

Mangoola Coal Project Construction Traffic Management Plan

August, 2009

Xstrata Mangoola Pty Limited

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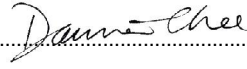
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1. Introduction

1.1 Background

Xstrata Mangoola Pty Limited (Mangoola Coal) has been granted Project Approval 06_0014 (and modified in July 2008) for the construction and operation of the Mangoola Coal Project located on the southern side of Wybong Road, approximately 18 km west of Muswellbrook. Condition 51 of the Project Approval states:

Prior to carrying out any development on site, the Proponent shall prepare (and subsequently implement) a construction traffic management plan for the project to the satisfaction of the RTA and Council. The plan shall include specific measures in relation to:

- *speed limits, warning signage, barriers and repairs on Wybong Road, based on a detailed road safety audit*
- *restriction on project-related traffic to the nominated access routes, including an effective driver education and self-policing penalty system*
- *restriction of heavy vehicle access during school bus hours*
- *consultation with local community and relevant agencies regarding the project and traffic management measures.*

1.2 Objectives

This traffic management plan (TMP) provides details on traffic management measures for access to the project site as well as general traffic management measures during the construction phase, as required to satisfy Condition 51 of the Conditions of Approval.

This TMP has been prepared in accordance with the RTA's *Procedures for use in the preparation of a Traffic Management Plan* (RTA, 2001). Essentially it includes a discussion on the configuration of trucks, daily truck movements, hours of operation, quantities of materials to be transported, construction vehicle access points, and type and location of truck warning signs associated with the construction of the project.

It should be acknowledged that this TMP is intended to demonstrate the initial feasibility of construction traffic accessing the site. Any variations to the construction plan would require a further review of traffic impacts and this TMP.

1.3 Road network

The locality site plan is shown in Figure 1. The road network in the vicinity includes:

- The New England Highway is an Auslink route (former National Highway) which provides an alternate inland link between Sydney and Brisbane. It passes through the regional centres and towns of Maitland, Singleton, Muswellbrook, Scone, Tamworth, Armidale, Glenn Innes and Tenterfield. In 2004, the section to the north of Branxton (south of the Golden Highway intersection) carried approximately 17,700 vehicles/day, while the section south of Singleton (north of the Golden Highway intersection) carried approximately 12,000 vehicles/day (RTA, 2005a).

- Wybong Road is a collector road which connects Muswellbrook to Sandy Hollow. Wybong Road is generally a two lane, two way road, although road sections do not have edge lines. The route has a posted speed limit of 100 km/h. The road traverses moderately undulating country with some low radius curves having signposted advisory speeds as low as 55 km/h. The surrounding land use is predominately rural, with a number of vineyards and other mine sites adjacent to but not directly accessed off the route.
- Wybong Road East is the section between the Project's Northern Access Road and Bengalla Link Road Stage 2 extension. Currently it is a 6.5 m wide paved road with a posted speed limit of 100 km/h.
- The Northern Access Road is a new road providing access to Mangoola Mine at a tee intersection. The new intersection is approximately 2 km west of Limvardy Road. Based on the PB's Mangoola Coal for Hunter River Pipeline Construction Access Route, Traffic Impact Assessment (December 2008), this section of Wybong Road is generally of straight or very large radius alignment, with mostly level grade. Road side vegetation is generally well setback from the edge of the road. As such, most locations in this area would have adequate entering and safe intersection sight distances.
- The New Pipeline Road is a private road adjacent to the Hunter River Pipeline and provides connection between Northern Access Road and Mangoola Road.
- Limvardy Road is a no through road providing access to several property owners. It would be used for access to the Mangoola Coal Project site during the interim construction stages until such time as the Northern Access Road (the long-term access to the mine site) is completed and opened to traffic.
- Bengalla Link Road Stage 2 extension is a new road connecting the existing section of Bengalla Link Road with Wybong Road to the west of Roxburgh Road. The speed limit is 100 km/h. The recently extended section links into the original section of Bengalla Link Road which provides access between Denman Road and the Bengalla coal mine. The intersection of Bengalla Link Road and Denman Road is a tee intersection.
- Denman Road is an undivided two-lane road connecting Muswellbrook and Denman.
- Mangoola Road provides a connection between the Golden Highway at Denman and Wybong Road. It is currently a 5.7m to 5.9m wide sealed rural road with approximately 1m of unpaved or grassed shoulder on each side up to the railway crossing at ARTC chainage 306. The pavement surface is generally in good condition although some areas exhibit some minor pavement deterioration.
- Roxburgh Road, Reedy Creek Road and Ridgeland Road are local access roads not to be used by construction traffic as per Schedule 3, Condition 52 of the Project Approval.

The locality map is shown in Figure 1.

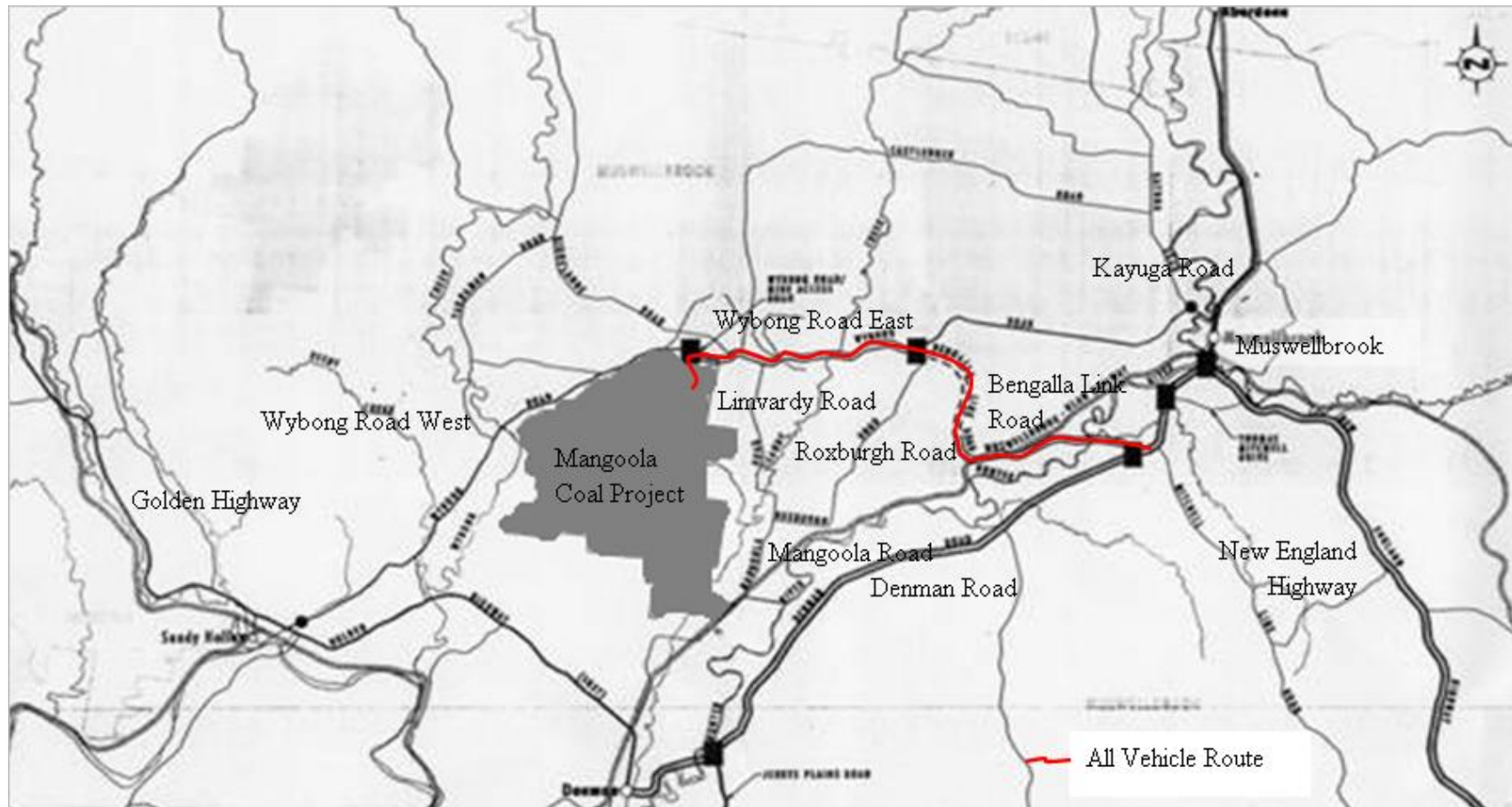


Figure 1 Mangoola site location and access route along Wybong Road East and Bengalla Link Road



2. Project description

2.1 Background traffic

The Average Daily Traffic (ADT) for the section of Wybong Road East to the west of Roxburgh Road was 528 vehicles per day (vpd) as surveyed in July 2008, with 45 heavy vehicles per day. Wybong Road East to the west of Ridglands Road carried 334 vehicles with 34 heavy vehicles per day. The higher number was taken as the base traffic volumes for Wybong Road East between the Northern Access Road and the future Bengalla Link Road intersection (near Roxburgh Road). The afternoon peak exhibited the highest hourly traffic flow carrying 9% of the ADT evenly split in each direction.

No traffic data was available for Bengalla Link Road, as at the time of writing, the Stage 2 extension to Wybong Road was not completed nor opened to traffic.

2.2 Construction details

Construction works associated with the project includes a Coal Handling and Preparation Plant (CHPP), Mine Infrastructure Area (MIA), rail loop facilities and Hunter River pipeline as well as an upgrade of Wybong Road East accessing the site.

The Project will require an estimated 90,000 tonnes of imported material

2.3 All vehicle access route

2.3.1 Traffic accessing Mangoola Mine

The Mangoola Coal Project will be accessed primarily by the recently extended Bengalla Link Road, and the upgraded section of Wybong Road between the Bengalla Link Road Stage 2 extension and the Northern Access Road (Wybong Road East). The majority of site related traffic including construction vehicles (equipment and earth material haulage), heavy vehicles and light vehicles would use this access route between the site and the New England Highway at Muswellbrook, or the Golden Highway southward to Singleton or westward to Dubbo. The access route is shown in Figure 1.

Traffic from the west would enter the site from the Golden Highway and along Wybong Road.

Construction and personnel traffic would not be allowed to use the local adjacent residential road network. These specifically include Reedy Creek Road, Mangoola Road and Roxburgh Road. The exceptions are the temporary traffic access requirements via Mangoola Road during the construction of the Hunter River pipeline as discussed in Section 2.3.2 and those allowed for under the consent conditions

When the Northern Access Road is open, Limvardy Road will no longer be used for access to the mine site.

The posted speed limit on Wybong Road is 100 km/h. The ultimate speed limit for the proposed widened section of Wybong Road East and Bengalla Link Road Stage 2 extension will also be 100 km/h, although reduced to 80km/h during the implementation of this TMP.

2.3.2 Traffic accessing the Hunter River Pipeline

The Mangoola Coal Hunter River Pipeline site will be accessed from the north by Northern Access Road and a new access road between the proposed Rail Loop and Mangoola Road. This access road will run adjacent to the Hunter River Pipeline. Traffic will then travel south along Mangoola Road for approximately 1.3km before crossing the Muswellbrook-Ulan railway line. On crossing the railway line, vehicles will turn left onto the access track to the proposed pump station. All traffic to/from the pump station will access via this route. See Figure 2.

Currently there is no posted speed limit on Mangoola Road. During the implementation of this TMP the speed limit is proposed to be 80km/h.

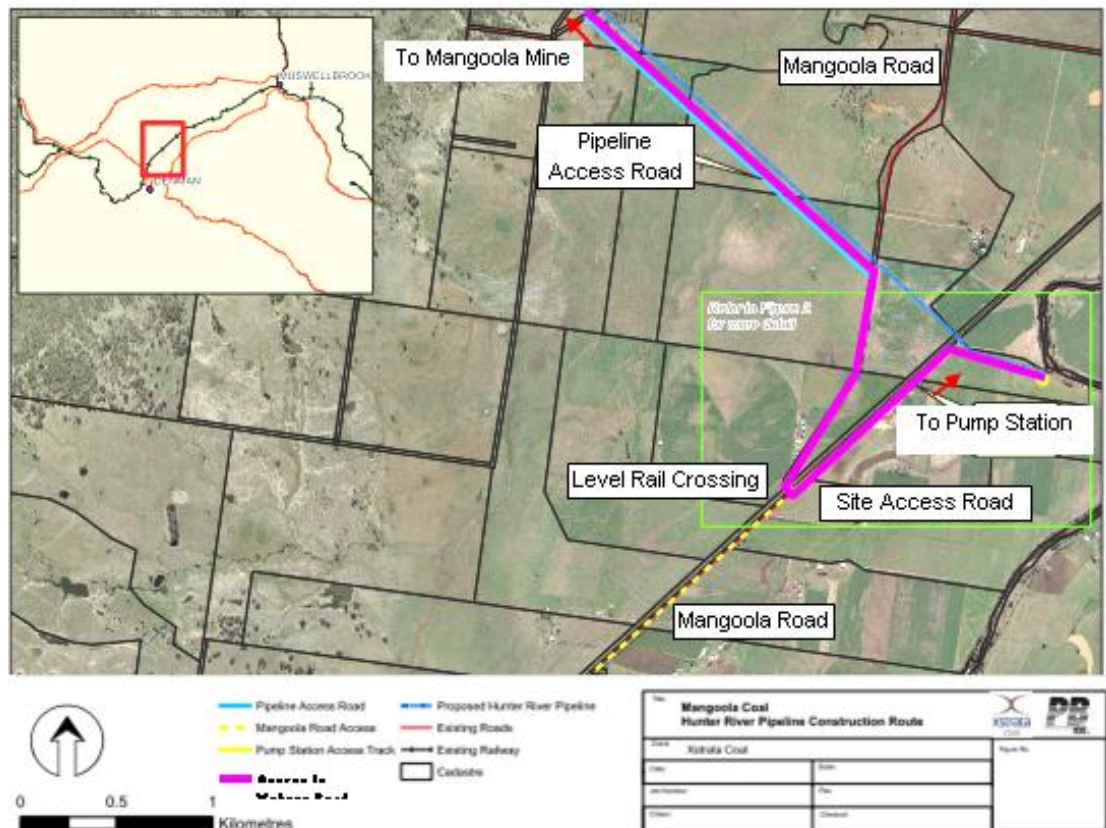


Figure 2 Hunter River Pipeline access route along Mangoola Road and the new Pipeline Access Road

2.4 Wybong Road East upgrade

Wybong Road East is the seven kilometre section between the Northern Access Road and Bengalla Link Road Stage 2 extension. The Wybong Road East upgrade will include:

- the provision of 1.0 m sealed road shoulders on both sides
- formal school bus stops between the Northern Access Road and Bengalla Link Road Stage 2 extension located at:
 - the Wybong Road/Castlerock Road intersection (northern side)
 - 2.20 km to the east of Wybong Road/Castlerock Road intersection (southern side)

- 3.02 km to the east of Wybong Road/Castlerock Road intersection (northern and southern sides)
- 5.34 km to the east of Wybong Road/Castlerock Road intersection (northern and southern sides).

All upgrades to culvert crossings and bridge barriers/parapets will be completed in the initial phase of the work.

The reconstruction works are to be completed without full road closure. Worksite Traffic Control Plans have been approved by Council allowing Wybong Road East to be partially closed to allow an alternating one-way operation over separate 1 km sections as the works progress along the road. The one-way operation would be achieved by using 24-hour, fixed-interval traffic lights at both ends of the work section. Traffic control devices would be used to separate the work zone from the trafficable lanes. Whilst the temporary speed limit on Wybong Road East in the construction area would be set at 80 km/h, the speed limit through the portion of the work zone length that would operate as a one-way section, would be reduced to 40 km/h. The Wybong Road East upgrade is scheduled to be completed in approximately April 2010. All future traffic control plans will be submitted to Muswellbrook Shire Council for approval prior to implementing. Each plan will be monitored by Council and upgraded as needed to provide a safe as possible site control in accordance with RTA standards and the site specific conditions.

2.5 Construction schedule

Overall project construction, as distinct from Early Works, when commenced, will extend over an approximate 90-week period. Construction traffic volumes will grow steadily in the first 4 months, and increase substantially after.

Construction of the Hunter River Pipeline is planned to take approximately 26-weeks from commencement of construction.

The upgrade of Wybong Road East is scheduled to be completed in approximately April 2010.

2.6 Proposed vehicle type

The fleet of vehicles that would transport materials and personnel to/from Mangoola Mine will be comprised of truck and trailers, semi-trailers, low loaders, and light vehicles. These will include some wide and special loads.

2.7 Traffic generation

During the first four months of construction, there will be an average of 46 truck movements per day (23 in and 23 out) required to transport material to the Mangoola Coal Project. A uniform distribution of truck traffic is expected over the 11-hour period between 7am and 6pm with approximately 6 truck movements per hour (3 in and 3 out).

After the first 4 months of construction work, the average truck movements are expected to increase up to 98 movements per day (49 in and 49 out) which would be equivalent to 10 movements per hour (5 in and 5 out). The peak activity would reach a peak after approximately 8 months.

Construction working hours are from 7 am to 6 pm from Monday to Saturday, and 8 am to 6 pm on Sunday. Approximately 85% of light vehicles are expected to arrive from 6 am to 8am during AM peak period, and similarly 85% of light vehicles depart from 4.30 pm to 6.30 pm during PM peak period. Heavy vehicle traffic would be evenly distributed through the day and would have an approximately “transaction time” of one hour on site. That is, they will leave the site approximately one hour after arriving. During the peak construction phase it is expected that 82 light vehicles per hour with all vehicles being inbound towards the mine during the AM peak period and outbound during the PM peak period, and in addition, 5 heavy vehicles would be travelling in both directions to/from site during peak hours.

Section 3.4 discusses the traffic delay expected from the temporary traffic signals on Wybong Road. A maximum of 135 vehicles per hour (two-way volumes) would be expected to use Wybong Road (i.e. the sum of 48 (9% of 528 AADT) background vehicles and 87 mine-generated vehicles). For uninterrupted and random flow of traffic, this is an average headway of approximately 27 seconds between each vehicle. The red light time will be monitored and adjusted to suit the traffic construction conditions in order to reduce the overall delay.

3. Proposed traffic management measures

3.1 Access to the Mangoola Coal Project

When constructed and opened to traffic, the Northern Access Road will be used as the access road to the Mangoola Coal Project. It will meet Wybong Road approximately 2 km west of Limvardy Road. Following the opening of the Northern Access Road, Limvardy Road will no longer be used for mine-related traffic.

Figure 4 shows the proposed signage that will be used to advise motorists of the access to the mine-site via the Northern Access Road. The directional signs will also provide details of the 24hr toll free phone number for the reporting of incidents and complaints.

3.2 Access prohibitions

Condition 52 of the 75W Modification dated 22 July 2008 states that:

No project related traffic shall use Reedy Creek Road, Mangoola Road or Roxburgh Road to get to or from the site, except in an emergency to avoid the loss of lives, property and/or to prevent environmental harm.

Note: This condition does not apply to any employees that may reside on Reedy Creek Road, Mangoola Road or Roxburgh Road or for the infrequent use for consultation, environmental monitoring and inspection and maintenance of nearby infrastructure.

Strictly No Access for Mangoola Coal Project Vehicles signs will be retained at the commencement of Mangoola Road, Reedy Creek Road, Ridgelands Road, Castlerock Road and Roxburgh Road as shown in Figure 5. These signs were previously installed as a part of the traffic management plan for the Early Works program. Mangoola Coal will undertake random inspections on these roads to check for non-compliance and will respond to specific complaints.

3.3 Construction vehicles turning at intersections along the proposed access route

3.3.1 Traffic accessing Mangoola Mine

Figures 4 and 6 show the guidance signs for Mangoola Coal Project traffic along the proposed access route.

3.3.2 Traffic accessing Hunter River Pipeline

Figure 7 shows the guidance signs for Hunter River Pipeline traffic along the proposed access route via Pipeline Access Road and Mangoola Road.

3.4 Temporary traffic signals for Wybong Road East upgrade

Section 2.4 discussed the proposed traffic control plan (TCP) for the construction of the road shoulder along Wybong Road East between Northern Access Road and the Bengalla Link Road Stage 2 extension. Figure 8 shows a TCP for this work zone along Wybong Road East. Mangoola Coal traffic would still be required to use Wybong Road East to access the mine-site during these road works.

Under the proposed traffic control arrangement, Wybong Road will allow for one-way operation in separate 1 km sections as the works progress along the road. 24-hour, fixed-interval traffic lights are proposed to be provided at both ends of the work section. Under this one-way system, there will be 30 seconds for traffic to pass through the work zone per direction (at 40 km/h), a 5 second amber time, and a 90 second all red clearance time. This gives a cycle time of 250 seconds based on a 1 km work section.

Workers would be on site to respond to incidents and emergencies during work hours. Section 3.9 provides more detail regarding the management of emergencies at the work zone.

An analysis was undertaken to determine likely traffic delays due to the signals. This was for two peak hour scenarios as follows:

- average hourly traffic flow during the upgrade of Wybong Road East (see Section 3.4.1)
- maximum hourly traffic flow that would occur approximately six weeks prior to completion of the Wybong Road East upgrades (see Section 3.4.2).

3.4.1 Traffic delay based on average hourly traffic flow

During the upgrade of Wybong Road East, the average hourly traffic flow on Wybong Road would be 120 vehicles per hour (two-way volume). This is the sum of background traffic (48 vehicles) and construction traffic (66 light vehicles and 6 heavy vehicles). Due to the background traffic profile, the heaviest peak hour is expected to occur in the afternoon.

Assuming an average arrival pattern, there will be three vehicles/min approaching the traffic signals which will give an estimated queue length of eight vehicles in peak direction under the fixed-interval traffic lights. Based on observations a 30-second green time can clear approximately 15 vehicles in a one-lane approach, therefore the 30-second green time would be capable of clearing queued traffic in one cycle, unless vehicles move slowly through the traffic signals.

The maximum delay to any traffic unit would be 250 seconds (one cycle), with the overall average delay being just over one minute. Although this gives a relatively poor level of service (LoS F), there are no alternative routes with less travel time. However, this is similar to traffic control conditions for other maintenance or reconstruction projects on rural roads.

The traffic volumes will be monitored and the timing of traffic lights may be adjusted to cater for varying traffic numbers.

3.4.2 Traffic delay based on maximum traffic flow

During the upgrade of Wybong Road East, the highest hourly traffic flow will be approximately 135 vehicles/hour (two-way volume) expected on Wybong Road. This is the

sum of background traffic (48 vehicles) and construction traffic (81 light vehicles and 6 heavy vehicles).

Assuming an average arrival pattern, there will be approximately three vehicles/min approaching the traffic signals which will give a queue length of eight vehicles in peak direction under the fixed-interval traffic lights. As such, the performance of the traffic signals would be similar to that presented in Section 3.4.1.

The traffic volumes will be monitored and the timing of traffic lights may be adjusted to cater for varying traffic numbers.

Workers would be on site to respond to incident and emergency events during work hours. Refer to Section 3.9 for emergency management at the work zone.

Mangoola Coal will put in place a procedure for the event where the traffic signals have a technical problem.

3.5 Driver education and self-policing penalty system

Automated speed checker with feedback technology (signage that displays the vehicle speed, frequently used at construction work zones) will be provided to improve compliance with the temporary speed limits. Traffic counters will be installed to monitor traffic flows and speed.

Mangoola Coal has engaged a dedicated construction superintendent to manage the construction works and related traffic. This person will be responsible for coordinating and scheduling heavy vehicle traffic movements associated with the project works. Data regarding heavy vehicle coordination and monitoring will be included in a monthly report to Council.

Where required, wide load or special vehicles would also be accompanied by a dedicated escort/pilot vehicle in accordance with RTA guidelines and regulations.

All loads for bulk materials will be covered in accordance with RTA guidelines and regulations.

Any breaches of this traffic management plan by Mangoola Coal's employees, contractors or sub contractors will be treated in accordance with Mangoola Coal's disciplinary policies and procedures.

3.6 Approved B-double routes

Wybong Road is not an approved B-double route. Refer to Maps 13 and 189 in Appendix A.

3.7 School bus route

Although the proposed access route via Bengalla Link Road and Wybong Road East does not pass through Sandy Hollow or Denman, there are schools in both localities which generate bus movements along Wybong Road. The school at Sandy Hollow is serviced by a chartered school bus service along Wybong Road and the Golden Highway. The bus route times are from 6:30 am to 8:45 am in the morning and from 3:00 pm to 5:00 pm in the afternoon.

The only existing school bus stop along the proposed access route is located at the north-eastern corner of Wybong Road/Castlerock Road intersection, and will be upgraded to a formal hard stand area. Five additional bus stops will be provided along Wybong Road East. All bus stops are scheduled to be completed prior to full reconstruction of Wybong Road East.

Mangoola Coal will coordinate heavy vehicle deliveries to strict schedules and will control (i.e. restrict) the heavy vehicle traffic to avoid large numbers of heavy vehicles arriving at and departing from the site during school bus times.

During the construction of Wybong Road East no project related heavy vehicles will travel on Wybong Road East whilst the school bus is on Wybong Road East.

During the construction of the Hunter River Pipe line no project related heavy vehicles will travel on short section of Mangoola Road used by the Mangoola Project whilst the school bus is on that section.

3.7.1 Preparation of TCPs

For Wybong Road, additional consultation with the relevant Bus Company will take place when roadwork is affecting the bus stop that the company uses.

For Mangoola Road, additional consultation will take place with any bus company using Mangoola Road.

3.8 Public transport impacts

Impacts on school bus services are discussed in Section 3.7.

3.9 The management of emergencies and incidents

3.9.1 Emergency management

Condition of Consent 52 allows mine-related traffic to use any road in the event of an emergency (i.e. to avoid the loss of lives).

All construction work activities would have an accompanying method statement and a designated evacuation plan for work place incidents. The evacuation plan will specify the assembly point for affected personnel and included in the Mangoola Coal Emergency Response Plan.

At the temporary traffic signals in the Wybong Road East work zone, a right-of-way will be provided for emergency vehicle access and thoroughfare. Drivers responding to medical emergencies would be able to advise construction ground staff who would be able to override the traffic control signals during work hours. Ground staff would be available at each end of the one-way system and would be in two-way radio contact with each other. This would enable one of the persons to assure the other that the traffic signals and direction could be switched. This would also provide more interface between the work crew and road users if members of the public needed to report incidents or report on deficiencies.

There is an established Mangoola Coal helipad at the intersection of the Northern Access Road and Limvardy Road which could be used by emergency aircraft.

Mangoola Coal will keep the police, ambulance and Emergency services informed of the delays caused by road works.

Emergency contact numbers are to be displayed at the traffic light locations.

3.9.2 Incident management

All drivers and visitors to the site during the construction stage are required to attend an induction at which time they will be provided with information regarding incident management. This will include how to respond in the event of incidents and who the incidents should be reported to. The close-out of incidents and complaints would be conducted as per Mangoola Coal procedures. Monthly updates of incidents reported will be provided to Muswellbrook Shire Council.

As stated in Section 3.9.1, specific evacuation plans and assembly areas would be designated for all construction work activities. Also, the proposed access route would not impose any access restrictions for emergency vehicles (eg. ambulance, fire brigade or police) to various areas along Wybong Road or the surrounding area.

3.10 Road safety concerns

The Road Safety Review for Early Works Report (PB 2008) identified road safety concerns including clear zone hazards, deficiencies in pavement edge condition, intersection priority control, sight distance, school bus stop, horizontal curves, linemarking and delineation, and signage along the relevant section of Wybong Road between the Northern Access Road and Bengalla Link Road Stage 2 extension. These issues would be addressed with the Wybong Road East upgrades scheduled for completion in about April 2010.

The speed limit on Bengalla Link Road will remain at 80km/hr until the completion of final seal and sweeping loose stones. Xstrata Mangoola Coal will, when instructed by MSC, remove the 80km Signs and replace as required to return the speed limit to 100km/hr.

Furthermore, the abutments to bridges and culvert extensions are scheduled to be completed in the first phase of the up grade work on Wybong Road East.

3.11 Public consultation

Local communities will be kept informed about the proposed construction works and in particular the moving work zone on Wybong Road East and the proposed mine access route via the Mangoola Coal website. The Community Consultative Committee was consulted on the Construction Traffic Management Plan and MSC informed of the outcome.

If a member of the public has observed any project related traffic in breach of this plan or behaving in an unacceptable manner, they will be able to report this via Mangoola Coal's 24 hour toll free telephone number. The public will also be advised of this contact number by signage located at intersection of Wybong Road and Bengalla Link Road Stage 2 extension. This information is also advertised in the Hunter Valley News and Muswellbrook Chronicle on a monthly basis.

Mangoola Coal will be involved in ongoing consultation with Muswellbrook Shire Council and bus companies on required bus stop signage and school bus hours. Temporary signage

will be put in place to advise transport operators on how and where they should access the site.

Other signage containing contact details for reporting issues or complaints associated with the construction will be installed at the access to the project site.

Mangoola Coal will erect an informative sign to indicate the project duration, which sections of road is under construction and the estimated delay to be expected. The Mangoola Coal website will hold this information.

4. Summary of traffic management measures

A summary of the traffic management measures is shown in Figure 3, with individual signage plans shown in Figures 4 to 8.

Signs will be provided with adequate warning of changes in the road surface and in driving conditions and of personnel or plant engaged in work on the road. Signs will also include adequate instruction to road users and their safe guidance through, around or past the work site.

The TMP will be adhered to at all times throughout the period of construction.

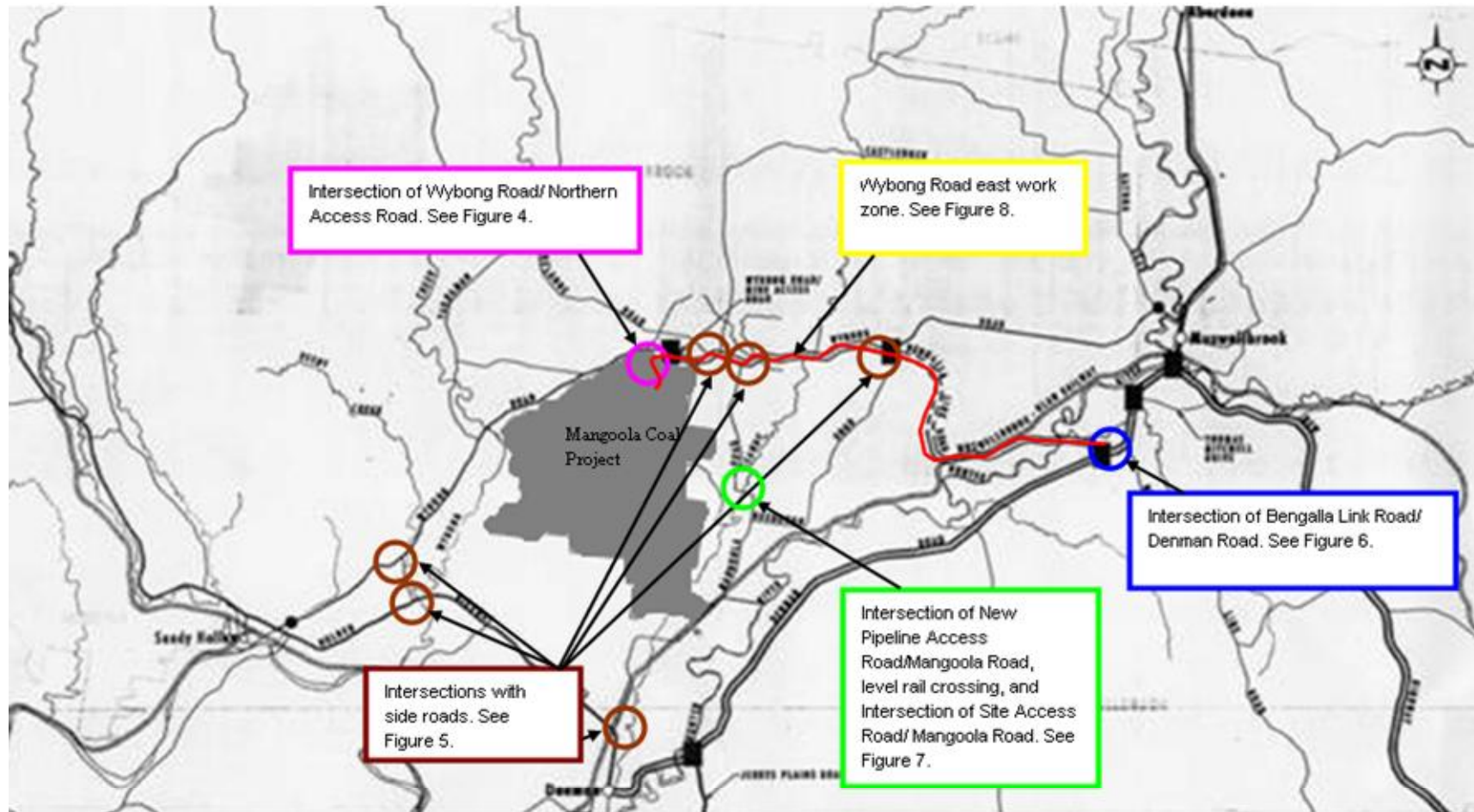
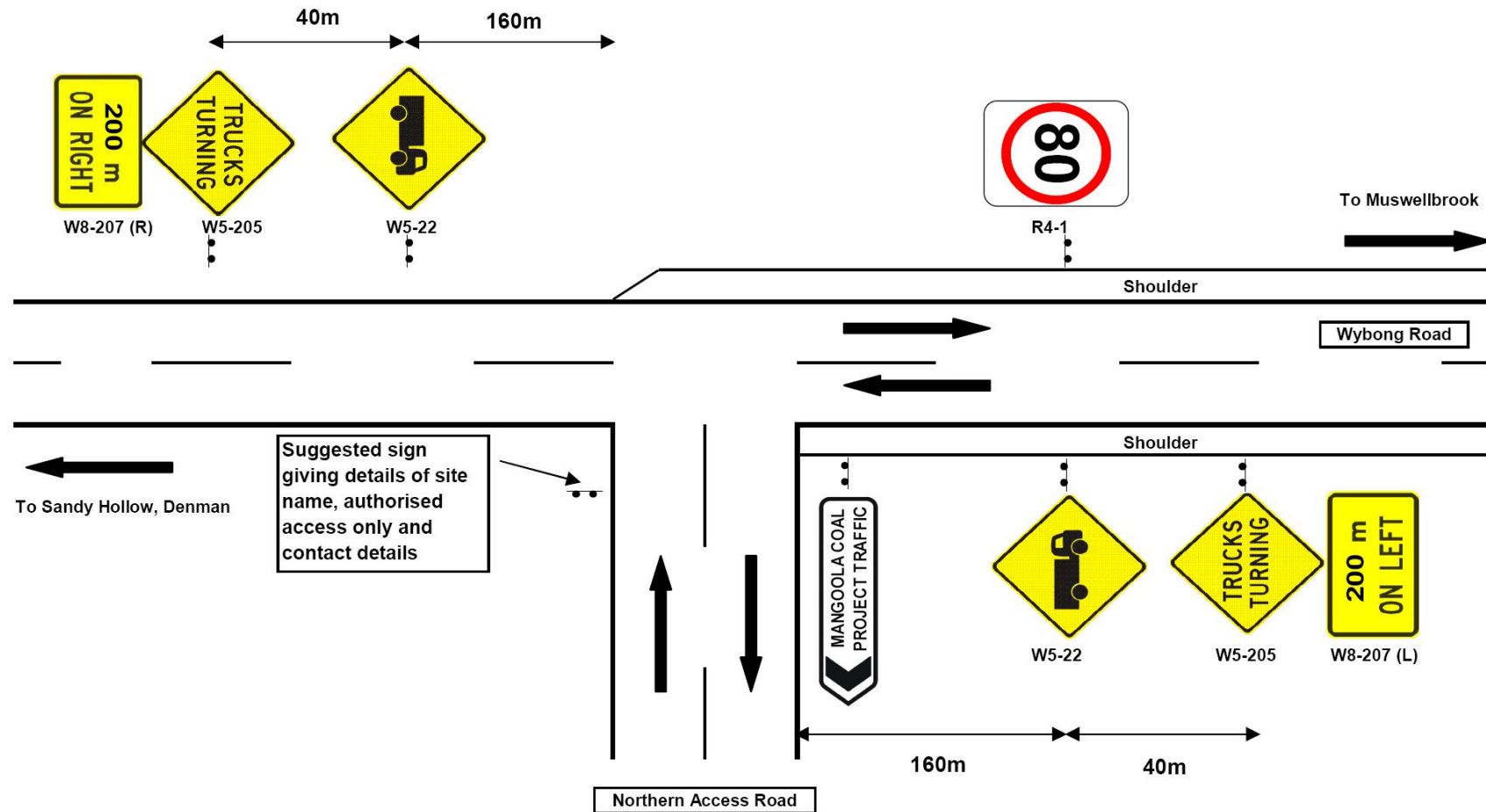


Figure 3 Reference map for individual site signage plans



Note: this TCP relates to the temporary speed limit of 80km/h. The conversion to 100km/h permanent speed limit would require adjustments including the speed limit change (R4-1) and the spacing of the W5-22, W5-205 and W8-207 signs.

Figure 4 Traffic signage to be placed on Wybong Road in the approach to Northern Access Road. Adopted from TCP195 (RTA 2003)

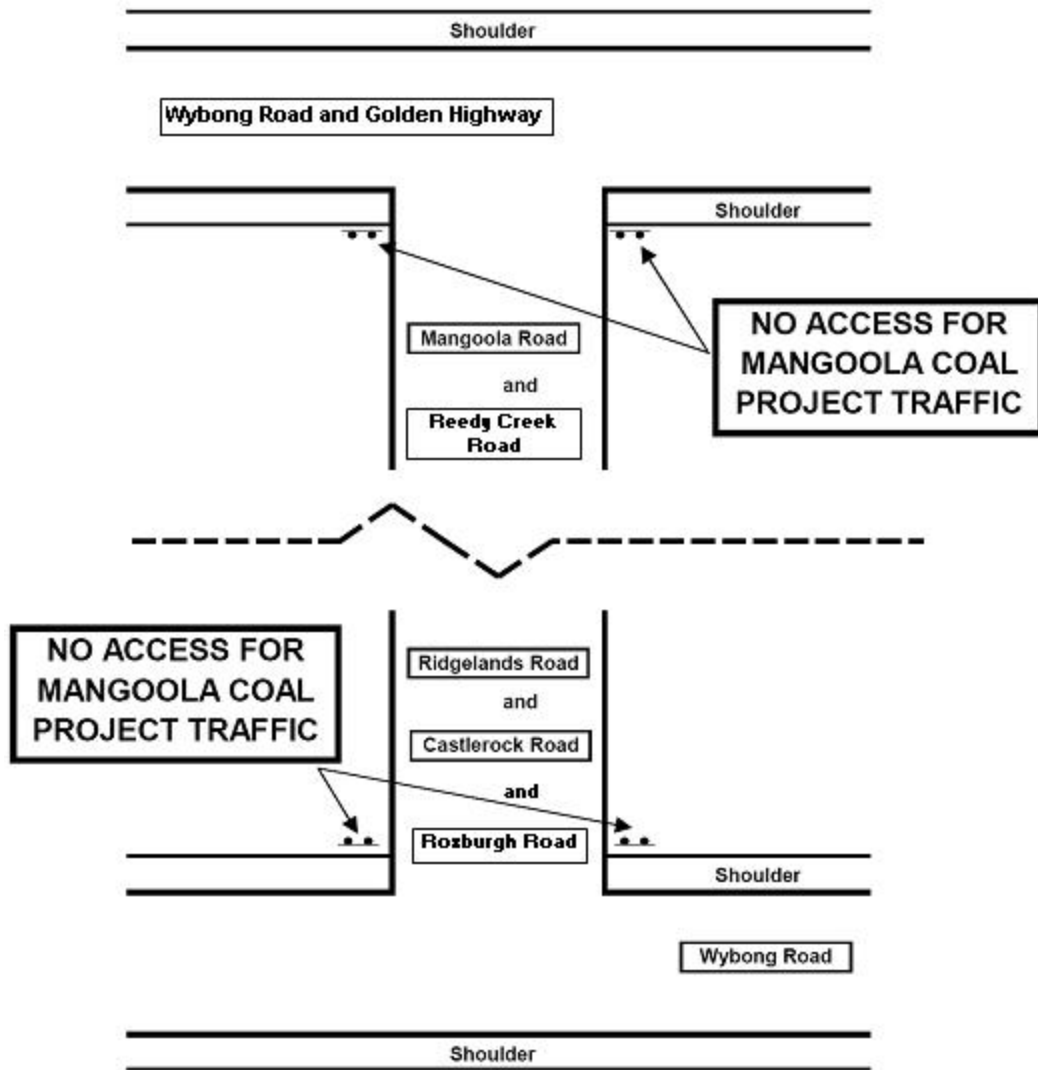


Figure 5 Existing (temporary) traffic signs to be retained at the side roads

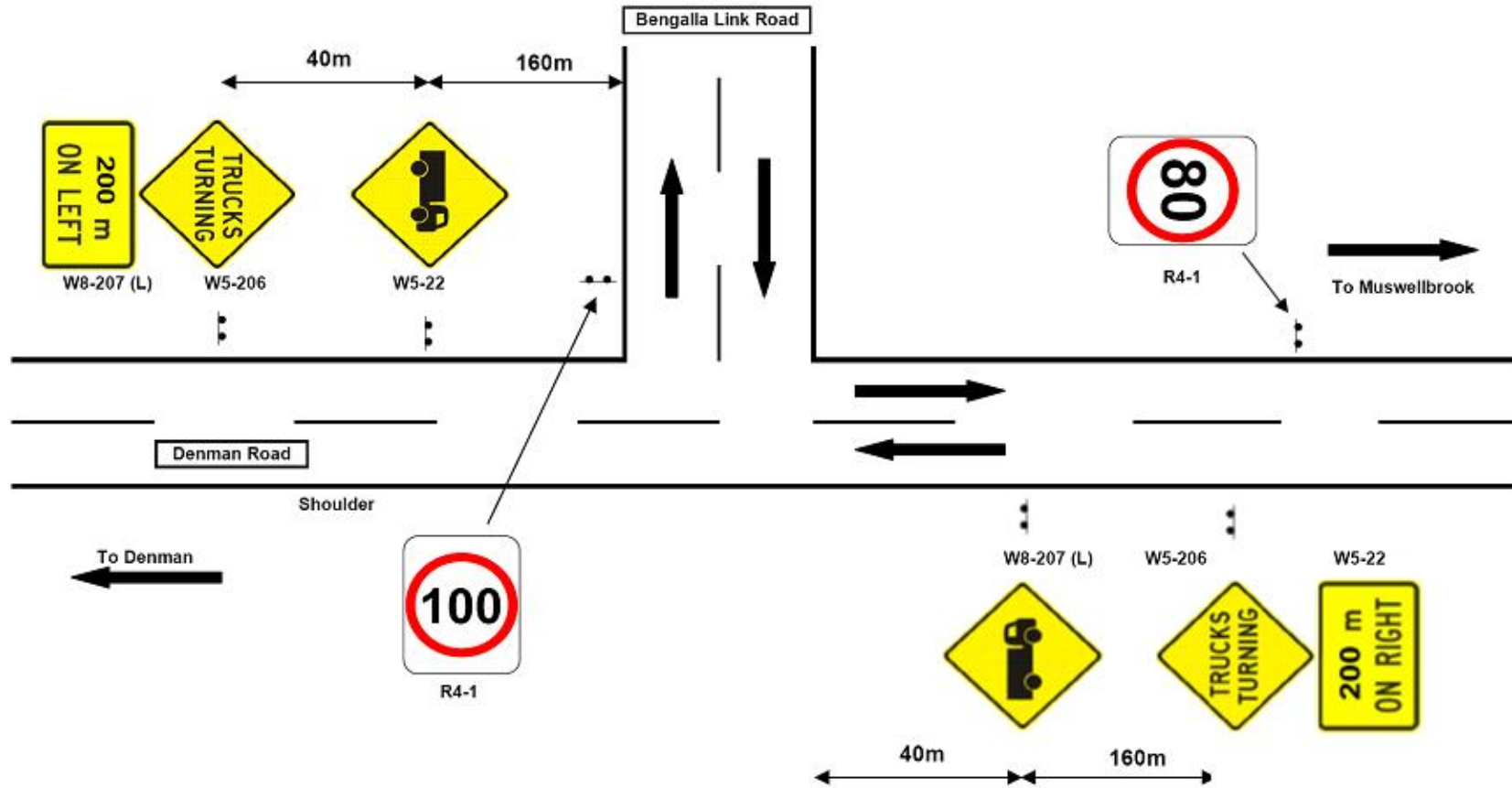


Figure 6 Traffic signs to be placed at the Bengalla Link Road/Denman Road intersection. Adopted from TCP195 (RTA, 2003)

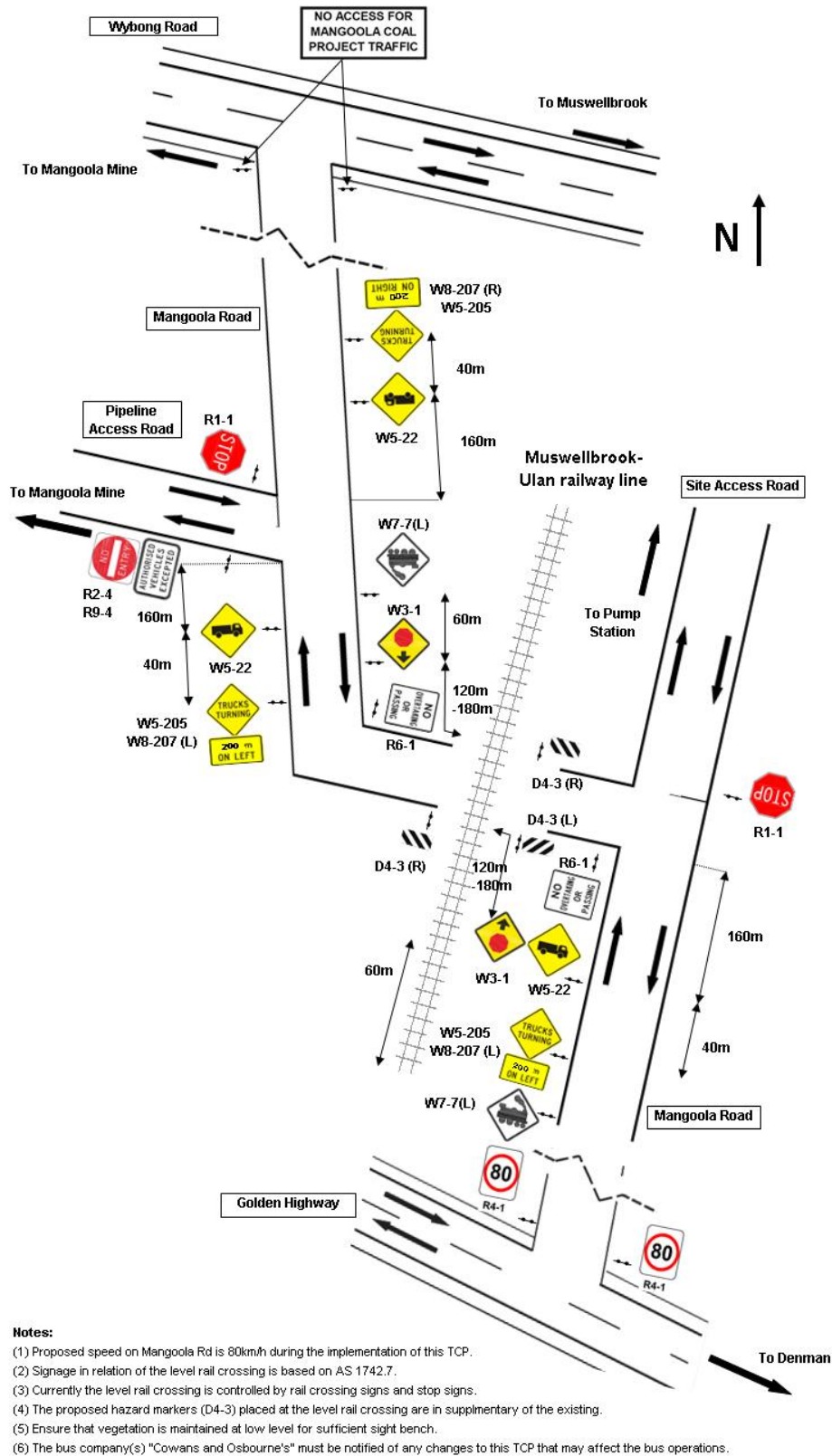
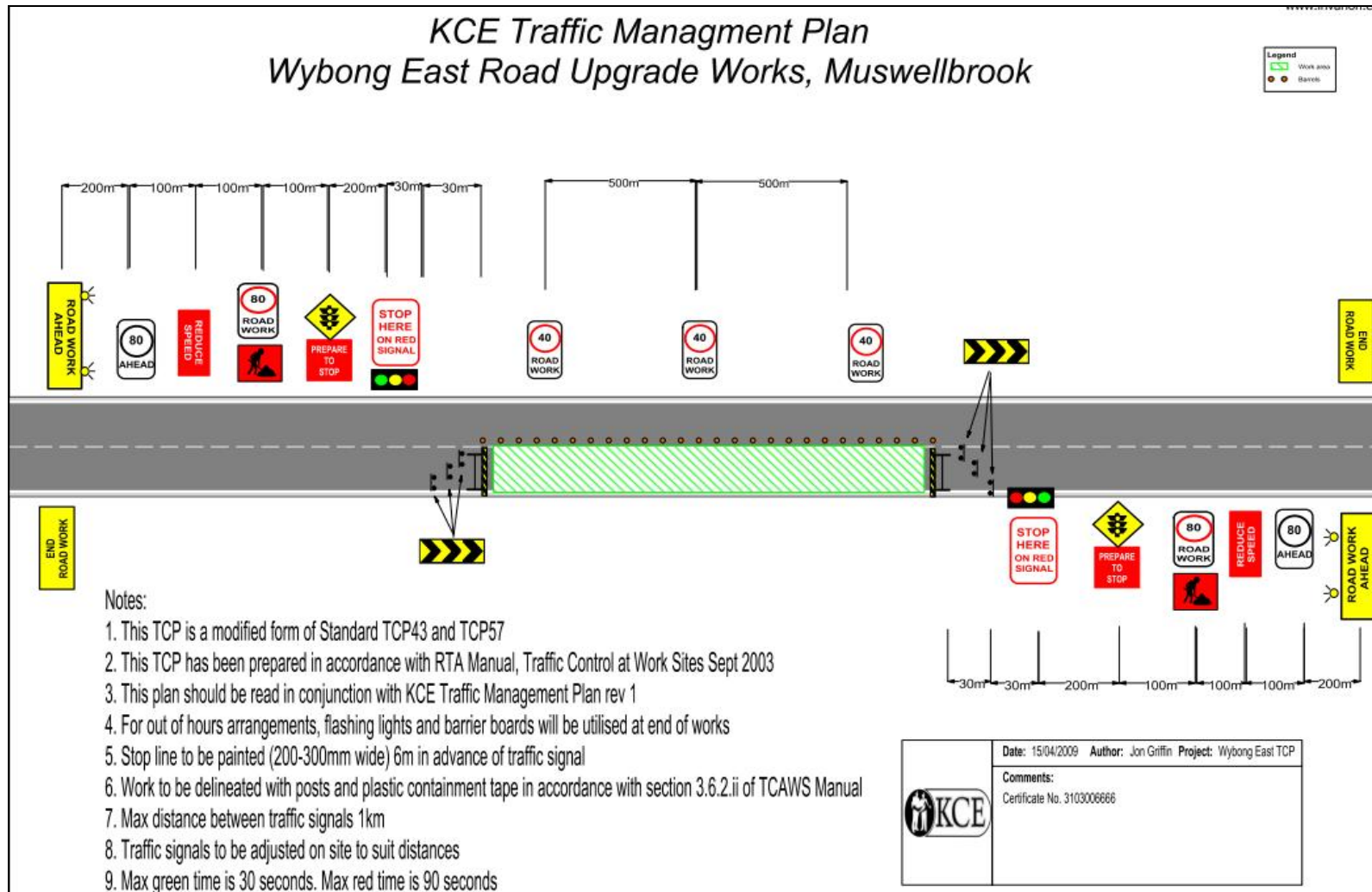


Figure 7 Traffic signs to be placed at the Wybong Road/ New Pipeline Access Road intersection for the temporary construction access route to Hunter River Pipeline. Adopted from Figure 4.5 (Standards Australia 1742.7, 2007)



Source: Keller Civil Engineering

Figure 8 A Traffic Control Plan for the work zone in Wybong Road East reconstruction



5. References

Keller Civil Engineering (2009) Traffic control plan for temporary traffic signals and one-way system for the reconstruction of Wybong Road East.

PB (2008) Traffic Management Plan for Early Works Program. PB.

PB (2008) Road Safety Review of Wybong Road East. PB.

RTA (2007) *Restricted Access Vehicle (RAV) maps 13 and 20*. RTA.

PB (2006) *Traffic Impact Assessment of Bengalla Link Road Stage 2*. PB.

RTA (2003) *Guide to Traffic Control at Worksites*. RTA.

RTA (2001) *Procedures for use in the preparation of a traffic management plan (TMP)*. RTA.

TPK (2006) *Transport Study – Proposed Coal Mine Development – Anvil Hill Project*.

Standards Australia (2007) Australian Standards 1742.7 *Manual of uniform traffic control devices – Part 7: Railway crossings*. Standards Australia

Standards Australia (1994) Australian Standards 1742.2 *Manual of uniform traffic control devices – Part 2: Traffic control devices for general use*. Standards Australia.

Appendix A

RTA Restricted Access Vehicle
Maps



TRAVEL RESTRICTIONS VEHICLE ROUTES

Map: 18

- All Access Approved Zones
- Exemption Routes

B-Doubles

- 25/26m Approved Routes
- 23m Approved Routes
- 19m Approved Routes
- B-Double Approved Zones
- B-Double Route Restrictions Number
- B-Double Area Restrictions Number

Road Trains

- Road Train Routes
- Road Train Route Restrictions Number
- Road Train Area Restrictions Number

4.6m High Vehicles

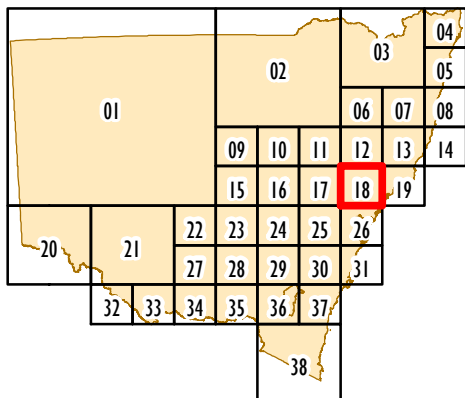
- 4.6m High Vehicle Routes
- 4.6m High Vehicle Approved Zones
- 4.6m High Vehicle Route Restrictions Number
- 4.6m High Vehicle Area Restrictions Number

Route Travel Restrictions Symbol

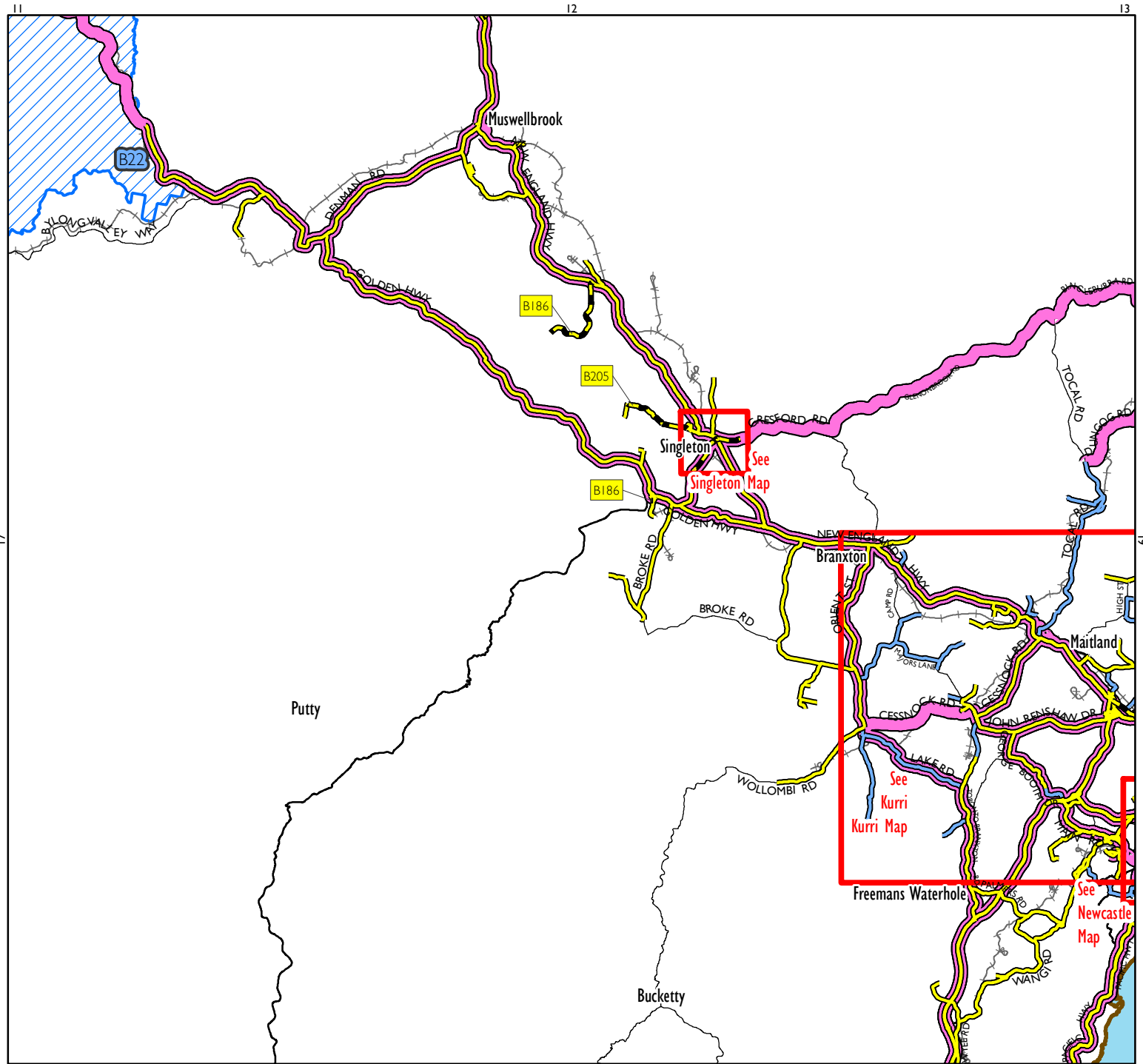
- Information of travel restrictions are on the Travel Restrictions Table.

Classified Roads

- Regional Roads
- State Roads



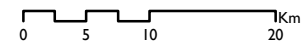
NSW Map Index



Map valid to 28 February 2009
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Scale 1:600,000



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