Jemena Northern Gas Pipeline Pty Ltd

Northern Gas Pipeline

Draft Environmental Impact Statement

APPENDIX E – TRAFFIC MANAGEMENT PLAN (CONSTRUCTION)

Public

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Jemena Northern Gas Pipeline Pty Ltd
ABN 12 607 728 790
Level 16, 567 Collins Street
Melbourne VIC 3000

Postal Address

PO Box 16182
Melbourne VIC 3000
Ph: (03) 9713 7000
Fax: (03) 9173 7516

McConnell Dowell Constructors (Aust) Pty Ltd
MCD Management System
ABN No. **71 002 929 017**

TRAFFIC MANAGEMENT PLAN (TMP)

MMS No: 300-PA-HSE-002

Client: Jemena Northern Gas Pipeline Pty Ltd

Project: NGP - NORTHERN GAS PIPELINE

Location: Tennant Creek to Mt Isa

Project No: 1717

Revision History

Rev	Date	Details	Author	Reviewer	Approver
A	21/04/2016	NT EIS Issue for review	H.Nguyen	L.Richards	A.Wildner
B	14/06/2016	NT EIS Issue	H.Nguyen	L.Richards	A.Wildner
C	3/08/2016	NT EIS Issue	K Unternahrer	L Richards	A Wildner

TABLE OF CONTENTS

1.0 INTRODUCTION

1.2 PURPOSE

The purpose of this document is to describe traffic and transport considerations in relating to construction of the NGP pipeline. MCD is responsible for the safe and orderly passage of

vehicular and pedestrian traffic on roads controlled by the Department of Transport and Main Roads(QLD), Department of Transport (NT) and local Government through and around the site of work at all times from the commencement of works at particular site until Practical Completion of the Project. This Traffic Management Plan (TMP) applies to all construction activities on the RoW, public roads and private accesses and to the access to and egress from public roads and private accesses by project vehicles, including camps and stockpiles sites. This TMP is to be read in conjunction with the Project Logistic Management Plan (300-PA-PM-002).

1.3 OBJECTIVE

This Traffic Management Plan will provide the mechanism and procedures that will be implemented by which MCD and its Subcontractors will comply with its responsibility towards traffic and pedestrians in performing their responsibilities in relation to the Project. Development of this TMP included consideration of road use, traffic volumes and safety mitigation measures for the following:

- Transportation of line pipe, bends, valves and other pipeline and associated facilities construction materials;
- Construction, operation and decommissioning of temporary worker's camps and pipe stockpiles;
- Movement of construction vehicles and equipment (including mobilisation and de-mobilisation);
- Transport of water, fuel, gravel and other consumables;
- Transport of Project Personnel; and
- Construction activities within public road corridors.

1.4 LOCALITY DESCRIPTION

The NGP pipeline is an approximately 623km DN300 gas transmission pipeline and associated facilities running from a connection at Phillip Creek Compressor Station west of Tennant Creek in the Northern Territory to a connection at the Carpentaria Pipeline near Mt Isa in Queensland.

The Barkly Highway provides the main arterial route for accessing the construction Right of Way (RoW). Access to the RoW will be generally at 25-30km spacing's off the Barkly Highway. These accesses will be either State or Local roads, or private access tracks. A map of the roads linking to the RoW will be used during the execution of this project are attached in **Appendix B**. This map series also details access tracks to be utilised to access the RoW from public roads. Access track use will be subject to required landholder approvals and conditions.

1.5 TRAFFIC MANAGEMENT PLAN

The Traffic Management Plan has been developed to meet the requirements of the following documents:

Document Number	Title
300-PA-HSE-001	Construction Health Safety Security Management Plan (CHS)
300-PA-QA-001	Contractor Quality Management Plan (QMP)
300-PA-PM-002	Logistic Management Plan
300-PA-PL-001	MCD Construction Management Plan (PMP)
300-PA-EV-001	Construction Environmental Management Plan (CEMP)
NEGI-SP-CN-001	Specification for Pipeline Construction
AS 1742.3-2009	MUTCD – Manual Uniform of Traffic Control Devices-Traffic control for works on roads
	Transport Infrastructure Act 1994 (Qld)
	DTIR – Traffic Management for Construction or Maintenance Work on Roadsides Code of Practice 2008
	Transport Operations/Road Use Management Act 1995
	NT Transport Legislation (Road Safety) Amendment Act 2007
	Heavy Vehicle National Law Act 2012 (including HVNL Regulations)
	AS1742.1:2014 Manual of uniform traffic control devices-General introduction and index of signs

This TMP will be reviewed prior to the commencement of construction and at 6 monthly intervals thereafter. This plan will also be reviewed after any serious accident or near miss, any substantiated complaint from a member of the public or landholder with respect to delays or traffic management issues arising from project activities.

2.0 DEFINITIONS

TMP Traffic Management Plan

RoW	Right of Way
TGS	Traffic Guidance Schemes
DoT	Department of Transport (NT)
DTMR	Department of Transport and Main Roads (QLD)
HVNL	Heavy Vehicle National Law
SWMS	Safe Work Method Statement
MCD	McConnell Dowell
MUTCD	Manual Uniform of Traffic Control Devices

3.0 RESPONSIBILITIES

Project Manager is to identify the need for Traffic Management / Road Safety Plans through risk assessment (using the Project HSE Risk Register) and where required, include them in the Project Construction Management Plan.

Construction Manager is required to ensure all works requiring traffic management are planned and that the responsibility chain is coordinated.

HSE Advisor is to ensure identified Traffic management requirements are implemented and periodically audited to check compliance with AS/NZS 1742 and/or any local statutory requirements.

Supervisors are to visually check the site daily to verify compliance to any Traffic Management requirements stipulated.

Traffic Control Subcontractors are required to be accredited in accordance with regulatory requirements and undertake all activities in accordance with MUTCD requirements.

Whenever the requirement for traffic management planning is identified and there is an interface with the general public, the following actions are required –

An independent and competent Traffic Management planning organisation is to be engaged to develop legally compliant traffic management plans for submission (where required) to the relevant local and statutory authority.

Where no traffic management planning organisation is available, a competent and qualified person from McConnell Dowell is to produce and authorise the traffic management plan for submission (where required) to the relevant local and statutory authority.

4.0 PROCESS DESCRIPTION

4.1 GENERAL

To ensure the minimization of disruption to road users (Public Roads), all traffic arrangements will be implemented in accordance with the Traffic Guidance Schemes (TGSs) for the respective sites.

The TGS's will be developed for each site where traffic control is required and works will comply with the traffic arrangements submitted to and approved by the relevant road Authorities. Road Authorities include:

Queensland

Department of Transport and Main Roads (DTMR)

Mt Isa City Council

Northern Territory

Department of Transport

Barkly Regional Council

4.2 CONSULTATION WITH ROAD AUTHORITIES

MCD will consult with the relevant road authorities during the planning phase on the following matters;

- Construction Program
- Transport Routes
- Required Approvals
- Road Maintenance
- School bus routes and community safety issues
- Constraints
- Other road issues impacting the project

The requirements of road authorities will be incorporated into this TMP.

4.2.1 Department of Transport (NT)

Roads impacted by project activities

Road	Crossing	Transport use
Warrego Road	yes-approx KP 20.8	yes
Stuart Highway	yes-approx KP 38.7	yes
Purrukuwurra Road	yes-approx. KP 210.3	yes
Astral Downs Road	yes-approx. KP429.5	yes
Barkly Highway	No	yes

4.2.2 Department of Transport and Main Roads (Qld)

Roads impacted by project activities

Road	Crossing	Transport use
Diamantina Development Road	yes-approx TBC	yes

Barkly Highway	No	yes

4.2.3 Mt Isa Regional Council

Roads impacted by project activities

Road	Crossing	Transport use
Border Stock Route Road	yes-approx. KP 455.9	yes
Camooweal-Urandandji Road	yes-approx. KP 501.8	yes
Old May Downs Road	No	yes

4.3 TRAFFIC GUIDANCE SCHEMES

Traffic Guidance Scheme (TGS) will be developed in accordance with MUTCD. TGS will detail signpost layout, traffic control devices and any temporary regulatory signs, or speed zones. The TGS's shall be developed in consultation with the relevant Road Authority, and if required, MCD will engage a Traffic Consultancy Company to develop the TGS and submit to relevant Authorities for approval. If traffic management arrangements are to be in place during the hours of darkness TGSs must make provisions for night works traffic control in accordance with MUTCD.

Each TGS shall include but not limited to the following:

- TGS No.
- Section Description
- Start Date
- Completion Date
- Figure Number Used to Develop TGS (From the MUTCD)
- Diagram detailing the Type and Location of all Traffic Control Devices

Approved operational TGSs will be inspected visually on a daily basis before the start of activities at a site, during works and at the end of each shift to ensure compliance with the approved scheme. Regular audits of all traffic management controls will be undertaken in accordance with **Appendix D Traffic Management Inspection Checklist.**

5.0 CONSTRUCTION TRAFFIC MANAGEMENT

5.1 GENERAL

Vehicle movements include but are not limited to light vehicles, pipe trucks, delivery or transport trucks and heavy machinery and for this reason the normal flow of traffic may be impacted during the construction phase. Public roads are to be used as main transport routes wherever possible.

The Barkly Highway provides the main arterial route for accessing the RoW. Access to the RoW will be generally at 25-30km spacing's off the Barkly Highway. These accesses will be either State or Local roads, or private access tracks. Where existing access tracks are limited new access tracks will be constructed. Each access track to the RoW will have a designated access name and sign posts installed at the entrance of the track to provide direction identification to the field crews and delivery transport providers.

TGSs will be developed and submitted to relevant road authority where traffic control is required for the following activities;

- Road intersections and access locations where required for heavy traffic ingress/egress
- Pipeline road crossing construction
- Where other works are required to be undertaken within the road corridor (geotec. survey etc)

TGSs will be developed in order to minimise impacts, inconvenience and time delays to the public. Notifications and regular updates will be provided to road authorities and the community to advise of project road use and impacted areas.

5.2 HOURS OF WORK & WORK CYCLES

The construction work and delivery hours will generally be limited to 12 hours per day. Work hours will be between 0600h and 1800h with ten (10) hours of work on the ROW and up to two (2) hours of travel. Work at pipe laydown areas and stringing of pipes along the ROW will be carried out during this 12-hour period.

Pipeline Construction personnel will generally work a 23/8 roster or other agreed project roster. Travel days are the first day of the rostered leave cycle returning to camp on the last day of the rostered leave cycle.

Some construction activities will be continuous during the cycle break and outside the normal 6am to 6pm working day. Works outside of daylight hours will be subject to a risk assessment and Project Manager's approval. Rosters to cover these activities will be planned accordingly. TGS developed will consider any planned night works in accordance with MUTCD requirements.

Construction deliveries will be co-ordinated with the expected working hours of workforces and with regard to any local time or Landowner/Stakeholder restrictions.

5.3 TRUCKS AND LIGHT VEHICLE MOVEMENTS

The volume of trucks, machinery and plant movements will fluctuate depending on the activities taking place on site at any given time and is still being determined through the detailed planning phase; however it is anticipated that on average there will be;

- An average of 11 single pipe trailers a day from the pipe laydown yard at Tennant Creek to the RoW with peak requirement approximately 15 single pipe trailers per day.
- Approximately 12 trailers per day to provide fuel, general consumables and potable water. This may be 12 meter trailers in a road train configuration.

- An average of 8 deliveries per day will be required for the construction of Mt Isa Compressor Station and 10 for the Phillips Creek Compressor Station. Average 12 buses (10-17 seats) per day will be utilised to transport personnel to and from camps to ROW and facilities locations. Buses will also be used be uses to transport personnel to and from airports at the end and start of cycle break.
- Average 120 light vehicles per day at peak to transport personnel around site.

Heavy vehicle traffic movements are detailed in **Appendix A Heavy Vehicle Road Use**.

5.4 WORKFORCE TRAFFIC

Project personnel will be accommodated in a temporary construction camps which will be strategically located along the pipeline route. Pending the activities happening at the time, it is anticipated that Interstate and State personnel will be flying in/out at either of the following major airports to/from State centers:

- Mt Isa Airport
- Tennant Creek Airport
- Alice Springs Airport

A combination of scheduled and charter flights will be arranged through an air charter operation company to be selected. Project personnel will be transported from the nearest airport to construction camps by bus or light vehicles and local personnel will be mobilized by bus from nominated pickup point to minimize the requirement for parking of private vehicles at camp sites.

The same transport method will be employed to and from camps to RoW. The estimated volume of personnel travelling to site each day will be dependent on the works activities. Construction personnel will be required arriving onsite by 6:30am. Typically project personnel will need to leave the camp by 6:00am. Once work is completed at the end of each day the workforce will be travelling back to camp between 5pm and 6pm. Access to the ROW shall only be via approved and agreed routes. All approved pipeline RoW accesses shall be clearly signposted.

Refer **Appendix C Access Tracks and RoW**.

5.5 SPEED LIMITS

MCD personnel and its Subcontractors shall obey local road rules and speed limits at all time during the delivery of this project. Where necessary speed limit signs for the purpose of the project shall be erected which all Personnel shall adhere to. Project Personnel shall comply with the following:

- Comply with speed limits on all public roads and drive to the conditions.
- Comply with project requirements on private access tracks and the ROW.
- Drive to the conditions at all times giving consideration to hazards and dust generated.
- Maintain visual contact with crews working on the ROW and pass at walking pace.

5.6 OVER-SIZE LOADS

MCD will utilise suitably experienced and licensed transport companies for all over-size load movements on public roads. The transport companies will be responsible for obtaining all necessary permits and routing for the delivery of the goods to site.

5.7 ROAD CLOSURES, TRAFFIC DIVERSIONS

Road closures and traffic diversions may be required at specific location where pipeline transverse across the road and open cut construction methodology is employed. TGS will be developed by a qualified Traffic Management Company or qualified MCD personnel and submitted to relevant road authorities for approval of each such location where applicable. Continuous access for the public will be provided during open cut road crossing pipeline construction via a local detour.

5.8 ROW TRAFFIC

Heavy and light vehicle interaction has been closely considered in development this TMP. Speed limits and other required traffic signs will be in placed as stipulated by the Safety Advisor/ or TGS. Due care must be taken when passing other crews working on the ROW, passing at walking pace only. Designated Radio channels will be allocated to crew members for their respective tasks and locations. Each light vehicle shall have VHF/UHF radio communications. All access gates and boundary fences/gates shall be kept closed at all times or left as found. Each access track shall have appropriate signs with information such as “access number.” UHF/VHF channel. etc.

5.9 PIPE HAULAGE AND CONSTRUCTION MATERIALS TO ROW

For the transportation of line pipe from the Tennant Creek rail siding to the pipe stockpile yard refer to 300-PA-PM-002 Logistics Management Plan.

The pipes stockpile yard will be located near Tennant Creek Township. The layout of the stockpile yard will be developed to ensure safe movement of pipe trucks and equipment on site. Pipe truck access to the site will be discussed with the Department of Transport.

Appendix B Map Series Pipe Haulage Routes details haulage routes from the pipe stockpile to the RoW. Pipes will be transported on extendable trailers. A maximum of 3 access locations for pipe trucks along the Barkly Highway will be open at any one time. Care will be taken to ensure that pipe trucks do not track material on to the Barkly Highway by installing rumble boards or wheel wash facility if required. It’s anticipated that there will be an average of 11 pipe single trailers with a peak of up to 15 pipe trailers per day delivered to RoW. The haulage operation shall comply with the HVNL and Regulations. Due to the terrain and ground conditions on site, pipe trailers may need the aid of a caterpillar CH 65 challenger or similar to tow onto or along the RoW where prime movers are unable to access.

General construction materials and equipment provided by MCD during the course of construction will be stored and transported to and from MCD various designate laydowns/camps along the route of the pipeline.

Construction water for the project will be required for dust suppression purposes, other construction activities and hydro testing of the pipeline. A mixture of single and road train water tankers will be used in transporting the required water. Water will be sourced from Mount Isa Water Board,

Power Water Corporation at Tennant Creek, other approved sources and bores in proximity of the pipeline route between Mount Isa and Tennant Creek.

5.10 MOBILISATION AND DEMOBILSATION PLANT AND EQUIPMENT

Plant and equipment will be progressively mobilised and demobilized from site to site, depending on the progress of the works at the time. Oversize/Overmass permits will be obtained as required by the Transport Contractor.

5.11 ENVIRONMENTAL CONSIDERATIONS

The Construction Team will take all the necessary precautions to ensure that the movement of such a large number of resources is carried out safely and with minimum impact on the environment.

Potential environmental impact arising from transport operations include:

- Soil Compaction.
- Dust.
- Noise.
- Combustion Emissions.
- Fuel, Oil and Chemical Spills.

Further detailed information, risk assessment and mitigation measures of the above items is covered in Project Weed and Pest Management Procedure (300-PR-EV-006), Air Quality Management Procedure (300-PR-EV-009),Noise and Vibration Management Procedure (300-PR-EV-010) and Soil Management Procedure (300-PR-EV-008).

5.12 DELIVERIES AND SITE VISITORS

All deliveries and site visitors are to have planned arrival times with project staff prior to travelling to RoW/Site Office. Deliveries and Visitors are to be met by Project Staff Representative prior to gaining access to the worksites. Deliveries to site will be arranged with the suppliers to occur within the specified working hours.

5.13 SITE INSPECTIONS

Traffic controllers on site will undertake daily inspections of all traffic control devices in accordance with MUTCD requirements. In addition to daily inspections, periodic auditing of traffic control devices will be undertaken by a McConnell Dowell Pipeline Engineer responsible for overseeing the works.

5.14 EMERGENCY VEHICLES ACCESS

Access to the Construction ROW, Site Offices and Camps shall be open at all times to emergency services vehicles.

6.0 RECORDS

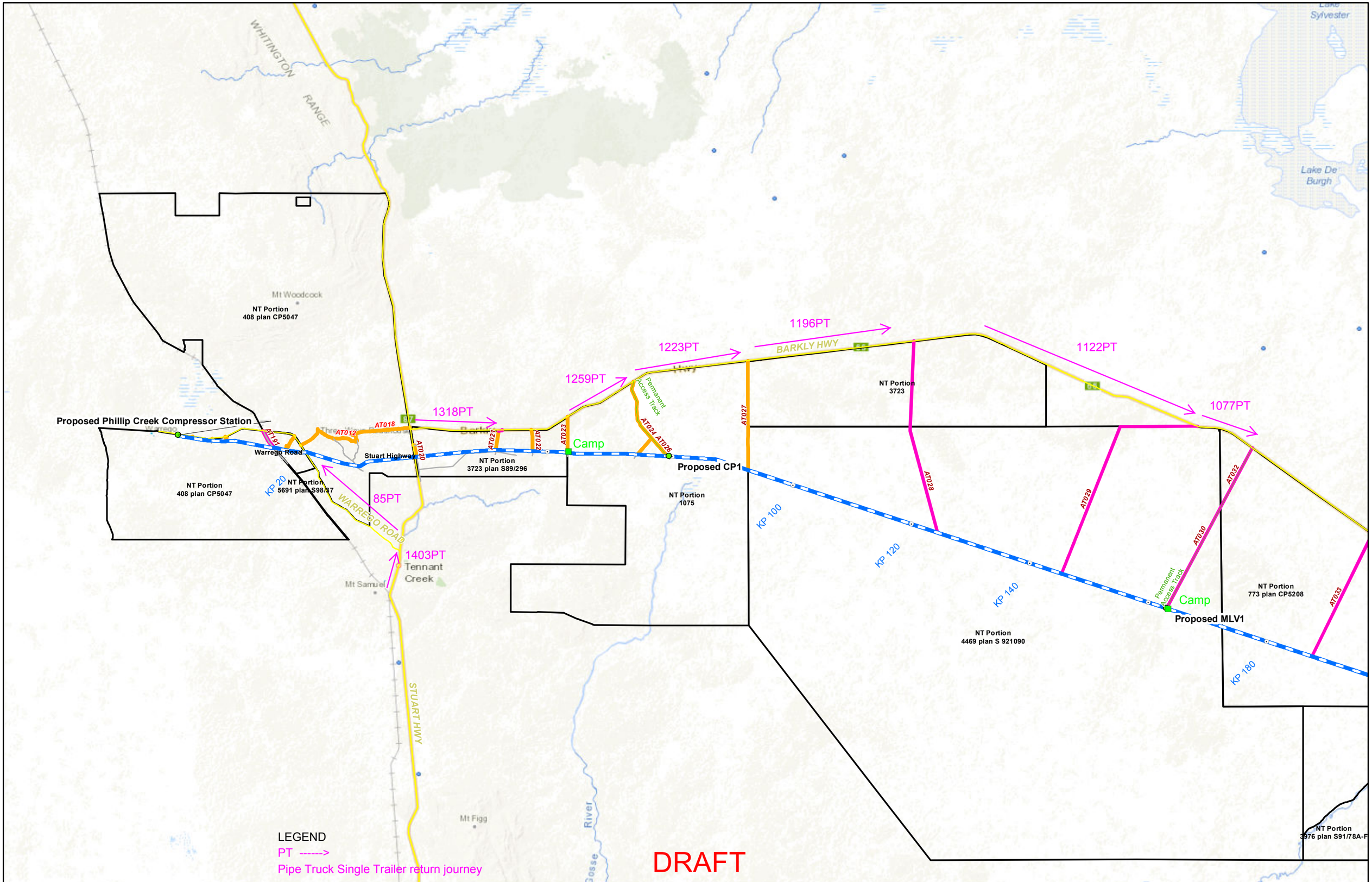
- Traffic Management Inspection Checklist # 600-F006-100 **Appendix D**
- Risk Assessments
- Correspondence with consultants and authorities
- Traffic Management Plans, specifications and drawings
- Audit report

APPENDIX A HEAVY VEHICLE ROADS USE

Road Use	Road 1	Road 2	Road 3	Average Daily Loaded Trucks (Return Empty)	Total Truck Movements
Pipe Haulage					
	Stuart Highway	Warrego Road		11	85
	Stuart Highway	Barkly Highway	Various Access Tracks(refer Appendix B)	11	1318
Camp Mobilisation and Demobilisation					
Mob Camp 5	Barkly Highway	AT023		10	150
Mob Camp 4	Barkly Highway	AT032/30		10	150
Mob Camp 3	Barkly Highway	AT042		10	150
Demob 5 Mob 2	AT042	Barkly Highway	Astral Downs Rd/AT094	10	150
Demob 4 Mob 1	AT032/30	Barkly Highway	Old May Downs	10	150

			Rd/AT053		
Demob 3	AT042	Barkly Highway		10	150
Demob 2	AT094	Astral Downs Rd	Barkly Highway	10	150
Demob 1	AT153	Old May Downs Rd	Barkly Highway	10	150
Equipment Mobilisation					
Mobilisation	Barkly/Stuart/ Warrego	Various tracks		5	239
Demobilisation	Various tracks	Barkly/Stuart/ Warrego		5	239
Camp Operations, Facility and Pipeline Construction					
Fuel	Camp locations	RoW Equipment		5	
Water	Various sources	To Camps/RoW/Access Tracks		20	
Camp Operations				10	
Pipeline Construction				2	
Mt Isa Facility	Diamantina development rd			8	TBC
Phillips Creek Facility	Stuart Highway	Warrego Rd		10	TBC

APPENDIX B MAP SERIES-PIPE HAULAGE ROUTES



0 2.5 5 10 15 20 25 30
Kilometres

Coordinate System: GDA94 Scale 1:50,000 (A3)

- KP (Proposed Rev B2)
- Northern Gas Pipeline (Proposed Rev B2)
- Camps
- Proposed Facility Site
- Property Boundaries
- Existing Access Corridors
- New Access Corridors
- Permanent Access Track

Northern Gas Pipeline

1:450,000 Map Series

Sheet Number 1

Pipeline Route	Proposed Rev B2 (11/05/2016)
Map Number	399-MA-PL-055
Map Revision	1
Revision Date	26/05/2016
	NOTE: Proposed Rev B2 route subject to change.

Produced by GIS Gas Transmission
Jemena
567 Collins Street
Melbourne VIC 3000
T: +61 3 9173 7000 W: www.jemena.com.au

NT Portion 3723

1077PT

1036PT

980PT

928PT

867PT

817PT

763PT

700PT

AT029

AT032

AT030

AT033

AT035

AT036

AT037

AT038

AT039

AT040

AT041

AT043

AT044

AT045

AT046

AT047

AT048

AT050

Permanent Access Track

Proposed MLV1

NT Portion 773 plan CP5208

NT Portion 4469 plan S 921090

KP 140

KP 180

KP 200

KP 220

KP 240

KP 260

KP 300

KP 320

KP 340

PURRUKWURRU ROAD

BARKLY HWY

Proposed CP2

NT Portion 3976 plan S91/78A-F

NT Portion 3747 plan S89/164A

NT Portion 3753 plan S89/164C

NT Portion 3752 plan S89/164C

NT Portion 3751 plan S89/164C

14a

Proposed MLV2

Camp

NT Portion 3757 plan S 89/164C

NT Portion 3758 plan S 89/164C

NT Portion 4 plan CP004314

Proposed CP3

Frew River

Wutunugurra

LEGEND

PT ------>

Pipe Truck Single Trailer return journey

DRAFT

0 2.5 5 10 15 20 25 30

Kilometres

Coordinate System: GDA94 Scale 1:50,000 (A3)

- KP (Proposed Rev B2)
- Northern Gas Pipeline (Proposed Rev B2)
- Camps
- Proposed Facility Site
- Property Boundaries
- Existing Access Corridors
- New Access Corridors
- Permanent Access Track

Northern Gas Pipeline

1:450,000 Map Series

Sheet Number 2

Pipeline Route	Proposed Rev B2 (11/05/2016)
Map Number	399-MA-PL-055
Map Revision	1
Revision Date	26/05/2016
	NOTE: Proposed Rev B2 route subject to change.

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Melbourne VIC 3000
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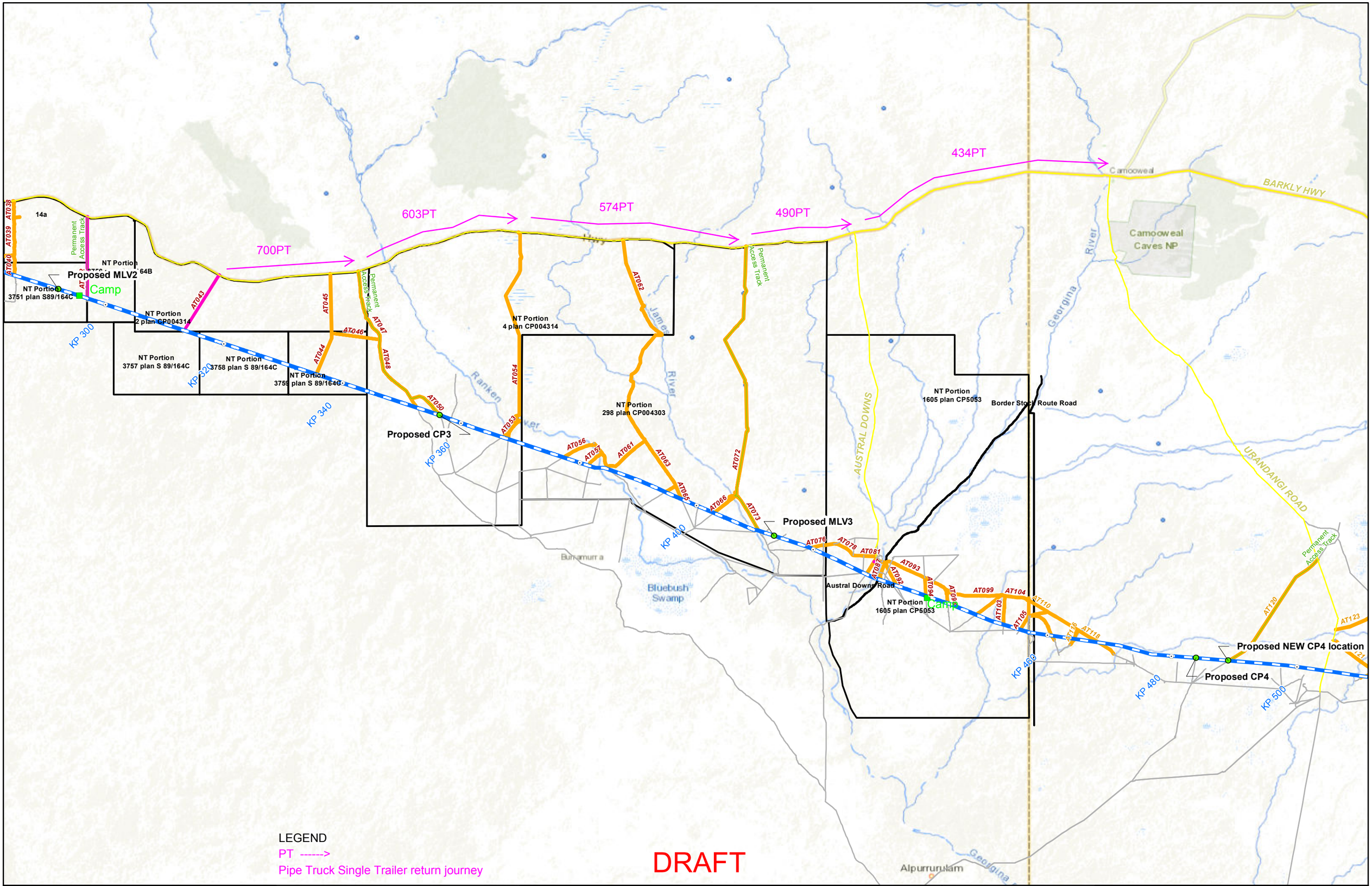

LEGEND

PT ------> Pipe Truck Single Trailer return journey

DRAFT

0 2.5 5 10 15 20 25 30
Kilometres

Coordinate System: GDA94 Scale 1:50,000 (A3)

- KP (Proposed Rev B2)
- Northern Gas Pipeline (Proposed Rev B2)
- Camps
- Proposed Facility Site
- Property Boundaries
- Existing Access Corridors
- New Access Corridors
- Permanent Access Track

Northern Gas Pipeline

1:450,000 Map Series

Sheet Number 3

Pipeline Route	Proposed Rev B2 (11/05/2016)
Map Number	399-MA-PL-055
Map Revision	1
Revision Date	26/05/2016
	NOTE: Proposed Rev B2 route subject to change.

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434PT

266PT

86PT

Camooweal

Camooweal Caves NP

Georgina River

Barkly

BARKLY HWY

Buckley River

NT Portion 1605 plan CP5053

Border Stock Route Road

AUSTRAL DOWNS

URANDANGI ROAD

PILPAH RANGE

SAINT SMITH RANGE

OLD MAY DOWNS

Permanent Access Track

Permanent Access Track

AT078 AT087 AT092 AT093 AT094 AT095 AT099 AT103 AT104 AT105 AT110 AT116 AT118 AT120 AT121 AT123 AT126 AT128 AT132 AT133 AT135 AT136 AT137 AT139 AT140 AT141 AT143 AT144 AT145 AT146 AT150 AT151 AT152 AT153 AT154 AT157 AT158 AT161 AT162 AT163 AT165 AT166 AT167 AT168 AT169 AT172 AT175 AT176

NT Portion 1605 plan CP5053

Camp

Proposed NEW CP4 location

Proposed CP4

Proposed CP5

Camp

Lot 24 Survey Plan 265794

Lot 3 Survey Plan 117500

KP 460 KP 480 KP 500 KP 520 KP 540 KP 560 KP 580 KP 600

Hilton

Mount Isa

A2

Proposed Mt Isa Meter & Compressor Stat

Lot 10 Survey Plan 240553

Proposed MLV4

Lot 475 Crown Plan 857742

Lot 10 Survey Plan 240553

Lot 265 Crown Plan 857243

Dismantina Development Road

Alpurrurulam

Georgina River

Leichhardt River

Little Terrible Creek

LEGEND

PT ------>

Pipe Truck Single Trailer return journey

DRAFT

0 2.5 5 10 15 20 25 30

Kilometres

Coordinate System: GDA94 Scale 1:50,000 (A3)

- KP (Proposed Rev B2)
- Northern Gas Pipeline (Proposed Rev B2)
- Camps
- Proposed Facility Site
- Property Boundaries
- Existing Access Corridors
- New Access Corridors
- Permanent Access Track

Northern Gas Pipeline

1:450,000 Map Series

Sheet Number 4

Pipeline Route	Proposed Rev B2 (11/05/2016)
Map Number	399-MA-PL-055
Map Revision	1
Revision Date	26/05/2016
	NOTE: Proposed Rev B2 route subject to change.

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Jemena
567 Collins Street
Melbourne VIC 3000
T: +61 3 9173 7000 W: www.jemena.com.au

APPENDIX C MAP SERIES-ACCESS TRACKS AND ROW

TBC

APPENDIX D TRAFFIC MANAGEMENT INSPECTION CHECKLIST

McCONNELL DOWELL
CREATIVE CONSTRUCTION™

MMS #
600-F006-100

TRAFFIC MANAGEMENT INSPECTION CHECKLIST

Project: NGP	**Insert Business Unit Name Here**		**Project No.**	**1717**	**Date:**
Location of work site:			**Inspected by:**		
Activity:			**H&S Rep:**		
			Worksite Manager:		

		Time of Inspection:				Time of Inspection:			
	ITEM	YES	NO	N/A	COMMENTS	YES	NO	N/A	COMMENTS
	PLANNING								
1	Has a traffic control plan been selected or provided?	☐	☐	☐		☐	☐	☐	
2	Is the plan available for inspection?	☐	☐	☐		☐	☐	☐	
3	Is the plan relevant for the work?	☐	☐	☐		☐	☐	☐	
4	Are any required written authorisations, or consents for speed limits, in order?	☐	☐	☐		☐	☐	☐	
5	Are documented changes (if any) to the plan available for inspection?	☐	☐	☐		☐	☐	☐	
6	Have roadwork speed limits been determined correctly?	☐	☐	☐		☐	☐	☐	
	WARNING SIGNAGE								
7	Are all roadwork signs and devices installed according to the plan?	☐	☐	☐		☐	☐	☐	
8	Have any contradictory, distracting or superfluous signs or markings been covered up or removed? (check signs are up at start of day, and down at completion of day's work/activity)	☐	☐	☐		☐	☐	☐	
9	Are signs appropriate for the current conditions?	☐	☐	☐		☐	☐	☐	
10	Is signage suitably placed, especially for vehicles approaching at high speed?	☐	☐	☐		☐	☐	☐	
11	Are multi-message signs being used correctly?	☐	☐	☐		☐	☐	☐	
12	Are signs free from damage and defect?	☐	☐	☐		☐	☐	☐	
13	Are sign mountings secure, stable and not a hazard to road users if struck?	☐	☐	☐		☐	☐	☐	
14	Are signs in pairs where required?	☐	☐	☐		☐	☐	☐	
15	Are flashing arrow signs available and in use where required?	☐	☐	☐		☐	☐	☐	
16	Are sign sizes correct?	☐	☐	☐		☐	☐	☐	
	WORKSITE								
17	High visibility clothing appropriate for conditions and used correctly?	☐	☐	☐		☐	☐	☐	
	WORK ZONE SEPARATION								
18	Are clearances between workers and adjacent traffic being maintained?	☐	☐	☐		☐	☐	☐	
19	Have safety barriers been installed correctly?	☐	☐	☐		☐	☐	☐	
20	Has containment fence been installed where required?	☐	☐	☐		☐	☐	☐	
	OTHER ROAD USERS								
21	Has possible traffic congestion been considered and steps taken to avoid it?	☐	☐	☐		☐	☐	☐	
22	Have needs of pedestrians, cyclists, wheelchairs, etc. been provided for?	☐	☐	☐		☐	☐	☐	
23	Has proper access to site and side roads been provided for?	☐	☐	☐		☐	☐	☐	
	NOTES								
A	Traffic speed limit								
B	Site traffic speed limit								
C	Unsafe Behaviours								

Hand this completed inspection checklist to your supervisor for file, report all defects identified