

Special Shoalhaven Traffic Committee

Meeting Date: Tuesday, 23 July, 2024

Location: Email Meeting

Please note: Council's Code of Meeting Practice permits the electronic recording and broadcast of the proceedings of meetings of the Council which are open to the public. Your attendance at this meeting is taken as consent to the possibility that your image and/or voice may be recorded and broadcast to the public.

Agenda

1. Apologies

2. Business Arising from Previous Minutes

3. Reports of the Convenor

TC24.13 Signage and Linemarking - Far North Collector Road - Badagarang
(PN 3808)2

4. General Business

Note: The next meeting will be held on Tuesday 13 August 2024.

TC24.13 Signage and Linemarking - Far North Collector Road - Badagarang (PN 3808)

HPERM Ref: D24/225232

Convenor: David Pieresko

Attachments: 1. PN(3808) Plan [↓](#)

Reason for Report:

The reason for this report is to seek Shoalhaven Traffic Committee approval for the proposed regulatory signage and linemarking associated with the construction of the Far North Collector Road, Badagarang, as per Plan No. D24/225241.

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed Far North Collector Road (Bannada Way) as per Plan No. D24/225241.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411.

Background:

Shoalhaven City Council received grant funding for the construction of the Far North Collector Road (Bannada Way). The Far North Collector (Bannada Way) will link Illaroo Road (near the western end of West Cambewarra Road, Bangalee to Moss Vale Road (at Bells Lane) in Cambewarra. The project is an integral component of the overarching "Preferred Road Network" adopted with the Nowra Bomaderry Structure Plan.

Details of Submission:

The proposal involves the installation of signage and linemarking with reference to the following construction items:

- 1.8 kilometres of single carriage way road
- Two new roundabouts
- Four new bridges

As displayed in the **attached** plan, there are multiple areas of implementation of regulatory devices along the Far North Collector Road and associated roundabouts.

The roundabout between the Far North Collector Road and Moss Vale Road has been approved by Transport for NSW through a Works Authorisation Deed.

The roundabout between the Far North Collector Road and Illaroo/West Cambewarra has previously been approved by Traffic Committee.

Consultation:

Community consultation was undertaken with adjacent residents, stakeholders, businesses. The Far North Collector Road project is included as part of the adopted Nowra Bomaderry Structure Plan (NBSP) “preferred road network”, the NBSP was subject to extensive community consultation during its development.

Risk Implications:

This proposal aims to improve driver awareness and safety along the 1.8 kilometre stretch of road by installing road safety devices such as new safety barriers/guardrails, wider road cross-sections, relevant signage, audio tactile linemarking and two new roundabouts to attain a safe road environment.

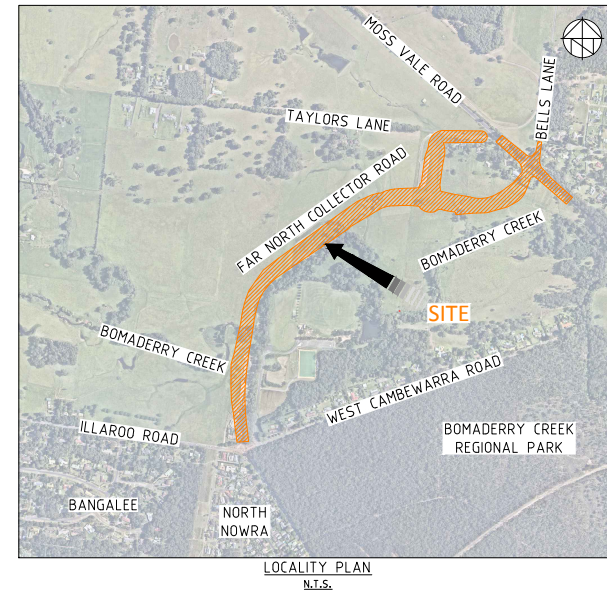
Financial Implications:

The proposal would be funded by the Australian Government’s Infrastructure Investment Program provided to Council by the Australian Government.

FAR NORTH COLLECTOR ROAD

FOR CONSTRUCTION

MARCH 2023



GENERAL NOTES

1. ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH SHOALHAVEN CITY COUNCIL'S AUSSPEC CONSTRUCTION SPECIFICATION AND AS AMENDED WITH TECHNICAL EXCEPTION CLAUSES.
2. ALL WORKS ARE TO BE CONDUCTED TO THE REQUIREMENTS OF THE SUPERINTENDENT.
3. SURFACES DISTURBED OUTSIDE THE GENERAL LIMITS OF WORKS, AS A MINIMUM, ARE TO BE RESTORED AT LEAST TO THEIR PRE-CONSTRUCTION CONDITION BY THE CONTRACTOR.
4. ANY TREE REMOVE FOR THE CONSTRUCTION OF WORKS IS TO REMAIN ON THE TAYLOR PROPERTY.
5. THE CONTRACTOR SHALL PROVIDE ALL LABOUR, MATERIALS AND EQUIPMENT NECESSARY FOR THE ACCURATE SETTING OUT OF THE ENTIRE WORKS AND SHALL ENSURE THAT ALL SURFACES ARE CONSTRUCTED TO THE CORRECT LEVELS.
6. ALL EXISTING FENCE COMPONENTS ARE TO REMAIN THE PROPERTY OF TAYLOR & FEATONBY
7. THE CONTRACTOR MUST MAKE REASONABLE ACCESS AVAILABLE TO THE TAYLORS FOR BOTH MACHINERY AND LIVESTOCK, WITH THE CONTRACTOR BEING REQUIRED TO LIAISE WITH THE TAYLORS. THE CONTRACTOR IS ALSO TO BE REQUIRED TO CAUSE AS LITTLE DISTURBANCE TO WATER SUPPLY AND ELECTRIC FENCE POWER CONNECTIONS AND IS TO LIAISE WITH THE TAYLORS SHOULD THERE BE AN ANTICIPATED DISRUPTION TO EITHER OF THOSE SERVICES.
8. THE CONTRACTOR SHALL ARRANGE FOR THE WORK TO BE INSPECTED BY THE SUPERINTENDENT, OR THEIR REPRESENTATIVES, IN ACCORDANCE TO THE CONSTRUCTION SPECIFICATION:
 - a. FOLLOWING SITE ESTABLISHMENT –PRIOR TO COMMENCEMENT OF ANY WORKS;
 - b. FOLLOWING BOXING FOR PAVEMENT;
 - c. PRIOR TO PAVEMENT ASPHALTING;
 - d. FOLLOWING PROOF ROLLING OF SUBGRADE;
 - e. FOLLOWING FINAL TRIMMING OF SUBBASE;
 - f. FOLLOWING FINAL TRIMMING OF BASE;
 - g. FOLLOWING TRENCHING AND PREPARATION FOR PIPE AND CULVERT WORKS;
 - h. PRIOR TO POURING CONCRETE;
 - i. AFTER FINAL RESTORATION PRIOR TO PRACTICAL COMPLETION.
9. THE SUPERINTENDENT WILL PROVIDE APPROVAL UNDER SECTION 138 OF THE ROADS ACT 1993 PRIOR TO COMMENCING CONSTRUCTION WITHIN ALL ROAD RESERVES. TRAFFIC CONTROL PLANS ARE TO BE SUBMITTED TO THE SUPERINTENDENT PRIOR TO CONSTRUCTION WORK COMMENCING.
10. TRAFFIC AND MEASURES SHALL BE PROVIDED ACCORDANCE WITH AS 1742.3 & SCC REQUIREMENTS.
11. THE CONTRACTOR IS RESPONSIBLE FOR ARRANGING INSPECTIONS BY COUNCIL'S AUTHORISED REPRESENTATIVE AT THE TIMING AND FOLLOWING THE PROCEDURE OUTLINED IN COUNCIL'S LETTER OF APPROVAL.
12. THE CONTRACTOR SHALL ENSURE THAT THE RESIDENTS ADJACENT TO THE CONSTRUCTION ZONE ARE NOT AFFECTED BY DUST OR UNDUE NOISE DURING CONSTRUCTION AND ARE NOT DEPRIVED OF ALL-WEATHER ACCESS NOR ARE SUBJECTED TO ADDITIONAL STORMWATER RUNOFF AT ALL TIMES DURING CONSTRUCTION.
13. THE CONTRACTOR SHALL NOT DISTURB ANY SURVEY CONTROL MARKS. SHOULD ANY SURVEY CONTROL MARK BE DISTURBED OR OBLITERATED, THE CONTRACTOR SHALL NOTIFY THE SUPERINTENDENT IMMEDIATELY. THE CONTRACTOR SHALL HAVE THE MARKS REPLACED AT THEIR OWN EXPENSE.
14. REFER ANY DESIGN DISCREPANCIES TO THE DESIGN ENGINEER FOR CLARIFICATION.
15. PEDESTRIANS MUST BE PROTECTED FROM HAZARDS AT ALL TIMES. DIRECT PEDESTRIANS & ROAD USERS AWAY FROM UNSAFE CONSTRUCTION USING APPROVED SAFETY MANAGEMENT PLAN.
16. ALL SUITABLE GREEN WASTE IS TO BE MULCHED AND REUSED ON SITE FOR SOIL STABILISATION (TEMPORARY OR PERMANENT). ANY GREEN WASTE NOT SUITABLE FOR MULCHING IS TO BE REMOVED TO AN APPROVED SITE FOR DISPOSAL. NO GREEN WASTE IS TO BE BURNT ON SITE.
17. ALL DISTURBED AREAS INCLUDING BATTERS, TABLE DRAINS, AND FOOTPATH AREAS ARE TO BE TOPSOILED, FERTILISED AND SEEDDED TO THE SATISFACTION OF THE SUPERINTENDENT.

UNDERGROUND UTILITY SERVICES

1. EXISTING SERVICES HAVE BEEN ENTERED FROM SUPPLIED DATA. THE PRINCIPAL DOES NOT GUARANTEE THE ACCURACY OF DETAIL. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ESTABLISH THE EXACT LOCATION OF ALL EXISTING SERVICES WITHIN THE LIMITS OFF WORKS PRIOR TO THE COMMENCEMENT OF WORKS.
2. ENSURE ALL UTILITY SERVICES ARE PROTECTED FROM DAMAGE DURING THE CONSTRUCTIONS PERIOD.
3. OBTAIN & COMPLY WITH ALL UTILITY SERVICE AUTHORITIES' REQUIREMENTS, PARTICULARLY IN REGARDS TO WORKING NEAR THEIR ASSETS.

GAS GENERAL NOTES

1. PIPELINE TO BE MARKED ON-SITE BY A JEMENA REPRESENTATIVE.
2. WORK CAN ONLY BE PERFORMED DURING THE PERIOD OF CURRENCY STATED ON THE INSTRUCTION.
3. NO WORK IS TO BE PERFORMED WITHIN 3m OF THE PIPELINE WITHOUT A JEMENA REPRESENTATIVE ONSITE OR UNLESS STIPULATED ON THE INSTRUCTION.
4. NO MECHANICAL EQUIPMENT TO BE USED FOR EXCAVATION WITHIN 1m OF THE PIPELINE IN ANY RADIAL DIRECTION, EVEN AFTER THE PIPELINE LOCATION HAS BEEN VISUALLY PROVEN, UNLESS UNDER EXPLICIT DIRECTION FROM A JEMENA REPRESENTATIVE.
5. NO MECHANICAL WORKS ALLOWED WITHIN 600mm IN ANY RADIAL DIRECTION WITHOUT VISUALLY PROVING THE LOCATION OF THE PIPELINE. EXCAVATE WITH HAND TOOLS ONLY UNTIL PIPELINE LOCATION HAS BEEN VISUALLY PROVEN.
6. NO MECHANICAL EQUIPMENT TO BE USED FOR EXCAVATION WITHIN 300mm IN ANY RADIAL DIRECTION. EXCAVATE WITH HAND TOOLS ONLY.
7. FOR BACKFILL, SUITABLE PADDING MATERIAL (SCREENED SPOIL OR CLEAN SAND WITH PARTICLES LESS THAN 2.8mm IN SIZE) IS REQUIRED FOR AT LEAST 150mm AROUND THE PIPE.

SURVEY NOTES

1. BOUNDARIES AND IMPROVEMENTS HAVE BEEN LOCATED WITH APPROXIMATE ACCURACY FOR THE PURPOSE OF THIS SURVEY.
2. RELATIONSHIPS OF IMPROVEMENTS TO BOUNDARIES FOR FINANCIAL OR ANY OTHER PURPOSES SHOULD BE CONFIRMED BY FURTHER SURVEY BY A REGISTERED SURVEYOR.
3. THE LOCATION OF UNDERGROUND SERVICES BETWEEN LOCATING MARKS SHOWN ON THIS PLAN IS INDICATIVE ONLY.
4. IT IS YOUR RESPONSIBILITY TO LOCATE UNDERGROUND SERVICES BY CAREFUL HAND POTHOLOING PRIOR TO ANY EXCAVATION AND EXERCISE DUE CARE DURING THAT EXCAVATION.

NBN SERVICE NOTES

1. IN CARRYING OUT WORKS IN THE VICINITY OF NBN FACILITIES, THE CONTRACTOR MUST MAINTAIN THE FOLLOWING MINIMUM CLEARANCES:
 - a. 300mm WHEN LAYING ASSETS INLINE, HORIZONTALLY OR VERTICALLY
 - b. 500mm WHEN OPERATING VIBRATING EQUIPMENT, FOR EXAMPLE: JACKHAMMERS OR VIBRATING PLATES
 - c. 1000mm WHEN OPERATING MECHANICAL EXCAVATORS

OPTUS SERVICE NOTES

1. IN CARRYING OUT WORKS IN THE VICINITY OF OPTUS FACILITIES, THE CONTRACTOR MUST MAINTAIN THE FOLLOWING MINIMUM CLEARANCES:
 - a. 1m WHEN USING JACKHAMMERS / PNEUMATIC BREAKERS
 - b. 500mm COMPACT CLEARANCE COVER BEFORE A LIGHT DUTY COMPACTOR CAN BE USED (NO COMPACTION OVER DIRECT BURIED CABLES PERMITTED)
 - c. 5m PARALLEL CLEARANCE TO BORING EQUIPMENT
 - d. 600mm TO CONDUIT IF TRAFFICKED BY HEAVY VEHICLE (3T)
 - e. 1.2m TO DIRECT BURIED CABLE IF TRAFFICKED BY HEAVY VEHICLE (3T)
 - f. 1m WHEN USING MECHANICAL EXCAVATION OR FENCING

KERBS

1. KERB RAMPS TO BE IN ACCORDANCE WITH SCC STANDARD KERB RAMP PLAN REF. (SC) 263723.
2. KERB AND GUTTER TO BE IN ACCORDANCE WITH SCC STANDARD KERB AND GUTTER PLAN REF 263709.
3. KERB ONLY DETAIL TO BE IN ACCORDANCE WITH SCC STANDARD KERB AND GUTTER PLAN REF 263710.
4. TRANSPORT FOR NSW KERB AND CHANNEL TYPE TO BE IN ACCORDANCE WITH THE R0300 KERB AND CHANNEL DRAWING SERIES

ROAD DESIGN DATA:

ROAD SECTION	POSTED SPEED	DESIGN SPEED
FAR NORTH COLLECTOR ROAD (SOUTH)	70km/h	80km/h
FAR NORTH COLLECTOR ROAD (NORTH)	50km/h	70km/h
TAYLORS LANE	60km/h	70km/h
MOSS VALE ROAD	80km/h	90km/h
BELLS LANE	50km/h	60km/h

SURVEY AND POTHOLOING DATA PROVIDED BY: SHOALHAVEN CITY COUNCIL

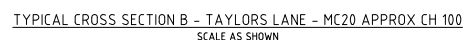
GUIDE POST DESIGN DATA:

CURVE RADIUS	SPACING (m)	
	ON OUTSIDE CURVE	ON INSIDE CURVE
<100	6	12
100-199	10	20
200-299	15	30
300-399	20	40
400-599	30	60
600-699	40	60
800-1999	60	60
1200-2000	90	90
>2000 INCLUDING STRAIGHTS	150	150

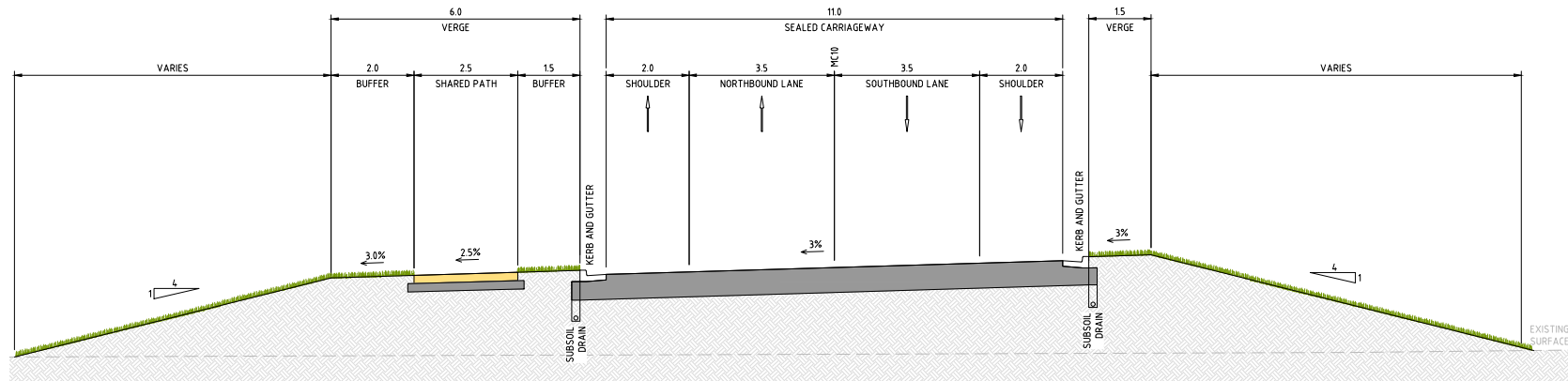
NOTE: GUIDE POSTS TO BE INSTALLED AS PER TABLE 16 – RMS DELINEATION SECTION 16 GUIDE POSTS AND DELINEATION OF SAFETY BARRIERS IN NON-LIT AND NON KERBED AREAS. LOCATED NO LESS THAN 12m AND NO MORE THAN 4m FROM EDGE OF PAVEMENT.

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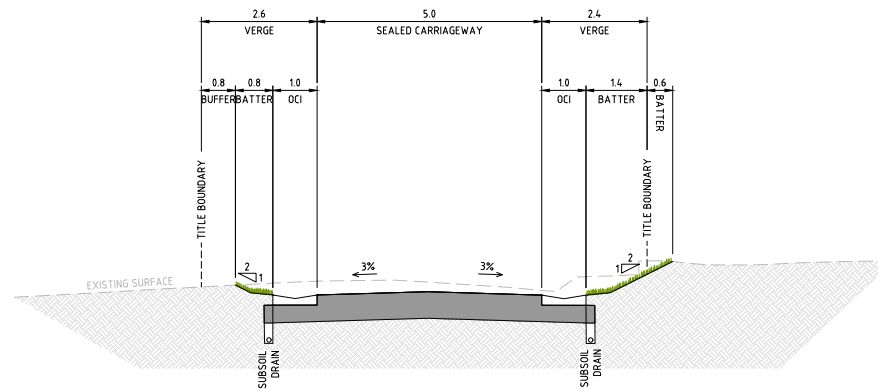


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TYPICAL CROSS SECTION C - FAR NORTH COLLECTOR ROAD - MC10 APPROX CH 1600
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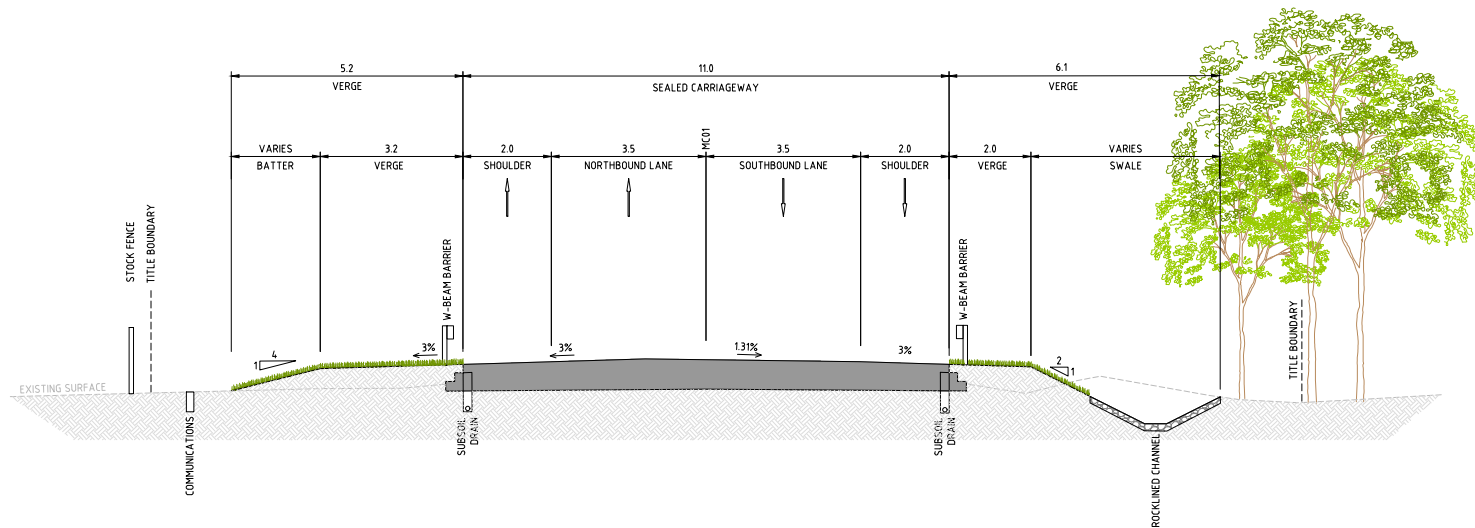


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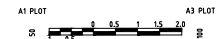
TYPICAL CROSS SECTION D - BELLS LANE - MC02 APPROX CH 20
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A3 PLOT

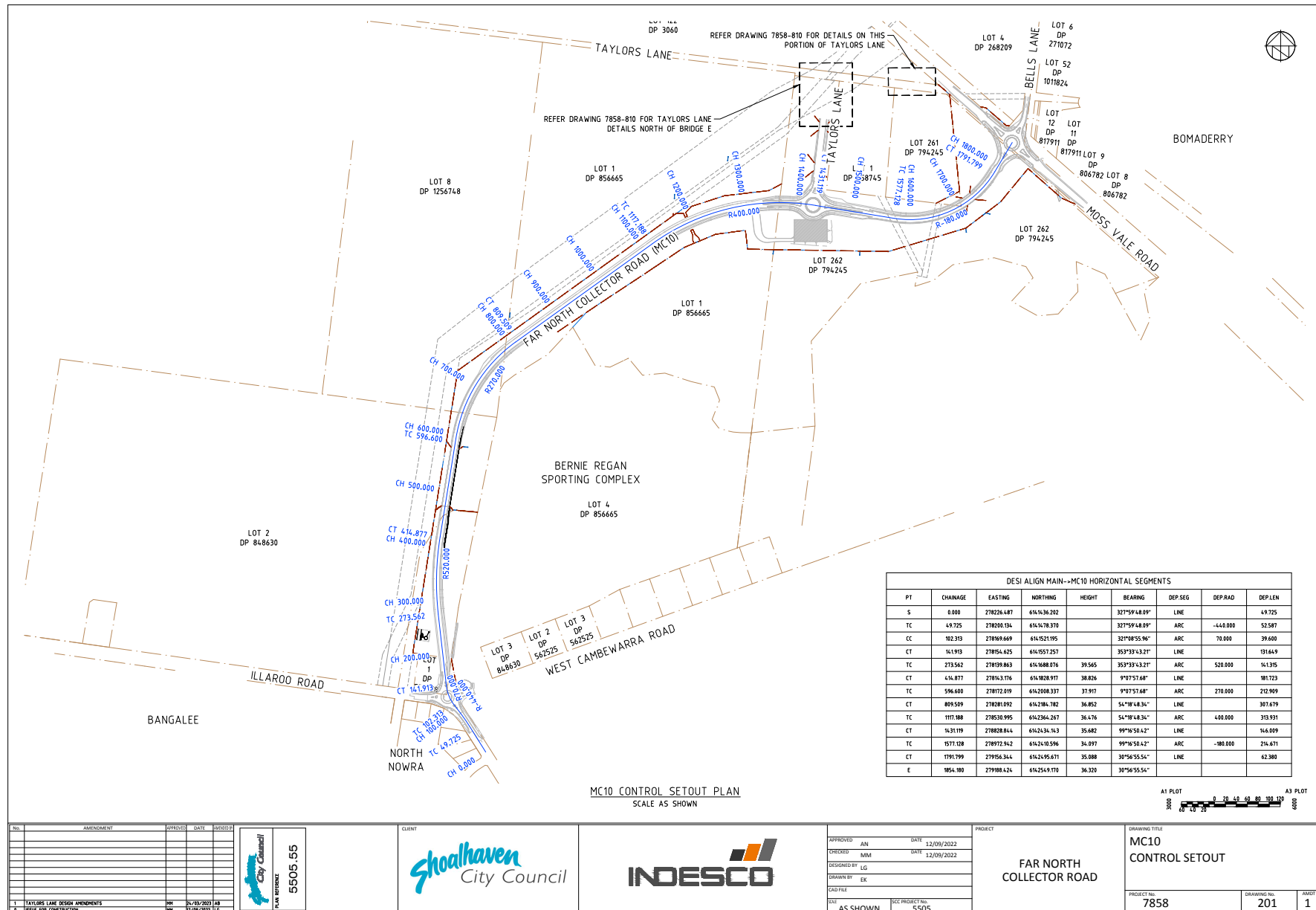
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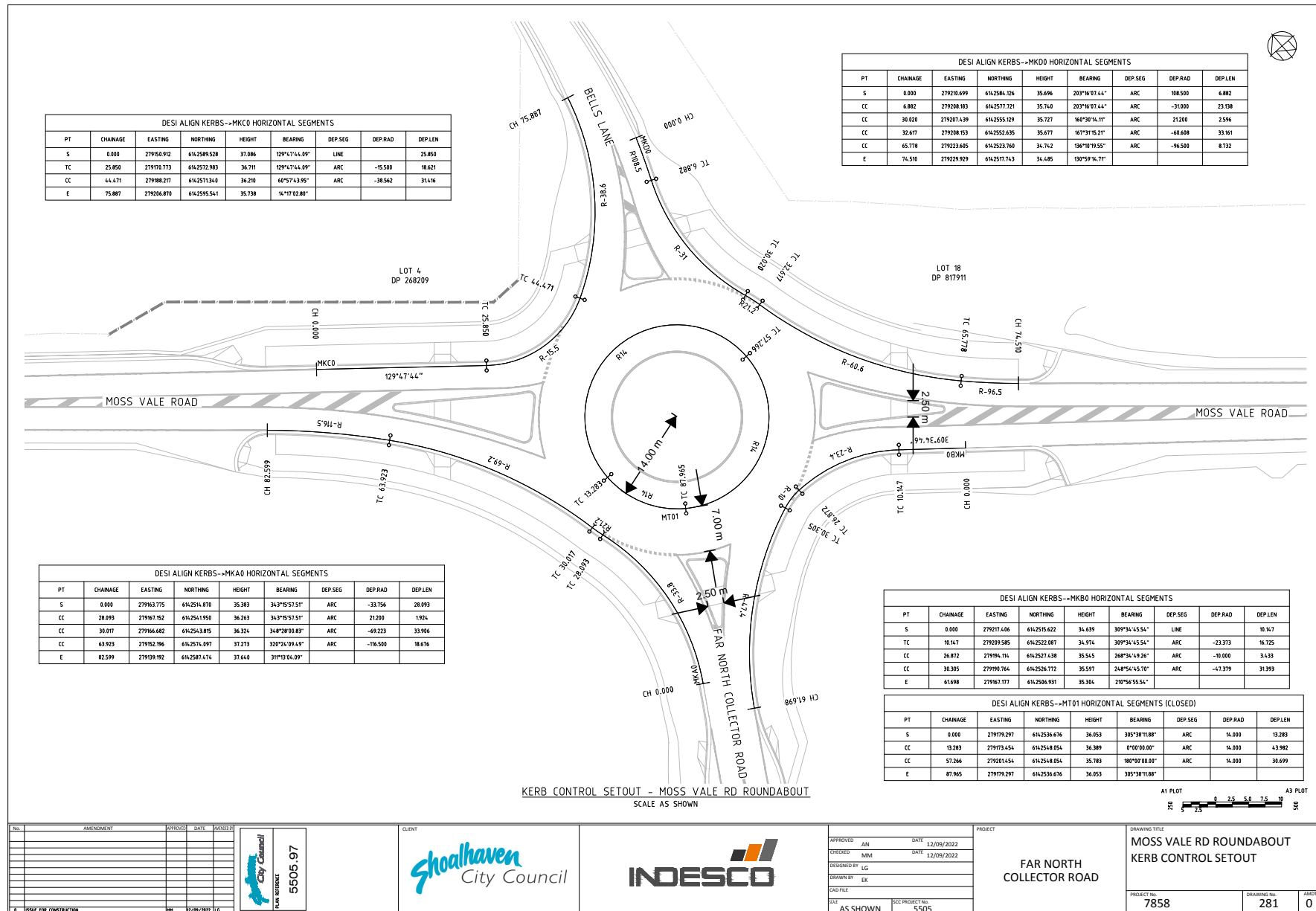
TYPICAL CROSS SECTION E - MOSS VALE ROAD - MC01 APPROX CH 1060
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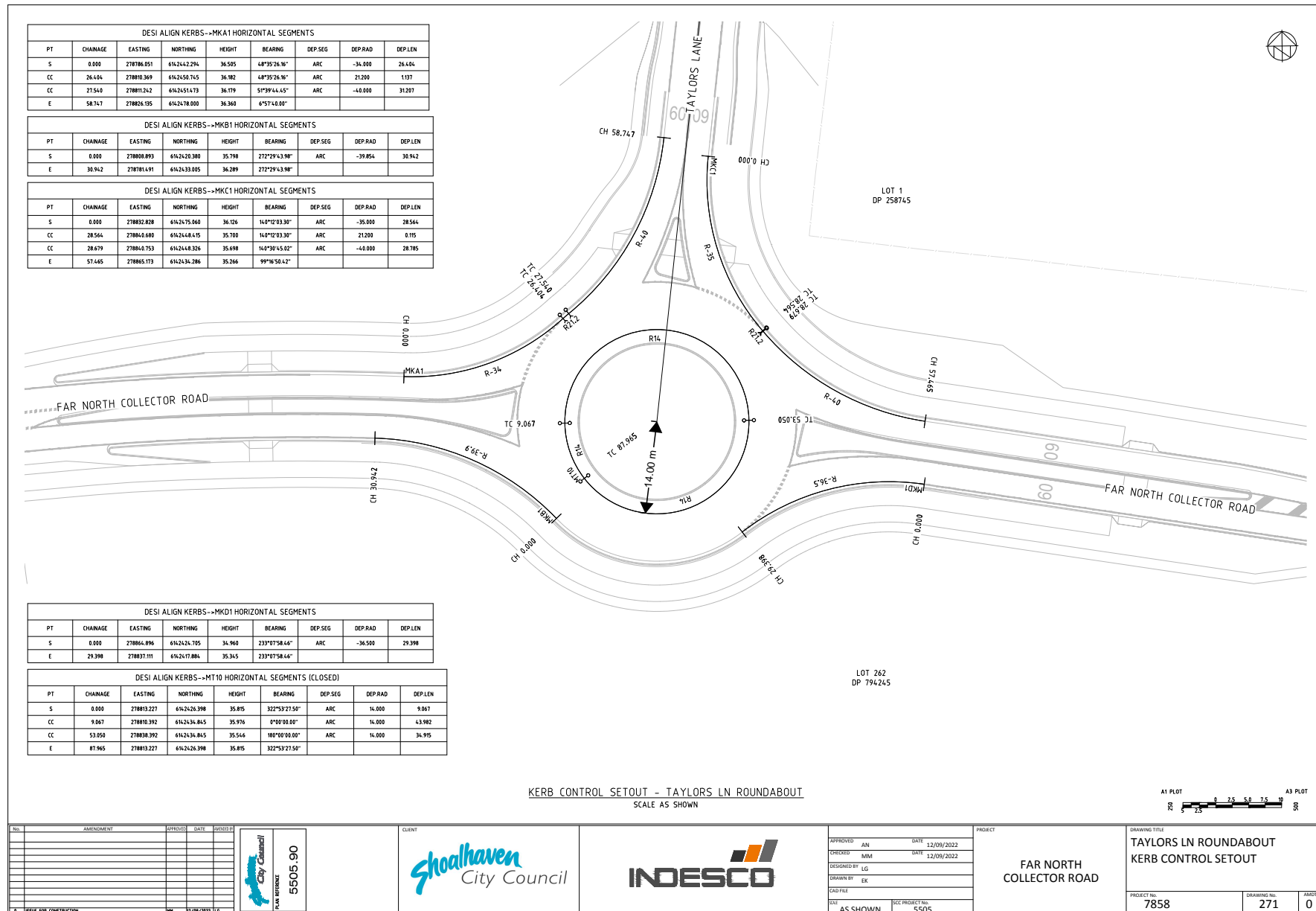


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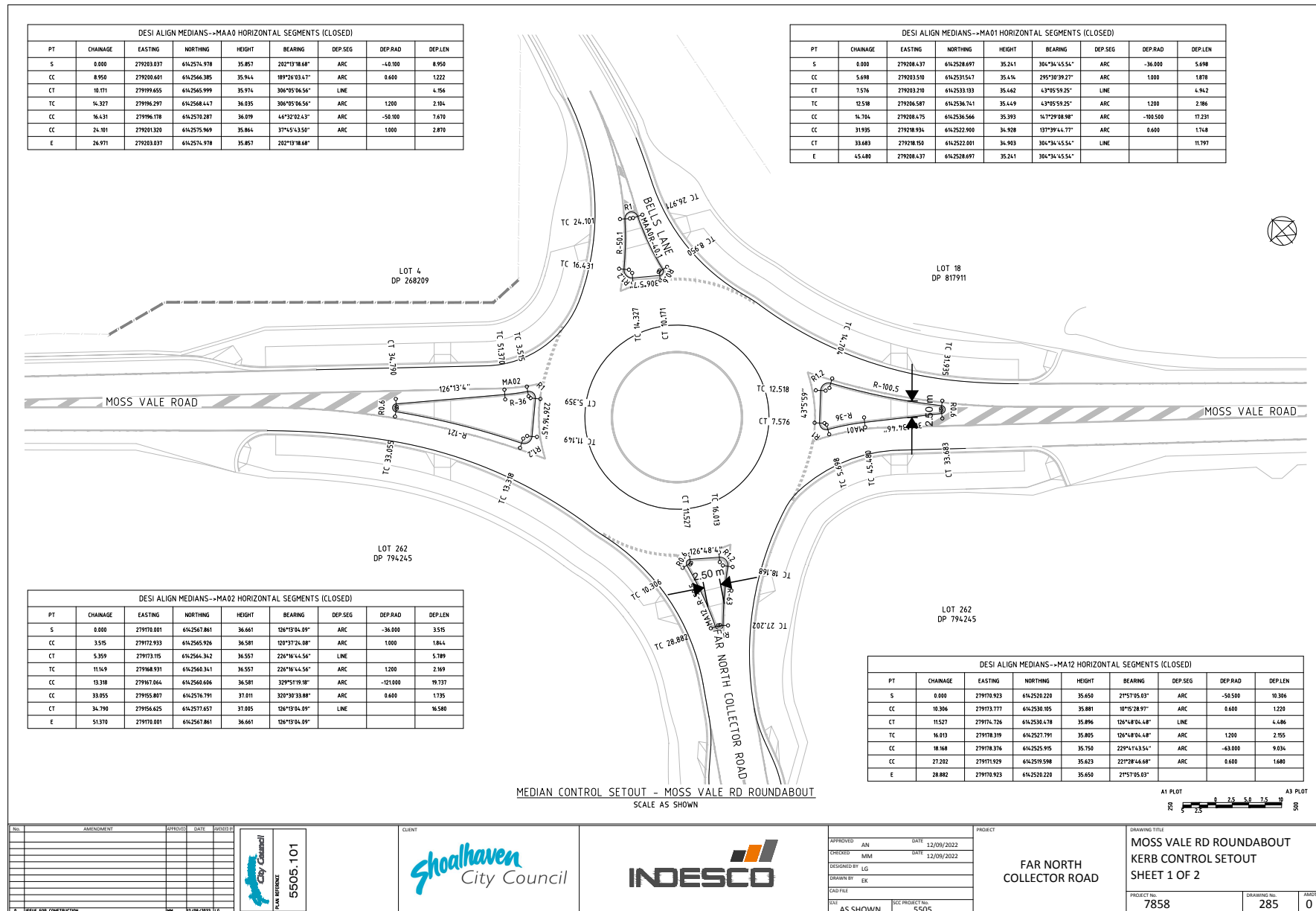












LINEMARKING GUIDE

CODE	DIMENSIONS	COLOUR
BB		WHITE
E1		WHITE
E1 (AUDIO TACTILE)		WHITE
E4		WHITE
TB		WHITE
TB1		WHITE
S4		WHITE
WG		WHITE

NOTE

1. SIGNS TO BE INSTALLED IN ACCORDANCE WITH AS1742.

LEGEND

- EXISTING SIGN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN
- WHITE GORE
- REST RAIL

SIGN SCHEDULE

SIGN CODE	VISUAL DESCRIPTION	QUANTITY
R1-2		1
R1-3		7
R5-400 (L)		5
R5-400 (R)		5
R5-400		2
R2-4N		2
R9-4		2
W2-7		8
W1-3 (L)		1
W1-3 (R)		1
W8-2		2
W4-3		1
D4-6		2

R4-1 (60)		28
R4-1 (70)		8
G9-79 (80)		2
R4-1 (80)		8
R4-1 (100)		2
R2-3		7
R7-4		5
R8-2		11
G9-18		2
D4-1-1		7
D4-5		1
G2-5 (BANNADA WAY)		4

G2-5 (TAYLOR LN)		1
G2-5 (BELLS LN)		1
G2-5 MOSS VALE RD		2
G2-22-2 DEPTH INDICATOR		2
G9-22-1B DEPTH INDICATOR		4
G5-6		1
G5-10		1

SIGN CODE	VISUAL DESCRIPTION	QUANTITY
G9-21		2
W5-7-1		2

NO.	AMENDMENT	APPROVED	DATE	STATUS
1	PROPOSED SPEED ZONE GUIDE AND FLOOD WARNING SIGNAGE UPDATES	MM	12/09/2022	AD
2	ISSUE FOR CONSTRUCTION	MM	12/09/2022	LG



APPROVED	AN	DATE	12/09/2022
CHECKED	MM	DATE	12/09/2022
DESIGNED BY	LG		
DRAWN BY	EK		
CAD FILE			
DATE	NA	DCC PROJECT NO.	5505

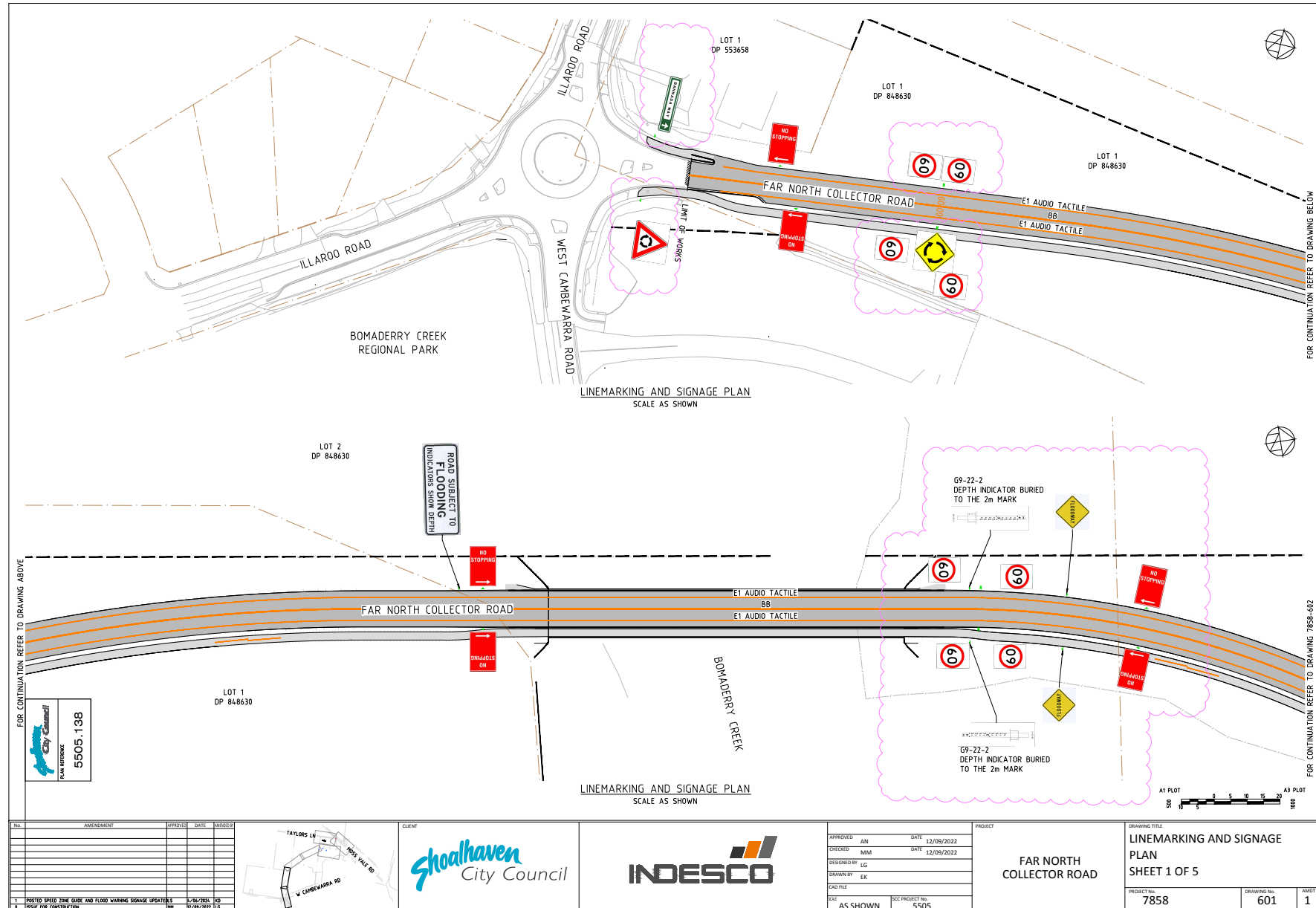
FAR NORTH
COLLECTOR ROAD

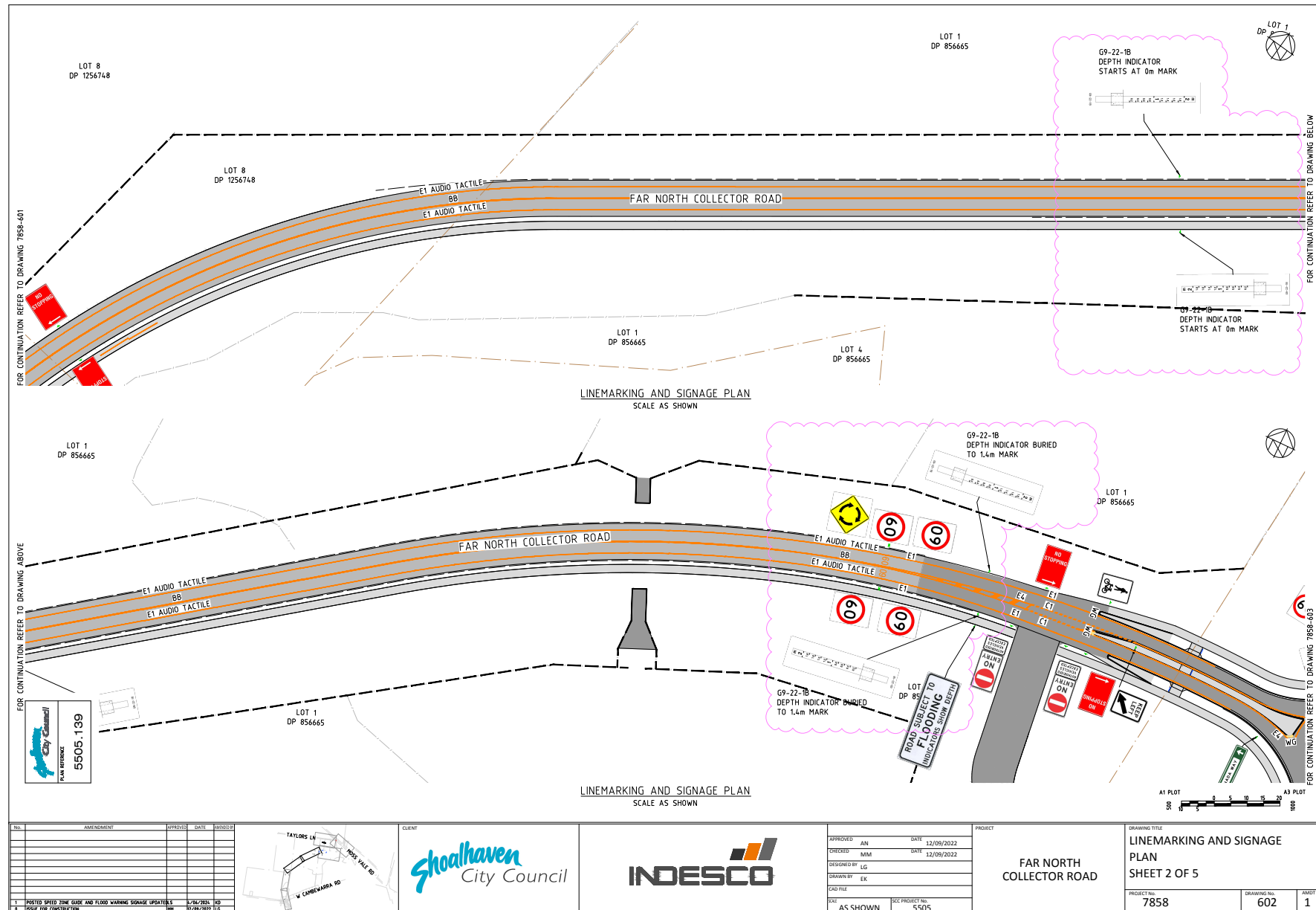
DRAWING TITLE
LINEMARKING AND SIGNAGE
DETAILS

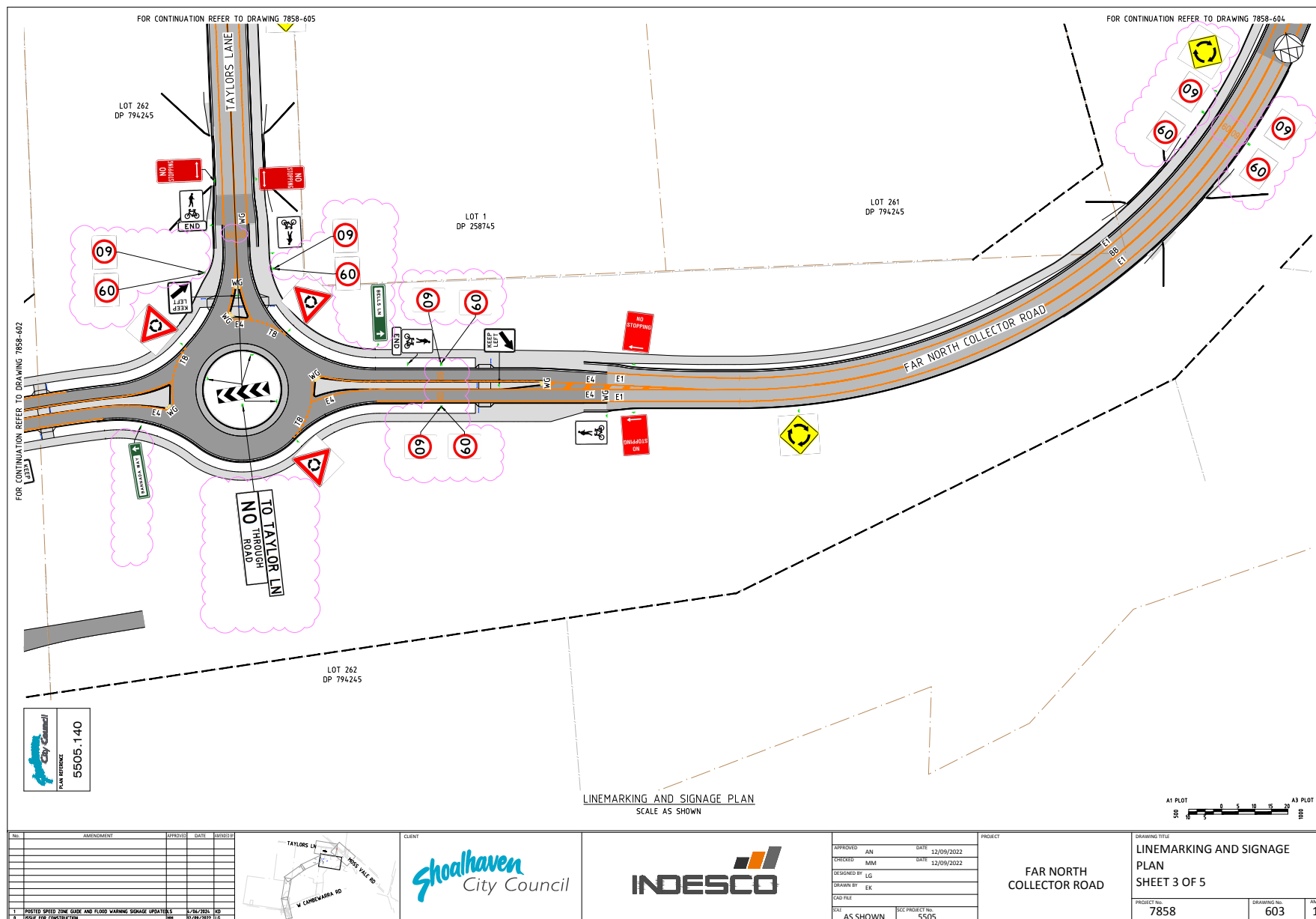
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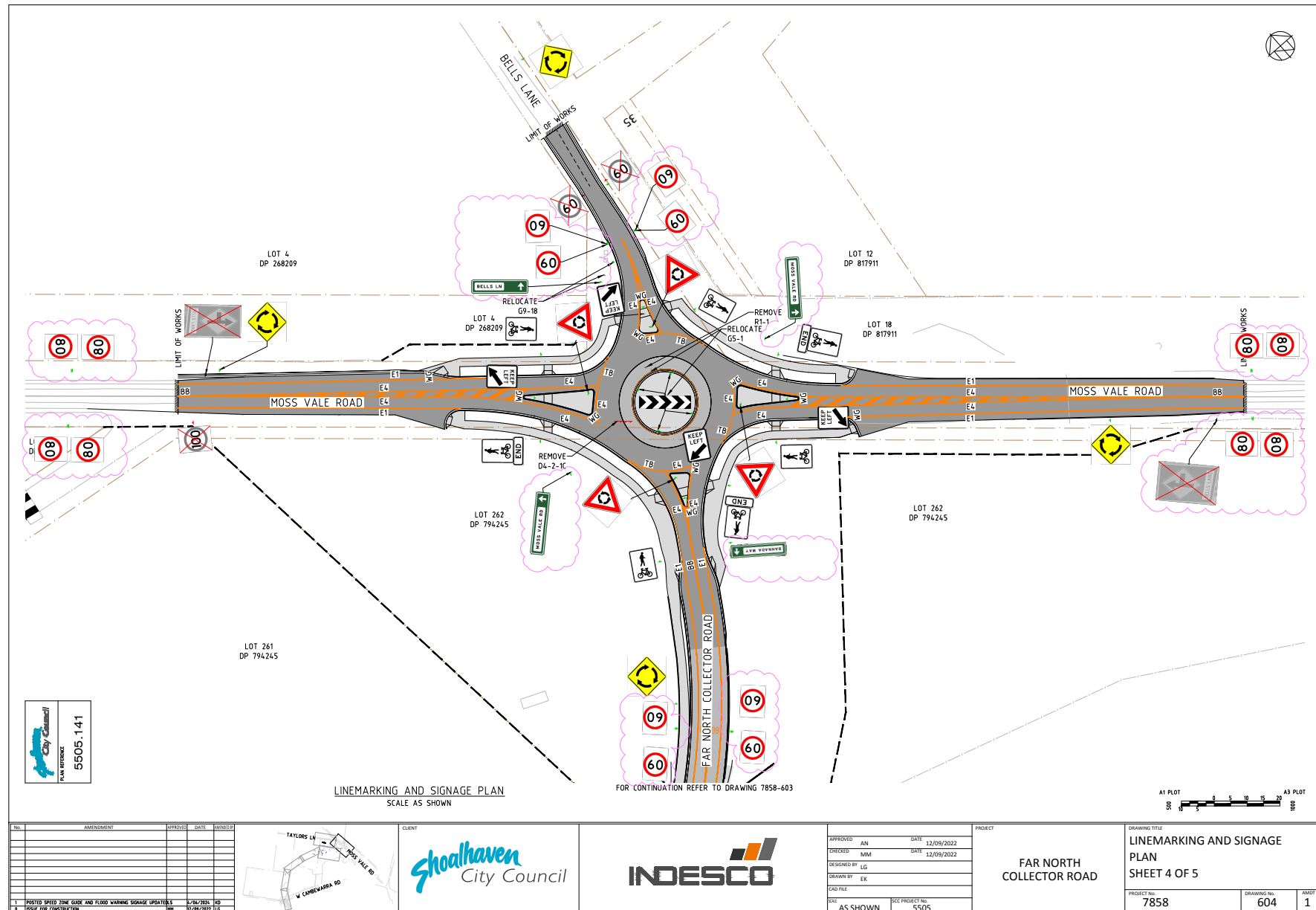
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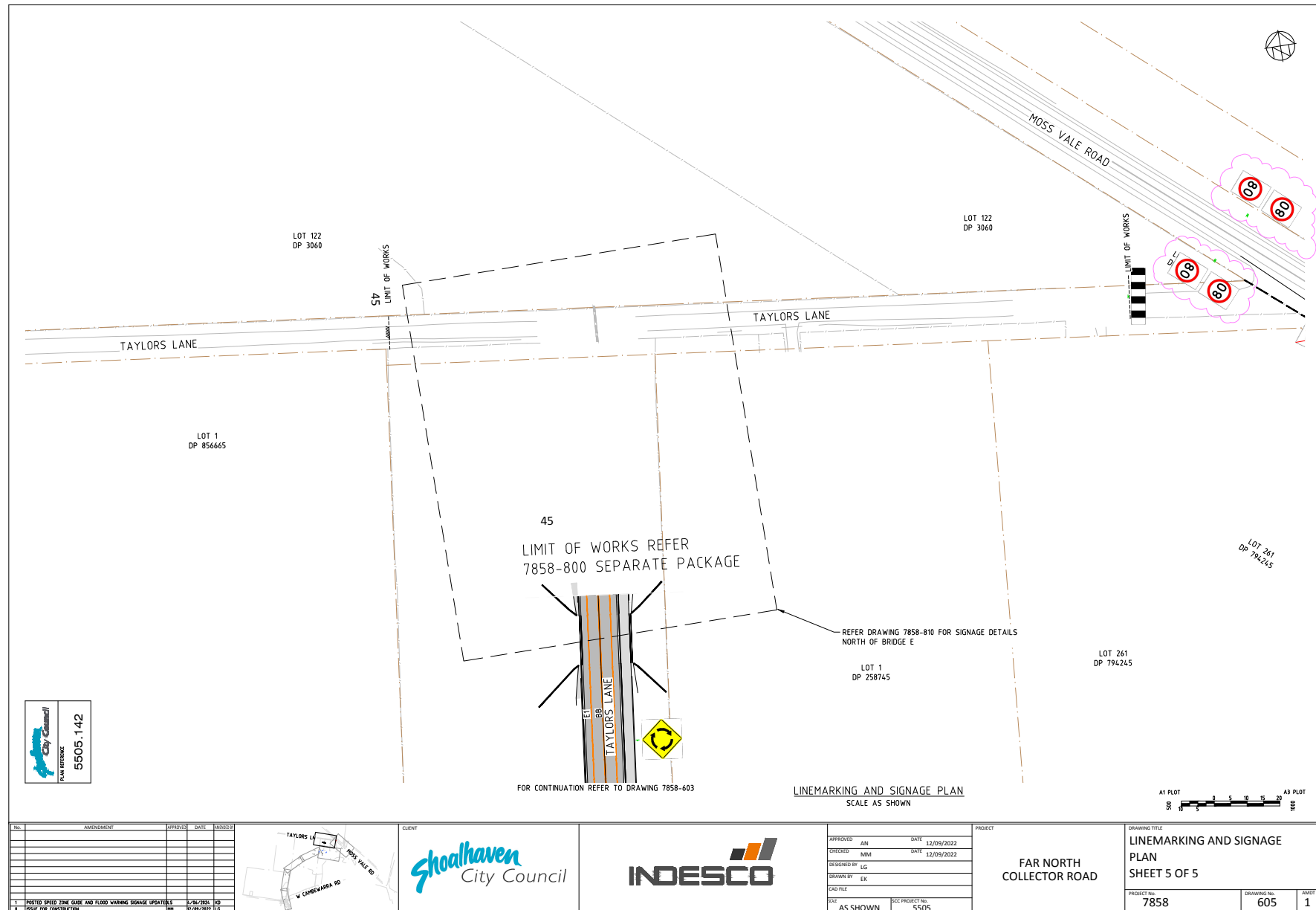
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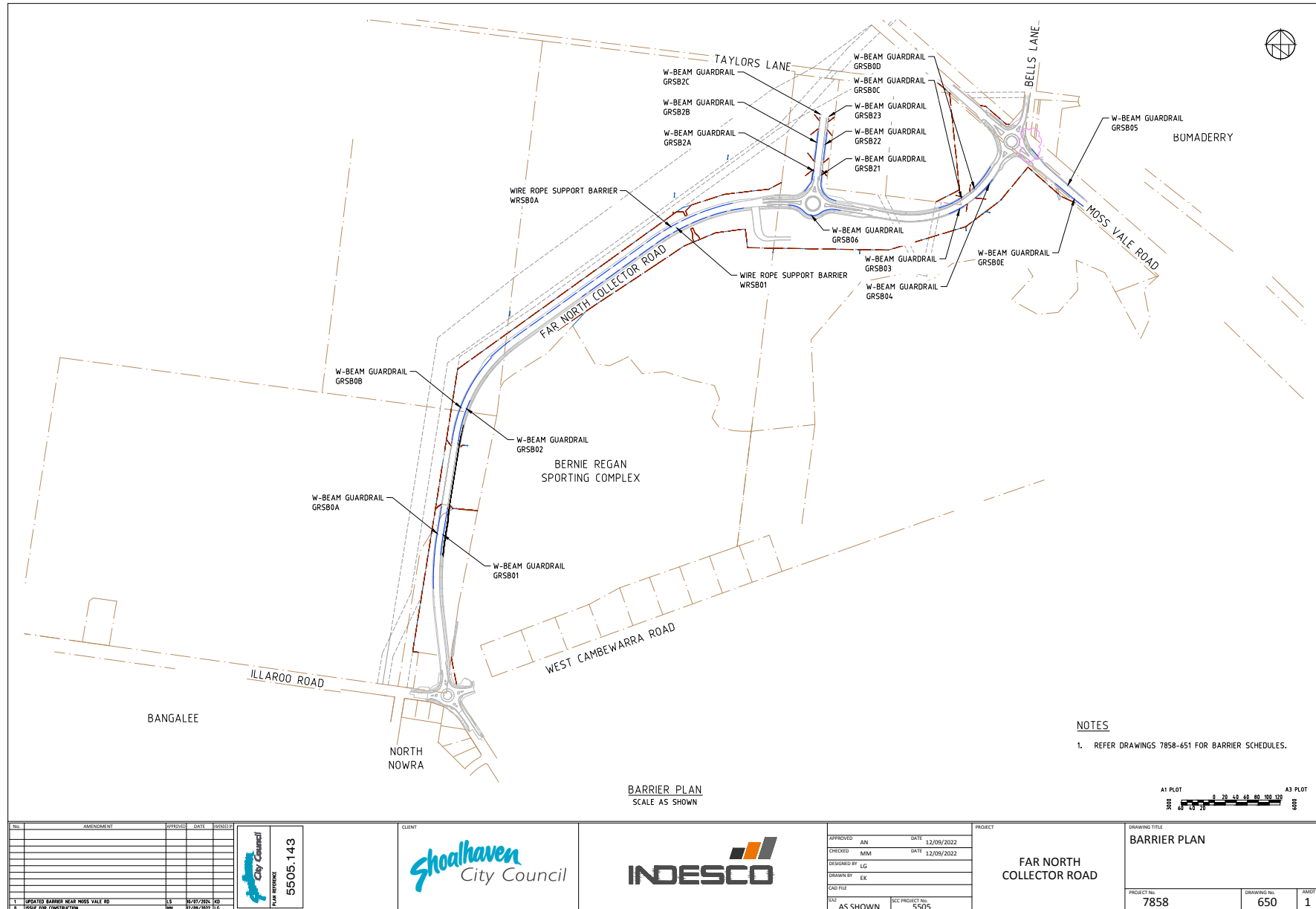












GUARDRAIL SETOUT - GRSB0A						
TYPE	SETOUT CONTROL LINE	START CHAINAGE	OFFSET	LENGTH	FLARE RATE	RADIUS
MSKT	MC10	303.710	-	14.29	-	-
W-BEAM	MC10	318.000	-5.510	-	-	-
WB-EAM	MC10	458.000	-5.510	140	-	-
TRANSITION						
W-BEAM TO	MC10	460.000	-	2	-	-
THREE BEAM						
THREE BEAM	MC10	464.000	-	4	-	-

GUARDRAIL SETOUT - GRSB0B						
TYPE	SETOUT CONTROL LINE	START CHAINAGE	OFFSET	LENGTH	FLARE RATE	RADIUS
THREE BEAM	MC10	589.080	-	4	-	-
TRANSITION						
W-BEAM TO	MC10	593.080	-	2	-	-
THREE BEAM						
W-BEAM	MC10	595.080	-5.750	-	-	-
WB-EAM	MC10	640.080	-5.750	45	-	-
MSKT	MC10	654.370	-	14.29	-	-

GUARDRAIL SETOUT - GRSB0C						
TYPE	SETOUT CONTROL LINE	START CHAINAGE	OFFSET	LENGTH	FLARE RATE	RADIUS
MSKT	MC10	1048.350	-	14.29	-	-
W-BEAM	MC10	1062.640	-10.304	-	-	-
WB-EAM	MC10	1067.640	-10.206	-	-	-
TRANSITION						
W-BEAM TO	MC10	1072.640	-10.033	-	-	-
THREE BEAM	MC10	1077.640	-9.786	-	-	-
W-BEAM	MC10	1082.640	-9.473	-	-	-
WB-EAM	MC10	1087.640	-9.410	-	-	-
TRANSITION						
W-BEAM TO	MC10	1092.640	-9.462	-	-	-
THREE BEAM	MC10	1097.640	-9.361	-	-	-
W-BEAM	MC10	1102.640	-9.331	40	-	-
TRANSITION						
W-BEAM TO	MC10	1104.640	-	2	-	-
THREE BEAM	MC10	1108.640	-	4	-	-

GUARDRAIL SETOUT - GRSB0D						
TYPE	SETOUT CONTROL LINE	START CHAINAGE	OFFSET	LENGTH	FLARE RATE	RADIUS
THREE BEAM	MC10	1731.550	-	4	-	-
TRANSITION						
W-BEAM TO	MC10	1735.550	-	2	-	-
THREE BEAM						
W-BEAM	MC10	1737.550	-9.330	-	-	-
WB-EAM	MC10	1742.550	-9.331	-	-	-
W-BEAM	MC10	1747.550	-9.348	-	-	-
WB-EAM	MC10	1752.550	-9.390	-	-	-
W-BEAM	MC10	1757.550	-9.457	-	-	-
WB-EAM	MC10	1762.550	-9.548	-	-	-
W-BEAM	MC10	1767.550	-9.652	-	-	-
WB-EAM	MC10	1772.550	-9.734	-	-	-
W-BEAM	MC10	1777.550	-9.790	-	-	-
WB-EAM	MC10	1782.550	-9.822	45	-	-
MSKT	MC10	1796.840	-	14.29	-	-

GUARDRAIL SETOUT - GRSB0E						
TYPE	SETOUT CONTROL LINE	START CHAINAGE	OFFSET	LENGTH	FLARE RATE	RADIUS
MSKT	MC01	971.770	-	14.29	-	-
W-BEAM	MC01	986.060	-4.700	-	-	-
WB-EAM	MC01	991.060	-4.950	-	-	-
W-BEAM	MC01	996.060	-5.200	-	-	-
WB-EAM	MC01	1001.060	-5.450	-	-	-
W-BEAM	MC01	1006.060	-5.751	-	-	-
WB-EAM	MC01	1011.060	-5.874	-	-	-
W-BEAM	MC01	1016.060	-5.997	-	-	-
WB-EAM	MC01	1021.060	-6.120	-	-	-
W-BEAM	MC01	1026.060	-6.243	-	-	-
WB-EAM	MC01	1031.060	-6.366	-	-	-
W-BEAM	MC01	1036.060	-6.488	-	-	-
WB-EAM	MC01	1041.060	-6.611	-	-	-
W-BEAM	MC01	1046.060	-6.734	-	-	-
WB-EAM	MC01	1051.060	-6.857	65	-	-
MSKT	MC01	1065.350	-	14.29	-	-

GUARDRAIL SETOUT - GRSB0S						
TYPE	SETOUT CONTROL LINE	START CHAINAGE	OFFSET	LENGTH	FLARE RATE	RADIUS
MSKT	MC10	980.710	-	14.29	-	-
W-BEAM	MC10	995.000	5.940	-	-	-
WB-EAM	MC10	1075.000	5.940	80	-	-
MSKT	MC10	1089.290	-	14.29	-	-

GUARDRAIL SETOUT - GRSB2A						
TYPE	SETOUT CONTROL LINE	START CHAINAGE	OFFSET	LENGTH	FLARE RATE	RADIUS
THREE BEAM	MC20	11.080	-	14.29	-	-
W-BEAM	MC20	25.880	-14.536	-	-	-
WB-EAM	MC20	30.880	-11.857	-	-	-
TRANSITION						
W-BEAM TO	MC20	35.880	-8.912	-	-	-
THREE BEAM	MC20	40.880	-7.134	-	-	-
W-BEAM	MC20	45.880	-6.960	-	-	-
WB-EAM	MC20	48.880	-6.330	23	-	-
TRANSITION						
W-BEAM TO	MC20	50.880	-	2	-	-
THREE BEAM	MC20	54.880	-	4	-	-

GUARDRAIL SETOUT - GRSB2B						
TYPE	SETOUT CONTROL LINE	START CHAINAGE	OFFSET	LENGTH	FLARE RATE	RADIUS
THREE BEAM	MC20	81.080	-	4	-	-
TRANSITION						
W-BEAM TO	MC20	85.080	-	2	-	-
THREE BEAM						
W-BEAM	MC20	87.080	-6.330	-	-	-
WB-EAM	MC20	125.080	-6.330	38	-	-
TRANSITION						
W-BEAM TO	MC20	127.080	-	2	-	-
THREE BEAM	MC20	131.080	-	4	-	-

GUARDRAIL SETOUT - GRSB2C						
TYPE	SETOUT CONTROL LINE	START CHAINAGE	OFFSET	LENGTH	FLARE RATE	RADIUS
THREE BEAM	MC20	156.080	-	4	-	-
TRANSITION						
W-BEAM TO	MC20	160.080	-	2	-	-
THREE BEAM						
W-BEAM	MC20	162.080	-6.330	-	-	-
WB-EAM	MC20	186.080	-6.330	-	-	-
W-BEAM	MC20	191.080	-6.225	-	-	-
WB-EAM	MC20	196.080	-6.090	-	-	-
W-BEAM	MC20	201.080	-5.506	-	-	-
WB-EAM	MC20	206.080	-5.702	-	-	-
W-BEAM	MC20	211.080	-5.439	-	-	-
WB-EAM	MC20	216.080	-5.117	54	-	-
MSKT	MC20	230.370	-	14.29	-	-

GUARDRAIL SETOUT - GRSB21						
TYPE	SETOUT CONTROL LINE	START CHAINAGE	OFFSET	LENGTH	FLARE RATE	RADIUS
Trailing terminal	MC20	19.880	-	6	-	-
W-BEAM	MC20	25.880	-14.536	-	-	-
WB-EAM	MC20	30.880	-11.857	-	-	-
W-BEAM	MC20	35.880	-8.912	-	-	-
WB-EAM	MC20	40.880	-7.134	-	-	-
W-BEAM	MC20	45.880	-6.960	-	-	-
WB-EAM	MC20	48.880	-6.330	23	-	-
TRANSITION						
W-BEAM TO	MC20	50.880	-	2	-	-
THREE BEAM	MC20	54.880	-	4	-	-

GUARDRAIL SETOUT - GRSB22						
TYPE	SETOUT CONTROL LINE	START CHAINAGE	OFFSET	LENGTH	FLARE RATE	RADIUS
THREE BEAM	MC20	81.080	-	4	-	-
TRANSITION						
W-BEAM TO	MC20	85.080	-	2	-	-
THREE BEAM						
W-BEAM	MC20	87.080	-6.330	-	-	-
WB-EAM	MC20	125.080	-6.330	38	-	-
TRANSITION						
W-BEAM TO	MC20	127.080	-	2	-	-
THREE BEAM	MC20	131.080	-	4	-	-

GUARDRAIL SETOUT - GRSB23						
TYPE	SETOUT CONTROL LINE	START CHAINAGE	OFFSET	LENGTH	FLARE RATE	RADIUS
THREE BEAM	MC20	156.080	-	4	-	-
TRANSITION						
W-BEAM TO	MC20	160.080	-	2	-	-
THREE BEAM						
W-BEAM	MC20	162.080	-6.433	-	-	-
WB-EAM	MC20	196.080	-6.576	-	-	-
W-BEAM	MC20	171.080	-9.722	-	-	-
WB-EAM	MC20	176.080	-9.807	-	-	-
W-BEAM	MC20	181.080	-9.810	-	-	-
WB-EAM	MC20	186.080	-9.688	-	-	-
W-BEAM	MC20	191.080	-9.486	-	-	-
WB-EAM	MC20	196.080	-9.227	34	-	-
MSKT	MC20	210.370	-	14.29	-	-

GUARDRAIL SETOUT - GRSB01						
TYPE	SETOUT CONTROL LINE	START CHAINAGE	OFFSET	LENGTH	FLARE RATE	RADIUS
MSKT	MC10	365.550	-	14.29	-	-
W-BEAM	MC10	379.440	-5.510	-	-	-
WB-EAM	MC10	458.000	-5.510	79	-	-
TRANSITION						
W-BEAM TO	MC10	460.000	-	2	-	-
THREE BEAM	MC10	464.000	-	4	-	-

GUARDRAIL SETOUT - GRSB02						
TYPE	SETOUT CONTROL LINE	START CHAINAGE	OFFSET	LENGTH	FLARE RATE	RADIUS
THREE BEAM	MC10	589.080	-	4	-	-
TRANSITION						
W-BEAM TO	MC10	593.080	-	2	-	-
THREE BEAM						
W-BEAM	MC10	595.080	-5.750	-	-	-
WB-EAM	MC10	669.314	-5.750	74	-	-
MSKT	MC10	683.604	-	14.29	-	-

GUARDRAIL SETOUT - GRSB03						
TYPE	SETOUT CONTROL LINE	START CHAINAGE	OFFSET	LENGTH	FLARE RATE	RADIUS
MSKT	MC10	1662.710	-	14.29	-	-
W-BEAM	MC10	1677.000	-5.510	-	-	-
WB-EAM	MC10	1707.000	-5.510	30	-	-
TRANSITION						
W-BEAM TO	MC10	1709.000	-	2	-	-
THREE BEAM	MC10	1713.000	-	4	-	-

GUARDRAIL SETOUT - GRSB04						
TYPE	SETOUT CONTROL LINE	START CHAINAGE	OFFSET	LENGTH	FLARE RATE	RADIUS
THREE BEAM	MC10	1736.500	-	4	-	-
TRANSITION						
W-BEAM TO	MC10	1740.500	-	2	-	-
THREE BEAM						
W-BEAM	MC10	1742.500	-5.940	-	-	-
WB-EAM	MC10	1772.500	-5.940	30	-	-
MSKT	MC10	1786.790	-	14.29	-	-

GUARDRAIL SETOUT - GRSB06						
TYPE	SETOUT CONTROL LINE	START CHAINAGE	OFFSET	LENGTH	FLARE RATE	RADIUS
Trailing terminal	MC10	1375.715		8	-	-
W-BEAM	MC10	1381.715	6.825	-	-	-
WB-EAM	MC10	1386.715	6.928	-	-	-
W-BEAM	MC10	1391.715	7.543	-	-	-
WB-EAM	MC10	1396.715	8.742	-	-	-
W-BEAM	MC10	1401.715	10.573	-	-	-
WB-EAM	MC10	1406.715	13.122	-	-	-
W-BEAM	MC10	1411.715	16.539	-	-	-
WB-EAM	MC10	1416.715	19.805	-	-	-
W-BEAM	MC10	1421.715	21.509	-	-	-
WB-EAM	MC10	1426.715	22.03	-	-	-
W-BEAM	MC10	1431.715	21.466	-	-	-
WB-EAM	MC10	1436.715	19.802	-	-	-
W-BEAM	MC10	1441.715	16.064	-	-	-
WB-EAM	MC10	1446.715	11.542	-	-	-
W-BEAM	MC10	1451.715	8.379	-	-	-
WB-EAM	MC10	1456.715	6.237	-	-	-
W-BEAM	MC10	1461.715	4.923	-	-	-
WB-EAM	MC10	1466.715	4.362	-	-	-
W-BEAM	MC10	1471.715	4.33	-	-	-
WB-EAM	MC10	1476.821	4.33	-	-	-
MSB	MC10	1493.611		14.29	-	-

WIRE ROPE SUPPORT BARRIER SETOUT - WRSB0A						
TYPE	SETOUT CONTROL LINE	START CHAINAGE	OFFSET	LENGTH	FLARE RATE	RADIUS
TERMINAL	MC10	749.470	-	6.70	-	-
WRSB	MC10	756.170	-7.792	-	-	-
WRSB	MC10	761.170	-7.393	-	-	-
WRSB	MC10	766.170	-7.076	-	-	-
WRSB	MC10	771.170	-6.798	-	-	-
WRSB	MC10	776.170	-6.554	-	-	-
WRSB	MC10	781.170	-6.344	-	-	-
WRSB	MC10	786.170	-6.168	-	-	-
WRSB	MC10	791.170	-6.027	-	-	-
WRSB	MC10	796.170	-5.919	-	-	-
WRSB	MC10	801.170	-5.845	-	-	-
WRSB	MC10	806.170	-5.806	-	-	-
WRSB	MC10	811.170	-5.800	-	-	-
WRSB	MC10	1276.170	-5.800	526.70	-	-
TERMINAL	MC10	1282.870	-	6.70	-	-

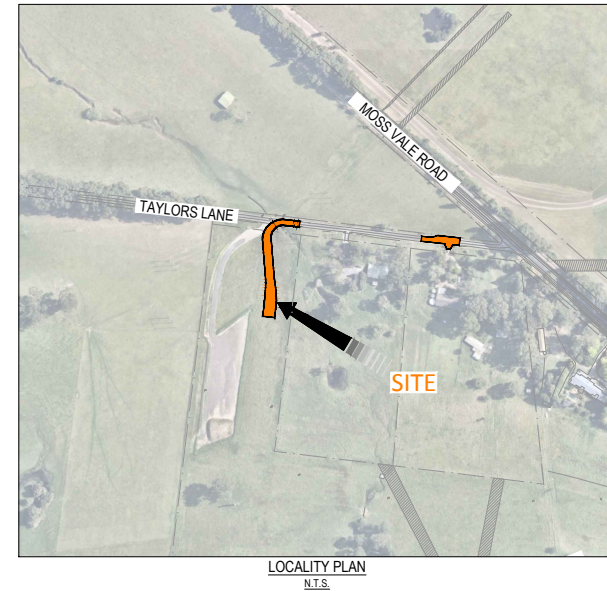
WIRE ROPE SUPPORT BARRIER SETOUT - WRSB01						
TYPE	SETOUT CONTROL LINE	START CHAINAGE	OFFSET	LENGTH	FLARE RATE	RADIUS
TERMINAL	MC10	948.300	-	6.70	-	-
WRSB	MC10	955.000	5.800	-	-	-
WRSB	MC10	1235.000	5.800	-	-	-
WRSB	MC10	1240.000	5.804	-	-	-
WRSB	MC10	1245.000	5.822	-	-	-
WRSB	MC10	1250.000	5.857	-	-	-
WRSB	MC10	1255.000	5.906	-	-	-
WRSB	MC10	1260.000	5.972	-	-	-
WRSB	MC10	1265.000	6.053	-	-	-
WRSB	MC10	1270.000	6.149	-	-	-
WRSB	MC10	1275.000	6.262	-	-	-
WRSB	MC10	1280.000	6.389	-	-	-
WRSB	MC10	1285.000	6.532	-	-	-
WRSB	MC10	1290.000	6.691	-	-	-
WRSB	MC10	1295.000	6.865	-	-	-
WRSB	MC10	1300.000	7.054	-	-	-
WRSB	MC10	1305.000	7.259	-	-	-
WRSB	MC10	1310.000	7.479	-	-	-
WRSB	MC10	1315.000	7.714	360.00	-	-
TERMINAL	MC10	1321.700	-	6.70	-	-

No. _____ AMENDMENT _____ APPROVED _____ DATE _____ REVISED _____ DATE _____ ISSUE FOR CONSTRUCTION _____ DATE _____	 5505.145 PLAN REFERENCE	CLIENT 		APPROVED AN _____ DATE 12/08/2022 CHECKED MM _____ DATE 12/08/2022 DESIGNED BY LG _____ DRAWN BY EK _____ CAD FILE _____ DATE AS SHOWN _____ DCC PROJECT NO. 5505	PROJECT FAR NORTH COLLECTOR ROAD	DRAWING TITLE BARRIER SETOUT TABLES SHEET 2 OF 2 PROJECT NO. 7858 DRAWING NO. 652 JAMOT 0

FAR NORTH COLLECTION ROAD TAYLORS LANE CONNECTION

FOR CONSTRUCTION

SEPTEMBER 2023



Last Saved: 7/09/2023 9:46:16 AM By: KASUN DISSANAYAKE
Last Plotted: 10/07/2024 2:32:18 PM By: KASUN DISSANAYAKE

GENERAL NOTES

1. ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH SHOALHAVEN CITY COUNCIL'S AUSSEPC CONSTRUCTION SPECIFICATION AND AS AMENDED WITH TECHNICAL EXCEPTION CLAUSES.
2. ALL WORKS ARE TO BE CONDUCTED TO THE REQUIREMENTS OF THE SUPERINTENDENT.
3. SURFACES DISTURBED OUTSIDE THE GENERAL LIMITS OF WORKS, AS A MINIMUM, ARE TO BE RESTORED AT LEAST TO THEIR PRE-CONSTRUCTION CONDITION BY THE CONTRACTOR.
4. ANY TREE REMOVE FOR THE CONSTRUCTION OF WORKS IS TO REMAIN ON THE TAYLOR PROPERTY.
5. THE CONTRACTOR SHALL PROVIDE ALL LABOUR, MATERIALS AND EQUIPMENT NECESSARY FOR THE ACCURATE SETTING OUT OF THE ENTIRE WORKS AND SHALL ENSURE THAT ALL SURFACES ARE CONSTRUCTED TO THE CORRECT LEVELS.
6. ALL EXISTING FENCE COMPONENTS ARE TO REMAIN THE PROPERTY OF TAYLOR & FEATONBY
7. THE CONTRACTOR MUST MAKE REASONABLE ACCESS AVAILABLE TO THE TAYLORS FOR BOTH MACHINERY AND LIVESTOCK, WITH THE CONTRACTOR BEING REQUIRED TO LIAISE WITH THE TAYLORS. THE CONTRACTOR IS ALSO TO BE REQUIRED TO CAUSE AS LITTLE DISTURBANCE TO WATER SUPPLY AND ELECTRIC FENCE POWER CONNECTIONS AND IS TO LIAISE WITH THE TAYLORS SHOULD THERE BE AN ANTICIPATED DISRUPTION TO EITHER OF THOSE SERVICES.
8. THE CONTRACTOR SHALL ARRANGE FOR THE WORK TO BE INSPECTED BY THE SUPERINTENDENT, OR THEIR REPRESENTATIVES, IN ACCORDANCE TO THE CONSTRUCTION SPECIFICATION:
 - a. FOLLOWING SITE ESTABLISHMENT – PRIOR TO COMMENCEMENT OF ANY WORKS;
 - b. FOLLOWING BOXING FOR PAVEMENT;
 - c. PRIOR TO PAVEMENT ASPHALTING;
 - d. FOLLOWING PROOF ROLLING OF SUBGRADE;
 - e. FOLLOWING FINAL TRIMMING OF SUBBASE;
 - f. FOLLOWING FINAL TRIMMING OF BASE;
 - g. FOLLOWING TRENCHING AND PREPARATION FOR PIPE AND CULVERT WORKS;
 - h. PRIOR TO POURING CONCRETE;
 - i. AFTER FINAL RESTORATION PRIOR TO PRACTICAL COMPLETION.
9. THE SUPERINTENDENT WILL PROVIDE APPROVAL UNDER SECTION 138 OF THE ROADS ACT 1993 PRIOR TO COMMENCING CONSTRUCTION WITHIN ALL ROAD RESERVES. TRAFFIC CONTROL PLANS ARE TO BE SUBMITTED TO THE SUPERINTENDENT PRIOR TO CONSTRUCTION WORK COMMENCING.
10. TRAFFIC AND MEASURES SHALL BE PROVIDED ACCORDANCE WITH AS 1742.3 & SCC REQUIREMENTS.
11. THE CONTRACTOR IS RESPONSIBLE FOR ARRANGING INSPECTIONS BY COUNCIL'S AUTHORISED REPRESENTATIVE AT THE TIMING AND FOLLOWING THE PROCEDURE OUTLINED IN COUNCIL'S LETTER OF APPROVAL.
12. THE CONTRACTOR SHALL ENSURE THAT THE RESIDENTS ADJACENT TO THE CONSTRUCTION ZONE ARE NOT AFFECTED BY DUST OR UNDUE NOISE DURING CONSTRUCTION AND ARE NOT DEPRIVED OF ALL WEATHER THEIR ACCESS NOR ARE SUBJECT TO ADDITIONAL STORMWATER RUNOFF AT ALL TIMES DURING CONSTRUCTION.
13. THE CONTRACTOR SHALL NOT DISTURB ANY SURVEY CONTROL MARKS. SHOULD ANY SURVEY CONTROL MARK BE DISTURBED OR OBLITERATED, THE CONTRACTOR SHALL NOTIFY THE SUPERINTENDENT IMMEDIATELY. THE CONTRACTOR SHALL HAVE THE MARKS REPLACED AT THEIR OWN EXPENSE.
14. REFER ANY DESIGN DISCREPANCIES TO THE DESIGN ENGINEER FOR CLARIFICATION.
15. PEDESTRIANS MUST BE PROTECTED FROM HAZARDS AT ALL TIMES. DIRECT PEDESTRIANS & ROAD USERS AWAY FROM UNSAFE CONSTRUCTION USING APPROVED SAFETY MANAGEMENT PLAN.
16. ALL SUITABLE GREEN WASTE IS TO BE MULCHED AND REUSED ON SITE FOR SOIL STABILISATION (TEMPORARY OR PERMANENT). ANY GREEN WASTE NOT SUITABLE FOR MULCHING IS TO BE REMOVED TO AN APPROVED SITE FOR DISPOSAL. NO GREEN WASTE IS TO BE BURNED ON SITE.
17. ALL DISTURBED AREAS INCLUDING BATTERS, TABLE DRAINS, AND FOOTPATH AREAS ARE TO BE TOPSOILED, FERTILISED AND SEEDED TO THE SATISFACTION OF THE SUPERINTENDENT.

UNDERGROUND UTILITY SERVICES

1. EXISTING SERVICES HAVE BEEN ENTERED FROM SUPPLIED DATA. THE PRINCIPAL DOES NOT GUARANTEE THE ACCURACY OF DETAIL. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ESTABLISH THE EXACT LOCATION OF ALL EXISTING SERVICES WITHIN THE LIMITS OFF WORKS PRIOR TO THE COMMENCEMENT OF WORKS.
2. ENSURE ALL UTILITY SERVICES ARE PROTECTED FROM DAMAGE DURING THE CONSTRUCTIONS PERIOD.
3. OBTAIN & COMPLY WITH ALL UTILITY SERVICE AUTHORITIES' REQUIREMENTS, PARTICULARLY IN REGARDS TO WORKING NEAR THEIR ASSETS.

GAS GENERAL NOTES

1. PIPELINE TO BE MARKED ON-SITE BY A JEMENA REPRESENTATIVE.
2. WORK CAN ONLY BE PERFORMED DURING THE PERIOD OF CURRENCY STATED ON THE INSTRUCTION.
3. NO WORK IS TO BE PERFORMED WITHIN 3m OF THE PIPELINE WITHOUT A JEMENA REPRESENTATIVE ONSITE OR UNLESS STIPULATED ON THE INSTRUCTION.
4. NO MECHANICAL EQUIPMENT TO BE USED FOR EXCAVATION WITHIN 1m OF THE PIPELINE IN ANY RADIAL DIRECTION. EVEN AFTER THE PIPELINE LOCATION HAS BEEN VISUALLY PROVEN, UNLESS UNDER EXPLICIT DIRECTION FROM A JEMENA REPRESENTATIVE.
5. NO MECHANICAL WORKS ALLOWED WITHIN 600mm IN ANY RADIAL DIRECTION WITHOUT VISUALLY PROVING THE LOCATION OF THE PIPELINE. EXCAVATE WITH HAND TOOLS ONLY UNTIL PIPELINE LOCATION HAS BEEN VISUALLY PROVEN.
6. NO MECHANICAL EQUIPMENT TO BE USED FOR EXCAVATION WITHIN 300mm IN ANY RADIAL DIRECTION. EXCAVATE WITH HAND TOOLS ONLY.
7. FOR BACKFILL, SUITABLE PADDING MATERIAL (SCREENED SPOIL OR CLEAN SAND WITH PARTICLES LESS THAN 2.8mm IN SIZE) IS REQUIRED FOR AT LEAST 150mm AROUND THE PIPE.

SURVEY NOTES

1. BOUNDARIES AND IMPROVEMENTS HAVE BEEN LOCATED WITH APPROXIMATE ACCURACY FOR THE PURPOSE OF THIS SURVEY.
2. RELATIONSHIPS OF IMPROVEMENTS TO BOUNDARIES FOR FINANCIAL OR ANY OTHER PURPOSES SHOULD BE CONFIRMED BY FURTHER SURVEY BY A REGISTERED SURVEYOR.
3. THE LOCATION OF UNDERGROUND SERVICES BETWEEN LOCATING MARKS SHOWN ON THIS PLAN IS INDICATIVE ONLY.
4. IT IS YOUR RESPONSIBILITY TO LOCATE UNDERGROUND SERVICES BY CAREFUL HAND POTHOLING PRIOR TO ANY EXCAVATION AND EXERCISE DUE CARE DURING THAT EXCAVATION.

NBN SERVICE NOTES

1. IN CARRYING OUT WORKS IN THE VICINITY OF NBN FACILITIES, THE CONTRACTOR MUST MAINTAIN THE FOLLOWING MINIMUM CLEARANCES:
 - a. 300mm WHEN LAYING ASSETS IN LINE, HORIZONTALLY OR VERTICALLY
 - b. 500mm WHEN OPERATING VIBRATING EQUIPMENT, FOR EXAMPLE: JACKHAMMERS OR VIBRATING PLATES
 - c. 1000mm WHEN OPERATING MECHANICAL EXCAVATORS

OPTUS SERVICE NOTES

1. IN CARRYING OUT WORKS IN THE VICINITY OF OPTUS FACILITIES, THE CONTRACTOR MUST MAINTAIN THE FOLLOWING MINIMUM CLEARANCES:
 - a. 1m WHEN USING JACKHAMMERS / PNEUMATIC BREAKERS
 - b. 500mm COMPACT CLEARANCE COVER BEFORE A LIGHT DUTY COMPACTOR CAN BE USED (NO COMPACTION OVER DIRECT BURIED CABLES PERMITTED)
 - c. 5m PARALLEL CLEARANCE TO BORING EQUIPMENT
 - d. 600mm TO CONDUIT IF TRAFFICKED BY HEAVY VEHICLE (3T)
 - e. 1.2m TO DIRECT BURIED CABLE IF TRAFFICKED BY HEAVY VEHICLE (3T)
 - f. 1m WHEN USING MECHANICAL EXCAVATION OR FENCING

KERBS

1. KERB RAMPS TO BE IN ACCORDANCE WITH SCC STANDARD KERB RAMP PLAN REF. (SC) 263723.
2. KERB AND GUTTER TO BE IN ACCORDANCE WITH SCC STANDARD KERB AND GUTTER PLAN REF 263709.
3. KERB ONLY DETAIL TO BE IN ACCORDANCE WITH SCC STANDARD KERB AND GUTTER PLAN REF 263710.
4. TRANSPORT FOR NSW KERB AND CHANNEL TYPE TO BE IN ACCORDANCE WITH THE R3030 KERB AND CHANNEL DRAWING SERIES

SURVEY AND POTHOLING DATA PROVIDED BY: SHOALHAVEN CITY COUNCIL

GUIDE POST DESIGN DATA:

CURVE RADIUS	SPACING (m)	
	ON OUTSIDE CURVE	ON INSIDE CURVE
<100	6	12
100-199	10	20
200-299	15	30
300-399	20	40
400-599	30	60
600-899	40	80
900-1199	60	120
1200-2000	90	180
>2000 INCLUDING STRAIGHTS	150	300

NOTE: GUIDE POSTS TO BE INSTALLED AS PER TABLE 16 - RMS DELINEATION SECTION 16 GUIDE POSTS AND DELINEATION OF SAFETY BARRIERS IN NON-LIT AND NON KERBED AREAS. LOCATED NO LESS THAN 1.2m AND NO MORE THAN 4m FROM EDGE OF PAVEMENT.

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CAD File: H:\7858 Design for North Collector Road\20 Drawings\20.2 Civil - Taylors Lane\7858-805 Taylors Lane - Typical Section.dwg

