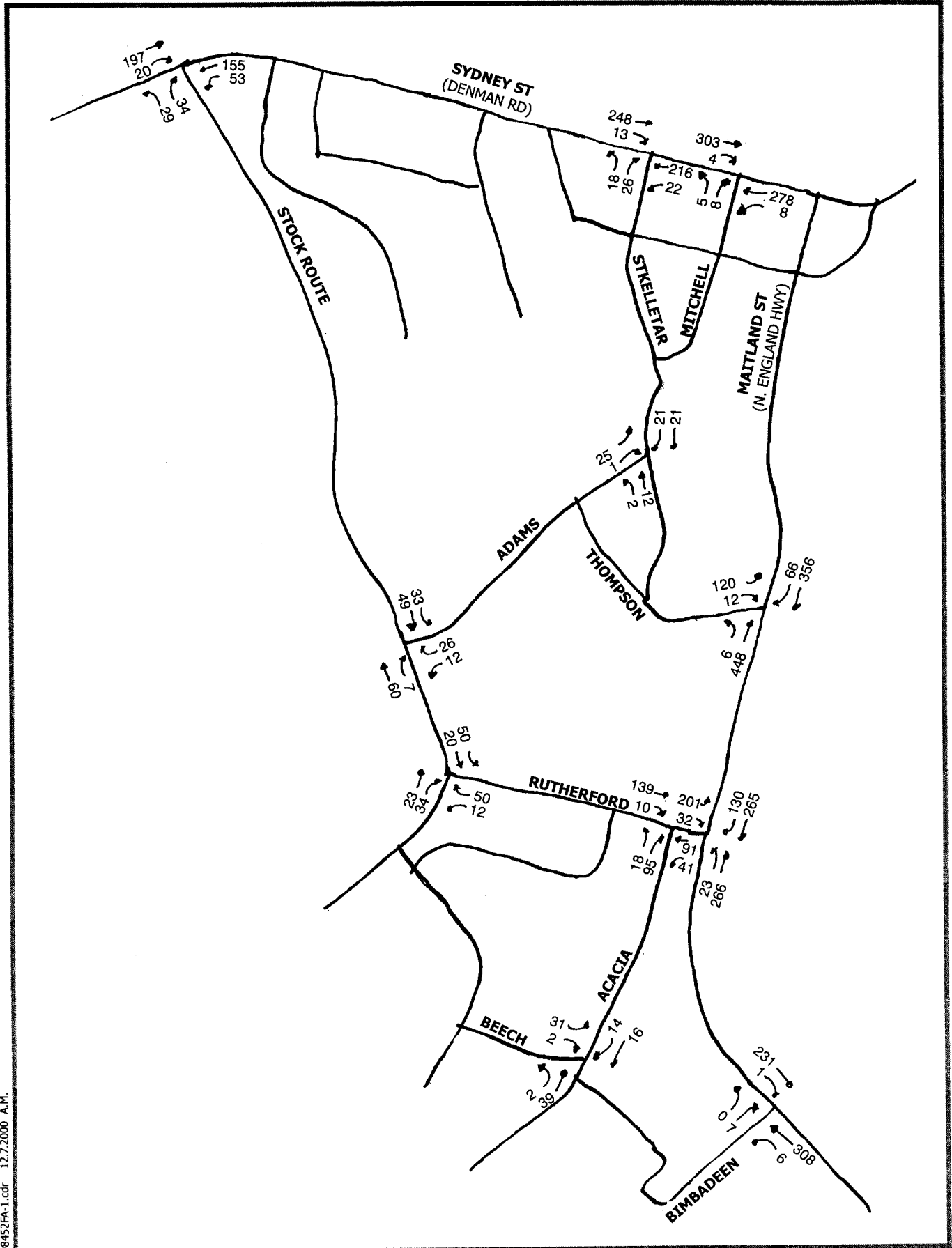


APPENDICES

Appendix A

PEAK HOUR TRAFFIC SURVEYS

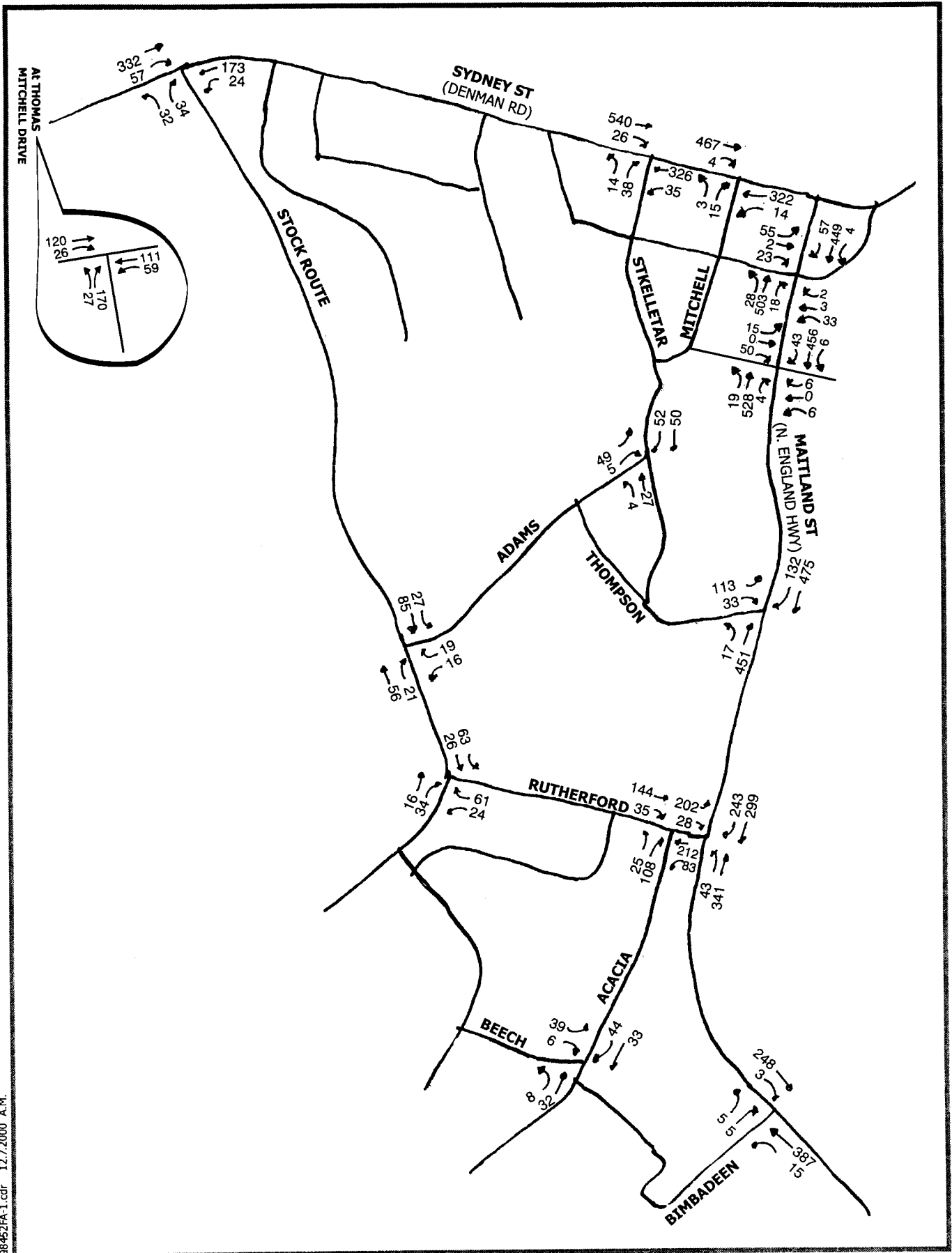


98452FA-1.cdr 12.7.2000 A.M.



Not to Scale

Figure A.1 AM Peak Hour Traffic Flows



98452FA-1.cdr 12.7.2000 A.M.



Not to Scale

Figure A.2 PM Peak Hour Traffic Flows

Appendix B

TRAFFIC MODEL CALIBRATION

Final Results Overall Calibration Summary

Local Access Roads Total Traffic (8 Locations) Within 1% Overall

Highway and Denman Road Total Traffic (13 Locations) Within 2% Overall

Individual Roads (21 Locations)

- 29% = 6 V. Good (within 10%)
- 33% = 7 O.K. (within 30%)
- 14% = 3 Marginal (within 40%)
- 24% = 5 Poor (worse than 40%)

Local Roads With Significant Percentage Errors Summary

1. Thompson Street ⇒ McDonalds traffic circulating at corner is not specifically modelled.
2. & 3. Bimbadeen Drive & Mitchell Streets ⇒ Very low volumes currently which are difficult to model accurately.

Table B.1 CALIBRATION RESULTS FOR LOCAL STUDY AREA

Street	Actual PM Peak	Model PM Peak	Difference Absolute (veh/hr)	(%) Error
Bimbadeen	28	52	24	+86%
Rutherford	516	541	25	+5%
Thompson	295	203	92	-31%
Francis	127	159	32	+25%
Lorne	168	160	8	-5%
Mitchell	36	53	17	+47%
Skellatar	113	139	26	+23%
* Forbes, Anzac, Tarakan, Tobruk	(N/A)	(175)	-	-
* Wollombi	(N/A)	(60)	-	-
Stock Route	147	122	25	-17%
Total (Exc*)	1430	1429	1	(-0%)
Average Volumes	179	179	31	(17%)

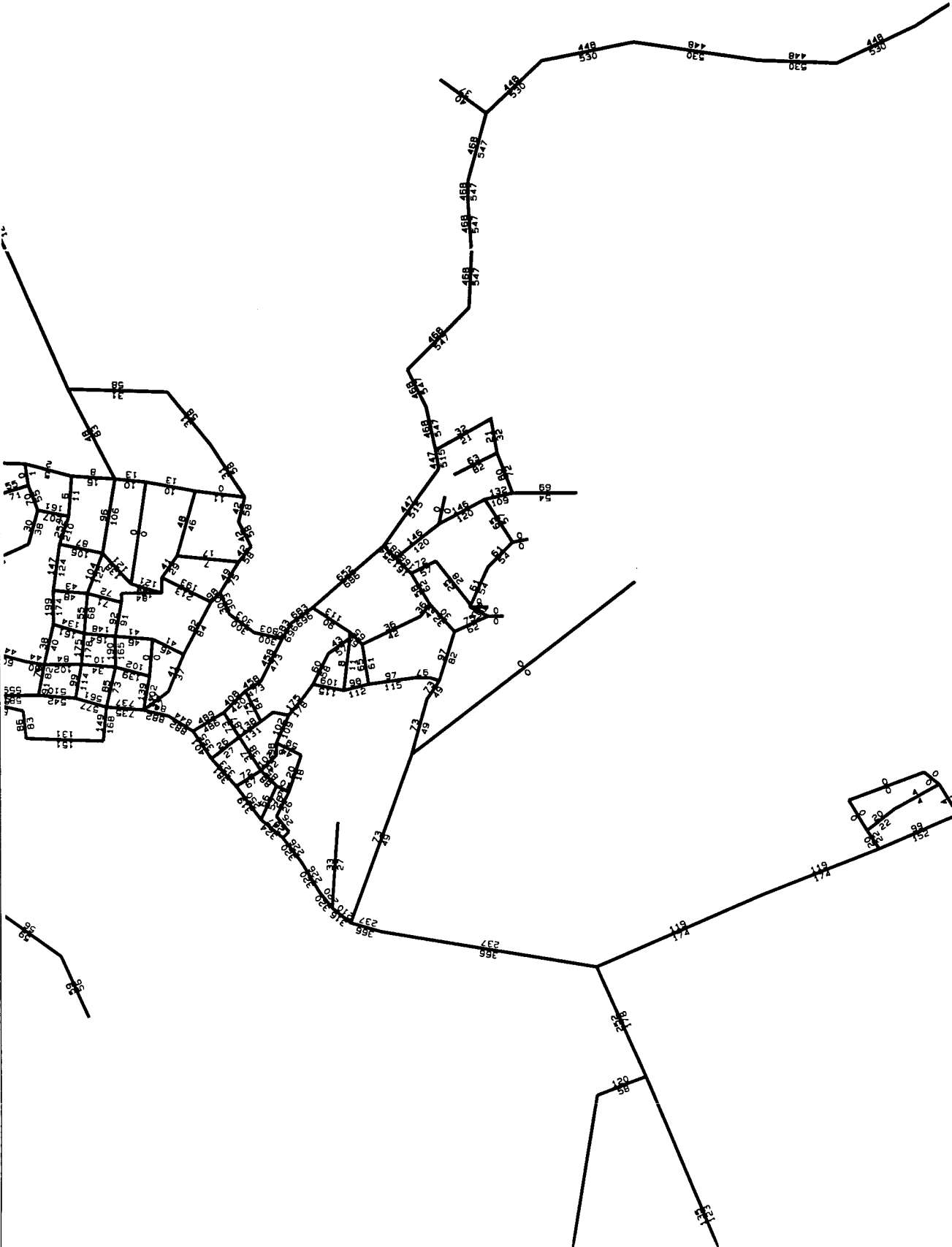
Table B.2 CALIBRATION RESULTS FOR NEW ENGLAND HIGHWAY AND DENMAN ROAD

Street	Actual PM Peak	Model PM Peak	Difference Absolute (veh/hr)	(%) Error
Hwy S/Bimbadeen	655	1015	360	+55%
Hwy S/Rutherford	677	962	285	+42%
Hwy S/Thompson	1031	1338	307	+30%
Hwy S Francis	1063	931	132	-12%
Hwy S Lorne	1054	828	226	-21%
Hwy S/Denman Rd	1070	975	95	-9%
Denman S/Maitland	818	756	62	-8%
Denman S/Mitchell	868	704	164	-19%
Denman S/Skelletar	906	569	337	-37%
Denman S/Wollombi	563	526	37	-7%
Denman S/Stock Route	594	603	9	+2%
Denman N/Thomas Mitchell	460	603	143	+31%
Denman S/ Thomas Mitchell	284	430	146	+51%
Total	10,043	10,240	197	(+2%)
Average Volumes	773	788	177	(23%)

Appendix C

TRAFFIC MODEL RESULTS

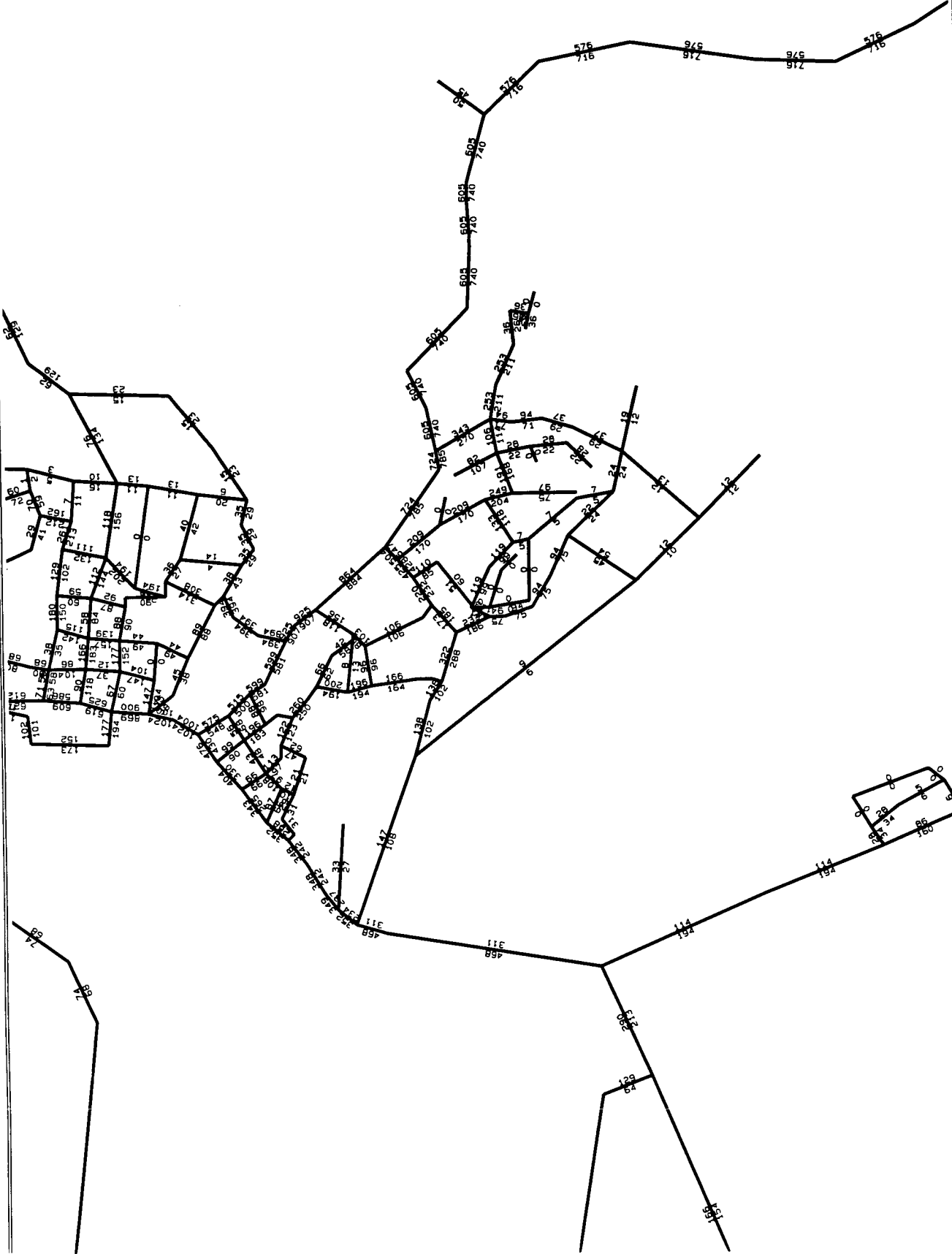
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NODE99.NOE
LL: 389/137
UR: 756/446
11-10-1999



Muswellbrook Traffic Study

Link Volumes PM Peak 1999

ERM MITCHELL MCCOTTER CROWS NEST, NSW, AUSTRALIA



Muswellbrook Traffic Study

Link Volumes PM Peak 2020 Low

ERM MITCHELL MCCOTTER, CROWS NEST, NSW, AUSTRALIA

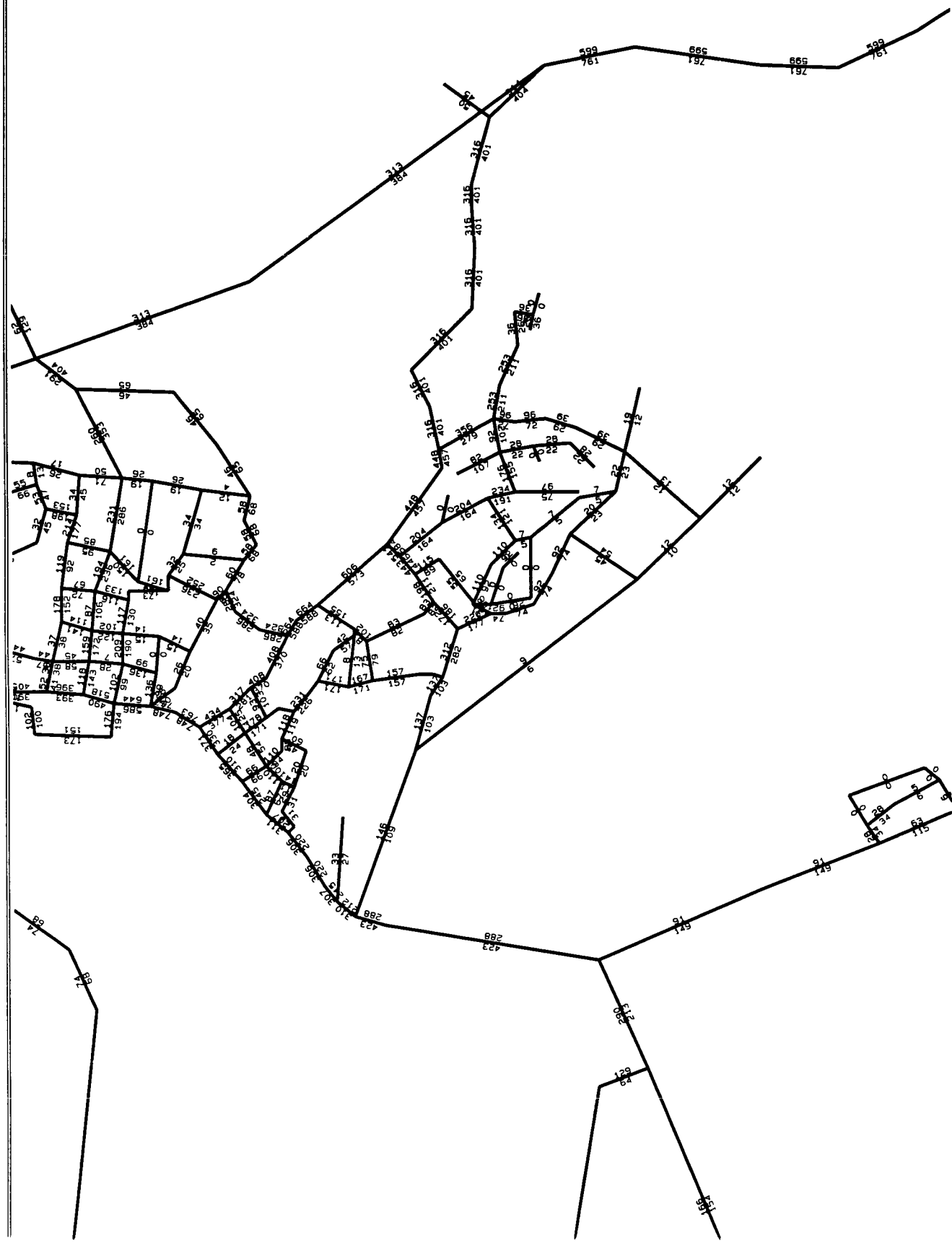


Muswellbrook Traffic Study

Link Volumes PM Peak 2020 High

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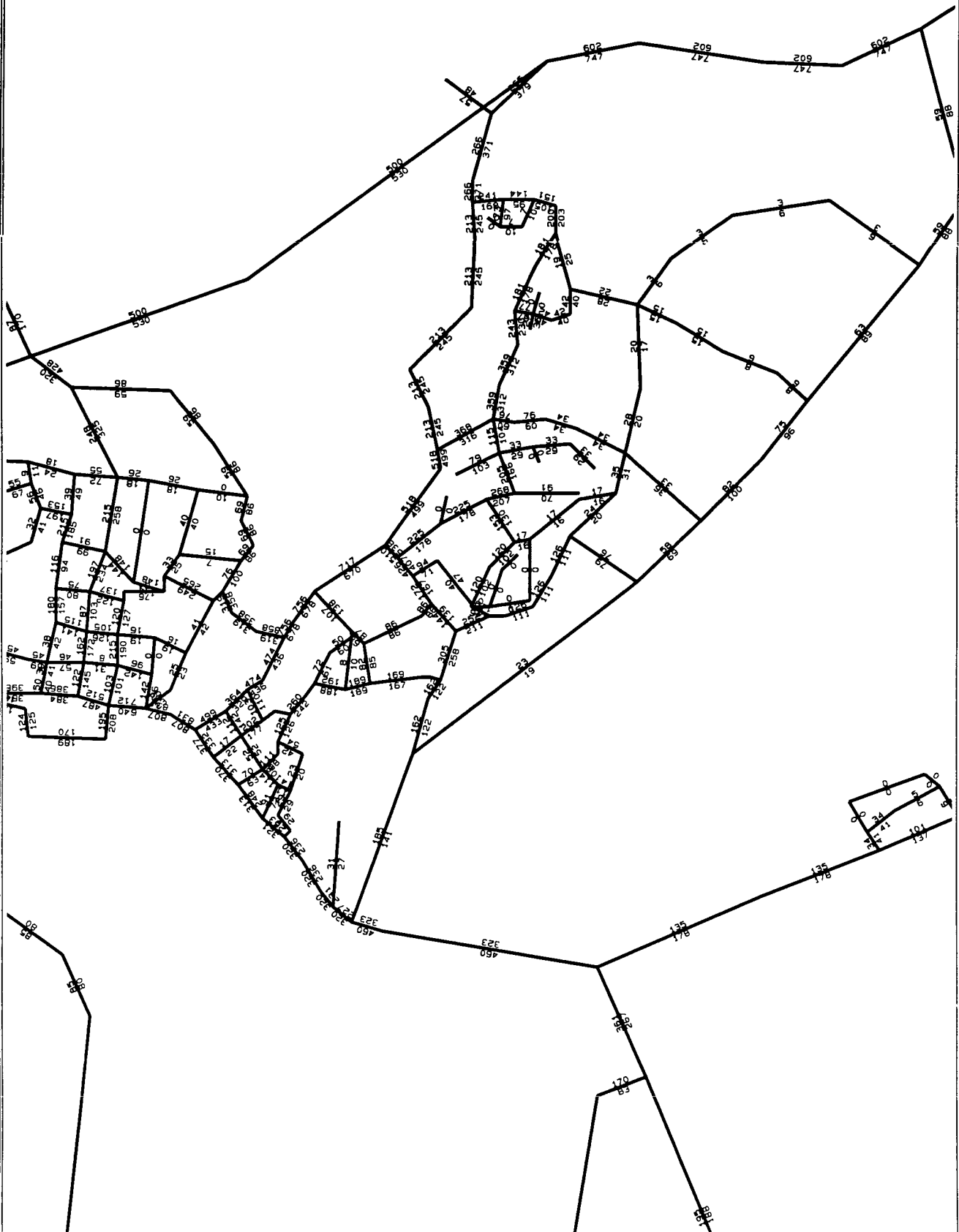
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11-10-1999



Muswellbrook Traffic Study

Link Volumes PM Peak 2020 Low

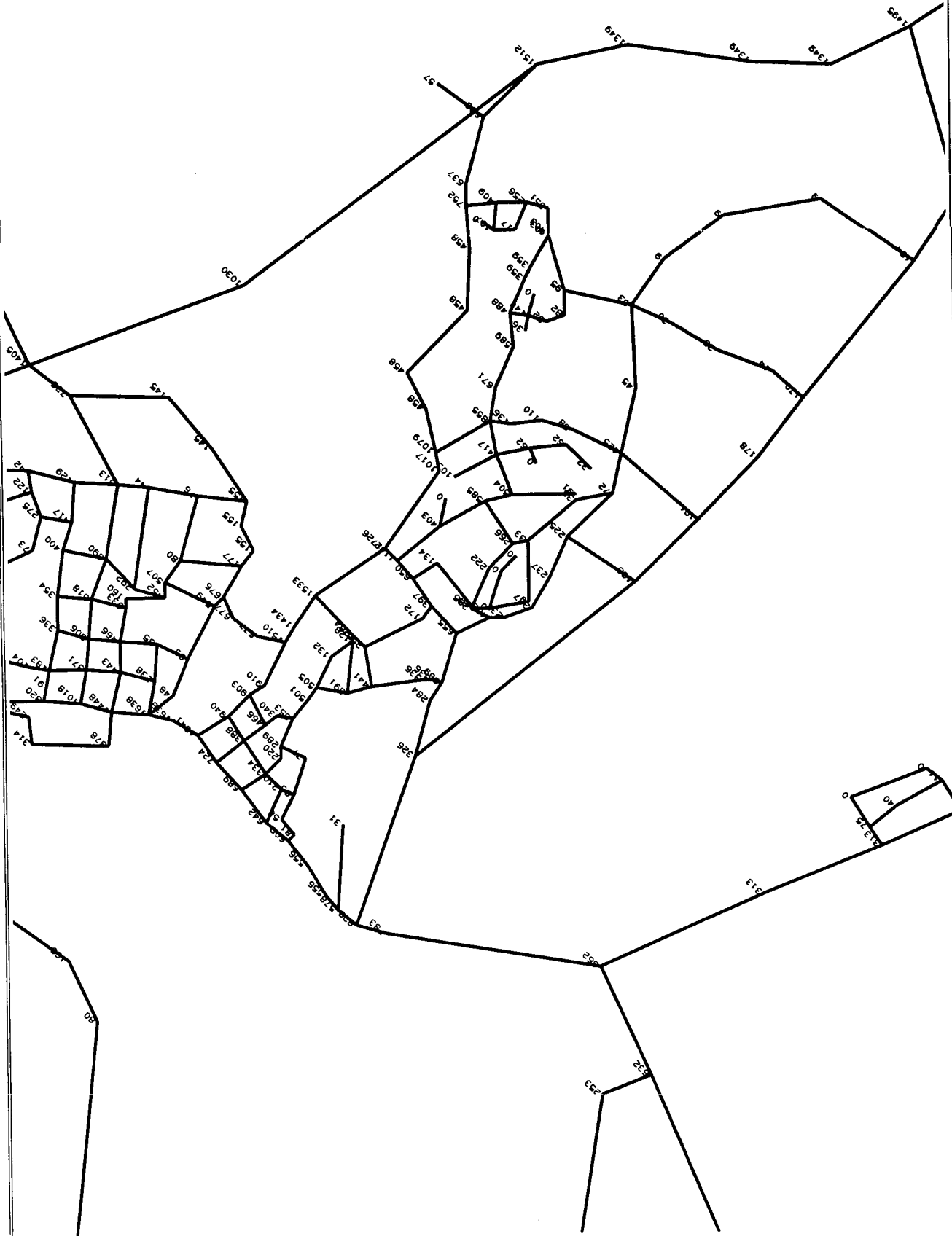
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Muswellbrook Traffic Study

Link Volumes PM Peak 2020 High

ERM MITCHELL MCCOTTER, CROWS NEST, NSW, AUSTRALIA



Muswellbrook Traffic Study

Node Entering Volumes PM Peak 2020 High

ERM MITCHELL MCCOTTER, CROWS NEST, NSW, AUSTRALIA



MUSWELLBROOK TRAFFIC STUDY
 NODE 99 - NDE
 LL: 369/137
 UR: 756/446
 11-10-1999

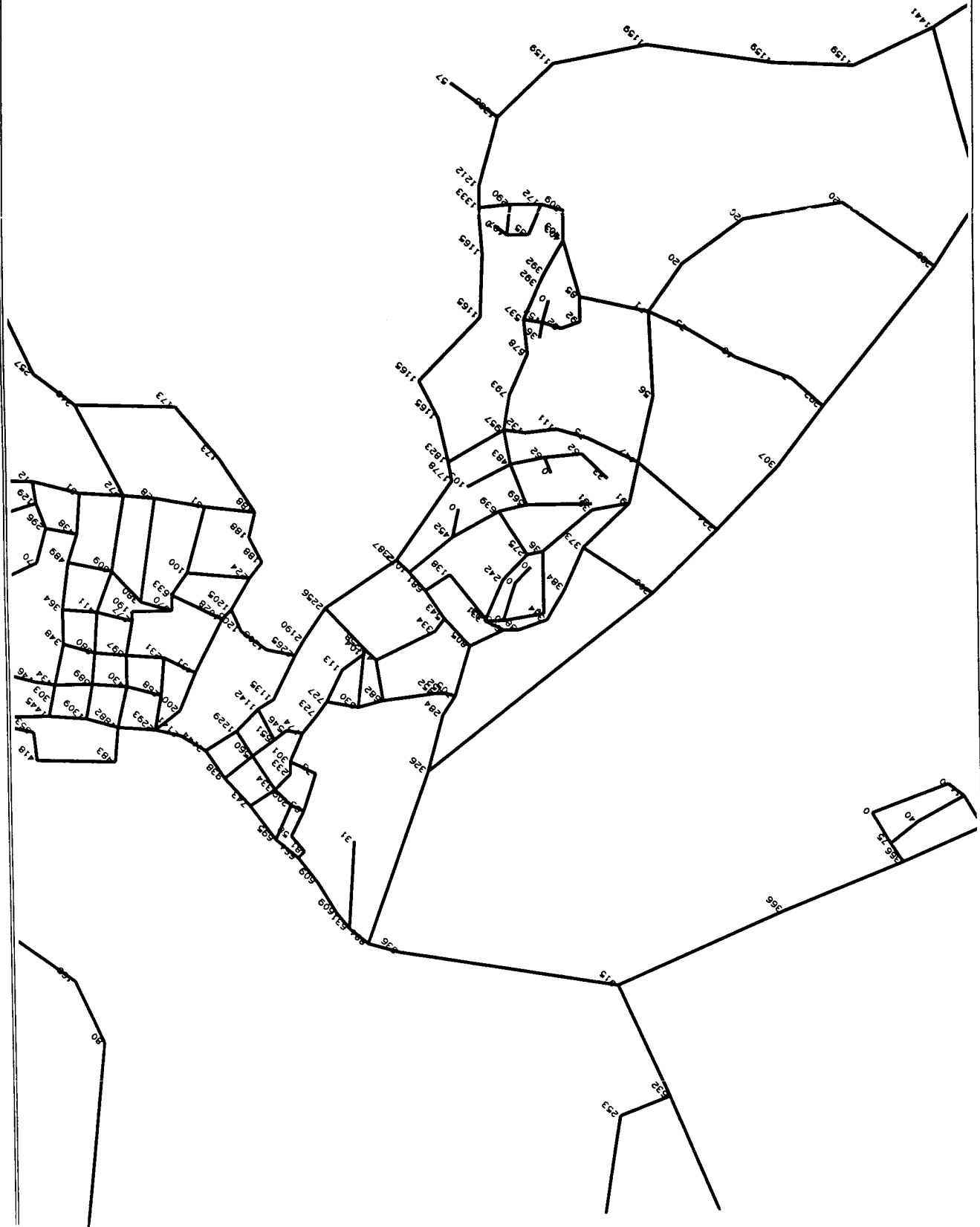
Muswellbrook Traffic Study

Node Entering Volumes PM Peak 1999

ERM MITCHELL MCCOTTER, CROWS NEST, NSW, AUSTRALIA



Muswellbrook Traffic Study
Nodes Entering Volumes PM Peak 2020 Low
ERM MITCHELL MCCOTTER, CROWS NEST, NSW, AUSTRALIA

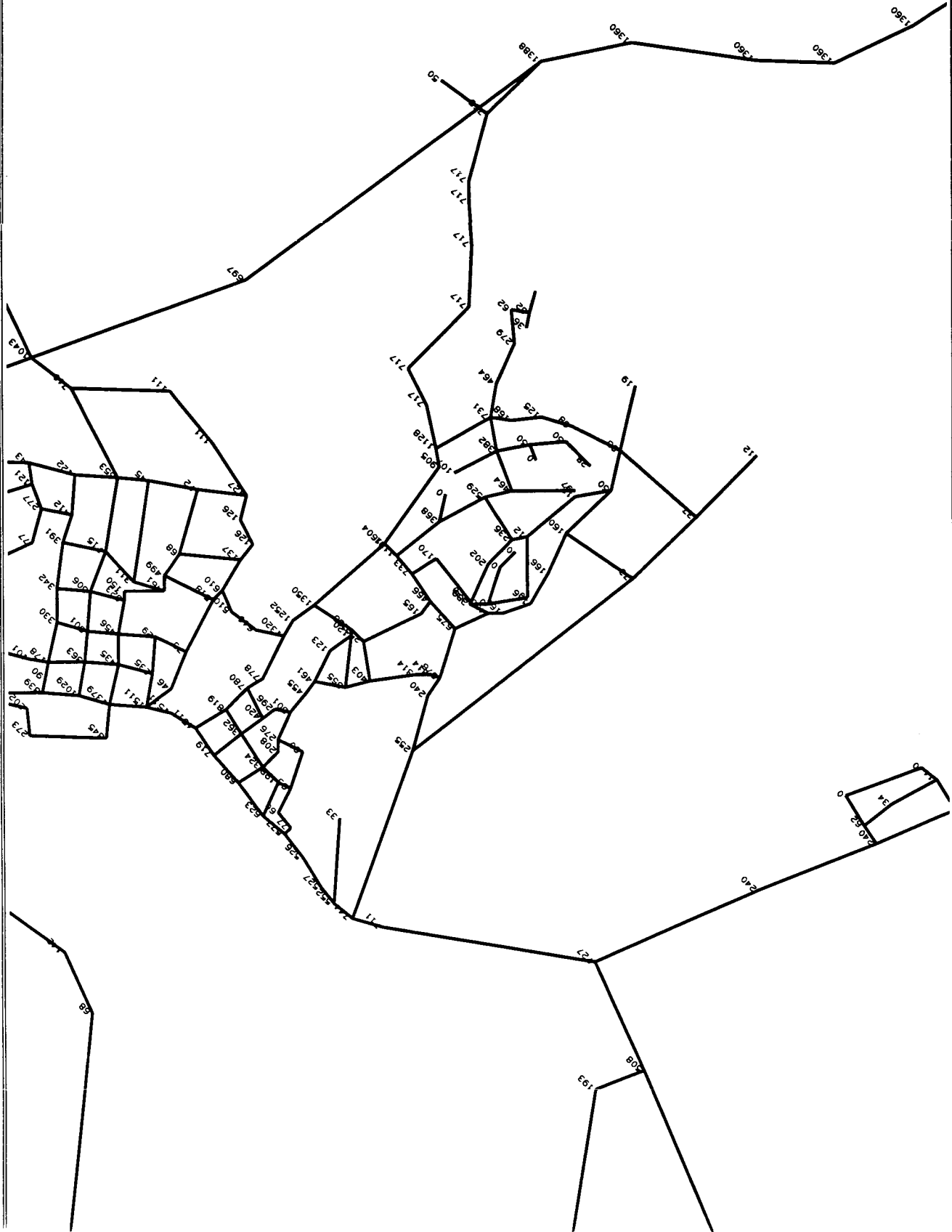


Muswellbrook Traffic Study

Node Entering Volumes PM Peak 2020 High

ERM MITCHELL MCCOTTER, CROWS NEST, NSW, AUSTRALIA

BY220L.LLX
#NODE 10.NDE
LL: 368/137
LR: 756/416
11-10-1999



Muswellbrook Traffic Study

Node Entering Volumes PM Peak 2020 Low

ERM MITCHELL MCCOTTER, CROWS NEST, NSW, AUSTRALIA

Appendix D

SUMMARY OF FUTURE ROADWORKS

Table D.1 ASSESSMENT OF FUTURE ROAD STANDARDS, FOOTPATHS AND CYCLEWAYS

Roads	Year 1999 PM peak Volume	Year 2020 Volume (High Growth)	Need for Improvements (Rural Standards apply*)	Length	Cost (\$)	Cost per Km
N.Eng Hwy N/Maitland St	1726	2141	N/A Urban 2 lanes is Adequate	-	-	-
E/Denman Rd	975	1221	N/A Urban 4 lanes is Adequate	-	-	-
E/Lorne	828	956	N/A Urban 4 lanes is Adequate	-	-	-
E/Francis	931	1135	N/A Urban 4 lanes is Adequate	-	-	-
E/Bell	1379	2190	N/A Urban 4 lanes is Adequate	-	-	-
E/Thompson	1338	2088	N/A Urban 4 lanes is Adequate	-	-	-
E/Rutherford	962	1778	N/A Urban 4 lanes is Adequate	-	-	-
E/Bimbadeen	1015	1165	* N/A Rural 2 lanes (with overtaking lanes) is Adequate	-	-	-
N/Muscle Creek	1015	1212	* N/A Rural 2 lanes (with overtaking lanes) is Adequate	--	-	-
S/Muscle Creek	978	1159	* N/A Rural 2 lanes (with overtaking lanes) is Adequate	-	-	-
N/Thomas Mitchell	978	1441	* N/A Rural 2 lanes (with overtaking lanes) is Adequate	-	-	-
Bell St	603	1205	N/A Urban 2 lanes is Adequate	-	-	-
Denman Rd	756	923	N/A Urban wide 2 lanes is Adequate	-	-	-
S/Mitchell St	704	546	N/A Urban wide 2 lanes is Adequate	-	-	-

Table D.1 ASSESSMENT OF FUTURE ROAD STANDARDS, FOOTPATHS AND CYCLEWAYS (Contd)

Roads	Year 1999 PM peak Volume	Year 2020 Volume (High Growth)	Need for Improvements (Rural Standards apply*)	Length	Cost (\$)	Cost per Km
S/Anzac Pde	546	609	N/A Urban 2 lanes is Adequate	-	-	-
N/Stock Route	526	600	N/A Urban 2 lanes is Adequate	-	-	-
S/Stock Route	603	836	* N/A Rural 2 lanes is Adequate	-	-	-
Bimdadeen S/Hwy	53	703	Construct new carriageway and off road Cycleway and footpath	430m	340,000	(785,000)
Rutherford at Hwy	541	907	Add paved footpaths and off road cycleway	100m	13,000	(130,000)
Thompson at Hwy	203	234	OK Minimal impact	-	-	-
Francis at Hwy	159	204	OK Minimal impact	-	-	-
Lorne at Hwy	160	281	Add footpaths both sides	200m	16,000	(80,000)
Mitchell at Denman Rd	53	199	Add footpath 1 side	200m	8,000	(40,000)
Skelleter at Denman Rd	139	135	Add footpath 1 side	200m	8,000	(40,000)
Stock Route E/Denman Rd	122	326	* Widen to 7 m seal and 2m shoulders	1,150m	345,000	(300,000)
Mitchell E/Lorne St	269	551	Add footpaths both sides and marked cycleway	350m	28,000	(80,000)
Skelleter E/Mitchell	353	724	Add footpaths both sides and off road cycleway	270m	35,000	(130,000)
Adams E/ St James Cr	212	452	Add footpath both sides and marked	400m	32,000	(80,000)

Table D.1 ASSESSMENT OF FUTURE ROAD STANDARDS, FOOTPATHS AND CYCLEWAYS (Cont'd)

Roads	Year 1999 PM peak Volume	Year 2020 Volume (High Growth)	Need for Improvements (Rural Standards apply*)	Length	Cost (\$)	Cost per Km
Stock Route W / Adams St	122	284	cycleway * Widen to 7m seal and 2m shoulders	500m	150,000	(300,000)
Ironbark E / Adams St	179	679	Add footpaths both sides and off road cycleway	330m	43,000	(130,000)
Cassidy W / Rutherford	78	334	Add footpaths both sides and marked cycleway	400m	32,000	(80,000)
Rutherford S / Acacia	329	786	Add footpaths both sides and off road cycleway	150m	20,000	(130,000)
Rutherford N / Cassidy	120	447	Add paved footpaths and marked cycleway	250m	20,000	(80,000)
Rutherford S / Cassidy	62	305	Add paved footpaths and marked cycleway	250m	20,000	(80,000)
Ironbark E / Rutherford	137	626	Add Paved footpaths and off road cycleway	260m	34,000	(130,000)
Acacia W / Beech	266	452	Add Paved footpaths and marked cycleway	670m	54,000	(80,000)
Acacia E / Beech	241	540	Add Paved footpaths and marked cycleway	230m	18,000	(80,000)
Bloodwood E / Acacia	152	437	Add Paved footpaths and marked cycleway	200m	16,000	(80,000)

Table D.1 ASSESSMENT OF FUTURE ROAD STANDARDS, FOOTPATHS AND CYCLEWAYS (Contd)

Roads	Year 1999 PM peak Volume	Year 2020 Volume (High Growth)	Need for Improvements (Rural Standards apply*)	Length	Cost (\$)	Cost per Km
Bloodwood W/Bimbadeen	53	285	Complete missing link (120m) and footpaths both sides	250m	96,000	(385,000)
Woolybutt N/Calgaroo	53	94	OK minimal impact	-	-	-
Calgaroo E/Ironbark	115	242	Add footpaths both sides	580m	46,000	(80,000)
Beech St N/Calgaroo	122	278	Add footpaths both sides	330m	26,000	(80,000)
Sub Total			Improvements to existing local roads		1,400,000	
Bloodwood E/Bimbadeen	-	793	10m carriageway (+off road cycleway and footpaths)	800m	670,000	(835,000)
Bloodwood E/Harwood	-	392	10m carriageway + footpaths (marked cycleways)	350m	270,000	(785,000)
Bloodwood E/Roser	-	403	10m carriageway + footpaths (marked cycleways)	1000m	785,000	(785,000)
Ramrod Creek E/Stock Route	-	42	* 6m seal	1850m	1,070,000	(580,000)
E/Hughes	-	259	* 7m seal	600m	450,000	(750,000)
E/Bimbadeen	-	315	* 7m seal	1050m	790,000	(750,000)
E/Knapman	-	278	* 7m seal	1100m	825,000	(750,000)
E/Ironbark	-	281	* 7m seal	1750m	1,310,000	(785,000)
Ironbark W/Hughes	-	384	10m carriageway and footpaths (marked)	800m	630,000	(785,000)

Table D.1 ASSESSMENT OF FUTURE ROAD STANDARDS, FOOTPATHS AND CYCLEWAYS (Contd)

Roads	Year 1999 PM peak Volume	Year 2020 Volume (High Growth)	Need for Improvements (Rural Standards apply*)	Length	Cost (\$)	Cost per Km
W/Bimbadeen	-	85	cycleway 6m Carriageway (urban)	500m	280,000	(565,000)
E/Bimbadeen	-	62	* 6.5m seal	950m	620,000	(650,000)
E/Knapman	-	20	* NOT REQUIRED FOR HIERARCHY OR ACCESS	-	-	-
Hughes	-	287	* 7m seal	400m	300,000	(750,000)
Bimbadeen	-	71	7m carriageway (urban) bus route	900m	580,000	(640,000)
Bimbadeen	-	23	* 7m seal (bus route)	650m	490,000	(750,000)
Harwood	-	153	7m carriageway (urban) and footpath 1 side	600m	380,000	(640,000)
Knapman	-	54	* 6.5m seal	450m	290,000	(650,000)
Knapman	-	23	* 6m seal	1300m	750,000	(580,000)
Roser	-	11	6m carriageway (urban)	300m	170,000	(565,000)
Aston	-	35	6m carriageway (urban)	400m	230,000	(565,000)
Brennan	-	152	7m carriageway(urban) and footpath 1 side	150m	100,000	(640,000)
Sub Total			New local roads		10,990,000	
Total			All locations		12,390,000	

Table D.2 ASSESSMENT OF NEED FOR IMPROVEMENTS AT INTERSECTIONS

Intersection	Year 1999 PM Peak Volume	Year 2020 Volume (High Growth)	Need for Improvement (Rural Standards Apply *)	Cost (\$)
New England Highway				
Denman Rd	1751	2144	Existing signals OK	-
Lorne St	982	1229	Pedestrian refuge and right turn lanes in conjunction with traffic signals at either Lorne St or Francis St (see below)	75,000
Francis St	956	1142	New traffic signals and right turn lanes (with kerbline alterations)	275,000
Bell St	1457	2265	Existing signals OK	-
Thompson St	1459	2256	New signals/ RBT /or Seagull	175,000
Rutherford Rd	1421	2387	New signals/ RBT /or Seagull	175,000
Bimbadeen Rd	1015	1823	*Type C OK but close to limit	-
Bloodwood Road	1015	1333	*Type C widening (100 km/hr standard)	250,000
Muscle Creek Rd	1035	1236	*OK Existing Type C	-
Ramrod Creek Road	978	1441	*Type C widening (100 km/hr standard)	250,000
Sub Total				1,200,000
Denman Rd				
Mitchell Street	763	938	Mark Type C lanes both directions	10,000
Skelleter Street	709	743	Mark Type C lanes both directions	10,000
Forbes Street	631	695	Mark Type C Lane EB	5,000

Table D.2 ASSESSMENT OF NEED FOR IMPROVEMENTS AT INTERSECTIONS (Contd)

Intersection	Year 1999 PM Peak		Year 2020		Need for Improvement (Rural Standards Apply *)	Cost (\$)
	Volume	Volume	Volume	Volume		
Anzac Parade	605	661	Mark Type C lane EB	5,000		
Stock Route Rd	625	881	*Type C widening	150,000		
Denman Road Intersection				180,000		
Improvements						
Mitchell/Lorne	281	560	4 way requires roundabout for safety (small)	160,000		
Mitchell/Francis	336	651	Mark Type C Turning Lanes	5,000		
Mitchell/Skelletar	410	774	Mark Type C Turning Lanes	5,000		
Skelletar/Lorne	290	334	4 way requires roundabout for safety (small)	160,000		
Ruth White/Adams St	342	727	Requires roundabout for traffic calming	50,000		
St James Cr/Thompson	224	258	OK	-		
St James Cr/Adams St	274	682	Mark Type C	5,000		
Adams St/Ironbark	252	705	Mark Type C	5,000		
Stock Route/Ramrod Creek	122	326	*Type B widening	100,000		
Rutherford/Ironbark	189	805	Mark Type C	5,000		
Rutherford/Cassidy	130	543	OK (existing RT lane)	-		
Sub Total						
Local Roads (existing)						

Table D.2 ASSESSMENT OF NEED FOR IMPROVEMENTS AT INTERSECTIONS (Contd)

Intersection	Year 1999 PM Peak Volume	Year 2020 Volume (High Growth)	Need for Improvement (Rural Standards Apply *)	Cost (\$)
Rutherford/Woollybutt	283	681	OK (existing RT lane)	-
Rutherford/Acacia	568	1072	OK (existing RT lane)	-
Ironbark/Calgaroo	137	660	Mark Type C	5,000
Woollybutt/Calgaroo	157	331	Mark Type B	5,000
Acacia/Beech	320	639	Minor widening Type C	90,000
Acacia/Bloodwood	258	569	Minor widening Type C	90,000
Weemala/Bloodwood	175	483	Mark Type B	5,000
Bimbadeen/Bloodwood	53	957	4 way requires roundabout for safety (large)	250,000
Existing Local Road Intersection Improvements				940,000
Local Roads (New)				
Ramrod Ck/Hughes	-	300	*Type B widening	100,000
Ramrod Ck/Bimbadeen	-	324	*Type B widening	100,000
Ramrod Ck/Knapman	-	292	*OK	-
Ramrod Ck/Ironbark	-	283	*OK	-
Hughes/Ironbark	-	373	Type B widening	100,000
Bimbadeen/Ironbark	-	147	*4 way requires roundabout for safety (small)	160,000
Knapman/Ironbark	-	71	*OK	-
Bloodwood/Harwood	-	537	Small roundabout for traffic calming	50,000

Table D.2 ASSESSMENT OF NEED FOR IMPROVEMENTS AT INTERSECTIONS (Contd)

Intersection	Year 1999 PM Peak Volume	Year 2020 Volume (High Growth)	Need for Improvement (Rural Standards Apply *)	Cost (\$)
Knapman/Roser	-	85	OK	-
Bloodwood/Roser	-	403	Type B widening	100,000
Brennan/Bloodwood	-	290	OK	-
Sub Total New Local Road Intersections				610,000
Total All Locations				2,930,000

Appendix E

**SKETCH PLANS OF FUTURE
INTERSECTIONS**



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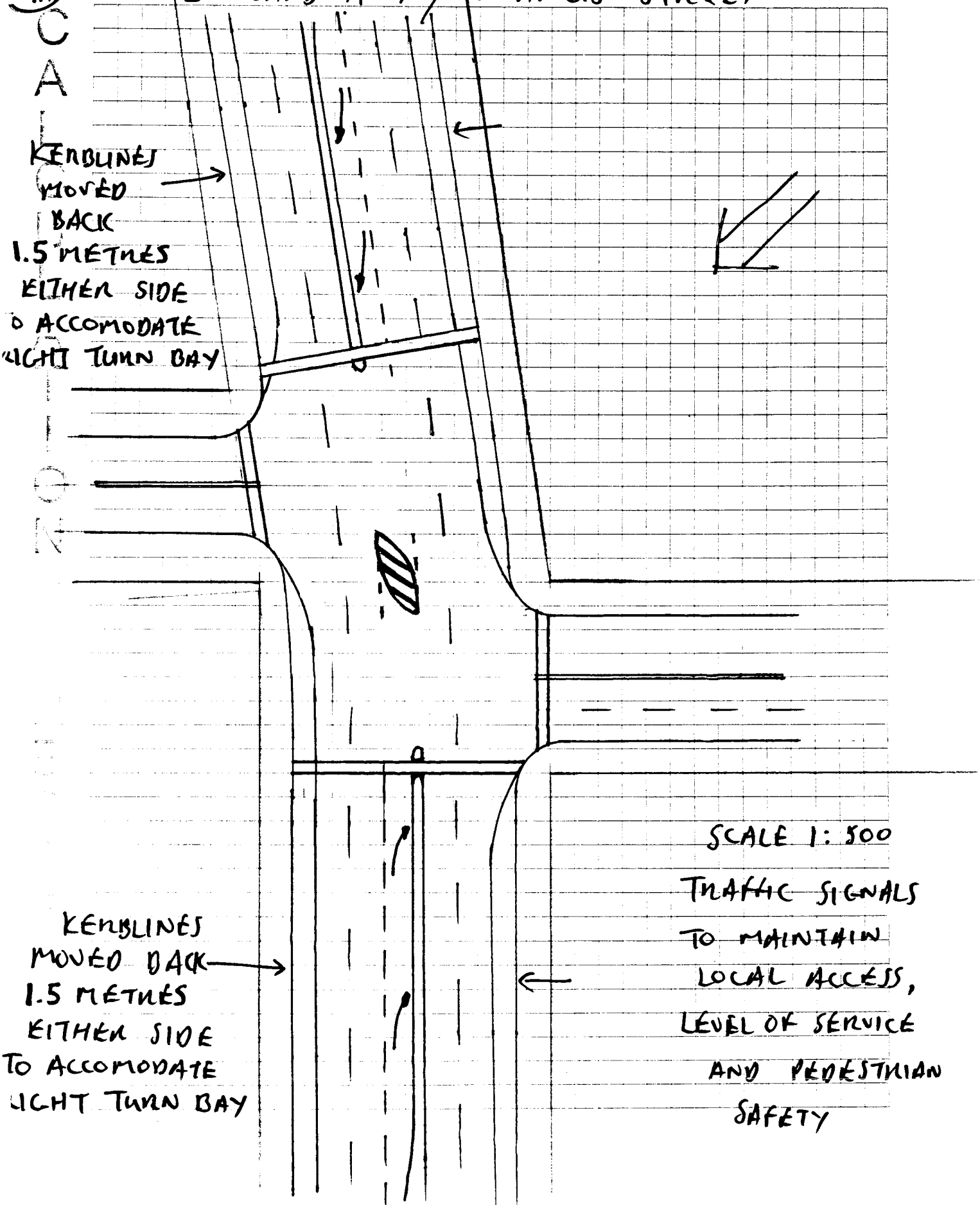
(A) NEW ENGLAND HWY / FRANCIS STREET

C
A

KERBLINES
MOVED
BACK
1.5 METRES
EITHER SIDE
TO ACCOMODATE
LIGHT TURN BAY

KERBLINES
MOVED BACK
1.5 METRES
EITHER SIDE
TO ACCOMODATE
LIGHT TURN BAY

SCALE 1: 500
TRAFFIC SIGNALS
TO MAINTAIN
LOCAL ACCESS,
LEVEL OF SERVICE
AND PEDESTRIAN
SAFETY



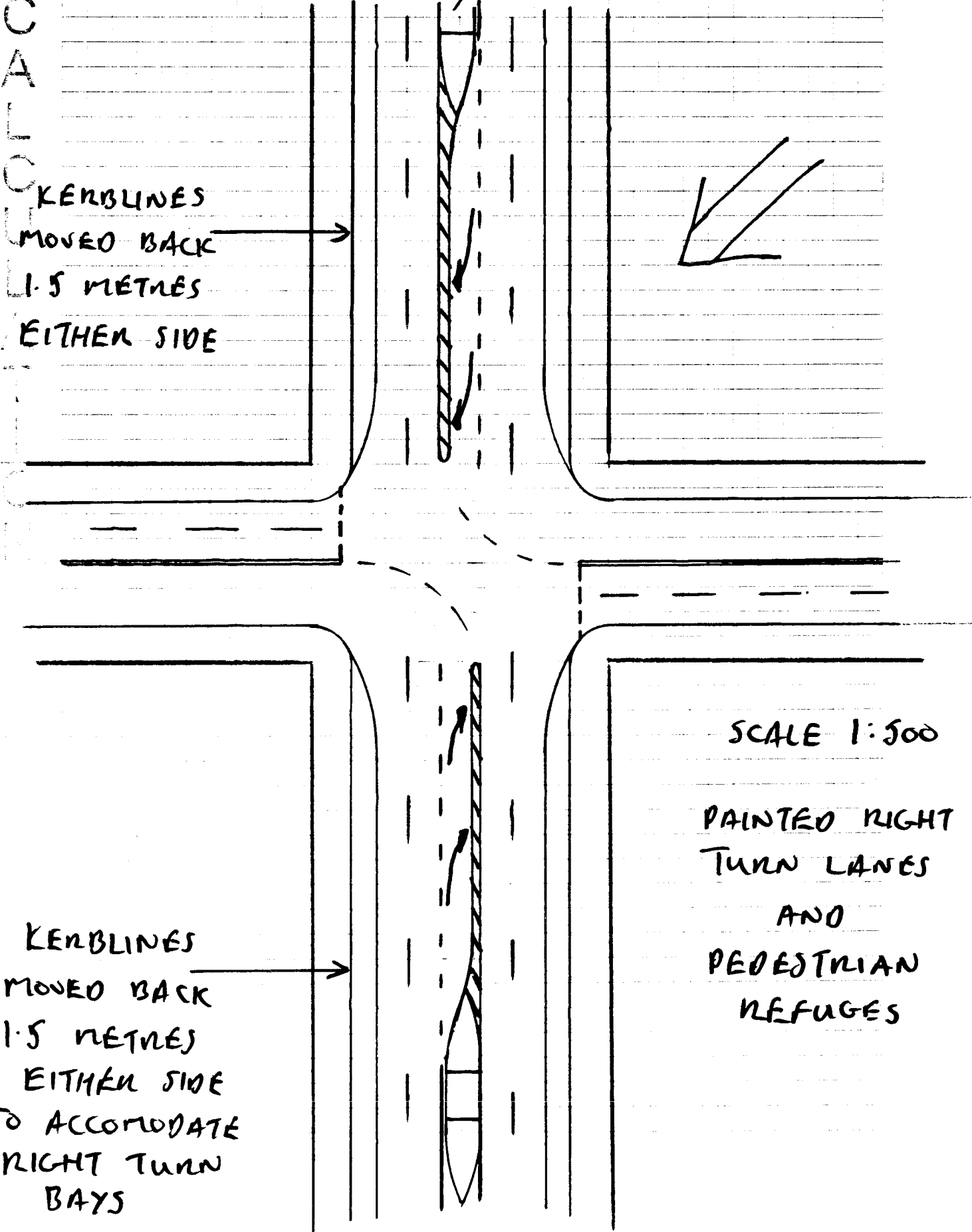


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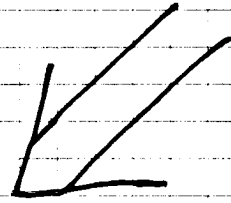
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NEW ENGLAND HWY / LORNE STREET



KERBLINES
MOVED BACK
1.5 METRES
EITHER SIDE



KERBLINES
MOVED BACK
1.5 METRES
EITHER SIDE
TO ACCOMMODATE
RIGHT TURN
BAYS

SCALE 1:500
PAINTED RIGHT
TURN LANES
AND
PEDESTRIAN
REFUGES



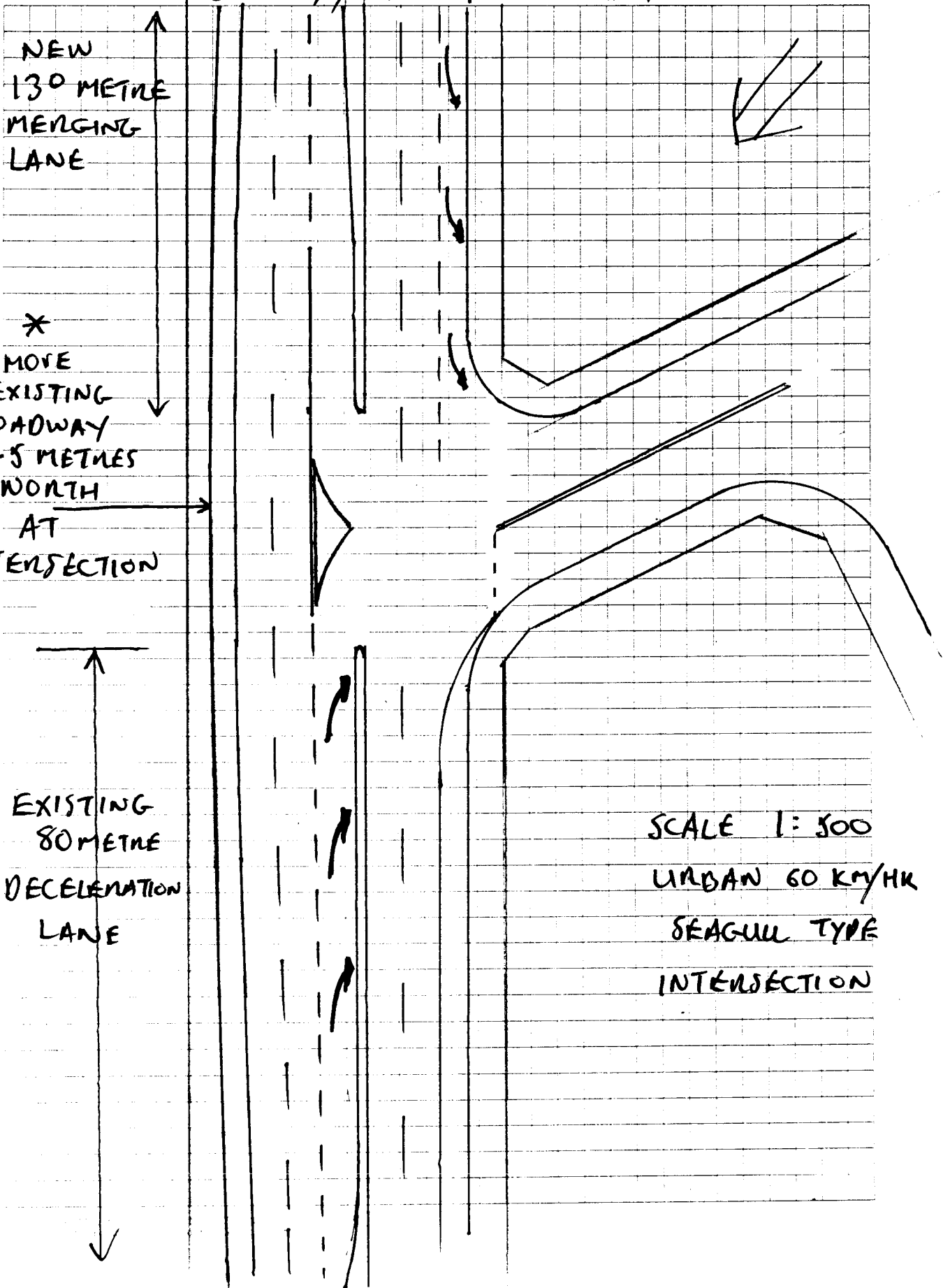
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② NEW ENGLAND HWY / THOMPSON STREET



NEW
130 METRE
MERGING
LANE

*
MOVE
EXISTING
ROADWAY
1.5 METRES
WORTH
AT
INTERSECTION

EXISTING
80 METRE
DECELERATION
LANE

SCALE 1:500
URBAN 60 KM/HK
SEAGULL TYPE
INTERSECTION

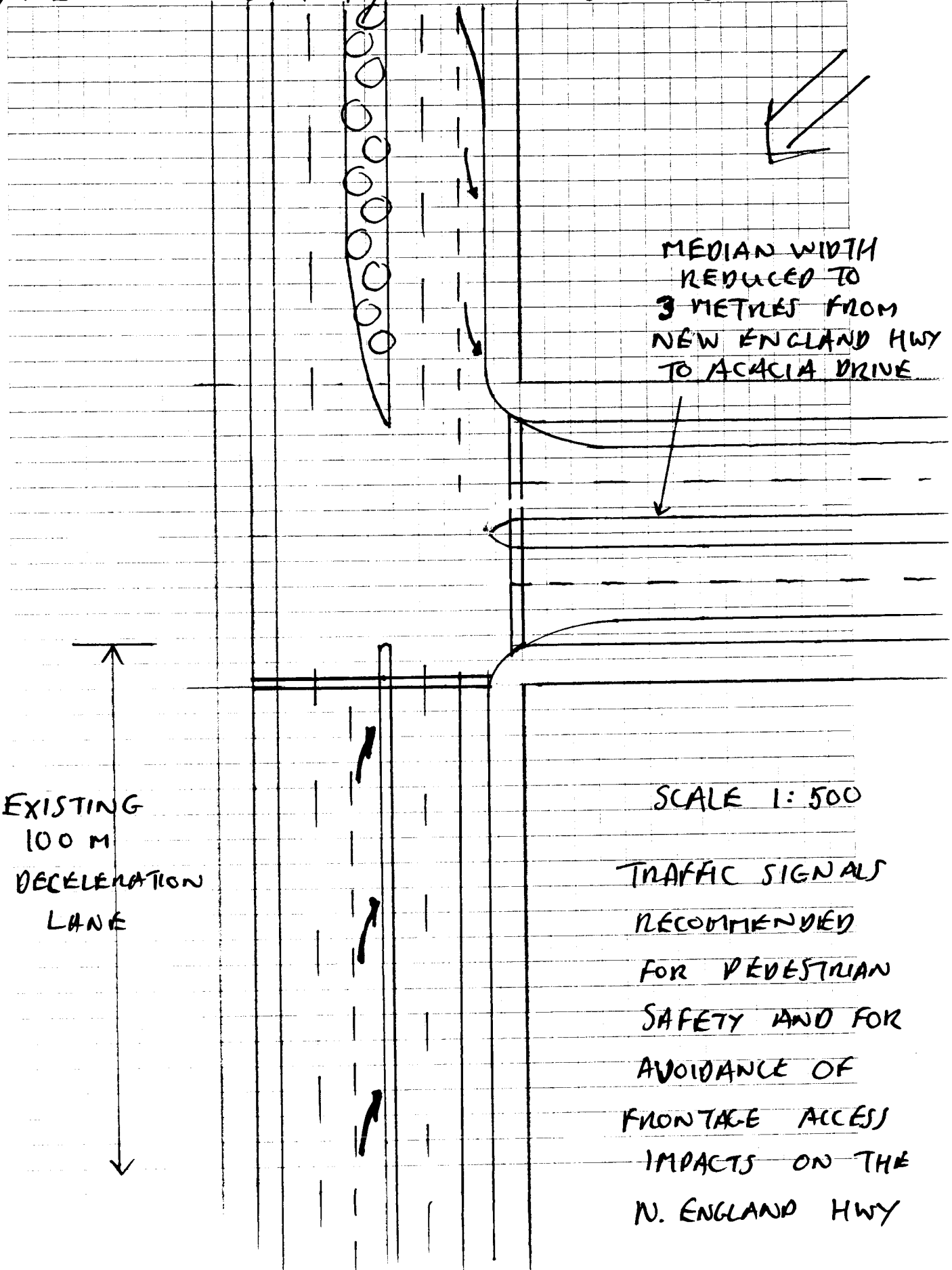
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CALCULATION

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③ NEW ENGLAND HWY / RUTHERFORD ROAD

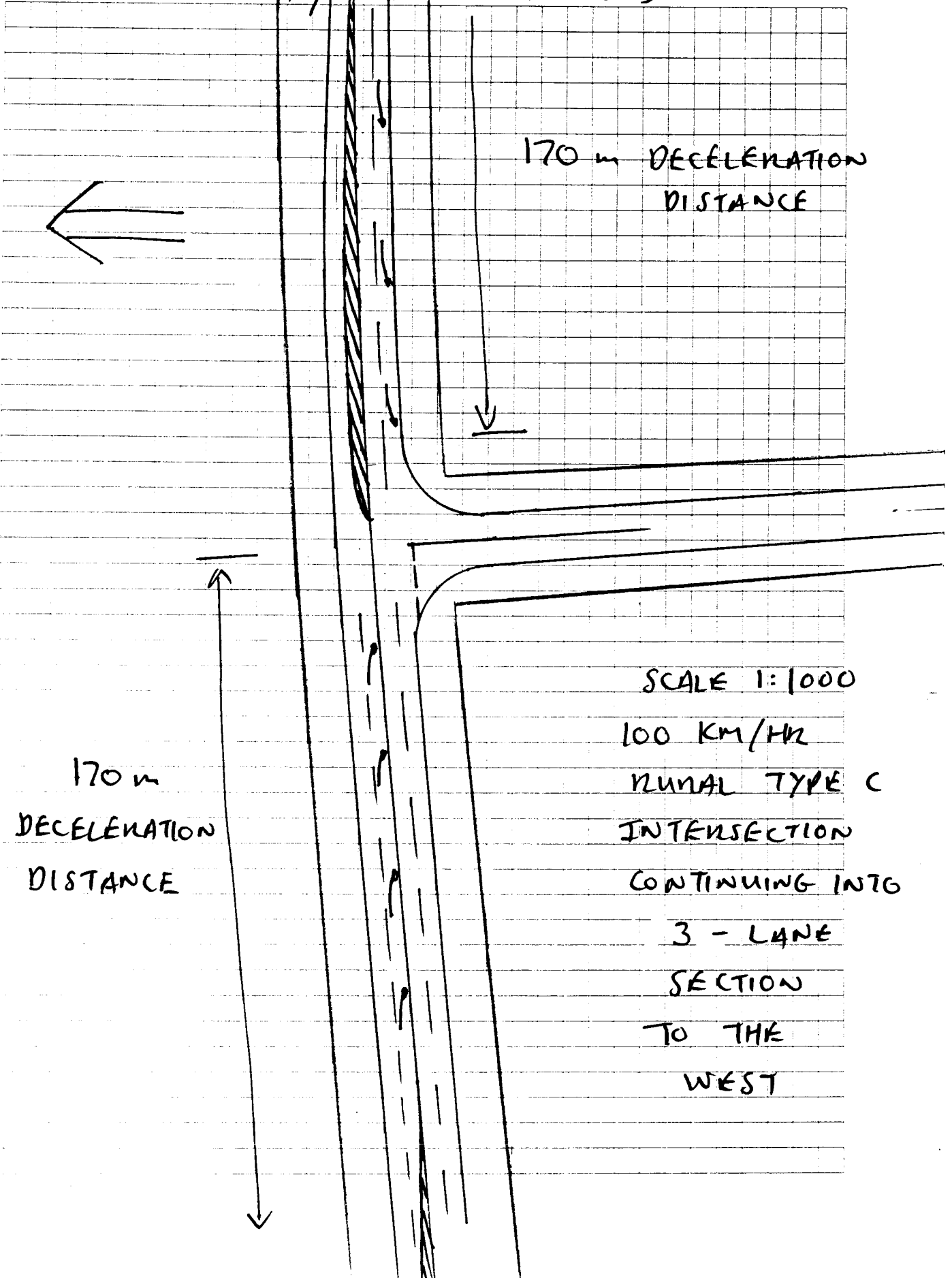


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ERM
 4) CALCULATION

NEW ENGLAND HWY / BLOODWOOD ROAD



SCALE 1:1000
 100 KM/HR
 RURAL TYPE C
 INTERSECTION
 CONTINUING INTO
 3-LANE
 SECTION
 TO THE
 WEST

170 m
 DECELERATION
 DISTANCE

170 m DECELERATION
 DISTANCE



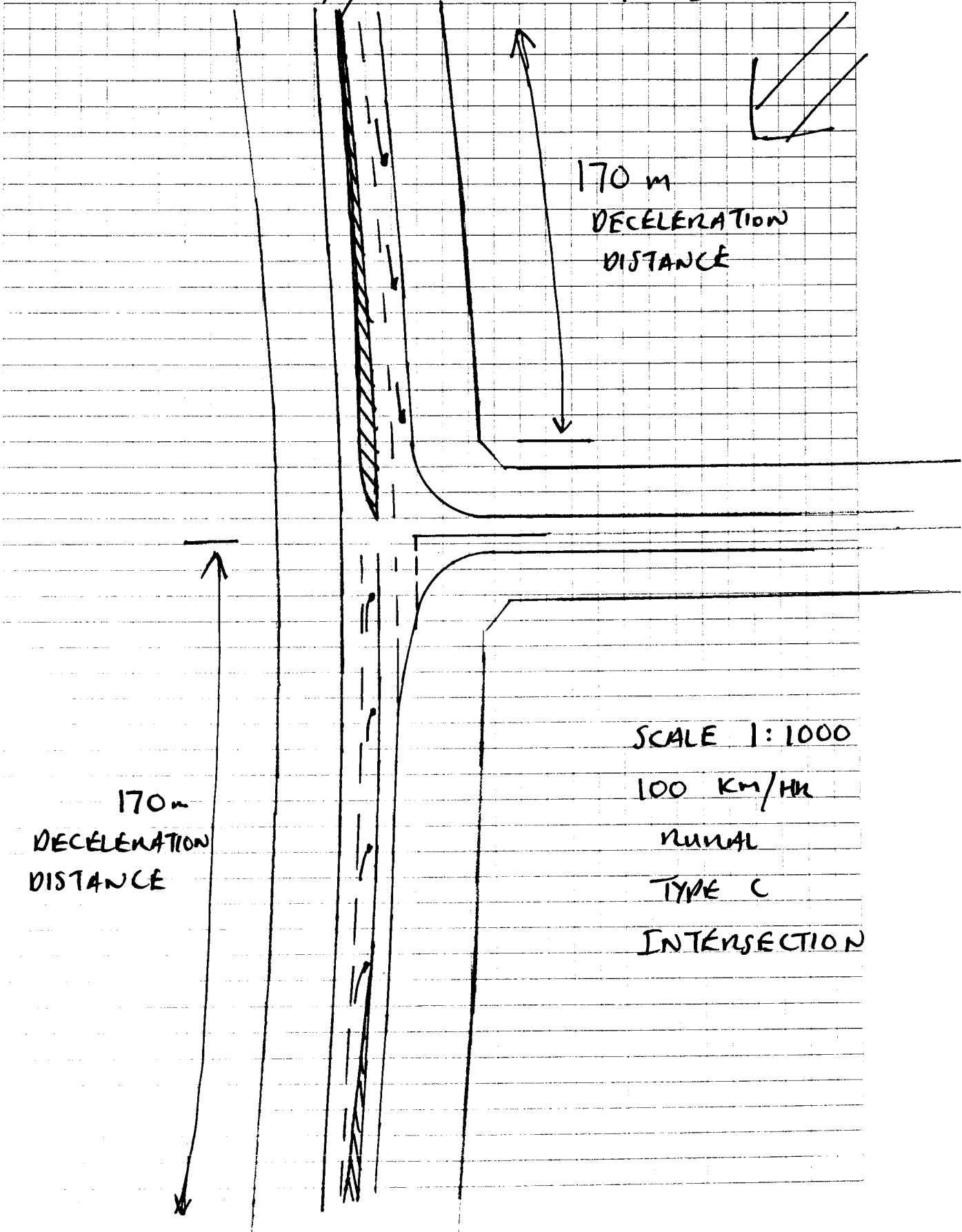
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5
CALCULATION

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NEW ENGLAND HWY / RAMROD CREEK RD



170 m
DECELERATION
DISTANCE

170 m
DECELERATION
DISTANCE

SCALE 1:1000

100 KM/HR

RURAL

TYPE C

INTERSECTION

Project Name:

Reference No:

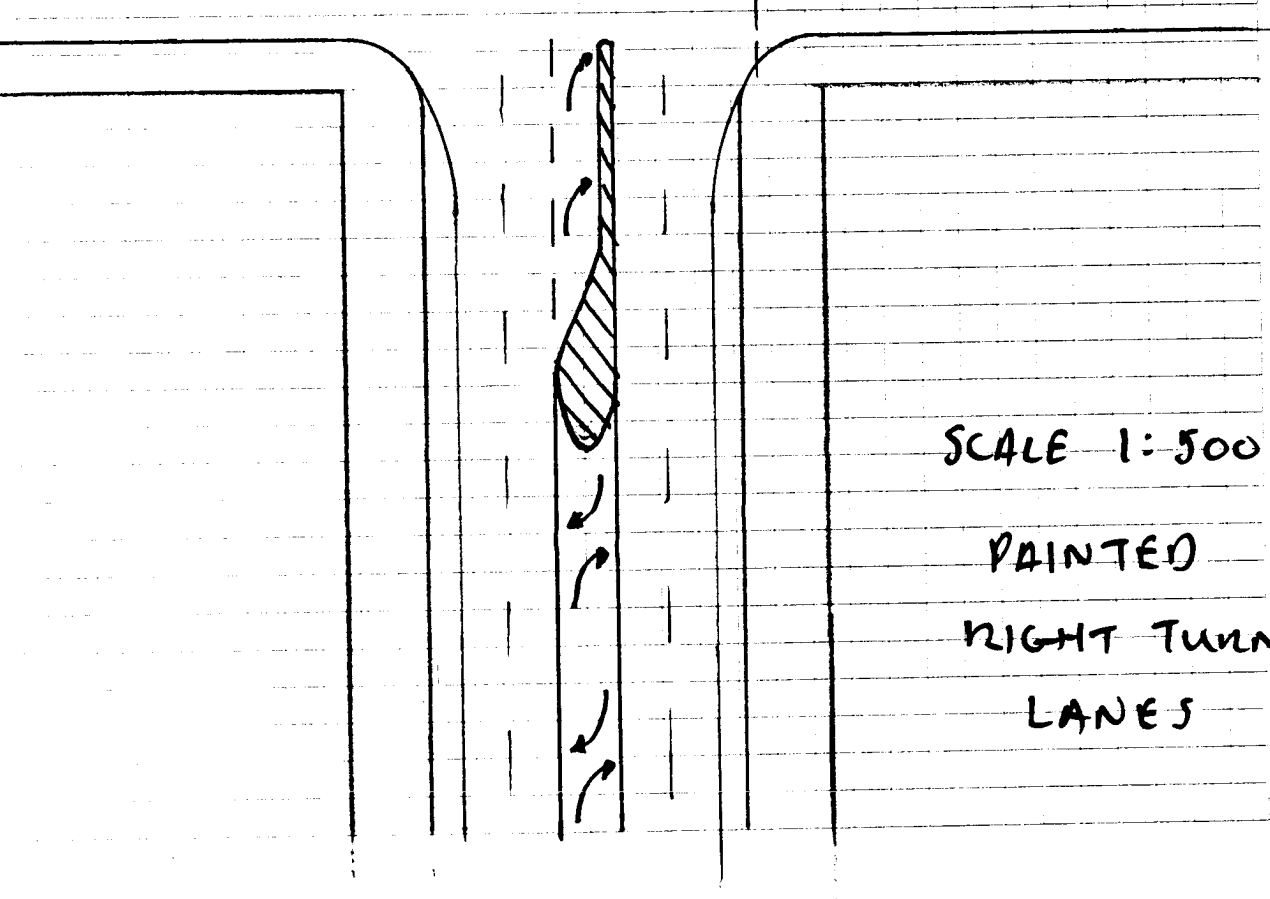
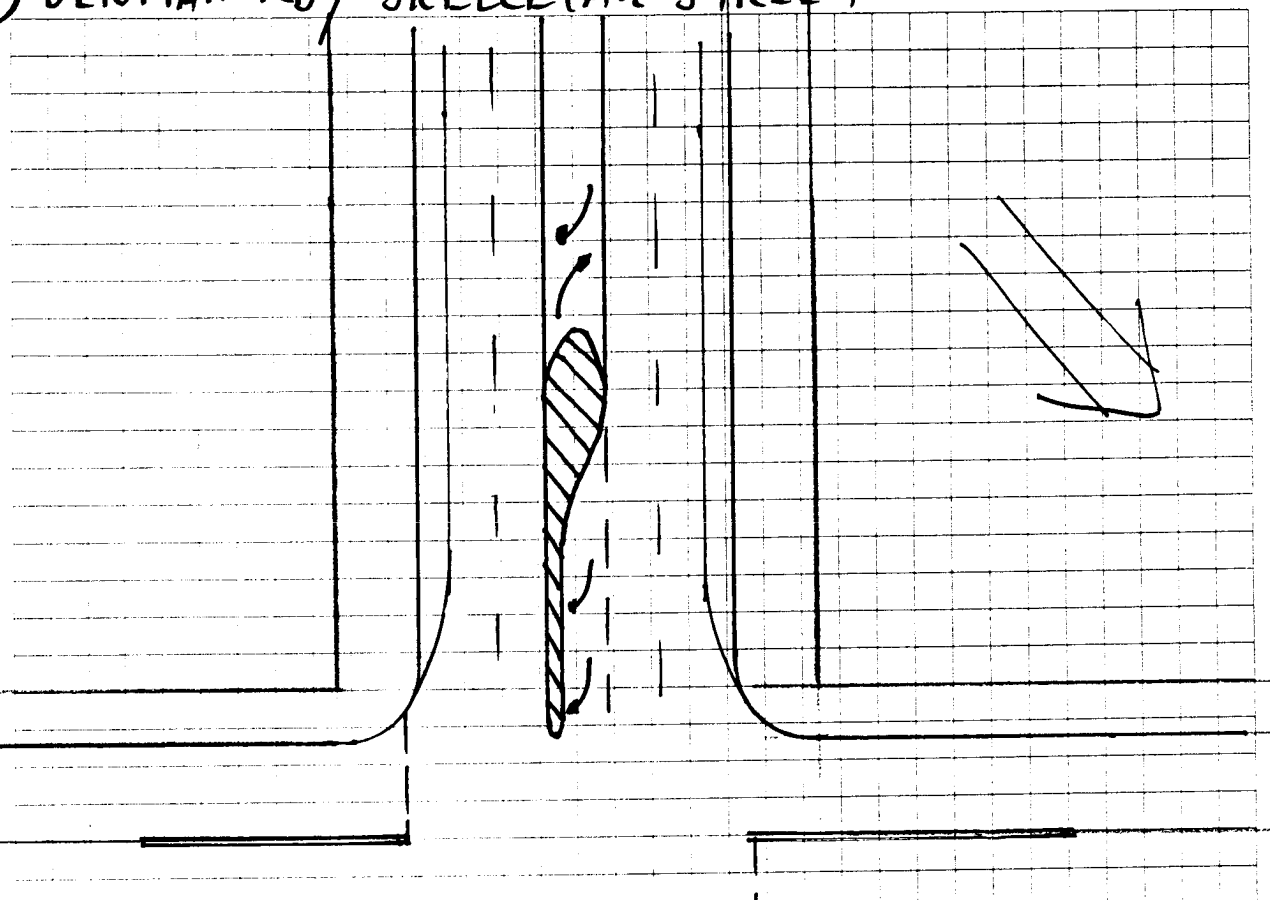
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6 DENMAN RD / MITCHELL STREET
& 7 DENMAN RD / SKELLETAN STREET

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SCALE 1:500

PAINTED

RIGHT TURN

LANES



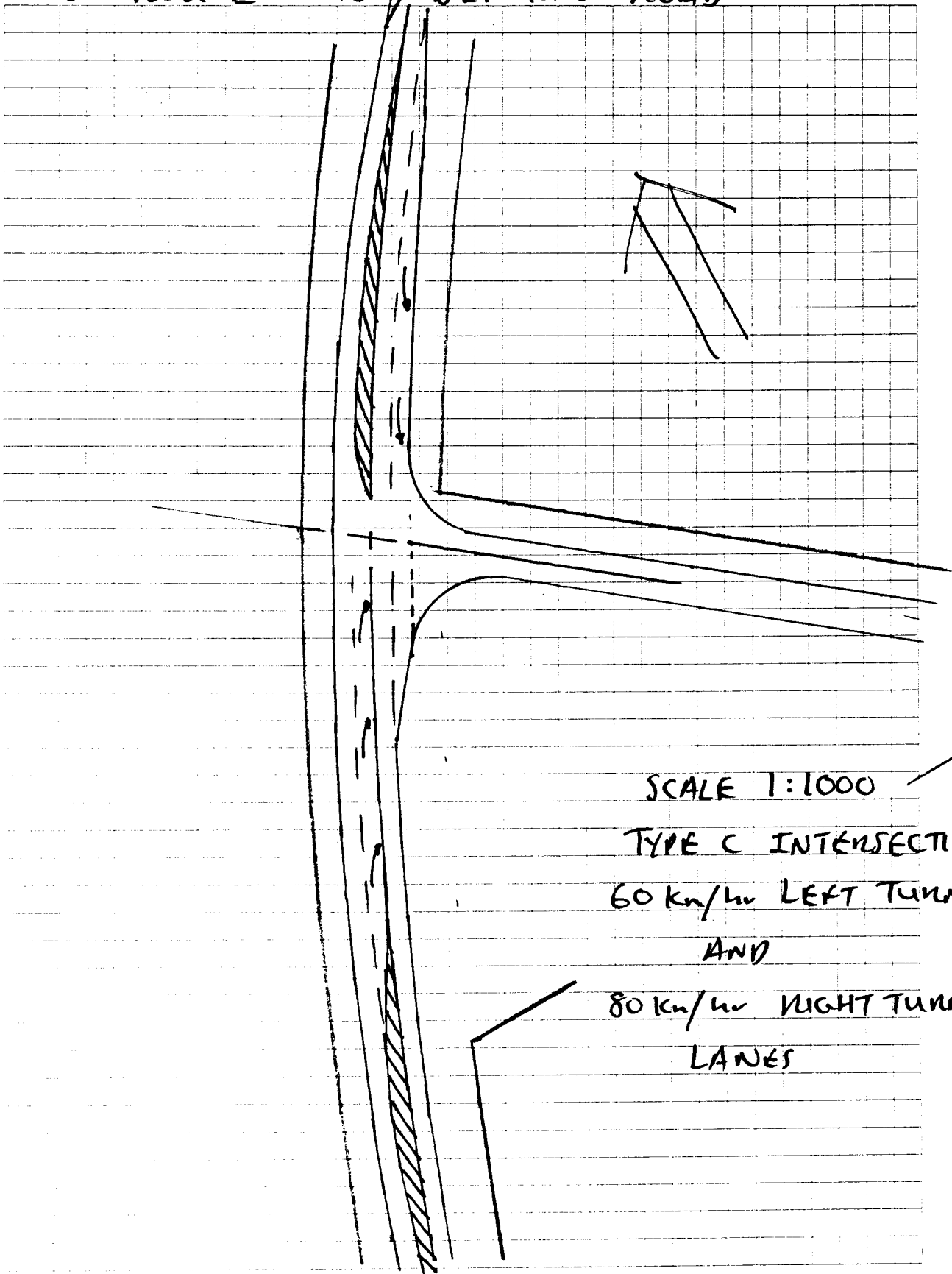
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8) CALCULATION

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STOCK ROUTE ROAD / DENMAN ROAD



SCALE 1:1000

TYPE C INTERSECTION

60 km/hr LEFT TURN

AND

80 km/hr RIGHT TURN

LANES

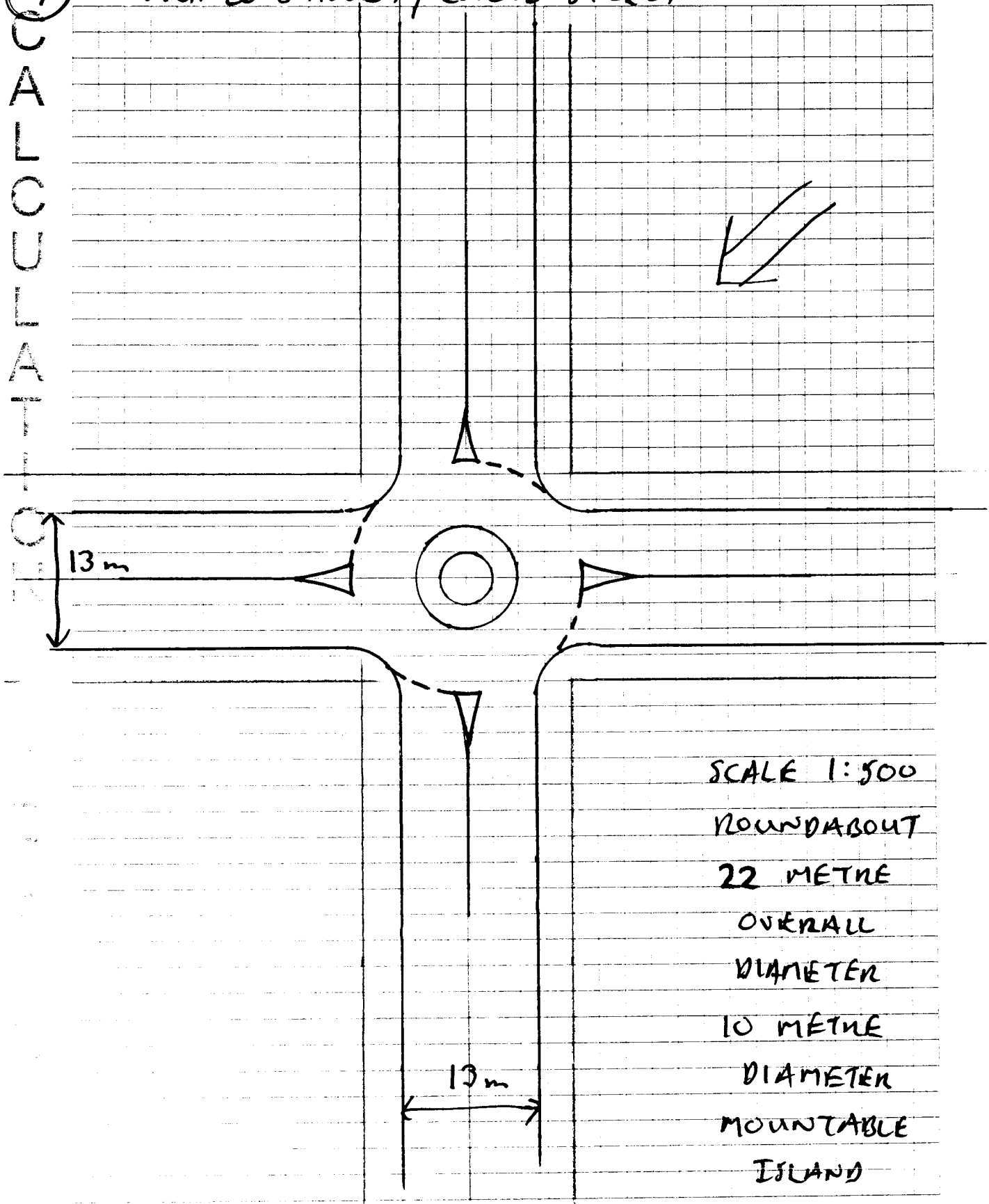
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⑨
CALCULATOR

MITCHELL STREET / LONNE STREET



SCALE 1:500
ROUNDABOUT
22 METRE
OVERALL
DIAMETER
10 METRE
DIAMETER
MOUNTABLE
ISLAND



ERM

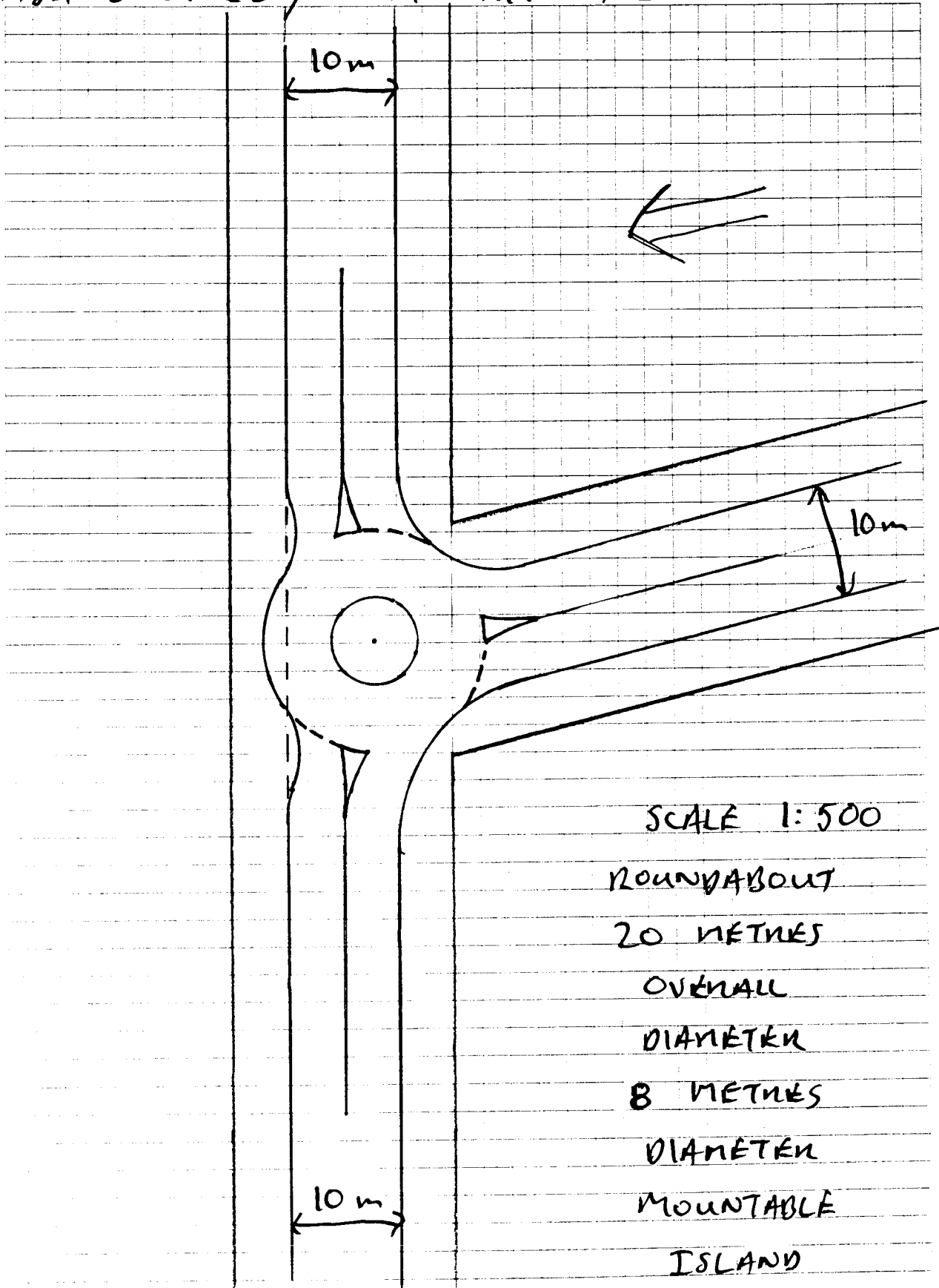
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ADAMS STREET / NUTH WHITE AVE





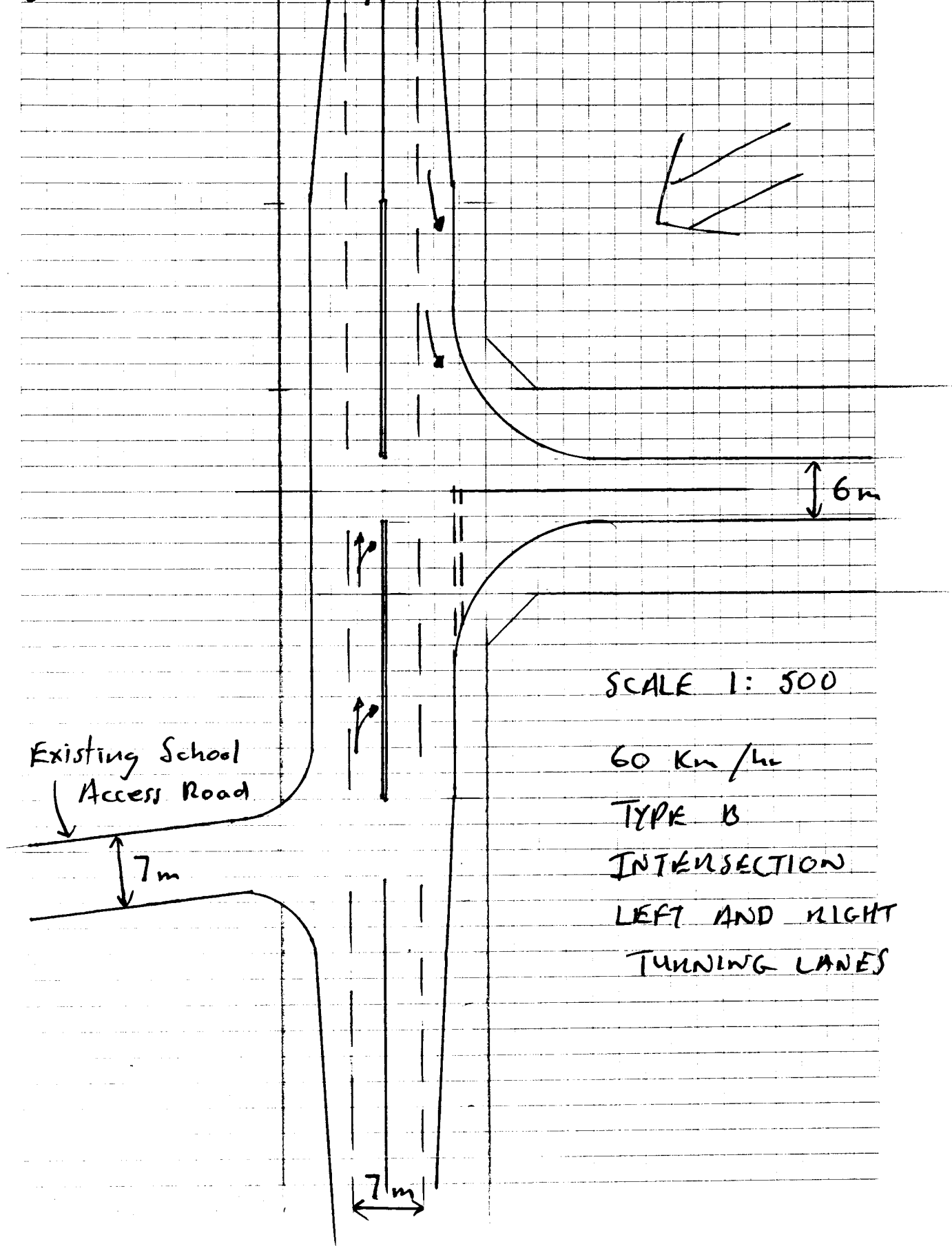
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RACECOURSE ROAD

II) CALCULATION

STOCK ROUTE ROAD / RAHMOOD CREEK



SCALE 1: 500

60 Km/hr

TYPE B

INTERSECTION

LEFT AND RIGHT

TURNING LANES

Existing School Access Road

7m

6m

7m



ERM

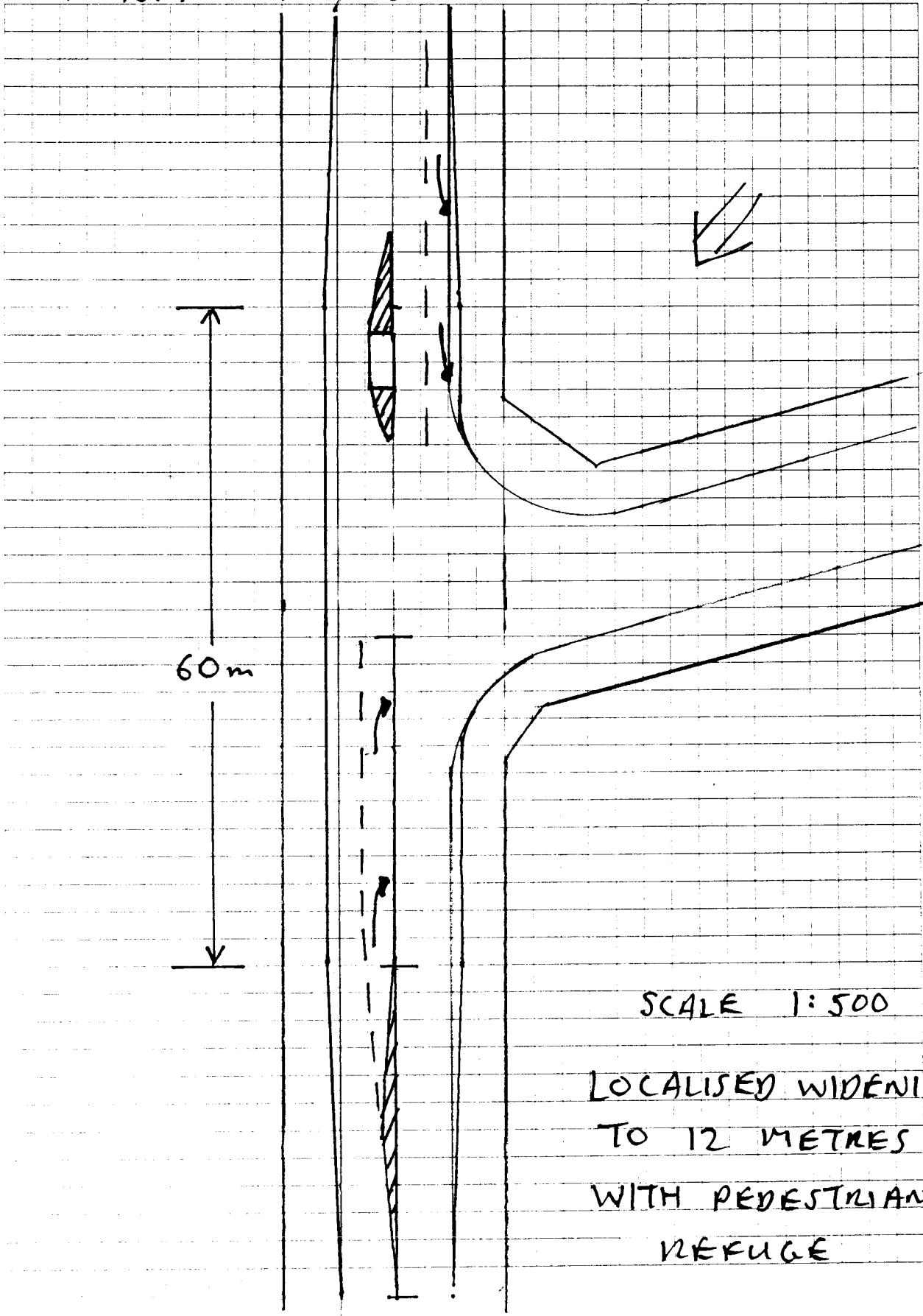
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ACACIA DRIVE / BEECH STREET



SCALE 1:500

LOCALISED WIDENING
TO 12 METRES
WITH PEDESTRIAN
REFUGE



ERM

(13)

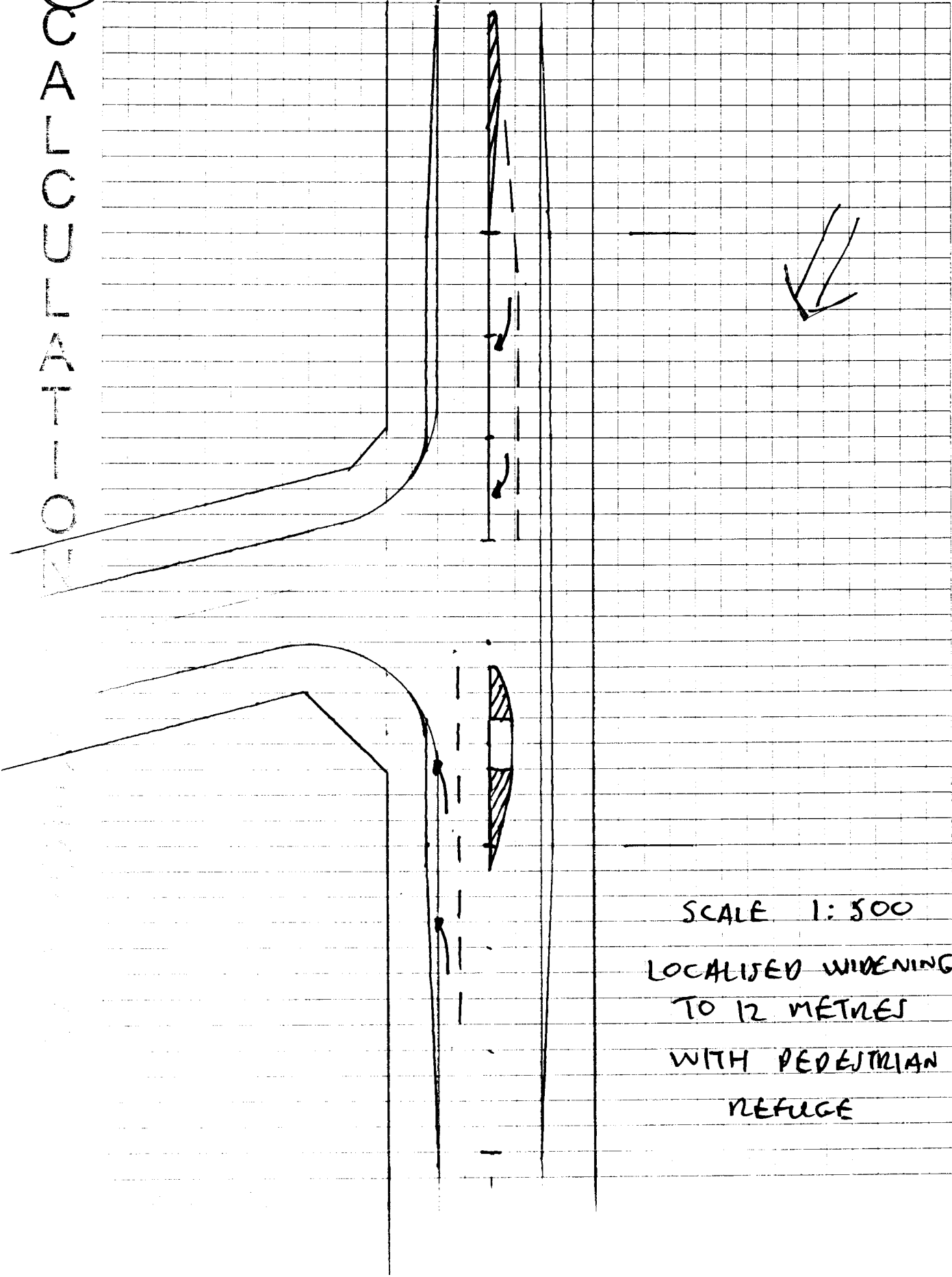
NOTIFICATION

Project Name:	
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ACACIA DRIVE / BLOODWOOD ROAD



SCALE 1:500

LOCALISED WIDENING
TO 12 METRES
WITH PEDESTRIAN
REFUGE



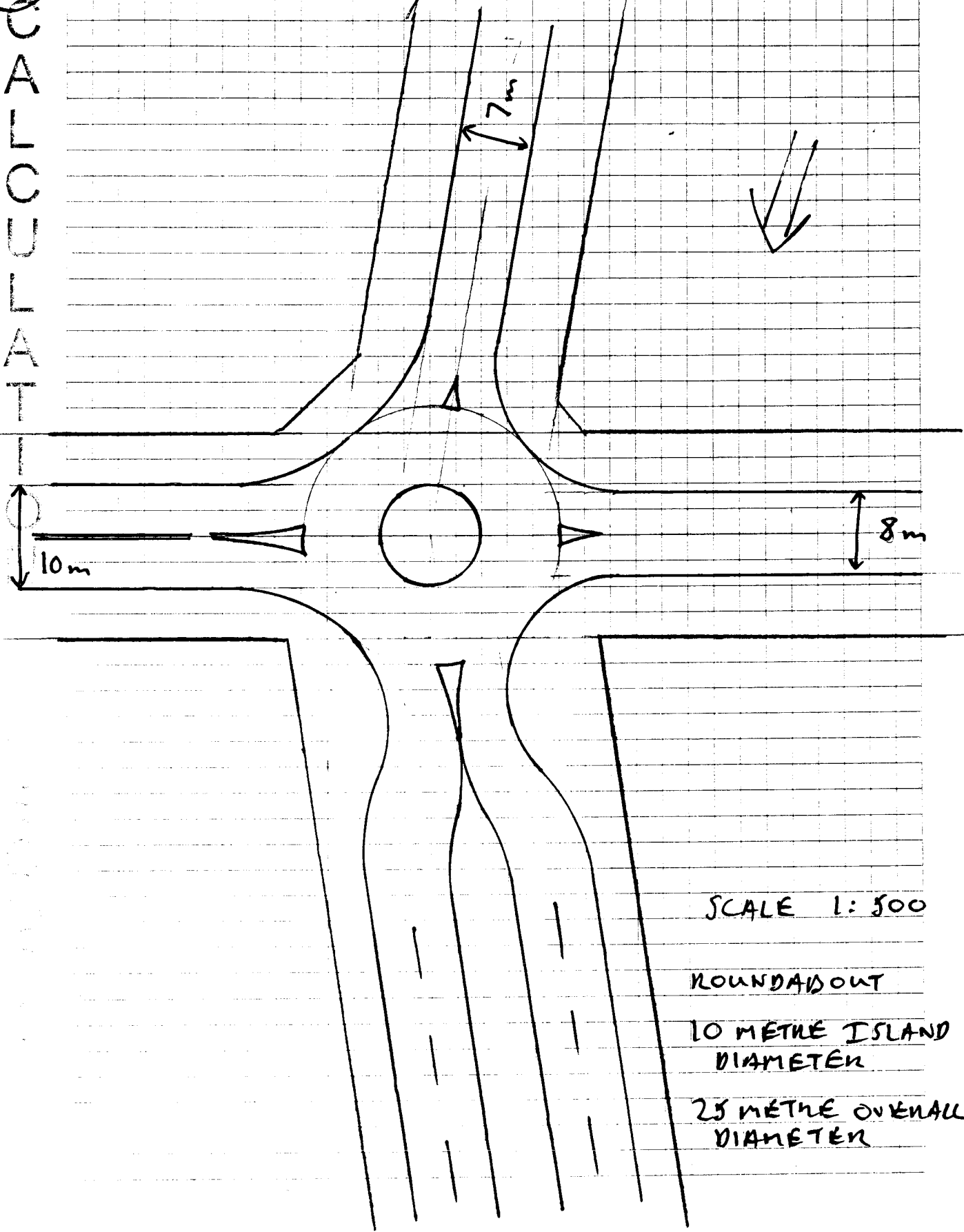
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BIMBADEEN DRIVE / BLOODWOOD ROAD

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SCALE 1:500
 ROUNDABOUT
 10 METRE ISLAND
 DIAMETER
 25 METRE OVERALL
 DIAMETER



ERM

15

CALCULATION

Project Name:

Reference No:

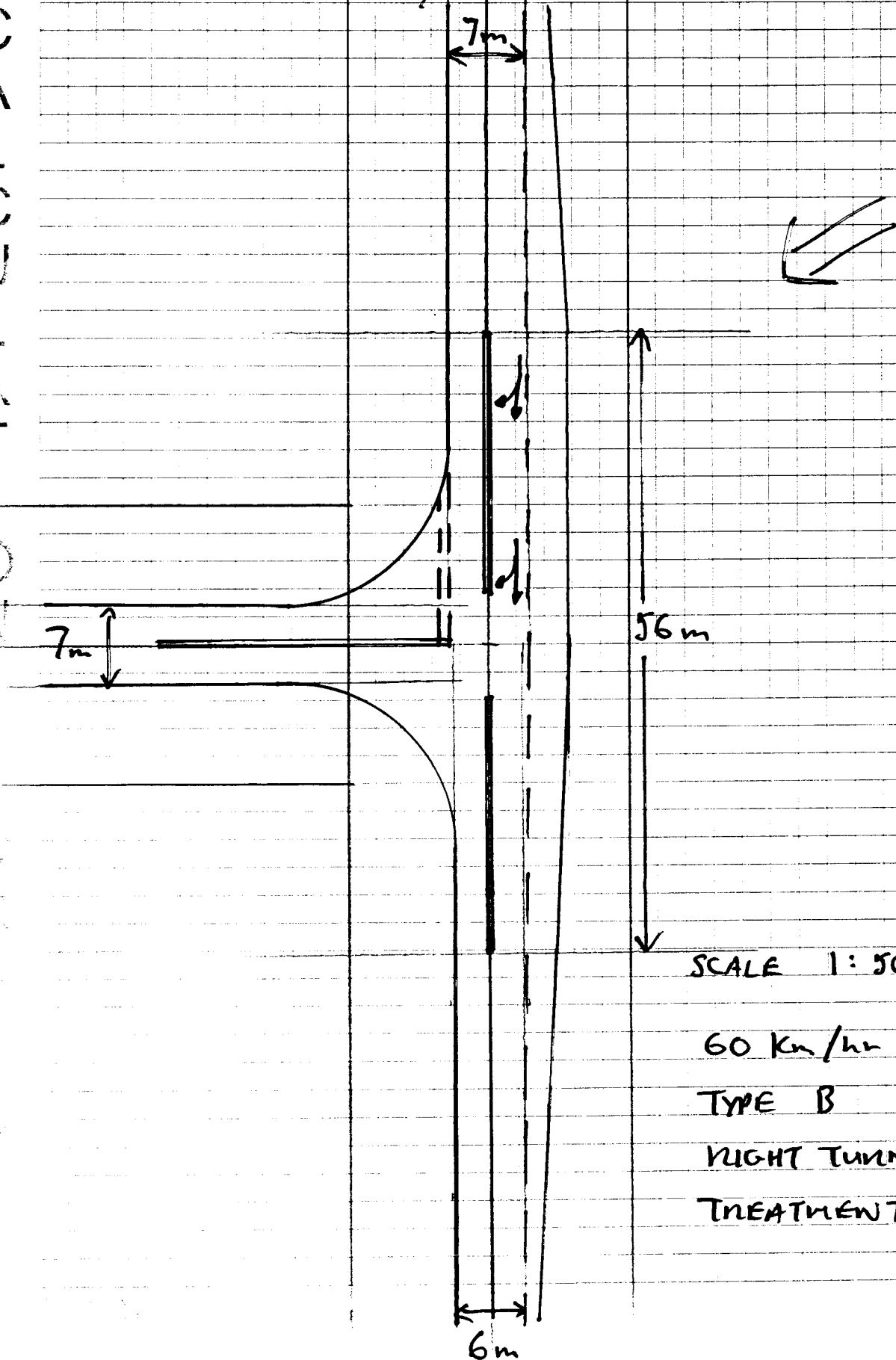
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RAMROD CREEK DR / HUGHES RD



SCALE 1:500

60 Km/hr

TYPE B

RIGHT TURN

TREATMENT



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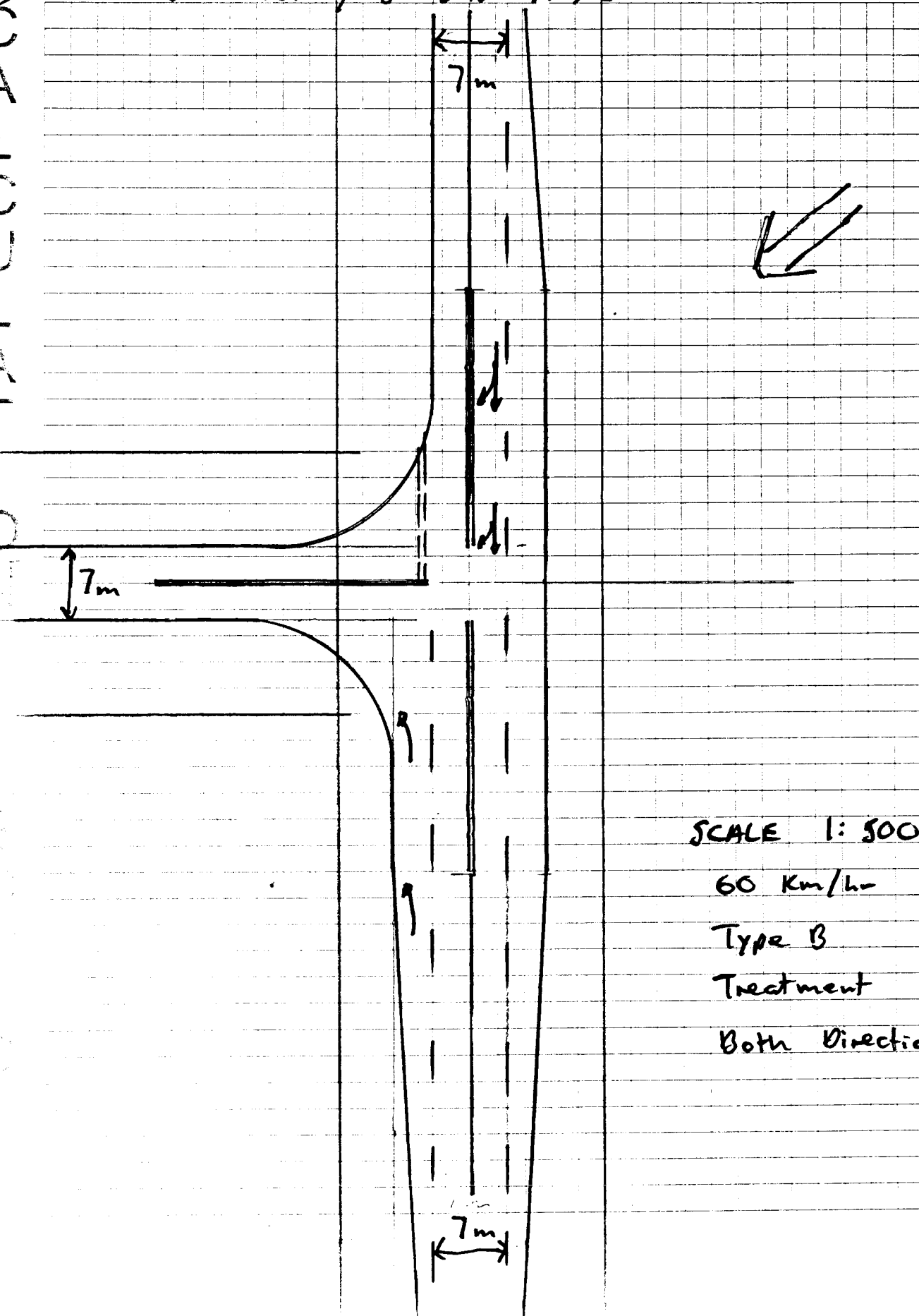
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NAMROO CREEK / BIMBADEEN DR

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SCALE 1: 500
 60 Km/hr
 Type B
 Treatment
 Both Directions



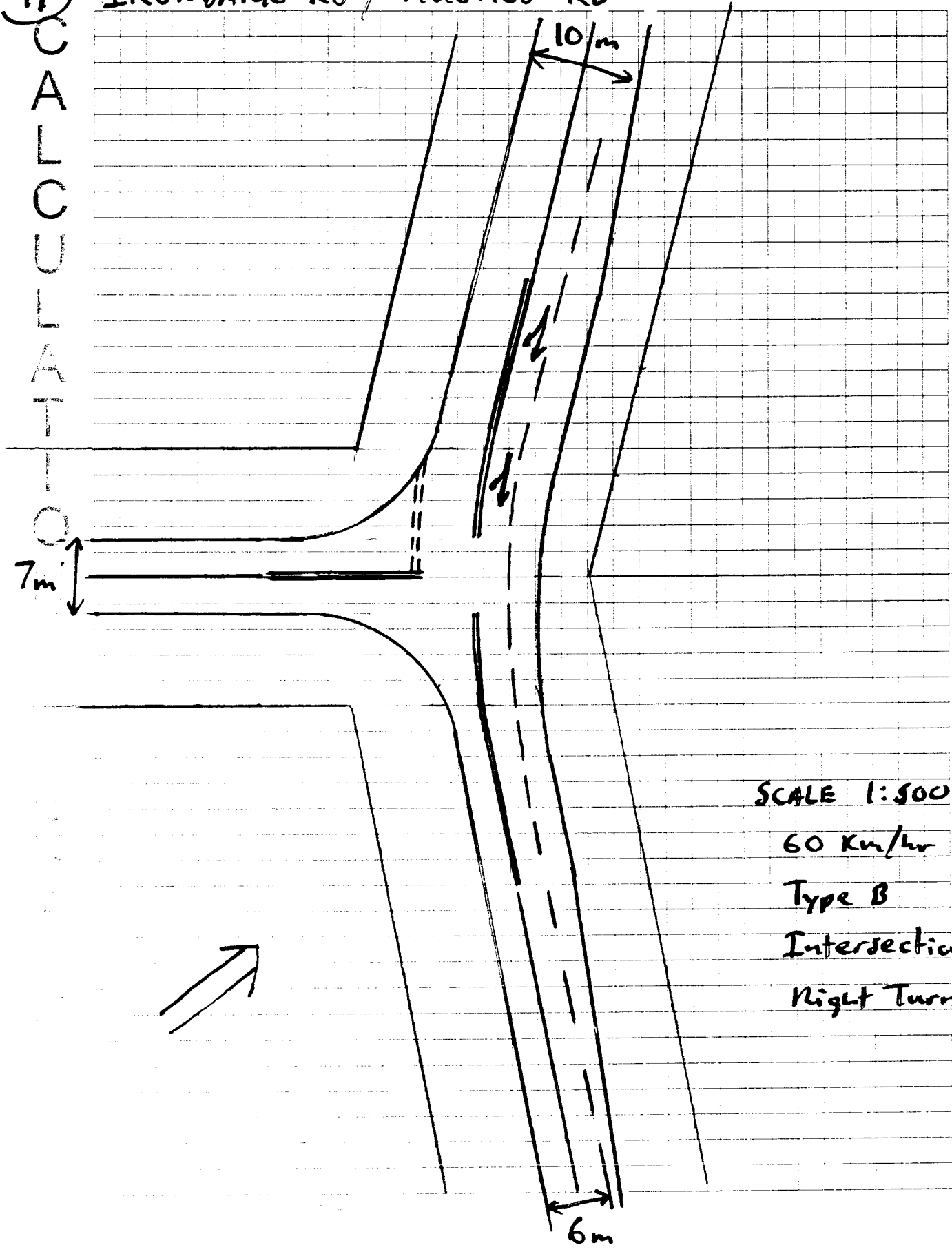
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17 IRONBANK RD / HUGHES RD

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SCALE 1:500
60 km/hr
Type B
Intersection
Right Turn



ERM

Project Name:

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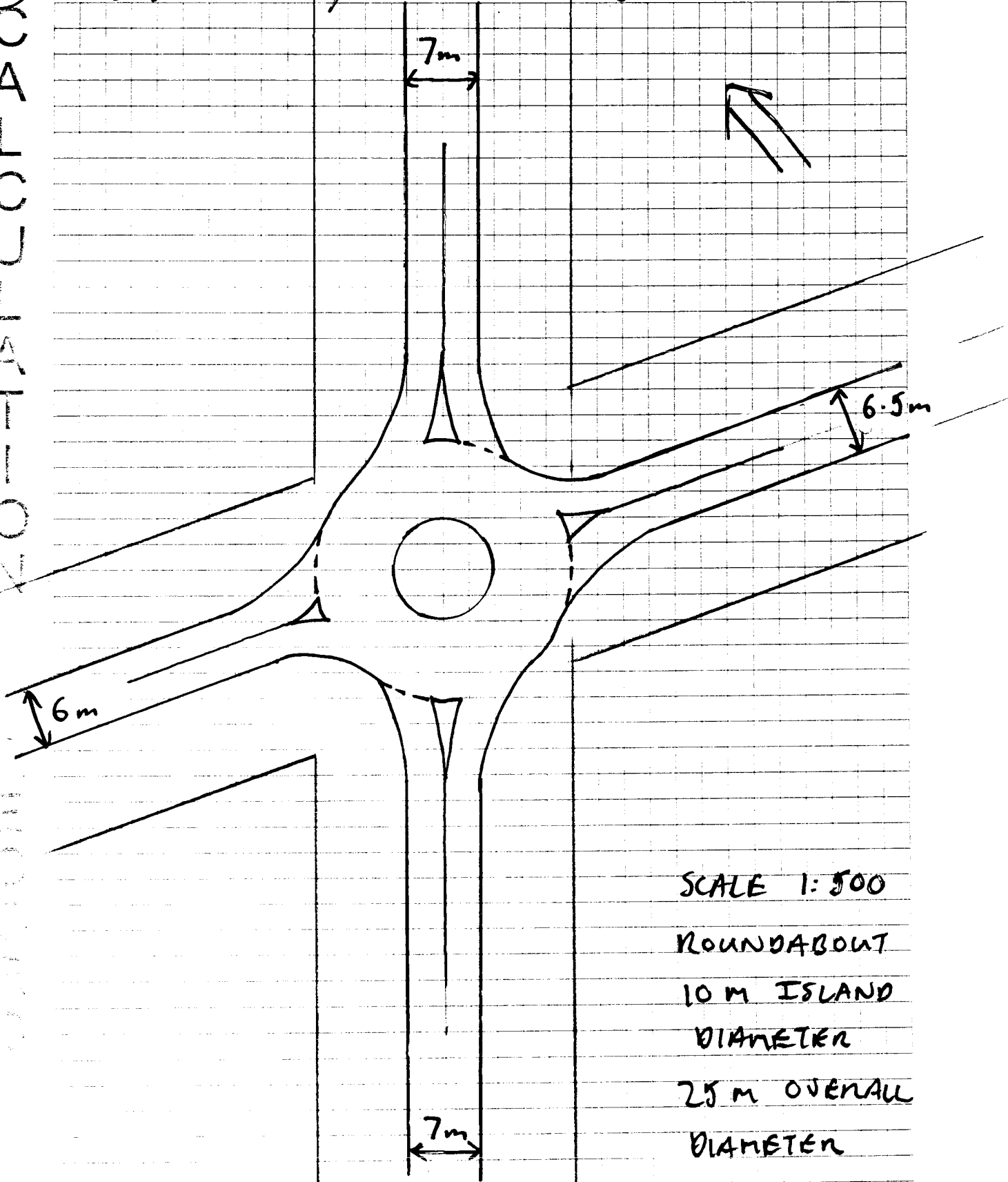
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18) BINDADEEN DRIVE / IRONBANK ROAD

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SCALE 1:500

ROUNDBABOUT

10 M ISLAND

DIAMETER

25 M OVERALL

DIAMETER



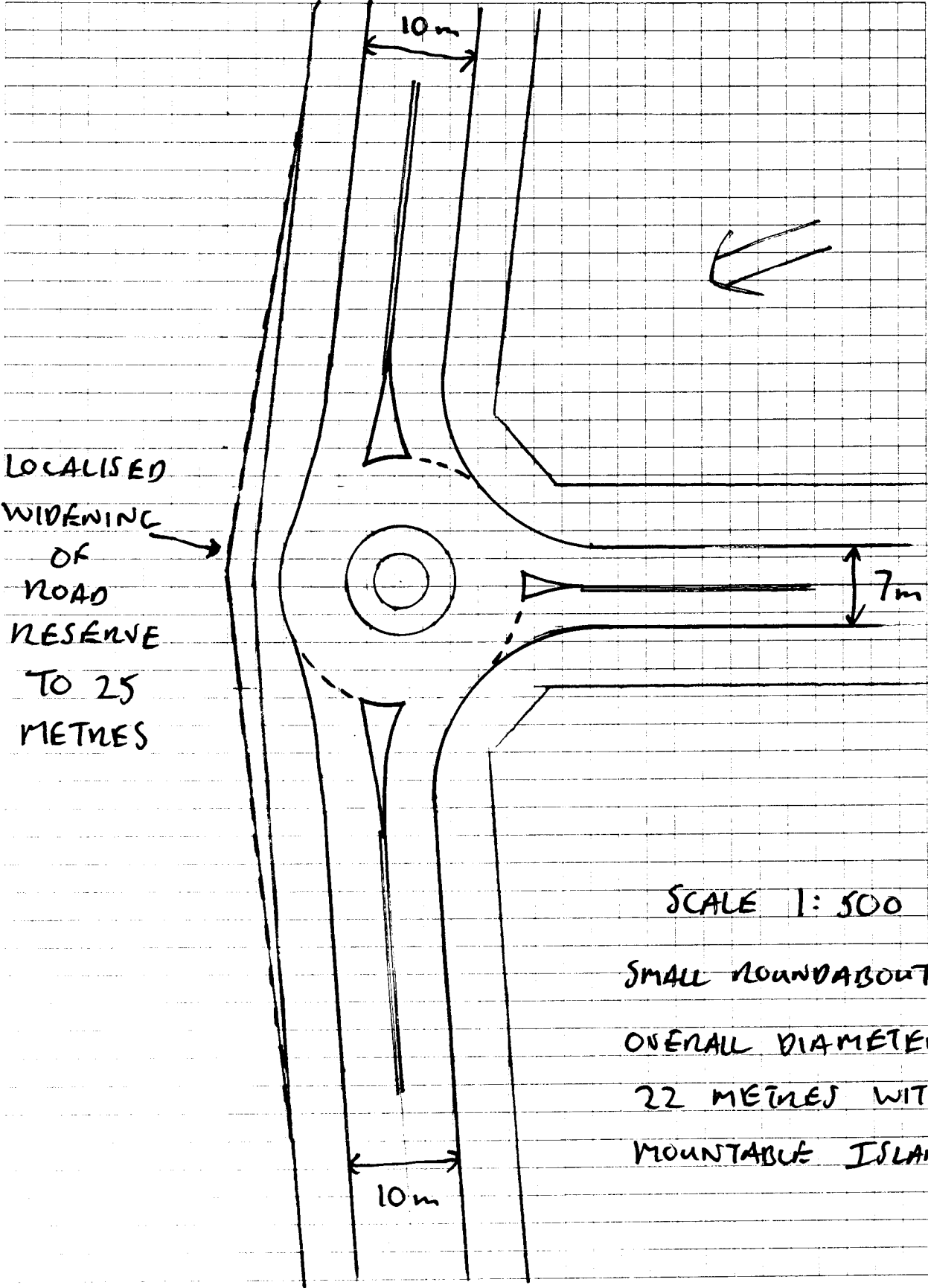
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19) CALCULATION

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BLOODWOOD ROAD / HARWOOD ROAD



SCALE 1: 500

SMALL ROUNDABOUT
 OVERALL DIAMETER
 22 METRES WITH
 MOUNTABLE ISLAND



ERM

20

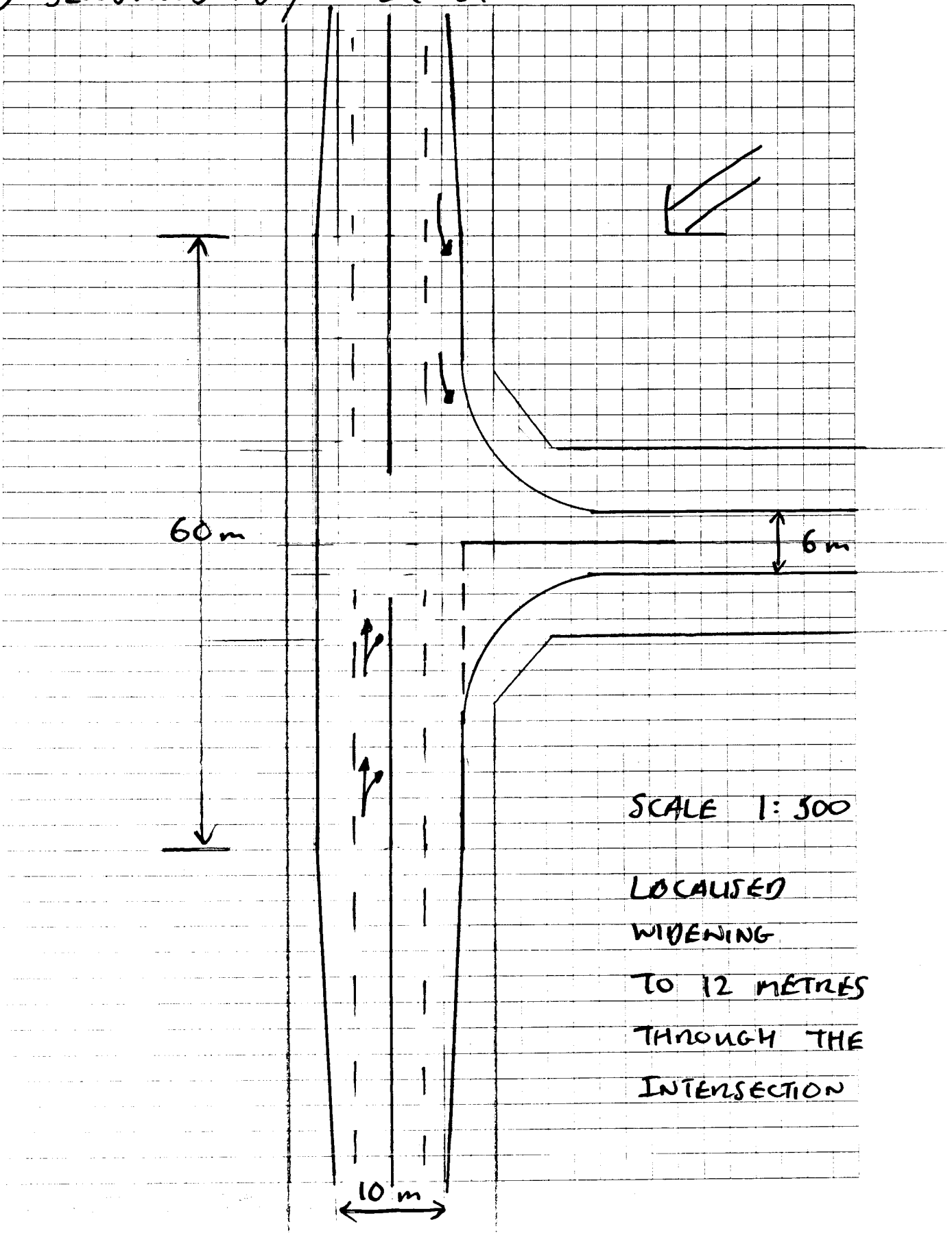
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BLOODWOOD RD / ROSEN ST



SCALE 1: 500

LOCALISED
WIDENING
TO 12 METRES
THROUGH THE
INTERSECTION

Appendix F

RTA CORRESPONDANCE

File: 305.5375/2000;1
Contact: Greg Gola
Tel: (02) 4924 0332
Fax: (02) 4924 0342
Email: greg_gola@rta.nsw.gov.au



www.rta.nsw.gov.au

The General Manager
Muswellbrook Shire Council
PO Box 122
MUSWELLBROOK NSW 2333

Attention: Bruce McFarlane

DRAFT SOUTH MUSWELLBROOK TRAFFIC STUDY

Hunter Region
59 Darby Street
(Locked Bag 30)
Newcastle NSW 2300
Telephone (02) 4924 0240
DX 7813 Newcastle

Dear Sir

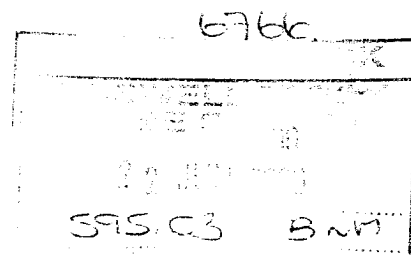
I refer to the abovementioned study referred to the RTA by the Muswellbrook Local Traffic Committee for comment.

The road network proposed for the future residential development of South Muswellbrook is supported in principle, however connections to the New England Highway should be limited to a minimum number of junctions to maintain the safe and efficient operation of the New England Highway. To this end, the RTA would support connecting the proposed road between Denman Road-New England Highway (referred to in the Study as Ramrod Creek Road) into Pamger Drive to utilise that recently upgraded intersection and make use of available traffic capacity of the existing asset. The RTA would not favour additional junctions on New England Highway south of the proposed Muswellbrook Bypass.

Proposed road improvements on New England Highway and Denman Road are subject to RTA review to determine appropriateness of treatment and location.

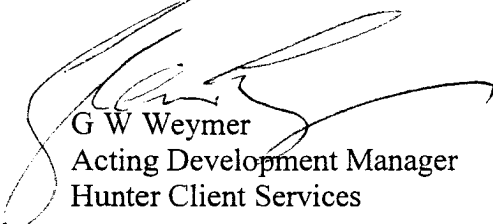
It is noted that the development scenario adopted in the report does not include the Muswellbrook Bypass. This project has been identified in the State Government's Action for Transport 2010. The Federal Government has allocated funds for this project and project planning is currently in progress. The study would need to be reviewed if significant changes in the road network occur.

Accurate costing of works is essential in order to ensure that sufficient funds are collected from developers. RTA funding cannot be expected for road projects proposed by Council on the State Road network unless contained in the RTA work program.



Should you wish to discuss this matter further, please contact Greg Gola, Land Use Planner on 4924 0332.

Yours faithfully



G W Weymer
Acting Development Manager
Hunter Client Services

21 JUN 2000