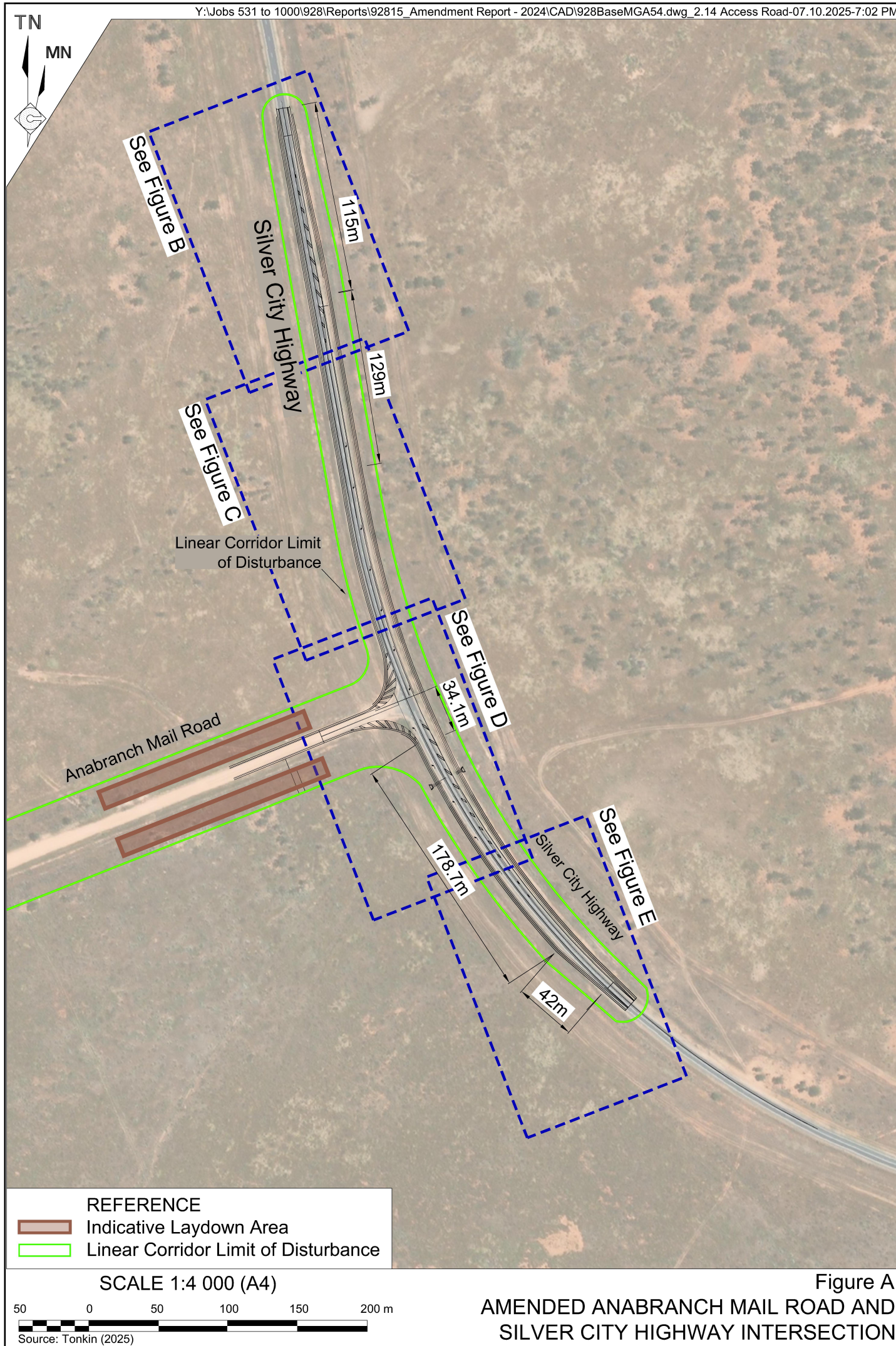
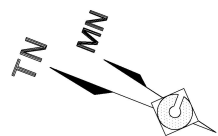






REFERENCE

- New Sealed Pavement
- New Unsealed Pavement
- Culvert Extension & Headwall
- Existing Boundary Fence
- Existing Underground Water Main
- Existing Culvert
- Existing Minor Contour (mAHD)(Interval=0.1m)

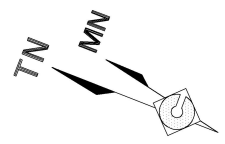
- Existing Major Contour (mAHD)(Interval=1m)
- Double Barrier Line
- Outline
- Holding Line HL1 (300mm Wide)
- Holding Line HL2 (150mm Wide)
- Edge Line
- Continuity Line
- Lane Line

SCALE 1:850 (A4)

10 0 10 20 30 40 m

Source: Tonkin (2025) - Annexure A - Drawing # C202

Figure B
AMENDED ANABRANCH MAIL ROAD
AND SILVER CITY HIGHWAY
INTERSECTION LAYOUT PLAN (1 OF 4)



- REFERENCE
- New Sealed Pavement
 - New Unsealed Pavement
 - Culvert Extension & Headwall
 - Existing Boundary Fence
 - Existing Underground Water Main
 - Existing Culvert
 - Existing Minor Contour (mAHD)(Interval=0.1m)

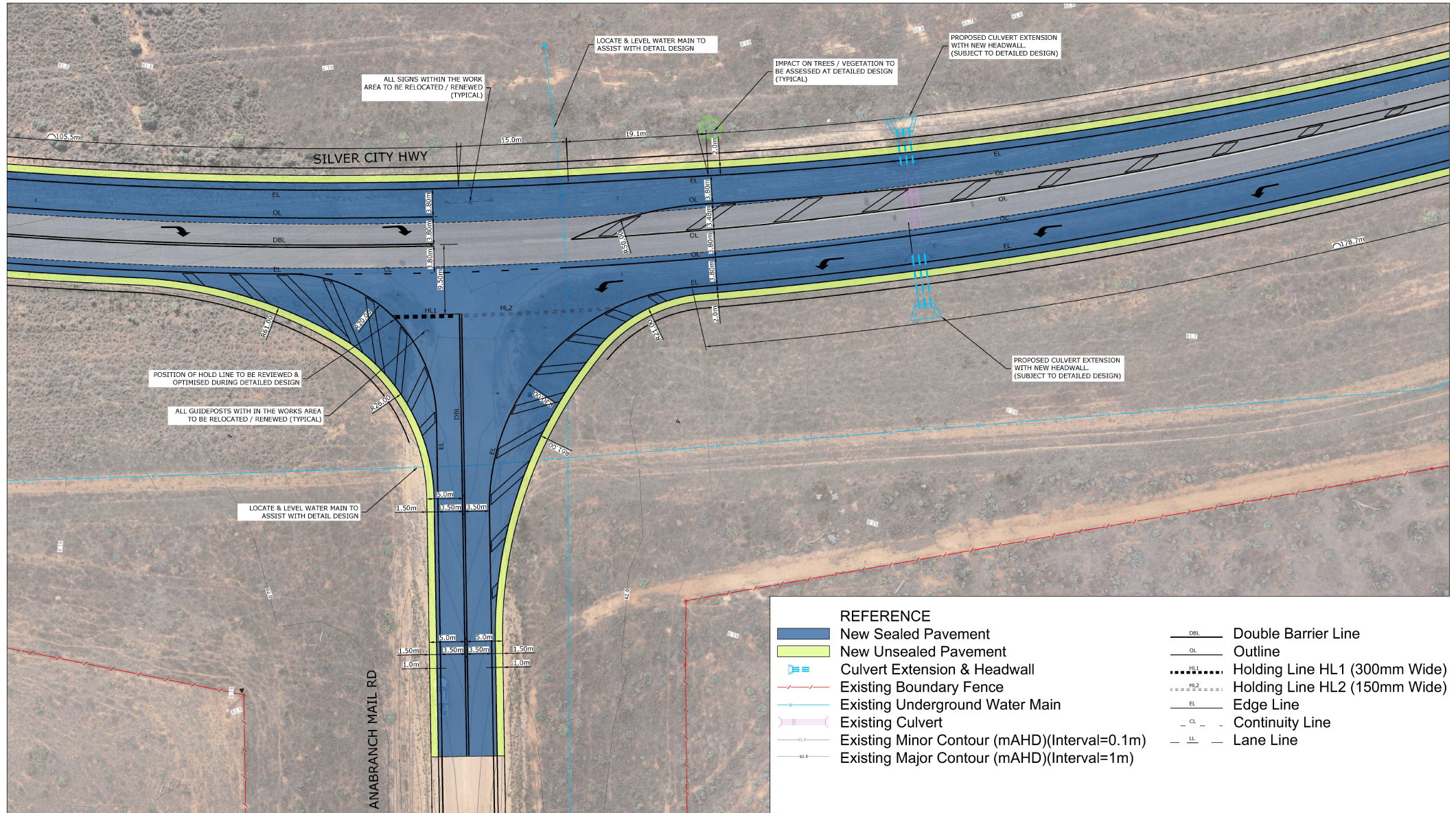
- Existing Major Contour (mAHD)(Interval=1m)
- Double Barrier Line
- Outline
- Holding Line HL1 (300mm Wide)
- Holding Line HL2 (150mm Wide)
- Edge Line
- Continuity Line
- Lane Line

SCALE 1:850 (A4)



Source: Tonkin (2025) - Annexure A - Drawing # C203

Figure C
AMENDED ANABRANCH MAIL ROAD
AND SILVER CITY HIGHWAY
INTERSECTION LAYOUT PLAN (2 OF 4)

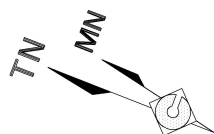


SCALE 1:850 (A4)

10 0 10 20 30 40 m

Source: Tonkin (2025) - Annexure A - Drawing # C204

Figure D
AMENDED ANABRANCH MAIL ROAD
AND SILVER CITY HIGHWAY
INTERSECTION LAYOUT PLAN (3 OF 4)



REFERENCE

- New Sealed Pavement
- New Unsealed Pavement
- Culvert Extension & Headwall
- Existing Boundary Fence
- Existing Underground Water Main
- Existing Culvert
- Existing Minor Contour (mAHD)(Interval=0.1m)

- Existing Major Contour (mAHD)(Interval=1m)
- Double Barrier Line
- Outline
- Holding Line HL1 (300mm Wide)
- Holding Line HL2 (150mm Wide)
- Edge Line
- Continuity Line
- Lane Line

SCALE 1:850 (A4)

10 0 10 20 30 40 m



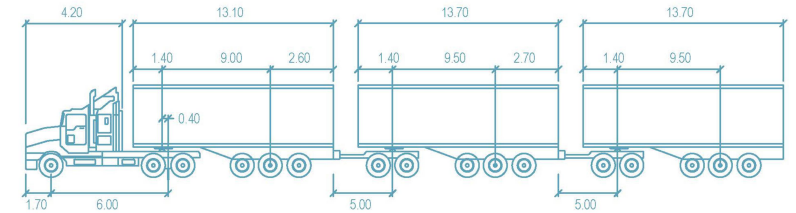
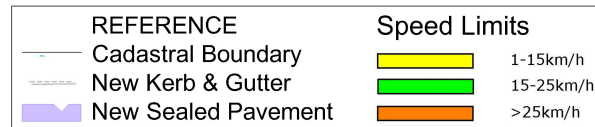
Source: Tonkin (2025) - Annexure A - Drawing # C205

Figure E
AMENDED ANABRANCH MAIL ROAD
AND SILVER CITY HIGHWAY
INTERSECTION LAYOUT PLAN (4 OF 4)



SCALE 1:750 (A4)

10 0 10 20 30m



TYPE 2 ROAD TRAIN (A-TRIPLE)

Tractor Width	2.50	Lock to Lock Time	6.0
Trailer Width	2.50	Steering Angle	25.6
Tractor Track	2.50	Articulating Angle	70.0
Trailer Track	2.50		

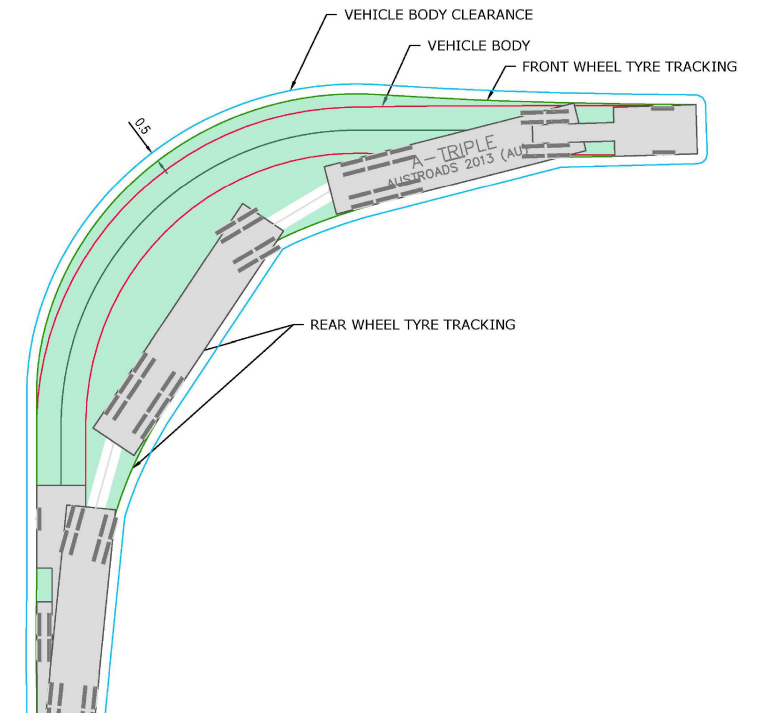
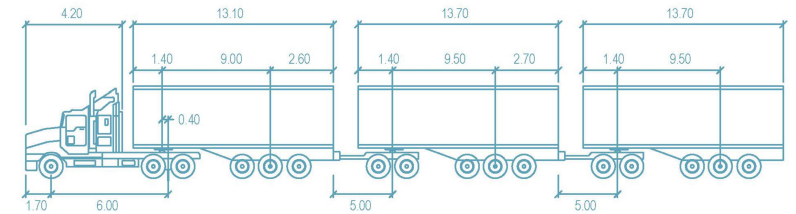
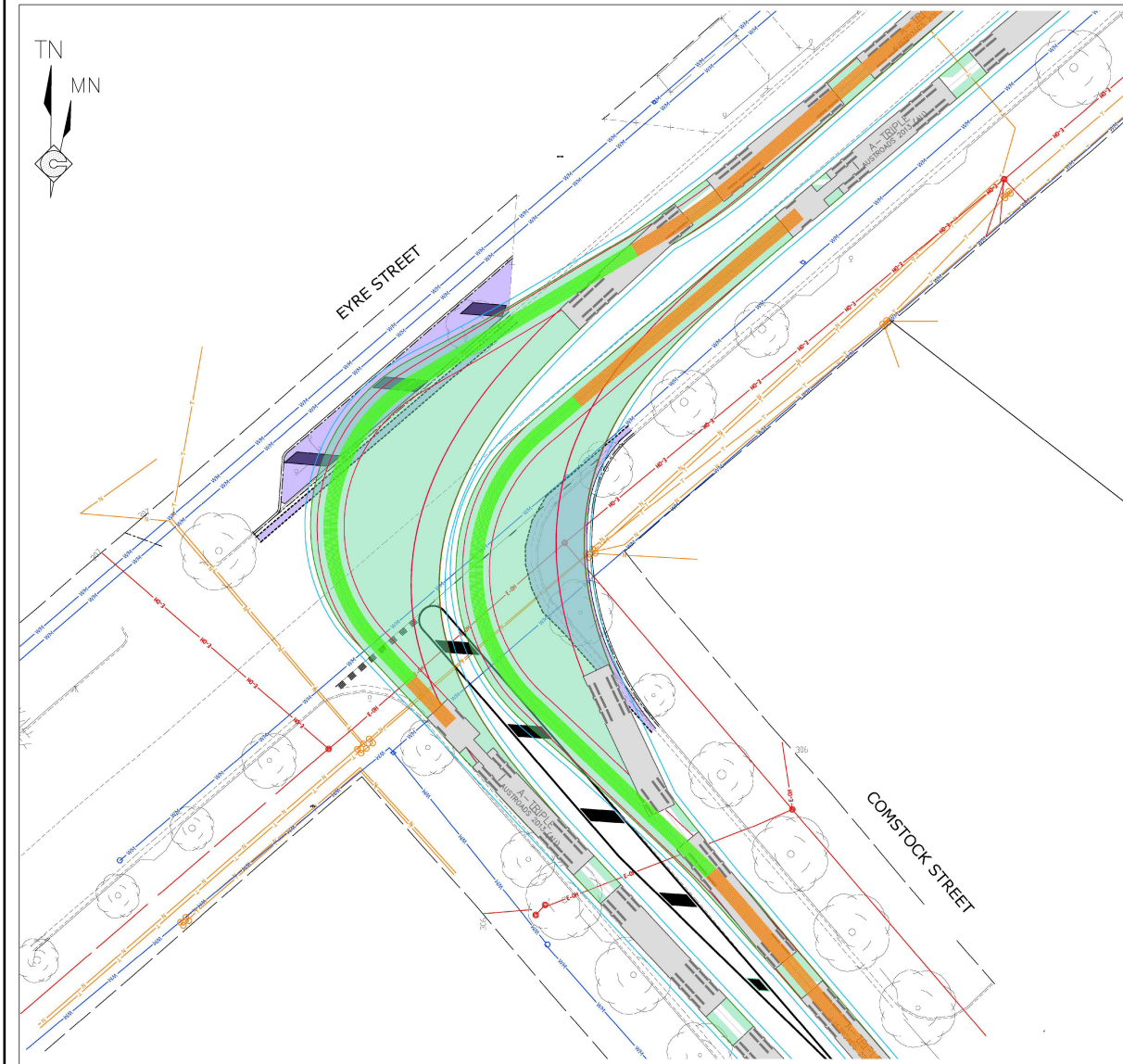


Figure 3.6.6
PROPOSED INTERSECTION LAYOUT -
PATTON STREET AND COMSTOCK STREET



TYPE 2 ROAD TRAIN (A-TRIPLE)

Tractor Width	meters	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 25.6
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

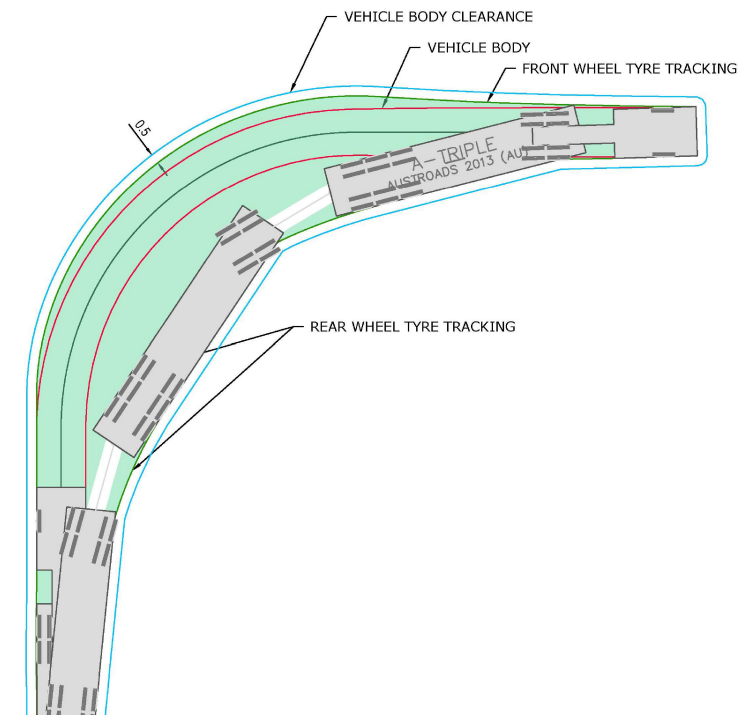


Figure 3.6.7
PROPOSED INTERSECTION LAYOUT -
EYRE STREET AND COMSTOCK STREET

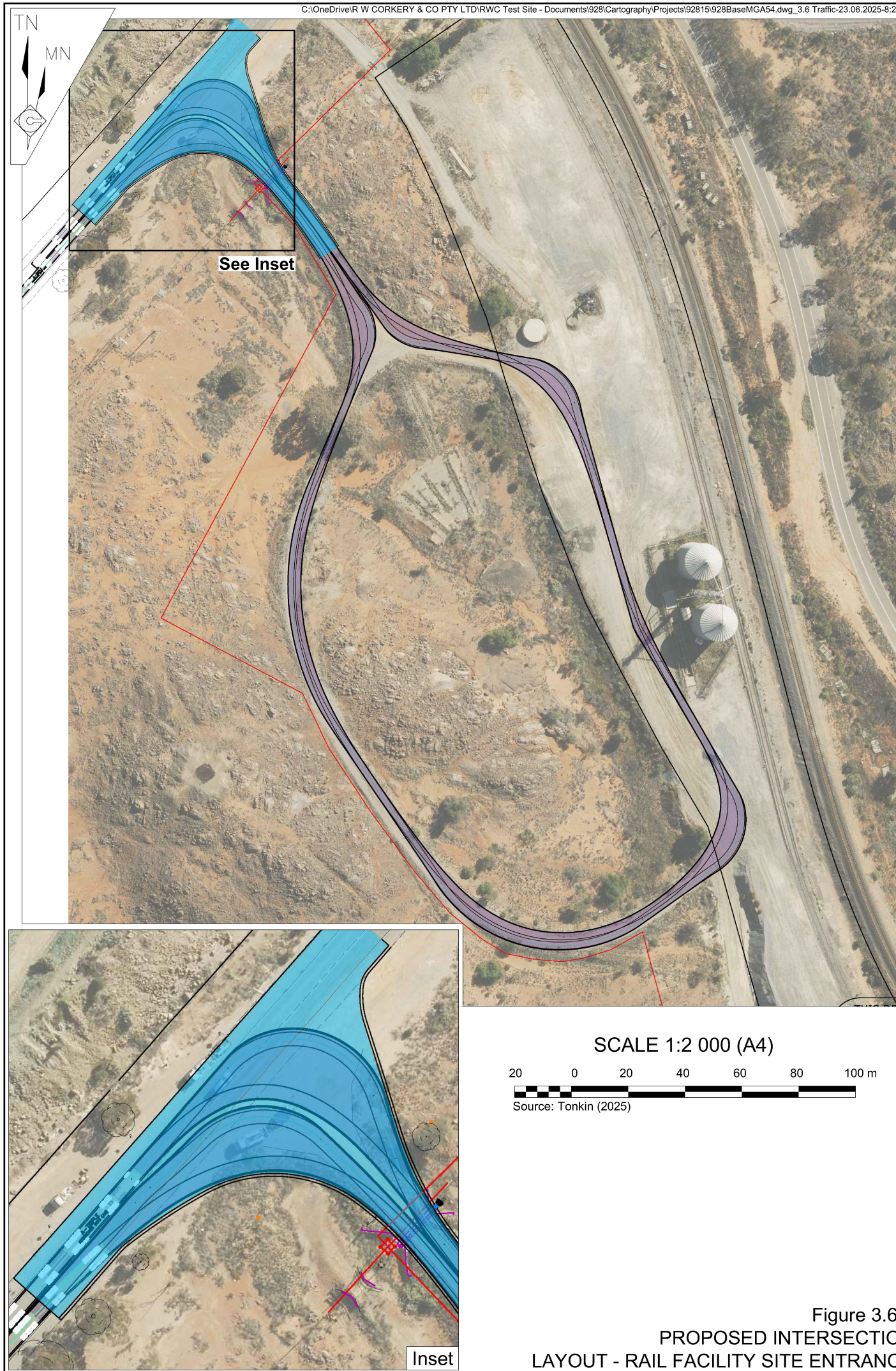


Figure 3.6.8
PROPOSED INTERSECTION
LAYOUT - RAIL FACILITY SITE ENTRANCE