

# Galaxy Trading Pty. Ltd.



Tennyson Rd  
**Mobile:** [REDACTED] **9 959**

**Email:** [Galaxytrading@live.com.au](mailto:Galaxytrading@live.com.au)  
**ABN:** 28 131 151 829

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To: Mr Alexandre Dubois – From: Terry Taha  
 Roads and Traffic Authority  
 Argyle St Parramatta

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Fax: 02 8849 2633 Pages: 2

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Phone: 02 8849 2633 Date: 1/4/2011

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Re: Kankool Civil Works Exit Lane

Urgent     For Review     Please Comment     Please Reply     Please Recycle

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**Hi Alex,**  
**Please find below a Break Down of the scope of works based on your RFQ and the site visit conducted on the 1/4/2011.**

**Scope of Works includes the following:**

## Methodology of the tasks involved in the Upgrade of the carriageway.

The Kankool site was constructed in 1972 and few improvements have occurred since, despite the growth and change in freight traffic over this period. The operation of the Kankool site is unique compared to any other Checking Station in NSW. There is no screening lane and all vehicles must enter from both directions (the site is situated on the western side of the New England Highway and vehicles travelling south must turn across traffic lanes to enter and exit. The weighbridge is used as a screening device with all vehicles weighed, however due to the size of the site and turning lanes operators are avoid a build up of traffic on the highway. Should a build up of traffic occur, heavy vehicles are waved through.

The main issues pertinent to this project are:

Entrance & exits are too narrow

There is a safety issue with the entrance and exit. In 1972 the maximum length of a heavy vehicle was 16m. Presently, heavy vehicle lengths have increased to 25m for B-Doubles, with the possibility of larger oversized vehicles, referenced in the Road Design Guide: Section 1. Vehicles over 25m in length have difficulty in entering or exiting the site with safety. At times these vehicles must cross a lane to turn into the site. The same occurs when exiting.

The primary objective of the project is to widen the exit lane from the station back to the New England Highway to permit longer heavy vehicle combinations with wider swept paths to exit the station safely.

1 Description of works

1.1 Location of the work

Kankool Heavy Vehicle Checking Station.

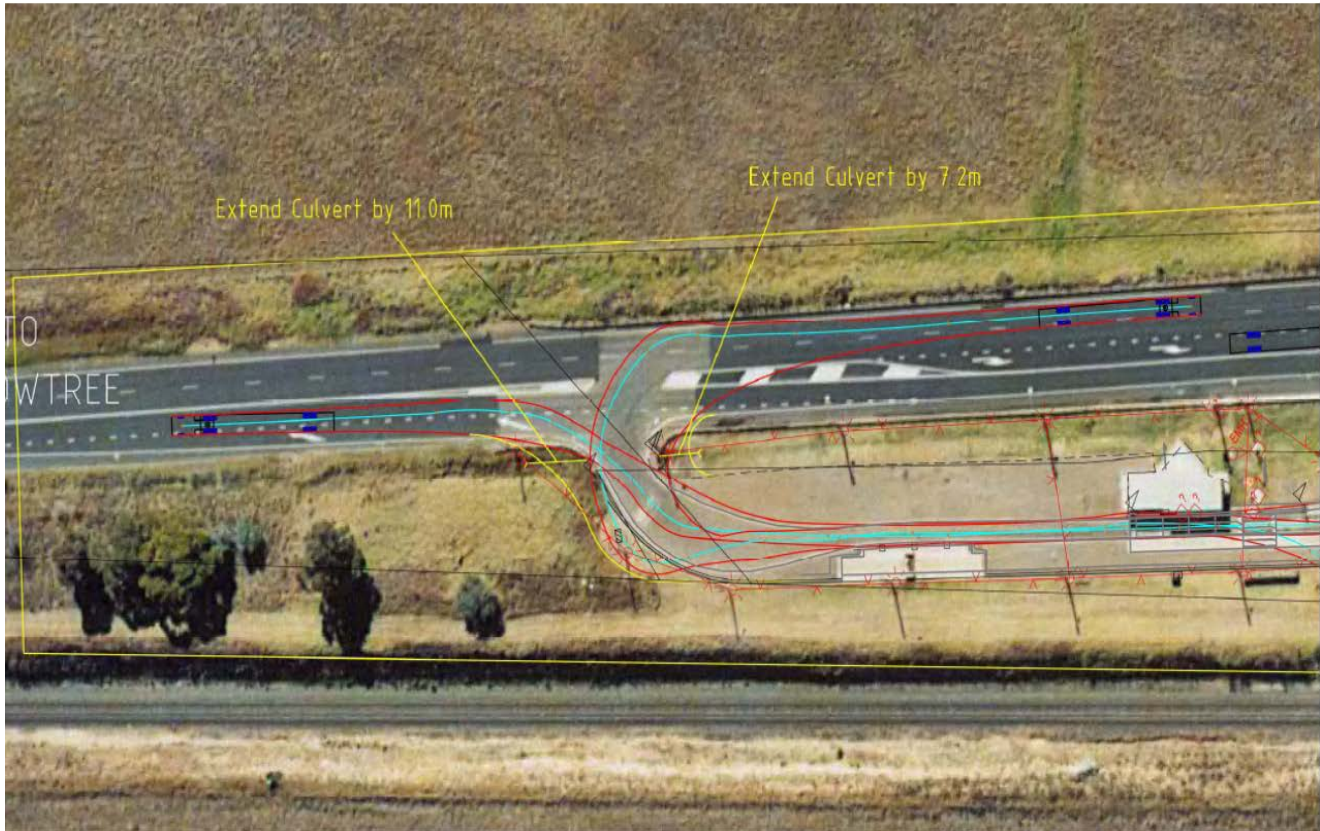
GPS co-ordinates of Kankool HVCS:

Latitude - 31°41'37.17"S

Longitude - 150° 46'15.69"E



## Turning paths provided by RTA



### 1.2 Scope of the work

- To provide Construction design and plan as per the template provided by the RTA (CEB).
- To organise Traffic Control and seek approval from relevant RTA Traffic Branch for the works as per the RTA traffic control plan requirements
- Perform utility search, Dial-Before-You-Dig (DBYD) and other searches that are required to perform the work without damaging RTA or third party infrastructure. Refer to Section-8.
- To submit OHS plan and Safe Work Method Statement (SWMS) prior to the installation work to CEB for review. Site works may not proceed prior to CEB approval.
- To follow the site induction process at the site
- To perform Risk Assessment at the site prior to the installation after the induction is completed
- Supply the products or material required as per the road design provided by CEB
- Relocate any services that will be affected by the road widening works
- Relocate any street lights that are located in the path of the widened exit lane or U-Turn bay and reconnect services.
- Widen the exit lane as per the construction design provided by CEB.
- All environmental controls specified in the Review of Environmental Factors document provided by CEB to be followed.
- Site to be left clean after completion of the works
- Removal/disposal of any rubbles and rubbish incurred due to the on-site work

- If removal or pruning of trees or vegetation is required, approval shall be obtained from CEB prior to vegetation removal work proceeding.
- Contractor must carry out work in accordance with the RTA Q2-Quality Management Specification manual and ISO 9001:2008
- All works must adhere to the below standards but not limited to:
  - RTA PCF2 Equipment Specification – Pit covers and frames
  - RTA G21/G22 RTA's Occupational Health & Safety (OH&S)
  - AS/NZS 4801 (Occupational Health and Safety)
  - AS 3996 : Metal Access Covers, Road Grates and Frames
  - AS 2053 : Conduits and Fittings for Electrical Installations
  - AS 3879 : Solvent cements and priming fluids for use with unplasticized PVC (uPVC) pipes and fittings
  - Road design standards (?)

### 1.2.1 Kankool

#### 1.2.1.1 Scope of the work – Exit lane

- Site establishment – Contractor to erect all the required and mandatory construction signs. Place erosion and sediment control measures in place adjacent to the temporary fencing erected on the boundary of the effected area of works. All stormwater drains to be protected at all times. Fencing to be installed on the boundary and other areas where required. To be done by Elite.
- Underground service check must be complete before any works commence on site. Place markings on the ground to indicate to site personnel where the services are located and approximate their depths. No ground disturbance is to be caused before all the underground service checks have been reviewed. To be done by the RTA.
- If the above ground cables such as main power lines are required to be protected then Tiger tails should be placed immediately. To be done by Contractor if required.
- Before any work takes place all permanent traffic control and notices informing motorists that the checking station will be closed for a period of time for construction works should be done by the RTA.
- Removal of all plant and vegetation that lies within the effected work area. All the excavated materials incl. rock, trees, mixed material will all be loaded in separate skip bins/ trucks. The material will be loaded and taken away and disposed of correctly.
- Dust Control – all the dust generated whilst demolishing will be suppressed with water as required.
- Traffic control devices such as hats, bollards and other street signs will be put in place if required.
- To excavate a test hole/strip in the existing pavement adjacent to the area of the works so that we can determine the layers in the pavement. We will replicate the existing pavement investigated in the new works proposed.
- Relocate / Redivert the fibre optic cable and all other under ground / above ground services / structures that interfere or intercept within the area of works.
- Ground survey must be completed, the area is to be pegged and a copy of the survey plan is to be issued to Contractor before any works can commence. i.e that includes cable & stormwater re-diversion, etc.
- Testing and compaction for the pavement shall be achieved as per the design.

### 1.2.1.2 Scope of the work – specific civil works

#### INSPECTION

The paving subcontractor shall examine all areas made ready for his work, including but not limited to sub-grade compaction, moisture content, drainage, curbs, elevations, catch basins and walks and traffic control needed for the works. Any defects which may adversely affect proper installation of this work shall be reported to the RTA in writing and shall have been corrected before start of this work.

Beginning of work shall signify acceptance of surfaces by the paving subcontractor.

#### ASPHALTIC CONCRETE PAVING

##### INSTALLATION:

##### A. Sub-grade:

The sub-grade shall be cleared of all rocks, loam, debris, and foreign matter, to a depth of 10" below its finish grade for Heavy Duty Asphalt Paving and 8" below its finish grade for Medium Duty Asphalt Paving. The sub-grade shall be shaped, rolled and thoroughly compacted to a uniform 100% of maximum standard proctor density. After the sub-grade has been thoroughly compacted, the entire sub-grade area shall be proof-rolled with a fully loaded dump truck. All defective areas which pump or shove or are found to be soft shall be removed and satisfactorily prepared and proof-rolled again.

B. Base Course: On the sub-grade approved by the Testing Agency construct for 4", 6" or 8" minimum finished thickness of graded aggregate stone compacted to a uniform 95% of maximum standard proctor density.

C. Prime Coat: Where called for on Drawings, a prime coat is to be applied upon completion of the base course using 0.3 gallon per square yard. The base shall be allowed to set up a minimum of 24 hours prior to application of prime coat.

D. Binder Coat: Where called for on Drawings, following the prime coat, construct a plant mix binder course of type and compacted thickness as shown on the Drawings. Compaction shall achieve 97% of maximum density.

E. Tack Coat: Where called for on the Drawings, clean the asphalt binder surface and apply tack coat at the rate of 0.05 gallon per square yard.

F. Top Course: Following the tack coat, construct a top course of type and compacted thickness as shown on the drawings. Compaction shall achieve 97% of maximum density.

G. Cutting and Patching: Any low, high or defective areas shall be immediately remedied by cutting out the course at such area and replacing with fresh hot mix, to be immediately compacted to conform to surrounding area, thoroughly bonded thereto. All asphalt repairs shall be preceded by a tack coat using 0.55 gallon per square yard. "Skin" patches will not be accepted.

##### FIELD QUALITY CONTROL:

A. General: Test the in-place asphaltic concrete course for compliance with requirements for thickness and surface smoothness. Repair or remove and replace unacceptable paving as directed by the Testing Agency.

B. Thickness: In-place compacted thickness will not be acceptable if exceeding following allowable variation from required thickness.

1. Base Course: 1/2" plus or minus.

2. Surface Smoothness: Test finished surface of each asphalt concrete course for smoothness, using 10' straightedge applied parallel with, and at right angles to centreline of paved area. Surface will not be acceptable if exceeding the following tolerances for smoothness:

- a. Surface Course: 1/4".
3. Check surface areas at intervals as directed by the Testing Agency or Architect.

**CLEAN UP**

At the completion of the work, the Contractor shall clean up all scraps, rubbish and surplus materials caused by this work and remove off-site. Remove all asphaltic materials from adjacent surfaces and leave in neat, clean and orderly condition. Hose and wash down all asphalt and adjacent pavement or curb and gutter surfaces to remove all mud, debris and other extraneous materials, just prior to final inspection.

**Total: \$ 205,000 Ex GST**

***If more information is needed, please feel free to contact me.***

***Kind Regards,***

***Michael Radwan  
Director***

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