirements for escorts and permits (Including Weed and Seed); and
- Vehicle/Plant risk assessment to be completed prior to mobilisation.

Golding will ensure compliance with these requirements. Curfew for heavy and light vehicles during peak times such as start and finish of work shifts will be imposed for the delivery of goods to the project.

It is recognised that goods and materials will be sourced from suppliers requiring the use of a wider road network than stipulated above to access the specific road elements within the above routes; however it is considered that the impact on the wider road network will be minimal.

Golding notes that vehicles carrying plant and material over State controlled roads and local Government controlled surface streets are to comply with the vehicle weight limit requirements set out in Transport Operation Act and will hold its transport companies accountable should it become aware of any breaches of these requirements.

7.14. Delivery Management

Given the scope of the contract, it is anticipated that no out of hours deliveries are likely to occur or be necessary on the project, however, in the event that an unplanned delivery arrives at the ancillary facility out of hours, ample space is available on the haul road leading from Gate 6C past the temporary compound. This is a non-secure area with all hours access; this will ensure that no disruption to traffic is caused by unplanned deliveries.

All sub-contractors and suppliers will be provided with site maps, showing gate locations, gate numbers, curfew times and operational UHF channels for delivery areas.

To avoid unnecessary double handling and delivery confusion Laydown and Loading areas are to be:

- Situated away from HV Power Lines and existing pipelines;
- Have safe and exclusive entry and exit points; and
- Have sufficient room for vehicle movement.

7.15. Pedestrian and Cyclist Access

Pedestrian and cyclist movements will be accommodated by maintaining the minimum shoulder widths outlined in the G10 Specification (1.2m on the Pacific Highway and 0.5m on local roads). The situation will be continuously monitored and should these measures be deemed insufficient, the traffic guidance scheme will be adjusted to accommodate safe passage of pedestrians and cyclist movements.

Were unimpeded access cannot be maintained due to construction requirements, spotters/escorts may be utilised to safely direct pedestrians and cyclists, subject to approved TCP.

Pedestrian routes shall be established to provide safe access to and from parking, laydown, crib huts, offices and work areas for team members. Areas excluding plant and light vehicle access shall be established where necessary.

Daily transport of personnel between the crib huts and the work areas will be by a dedicated crew bus or other site-approved vehicle.

7.16. Traffic Routes

All traffic routes are to be designed to avoid pedestrian routes where possible.

Traffic routes are to:

- Separate pedestrian walkways;
- Minimise the need for reversing operations through use of one-way systems and turning points;
- Designed for expected traffic flow;
- Firm surface, adequate drainage and appropriate profiles to allow for controlled movement;
- Have low gradients without tight bends where practical;
- Avoid hazards such as excavation, edges of structures;
- Be clearly signed;
- Indicate speed limits and speed controls measures specific for site conditions;
- One Way traffic flow may be required in certain sections of the corridor access tracks, especially for dump trucks to avoid congestion and / or interaction with light vehicles; and
- Permission from HSE manager must be obtained before entry from traffic routes into environmentally sensitive and cultural heritage areas.

7.17. Traffic Controllers

Where Traffic Controllers are required the following conditions are to be met:

- All traffic controllers to be 'Blue Card' qualified as a minimum (card to be carried at all times when controlling traffic);
- Be from a registered traffic Control Organisation under the RMS Registration Scheme Category G 'Traffic Control';

- High visibility fluorescent safety vests complying with AS/NZS 4602, clearly marked with the letters 'RMS' and the words 'Authorised Traffic Controller'. The vest is to be worn as an outer garment only when controlling traffic and not at other times;
- Traffic Controllers to carry two way radios at all times tuned to the relevant channel for the traffic control area;
- Traffic Controllers are to be relieved after two hours work and may be either rested or placed on alternate duties for at least 15 minutes prior to returning to traffic control duties;
- No other duties are assigned to the team member other than those required to maintain safe traffic control; and
- The team member is not to leave the area for any reason unless traffic control is no longer required or another team member replaces them.

8. Notification, Reporting & Records

8.1. Notifications

- CTAMP submission 4 weeks prior to implementation;
- Submit names, registration numbers and expiry dates of traffic controllers and Traffic Control Site Manager to RMS prior to commencement;
- Speed Zone Authorisation requested from NSW Police prior to implementation;
- TCPs submitted for approval 3 days prior to implementation;
- ROL (road occupancy licence) required for works on roads, application to be submitted 10 days prior to road occupancy;
- VMS Boards notifying of upcoming traffic changes to be installed 1 week prior;
- Weekly forecast of lane closures/traffic stoppages submitted to the principal by 9am on the preceding Thursday; and
- Notify RMS that works are ready for inspection 3 days prior to opening to traffic (include Stage 4 pre-opening road safety audit).

8.2. Reporting & Records

All TCPs shall be consecutively numbered and a register maintained as part of the CTAMP.

All traffic control devices and traffic control arrangements shall be inspected a minimum of once a day to ensure the adequacy of such devices and arrangements.

The following traffic management records shall be performed and maintained regularly and originals kept on site at all times.

Description	Responsible Person(s)
Daily and Weekly Inspections	Site Supervisor
Traffic Control Plan Checklist	Site Supervisor
Public Accident Reports	Site Supervisor
Requests for Information	Engineer Staff

9. Potential Safety Related Incidents Notification

All Potential Safety Related Incidents to be notified to the Client.

The Project Manager must notify the Client of all potential safety related incidents irrespective of the outcome of the incident (including a no injury outcome).

Therefore this includes but is not limited to the following:

- Falling objects including but not limited to concrete, grout, tools, hardware, equipment etc.;
- Every vehicle rollover;
- Accidental cutting of any power cable;
- Equipment, Machinery and so on accidentally moving, sliding or falling; and
- All minor safety related incidents.

10. Training

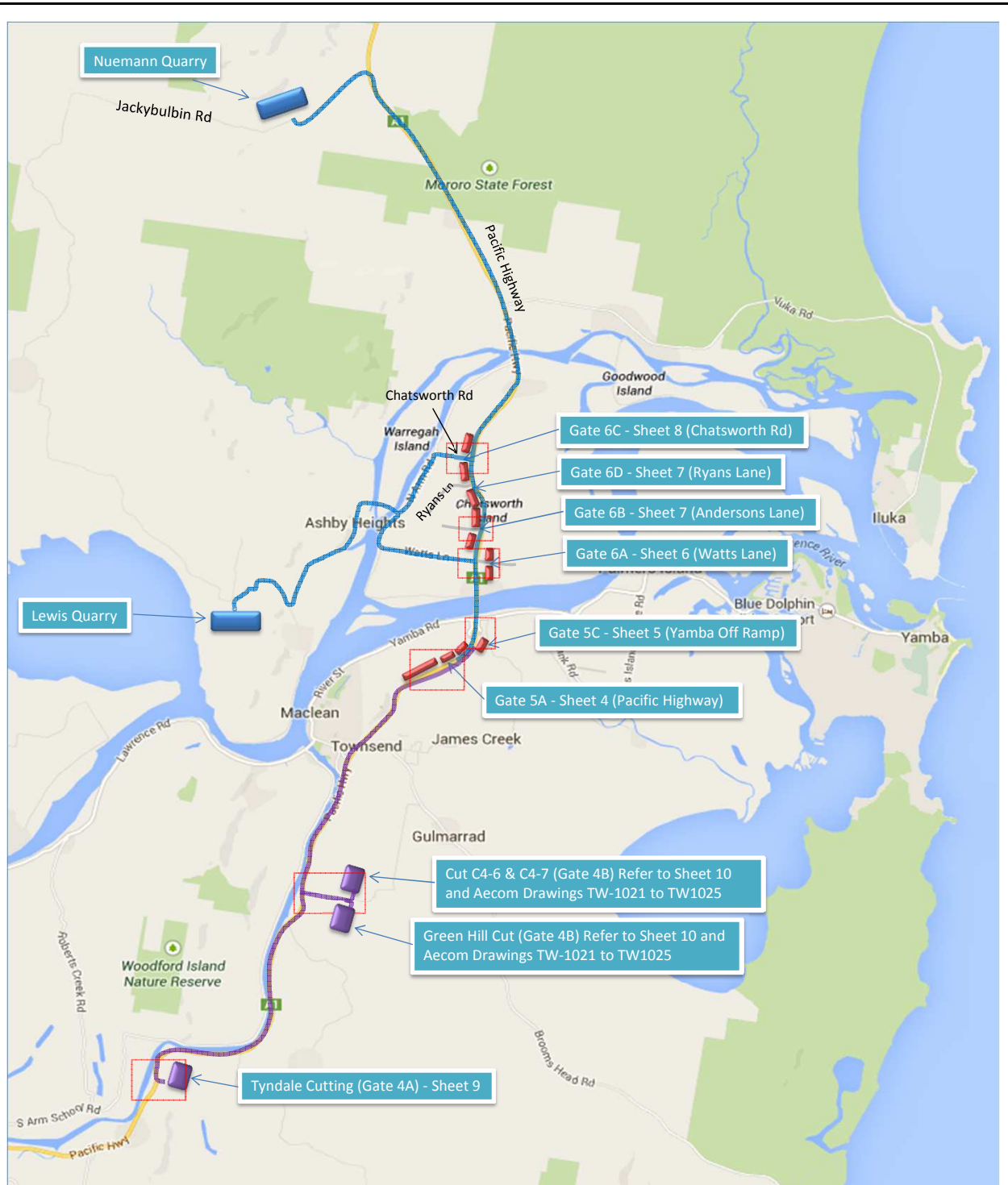
All site personnel shall be trained and made aware of the Construction Traffic and Access Management Plan and ROL requirements in the site induction with regular re-training during pre-start/toolbox meetings. SWMS, traffic control plans and start cards will be used to make all persons aware of traffic arrangements on site.

11. CTAMP Review Process

The CTAMP will be reviewed on a monthly basis by the Traffic Manager to confirm its appropriateness and effectiveness for managing the traffic impacts of the specific works occurring on site. In addition to this process, an adaptive management process will be applied whereby the CTAMP will be regularly reviewed and updated to address;

- Changes required as a result of feedback from stakeholders.
- Changes in the design and construction process that materially affects the CTAMP.
- The need to prevent the reoccurrence of any compromise of safety of road users, the public or the road workers.
- Changes in design or construction sequence, staging, methodology or re-sourcing.
- Progress of the design and construction works.
- Changes in access to the Project Site.
- Changes in risks or evidence that the risk assessment is no longer valid.
- Following any adverse inspection/audit findings.
- Changes as sections of works are completed and maintenance period commences.
- Changes as directed by the Roads and Maritime Services representative as required.

Attachment A - Vehicle Movement Plan

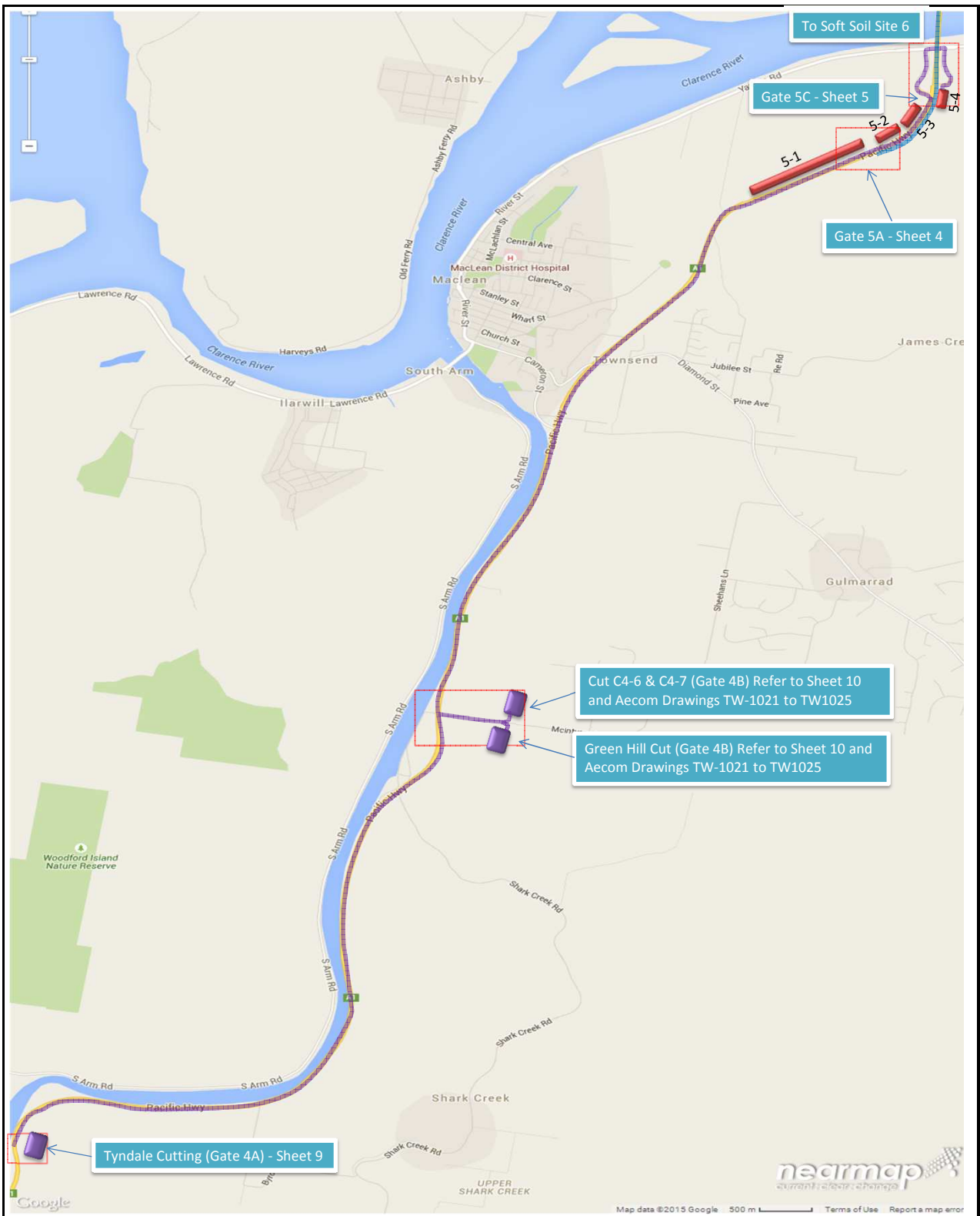


- Fill Location
- Quarry Location
- Cutting Location
- Quarry Haul Path
- Cutting Haul Path

Notes:

- 1 - Refer to Roadnet Design drawings for Gate Geometry
- 2 - Refer to Long Term TCP for signage details





- Fill Location
- Quarry Location
- Cutting Location

- Quarry Haul Path
- Cutting Haul Path

Notes:
 1 - Refer to Roadnet Design drawings for Gate Geometry
 2 - Refer to Long Term TCP for signage details
 3- No fill from Tyndale Cut to Soft Soil Site 6





- Fill Location
- Quarry Location
- Cutting Location
- Quarry Haul Path
- Cutting Haul Path

Notes:
 1 - Refer to Roadnet Design drawings for Gate Geometry
 2 - Refer to Long Term TCP for signage details
 3 - No fill from Tyndale Cut to Soft Soil Site 6





- Fill Location
- Quarry Location
- Cutting Location
- Quarry Haul Path
- Cutting Haul Path

Notes:
 1 - Refer to Roadnet Design drawings for Gate Geometry
 2- Refer to Long Term TCP for signage details



Vehicle Movement Plan - Gate 5A	Sheet 4
HW10 Pacific Highway Upgrade, Woolgoolga to Ballina – Early Works Wave 1	



- █ Fill Location
- █ Quarry Location
- █ Cutting Location

- ➔ Quarry Haul Path
- ➔ Cutting Haul Path

Notes:

- 1 - Refer to Roadnet Design drawings for Gate Geometry
- 2 - Refer to Long Term TCP for signage details
- 3- No fill from Tyndale Cut to Soft Soil Site 6



Vehicle Movement Plan - Gate 5C	Sheet 5
HW10 Pacific Highway Upgrade, Woolgoolga to Ballina – Early Works Wave 1	

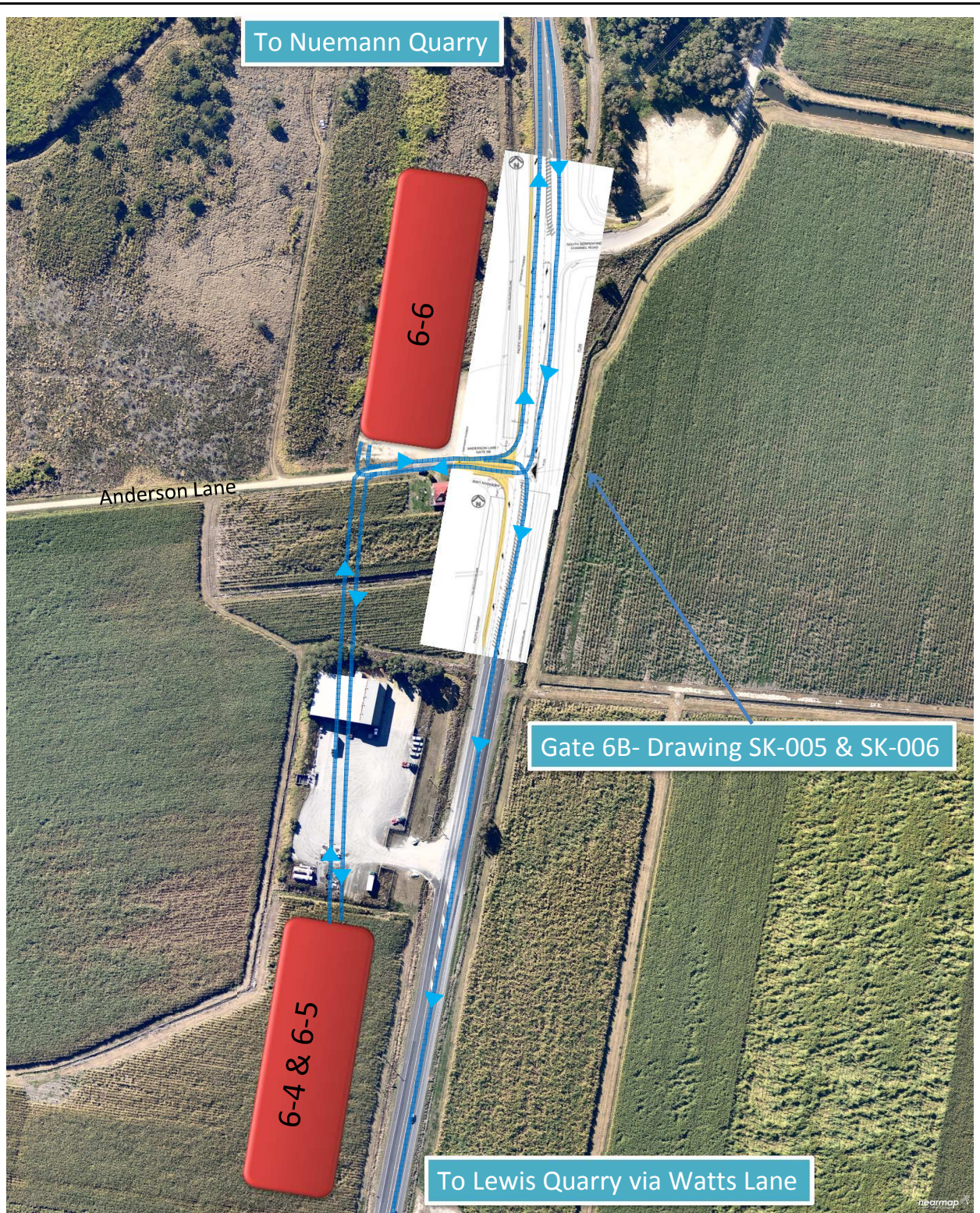


- Fill Location
- Quarry Location
- Cutting Location
- Quarry Haul Path
- Cutting Haul Path

Notes:
 1 - Refer to Roadnet Design drawings for Gate Geometry
 2- Refer to Long Term TCP for signage details



Vehicle Movement Plan - Gate 6A	Sheet 6
HW10 Pacific Highway Upgrade, Woolgoolga to Ballina – Early Works Wave 1	



- Fill Location
- Quarry Location
- Cutting Location

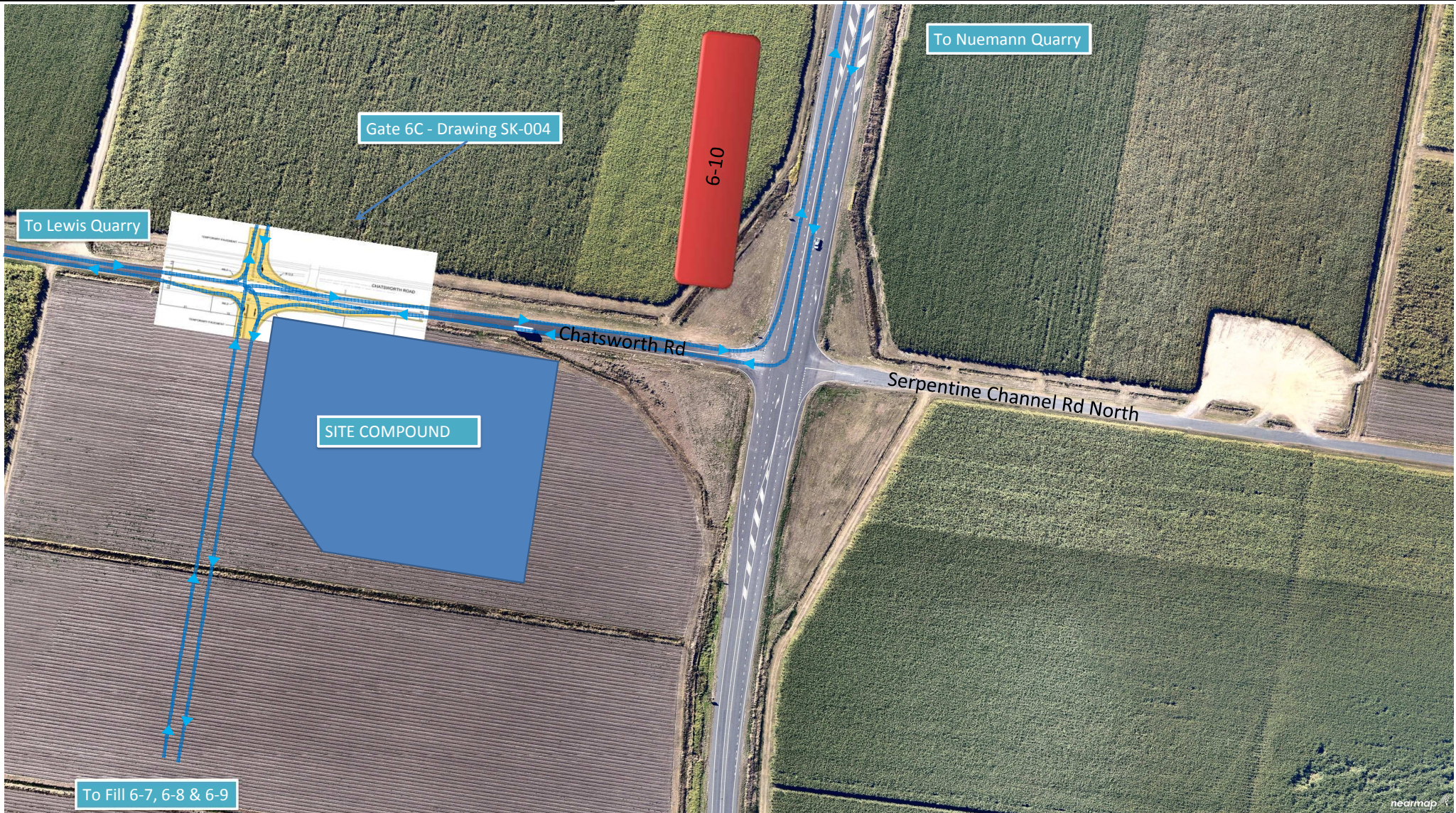
- Quarry Haul Path
- Cutting Haul Path

Notes:

- 1 - Refer to Roadnet Design drawings for Gate Geometry
- 2 - Refer to Long Term TCP for signage details
- 3 - No fill from Tyndale Cut to Soft Soil Site 6



Vehicle Movement Plan - Gate 6B	Sheet 7
HW10 Pacific Highway Upgrade, Woolgoolga to Ballina – Early Works Wave 1	

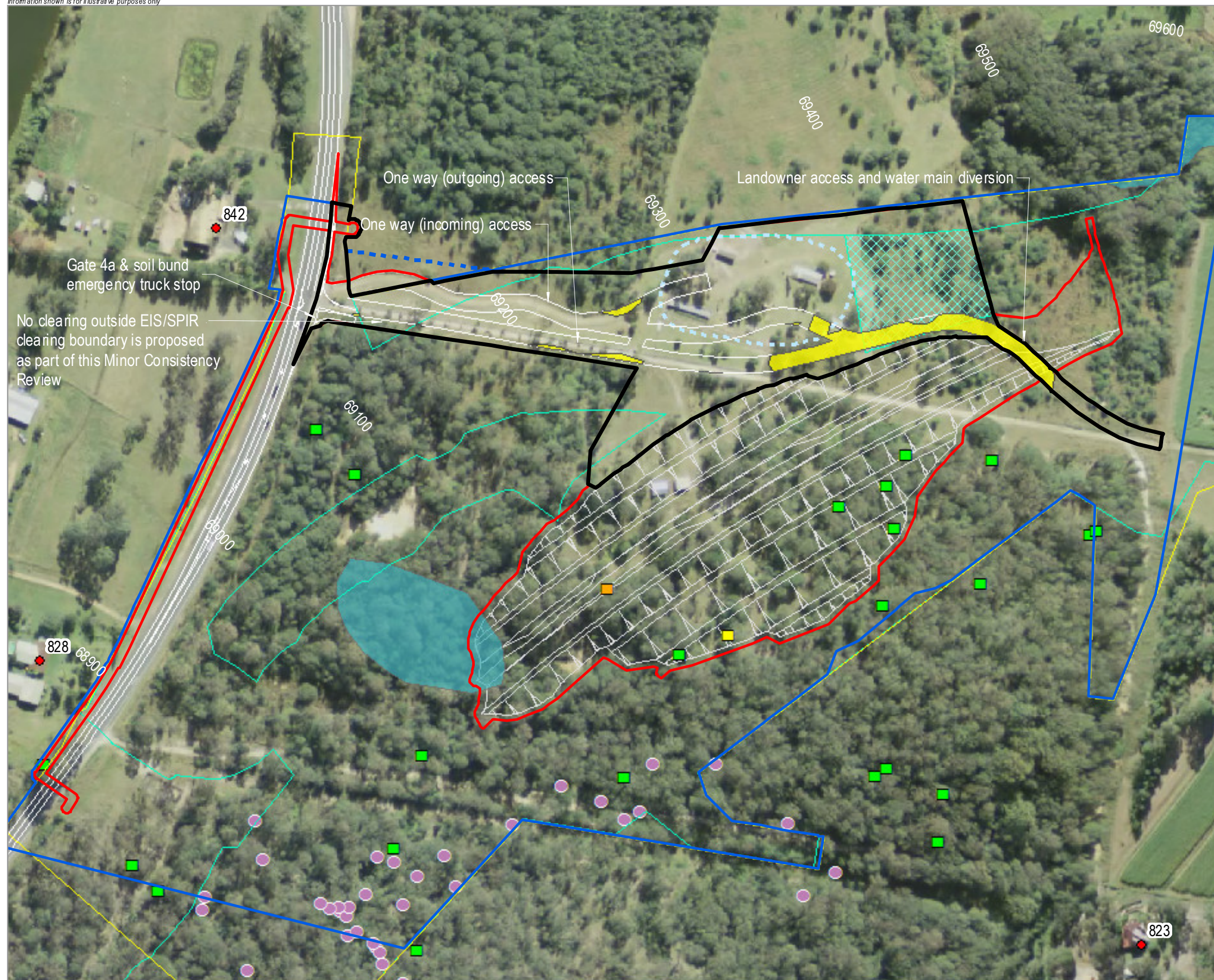


- Fill Location
- Quarry Location
- Cutting Location
- Quarry Haul Path
- Cutting Haul Path

Notes:
 1 - Refer to Roadnet Design drawings for Gate Geometry
 2- Refer to Long Term TCP for signage details



Vehicle Movement Plan - Gate 6C	Sheet 8
HW10 Pacific Highway Upgrade, Woolgoolga to Ballina – Early Works Wave 1	

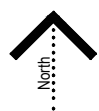


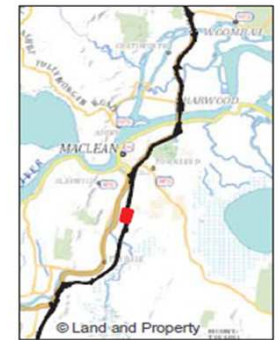
LEGEND

- Minor Consistency Review Study Area
- Approved Project Boundary V8
- EIS/SPIR Clearing Boundary
- Current EPL Premise Boundary
- Proposed EPL Premise Boundary
- Satellite Compound
- Stockpile area
- Noise sensitive receiver
- Hollow-bearing tree
- Potential hollow-bearing tree
- Termitaria hollow
- Sandstone rough-barked apple
- Swamp sclerophyll forest on coastal floodplains
- Forest Red Gum - Swamp Box of the Clarence valley lowlands - For removal

Note:
This Assessment Only Covers Works within the Approved Project Boundary

No Clearing Outside the EIS/SPIR Clearing Boundary is Proposed



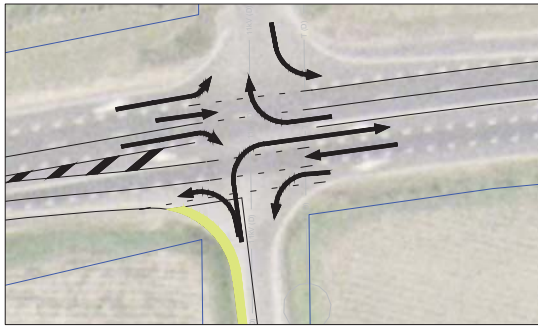


- LEGEND**
- Approximate extent of works
 - Approved Project Boundary draft v5 20150610
 - Noise sensitive receiver
 - Hollow-bearing tree
 - PAD Aboriginal site
 - EEC - Swamp Sclerophyll Forest

- Fill Location
- Cutting
- Quarry Location
- Cutting Haul Path

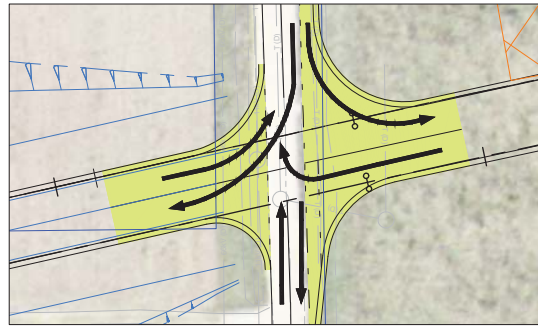


VMP - Cut C4-6, C4-7 & Green Hill	Sheet 10
HW10 Pacific Highway Upgrade, Woolgoolga to Ballina – Early Works Wave 1	



McINTYRES LANE INTERSECTION UPGRADE

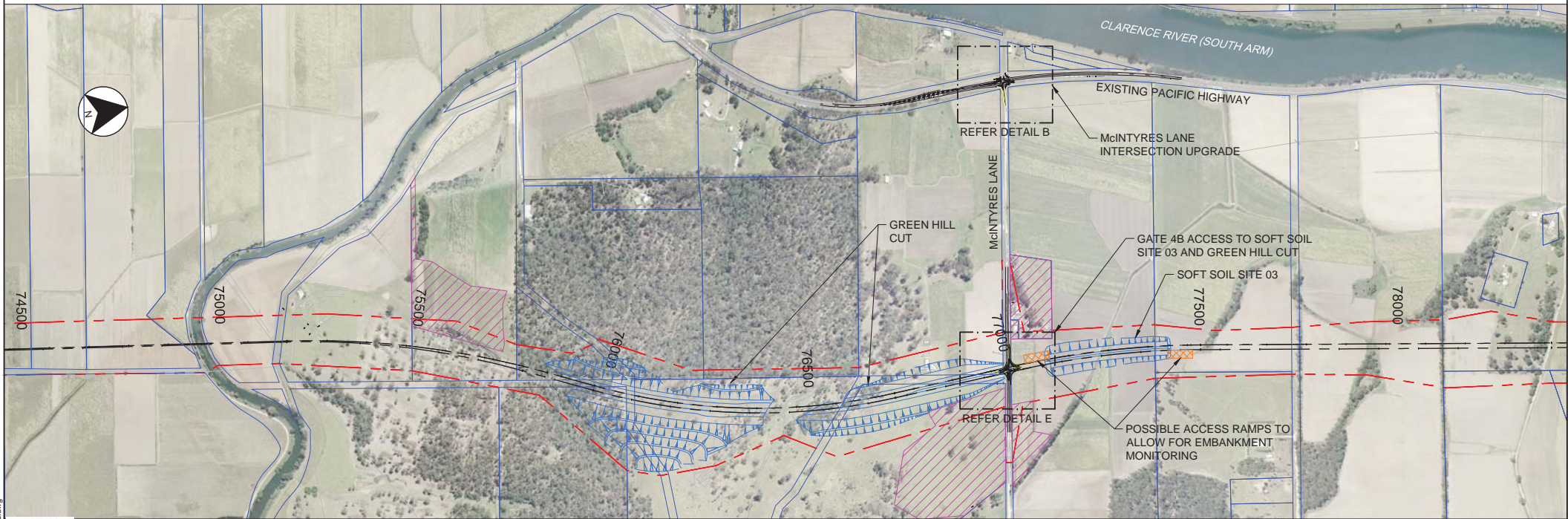
DETAIL **B**
SCALE 1:1000



GATE 4B

DETAIL **E**
SCALE 1:1000

LEGEND	
	ROAD CONTROL LINE
	PROJECT BOUNDARY
	CADASTRAL BOUNDARY
	EXISTING G4 W-BEAM SAFETY BARRIER
	TEMPORARY CONCRETE BARRIER
	EXISTING FENCE
	TEMPORARY SURCHARGE DESIGN
	POSSIBLE TEMPORARY PAVEMENT
	POSSIBLE ANCILLARY SITE IDENTIFIED IN EIS



PRODUCED: 19 Mar 15 - 10:17
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No.	Amendment Description	Initials	Date	Lot Seq.
02	ISSUED FOR FINAL DESIGN	EL	19.03.2015	123A
01	ISSUED FOR DETAILED DESIGN	EL	27.02.2015	123A

SCALES	
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SCALE 1:10000m	

AECOM
 AECOM Australia Pty Ltd A.B.N. 20 093 846 925
 DESIGNED,
 REVIEWED,

ROADS AND MARITIME SERVICES
 CLARENCE VALLEY COUNCIL
 HW10 PACIFIC HIGHWAY UPGRADE
 BETWEEN BYRONS LANE AND JUBILEE STREET
 EARLY WORKS - POSSIBLE TEMPORARY WORKS - WAVE 3
 SS02, 03, 04 & GREEN HILL CUT - POSSIBLE ACCESS ARRANGEMENTS - SHEET 2

FILE No.	DRAWING	PRINTED DATE	SHEET No.
	W2BEW-SHT-20-4000-TW-0032	19.03.2015	TW-0032
REGISTRATION NUMBER			

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Co-ordinate System: MGA Zone 56

Height Datum: A.H.D.



LEGEND	
	ROAD CONTROL LINE
	PROJECT BOUNDARY
	CADASTRAL BOUNDARY
	EXISTING G4 W-BEAM SAFETY BARRIER
	TEMPORARY CONCRETE BARRIER
	EXISTING FENCE
	TEMPORARY SURCHARGE DESIGN
	POSSIBLE TEMPORARY PAVEMENT
	POSSIBLE ANCILLARY SITE IDENTIFIED IN EIS

NOTES:

- THE DESIGN SPEED AND POSTED SPEED LIMIT IS 80 km/h.

PRODUCED: 19 Mar 15 - 10:26
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

FOR INFORMATION ONLY

No.	Amendment Description	Initials	Date	Lot Seq.
02	ISSUED FOR FINAL DESIGN	EL	19.03.2015	123A
01	ISSUED FOR DETAILED DESIGN	EL	27.02.2015	123A

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SCALES	
SCALE 1:1000m	

AECOM

AECOM Australia Pty Ltd A.B.N. 20 093 846 925

DESIGNED,

REVIEWED,

ROADS AND MARITIME SERVICES

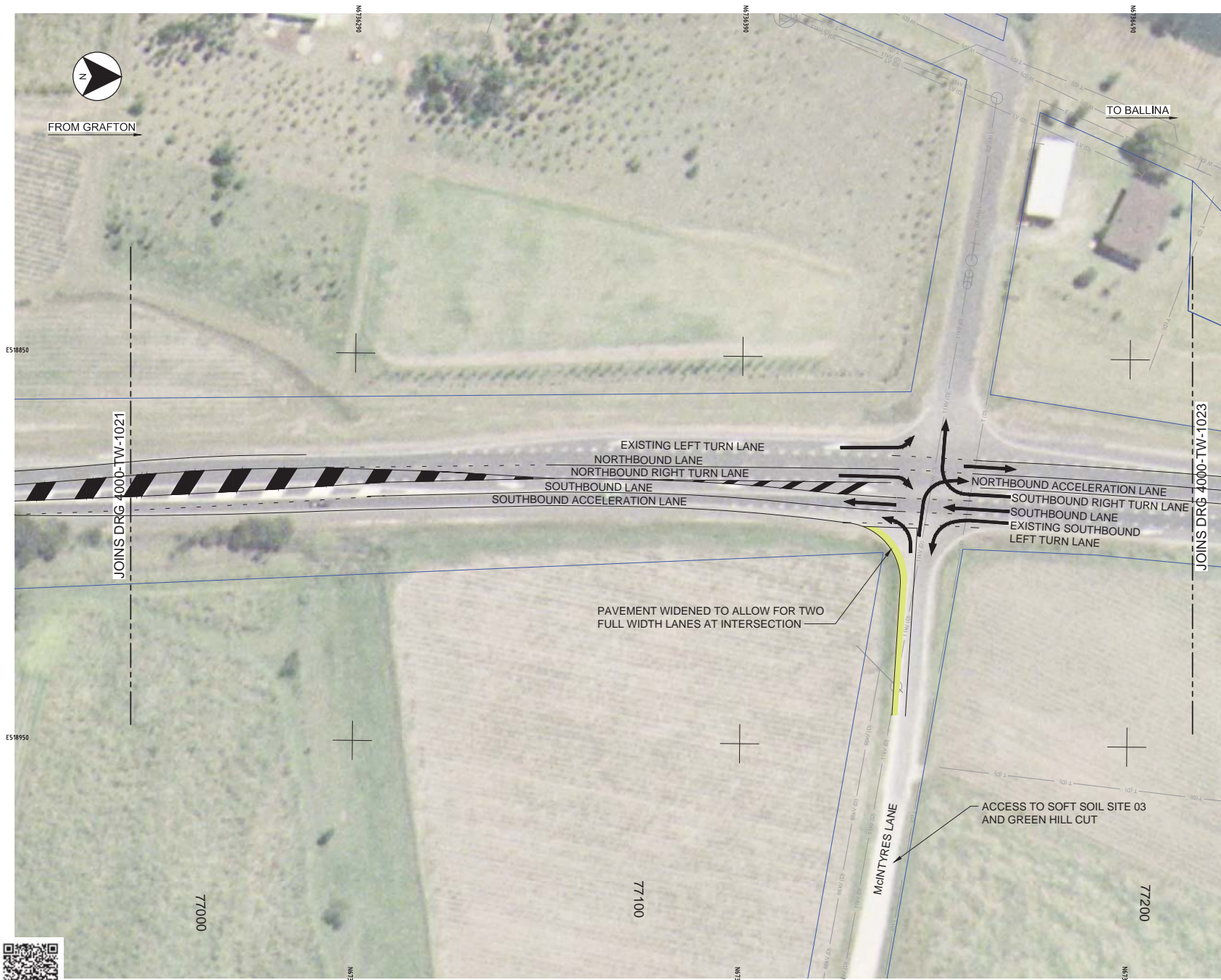
CLARENCE VALLEY COUNCIL
 HW10 PACIFIC HIGHWAY UPGRADE
 BETWEEN BYRONS LANE AND JUBILEE STREET
 EARLY WORKS - POSSIBLE TEMPORARY WORKS - WAVE 3
 SS02, 03, 04 & GREEN HILL CUT - PLAN - SHEET 7

FILE No.	DRAWING	PRINTED DATE	SHEET No.
	W2BEW-SHT-20-4000-TW-1021	19.03.2015	TW-1021
REGISTRATION NUMBER			



FROM GRAFTON

TO BALLINA



LEGEND

- ROAD CONTROL LINE
- PROJECT BOUNDARY
- CADASTRAL BOUNDARY
- EXISTING G4 W-BEAM SAFETY BARRIER
- TEMPORARY CONCRETE BARRIER
- EXISTING FENCE
- TEMPORARY SURCHARGE DESIGN
- POSSIBLE TEMPORARY PAVEMENT
- POSSIBLE ANCILLARY SITE IDENTIFIED IN EIS

NOTES:

- THE DESIGN SPEED AND POSTED SPEED LIMIT IS 80 km/h.

JOINS DRG 4000-TW-1021

JOINS DRG 4000-TW-1023

PAVEMENT WIDENED TO ALLOW FOR TWO FULL WIDTH LANES AT INTERSECTION

ACCESS TO SOFT SOIL SITE 03 AND GREEN HILL CUT

PRODUCED: 19 Mar 15 - 10:27
FILE PATH: W2BEW-SHT-20-4000-TW-1022.dwg



DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES

SCALE 1:1000m

Co-ordinate System: MGA Zone 56 Height Datum: A.H.D.

AECOM
AECOM Australia Pty Ltd A.B.N. 20 093 846 925

DESIGNED,
REVIEWED,

ROADS AND MARITIME SERVICES

CLARENCE VALLEY COUNCIL
HW10 PACIFIC HIGHWAY UPGRADE
BETWEEN BYRONS LANE AND JUBILEE STREET
EARLY WORKS - POSSIBLE TEMPORARY WORKS - WAVE 3
SS02, 03, 04 & GREEN HILL CUT - PLAN - SHEET 8

FOR INFORMATION ONLY

FILE No.	DRAWING	PRINTED DATE	SHEET No.
	W2BEW-SHT-20-4000-TW-1022	19.03.2015	TW-1022
REGISTRATION NUMBER			

No.	Amendment Description	Initials	Date	Lot Seq.
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01	ISSUED FOR DETAILED DESIGN	EL	27.02.2015	123A

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LEGEND	
	ROAD CONTROL LINE
	PROJECT BOUNDARY
	CADASTRAL BOUNDARY
	EXISTING G4 W-BEAM SAFETY BARRIER
	TEMPORARY CONCRETE BARRIER
	EXISTING FENCE
	TEMPORARY SURCHARGE DESIGN
	POSSIBLE TEMPORARY PAVEMENT
	POSSIBLE ANCILLARY SITE IDENTIFIED IN EIS

NOTES:

- THE DESIGN SPEED AND POSTED SPEED LIMIT IS 80 km/h.

PRODUCED: 19 Mar 15 - 10:28
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

No.	Amendment Description	Initials	Date	Lot Seq.
02	ISSUED FOR FINAL DESIGN	EL	19.03.2015	123A
01	ISSUED FOR DETAILED DESIGN	EL	27.02.2015	123A

A3 original This sheet may be prepared using colour and may be incomplete if copied

SCALES	
SCALE 1:1000m	

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DESIGNED,
 REVIEWED,

ROADS AND MARITIME SERVICES

CLARENCE VALLEY COUNCIL
 HW10 PACIFIC HIGHWAY UPGRADE
 BETWEEN BYRONS LANE AND JUBILEE STREET
 EARLY WORKS - POSSIBLE TEMPORARY WORKS - WAVE 3
 SS02, 03, 04 & GREEN HILL CUT - PLAN - SHEET 9

FOR INFORMATION ONLY

FILE No.	DRAWING	PRINTED DATE	SHEET No.
	W2BEW-SHT-20-4000-TW-1023	19.03.2015	TW-1023
REGISTRATION NUMBER			



FROM GRAFTON

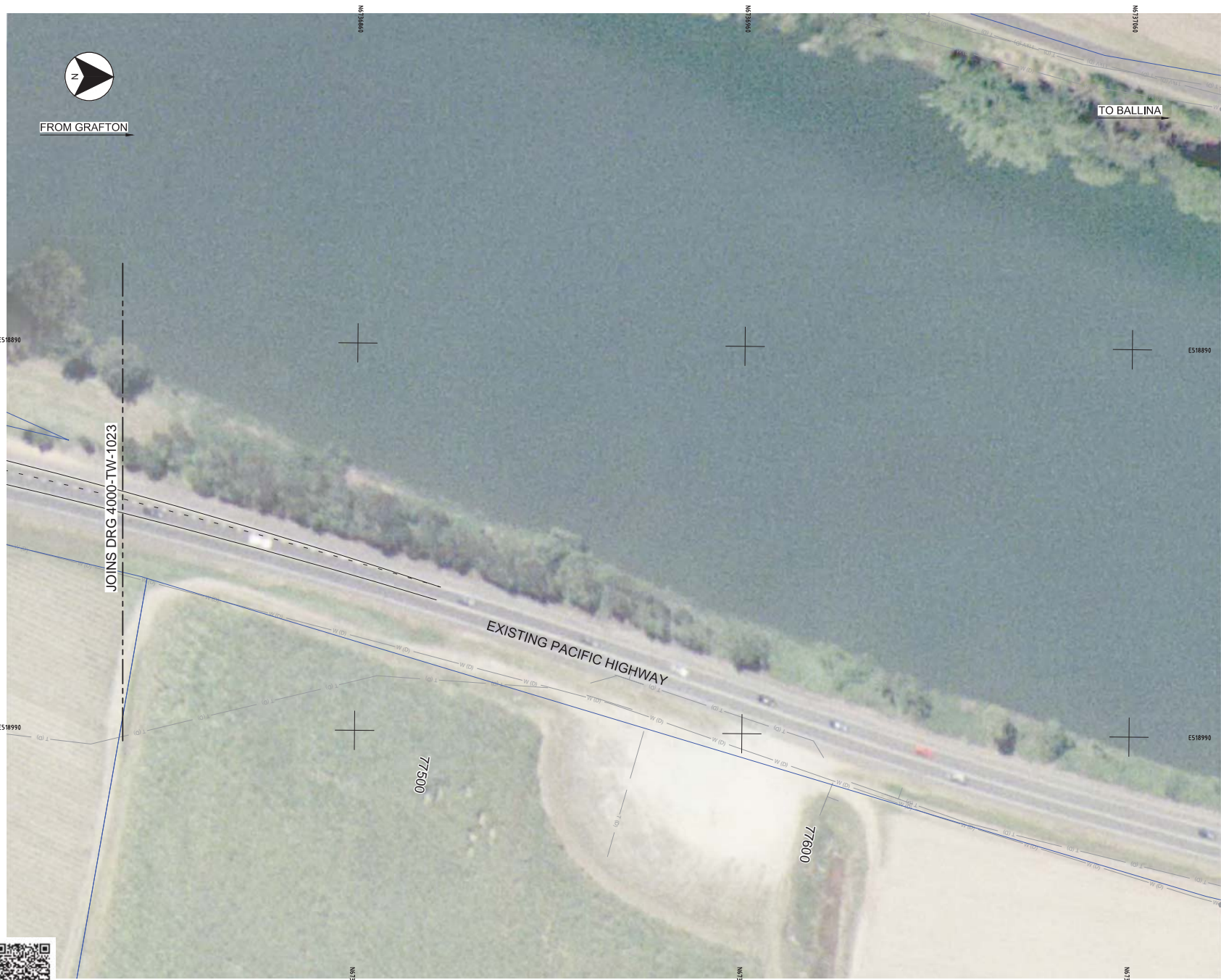
TO BALLINA

LEGEND

- ROAD CONTROL LINE
- PROJECT BOUNDARY
- CADASTRAL BOUNDARY
- EXISTING G4 W-BEAM SAFETY BARRIER
- TEMPORARY CONCRETE BARRIER
- EXISTING FENCE
- TEMPORARY SURCHARGE DESIGN
- POSSIBLE TEMPORARY PAVEMENT
- POSSIBLE ANCILLARY SITE IDENTIFIED IN EIS

NOTES:

- THE DESIGN SPEED AND POSTED SPEED LIMIT IS 80 km/h.



PRODUCED: 19 Mar 15 - 10:29
 FILE PATH: W2BEW-SHT-20-4000-TW-1024.dwg



DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

No.	Amendment Description	Initials	Date	Lot Seq.
02	ISSUED FOR FINAL DESIGN	EL	19.03.2015	123A
01	ISSUED FOR DETAILED DESIGN	EL	27.02.2015	123A

SCALES

SCALE 1:1000m

Co-ordinate System: MGA Zone 56 Height Datum: A.H.D.

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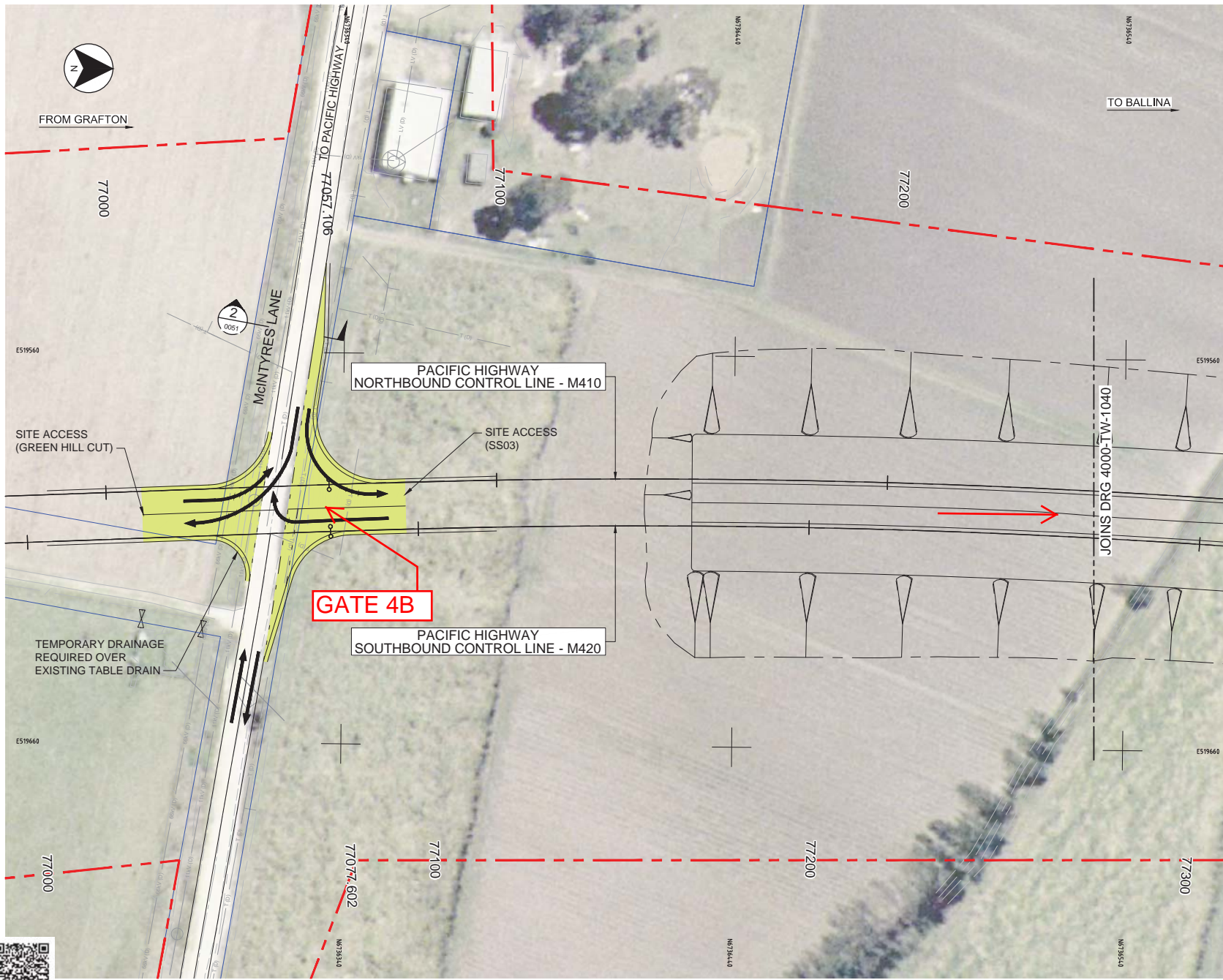
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ROADS AND MARITIME SERVICES

CLARENCE VALLEY COUNCIL
 HW10 PACIFIC HIGHWAY UPGRADE
 BETWEEN BYRONS LANE AND JUBILEE STREET
 EARLY WORKS - POSSIBLE TEMPORARY WORKS - WAVE 3
 SS02, 03, 04 & GREEN HILL CUT - PLAN - SHEET 10

FOR INFORMATION ONLY

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REGISTRATION NUMBER			

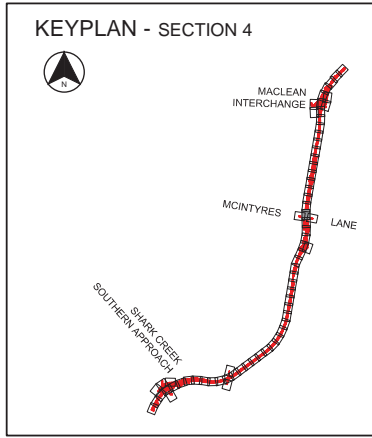


LEGEND

- ROAD CONTROL LINE
- PROJECT BOUNDARY
- CADASTRAL BOUNDARY
- EXISTING G4 W-BEAM SAFETY BARRIER
- TEMPORARY CONCRETE BARRIER
- EXISTING FENCE
- TEMPORARY SURCHARGE DESIGN
- POSSIBLE TEMPORARY PAVEMENT
- POSSIBLE ANCILLARY SITE IDENTIFIED IN EIS

NOTES:

- THE DESIGN SPEED AND POSTED SPEED LIMIT IS 60 km/h.



PRODUCED: 19 Mar 15 - 10:30
 FILE PATH: \\BEBV-SHT-20-4000-TW-1025.dwg



DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

No.	Amendment Description	Initials	Date	Lot Seq.
02	ISSUED FOR FINAL DESIGN	EL	19.03.2015	123A
01	ISSUED FOR DETAILED DESIGN	EL	27.02.2015	123A

SCALES

SCALE 1:1000m

Co-ordinate System: MGA Zone 56 Height Datum: A.H.D.

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CLARENCE VALLEY COUNCIL
 HW10 PACIFIC HIGHWAY UPGRADE
 BETWEEN BYRONS LANE AND JUBILEE STREET
 EARLY WORKS - POSSIBLE TEMPORARY WORKS - WAVE 3
 SS02, 03, 04 & GREEN HILL CUT - PLAN - SHEET 11

FOR INFORMATION ONLY

FILE No.	DRAWING	PRINTED DATE	SHEET No.
	W2BEW-SHT-20-4000-TW-1025	19.03.2015	TW-1025
REGISTRATION NUMBER			

Attachment B - Long Term Traffic Control Plan

CLARENCE VALLEY COUNCIL

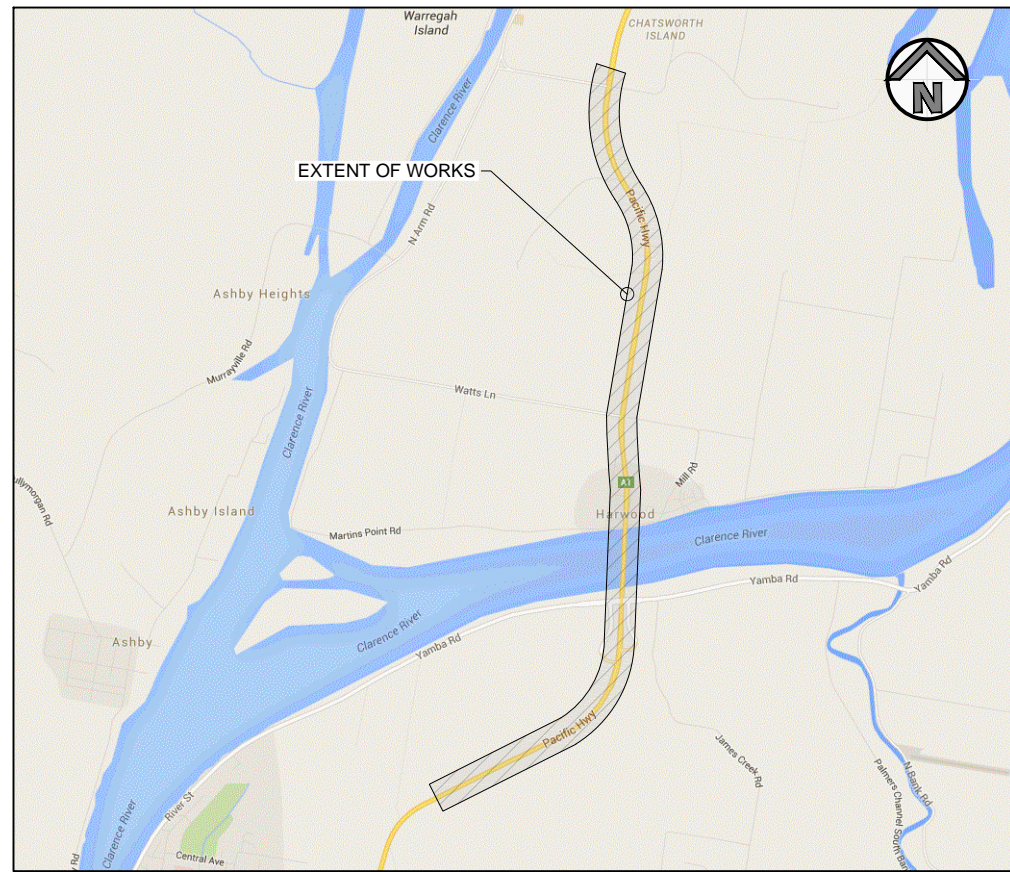
HW10-PACIFIC HIGHWAY

UPGRADE OF PACIFIC HIGHWAY

BETWEEN TYNDALE AND CHATSWORTH ROAD

TRAFFIC CONTROL PLAN (LONG TERM)

STAGE 1



LOCALITY

LEGEND

- PORTABLE TRAFFIC SIGNAL
- NEW SIGN LOCATION
- EXISTING SIGN LOCATION
- EXISTING PAVEMENT
- TEMPORARY PAVEMENT
- WORK AREA (INDICATIVE)
- PERMANENT DESIGN
- EXISTING FEATURES
- F TYPE BARRIER
- WATER FILLED BARRIER
- TEMPORARY BARRIER APPROVED END TREATMENT WITH HAZARD MARKER
- TEMPORARY CRASH CUSHION WITH HAZARD MARKER
- INDICATIVE GATE LOCATION

- NEW SIGN
R4-1
- EXISTING SIGN
R4-1
- EXISTING SIGN TO BE COVERED OR REMOVED AS REQUIRED.
R4-1

NOTES

1. ALL MEASUREMENTS IN METRES UNLESS NOTED OTHERWISE.
2. ALL TEMPORARY CONTROL ALIGNMENTS REFLECT RMS ROADLOC CHAINAGES.
3. ALL SURFACE WATER FLOWS TO BE MANAGED ALONG WITH CONSTRUCTION SITE WATER USING TEMPORARY DRAINAGE MEASURES. TEMPORARY 'SO KERB' LONGITUDINAL PIT/PIPE/HEADWALLS AS PER DRAINAGE PLAN. SURFACE DRAINAGE TO MEET RMS G10 CLAUSE 2.7.3 - 1 IN 5 YEAR OCCURRENCE STORM.
4. BARRIERS AS REQUIRED FOR CONSTRUCTION ZONE UNDER RMS TRAFFIC CONTROL AT WORK SITES MANUAL. BARRIER LOCATIONS ARE INDICATIVE ONLY.
5. BARRIER END TREATMENTS ARE TO BE INSTALLED IN ACCORDANCE WITH THE RMS LIST OF APPROVED/ACCEPTED TEMPORARY SAFETY BARRIER END TREATMENT LIST.
6. THE EXTENT OF THE SITE OF WORKS IS NOT KNOWN AND LOCATIONS OF ENDS OF BARRIERS ARE APPROXIMATE ONLY.
7. AS THE SITE OF THE WORKS MAY VARY DURING THE PERIOD OF USE OF THIS TEMPORARY WORKS PLAN THE REQUIRED LENGTH OF NEED AND THE LOCATION OF THE ENDS OF BARRIERS MUST BE DETERMINED FOR EACH CHANGE TO THE SITE OF THE WORKS.
8. CONSIDERATION SHOULD BE GIVEN TO THE NEED TO PROTECT WORKERS BY THE PROVISION OF A CONTAINMENT FENCE AT A LATERAL CLEARANCE EQUAL TO THE DYNAMIC DEFLECTION OF THE BARRIER IN A CRASH AND WHERE GATING END TERMINALS ARE USED TO DEFINE THE RUN-OUT AREA.
9. REMOVE ALL REDUNDANT LINEMARKING USING SPRAY SEAL.
10. SIGNS TO BE INSTALLED WHERE SHOWN ON PLANS. THE SIGN SHALL BE A MINIMUM OF 0.6M FROM THE EDGE OF FORMATION AND NOT LESS THAN 2m OR MORE THAN 5M FROM THE EDGE OF TRAVEL LANE IN ACCORDANCE WITH AS1742.2. POST AND FOOTING DETAILS ARE TO BE SPECIFIED BY GOLDING CONTRACTORS TO SUIT THE SIZE OF SIGN AND GROUND CONDITION.

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20 July 2015

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Scales

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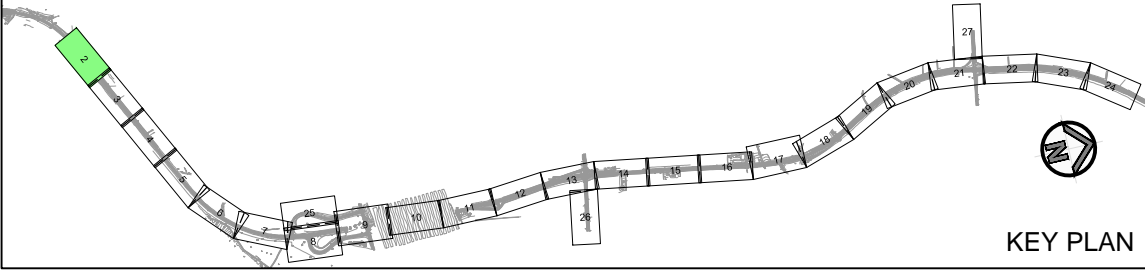
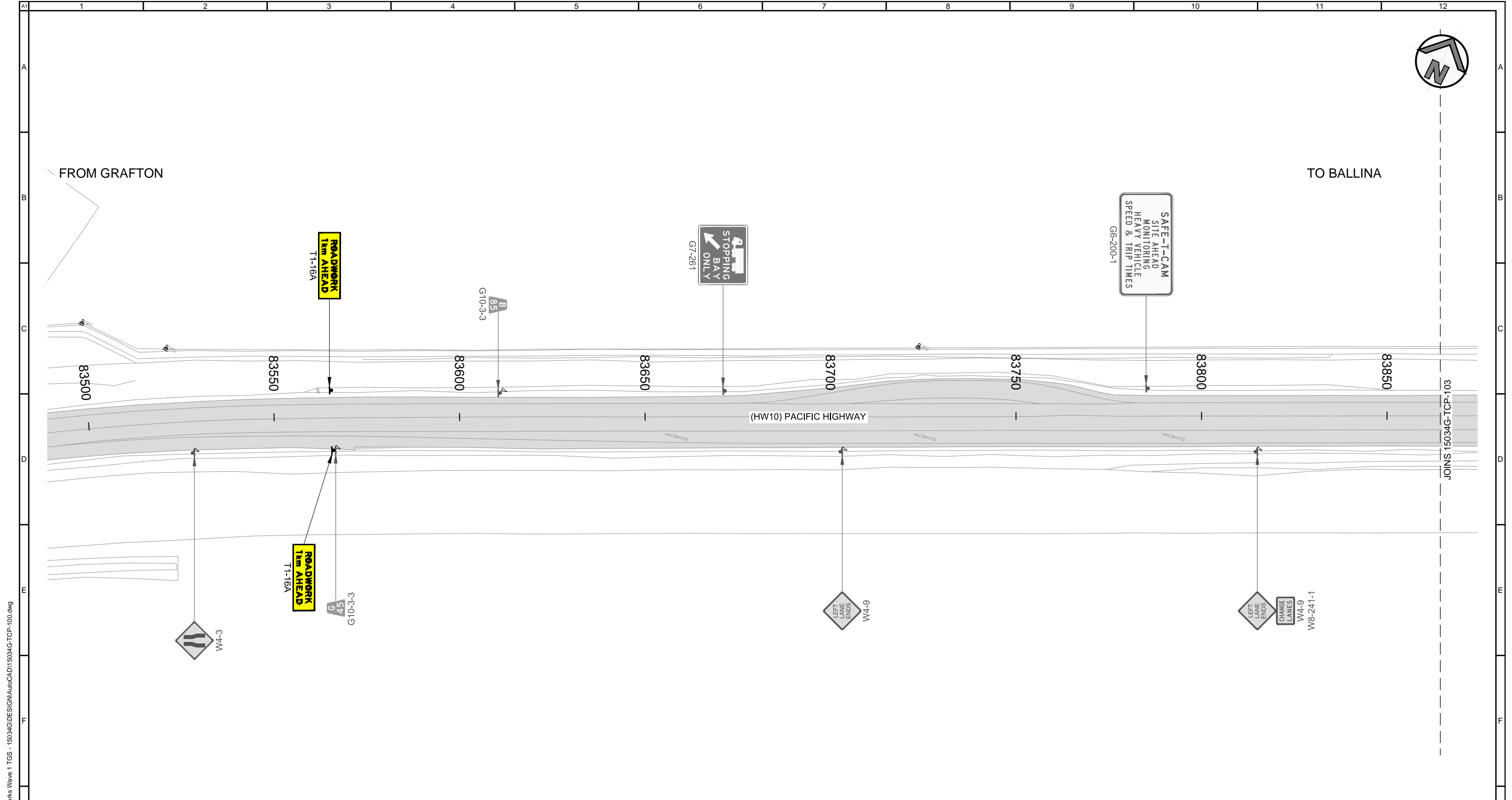
ABN 89 070 034 347 P: 07 5525 7377

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GOLDINGS
PACIFIC HIGHWAY UPGRADE
WOOLGOOLGA TO BALLINA
TRAFFIC CONTROL PLAN
STAGE 1

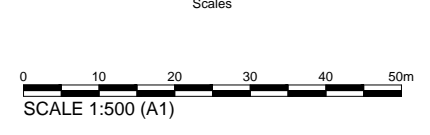
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Orange Card Certification No. Signature Date B. KERWICK 7283014285 <i>B. Kerwick</i> 20/07/2015		
Drawing No. 15024G-TCP-100		Revision 02



NOTES:
 1. REFER SHEET 1 FOR LEGEND AND GENERAL NOTES.

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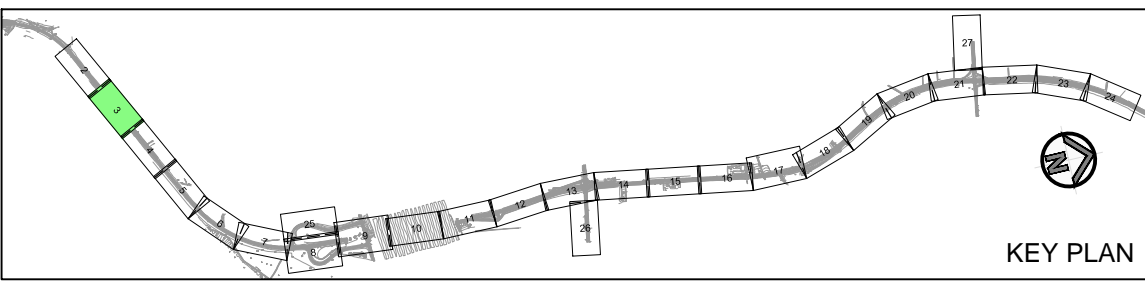
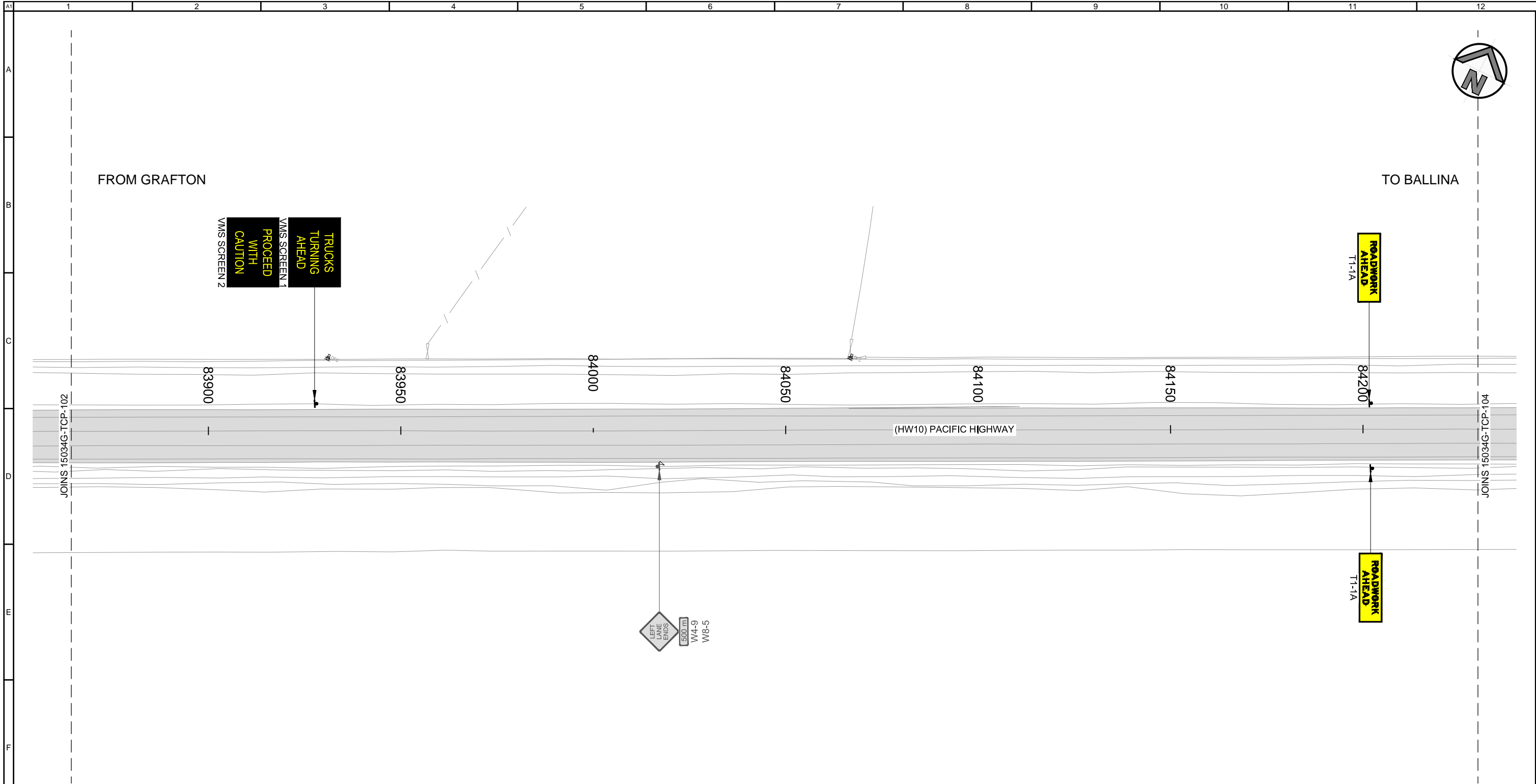
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GOLDINGS
 PACIFIC MOTORWAY UPGRADE
 WOOLGOOLGA TO BALLINA
 TRAFFIC CONTROL PLAN
 STAGE 1

Drawn D. GARDINER Checked R. CRAWFORD	Designed B. KERWICK Checked R. CRAWFORD	Job No. 15034G Sheet No. 02 of 27
Orange Card Certification No. 7283014285 Signature <i>B. Kerwick</i> Date 20/07/2015		
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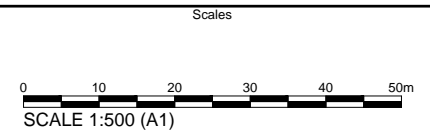
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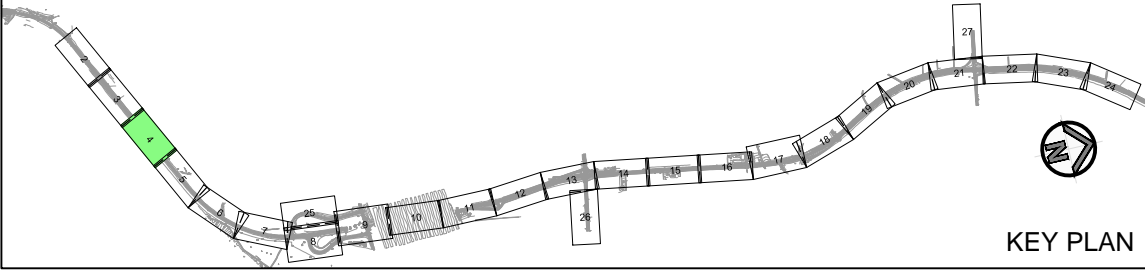
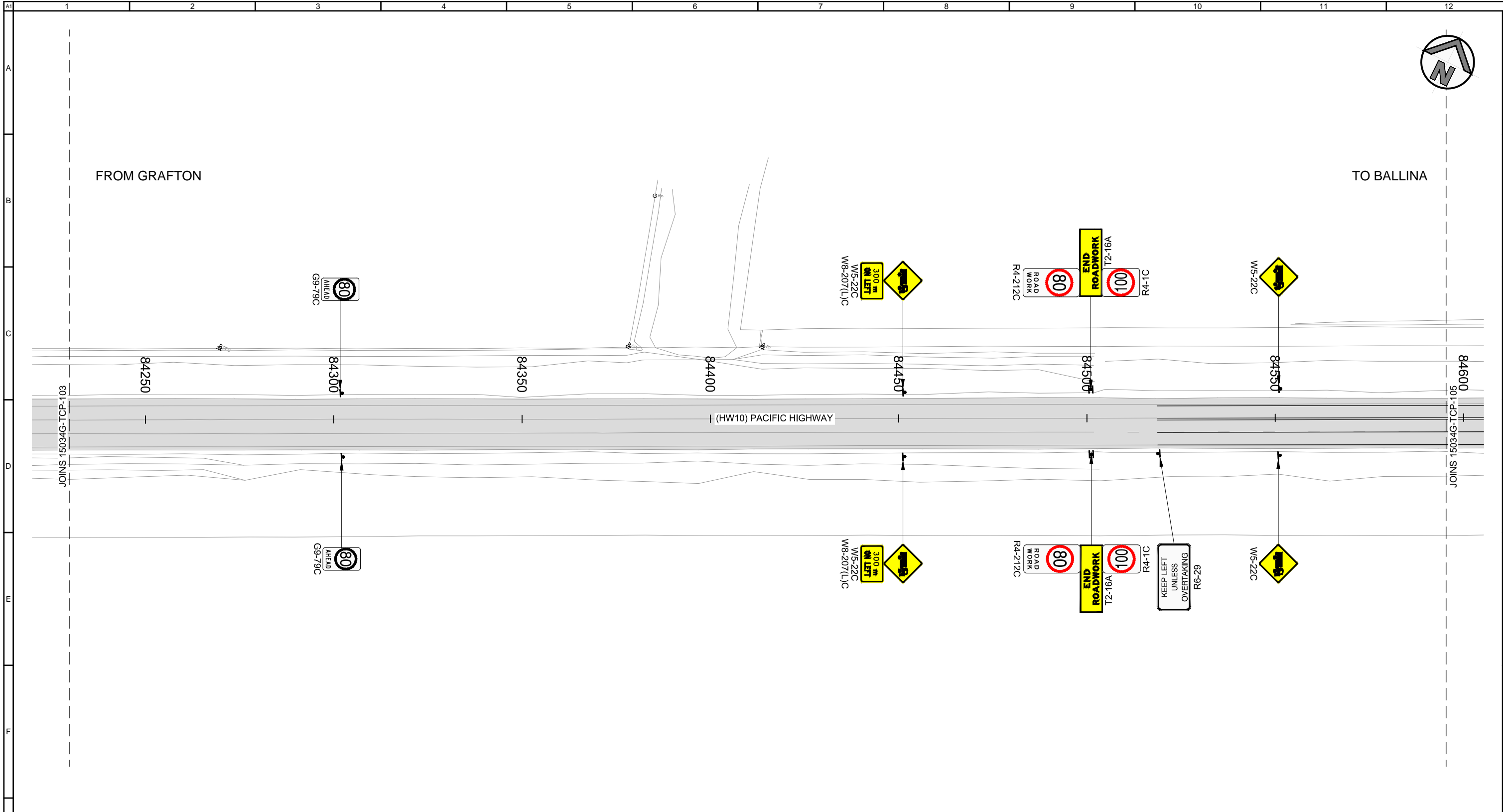
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GOLDINGS
PACIFIC MOTORWAY UPGRADE
WOOLGOOLGA TO BALLINA
TRAFFIC CONTROL PLAN
STAGE 1

Drawn D. GARDINER Checked R. CRAWFORD	Designed B. KERWICK Checked R. CRAWFORD	Job No. 15034G Sheet No. 03 of 27
Orange Card Certification No. B. KERWICK 7283014285		Signature <i>B. Kerwick</i> Date 20/07/2015
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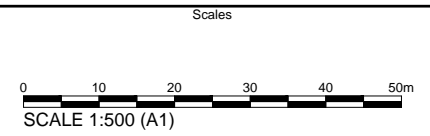
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20 July 2015

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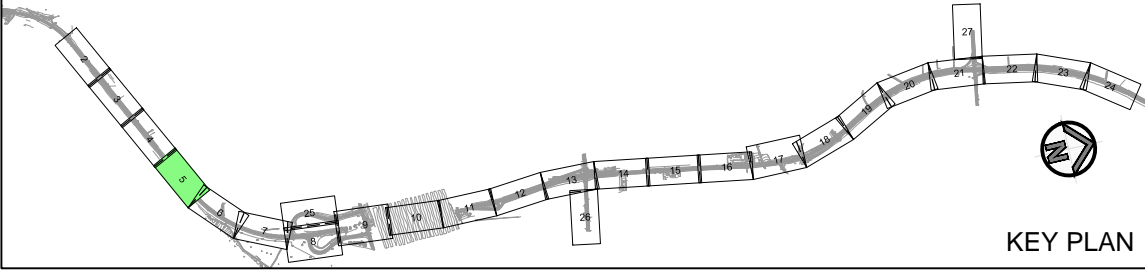
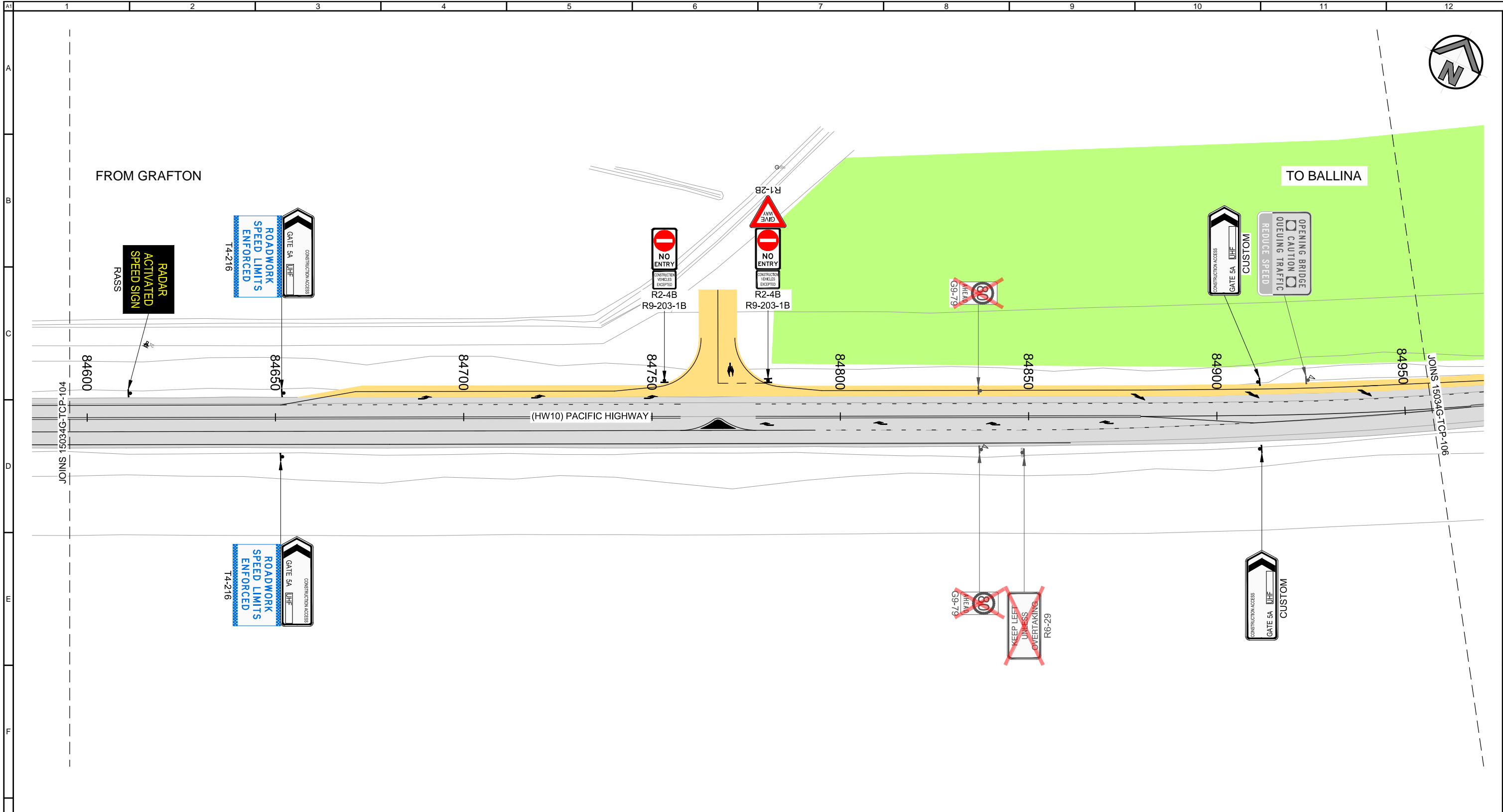


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GOLDINGS
PACIFIC MOTORWAY UPGRADE
WOOLGOOLGA TO BALLINA
TRAFFIC CONTROL PLAN
STAGE 1

Drawn D. GARDINER Checked R. CRAWFORD	Designed B. KERWICK Checked R. CRAWFORD	Job No. 15034G Sheet No. 04 of 27
Orange Card Certification No. B. KERWICK 7283014285		Signature <i>B. Kerwick</i> Date 20/07/2015
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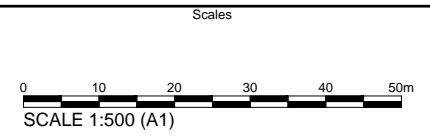
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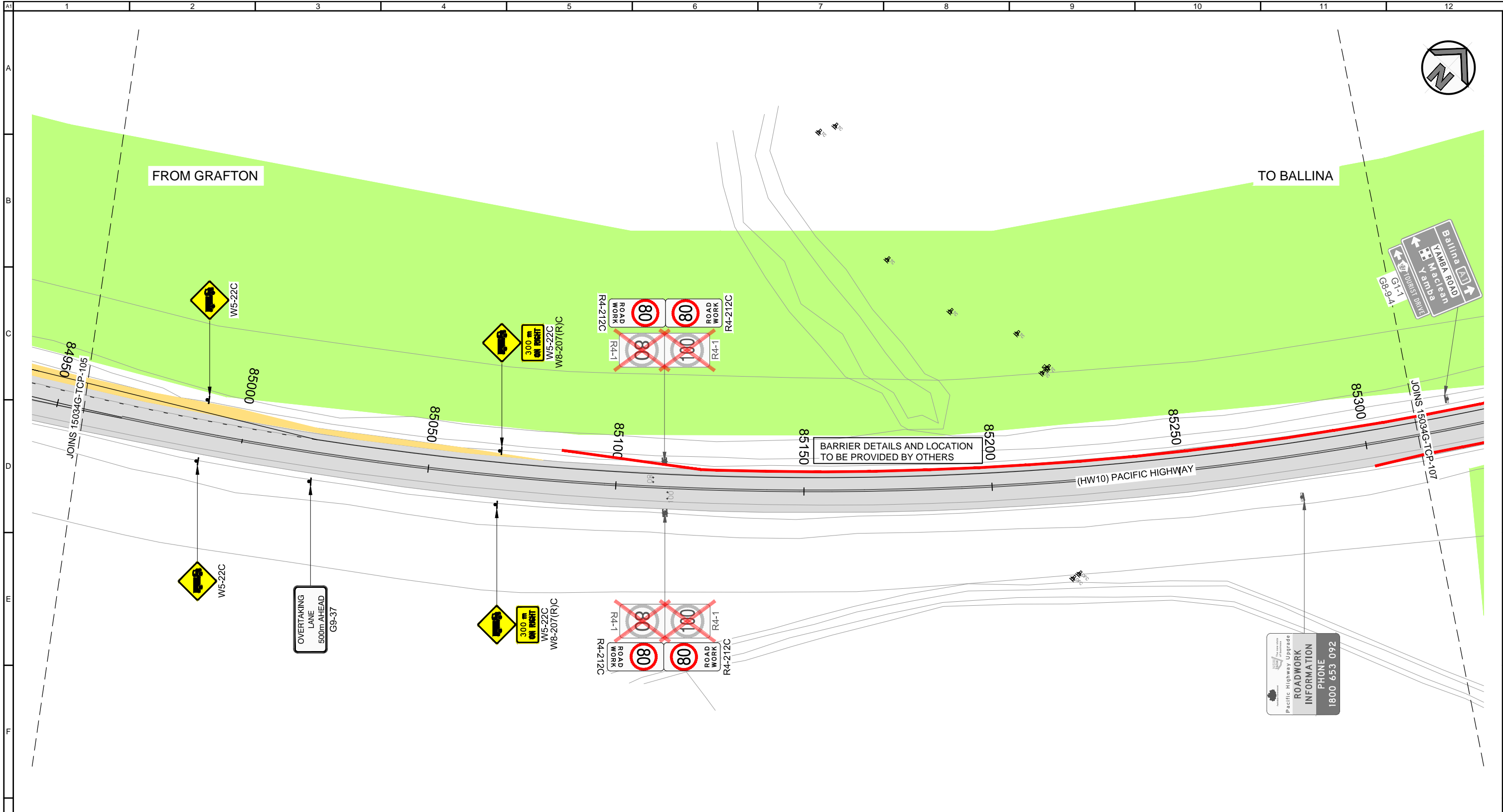


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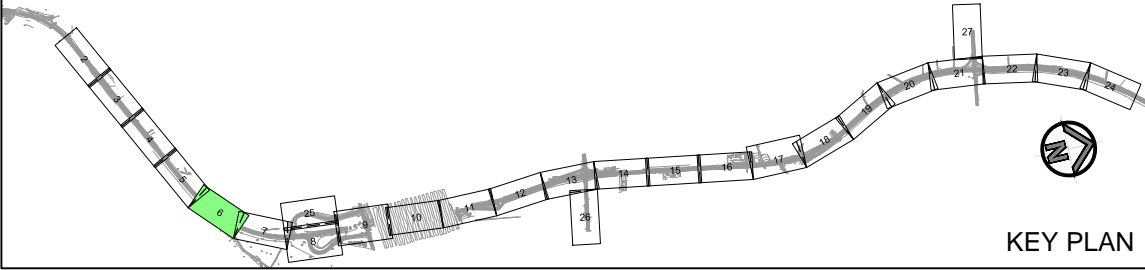
GOLDINGS
PACIFIC MOTORWAY UPGRADE
WOOLGOOLGA TO BALLINA
TRAFFIC CONTROL PLAN
STAGE 1

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Orange Card Certification No. Signature Date B. KERWICK 7283014285 <i>B. Kerwick</i> 20/07/2015		
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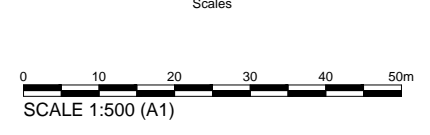
BARRIER DETAILS AND LOCATION TO BE PROVIDED BY OTHERS



- NOTES:**
1. REFER SHEET 1 FOR LEGEND AND GENERAL NOTES.

FOR APPROVAL
20 July 2015

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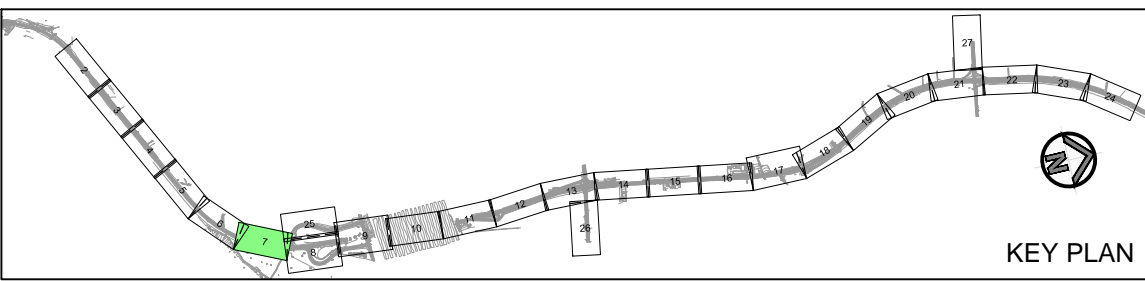
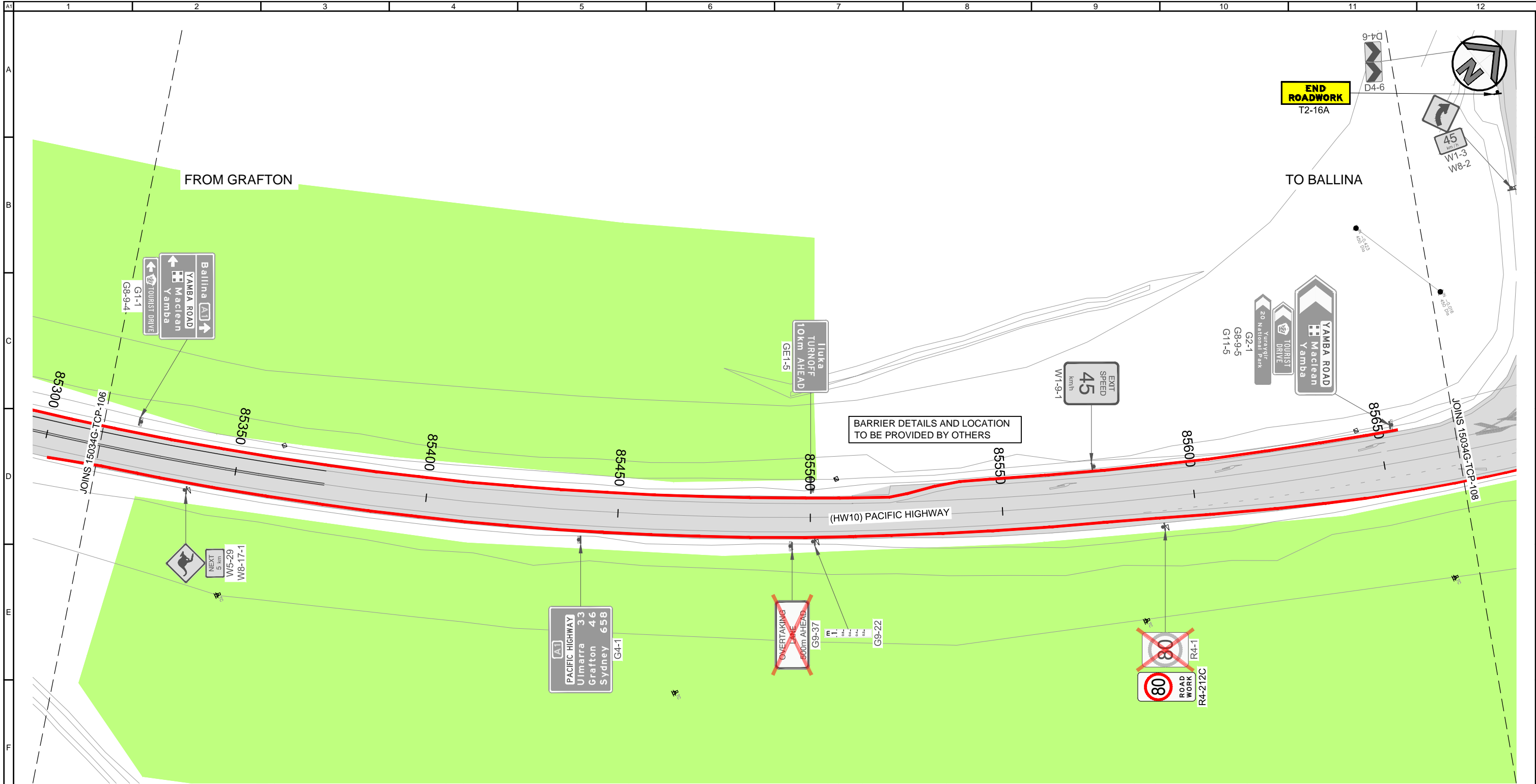


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GOLDINGS
PACIFIC MOTORWAY UPGRADE
WOOLGOOLGA TO BALLINA
TRAFFIC CONTROL PLAN
STAGE 1

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Orange Card Certification No. Signature Date B. KERWICK 7283014285 <i>B. Kerwick</i> 20/07/2015		
Drawing No. 15024G-TCP-106		Revision 02

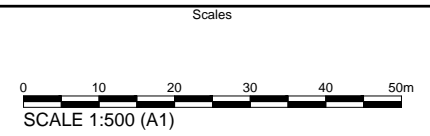
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20 July 2015

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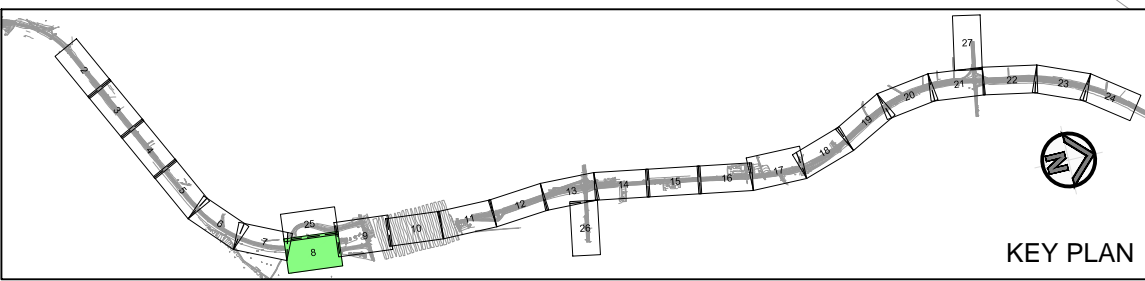
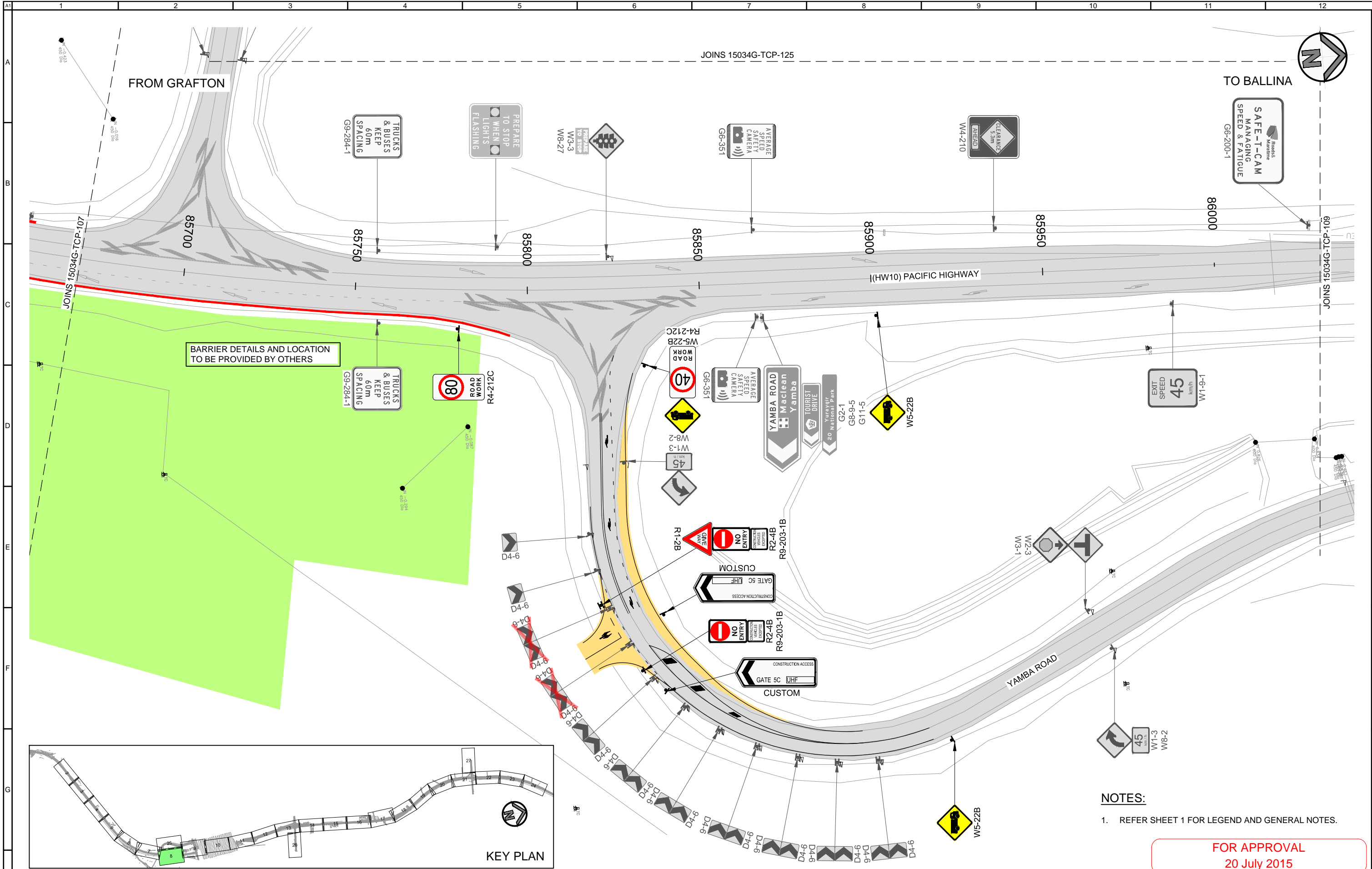


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GOLDINGS
PACIFIC MOTORWAY UPGRADE
WOOLGOOLGA TO BALLINA
TRAFFIC CONTROL PLAN
STAGE 1

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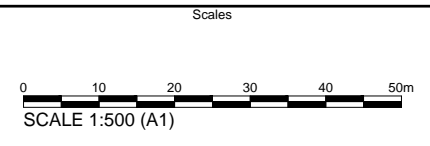
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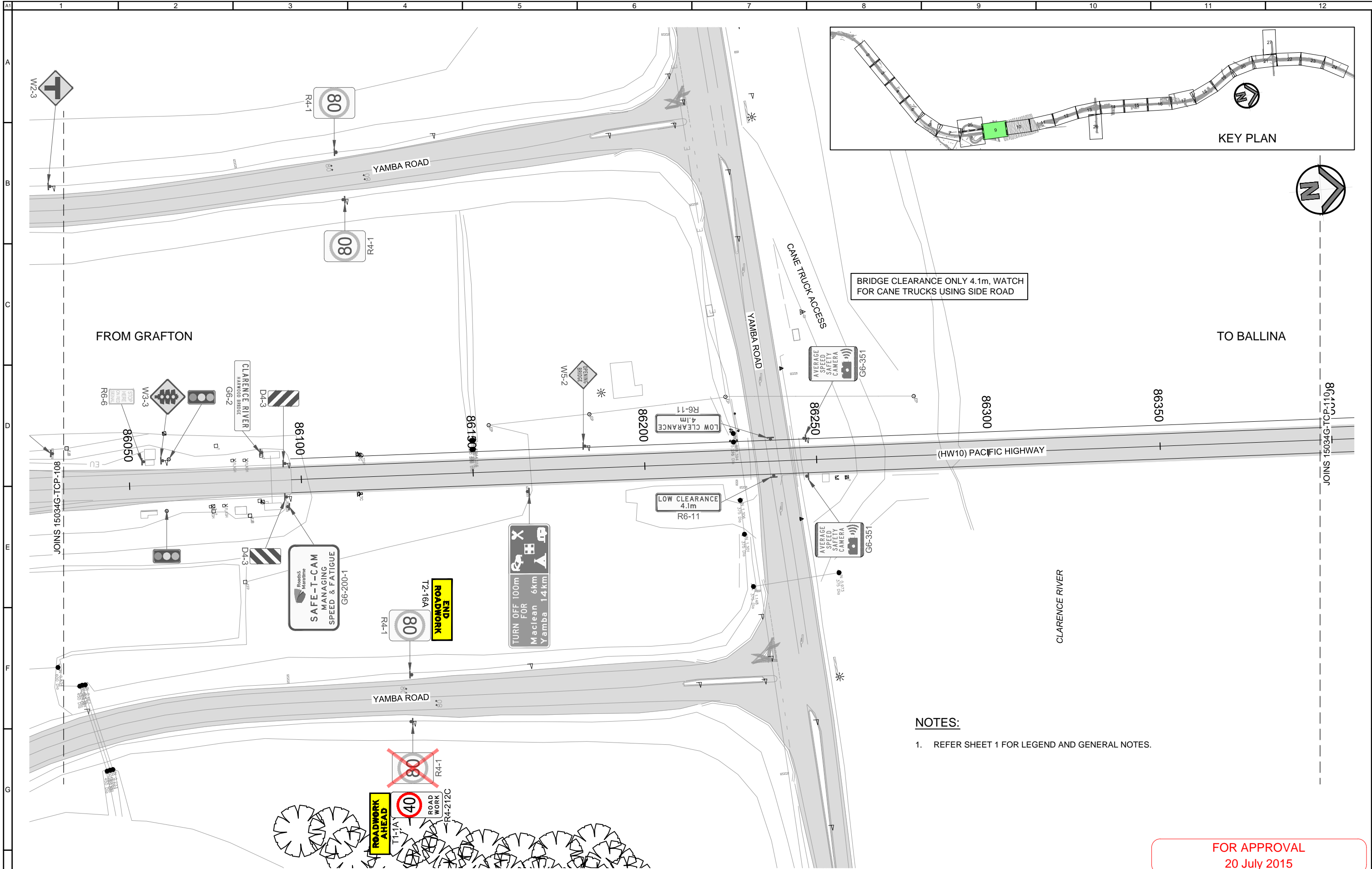


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GOLDINGS
PACIFIC MOTORWAY UPGRADE
WOOLGOOLGA TO BALLINA
TRAFFIC CONTROL PLAN
STAGE 1

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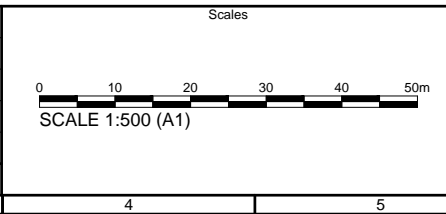
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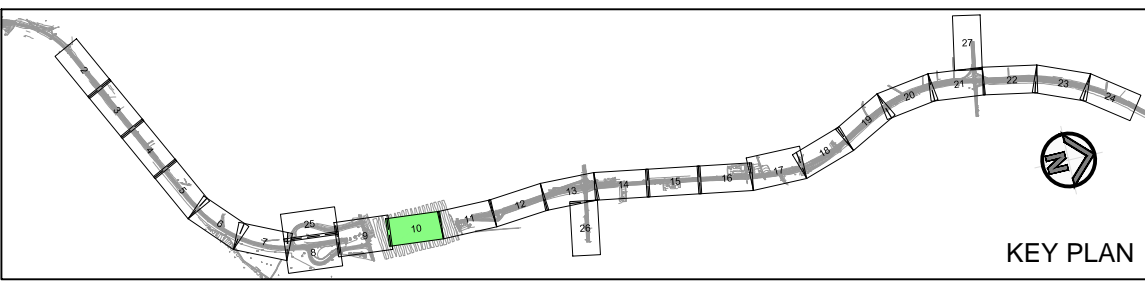
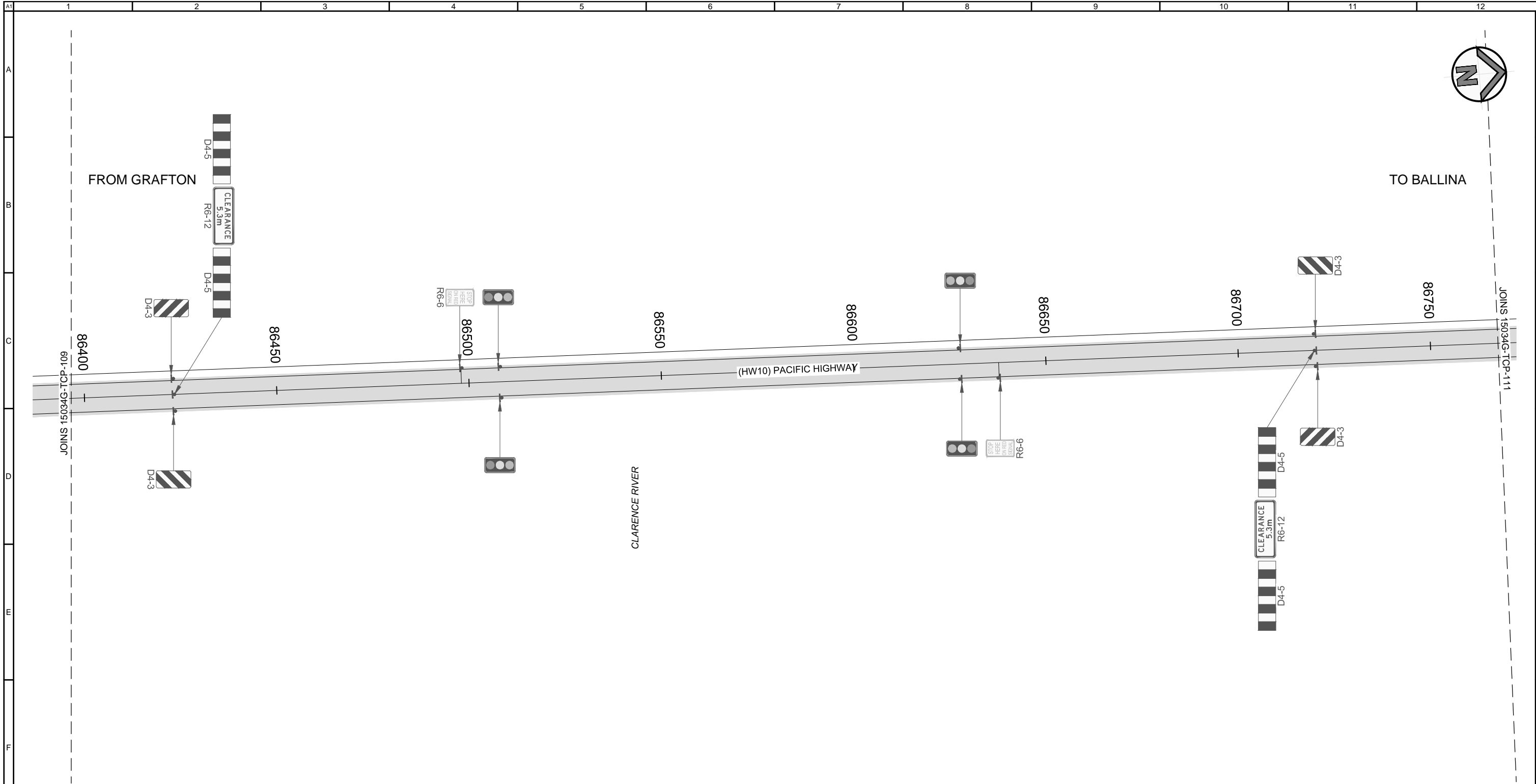
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GOLDINGS
PACIFIC MOTORWAY UPGRADE
WOOLGOOLGA TO BALLINA
TRAFFIC CONTROL PLAN
STAGE 1

Drawn D. GARDINER Checked R. CRAWFORD	Designed B. KERWICK Checked R. CRAWFORD	Job No. 15034G Sheet No. 09 of 27
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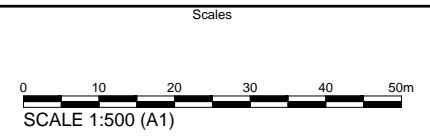
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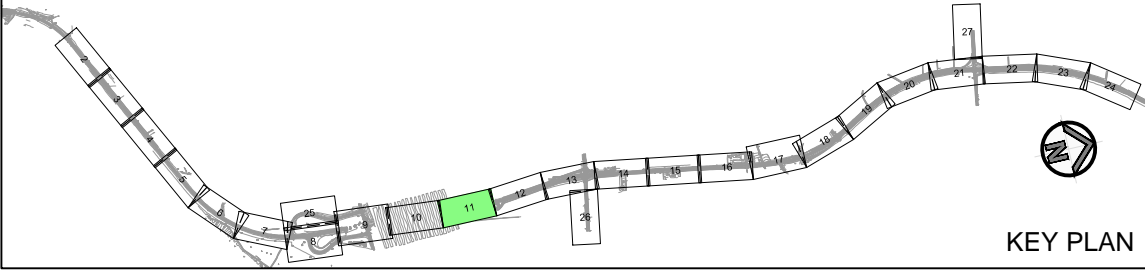
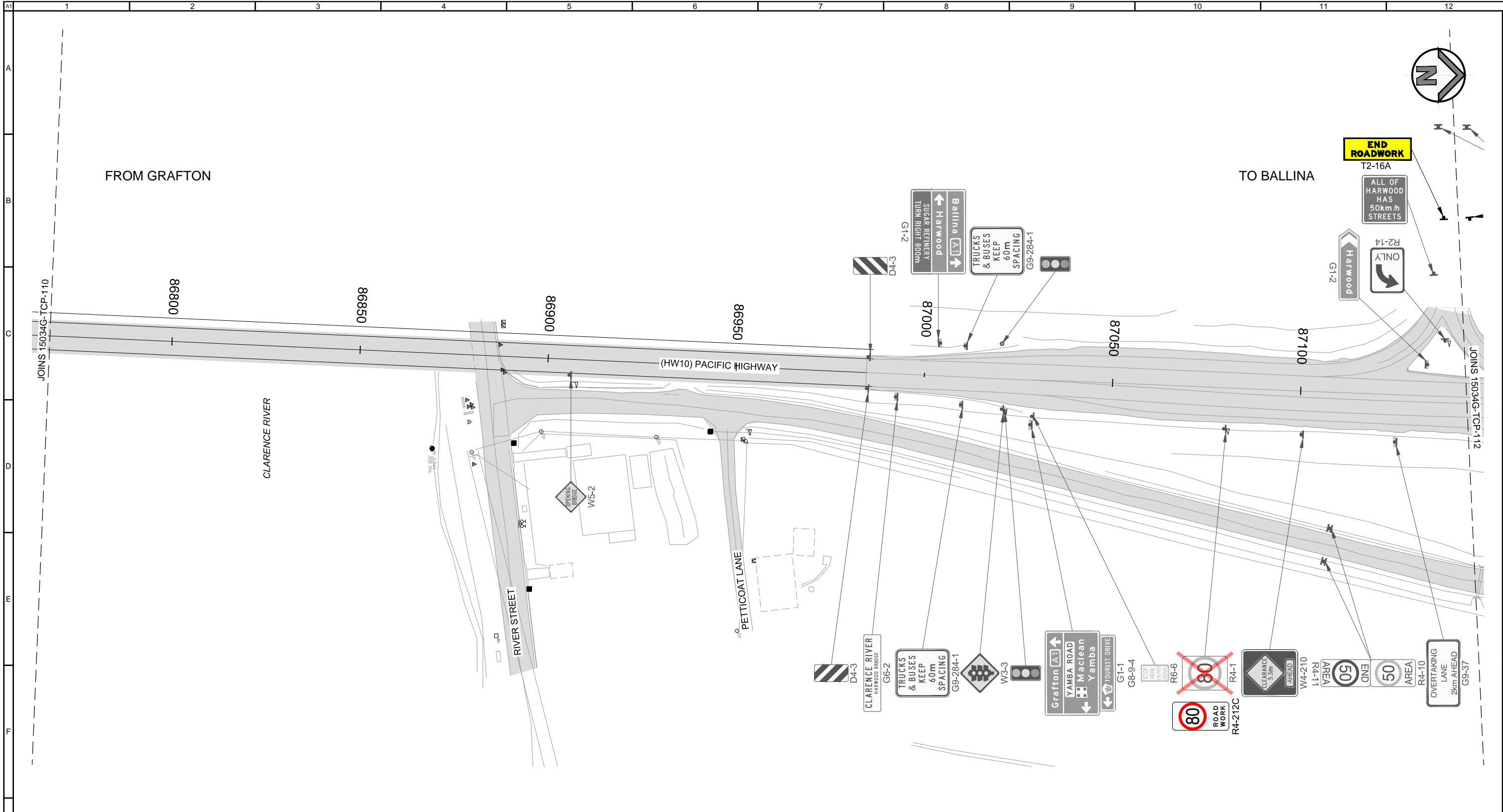


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GOLDINGS
PACIFIC MOTORWAY UPGRADE
WOOLGOOLGA TO BALLINA
TRAFFIC CONTROL PLAN
STAGE 1

Drawn D. GARDINER Checked R. CRAWFORD	Designed B. KERWICK Checked R. CRAWFORD	Job No. 15034G Sheet No. 10 of 27
Orange Card Certification No. Signature Date B. KERWICK 7283014285 <i>B. Kerwick</i> 20/07/2015		
Drawing No. 15024G-TCP-110		Revision 02

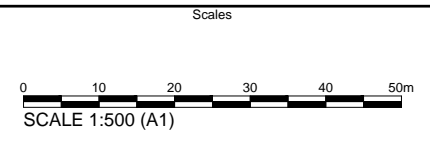
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NOTES:
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20 July 2015

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02	ISSUED FOR APPROVAL				
01	PRELIMINARY ISSUE				

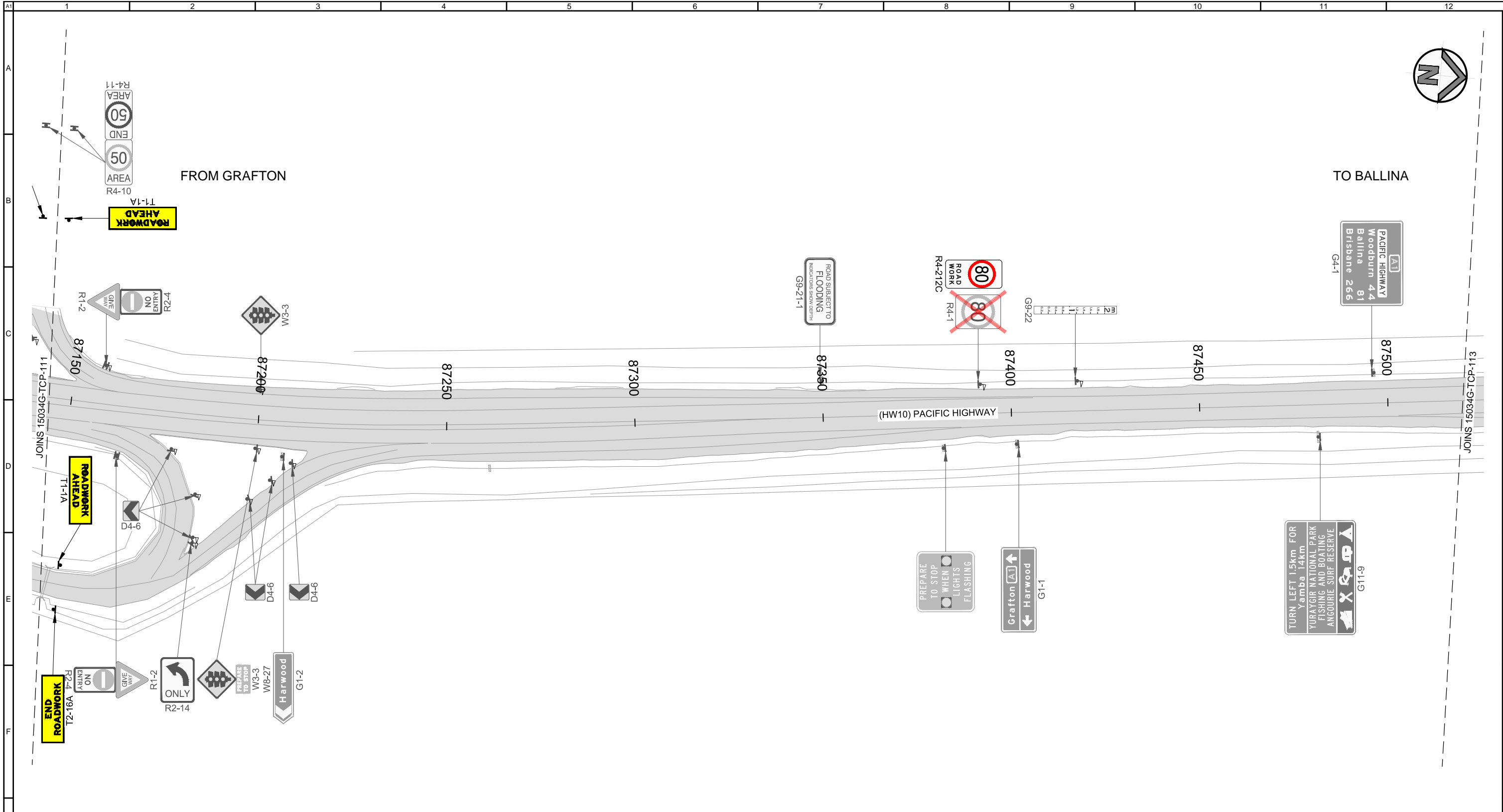


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GOLDINGS
PACIFIC MOTORWAY UPGRADE
WOOLGOOLGA TO BALLINA
TRAFFIC CONTROL PLAN
STAGE 1

Drawn D. GARDINER Checked R. CRAWFORD	Designed B. KERWICK Checked R. CRAWFORD	Job No. 15034G Sheet No. 11 of 27
Orange Card Certification No. Signature Date B. KERWICK 7283014285 <i>B. Kerwick</i> 20/07/2015		
Drawing No. 15024G-TCP-111		Revision 02

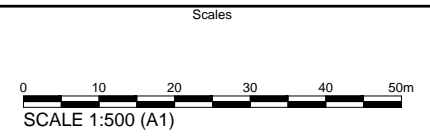
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NOTES:
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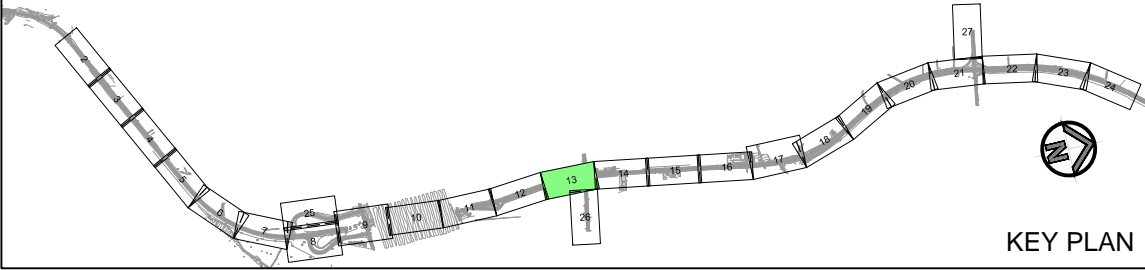
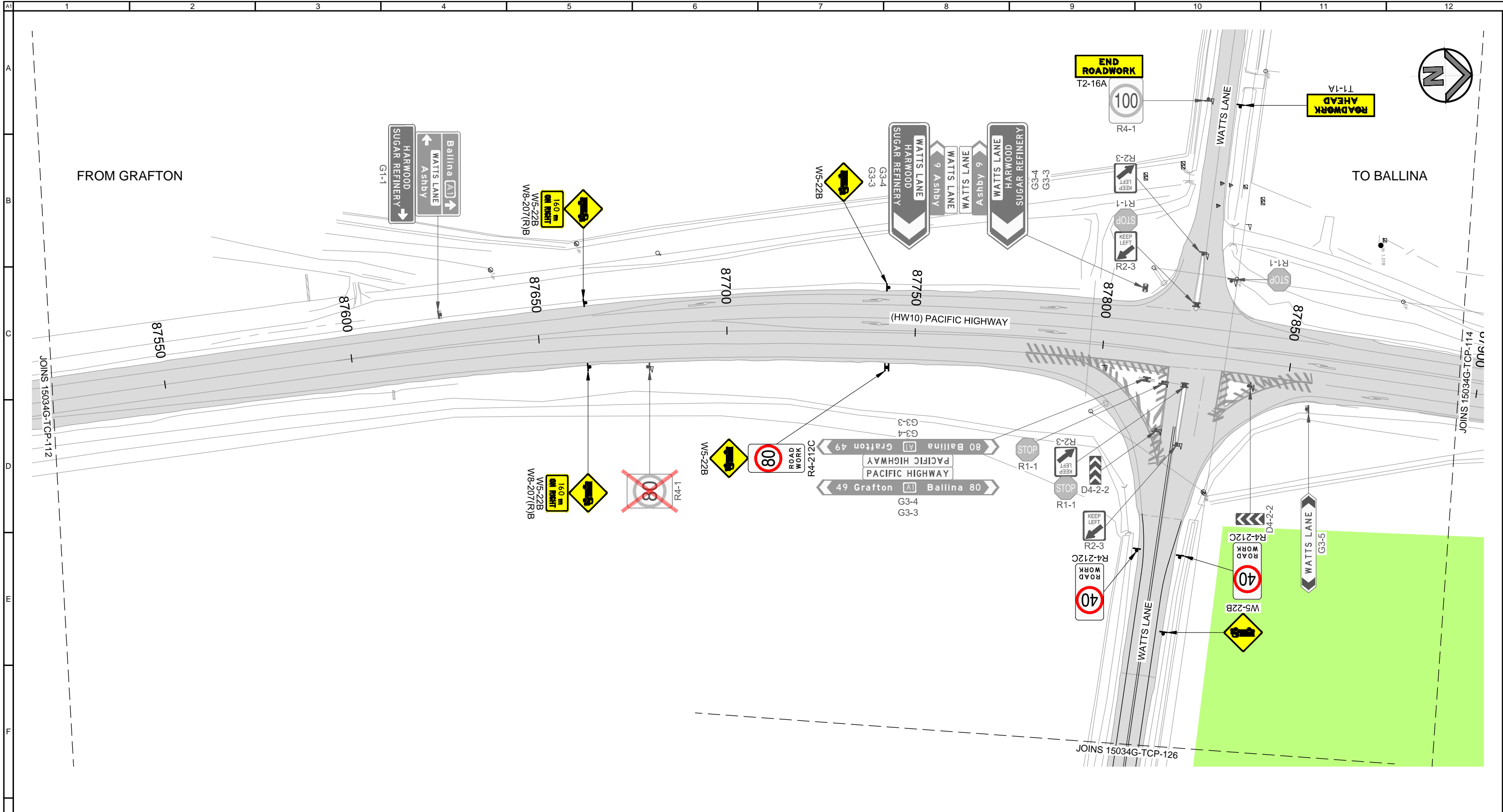


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GOLDINGS
PACIFIC MOTORWAY UPGRADE
WOOLGOOLGA TO BALLINA
TRAFFIC CONTROL PLAN
STAGE 1

Drawn D. GARDINER Checked R. CRAWFORD	Designed B. KERWICK Checked R. CRAWFORD	Job No. 15034G Sheet No. 12 of 27
Orange Card Certification No. Signature Date B. KERWICK 7283014285 <i>B. Kerwick</i> 20/07/2015		
Drawing No. 15024G-TCP-112		Revision 02

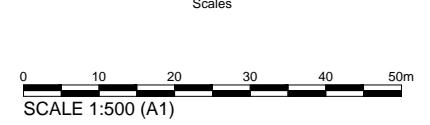
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20 July 2015

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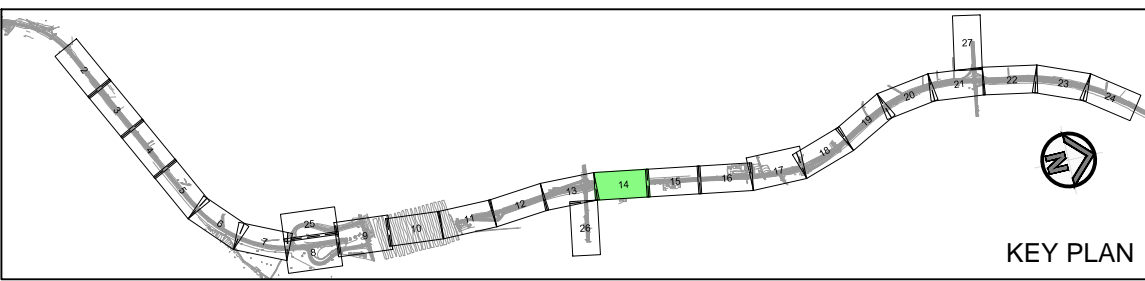
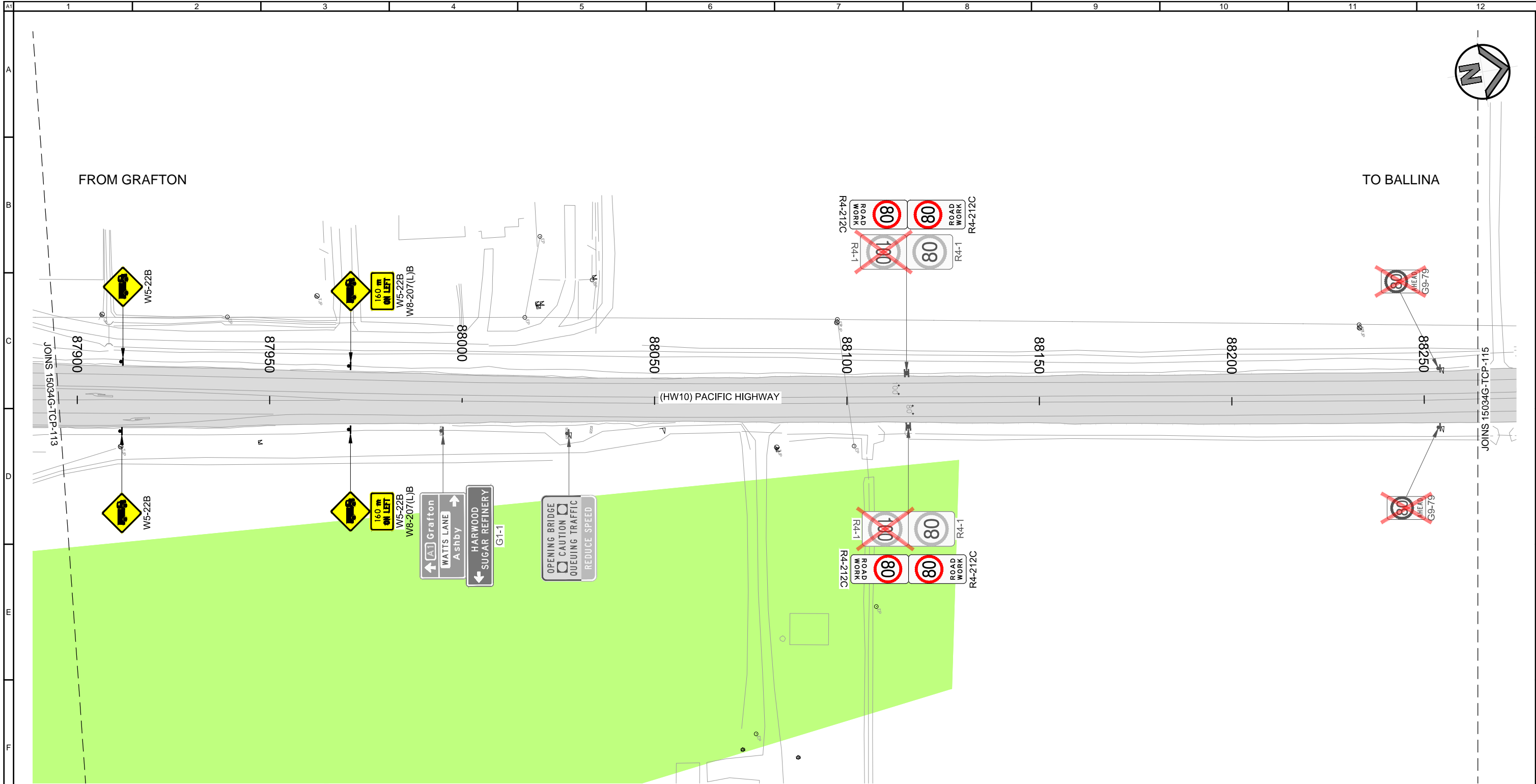


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GOLDINGS
PACIFIC MOTORWAY UPGRADE
WOOLGOOLGA TO BALLINA
TRAFFIC CONTROL PLAN
STAGE 1

Drawn D. GARDINER Checked R. CRAWFORD	Designed B. KERWICK Checked R. CRAWFORD	Job No. 15034G Sheet No. 13 of 27
Orange Card Certification No. Signature Date B. KERWICK 7283014285 <i>B. Kerwick</i> 20/07/2015		
Drawing No. 15024G-TCP-113		Revision 02

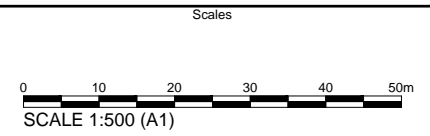
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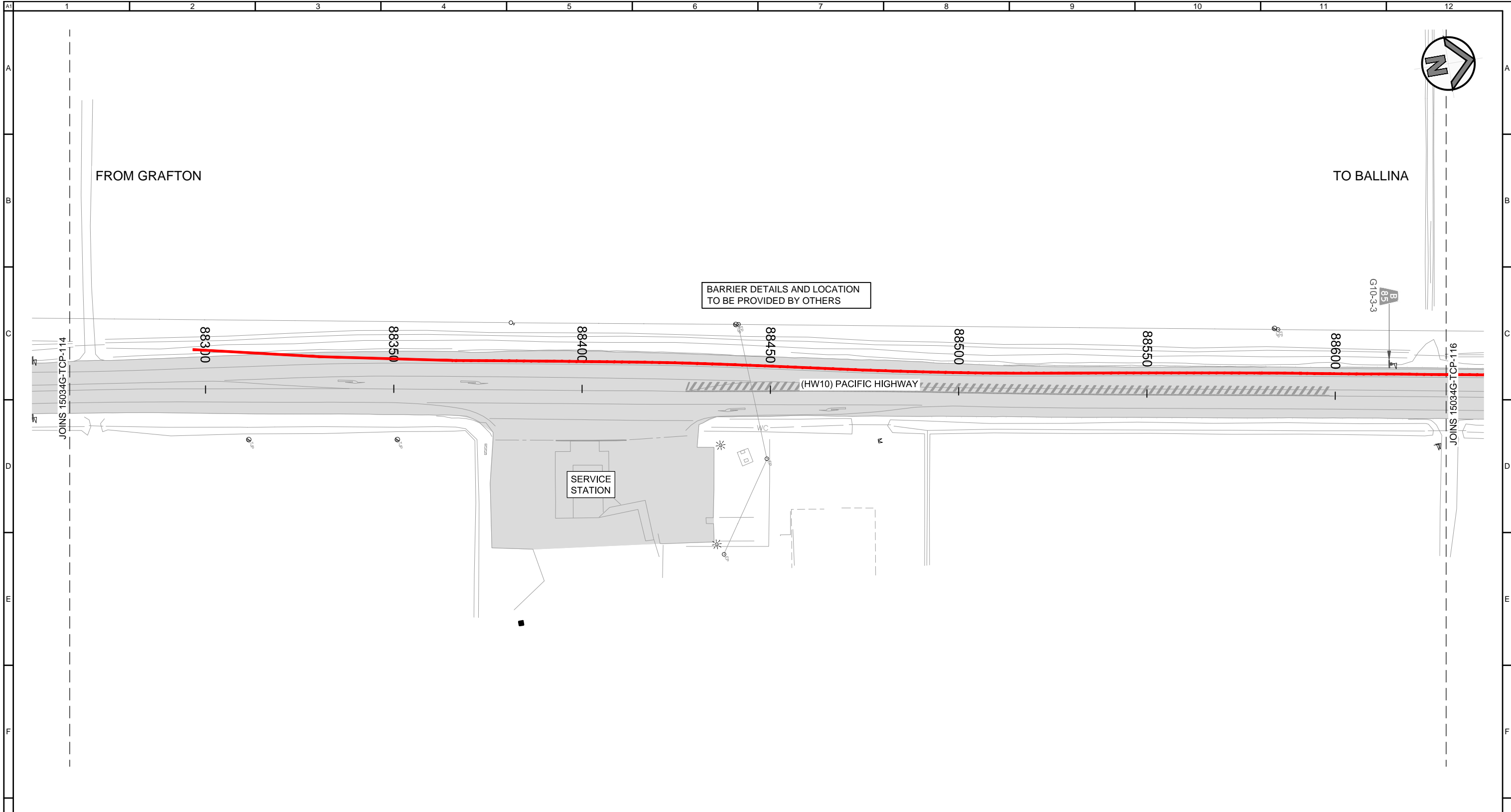


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GOLDINGS
PACIFIC MOTORWAY UPGRADE
WOOLGOOLGA TO BALLINA
TRAFFIC CONTROL PLAN
STAGE 1

Drawn D. GARDINER Checked R. CRAWFORD	Designed B. KERWICK Checked R. CRAWFORD	Job No. 15034G Sheet No. 14 of 27
Orange Card Certification No. B. KERWICK 7283014285		Signature <i>B. Kerwick</i> Date 20/07/2015
Drawing No. 15024G-TCP-114		Revision 02

Plotted By: Ben Plot Date: 20/07/15 - 16:23 Cad File: X:\2015\Jobs\W2B Early Works Wave 1 TGS - 15034G\DESIGN\AutoCAD\15034G-TCP-100.dwg



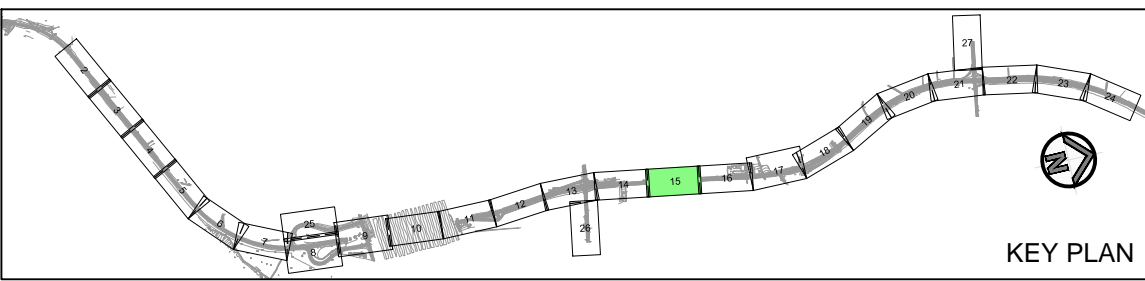
BARRIER DETAILS AND LOCATION TO BE PROVIDED BY OTHERS

SERVICE STATION

(HW10) PACIFIC HIGHWAY

FROM GRAFTON

TO BALLINA



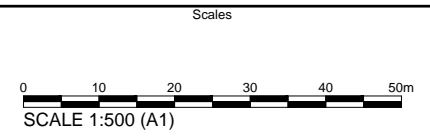
KEY PLAN

NOTES:

1. REFER SHEET 1 FOR LEGEND AND GENERAL NOTES.

FOR APPROVAL
20 July 2015

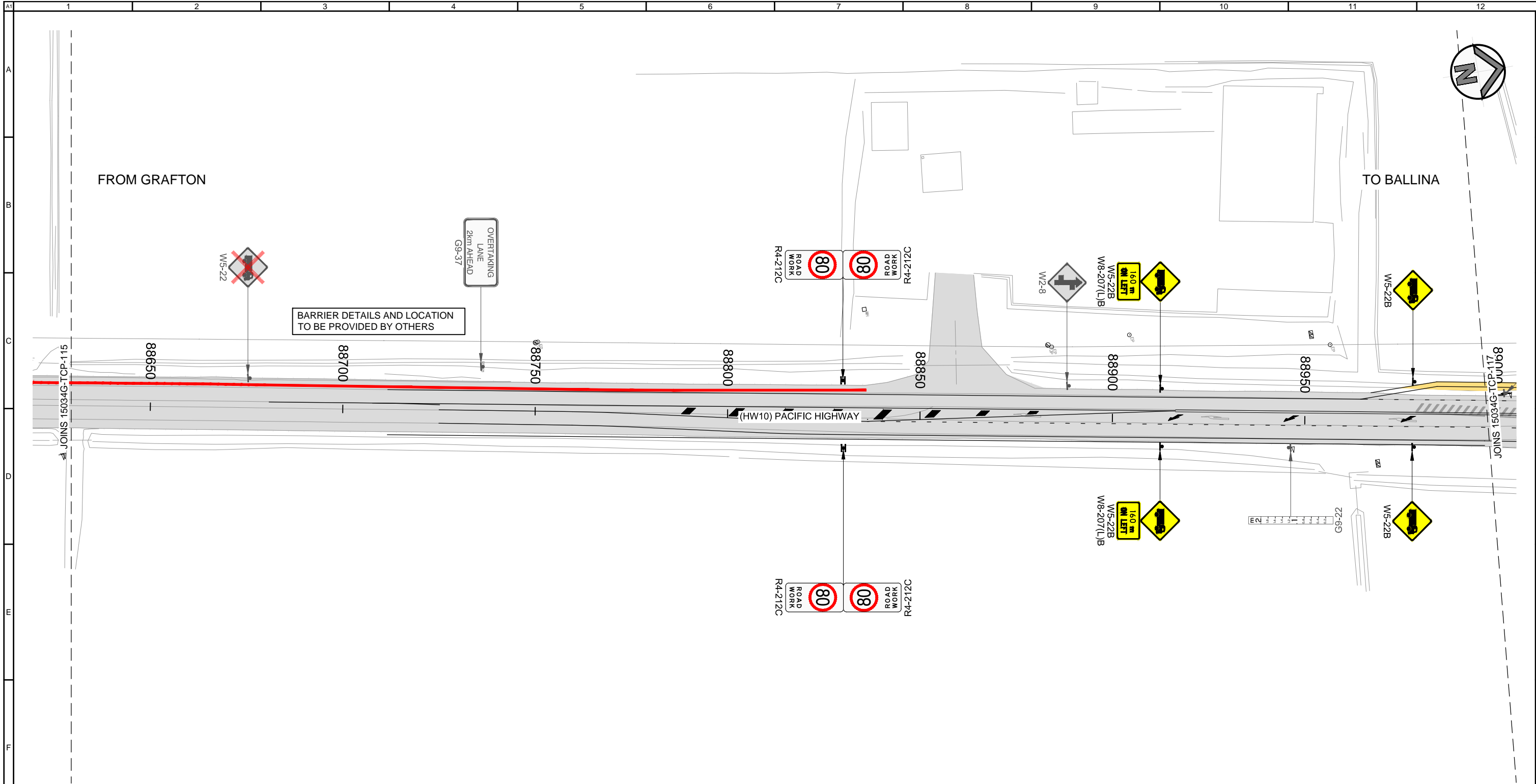
No.	Revision / Amendment Description	Initials	Certificate No.	Signature	Date
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GOLDINGS
PACIFIC MOTORWAY UPGRADE
WOOLGOOLGA TO BALLINA
TRAFFIC CONTROL PLAN
STAGE 1

Drawn D. GARDINER Checked R. CRAWFORD	Designed B. KERWICK Checked R. CRAWFORD	Job No. 15034G Sheet No. 15 of 27
Orange Card Certification No. Signature Date B. KERWICK 7283014285 <i>B. Kerwick</i> 20/07/2015		
Drawing No. 15024G-TCP-115		Revision 02



BARRIER DETAILS AND LOCATION TO BE PROVIDED BY OTHERS

OVERTAKING LANE 2km AHEAD G9-37

R4-212C ROAD WORK 80 08 ROAD WORK

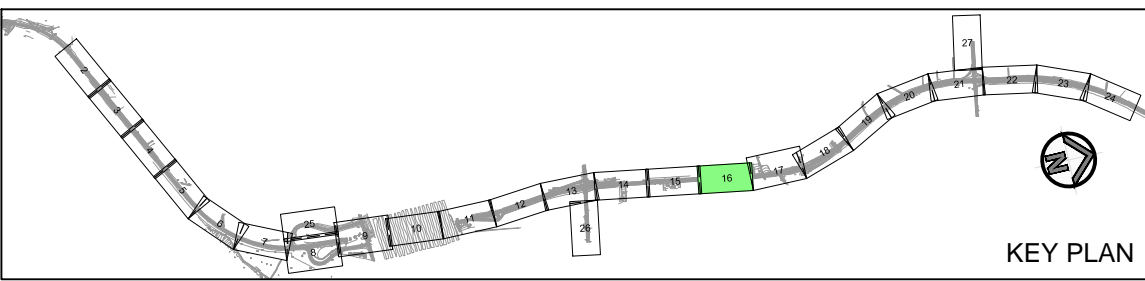
W2-8 W5-22B W8-207(L)B 160m W/L

W5-22B

R4-212C ROAD WORK 80 08 ROAD WORK

W5-22B W8-207(L)B 160m W/L

W5-22B

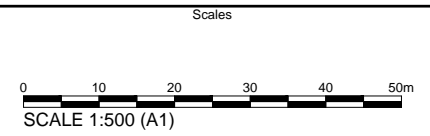


NOTES:

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20 July 2015

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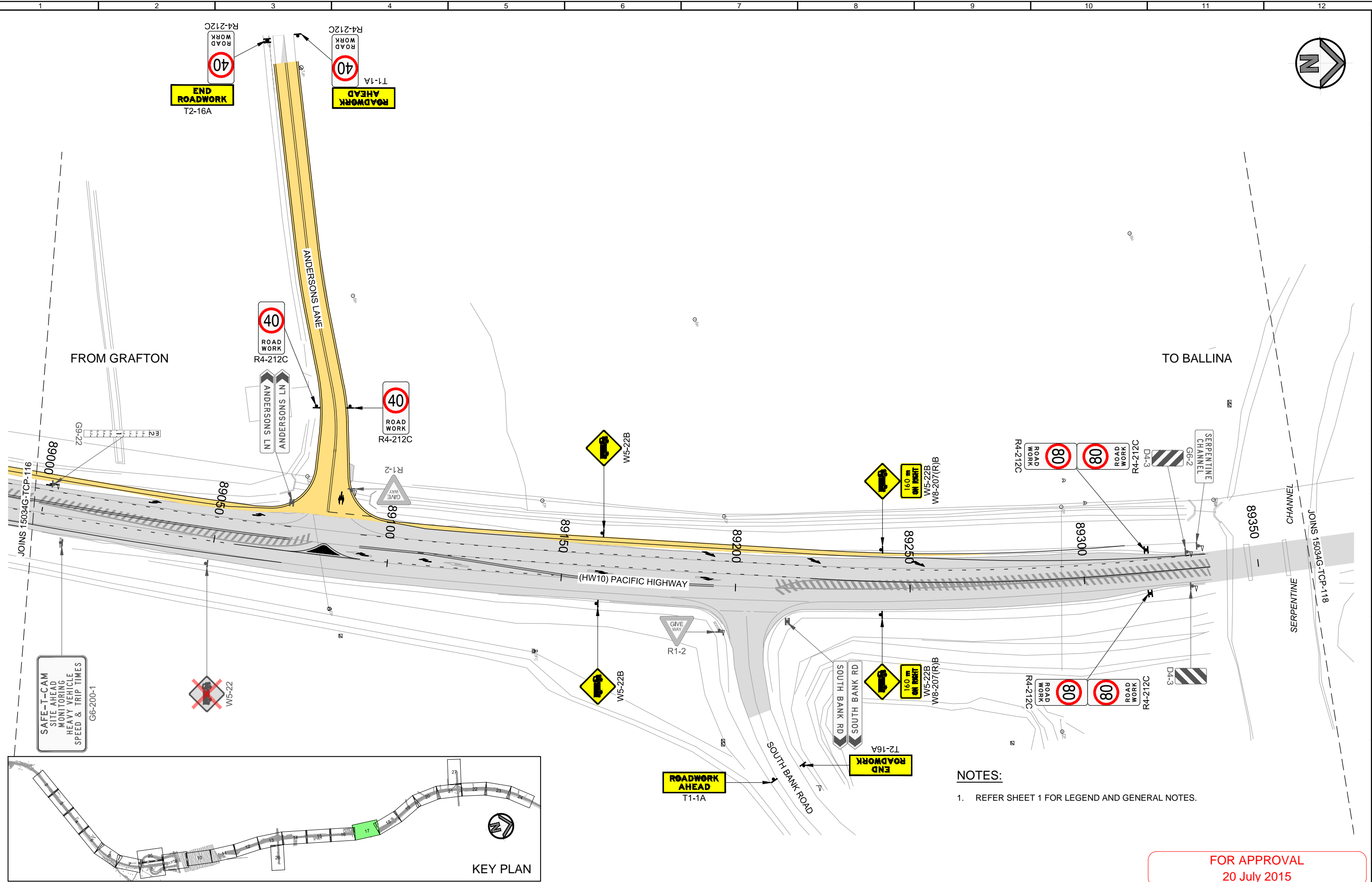
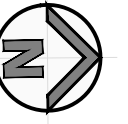


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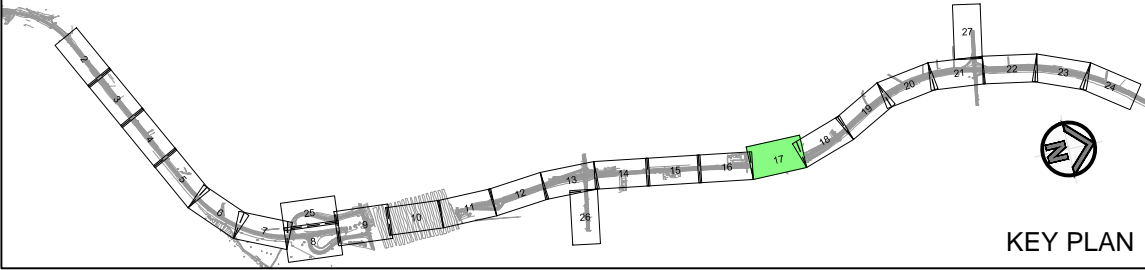
GOLDINGS
PACIFIC MOTORWAY UPGRADE
WOOLGOOLGA TO BALLINA
TRAFFIC CONTROL PLAN
STAGE 1

Drawn D. GARDINER Checked R. CRAWFORD	Designed B. KERWICK Checked R. CRAWFORD	Job No. 15034G Sheet No. 16 of 27
Orange Card Certification No. Signature Date B. KERWICK 7283014285 <i>B. Kerwick</i> 20/07/2015		
Drawing No. 15024G-TCP-116		Revision 02

Plotted By: Ben Plot Date: 20/07/15 - 16:23 Cad File: X:\2015\Jobs\W2B Early Works Wave 1 TGS - 15034G\DESIGN\AutoCAD\15034G-TCP-100.dwg



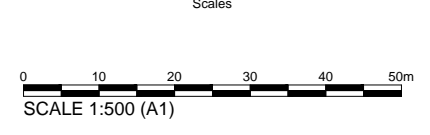
SAFE-T-CAM
SITE AHEAD
MONITORING
HEAVY VEHICLE
SPEED & TRIP TIMES
G6-200-1



NOTES:
1. REFER SHEET 1 FOR LEGEND AND GENERAL NOTES.

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20 July 2015

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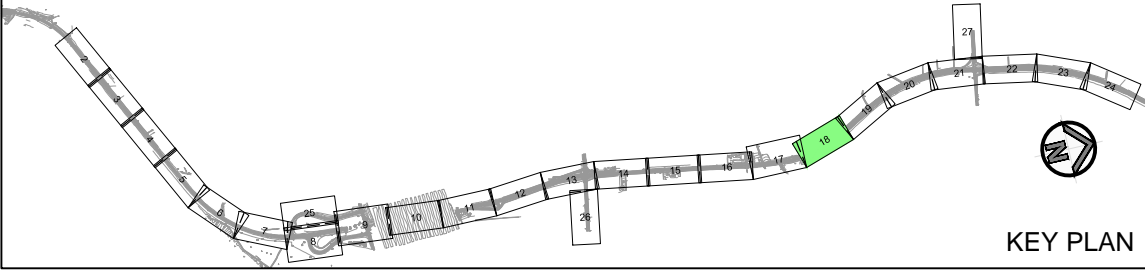
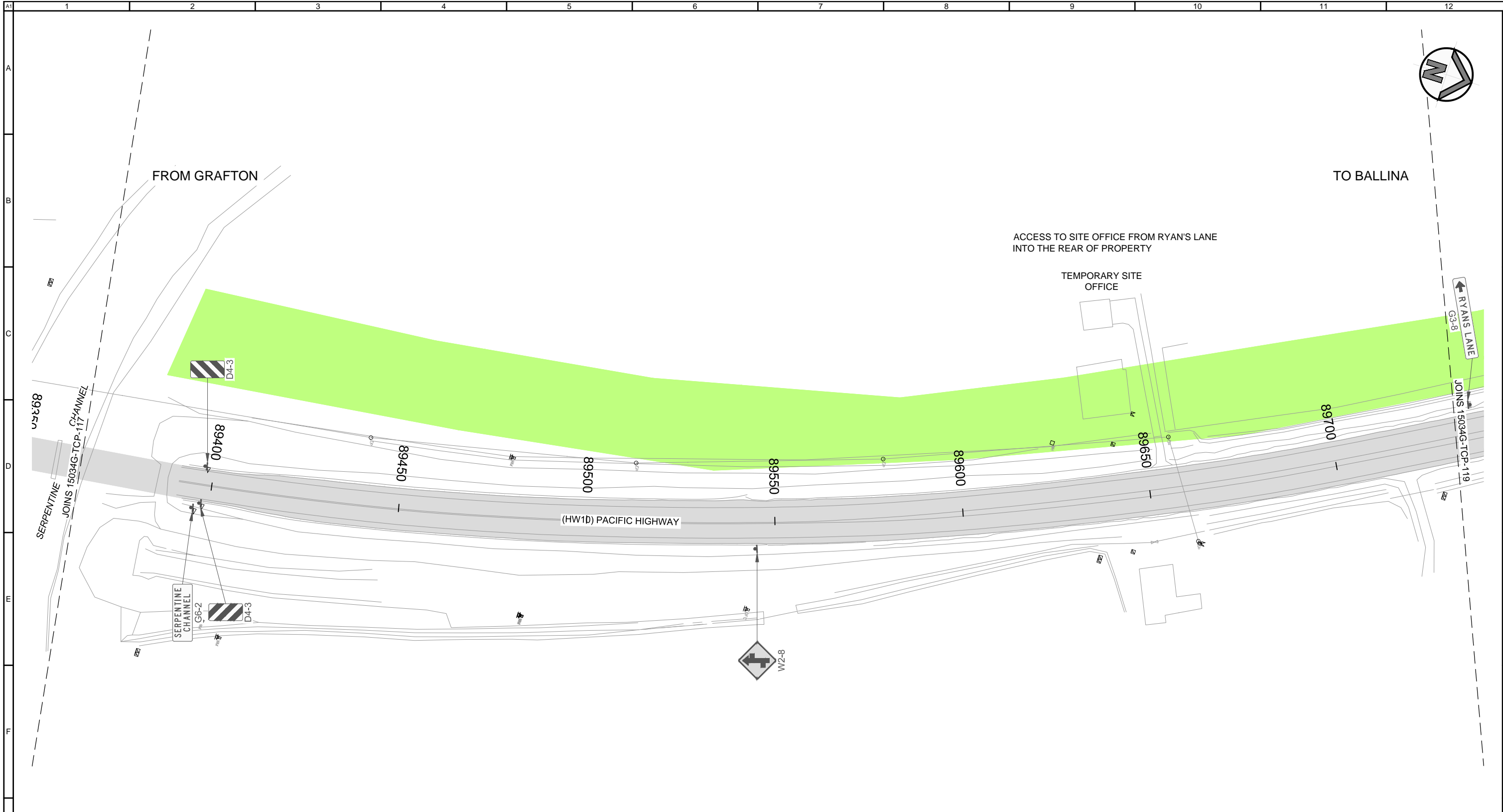


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GOLDINGS
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 WOOLGOOLGA TO BALLINA
 TRAFFIC CONTROL PLAN
 STAGE 1

Drawn D. GARDINER Checked R. CRAWFORD	Designed B. KERWICK Checked R. CRAWFORD	Job No. 15034G Sheet No. 17 of 27
Orange Card Certification No. Signature Date B. KERWICK 7283014285 <i>B. Kerwick</i> 20/07/2015		
Drawing No. 15024G-TCP-117		Revision 02

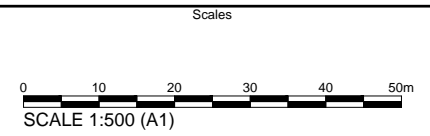
Plotted By: Ben Plot Date: 20/07/15 - 16:23 Cad File: X:\2015\Jobs\W2B Early Works Wave 1 TGS - 15034G\DESIGN\AutoCAD\15034G-TCP-100.dwg



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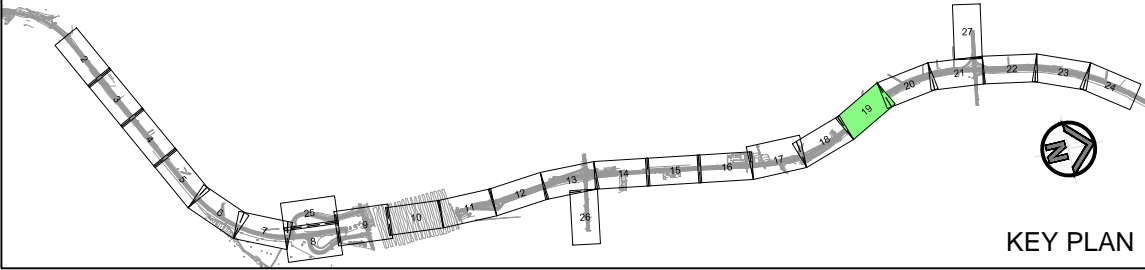
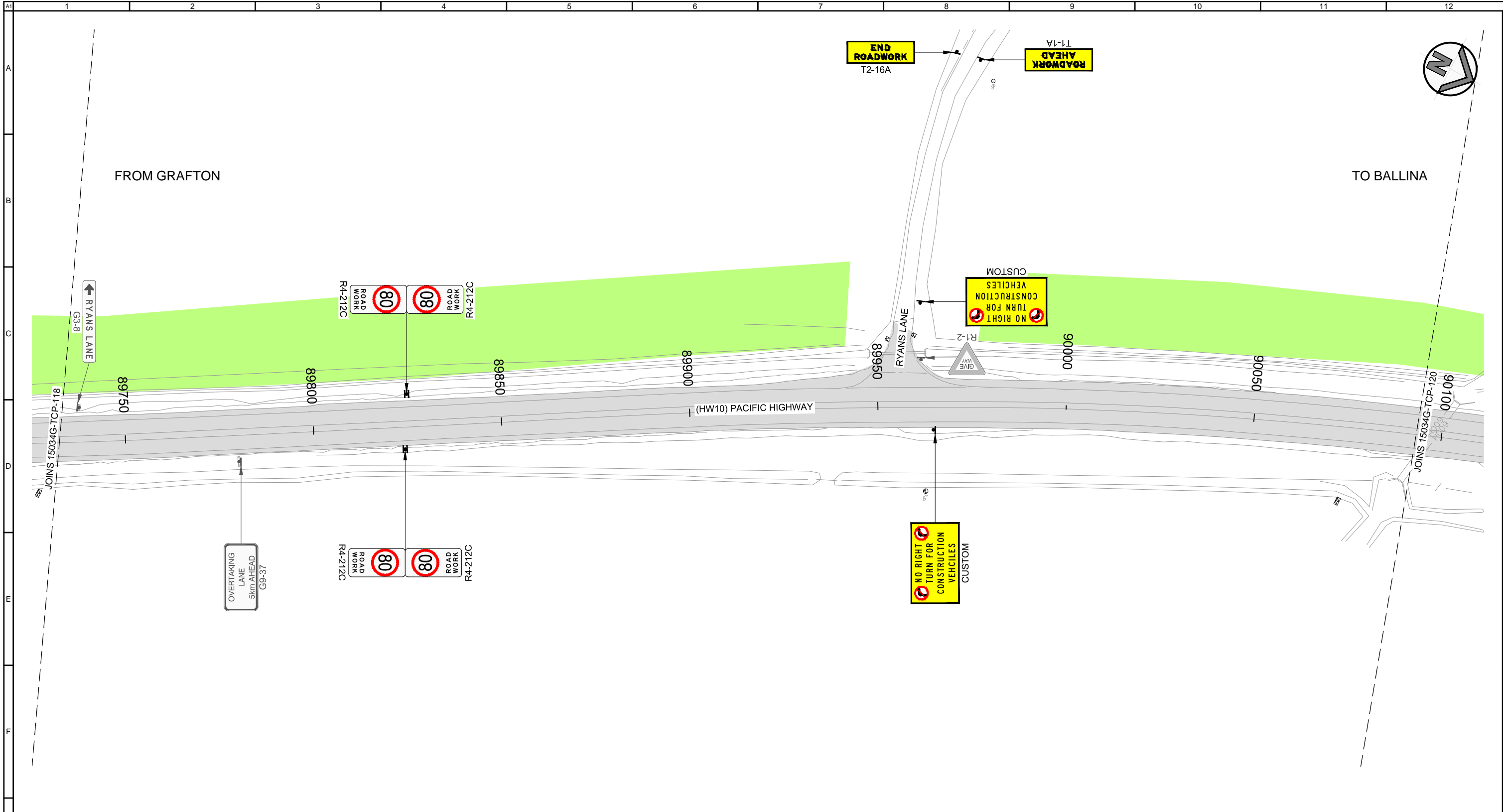
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GOLDINGS
 PACIFIC MOTORWAY UPGRADE
 WOOLGOOLGA TO BALLINA
 TRAFFIC CONTROL PLAN
 STAGE 1

Drawn D. GARDINER Checked R. CRAWFORD	Designed B. KERWICK Checked R. CRAWFORD	Job No. 15034G Sheet No. 18 of 27
Orange Card Certification No. B. KERWICK 7283014285		Signature <i>B. Kerwick</i>
Drawing No. 15024G-TCP-118		Date 20/07/2015
		Revision 02

Plotted By: Ben Plot Date: 20/07/15 - 16:23 Cad File: X:\2015\Jobs\W2B Early Works Wave 1 TGS - 15034G\DESIGN\AutoCAD\15034G-TCP-100.dwg

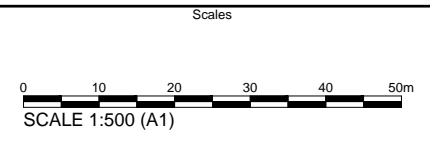
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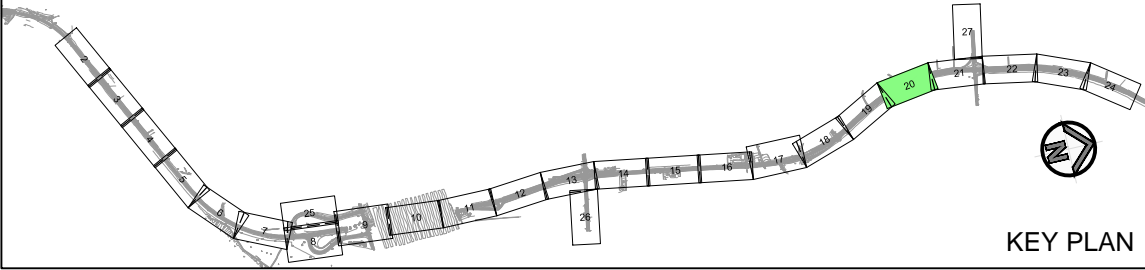
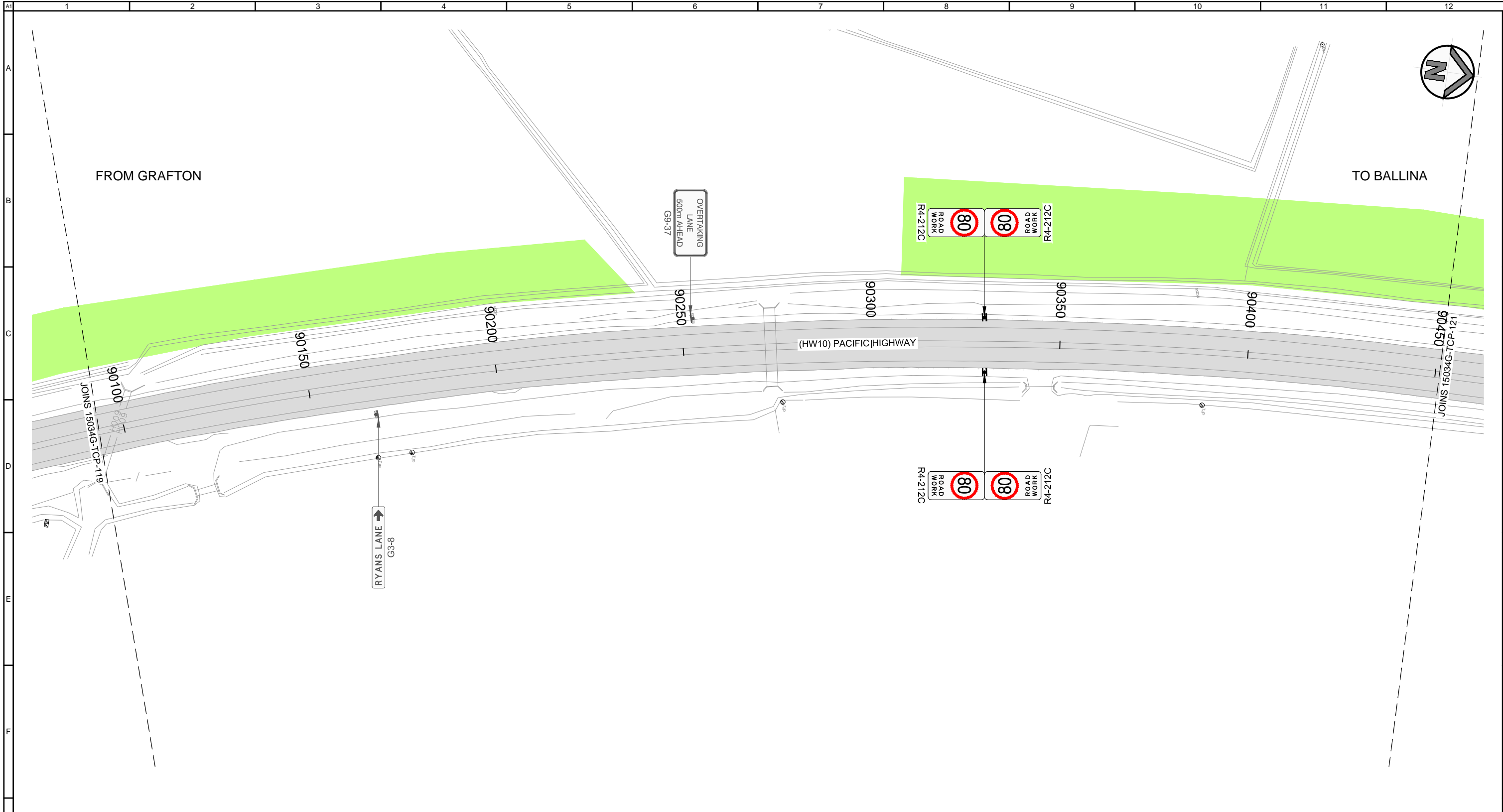


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GOLDINGS
 PACIFIC MOTORWAY UPGRADE
 WOOLGOOLGA TO BALLINA
 TRAFFIC CONTROL PLAN
 STAGE 1

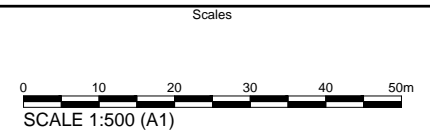
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Orange Card Certification No. Signature Date B. KERWICK 7283014285 <i>B. Kerwick</i> 20/07/2015		
Drawing No. 15024G-TCP-119		Revision 02



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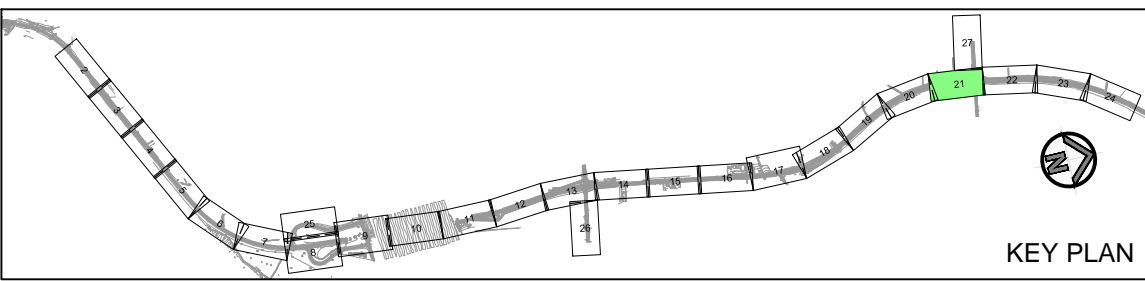
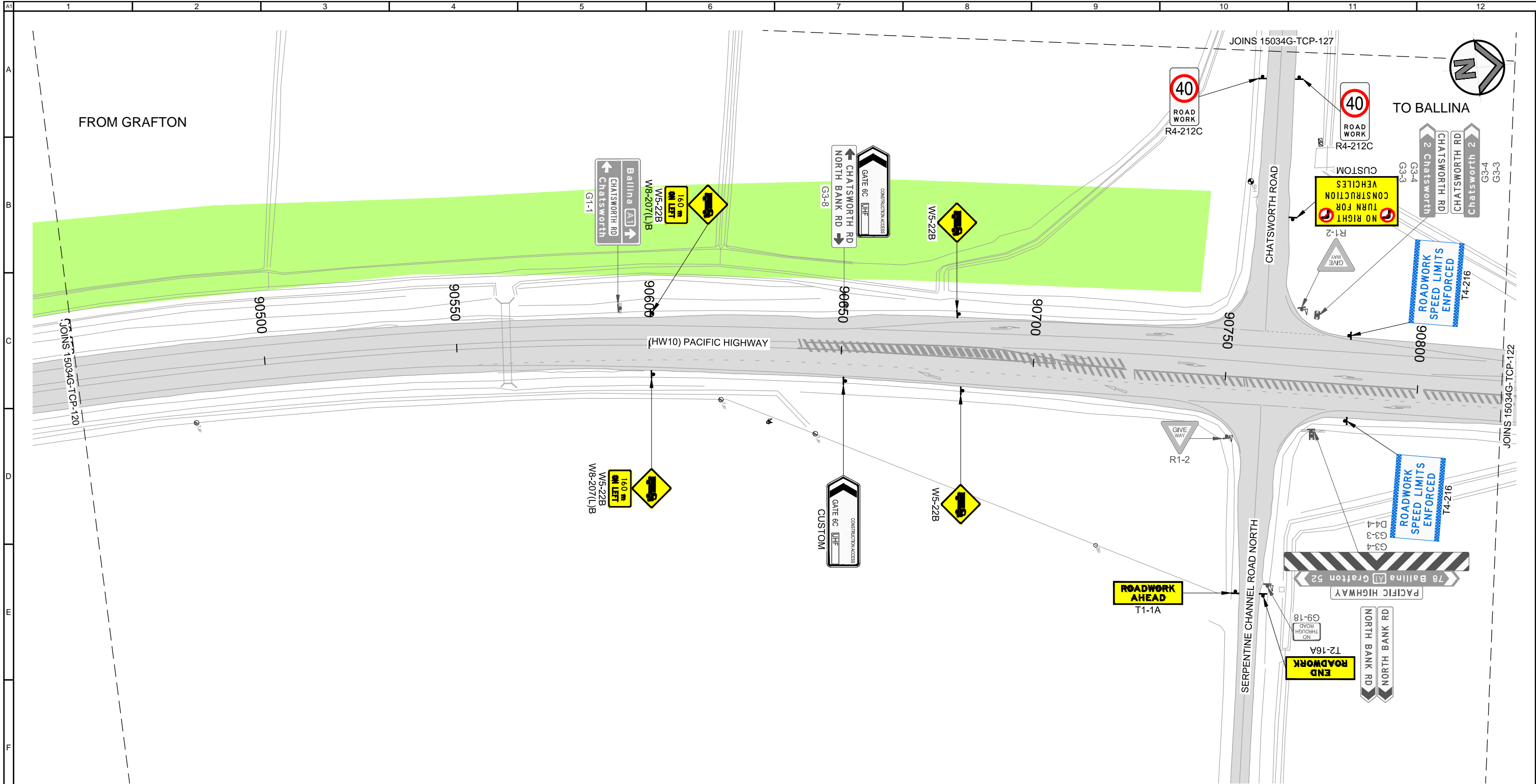
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GOLDINGS
 PACIFIC MOTORWAY UPGRADE
 WOOLGOOLGA TO BALLINA
 TRAFFIC CONTROL PLAN
 STAGE 1

Drawn D. GARDINER Checked R. CRAWFORD	Designed B. KERWICK Checked R. CRAWFORD	Job No. 15034G Sheet No. 20 of 27
Orange Card Certification No. Signature Date B. KERWICK 7283014285 <i>B. Kerwick</i> 20/07/2015		
Drawing No. 15024G-TCP-120		Revision 02

Plotted By: Ben Plot Date: 20/07/15 - 16:23 Cad File: X:\2015\Jobs\W2B Early Works Wave 1 TGS - 15034G\DESIGN\AutoCAD\15034G-TCP-100.dwg

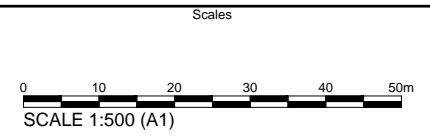
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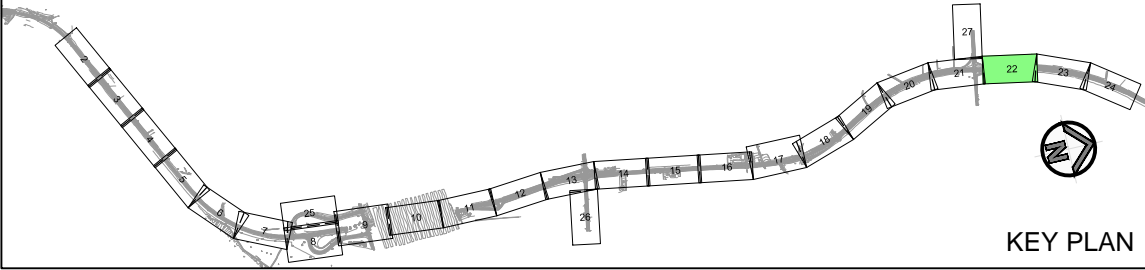
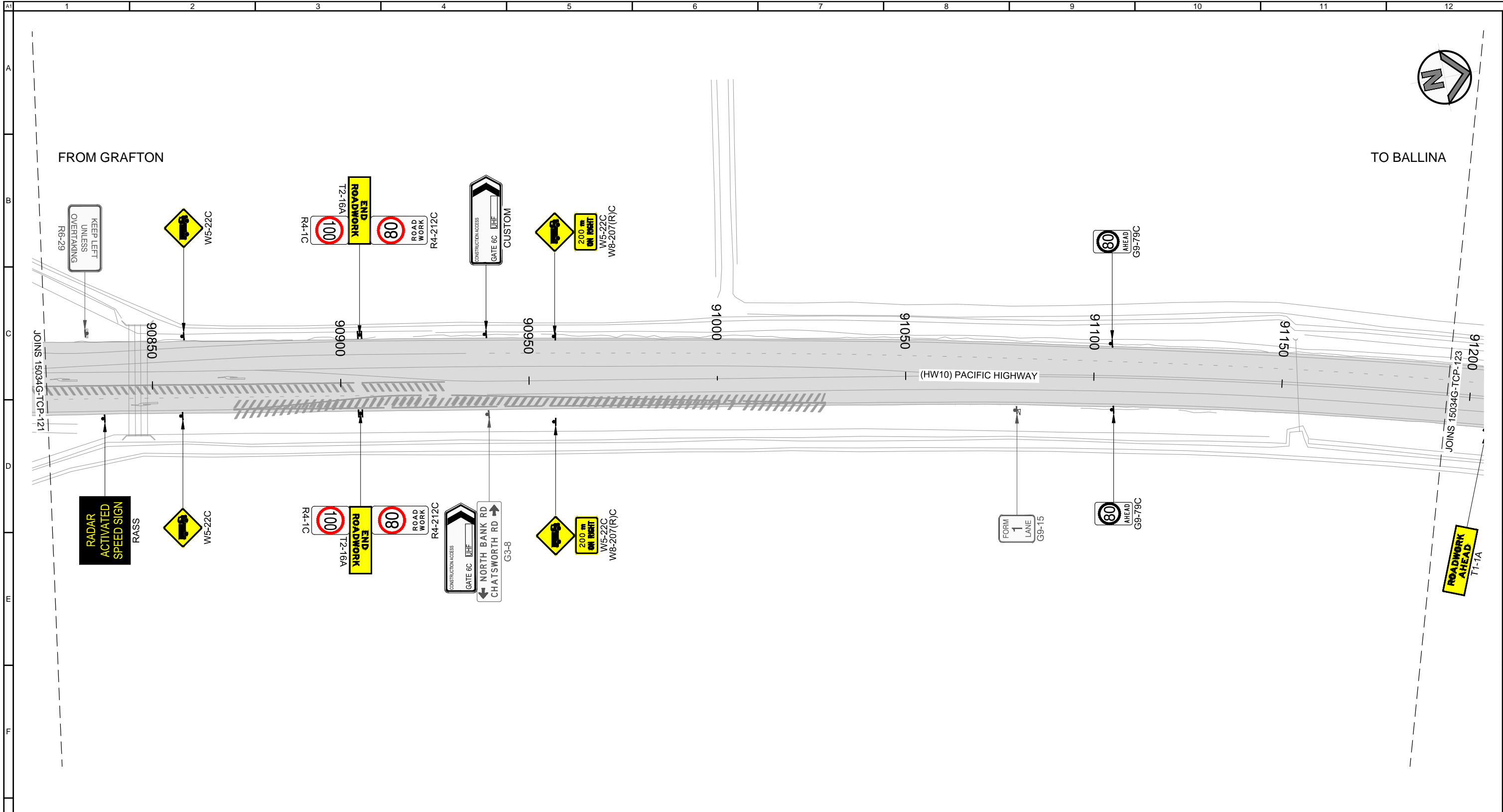


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GOLDINGS
PACIFIC MOTORWAY UPGRADE
WOOLGOOLGA TO BALLINA
TRAFFIC CONTROL PLAN
STAGE 1

Drawn D. GARDINER Checked R. CRAWFORD	Designed B. KERWICK Checked R. CRAWFORD	Job No. 15034G Sheet No. 21 of 27
Orange Card Certification No. Signature Date B. KERWICK 7283014285 <i>B. Kerwick</i> 20/07/2015		
Drawing No. 15024G-TCP-121		Revision 02

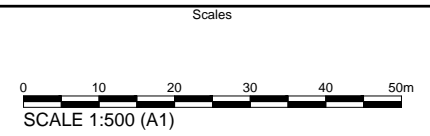
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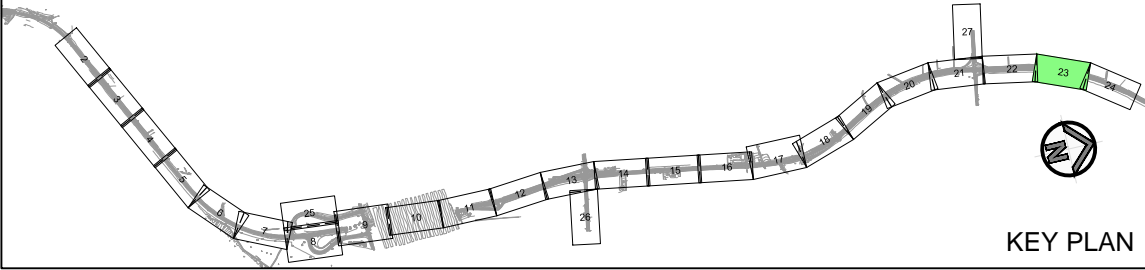
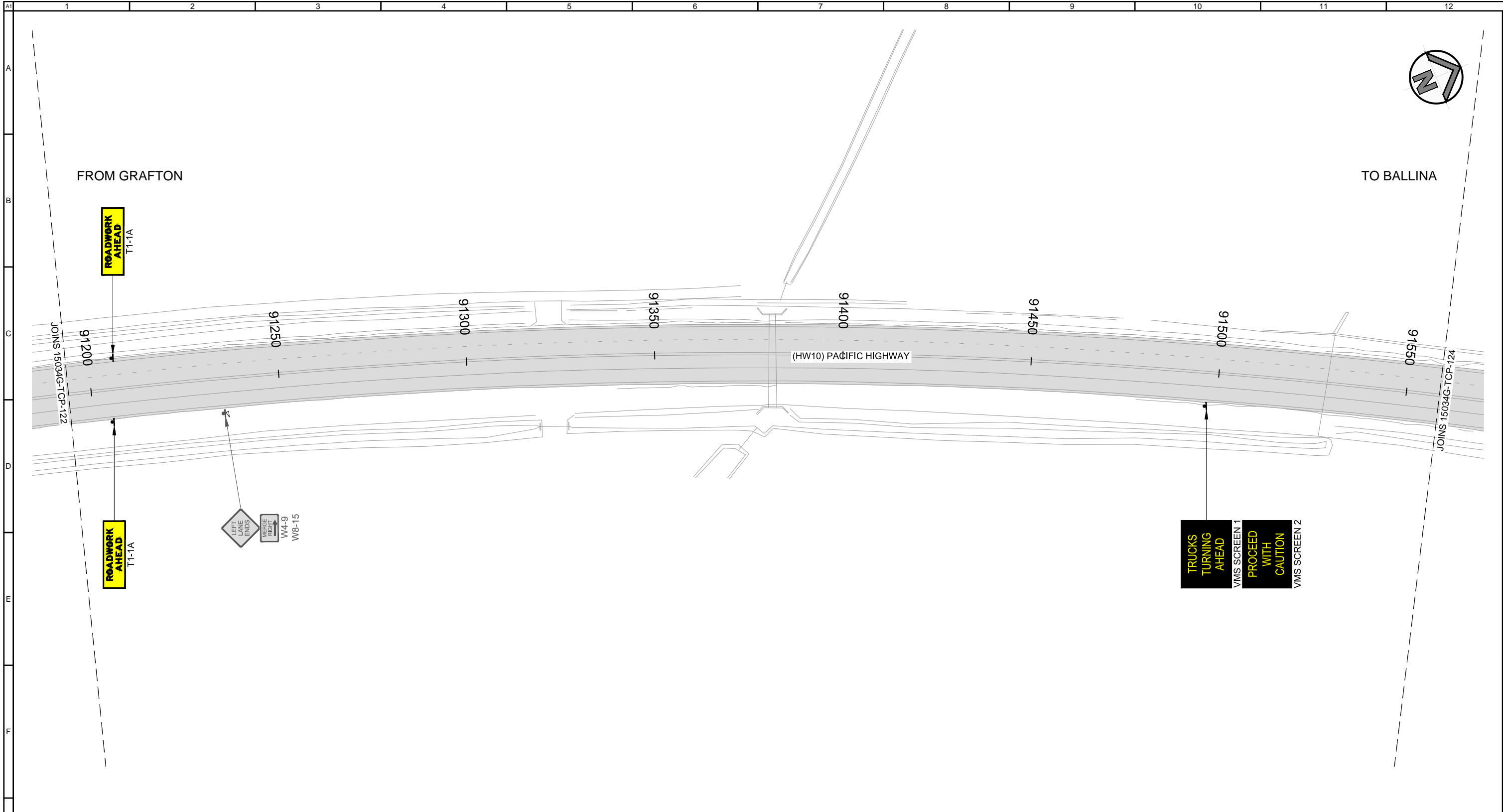
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GOLDINGS
PACIFIC MOTORWAY UPGRADE
WOOLGOOLGA TO BALLINA
TRAFFIC CONTROL PLAN
STAGE 1

Drawn D. GARDINER Checked R. CRAWFORD	Designed B. KERWICK Checked R. CRAWFORD	Job No. 15034G Sheet No. 22 of 27
Orange Card Certification No. Signature Date B. KERWICK 7283014285 <i>B. Kerwick</i> 20/07/2015		
Drawing No. 15024G-TCP-122		Revision 02

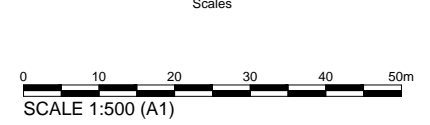
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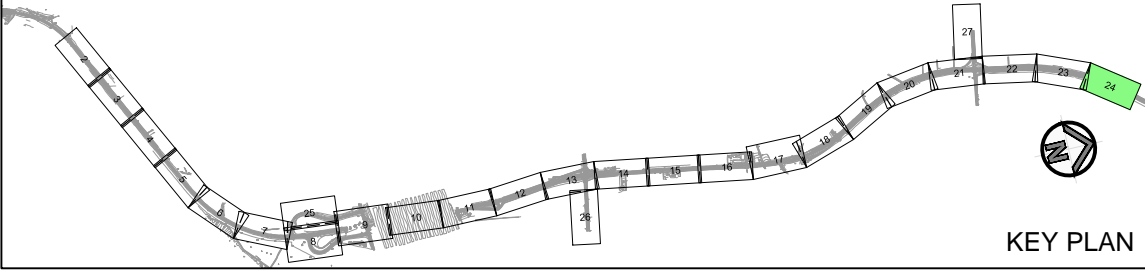
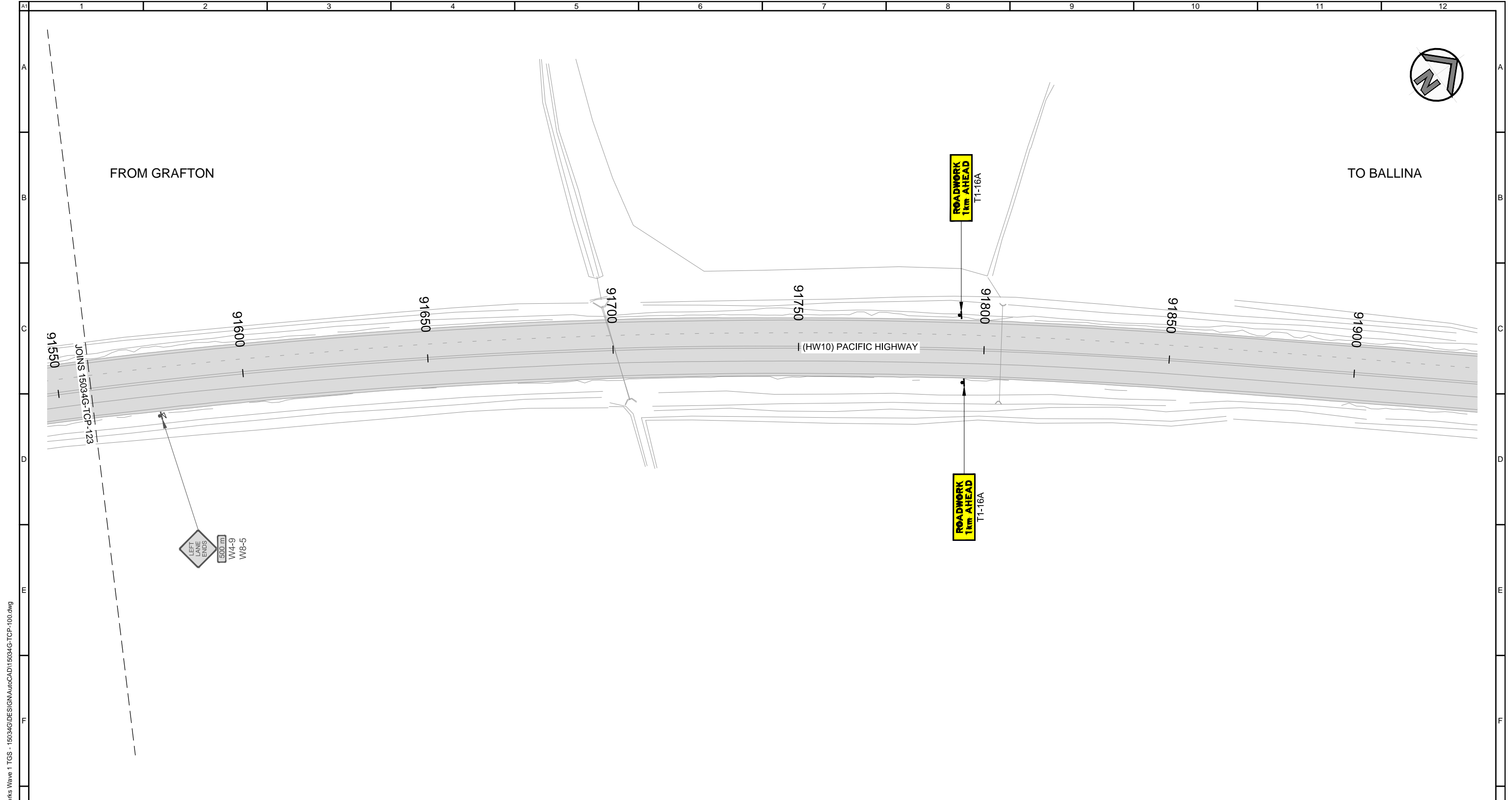
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**GOLDINGS
 PACIFIC MOTORWAY UPGRADE
 WOOLGOOLGA TO BALLINA
 TRAFFIC CONTROL PLAN
 STAGE 1**

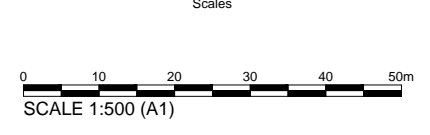
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Orange Card Certification No. B. KERWICK 7283014285		Signature <i>B. Kerwick</i> Date 20/07/2015
Drawing No. 15024G-TCP-123		Revision 02



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 1. REFER SHEET 1 FOR LEGEND AND GENERAL NOTES.

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02	ISSUED FOR APPROVAL				
01	PRELIMINARY ISSUE				

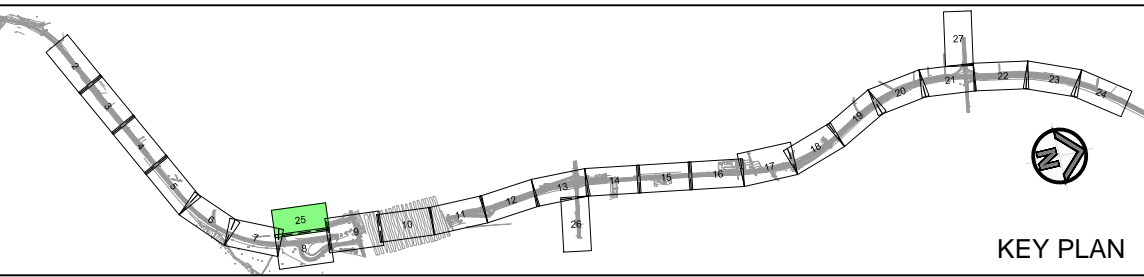
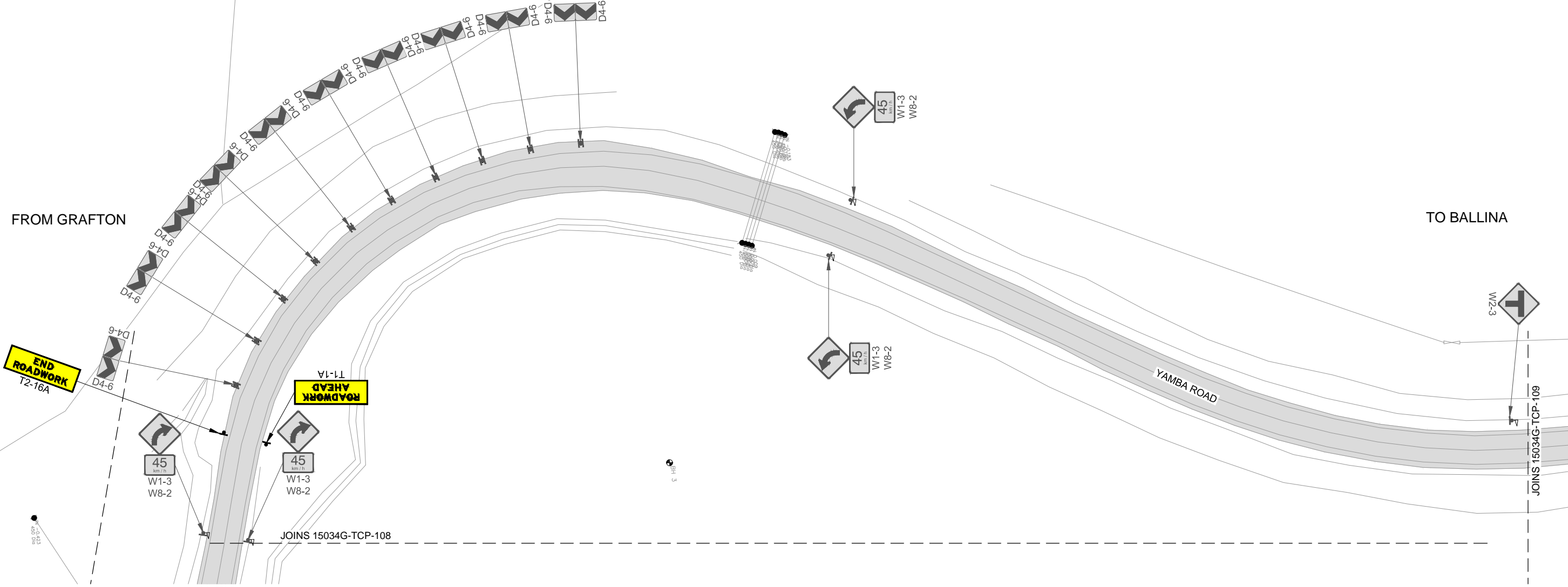
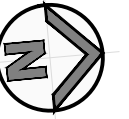


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GOLDINGS
PACIFIC MOTORWAY UPGRADE
WOOLGOOLGA TO BALLINA
TRAFFIC CONTROL PLAN
STAGE 1

Drawn D. GARDINER Checked R. CRAWFORD	Designed B. KERWICK Checked R. CRAWFORD	Job No. 15034G Sheet No. 24 of 27
Orange Card Certification No. B. KERWICK 7283014285		Signature <i>B. Kerwick</i> Date 20/07/2015
Drawing No. 15024G-TCP-124		Revision 02

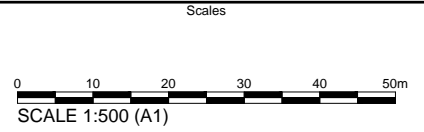
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NOTES:
 1. REFER SHEET 1 FOR LEGEND AND GENERAL NOTES.

FOR APPROVAL
 20 July 2015

No.	Revision / Amendment Description	Initials	Certificate No.	Signature	Date
02	ISSUED FOR APPROVAL				
01	PRELIMINARY ISSUE				

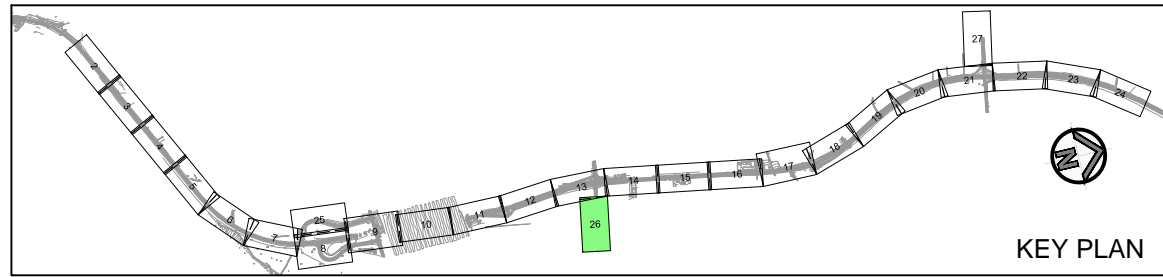
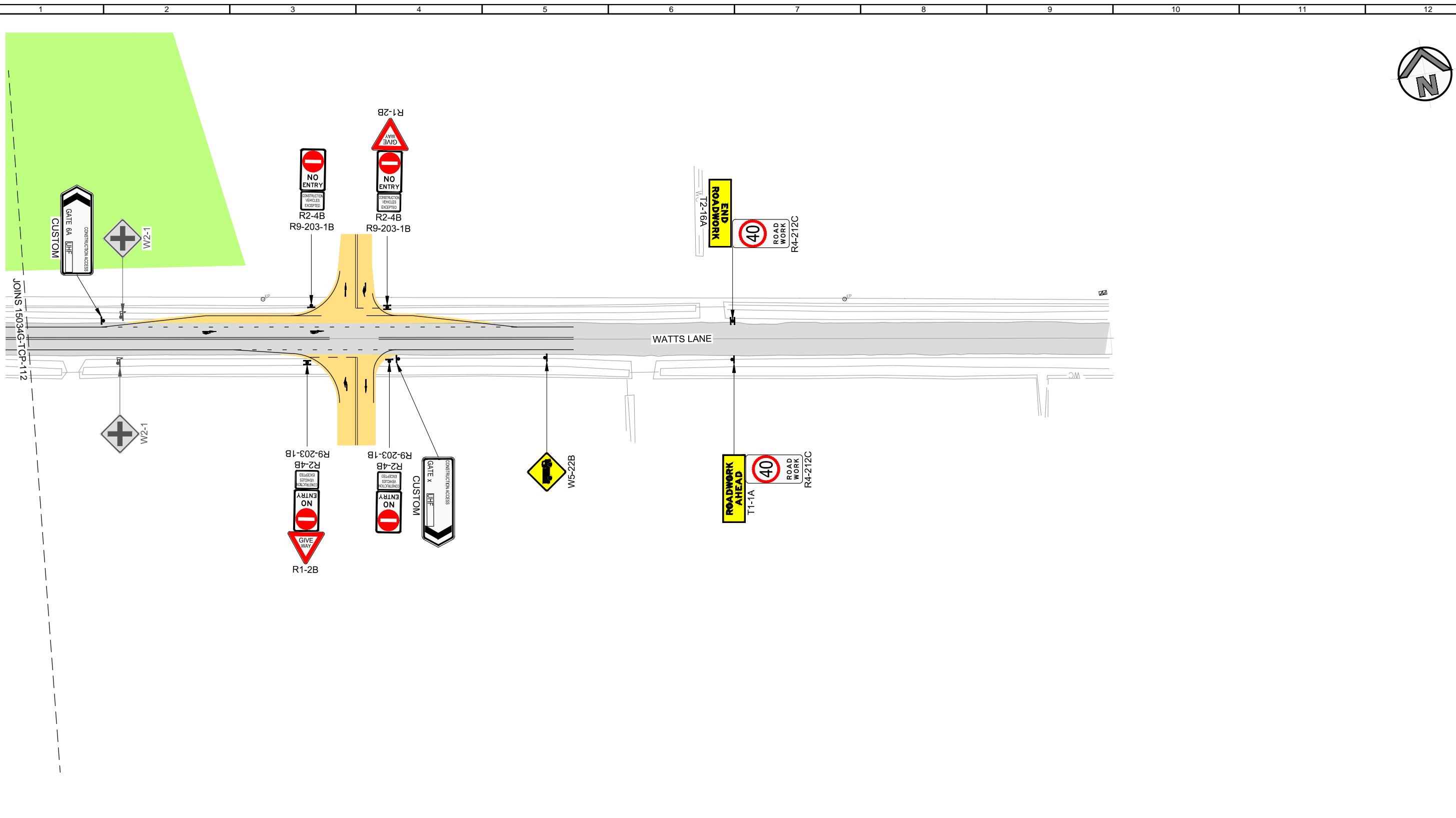


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GOLDINGS
 PACIFIC MOTORWAY UPGRADE
 WOOLGOOLGA TO BALLINA
 TRAFFIC CONTROL PLAN
 STAGE 1

Drawn D. GARDINER Checked R. CRAWFORD	Designed B. KERWICK Checked R. CRAWFORD	Job No. 15034G Sheet No. 25 of 27
Orange Card Certification No. B. KERWICK 7283014285		Signature <i>B. Kerwick</i> Date 20/07/2015
Drawing No. 15024G-TCP-125		Revision 02

Plotted By: Ben Plot Date: 20/07/15 - 16:24 Cad File: X:\2015\Jobs\W2B Early Works Wave 1 TGS - 15034G\DESIGN\AutoCAD\15034G-TCP-100.dwg

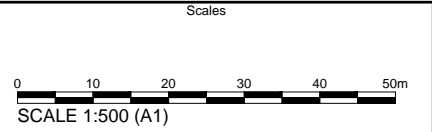


NOTES:

- 1. REFER SHEET 1 FOR LEGEND AND GENERAL NOTES.

FOR APPROVAL
20 July 2015

No.	Revision / Amendment Description	Initials	Certificate No.	Signature	Date
02	ISSUED FOR APPROVAL				
01	PRELIMINARY ISSUE				



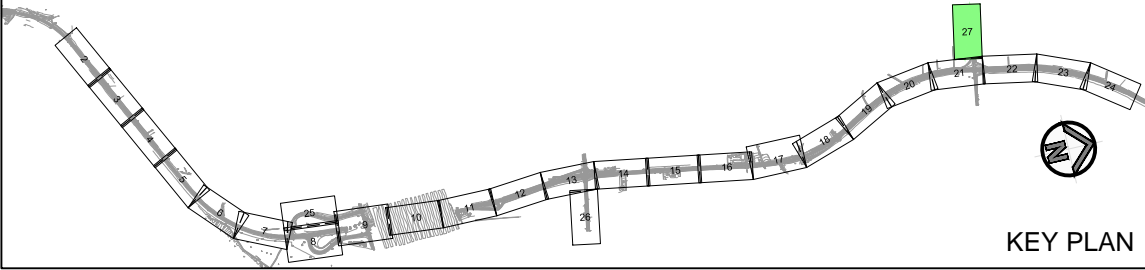
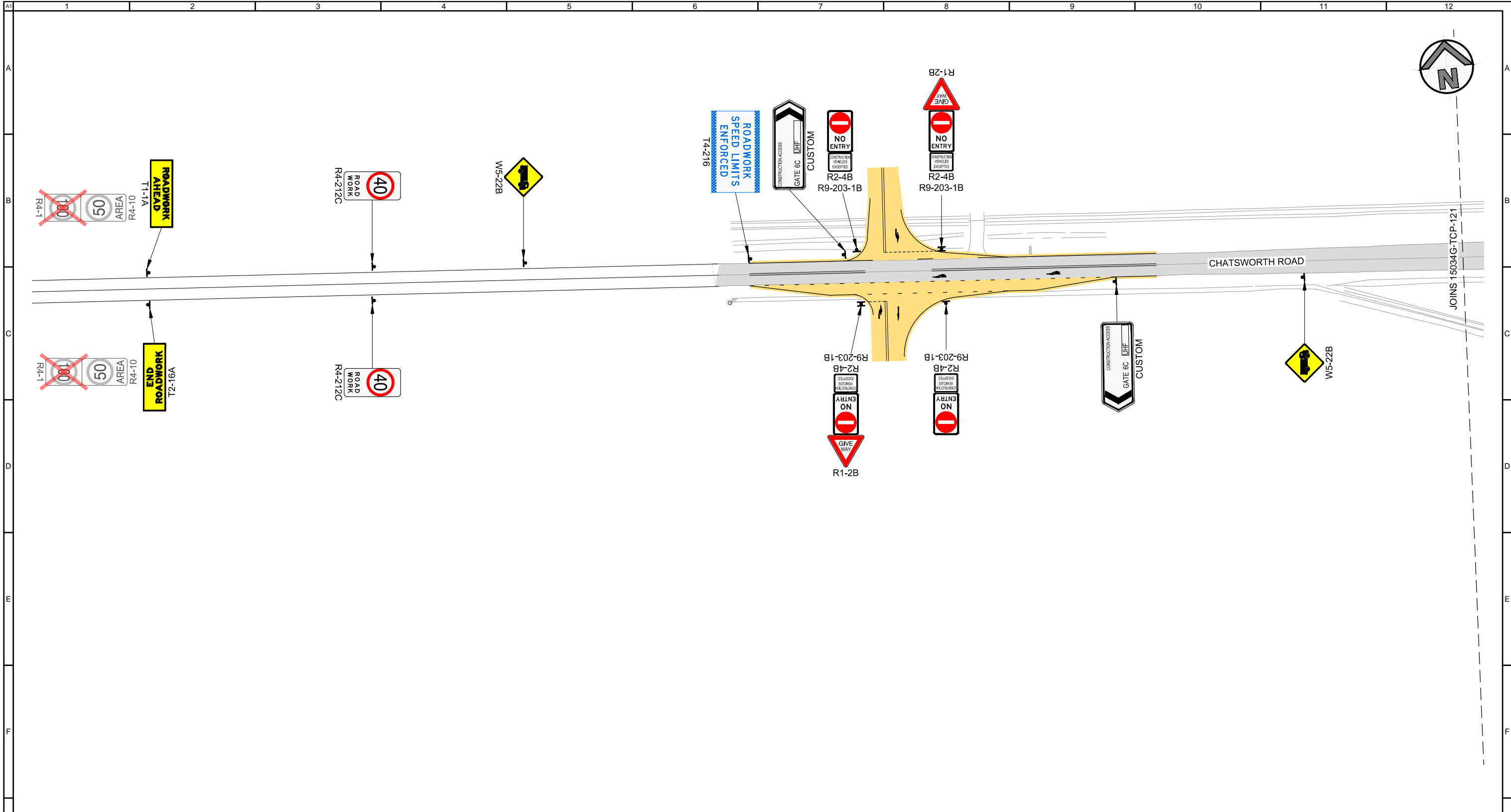
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**GOLDINGS
 PACIFIC MOTORWAY UPGRADE
 WOOLGOOLGA TO BALLINA
 TRAFFIC CONTROL PLAN
 STAGE 1**

Drawn D. GARDINER Checked R. CRAWFORD	Designed B. KERWICK Checked R. CRAWFORD	Job No. 15034G Sheet No. 26 of 27
Orange Card Certification No. B. KERWICK 7283014285		Signature <i>B. Kerwick</i> Date 20/07/2015
Drawing No. 15024G-TCP-126		Revision 02

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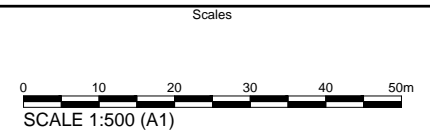
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NOTES:
 1. REFER SHEET 1 FOR LEGEND AND GENERAL NOTES.

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20 July 2015

No.	Revision / Amendment Description	Initials	Certificate No.	Signature	Date
02	ISSUED FOR APPROVAL				
01	PRELIMINARY ISSUE				

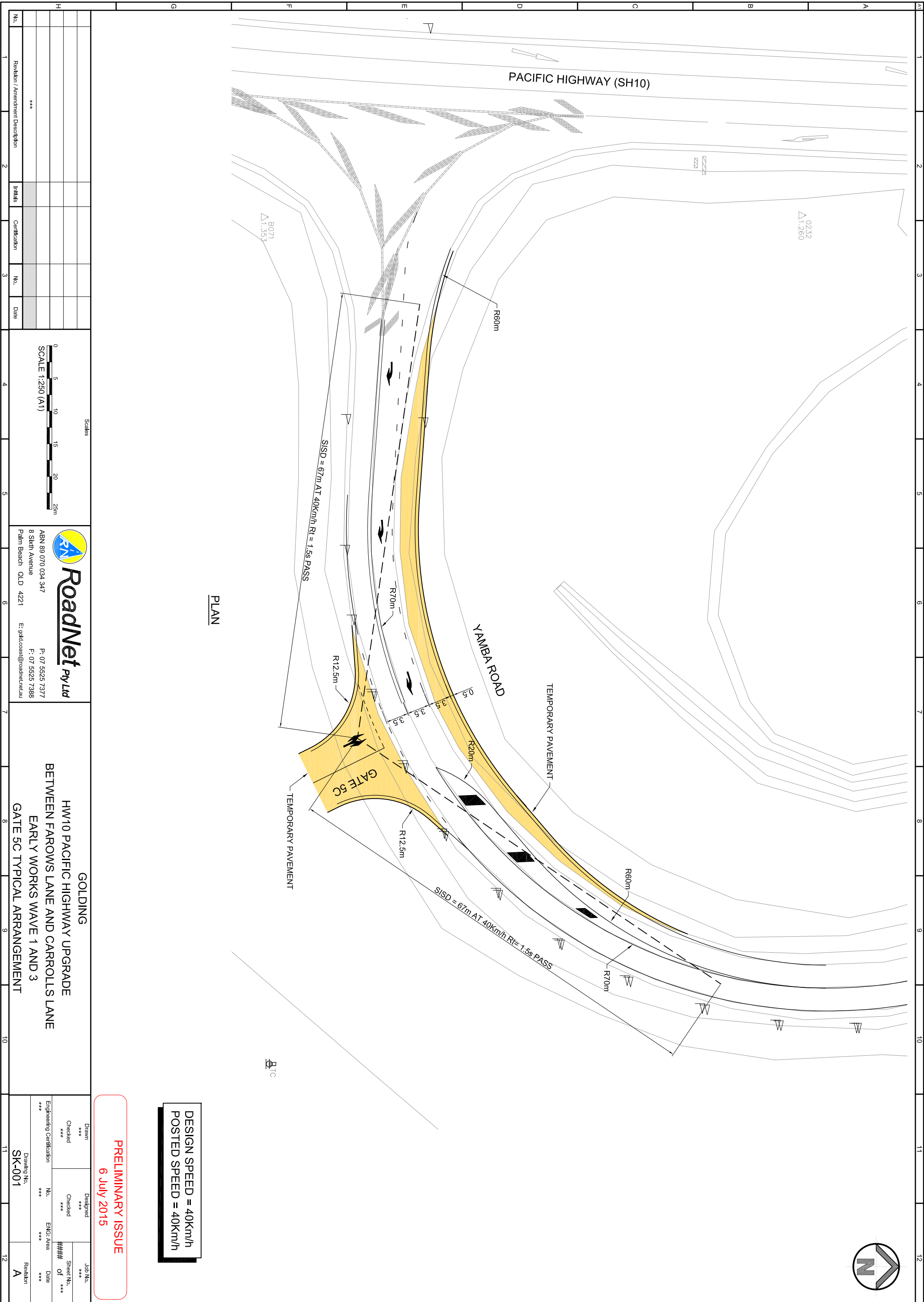


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GOLDINGS
PACIFIC MOTORWAY UPGRADE
WOOLGOOLGA TO BALLINA
TRAFFIC CONTROL PLAN
STAGE 1

Drawn D. GARDINER Checked R. CRAWFORD	Designed B. KERWICK Checked R. CRAWFORD	Job No. 15034G Sheet No. 27 of 27
Orange Card Certification No. B. KERWICK 7283014285		Signature <i>B. Kerwick</i> Date 20/07/2015
Drawing No. 15024G-TCP-127		Revision 02

Attachment C - Construction Access Gate Design

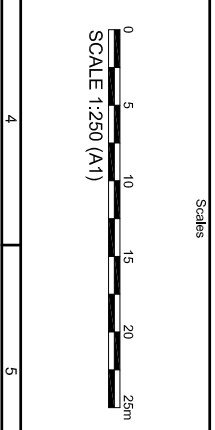


PLAN

DESIGN SPEED = 40km/h
POSTED SPEED = 40km/h

PRELIMINARY ISSUE
6 July 2015

No.	Revision / Amendment Description	Initials	Certification	No.	Date
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2					



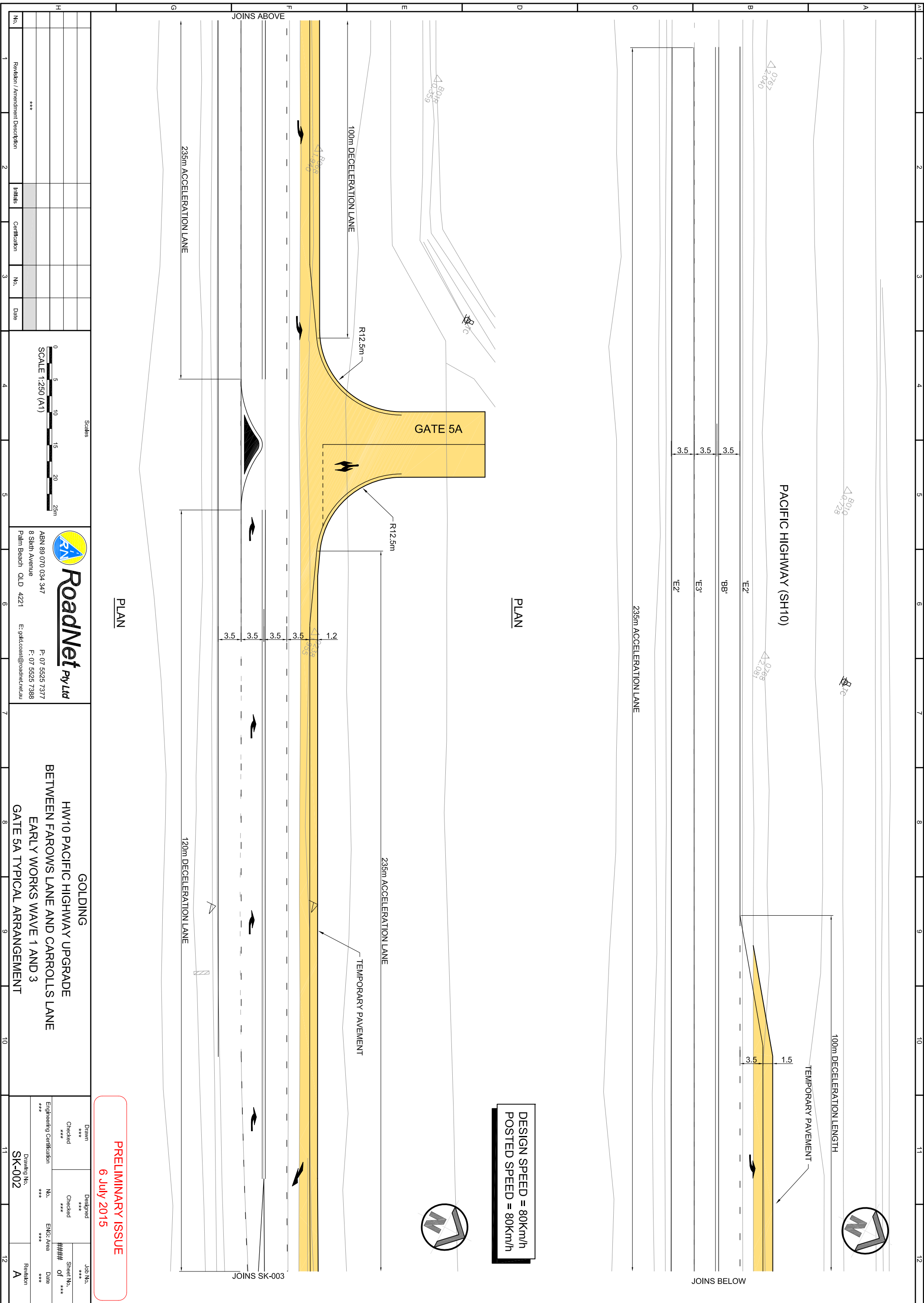
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GOLDING
 HW10 PACIFIC HIGHWAY UPGRADE
 BETWEEN FARROWS LANE AND CARROLLS LANE
 EARLY WORKS WAVE 1 AND 3
 GATE 5C TYPICAL ARRANGEMENT

Drawn	Checked	Designed	Checked	Job No.
***	***	***	***	****
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Engineering Certification	No.	ENGS Area	Sheet No.	Of	Date
***	***	***	###	##	***

Drawing No.	Revision
SK-001	A



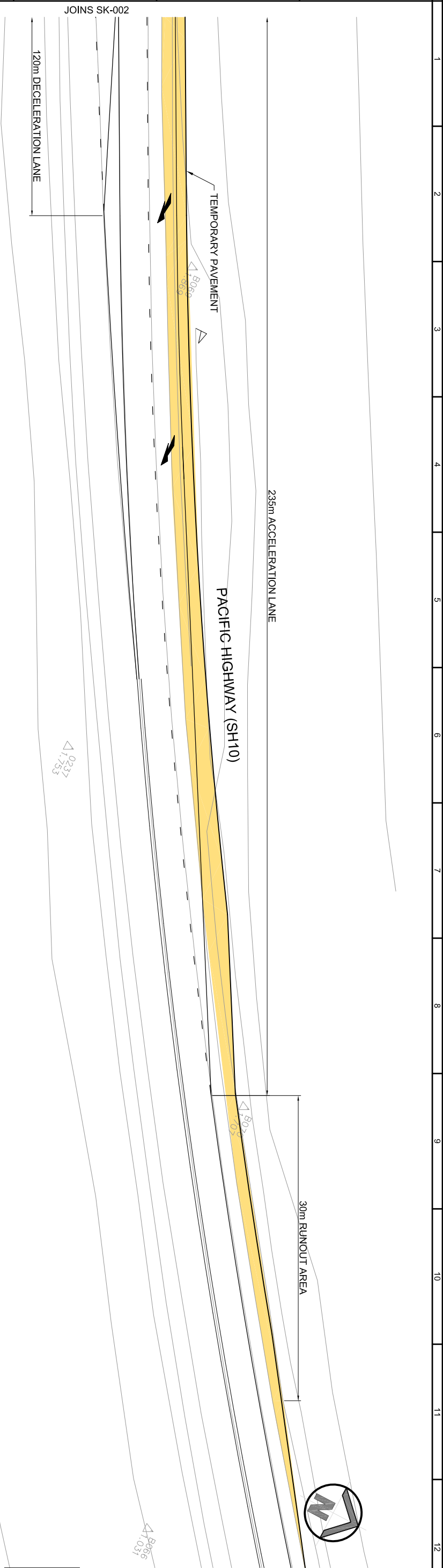
PRELIMINARY ISSUE
6 July 2015

No.	Revision / Amendment Description	Initials	Certification	No.	Date
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2					

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	GOLDING HW10 PACIFIC HIGHWAY UPGRADE BETWEEN FAROWS LANE AND CARROLLS LANE EARLY WORKS WAVE 1 AND 3 GATE 5A TYPICAL ARRANGEMENT	

Drawn	Checked	Designed	Checked	Job No.
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Engineering Certification	No.	ENG: Area	Sheet No.	Of
***	***	***	###	###
Drawing No.	Revision	Date	***	***
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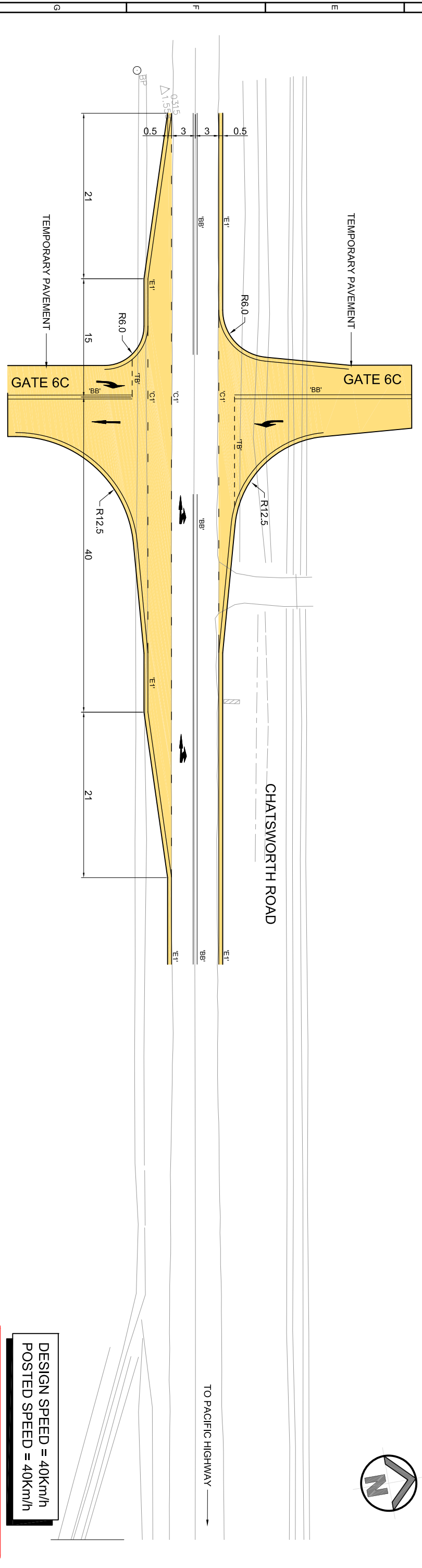
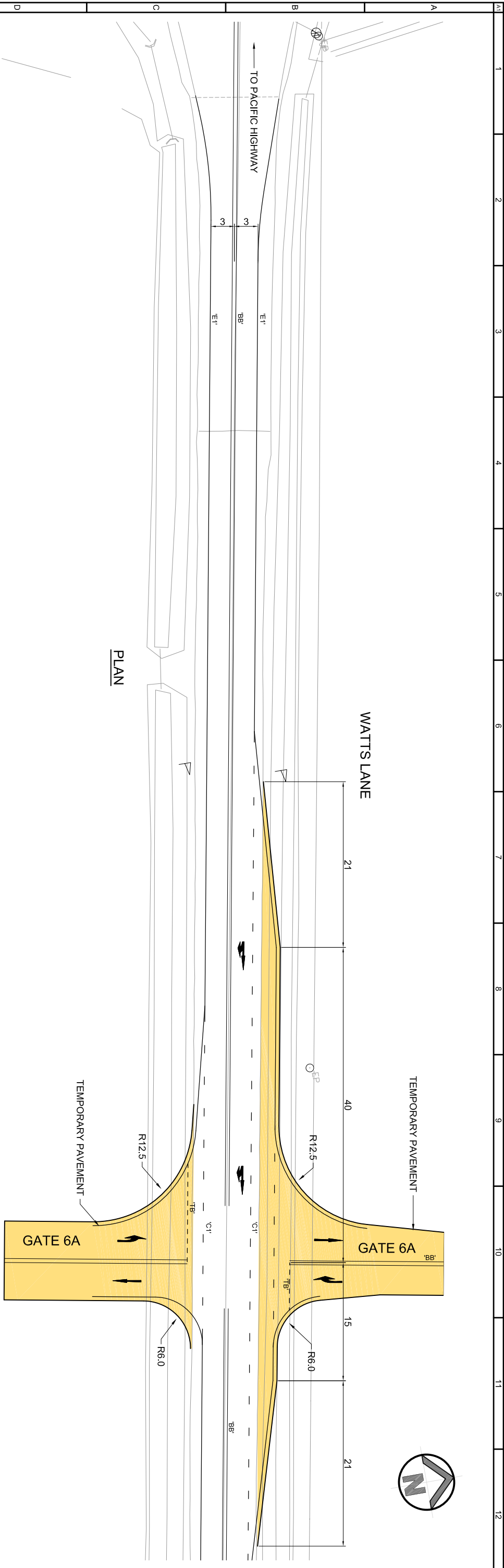


PLAN

DESIGN SPEED = 80km/h
POSTED SPEED = 80km/h

PRELIMINARY ISSUE
6 July 2015

No. 1 Revision / Amendment Description		Initials	Certification	No.	Date
No. 2		Initials	Certification	No.	Date
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ABN 89 070 034 347 8 Skth Avenue Palm Beach QLD 4221 P: 07 5525 7377 F: 07 5525 7388 E: gnd.coast@roadnet.net.au					
GOLDING HW10 PACIFIC HIGHWAY UPGRADE BETWEEN FARROWS LANE AND CARROLLS LANE EARLY WORKS WAVE 1 AND 3 GATE 5A TYPICAL ARRANGEMENT					
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Engineering Certification ****	Drawing No. SK-003	No.	ENGS Area ****	Date	Revision A



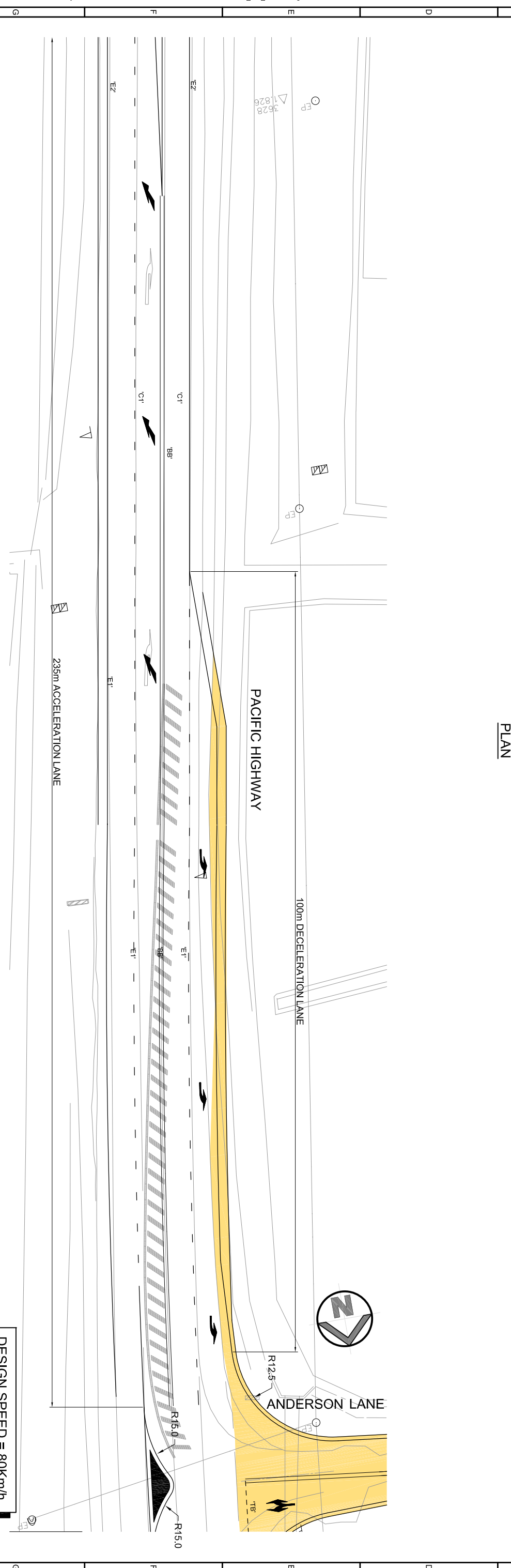
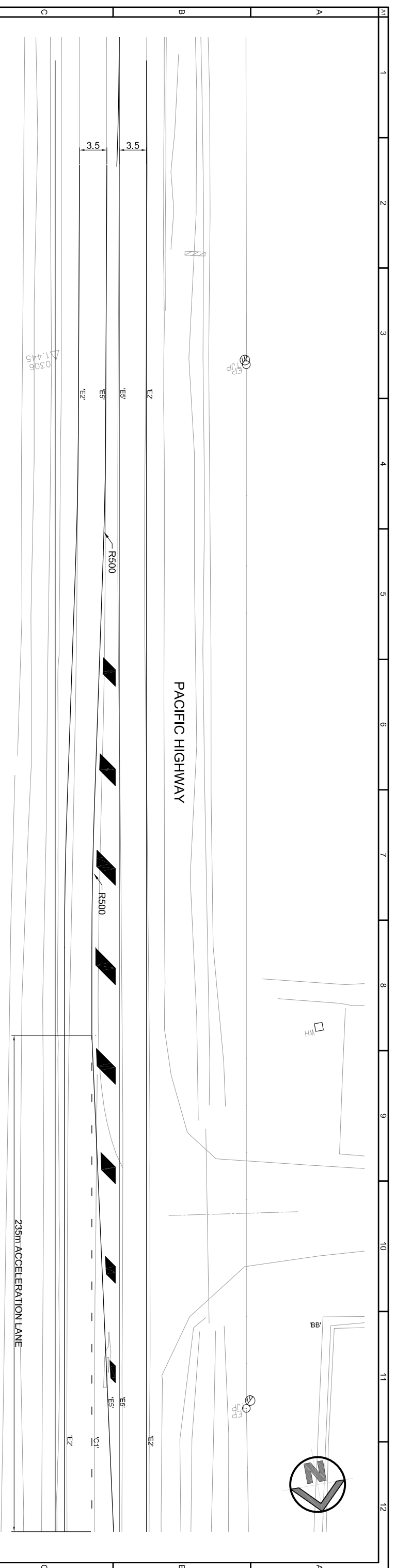
PLAN

**DESIGN SPEED = 40km/h
POSTED SPEED = 40km/h**

PRELIMINARY ISSUE
6 July 2015

Revision / Amendment Description		Initials	Certification	No.	Date
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2					
3					
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5					
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8					
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Scales		
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ABN 89 070 034 347 8 Skih Avenue Palm Beach QLD 4221 P: 07 5525 7377 F: 07 5525 7388 E: gndcost@roadnet.net.au		
GOLDING HW10 PACIFIC HIGHWAY UPGRADE BETWEEN FARROWS LANE AND CARROLLS LANE EARLY WORKS WAVE 1 AND 3 GATE 6A & 6C TYPICAL ARRANGEMENT		
Drawn	Designed	Job No.
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Engineering Certification	No.	ENG: Area
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Drawing No.	Revision	Date
SK-004	A	***



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6 July 2015

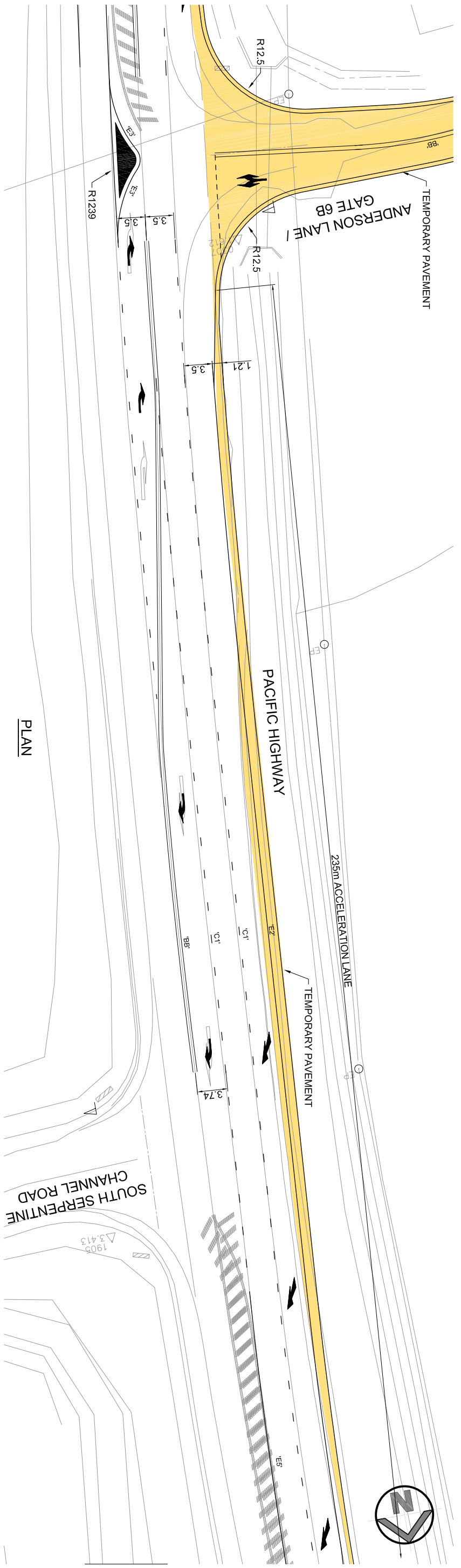
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No.	Revision / Amendment Description	Initials	Certification	No.	Date
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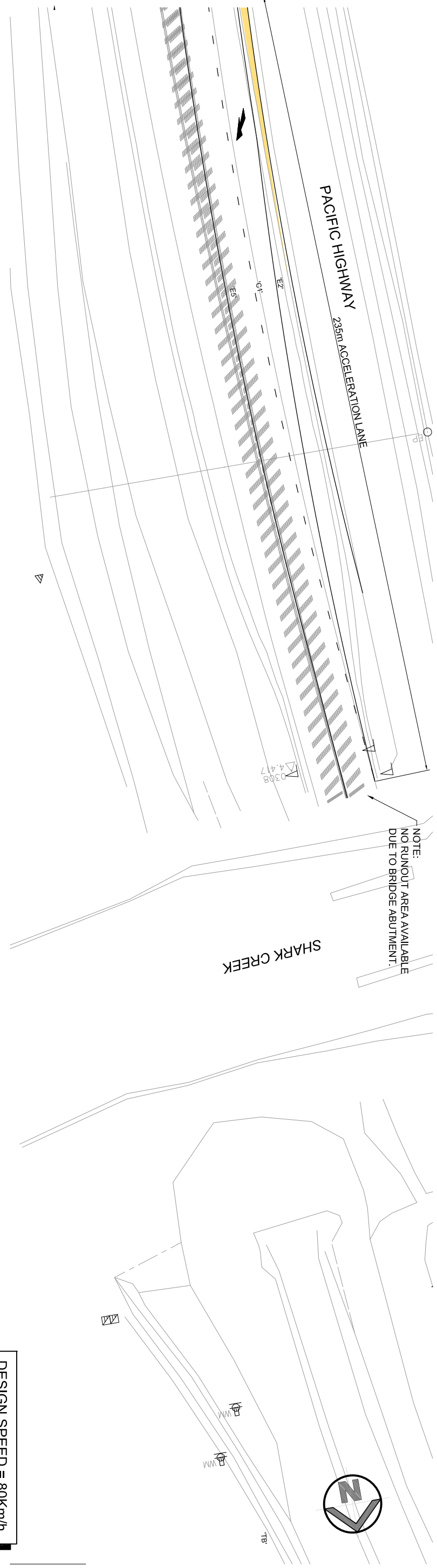
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	<p>GOLDING</p> <p>HW10 PACIFIC HIGHWAY UPGRADE BETWEEN FARROWS LANE AND CARROLLS LANE EARLY WORKS WAVE 1 AND 3 GATE 6B TYPICAL ARRANGEMENT</p>

<p>Drawn *** Checked *** Engineering Certification ***</p>	<p>Designed *** Checked *** No. *** ENG: Area ***</p>	<p>Job No. **** Sheet No. ### Of ### Date ***</p>	<p>Revision A</p>
<p>Drawing No. SK-005</p>			



PLAN

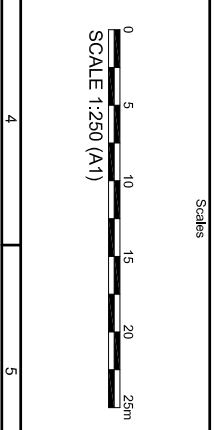


PLAN

DESIGN SPEED = 80Km/h
POSTED SPEED = 80Km/h

PRELIMINARY ISSUE
6 July 2015

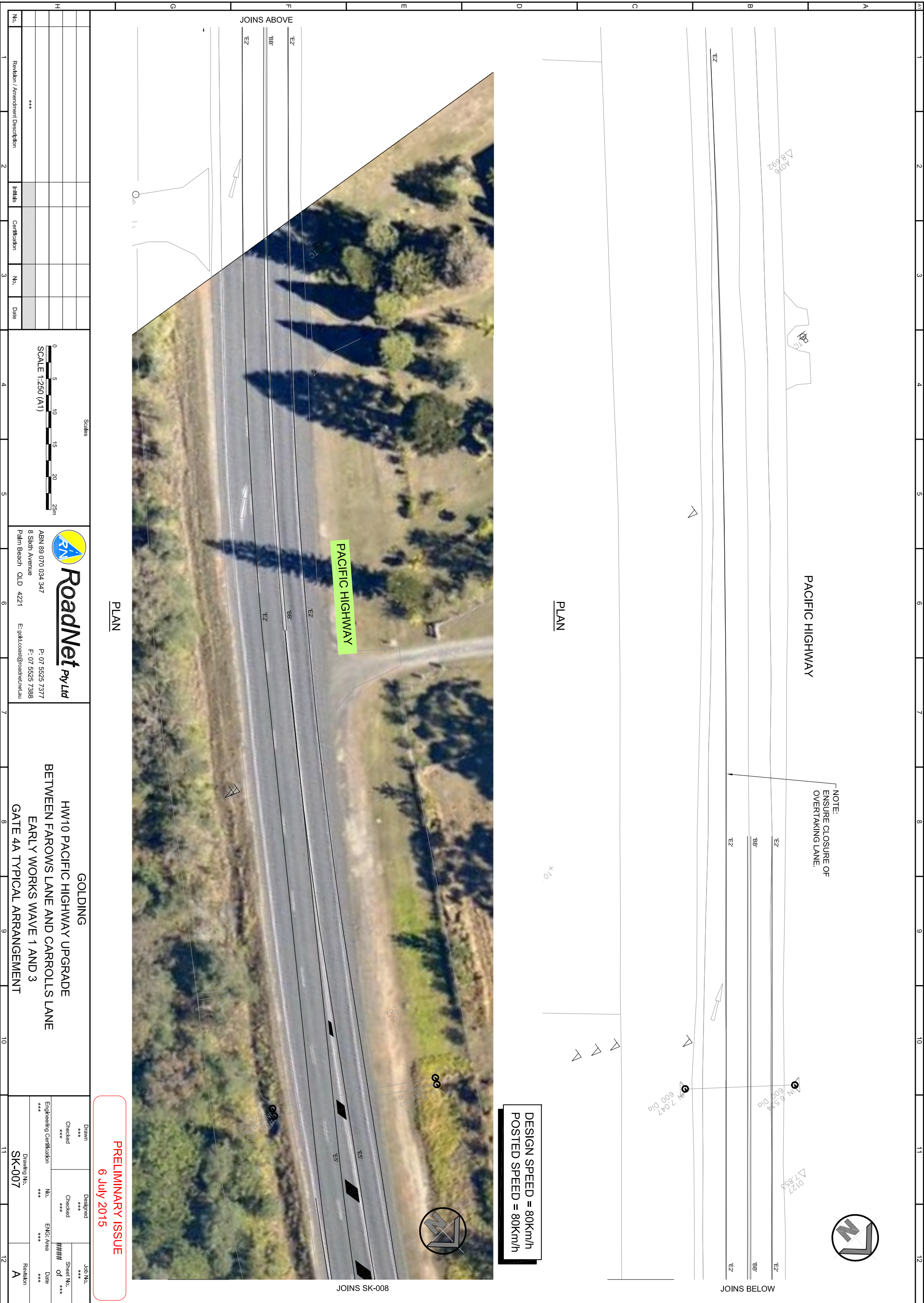
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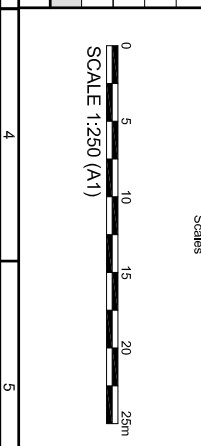
GOLDING
 HW10 PACIFIC HIGHWAY UPGRADE
 BETWEEN FARROWS LANE AND CARROLLS LANE
 EARLY WORKS WAVE 1 AND 3
 GATE 6B TYPICAL ARRANGEMENT

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Engineering Certification	No.	ENGS: Area	###	Sheet No.
***	***	***	***	OF
Drawing No.	Revision			Date
SK-006	A			***



JOINS ABOVE

No.	Revision / Amendment Description	Initials	Certification	No.	Date
1	Revision / Amendment Description				



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GOLDING
 HW10 PACIFIC HIGHWAY UPGRADE
 BETWEEN FARROWS LANE AND CARROLLS LANE
 EARLY WORKS WAVE 1 AND 3
 GATE 4A TYPICAL ARRANGEMENT

Drawn *** Checked *** Engineering Certification ***	Designed *** Checked *** No. *** ENGS: Area ***	Job No. **** Sheet No. ### OF ### Date ***	Revision A
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PRELIMINARY ISSUE
 6 July 2015

JOINS SK-008

JOINS BELOW



JOINS SK-007

PLAN



JOINS ABOVE

PLAN

DESIGN SPEED = 80km/h
POSTED SPEED = 80km/h

PRELIMINARY ISSUE
6 July 2015

No.	Revision / Amendment Description	Initials	Certification	No.	Date
1					
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Scales	
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GOLDING	
HW10 PACIFIC HIGHWAY UPGRADE	
BETWEEN FAROWS LANE AND CARROLLS LANE	
EARLY WORKS WAVE 1 AND 3	
GATE 4A TYPICAL ARRANGEMENT	

Drawn	Checked	Designated	Checked	Job No.
***	***	***	***	****
Engineering Certification	No.	ENG: Area	###	Sheet No.
***	***	***	***	OF
				Date

Drawing No.	Revision			
SK-008	A			



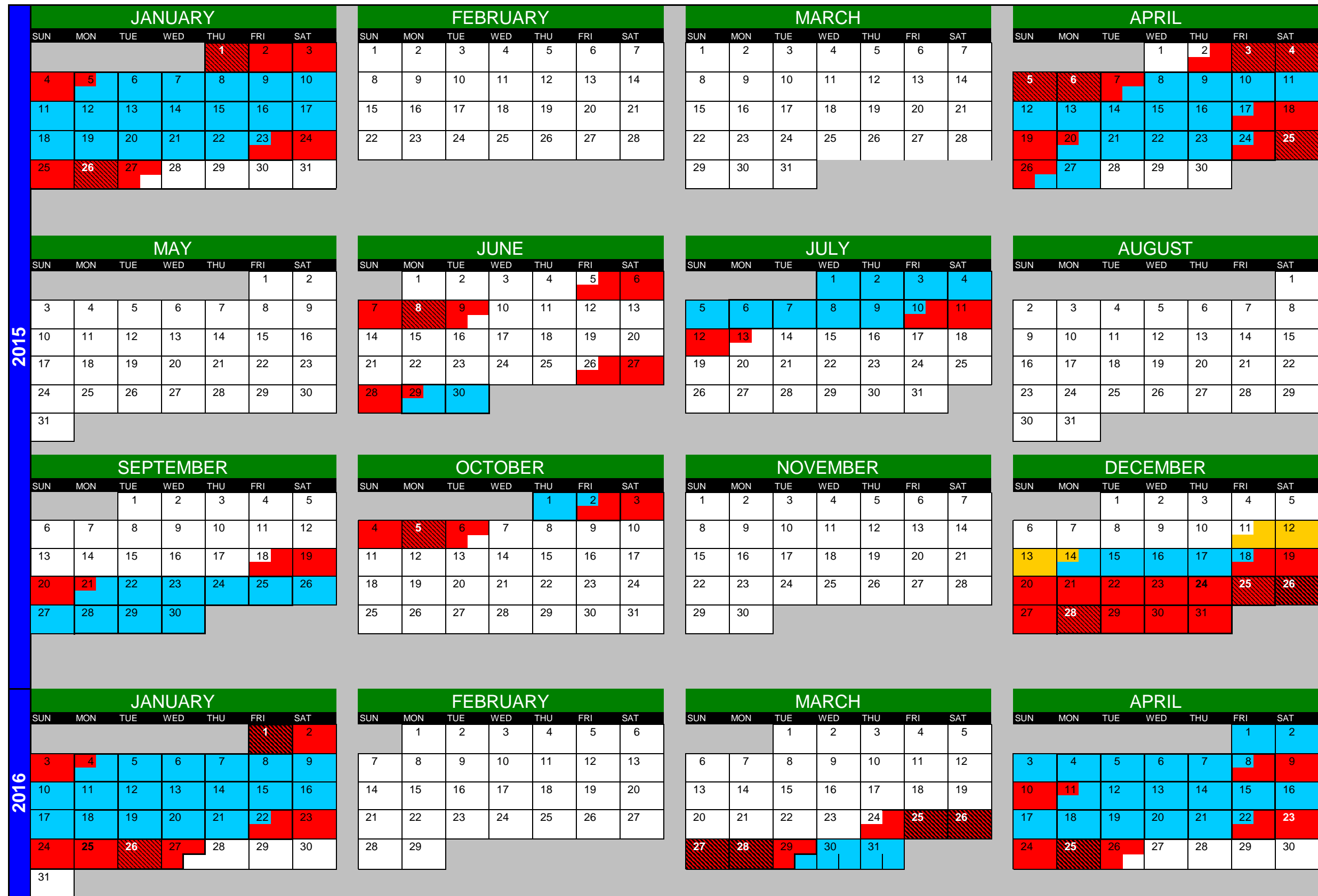
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PRELIMINARY ISSUE
 6 July 2015

Scales		<p>SCALE 1:250 (A1)</p>	
<p>ABN 89 070 034 347 8 Skth Avenue Palm Beach QLD 4221</p> <p>RoadNet Pty Ltd</p> <p>P: 07 5525 7377 F: 07 5525 7388 E: gnd.coast@roadnet.net.au</p>		<p>GOLDING</p> <p>HW10 PACIFIC HIGHWAY UPGRADE BETWEEN FAROWS LANE AND CARROLLS LANE EARLY WORKS WAVE 1 AND 3 GATE 4A TYPICAL ARRANGEMENT</p>	
<p>Drawn: **** Checked: **** Engineering Certification: ****</p>		<p>Designd: **** Checked: **** No. of: **** ENGS: Area: **** Date: ****</p>	
<p>Drawing No. SK-009</p>		<p>Revision A</p>	

Attachment D - Pacific Highway ROL Holiday Restrictions Calendar 2015/2016

PACIFIC HIGHWAY ROL HOLIDAY RESTRICTIONS CALENDAR 2015/2016



PUBLIC HOLIDAYS 2015

New Years Day - Thursday January 1
 Australia Day - Monday January 26
 Good Friday - Friday April 3
 Easter Saturday - Saturday April 4
 Easter Sunday - Sunday April 5
 Easter Monday - Monday April 6
 Anzac Day - Saturday April 25
 Queens Birthday - Monday June 8
 Labour Day - Monday October 5
 Christmas Day - Friday December 25
 Boxing Day - Saturday December 26
 Boxing Day (additional) - Monday December 28

PUBLIC HOLIDAYS 2016

New Years Day - Friday January 1
 Australia Day - Tuesday January 26
 Good Friday - Friday March 25
 Easter Saturday - Saturday March 26
 Easter Sunday - Sunday March 27
 Easter Monday - Monday March 28
 Anzac Day - Monday April 25
 Queens Birthday - Monday June 13
 Labour Day - Monday October 3
 Christmas Day - Sunday December 25
 Boxing Day - Monday December 26
 Christmas Day (additional) - Tuesday December 27

NSW SCHOOL HOLIDAYS

2015 April 3 to April 17
 June 29 to July 10
 September 21 to October 5
 December 21 to January 26, 2016

2016 April 11 to April 22
 July 4 to July 15
 September 26 to October 07
 December 21 to January 26, 2017

QLD SCHOOL HOLIDAYS

2015 April 3 to April 17
 June 29 to July 10
 September 21 to October 5
 December 14 to January 22, 2016

2016 March 25 to April 8
 June 27 to July 8
 September 19 to October 3
 December 12 to January 20, 2017

ROL RESTRICTION

Hexham to QLD Border

- FULL DAY
- FROM 6am
- UNTIL 6am
- UNTIL 6pm
- PUBLIC HOLIDAY

ROL RESTRICTION

Coffs Harbour to Qld Border
 (From Englands Road, Boambee)

QLD SCHOOL HOLIDAYS

HIGH TRAFFIC PERIOD
 (Plan work activities to minimise impact on highway)

CHECK TRAFFIC VOLUMES

Attachment E - Traffic Management Operational Risk Assessment (Key Risks Only)

OPERATIONAL RISK ASSESSMENT							Number:			
PROJECT:	TITLE						Project Manager Signoff			
RMS00031	Traffic Management						Name	Signature	Date	
DATE: 5-Jul-15							Rob Blyth			
ESTABLISH THE CONTEXT	Purpose: The purpose of this risk assessment is to assess the risks associated with working near live traffic and implement rigorous controls that mitigate the risk of injury or illness as far as reasonable practicable. The method to be used is the workplace Risk Assessment and control process and the assessment method to be used is qualitative.						ASSEMBLE A SUITABLE CROSS SECTION OF PEOPLE			
							Name	Position / Experience	Signature	
							Nick Casalegno	Project Engineer		
							Wayne Marshall	SHET Advisor		
Sub Activity	ENERGY SOURCE	WORK OUT WHO IS EXPOSED TO THE RISK	IDENTIFY RISK DETAILS	IDENTIFY THE CREDIBLE WORST CASE CONSEQUENCE	IDENTIFY THE CONTRIBUTING FACTORS THAT CONTRIBUTE TO THE RISK SCENARIO	IDENTIFY CONTROLS TO MANAGE THE RISK SCENARIO	CONSEQUENCES (controls in place)	LIKELIHOOD OF CONSEQUENCES (controls in place)	RISK LEVEL (controls in place)	
Traffic Control Requirements	Vehicle Interaction	Traffic Controllers Public motorists Worksite personnel	Injury to personnel being struck by moving/speeding vehicle resulting in fatal injury	1	TMP & TCP not in accordance with RMA TCWS Audit & monitoring activities ineffective Verification of competency failure	Implement a high standard of traffic controls to warn, inform and guide motorists through the work areas. Develop TCPs in accordance with RMS TCWS manual, G10 and Australian Standard 1742.3 requirements. TCP to consider cyclists and pedestrians. Maintain lane and shoulder widths as per G10. All TCPs are to have a safety audit and approved by RMS prior to implementation Ensure all relevant construction staff and subcontractors are trained and certified as competent persons to perform any traffic control task. Traffic Surveillance to conduct regular inspections of traffic controls and assist to rectify minor deficiencies. Conduct regular inspections and audits. Review traffic controls to suit changes to site conditions. Rectify any deficiencies as a matter of urgency.	1	E	11	

TCP setup/ packdown	Vehicle Interaction	Traffic Controllers	Injury to personnel being struck by moving/speeding vehicle resulting in fatal injury	1	Traffic controllers proximity to the road Poor communication Motorists distracted by adjacent works Vehicle driver vigilance FFW failure Poor task pre-planning Inadequate advance warning signage Speeds not reduced adequately No protection / separation from traffic	No crossing the Pacific Highway on foot under any circumstances Carry out start card process Carry out FFW Testing Conduct prestart Ensure signage is as per TCWS requirements - record set up / packdown signage times on monitoring record Maintaining a safe distance from roadside when not stopping traffic to set up signage Maintain vigilance when on the road setting up signage Monitor traffic speed and report to local authorities of dangerous vehicles. TC to have a pre-planned escape route & face on-coming traffic at all times HI Vis clothing Mandatory Flashing lights on Monitor traffic compliance as per SHET Monitoring program Comply with NSW road rules TC supervisor to ensure a hand over diary is completed prior to end of shift with issues, amenments to TCPs, signage and corrective actions required.	1	E	11
Stop/Slow Activities	Vehicle Interaction	Traffic controllers Labourers	Injury to personnel being struck by moving/speeding vehicle Vehicle driver fails to stop at traffic controller	1	Traffic controllers proximity to the road Poor communication Distracted by adjacent works Vehicle driver vigilance FFW failure No risk assessment Inadequate signage	No crossing the Pacific Highway on foot under any circumstances SWMS - Traffic control Golding SWMS work on or near roads Carry out start card process Carry out FFW Testing Conduct prestart Ensure signage is as per TCWS requirements & authorised TCP Maintain a safe distance from roadside when not stopping traffic Mandatory 15 min break from stop/slow activities every 2 hours of consecutive stop/slow Remain behind barriers where established when not stopping traffic Maintain vigilance when on the road stopping traffic Speed reductions in accordance with the authorised TCP VMS advance warning signage erected Speed radar VMS to be erected to monitor traffic speed and advise motorists Hi vis PPE/clothing mandatory TC to utilise night wands during darker hours Flashing lights on all plant/vehicles TC to be positioned with a pre-planned escape route TC supervisor to ensure a hand over diary is completed prior to end of shift with issues, amenments to TCPs, signage and corrective actions required	1	E	11

Site Access	Mobile Plant	Plant Operators	Unauthorised Plant - Standard Plant Safety Requirements	2	Plant does not meet site specifications Unauthorised personnel/plant on site Poor supervision Poor communication methods	Complete VOC and Plant risk assessments prior to commencing work on site Authorised personnel and vehicles only. Supervisor to monitor vehicles coming onsite and going offsite Positive communication when driving into work areas All plant to fitted with flashing lights , uhf radio and driving lights on at all times when on site.	2	E	16
Site Access Trucks turning into site or leaving site off Pacific Hwy	Vehicle Interaction	Truck operators Public Traffic Controllers Site Personnel	Injury to personnel due to vehicle collision with member of public whilst leaving site End of cue crash with vehicle impact & resulting in fatal injury	1	Failure of driver to adhere to TCP Poor Communication Vehicle driver vigilance Lack of appropriate speed restriction Poor visibility Poor road conditions Lack of advance warning Lack of adequate signage/delineation Lack of adherence to road rules Distraction from adjacent works Motorists gawking at work activities	Plan all routes to maximise safety and minimise impact on the road network. Obtain traffic volume data and conduct traffic analysis to assess haulage operation impact. Where required, construct and undertake junction improvements to accommodate additional turning volumes. Construct access points to RMS Road Design guide standards allowing for largest vehicle turning movements - provide acceleration and deceleration lanes and right turns only permitted if right turn bays are provided. Comply with the haulage operation requirements stipulated within the Site Specific Traffic Management Plans. Prepare and implement specific Vehicle Movement Plans, and associated TCPs. Trucks entering or leaving site must positively communicate their intention Flashing lights & audible alarms for all plant & vehicles accessing/egressing work zones. As a contingency, identify suitable alternative onsite routes. Queing of trucks at entry is to be prevented. Golding supervisor to ensure adequate space/standby area is available to ensure queing does not impact on the road network. Monitor haulage routes and review Vehicle Movement Plans as required. VMS advance warning signage erected Speed radar VMS to be erected to monitor traffic speed and advise motorists Advance warning signage (trucks entering/exiting) as per approved TCP Carry out start card process Carry out FFW Testing Conduct prestart discussion/meeting Safety barrier system on Pacific Highway separating workers and vehicles where required VOC of all operators Obey all posted speed limits Ensure adequate clearing of vegetation at site access and agres points Install signage in accordance with specific TCP Monitor traffic compliance as per SHET Monitoring program Comply with NSW road rules Consider in-vehicle monitoring systems	2	D	12

Construction vehicles onsite movements	Vehicle Interaction	Plant operators, heavy duty & light duty construction vehicles	Collision between plant & site vehicles resulting in fatal injury	1	No bollards, flagging, fencing, barriers designating access & egress lanes onsite Positive communication failure Driver distracted by adjacent works Lack of vehicle driver vigilance FFW failure Poor pre task planning No authorised TCP No communication of access/egress procedure No posted UHF call up channels	A vehicle movement plan (VMP) is in place & communicated to all site personnel Daily Prestart meeting to discuss all activities for the day and assess any new risk or hazard which may apply to the work being done. No work is to be undertaken until the VMP including associated construction signage, specified controls per the relevant Safe Work method statement, are in place & confirmed TC/workers - mandatory HiViz clothing Daily FFW Testing Start card is raised for each activity each day VMP is communicated to all sub-contractors & delivery drivers including float companies Clearly sign post all access points with a unique number, and develop a map illustrating all access points. Clearly sign post and delineate haul roads Separate light and heavy vehicle movements where possible Separate plant and people on foot	1	E	11
Site Deliveries	Vehicle Interaction	Members of public Site personnel	Injury to personnel being struck by moving/speeding vehicle resulting in fatal injury	1	Poor communication of delivery protocol Failure to adhere to TCP Positive communication failures Unauthorised access to site FFW Failure Poor visibility Poor road conditions	Ensure VMPs are developed and implemented for plant/vehicle movements - copies provided to all sub-contractors and delivery drivers Clearly sign post all access points with a unique number, and develop a map illustrating all access points. Delivery points clearly identified and delineated on site No reversing where possible - provide spotters if required.	1	E	11
Emergency Access	Vehicle Interaction	Members of public Site personnel	Emergency response delays	2	Poor communication with emergency services Poor signage and site access	Design and implement emergency service accesses in all phases of construction. Clearly sign post all access points with a unique number, and develop a map illustrating all emergency access points. Inform and update regularly to emergency services of site gates and accesses. Consult with emergency services on access restrictions and alternative arrangements. Provide 24hr contact number for all on site emergencies.	2	D	12



Construction Traffic and Access Management Plan

Attachment F - Affected Stakeholders

Stakeholder	Contact	Position	Phone	Email
Golding Contractors	Rob Blyth	Project Manager	0418 613 469	Rob.Blyth@golding.com.au
	Nicolas Casalegno	PE/Traffic Manager	0428 774 839	Nicolas.casalegno@golding.com
	Wayne Marshall	SHET Advisor	0419 962 561	Wayne.Marshall@golding.com.au
	Bianca Hollis	SE/Environmental Engineer	0427 674 215	Bianca.hollis@golding.com.au
	Greg Coggins	Site Superintendent	0400 239 553	Greg.Coggins@golding.com.au
	James Drew	Site Supervisor	0427 029 582	James.Drew@golding.com.au
	Nick McTeigue	Communications and Stakeholder Engagement Officer	0419 999 467	Nicholas.mcteigue@smec.com
RMS	Dean Gregory	Resident Engineer (Authorised Delegate)	0402 016 954	dean.gregory@p2t.net.au
	Neil Gendle	Pacific Highway Traffic Manager	0418 201 747	Neil.Gendle@rms.nsw.gov.au
	Alan Eichmann	Traffic Operations - North	0411 128 616	Alan.Eichmann@rms.nsw.gov.au
	David Byrnes	Traffic Operations - North	0419 634 038	David.Byrnes@rms.nsw.gov.au
	Ben Hayes	Regional Maintenance Delivery - Far North Coast Works Office	0408 696 948	Ben.Hayes@rms.nsw.gov.au
	Andrew Deutschbein	Regional Maintenance Delivery - Mid North Coast Works Office	0459 073 248	Andrew.Deutschbein@rms.nsw.gov.au
Clarence Valley Council	Andrew Black		0407 036 980	Andrew.black@clarence.nsw.gov.au



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Harwood Bridge Operator	Craig Knox		02 6682 8388	
State Emergency Services	Michael Stubbs	Deputy Region Controller	6641 6900	Michael.stubbs@one.ses.nsw.gov.au
Yamba Fire Station			02 6646 2058 (000)	
Maclean Fire Station			02 6645 4605 (000)	
Maclean Ambulance Station			13 12 33 (000)	
Maclean Police Station			02 6645 2444 (000)	
Harwood Sugar Mill			02 6640 0400	hwdreception@nswsugar.com.au
Busways			02 6642 2954	

Consultation Register

Ref	Comment Received	Comment	Raised by	Closed Out

Attachment G – Proposed Traffic Controllers Matrix

EMPLOYEE					Drivers Licence			Blue Card		Yellow Card		Red Card		Orange Card		Construction Induction		WOF	Pacific Highway Experience
TC		Surname	Given	Phone	Class	Number	Expiry	Number	Expiry	Number	Expiry	Number	Expiry	Number	Expiry	Number	Issued	Issued	Years
								14		14		5		2					
TC	Coordinator	Beller	Kenneth	0428867267	C/R	12849137	16-Nov-15	7194097140	04-Nov-16	7191078396	5-Nov-16					CGI00867935SEQ1	30-May-06	13-Mar-15	2
TC		Bennett	Erin	0487209247	C	13702338	25-Feb-20	7424098140	27-Nov-16	7421079033	28-Nov-16	7332054116	17-Dec-16			1730973	22-Nov-13	23-May-14	3
TC		Campbell	Stephen	0411983772	C	12117979	16-Sep-15	7194107336	05-Jun-17	7191085937	6-Jun-17	7192056920	23-Jul-17			CGI0137918SEQ01	16-Aug-11	15-Apr-15	5
TC		Chisholm	Nigel	0406446816	C	07591230	12-Sep-18	7384088006	22-May-16	7381070757	23-May-16					641258	10-May-13	14-Mar-14	2
TC	Team Leader	Coxell	Morgan	0433451684	MR	07568541	19-Jan-16	7384119168	05-Feb-18	7191070609	16-May-16	7192057686	3-Sep-17			CGI00974845SEQ1	27-Sep-06	10-May-13	6
TC	Team Leader	Diews	Robert	0427494305	HR	4949MV	18-May-19	7192054304	05-Jun-17	7191085933	6-Jun-17	7192054304	29-Jan-17			CGI00509623SEQ1	3-Nov-04	26-Jun-13	10
TC		Glackin	Jason	0417239232	MR	1260DR	18-Oct-17	7194093063	14-Aug-16	7191075015	15-Aug-16					CGI01203920SEQ1	19-Jun-08	10-May-13	5
TC	Team Leader	Johnston	Bruce	0423462290	C	46355M	04-Jun-16	7334119808	13-Feb-18	7331096784	14-Feb-18	7192053055	1-Oct-16			CGI00774743SEQ1	27-Feb-06	23-Jul-13	7
TC		Llewellyn	Dennis	0400473323	C	3969TC	29-Apr-16	7194083727	25-Feb-16	7191067392	26-Feb-16	7192054305	29-Jan-17			CGI01353745SEQ1	25-Mar-10	28-Jun-13	5
TC		Mauler	Joshua	0400003365	C	14316305	11-Apr-18	7334116044	07-Nov-17	7331093309	8-Nov-17					40926	20-Oct-14		1
TC	Team Leader	McPherson	Donald	0429 161372	C	2023XF	04-Dec-15	7194103598	20-Mar-17	7191031209	22-May-16	20667651	9-Apr-18	719301239	14-Jun-16	CGI00620311SEQ2	1-Jun-09	22-Aug-11	10
TC	Supervisor	Mitchelmore	Mark	0427277479	MR/R	8339XJ	30-May-19	7194111050	31-Jul-17	7211061337	10-Sep-15	7192055936	25-May-17	7193016433	12-Jun-17	CGI00689347SEQ1	14-Sep-05	30-Jul-13	10
TC		Verning	Fiona	0403313722	C	5687CZ	05-Mar-17	7194111068	04-Aug-17	7381096096	6-Feb-18					CGI0324304SEQ1	30-Jul-14		1
TC		White	John	0435061738	HC	4423RC	16-Nov-18	3134077328	25-Sep-15	3131068713	28-Mar-16					CGI0106963SEQ1	4-Apr-07		5