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PRECINCT TRAFFIC MANAGEMENT SUB PLAN - STAGE B - JUNEE LGA GENERAL

A2I Albury to Illabo

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GLOSSARY

Specific terms and acronyms used throughout this plan are listed and described in Table 1 below.

TABLE 1: DEFINITIONS

TERM	DEFINITION
ARTC	Australian Rail Track Corporation
CCS	Community Communication Strategy
CEMP	Construction Environmental Management Plan
CoA	Conditions of Approval
Construction	Includes work required to construct the CSSI as defined in the Project Description described in the documents listed in Condition A1 including commissioning trials of equipment and temporary use of any part of the CSSI but excluding Low Impact Work which is carried out or completed prior to approval of the CEMP.
CSSI	Critical State Significant Infrastructure
DPHI	NSW Department of Planning, Housing and Infrastructure
EAD	Per CoA A1, Environmental Assessment Documentation that includes: • Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022); • Albury to Illabo Response to Submissions (ARTC, November 2023); • Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023); • Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024); • Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024); • Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024); • Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024).
EIS	Environmental Impact Statement
EPA	Environment Protection Authority (NSW)
EPBC Act	*Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (Federal)
EPL	Environment Protection Licence
Environmental Representative (ER)	The Environmental Representative(s) for the CSSI approved by the Planning Secretary
km	Kilometre
LoS	Level of Service
m	metre
MR	Martinus Rail
NHVR	National Heavy Vehicle Regulator
NSW	New South Wales
Planning Secretary	Secretary of the NSW Department of Infrastructure, Housing and Infrastructure, or delegate

TERM	DEFINITION
PIR	Preferred Infrastructure Report
PTMP	Precinct Traffic Management Plan (this Plan)
Primary CoA/UMM	CoA and/or UMMs that are specific to the development of this Plan
POEO Act	*NSW Protection of Environment Operations Act 1997*
Rail Corridor	Land that is: a. owned, leased, managed or controlled by a public authority for the purpose of a railway or rail infrastructure facilities, or zoned under an environmental planning instrument predominantly, or solely for development for the purpose of a railway or rail infrastructure facilities.
RMAR	Road Maintenance Access Road
ROL	Road Occupancy Licence
Transport	Transport for New South Wales (formerly Roads and Maritime Services)
TMP	Traffic Management Plan
UMM	Updated Environmental Management Measures
VMP	Vehicle Movement Plan

REFERENCED DOCUMENTS

This Precinct Traffic Management Plan (PTMP) is a subplan to the project wide Construction Traffic, Transport, and Access Management Plan – Stage B and has been prepared by Martinus in accordance with…

- Albury to Parkes (A2P) Construction Environment Management Framework (CEMF) (ARTC);
- Construction Traffic, Transport, and Access Management Plan - Stage B Albury to Illabo | A2I
- Australian Standard 1428.1-2009 Design for access and mobility;
- Australian Standard AS 1742 Parts 1 to 14, Manual of Uniform Traffic Devices (as required);
- Australian Standard AS 1743.3-2019 Traffic control devices for works on roads;
- Australian Standard AS 3845.2:2017 Road Safety Barrier Systems and Devices;
- Australian Standard AS 3845.1:2015 Road Safety Barrier Systems and Devices;
- Austroads Guide to Temporary Traffic Management: Parts 1-10 (2021);
- Austroads Guide to Traffic Management – Parts 1-13 (2020);
- Austroads Guide to Road Design – Parts 1-8 (2020);
- Austroads Guide to Road Safety – Parts 1-9 (2019);
- Austroads Safe System Assessment Framework (2016);
- Austroads Design Vehicles and Turning Path Templates (2023);
- Transport Management Centre – Road Occupancy Manual (2015);
- NSW Speed Zoning Standard (Transport for NSW (Transport), 2023);
- Transport for NSW Traffic control at work sites Technical Manual (2022);
- Roads and Maritime Delineation Manual (2008);
- Guide to Traffic Generating Developments Version 2.2 (Roads and Traffic Authority (RTA), 2002);
- Level Crossing Closures Policy (Transport for NSW (Transport), n.d.);
- Cycling Aspects of Austroads Guides (Austroads, 2014);
- NSW Bicycle Guidelines version 1.2 (RTA, 2005);
- Planning Guidelines for Walking and Cycling (Department of Infrastructure, Planning and Natural Resources (DIPNR), 2004);
- Construction of New Level Crossing Policy (Transport, 2017a);
- Future Transport Strategy (Transport, 2022);
- NSW Freight and Ports Plan 2018-2023 (Transport, 2018b)
- NSW Sustainable Design Guidelines Version 4.0 (Transport, 2017b);
- Railway Crossing Safety Series 2011, Plan: Establishing a Railway Crossing Safety Management Plan (RTA, 2011);
- Guides to Road Design (Austroads, 2021).
- Supplement to Austroads Guide to Road Design (Transport, 2023).
- ARTC Inland Rail Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport (July 2022)
- Appendix C Addendum Assessment to Technical Paper 1: Traffic and Transport Parts 1 and 2 (November 2023)
- Appendix D Addendum Assessment to Technical Paper 1: Traffic and Transport (February 2024)
- TfNSW adopted Standards, Supplements and Technical Directions

1 INTRODUCTION

1.1 Inland Rail

The Australian Government has committed to building a significant piece of national transport infrastructure by constructing a high performance and direct interstate freight rail corridor between Melbourne and Brisbane, via central-west New South Wales (NSW) and Toowoomba in Queensland. Inland Rail is a major national project that will enhance Australia's existing national rail network and serve the interstate freight market. The Inland Rail route, which is about 1,700 kilometres (km) long, involves:

- Using the existing interstate rail line through Victoria and southern New South Wales
- Upgrading approximately 400 km of existing track, mainly in western New South Wales
- Providing approximately 600 km of new track in northern New South Wales and south-east Queensland

Inland Rail has been divided into 13 projects, seven of which are in New South Wales. Refer to Figure 1 for map of proposed Inland Rail route from Melbourne to Brisbane.

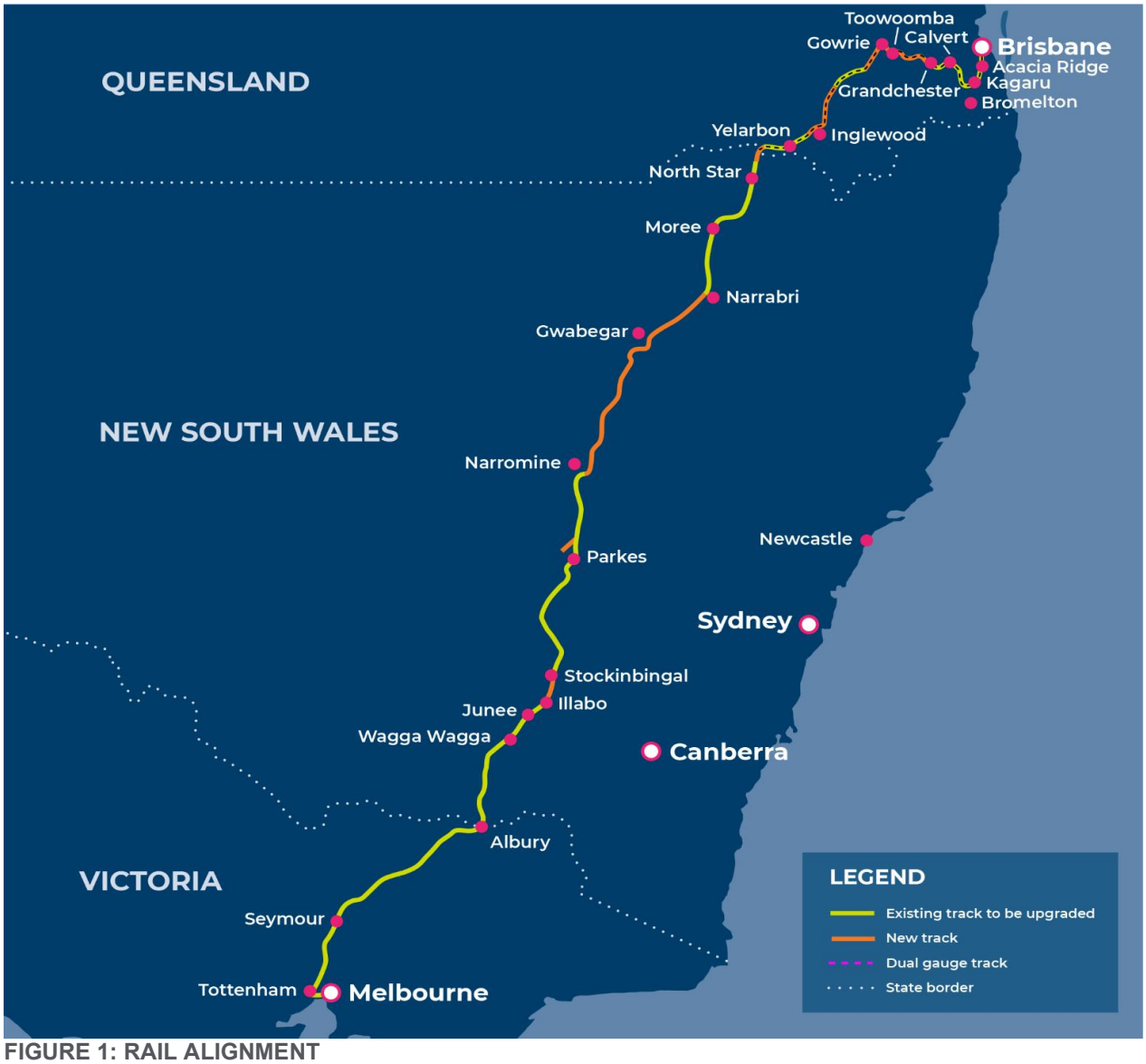


FIGURE 1: RAIL ALIGNMENT

1.2 Albury to Parkes (A2P)

As part of the Inland Rail program of projects, the Australian Rail Track Corporation (ARTC) has appointed Martinus as the delivery contractor for the Albury to Parkes (A2P) project, which comprises the brownfield sections between Albury and Illabo (A2I) and Stockinbingal to Parkes (S2P). The greenfield portion between Illabo to Stockinbingal (I2S) is not a part of the A2P project scope.

The A2I portion is Design and Construct (D&C) works and is subject to an Environmental Impact Statement (EIS), with anticipated approval in Q2 2024. The S2P portion comprises both Construct-Only (CO) and Design and Construct works and is subject to a Review of Environmental Factors (REF) which has been assessed and approved.

The Project will be delivered under an Incentivised Target Cost (ITC) contract.

1.3 Project Scope

This Incentivised Target Cost (ITC) project is typically an Enhancement project where ARTC has identified the Albury to Illabo (A2I) and Stockinbingal to Parkes (S2P) tracks to be authorised for double-stacked freight container trains.

Within the A2I section there are twenty (20) Design and Construct (D&C) projects.

Within the S2P section there are two (2) Construct only projects (Daroobalgie New Loop and Wyndham Avenue track lowering) and seven (7) Design and Construct (D&C) projects.

The D&C scope typically includes works associated with route clearance to accommodate the new F2M clearance envelope, necessary to accommodate the double-stacked freight container trains and this includes:

- Structure Modifications
- Track reconfigurations
- Bridge replacements
- Track lowering
- Track Slews
- Bridge removal

1.4 Site Location

The Albury to Parkes Project is split into two areas (A2I and S2P) – refer Figure 2.

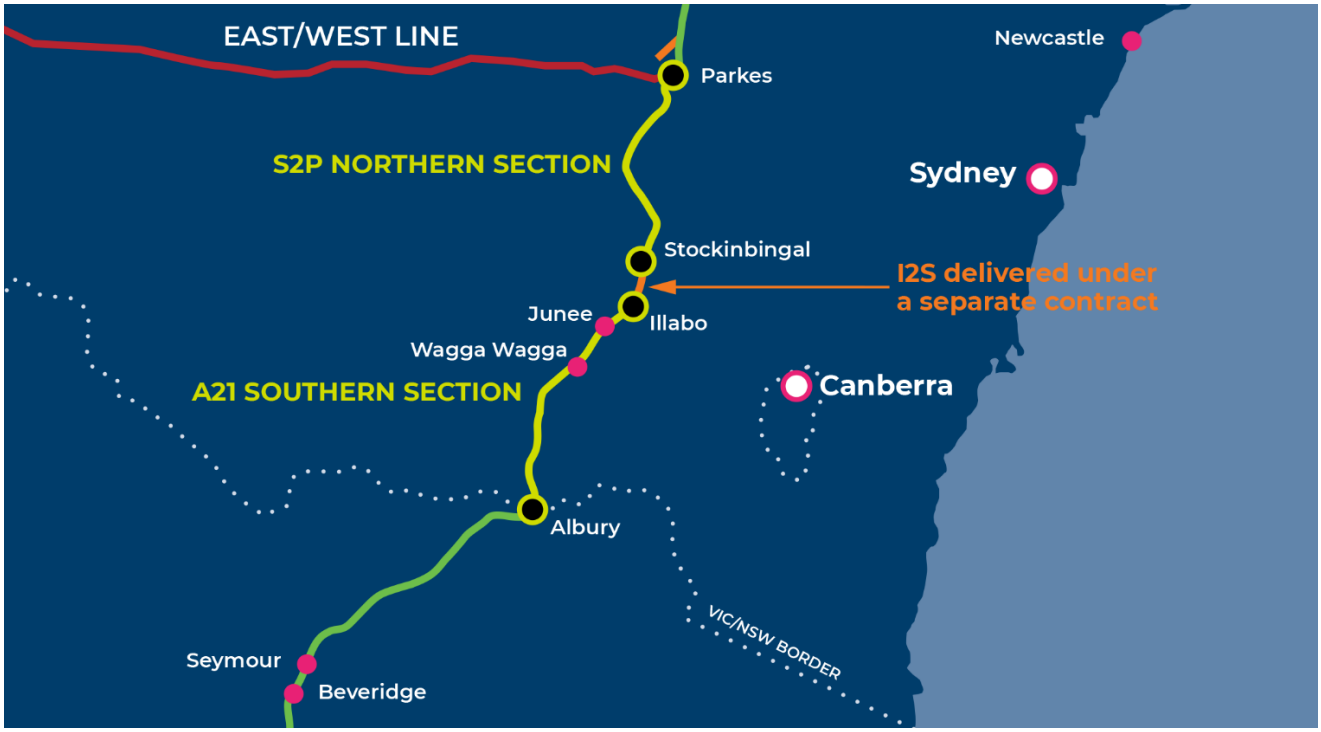


FIGURE 2: ALBURY TO PARKES AREA SPLIT

1.5 Background

This Precinct Traffic Management Plan (PTMP) has been developed to document the Temporary Traffic Management arrangements and Construction Access Routes proposed during Stage B works within the Junee Shire Council Local Government Area (LGA).

1.6 Objectives

The objectives of this PTMP are to:

- Avoid or minimise potential impacts of construction activities on road safety and the existing transport network and associated infrastructure
- Avoid or minimise potential impacts on the community and stakeholders with respect to traffic and transport
- Where potential impacts cannot be avoided, identification of site-specific mitigation measures to minimise and mitigate impacts on road safety, traffic flow and access
- Demonstrate how compliance with the obligations imposed by the requirements of the Ministers Conditions of Approval with respect to traffic and transport will be achieved

1.7 Scope of this Plan

Stage B works within the Junee Precinct at the following enhancement sites:

- **Harefield Yard Clearances**
- **Junee Station and Surround**
  - Kemp Street Bridge
  - Junee Station Pedestrian Bridge
  - Junee Yard Clearances
- **Olympic Highway Underbridge**
- **Junee to Illabo Clearances**

2 LOCALITY AND EXISTING CONDITIONS

2.1 Overview

Characteristics of the key roads and intersections proposed to support the Stage B construction activities are described below for each enhancement site. Due to their proximity Kemp Street Bridge, Junee Station Pedestrian Bridge and Junee Yard Clearances were considered collectively (referred to as Junee Station and Surrounds):

- Harefield Yard Clearances
- Junee Station and Surround
  - Kemp Street Bridge
  - Junee Station Pedestrian Bridge
  - Junee Yard Clearances
- Olympic Highway Underbridge
- Junee to Illabo Clearances

2.2 Harefield Yard Clearances

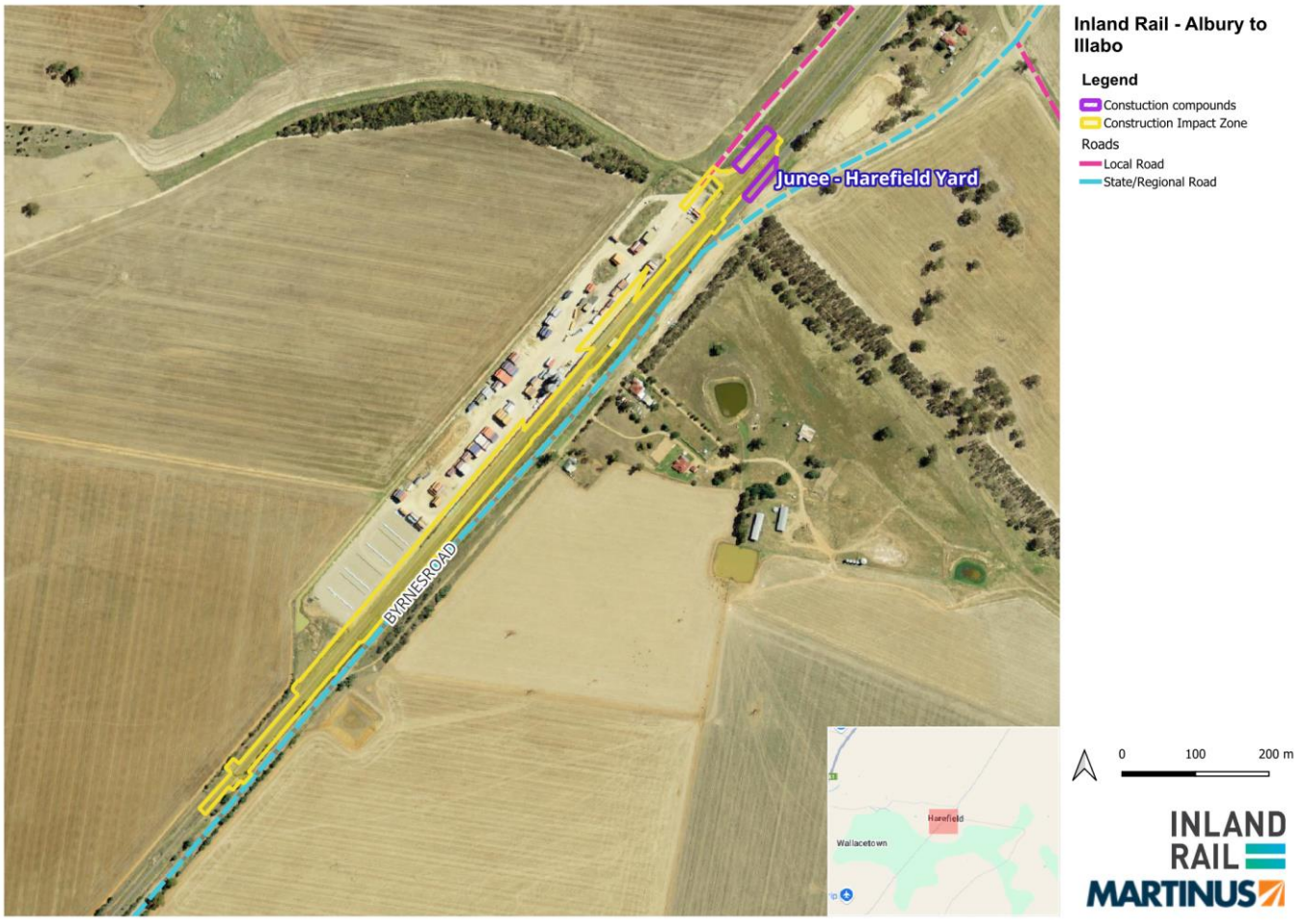


FIGURE 3: STATE, REGIONAL AND LOCAL ROADS HAREFIELD

2.2.1 Key Roads

Overview

The following table provides an overview of key roads proximate the Harefield Yard Clearance enhancement site proposed to support the Stage B construction activities.

TABLE 2: KEY ROADS – HAREFIELD YARD ENHANCEMENT SITE

Road	Road name	Road Hierarchy
1	Byrnes Road	Regional road (unclassified)
2	Harefield Road	Local road
3	Harefield Railway Access Road	Local road

Byrnes Road

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Byrnes Road, proximate the Harefield Yard Clearances enhancement site.

TABLE 3: TRAFFIC AND LANE CONFIGURATIONS – BYRNES ROAD

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Byrnes Road	Regional road (unclassified)	Two-lane, two-way	~3.5m wide lanes	100km/hr	2,590 33% HV (2018)[1]

1 Byrnes Road, north of Harfield Road, Table 4.51 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 4: BYRNES ROAD (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Byrnes Road, proximate the Harefield Yard Clearances enhancement site.

TABLE 4: PEDESTRIAN AND CYCLIST FACILITIES – BYRNES ROAD

Provisions	Comment
Are footpaths provided on one or both sides of the road?	No
If yes, what is the width of the footpath(s)?	-
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Byrnes Road are detailed in Table 5 below.

TABLE 5: PUBLIC TRANSPORT FACILITIES – BYRNES ROAD

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Byrnes Road proximate to the Harefield Yard enhancement site	Northbound	923 – Wagga Wagga to Junee via Byrnes Road	One (1) service daily
	Southbound		

Parking Facilities

There is no formal parking facilities provided along or adjacent to Byrnes Road.

Harefield Road

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Harefield Road, proximate the Harefield Yard Clearances enhancement site.

TABLE 6: TRAFFIC AND LANE CONFIGURATIONS – HAREFIELD ROAD

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Harefield Road	Local road	One-lane, two-way	~6.2 wide carriageway	100km/hr	173, 38% HV (2016)[1]

1 Harfield Road, Table 4.51 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 5: HAREFIELD ROAD (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Harefield Road, proximate the Harefield Yard Clearances enhancement site.

TABLE 7: PEDESTRIAN AND CYCLIST FACILITIES – HAREFIELD ROAD

Provisions	Comment
Are footpaths provided on one or both sides of the road?	No
If yes, what is the width of the footpath(s)?	-
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Harefield Road are detailed in Table 8 below.

TABLE 8: PUBLIC TRANSPORT FACILITIES – HAREFIELD ROAD

Bus stop ID	Direction	Services	Service frequency
Harefield Rd at Byrnes Rd	Westbound	921	One (1) service daily
Harefield Rd at Byrnes Rd	Eastbound		

Parking Facilities

There is no formal parking facilities provided along or adjacent to Harefield Road.

Harefield Railway Access Road

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Harefield Railway Access Road, proximate the Harefield Yard Clearances enhancement site.

TABLE 9: TRAFFIC AND LANE CONFIGURATIONS – HAREFIELD RAILWAY ACCESS ROAD

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Harefield Railway Access Road	Access track	One-lane, two-way	~4.4m wide carriageway	-	~50-100 (No data available, traffic volume estimated based on road type and surrounding land uses)

FIGURE 6: HAREFIELD RAILWAY ACCESS ROAD (SOURCE: *GOOGLE MAPS*)

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Harefield Railway Access Road, proximate the Harefield Yard Clearances enhancement site.

TABLE 10: PEDESTRIAN AND CYCLIST FACILITIES – HAREFIELD RAILWAY ACCESS ROAD

Provisions	Comment
Are footpaths provided on one or both sides of the road?	No
If yes, what is the width of the footpath(s)?	-
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Harefield Railway Access Road are detailed in Table 11 below.

TABLE 11: PUBLIC TRANSPORT FACILITIES – HAREFIELD RAILWAY ACCESS ROAD

Bus stop ID	Direction	Services	Service frequency
No bus stops are located along, nor do any services operate along Harefield Railway Access Road			

Parking Facilities

There is no formal parking facilities provided along or adjacent to Harefield Railway Access Road.

2.3 Junee Station and Surrounds

FIGURE 7: STATE, REGIONAL AND LOCAL ROADS JUNEE STATION AND SURROUNDS

2.3.1 Key Roads

Overview

The following table provides an overview of key roads proximate the Junee Station and Surrounds enhancement site proposed to support the Stage B construction activities.

TABLE 12: KEY ROADS – JUNEE STATION AND SURROUNDS ENHANCEMENT SITE

Road	Road name	Road Hierarchy
1	Kemp Street (Olympic Hwy)	Classified State Road Local road (between Seignior Street and Ducker Street)
2	Seignior St (Olympic Hwy)	Classified State Road
3	Main St (Olympic Hwy)	Classified State Road Regional road (unclassified) between Level Crossing and Humphrey St
4	Humphreys Street	Regional road (unclassified)
5	Lorne Street / Ducker Street	Regional road (unclassified)
6	Hill Street	Local road
7	Joffre Street	Local road
8	Harold Street	Local road
9	Thomas Street	Local road
10	Railway Lane	Local road
11	Railway Parade	Local road
12	Williams Street	Local road Regional road (unclassified) between Ducker St and Edgar St
13	Edgar Street / Byrnes Road	Regional road (unclassified) Local road between Williams St and Hills St
14	Pretoria Avenue	Local road

Kemp Street (Olympic Highway)

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of the Kemp Street (Olympic Highway), proximate the Junee Station and Surrounds enhancement site.

TABLE 13: TRAFFIC AND LANE CONFIGURATIONS – OLYMPIC HIGHWAY / KEMP STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Kemp Street (Olympic Highway)	Classified State Road Local road (between Seignior Street and Ducker Street)	Two-lane, two-way	~3.3m wide lanes	50km/hr	3271, 3% HV (2021)[1]

1 10-hour (5am to 10am and 2pm to 7pm) traffic survey volumes, Table 4.53 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 8: KEMP STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along the Kemp Street (Olympic Highway), proximate the Junee Station and Surrounds enhancement site.

TABLE 14: PEDESTRIAN AND CYCLIST FACILITIES – OLYMPIC HIGHWAY / KEMP STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Yes
If yes, what is the width of the footpath(s)?	~1.2m
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along the Kemp Street (Olympic Highway) are detailed in Table 15 below.

TABLE 15: PUBLIC TRANSPORT FACILITIES – KEMP STREET (OLYMPIC HIGHWAY)

Bus stop ID	Direction	Services	Service frequency
Kemp Street (Olympic Highway) opposite De Salis Drive	Eastbound	922	One (1) service daily
		924	One (1) service operating on Thursday only
Kemp Street (Olympic Highway) opposite De Salis Drive	Westbound	922	One (1) service daily
		924	One (1) service operating on Thursday only

Parking Facilities

There is no formal parking facilities provided along or adjacent to the Olympic Highway / Kemp Street.

Seignior Street (Olympic Highway)

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of the Seignior Street (Olympic Highway), proximate the Junee Station and Surrounds enhancement site.

TABLE 16: TRAFFIC AND LANE CONFIGURATIONS – SEIGNIOR STREET (OLYMPIC HIGHWAY)

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Seignior Street (Olympic Highway)	State road	Two-lane, two-way	~3.5m wide lanes	50km/hr	2856, 4% HV (2021)[1]

1 10-hour (5am to 10am and 2pm to 7pm) traffic survey volumes, Table 4.53 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 9: SEIGNIOR STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along the Seignior Street (Olympic Highway), proximate the Junee Station and Surrounds enhancement site.

TABLE 17: PEDESTRIAN AND CYCLIST FACILITIES – SEIGNIOR STREET (OLYMPIC HIGHWAY)

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Yes
If yes, what is the width of the footpath(s)?	~1.2m
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along the Seignior Street (Olympic Highway) are detailed in Table 18 below.

TABLE 18: PUBLIC TRANSPORT FACILITIES – OLYMPIC HIGHWAY / SEIGNIOR STREET

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on the Seignior Street (Olympic Highway) proximate the Junee Station and Surrounds enhancement site	Northbound	924	One (1) service operating on Thursday only
		S221	One (1) service daily
	Southbound	924	One (1) service operating on Thursday only
		S221	One (1) service daily

Parking Facilities

There is no formal parking facilities provided along or adjacent to the Olympic Highway / Seignior Street.

Humphreys Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Humphreys Street, proximate the Junee Station and Surrounds enhancement site.

TABLE 19: TRAFFIC AND LANE CONFIGURATIONS – HUMPHREYS STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Humphreys Street	Regional road (unclassified)	Two-lane, two-way	~3.5m wide lanes	50km/hr	1,146 4%HV (2021)[1]

1. No data available, volumes estimated as 50% of Olympic Highway Level Crossing 10-hour with equivalent HV proportion, Table 4.53 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 10: HUMPHREYS STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Humphreys Street proximate the Junee Station and Surrounds enhancement site.

TABLE 20: PEDESTRIAN AND CYCLIST FACILITIES – HUMPHREYS STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Footpaths provided along both the north and south sides of Humphreys Street
If yes, what is the width of the footpath(s)?	~3.0m
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Humphreys Street are detailed in Table 21 below.

TABLE 21: PUBLIC TRANSPORT FACILITIES – HUMPHREYS STREET

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Humphreys Street proximate the Junee Station and Surrounds enhancement site	Northbound	921, 922, 923, 924, S221, S222, S223, S224, S225, S226, S227	One (1) service operating daily
	Southbound		

Parking Facilities

Details of parking facilities along Humphreys Street, proximate the Junee Station and Surrounds enhancement sites is detailed in Table 22 below.

TABLE 22: PARKING FACILITIES – HUMPHREYS STREET

Location	Parking	Time of day restriction
Humphreys Street	45-degree front to kerb parking on both sides of Humphreys Street	No restrictions

Lorne Street / Peel Street / Ducker Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Lorne Street / Peel Street / Ducker Street, proximate the Junee Station and Surrounds enhancement site.

TABLE 23: TRAFFIC AND LANE CONFIGURATIONS – LORNE STREET / PEEL STREET / DUCKER STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Lorne Street / Peel Street / Ducker Street	Regional road (unclassified) Local road (Peel Street)	Two-lane, two-way	~3.5m wide lanes	50km/hr	2,315 8%HV (2016)[1]

1. Lorne Street, Table 4.53 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 11: LORNE STREET / PEEL STREET / DUCKER STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Lorne Street / Peel Street / Ducker Street proximate the Junee Station and Surrounds enhancement site.

TABLE 24: PEDESTRIAN AND CYCLIST FACILITIES – LORNE STREET / PEEL STREET / DUCKER STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Footpaths are provided along both sides of Lorne Street / Peel Street / Ducker Street
If yes, what is the width of the footpath(s)?	~1.2m
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Lorne Street / Peel Street / Ducker Street are detailed in Table 25 below.

TABLE 25: PUBLIC TRANSPORT FACILITIES – LORNE STREET / PEEL STREET / DUCKER STREET

Bus stop ID	Direction	Services	Service frequency
Junee Public School, Lorne Street	Northbound	921, 922, 923, 924, S221, S222, S223, S224, S225, S226, S227	One (1) service operating daily
	Southbound		
Junee Railway Station	Northbound	921, 922, 923, 924, S221, S222, S223, S224, S225, S226, S227	One (1) service operating daily
	Southbound		

Parking Facilities

Details of parking facilities along Lorne Street / Peel Street / Ducker Street, proximate the Junee Station and Surrounds enhancement sites is detailed in Table 26 below.

TABLE 26: PARKING FACILITIES – LORNE STREET / PEEL STREET / DUCKER STREET

Location	Parking	Time of day restriction
Lorne Street / Peel Street / Ducker Street	Kerbside parking Designated commercial parking behind train station: 60 car spaces (approximately)	No restrictions

Hill Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Hill Street, proximate the Junee Station and Surrounds enhancement site.

TABLE 27: TRAFFIC AND LANE CONFIGURATIONS – HILL STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Hill Street	Local road	Two-lane, two-way	~6.0m wide lanes	50km/hr	926, 8%HV (2016)[1]

1 No data available, volumes estimated as 40% of Lorne Street with equivalent HV proportion, Table 4.53 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 12: HILL STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Hill Street proximate the Junee Station and Surrounds enhancement site.

TABLE 28: PEDESTRIAN AND CYCLIST FACILITIES – HILL STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Formal footpath is provided along the southern side of Hill Street and a portion of the northern side near the skate park.
If yes, what is the width of the footpath(s)?	~1.2m
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Hill Street are detailed in Table 29 below.

TABLE 29: PUBLIC TRANSPORT FACILITIES – HILL STREET

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Hill Street proximate the Junee Station and Surrounds enhancement site	Northbound	921, 922, 923, 924, S221, S222, S223, S224, S225, S226, S227	One (1) service operating daily
	Southbound		

Parking Facilities

Details of parking facilities along Hill Street, proximate the Junee Station and Surrounds enhancement sites is detailed in Table 30 below.

TABLE 30: PARKING FACILITIES – HILL STREET

Location	Parking	Time of day restriction
Hill Street	Kerbside parking on both sides of Hill Street	No restrictions

Joffre Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Joffre Street, proximate the Junee Station and Surrounds enhancement site.

TABLE 31: TRAFFIC AND LANE CONFIGURATIONS – JOFFRE STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Joffre Street	Local road	Two-lane, two-way	~7.1m sealed width	50km/hr	451 8%HV (2016)[1]

1. No data available, assume count occurred in 2016 with equivalent HV proportion, Table 4.53 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 13: JOFFRE STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Joffre Street proximate the Junee Station and Surrounds enhancement site.

TABLE 32: PEDESTRIAN AND CYCLIST FACILITIES – JOFFRE STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	No, however, a shared path crosses Joffre Street between the Kemp Street and Pretoria Avenue.
If yes, what is the width of the footpath(s)?	-
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Joffre Street are detailed in Table 33 below.

TABLE 33: PUBLIC TRANSPORT FACILITIES – JOFFRE STREET

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Joffre Street proximate the Junee Station and Surrounds enhancement site	Northbound	921, 922, 923, 924, S221, S222, S223, S224, S225, S226, S227	One (1) service operating daily
	Southbound		

Parking Facilities

Details of parking facilities along Joffre Street, proximate the Junee Station and Surrounds enhancement sites is detailed in Table 34 below.

TABLE 34: PARKING FACILITIES – JOFFRE STREET

Location	Parking	Time of day restriction
Joffre Street	No formal parking facilities on Joffre Street between Kemp Street and Pretoria Avenue	-

Pretoria Avenue

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Pretoria Avenue, proximate the Junee Station and Surrounds enhancement site.

TABLE 35: TRAFFIC AND LANE CONFIGURATIONS – PRETORIA AVENUE

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Pretoria Avenue	Local road	Two-lane, two-way	~6.8m wide sealed width	50km/hr	338, 8%HV (2016)[1]

1 No data available, volumes estimated as 75% of Joffre Street with equivalent HV proportion, Table 4.53 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 14: PRETORIA AVENUE (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Pretoria Avenue proximate the Junee Station and Surrounds enhancement site.

TABLE 36: PEDESTRIAN AND CYCLIST FACILITIES – PRETORIA AVENUE

Provisions	Comment
Are footpaths provided on one or both sides of the road?	An informal footpath is provided along the northern side of Pretoria Avenue.
If yes, what is the width of the footpath(s)?	-
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Pretoria Avenue are detailed in Table 37 below.

TABLE 37: PUBLIC TRANSPORT FACILITIES – PRETORIA AVENUE

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Pretoria Avenue proximate the Junee Station and Surrounds enhancement site	Northbound	921, 922, 923, 924, S221, S222, S223, S224, S225, S226, S227	One (1) service operating daily
	Southbound		

Parking Facilities

Details of parking facilities along Pretoria Avenue, proximate the Junee Station and Surrounds enhancement sites is detailed in Table 38 below.

TABLE 38: PARKING FACILITIES – PRETORIA AVENUE

Location	Parking	Time of day restriction
Pretoria Avenue	Kerbside parking along the northern side of Pretoria Avenue	No restrictions

Harold Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Harold Street, proximate the Junee Station and Surrounds enhancement site.

TABLE 39: TRAFFIC AND LANE CONFIGURATIONS – HAROLD STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Harold Street	Local road	Two-lane, two-way	~10.2m sealed width	50km/hr	1,158, 8%HV (2016)[1]

1 No data available, volumes estimated as 50% of Lorne Street with equivalent HV proportion, Table 4.53 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 15: HAROLD STREET (SOURCE: *GOOGLE MAPS*)

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Harold Street proximate the Junee Station and Surrounds enhancement site.

TABLE 40: PEDESTRIAN AND CYCLIST FACILITIES – HAROLD STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Footpaths are provided along both sides of Harold Street.
If yes, what is the width of the footpath(s)?	~0.6m
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Harold Street are detailed in Table 41 below.

TABLE 41: PUBLIC TRANSPORT FACILITIES – HAROLD STREET

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Harold Street proximate the Junee Station and Surrounds enhancement site	Northbound	921, 922, 923, 924, S221, S222, S223, S224, S225, S226, S227	One (1) service operating daily
	Southbound		

Parking Facilities

Details of parking facilities along Harold Street, proximate the Junee Station and Surrounds enhancement sites is detailed in Table 42 below.

TABLE 42: PARKING FACILITIES – HAROLD STREET

Location	Parking	Time of day restriction
Harold Street	Kerbside parking on both sides of Harold Street	No restrictions

Thomas Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Thomas Street, proximate the Junee Station and Surrounds enhancement site.

TABLE 43: TRAFFIC AND LANE CONFIGURATIONS – THOMAS STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Thomas Street	Local road	Two-lane, two-way	~10.0m sealed width	50km/hr	338, 8%HV (2016)[1]

1 No data available, volumes estimated as 75% of Joffre Street with equivalent HV proportion, Table 4.53 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 16: THOMAS STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Thomas Street proximate the Junee Station and Surrounds enhancement site.

TABLE 44: PEDESTRIAN AND CYCLIST FACILITIES – THOMAS STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	An informal footpath is provided along both sides of Thomas Street.
If yes, what is the width of the footpath(s)?	-
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Thomas Street are detailed in Table 45 below.

TABLE 45: PUBLIC TRANSPORT FACILITIES – THOMAS STREET

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Thomas Street proximate the Junee Station and Surrounds enhancement site	Northbound	921, 922, 923, 924, S221, S222, S223, S224, S225, S226, S227	One (1) service operating daily
	Southbound		

Parking Facilities

Details of parking facilities along Thomas Street, proximate the Junee Station and Surrounds enhancement sites is detailed in Table 46 below.

TABLE 46: PARKING FACILITIES – THOMAS STREET

Location	Parking	Time of day restriction
Thomas Street	Kerbside parking on both sides of Thomas Street	No restrictions

Railway Lane

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Railway Lane, proximate the Junee Station and Surrounds enhancement site.

TABLE 47: TRAFFIC AND LANE CONFIGURATIONS – RAILWAY LANE

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Railway Lane	Local road	Two-lane, two-way	~3.8m sealed width	50km/hr	341, 3%HV (2021)[1]

1 10-hour (5am to 10am and 2pm to 7pm) traffic survey volumes, Table 4.53 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 17: RAILWAY LANE (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Railway Lane proximate the Junee Station and Surrounds enhancement site.

TABLE 48: PEDESTRIAN AND CYCLIST FACILITIES – RAILWAY LANE

Provisions	Comment
Are footpaths provided on one or both sides of the road?	No formal footpaths provided along Railway Lane.
If yes, what is the width of the footpath(s)?	-
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Railway Lane are detailed in Table 49 below.

TABLE 49: PUBLIC TRANSPORT FACILITIES – RAILWAY LANE

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Railway Lane proximate the Junee Station and Surrounds enhancement site	Northbound	921, 922, 923, 924, S221, S222, S223, S224, S225, S226, S227	One (1) service operating daily
	Southbound		

Parking Facilities

Details of parking facilities along Railway Lane, proximate the Junee Station and Surrounds enhancement sites is detailed in Table 50 below.

TABLE 50: PARKING FACILITIES – RAILWAY LANE

Location	Parking	Time of day restriction
Railway Lane	No formal parking	No restrictions

Railway Parade

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Railway Parade, proximate the Junee Station and Surrounds enhancement site.

TABLE 51: TRAFFIC AND LANE CONFIGURATIONS – RAILWAY PARADE

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Railway Parade	Local road	Two-lane, two-way	~7.6m sealed width	50km/hr	341, 3%HV (2021)[1]

1 No data available, volumes estimated as Railway Lane with equivalent HV proportion, Table 4.53 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 18: RAILWAY PARADE (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Railway Parade proximate the Junee Station and Surrounds enhancement site.

TABLE 52: PEDESTRIAN AND CYCLIST FACILITIES – RAILWAY PARADE

Provisions	Comment
Are footpaths provided on one or both sides of the road?	No formal footpaths provided along Railway Parade.
If yes, what is the width of the footpath(s)?	-
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Railway Parade are detailed in Table 53 below.

TABLE 53: PUBLIC TRANSPORT FACILITIES – RAILWAY PARADE

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Railway Parade proximate the Junee Station and Surrounds enhancement site	Northbound	921, 922, 923, 924, S221, S222, S223, S224, S225, S226, S227	One (1) service operating daily
	Southbound		

Parking Facilities

Details of parking facilities along Railway Parade, proximate the Junee Station and Surrounds enhancement sites is detailed in Table 54 below.

TABLE 54: PARKING FACILITIES – RAILWAY PARADE

Location	Parking	Time of day restriction
Railway Parade	Kerbside parking along both sides of Railway Parade	No restrictions

William Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of William Street, proximate the Junee Station and Surrounds enhancement site.

TABLE 55: TRAFFIC AND LANE CONFIGURATIONS – WILLIAM STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
William Street	Local road Regional road (unclassified) between Ducker St and Edgar St	Two-lane, two-way	~12.0m sealed width	50km/hr	518, 8%HV (2016)[1]

1 No data available, volumes estimated as 60% of the difference between Byrnes Road and Edgar Street with equivalent HV proportion, Table 4.53 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 19: WILLIAM STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along William Street proximate the Junee Station and Surrounds enhancement site.

TABLE 56: PEDESTRIAN AND CYCLIST FACILITIES – WILLIAM STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	An informal footpath is provided along the northern side of William Street.
If yes, what is the width of the footpath(s)?	-
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along William Street are detailed in Table 57 below.

TABLE 57: PUBLIC TRANSPORT FACILITIES – WILLIAM STREET

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on William Street proximate the Junee Station and Surrounds enhancement site	Northbound	921, 922, 923, 924, S221, S222, S223, S224, S225, S226, S227	One (1) service operating daily
	Southbound		

Parking Facilities

Details of parking facilities along William Street, proximate the Junee Station and Surrounds enhancement sites is detailed in Table 58 below.

TABLE 58: PARKING FACILITIES – WILLIAM STREET

Location	Parking	Time of day restriction
William Street	Kerbside parking along both sides of William Street	No restrictions

Byrnes Road

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Byrnes Road, proximate the Junee Station and Surrounds enhancement site.

TABLE 59: TRAFFIC AND LANE CONFIGURATIONS – BYRNES ROAD

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Byrnes Road	Regional road	Two-lane, two-way	~3.5m wide lanes	50km/hr	2,299, 8%HV (2014)[1]

1. Byrnes Road, Table 4.53 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 20: BYRNES ROAD (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Byrnes Road proximate the Junee Station and Surrounds enhancement site.

TABLE 60: PEDESTRIAN AND CYCLIST FACILITIES – BYRNES ROAD

Provisions	Comment
Are footpaths provided on one or both sides of the road?	No
If yes, what is the width of the footpath(s)?	-
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Byrnes Road are detailed in Table 61 below.

TABLE 61: PUBLIC TRANSPORT FACILITIES – BYRNES ROAD

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Byrnes Road proximate the Junee Station	Northbound	921, 922, 923, 924, S221, S222, S223, S224, S225, S226, S227	One (1) service operating daily
	Southbound		

Bus stop ID	Direction	Services	Service frequency
and Surrounds enhancement site			

Parking Facilities

Details of parking facilities along Byrnes Road, proximate the Junee Station and Surrounds enhancement sites is detailed in Table 62 below.

TABLE 62: PARKING FACILITIES – BYRNES ROAD

Location	Parking	Time of day restriction
Byrnes Road	No formal parking	No restrictions

Edgar Street / Byrnes Road

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Edgar Street / Byrnes Road, proximate the Junee Station and Surrounds enhancement site.

TABLE 63: TRAFFIC AND LANE CONFIGURATIONS – EDGAR STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Edgar Street / Byrnes Road	Local road	Two-lane, two-way	~3.5m wide lanes	50km/hr	1436, 8%HV (2018)[1]

1. Edgar Street, Table 4.53 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 21: EDGAR STREET / BYRNES ROAD (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Edgar Street / Byrnes Road proximate the Junee Station and Surrounds enhancement site.

TABLE 64: PEDESTRIAN AND CYCLIST FACILITIES – EDGAR STREET / BYRNES ROAD

Provisions	Comment
Are footpaths provided on one or both sides of the road?	An informal footpath is provided along the eastern side of Edgar Street between the Kemp Street bridge and Hill Street.
If yes, what is the width of the footpath(s)?	-
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Edgar Street / Byrnes Road are detailed in Table 65 below.

TABLE 65: PUBLIC TRANSPORT FACILITIES – EDGAR STREET

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Edgar Street / Byrnes Road proximate the Junee Station and Surrounds enhancement site	Northbound	921, 922, 923, 924, S221, S222, S223, S224, S225, S226, S227	One (1) service operating daily
	Southbound		

Parking Facilities

Details of parking facilities along Edgar Stret / Byrnes Road, proximate the Junee Station and Surrounds enhancement sites is detailed in Table 66 below.

TABLE 66: PARKING FACILITIES – EDGAR STREET / BYRNES ROAD

Location	Parking	Time of day restriction
Edgar Street / Byrnes Road	No formal parking	No restrictions

2.3.2 Key Intersections

Overview

The following table provides an overview of key intersections proximate the Junee Station and Surrounds enhancement site proposed to support the Stage B construction activities.

TABLE 67: KEY INTERSECTIONS – JUNEE STATION AND SURROUNDS ENHANCEMENT SITE

Intersection number	Intersection	Control
1	Olympic Highway / Kemp Street / Seignior Street	Priority-controlled (T-junction)
2	Olympic Highway (Seignior Street) / Anzac Avenue	Priority-controlled (T-junction)
3	Olympic Highway (Seignior Street) / Broadway Street	Priority-controlled (roundabout)
4	Olympic Highway / Main Street	Priority-controlled (T-junction with access)
5	Lorne Street / Peel Street / Humphreys Street / Waratah Street	Priority-controlled (staggered T-junction)
6	Lorne Street / Hill Street / Ducker Street	Priority-controlled (staggered T-junction)

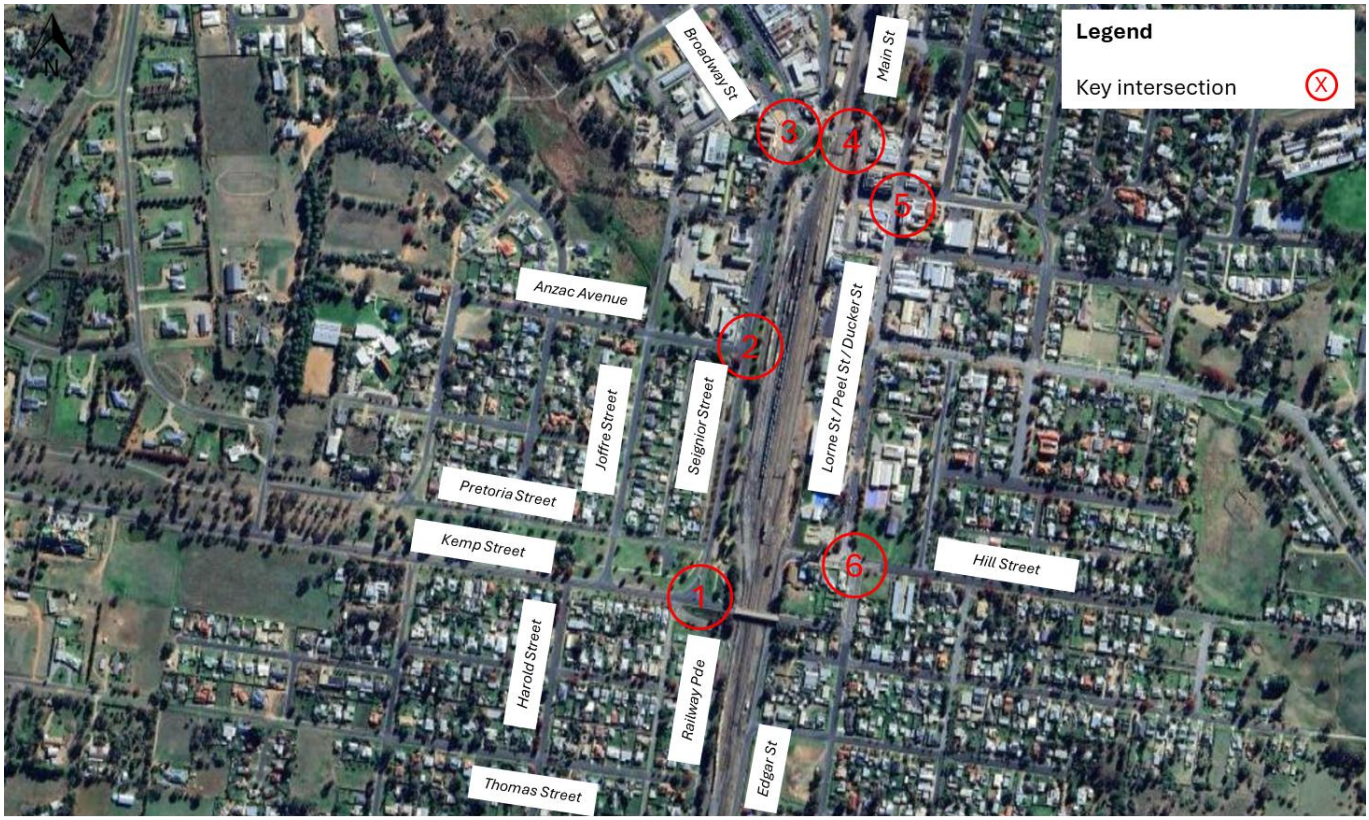


FIGURE 22: KEY INTERSECTIONS LOCATION

Background Intersection Performance

The LOS criteria adopted for assessing intersection performance is shown below.

TABLE 68: LEVEL OF SERVICE CRITERIA

Level of service	Average delay per vehicle (secs/veh)
A	<14
B	15 to 28
C	29 to 42
D	53 to 56
E	57 to 70

Olympic Highway / Kemp Street / Seignior Street Intersection

The following table provide an overview of the operations of the Olympic Highway / Kemp Street / Seignior Street intersection.

TABLE 69: KEY INTERSECTION – OLYMPIC HIGHWAY / KEMP STREET / SEIGNIOR STREET

Intersection	Control
Olympic Highway / Kemp Street / Seignior Street	Priority-controlled (T-junction)

Background Traffic Volumes

Background traffic volumes at the Olympic Highway / Seignior Street / Kemp Street intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 8:15am – 9:15am and between 3:15pm – 4:15pm. Recorded traffic volumes during the peak period are presented in Table 70.

TABLE 70: OLYMPIC HIGHWAY / KEMP STREET / SEIGNIOR STREET – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (8:15am – 9:15am)	PM peak volume (3:15pm – 4:15pm)	Daily Volumes
Olympic Highway (west)			
Left (onto Olympic Highway / Seignior Street)	65	94	742
Through (onto Kemp Street)	132	74	800
U-turn (onto Olympic Highway)	0	0	0
Olympic Highway (north) / Seignior Street			
Left (onto Kemp Street)	34	57	447
Right (onto Olympic Highway)	60	99	774
U-turn (onto Olympic Highway)	0	0	0
Olympic Highway / Kemp Street			
Right (onto Olympic Highway / Seignior Street)	28	39	355
Through (onto Olympic Highway)	71	106	717
U-turn (Onto Kemp Street)	0	0	0

Background Intersection Performance

No data is available for the Olympic Highway / Kemp Street / Seignior Street intersection.

Olympic Highway (Seignior Street) / Anzac Avenue

The following table provide an overview of the operations of the Olympic Highway (Seignior Street) / Anzac Avenue intersection.

TABLE 71: KEY INTERSECTION – OLYMPIC HIGHWAY (SEIGNIOR STREET) / ANZAC AVENUE

Intersection	Control
Olympic Highway (Seignior Street) / Anzac Avenue	Priority-controlled (T-junction)

Background Traffic Volumes

Background traffic volumes at the Olympic Highway (Seignior Street) / Anzac Avenue intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 8:15am – 9:15am and between 3:15pm – 4:15pm. Recorded traffic volumes during the peak period are presented in Table 72.

TABLE 72: OLYMPIC HIGHWAY (SEIGNIOR STREET) / ANZAC AVENUE – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (8:15am – 9:15am)	PM peak volume (3:15pm – 4:15pm)	Daily Volumes
Anzac Avenue (west)			
Left (onto Olympic Highway / Seignior Street)	65	63	387
Right (onto Olympic Highway / Seignior Street)	3	7	47
U-turn (onto Anzac Avenue)	0	0	1
Olympic Highway / Seignior Street (north)			
Right (onto Anzac Avenue Street)	64	66	408
Through (onto Olympic Highway)	93	153	1,186
U-turn (onto Olympic Highway)	0	0	2
Olympic Highway / Seignior Street (south)			
Left (onto Anzac Avenue)	1	8	0
Through (onto Olympic Highway)	96	128	0
U-turn (onto Olympic Highway)	0	1,092	0

Background Intersection Performance

No data is available for the Olympic Highway (Seignior Street) / Anzac Avenue intersection.

Olympic Highway (Seignior Street) / Broadway Street

The following table provide an overview of the operations of the Olympic Highway (Seignior Street) / Broadway Street intersection.

TABLE 73: KEY INTERSECTION – OLYMPIC HIGHWAY (SEIGNIOR STREET) / BROADWAY STREET

Intersection	Control
Olympic Highway / Seignior Street / Broadway Street	Priority-controlled (roundabout)

Background Traffic Volumes

Background traffic volumes at the Olympic Highway (Seignior Street) / Broadway Street intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 8:15am – 9:15am and between 3:15pm – 4:15pm. Recorded traffic volumes during the peak period are presented in Table 74.

TABLE 74: OLYMPIC HIGHWAY (SEIGNIOR STREET) / BROADWAY STREET – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (8:15am – 9:15am)	PM peak volume (3:15pm – 4:15pm)	Daily Volumes
Broadway Street (north-west)			
Left (onto Olympic Highway / Seignior Street)	86	144	1,073
Right (onto Olympic Highway / Seignior Street)	96	136	1,073
U-turn (onto Broadway Street)	11	19	202
Olympic Highway / Seignior Street (north-east)			
Left (onto Olympic Highway / Seignior Street)	73	96	636
Right (onto Broadway Street)	83	103	1,063
U-turn (onto Olympic Highway / Seignior St)	0	1	5
Olympic Highway / Seignior Street (south)			
Left (onto Broadway Street)	92	123	1,029
Right (onto Olympic Highway / Seignior Street)	85	72	554
U-turn (onto Olympic Highway / Seignior St)	0	0	1

Background Intersection Performance

An intersection delay and LOS analysis was completed by WSP as part of Appendix D *Addendum to Technical Paper 1: Traffic and Transport.* The LOS criteria adopted for assessing intersection performance is provided in Table 68.The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM, Midday & PM peaks).

TABLE 75: INTERSECTION DELAY AND LOS ANALYSIS - OLYMPIC HIGHWAY / SEIGNIOR STREET / BROADWAY STREET

Intersection	2024 Base (AM Peak)		2024 Base (Midday Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
Olympic Highway / Seignior Street / Broadway Street	6	A	3.5	A	16.7	B

Olympic Highway / Main Street

The following table provide an overview of the operations of the Olympic Highway / Main Street intersection.

TABLE 76: KEY INTERSECTION – OLYMPIC HIGHWAY / MAIN STREET

Intersection	Control
Olympic Highway / Main Street	Priority-controlled (T-junction with access)

Background Traffic Volumes

Background traffic volumes at the Olympic Highway / Main Street intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 8:30am – 9:30am and between 3:00pm – 4:00pm. Recorded traffic volumes during the peak period are presented in Table 77.

TABLE 77: OLYMPIC HIGHWAY / MAIN STREET – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (8:30am – 9:30am)	PM peak volume (3:00pm – 4:00pm)	Daily Volumes
Olympic Highway (north)			
Left (into access)	0	0	2
Through (onto Main Street)	13	13	135
Right (onto Olympic Highway)	78	89	693
U-turn (onto Olympic Highway)	0	0	1
Access (east)			
Left (onto Main Street)	1	0	7
Through (onto Olympic Highway)	0	1	13
Right (onto Olympic Highway)	0	3	10
U-turn (into access)	0	0	0
Main Street (south)			
Left (onto Olympic Highway)	96	149	1,118
Through (onto Olympic Highway)	18	12	207
Right (into access)	1	0	5
U-turn (onto Olympic Highway)	0	0	3
Olympic Highway (west)			
Left (onto Olympic Highway)	72	102	776
Through (into access)	0	0	4
Right (onto Olympic Highway)	98	126	905

Intersection approach	AM Peak volume (8:30am – 9:30am)	PM peak volume (3:00pm – 4:00pm)	Daily Volumes
U-turn (onto Olympic Highway)	0	0	0

Background Intersection Performance

An intersection delay and LOS analysis was completed by WSP as part of Appendix D *Addendum to Technical Paper 1: Traffic and Transport.* The LOS criteria adopted for assessing intersection performance is provided in Table 68. The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM, Midday & PM peaks).

TABLE 78: INTERSECTION DELAY AND LOS ANALYSIS - OLYMPIC HIGHWAY / MAIN STREET

Intersection	2024 Base (AM Peak)		2024 Base (Midday Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
Olympic Highway / Main Street	7.9	A	6.6	A	17.1	B

Lorne Street / Peel Street / Humphreys Street / Waratah Street

The following table provide an overview of the operations of the Lorne Street / Peel Street / Humphreys Street / Waratah Street intersection.

TABLE 79: KEY INTERSECTION – LORNE STREET / PEEL STREET / HUMPHREYS STREET / WARATAH STREET

Intersection	Control
Lorne Street / Peel Street / Humphreys Street / Waratah St	Priority-controlled (staggered T-junction)

Background Traffic Volumes

Background traffic volumes at the Lorne Street / Peel Street / Humphreys Street / Waratah Street intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 8:30am – 9:30am and between 3:00pm – 4:00pm. Recorded traffic volumes during the peak period are presented in Table 80.

TABLE 80: LORNE STREET / PEEL STREET / HUMPHREYS STREET / WARATAH STREET – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (8:30am – 9:30am)	PM peak volume (3:00pm – 4:00pm)	Daily Volumes
Peel Street (north)			
Left (onto Waratah Street)	8	8	61
Through (onto Lorne Street)	104	94	882
Right (onto Humphreys Street)	9	7	66
U-turn (onto Peel Street)	0	0	0
Waratah Street (east)			
Left (onto Lorne Street)	21	32	212
Through (onto Humphreys Street)	34	38	247
Right (onto Peel Street)	5	7	35

Intersection approach	AM Peak volume (8:30am – 9:30am)	PM peak volume (3:00pm – 4:00pm)	Daily Volumes
U-turn (onto Waratah Street)	0	1	2
Lorne Street (south)			
Left (onto Humphreys Street)	75	104	959
Through (Peel Street)	61	102	707
Right (Waratah Street)	30	31	235
U-turn (onto Lorne Street)	0	0	4
Humphreys Street (west)			
Left (onto Peel Street)	8	6	72
Through (onto Waratah Street)	41	44	235
Right (Lorne Street)	56	85	724
U-turn (onto Humphreys Street)	0	0	0

Background Intersection Performance

An intersection delay and LOS analysis was completed by WSP as part of Appendix D Addendum to Technical Paper 1: Traffic and Transport. The LOS criteria adopted for assessing intersection performance is provided in Table 69. The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM, Midday & PM peaks).

TABLE 81: INTERSECTION DELAY AND LOS ANALYSIS - LORNE STREET / PEEL STREET / HUMPHREYS STREET / WARATAH STREET

Intersection	2024 Base (AM Peak)		2024 Base (Midday Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
Lorne Street / Peel Street / Humphreys Street / Waratah Street	0.8	A	0.7	A	1.1	A

Lorne Street / Hill Street / Ducker Street

The following table provide an overview of the operations of the Lorne Street / Hill Street / Ducker Street intersection.

TABLE 82: KEY INTERSECTION – LORNE STREET / HILL STREET / DUCKER STREET

Intersection	Control
Lorne Street / Hill Street / Ducker Street	Priority-controlled (staggered T-junction)

Background Traffic Volumes

Background traffic volumes at the Lorne Street / Hill Street / Ducker Street intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 8:15am – 9:15am and between 3:00pm – 4:00pm. Recorded traffic volumes during the peak period are presented in Table 83.

TABLE 83: LORNE STREET / HILL STREET / DUCKER STREET – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (8:15am – 9:15am)	PM peak volume (3:00pm – 4:00pm)	Daily Volumes
Lorne Street (north)			
Left (onto Hill Street)	8	18	94
Through (onto Ducker Street)	77	110	883
Right (onto Hill Street)	49	35	455
U-turn (onto Lorne Street)	0	0	0
Hill Street (east)			
Left (onto Ducker Street)	29	25	176
Through (onto Hill Street)	9	1	46
Right (onto Lorne Street)	7	12	78
U-turn (onto Hill Street)	0	0	0
Ducker Street (south)			
Left (onto Hill Street)	2	2	28
Right (Hill Street)	122	104	905
Through (Lorne Street)	25	25	173
U-turn (onto Ducker Street)	0	2	3
Hill Street (west)			
Left (onto Lorne Street)	51	76	658
Through (onto Hill Street)	0	0	0
Right (Ducker Street)	0	0	0
U-turn (onto Hill Street)	0	0	0

Background Intersection Performance

No data is available for the Lorne Street / Hill Street / Ducker Street intersection.

2.4 Olympic Highway Underbridge

FIGURE 23: STATE, REGIONAL AND LOCAL ROADS OLYMPIC HIGHWAY UNDERBRIDGE (1 OF 2)

FIGURE 24: STATE, REGIONAL AND LOCAL ROADS OLYMPIC HIGHWAY UNDERBRIDGE (2 OF 2)

2.4.1 Key Roads

Overview

The following table provides an overview of key roads proximate the Olympic Highway Underbridge enhancement site proposed to support the Stage B construction activities.

TABLE 84: KEY ROADS – OLYMPIC HIGHWAY UNDERBRIDGE ENHANCEMENT SITE

Road	Road name	Road Hierarchy
1	Main Street (Olympic Highway)	Classified State Road Regional road (unclassified) btw Humphrys St and Olympic Hwy (Main St) Local road between Cedric Street and Waterworks Road
2	Illabo Road	Local road between Regent Street and Illabo Road (Olympic Hwy)

Main Street/Illabo Road (Olympic Highway)

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of the Main Street (Olympic Highway), proximate the Olympic Highway Underbridge enhancement site.

TABLE 85: TRAFFIC AND LANE CONFIGURATIONS – MAIN STREET (OLYMPIC HIGHWAY)

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Main Street/Illabo Road (Olympic Highway)	Classified State Road Regional road (unclassified) btw Humphrys St and Olympic Hwy (Main St) Local road between Cedric Street and Waterworks Road	Two-lane, two-way	~3.5m wide lanes	50km/hr	1,718, 16% HV (2011)[1]

1 Main Street (Olympic Highway), Table 4.56 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 25: MAIN STREET (OLYMPIC HIGHWAY) (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along the Main Street (Olympic Highway), proximate the Olympic Highway Underbridge enhancement site.

TABLE 86: PEDESTRIAN AND CYCLIST FACILITIES – MAIN STREET (OLYMPIC HIGHWAY)

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Formal footpath is provided on the southern side of Main Street
If yes, what is the width of the footpath(s)?	~1.2m
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along the Main Street (Olympic Highway) are detailed in Table 87 below.

TABLE 87: PUBLIC TRANSPORT FACILITIES – MAIN STREET (OLYMPIC HIGHWAY)

Bus stop ID	Direction	Services	Service frequency
Cedric Street at Main Street	Northbound	921	One (1) service daily

Bus stop ID	Direction	Services	Service frequency
	Southbound	921	One (1) service daily

Parking Facilities

Details of parking facilities along Main Street (Olympic Highway), proximate the Olympic Highway Underbridge enhancement sites is detailed in Table 88 below.

TABLE 88: PARKING FACILITIES – MAIN STREET (OLYMPIC HIGHWAY)

Location	Parking	Time of day restriction
Main Street (Olympic Highway)	No formal parking	No restrictions

Illabo Road

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of the Illabo Road, proximate the Olympic Highway Underbridge enhancement site.

TABLE 89: TRAFFIC AND LANE CONFIGURATIONS – ILLABO ROAD

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Illabo Road[1]	Local road between Regent Street and Illabo Road (Olympic Hwy)	Two-lane, two-way	~3.5m wide lanes	50km/hr	592, 6% HV (2015)[1]

1 Illabo Road, Table 4.56 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 26: ILLABO ROAD (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along the Illabo Road, proximate the Olympic Highway Underbridge enhancement site.

TABLE 90: PEDESTRIAN AND CYCLIST FACILITIES – ILLABO ROAD

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Formal footpath is provided on the north western side of Illabo Road
If yes, what is the width of the footpath(s)?	~1.2m
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along the Illabo Road are detailed in Table 87 below.

TABLE 91: PUBLIC TRANSPORT FACILITIES – ILLABO ROAD

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Illabo Road proximate the Olympic Highway Underbridge enhancement site	Northbound	921	One (1) service daily
	Southbound	921	One (1) service daily

Parking Facilities

Details of parking facilities along Illabo Road, proximate the Olympic Highway Underbridge enhancement sites is detailed in Table 92 below.

TABLE 92: PARKING FACILITIES – ILLABO ROAD

Location	Parking	Time of day restriction
Illabo Road	No formal parking	No restrictions

2.4.2 Key Intersections

Overview

The following table provides an overview of key intersections proximate the Olympic Highway Underbridge enhancement site proposed to support the Stage B construction activities.

TABLE 93: KEY INTERSECTIONS – OLYMPIC HIGHWAY UNDERBRIDGE ENHANCEMENT SITE

Intersection number	Intersection	Control
1	Olympic Highway / Illabo Road	Priority-controlled (T-junction)

FIGURE 27: KEY INTERSECTIONS LOCATION

Olympic Highway / Illabo Road

The following table provide an overview of the operations of the Olympic Highway / Illabo Road intersection.

TABLE 94: KEY INTERSECTION – OLYMPIC HIGHWAY / ILLABO ROAD

Intersection	Control
Olympic Highway / Illabo Road	Priority-controlled (T-junction)

Background Traffic Volumes

Background traffic volumes at the Olympic Highway / Illabo Road intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 8:15am – 9:15am and between 2:45pm – 3:45pm. Recorded traffic volumes during the peak period are presented in Table 95.

TABLE 95: OLYMPIC HIGHWAY / ILLABO ROAD – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (8:15am – 9:15am)	PM peak volume (2:45pm – 3:45pm)	Daily Volumes
Olympic Highway (east)			
Left (onto Illabo Road)	27	38	296
Through (onto Olympic Highway)	98	126	919
U-turn (onto Olympic Highway)	0	0	0
Illabo Road (south)			
Left (onto Olympic Highway)	12	25	127
Right (onto Olympic Highway)	18	36	243
U-turn (onto Illabo Road	0	0	0
Olympic Highway (west)			
Through (onto Olympic Highway)	96	121	901
Right (onto Illabo Road)	18	14	154
U-turn (Olympic Highway	0	0	0

Background Intersection Performance

No data is available for the Olympic Highway / Illabo Road intersection.

2.5 Junee to Illabo Clearances

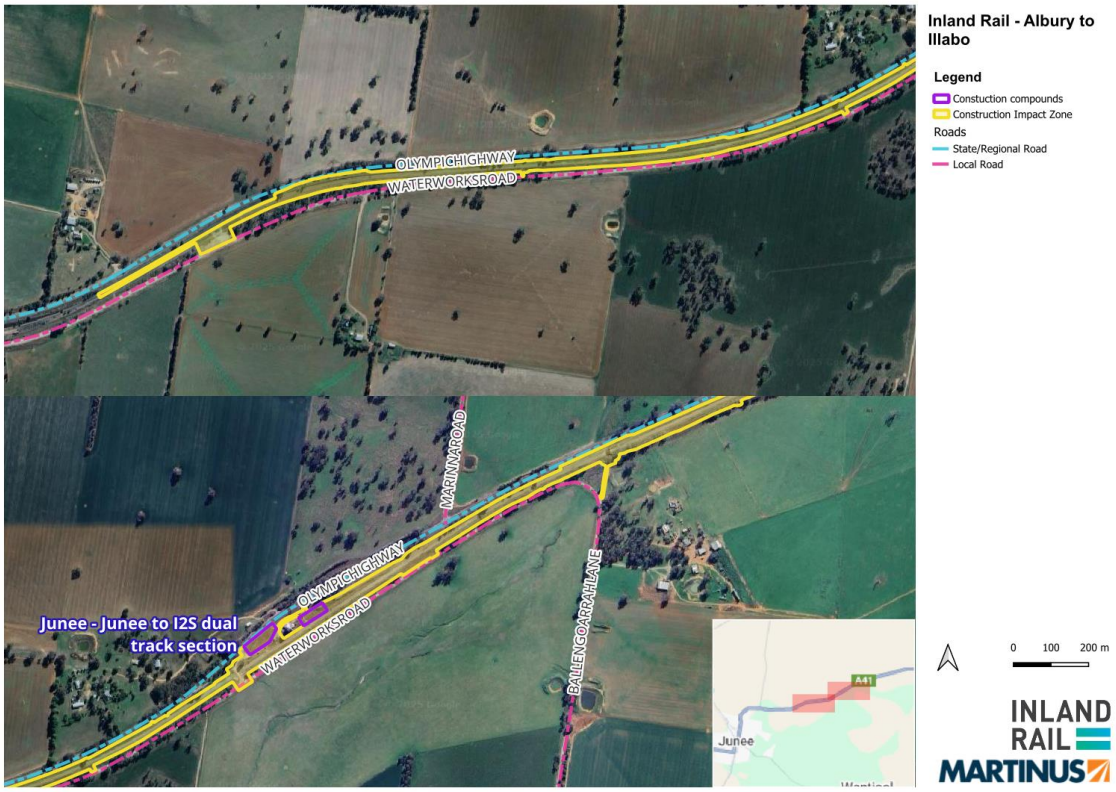


FIGURE 28: STATE, REGIONAL AND LOCAL ROADS JUNEE TO ILLABO (J2I 1 OF 4)

FIGURE 29: STATE, REGIONAL AND LOCAL ROADS JUNEE TO ILLABO (J2I 2 OF 4)

FIGURE 30: STATE, REGIONAL AND LOCAL ROADS JUNEE TO ILLABO (J2I 3 OF 4)

FIGURE 31: STATE, REGIONAL AND LOCAL ROADS JUNEE TO ILLABO (J2I 4 OF 4)

2.5.1 Key Roads

Overview

The following table provides an overview of key roads proximate the Junee to Illabo enhancement site proposed to support the Stage B construction activities.

TABLE 96: KEY ROADS – JUNEE TO ILLABO ENHANCEMENT SITE

Road	Road name	Road Hierarchy
1	Olympic Highway	Classified State Road
2	Brabins Road	Local road
3	Waterworks Road	Local road
4	Marinna Station Cross Road	Local road

Olympic Highway

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of the Olympic Highway, proximate the Junee to Illabo Clearances enhancement site.

TABLE 97: TRAFFIC AND LANE CONFIGURATIONS – OLYMPIC HIGHWAY (A41)

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Olympic Highway	State road	Two-lane, two-way	~3.5m wide lanes	50km/hr – 100km/hr	1718, 16% HV (2011)[1]

1 Olympic Highway, Table 4.58 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 32: OLMYPIC HIGHWAY (A41) (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along the Olympic Highway, proximate the Junee to Illabo Clearances enhancement site.

TABLE 98: PEDESTRIAN AND CYCLIST FACILITIES – OLYMPIC HIGHWAY

Provisions	Comment
Are footpaths provided on one or both sides of the road?	No
If yes, what is the width of the footpath(s)?	-
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along the Olympic Highway, proximate the Junee to Illabo Clearances enhancement site is detailed in Table 99 below.

TABLE 99: PUBLIC TRANSPORT FACILITIES – OLMYPIC HIGHWAY

Bus stop ID	Direction	Services	Service frequency
Turland Street and Layton Street	Westbound	S223	One (1) service daily
Turland Street and Layton Street	Eastbound		

Parking Facilities

There is no formal parking facilities provided along or adjacent to the Olympic Highway, proximate the Junee to Illabo Clearances enhancement site.

Brabins Road

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Brabins Road proximate the Junee to Illabo Clearances enhancement site.

TABLE 100: TRAFFIC AND LANE CONFIGURATIONS – BRABINS ROAD

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Brabins Road	Local road	Two-way, one-lane	~6.2m carriageway	Unsigned	44 (2014)[1]

1 Brabin Road, Table 4.58 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 33: BRABINS ROAD (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Brabins Road, proximate the Junee to Illabo Clearances enhancement site.

TABLE 101: PEDESTRIAN AND CYCLIST FACILITIES – BRABINS ROAD

Provisions	Comment
Are footpaths provided on one or both sides of the road?	No
If yes, what is the width of the footpath(s)?	-
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Brabins Road, proximate the Junee to Illabo Clearances enhancement site is detailed in Table 99 below.

TABLE 102: PUBLIC TRANSPORT FACILITIES – BRABINS ROAD

Bus stop ID	Direction	Services	Service frequency
There are no public transport facilities, not do any public transport services operate along Waterworks Road.			

Parking Facilities

There is no formal parking facilities provided along or adjacent to Brabins Road proximate the Junee to Illabo Clearances enhancement site.

Waterworks Road

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Waterworks Road proximate the Junee to Illabo Clearances enhancement site.

TABLE 103: TRAFFIC AND LANE CONFIGURATIONS – WATERWORKS ROAD

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Waterworks Road	Local road	Unsealed carriageway	6-8m wide carriageway	Unsigned	241 (2014)[1]

1 Waterworks Road, Table 4.58 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

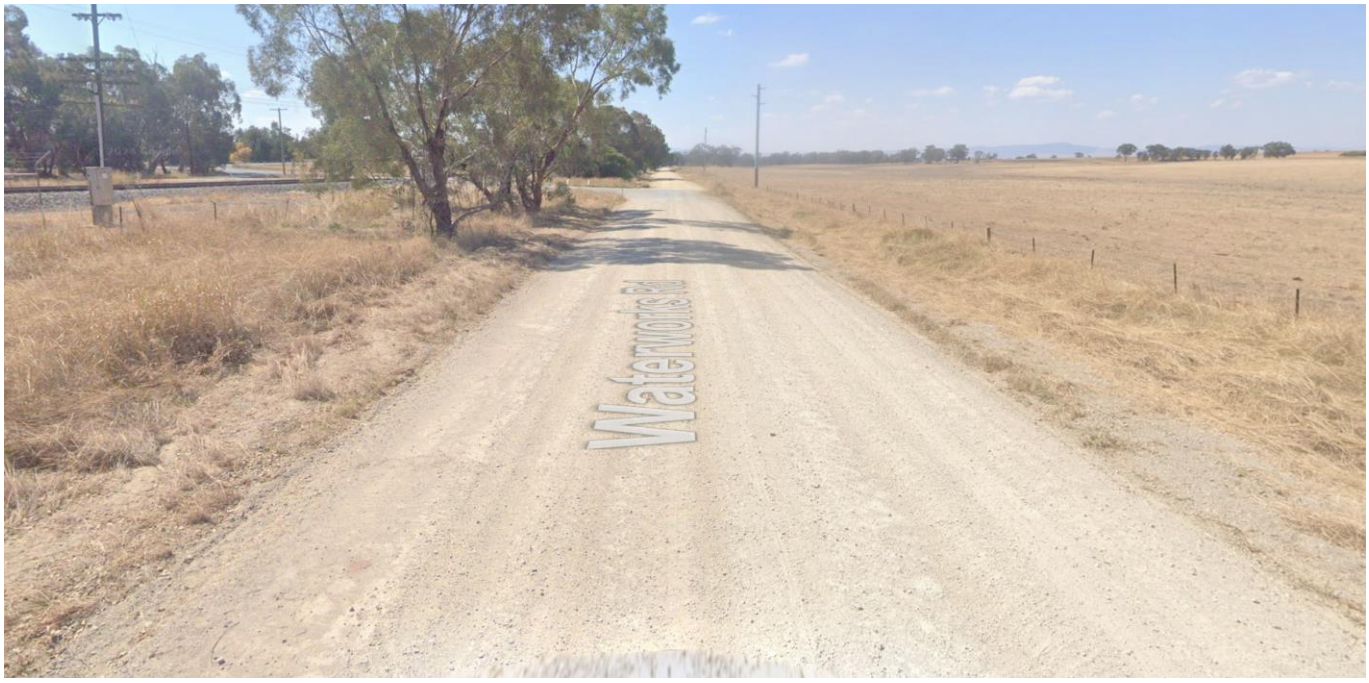


FIGURE 34: WATERWORKS ROAD (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Waterworks Road, proximate the Junee to Illabo Clearances enhancement site.

TABLE 104: PEDESTRIAN AND CYCLIST FACILITIES – WATERWORKS ROAD

Provisions	Comment
Are footpaths provided on one or both sides of the road?	No
If yes, what is the width of the footpath(s)?	-
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Waterworks Road, proximate the Junee to Illabo Clearances enhancement site is detailed in Table 99 below.

TABLE 105: PUBLIC TRANSPORT FACILITIES – WATERWORKS ROAD

Bus stop ID	Direction	Services	Service frequency
There are no public transport facilities, not do any public transport services operate along Waterworks Road.			

Parking Facilities

There is no formal parking facilities provided along or adjacent to Waterworks Road proximate the Junee to Illabo Clearances enhancement site.

Marinna Station Cross Road

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of the Marinna Station Cross Road, proximate the Junee to Illabo Clearances enhancement site.

TABLE 106: TRAFFIC AND LANE CONFIGURATIONS – MARINNA STATION CROSS ROAD

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Marinna Station Cross Road	Local road	Unsealed carriageway	Two-way, one-lane	Unsigned	44[1]

1. No data available, volumes estimated as Brabins Road, Table 4.58 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 35: MARINNA STATION CROSS ROAD (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along the Marinna Station Cross Road, proximate the Junee to Illabo Clearances enhancement site.

TABLE 107: PEDESTRIAN AND CYCLIST FACILITIES – MARINNA STATION CROSS ROAD

Provisions	Comment
Are footpaths provided on one or both sides of the road?	No
If yes, what is the width of the footpath(s)?	-
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along the Marinna Station Cross Road, proximate the Junee to Illabo Clearances enhancement site is detailed in Table 99 below.

TABLE 108: PUBLIC TRANSPORT FACILITIES – MARINNA STATION CROSS ROAD

Bus stop ID	Direction	Services	Service frequency
There are no public transport facilities, not do any public transport services operate along the Marinna Station Cross Road.			

Parking Facilities

There is no formal parking facilities provided along or adjacent to the Marinna Station Cross Road proximate the Junee to Illabo Clearances enhancement site.

3 PROPOSED ARRANGEMENTS

3.1 Harefield Yard

3.1.1 Site Location

The location and layout of the Harefield Yard Clearances enhancement site is shown below in Figure 36.

FIGURE 36: HAREFIELD YARD CLEARANCES ENHANCEMENT SITE

3.1.2 Works Required

The Stage B scope of works at Harefield Yard Clearance enhancement site will comprise the following:

- Track slewing
- Signalling
- Utilities protection
- Platform and shed demolition
- Drainage works

3.1.3 Timing and Duration

Stage B works at the Harefield Yard enhancement site is planned to commence in September 2025 and continue to November 2026.

3.1.4 Operating Conditions

There will be no long-term changes to the existing conditions on the roads in the vicinity of the Harefield Yard Clearances enhancement site resulting from the Stage B works.

Temporary speed limit reductions and/or short-term traffic control (intermittent stops) may be implemented on Byrnes Road to facilitate the safe and efficient movement of construction heavy vehicles (refer to Section 3.1.13).

3.1.5 Construction Traffic

The peak volume of additional traffic generated by the Harefield Yard works required to access the worksite is expected to be in the order of six (6) one-way vehicle movements per peak hour, broken down as follows:

- Three (3) construction heavy vehicle movements
- Three (3) workforce light vehicle movements

Based on the current methodology and program, it is expected for peak construction traffic volumes to occur March 2026.

3.1.6 Site Access

Overview

Access to the worksite will be via two (2) existing access points to the rail corridor located on Byrnes Road and Harefield Road. The location of the site access gates is shown below in Figure 37.

FIGURE 37: SITE ACCESS LOCATIONS – HAREFIELD YARD CLEARANCES ENHANCEMENT SITE

A summary of permitted movements and methods of control at site access locations is provided below in Table 109, with further details provided in subsequent sections of this report.

TABLE 109: SITE ACCESS DETAILS – HAREFIELD YARD CLEARANCES ENHANCMENT SITE

Access	Site Entry/Exit	Largest Permitted Vehicle	Permitted Movements	Control
Gate H1 – Existing access off Harefield Railway Access Road	Entry and exit	Up to 19.0m truck & dog	Left in, right out	Give-way
Gate H2 – Existing access off Byrnes Road	Entry and exit	Up to 19.0m truck & dog	All movement	Give-way (traffic control for speed reduction)

Gate H1 – Harefield Railway Access Road

Located on the Harefield Railway Access Road, Gate H1 is an existing access that will provide access to the Harefield Yard enhancement site. Details of permitted movements and methods of control at Gate H1 is summarised in Table 109.

FIGURE 38: SITE ACCESS DETAILS – GATE H1

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 110: SIGHT DISTANCE ASSESSMENT – GATE H1

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
North of access	50km/hr[2]	64m[1]	Yes	123m	Yes	83m	Yes
South of access	50km/hr[2]	64m[1]	Yes	123m	Yes	83m	Yes

1. Desirable minimum value for all road types.

2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

Available sight distance to the west of Gate H1 achieves the minimum requirements for (in the absence of a posted speed limit) a conservative operating speed has been adopted).

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Harefield Railway Access Road. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Harefield Railway Access Road.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Harefield Railway Access Road falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate H1, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 111: SITE ACCESS ASSESSMENT CRITERIA – GATE H1

Site Access Assessment	
Location:	Harefield Railway Access Road
AADT:	No data available - assume between 300 - 1500
Speed limit:	50km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	50m (2D = 100m)
Available sight distance	Greater than 2D – see below

FIGURE 39: VIEW APPROACHING GATE H1 (~400M FROM ACCESS POINT)

As available sight distance approaching Gate H1 is greater than 2D (100m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 112 below.

TABLE 112: GATE H1 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS GREATER THAN 2D (TABLE 5-7 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES*)

ADT	300 – 1,500		More than 1,500	
Number of truck movements per shift	Less than or equal to 20	Greater than 20	Less than or equal to 20	Greater than 20
Traffic control required		Yes	Yes Note 1*	Yes Note 2*
VMP required		Yes		Yes
Warning signs required during shifts		Yes		Yes

Note 1: Where approach speed is greater than 95km/hr

Note 2: If acceleration and deceleration cannot occur on shoulders

No controls are warranted at Gate H1 to facilitate the safe and efficient movement of construction vehicles into and out of the access, and as such access will operate under a typical "Give way" arrangement. Notwithstanding this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.1.14.

Gate H2 – Existing access off Byrnes Road

Located on the Byrnes Road, Gate H2 is an existing access that will provide access to the Harefield Yard enhancement site. Details of permitted movements and methods of control at Gate H2 is summarised in Table 11.

FIGURE 40: GATE H2 – BYRNES ROAD

FIGURE 41: SITE ACCESS DETAILS – GATE H2

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

To ensure available sight distance approaching Gate H2 is achieved, a sign on the southern approach will be removed ("Fixing Country Road – Byrnes Road Realignment" project sign) as advised by Junee Shire Council, 23/06/2025).

NOTE: The "Road Subject to Flooding, Indicators Show Depth" sign is no longer present on site, presumably removed due to the change in road level following the completion of the Byrnes Road Realignment project.

TABLE 113: SIGHT DISTANCE ASSESSMENT – GATE H2

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
East of access	100km/hr[2]	193m[1]	Yes	285m	Yes	153m	Yes
West of access	100km/hr[2]	193m[1]	Yes	285m	Yes	153m	Yes

1. Desirable minimum value for all road types.

2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Byrnes Road. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Byrnes Road.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Byrnes Road falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate H2, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 114: SITE ACCESS ASSESSMENT CRITERIA – GATE H2

Site Access Assessment	
Location:	Byrnes Road
AADT:	2,590
Speed limit:	100km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	100m (2D = 200m)
Available sight distance	Greater than 2D

FIGURE 42: SOUTHBOUND VIEW APPROACHING GATE H2 (~200M FROM ACCESS POINT)

FIGURE 43: NORTHBOUND VIEW APPROACHING GATE H2 (~200M FROM ACCESS POINT)

As available sight distance approaching Gate H2 is greater than 2D (200m) an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 115.

TABLE 115: GATE H2 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS GREATER THAN 2D (TABLE 5-7 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES)*

ADT	300 – 1,500		More than 1,500	
Number of truck movements per shift	Less than or equal to 20	Greater than 20	Less than or equal to 20	Greater than 20
Traffic control required		Yes	Yes Note 1*	Yes Note 2*
VMP required		Yes		Yes
Warning signs required during shifts		Yes		Yes

Note 1: Where approach speed is greater than 95km/hr

Note 2: If acceleration and deceleration cannot occur on shoulders

In accordance with TfNSW's *Technical Manual – Traffic control at work sites,* traffic control is required to facilitate the safe and efficient movement of construction vehicles into and out of the access where the speed of approaching vehicles is greater than 95km/hr. To eliminate the exposure of traffic control personnel to live traffic, to minimise delays that would otherwise be incurred by approaching drivers and ensure that access manoeuvres can be undertaken safely. temporary speed limits will be implemented (below 95km/hr) along Byrnes Road during access operation. In addition to this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.1.14.

3.1.7 Construction Access Routes

Construction heavy vehicles will access the worksite via the routes detailed in Table 116 below.

TABLE 116: CONSTRUCTION VEHICLE ACCESS ROUTES – HAREFIELD YARD ENHANCEMENT SITE

Site Access	Direction	Access Route	Largest suitable vehicle type
Gate H1	Inbound	Byrnes Road, Harefield Road, Harefield Railway Access Road.	Up to 19.0m truck & dog
	Outbound	Harefield Railway Access Road, Harefield Road, Byrnes Road.	
Gate H2	Inbound	Byrnes Road.	Up to 19.0m truck & dog
	Outbound	Byrnes Road.	

FIGURE 44: CONSTRUCTION VEHICLE ACCESS ROUTES – HAREFIELD YARD CLEARANCES

3.1.8 Impact on Traffic Flow

Overview

To evaluate the impact of the Stage B works on the road network, an assessment of road (mid-block) performance has been undertaken in relation to Level of Service (LOS) for the key road links with and without traffic generated by the Stage B works. The assessment has been carried out using a combination of peak hour background traffic volumes, in conjunction with expected peak hour construction traffic volumes to determine an operating LOS for key road links for both the “without construction traffic” and “with construction traffic” scenarios.

Road link LOS for key road links have been determined using Table 4.4 from the *Guide to Traffic Generating Developments (RTA 2002)*, which has been replicated below.

TABLE 117: LINK LOS ADAPTED FROM THE *GUIDE TO TRAFFIC GENERATING DEVELOPMENT (2002) TABLE 4.4*

LOS	One lane per direction (veh/hr)	Two lanes per direction (veh/hr)
LOS A	200	900
LOS B	380	1,400
LOS C	600	1,800
LOS D	900	2,200
LOS E	More than 900	2,800

While it is recognised that TfNSW's *Guide to Transport Impact Assessment* has superseded the *Guide to Traffic Generating Developments*, the process of assessment is considered appropriate in quantifying potential impacts to traffic flow and the road network resulting from the Stage B works. It is also noted that this approach is consistent with the Link LOS assessment undertaken within *Technical Paper 1: Traffic and Transport* and its addendums.

Link Level of Service Assessment for Key Roads

The link LOS assessment for the Harefield Yard Clearances enhancement site is shown in Table 118 below. Peak hour volumes for Harefield Road, Byrnes Road and Harefield Railway Access Road have been extracted from Table 5.40 of *Technical Paper 1: Traffic and Transport*.

TABLE 118: LINK LOS ASSESSMENT – HAREFIELD YARD CLEARANCES

Road name	No. of lanes (per direction)	Background volume (one way)	Without construction traffic LOS	Construction volume (one way)	Total volume	Percent increase in volumes	With project LOS
Harefield Road	1	9	A	6	15	66.7%	A
Byrnes Road[1]	1	146	A		152	4.1%	A
Harefield Railway Access Road[2]	1	135	A		141	4.4%	A

Note 1: Byrnes Road, north of Harefield Road

Note 2: No data available, traffic volume estimated based on road type and surrounding lane uses

The link LOS assessment for the Harefield Yard Clearances enhancement site shows that with construction traffic all road links are expected to operate at LOS A, no change is LOS from the "without construction traffic scenario". As a result, no significant impact to road operation or performance are expected to result from the traffic generated by the Stage B works. As such, mitigations are not considered warranted as a result of the Stage B works.

3.1.9 Impact on Public Transport

There will be no change to or impact upon public transport access or operations during this stage of works at the Harefield Yard Clearances enhancement site.

3.1.10 Impact on Pedestrians and Cyclists

There will be no change to or impact upon pedestrian and cyclist facilities or access during this stage of works at the Harefield Yard Clearances enhancement site.

3.1.11 Access for Businesses and Residents

There will be no change to or impact upon access for businesses and residents during this stage of works at the Harefield Yard Clearances enhancement site.

3.1.12 Changes to Kerbside Management

There will be no changes to kerbside allocations during this stage of works at the Harefield Yard Clearances enhancement site.

3.1.13 Works Requiring Traffic Control

While the Stage B works are generally confined to the rail corridor and as such do not involve works be constructed under traffic, temporary speed limit reductions and/or traffic control (intermittent, short-term, long term) may be implemented on Byrnes Road to manage some site entry and exit movements for construction heavy vehicles.

TABLE 119: TRAFFIC CONTROL REQUIREMENTS – HAREFIELD YARD CLEARANCES

Location	Activity	Traffic control	Duration	Timing	Expected impacts
Gate H2 – Existing access off Byrnes Road	Site access manoeuvres	Speed reduction	15 months	Day shift, Monday to Saturday	Minor delays to traffic travelling along Byrnes Road

3.2 Junee Station and Surrounds

Due to their proximity Kemp Street Bridge, Junee Station Pedestrian Bridge and Junee Yard Clearances were considered collectively (referred to as Junee Station and Surrounds):

- Kemp Street Bridge
- Junee Station Pedestrian Bridge
- Junee Yard Clearances

3.2.1 Site Location

The location and layout of the Junee Station and Surrounds enhancement site is shown below in Figure 45.

FIGURE 45: JUNEE STATION AND SURROUNDS ENHANCEMENT SITE

3.2.2 Works Required

The Stage B scope of works at Junee Station and Surrounds enhancement site will comprise the following:

- Establishment of site compound and mobilisation
- Gantry modifications, removal and replacement
- Signalling reticulation
- Inground conduit installations
- Utility services relocations
- Investigation works (geotechnical / pavement / contamination)
- Demolition of existing Kemp Street Bridge and Junne Station Pedestrian Bridge
- Earthwork on eastern and western approaches
- Piling on eastern and western approaches
- Substructure construction of abutments and deflection walls
- Superstructure construction of piers, bridge span, approach slabs and staircase
- Drainage works
- Reinforced soil walls
- Barrier footings and barriers
- Walkway ramps
- Precast barriers, kerbs and stairs
- Pavement and roadworks
- Finishing works and demobilisation

3.2.3 Timing and Duration

The proposed arrangements are planned to be implemented from September 2025 and continue until April 2027.

3.2.4 Operating Conditions

The Kemp Street Bridge replacement is to be undertaken during the Stage B works. This requires the closure of Kemp Street for a period of approximately 18 months. The operating conditions during this period are further detailed in Section 3.2.8.

There will be no long-term changes to the existing operating conditions on the roads in the vicinity of the Kemp Street Bridge enhancement site resulting from the Stage B works. Upon completion of the Kemp Street Bridge replacement works, the existing road configuration and function will largely remain as per current operating conditions.

Temporary speed limit reductions and/or short-term traffic control (intermittent stops) may be implemented on Edgar Street and Seignior Street to facilitate the safe and efficient movement of construction heavy vehicles (refer to Section 3.2.13).

3.2.5 Construction Traffic

The peak volume of additional traffic movements generated by the Stage B works required to access the worksite is expected to fluctuate considerably during the construction period due to the nature and complexity of the required works, particularly at the Kemp Street Bridge.

The peak volume of additional traffic generated by the Junee Station and Surrounds enhancement site works is expected to be in the order of fifty (50) one-way vehicle movements per peak hour, broken down as follows:

- Twenty (20) construction heavy vehicle movements
- Thirty (30) workforce light vehicle movements

The total construction traffic per shift is expected has been indicated below to demonstrate the peak periods associated with certain key work stages:

TABLE 120: CONSTRUCTION TRAFFIC (PER SHIFT) – JUNEE STATION AND SURROUNDS ENHANCEMENT SITE

Scope	Light vehicles (vehicles per shift)	Heavy vehicles (vehicles per shift)
Site establishment	One hundred and forty (140)	Sixty (60), ~30-day period
Bridge demolition	One hundred and forty (140)	Sixty (60), ~42-day period
Substructure works – road bridge (piling, pile caps, blade walls, deflection walls, abutments)	One hundred and forty (140)	Sixty (60), ~425-day period
Superstructure works – Road bridge (headstock, piers/ columns, girder install and deck construction)	One hundred and forty (140)	Sixty (60), ~320-day period
Eastern approach construction (RSW wall + drainage+ earthworks) setup of final site perimeter hoarding on eastern side of bridge	One hundred and forty (140)	Sixty (60), ~425-day period
Western approach construction (RSW wall + drainage+ earthworks) setup of final site perimeter hoarding on eastern side of bridge	One hundred and forty (140)	Sixty (60), ~180-day period
Footbridge Construction	One hundred and forty (140)	Sixty (60), ~340-day period

Scope	Light vehicles (vehicles per shift)	Heavy vehicles (vehicles per shift)
Olympic Hwy / Kemp Street Civil works, pavements and drainage)	One hundred and forty (140)	Sixty (60), ~270-day period
Ducker Street roadworks	One hundred and forty (140)	Sixty (60), ~125-day period
Finishing Works & Demobilisation	One hundred and forty (140)	Sixty (60), ~40-day period

For the Stage B works, a 12.5m single unit truck is expected to be the predominant type of vehicle accessing the worksite throughout the duration of the work. During some stages of construction, a 19.0m truck and dog and 19.0m semi-trailer will be used more frequently. On occasion larger plant will be required to facilitate the works as detailed in Table 121 below.

TABLE 121: CONSTRUCTION HEAVY VEHICLE REQUIREMENTS – JUNEE STATION AND SURROUNDS ENHANCEMENT SITE

Site access	Vehicle type	Scope	Frequency
Gate J1 – Access via Kemp Street (closure east of Joffre Street)	12.5m single unit truck	Delivery of smaller items of plant and materials	Daily
	19.0m truck and dog	Delivery of material and removal of waste.	Daily (during peak periods)
	19.0m semi-trailer	Delivery of large plant and equipment.	Daily (during peak periods)
Gate J2 – Access via Seignior Street (closure south of Pretoria Avenue)	12.5m single unit truck	Delivery of materials, smaller plant, equipment and removal of waste.	Daily
	19.0m truck and dog	Delivery of material and removal of waste.	Daily (during peak periods)
	19.0m semi-trailer	Demolition, piling works, delivery of large materials (e.g. precast elements)	Daily (during peak periods)
Gate J3 – Existing access off Hill Street at Edgar Street	12.5m single unit truck	Delivery of materials, smaller plant, equipment and removal of waste.	Daily
	19.0m truck and dog	Delivery of material and removal of waste.	Daily (during peak periods)
Gate J4 – Access via Edgar Street (closure south of Hill Street)	12.5m single unit truck	Delivery of materials, smaller plant, equipment and removal of waste.	Daily
	19.0m truck and dog	Delivery of material and removal of waste.	Daily (during peak periods)
	19.0m semi-trailer	Demolition, piling works, delivery of large materials (e.g. precast elements)	Daily (during peak periods)
Gate J5 - Access via Kemp Street (closure west of Ducker Street)	12.5m single unit truck	Delivery of materials, smaller plant, equipment and removal of waste.	Daily

Site access	Vehicle type	Scope	Frequency
Gate J6 – Access via Edgar Street (closure north of George Street)	12.5m single unit truck	Delivery of materials, smaller plant, equipment and removal of waste.	Daily
	19.0m truck and dog	Delivery of material and removal of waste.	Daily (during peak periods)
	19.0m semi-trailer	Demolition, piling works, delivery of large materials (e.g. precast elements)	Daily (during peak periods)
Gate J7 – Existing access off Edgar Street at William Street	12.5m single unit truck	Delivery of materials, smaller plant, equipment and removal of waste.	Daily
	19.0m truck and dog	Delivery of material and removal of waste.	Daily (during peak periods)
Gate J8 – Access via Railway Parade (closure east of Railway Lane)	12.5m single unit truck	Delivery of materials, smaller plant, equipment and removal of waste.	≤ one (1) per week (unlikely to be used throughout duration)
Gate J9 – Access via Railway Lane (closure south of Railway Parade)	12.5m single unit truck	Delivery of materials, smaller plant, equipment and removal of waste.	≤ one (1) per week (unlikely to be used throughout duration)
Gate J10 – Existing access off Seignior Street near Pretoria Avenue	12.5m single unit truck	Delivery of materials, smaller plant, equipment and removal of waste.	Daily
	19.0m truck and dog	Delivery of material and removal of waste.	Daily (during peak periods)
Gate J11 – Existing access off Seignior Street between Broadway Street and Gaba Tepe Avenue	12.5m single unit truck	Delivery of materials, smaller plant, equipment and removal of waste.	≤ one (1) per week
Gate J12 – New access off Lorne Street (via carpark)	12.5m single unit truck	Delivery of materials, smaller plant, equipment and removal of waste.	Daily (one week period)
	19.0m truck and dog	Delivery of plant and equipment and removal of waste.	Daily (one week period)
	19.0m semi-trailer	Demolition, removal of large materials (e.g. steel elements)	≤ one (1) daily (one week period)
Gate J13 – Existing access off Regent Street and Illabo Road	12.5m single unit truck	Delivery of materials, smaller plant, equipment and removal of waste.	Daily (during peak periods)

Site access	Vehicle type	Scope	Frequency
	19.0m truck and dog	Delivery of plant and equipment and removal of waste.	Daily (one week period)
	19.0m semi-trailer	Demolition, removal of large materials (e.g. steel elements)	≤ one (1) daily (one week period)

3.2.6 Site Access

Overview

Access to the worksite will be via both existing access points and via gated road closures. The location of the site access gates is shown above in Figure 46. Note, Gate J13 will be utilised for both the Junee Station and Surrounds enhancement site as well as the Olympic Highway Underbridge enhancement site.

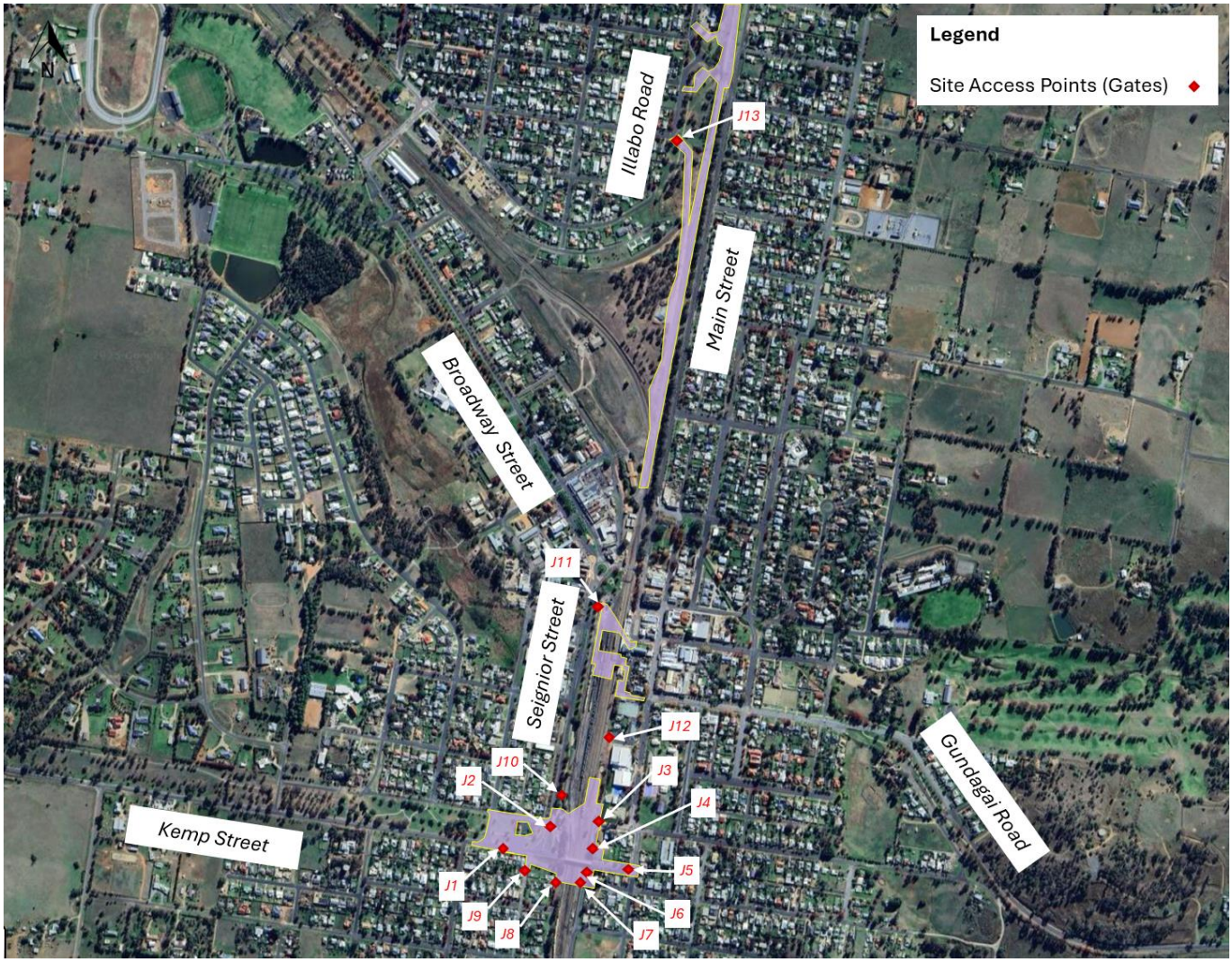


FIGURE 46: SITE ACCESS GATES

A summary of permitted movements and methods of control at site access locations is provided below in Table 122, with further details provided in subsequent sections of this report.

TABLE 122: SITE ACCESS DETAILS – JUNEE STATION AND SURROUNDS ENHANCMENT SITE

Access	Site Entry/Exit	Largest Permitted Vehicle	Permitted Movements	Control
Gate J1 – Access via Kemp Street (closure east of Joffre Street)	Entry and exit	Up to 19.0m semi-trailer	Straight in, straight out	Traffic control (road closure detour)
		Up to 12.5m single unit truck	Straight in, left in, straight out, right out	
		Over-Size Over-Mass (OSOM)	Traffic control – refer to Section 3.2.13	
Gate J2 – Access via Seignior Street (closure south of Pretoria Avenue)	Entry and exit	Up to 19.0m semi-trailer	Straight in, straight out	Traffic control (road closure detour)
		Up to 12.5m single unit truck	All movements	
Gate J3 – Existing access off Hill Street at Edgar Street	Entry and exit	Up to 19.0m truck and dog	All movements	Give-way
Gate J4 – Access via Edgar Street (closure south of Hill Street)	Entry and exit	Up to 19.0m semi-trailer	Straight in, straight out	Traffic control (road closure detour)
Gate J5 - Access via Kemp Street (closure west of Ducker Street)	Entry and exit	Up to 12.5m single unit truck	All movements	Traffic control (road closure detour)
		Over-Size Over-Mass (OSOM)	Traffic control – refer to Section 3.2.13	
Gate J6 – Access via Edgar Street (closure north of George Street)	Entry and exit	Up to 19.0m semi-trailer	Straight in, straight out	Traffic control (road closure detour)
Gate J7 – Existing access off Edgar Street at William Street	Entry and exit	Up to 19.0m truck and dog	Left in, left out, right in, right out.	Traffic control – refer to Section 3.2.13 Give-way
		Up to 12.5m rigid truck	All movements	
Gate J8 – Access via Railway Parade (closure east of Railway Lane)	Entry and exit	Up to 12.5m single unit truck	Straight in, straight out	Traffic control (road closure detour)
Gate J9 – Access via Railway Lane	Entry and exit	Up to 12.5m single unit truck	Straight in, straight out	Traffic control (road closure detour)

Access	Site Entry/Exit	Largest Permitted Vehicle	Permitted Movements	Control
(closure south of Railway Parade)				
Gate J10 – Existing access off Seignior Street near Pretoria Avenue	Entry and exit	Up to 19.0m truck and dog	Left in, left out (prior to Olympic Hwy detour). Left in, left out, right out (upon Olympic Hwy detour).	Give-way
Gate J11 – Existing access off Seignior Street between Broadway Street and Gaba Tepe Avenue	Entry and exit	Up to 12.5m single unit truck	All movements	Give-way
Gate J12 – New access off Lorne Street (via carpark)	Entry and exit	Up to 19.0m semi-trailer	Right in, left out	Traffic Control (1-week total period - 60hr possession)
Gate J13 – Existing access off Regent Street and Illabo Road	Entry and exit	Up to 19.0m semi-trailer	Right in, left out	Give-way

Gate J1 – Access via Kemp Street (closure east of Joffre Street)

Located on Kemp Street, Gate J1 is an access that will be provided to the Junee Station and Surrounds enhancement site upon closure of Kemp Street between Joffre Street and Ducker Street.

FIGURE 47: GATE J1 – KEMP STREET BETWEEN JOFFRE STREET AND DUCKER STREET

Details of permitted movements and methods of control at Gate J1 is summarised in Table 122.

FIGURE 48: SITE ACCESS DETAILS – GATE J1

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 123: SIGHT DISTANCE ASSESSMENT – GATE J1

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
North of access	50km/hr[2]	64m[1]	Yes	123m	Yes	83m	Yes
West of access	50km/hr[2]	64m[1]	Yes	123m	Yes	83m	Yes

1. Desirable minimum value for all road types.

2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

Available sight distance to the north of Gate J1 achieves the minimum requirements for the posted speed limit.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Kemp Street. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Kemp Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Kemp Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

As detailed in Table 122, construction vehicles will access Gate J1 under traffic control. To minimise any potential impacts to the road network, the movement of construction vehicles will be scheduled outside of network peak traffic hours where possible, with traffic control implementations subject to the times permitted under the Road Occupancy License (ROL) issued by the relevant authority.

Gate J2 – Access via Seignior Street (closure south of Pretoria Avenue)

Located on Seignior Street, Gate J2 is an access that will be provided to the Junee Station and Surrounds enhancement site upon closure of Seignior Street between Pretoria Street and Kemp Street.

FIGURE 49: GATE J2 – ACCESS VIA SEIGNIOR STREET (CLOSURE SOUTH OF PRETORIA AVENUE)

Details of permitted movements and methods of control at Gate J2 is summarised in Table 122.

FIGURE 50: SITE ACCESS DETAILS – GATE J2

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 124: SIGHT DISTANCE ASSESSMENT – GATE J2

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
West of access	50km/hr[2]	64m[1]	Yes	123m	Yes	83m	Yes
North of access	50km/hr[2]	64m[1]	Yes	123m	Yes	83m	Yes

1. Desirable minimum value for all road types.

2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

Available sight distance to the north of Gate J2 achieves the minimum requirements for the posted speed limit.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Seignior Street. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Seignior Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Seignior Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

As detailed in Table 122, construction vehicles will access Gate J2 under traffic control. To minimise any potential impacts to the road network, the movement of construction vehicles will be scheduled outside of network peak traffic hours where possible, with traffic control implementations subject to the times permitted under the Road Occupancy License (ROL) issued by the relevant authority.

Gate J3 – Existing access off Hill Street at Edgar Street

Located on Hill Street at Edgar Street, Gate J3 is an existing access that will provide access to the Junee Station and Surrounds enhancement site.

FIGURE 51: GATE J3 – HILL STREET AT EDGAR STREET

Details of permitted movements and methods of control at Gate J3 is summarised in Table 122.

FIGURE 52: SITE ACCESS DETAILS – GATE J3

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 125: SIGHT DISTANCE ASSESSMENT – GATE J3

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
South of access	50km/hr[2]	64m[1]	Yes	123m	Yes	83m	Yes
East of access	50km/hr[2]	64m[1]	Yes	123m	Refer below	83m	Yes

1. Desirable minimum value for all road types.

2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

Available sight distance to the south of Gate J3 achieves the minimum requirements for the existing posted speed limit.

However, due to the location of the access on Hill Street, sight distance to the east is limited due to the proximity of the Hill Street Ducker Street intersection. That said, it is reasonably expected that vehicles manoeuvring from the Ducker Street onto Hill Street will do so at speeds less than that of the posted speed limit. On this basis, sight distance available between Gate J3 and the Ducker Street onto Hill Street intersection (approximately 85m) is considered appropriate given requirements of safe stopping distance and minimum gap sight distance are achieved.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Hill Street. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Hill Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Hill Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate J3, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 126: SITE ACCESS ASSESSMENT CRITERIA – GATE J3

Site Access Assessment	
Location:	Hill Street at Edgar Street
AADT:	1,436
Speed limit:	50km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	50m (2D = 100m)
Available sight distance	Less than 2D, due to proximity of the Hill Street / Lorne Street intersection

FIGURE 53: NORTHBOUND VIEW APPROACHING GATE J3 (~100M FROM ACCESS POINT)

FIGURE 54: SOUTHBOUND VIEW APPROACHING GATE J3 (~75M FROM ACCESS POINT)

As available sight distance approaching Gate J3 is less than 2D (100m), an assessment has been undertaken using Table 5-6 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed the table below.

TABLE 127: GATE J3 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS LESS THAN 2D (TABLE 5-6 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES*)

ADT	300 – 1,500	More than 1,500		
Number of truck movements per shift	Less than or equal to 20	Greater than 20	Less than or equal to 20	Greater than 20
Traffic control required		Yes	Yes	Yes
VMP required	Yes	Yes	Yes	Yes
Warning signs required during shifts		Yes	Yes Note 2*	Yes

Note 1: Where approach speed is greater than 95km/hr every effort should be made to choose turning locations where sight distance exceeds 2D

Note 2: Not required when approach speed is less than 85km/hr

To facilitate the safe and efficient movement of construction vehicles into and out of the access, a VMP will be developed prior to the commencement of works and will detail vehicle movements for vehicles arriving to and departing from site via Gate J3. The VMP will identify the location of the site access gate and permitted movements and be communicated to workers and delivery drivers associated with the Stage B works. In addition to this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.2.14.

Gate J4 – Access via Edgar Street (closure south of Hill Street)

Located on Edgar Street, Gate J4 is an access that will be provided to the Junee Station and Surrounds enhancement site upon closure of Edgar Street between George Street and Hill Street (retaining access to adjacent lot).

FIGURE 55: GATE J4 – EDGAR STREET (CLOSURE SOUTH OF HILL STREET)

Details of permitted movements and methods of control at Gate J4 is summarised in Table 122.

FIGURE 56: SITE ACCESS DETAILS – GATE J4

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

Table 128: Sight distance assessment – Gate J4

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
North of access	50km/hr[2]	64m[1]	Refer below	123m	Refer below	83m	Refer below
South of access	50km/hr[2]	64m[1]	Refer below	123m	Refer below	83m	Refer below

1. Desirable minimum value for all road types.

2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

Due to the location of the access on Edgar Street, sight distance is limited due to the proximity of the Edgar Street / Hill Street intersection, where approximately 40m of sight distance is available. While the available sight distance does not achieve the minimum safe stopping distance or minimum gap sight distance for the posted speed of 50km/hr, it is reasonably expected that vehicles manoeuvring from Hill Street onto Edgar Street will do so at speeds less than that of the posted speed limit. On this basis, the adoption of stopping sight distance and minimum gap sight distance requirements for an operating speed of 30km/hr is considered appropriate (27m and 38m accordingly).

Considering the above and that Edgar Street will be closed whilst Gate J4 will be utilised, the sight distance available between Gate J4 and the Edgar Hill Street intersection (approximately 40m) is considered appropriate.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Edgar Street. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Edgar Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).

- The observation angle towards approaching traffic along Edgar Street falls within the acceptable range of the minimum gap sight distance (MGSD) model when considering the operating speed of 30km/hr.

Access Controls Assessment

As detailed in Table 122, construction vehicles will access Gate J4 under traffic control. To minimise any potential impacts to the road network, the movement of construction vehicles will be scheduled outside of network peak traffic hours where possible, with traffic control implementations subject to the times permitted under the Road Occupancy License (ROL) issued by the relevant authority.

Gate J5 - Access via Kemp Street (closure west of Ducker Street)

Located on Kemp Street, Gate J5 is an access that will be provided to the Junee Station and Surrounds enhancement site upon closure of Kemp Street between Joffre Street and Ducker Street.

FIGURE 57: GATE J5 – KEMP STREET (CLOSURE WEST OF DUCKER STREET)

Details of permitted movements and methods of control at Gate J5 is summarised in Table 122.

FIGURE 58: SITE ACCESS DETAILS – GATE J5

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

Table 129: Sight distance assessment – Gate J5

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
South of access	50km/hr[2]	64m[1]	Yes	123m	Yes	83m	Yes
North of access	50km/hr[2]	64m[1]	Yes	123m	Refer below	83m	Yes

1. Desirable minimum value for all road types.

2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

Available sight distance to the south of Gate J5 achieves the minimum requirements for the existing posted speed limit.

However, due to the location of the access on Ducker Street, sight distance to the north is limited due to the proximity of the Hill Street and Ducker Street intersection. That said, it is reasonably expected that vehicles manoeuvring from the Hill Street onto Ducker Street or through from Lorne Street will likely do so at speeds less than that of the posted speed limit. On this basis, sight distance available between Gate J5 and the Ducker Street onto Hill Street intersection (approximately 100m) is considered appropriate given requirements of safe stopping distance and minimum gap sight distance are achieved.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Ducker Street. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Ducker Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Ducker Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

As detailed in Table 122, construction vehicles will access Gate J5 under traffic control. To minimise any potential impacts to the road network, the movement of construction vehicles will be scheduled outside of network peak traffic hours where possible, with traffic control implementations subject to the times permitted under the Road Occupancy License (ROL) issued by the relevant authority.

Gate J6 – Access via Edgar Street (closure north of George Street)

Located on Edgar Street, Gate J6 is an access that will be provided to the Junee Station and Surrounds enhancement site upon closure of Edgar Street between George Street and Hill Street.

FIGURE 59: GATE J6 – EDGAR STREET (CLOSURE NORTH OF GEORGE STREET)

Details of permitted movements and methods of control at Gate J6 is summarised in Table 122.

FIGURE 60: SITE ACCESS DETAILS – GATE J6

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 130: SIGHT DISTANCE ASSESSMENT – GATE J6

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
South of access	50km/hr[2]	64m[1]	Yes	123m	Yes	83m	Yes
East of access	50km/hr[2]	64m[1]	Yes	123m	Yes	83m	Yes

1. Desirable minimum value for all road types.

2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

Available sight distance to the north of Gate J6 achieves the minimum requirements for the posted speed limit.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Edgar Street. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Edgar Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Edgar Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

As detailed in Table 122, construction vehicles will access Gate J6 under traffic control. To minimise any potential impacts to the road network, the movement of construction vehicles will be scheduled outside of network peak traffic hours where possible, with traffic control implementations subject to the times permitted under the Road Occupancy License (ROL) issued by the relevant authority.

Gate J7 – Existing access off Edgar Street at William Street

Located on Edgar Street at William Street, Gate J7 is an existing access that will provide access to the Junee Station and Surrounds enhancement site.

FIGURE 61: GATE J7 – EDGAR STREET AT WILLIAM STREET

Details of permitted movements and methods of control at Gate J7 is summarised in Table 122.

FIGURE 62: SITE ACCESS DETAILS – GATE J7

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 131: SIGHT DISTANCE ASSESSMENT – GATE J7

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
West of access	50km/hr[2]	64m[1]	Yes	123m	Yes	83m	Yes
South of access	50km/hr[2]	64m[1]	Yes	123m	Yes	83m	Yes
North of access	50km/hr[2]	64m[1]	Yes	123m	Yes	83m	Yes

1. Desirable minimum value for all road types.

2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

Available sight distance to the north of Gate J7 achieves the minimum requirements for the posted speed limit.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Edgar Street. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Edgar Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Edgar Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate J7, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 132: SITE ACCESS ASSESSMENT CRITERIA – GATE J7

Site Access Assessment	
Location:	Edgar Street at William Street
AADT:	1,436
Speed limit:	50km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	50m (2D = 100m)
Available sight distance	Greater than 2D

FIGURE 63: NORTHBOUND VIEW APPROACHING GATE J7 (~100M FROM ACCESS POINT)

FIGURE 64: SOUTHBOUND VIEW APPROACHING GATE J7 (~100M FROM ACCESS POINT)

FIGURE 65: WESTBOUND VIEW APPROACHING GATE J7 (~100M FROM ACCESS POINT)

As available sight distance approaching Gate J7 is greater than 2D (100m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 133 below.

TABLE 133: GATE J7 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS GREATER THAN 2D (TABLE 5-7 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES*)

ADT	300 – 1,500	More than 1,500		
Number of truck movements per shift	Less than or equal to 20	Greater than 20	Less than or equal to 20	Greater than 20
Traffic control required		Yes	Yes Note 1*	Yes Note 2*
VMP required		Yes		Yes
Warning signs required during shifts		Yes		Yes

Note 1: Where approach speed is greater than 95km/hr

Note 2: If acceleration and deceleration cannot occur on shoulders

No controls are warranted at Gate J7 to facilitate the safe and efficient movement of construction vehicles into and out of the access, and as such access will operate under a typical "Give way" arrangement. Notwithstanding this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.2.14.

Gate J8 – Access via Railway Parade (closure east of Railway Lane)

Located on Railway Parade, Gate J8 is an access that will be provided to the Junee Station and Surrounds enhancement site upon closure of Railway Parade near Kemp Street.

FIGURE 66: GATE J8 – RAILWAY PARADE (CLOSURE EAST OF RAILWAY LANE)

Details of permitted movements and methods of control at Gate J8 is summarised in Table 122.

FIGURE 67: SITE ACCESS DETAILS – GATE J8

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 134: SIGHT DISTANCE ASSESSMENT – GATE J8

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
South of access	50km/hr[2]	64m[1]	Yes	123m	Yes	83m	Yes
North of access	50km/hr	N/A					

1. Desirable minimum value for all road types.

2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

Available sight distance to the south of Gate J8 achieves the minimum requirements for the posted speed limit.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Railway Parade. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Railway Parade.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Railway Parade falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

As detailed in Table 122, construction vehicles will access Gate J8 under traffic control. To minimise any potential impacts to the road network, the movement of construction vehicles will be scheduled outside of network peak traffic hours where possible, with traffic control implementations subject to the times permitted under the Road Occupancy License (ROL) issued by the relevant authority.

Gate J9 – Access via Railway Lane (closure south of Railway Parade)

Located on Railway Lane, Gate J9 is an access that will be provided to the Junee Station and Surrounds enhancement site upon closure of Railway Lane near Kemp Street.

FIGURE 68: GATE J9 – RAILWAY LANE (CLOSURE SOUTH OF RAILWAY PARADE)

Details of permitted movements and methods of control at Gate J9 is summarised in Table 122.

FIGURE 69: SITE ACCESS DETAILS – GATE J9

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 135: SIGHT DISTANCE ASSESSMENT – GATE J9

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
South of access	50km/hr[2]	64m[1]	Yes	123m	Yes	83m	Yes
North of access	50km/hr[2]	N/A					

1. Desirable minimum value for all road types.

2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

Available sight distance to the north of Gate J9 achieves the minimum requirements for the posted speed limit.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Railway Lane. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Railway Lane.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Railway Lane falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

As detailed in Table 122, construction vehicles will access Gate J9 under traffic control. To minimise any potential impacts to the road network, the movement of construction vehicles will be scheduled outside of network peak traffic hours where possible, with traffic control implementations subject to the times permitted under the Road Occupancy License (ROL) issued by the relevant authority.

Gate J10 – Existing access off Seignior Street near Pretoria Avenue

Located on Seignior Street, Gate J10 is an existing access near Pretoria Street that will be provided to the Junee Station and Surrounds enhancement site.

FIGURE 70: GATE J10 – EXISTING ACCESS OFF SEIGNIOR STREET NEAR PRETORIA AVENUE

Details of permitted movements and methods of control at Gate J10 is summarised in Table 122.

FIGURE 71: SITE ACCESS DETAILS – GATE J10

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 136: SIGHT DISTANCE ASSESSMENT – GATE J10

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
South of access	50km/hr[2]	64m[1]	Refer below	123m	Refer below	83m	Refer below
North of access	50km/hr[2]	64m[1]	Yes	123m	Yes	83m	Yes

1. Desirable minimum value for all road types.

2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

Available sight distance to the north of Gate J10 achieves the minimum requirements for the posted speed limit.

Due to the location of the access on Seignior Street, sight distance is limited due to the proximity of the Seignior Street / Pretoria Street intersection, where approximately 40m of sight distance is available. While the available sight distance does not achieve the minimum safe stopping distance or minimum gap sight distance for the posted speed of 50km/hr, it is reasonably expected that vehicles manoeuvring from Pretoria Street onto Seignior Street will do so at speeds less than that of the posted speed limit. On this basis, the adoption of stopping sight distance and minimum gap sight distance requirements for an operating speed of 30km/hr is considered appropriate (27m and 38m accordingly) for assessing the intervisibility between Gate J10 and Pretoria Street.

Due to the location of the access on Seignior Street, sight distance is limited due to the proximity of the Seignior Street / Kemp Street intersection, where approximately 115m of sight distance is available. While the safe intersection sight distance is not achieved, both stopping sight distance and minimum gap sight distance for the posted speed of 50km/hr are achieved. Furthermore, it is reasonably expected that vehicles manoeuvring from Kemp Street onto Seignior Street will do so at speeds less than that of the posted speed limit increasing the time available for drivers to observe, react and select an appropriate gap in traffic. On this basis, the intervisibility between Gate J10 and Kemp Street.

Additionally, gate movements have been limited to left in and left out prior to the implementation of the traffic detours outlined in 3.2.8. Upon implementation of the traffic detours, Pretoria Street will be local traffic only with the southern extent of Seignior Street and Kemp Street between Joffre Street and Ducker Street also being closed. This will significantly reduce the interaction between construction and general traffic at Gate J10 allowing for the right turn out movement during the traffic detour period.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Seignior Street. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Seignior Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Seignior Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate J10, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 137: SITE ACCESS ASSESSMENT CRITERIA – GATE J10

Site Access Assessment	
Location:	Existing access off Seignior Street near Pretoria Avenue
AADT:	2,856
Speed limit:	50km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	50m (2D = 100m)
Available sight distance	Greater than 2D

FIGURE 72: SOUTHBOUND VIEW APPROACHING GATE J10 (~100M FROM ACCESS POINT)

FIGURE 73: NORTHBOUND VIEW APPROACHING GATE J10 (~50M FROM ACCESS POINT)

FIGURE 74: NORTHBOUND VIEW APPROACHING GATE J10 (~115M FROM ACCESS POINT)

As available sight distance approaching Gate J10 is greater than 2D (100m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 138 below.

TABLE 138: GATE J10 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS GREATER THAN 2D (TABLE 5-7 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES*)

ADT	300 – 1,500		More than 1,500	
Number of truck movements per shift	Less than or equal to 20	Greater than 20	Less than or equal to 20	Greater than 20
Traffic control required		Yes	Yes Note 1*	Yes Note 2*
VMP required		Yes		Yes
Warning signs required during shifts		Yes		Yes

Note 1: Where approach speed is greater than 95km/hr

Note 2: If acceleration and deceleration cannot occur on shoulders

No controls are warranted at Gate J10 to facilitate the safe and efficient movement of construction vehicles into and out of the access, and as such access will operate under a typical "Give way" arrangement. Notwithstanding this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.2.14. Note: The vast majority of general traffic will have been diverted from this location.

Gate J11 – Existing access off Seignior Street between Broadway Street and Gaba Tepe Avenue

Located on Seignior Street, Gate J11 is an existing access between Broadway Street and Gaba Tepe Avenue that will be provided to the Junee Station and Surrounds enhancement site.

FIGURE 75: GATE J11 – EXISTING ACCESS OFF SEIGNIOR STREET BETWEEN BROADWAY STREET AND GABA TEPE AVENUE

Details of permitted movements and methods of control at Gate J11 is summarised in Table 122.

FIGURE 76: SITE ACCESS DETAILS – GATE J11

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 139: SIGHT DISTANCE ASSESSMENT – GATE J11

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
South of access	50km/hr	N/A					
North of access	50km/hr[2]	64m[1]	Refer below	123m	Refer below	83m	Refer below

1. Desirable minimum value for all road types.

2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

Due to the location of the access on Seignior Street, sight distance is limited due to the proximity of the Seignior Street / Pretoria Street intersection, where approximately 55m of sight distance is available. While the available sight distance does not achieve the minimum safe stopping distance or minimum gap sight distance for the posted speed of 50km/hr, it is reasonably expected that vehicles manoeuvring from Hill Street onto Edgar Street will do so at speeds less than that of the posted speed limit. On this basis, the adoption of stopping sight distance and minimum gap sight distance requirements for an operating speed of 30km/hr is considered appropriate (27m and 38m accordingly).

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Seignior Street. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Seignior Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Seignior Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate J11, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 140: SITE ACCESS ASSESSMENT CRITERIA – GATE J11

Site Access Assessment	
Location:	Seignior Street between Broadway Street and Gaba Tepe Avenue
AADT:	2,856
Speed limit:	50km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	50m (2D = 100m)
Available sight distance	Less than 2D

FIGURE 77: SOUTHBOUND VIEW APPROACHING GATE J11 (~50M FROM ACCESS POINT)

As available sight distance approaching Gate J11 is greater than 2D (100m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 141 below.

TABLE 141: GATE J11 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS GREATER THAN 2D (TABLE 5-7 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES*)

ADT	300 – 1,500		More than 1,500	
Number of truck movements per shift	Less than or equal to 20	Greater than 20	Less than or equal to 20	Greater than 20
Traffic control required		Yes	Yes Note 1*	Yes Note 2*
VMP required		Yes		Yes
Warning signs required during shifts		Yes		Yes

Note 1: Where approach speed is greater than 95km/hr

Note 2: If acceleration and deceleration cannot occur on shoulders

No controls are warranted at Gate J11 to facilitate the safe and efficient movement of construction vehicles into and out of the access, and as such access will operate under a typical "Give way" arrangement. Notwithstanding this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.2.14.

Gate J12 – New access off Lorne Street (via carpark)

Located on Lorne Street, Gate J12 is an access that will be provided to the Junee Station and Surrounds enhancement site via an existing carpark. This Gate is required for the removal of the pedestrian bridge and will only be utilised for a short period before, during and after a 60-hour possession.

FIGURE 78: GATE J12 – NEW ACCESS OFF LORNE STREET (VIA CARPARK)

Details of permitted movements and methods of control at Gate J12 is summarised in Table 122.

FIGURE 79: SITE ACCESS DETAILS – GATE J12

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* is not suitable within the context of this gate location being within the existing carpark. As per below, traffic control will be utilised to ensure that construction vehicles can safely manoeuvre into and out of the access.

Acceleration and Deceleration Lanes

Not applicable within the carpark.

Access Controls Assessment

As detailed in Table 122, construction vehicles will access Gate J12 under traffic control. To minimise any potential impacts to the road network, the movement of construction vehicles will be scheduled outside of network peak traffic hours where possible, with traffic control implementations subject to the times permitted under the Road Occupancy License (ROL) issued by the relevant authority.

Gate J13 – Existing access of Regent Street and Illabo Road

Located at the corner of Regent Street and Illabo Road, Gate J13 is an existing access that will be provided to the Olympic Highway Underbridge enhancement site.

FIGURE 80: GATE J13 – EXISTING ACCESS OFF REGENT STREET AND ILLABO ROAD

Details of permitted movements and methods of control at Gate J13 is summarised in Table 147.

FIGURE 81: SITE ACCESS DETAILS – GATE J13

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 142: SIGHT DISTANCE ASSESSMENT – GATE J13

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
West of access	50km/hr[2]	64m[1]	Yes	123m	Yes	83m	Yes
North of access	50km/hr[2]	64m[1]	Yes	123m	Yes	83m	Yes

1. Desirable minimum value for all road types.

2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Illabo Street/Regent Street On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Illabo Street/Regent Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Illabo Street/Regent Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate J13, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 143: SITE ACCESS ASSESSMENT CRITERIA – GATE J13

Site Access Assessment	
Location:	Existing access off Regent Street and Illabo Road
AADT:	~50-100
Speed limit:	50km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	50m (2D = 100m)
Available sight distance	Greater than 2D

FIGURE 82: SOUTHBOUND VIEW APPROACHING GATE J13 (~100M FROM ACCESS POINT)

FIGURE 83: EASTBOUND VIEW APPROACHING GATE J13 (~100M FROM ACCESS POINT)

As available sight distance approaching Gate J13 is greater than 2D (100m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 150 below.

TABLE 144: GATE J13 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS GREATER THAN 2D (TABLE 5-7 OF TFNSW'S TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES)

ADT	300 – 1,500		More than 1,500	
Number of truck movements per shift	Less than or equal to 20	Greater than 20	Less than or equal to 20	Greater than 20
Traffic control required		Yes	Yes Note 1*	Yes Note 2*
VMP required		Yes		Yes
Warning signs required during shifts		Yes		Yes

Note 1: Where approach speed is greater than 95km/hr

Note 2: If acceleration and deceleration cannot occur on shoulders

No controls are warranted at Gate J13 to facilitate the safe and efficient movement of construction vehicles into and out of the access, and as such access will operate under a typical "Give way" arrangement. Notwithstanding this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.2.14.

3.2.7 Construction Access Routes

Construction heavy vehicles will access the worksite via the routes detailed in Table 145 below.

TABLE 145: CONSTRUCTION VEHICLE ACCESS ROUTES – JUNEE STATION AND SURROUNDS ENHANCEMENT SITE

Site Access	Direction	Access Route	Largest suitable vehicle type
Gate J1	Inbound	Olympic Highway, Kemp Street	Up to 19.0m semi-trailer
		Olympic Highway, Queen Street, Old Junee Road, Broadway Street, Crawley Street, Market Street, Joffre Street, Kemp Street	Up to 12.5m single unit truck
		Goldfields Way, Old Junee Road, Broadway Street, Crawley Street, Market Street, Joffre Street, Kemp Street	
	Outbound	Kemp Street, Olympic Highway	Up to 19.0m semi-trailer
		Kemp Street, Joffre Street, Market Street, Crawley Street, Broadway Street, Old Junee Road, Queen Street, Olympic Highway	Up to 12.5m single unit truck
		Kemp Street, Joffre Street, Market Street, Crawley Street, Broadway Street, Old Junee Road, Goldfields Way	
Gate J2	Inbound	Seignior Street (Olympic Highway)	Up to 19.0m semi-trailer
	Outbound	Seignior Street (Olympic Highway)	Up to 19.0m semi-trailer
Gate J3	Inbound	Brynes Road, Edgar Street	Up to 19.0m truck and dog
		Olympic Highway (Main Street), Humphrey Street, Lorne Street, Hill Street	
	Outbound	Edgar Street, Byrnes Road	
		Hill Street, Lorne Street, Humphrey Street, Olympic Highway (Main Street)	
Gate J4	Inbound	Brynes Road, Edgar Street	Up to 19.0m semi-trailer
		Olympic Highway (Main Street), Humphrey Street, Lorne Street, Hill Street, Edgar Street	
	Outbound	Edgar Street, Byrnes Road	
		Edgar Street, Hill Street, Lorne Street, Humphrey Street, Olympic Highway (Main Street)	
Gate J5	Inbound	Brynes Road, Edgar Street, William Street, Ducker Street	Up to 12.5m single unit truck
		Olympic Highway (Main Street), Humphrey Street, Lorne Street, Ducker Street	

Site Access	Direction	Access Route	Largest suitable vehicle type
	Outbound	Ducker Street, William Street, Edgar Street, Byrnes Road	
		Ducker Street, Lorne Street, Humphrey Street, Olympic Highway (Main Street)	
Gate J6	Inbound	Brynes Road, Edgar Street	Up to 19.0m semi-trailer
		Olympic Highway (Main Street), Humphrey Street, Lorne Street, Ducker Street, William Street, Edgar Street	Up to 12.5m single unit truck
	Outbound	Edgar Street, Byrnes Road	Up to 19.0m semi-trailer
		Edgar Street, William Street, Ducker Street, Lorne Street, Humphrey Street, Olympic Highway (Main Street)	Up to 12.5m single unit truck
Gate J7	Inbound	Byrnes Road, Edgar Street	Up to 19.0m truck and dog
		Olympic Highway (Main Street), Humphrey Street, Lorne Street, Ducker Street, William Street, Edgar Street	
	Outbound	Edgar Street, Byrnes Road	Up to 19.0m truck and dog
		Edgar Street, William Street, Ducker Street, Lorne Street, Humphrey Street, Olympic Highway (Main Street)	
Gate J8	Inbound	Olympic Highway, Kemp Street, Harold Street, Thomas Street, Railway Parade	Up to 12.5m single unit truck
	Outbound	Railway Parade, Thomas Street, Harold Stret, Kemp Street, Olympic Highway	Up to 12.5m single unit truck
Gate J9	Inbound	Olympic Highway, Kemp Street, Harold Street, Thomas Street, Railway Lane	Up to 12.5m single unit truck
	Outbound	Railway Lane, Thomas Street, Harold Stret, Kemp Street, Olympic Highway	
Gate J10	Inbound	Seignior Street (Olympic Highway)	Up to 19.0m truck and dog
	Outbound	Seignior Street (Olympic Highway)	
Gate J11	Inbound	Seignior Street (Olympic Highway)	Up to 12.5m single unit truck
	Outbound	Seignior Street (Olympic Highway)	
Gate J11	Inbound	Olympic Highway, Queen Street, Lord Street, Regent Street/Illabo Road	Up to 19.0m semi-trailer
	Outbound	Regent Street/Illabo Road, Lord Street, Queen Street, Olympic Highway	

Site Access	Direction	Access Route	Largest suitable vehicle type
Gate J12	Inbound	Olympic Highway (Main Street), Humphrey Street, Lorne Street, Carpark	Up to 19.0m semi-trailer
		Brynes Road, Edgar Street, William Street, Ducker Street, Lorne Street	Up to 12.5m single unit truck
	Outbound	Carpark, Lorne Street, Humphrey Street, Olympic Highway (Main Street)	Up to 19.0m semi-trailer
		Lorne Street, Ducker Street, Williams Street, Edgar Street, Brynes Road	Up to 12.5m single unit truck
Gate J13	Inbound	Olympic Highway (Illabo Road), Queen Street, Lord Street, Regent Street	Up to 19.0m truck and dog
	Outbound	Regent Street, Lord Street, Queen Street, Olympic Highway (Illabo Road)	

These access routes are depicted in Figure 84.

FIGURE 84: CONSTRUCTION VEHICLE ACCESS ROUTES – JUNEE STATION AND SURROUNDS

3.2.8 Impact of Road Closures

Kemp Street / Edgar Street / Seignior Street / Railway Parade Closures

As detailed in Figure 85, the works required will be facilitated through the closure of Kemp Street / Edgar Street / Seignior Street / Railway Parade. Edgar Street and George Street between William Street and Ducker Street as well as Railway Lane between Thomas Street and Railway Parade will be closed for general traffic, however, local access for residents and kerbside management activities will remain.

As part of the closures, Light Vehicle (LV) traffic will be detoured either via:

- **Detour route 'A'**: Williams Street, Ducker Street, Lorne Street, Humphreys Street, Main Street (suitable for heavy vehicles)
- **Detour route 'B'**: Joffre Street, Anzac Avenue, Seignior Street (suitable for vehicles up to 12.5m in length).

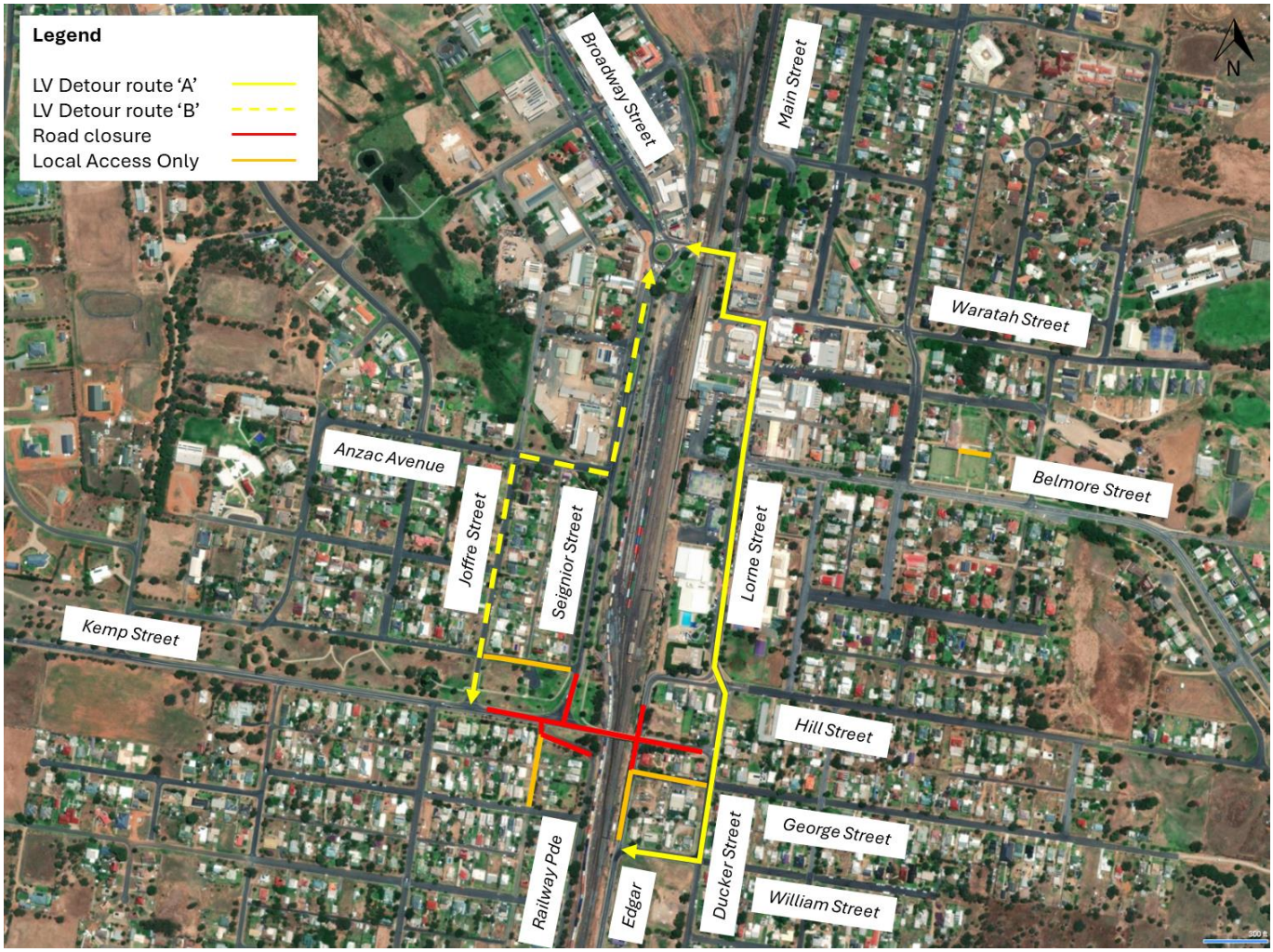


FIGURE 85: JUNEE ROAD CLOSURES – LIGHT VEHICILE DETOURS

If a heavy vehicle exceeding the applicable length limit inadvertently enters the designated light vehicle detour route despite Traffic Guidance Scheme (TGS) controls, Variable Message Sign (VMS) alerts, and proactive community and industry communications, it will be managed in accordance with the standard heavy vehicle access management procedure and/or incident management procedures.

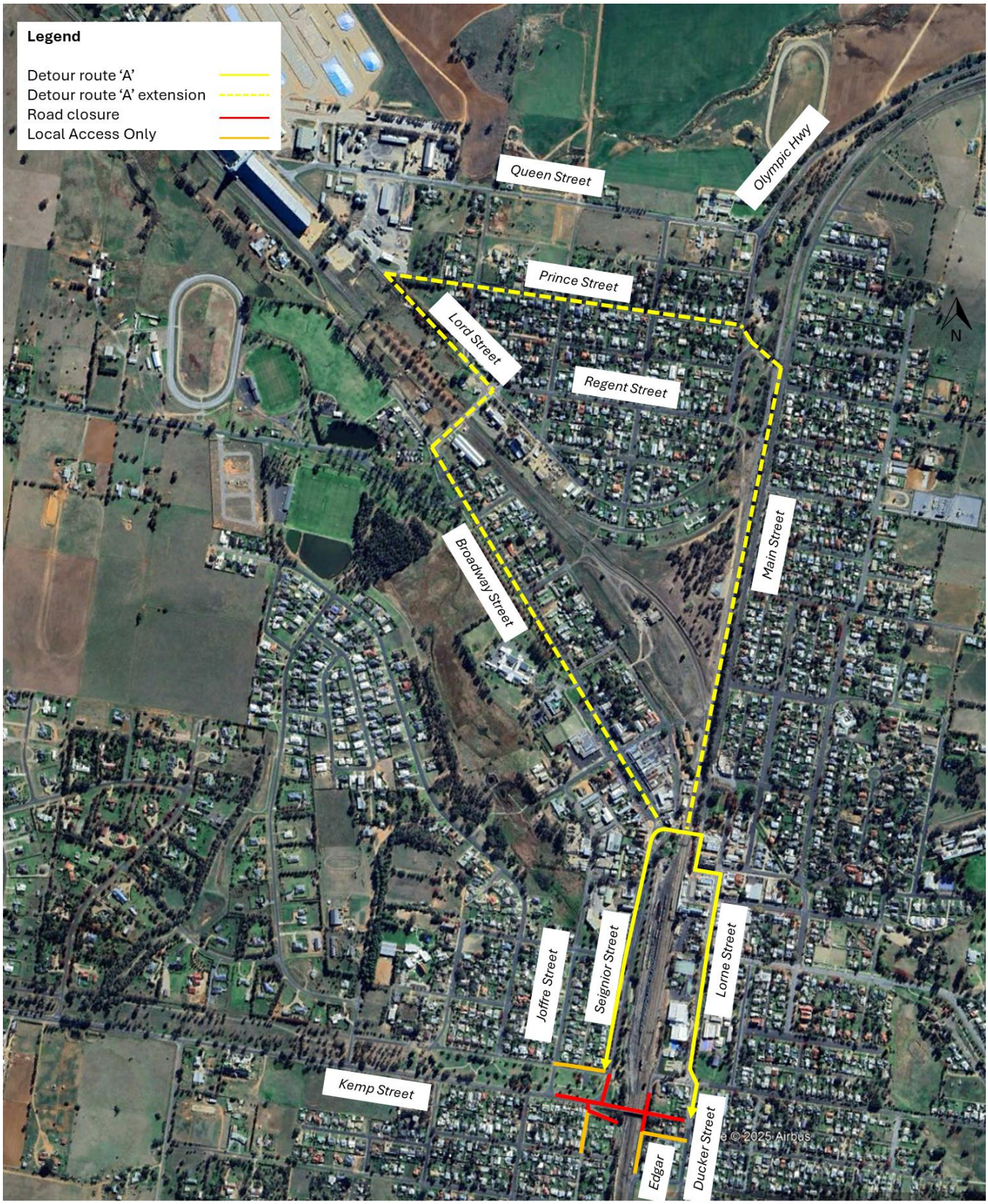
Mitigations

It is acknowledged that the closure of the Kemp Street bridge will increase the demand at the Olympic Highway level crossing in the town centre. This may prove to be problematic during a railway level crossing activation which may delay traffic up to 10 minutes.

To mitigate this impact, advanced VMS signage will be established to provide messaging upon the activation of the railway level crossing to promote an alternate detour:

- **Detour route 'A' extension**: Seignior Street, Broadway Street, Lord Street, Prince Street (alternatively Queen Street), Illabo Road (Olympic Highway), Main Street (Olympic Highway)

To further support this strategy, the existing northbound approach to the Seignior Street/Broadway Street roundabout will be reconfigured to provide ease of access to the extended detour when required. Refer to Appendix C for layout details.



As part of the closures, Heavy Vehicle (HV) traffic will be detoured either via:

- **Detour route 'A'**: Williams Street, Ducker Street, Lorne Street, Humphreys Street, Main Street
- **Detour route 'B'**: Kemp Street (Olympic Highway), Goldfields Way, Old Junee Road, Queen Street.
- **Detour route 'C' (existing):** Kemp Street (Olympic Highway), Seignior Street (Olympic Highway)

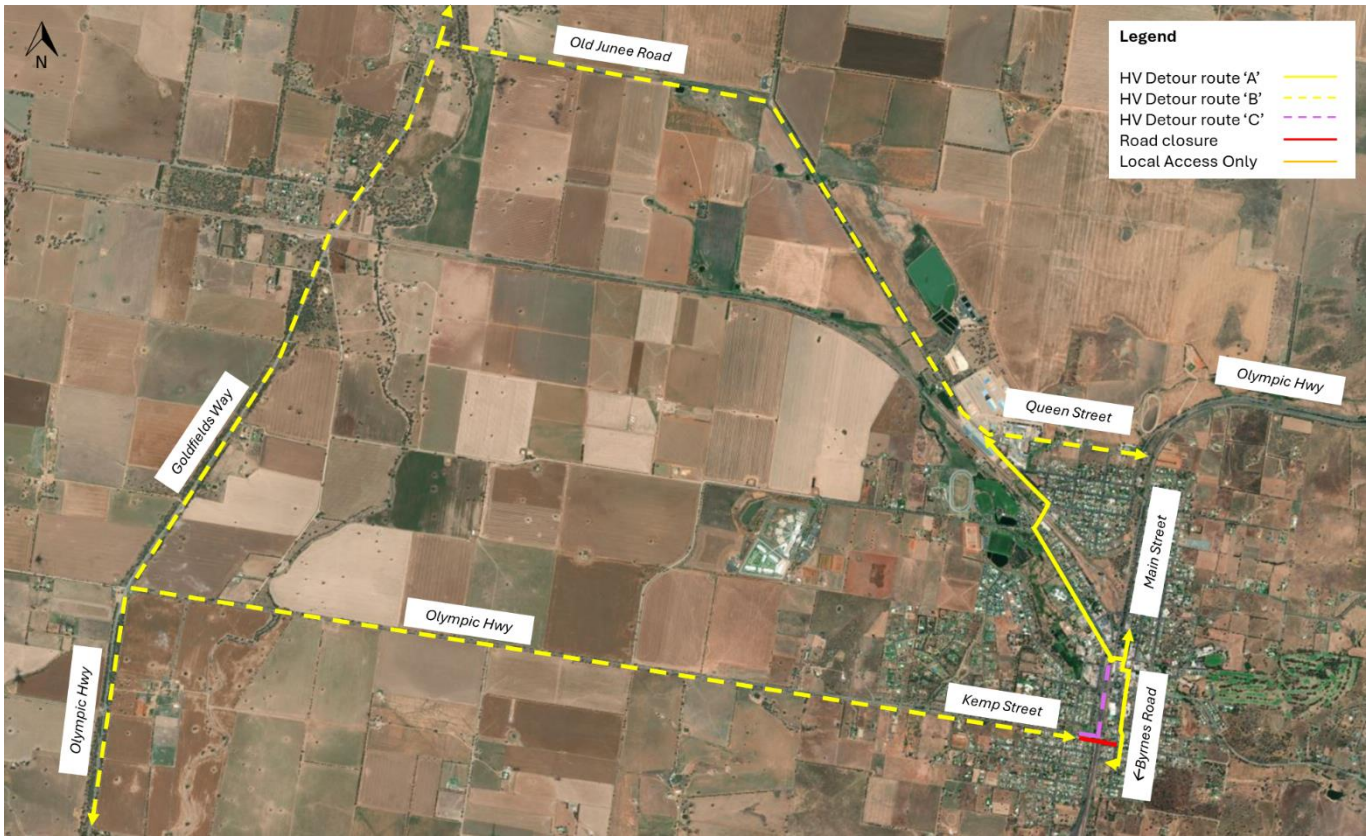


FIGURE 86: JUNEE ROAD CLOSURES – HEAVY VEHCILE DETOURS

NOTE: Prior to the implementation, Junee Shire Council plan to have completed the upgrade works required to remove the current 42.5 tonne restriction HL Robertson Bridge Old Junee Road. If HL Robertson Bridge has not been upgraded in time of the Kemp Street Bridge closure, 'Route C (existing)' will be maintained with the existing access and function of the Seignior Street (Olympic Highway) and Kemp Street (Olympic Highway) intersection. Once the restriction is lifted on HL Robertson Bridge, a transition to the full detour will be implemented.

3.2.9 Impact on Public Transport

For the period of the closure of the Kemp Street bridge, the bus services and community transport will be required to divert through the Olympic Highway level crossing in the town centre or otherwise adapt routes that run in areas of temporary road closures. The Junee to Wagga Wagga routes do not cross the Kemp Street bridge, but do Seignior Street, Edgar Street, Hill Street and Ducker Street. Various school services cross the bridge or use the affected streets.

This will result in minor disruption to these services. To mitigate this impact, revised bus routes and timetables will be established. Details of the necessary revisions are undergoing consultation and finalisation which will be documented within subsequent revision of this plan following finalisation. Revised routes and stops will be agreed with Transport and operators and communicated with users and the broader community prior to the implementation of the changed services.

Furthermore, the majority of the feedback received from the community and educational facilities was around student connectivity. Inland Rail is proposing to get impacted students to use the existing bus services provided by Junee Buses. Bus stops and services are existing on each side of the bridge. For students not eligible for a 'Free Travel Pass', Inland Rail is proposing to provide a subsidy to the students who would need to use the bus during the construction of Kemp Street Bridge.

Schools have indicated they would be supportive of this approach and would be amendable to doing a survey through their communication systems to establish need for bus passes and provide the details to those families. This approach will allow for the privacy for the students.

Inland Rail will work with the schools and local bus company, Junee Buses to provide annual bus passes to the students.

Additionally, the feedback from local schools indicates that at times the schools charter buses for special events or access to particular facilities. The Project would continue to work with each of the schools in Junee to determine any requirements for such travel and would seek to subsidise or provide necessary bus access in consultation with the schools during the construction period. Examples where bus services could be provided at a school's request could be sports activities where students would presently walk from the school to the facilities across the bridge.

3.2.10 Access for Businesses and Residents

For the period of the closure of the Kemp Street bridge, access for businesses and residents will be required to divert through the Olympic Highway level crossing in the town centre or otherwise adapt routes that run in areas of temporary road closures.

As the community transport is provided during standard and peak hours, it is proposed to offer a taxi voucher system to eligible residents for use during out-of-hours of the community transport hours to provide connectivity at all hours. Eligible residents would be east and west of the bridge, looking to travel to the opposite side of the railway line. Initially, up to 10 taxi vouchers can be issued per month per person, with additional vouchers provided to persons with further requirements upon request. The intention is that access to the taxi vouchers would be flexible to meet the specific needs of users whilst balancing take up of the service with broader community needs for taxi-based travel. The quantity of vouchers issued against use and demand would be further considered as part of the regular review cycles of the efficacy of the measures.

3.2.11 Impact on Pedestrians and Cyclists

For the period of the closure of the Kemp Street bridge, pedestrians and cyclists will be detoured via Detour route 'A': Seignior Street, Railway Level Crossing, Main Street, Humphrey Street, Lorne Street, Ducker Street.

FIGURE 87: JUNEE ROAD CLOSURES – PEDESTRIAN AND CYCLIST DETOURS

Mitigations

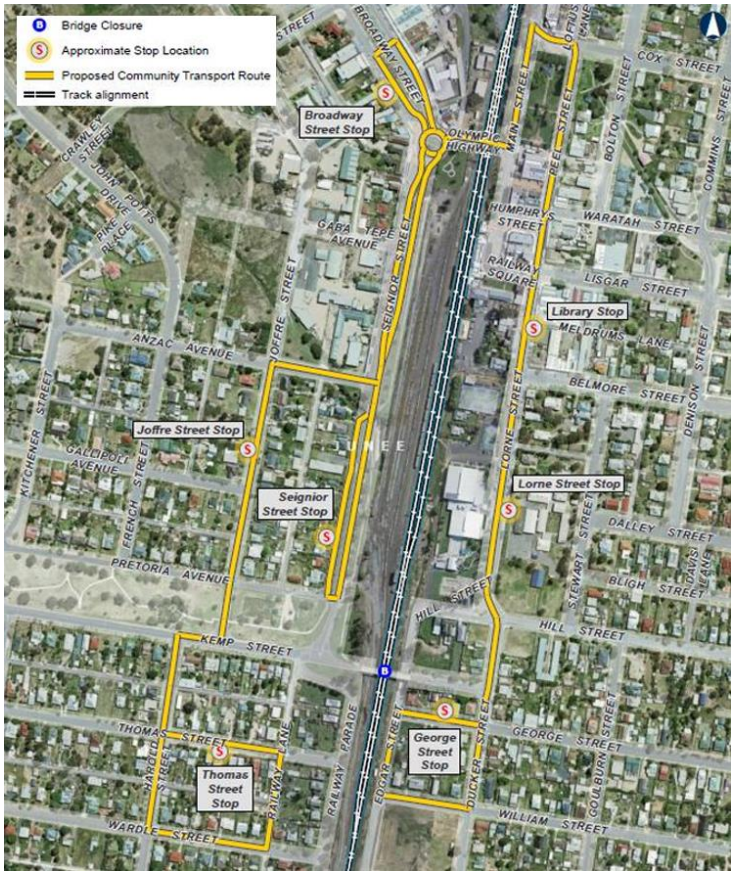
It is proposed to provide a community transport service in Junee to provide community connectivity from east to west/west to east of Kemp Street Bridge during construction. The community transport vehicle will provide accessibility to wheelchair users as well as small children.

Figure 88 below outlines the proposed route of the community transport and the proposed streets for pick up/drop off. The proposed route has been discussed with Council, and the final locations of these zones will be discussed and agreed with Council and temporary 'No Stopping' signs will be placed where necessary. The final locations of the pick-up and drop off locations will be communicated to community and neighbours through existing media channels and notifications. Transportation routes will be adapted in response to any changes in local road access and any construction-related temporary road closures.

Working with Junee Shire Council and community, the proposed timetabling for the community transport is:

- Peak times – weekday
  - ½ hour for the first three hours of the day 7am – 10am
  - ½ hour for the last three hours of the day 3pm – 6pm
- Off Peak – weekday
  - Hourly between 10am – 3pm
- Peak times – weekend (Saturday)
  - 7am – 10am and 12pm – 3pm
- Peak times – weekend (Sunday)
  - Morning service 8am to 12pm

The community transport timetable will be reviewed after 3 months and every 6 months after that to determine efficiency and adjust where needed. Adjustments to the proposed timetable will be informed by the use and feedback from users. Prior to changes to the timetable, consultation will be undertaken with Council.



NOTE: Pedestrians using the active travel link west of Joffre Street will be managed via a traffic guidance scheme (TGS as part of the overall Kemp Street closure) to minimise interaction with the light vehicle detour using Joffre Street and Anzac Avenue (i.e. promote crossing of Pretoria Street west of Joffre Street, along the grassed verge to the Joffre Street community transport pick up/drop off point).

FIGURE 88: JUNEE ROAD CLOSURES – PROPOSED COMMUNITY TRANSPORT ROUTE

Additionally, rail exclusion fencing and screening along both sides of the rail corridor will be installed and maintained for the duration of the closure of Kemp Street Bridge pedestrian/cyclist path:

- east of the rail corridor from the southern boundary of the construction site and track near Williams Street, extending north beyond the bridge to the rear of the Aquatic Centre.
- West of the rail corridor from the existing fencing at Railway Parade, extending north beyond the bridge to align with the existing fencing along Seignior Street

NOTE: The alignment will alter throughout construction, however, continuity will be provided between the northern most and southern most points of the rail exclusion fencing and construction boundary fencing alignment throughout the entire closure of the Kemp Street Bridge pedestrian/cyclist path in accordance with DPHI's conditions of the Kemp Street modification.

FIGURE 89: KEMP STREET BRIDGE RAIL EXCLUSION FENCING AND SCREENING (SEPT 2025 POSSESSION)

3.2.12 Changes to Kerbside Management

For the period of the closure of the Kemp Street bridge, kerbside management will be required to divert through the Olympic Highway level crossing in the town centre or otherwise adapt routes that run in areas of temporary road closures.

3.2.13 Works Requiring Traffic Control

In addition to works within the rail corridor, Stage B works at the Junee Station and Surrounds enhancement site will require, temporary speed limit reductions and/or traffic control (intermittent, short-term, long term i.e. detours) to be implemented on to manage the construction site and some site entry and exit movements for construction heavy vehicles.

TABLE 146: TRAFFIC CONTROL REQUIREMENTS – JUNEE STATION AND SURROUNDS

Location	Activity	Traffic control	Duration	Timing	Expected impacts
Gate J1 – Access via Kemp Street (closure east of Joffre Street)	Site access manoeuvres	Hold and release / intermittent stop	15 months	Subject to the times permitted under the appropriate approval issued by the relevant authority	Minor delays to traffic travelling along Joffre Street/Pretoria Avenue
Gate J2 – Access via Seignior Street (closure south of Pretoria Avenue)	Site access manoeuvres	Hold and release / intermittent stop	15 months		Minor delays to traffic travelling along Seignior Street/Pretoria Avenue
Gate J4 – Access via Edgar Street (closure south of Hill Street)	Site access manoeuvres	Hold and release / intermittent stop	15 months		Minor delays to traffic travelling along Hill Street/Edgar Street
Gate J5 - Access via Kemp Street (closure west of Ducker Street)	Site access manoeuvres	Hold and release / intermittent stop	15 months		Minor delays to traffic travelling along Ducker Street
Gate J6 – Access via Edgar Street (closure north of George Street)	Site access manoeuvres	Hold and release / intermittent stop	15 months		Minor delays to traffic travelling along George Street/Edgar Street

Location	Activity	Traffic control	Duration	Timing	Expected impacts
Gate J7 – Existing access off Edgar Street at William Street	Site access manoeuvres	Hold and release / intermittent stop	1-2 weeks		Minor delays to traffic travelling along William Street/Edgar Street
Gate J12 – New access off Lorne Street (via carpark)	Site access manoeuvres	Hold and release / intermittent stop	1-2 weeks		Minor delays to traffic travelling along Lorne Street/Carpark
Kemp Street Closure and Gates	Construction	Full Road Detours	15 months		Road traffic, pedestrian and cyclist detours.
Edgar Street Closure and Gates	Construction	Full Road Detours	15 months		Road traffic, pedestrian and cyclist detours.

3.3 Olympic Highway Underbridge

3.3.1 Site Location

The location and layout of the Olympic Highway Underbridge enhancement site is shown below in Figure 90 & Figure 91.

FIGURE 90: OLYMPIC HIGHWAY UNDERBRIDGE ENCHANCEMENT SITE (1 OF 2)

FIGURE 91: OLYMPIC HIGHWAY UNDERBRIDGE ENCHANCEMENT SITE (2 OF 2)

3.3.2 Works Required

The Stage B scope of works at Olympic Highway Underbridge enhancement site will comprise the following:

- Shoulder reconditioning works
- Track slewing and bridge sleeper replacement
- Bridge abutments work and earthworks

3.3.3 Timing and Duration

Stage B works at the Olympic Highway Underbridge enhancement site is planned to be undertaken over 7 days in September 2025, shortly commencing before and shortly finishing after a 100-hour possession.

3.3.4 Operating Conditions

There will be no long-term changes to the existing conditions on the roads in the vicinity of the Olympic Highway Underbridge enhancement site resulting from the Stage B works.

Temporary speed limit reductions and/or short-term traffic control (intermittent stops) may be implemented to facilitate the safe and efficient movement of construction heavy vehicles (refer to Section 3.3.14).

3.3.5 Construction Traffic

The peak volume of additional traffic generated by the Olympic Highway Underbridge works required to access the worksite is expected to be in the order of six (6) one-way vehicle movements per peak hour, broken down as follows:

- Three (3) construction heavy vehicle
- Three (3) workforce light vehicles.

Based on the current methodology and program, it is expected that peak construction traffic volumes will occur in the September 2025 track possession.

3.3.6 Site Access

Overview

Access to the worksite will be via four (4) existing access points to the rail corridor located on the Olympic Highway, Illabo Road and Waterworks Road. The location of the site access gates is shown below in Figure 92.

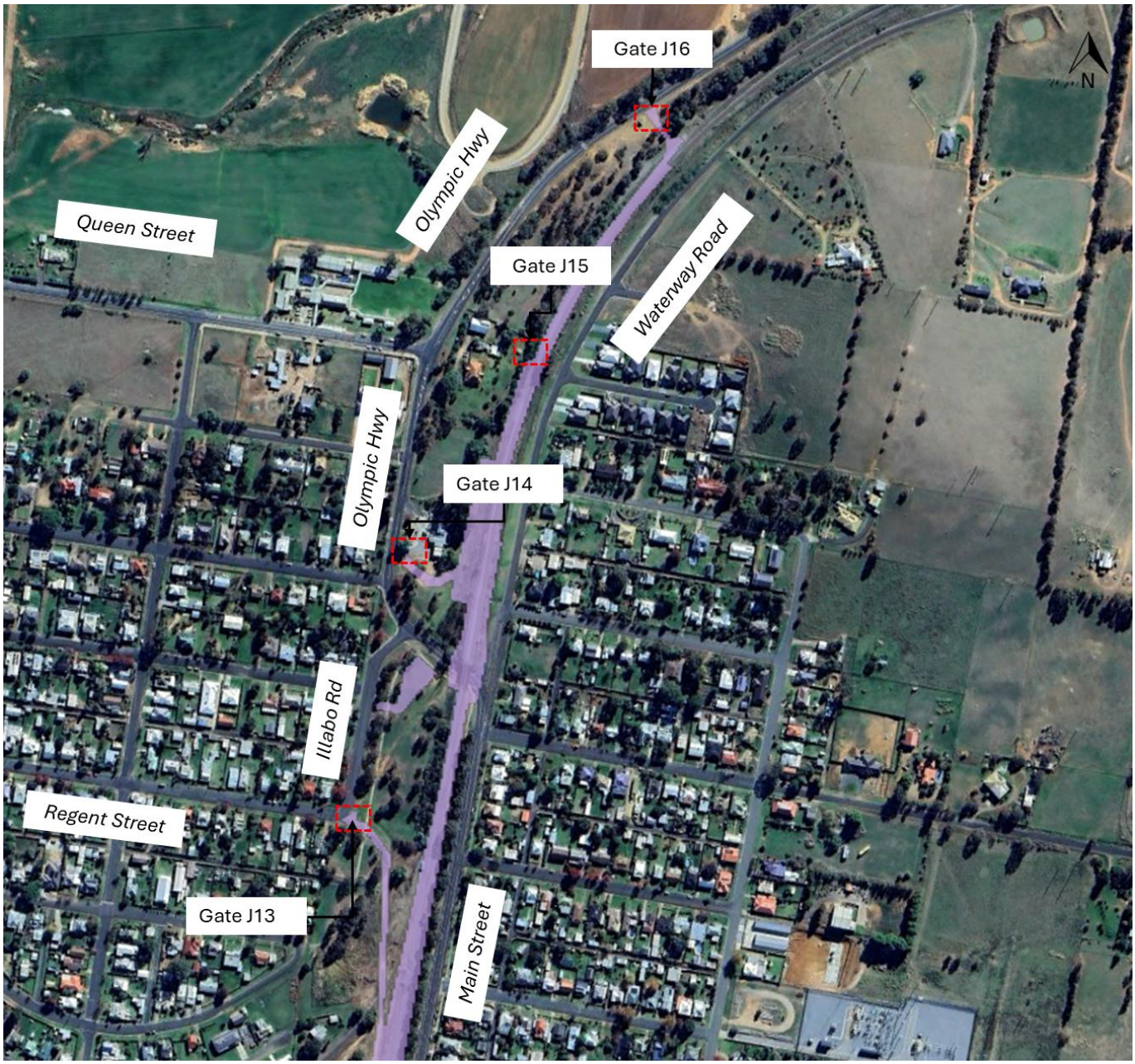


FIGURE 92: SITE ACCESS LOCATIONS – OLYMPIC HIGHWAY UNDERBRIDGE ENHANCEMENT SITE

A summary of permitted movements and methods of control at site access locations is provided below in Table 147, with further details provided in subsequent sections of this report.

TABLE 147: SITE ACCESS DETAILS – OLYMPIC HIGHWAY UNDERBRIDGE ENHANCMENT SITE

Access	Site Entry/Exit	Largest Permitted Vehicle	Permitted Movements	Control
Gate J13 – Existing access off Regent Street and Illabo Road	Entry and exit	Up to 19.0m semi-trailer	Right in, left out	Give-way
Gate J14 – Olympic Highway near Prince Street	Entry and exit	Up to 19.0m truck & dog	All movements	Give-way
Gate J15 – Waterworks Road near Cuttle Court	Entry and exit	Up to 19.0m truck & dog	All movements	Give-way
Gate J16 – Olympic Highway near Junee town entry sign	Entry and exit	Up to 19.0m truck & dog	All movements	Give-way

Gate J13 – Existing access of Regent Street and Illabo Road

Located at the corner of Regent Street and Illabo Road, Gate J13 is an existing access that will be provided to the Olympic Highway Underbridge enhancement site.

FIGURE 93: GATE J13 – EXISTING ACCESS OFF REGENT STREET AND ILLABO ROAD

Details of permitted movements and methods of control at Gate J13 is summarised in Table 147.

FIGURE 94: SITE ACCESS DETAILS – GATE J13

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 148: SIGHT DISTANCE ASSESSMENT – GATE J13

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
West of access	50km/hr	64m	Yes	123m	Yes	69m	Yes
North of access	50km/hr	64m	Yes	123m	Yes	69m	Yes

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Illabo Street/Regent Street On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Illabo Street/Regent Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Illabo Street/Regent Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate J13, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 149: SITE ACCESS ASSESSMENT CRITERIA – GATE J13

Site Access Assessment	
Location:	Existing access off Regent Street and Illabo Road
AADT:	~50-100
Speed limit:	50km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	50m (2D = 100m)
Available sight distance	Greater than 2D

FIGURE 95: SOUTHBOUND VIEW APPROACHING GATE J13 (~100M FROM ACCESS POINT)

FIGURE 96: EASTBOUND VIEW APPROACHING GATE J13 (~100M FROM ACCESS POINT)

As available sight distance approaching Gate J13 is greater than 2D (100m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 150 below.

TABLE 150: GATE J13 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS GREATER THAN 2D (TABLE 5-7 OF TFNSW'S TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES)

ADT	300 – 1,500	More than 1,500		
Number of truck movements per shift	Less than or equal to 20	Greater than 20	Less than or equal to 20	Greater than 20
Traffic control required		Yes	Yes Note 1*	Yes Note 2*
VMP required		Yes		Yes
Warning signs required during shifts		Yes		Yes

Note 1: Where approach speed is greater than 95km/hr

Note 2: If acceleration and deceleration cannot occur on shoulders

No controls are warranted at Gate J13 to facilitate the safe and efficient movement of construction vehicles into and out of the access, and as such access will operate under a typical "Give way" arrangement. Notwithstanding this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.2.14.

Gate J14 – Olympic Highway near Prince Street

Located on the Olympic Highway, Gate J14 is an existing access that will be provided to the Olympic Highway Underbridge enhancement site.

FIGURE 97: GATE J14 – OLYMPIC HIGHWAY NEAR PRINCE STREET

Details of permitted movements and methods of control at Gate J14 is summarised in Table 147.

FIGURE 98: SITE ACCESS DETAILS – GATE J14

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 151: SIGHT DISTANCE ASSESSMENT – GATE J14

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
South of access	50km/hr	64m	Yes	123m	Refer below	69m	Yes
North of access	50km/hr	64m	Yes	123m	Refer below	69m	Yes

Due to the location of the access on Illabo Road (Olympic Highway), sight distance to the north is limited (~115m) by a vertical crest within Illabo Road (Olympic Highway). Similarly to the south due to the horizontal alignment of Illabo Road (Olympic Highway), sight distance to the south is limited (~100m). While it is recognised that power poles, signs and tree trunks are located within the sight distance envelope, these are of small lateral dimension and are not considered to be a constant obstruction to approaching vehicles. On this basis, sight distance available between Gate J14 is considered appropriate given requirements of safe stopping distance and minimum gap sight distance are achieved.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Illabo Road (Olympic Highway). On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Illabo Road (Olympic Highway).
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Illabo Road (Olympic Highway) falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate J14, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 152: SITE ACCESS ASSESSMENT CRITERIA – GATE J14

Site Access Assessment	
Location:	Illabo Road (Olympic Highway)
AADT:	1,718
Speed limit:	50km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	50m (2D = 100m)
Available sight distance	Greater than 2D

FIGURE 99: SOUTHBOUND VIEW APPROACHING GATE J14 (~100M FROM ACCESS POINT)

FIGURE 100: NORTHBOUND VIEW APPROACHING GATE J14 (~100M FROM ACCESS POINT)

As available sight distance approaching Gate J14 is greater than 2D (100m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 153 below.

TABLE 153: GATE J14 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS GREATER THAN 2D (TABLE 5-7 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES)*

ADT	300 – 1,500		More than 1,500	
Number of truck movements per shift	Less than or equal to 20	Greater than 20	Less than or equal to 20	Greater than 20
Traffic control required		Yes	Yes Note 1*	Yes Note 2*
VMP required		Yes		Yes
Warning signs required during shifts		Yes		Yes

Note 1: Where approach speed is greater than 95km/hr

Note 2: If acceleration and deceleration cannot occur on shoulders

No controls are warranted at Gate J14 to facilitate the safe and efficient movement of construction vehicles into and out of the access, and as such access will operate under a typical "Give way" arrangement. Notwithstanding this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.3.14.

Gate J15 – Waterworks Road near Cuttle Court

Located on the Waterworks Road, Gate J15 is an existing access that will provide access to the Olympic Highway Underbridge enhancement site.

FIGURE 101: GATE J15 – WATERWORKS ROAD NEAR CUTTLE COURT

Details of permitted movements and methods of control at Gate J15 is summarised in Table 147.

FIGURE 102: SITE ACCESS DETAILS – GATE J15

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 154: SIGHT DISTANCE ASSESSMENT – GATE J15

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
West of access	50km/hr	64m	Yes	123m	Yes	69m	Yes
North of access	50km/hr	64m	Yes	123m	Yes	69m	Yes

Available sight distance to the north of Gate J15 achieves the minimum requirements for the posted speed limit.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Waterworks Road. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Waterworks Road.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).

- The observation angle towards approaching traffic along Waterworks Road falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate J15, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 155: SITE ACCESS ASSESSMENT CRITERIA – GATE J15

Site Access Assessment	
Location:	Waterworks Road near Cuttle Court
AADT:	~500
Speed limit:	50km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	50m (2D = 100m)
Available sight distance	Greater than 2D

FIGURE 103: SOUTHBOUND VIEW APPROACHING GATE J15 (~100M FROM ACCESS POINT)

FIGURE 104: NORTHBOUND VIEW APPROACHING GATE J15 (~100M FROM ACCESS POINT)

As available sight distance approaching Gate J15 is greater than 2D (100m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 156 below.

TABLE 156: GATE J15 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS GREATER THAN 2D (TABLE 5-7 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES*)

ADT	300 – 1,500		More than 1,500	
Number of truck movements per shift	Less than or equal to 20	Greater than 20	Less than or equal to 20	Greater than 20
Traffic control required		Yes	Yes Note 1*	Yes Note 2*
VMP required		Yes		Yes
Warning signs required during shifts		Yes		Yes

Note 1: Where approach speed is greater than 95km/hr

Note 2: If acceleration and deceleration cannot occur on shoulders

No controls are warranted at Gate J15 to facilitate the safe and efficient movement of construction vehicles into and out of the access, and as such access will operate under a typical "Give way" arrangement. Notwithstanding this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.3.14.

Gate J16 – Olympic Highway near Junee town entry sign

Located on the Olympic Highway, Gate J16 is an existing access that will be provided to the Olympic Highway Underbridge enhancement site.

FIGURE 105: GATE J16 – OLYMPIC HIGHWAY NEAR JUNEE TOWN ENTRY SIGN

Details of permitted movements and methods of control at Gate J16 is summarised in Table 147.

FIGURE 106: SITE ACCESS DETAILS – GATE J16

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 157: SIGHT DISTANCE ASSESSMENT – GATE J16

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
East of access	80km/hr[1]	139m[2]	Yes	214m	Yes	111m	Yes
	60km/hr[1]	92m[2]	Yes	151m	Yes	83m	Yes
West of access	80km/hr[1]	139m[2]	Yes	214m	Yes	111m	Yes
	60km/hr[1]	92m[2]	Yes	151m	Yes	83m	Yes

1. Reduced speed limits are required to facilitate safe and efficient access of construction vehicles – refer to 'Access Controls Assessment' below.

2. Desirable minimum value for all road types

With reference to the requirement for a reduced speed limit to be instated along the Olympic Highway to facilitate the safe and efficient movement of construction vehicles into and out of the access, and available sight distance provisions at the access, a reduced speed limit of 80km/hr will be implemented on approach to the access, subject to approval by the relevant authority.

Where implemented, the temporary speed limit shall be instated prior to the access, accommodating the necessary sight distance requirements as required (i.e. instated greater than 151m from an access where the reduced speed limit is 60km/hr).

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along the Olympic Highway. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along the Olympic Highway Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along the Olympic Highway falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate J16, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 158: SITE ACCESS ASSESSMENT CRITERIA – GATE J16

Site Access Assessment	
Location:	Olympic Highway
AADT:	1,718
Speed limit:	100km/hr (50km/hr speed limit located ~70m south of access)
Number of truck movements per shift:	Less than 20
Dimension D:	100m (2D = 200m)
Available sight distance	Greater than 2D

FIGURE 107: SOUTHBOUND VIEW APPROACHING GATE J16 (~200M FROM ACCESS POINT)

FIGURE 108: NORTHBOUND VIEW APPROACHING GATE J16 (~200M FROM ACCESS POINT)

As available sight distance approaching Gate J16 is greater than 2D (200m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 159 below.

TABLE 159: GATE J16 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS GREATER THAN 2D (TABLE 5-7 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES)*

ADT	300 – 1,500		More than 1,500	
Number of truck movements per shift	Less than or equal to 20	Greater than 20	Less than or equal to 20	Greater than 20
Traffic control required		Yes	Yes Note 1*	Yes Note 2*
VMP required		Yes		Yes
Warning signs required during shifts		Yes		Yes

Note 1: Where approach speed is greater than 95km/hr

Note 2: If acceleration and deceleration cannot occur on shoulders

In accordance with TfNSW's *Technical Manual – Traffic control at work sites,* traffic control is required to facilitate the safe and efficient movement of construction vehicles into and out of the access where the speed of approaching vehicles is greater than 95km/hr. To eliminate the exposure of traffic control personnel to live traffic, to minimise delays that would otherwise be incurred by approaching drivers and ensure that access manoeuvres can be undertaken safely. temporary speed limits will be implemented (below 95km/hr) along the Olympic Highway during access operation. In addition to this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.4.14.

It is noted that Gate J16 is located ~70m northeast of a speed zone change, placing the access near a decision point for general road users. It is expected that with the implementation of VMS boards in advance of this point, road users will be alerted to changed traffic conditions and, as a result, increase driver awareness and reduce driver reaction time. It is noted that TfNSW has raised concerns with traffic control where vehicle speed is less than 95km/h and sight distance is achieved, leading to a higher risk of end-of-queue crashes. Although the access is located near a decision-making point, implementing traffic control will introduce additional decision-making and add unnecessary complexity to this site for general road users. This would inherently increase the likelihood of numerous crash types and pose a greater risk to road users, which can be better managed through passive traffic management methods. Additionally, It is expected that the town entry sign "Illabo", 50km/h AHEAD" signs (duplicated) and impending 50km/h signs (duplicated) and pavement making "50" amongst other visual cues that the decision-making point for reducing speed is well in advance of the Gate location.

3.3.7 Construction Access Routes

Construction heavy vehicles will access the worksite via the routes identified within Environmental Approval Documentation, with the primary route for construction traffic entering the worksite will be via:

- Gate J13 – Olympic Highway (Illabo Road), Queen Street, Lord Street, Regent Street.
- Gate J14 – Olympic Highway (Illabo Road).
- Gate J15 – Olympic Highway, Main Street, Waterworks Road.
- Gate J16 – Olympic Highway.

The primary route for construction vehicles exiting the worksite will be via:

- Gate J13 – Regent Street, Lord Street, Queen Street, Olympic Highway (Illabo Road).
- Gate J14 – Olympic Highway (Illabo Road).
- Gate J15 – Waterworks Road, Main Street, Olympic Highway.
- Gate J16 – Olympic Highway.

3.3.8 Impact on Traffic Flow

Overview

To evaluate the impact of the Stage B works on the road network, an assessment of road (mid-block) performance has been undertaken in relation to Level of Service (LOS) for the key road links with and without traffic generated by the Stage B works. The assessment has been carried out using a combination of peak hour background traffic volumes, in conjunction with expected peak hour construction traffic volumes to determine an operating LOS for key road links for both the "without construction traffic" and "with construction traffic" scenarios.

Road link LOS for key road links have been determined using Table 4.4 from the *Guide to Traffic Generating Developments (RTA 2002)*, which has been replicated below.

TABLE 160: LINK LOS ADAPTED FROM THE *GUIDE TO TRAFFIC GENERATING DEVELOPMENT (2002) TABLE 4.4*

LOS	One lane per direction (veh/hr)	Two lanes per direction (veh/hr)
LOS A	200	900
LOS B	380	1,400
LOS C	600	1,800
LOS D	900	2,200
LOS E	More than 900	2,800

While it is recognised that TfNSW's *Guide to Transport Impact Assessment* has superseded the *Guide to Traffic Generating Developments*, the process of assessment is considered appropriate in quantifying potential impacts to traffic flow and the road network resulting from the Stage B works. It is also noted that this approach is consistent with the Link LOS assessment undertaken within *Technical Paper 1: Traffic and Transport* and its addendums.

Link Level of Service Assessment for Key Roads

The link LOS assessment for the Olympic Highway Underbridge enhancement site is shown in Table 161 below. Peak hour volumes for Main Street (Olympic Highway) and Illabo Road have been extracted from Table 5.50 of *Technical Paper 1: Traffic and Transport*.

TABLE 161: LINK LOS ASSESSMENT – OLYMPIC HIGHWAY UNDERBRIDGE

Road name	No. of lanes (per direction)	Background volume (one way)	Without construction traffic LOS	Construction volume (one way)	Total volume	Percent increase in volumes	With project LOS
Main Street (Olympic Highway)[1]	1	113	A	6	119	5.3%	A
Illabo Road[2]	1	35	A		41	17.1%	A

Note 1: Olympic Highway – 90m North of Illabo Road, Junee

Note 2: No data available, volumes estimated as John Potts Drive, Junee with equivalent HV proportion.

The link LOS assessment for the Olympic Highway Underbridge enhancement site shows that with construction traffic all road links are expected to operate at LOS A, no change is LOS from the "without construction traffic scenario". As a result, no significant impact to road operation or performance are expected to result from the traffic generated by the Stage B works during the short periods before and after the temporary detour outlined in Section 3.3.9.

3.3.9 Impact of Road Closure

Olympic Highway Closure

As detailed in Figure 109, the works required will be facilitated through the closure of the Olympic Highway between Illabo Road and Main Street. However, provision will be made to ensure pedestrian and cyclist access will remain.

As part of the closures, traffic will be detoured either via:

- **Detour route 'A'**: Queen Street, Lord Street, Kanalay Square, Broadway Street
- **Detour route 'B'**: Kemp Street (Olympic Highway), Goldfields Way, Old Junee Road, Queen Street.

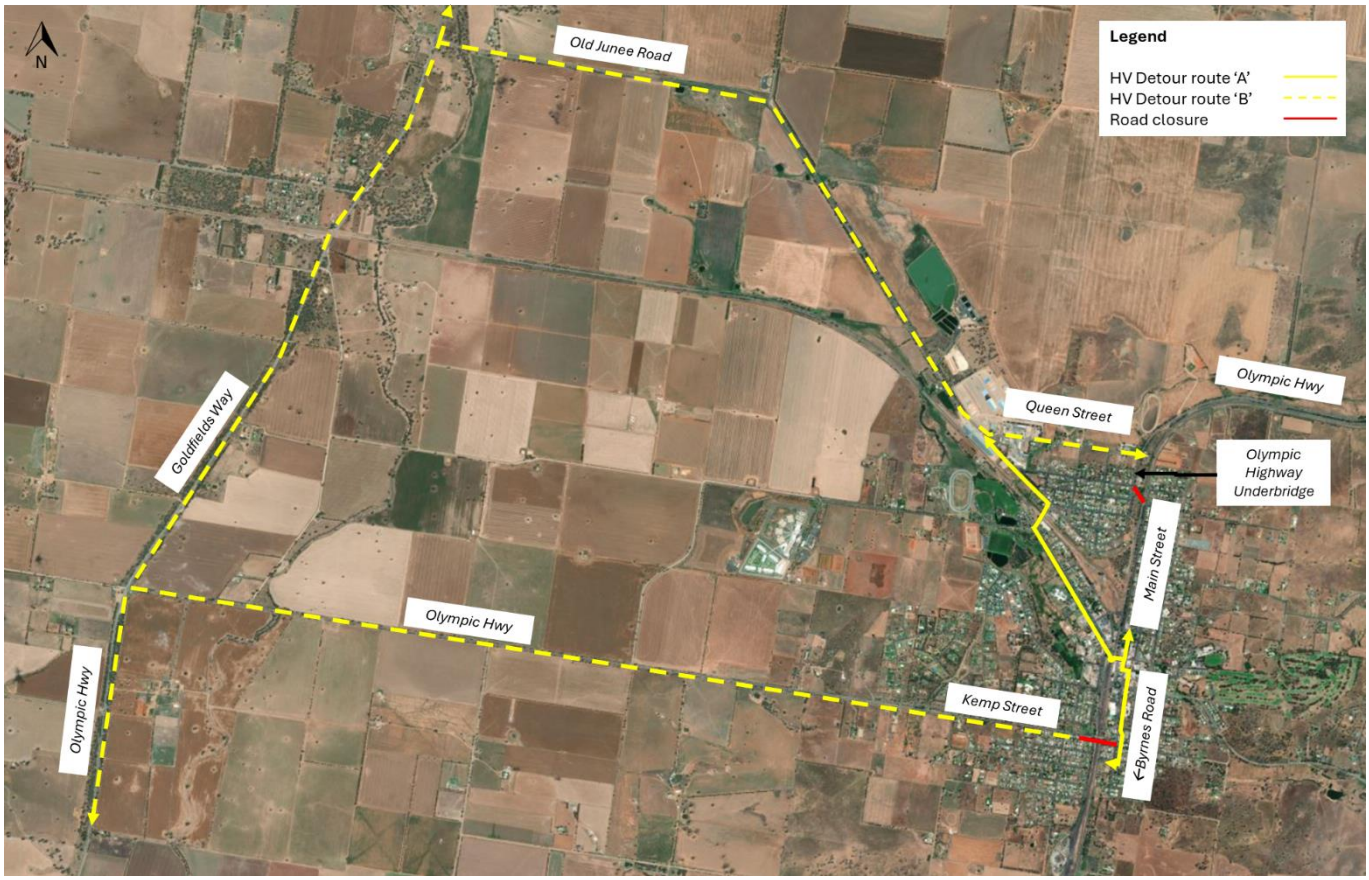


FIGURE 109: OLYMPIC HIGHWAY UNDERBRIDGE ROAD CLOSURE – DETOURS

NOTE: prior to the implementation, Junee Shire Council will have completed the upgrade works required to remove the current 42.5 tonne restriction HL Robertson Bridge Old Junee Road. If HL Robertson Bridge has not been upgraded in time of the Kemp St Bridge closure, the alternative detour is to maintain HV/LV access via the existing Seignior/Olympic Hwy & Kemp Street. Once the restriction is lifted on HL Robertson Bridge, a transition to the full detour will be implemented.

3.3.10 Impact on Public Transport

There will be no change to or impact to public transport operations or access during this stage of work at the Olympic Highway Underbridge enhancement site with the only exception being a temporary traffic detour during the 100-hour possession required for the railway level crossing reconstruction.

3.3.11 Impact on Pedestrians and Cyclists

There will be no change to or impact to pedestrian and cyclist facilities or access during this stage of work. During the temporary traffic detour during the 100-hour possession required for the railway level crossing reconstruction, provisions will be made to retain pedestrian and cyclist connectivity along the Olympic Highway.

3.3.12 Access for Businesses and Residents

There will be no change to or impact to access for businesses and/or residents during this stage of work.

3.3.13 Changes to Kerbside Management

There will be no changes to kerbside allocations during this stage of work.

3.3.14 Works Requiring Traffic Control

In addition to works within the rail corridor, Stage B works at the Olympic Highway Underbridge enhancement site will require, temporary speed limit reductions and/or traffic control (intermittent, short-term, long term i.e. detours) to be implemented on to manage the construction site and some site entry and exit movements for construction heavy vehicles.

TABLE 162: TRAFFIC CONTROL REQUIREMENTS – OLYMPIC HIGHWAY UNDERBRIDGE

Location	Activity	Traffic control	Duration	Timing	Expected impacts
Gate J16 – Olympic Highway near Junee town entry sign	Site access manoeuvres	Speed reduction	1 month	Day shift, Monday to Saturday	Minor delays to traffic travelling along Olympic Highway.
Olympic Highway Closure	Track possession for Underbridge works	Detour of on-road traffic.	100 hours	Subject to the times permitted under the appropriate approval issued by the relevant authority	Short term detour during 100-hour track possession will result in travel time increase for road traffic.

3.4 Junee to Illabo

3.4.1 Site Location

The location of the Junee to Illabo Clearances enhancement site spans between the Waterworks Road Rail Level Crossing in the south, to the Olympic Highway Rail Level Crossing in the north shown below in Figure 110 to Figure 113.

FIGURE 110: JUNEE TO ILLABO ENCHANCEMENT SITE (1 OF 4)

FIGURE 111: JUNEE TO ILLABO ENCHANCEMENT SITE (2 OF 4)

FIGURE 112: JUNEE TO ILLABO ENCHANCEMENT SITE (3 OF 4)

FIGURE 113: JUNEE TO ILLABO ENCHANCEMENT SITE (4 OF 4)

3.4.2 Works Required

The Stage B scope of works for Junee to Illabo comprise the following:

- Formation widening works
- Track slew works
- Headwall extension works
- Culvert replacements
- Railway level crossing and signalling works

3.4.3 Timing and Duration

The proposed arrangements are planned to be implemented from September 2025 and continue until December 2027.

3.4.4 Operating Conditions

There will be no long-term changes to the existing conditions on the roads in the vicinity of the Junee to Illabo enhancement site resulting from the Stage B works.

Temporary speed limit reductions and/or short-term traffic control (intermittent stops) may be implemented on the Olympic Highway to facilitate the safe and efficient movement of construction heavy vehicles (refer to Section 3.4.14).

3.4.5 Construction Traffic

The peak volume of additional traffic generated by the Junee to Illabo Stage B works required to access the worksite has been broken down as follows:

TABLE 163: SITE ACCESS CONSTRUCTION VEHICLE MOVEMENTS

Site access	Vehicle type	Scope	Vehicle movements (one-way) per shift	Vehicle movements (one-way) per peak hour
Gate J2I1	Light vehicles	Site access	≤ four (4) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	Heavy vehicles	Delivery of materials, plant, equipment and removal of waste	≤ four (4) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
Gate J2I2	Light vehicles	Site access	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	Heavy vehicles	Delivery of materials, plant, equipment and removal of waste	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
Gate J2I3	Light vehicles	Site access	≤ four (4) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	Heavy vehicles	Delivery of materials, plant, equipment and removal of waste	≤ four (4) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
Gate J2I5	Light vehicles	Site access	≤ four (4) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
Gate J2I7	Light vehicles	Site access	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	Heavy vehicles	Delivery of materials, plant, equipment and removal of waste	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
Gate J2I8	Light vehicles	Site access	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)

Site access	Vehicle type	Scope	Vehicle movements (one-way) per shift	Vehicle movements (one-way) per peak hour
	Heavy vehicles	Delivery of materials, plant, equipment and removal of waste	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
Gate J2I9	Light vehicles	Site access	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	Heavy vehicles	Delivery of materials, plant, equipment and removal of waste	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
Gate J2I11	Light vehicles	Site access	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	Heavy vehicles	Delivery of materials, plant, equipment and removal of waste	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
Gate J2I12	Light vehicles	Site access	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	Heavy vehicles	Delivery of materials, plant, equipment and removal of waste	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
Gate J2I13	Light vehicles	Site access	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	Heavy vehicles	Delivery of materials, plant, equipment and removal of waste	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
Gate J2I14	Light vehicles	Site access	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	Heavy vehicles	Delivery of materials, plant, equipment and removal of waste	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
Site Compound Access at Lawford Street	Light vehicles	Site access	≤ forty (40) per shift (during peak periods)	≤ fifteen (15) per peak hour (during peak periods)
	Heavy vehicles	Delivery of materials, plant, equipment and removal of waste	≤ twenty (20) per shift (during peak periods)	≤ ten (10) per shift (during peak periods)

Based on the current methodology and program, it is expected that peak construction traffic volumes will occur during September 2025, December 2025, February 2026, May 2026, September 2026, December 2026, March 2027 and May 2027 during track possessions. The volume of additional traffic movements generated by the works required to access the worksite is expected to fluctuate during the construction period due to the progressive nature of the required works, particularly activities required under a possession. Furthermore, the number of gates being used and the number of gate movements is expected to fluctuate during construction, however, the projected peak construction traffic generating periods are likely to occur at the start and end of each shift.

For the works, a 19.0m truck and dog is expected to be the predominant type of heavy vehicle accessing the worksite throughout the duration of the work. On occasion, 19.0m semi-trailers are required, however these vehicles will not be accessing the site during the projected peak periods at the start and end of each shift.

A swept path analysis has been undertaken, demonstrating the ability for construction vehicles to manoeuvre into and out of the nominated site access points. This assessment is provided in Appendix B.

3.4.6 Site Access

Overview

Access to the worksite will largely be via access points located along the Olympic Highway. A summary of permitted movements and methods of control at site access locations is provided below in, with further details provided in subsequent sections of this report.

TABLE 164: JUNEE TO ILLABO SITE ACCESS

Access	Site Entry/Exit	Vehicle type	Permitted Movements	Control
Gate J2I1 – Olympic Highway ~85m south of Warrens Lane	Entry and exit	Up to 19.0m semi-trailer	Left in, left out	Give-way
Gate J2I2 – Olympic Highway opposite Warrens Lane	Entry and exit	Up to 19.0m semi-trailer	Left in, left out	Give-way
Gate J2I3 – Warrens Lane	Entry and exit	Up to 19.0m semi-trailer	Right in, left out	Give-way
Gate J2I5 – Olympic Highway ~1km west of Warrens Lane	Entry and exit	Light vehicles only	All movements	Give-way
Gate J2I7 – Olympic Highway opposite Commins Street	Entry and exit	Up to 19.0m truck and dog	All movements	Give-way
Gate J2I8 – Olympic Highway ~500m west of Commins Street	Entry and exit	Up to 19.0m truck and dog	All movements	Give-way
Gate J2I9 – Olympic Highway at Wornes Gate Lane	Entry and exit	Up to 19.0m truck and dog	Left and right in, right out	Give-way
Gate J2I11 – Olympic Highway ~200m east of Marinna Station Cross Road	Exit only	Up to 19.0m truck and dog	Left out, right out	Give-way
Gate J2I12 – Marinna Station Cross Road	Entry only	Up to 19.0m truck and dog	Left in	Give-way
Gate J2I13 – Waterworks Road ~1.7km west of Marinna Station Cross Road	Entry and exit	Up to 19.0m truck and dog	Right in, left out	Give-way

Access	Site Entry/Exit	Vehicle type	Permitted Movements	Control
Site compound at Lawford Street	Entry and exit	Up to 19.0m truck and dog	Left in, right out	Give way
Gate J2I14 – Olympic Highway at Gerelgambeth access road (LX605)	Entry and exit	Up to 12.5m single unit truck	All movements	Give Way
		Up to 19.0m semi-trailer		Traffic control (refer to 3.4.14)

A swept path analysis has been undertaken, demonstrating the ability for construction vehicles to manoeuvre into and out of the nominated site access points. This assessment is provided in Appendix B.

Gate J2I1 – Olympic Highway ~85m south of Warrens Lane

Located on the Olympic Highway approximately 85m south of Warrens Lane, Gate J2I1 is an existing access that will provide access to the Junee to Illabo Clearances enhancement site.

FIGURE 114: GATE J2I1 – OLYMPIC HIGHWAY

Details of permitted movements and methods of control at Gate J2I1 is summarised in Table 164.

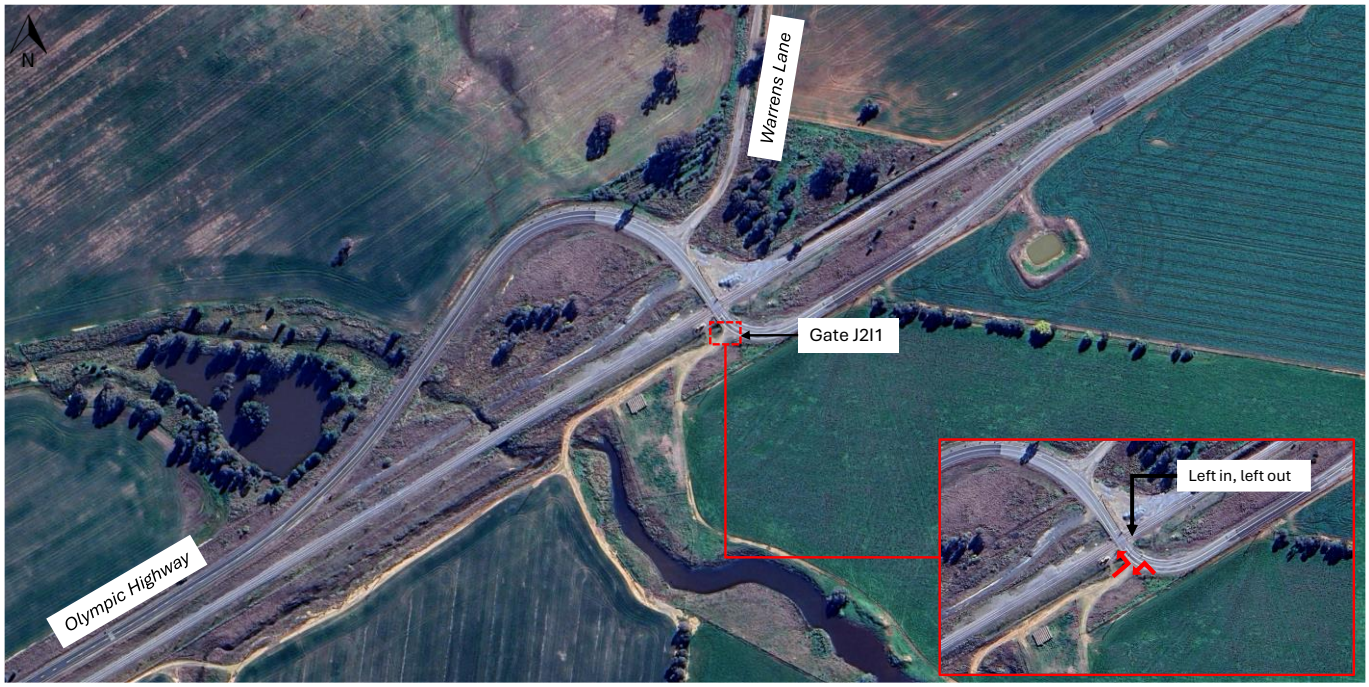


FIGURE 115: SITE ACCESS DETAILS – GATE J2I1

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 165: SIGHT DISTANCE ASSESSMENT – GATE J2I1

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
East of access	60km/hr[2]	92m[1]	Yes	151	Yes	97	Yes
West of access	N/A						

1. Desirable minimum value for all road types.

2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along the Olympic Highway. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along the Olympic Highway.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along the Olympic Highway falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate J2I1, an assessment has been undertaken for determining controls for managing truck ingress movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims

to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 166: SITE ACCESS ASSESSMENT CRITERIA – GATE J2I1

Site Access Assessment	
Location:	Olympic Highway ~85m south of Warrens Lane
AADT:	1,718
Speed limit:	60km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	60m (2D = 120m)
Available sight distance	Greater than 2D

FIGURE 116: EASTBOUND VIEW APPROACHING GATE J2I1 (~120M FROM ACCESS POINT)

FIGURE 117: WESTBOUND VIEW APPROACHING GATE J2I1 (~120M FROM ACCESS POINT)

As available sight distance approaching Gate J2I1 is greater than 2D (120m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 167 below.

TABLE 167: GATE J2I1 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS GREATER THAN 2D (TABLE 5-7 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES*)

ADT	300 – 1,500		More than 1,500	
Number of truck movements per shift	Less than or equal to 20	Greater than 20	Less than or equal to 20	Greater than 20
Traffic control required		Yes	Yes Note 1*	Yes Note 2*
VMP required		Yes		Yes
Warning signs required during shifts		Yes		Yes

Note 1: Where approach speed is greater than 95km/hr

Note 2: If acceleration and deceleration cannot occur on shoulders

No controls are warranted at Gate J2I1 to facilitate the safe and efficient movement of construction vehicles into the access. Notwithstanding this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.4.14.

It is noted that Gate J2I1 is located ~20m southeast of a railway level crossing, placing the access near a decision-making point for general road users. It is expected that with the implementation of VMS boards in advance of this point, road users will be alerted to changed traffic conditions and, as a result, increase driver awareness and reduce driver reaction time. Although the access is located near a decision-making point, implementing traffic control will introduce additional decision-making and add unnecessary complexity to this site for general road users. This would inherently increase the likelihood of numerous crash types and pose a greater risk to road users, which can be better managed through passive traffic management methods.

Gate J2I2 – Olympic Highway opposite Warrens Lane

Located on the Olympic Highway opposite Warrens Lane, Gate J2I2 is an existing access that will provide access to the Junee to Illabo Clearances enhancement site.

FIGURE 118: GATE J2I2 – OLYMPIC HIGHWAY

Details of permitted movements and methods of control at Gate J2I2 is summarised in Table 164.

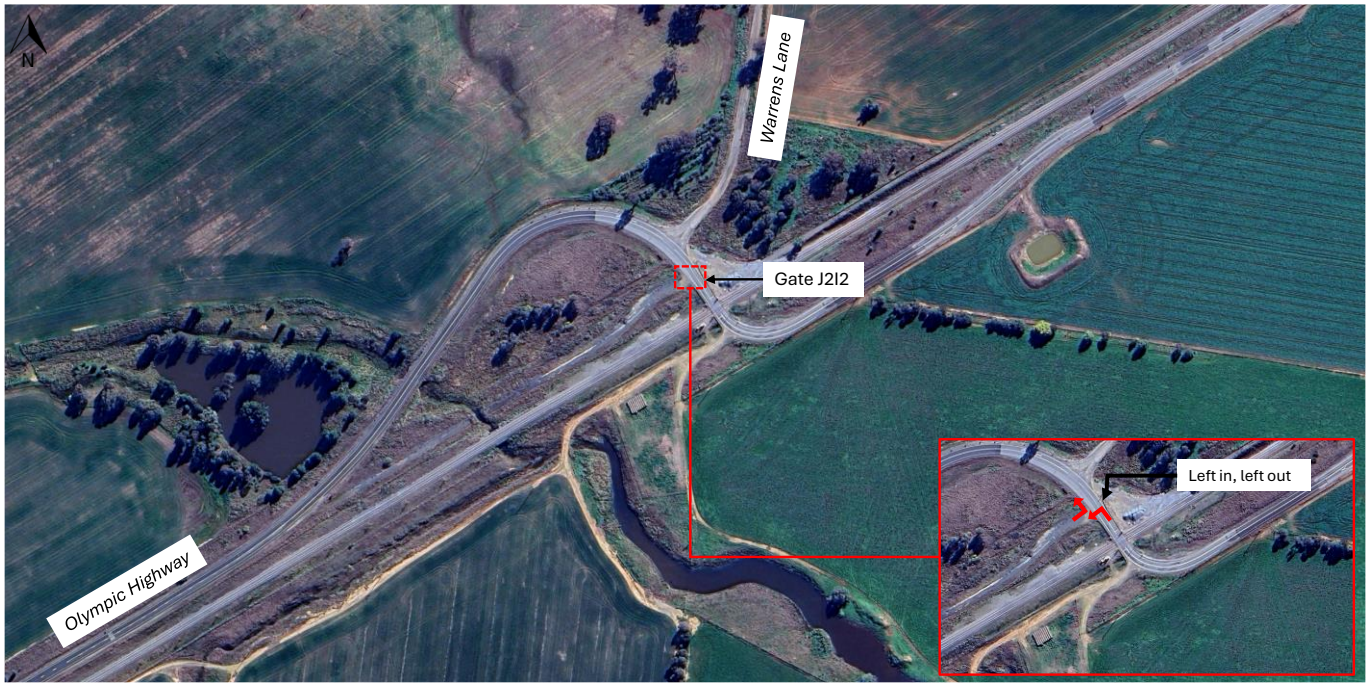


FIGURE 119: SITE ACCESS DETAILS – GATE J2I2

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 168: SIGHT DISTANCE ASSESSMENT – GATE J2I2

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
East of access	60km/hr	92m[1]	Yes	151m	Yes – refer below	97m	Yes
West of access	N/A						

1. Desirable minimum value for all road types.

2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

As detailed above, sight distance provisions at the access achieve the minimum requirements for the existing posted speed limit. While it is recognised that power poles and other signal associated infrastructure (i.e., advanced warning signs / wigwags) are located within the sight distance envelope, these are of small lateral dimension and are not considered to be a constant obstruction to approaching vehicles.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along the Olympic Highway. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along the Olympic Highway.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along the Olympic Highway falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate J2I2, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 169: SITE ACCESS ASSESSMENT CRITERIA – GATE J2I2

Site Access Assessment	
Location:	Olympic Highway opposite Warrens Lane
AADT:	1,718
Speed limit:	60km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	60m (2D = 120m)
Available sight distance	Greater than 2D

FIGURE 120: EASTBOUND VIEW APPROACHING GATE J2I2 (~120M FROM ACCESS POINT)

FIGURE 121: WESTBOUND VIEW APPROACHING GATE J2I2 (~120M FROM ACCESS POINT)

As available sight distance approaching Gate J2I2 is greater than 2D (120m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 170 below.

TABLE 170: GATE J2I2 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS GREATER THAN 2D (TABLE 5-7 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES*)

ADT	300 – 1,500		More than 1,500	
Number of truck movements per shift	Less than or equal to 20	Greater than 20	Less than or equal to 20	Greater than 20
Traffic control required		Yes	Yes Note 1*	Yes Note 2*
VMP required		Yes		Yes
Warning signs required during shifts		Yes		Yes

Note 1: Where approach speed is greater than 95km/hr

Note 2: If acceleration and deceleration cannot occur on shoulders

No controls are warranted at Gate J2I2 to facilitate the safe and efficient movement of construction vehicles into and out of the access, and as such access will operate under a typical "Give way" arrangement. Notwithstanding this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.4.14.

It is noted that Gate J2I2 is located ~30m northwest of a railway level crossing, placing the access near a decision-making point for general road users. It is expected that with the implementation of VMS boards in advance of this point, road users will be alerted to changed traffic conditions and, as a result, increase driver awareness and reduce driver reaction time. Although the access is located near a decision-making point, implementing traffic control will introduce additional decision-making and add unnecessary complexity to this site for general road users. This would inherently increase the likelihood of numerous crash types and pose a greater risk to road users, which can be better managed through passive traffic management methods.

Gate J2I3 – Warrens Lane

Located off Warrens Lane, Gate J2I3 is an existing access that will provide access to the Junee to Illabo Clearances enhancement site.

FIGURE 122: GATE J2I3 – WARRENS LANE

Details of permitted movements and methods of control at Gate J2I3 is summarised in Table 164.

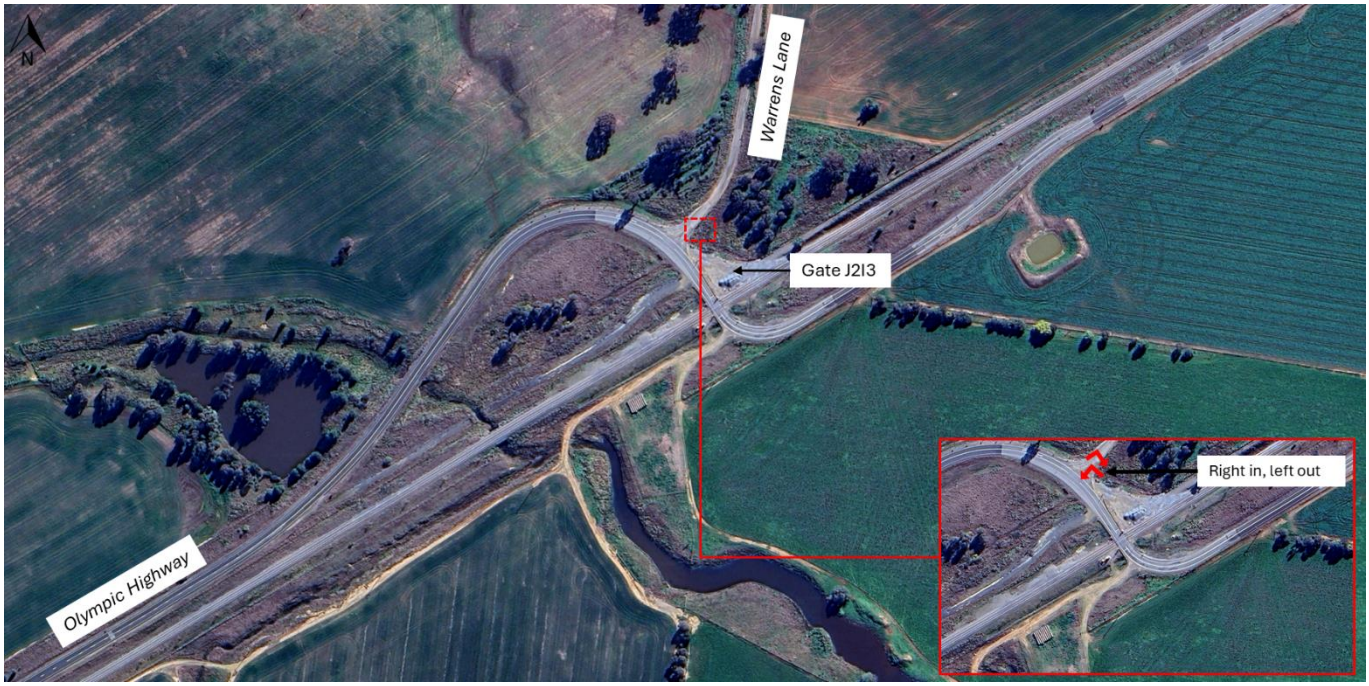


FIGURE 123: SITE ACCESS DETAILS – GATE J2I3

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 171: SIGHT DISTANCE ASSESSMENT – GATE J2I3

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
North of access	60km/hr[2]	92m[1]	Yes	151m	Yes	97m	Yes
South of access	N/A						

1. Desirable minimum value for all road types

2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Warrens Lane. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Warrens Lane.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along the Warrens Lane falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

Noting that traffic control will be required to facilitate the egress manoeuvre from Gate J2I3, an assessment has been undertaken for determining controls for managing truck ingress movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This

assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 172: SITE ACCESS ASSESSMENT CRITERIA – GATE J2I3

Site Access Assessment	
Location:	Warrens Lane
AADT:	25-50 (estimated)
Speed limit:	60km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	60m (2D = 120m)
Available sight distance	Less than 2D

FIGURE 124: EASTBOUND VIEW APPROACHING GATE J2I3 (~120M FROM ACCESS POINT)

FIGURE 125: WESTBOUND VIEW APPROACHING GATE J2I3 (~60M FROM ACCESS POINT)

As available sight distance approaching Gate J2I3 is less than 2D (100m), an assessment has been undertaken using Table 5-6 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in the table below.

TABLE 173: GATE J2I3 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS LESS THAN 2D (TABLE 5-6 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES*)

ADT	300 – 1,500	More than 1,500		
Number of truck movements per shift	Less than or equal to 20	Greater than 20	Less than or equal to 20	Greater than 20
Traffic control required		Yes	Yes	Yes
VMP required	Yes	Yes	Yes	Yes
Warning signs required during shifts		Yes	Yes Note 2*	Yes

Note 1: Where approach speed is greater than 95km/hr every effort should be made to choose turning locations where sight distance exceeds 2D

Note 2: Not required when approach speed is less than 85km/hr

To facilitate the safe and efficient movement of construction vehicles into and out of the access, a VMP will be developed prior to the commencement of works and will detail vehicle movements for vehicles arriving to and departing from site via Gate J2I3. The VMP will identify the location of the site access gate and permitted movements and be communicated to workers and delivery drivers associated with the Stage B works. In addition to this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.4.14.

Gate J2I5 – Olympic Highway ~1km west of Warrens Lane

Located on the Olympic Highway approximately 1km west of Warrens Lane, Gate J2I5 is an existing access that will provide access to the Junee to Illabo Clearances enhancement site.

FIGURE 126: GATE J2I5 – OLYMPIC HIGHWAY

Details of permitted movements and methods of control at Gate J2I5 is summarised in Table 164.

FIGURE 127: SITE ACCESS DETAILS – GATE J2I5

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 174: SIGHT DISTANCE ASSESSMENT – GATE J2I5

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
East of access	100km/hr[3]	193m[2]	Yes	285m	Yes	153m	Yes
	80km/hr[1,3]	139m[2]	Yes	214m	Yes	125m	Yes
	60km/hr[1,3]	92m[2]	Yes	151m	Yes	97m	Yes
West of access	100km/hr[3]	193m[2]	Yes	285m	Yes	153m	Yes
	80km/hr[1,3]	139m[2]	Yes	214m	Yes	125m	Yes
	60km/hr[1,3]	92m[2]	Yes	151m	Yes	97m	Yes

1. Reduced speed limits are required to facilitate safe and efficient access of construction vehicles – refer to 'Access Controls Assessment' below

2. Desirable minimum value for all road types

3. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

With reference to the requirement for a reduced speed limit to be instated along the Olympic Highway to facilitate the safe and efficient movement of construction vehicles into and out of the access, and available sight distance provisions at the access, a maximum reduced speed limit of 80km/hr will be implemented on approach to the access, subject to approval by the relevant authority.

Where implemented, the temporary speed limit shall be instated prior to the access, accommodating the necessary sight distance requirements as required (i.e. instated greater than 151m from an access where the reduced speed limit is 60km/hr).

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along the Olympic Highway. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along the Olympic Highway.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along the Olympic Highway falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate J2I5, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 175: SITE ACCESS ASSESSMENT CRITERIA – GATE J2I5

Site Access Assessment	
Location:	Olympic Highway approximately 1km west of Warrens Lane
AADT:	1,718
Speed limit:	100km/hr
Number of truck movements per shift:	Less than 20

Site Access Assessment	
Dimension D:	100m (2D = 200m)
Available sight distance	Greater than 2D

FIGURE 128: EASTBOUND VIEW APPROACHING GATE J2I5 (~200M FROM ACCESS POINT)

FIGURE 129: WESTBOUND VIEW APPROACHING GATE J2I5 (~120M FROM ACCESS POINT)

As available sight distance approaching Gate J2I5 is greater than 2D (200m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in the table below.

TABLE 176: GATE J2I5 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS GREATER THAN 2D (TABLE 5-7 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES)*

ADT	300 – 1,500		More than 1,500	
Number of truck movements per shift	Less than or equal to 20	Greater than 20	Less than or equal to 20	Greater than 20
Traffic control required		Yes	Yes Note 1*	Yes Note 2*
VMP required		Yes		Yes
Warning signs required during shifts		Yes		Yes

Note 1: Where approach speed is greater than 95km/hr

Note 2: If acceleration and deceleration cannot occur on shoulders

In accordance with TfNSW's *Technical Manual – Traffic control at work sites,* traffic control is required to facilitate the safe and efficient movement of construction vehicles into and out of the access where the speed of approaching vehicles is greater than 95km/hr. To eliminate the exposure of traffic control personnel to live traffic, to minimise delays that would otherwise be incurred by approaching drivers and ensure that access manoeuvres can be undertaken safely, temporary speed limits will be implemented (below 95km/hr) along the Olympic Highway during access operation. Temporary speed limits shall be instated prior to the access, accommodating the necessary sight distance requirements as required (i.e. instated greater than 151m from an access where the reduced speed limit is 60km/hr).

In addition to this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.4.14.

Gate J2I7 – Olympic Highway opposite Commins Street

Located on the Olympic Highway opposite Commins Street, Gate J2I7 is an existing access that will provide access to the Junee to Illabo Clearances enhancement site.

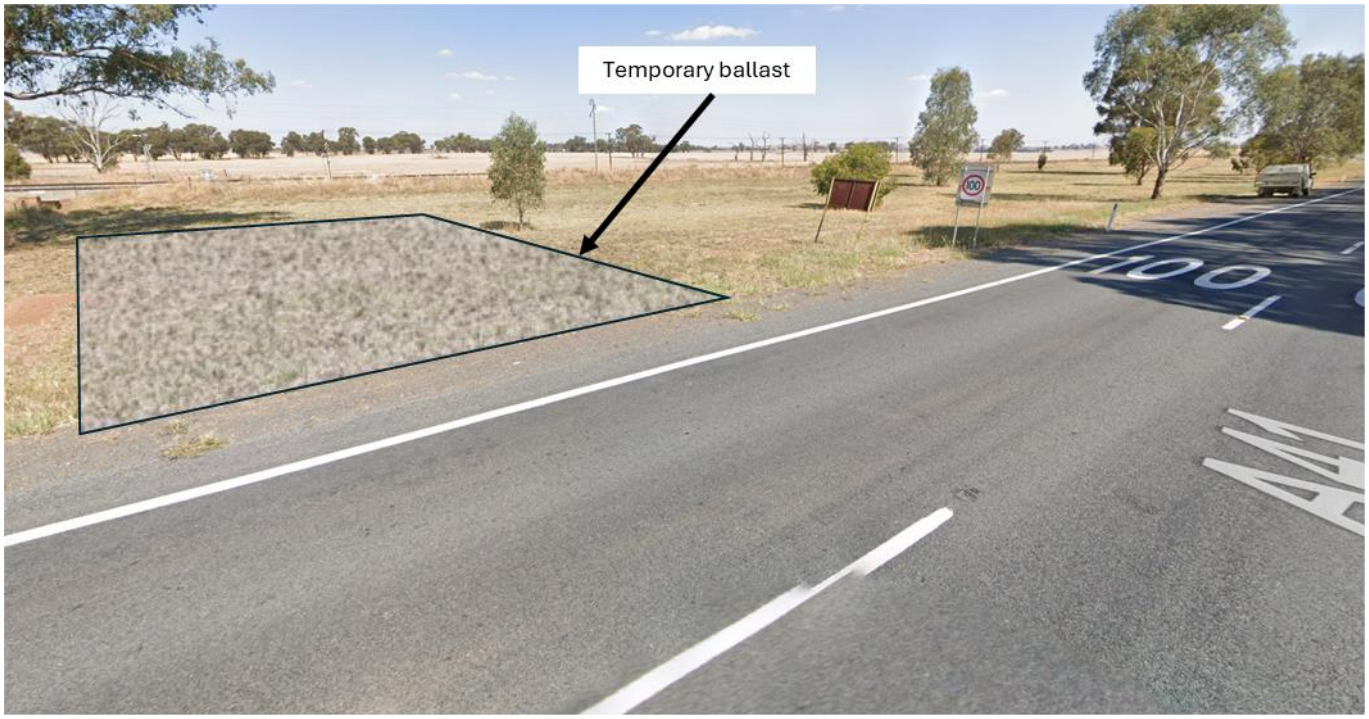


FIGURE 130: GATE J2I7 – OLYMPIC HIGHWAY

Details of permitted movements and methods of control at Gate J2I7 is summarised in Table 164.

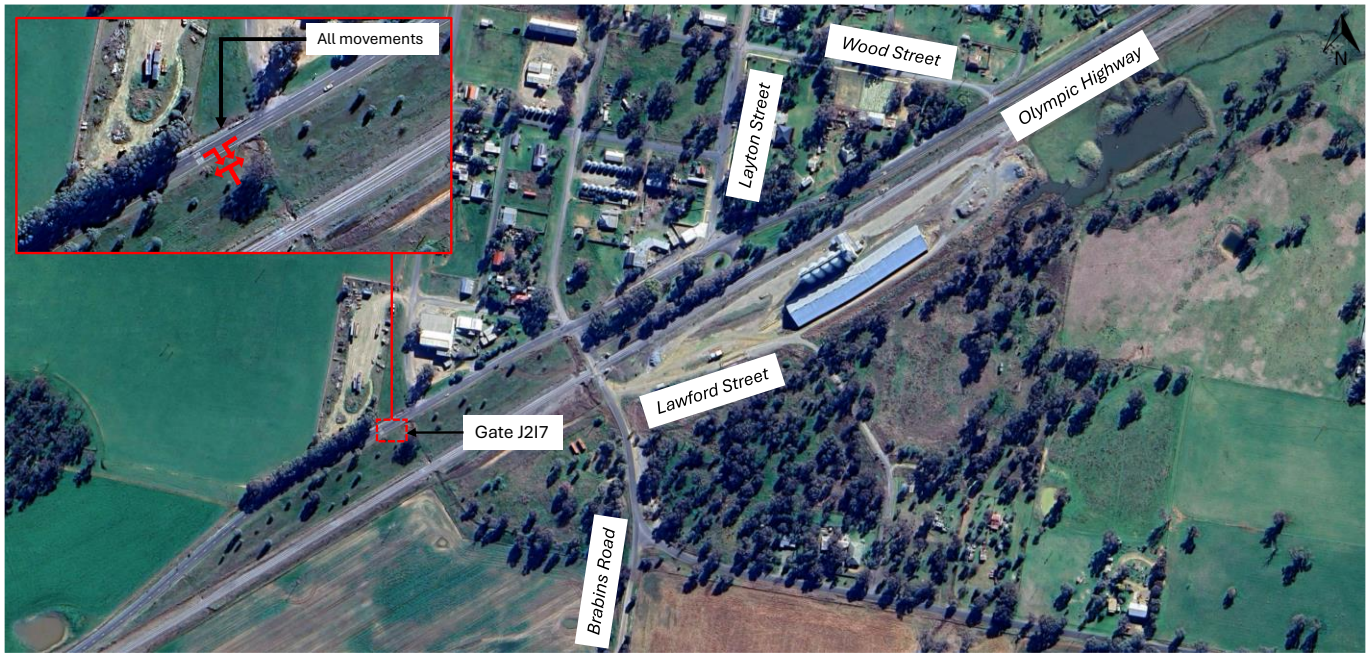


FIGURE 131: SITE ACCESS DETAILS – GATE J2I7

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 177: SIGHT DISTANCE ASSESSMENT – GATE J2I7

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
East of access	50km/hr[3]	73m	Yes	123m	Yes	83m	Yes
West of access	100km/hr[3]	193m[2]	Yes	285m	No	153m	Yes
	80km/hr[1,3]	139m[2]	Yes	214m	No	125m	Yes
	60km/hr[1,3]	92m[2]	Yes	151m	Yes	97m	Yes

1. Reduced speed limits are required to facilitate safe and efficient access of construction vehicles – refer to 'Access Controls Assessment' below.
2. Desirable minimum value for all road types
3. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

With reference to the requirement for a reduced speed limit to be instated along the Olympic Highway to facilitate the safe and efficient movement of construction vehicles into and out of the access, and available sight distance provisions at the access, a reduced speed limit of 60km/hr will be implemented on approach to the access, subject to approval by the relevant authority.

Where implemented, the temporary speed limit shall be instated prior to the access, accommodating the necessary sight distance requirements as required (i.e. instated greater than 151m from an access where the reduced speed limit is 60km/hr).

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along the Olympic Highway. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along the Olympic Highway.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along the Olympic Highway falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate J2I7, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 178: SITE ACCESS ASSESSMENT CRITERIA – GATE J2I7

Site Access Assessment	
Location:	Olympic Highway opposite Commins Street
AADT:	1,718
Speed limit:	50km/hr (100km/hr speed limit located ~15m west of access)
Number of truck movements per shift:	Less than 20
Dimension D:	100m (2D = 200m)
Available sight distance	Greater than 2D

FIGURE 132: EASTBOUND VIEW APPROACHING GATE J2I7 (~200M FROM ACCESS POINT)

FIGURE 133: WESTBOUND VIEW APPROACHING GATE J2I7 (~200M FROM ACCESS POINT)

As available sight distance approaching Gate J2I7 is greater than 2D (200m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* and detailed in Table 179 below.

TABLE 179: GATE J2I7 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS GREATER THAN 2D (TABLE 5-7 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES)*

ADT	300 – 1,500		More than 1,500	
Number of truck movements per shift	Less than or equal to 20	Greater than 20	Less than or equal to 20	Greater than 20
Traffic control required		Yes	Yes Note 1*	Yes Note 2*
VMP required		Yes		Yes
Warning signs required during shifts		Yes		Yes

Note 1: Where approach speed is greater than 95km/hr

Note 2: If acceleration and deceleration cannot occur on shoulders

In accordance with TfNSW's *Technical Manual – Traffic control at work sites,* traffic control is required to facilitate the safe and efficient movement of construction vehicles into and out of the access where the speed of approaching vehicles is greater than 95km/hr. To eliminate the exposure of traffic control personnel to live traffic, to minimise delays that would otherwise be incurred by approaching drivers and ensure that access manoeuvres can be undertaken safely. temporary speed limits will be implemented (below 95km/hr) along the Olympic Highway during access operation. In addition to this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.4.14.

It is noted that Gate J2I7 is located ~15m northeast of a speed zone change, placing the access near a decision point for general road users. It is expected that with the implementation of VMS boards in advance of this point, road users will be alerted to changed traffic conditions and, as a result, increase driver awareness and reduce driver reaction time. It is noted that TfNSW has raised concerns with traffic control where vehicle speed is less than 95km/h and sight distance is achieved, leading to a higher risk of end-of-queue crashes. Although the access is located near a decision-making point, implementing traffic control will introduce additional decision-making and add unnecessary complexity to this site for general road users. This would inherently increase the likelihood of numerous crash types and pose a greater risk to road users, which can be better managed through passive traffic management methods. Additionally, It is expected that the town entry sign "Illabo", 50km/h AHEAD" signs (duplicated), "Illabo Rest Area" sign and impending 50km/h signs (duplicated) and pavement making "50" amongst other visual cues that the decision making point for reducing speed is well in advance of the Gate location.

Gate J2I8 – Olympic Highway ~500m west of Commins Street

Located on the Olympic Highway approximately 500m west of Commins Street, Gate J2I8 is an existing access that will provide access to the Junee to Illabo Clearances enhancement site.

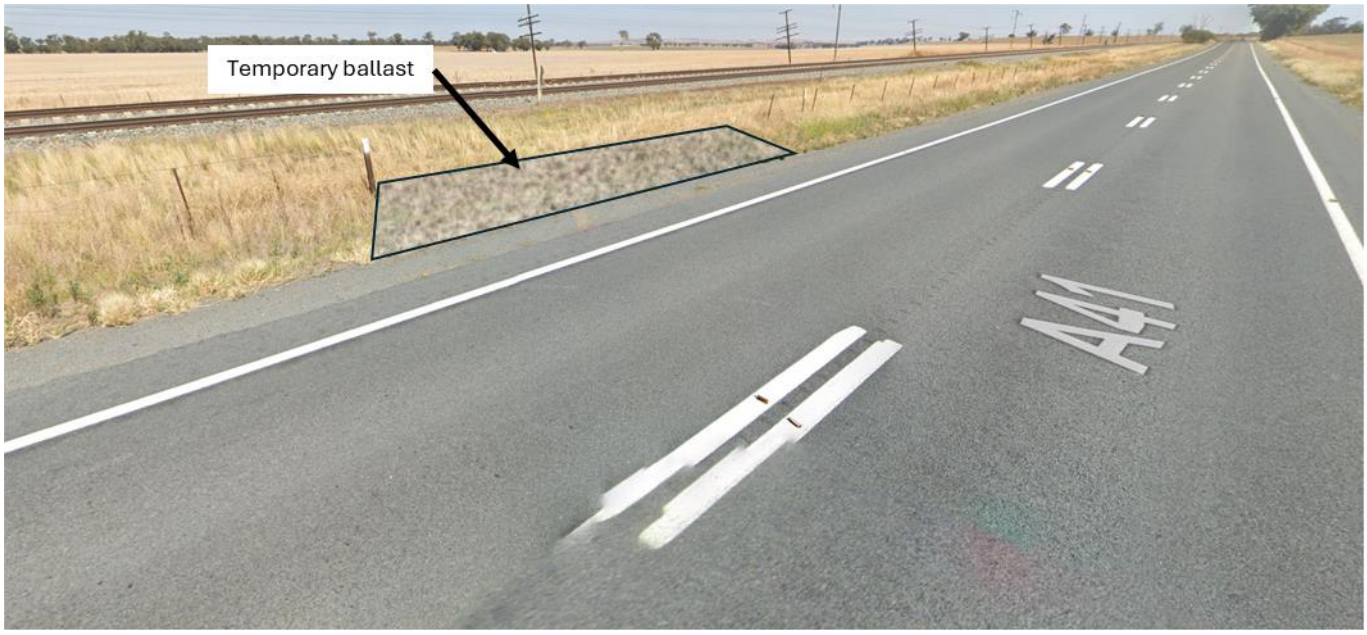


FIGURE 134: GATE J2I8 – OLYMPIC HIGHWAY

Details of permitted movements and methods of control at Gate J2I8 is summarised in Table 164.

FIGURE 135: SITE ACCESS DETAILS – GATE J2I8

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 180: SIGHT DISTANCE ASSESSMENT – GATE J2I8

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
East of access	100km/h[3]	193m[2]	Yes	285m	Yes	153m	Yes
	80km/hr[1,3]	139m[2]	Yes	214m	Yes	111m	Yes
	60km/hr[1,3]	92m[2]	Yes	151m	Yes	83m	Yes
West of access	100km/hr[3]	193m[2]	Yes	285m	Yes	153m	Yes
	80km/hr[1,3]	139m[2]	Yes	214m	Yes	111m	Yes
	60km/hr[1,3]	92m[2]	Yes	151m	Yes	83m	Yes

1. Reduced speed limits are required to facilitate safe and efficient access of construction vehicles – refer to 'Access Controls Assessment' below.

2. Desirable minimum value for all road types

3. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

With reference to the requirement for a reduced speed limit to be instated along the Olympic Highway to facilitate the safe and efficient movement of construction vehicles into and out of the access, and available sight distance provisions at the access, a reduced speed limit of 80km/hr will be implemented on approach to the access, subject to approval by the relevant authority.

Where implemented, the temporary speed limit shall be instated prior to the access, accommodating the necessary sight distance requirements as required (i.e. instated greater than 151m from an access where the reduced speed limit is 60km/hr).

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along the Olympic Highway. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along the Olympic Highway.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along the Olympic Highway falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate J2I8, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 181: SITE ACCESS ASSESSMENT CRITERIA – GATE J2I8

Site Access Assessment	
Location:	Olympic Highway approximately 500m west of Commins Street
AADT:	1,718
Speed limit:	100km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	100m (2D = 200m)

Available sight distance	Greater than 2D

FIGURE 136: EASTBOUND VIEW APPROACHING GATE J2I8 (~200M FROM ACCESS POINT)

FIGURE 137: WESTBOUND VIEW APPROACHING GATE J2I8 (~200M FROM ACCESS POINT)

As available sight distance approaching Gate J2I8 is greater than 2D (200m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 182 below.

TABLE 182: GATE J2I8 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS GREATER THAN 2D (TABLE 5-7 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES)*

ADT	300 – 1,500		More than 1,500	
Number of truck movements per shift	Less than or equal to 20	Greater than 20	Less than or equal to 20	Greater than 20
Traffic control required		Yes	Yes Note 1*	Yes Note 2*
VMP required		Yes		Yes
Warning signs required during shifts		Yes		Yes

Note 1: Where approach speed is greater than 95km/hr

Note 2: If acceleration and deceleration cannot occur on shoulders

In accordance with TfNSW's *Technical Manual – Traffic control at work sites,* traffic control is required to facilitate the safe and efficient movement of construction vehicles into and out of the access where the speed of approaching vehicles is greater than 95km/hr. To eliminate the exposure of traffic control personnel to live traffic, to minimise delays that would otherwise be incurred by approaching drivers and ensure that access manoeuvres can be undertaken safely. temporary speed limits will be implemented (below 95km/hr) along the Olympic Highway during access operation. In addition to this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.4.14.

Gate J2I9 – Olympic Highway at Wornes Gate Lane

Located on the Olympic Highway at Wornes Gate Lane, Gate J2I9 is an existing access that will provide access to the Junee to Illabo Clearances enhancement site.

FIGURE 138: GATE J2I9 – OLYMPIC HIGHWAY

Details of permitted movements and methods of control at Gate J2I9 is summarised in Table 164.

FIGURE 139: SITE ACCESS DETAILS – GATE J2I9

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 183: SIGHT DISTANCE ASSESSMENT – GATE J2I9

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
East of access	100km/hr[3]	193m[2]	Yes	285m	Yes	153m	Yes
	80km/hr[1]	139m[2]	Yes	214m	Yes	125m	Yes
	60km/hr[1]	92m[2]	Yes	151m	Yes	97m	Yes
West of access	100km/hr[3]	193m[2]	Yes	285m	Yes	153m	Yes
	80km/hr[1]	139m[2]	Yes	214m	Yes	125m	Yes
	60km/hr[1]	92m[2]	Yes	151m	Yes	97m	Yes

1. Reduced speed limits are required to facilitate safe and efficient access of construction vehicles – refer to 'Access Controls Assessment' below.
2. Desirable minimum value for all road types
3. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

With reference to the requirement for a reduced speed limit to be instated along the Olympic Highway to facilitate the safe and efficient movement of construction vehicles into and out of the access, and available sight distance provisions at the access, a reduced speed limit of 80km/hr will be implemented on approach to the access, subject to approval by the relevant authority.

Where implemented, the temporary speed limit shall be instated prior to the access, accommodating the necessary sight distance requirements as required (i.e. instated greater than 151m from an access where the reduced speed limit is 60km/hr).

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along the Olympic Highway. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along the Olympic Highway.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along the Olympic Highway falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate J2I9, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 184: SITE ACCESS ASSESSMENT CRITERIA – GATE J2I9

Site Access Assessment	
Location:	Olympic Highway at Wornes Gate Lane
AADT:	1,718
Speed limit:	100km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	100m (2D = 200m)
Available sight distance	Greater than 2D

FIGURE 140: EASTBOUND VIEW APPROACHING GATE J2I9 (~200M FROM ACCESS POINT)

FIGURE 141: WESTBOUND VIEW APPROACHING GATE J2I9 (~200M FROM ACCESS POINT)

As available sight distance approaching Gate J2I9 is greater than 2D (200m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 185 below.

TABLE 185: GATE J2I9 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS GREATER THAN 2D (TABLE 5-7 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES)*

ADT	300 – 1,500		More than 1,500	
Number of truck movements per shift	Less than or equal to 20	Greater than 20	Less than or equal to 20	Greater than 20
Traffic control required		Yes	Yes Note 1*	Yes Note 2*
VMP required		Yes		Yes
Warning signs required during shifts		Yes		Yes

Note 1: Where approach speed is greater than 95km/hr

Note 2: If acceleration and deceleration cannot occur on shoulders

In accordance with TfNSW's *Technical Manual – Traffic control at work sites,* traffic control is required to facilitate the safe and efficient movement of construction vehicles into and out of the access where the speed of approaching vehicles is greater than 95km/hr. To eliminate the exposure of traffic control personnel to live traffic, to minimise delays that would otherwise be incurred by approaching drivers and ensure that access manoeuvres can be undertaken safely. temporary speed limits will be implemented (below 95km/hr) along the Olympic Highway during access operation. In addition to this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.4.14.

Gate J2I11 – Olympic Highway ~200m east of Marinna Station Cross Road

Located on the Olympic Highway approximately 200m east of the Olympic Highway / Marinna Station Cross Road intersection, Gate J2I11 is an existing access that will provide access to the Junee to Illabo Clearances enhancement site.

FIGURE 142: GATE J2I11 – OLYMPIC HIGHWAY

Details of permitted movements and methods of control at Gate J2I11 is summarised in Table 164.

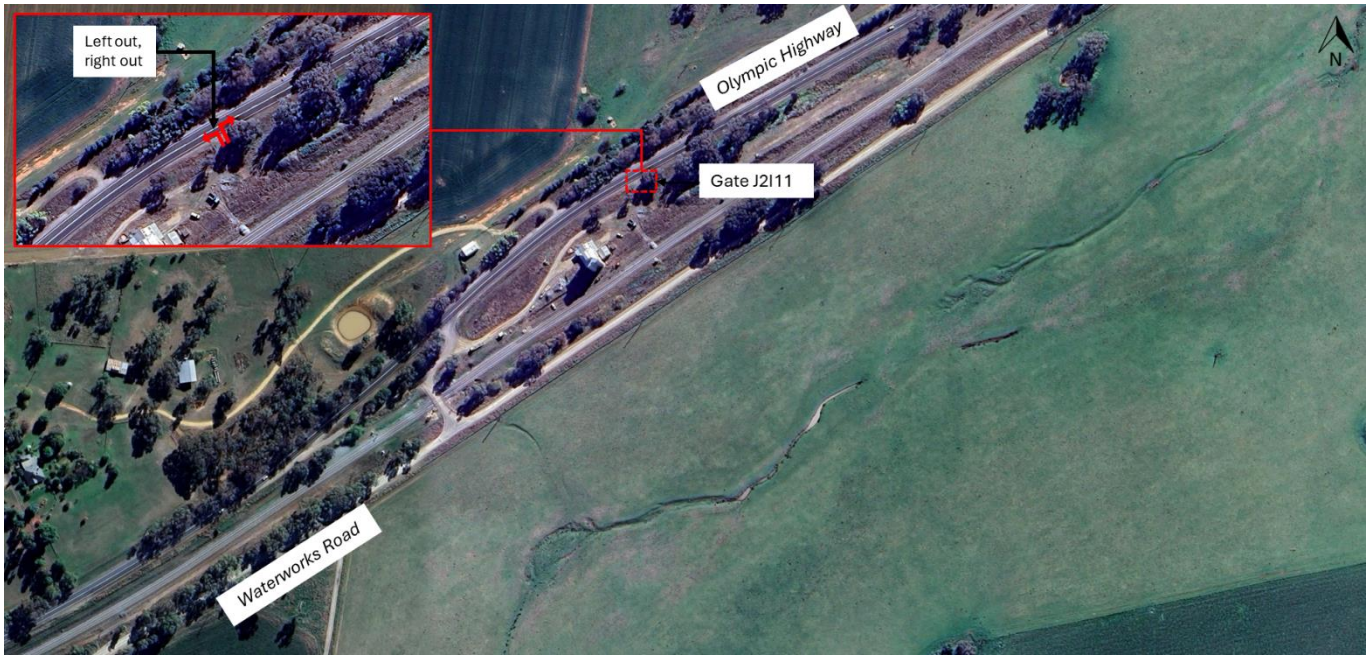


FIGURE 143: SITE ACCESS DETAILS – GATE J2I11

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 186: SIGHT DISTANCE ASSESSMENT – GATE J2I11

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
East of access	100km/hr[3]	193m[2]	Yes	285m	Yes	153m	Yes
	80km/hr[1,3]	139m[2]	Yes	214m	Yes	125m	Yes
	60km/hr[1,3]	92m[2]	Yes	151m	Yes	97m	Yes
West of access	100km/hr[3]	193m[2]	Yes	285m	No	153m	Yes
	80km/hr[1,3]	139m[2]	Yes	214m	No	125m	Yes
	60km/hr[1,3]	92m[2]	Yes	151m	Yes	97m	Yes

1. Reduced speed limits are required to facilitate safe and efficient access of construction vehicles – refer to 'Access Controls Assessment' below.

2. Desirable minimum value for all road types

3. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

With reference to the requirement for a reduced speed limit to be instated along the Olympic Highway to facilitate the safe and efficient movement of construction vehicles into and out of the access, and available sight distance provisions at the access, a reduced speed limit of 60km/hr will be implemented on approach to the access, subject to approval by the relevant authority.

Where implemented, the temporary speed limit shall be instated prior to the access, accommodating the necessary sight distance requirements as required (i.e. instated greater than 151m from an access where the reduced speed limit is 60km/hr).

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along the Olympic Highway. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along the Olympic Highway.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along the Olympic Highway falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate J2I11, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 187: SITE ACCESS ASSESSMENT CRITERIA – GATE J2I11

Site Access Assessment	
Location:	Olympic Highway ~200 east of Marinna Station Cross Road
AADT:	1,718
Speed limit:	100km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	100m (2D = 200m)

Site Access Assessment	
Available sight distance	Greater than 2D

FIGURE 144: WESTBOUND VIEW APPROACHING GATE J211 (~200M FROM ACCESS POINT)

As available sight distance approaching Gate J2I11 is greater than 2D (200m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 188 below.

TABLE 188: GATE J2I11 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS GREATER THAN 2D (TABLE 5-7 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES)*

ADT	300 – 1,500		More than 1,500	
Number of truck movements per shift	Less than or equal to 20	Greater than 20	Less than or equal to 20	Greater than 20
Traffic control required		Yes	Yes Note 1*	Yes Note 2*
VMP required		Yes		Yes
Warning signs required during shifts		Yes		Yes

Note 1: Where approach speed is greater than 95km/hr

Note 2: If acceleration and deceleration cannot occur on shoulders

In accordance with TfNSW's *Technical Manual – Traffic control at work sites,* traffic control is required to facilitate the safe and efficient movement of construction vehicles into and out of the access where the speed of approaching vehicles is greater than 95km/hr. To eliminate the exposure of traffic control personnel to live traffic, to minimise delays that would otherwise be incurred by approaching drivers and ensure that access manoeuvres can be undertaken safely. temporary speed limits will be implemented (below 95km/hr) along the Olympic Highway during access operation. In addition to this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.4.14.

Gate J2I12 – Marinna Station Cross Road

Located on Marinna Station Cross Road, Gate J2I12 is an existing access that will provide access to the Junee to Illabo Clearances enhancement site.

FIGURE 145: GATE J2I12 – MARINNA STATION CROSS ROAD

Details of permitted movements and methods of control at Gate J2I12 is summarised in Table 164.

FIGURE 146: SITE ACCESS DETAILS – GATE J2I12

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 189: SIGHT DISTANCE ASSESSMENT – GATE J2I12

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
North of access	Unsigned – assume 100km/hr[1]	193m	No – see below	N/A – entry only			
South of access	Unsigned – assume 100km/hr[1]	193m	No – see below	N/A – entry only			

1. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

As detailed above, and due to the proximity of Gate J2I12 to the Olympic Highway / Marinna Station Cross Road intersection (approximately 20m from the access), the stopping sight distance is not able to be achieved. It is however expected that vehicle manoeuvring from the Olympic Highway onto Marinna Station Cross Road will do so a speed lower than that of the posted speed.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Marinna Station Cross Road. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Marinna Station Cross Road.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Marinna Station Cross Road falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate J2I12, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 190: SITE ACCESS ASSESSMENT CRITERIA – GATE J2I12

Site Access Assessment	
Location:	Marinna Station Cross Road
AADT:	44
Speed limit:	Unsigned – assume 100km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	100m (2D = 200m)
Available sight distance	Greater than 2D

FIGURE 147: SOUTHBOUND VIEW APPROACHING GATE J2I12 (~15M FROM ACCESS POINT)

As available sight distance approaching Gate J2I12 is less than 2D (200m), an assessment has been undertaken using Table 5-6 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 191 below.

TABLE 191: GATE J2I12 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS LESS THAN 2D (TABLE 5-6 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES)*

ADT	300 – 1,500		More than 1,500	
Number of truck movements per shift	Less than or equal to 20	Greater than 20	Less than or equal to 20	Greater than 20
Traffic control required		Yes	Yes	Yes
VMP required	Yes	Yes	Yes	Yes
Warning signs required during shifts		Yes	Yes Note 2*	**Yes**

Note 1: Where approach speed is greater than 95km/hr every effort should be made to choose turning locations where sight distance exceeds 2D

Note 2: Not required when approach speed is less than 85km/hr

In accordance with TfNSW's *Technical Manual – Traffic control at work sites,* a VMP is required. As such, prior to the commencement of works a VMP will be developed and will detail vehicle movements for vehicles arriving to and departing from site via Gate J2I12. The VMP will identify the location of the site access gate and permitted movements and be communicated to workers and delivery drivers associated with the Stage B works.

An indicative VMP is shown below in Figure 148.

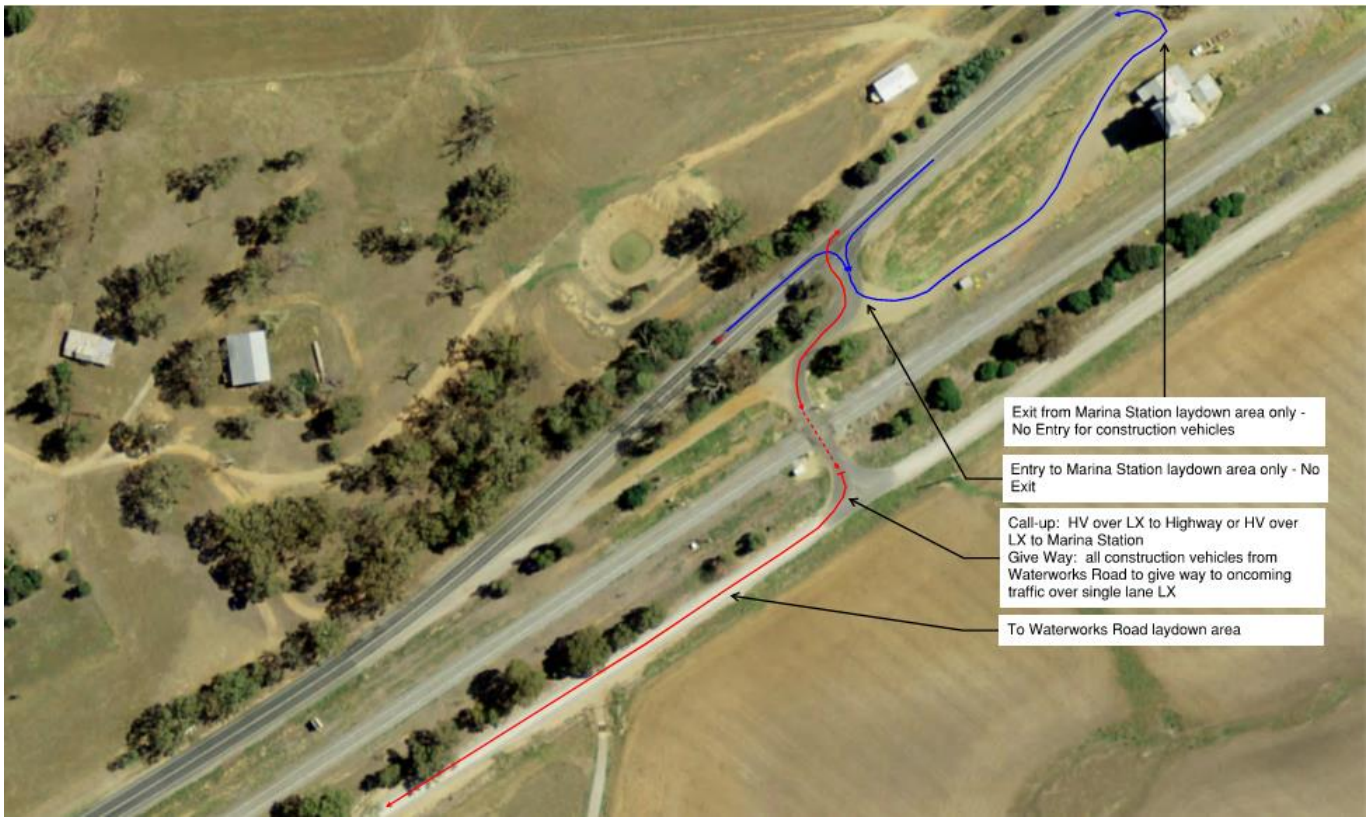


FIGURE 148: GATE J2I12 VEHICLE MANAGEMENT PLAN

In addition to this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.3.14.

Gate J2I13 – Waterworks Road ~1.7km west of Marinna Station Cross Road

Located on Waterworks Road approximately 1.7km west of Marinna Station Cross Road, Gate J213 is an existing access that will provide access to the Junee to Illabo Clearances enhancement site.

FIGURE 149: GATE J2I13 – OLYMPIC HIGHWAY

Details of permitted movements and methods of control at Gate J2I13 is summarised in Table 164.

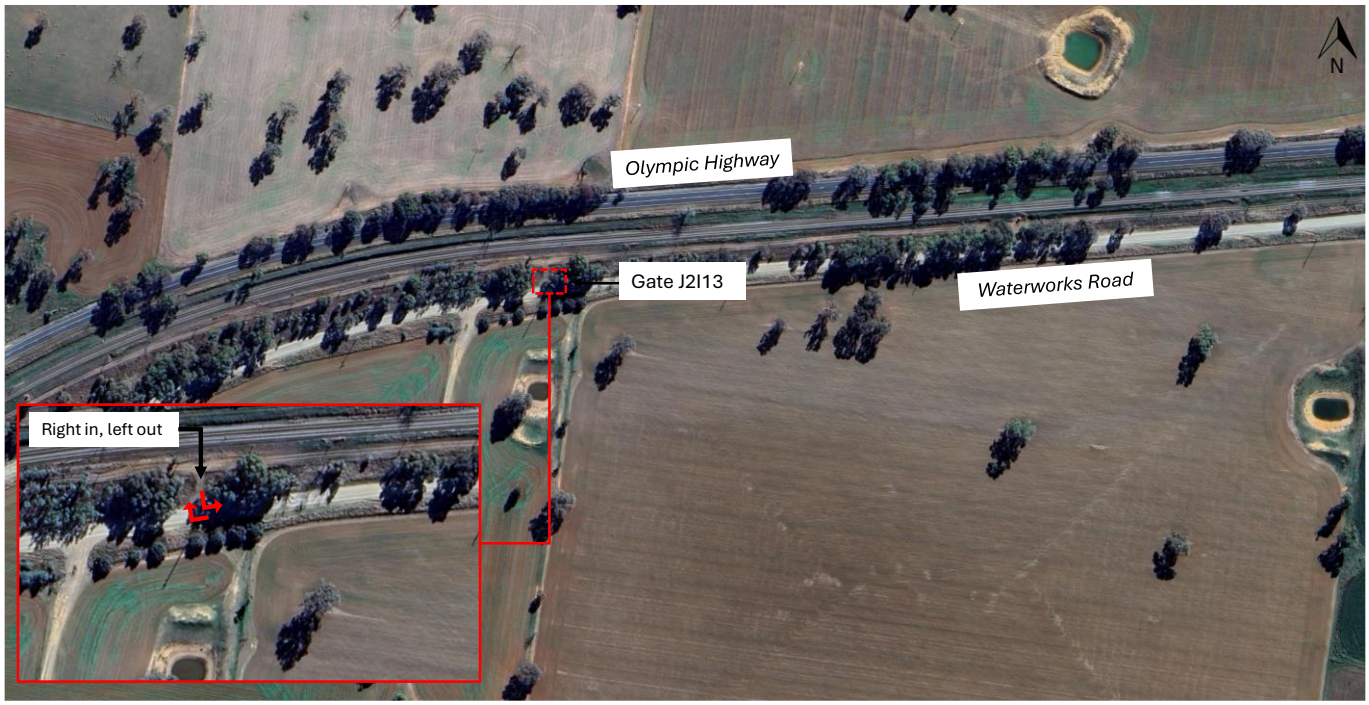


FIGURE 150: SITE ACCESS DETAILS – GATE J2I13

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 192: SIGHT DISTANCE ASSESSMENT – GATE J2I13

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
East of access	100km/hr[2]	193m[1]	Yes	285m	No	153m	Yes
	80km/hr[1,2]	139m[1]	Yes	214m	Yes	111m	Yes
West of access	100km/hr[2]	193m[1]	Yes	285m	Yes	153m	Yes
	80km/hr[1,2]	139m[1]	Yes	214m	Yes	111m	Yes

1. Desirable minimum value for all road types

2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

With reference to the sight distance assessment detailed above and to ensure that adequate sight distance is available at the site access, a reduced speed limit of 80km/hr will be implemented on approach to the access, subject to approval by the relevant authority.

Where implemented, the temporary speed limit shall be instated prior to the access, accommodating the necessary sight distance requirements as required (i.e. instated greater than 151m from an access where the reduced speed limit is 60km/hr).

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Waterworks Road. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Waterworks Road.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Water works Road falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate J2I13, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 193: SITE ACCESS ASSESSMENT CRITERIA – GATE J2I13

Site Access Assessment	
Location:	Waterworks Road ~1.7km west of Marinna Station Cross Road
AADT:	241
Speed limit:	100km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	100m (2D = 200m)
Available sight distance	Greater than 2D

FIGURE 151: EASTBOUND VIEW APPROACHING GATE J2I13 (~200M FROM ACCESS POINT)

As available sight distance approaching Gate J2I13 is greater than 2D (200m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 194 below.

TABLE 194: GATE J2I13 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS GREATER THAN 2D (TABLE 5-7 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES*)

ADT	300 – 1,500		More than 1,500	
Number of truck movements per shift	Less than or equal to 20	Greater than 20	Less than or equal to 20	Greater than 20
Traffic control required		Yes	Yes Note 1*	Yes Note 2*
VMP required		Yes		Yes
Warning signs required during shifts		Yes		Yes

Note 1: Where approach speed is greater than 95km/hr

Note 2: If acceleration and deceleration cannot occur on shoulders

No controls are warranted at Gate J2I13 to facilitate the safe and efficient movement of construction vehicles into the access. Notwithstanding this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.4.14.

Gate J2I14 – Olympic Highway at Gerelgambeth access road (LX605)

Located on the Olympic Highway at Gerelgambeth access road (LX605), Gate J214 is an existing access that will provide access to the Junee to Illabo Clearances enhancement site.

FIGURE 152: GATE J2I14 – OLYMPIC HIGHWAY

Details of permitted movements and methods of control at Gate J2I14 is summarised in Table 164.

FIGURE 153: SITE ACCESS DETAILS – GATE J2I14

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 195: SIGHT DISTANCE ASSESSMENT – GATE J2I14

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
East of access	100km/hr[3]	193m[2]	Yes	285m	Yes	153m	Yes
	80km/hr[1]	139m[2]	Yes	214m	Yes	125m	Yes
	60km/hr[1]	92m[2]	Yes	151m	Yes	97m	Yes
West of access	100km/hr[3]	193m[2]	Yes	285m	Yes	153m	Yes
	80km/hr[1]	139m[2]	Yes	214m	Yes	125m	Yes
	60km/hr[1]	92m[2]	Yes	151m	Yes	97m	Yes

1. Reduced speed limits are required to facilitate safe and efficient access of construction vehicles – refer to 'Access Controls Assessment' below

2. Desirable minimum value for all road types

3. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

With reference to the requirement for a reduced speed limit to be instated along the Olympic Highway to facilitate the safe and efficient movement of construction vehicles into and out of the access, and available sight distance provisions at the access, a maximum reduced speed limit of 80km/hr will be implemented on approach to the access, subject to approval by the relevant authority.

Where implemented, the temporary speed limit shall be instated prior to the access, accommodating the necessary sight distance requirements as required (i.e. instated greater than 151m from an access where the reduced speed limit is 60km/hr).

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along the Olympic Highway. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along the Olympic Highway.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along the Olympic Highway falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate J2I14, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 196: SITE ACCESS ASSESSMENT CRITERIA – GATE J2I14

Site Access Assessment	
Location:	Olympic Highway at Gerelgambeth access road (LX605)
AADT:	1,718

Site Access Assessment	
Speed limit:	100km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	100m (2D = 200m)
Available sight distance	Greater than 2D

FIGURE 154: WESTBOUND VIEW APPROACHING GATE J2I14 (~200M FROM ACCESS POINT)

FIGURE 155: EASTBOUND VIEW APPROACHING GATE J2I14 (~200M FROM ACCESS POINT)

TABLE 197: SITE COMPOUND ACCESS – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS GREATER THAN 2D (TABLE 5-7 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES)*

ADT	300 – 1,500		More than 1,500	
Number of truck movements per shift	Less than or equal to 20	Greater than 20	Less than or equal to 20	Greater than 20
Traffic control required		Yes	Yes Note 1*	Yes Note 2*
VMP required		Yes		Yes
Warning signs required during shifts		Yes		Yes

Note 1: Where approach speed is greater than 95km/hr

Note 2: If acceleration and deceleration cannot occur on shoulders

In accordance with TfNSW's *Technical Manual – Traffic control at work sites,* traffic control is required to facilitate the safe and efficient movement of construction vehicles into and out of the access where the speed of approaching vehicles is greater than 95km/hr. To eliminate the exposure of traffic control personnel to live traffic, to minimise delays that would otherwise be incurred by approaching drivers and ensure that access manoeuvres can be undertaken safely, temporary speed limits will be implemented (below 95km/hr) along the Olympic Highway during access operation. In addition to this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site)– refer to Section 3.4.14.

Site Compound Access at Lawford Street

Access to the site compound will be via an existing access located on Lawford Street.

FIGURE 156: SITE COMPOUND ACCESS – LAWFORD STREET

Details of permitted movements and methods of control at the site compound access is summarised in Table 164.

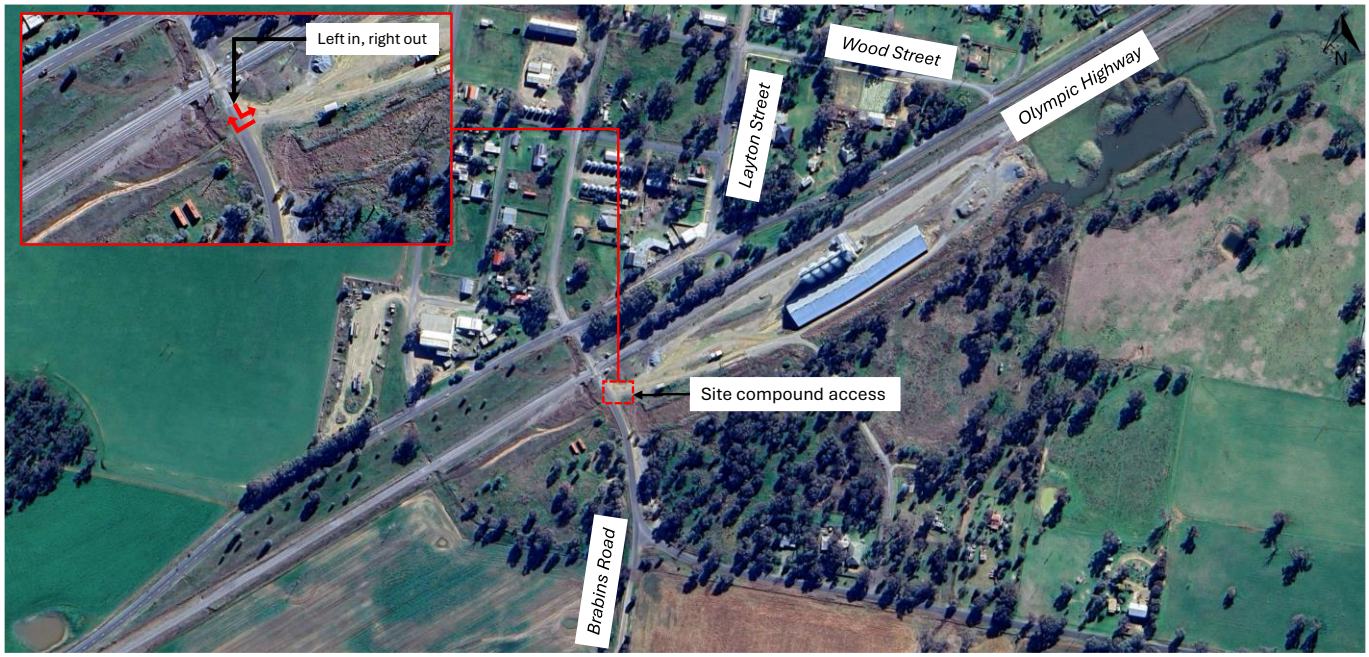


FIGURE 157: SITE ACCESS DETAILS – SITE COMPOUND ACCESS

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design, Part 3: Geometric Design* and *Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery to ensure that construction vehicles can safely manoeuvre into and out of the access.

TABLE 198: SIGHT DISTANCE ASSESSMENT – SITE COMPOUND ACCESS

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
North of access	50km/hr[2]	73m[1]	Yes	123m	No – see below	83m	Yes
South of access	50km/hr[2]	73m[1]	Yes	123m	Yes	83m	Yes

1. Desirable minimum value for all road types

2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 60km/h plus 10km/h = 70km/h).

As detailed above, the site compound access on Brabins Road achieves the minimum requirements for stopping sight distance and minimum gap sight distance, however due to the proximity of the access to the Olympic Highway / Brabins Road intersection (approximately 78m from the access), the 123m safe intersection sight distance is not able to be achieved. It is however expected that vehicle manoeuvring from the Olympic Highway onto Brabins Road will do so a speed lower than that of the posted speed. As such, the provision of stopping sight distance and minimum gap sight distance is considered acceptable.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Brabins Road. On egress, an auxiliary lane is not considered warranted as:

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Brabins Road.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Brabins Road falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the site compound access, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 199: SITE ACCESS ASSESSMENT CRITERIA – SITE COMPOUND ACCESS

Site Access Assessment	
Location:	Lawford Street
AADT:	No data available - assume between 300 - 1500
Speed limit:	50km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	50m (2D = 100m)
Available sight distance	Greater than 2D

FIGURE 158: SOUTHBOUND VIEW APPROACHING SITE COMPOUND ACCESS (~100M FROM ACCESS POINT)

As available sight distance approaching the site access compound is greater than 2D (100m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 200 below.

TABLE 200: SITE COMPOUND ACCESS – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS GREATER THAN 2D (TABLE 5-7 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES)*

ADT	300 – 1,500		More than 1,500	
Number of truck movements per shift	Less than or equal to 20	Greater than 20	Less than or equal to 20	Greater than 20
Traffic control required		Yes	Yes Note 1*	Yes Note 2*
VMP required		Yes		Yes
Warning signs required during shifts		Yes		Yes

Note 1: Where approach speed is greater than 95km/hr

Note 2: If acceleration and deceleration cannot occur on shoulders

No controls are warranted at the site compound access to facilitate the safe and efficient movement of construction vehicles into and out of the access, and as such access will operate under a typical "Give way" arrangement. Notwithstanding this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.4.14.

3.4.7 Construction Access Routes

Construction heavy vehicles will access the worksite via the routes identified within Environmental Approval Documentation, with the primary route for construction traffic entering the worksite will be via:

- Gate J2I1 – Olympic Highway.
- Gate J2I2 – Olympic Highway.
- Gate J2I3 – Olympic Highway, Warrens Lane
- Gate J2I5 – Olympic Highway.
- Gate J2I7 – Olympic Highway.
- Gate J2I8 – Olympic Highway.
- Gate J2I9 – Olympic Highway.
- Gate J2I11 – Olympic Highway.
- Gate J2I12 – Olympic Highway, Marinna Station Cross Road.
- Gate J2I13 – Olympic Highway, Marinna Station Cross Road, Waterworks Road.
- Gate J2I14 – Olympic Highway.
- Site compound – Olympic Highway, Brabins Road, Lawford Street.

The primary route for construction vehicles exiting the worksite will be via:

- Gate J2I1 – Olympic Highway.
- Gate J2I2 – Olympic Highway.
- Gate J2I3 – Warrens Lane, Olympic Highway.
- Gate J2I5 – Olympic Highway.
- Gate J2I7 – Olympic Highway.
- Gate J2I8 – Olympic Highway.
- Gate J2I9 – Olympic Highway.
- Gate J2I11 – Olympic Highway.
- Gate J2I12 – Marinna Station Cross Road, Olympic Highway
- Gate J2I13 – Waterworks Road, Marinna Station Cross Road, Olympic Highway.
- Gate J2I14 – Olympic Highway.
- Site compound –Lawford Street, Brabins Road, Olympic Highway.

3.4.8 Impact on Traffic Flow

Overview

To evaluate the impact of the Stage B works on the road network, an assessment of road (mid-block) performance has been undertaken in relation to Level of Service (LOS) for the key road links with and without traffic generated by the Stage B works. The assessment has been carried out using a combination of peak hour background traffic volumes, in conjunction with expected peak hour construction traffic volumes to determine an operating LOS for key road links for both the "without construction traffic" and "with construction traffic" scenarios.

Road link LOS for key road links have been determined using Table 4.4 from the *Guide to Traffic Generating Developments (RTA 2002)*, which has been replicated below.

TABLE 201: LINK LOS ADAPTED FROM THE *GUIDE TO TRAFFIC GENERATING DEVELOPMENT (2002) TABLE 4.4*

LOS	One lane per direction (veh/hr)	Two lanes per direction (veh/hr)
LOS A	200	900
LOS B	380	1,400
LOS C	600	1,800
LOS D	900	2,200
LOS E	More than 900	2,800

While it is recognised that TfNSW's *Guide to Transport Impact Assessment* has superseded the *Guide to Traffic Generating Developments*, the process of assessment is considered appropriate in quantifying potential impacts to traffic flow and the road network resulting from the Stage B works. It is also noted that this approach is consistent with the Link LOS assessment undertaken within *Technical Paper 1: Traffic and Transport* and its addendums.

Link Level of Service Assessment for Key Roads

The link LOS assessment for the Junee to Illabo Clearances enhancement site is shown in Table 202 below. Peak hour volumes for the Olympic Highway, Brabins Road and Waterworks Road have been extracted from Table 5.51 of *Technical Paper 1: Traffic and Transport*.

TABLE 202: LINK LOS ASSESSMENT – JUNEE TO ILLABO CLEARANCES

Road name	No. of lanes (per direction)	Background volume (one way)	Without construction traffic LOS	Construction volume (one way)	Total volume	Percent increase in volumes	With project LOS
Olympic Highway	1	113	A	30	143	26.5%	A
Brabins Road	1	2	A		32	1500%	A
Marinna Station Cross Road	1	2	A		32	1500%	A
Waterworks Road	1	15	A		45	200%	A

The link LOS assessment for the Junee to Illabo Clearances enhancement site shows that with construction traffic all road links are expected to operate at LOS A, no change is LOS from the "without construction traffic scenario". As a result, no significant impact to road operation or performance are expected to result from the traffic generated by the Stage B works during the periods before and after the temporary detour outlined in Section 3.4.9.

3.4.9 Impact of Road Closure

Olympic Highway Closure

As detailed in Figure 159, the works required will be facilitated through the closure of the Olympic Highway (during a 100-hour track possession). As part of the closure of the Olympic Highway, traffic will be detoured either via:

- **Detour route 'A'**: Goldfields Way, Burley Griffin Way (suitable for heavy vehicles)
- **Detour route 'B'**: Junee Street, Morris Street, Eurongilly Road, Allawah Road, Bethungra Road (not suitable for heavy vehicles/local access only).

FIGURE 159: OLYMPIC HIGHWAY CLOSURE

3.4.10 Impact on Public Transport

There will be no change to or impact to public transport operations or access during this stage of work at the Junee to Illabo enhancement site with the only exception being a temporary traffic detour during the 100-hour possession required for the railway level crossing reconstruction.

3.4.11 Impact on Pedestrians and Cyclists

There will be no change to or impact to pedestrian and cyclist facilities or access at the Junee to Illabo enhancement site with the only exception being a temporary traffic detour during the 100-hour possession required for the railway level crossing reconstruction.

3.4.12 Access for Businesses and Residents

There will be no change to or impact to access for businesses and/or residents at the Junee to Illabo enhancement site with the only exception being a temporary traffic detour during the 100-hour possession required for the railway level crossing reconstruction.

3.4.13 Changes to Kerbside Management

There will be no changes to kerbside allocations during this stage of work at the Junee to Illabo enhancement site with the only exception being a temporary traffic detour during the 100-hour possession required for the railway level crossing reconstruction.

3.4.14 Works Requiring Traffic Control

The Stage B works at the Junee to Illabo enhancement site are generally confined to the rail corridor and as such do not involve works be constructed under traffic. Temporary speed limit reductions and/or traffic control (intermittent, short-term, long term i.e. detours) to be implemented on to manage the construction site and some site entry and exit movements for construction heavy vehicles.

TABLE 203: TRAFFIC CONTROL REQUIREMENTS – JUNEE TO ILLABO YARD CLEARANCES

Location	Activity	Traffic control	Duration	Movements per shift	Timing	Expected impacts
Gate J2I5 – Olympic Highway ~1km west of Warrens Lane	Site access manoeuvres	Speed reduction	January 2026 to December 2026. Refer to Figure 172 for detailed projection of gate usage.	Less than 20	Day shift, Monday to Saturday. Subject to the times permitted under the appropriate approval issued by the relevant authority.	Minor delays to traffic travelling along the Olympic Highway. Speed reduction will only be implemented when required to manage heavy vehicles access and will be communicated weekly to Transport for NSW Road Access, Transport for NSW South Region Operations Team, Junee Shire Council and Illabo to Stockinbingal (I2S) Traffic Manager.
Gate J2I7 – Olympic Highway opposite Commins Street	Site access manoeuvres	Speed reduction	September 2025 to December 2025 Refer to Figure 172 for detailed projection of gate usage.	Less than 20	Day shift, Monday to Saturday. Subject to the times permitted under the appropriate approval issued by the relevant authority.	Minor delays to traffic travelling along the Olympic Highway. Speed reduction will only be implemented when required to manage heavy vehicles access and will be communicated weekly to Transport for NSW Road Access, Transport for NSW South Region Operations Team, Junee Shire Council and Illabo to Stockinbingal (I2S) Traffic Manager.

Location	Activity	Traffic control	Duration	Movements per shift	Timing	Expected impacts
Gate J2I8 – Olympic Highway ~500m west of Commins Street	Site access manoeuvres	Speed reduction	September 2025 to December 2025 Refer to Figure 172 for detailed projection of gate usage.	Less than 20	Day shift, Monday to Saturday. Subject to the times permitted under the appropriate approval issued by the relevant authority.	Minor delays to traffic travelling along the Olympic Highway. Speed reduction will only be implemented when required to manage heavy vehicles access and will be communicated weekly to Transport for NSW Road Access, Transport for NSW South Region Operations Team, Junee Shire Council and Illabo to Stockinbingal (I2S) Traffic Manager.
Gate J2I9 – Olympic Highway at Wornes Gate Lane	Site access manoeuvres	Speed reduction	February 2026 to January 2027 Refer to Figure 172 for detailed projection of gate usage.	Less than 20	Day shift, Monday to Saturday. Subject to the times permitted under the appropriate approval issued by the relevant authority.	Minor delays to traffic travelling along the Olympic Highway. Speed reduction will only be implemented when required to manage heavy vehicles access and will be communicated weekly to Transport for NSW Road Access, Transport for NSW South Region Operations Team, Junee Shire Council and Illabo to Stockinbingal (I2S) Traffic Manager.
Gate J2I11 – Olympic Highway ~200m east of Marinna Station Cross Road	Site access manoeuvres	Speed reduction	September 2025 to June 2026. Refer to Figure 172 for detailed projection of gate usage.	Less than 20	Day shift, Monday to Saturday. Subject to the times permitted under the appropriate approval issued by the relevant authority.	Minor delays to traffic travelling along the Olympic Highway. Speed reduction will only be implemented when required to manage heavy vehicles access and will be communicated weekly to Transport for NSW Road Access, Transport for NSW South Region Operations Team, Junee Shire Council and Illabo to Stockinbingal (I2S) Traffic Manager.
Gate J2I12 – Marinna Station Cross Road	Site access manoeuvres	Speed reduction	September 2025 to June 2026.	Less than 20	Day shift, Monday to Saturday.	Minor delays to traffic travelling along the Olympic Highway.

Location	Activity	Traffic control	Duration	Movements per shift	Timing	Expected impacts
			Refer to Figure 172 for detailed projection of gate usage.		Subject to the times permitted under the appropriate approval issued by the relevant authority.	Speed reduction will only be implemented when required to manage heavy vehicles access and will be communicated weekly to Transport for NSW Road Access, Transport for NSW South Region Operations Team, Junee Shire Council and Illabo to Stockinbingal (I2S) Traffic Manager.
Gate J2I13 – Waterworks Road ~1.7km west of Marinna Station Cross Road	Site access manoeuvres	Speed reduction	September 2025 to April 2026. Refer to Figure 172 for detailed projection of gate usage.	Less than 20	Day shift, Monday to Saturday. Subject to the times permitted under the appropriate approval issued by the relevant authority.	Minor delays to traffic travelling along the Waterworks Road. Speed reduction will only be implemented when required to manage heavy vehicles access and will be communicated weekly to Transport for NSW Road Access, Transport for NSW South Region Operations Team, Junee Shire Council and Illabo to Stockinbingal (I2S) Traffic Manager.
Gate J2I14 – Olympic Highway at Gerelgambeth access road (LX605)	Site access manoeuvres	Speed reduction Hold and release / intermittent stop (during possession)	September 2025 to April 2026. Refer to Figure 172 for detailed projection of gate usage.	Less than 20	Day shift, Monday to Saturday. Subject to the times permitted under the appropriate approval issued by the relevant authority.	Minor delays to traffic travelling along the Olympic Highway. Speed reduction will only be implemented when required to manage heavy vehicles access and will be communicated weekly to Transport for NSW Road Access, Transport for NSW South Region Operations Team, Junee Shire Council and Illabo to Stockinbingal (I2S) Traffic Manager.
Olympic Highway Closure (LX603)	Track possession for Railway Level Crossing works	Detour of Olympic Highway on-road traffic.	100 hours	N/A	Subject to the times permitted under the appropriate approval issued by the relevant authority	Short term detour during 100-hour track possession will result in travel time increase for road traffic.

4 ROAD SAFETY ASSESSMENT OF CONSTRUCTION VEHICLE ACCESS ROUTES

4.1 Background

While the above assessment considered the ability for construction vehicles to manoeuvre into and out work sites using the designated access routes, consideration has not been given to the appropriateness of the use of roads along the designated access routes by construction vehicles.

To evaluate any potential impacts associated with the use of roads along the designated access routes by construction vehicles, an assessment encompassing:

- A crash history analysis to understand crashes and risks
  - A review of historical crash data provides a way to look at factors contributing to the likelihood or consequence of crashes.
- A turn path analysis
  - By undertaking turn path analysis, the mobility of construction vehicles can be evaluated, and potential risks associated with introducing construction vehicles is able to be attained.
- A risk assessment in the road safety context (comparing the current level of risk (i.e., current traffic) with the proposed level of risk (i.e., current traffic plus construction traffic)).
  - A risk assessment based on network road design attributes supplemented by crash data considering potential safety or transport issues.

Unlike the initial assessments documented within Appendix D of the Addendum Assessment to *Technical Paper 1: Traffic and Transport*, this assessment has considered the roads and locations impacted by the project, not only those where there is no evidence or existing approval (i.e., pre-approved heavy vehicle routes) or heavy vehicle traffic.

4.2 Crash History

4.2.1 Background

While it is recognised that as part of *Technical Paper 1: Traffic and Transport* a crash analysis was undertaken, limited findings were presented, with the following observations made:

- Harefield Yard clearances enhancement site:
  - An insufficient number of crashes were recorded for any significant observations.
- Junee Station and Surrounds enhancement site:
  - Olympic Highway / Seignior Street / Kemp Street (key road links and intersection) – two crashes
  - Seignior Street (key road link) – three crashes.
  - No fatal crashes are noted in the vicinity of these enhancement sites.
- Olympic Highway Underbridge enhancement site:
  - Main Street (key road link) – two crashes
  - Regent Street (key road link) – three crashes
  - No fatal crashes are noted in the vicinity of this enhancement site.
- Junee to Illabo enhancement site:
  - An insufficient number of crashes were recorded for any significant observations.

Unlike the initial analysis undertaken, this analysis has been conducted to identify predominant crash types and any crash patterns or trends along particular sections of construction vehicle access routes and identify contributing factors and discuss potential countermeasures where required. The analysis comprises the following steps:

- The first step of the analysis involves obtaining electronically the detail of each of the recorded crashes that occurred within the bounds of the construction vehicle access routes. Crash data used in this assessment has been sourced from the *Transport for NSW, Interactive Crash Statistics (https://www.transport.nsw.gov.au/roadsafety/statistics/interactive-crash-statistics).*
- Next, to identify whether a particular location has a potential crash problem, an initial analysis of crash frequency has been undertaken (i.e., number of crashes) with respect to the lower limiting threshold values (i.e., locations with three (3) or more recorded crashes) is first undertaken. Where the number of crashes at a particular location exceeds the lower limiting threshold, a further desktop analysis has been undertaken to identify predominant crash types (i.e., rear-end, head-on etc.) and common crash characteristics (i.e., time-of-day, day/night/duck etc. of the occurrence of all the recorded crashes). Through the identification and summation of predominant crash types at a particular location, comparison against crash-specific threshold values is undertaken to determine whether further analysis of crash causation is required, and investigation of countermeasures.

TABLE 204: CRASH HISTORY DATA THRESHOLDS

Type of location and criteria	Number of towaway and casualty crashes in five (5) years						
	Pedestrian	Intersection	Rear-end, overtaking, vehicle turning	Right-turn-against, oncoming	Off-road lost control, head-on	Manoeuvring	**Lower limiting threshold (further analysis required)**
Cross-intersection (not signalised or roundabout		3	5	5			**3**
Non-signalised intersection (not roundabout or cross-intersection)		4	5	5			**4**
Signalised intersection		5	9	5			**5**
Roundabout		5	5				**5**
Rural intersection ("Give Way" or "Stop" control)		3	4	4		3	**3**
Urban mid-block location			3	3	3	4	**3**
Rural mid-block location			3	3	3		**3**
Mid-block location with a pedestrian crash problem	3						**3**

Notes:

Threshold numbers are representative of high-volume roads, with some non-injury crashes report (*Austroads Guide to Road Safety, Part 2: Safe Roads – Table 4.1)*

Urban = 80km/hr or lower, rural = over 80km/hr

'Mid-block' means a length of road between intersections

For intersection locations, include crashes within 30m (urban) or 100m (rural)\.

4.2.2 Crash analysis

Harefield

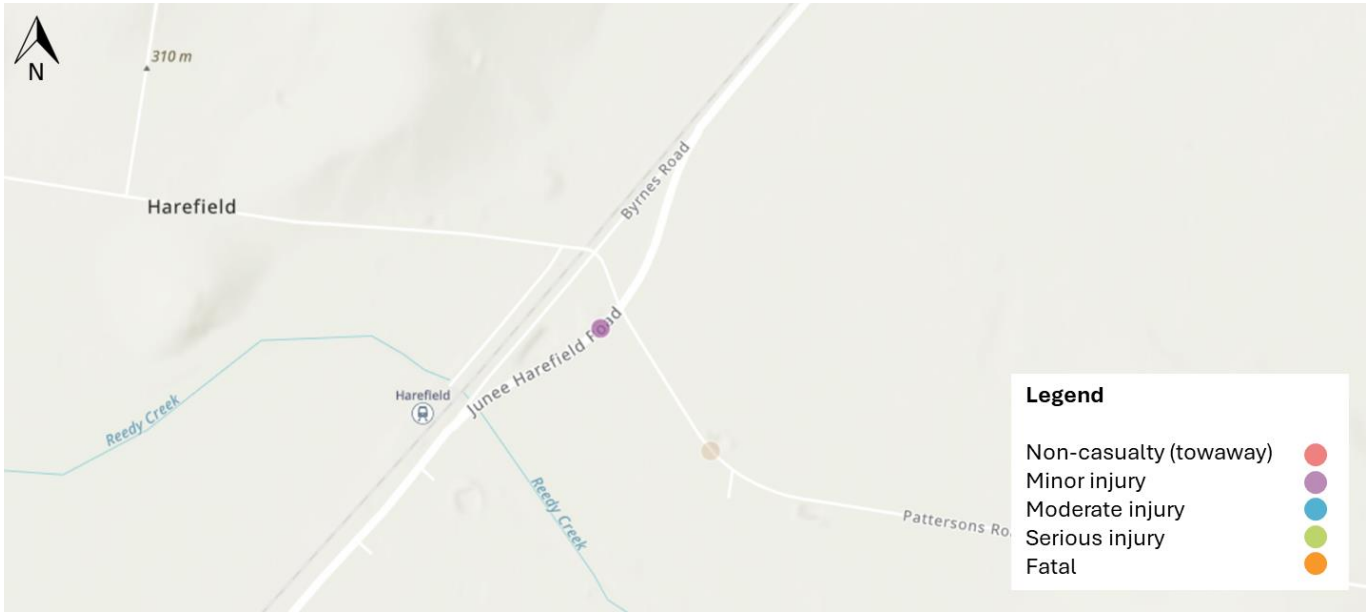


FIGURE 160: CRASH LOCATIONS (HAREFIELD)

From the available crash data, one (1) crash was recorded proximate to Harefield:

- One (1) crash on Byrnes Road south of the Byrnes Road and Harefield Road intersection
  - Minor/other injury.

With respect to the identified thresholds, the occurrence of one (1) crash on Brynes Road is not considered to present any trends or patterns warranting further investigation.

Edgar Street (between William Street and Hill Street)

The figure below shows the location of crashes along the section of Edgar Street, between William Street and Hill Street, recorded between the period from 2019 to 2023.

FIGURE 161: CRASH LOCATIONS ALONG EDGAR STREET BETWEEN WILLIAM STREET AND HILL STREET

From the available crash data, two (2) crashes were recorded along or proximate to Edgar Street:

- One (1) crash proximate to the Edgar Street / William Street intersection
  - Non-casualty (towaway).

- One (1) crash on Edge Street between George Street and Hill Street
  - Non-casualty (towaway).

With respect to the identified thresholds, the occurrence of two (2) crashes on Edgar Street between William Street and Hill Street is not considered to present any trends or patterns warranting further investigation.

Kemp Street (between the Olympic Highway and Ducker Street)

The figure below shows the location of crashes along the section of Kemp Street, between the Olympic Highway and Ducker Street, recorded between the period from 2019 to 2023.

FIGURE 162: CRASH LOCATIONS ALONG KEMP STREET BETWEEN SEIGNIOR STREET AND DUCKER STREET

From the available data, no crashes were recorded along Kemp Street during the period between 2019 and 2023.

Lorne Street / Peel Street / Ducker Street

The figure below shows the location of crashes at the section along Lorne Street / Peel Street / Ducker Street, recorded between the period from 2019 to 2023.

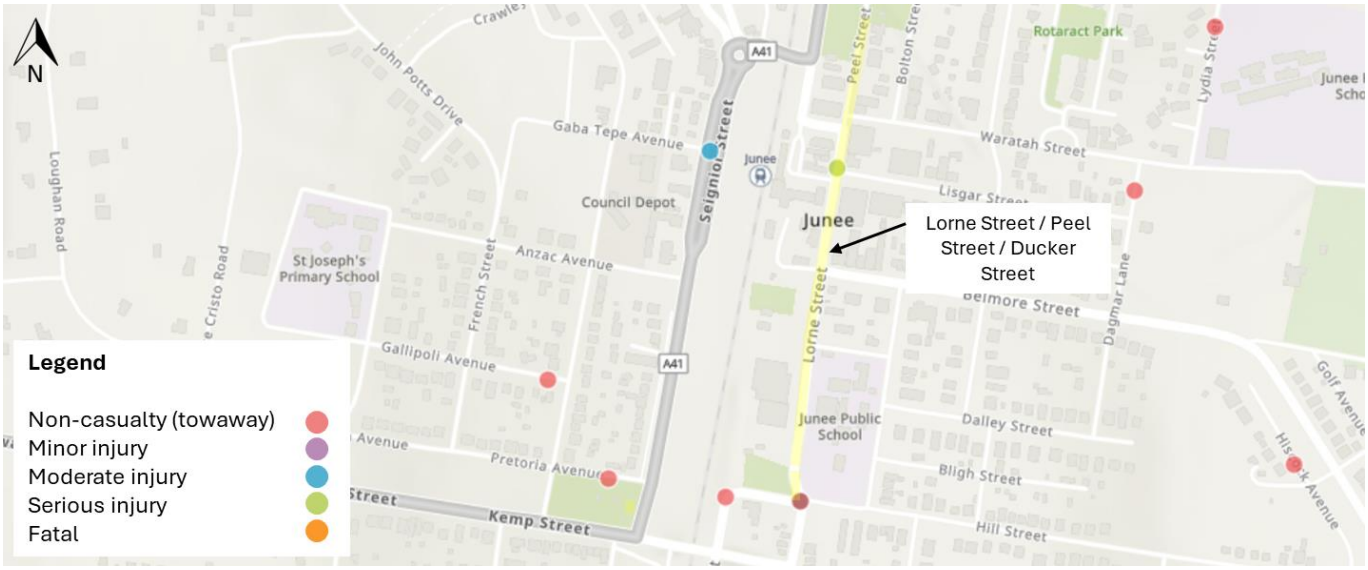


FIGURE 163: CRASH LOCATIONS ALONG LORNE STREET / PEEL STREET / DUCKER STREET

From the available crash data, four (4) crashes were recorded along or proximate to Lorne Street / Peel Street / Ducker Street:

- Three (3) crashes proximate to the Lorne Street / Hill Street / Ducker Street intersection
  - One (1) non-casualty (towaway)

  - One (1) moderate injury
  - One (1) serious injury
- One (1) crash proximate to the Lorne Street / Lisgar Street intersection
  - One (1) serious injury

With respect to the identified thresholds, the occurrence of four (4) crashes on Lorne Street / Peel Street / Ducker Street is not considered to present any trends or patterns warranting further investigation.

Seignior Street (Olympic Highway) between Kemp Street and Broadway Street

The figure below shows the location of crashes along the section of Seignior Street (Olympic Highway) between Kemp Street and Broadway Street recorded between the period from 2019 to 2023.

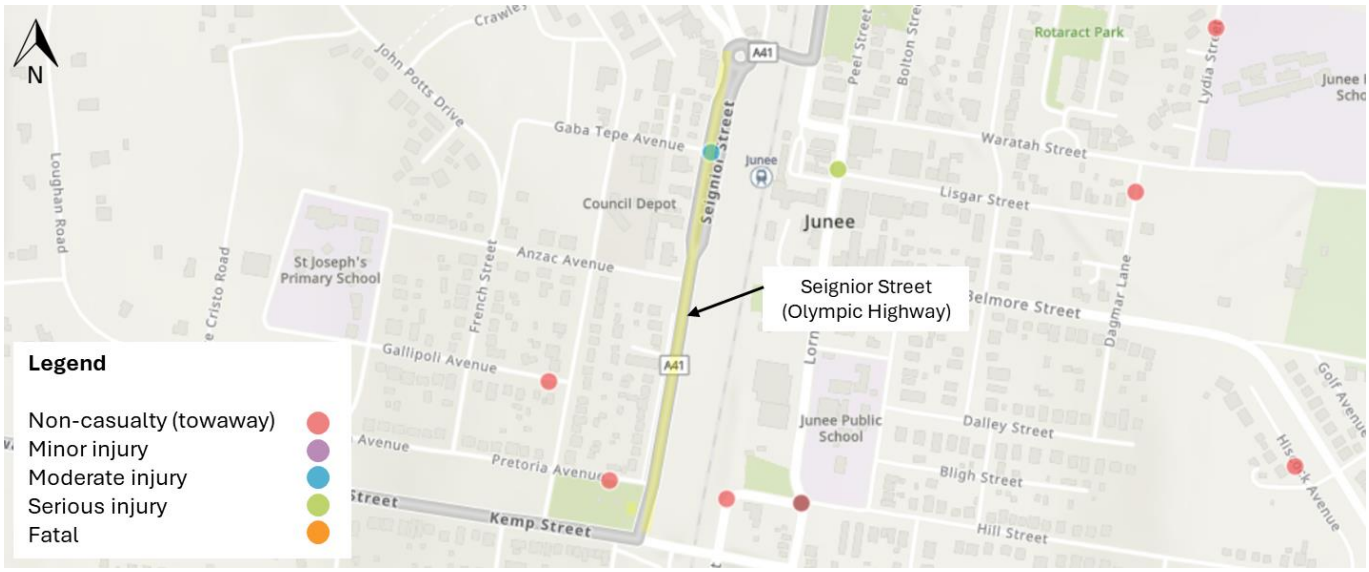


FIGURE 164: CRASH LOCATIONS ALONG SEIGNIOR STREET (OLYMPIC HIGHWAY) BETWEEN KEMP STREET AND BROADWAY STREET

From the available crash data, one (1) crash was recorded along or proximate the Seignior Street (Olympic Highway) between Kemp Street and Broadway Street:

- One (1) crash proximate to the Seignior Street and Gaba Tepe Avenue intersection
  - One (1) moderate injury

With respect to the identified thresholds, the occurrence of one (1) crash on Seignior Street (Olympic Highway) between Kemp Street and Broadway Street is not considered to present any trends or patterns warranting further investigation.

Joffre Street

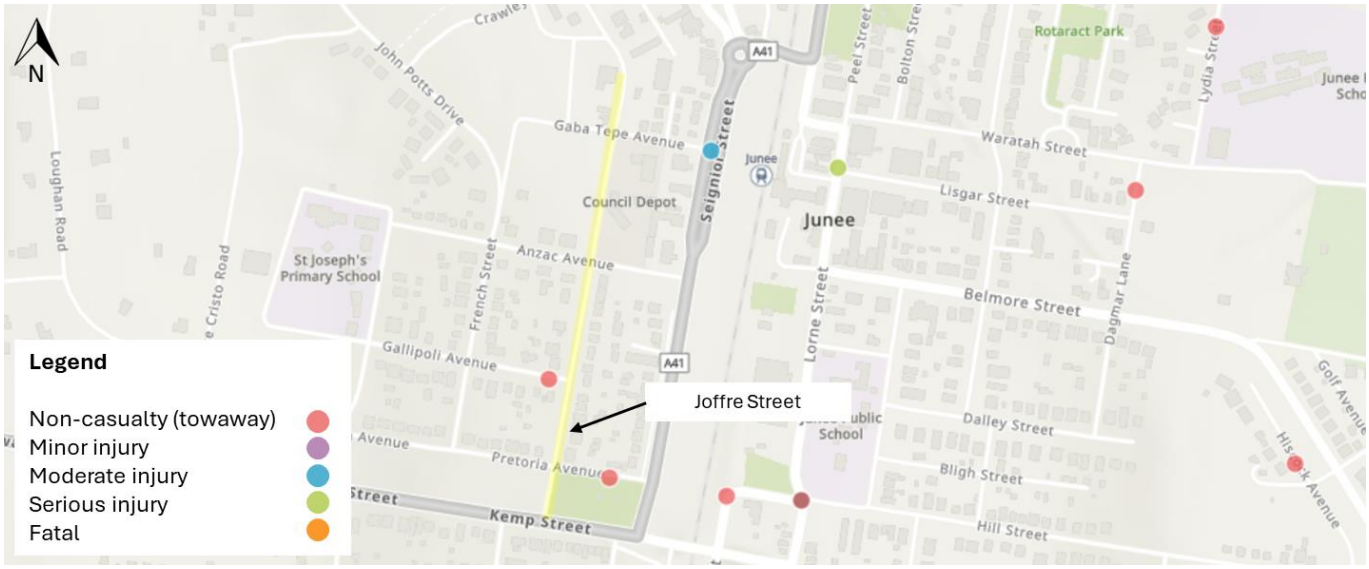


FIGURE 165: CRASH LOCATIONS ALONG JOFFRE STREET

From the available crash data, zero (0) crashes were recorded along Joffre Street.

Anzac Avenue

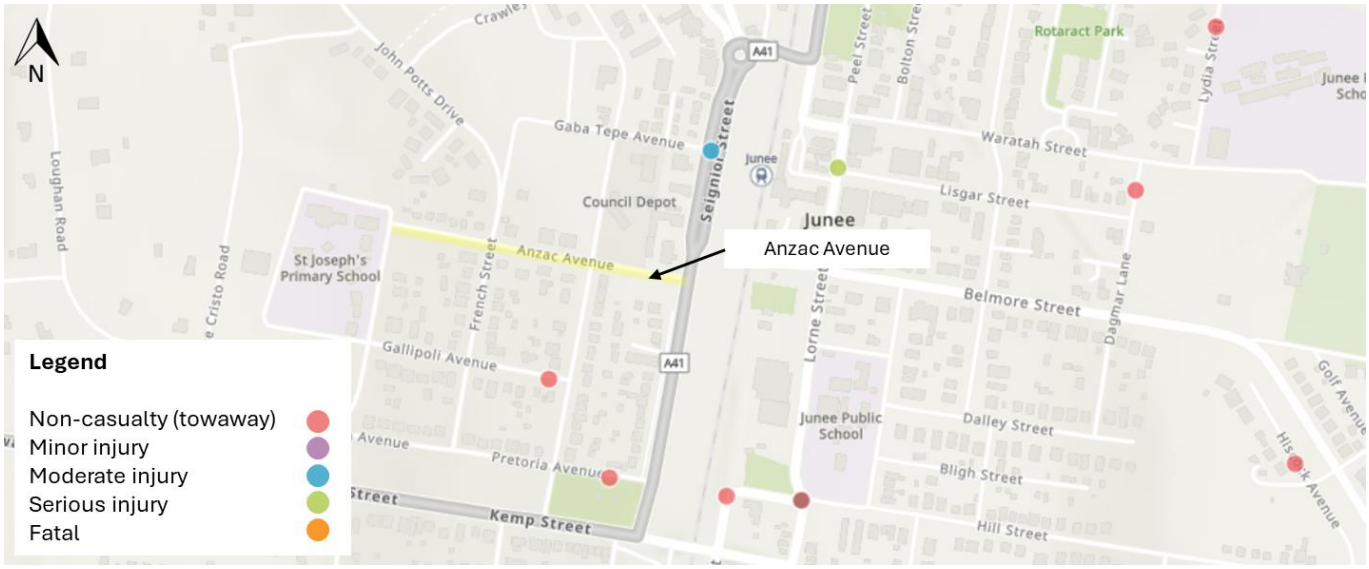


FIGURE 166: CRASH LOCATIONS ALONG ANZAC AVENUE

From the available crash data, zero (0) crashes were recorded along Anzac Avenue.

Broadway Street

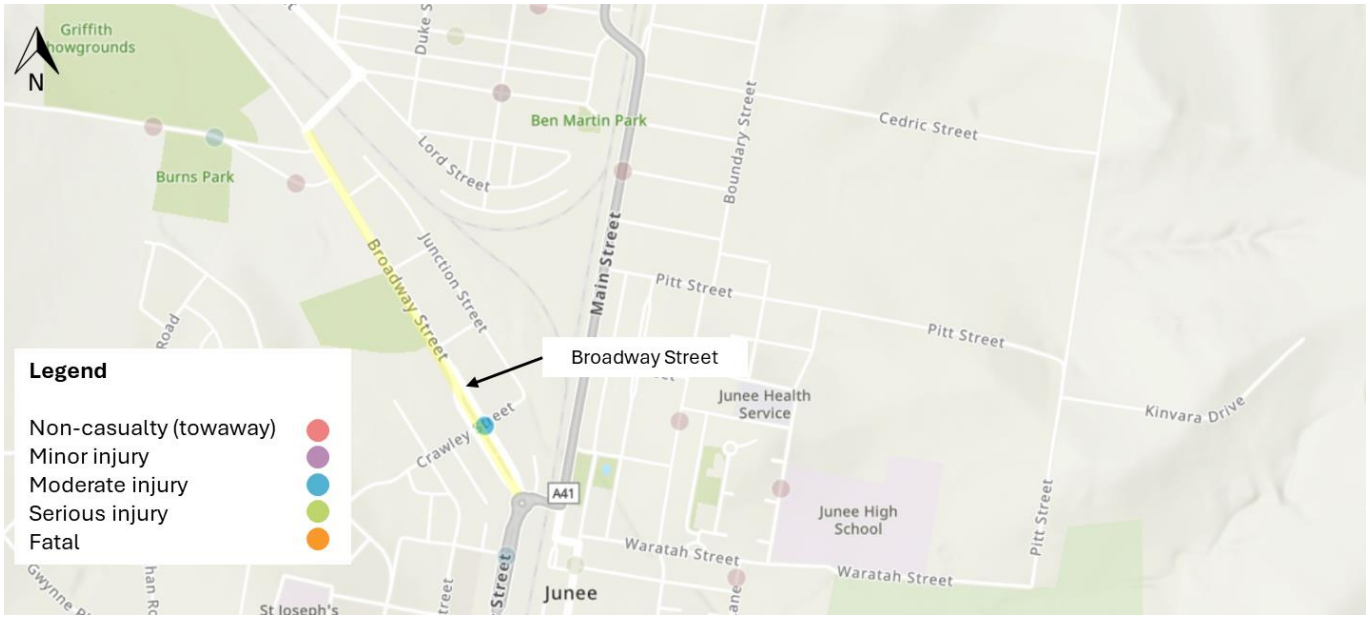


FIGURE 167: CRASH LOCATIONS ALONG BROADWAY STREET

From the available crash data, one (1) crash was recorded along or proximate the Broadway Street:

- One (1) crash proximate to the Broadway Street and Crawley Street intersection
  - One (1) moderate injury

With respect to the identified thresholds, the occurrence of one (1) crash on Broadway Street is not considered to present any trends or patterns warranting further investigation.

Main Street

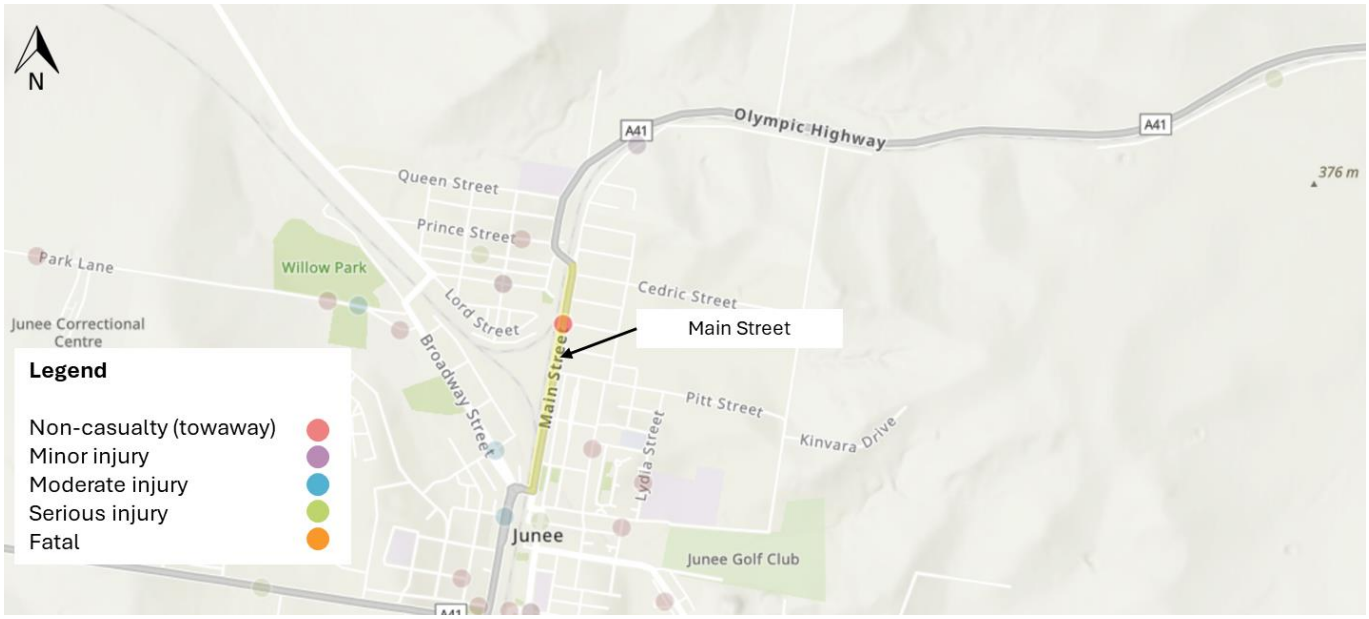


FIGURE 168: CRASH LOCATIONS ALONG MAIN STREET

From the available crash data, one (1) crash was recorded along or proximate the Main Street:

- One (1) crash proximate to the Main Street and Florence Street intersection
  - One (1) non-casualty (towaway)

With respect to the identified thresholds, the occurrence of one (1) crash on Main Street is not considered to present any trends or patterns warranting further investigation.

Regent Street

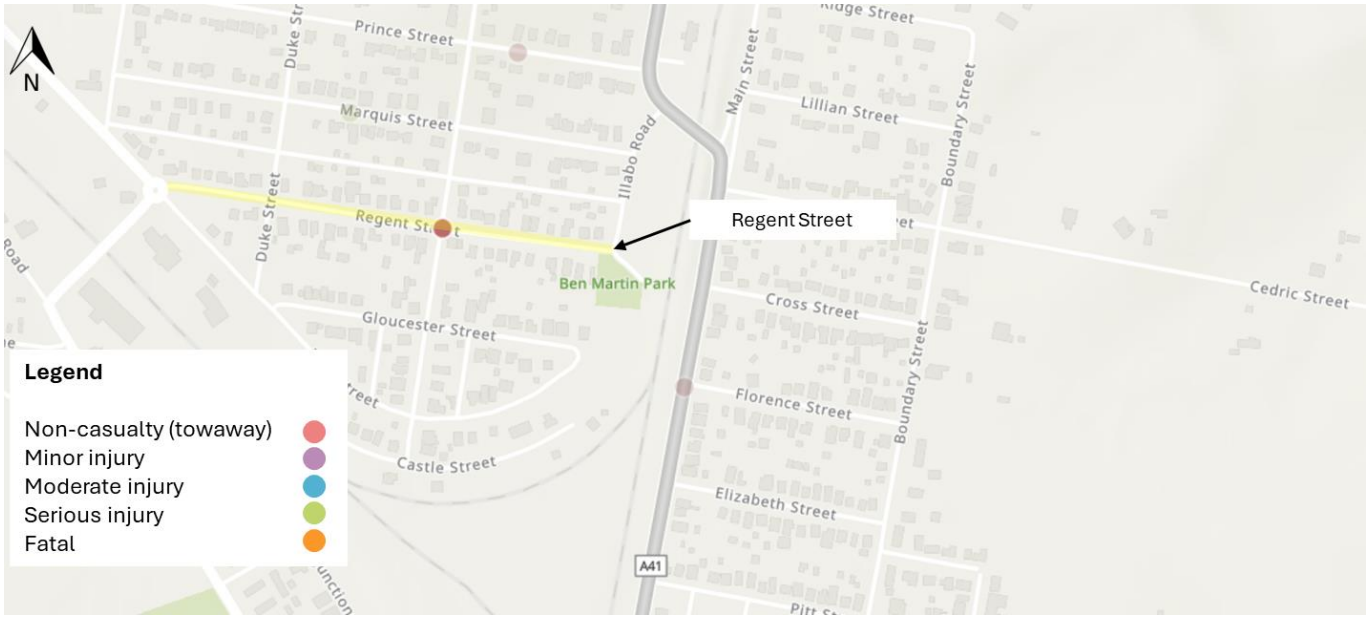


FIGURE 169: CRASH LOCATIONS ALONG REGENT STREET

From the available crash data, one (1) crash was recorded along or proximate the Regent Street:

- One (1) crash proximate to the Regent Street and King Street intersection
  - One (1) moderate injury

With respect to the identified thresholds, the occurrence of one (1) crash on Regent Street is not considered to present any trends or patterns warranting further investigation.

Queen Street

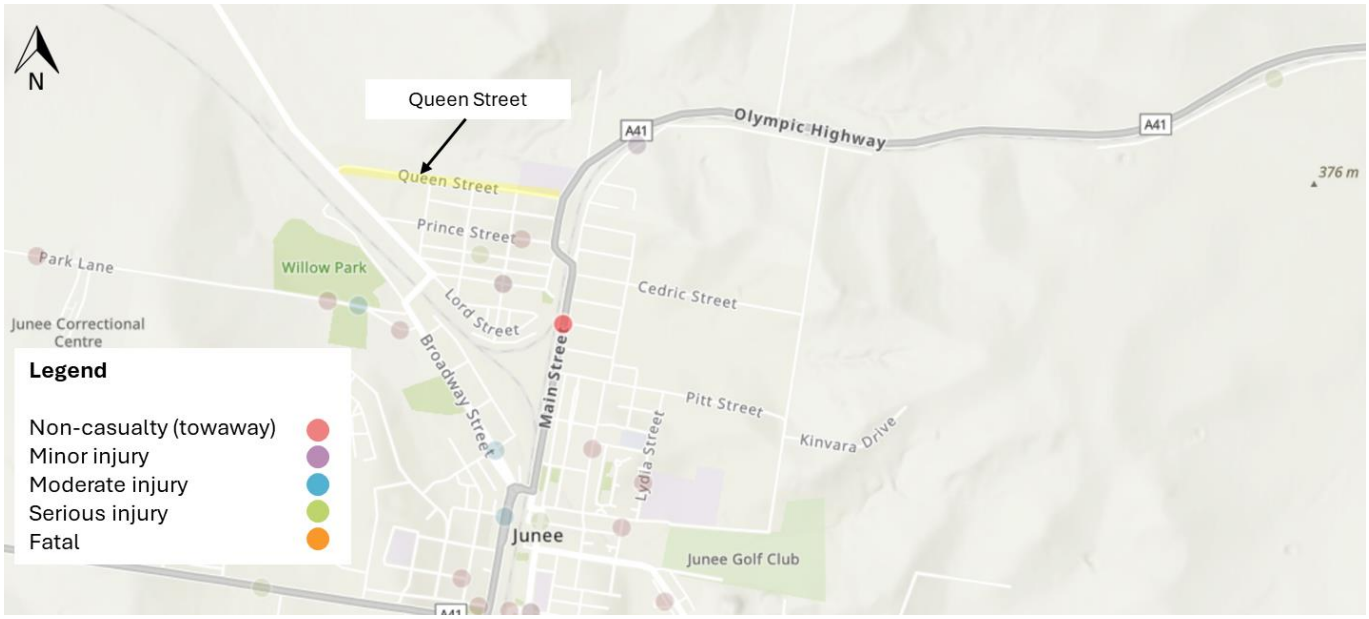


FIGURE 170: CRASH LOCATIONS ALONG QUEEN STREET

From the available crash data, zero (0) crashes were recorded along Queen Street.

Junee to Illabo

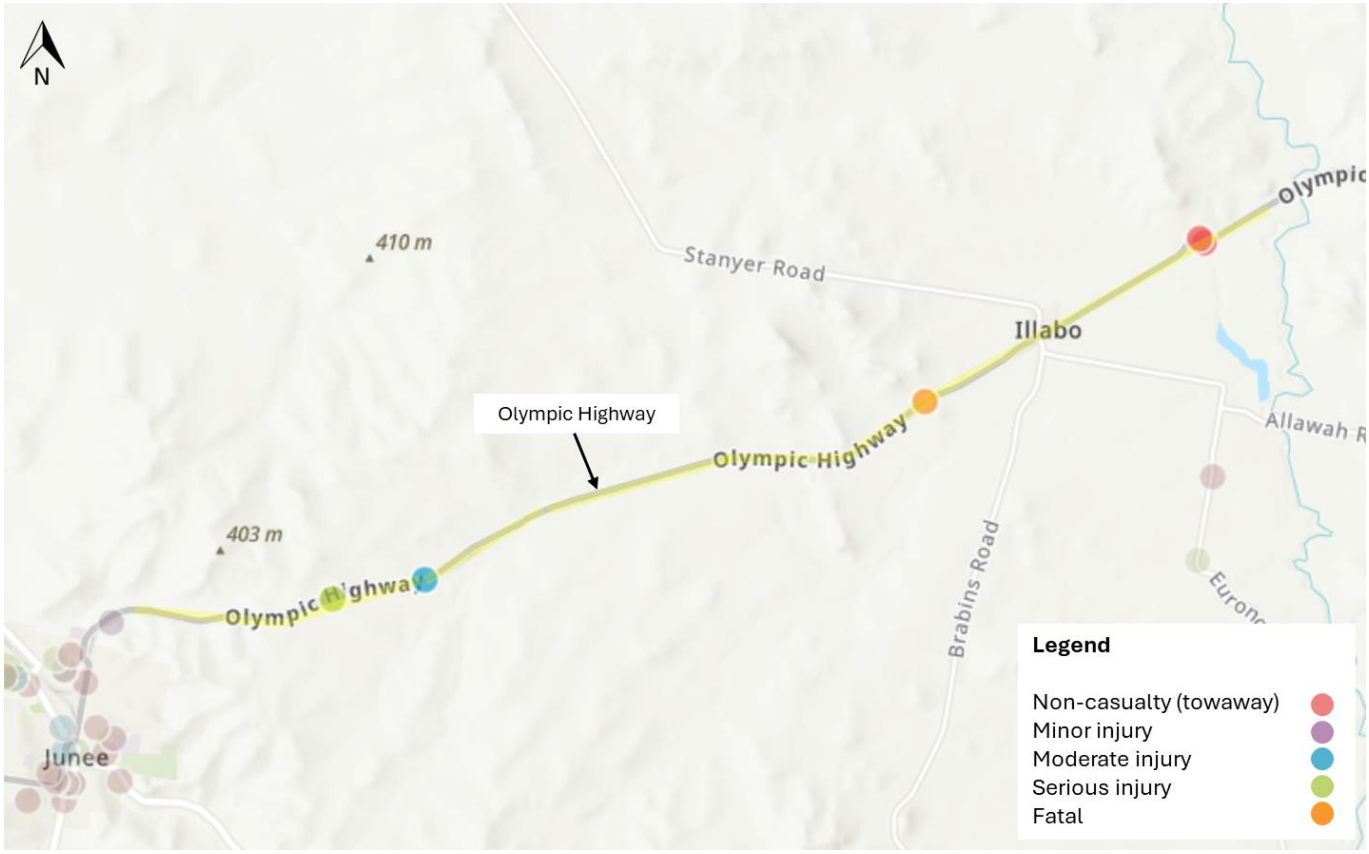


FIGURE 171: CRASH LOCATIONS PROXIMATE JUNEE TO ILLABO

From the available crash data, five (5) crashes were recorded along or proximate the Junee to Illabo enhancement site:

- One (1) crash along Waterworks Road south of Marrina
  - One (1) serious injury
- One (1) crash along Olympic Highway south of Marrina
  - One (1) moderate injury
- One (1) crash along Olympic Highway between Marrina and Illabo
  - One (1) fatal injury
- Two (2) crashes along to Olympic Highway near Warrens Lane / Railway Level Crossing
  - Two (2) non-casualties (towaway)

With respect to the identified thresholds, the occurrence of five (5) crashes and the generally spread-out locations is not considered to present any trends or patterns warranting further investigation.

4.3 Swept Path Analysis

4.3.1 Overview

To ensure that construction vehicles can safely manoeuvre along the identified construction routes, a review of vehicle movements at intersections has been undertaken. A summary of identified construction routes to be utilised by construction vehicles throughout the Stage B works is provided by the swept path assessment provided in Appendix B.

4.4 Risk Assessment

A risk assessment has been undertaken to identify, evaluate, and to mitigate potential hazards associated with the introduction of construction heavy vehicle traffic linked to the Stage B works. Through this assessment, key hazards such as adverse conditions resulting from increased vehicle demands (i.e., congestion), road user safety and pedestrian safety have been analysed for both current (i.e. current operating conditions) and future (current with construction traffic) scenarios.

Identified risks have been considered using the risk scoring matrix shown in Table 205, with the risk assessment detailed in Table 206.

From the risk assessment, where a risk has been observed to have a “High” risk level, or where an increase in risk level has been observed, further consideration of mitigation measures has been undertaken to reduce the likelihood or consequence of the risk.

TABLE 205: RISK ASSESSMENT SCORING MATRIX

		Potential consequence				
		Property damage (1)	Minor injury (2)	Medical treatment (3)	Hospitalisation (4)	Fatality (5)
Potential Likelihood	Almost certain (5) (likely to occur more than once a year)	M	M	H	H	H
	Likely (4) (likely to occur approximately once a year)	M	M	M	H	H
	Moderate (3) (likely to occur 5 once every five years)	L	M	M	M	H
	Unlikely (2) (likely to occur approximately once every 5 – 10 years)	L	L	M	M	M
	Rare (1) (likely to occur with less frequency than once every 10 years)	L	L	L	M	M

TABLE 206: RISK ASSESSMENT

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)			Mitigation (proposed mitigation and residual risk)				
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Byrnes Road												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	M	1	4	M	-.	-	-	-	Byrnes Road generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Byrnes Road	1	3	L	1	3	L	-	-	-	-	The link level of service (LOS) assessment for the Harefield Yard Clearances enhancement site detailed within Section 5.4.2.1 of the *Technical Paper 1 – Traffic and Transport* shows no change in LOS as a result of construction generated traffic and subsequently no significant impacts to road operation and performance are expected on Byrnes Road.
3	Vehicles entering and exiting driveways are unrecognised by approaching drivers, resulting in rear-end collisions.	2	3	M	2	3	M	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Byrnes Road.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	1	3	L	1	3	L	-	-	-	-	Generally, parking is highly unlikely to occur on Byrnes Road at this location.
5	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	3	L	1	3	L	-	-	-	-	Generally, parking is highly unlikely to occur on Byrnes Road at this location.
6	Cyclists impacted by wind turbulence of passing vehicles.	1	4	M	1	4	M	-	-	-	-	Generally, there is more than adequate sight distance to safely overtake a cyclist when permitted.
7	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	M	1	4	M	-	-	-	-	Generally, there is more than adequate sight distance to safely overtake a cyclist when permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)			Mitigation (proposed mitigation and residual risk)				
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Harefield Road (between the Byrnes Road and Harefield Railway Access Road)												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	**M**	1	4	**M**	-	-	-	-	Harefield Railway Access Road generally features a 4.4m wide carriageway.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Harefield Road	1	3	**L**	1	3	**L**	-	-	-	-	It is noted that the level of assessment provided within Section 5.4.2.1 of the *Technical Paper 1 – Traffic and Transport* shows no change in LOS as a result of construction generated traffic and subsequently no significant impacts to road operation and performance are expected on Harefield Road.
3	Vehicles entering and exiting driveways are unrecognised by approaching drivers, resulting in rear-end collisions.	2	3	**M**	2	3	**M**	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Harefield Road.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	1	3	**L**	1	3	**L**	-	-	-	-	Generally, parking is highly unlikely to occur on Harefield Road at this location.
5	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	3	**L**	1	3	**L**	-	-	-	-	Generally, parking is highly unlikely to occur on Harefield Road at this location.
6	Cyclists impacted by wind turbulence of passing vehicles.	1	4	**M**	1	4	**M**	-	-	-	-	Generally, there is more than adequate sight distance to safely overtake a cyclist when permitted.
7	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	**M**	1	4	**M**	-	-	-	-	Generally, there is more than adequate sight distance to safely overtake a cyclist when permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)			Mitigation (proposed mitigation and residual risk)				
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Harefield Railway Access Road (between the Harefield Road and Gate H1)												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	2	4	M	2	4	M	-	-	-	-	Harefield Railway Access Road generally features an 8.5m wide carriageway.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Harefield Railway Access Road	1	3	L	1	3	L	-	-	-	-	It is noted that the level of assessment provided within Section 5.4.2.1 of the *Technical Paper 1 – Traffic and Transport* shows no change in LOS as a result of construction generated traffic and subsequently no significant impacts to road operation and performance are expected on Harefield Railway Access Road.
3	Vehicles entering and exiting driveways are unrecognised by approaching drivers, resulting in rear-end collisions.	2	3	M	2	3	M	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Harefield Railway Access Road.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	1	3	L	1	3	L	-	-	-	-	Generally, parking is highly unlikely to occur on Harefield Railway Access Road at this location.
5	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	3	L	1	3	L	-	-	-	-	Generally, parking is highly unlikely to occur on Harefield Railway Access Road at this location.
6	Cyclists impacted by wind turbulence of passing vehicles.	1	4	M	1	4	M	-	-	-	-	Generally, there is more than adequate sight distance to safely overtake a cyclist when permitted.
7	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	M	1	4	M	-	-	-	-	Generally, there is more than adequate sight distance to safely overtake a cyclist when permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)			Mitigation (proposed mitigation and residual risk)				
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Seignior Street (between Kemp Street and Broadway Street)												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	**M**	1	4	**M**	-.	-	-	-	Seignior Street generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Seignior Street	1	3	**L**	1	3	**L**	-	-	-	-	The link level of service (LOS) assessment for the Junee Station and Surrounds enhancement site detailed within Section 5.4.2.2 of the *Technical Paper 1 – Traffic and Transport* shows no change in LOS as a result of construction generated traffic and subsequently no significant impacts to road operation and performance are expected on Seignior St
3	Vehicles entering and exiting driveways are unrecognised by approaching drivers, resulting in rear-end collisions.	2	3	**M**	2	3	**M**	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Seignior Street.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	1	3	**L**	1	3	**L**	-	-	-	-	Adjustments to parking will occur at the north end of Seignior Street.
5	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	3	**L**	1	3	**L**	-	-	-	-	Adjustments to parking will occur at the north end of Seignior Street.
6	Cyclists impacted by wind turbulence of passing vehicles.	1	4	**M**	1	4	**M**	-	-	-	-	Low speed zone will limit any wind turbulence.
7	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	**M**	1	4	**M**	-	-	-	-	Generally, there is more than adequate sight distance to safely overtake a cyclist when permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)			Mitigation (proposed mitigation and residual risk)				
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Broadway Street (between Seignior Street and Kanaley Square)												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	**M**	1	4	**M**	-.	-	-	-	Broadway Street generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Broadway Street	1	3	**L**	1	3	**L**	-	-	-	-	The link level of service (LOS) assessment for the Junee Station and Surrounds enhancement site detailed within Section 5.4.2.2 of the *Technical Paper 1 – Traffic and Transport* shows no change in LOS as a result of construction generated traffic and subsequently no significant impacts to road operation and performance are expected on Broadway Street.
3	Vehicles entering and exiting driveways are unrecognised by approaching drivers, resulting in rear-end collisions.	2	3	**M**	2	3	**M**	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Broadway Street.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	1	3	**L**	1	3	**L**	-	-	-	-	There are no intended impacts to parking in this location with negligible changes in traffic conditions.
5	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	3	**L**	1	3	**L**	-	-	-	-	There are no intended impacts to parking in this location with negligible changes in traffic conditions.
6	Cyclists impacted by wind turbulence of passing vehicles.	1	4	**M**	1	4	**M**	-	-	-	-	Low speed zone will limit any wind turbulence.
7	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	**M**	1	4	**M**	-	-	-	-	Generally, there is more than adequate sight distance to safely overtake a cyclist when permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)			Mitigation (proposed mitigation and residual risk)				
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Humphrey Street (between Lorne Street and Main Street)												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	**M**	1	4	**M**	-.	-	-	-	Humphrey Street generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Humprey Street	1	3	**L**	1	3	**L**	-	-	-	-	The link level of service (LOS) assessment for the Junee Station and Surrounds enhancement site detailed within Section 5.4.2.2 of the *Technical Paper 1 – Traffic and Transport* shows no change in LOS as a result of construction generated traffic and subsequently no significant impacts to road operation and performance are expected on Humphrey Street.
3	Vehicles entering and exiting driveways are unrecognised by approaching drivers, resulting in rear-end collisions.	2	3	**M**	2	3	**M**	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Humprey Street.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	1	3	**L**	1	3	**L**	-	-	-	-	There are no intended impacts to parking in this location with negligible changes in traffic conditions.
5	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	3	**L**	1	3	**L**	-	-	-	-	There are no intended impacts to parking in this location with negligible changes in traffic conditions.
6	Cyclists impacted by wind turbulence of passing vehicles.	1	4	**M**	1	4	**M**	-	-	-	-	Low speed zone will limit any wind turbulence.
7	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	**M**	1	4	**M**	-	-	-	-	Generally, there is more than adequate sight distance to safely overtake a cyclist when permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)			Mitigation (proposed mitigation and residual risk)				
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Joffre Street (between Kemp Street and Gaba Tepe Ave)												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	**M**	1	4	**M**	-.	-	-	-	Joffre Street generally features 12.0m sealed width.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Joffre Street	2	3	**M**	2	3	**M**	-	-	-	-	Joffre Street will form part of the general vehicle detour which was not assessed in the PIR. However, this route is only to be used by vehicles up to 12.5m SU trucks.
3	Vehicles entering and exiting driveways are unrecognised by approaching drivers, resulting in rear-end collisions.	2	3	**M**	2	3	**M**	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Joffre Street.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	1	3	**L**	1	3	**L**	-	-	-	-	There are no intended impacts to parking in this location with negligible changes in traffic conditions.
5	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	3	**L**	1	3	**L**	-	-	-	-	There are no intended impacts to parking in this location with negligible changes in traffic conditions.
6	Cyclists impacted by wind turbulence of passing vehicles.	1	4	**M**	1	4	**M**	-	-	-	-	Low speed zone will limit any wind turbulence
7	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	**M**	1	4	**M**	-	-	-	-	Generally, there is more than adequate sight distance to safely overtake a cyclist when permitted.
8	Road performance is impacted by the addition of detour light vehicles, resulting in adverse conditions: • Joffre Street (between Kemp Street and Anzac Avenue)	1	3	**L**	4	3	**M**	Traffic volumes will increase from detour but will have a 12.5m length limit. TGS will be in places to manage all road users.	2	3	M	Straight road with adequate width for two-way travel and parking on both sides, clear sight lines, no existing active travel infrastructure. Not part of school zone.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)			Mitigation (proposed mitigation and residual risk)				
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Anzac Avenue (between Joffre Street and Seignior Street)												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	M	1	4	M	-.	-	-	-	Anzac Avenue generally features 12.0m sealed width.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Anzac Avenue (between Joffre Street and Seignior Street)	2	3	M	2	3	M	-	-	-	-	Anzac Avenue will form part of the general vehicle detour which was not assessed in the PIR. However, this route is only to be used by vehicles up to 12.5m SU trucks.
3	Vehicles entering and exiting driveways are unrecognised by approaching drivers, resulting in rear-end collisions.	2	3	M	2	3	M	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Anzac Avenue.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	1	3	L	1	3	L	-	-	-	-	There are no intended impacts to parking in this location with negligible changes in traffic conditions.
5	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	3	L	1	3	L	-	-	-	-	There are no intended impacts to parking in this location with negligible changes in traffic conditions.
6	Cyclists impacted by wind turbulence of passing vehicles.	1	4	M	1	4	M	-	-	-	-	Low speed zone will limit any wind turbulence
7	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	M	1	4	M	-	-	-	-	Generally, there is more than adequate sight distance to safely overtake a cyclist when permitted.
8	Road performance is impacted by the addition of detour light vehicles, resulting in adverse conditions: • Anzac Avenue (between Joffre Street and Seignior Street)	1	3	L	4	3	M	Traffic volumes will increase from detour but will have a 12.5m length limit. TGS will be in places to manage all road users.	2	3	M	Straight road with adequate width for two-way travel and parking on both sides, clear sight lines, existing active travel infrastructure to the north only. Not part of school zone.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)			Mitigation (proposed mitigation and residual risk)				
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
William Street (between Edgar Street and Ducker Street)												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	**M**	1	4	**M**	-.	-	-	-	William Street generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • William Street	1	3	**L**	1	3	**L**	-	-	-	-	The link level of service (LOS) assessment for the Junee Station and Surrounds enhancement site detailed within Section 5.4.2.2 of the *Technical Paper 1 – Traffic and Transport* shows no change in LOS as a result of construction generated traffic and subsequently no significant impacts to road operation and performance are expected on Edgar St.
3	Vehicles entering and exiting driveways are unrecognised by approaching drivers, resulting in rear-end collisions.	2	3	**M**	2	3	**M**	-	-	-	-	Appropriate stopping sight distance appears to be achieved along William Street.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	1	3	**L**	1	3	**L**	-	-	-	-	There are no intended impacts to parking in this location with negligible changes in traffic conditions.
5	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	3	**L**	1	3	**L**	-	-	-	-	There are no intended impacts to parking in this location with negligible changes in traffic conditions.
6	Cyclists impacted by wind turbulence of passing vehicles.	1	4	**M**	1	4	**M**	-	-	-	-	Low speed zone will limit any wind turbulence.
7	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	**M**	1	4	**M**	-	-	-	-	Generally, there is more than adequate sight distance to safely overtake a cyclist when permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)			Mitigation (proposed mitigation and residual risk)				
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Edgar Street (between William Street and Hill Street)												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	**M**	1	4	**M**	-.	-	-	-	Edgar Street generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Edgar Street	1	3	**L**	1	3	**L**	-	-	-	-	The link level of service (LOS) assessment for the Junee Station and Surrounds enhancement site detailed within Section 5.4.2.2 of the *Technical Paper 1 – Traffic and Transport* shows no change in LOS as a result of construction generated traffic and subsequently no significant impacts to road operation and performance are expected on Edgar St.
3	Vehicles entering and exiting driveways are unrecognised by approaching drivers, resulting in rear-end collisions.	2	3	**M**	2	3	**M**	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Edgar Street.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	1	3	**L**	1	3	**L**	-	-	-	-	Kerbside parking is not permitted along either side of Edgar Street, between William Street and Hill Street.
5	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	3	**L**	1	3	**L**	-	-	-	-	Kerbside parking is not permitted along either side of Edgar Street, between William Street and Hill Street
6	Cyclists impacted by wind turbulence of passing vehicles.	1	4	**M**	1	4	**M**	-	-	-	-	Low speed zone will limit any wind turbulence.
7	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	**M**	1	4	**M**	-	-	-	-	Generally, there is more than adequate sight distance to safely overtake a cyclist when permitted.

	Project risks	Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)			Mitigation (proposed mitigation and residual risk)				Comment
		Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	
Ducker Street (between Williams Street and Hill Street												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	**M**	1	4	**M**	-	-	-	-	Ducker Street generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Ducker Street	1	3	**L**	1	3	**L**	-	-	-	-	The link level of service (LOS) assessment for the Junee Station and Surrounds enhancement site detailed within Section 5.4.2.2 of the *Technical Paper 1 – Traffic and Transport* shows no change in LOS as a result of construction generated traffic and subsequently no significant impacts to road operation and performance are expected on Ducker St.
3	Vehicles entering and exiting driveways are unrecognised by approaching drivers, resulting in rear-end collisions.	2	3	**M**	2	3	**M**	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Ducker Street.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	1	3	**L**	1	3	**L**	-	-	-	-	There are no intended impacts to parking in this location with negligible changes in traffic conditions.
5	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	3	**L**	1	3	**L**	-	-	-	-	There are no intended impacts to parking in this location with negligible changes in traffic conditions.
6	Cyclists impacted by wind turbulence of passing vehicles.	1	4	**M**	1	4	**M**	-	-	-	-	Low speed zone will limit any wind turbulence.
7	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	**M**	1	4	**M**	-	-	-	-	Generally, there is more than adequate sight distance to safely overtake a cyclist when permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)			Mitigation (proposed mitigation and residual risk)				
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Hill Street (between Edgar Street and Ducker Street)												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	**M**	1	4	**M**	-	-	-	-	Hill Street generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Hill Street	1	3	**L**	1	3	**L**	-	-	-	-	The link level of service (LOS) assessment for the Harefield Yard Clearances enhancement site detailed within Section 5.4.2.2 of the *Technical Paper 1 – Traffic and Transport* shows no change in LOS as a result of construction generated traffic and subsequently no significant impacts to road operation and performance are expected on Hill Street.
3	Vehicles entering and exiting driveways are unrecognised by approaching drivers, resulting in rear-end collisions.	2	3	**M**	2	3	**M**	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Hill Street.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	1	3	**L**	1	3	**L**	-	-	-	-	There are no intended impacts to parking in this location with negligible changes in traffic conditions.
5	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	3	**L**	1	3	**L**	-	-	-	-	There are no intended impacts to parking in this location with negligible changes in traffic conditions.
6	Cyclists impacted by wind turbulence of passing vehicles.	1	4	**M**	1	4	**M**	-	-	-	-	Low speed zone will limit any wind turbulence.
7	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	**M**	1	4	**M**	-	-	-	-	Generally, there is more than adequate sight distance to safely overtake a cyclist when permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)			Mitigation (proposed mitigation and residual risk)				
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Olympic Highway (Main Street/Illabo Road)												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	**M**	1	4	**M**	-	-	-	-	Olympic Highway generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Olympic Highway	1	3	**L**	1	3	**L**	-	-	-	-	It is noted that the level of assessment provided within Section 5.4.2.3 of the *Technical Paper 1 – Traffic and Transport* shows no change in LOS as a result of construction generated traffic and subsequently no significant impacts to road operation and performance are expected on Olympic Highway
3	Vehicles entering and exiting driveways are unrecognised by approaching drivers, resulting in rear-end collisions.	2	3	**M**	2	3	**M**	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Olympic Highway.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	1	3	**L**	1	3	**L**	-	-	-	-	There are no intended impacts to parking in this location with negligible changes in traffic conditions.
5	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	3	**L**	1	3	**L**	-	-	-	-	There are no intended impacts to parking in this location with negligible changes in traffic conditions.
6	Cyclists impacted by wind turbulence of passing vehicles.	1	4	**M**	1	4	**M**	-	-	-	-	Generally, there is more than adequate sight distance to safely overtake a cyclist when permitted. Off street infrastructure is also available.
7	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	**M**	1	4	**M**	-	-	-	-	Generally, there is more than adequate sight distance to safely overtake a cyclist when permitted. Off street infrastructure is also available.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)			Mitigation (proposed mitigation and residual risk)				
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Waterworks Road (between the Main Street and Gate J15)												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	**M**	1	4	**M**	-	-	-	-	Waterworks Road generally features a 7.5m wide carriageway.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Waterworks Road	1	3	**L**	1	3	**L**	-	-	-	-	It is noted that the level of assessment provided within Section 5.4.2.3 of the *Technical Paper 1 – Traffic and Transport* shows no change in LOS as a result of construction generated traffic and subsequently no significant impacts to road operation and performance are expected on Waterworks Road.
3	Vehicles entering and exiting driveways are unrecognised by approaching drivers, resulting in rear-end collisions.	2	3	**M**	2	3	**M**	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Waterworks Road.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	1	3	**L**	1	3	**L**	-	-	-	-	Generally, parking is highly unlikely to occur on Waterworks Road at this location.
5	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	3	**L**	1	3	**L**	-	-	-	-	Generally, parking is highly unlikely to occur on Waterworks Road at this location.
6	Cyclists impacted by wind turbulence of passing vehicles.	1	4	**M**	1	4	**M**	-	-	-	-	Generally, there is more than adequate sight distance to safely overtake a cyclist when permitted.
7	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	**M**	1	4	**M**	-	-	-	-	Generally, there is more than adequate sight distance to safely overtake a cyclist when permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)			Mitigation (proposed mitigation and residual risk)				
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Olympic Highway (Junee to Illabo)												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	**M**	1	4	**M**	-.	-	-	-	Olympic Highway generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Olympic Highway	1	3	**L**	1	3	**L**	-	-	-	-	The link level of service (LOS) assessment for the Junee Station and Surrounds enhancement site detailed within Section 5.4.2.4 of the *Technical Paper 1 – Traffic and Transport* shows no change in LOS as a result of construction generated traffic and subsequently no significant impacts to road operation and performance are expected on the Olympic Highway.
5	Vehicles entering and exiting driveways are unrecognised by approaching drivers, resulting in rear-end collisions.	1	4	**M**	1	4	**M**	-	-	-	-	Appropriate stopping sight distance appears to be achieved along the Olympic Hwy.
6	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	1	4	**M**	1	4	**M**	-	-	-	-	Generally, parking is highly unlikely to occur on the Olympic Highway at this location.
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	**M**	1	4	**M**	-	-	-	-	Generally, parking is highly unlikely to occur on the Olympic Highway at this location.
9	Cyclists impacted by wind turbulence of passing vehicles.	1	4	**M**	1	4	**M**	-	-	-	-	Generally, low numbers of cyclists are likely.
10	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	**M**	1	4	**M**	-	-	-	-	Generally, there is more than adequate sight distance to safely overtake a cyclist when permitted.

5 OPERATIONAL REQUIREMENTS

5.1 Temporary Road Safety Barriers and End Treatments

The use road safety barriers and end treatments will be in accordance with the approved products nominated within the TfNSW Accepted Road Safety Barrier Systems and Devices guidance.

5.2 Temporary Signage

The type, location and sizes of existing signage to be retained and/or removed and new signage to be installed during the operation of this TMP will be as per the TGS's listed Appendix A.

5.3 Temporary Pavement Markings

Any alterations to pavement markings required for this work are provided within Appendix C.

5.4 Variable Message Signs

Variable message signs may be provided as part of the project's traffic management on the approach to the project works. Typically, VMS will be installed two (2) weeks prior to any changes to traffic conditions and/or to support short term high impact works.

The VMS shall be located:

- Where there is a kerb, the VMS should be positioned behind it.
- Where practical, located behind a suitable barrier and outside the barrier's deflection zone.
- Located where it does not interfere with pedestrians, cyclists, and other footpath users.
- Located where it does not affect adjoining street gap sight distances.

If no suitable location is available behind the kerb, located in a parking lane ensuring it does not encroach into the traffic lane and is adequately delineated.

5.5 Works to be Constructed Under Traffic Control

The Stage B are generally confined to the rail corridor and as such do not involve works be constructed under traffic. Temporary speed limit reductions and/or traffic control will be implemented as required to manage some site entry and exit movements for construction heavy vehicles.

All works requiring traffic control will be managed under the necessary approval(s) from the relevant authorities.

5.6 Crime Prevention Through Environmental Design

Crime Prevention Through Environmental Design (CPTED) is about designing urban environments such that opportunities for offending are reduced and feelings of safety are enhanced. CPTED aims to reduce opportunities for crime by increasing the risks and efforts for offenders as well as reducing the rewards.

The applicable CPTED requirements for temporary works on this project are as follows:

- Natural Surveillance: Perception that people can be seen is increased
- Natural access control: Create and control access to private spaces
- Good definition of space and ownership: Reduce the ambiguity between private and public spaces

Where pedestrian access has the potential of be being affected by the Project construction work, a screening assessment has been undertaken to determine whether further analysis is required. The screening assessment for the Junee precinct is included in Table 207.

TABLE 207: CPTED SCREENING ASSESSMENT

Question		Yes/No	Comments
1	Are any pedestrian footpaths required to be diverted due to the Project construction work? (If 'no', the screening assessment is complete. If 'yes' proceed to Question 2).	Yes	The temporary diversion will be required for the Kemp Street Bridge demolition and reconstruction. The diversion will be facilitated by the mitigation outlined in 3.2.11.
2	If pedestrian diversions are required as a result of the construction work, does the diversion direct pedestrians onto existing pedestrian or shared access footpaths? (If 'yes', the screening assessment is complete. If 'no' proceed to Question 3)	Yes	The temporary diversion connecting Kemp Street are via the existing railway level crossing to the north. The diversion will be facilitated by the mitigation outlined in 3.2.11.
3	Does the diverted pedestrian footpath provide for clear lines of sight to public places and provide natural surveillance?	-	
4	Does the diverted pedestrian footpath facilitate access to public space (e.g. does not create enclosed spaces or spaces that only have one entry and exit point)	-	
5	Does the diverted pedestrian footpath provide good definition of space and ownership.	-	
6	Is lighting sufficient and meet ASINZS 4282:2019 Control of the obtrusive effects of outdoor lighting, relevant Australian Standards in the series ASINZS 1158 - Lighting for Roads and Public	-	

6 COMMUNICAITON AND COORDINATION

6.1 Traffic Communications

The Traffic Management Team and Stakeholder and Community Relations Team will work closely with each other to ensure there is a seamless approach to managing traffic communications. Refer to Section 6.9 of the CTTAMP.

6.2 Traffic Management Construction Liaison Group

The TMCLG will be the forum for discussion of the effectiveness of the PTMP. Refer to Section 6.9 of the CTTAMP.

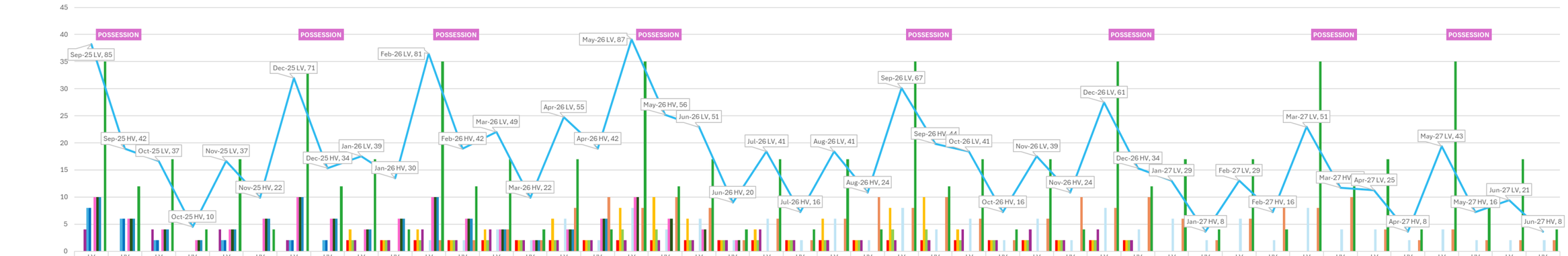
APPENDICES

APPENDIX A

List of Expected Traffic Guidance Schemes

LIST OF EXPECTED TRAFFIC GUIDANCE SCHEMES

TGS #	Title	Comment
MR-A2I-JU-TGS-001	Gate H2 – site access	
MR-A2I-JU-TGS-002	Gate J1 – site access	
MR-A2I-JU-TGS-003	Gate J3 – site access	
MR-A2I-JU-TGS-004	Gate J5 – site access	
MR-A2I-JU-TGS-005	Gate J6 – site access	
MR-A2I-JU-TGS-006	Gate J7 – site access	
MR-A2I-JU-TGS-007	Gate J12 – site access	
MR-A2I-JU-TGS-008	Kemp Street Closure and Gates	
MR-A2I-JU-TGS-009	Edgar Street Closure and Gates	
MR-A2I-JU-TGS-010	Gate J12 – site access	
MR-A2I-JU-TGS-011	Olympic Highway Closure (OOB)	
MR-A2I-JU-TGS-012	Gate J2I1 – site access	
MR-A2I-JU-TGS-013	Gate J2I2 – site access	
MR-A2I-JU-TGS-014	Gate J2I3 – site access	
MR-A2I-JU-TGS-015	Gate J2I5 – site access	
MR-A2I-JU-TGS-016	Gate J2I7 – site access	
MR-A2I-JU-TGS-017	Gate J2I8 – site access	
MR-A2I-JU-TGS-018	Gate J2I9 – site access	
MR-A2I-JU-TGS-019	Gate J2I11 – site access	
MR-A2I-JU-TGS-020	Gate J2I12 – site access	
MR-A2I-JU-TGS-021	Gate J2I13 – site access	
MR-A2I-JU-TGS-022	Gate J2I14 – site access	
MR-A2I-JU-TGS-023	Site compound– site access	
MR-A2I-JU-TGS-024	Olympic Highway Closure (J2I)	



	Sep-25		Oct-25		Nov-25		Dec-25		Jan-26		Feb-26		Mar-26		Apr-26		May-26		Jun-26		Jul-26		Aug-26		Sep-26		Oct-26		Nov-26		Dec-26		Jan-27		Feb-27		Mar-27		Apr-27		May-27		Jun-27	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
J2I Gate 1	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0
J2I Gate 2	0	0	0	0	0	0	0	0	4	2	4	2	4	2	6	2	8	10	6	2	4	2	6	2	8	10	4	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0
J2I Gate 3	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	4	4	2	2	2	2	2	2	4	4	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0
J2I Gate 5	4	0	4	0	4	0	2	0	2	2	4	2	4	2	2	2	2	2	2	2	4	2	2	2	2	2	4	2	4	2	4	2	0	0	0	0	0	0	0	0	0	0
J2I Gate 7	8	6	2	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J2I Gate 8	8	6	2	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J2I Gate 9	0	0	0	0	0	0	0	0	0	0	2	2	4	2	6	2	8	4	6	2	6	2	6	2	8	4	6	2	6	2	8	4	6	2	6	2	8	4	4	2	4	2	2	2
J2I Gate 11	10	6	4	2	4	6	10	6	4	6	10	6	4	2	4	6	10	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J2I Gate 12	10	6	4	2	4	6	10	6	4	6	10	6	4	2	4	6	10	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J2I Gate 13	10	6	4	2	4	6	10	6	4	6	10	6	4	2	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J2I Gate 14	0	0	0	0	0	0	0	0	0	0	2	2	4	2	8	10	8	10	8	2	6	2	6	10	8	10	6	2	6	10	8	10	6	2	6	10	8	10	4	2	4	2	2	2
Site Compound	35	12	17	4	17	4	35	12	17	4	35	12	17	4	17	4	35	12	17	4	17	4	17	4	35	12	17	4	17	4	35	12	17	4	17	4	35	12	17	4	35	12	17	4
POSSESSION																																											
TOTAL	85	42	37	10	37	22	71	34	39	30	81	42	49	22	55	42	87	56	51	20	41	16	41	24	67	44	41	16	39	24	61	34	29	8	29	16	51	26	25	8	43	16	21	8

FIGURE 172: JUNEE TO ILLABO (J2I) PROJECTED ONE-WAY MOVEMENT PER SHIFT

APPENDIX B

Swept Path Analysis

MARTINUS

JUNEE SHIRE COUNCIL
CTTAMP MITIGATIONS STAGE B
JUNEE PRECINCT

SWEPT PATH ANALYSIS
JUNEE ROUTES

© GOOGLE MAPS

LOCALITY PLAN

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\RIGORE ENGINEERING SERVICES\PMO\ACTIVE WORK SETS\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement.dgn

LINEAR REFERENCING START: N/A FINISH: N/A

PLOT DATE / TIME 09/07/2025 12:56:35 PM PLOT BY ThomHunter

CLIENT

A2I CTTAMP STAGE B
JUNEE PRECINCT
SWEPT PATH ANALYSIS
A3

PREPARED BY	DESIGNED	VERIFIED	PROJECT MANAGER	COUNCIL CLIENT REPRESENTATIVE
RIGORE ENGINEERING SERVICES	SIGNED	SIGNED	SIGNED	SIGNED
	NAME T. HUNTER	NAME J. COLES	NAME J.GORRIE	NAME P.BILLINGHAM
	TITLE CADET ENGINEER	TITLE LEAD DESIGNER	TITLE PROJECT MANAGER	TITLE CLIENT REPRESENTATIVE
	DATE	DATE	DATE	DATE

PREPARED FOR
MARTINUS PTY LTD

RIGORE PROJECT No. RES 2501.78.207
CLIENT PROJECT No.
PMO REGISTRATION No. RES2501.78.207
STAGE 1
SHEET No. SW1-001
ISSUE 1

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GDA 2020

CTTAMP MITIGATIONS - INDEX

		ISSUE DATE				PASS/FAIL
	ISSUE NUMBER	1				
	DD	9				
	MM	7				
	YY	25				
SHEET NUMBER	**SHEET DESCRIPTION**	AMENDMENT				
SW-1	SWEPT PATH ANALYSIS (45 SHEETS)					
SW1-001	COVER SHEET					
SW1-002	INDEX					
SW1-003	KEY PLAN					
SW1-004	SWEPT PATH -TD - BROADWAY AND LORD STREET - NORTH LEG					PASS
SW1-005	SWEPT PATH - SEMI - BROADWAY AND LORD STREET - NORTH LEG					PASS
SW1-006	SWEPT PATH - TD - BROADWAY AND LORD STREET - EAST LEG					PASS
SW1-007	SWEPT PATH - SEMI - BROADWAY AND LORD STREET - EAST LEG					PASS
SW1-008	SWEPT PATH - TD - BELMORE STREET AND LORNE STREET - RI LO					PASS
SW1-009	SWEPT PATH - TD - BELMORE STREET AND LORNE STREET - LI RO					PASS
SW1-010	SWEPT PATH - SU - BROADWAY STREET AND CRAWLEY STREET - RI LO					PASS
SW1-011	SWEPT PATH - SU - BROADWAY STREET AND CRAWLEY STREET - LI RO					PASS
SW1-012	SWEPT PATH - TD - BROADWAY STREET AND SEIGNIOR STREET - NORTH LEG					PASS
SW1-013	SWEPT PATH - SEMI - BROADWAY STREET AND SEIGNIOR STREET - NORTH LEG					PASS
SW1-014	SWEPT PATH - TD - BROADWAY STREET AND SEIGNIOR STREET - EAST LEG					PASS
SW1-015	SWEPT PATH - TD - BROADWAY STREET AND SEIGNIOR STREET - SOUTH LEG					PASS
SW1-016	SWEPT PATH - SU - CRAWLEY STREET AND MARKET STREET - LI RO					PASS
SW1-017	SWEPT PATH - SU - EDGAR STREET AND GEORGE STREET - LI					PASS
SW1-018	SWEPT PATH - SU - GEORGE STREET AND DUCKER STREET - LI					PASS
SW1-019	SWEPT PATH - SU - GEORGE STREET AND DUCKER STREET - RO					PASS
SW1-020	SWEPT PATH - SU - DUCKER STREET AND WILLIAM STREET - LI RO					PASS
SW1-021	SWEPT PATH - SU - EDGAR STREET AND WILLIAM STREET - LI RO					PASS
SW1-022	SWEPT PATH - SU - EDGAR STREET AND WILLIAM STREET - RI LO					PASS
SW1-023	SWEPT PATH - SU - JOFFRE STREET AND OLYMPIC HIGHWAY - RI LO					PASS
SW1-024	SWEPT PATH - SU - JOFFRE STREET AND OLYMPIC HIGHWAY - LI RO					PASS
SW1-025	SWEPT PATH - TD - GUNDAGAI ROAD AND KAHMOO LANE - LI RO					PASS
SW1-026	SWEPT PATH - TD - LORNE STREET AND HILL STREET - RI LO					PASS
SW1-027	SWEPT PATH - TD - LORNE STREET AND HUMPHRYS STREET - LI RO					PASS
SW1-028	SWEPT PATH - TD - MAIN STREET AND HUMPHRYS STREET - LI RO					PASS
SW1-029	SWEPT PATH - SEMI - LORNE STREET AND HUMPHRYS STREET - RO					PASS
SW1-030	SWEPT PATH - SEMI - LORNE STREET AND HUMPHRYS STREET - LI					PASS
SW1-031	SWEPT PATH - SEMI - MAIN STREET AND HUMPHRYS STREET - LI RO					PASS
SW1-032	SWEPT PATH - TD - MAIN STREET AND OLYMPIC HIGHWAY - RI LO					PASS
SW1-033	SWEPT PATH - TD - MAIN STREET AND OLYMPIC HIGHWAY - LI RO					PASS
SW1-034	SWEPT PATH - TD - OLD JUNEE ROAD AND QUEEN STREET - RI LO					PASS
SW1-035	SWEPT PATH - TD - OLD JUNEE ROAD AND QUEEN STREET - LI RO					PASS
SW1-036	SWEPT PATH - SEMI - OLD JUNEE ROAD AND QUEEN STREET - RI LO					PASS
SW1-037	SWEPT PATH - SEMI - OLD JUNEE ROAD AND QUEEN STREET - LI RO					PASS
SW1-038	SWEPT PATH - TD - OLYMPIC HIGHWAY AND QUEEN STREET - RI LO					PASS
SW1-039	SWEPT PATH - TD - OLYMPIC HIGHWAY AND QUEEN STREET - LI RO					PASS
SW1-040	SWEPT PATH - SEMI - OLYMPIC HIGHWAY AND QUEEN STREET - RI LO					PASS
SW1-041	SWEPT PATH - SEMI - OLYMPIC HIGHWAY AND QUEEN STREET - LI RO					PASS
SW1-042	SWEPT PATH - TD - OLYMPIC HIGHWAY AND MAIN STREET - RI LO					PASS
SW1-043	SWEPT PATH - TD - OLYMPIC HIGHWAY AND MAIN STREET - LI RO					PASS
SW1-044	SWEPT PATH - TD - ILLABO ROAD AND OLYMPIC HIGHWAY - RI LO					PASS
SW1-045	SWEPT PATH - TD - ILLABO ROAD AND OLYMPIC HIGHWAY - LI RO					PASS
SW1-046	SWEPT PATH - SU - JUNEE					PASS

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME	DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
SHEET INDEX
A2| CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
INDEX

A3

RIGORE REGISTRATION No. RES2501.78.207 | PART 1

ISSUE STATUS: CONCEPT DESIGN | SHEET No. SW1-002 | ISSUE 1

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LEGEND

XXXX — DESIGN CONTROL CALLOUT

FULL PLAN SHEETS AT 1:500

GDA 2020

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME	DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 70 140 210 280 — SCALE 1:7000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
KEY PLAN
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
KEY PLAN

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS: CONCEPT DESIGN — SHEET No. SW1-003 — ISSUE 1

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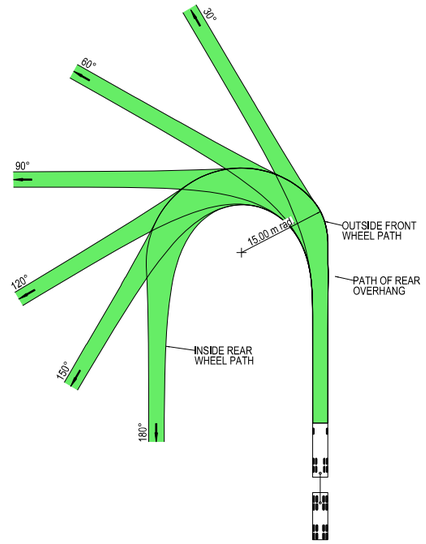
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
BROADWAY STREET & LORD STREET
A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -TD- BROADWAY AND LORD STREET - NORTH LEG

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS CONCEPT DESIGN SHEET No. SW1-004 ISSUE 1

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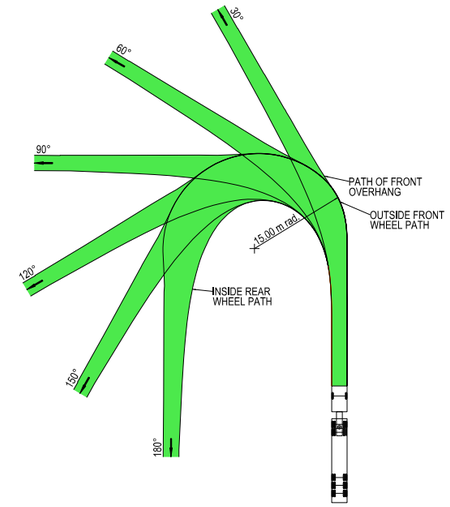
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
BROADWAY STREET & LORD STREET
A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -SEMI- BROADWAY AND LORD STREET - NORTH LEG

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW1-005
ISSUE 1

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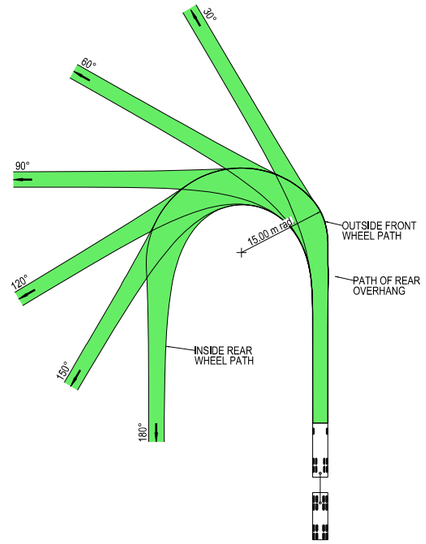
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
BROADWAY STREET & LORD STREET
A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -TD- BROADWAY AND LORD STREET - EAST LEG

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS CONCEPT DESIGN SHEET No. SW1-006 ISSUE 1

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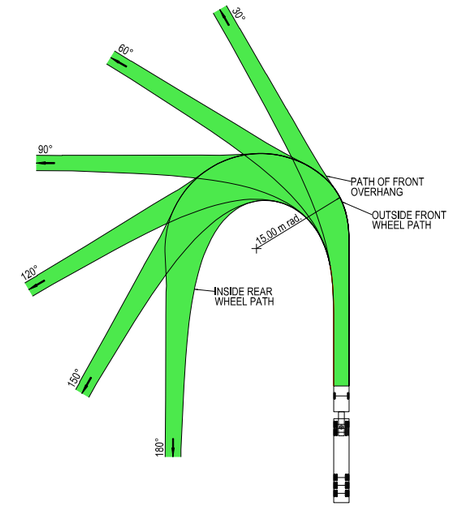
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025 PLOT BY ThomHunter

CLIENT

JUNEE COUNCIL
BROADWAY STREET & LORD STREET

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -SEMI- BROADWAY AND LORD STREET - EAST LEG

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS CONCEPT DESIGN SHEET No. SW1-007 ISSUE 1

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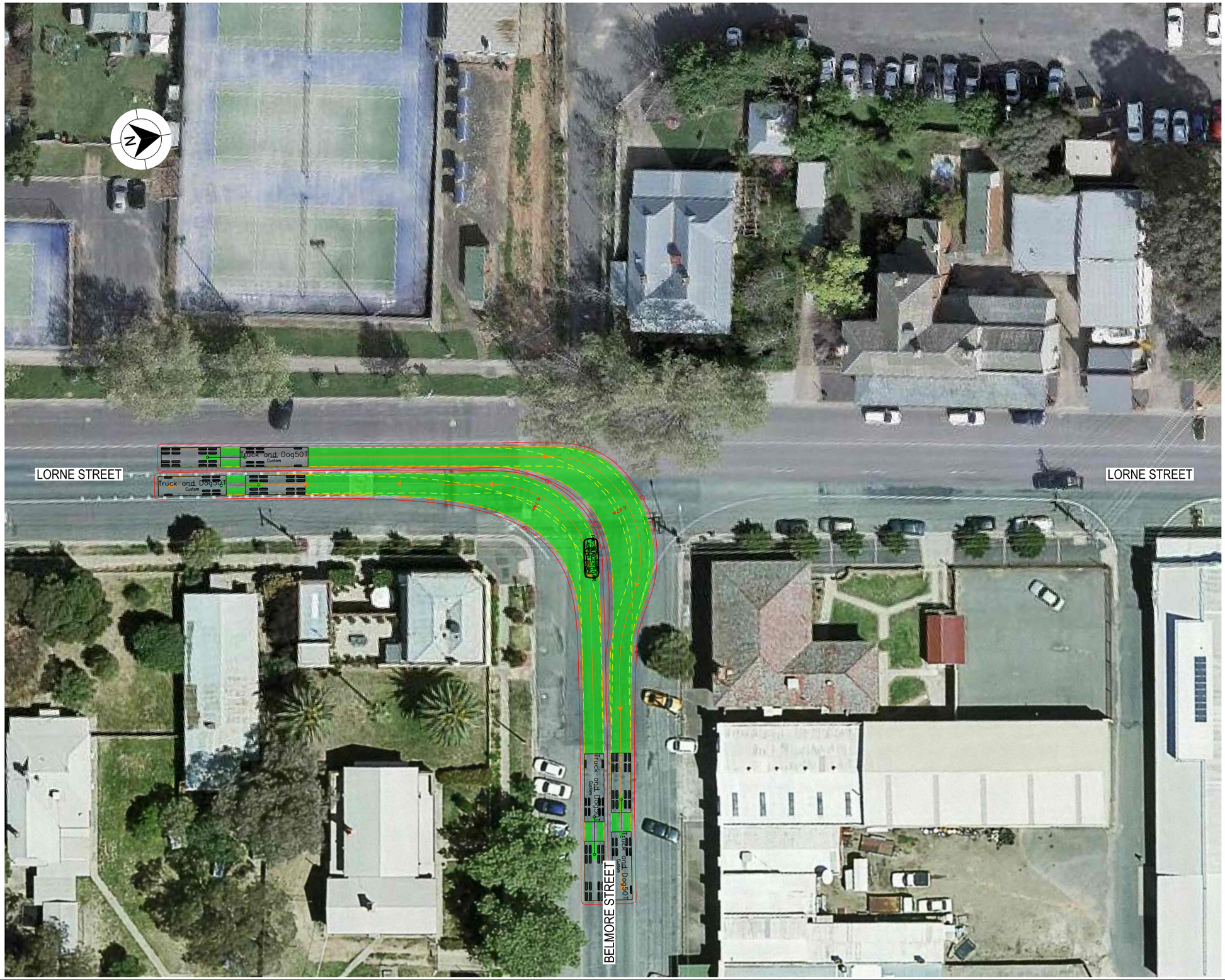


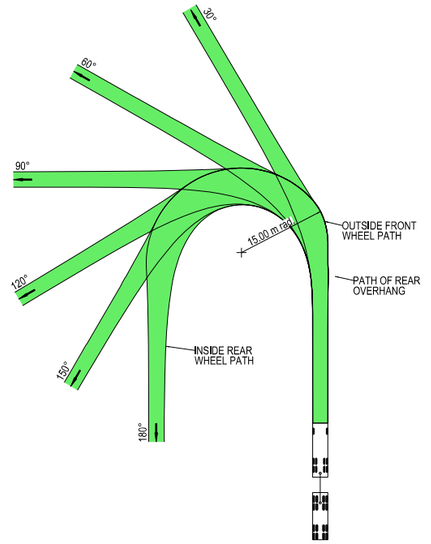
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025 PLOT BY ThomHunter

CLIENT

JUNEE COUNCIL
BELMORE STREET & LORNE STREET

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -TD- BELMORE STREET AND LORNE STREET - RI LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS CONCEPT DESIGN SHEET No. SW1-008 ISSUE 1

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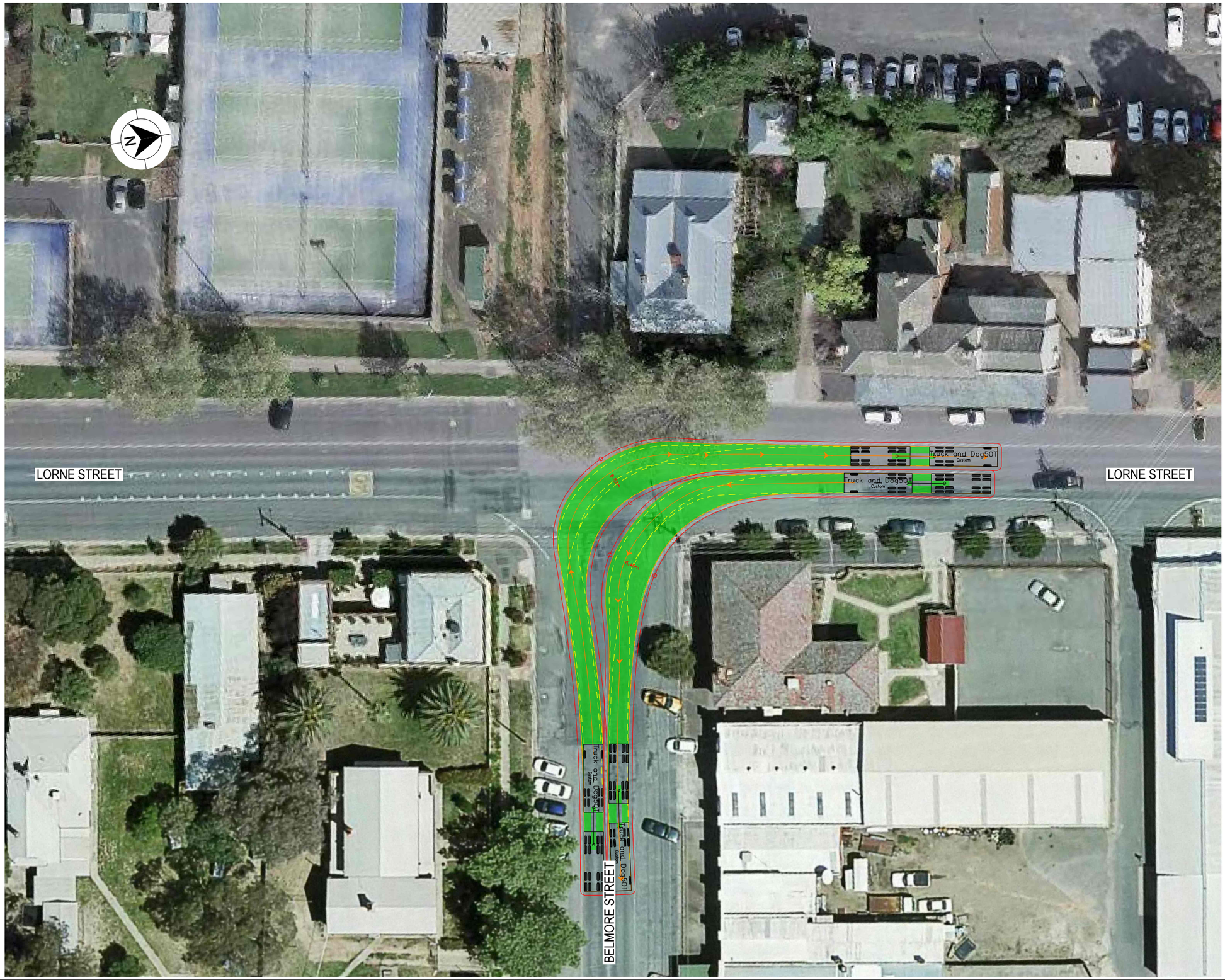


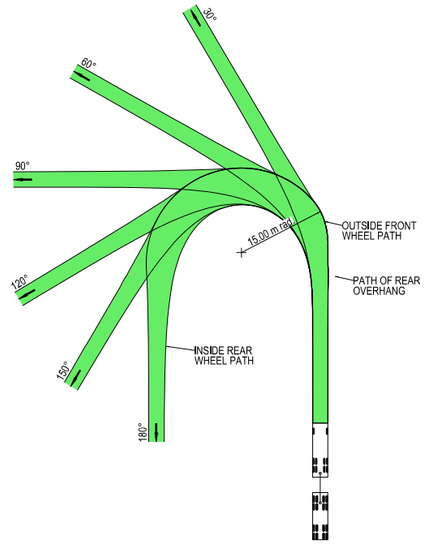
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 13/08/2025 PLOT BY: ThomHunter

CLIENT

JUNEE COUNCIL
BELMORE STREET & LORNE STREET

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH -TD- BELMORE STREET AND LORNE STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS: CONCEPT DESIGN SHEET No. SW1-009 ISSUE 1

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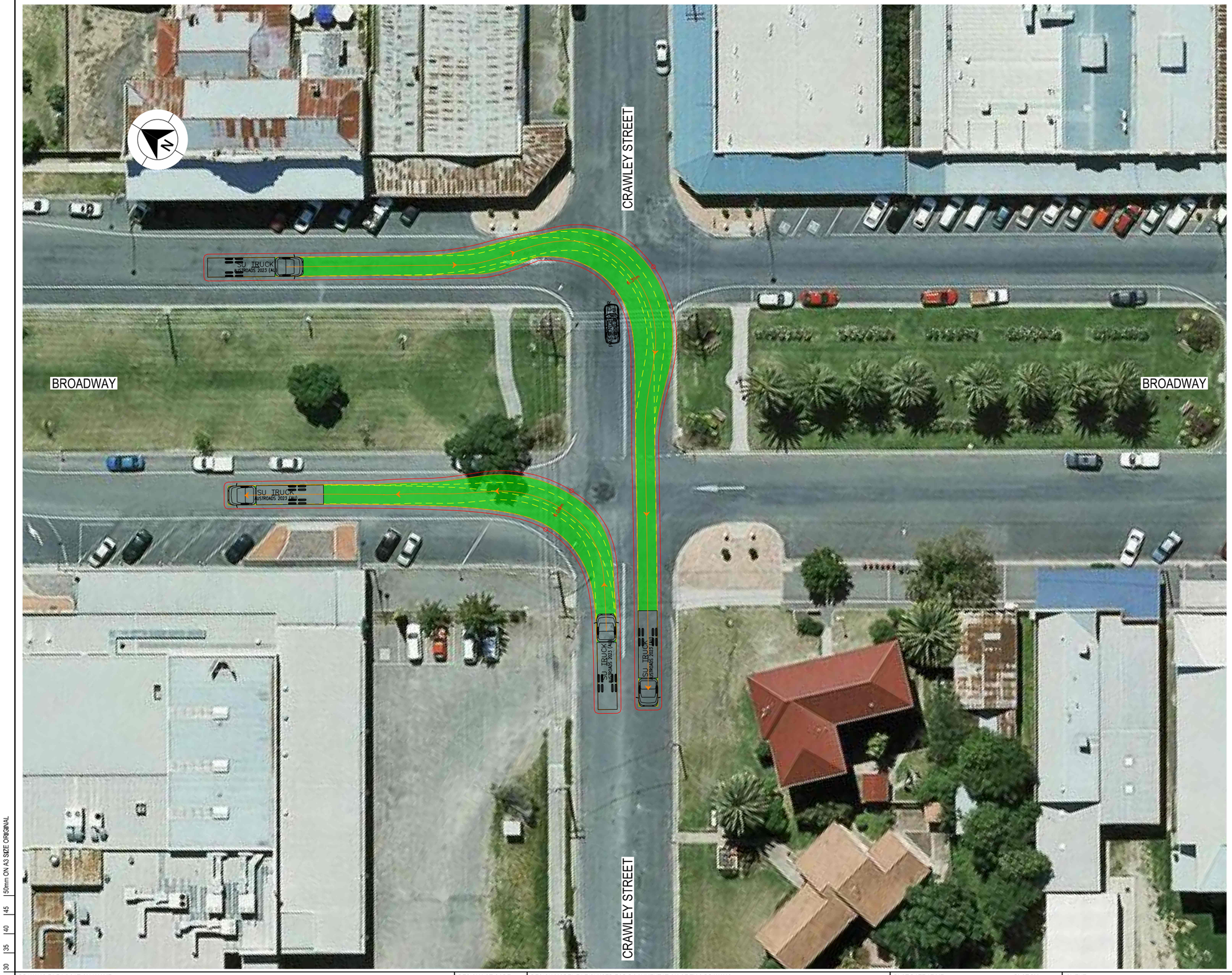


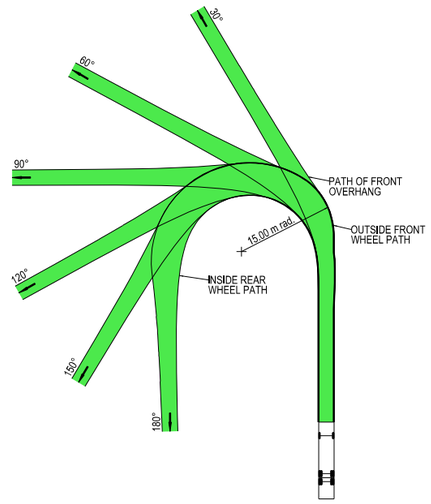
LEGEND

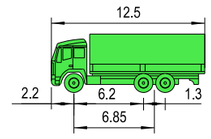
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
BROADWAY STREET & CRAWLEY STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -SU- BROADWAY STREET AND CRAWLEY STREET - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW1-010
ISSUE 1

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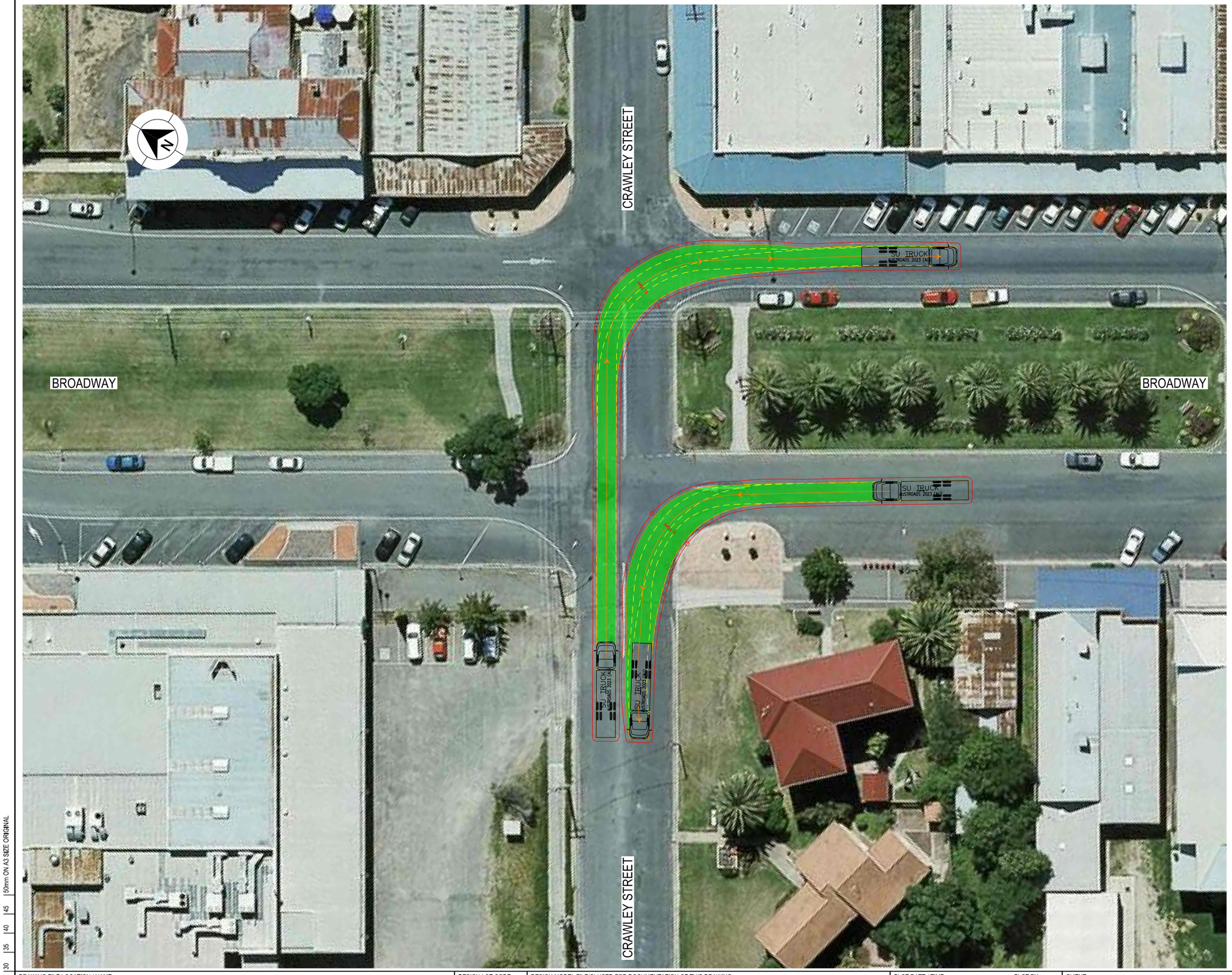


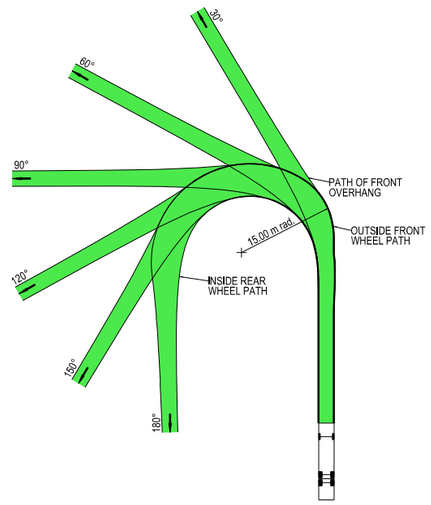
LEGEND

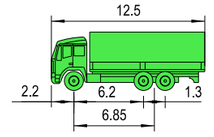
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
BROADWAY STREET & CRAWLEY STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -SU- BROADWAY STREET AND CRAWLEY STREET - LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW1-011
ISSUE 1

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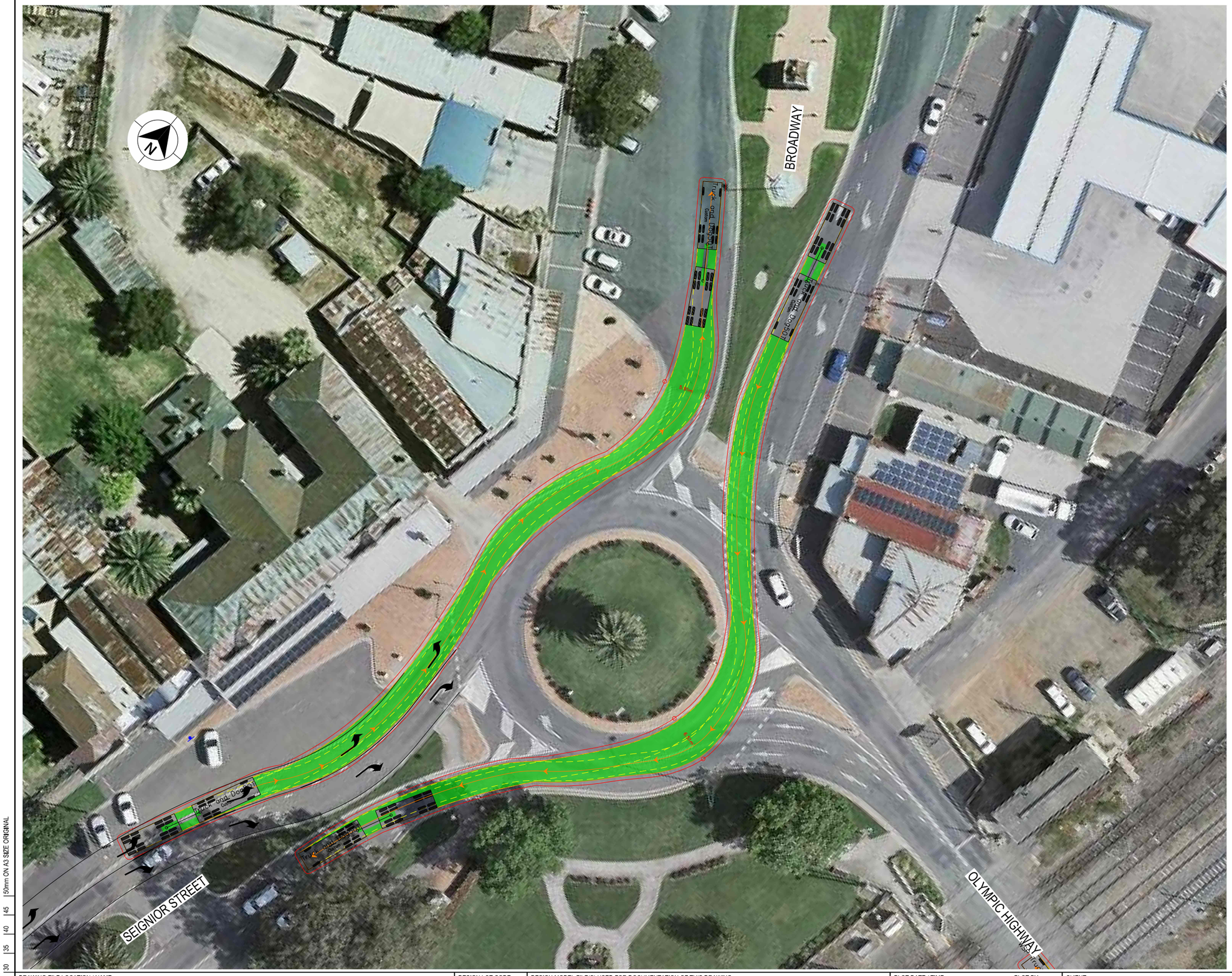
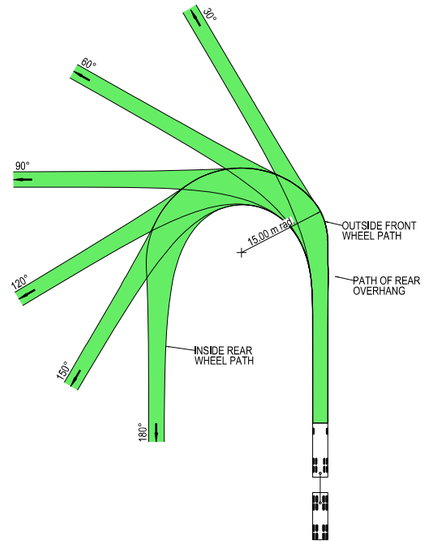


LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
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NOT FOR CONSTRUCTION

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K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement.dgn			13/08/2025	ThomHunter	MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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DRAWN	T.HUNTER	30/07/2025
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DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
BROADWAY STREET & SEIGNIOR STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -TD- BROADWAY AND SEIGNIOR STREET - NORTH LEG

A3

RIGORE REGISTRATION No. RES2501.78.207 | PART 1

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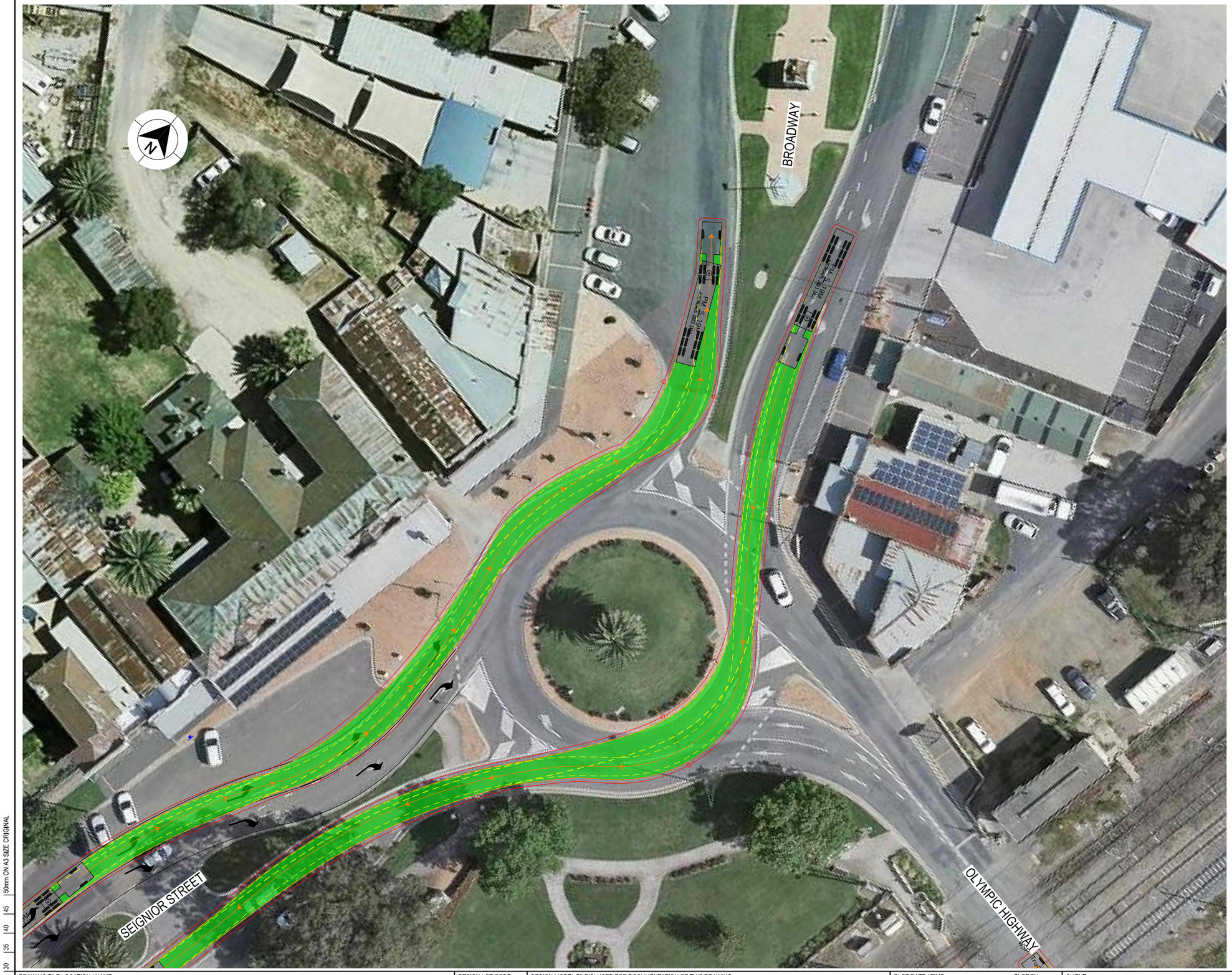


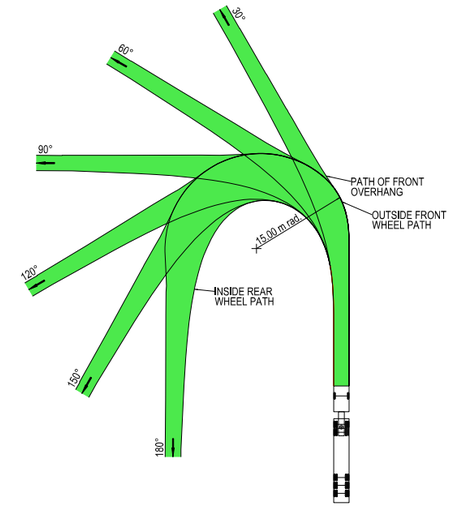
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
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DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
BROADWAY STREET & SEIGNIOR STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -SEMI- BROADWAY STREET AND SEIGNIOR STREET - NORTH LEG

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

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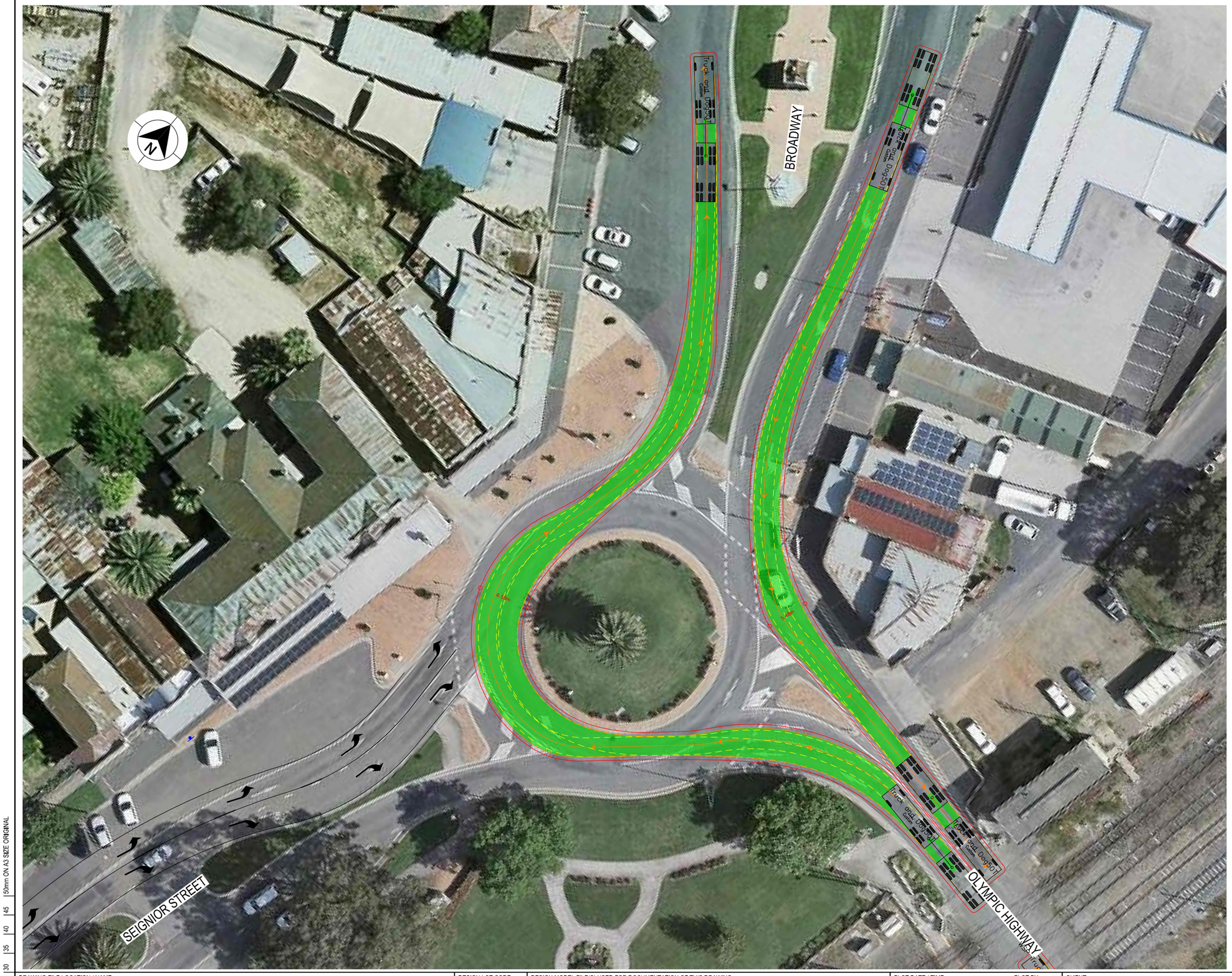


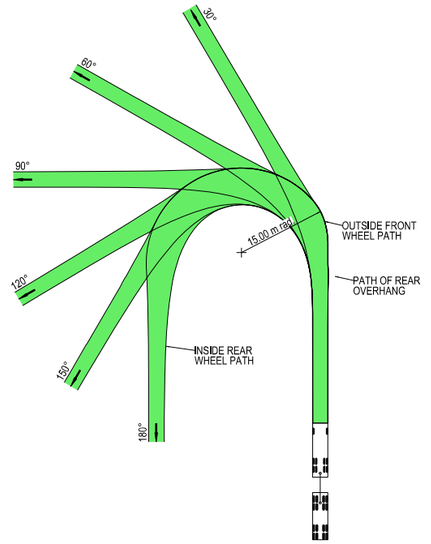
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement.dgn			13/08/2025	ThomHunter	MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
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PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
BROADWAY STREET & SEIGNIOR STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -TD- BROADWAY AND SEIGNIOR STREET - EAST LEG

A3

RIGORE REGISTRATION No. RES2501.78.207 | PART 1

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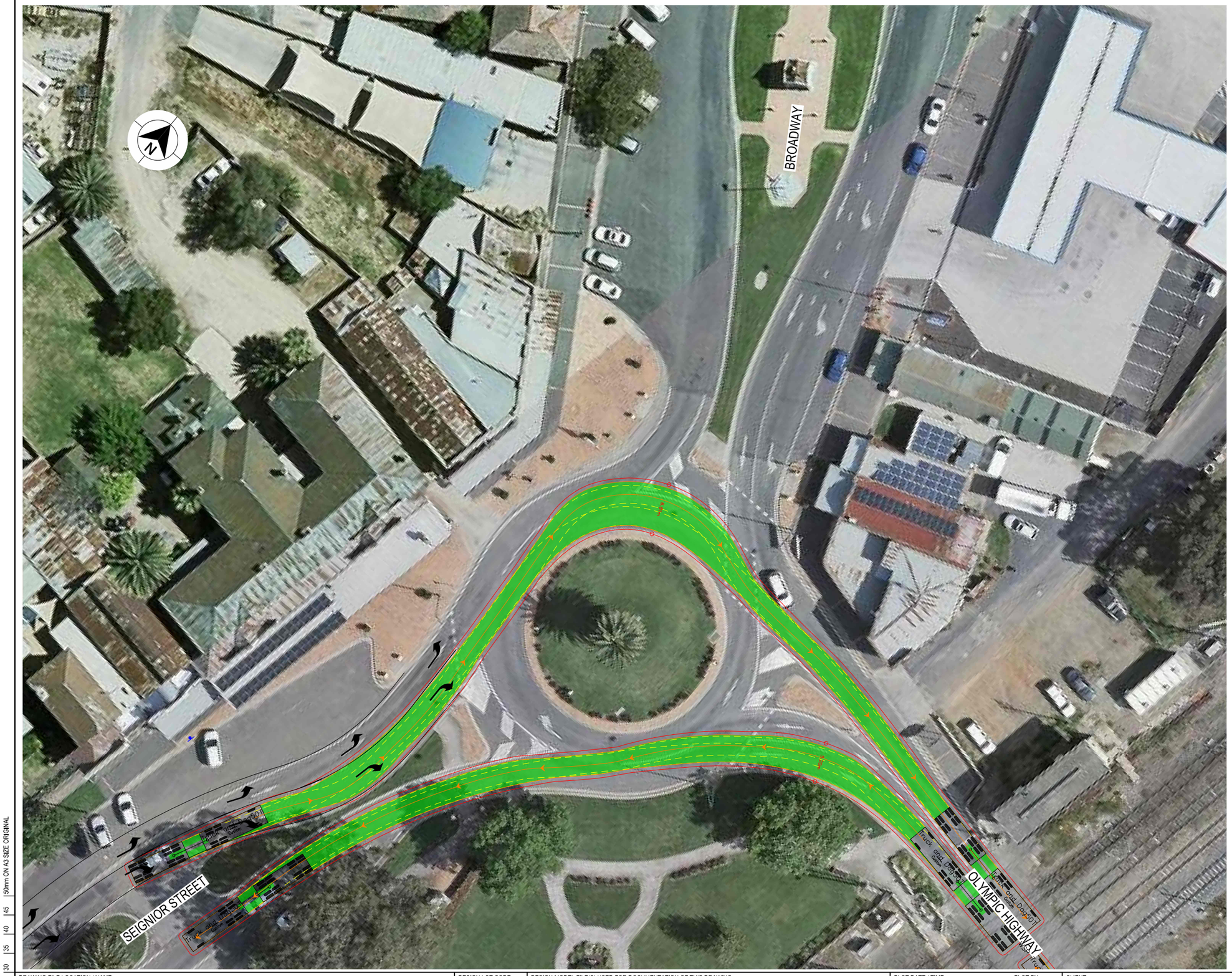


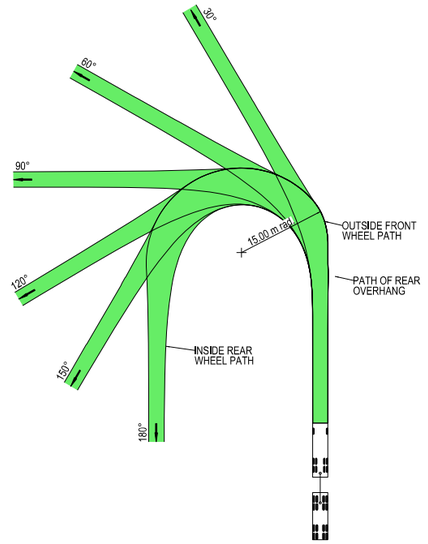
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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DESIGN LOT CODE

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PLOT DATE / TIME 13/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
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MARTINUS

JUNEE COUNCIL
BROADWAY STREET & SEIGNIOR STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -TD- BROADWAY AND SEIGNIOR STREET - SOUTH LEG

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

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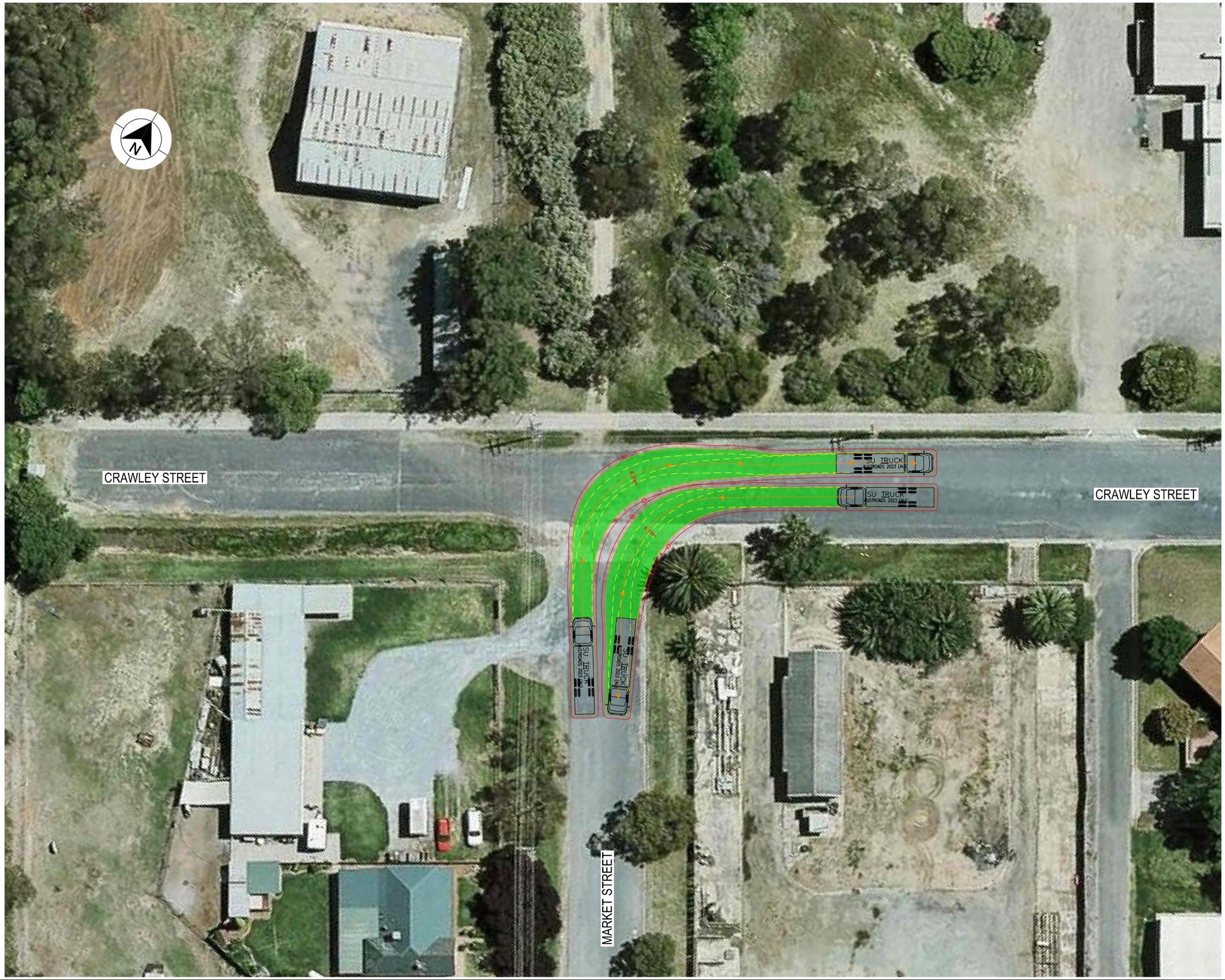


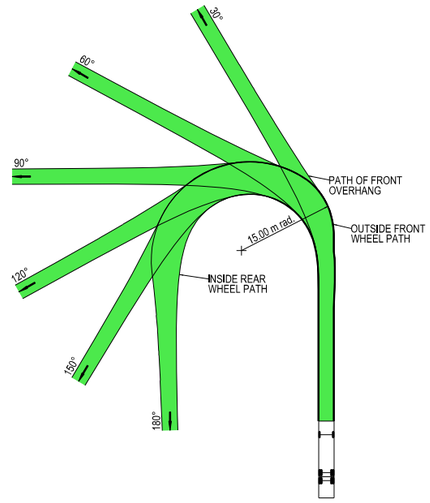
LEGEND

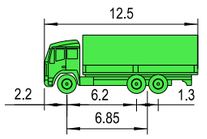
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
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TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
CRAWLEY STREET & MARKET STREET
A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH -SU- CRAWLEY STREET AND MARKET STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS CONCEPT DESIGN SHEET No. SW1-016 ISSUE 1

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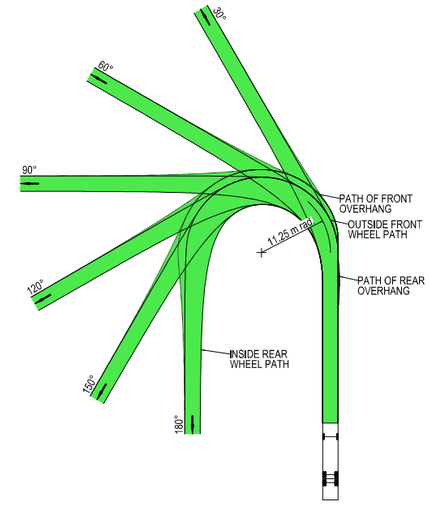
LEGEND

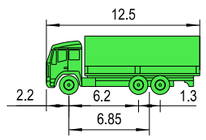
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
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MARTINUS

A3

JUNEE COUNCIL
EDGAR STREET & WILLIAM STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -SU- EDGAR STREET AND GEORGE STREET - LI

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ISSUE STATUS CONCEPT DESIGN — SHEET No. SW1-017 — ISSUE 1

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
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RADIUS 12.5 m
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TURNING SPEED 0 - 5 km/h

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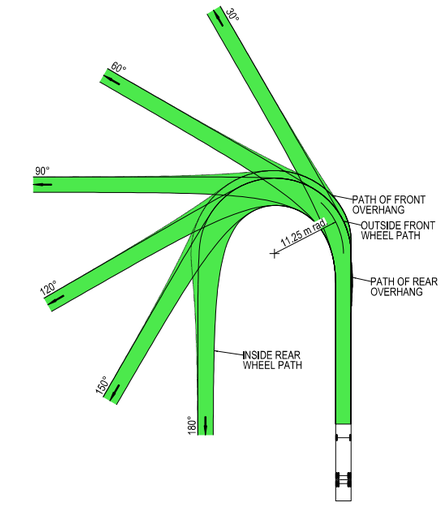
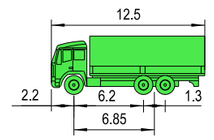
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

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SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
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LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	30/07/2025
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MARTINUS

JUNEE COUNCIL
EDGAR STREET & WILLIAM STREET

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A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -SU- GEORGE STREET AND DUCKER STREET - LI

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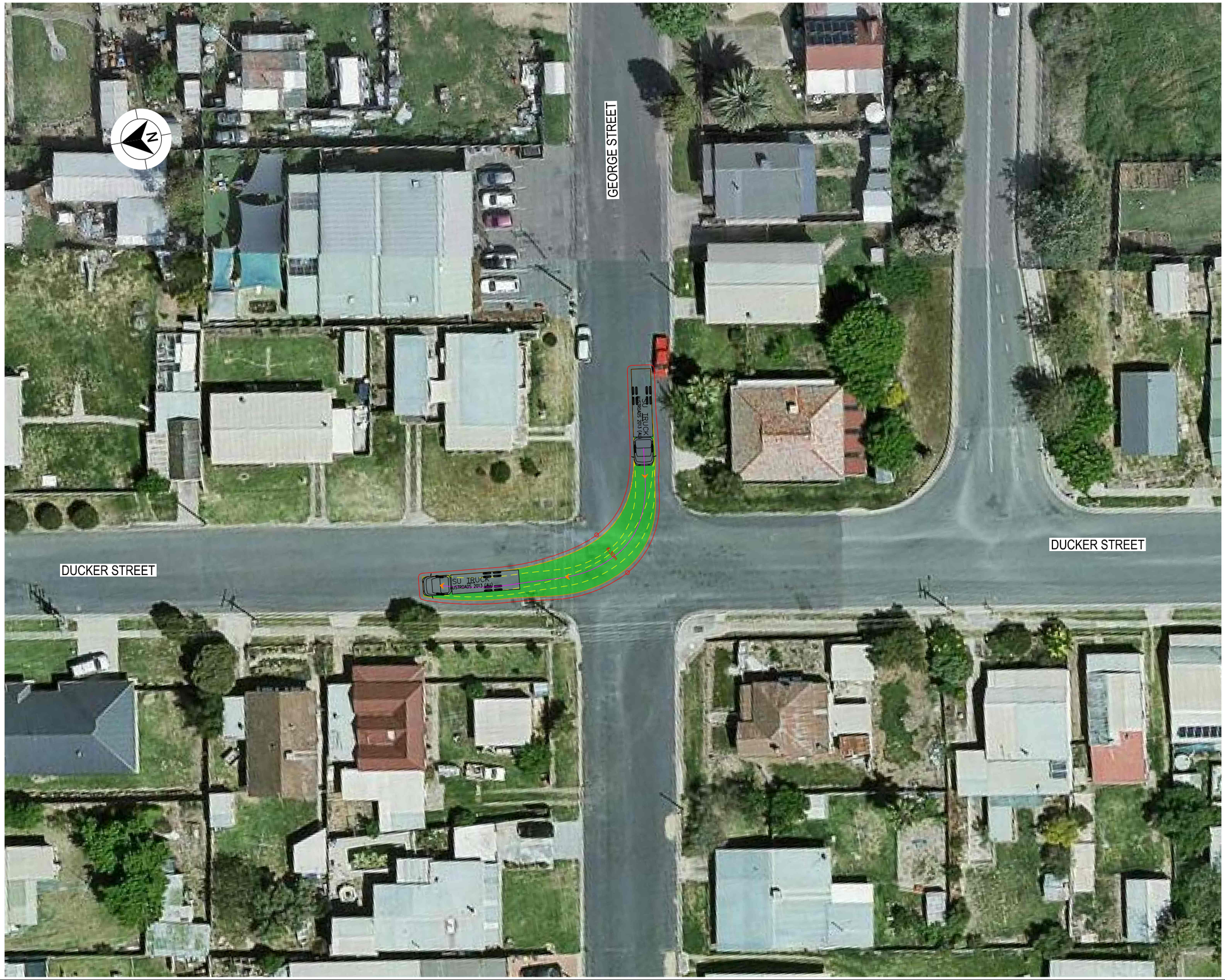


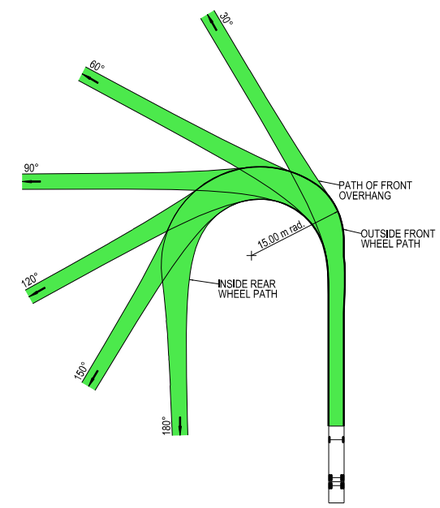
LEGEND

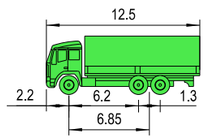
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
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MARTINUS

JUNEE COUNCIL
EDGAR STREET & WILLIAM STREET

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH -SU- GEORGE STREET AND DUCKER STREET - RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS CONCEPT DESIGN — SHEET No. SW1-019 — ISSUE 1

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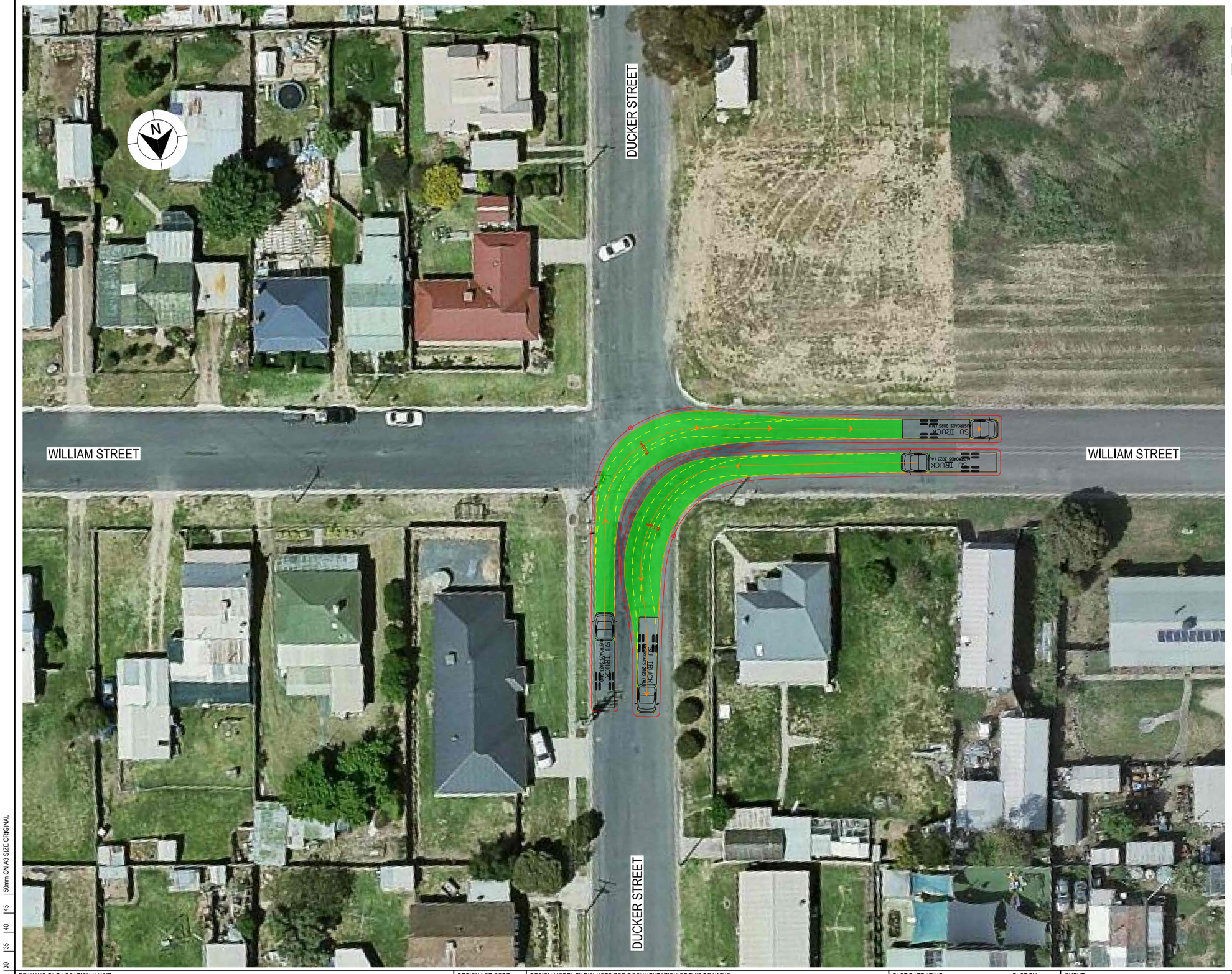


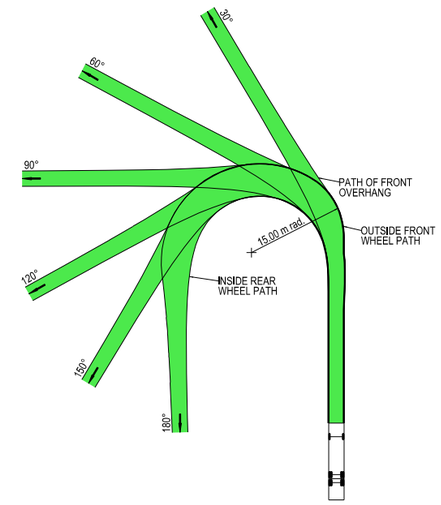
LEGEND

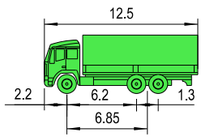
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
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THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
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MARTINUS

JUNEE COUNCIL
DUCKER STREET & WILLIAM STREET
A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH -SU- DUCKER STREET AND WILLIAM STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW1-020
ISSUE 1

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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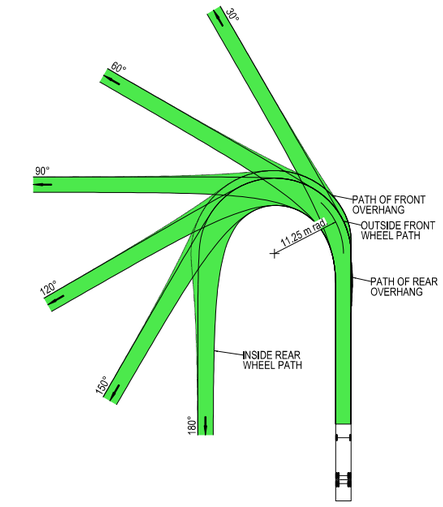
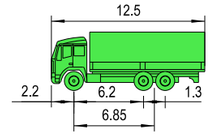
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

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DRAWING FILE LOCATION / NAME
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PLOT DATE / TIME 13/08/2025
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SCALES ON A3 SIZE DRAWING
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CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
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MARTINUS

JUNEE COUNCIL
EDGAR STREET & WILLIAM STREET
A3

A2I CTTAMP
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SWEPT PATH ANALYSIS

SWEPT PATH -SU- EDGAR STREET AND WILLIAM STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW1-021
ISSUE 1

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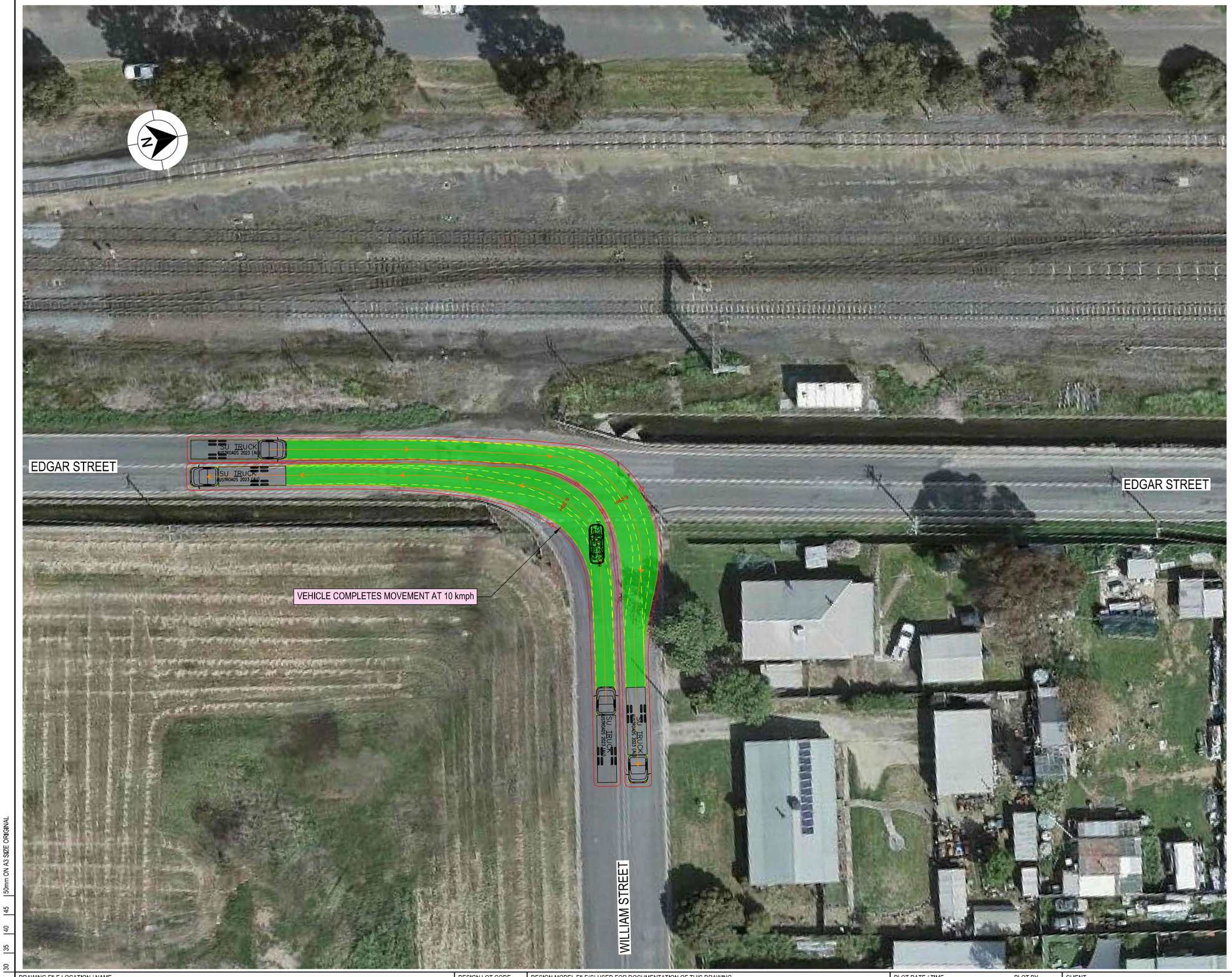

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
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RADIUS 15 m
TURNING SPEED 5 - 15 km/h

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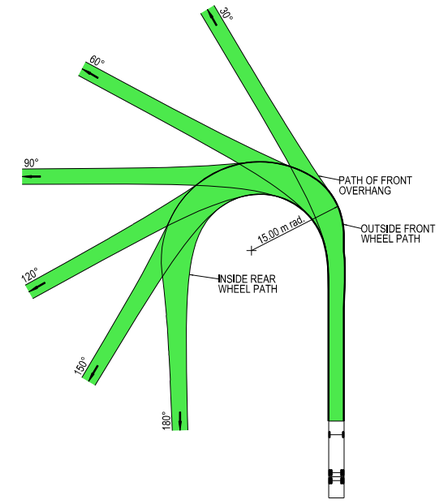
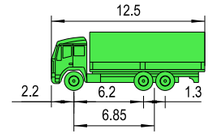
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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TURNING SPEED	5 - 15 km/h

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025 — PLOT BY ThomHunter

CLIENT

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SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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DESIGN	T.HUNTER	30/07/2025
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MARTINUS

JUNEE COUNCIL
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JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -SU- EDGAR STREET AND WILLIAM STREET - RI LO

A3

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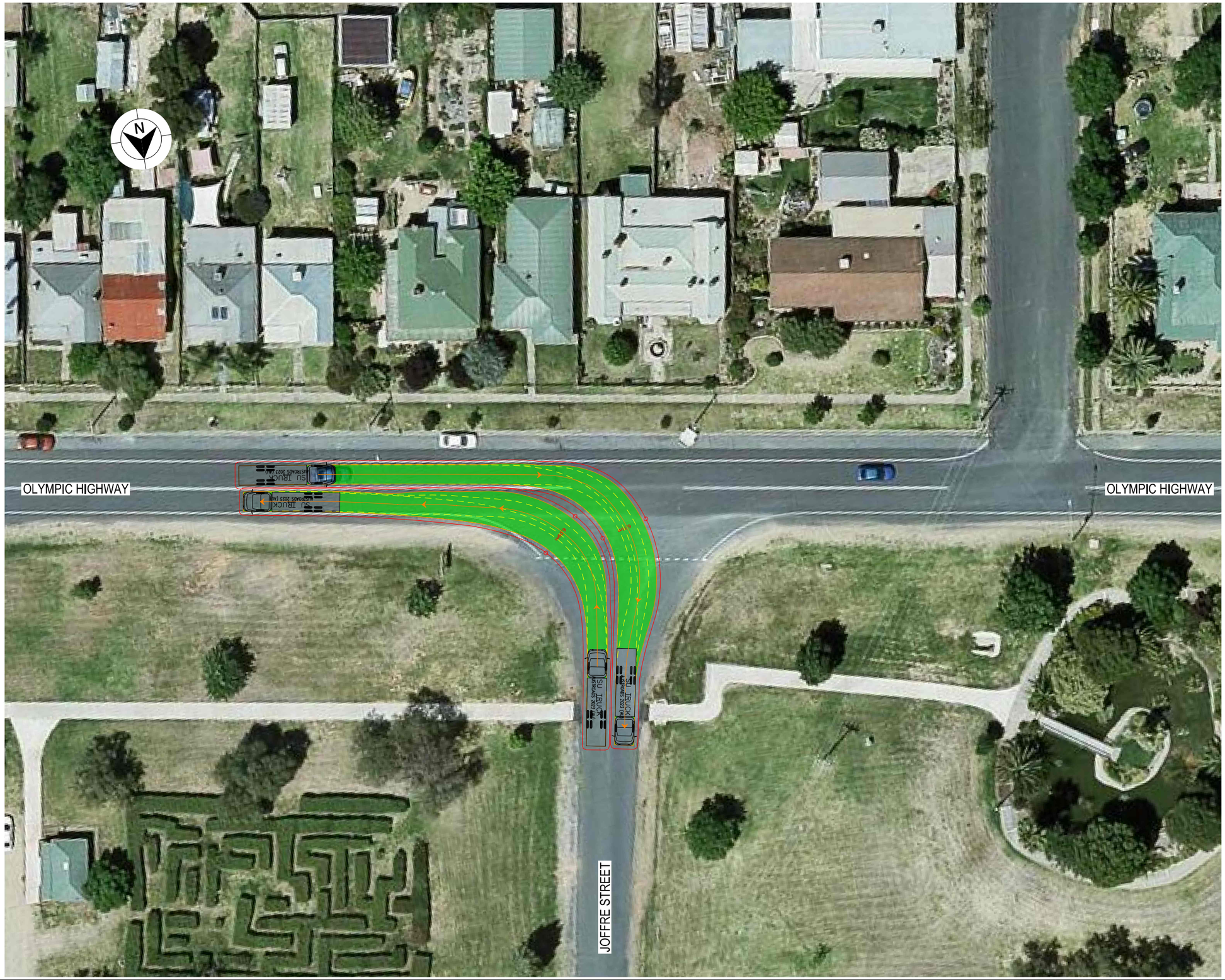


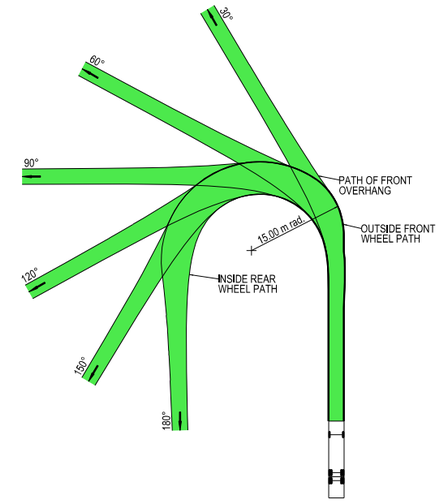
LEGEND

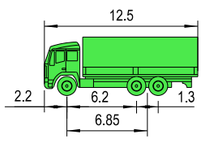
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
JOFFRE STREET & OLYMPIC HIGHWAY

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -SU- JOFFRE STREET AND OLYMPIC HIGHWAY - RI LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS CONCEPT DESIGN SHEET No. SW1-023 ISSUE 1

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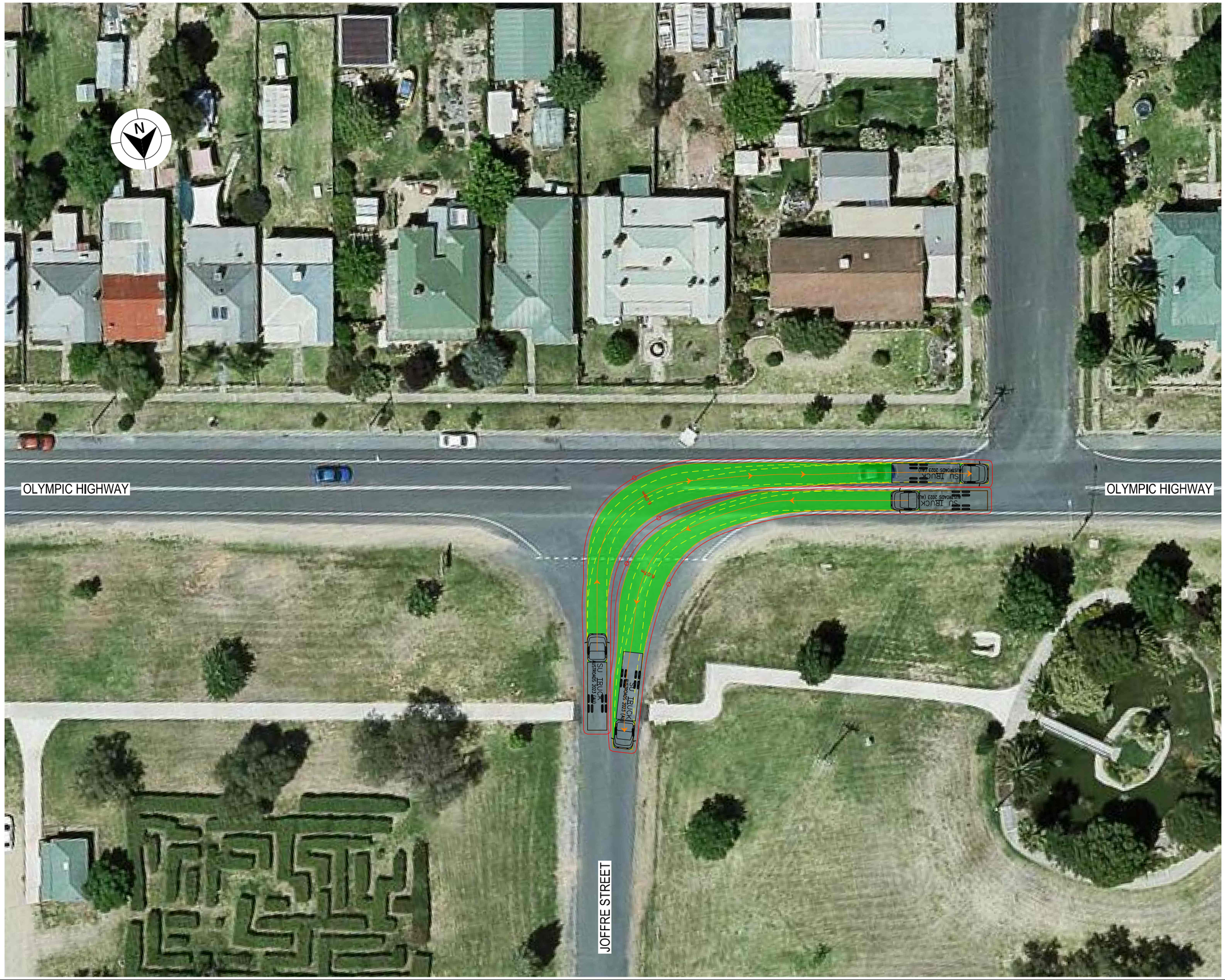


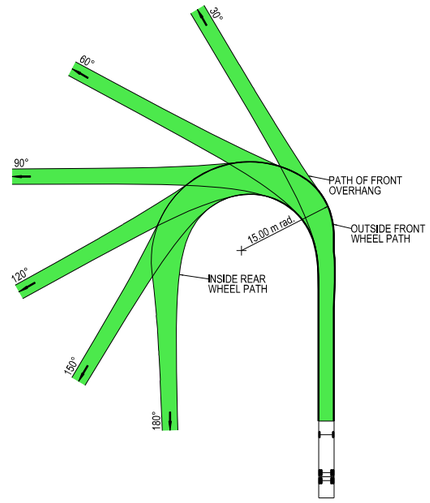
LEGEND

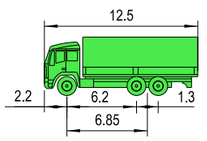
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
JOFFRE STREET & OLYMPIC HIGHWAY

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -SU- JOFFRE STREET AND OLYMPIC HIGHWAY - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS CONCEPT DESIGN — SHEET No. SW1-024 — ISSUE 1

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GUNDAGAI ROAD

GUNDAGAI ROAD

KAHMOO LANE

Truck and Dog50t 0.5m

Truck and Dog50t Design

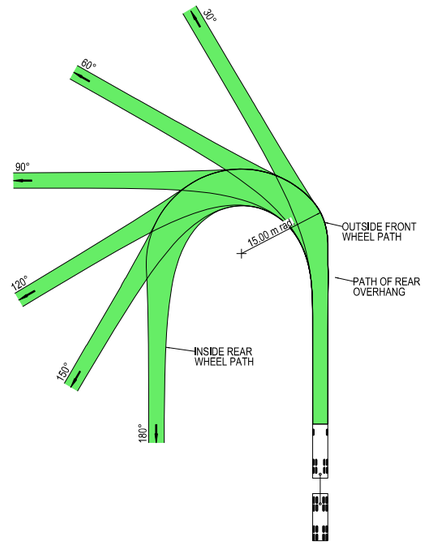
Truck and Dog50t 0.5m

LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
GUNDAGAI ROAD & KAHMOO LANE

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -TD- GUNDAGAI ROAD AND KAHMOO LANE - LI RO

RIGORE REGISTRATION No. RES2501.78.207
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SHEET No. SW1-025
ISSUE 1

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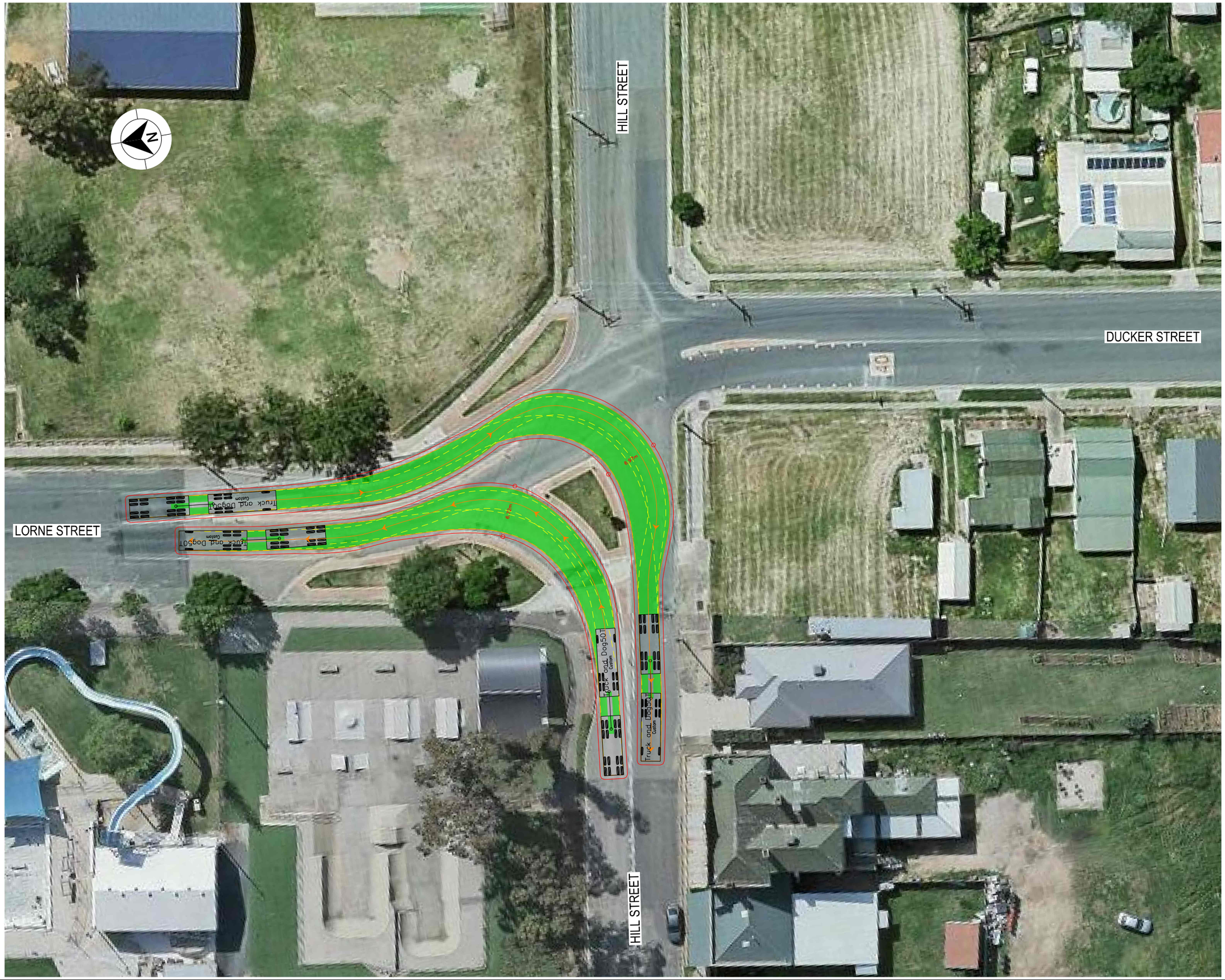
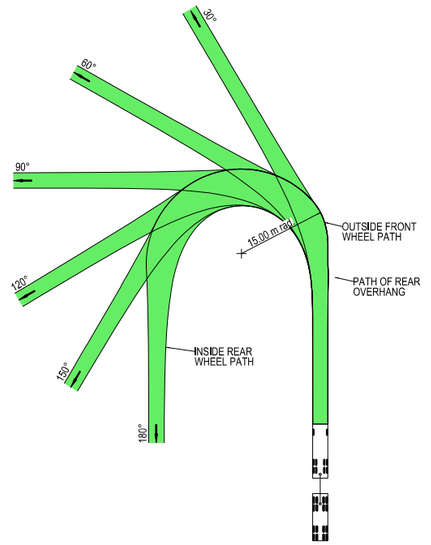


LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
LORNE STREET & HILL STREET
A3
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -TD- LORNE STREET AND HILL STREET - RI LO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW1-026
ISSUE 1

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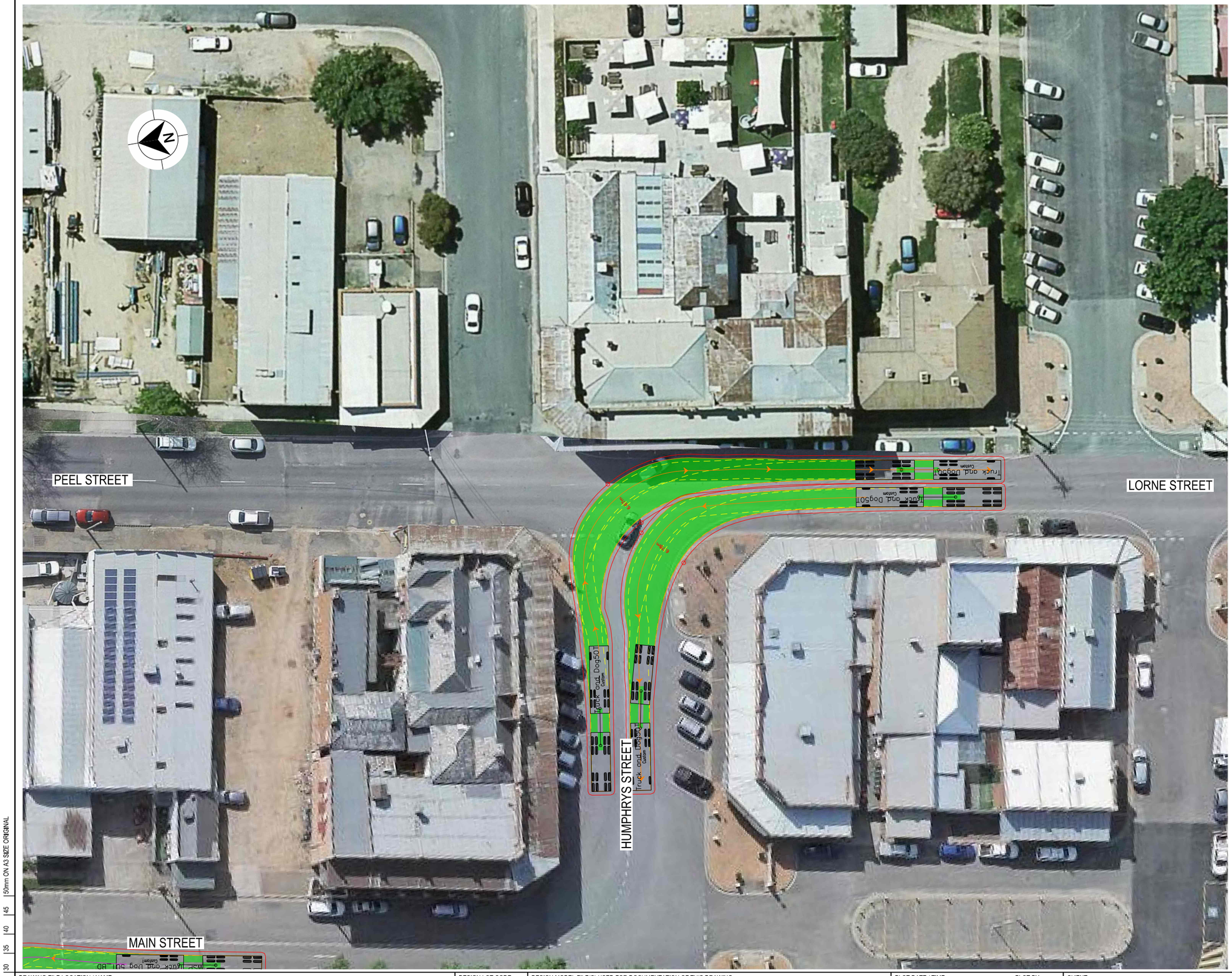


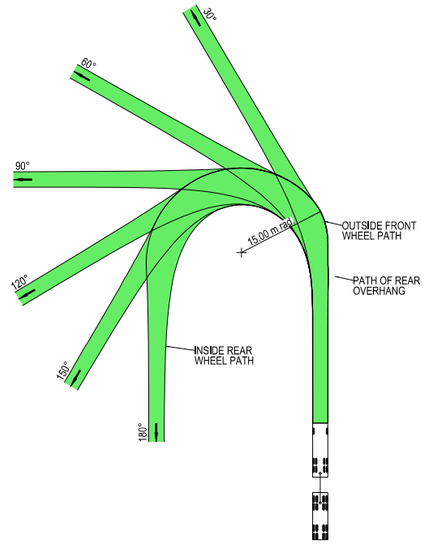
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME	DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
LORNE STREET AND HUMPHRYS STREET

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH -TD- LORNE STREET AND HUMPHRYS STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS: CONCEPT DESIGN — SHEET No. SW1-027 — ISSUE 1

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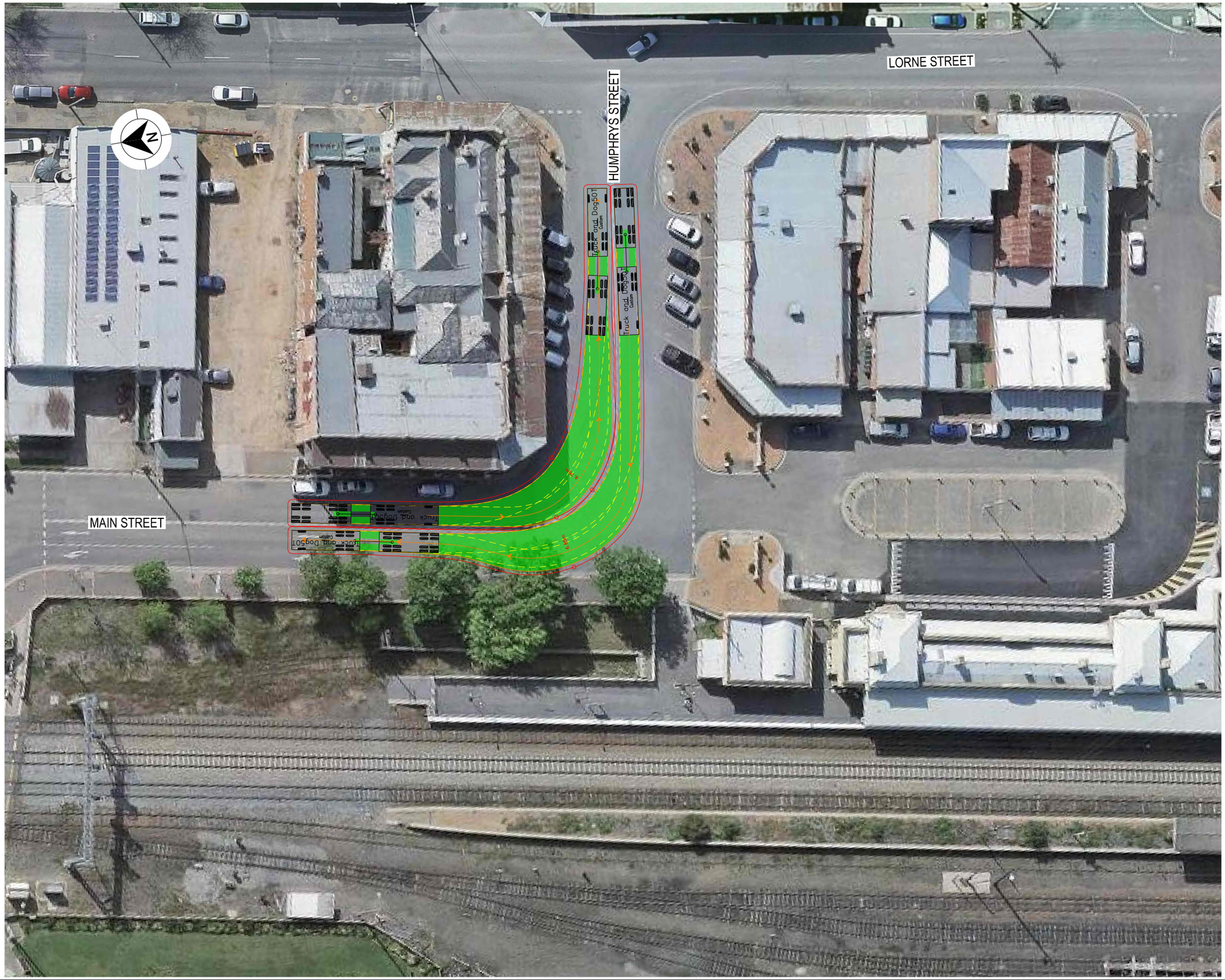
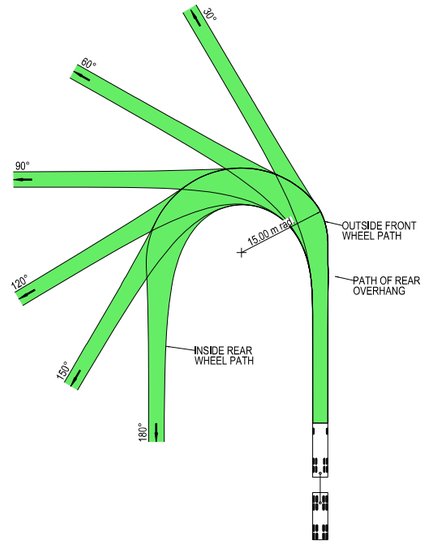


LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 15/08/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

JUNEE COUNCIL
MAIN STREET & HUMPHRYS STREET
A3
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -TD- MAIN STREET AND HUMPHRYS STREET - LI RO

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

RIGORE REGISTRATION No. RES2501.78.207 PART 1
ISSUE STATUS CONCEPT DESIGN SHEET No. SW1-028 ISSUE 1

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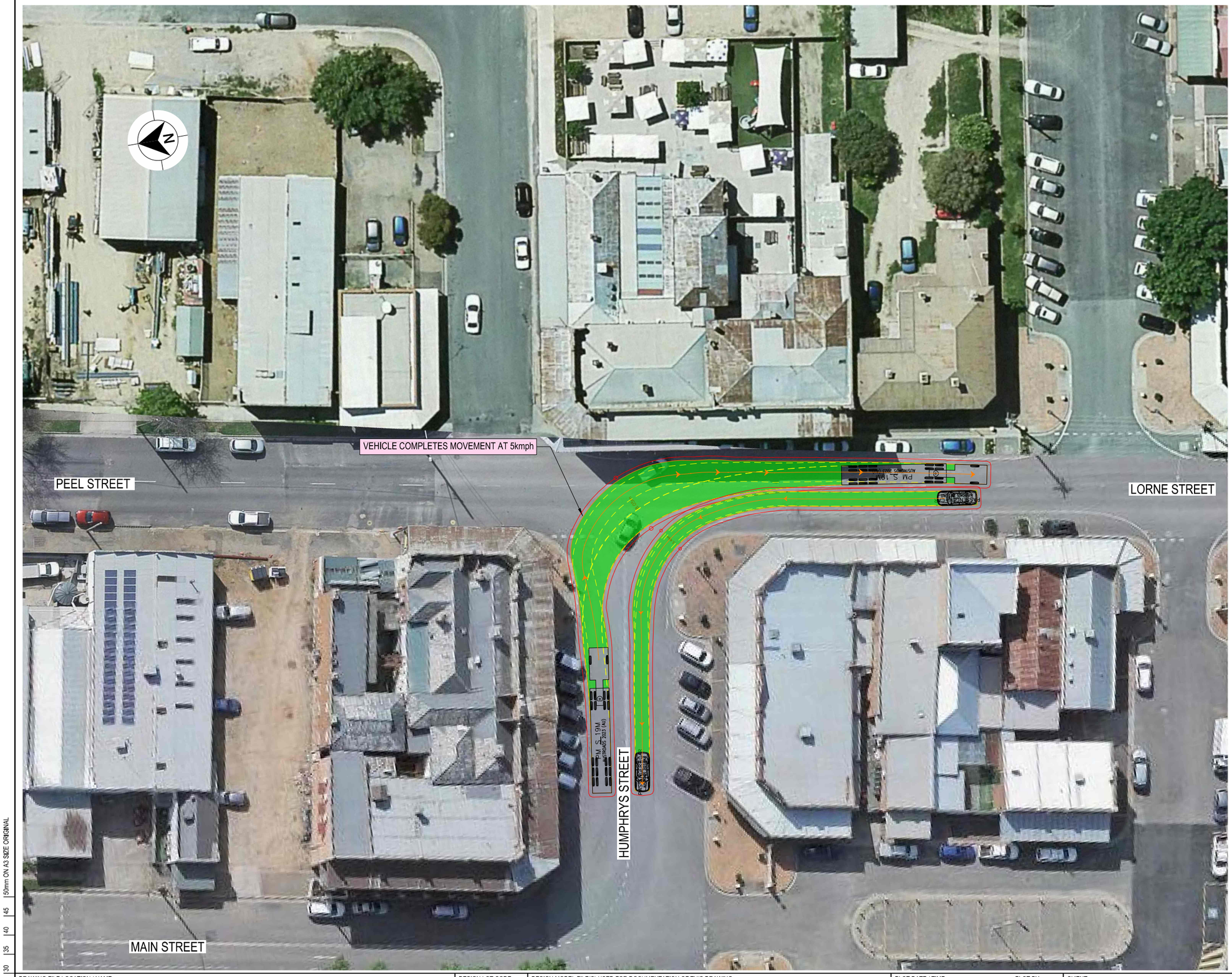


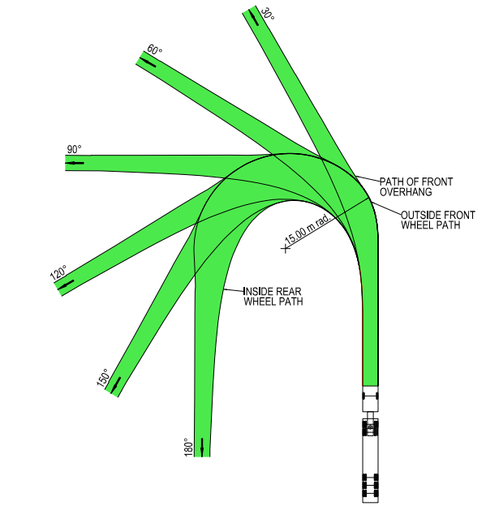
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 15/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
LORNE STREET AND HUMPHRYS STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -SEMI- LORNE STREET AND HUMPHRYS STREET - RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW1-029
ISSUE 1

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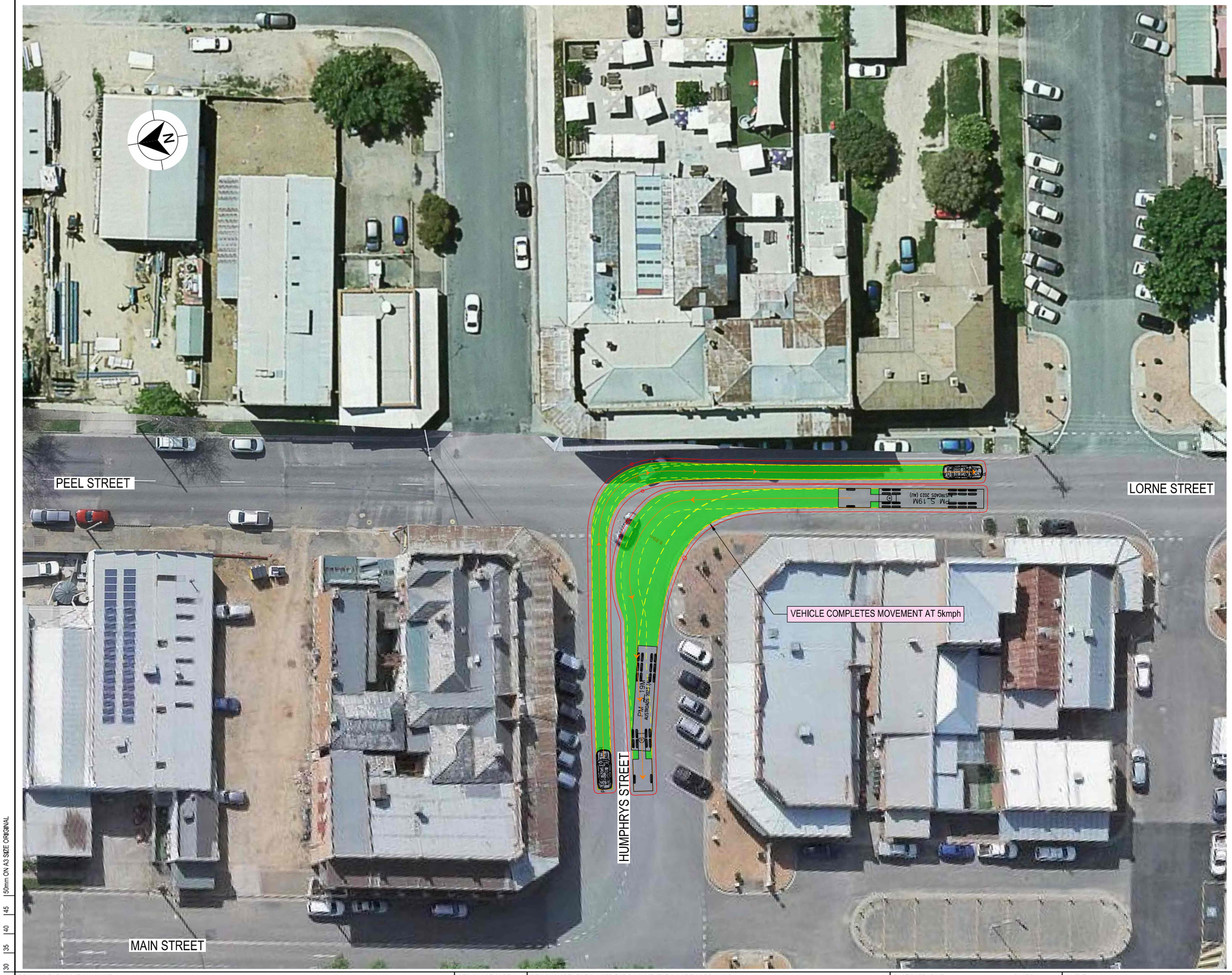


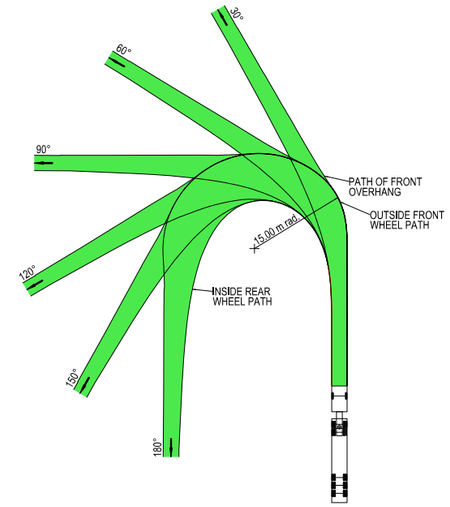
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 15/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
LORNE STREET AND HUMPHRYS STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -SEMI- LORNE STREET AND HUMPHRYS STREET - LI

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RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW1-030
ISSUE 1

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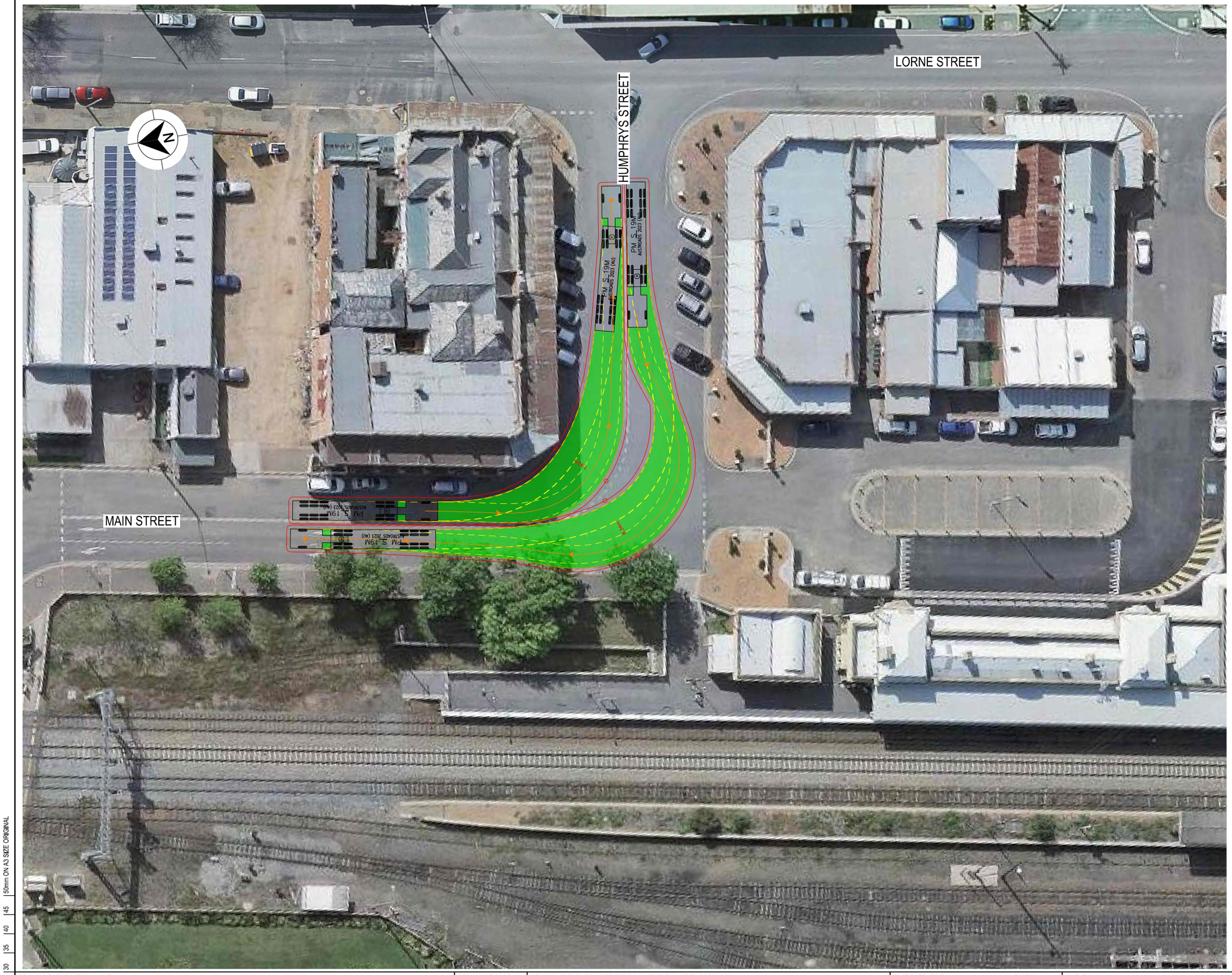


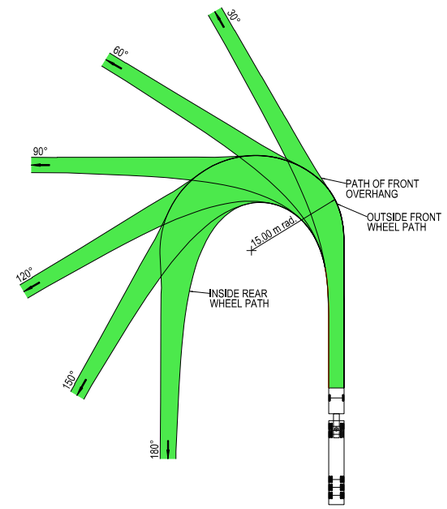
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

PLOT DATE / TIME: 15/08/2025 PLOT BY: ThomHunter

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

CLIENT: MARTINUS

JUNEE COUNCIL
MAIN STREET & HUMPHRYS STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -SEMI- MAIN STREET AND HUMPHRYS STREET - LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS: CONCEPT DESIGN SHEET No. SW1-031 ISSUE 1

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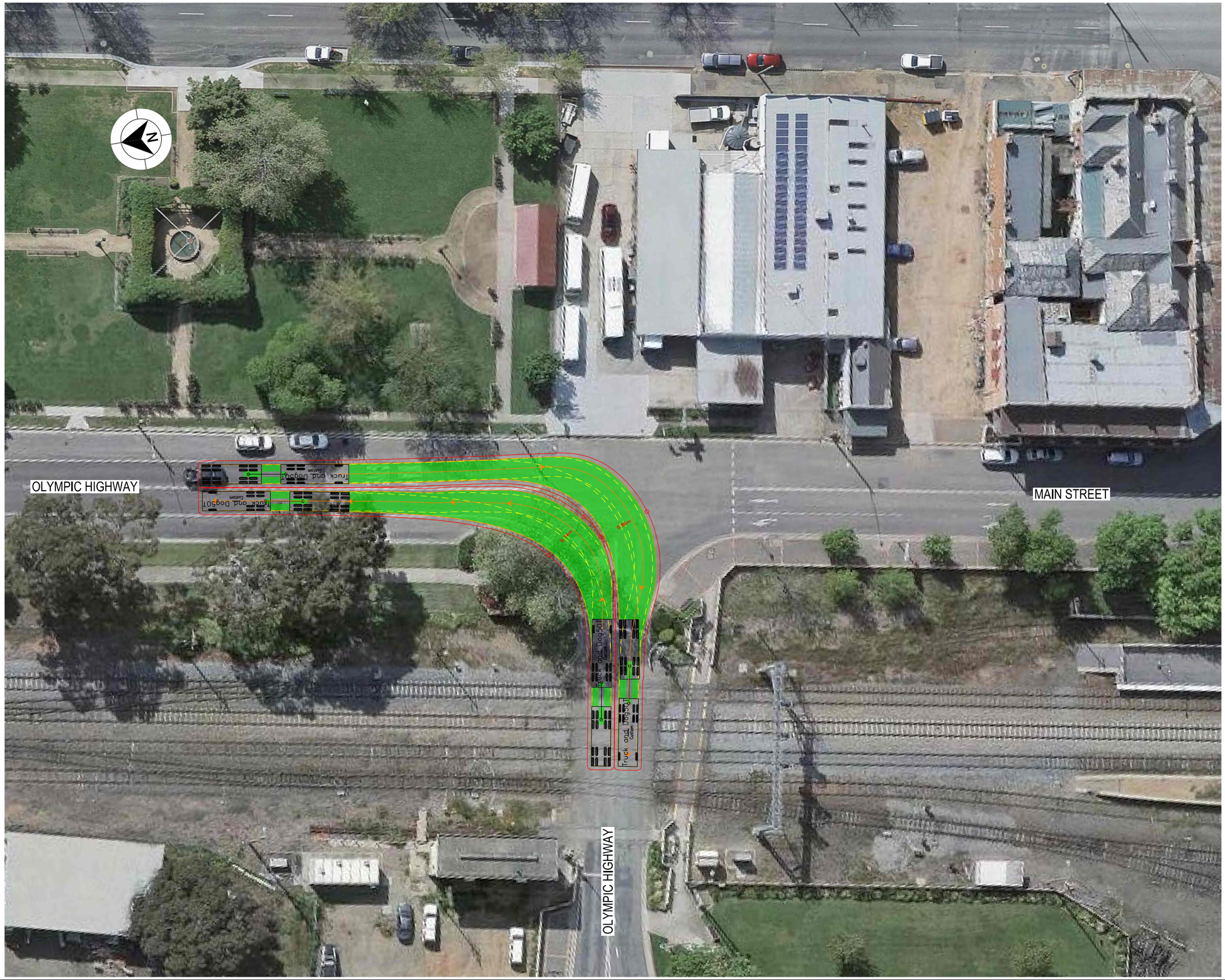


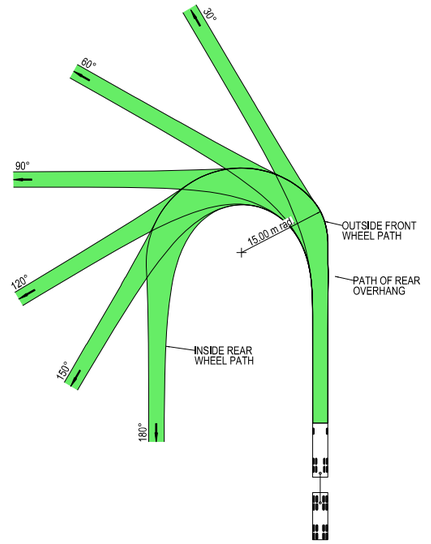
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 15/08/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
MAIN STREET & OLYMPIC HIGHWAY

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH -TD- MAIN STREET AND OLYMPIC HIGHWAY - RI LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS: CONCEPT DESIGN SHEET No. SW1-032 ISSUE 1

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OLYMPIC HIGHWAY

MAIN STREET

OLYMPIC HIGHWAY

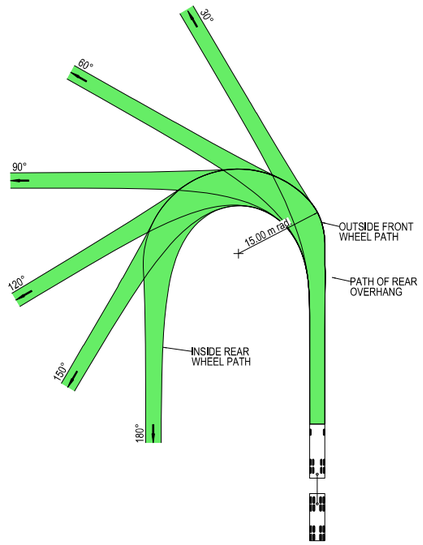
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 13/08/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
MAIN STREET & OLYMPIC HIGHWAY

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH -TD- MAIN STREET AND OLYMPIC HIGHWAY - LI RO

RIGORE REGISTRATION No.: RES2501.78.207 PART: 1

ISSUE STATUS: CONCEPT DESIGN SHEET No.: SW1-033 ISSUE: 1

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LORD STREET

OLD JUNEE ROAD

QUEEN STREET

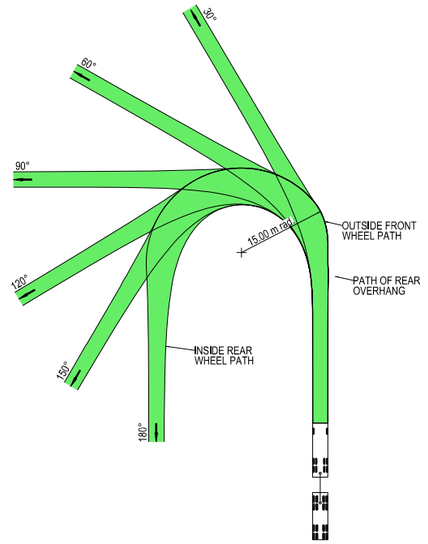
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m

GDA 2020



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
OLD JUNEE ROAD & QUEEN STREET

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH -TD- OLD JUNEE ROAD AND QUEEN STREET - RI LO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW1-034
ISSUE 1

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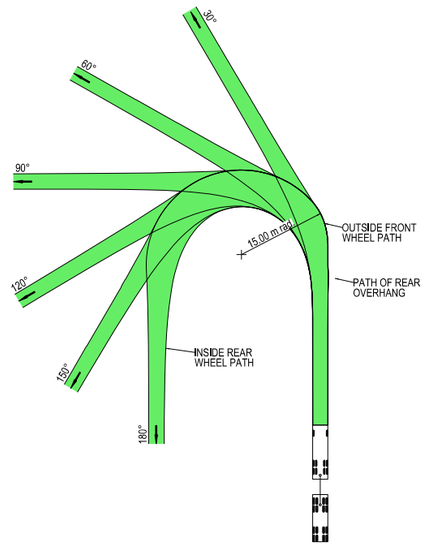
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
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TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 13/08/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
OLD JUNEE ROAD & QUEEN STREET

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH -TD- OLD JUNEE ROAD AND QUEEN STREET - LI RO

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ISSUE STATUS: CONCEPT DESIGN SHEET No. SW1-035 ISSUE 1

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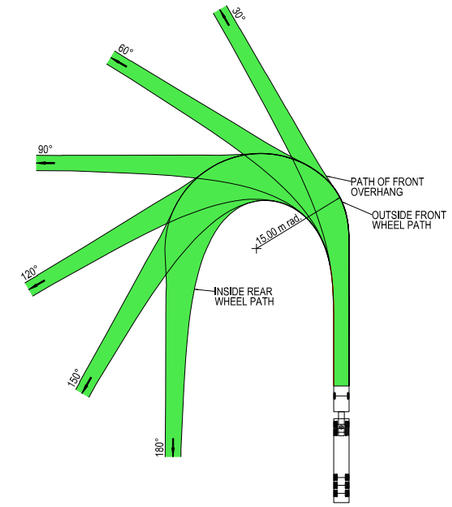
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
OLD JUNEE ROAD & QUEEN STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -SEMI- OLD JUNEE ROAD AND QUEEN STREET - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW1-036
ISSUE 1

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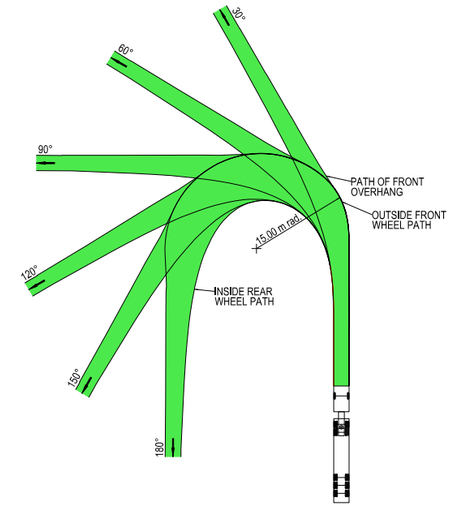
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		T.HUNTER	30/07/2025
DRG CHECK		J.COLES	30/07/2025
DESIGN		T.HUNTER	30/07/2025
DESIGN CHECK		J.COLES	30/07/2025
DESIGN MNGR		J.GORRIE	30/07/2025
PROJECT MNGR		J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
OLD JUNEE ROAD & QUEEN STREET

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH -SEMI- OLD JUNEE ROAD AND QUEEN STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS CONCEPT DESIGN — SHEET No. SW1-037 — ISSUE 1

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
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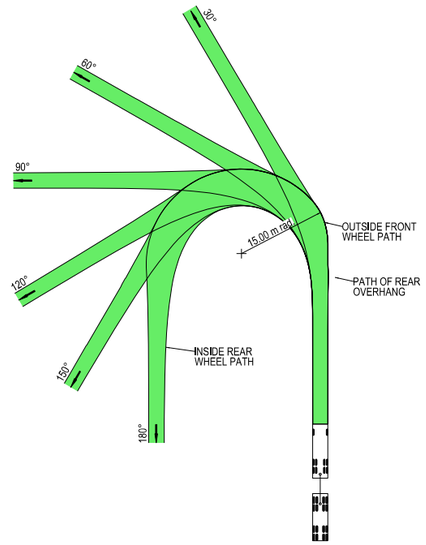
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
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TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
OLYMPIC HIGHWAY & QUEEN STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -TD- OLYMPIC HIGHWAY AND QUEEN STREET - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW1-038
ISSUE 1

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
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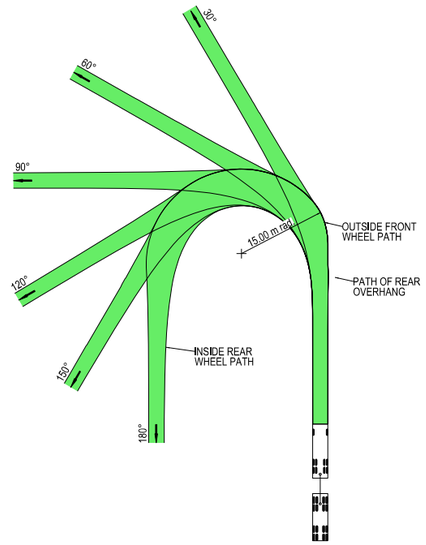
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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NOT FOR CONSTRUCTION

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		T.HUNTER	30/07/2025
DRG CHECK		J.COLES	30/07/2025
DESIGN		T.HUNTER	30/07/2025
DESIGN CHECK		J.COLES	30/07/2025
DESIGN MNGR		J.GORRIE	30/07/2025
PROJECT MNGR		J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
OLYMPIC HIGHWAY & QUEEN STREET
A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH -TD- OLYMPIC HIGHWAY AND QUEEN STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1
ISSUE STATUS CONCEPT DESIGN — SHEET No. SW1-039 — ISSUE 1

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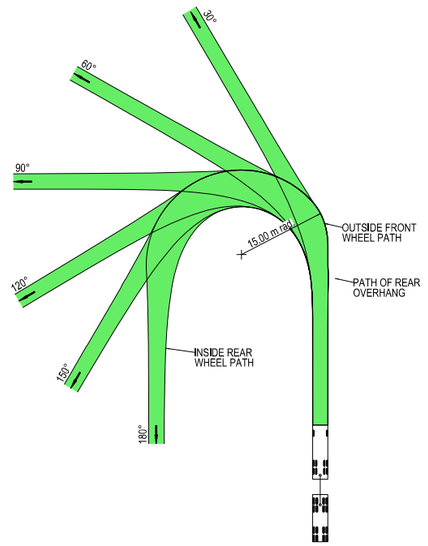
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
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OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
OLYMPIC HIGHWAY & MAIN STREET

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH -TD- OLYMPIC HIGHWAY AND MAIN STREET - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS CONCEPT DESIGN — SHEET No. SW1-040 — ISSUE 1

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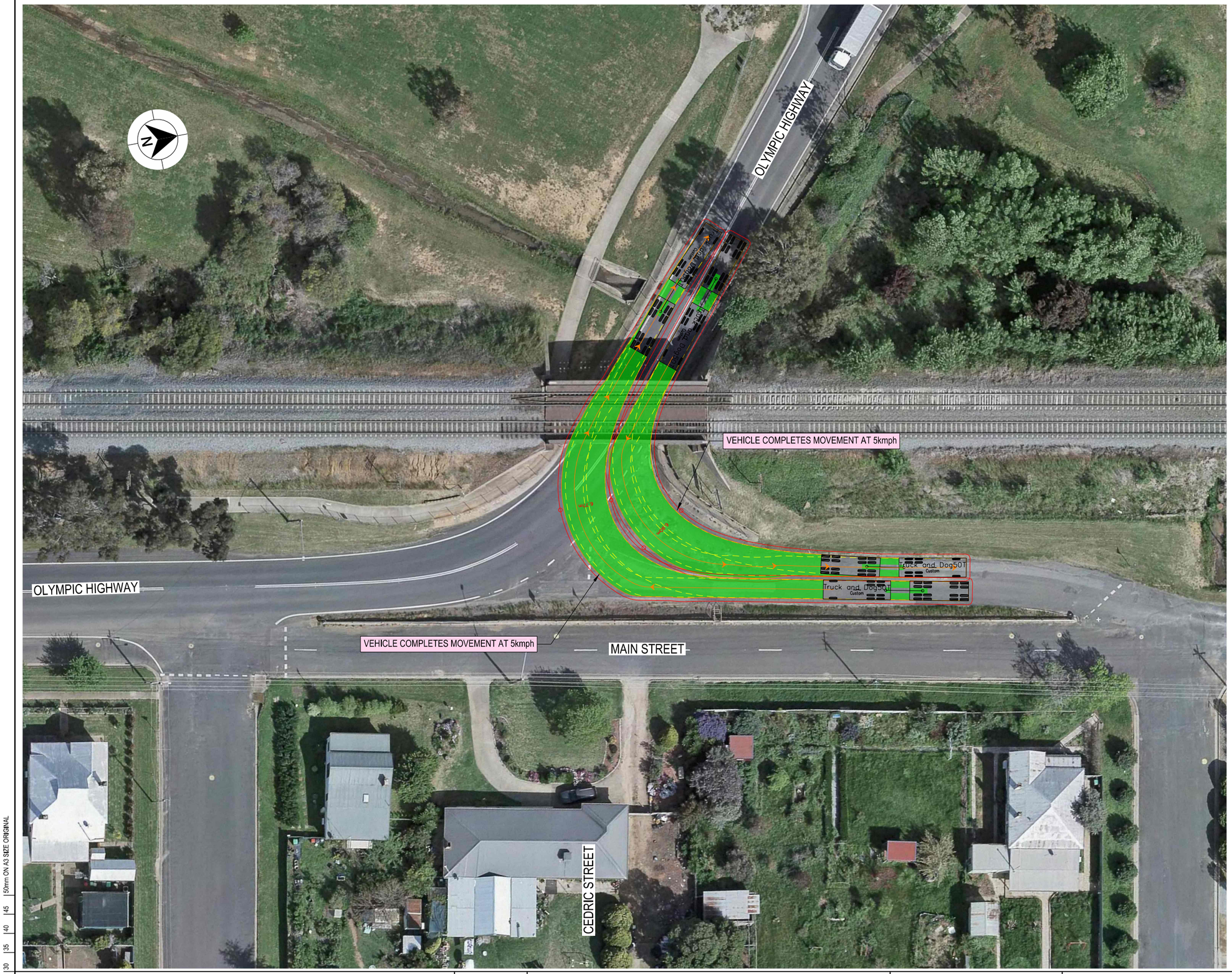

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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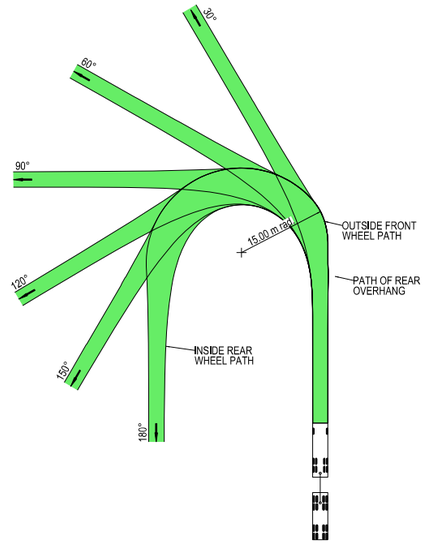
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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NOT FOR CONSTRUCTION

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
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MARTINUS

JUNEE COUNCIL
OLYMPIC HIGHWAY & MAIN STREET

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH -TD- OLYMPIC HIGHWAY AND MAIN STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS CONCEPT DESIGN SHEET No. SW1-041 ISSUE 1

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
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AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
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0 10
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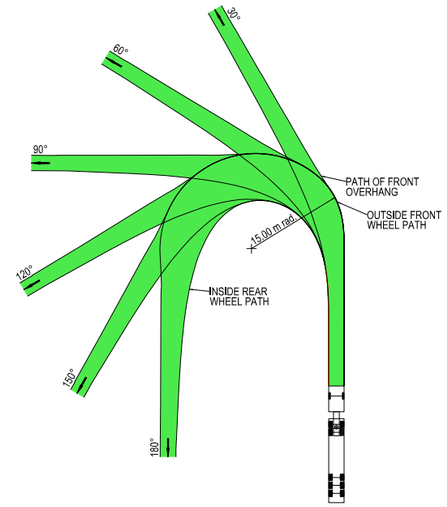

VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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PRIME MOVER & SEMI-TRAILER (19.0 m)

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LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		T.HUNTER	30/07/2025
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MARTINUS

JUNEE COUNCIL
OLYMPIC HIGHWAY & QUEEN STREET

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH -SEMI- OLYMPIC HIGHWAY AND QUEEN STREET - RI LO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW1-042
ISSUE 1

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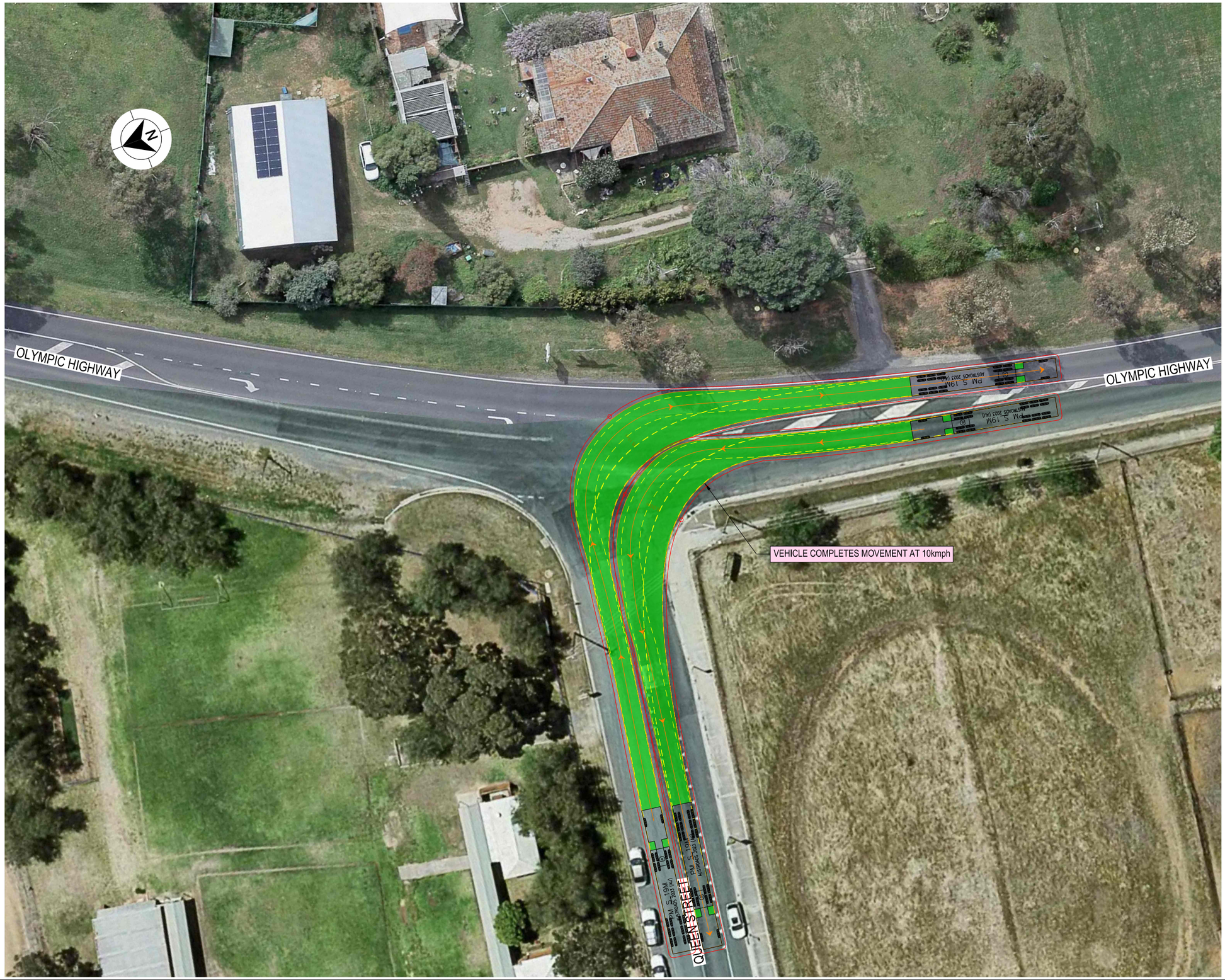

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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- 0.5m VEHICLE CLEARANCE
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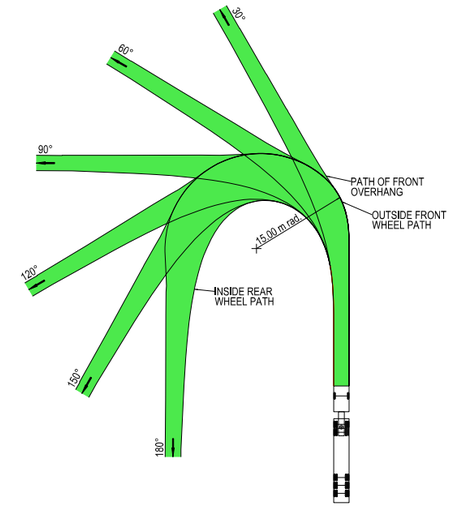

VEHICLE PROFILE NOT TO SCALE

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 13/08/2025 — PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
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JUNEE COUNCIL
OLYMPIC HIGHWAY & QUEEN STREET

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH -SEMI- OLYMPIC HIGHWAY AND QUEEN STREET - LI RO

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS: CONCEPT DESIGN — SHEET No.: SW1-043 — ISSUE: 1

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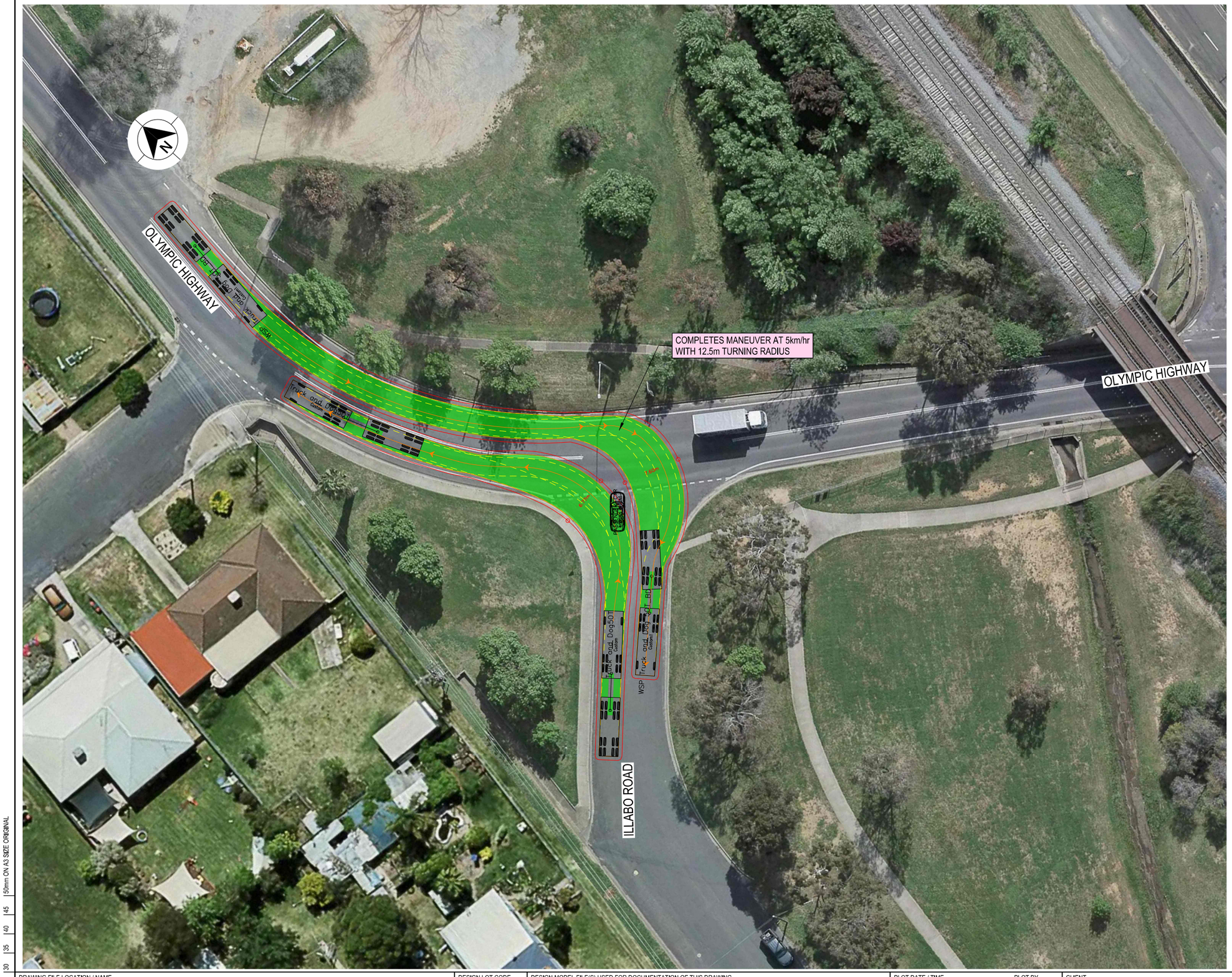
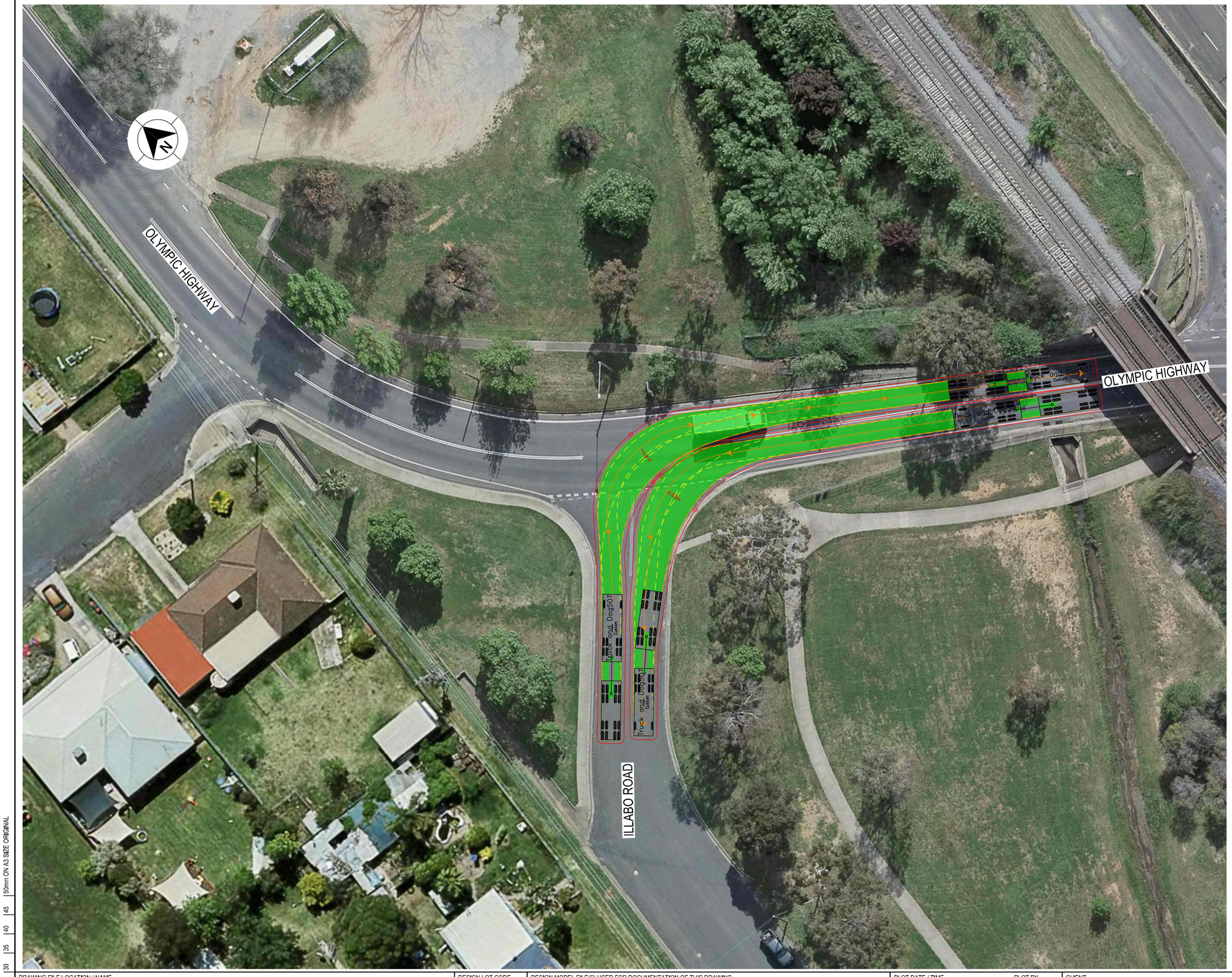

OLYMPIC HIGHWAY
COMPLETES MANEUVER AT 5km/hr
WITH 12.5m TURNING RADIUS
OLYMPIC HIGHWAY
ILLABO ROAD
WSP
Truck and Dog 50t
Truck and Dog 50t
Truck and Dog 50t

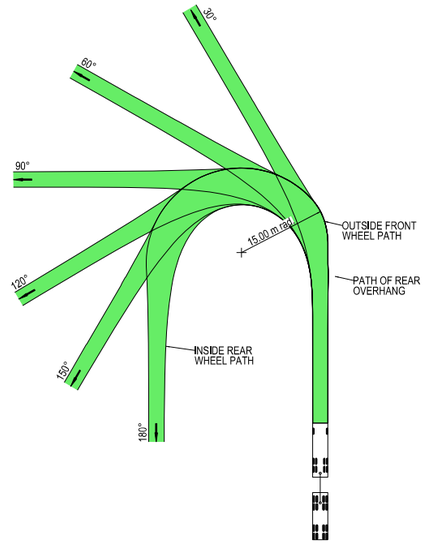


LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME	DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement.dgn			13/08/2025	ThomHunter	MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
ILLABO ROAD & OLYMPIC HIGHWAY

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH -TD- ILLABO ROAD AND OLYMPIC HIGHWAY - LI RO

RIGORE REGISTRATION No. RES2501.78.207 | PART 1

ISSUE STATUS: CONCEPT DESIGN | SHEET No. SW1-045 | ISSUE 1

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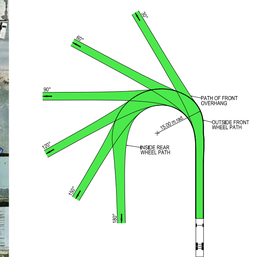
LEGEND

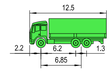
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
25mm IN A1 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Milgate\drnotdgn\05-Drawing Production - PRE 100625\04-PLAN - Swept Path Analysis Junee ROLL PLOT.dgn

DESIGN LOT CODE

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

SCALES ON A1 SIZE DRAWING
0 10 20 30 40
SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) | HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY

RIGORE ENGINEERING SERVICES

PLOT DATE / TIME: 05/02/2025 10:54:00 AM | PLOT BY: Thom Hunter

TITLE	NAME	DATE
DRAWN	T.HUNTER	21/03/2025
DRG CHECK	J.COLES	21/03/2025
DESIGN	T.HUNTER	21/03/2025
DESIGN CHECK	J.COLES	21/03/2025
DESIGN MNGR	J.GORRIE	21/03/2025
PROJECT MNGR	J.GORRIE	21/03/2025

CLIENT

MARTINUS

JUNEE SHIRE COUNCIL
JUNEE

A3

A2I CTTAMP STAGE B
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - JUNEE

RIGORE REGISTRATION No. RES2501.78.207 | PART 1

ISSUE STATUS | SHEET No. SW1-046 | ISSUE 1

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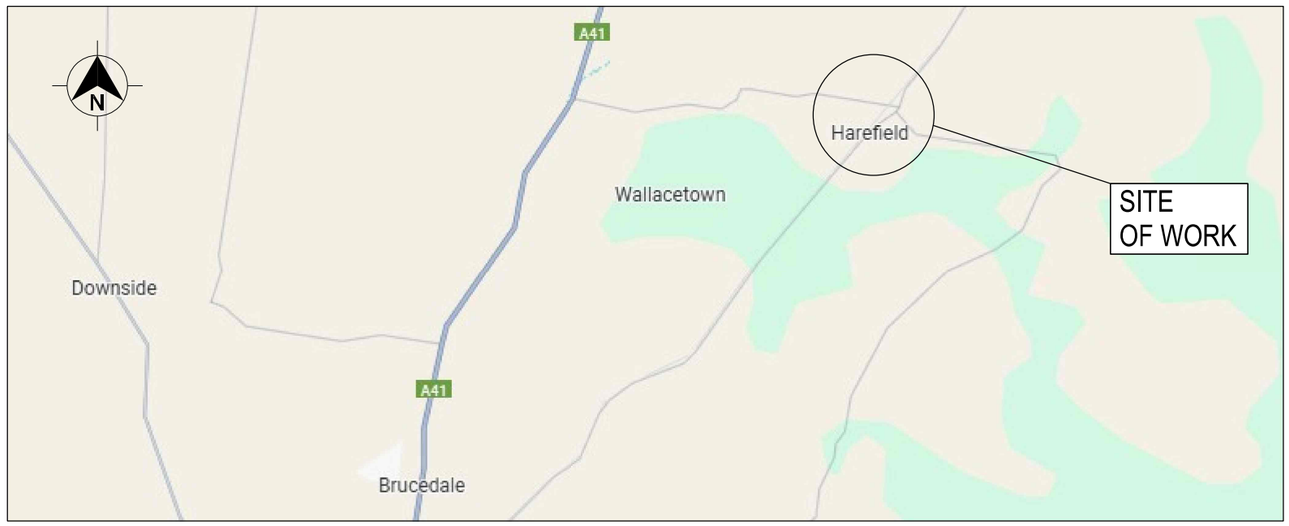
MARTINUS

JUNEE SHIRE COUNCIL
CTTAMP MITIGATIONS
JUNEE PRECINCT
SWEPT PATH ANALYSIS
HAREFIELD



LOCALITY PLAN

© GOOGLE MAPS

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL
0 5 10 15 20 25 30 35 40 45 50

DRAWING FILE LOCATION / NAME
K:\RIGORE ENGINEERING SERVICES\PMO\ACTIVE WORK SETS\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - harefield.dgn

LINEAR REFERENCING START: N/A FINISH: N/A

PLOT DATE / TIME 09/07/2025 9:14:02 AM PLOT BY ThomHunter

CLIENT MARTINUS

PREPARED FOR MARTINUS PTY LTD

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
A3

RIGORE ENGINEERING SERVICES

PREPARED BY	DESIGNED	VERIFIED	PROJECT MANAGER	COUNCIL CLIENT REPRESENTATIVE
	SIGNED	SIGNED	SIGNED	SIGNED
	NAME T. HUNTER	NAME J. COLES	NAME J.GORRIE	NAME P.BILLINGHAM
	TITLE CADET ENGINEER	TITLE LEAD DESIGNER	TITLE PROJECT MANAGER	TITLE CLIENT REPRESENTATIVE
	DATE	DATE	DATE	DATE

RIGORE PROJECT No. RES 2501.78.207
CLIENT PROJECT No.
PMO REGISTRATION No. RES2501.78.207
STAGE 1
SHEET No. SW2-001
ISSUE 1

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GDA 2020

CTTAMP MITIGATIONS - INDEX

		ISSUE DATE				PASS/FAIL
	ISSUE NUMBER	1				
	DD	9				
	MM	7				
	YY	25				
SHEET NUMBER	**SHEET DESCRIPTION**	AMENDMENT				
SW2	SWEPT PATH ANALYSIS (10 SHEETS)					
SW2-001	COVER SHEET					
SW2-002	INDEX					
SW2-003	KEY PLAN					
SW2-004	SWEPT PATH -TD - BYRNES ROAD AND HAREFIELD ROAD - LI RO					PASS
SW2-005	SWEPT PATH -TD - BYRNES ROAD AND HAREFIELD ROAD - RI LO					PASS
SW2-006	SWEPT PATH -TD - HAREFIELD ROAD AND ACCESS TRACK - LI RO					PASS
SW2-007	SWEPT PATH -TD - HAREFIELD GATE H1 - LI					PASS
SW2-008	SWEPT PATH -TD - HAREFIELD GATE H1 - RO					PASS
SW2-009	SWEPT PATH -TD - HAREFIELD GATE H2 - LI					PASS
SW2-010	SWEPT PATH -TD - HAREFIELD GATE H2 - LO					PASS

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 14/08/2025

PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)

HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY

RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	05/02/2025
DRG CHECK	J.COLES	05/02/2025
DESIGN	T.HUNTER	05/02/2025
DESIGN CHECK	J.COLES	05/02/2025
DESIGN MNGR	J.GORRIE	05/02/2025
PROJECT MNGR	J.GORRIE	05/02/2025

MARTINUS

JUNEE SHIRE COUNCIL
SHEET INDEX
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
INDEX

A3

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS

SHEET No. SW2-002

ISSUE 1

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LEGEND

GDA 2020

XXXX — DESIGN CONTROL CALLOUT

FULL PLAN SHEETS AT 1:45000

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME	DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Harefield.dgn			14/08/2025	ThomHunter	MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: NOT TO SCALE

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	05/02/2025
DRG CHECK	J.COLES	05/02/2025
DESIGN	T.HUNTER	05/02/2025
DESIGN CHECK	J.COLES	05/02/2025
DESIGN MNGR	J.GORRIE	05/02/2025
PROJECT MNGR	J.GORRIE	05/02/2025

JUNEE SHIRE COUNCIL
KEY PLAN
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
KEY PLAN

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-003 — ISSUE 1

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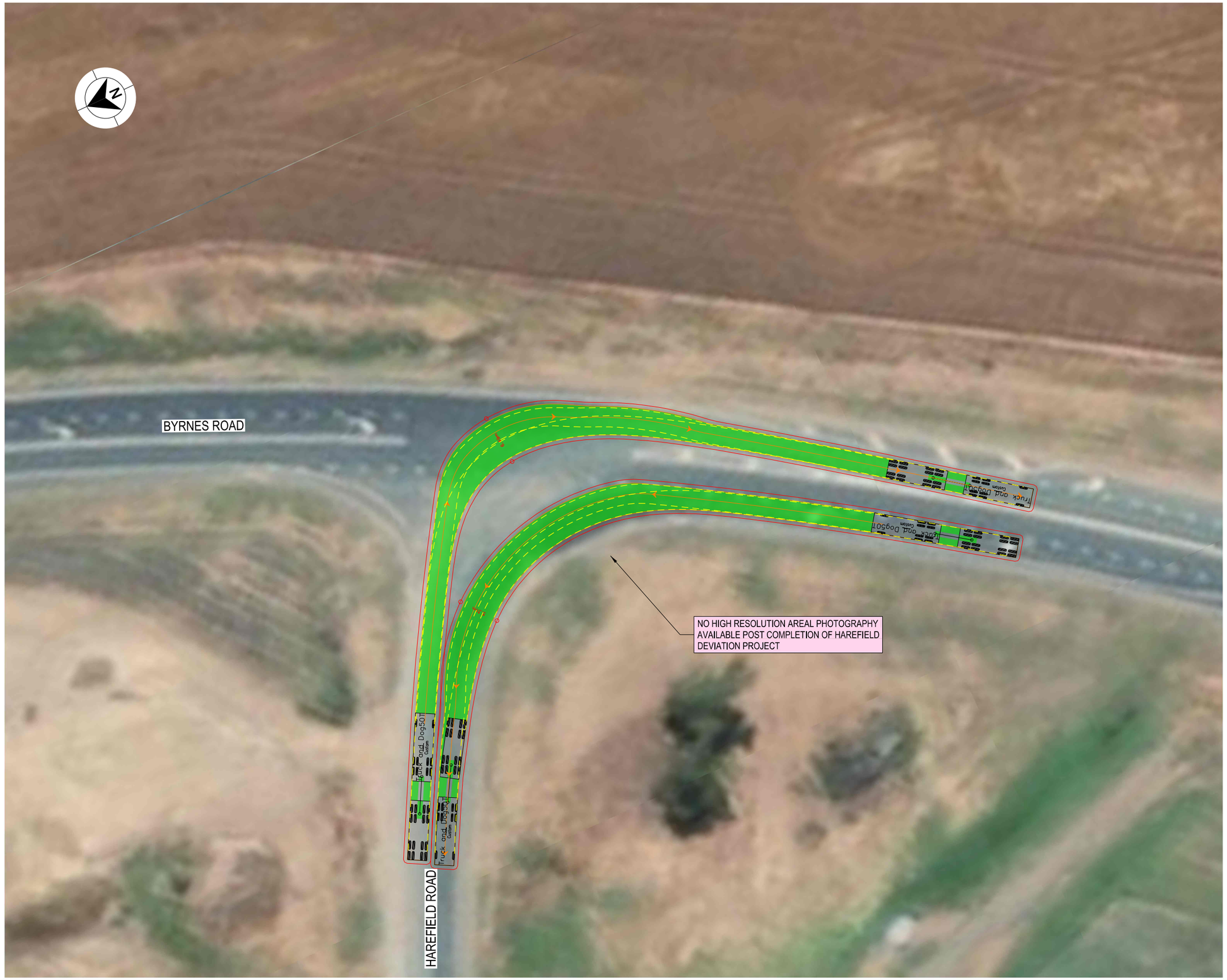


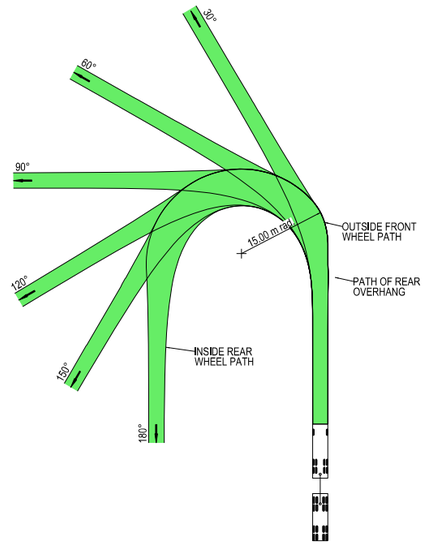
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 14/08/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
BYRNES ROAD AND HAREFIELD ROAD
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - BYRNES ROAD AND HAREFIELD ROAD - LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS CONCEPT DESIGN SHEET No. SW2-004 ISSUE 1

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BYRNES ROAD

HAREFIELD ROAD

NO HIGH RESOLUTION AREAL PHOTOGRAPHY AVAILABLE POST COMPLETION OF HAREFIELD DEVIATION PROJECT

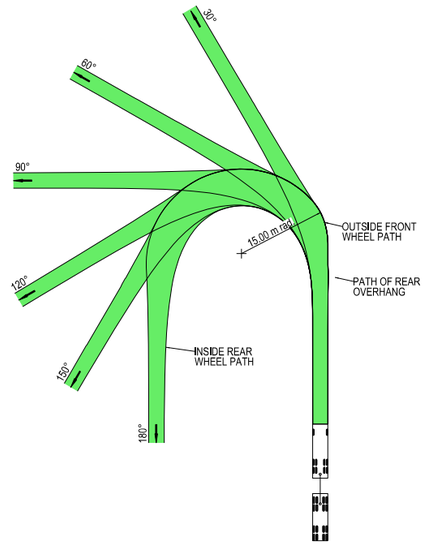
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Harefield.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 14/08/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

WAGGA WAGGA CITY COUNCIL
BYRNES ROAD AND HAREFIELD ROAD
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - BYRNES ROAD AND HAREFIELD ROAD - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS: CONCEPT DESIGN SHEET No. SW2-005 ISSUE 1

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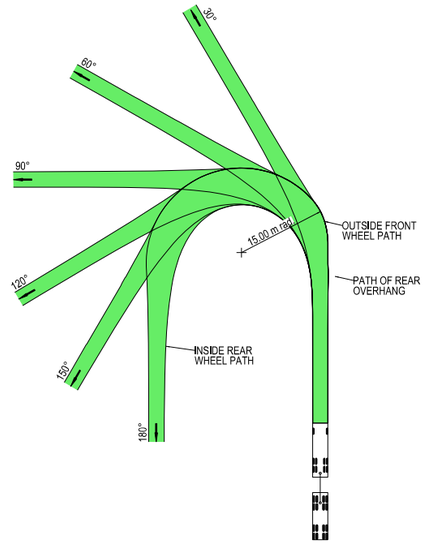
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

GDA 2020

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Harefield.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 14/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
HAREFIELD ROAD AND ACCESS TRACK
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - HAREFIELD ROAD AND ACCESS TRACK - LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW2-006
ISSUE 1

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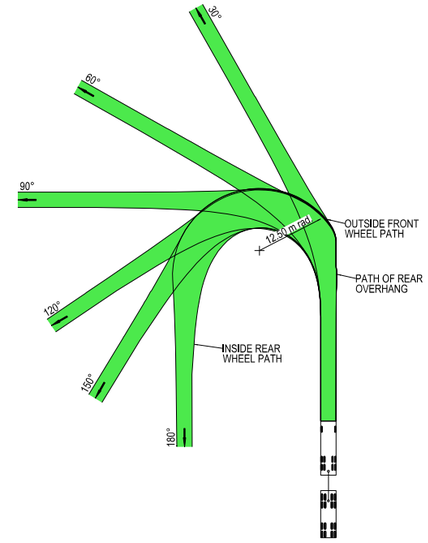
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Harefield.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 14/08/2025 — PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

WAGGA WAGGA CITY COUNCIL
HAREFIELD GATE H1
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - HAREFIELD GATE H1 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS: CONCEPT DESIGN — SHEET No. SW2-007 — ISSUE 1

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BYRNES ROAD

TRACK WORK REQUIRED TO FACILITATE ACCESS

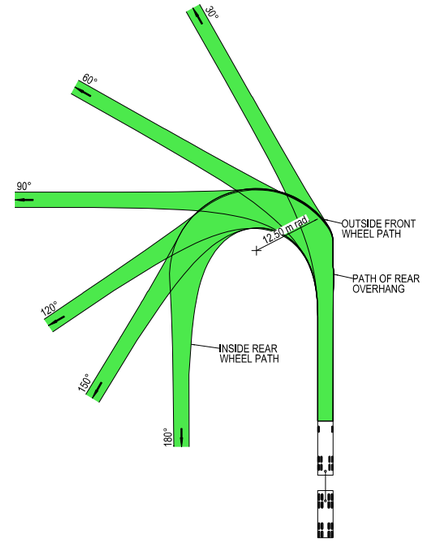
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Harefield.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

PLOT DATE / TIME: 14/08/2025 PLOT BY: ThomHunter

	TITLE	NAME	DATE
	DRAWN	T.HUNTER	30/07/2025
	DRG CHECK	J.COLES	30/07/2025
	DESIGN	T.HUNTER	30/07/2025
	DESIGN CHECK	J.COLES	30/07/2025
	DESIGN MNGR	J.GORRIE	30/07/2025
	PROJECT MNGR	J.GORRIE	30/07/2025

CLIENT: MARTINUS

WAGGA WAGGA CITY COUNCIL
HAREFIELD GATE H1
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - HAREFIELD GATE H1 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS: CONCEPT DESIGN SHEET No. SW2-008 ISSUE 1

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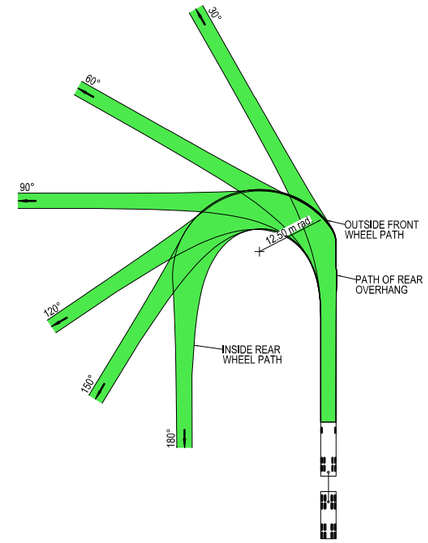
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Harefield.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 14/08/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
BYRNES ROAD HAREFIELD GATE H2
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - HAREFIELD GATE H2 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS CONCEPT DESIGN SHEET No. SW2-009 ISSUE 1

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BYRNES ROAD

CONFLICT POINT

OBSERVATION ANGLE 119°

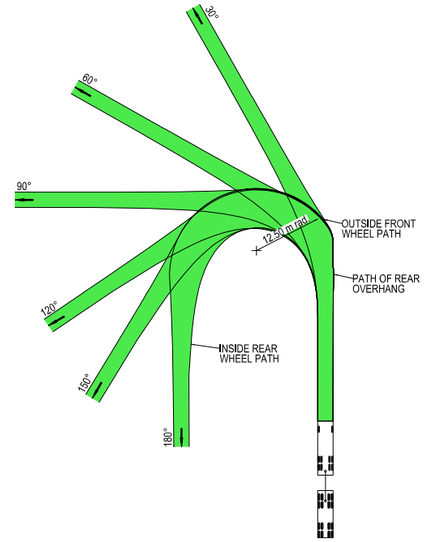
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Harefield.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 14/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
BYRNES ROAD HAREFIELD GATE H2
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - HAREFIELD GATE H2 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS CONCEPT DESIGN — SHEET No. SW2-010 — ISSUE 1

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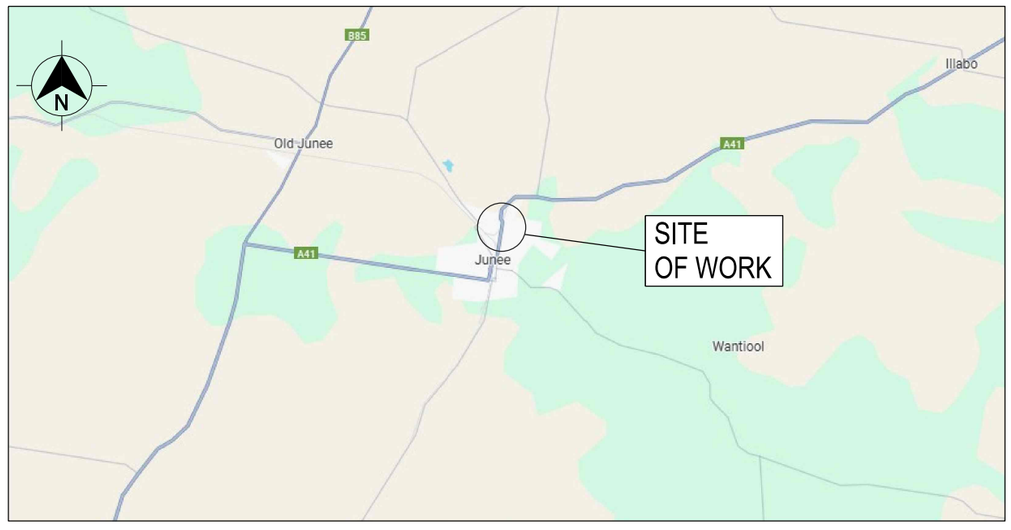
JUNEE SHIRE COUNCIL
CTTAMP MITIGATIONS
JUNEE PRECINCT
SWEPT PATH ANALYSIS
OLYMPIC HIGHWAY UNDER-BRIDGE



LOCALITY PLAN

© GOOGLE MAPS

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THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Olympic Highway Underbridge.dgn	LINEAR REFERENCING START: N/A FINISH: N/A		PLOT DATE / TIME 14/08/2025 3:54:15 PM PLOT BY ThomHunter	CLIENT MARTINUS	A2I CTTAMP JUNEE PRECINCT SWEPT PATH ANALYSIS A3
PREPARED BY RIGORE ENGINEERING SERVICES	DESIGNED SIGNED NAME T. HUNTER TITLE CADET ENGINEER DATE	VERIFIED SIGNED NAME J. COLES TITLE LEAD DESIGNER DATE	PROJECT MANAGER SIGNED NAME J.GORRIE TITLE PROJECT MANAGER DATE	COUNCIL CLIENT REPRESENTATIVE SIGNED NAME P.BILLINGHAM TITLE CLIENT REPRESENTATIVE DATE	PREPARED FOR MARTINUS PTY LTD	RIGORE PROJECT No. RES 2501.78.207 CLIENT PROJECT No. PMO REGISTRATION No. RES2501.78.207 STAGE 1 SHEET No. SW3-001 ISSUE 1

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GDA 2020

CTTAMP MITIGATIONS - INDEX							
		ISSUE DATE					PASS/FAIL
	ISSUE NUMBER	1					
	DD	9					
	MM	7					
	YY	25					
SHEET NUMBER	**SHEET DESCRIPTION**	AMENDMENT					
SW3	SWEPT PATH ANALYSIS (15 SHEETS)						
SW3-001	COVER SHEET						
SW3-002	INDEX						
SW3-003	KEY PLAN						
SW3-004	SWEPT PATH -SEMI - GATE J13 - RI						PASS
SW3-005	SWEPT PATH -SEMI - GATE J13 - LO						PASS
SW3-006	SWEPT PATH -TD - GATE J14 - LI						PASS
SW3-007	SWEPT PATH -TD - GATE J14 - LO						PASS
SW3-008	SWEPT PATH -TD - GATE J14 - RI						PASS
SW3-009	SWEPT PATH -TD - GATE J14 - RO						PASS
SW3-010	SWEPT PATH -TD - GATE J15 - LI						PASS
SW3-011	SWEPT PATH -TD - GATE J15 - RO						PASS
SW3-012	SWEPT PATH -TD - GATE J16 - LI						PASS
SW3-013	SWEPT PATH -TD - GATE J16 - LO						PASS
SW3-014	SWEPT PATH -TD - GATE J16 - RI						PASS
SW3-015	SWEPT PATH -TD - GATE J16 - RO						PASS

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Olympic Highway Underbridge.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 14/08/2025 3:54:15 PM
PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 300 600 900 1200
SCALE 1:30000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		T.HUNTER	06/08/2025
DRG CHECK		J.COLES	06/08/2025
DESIGN		T.HUNTER	06/08/2025
DESIGN CHECK		J.COLES	06/08/2025
DESIGN MNGR		J.GORRIE	06/08/2025
PROJECT MNGR		J.GORRIE	06/08/2025

JUNEE SHIRE COUNCIL
SHEET INDEX
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
INDEX

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1

ISSUE STATUS: CONCEPT DESIGN
SHEET No. SW3-002
ISSUE 1

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LEGEND

GDA 2020

XXXX — DESIGN CONTROL CALLOUT

FULL PLAN SHEETS AT 1:500

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Olympic Highway Underbridge.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 14/08/2025 3:54:15 PM

PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING

0 50 100 150 200

SCALE 1:5000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)

HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	06/08/2025
DRG CHECK	J.COLES	06/08/2025
DESIGN	T.HUNTER	06/08/2025
DESIGN CHECK	J.COLES	06/08/2025
DESIGN MNGR	J.GORRIE	06/08/2025
PROJECT MNGR	J.GORRIE	06/08/2025

JUNEE SHIRE COUNCIL
KEY PLAN
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
KEY PLAN

A3

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS: CONCEPT DESIGN

SHEET No. SW3-003

ISSUE 1

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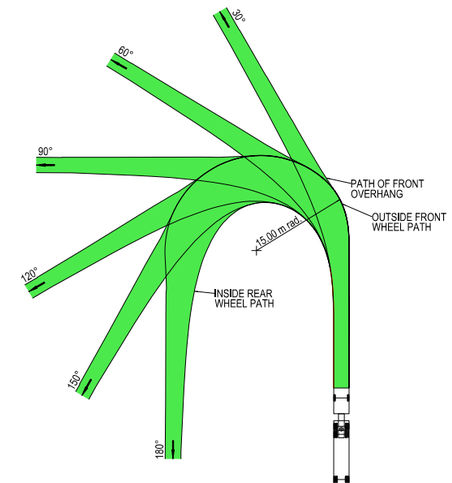
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m

GDA 2020



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Olympic Highway Underbridge.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 14/08/2025 3:54:15 PM
PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	06/08/2025
DRG CHECK	J.COLES	06/08/2025
DESIGN	T.HUNTER	06/08/2025
DESIGN CHECK	J.COLES	06/08/2025
DESIGN MNGR	J.GORRIE	06/08/2025
PROJECT MNGR	J.GORRIE	06/08/2025

JUNEE SHIRE COUNCIL
ILLABO ROAD AND REGENT STREET GATE J13
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GATE J13 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS: CONCEPT DESIGN — SHEET No. SW3-004 — ISSUE 1

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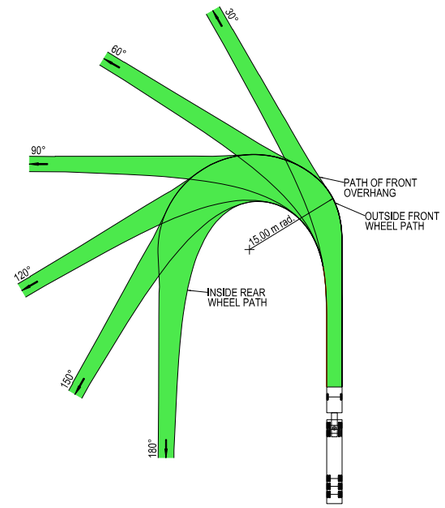
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Olympic Highway Underbridge.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 14/08/2025 3:54:15 PM
PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	06/08/2025
DRG CHECK	J.COLES	06/08/2025
DESIGN	T.HUNTER	06/08/2025
DESIGN CHECK	J.COLES	06/08/2025
DESIGN MNGR	J.GORRIE	06/08/2025
PROJECT MNGR	J.GORRIE	06/08/2025

JUNEE SHIRE COUNCIL
ILLABO ROAD AND REGENT STREET GATE J13
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GATE J13 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS: CONCEPT DESIGN — SHEET No. SW3-005 — ISSUE 1

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PRINCE STREET

ILLABO ROAD

OLYMPIC HIGHWAY

Truck and Dog50t
Custom

Truck and Dog50t
Custom

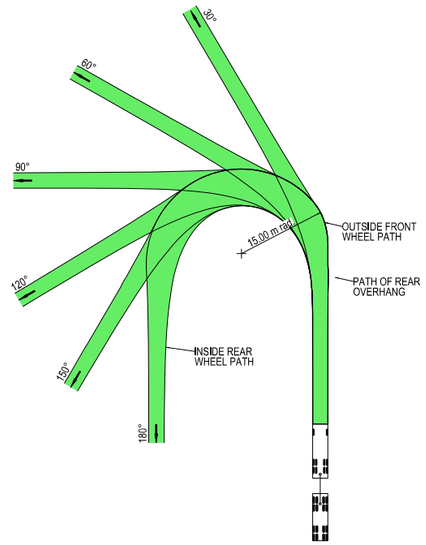
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Olympic Highway Underbridge.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 14/08/2025 3:54:15 PM
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	06/08/2025
DRG CHECK	J.COLES	06/08/2025
DESIGN	T.HUNTER	06/08/2025
DESIGN CHECK	J.COLES	06/08/2025
DESIGN MNGR	J.GORRIE	06/08/2025
PROJECT MNGR	J.GORRIE	06/08/2025

MARTINUS

JUNEE SHIRE COUNCIL
OLYMPIC HIGHWAY GATE J14
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J14 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1

ISSUE STATUS CONCEPT DESIGN
SHEET No. SW3-006
ISSUE 1

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PRINCE STREET

OLYMPIC HIGHWAY

ILLABO ROAD

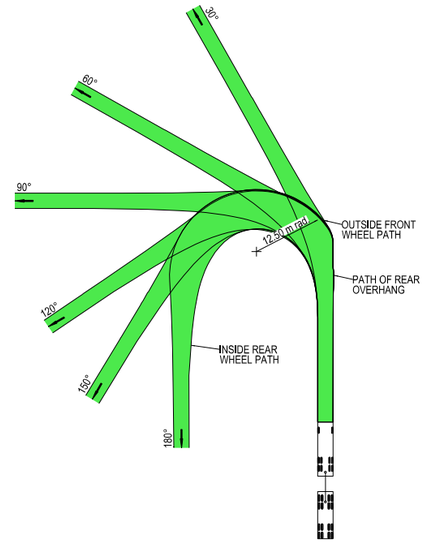
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Olympic Highway Underbridge.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 14/08/2025 3:54:15 PM
PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	06/08/2025
DRG CHECK	J.COLES	06/08/2025
DESIGN	T.HUNTER	06/08/2025
DESIGN CHECK	J.COLES	06/08/2025
DESIGN MNGR	J.GORRIE	06/08/2025
PROJECT MNGR	J.GORRIE	06/08/2025

JUNEE SHIRE COUNCIL
OLYMPIC HIGHWAY GATE J14
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J14 - LO

A3

RIGORE REGISTRATION No.: RES2501.78.207
PART: 1
ISSUE STATUS: CONCEPT DESIGN
SHEET No.: SW3-007
ISSUE: 1

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PRINCE STREET

OLYMPIC HIGHWAY

ILLABO ROAD

LEGEND

GDA 2020

DESIGN VEHICLE COMPLETED SWEPT PATH

DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH

DESIGN VEHICLE FAILED SWEPT PATH

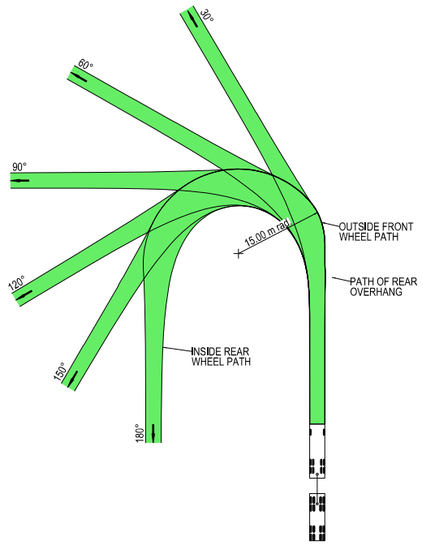
0.5m VEHICLE CLEARANCE

DESIGN VEHICLE WHEEL PATH

STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME	DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Olympic Highway Underbridge.dgn			14/08/2025 3:54:15 PM	ThomHunter	MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	06/08/2025
DRG CHECK	J.COLES	06/08/2025
DESIGN	T.HUNTER	06/08/2025
DESIGN CHECK	J.COLES	06/08/2025
DESIGN MNGR	J.GORRIE	06/08/2025
PROJECT MNGR	J.GORRIE	06/08/2025

JUNEE SHIRE COUNCIL
OLYMPIC HIGHWAY GATE J14

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - GATE J14 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS: CONCEPT DESIGN SHEET No. SW3-008 ISSUE 1

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PRINCE STREET

ILLABO ROAD

OLYMPIC HIGHWAY

Truck and Dog50T

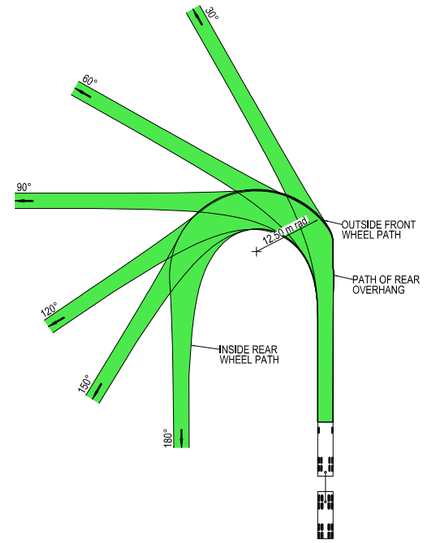
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

GDA 2020

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Olympic Highway Underbridge.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 14/08/2025 3:54:15 PM
PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	06/08/2025
DRG CHECK	J.COLES	06/08/2025
DESIGN	T.HUNTER	06/08/2025
DESIGN CHECK	J.COLES	06/08/2025
DESIGN MNGR	J.GORRIE	06/08/2025
PROJECT MNGR	J.GORRIE	06/08/2025

JUNEE SHIRE COUNCIL
OLYMPIC HIGHWAY GATE J14
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J14 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS: CONCEPT DESIGN
SHEET No. SW3-009
ISSUE 1

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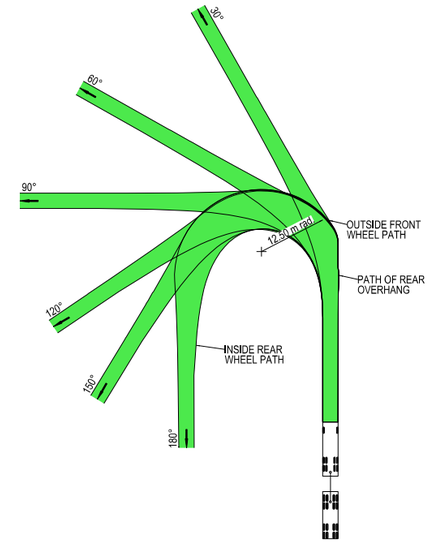
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Olympic Highway Underbridge.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 14/08/2025 3:54:15 PM
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	06/08/2025
DRG CHECK	J.COLES	06/08/2025
DESIGN	T.HUNTER	06/08/2025
DESIGN CHECK	J.COLES	06/08/2025
DESIGN MNGR	J.GORRIE	06/08/2025
PROJECT MNGR	J.GORRIE	06/08/2025

MARTINUS

JUNEE SHIRE COUNCIL
WATERWORKS ROAD GATE J15
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J15 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW3-010
ISSUE 1

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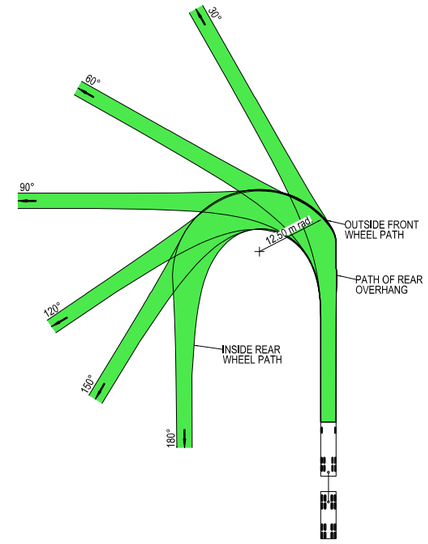
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Olympic Highway Underbridge.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 14/08/2025 3:54:15 PM
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		T.HUNTER	06/08/2025
DRG CHECK		J.COLES	06/08/2025
DESIGN		T.HUNTER	06/08/2025
DESIGN CHECK		J.COLES	06/08/2025
DESIGN MNGR		J.GORRIE	06/08/2025
PROJECT MNGR		J.GORRIE	06/08/2025

MARTINUS

JUNEE SHIRE COUNCIL
WATERWORKS ROAD GATE J15
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J15 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW3-011
ISSUE 1

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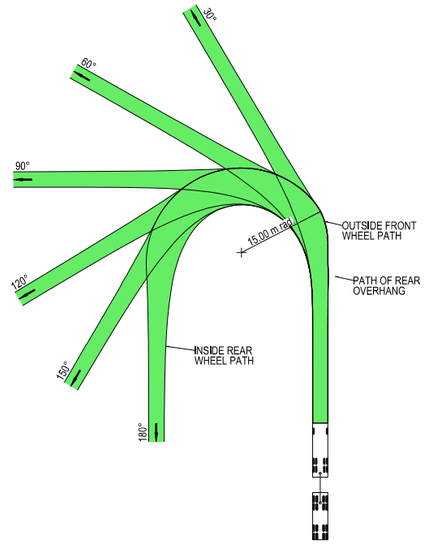
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Olympic Highway Underbridge.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 14/08/2025 3:54:15 PM
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN	T.HUNTER	06/08/2025
DRG CHECK	J.COLES	06/08/2025
DESIGN	T.HUNTER	06/08/2025
DESIGN CHECK	J.COLES	06/08/2025
DESIGN MNGR	J.GORRIE	06/08/2025
PROJECT MNGR	J.GORRIE	06/08/2025

MARTINUS

JUNEE SHIRE COUNCIL
OLYMPIC HIGHWAY GATE J16
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J16 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW3-012
ISSUE 1

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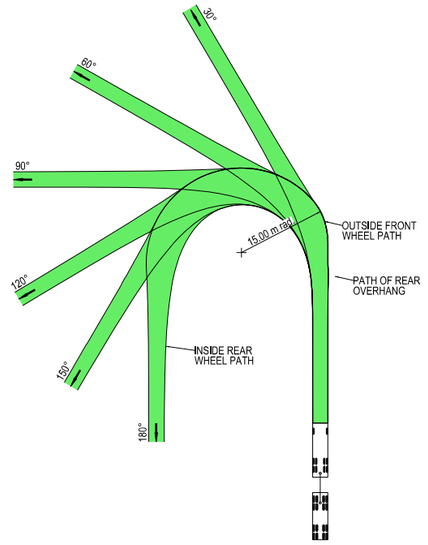
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
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TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Olympic Highway Underbridge.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 14/08/2025 3:54:15 PM
PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		T.HUNTER	06/08/2025
DRG CHECK		J.COLES	06/08/2025
DESIGN		T.HUNTER	06/08/2025
DESIGN CHECK		J.COLES	06/08/2025
DESIGN MNGR		J.GORRIE	06/08/2025
PROJECT MNGR		J.GORRIE	06/08/2025

JUNEE SHIRE COUNCIL
OLYMPIC HIGHWAY GATE J16
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J16 - LO

A3

RIGORE REGISTRATION No.: RES2501.78.207
PART: 1
ISSUE STATUS: CONCEPT DESIGN
SHEET No.: SW3-013
ISSUE: 1

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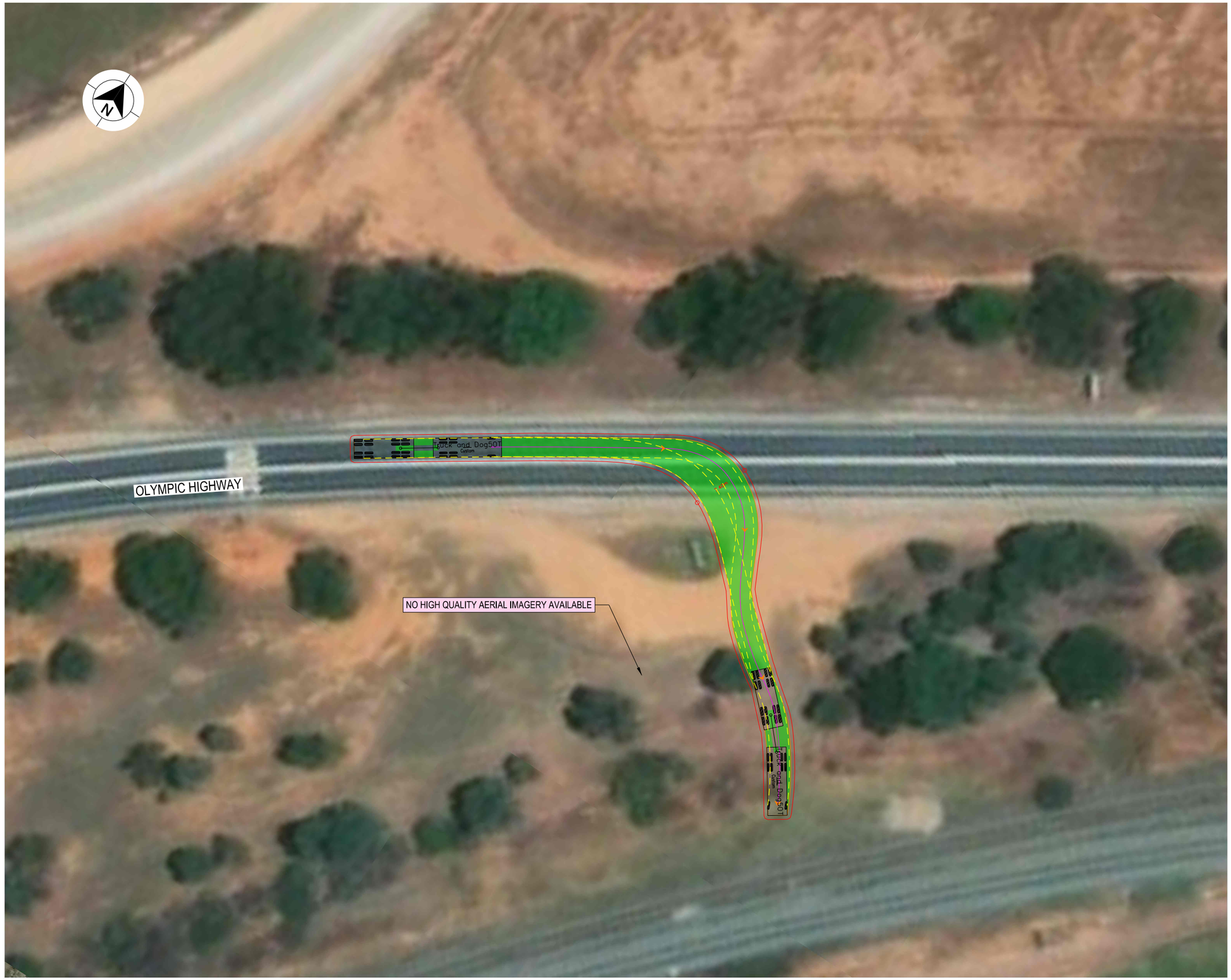


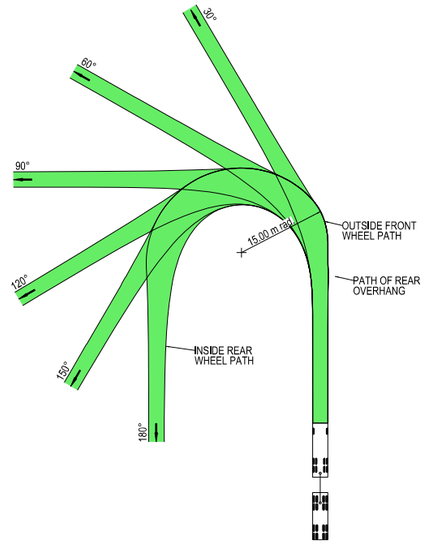
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Olympic Highway Underbridge.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 14/08/2025 3:54:15 PM
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	06/08/2025
DRG CHECK	J.COLES	06/08/2025
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MARTINUS

JUNEE SHIRE COUNCIL
OLYMPIC HIGHWAY GATE J16
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J16 - RI

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ISSUE STATUS CONCEPT DESIGN
SHEET No. SW3-014
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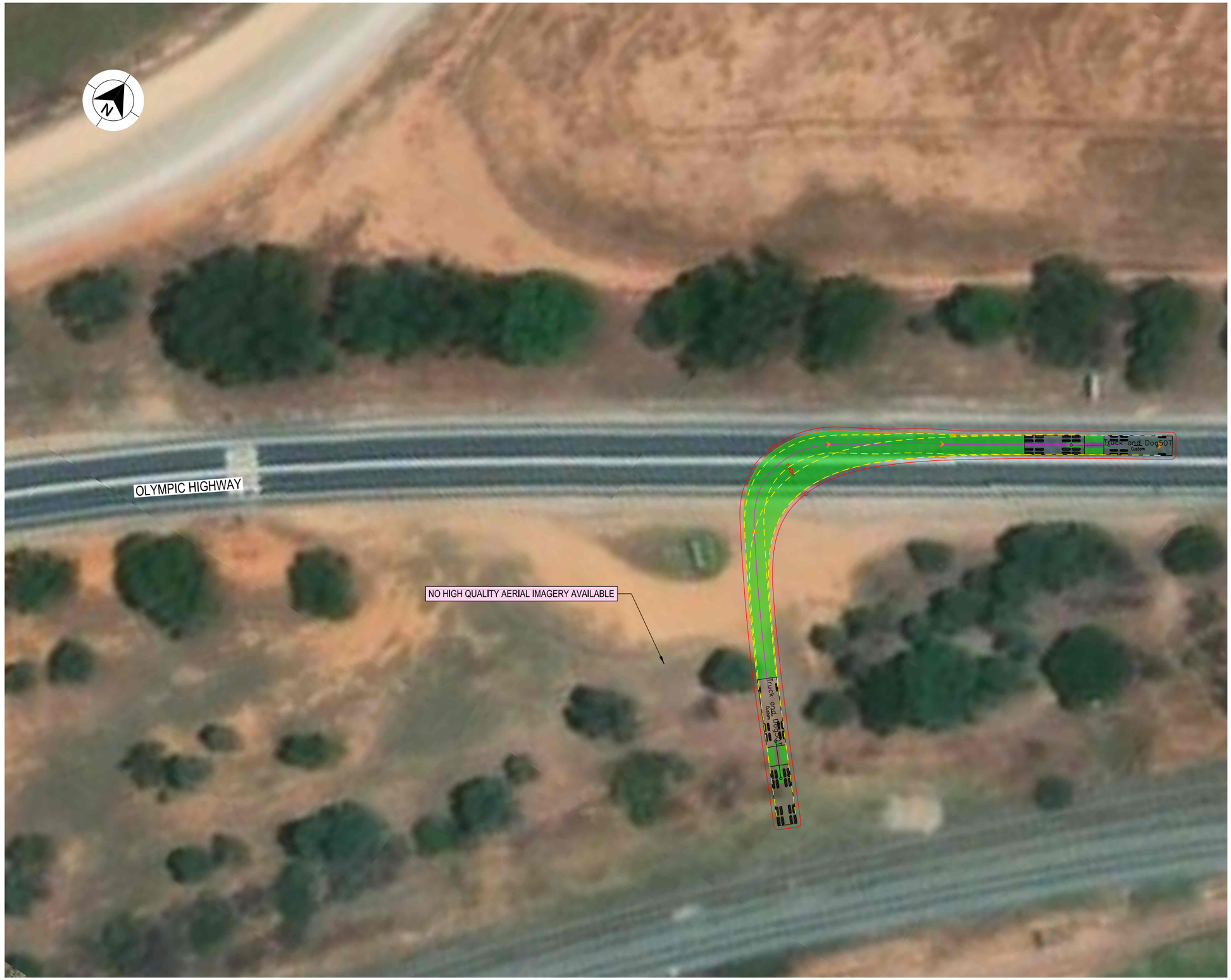

LEGEND

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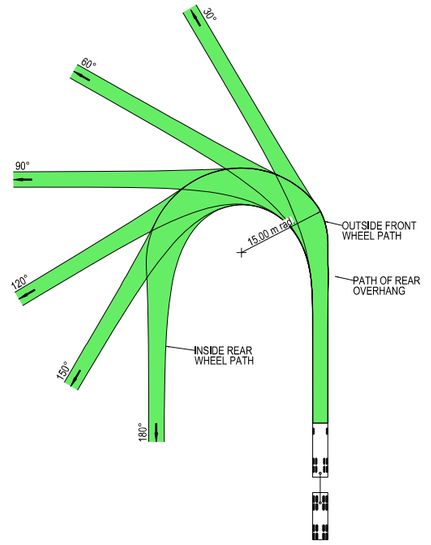

VEHICLE PROFILE NOT TO SCALE

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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 14/08/2025 3:54:15 PM
PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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DRAWN		T.HUNTER	06/08/2025
DRG CHECK		J.COLES	06/08/2025
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PROJECT MNGR		J.GORRIE	06/08/2025

JUNEE SHIRE COUNCIL
OLYMPIC HIGHWAY GATE J16
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J16 - RO

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RIGORE REGISTRATION No. RES2501.78.207
PART 1
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SHEET No. SW3-015
ISSUE 1

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JUNEE COUNCIL
CTTAMP MITIGATIONS
JUNEE / ILLABO PRECINCT
SWEPT PATH ANALYSIS
JUNEE TO ILLABO

LOCALITY PLAN

© GOOGLE MAPS

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DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

LINEAR REFERENCING START: N/A FINISH: N/A

PLOT DATE / TIME 13/08/2025 PLOT BY ThomHunter

CLIENT MARTINUS

PREPARED FOR MARTINUS PTY LTD

A2I CTTAMP
JUNEE / LILLABO PRECINCT
SWEPT PATH ANALYSIS
A3

RIGORE ENGINEERING SERVICES

PREPARED BY	DESIGNED	VERIFIED	PROJECT MANAGER	COUNCIL CLIENT REPRESENTATIVE
	SIGNED	SIGNED	SIGNED	SIGNED
	NAME T. HUNTER	NAME J. COLES	NAME J.GORRIE	NAME P.BILLINGHAM
	TITLE CADET ENGINEER	TITLE LEAD DESIGNER	TITLE PROJECT MANAGER	TITLE CLIENT REPRESENTATIVE
	DATE	DATE	DATE	DATE

RIGORE PROJECT No. RES 2501.78.207
CLIENT PROJECT No.
PMO REGISTRATION No. RES2501.78.207
STAGE 1
SHEET No. SW4-001
ISSUE 1

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GDA 2020

CTTAMP MITIGATIONS - INDEX

		ISSUE DATE				PASS/FAIL
	ISSUE NUMBER	1				
	DD	10				
	MM	7				
	YY	25				
SHEET NUMBER	**SHEET DESCRIPTION**	AMENDMENT				
SW4	SWEPT PATH ANALYSIS (43 SHEETS)					
SW4-001	COVER SHEET					
SW4-002	INDEX					
SW4-003	KEY PLAN					
SW4-004	SWEPT PATH - TD - GATE J2I - GATE 1 - LI					PASS
SW4-005	SWEPT PATH - TD - GATE J2I - GATE 1 - LO					PASS
SW4-006	SWEPT PATH - TD - GATE J2I - GATE 2 - LI					PASS
SW4-007	SWEPT PATH - TD - GATE J21 - GATE 2 - LO					PASS
SW4-008	SWEPT PATH - TD - GATE J2I - GATE 3 - LI					PASS
SW4-009	SWEPT PATH - TD - GATE J2I - GATE 3 - LO					PASS
SW4-010	SWEPT PATH - TD - GATE J2I - GATE 5 - LI					PASS
SW4-011	SWEPT PATH - PC - GATE J2I - GATE 5 - LO					PASS
SW4-012	SWEPT PATH - PC - GATE J2I - GATE 5 - RI					PASS
SW4-013	SWEPT PATH - PC - GATE J2I - GATE 5 - RO					PASS
SW4-014	SWEPT PATH - TD - GATE J2I - SITE COMPOUND ACCESS - LI					PASS
SW4-015	SWEPT PATH - TD - GATE J2I - SITE COMPOUND ACCESS - RO					PASS
SW4-016	SWEPT PATH - TD - GATE J2I - GATE 7 - LI					PASS
SW4-017	SWEPT PATH - TD - GATE J2I - GATE 7 - LO					PASS
SW4-018	SWEPT PATH - TD - GATE J2I - GATE 7 - RI					PASS
SW4-019	SWEPT PATH - TD - GATE J2I - GATE 7 - RO					PASS
SW4-020	SWEPT PATH - TD - GATE J2I - GATE 8 - LI					PASS
SW4-021	SWEPT PATH - TD - GATE J2I - GATE 8 - LO					PASS
SW4-022	SWEPT PATH - TD - GATE J2I - GATE 8 - RI					PASS
SW4-023	SWEPT PATH - TD - GATE J2I - GATE 8 - RO					PASS
SW4-024	SWEPT PATH - TD - GATE J2I - GATE 9 - LI					PASS
SW4-025	SWEPT PATH - TD - GATE J2I - GATE 9 - RI					PASS
SW4-026	SWEPT PATH - TD - GATE J2I - GATE 9 - RO					PASS
SW4-027	SWEPT PATH - TD - GATE J2I - GATE 11 - LO					PASS
SW4-028	SWEPT PATH - TD - GATE J2I - GATE 12 - LI					PASS
SW4-029	SWEPT PATH - TD - GATE J2I - GATE 12 - RI					PASS
SW4-030	SWEPT PATH - TD - GATE J2I - GATE 13 - LO					PASS
SW4-031	SWEPT PATH - TD - GATE J2I - GATE 13 - RI					PASS
SW4-032	SWEPT PATH - TD - GATE J2I - GATE 14 - LI					PASS
SW4-033	SWEPT PATH - TD - GATE J2I - GATE 14 - LO					PASS
SW4-034	SWEPT PATH - TD - GATE J2I - GATE 14 - RI					PASS
SW4-035	SWEPT PATH - TD - GATE J2I - GATE 14 - RO					PASS
SW4-036	SWEPT PATH - SEMI - GATE J2I - GATE 14 - LI					PASS
SW4-037	SWEPT PATH - SEMI - GATE J2I - GATE 14 - LO					PASS
SW4-038	SWEPT PATH - SEMI - GATE J2I - GATE 14 - RI					PASS
SW4-039	SWEPT PATH - SEMI - GATE J2I - GATE 14 - RO					PASS
SW4-040	SWEPT PATH - SU - GATE J2I - GATE 14 - LI					PASS
SW4-041	SWEPT PATH - SU - GATE J2I - GATE 14 - LO					PASS
SW4-042	SWEPT PATH - SU - GATE J2I - GATE 14 - RI					PASS
SW4-043	SWEPT PATH - SU - GATE J2I - GATE 14 - RO					PASS

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DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025

PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)

HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY

RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		T.HUNTER	05/02/2025
DRG CHECK		J.COLES	05/02/2025
DESIGN		T.HUNTER	05/02/2025
DESIGN CHECK		J.COLES	05/02/2025
DESIGN MNGR		J.GORRIE	05/02/2025
PROJECT MNGR		J.GORRIE	05/02/2025

MARTINUS

JUNEE SHIRE COUNCIL
SHEET INDEX
A2I CTTAMP
JUNEE / ILLABO PRECINCT
SWEPT PATH ANALYSIS
INDEX

A3

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS

SHEET No. SW4-043

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LEGEND

GDA 2020

XXXX — DESIGN CONTROL CALLOUT

FULL PLAN SHEETS AT 1:45000

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50mm ON A3 SIZE ORIGINAL

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DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

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PLOT DATE / TIME 13/08/2025

PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: NOT TO SCALE

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	05/02/2025
DRG CHECK	J.COLES	05/02/2025
DESIGN	T.HUNTER	05/02/2025
DESIGN CHECK	J.COLES	05/02/2025
DESIGN MNGR	J.GORRIE	05/02/2025
PROJECT MNGR	J.GORRIE	05/02/2025

MARTINUS

JUNEE SHIRE COUNCIL
KEY PLAN
A2I CTTAMP
JUNEE / ILLABO PRECINCT
SWEPT PATH ANALYSIS
KEY PLAN

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RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS

SHEET No. SW4-002

ISSUE 1

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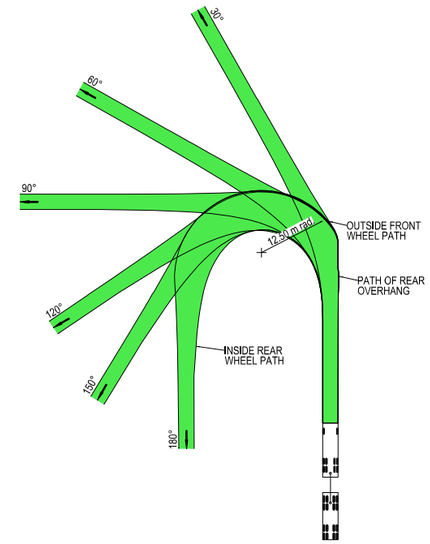
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
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LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

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DRAWING FILE LOCATION / NAME	DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn			13/08/2025	ThomHunter	MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
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DESIGN MNGR	J.GORRIE	30/07/2025
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WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 1
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J2I - GATE 1 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

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LEGEND

GDA 2020

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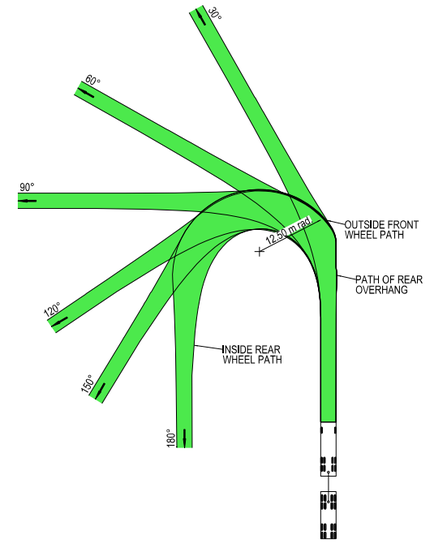

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

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SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
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MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 1
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J2I - GATE 1 - LO

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RIGORE REGISTRATION No. RES2501.78.207
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SHEET No. SW4-004
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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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FOR USE AT MANDATORY STOP ONLY
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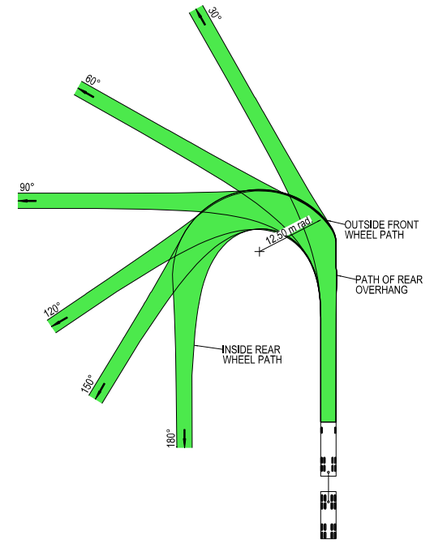

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OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 13/08/2025
PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 2
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J2I - GATE 2 - LI

A3

RIGORE REGISTRATION No.: RES2501.78.207
PART: 1
ISSUE STATUS: CONCEPT DESIGN
SHEET No.: SW4-005
ISSUE: 1

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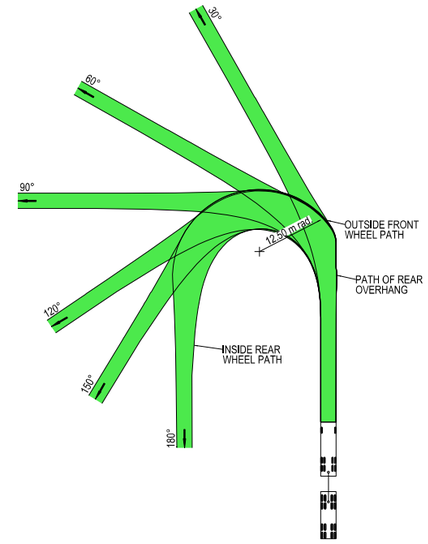
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 2
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J2I - GATE 2 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS CONCEPT DESIGN — SHEET No. SW4-006 — ISSUE 1

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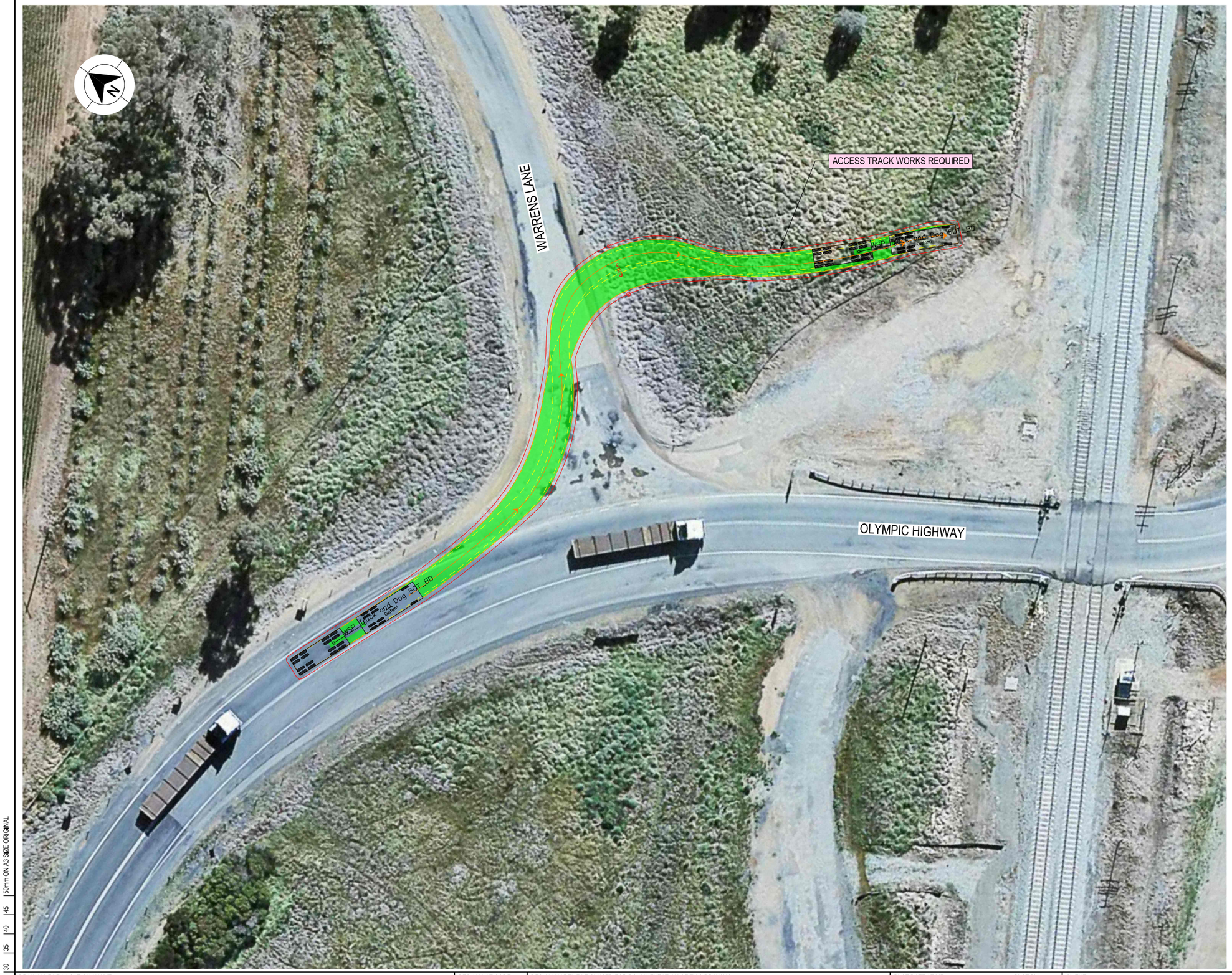
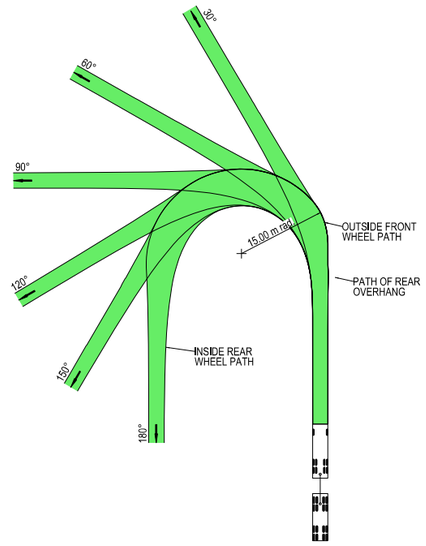


LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn
DESIGN LOT CODE:
DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:
PLOT DATE / TIME: 13/08/2025
PLOT BY: ThomHunter
CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m
CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD
DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

WAGGA WAGGA CITY COUNCIL
WARRENS LANE - GATE J2I - GATE 3
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J2I - GATE 3 - LI

A3

RIGORE REGISTRATION No.: RES2501.78.207 PART: 1
ISSUE STATUS: CONCEPT DESIGN SHEET No.: SW4-007 ISSUE: 1

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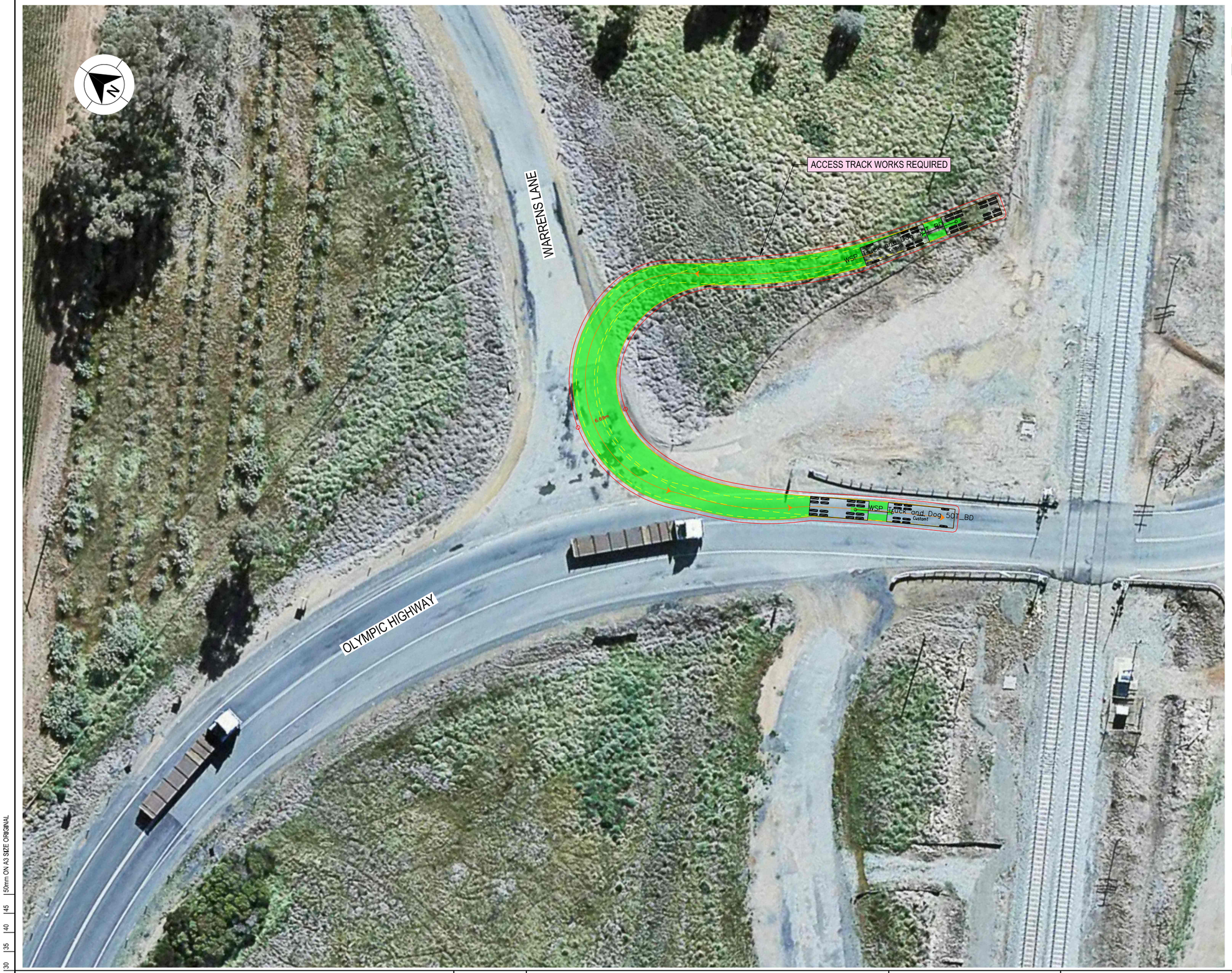


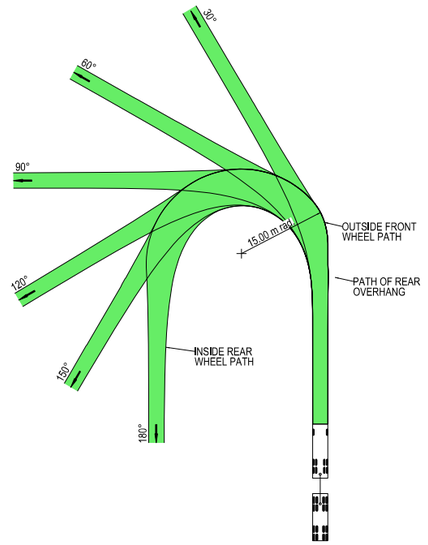
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY

RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

A3

WAGGA WAGGA CITY COUNCIL
WARRENS LANE - GATE J2I - GATE 3
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J2I - GATE 3 - LO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW4-008
ISSUE 1

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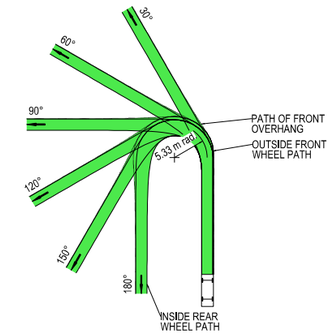
LEGEND

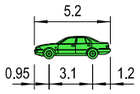
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN PASSENGER VEHICLE (5.2 m)
RADIUS 6.3 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PASSENGER VEHICLE (5.2 m)	
OVERALL LENGTH	5.20 m
OVERALL WIDTH	1.84 m
OVERALL BODY HEIGHT	1.50 m
TRACK WIDTH	1.84 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	5.33 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn
DESIGN LOT CODE:
DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:
PLOT DATE / TIME: 13/08/2025
PLOT BY: ThomHunter
CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m
CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD
DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 5
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - PC - GATE J2I - GATE 5 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207 | PART 1
ISSUE STATUS: CONCEPT DESIGN | SHEET No. SW4-009 | ISSUE 1

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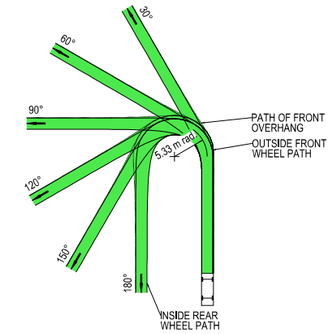
LEGEND

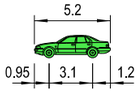
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN PASSENGER VEHICLE (5.2 m)
RADIUS 6.3 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PASSENGER VEHICLE (5.2 m)	
OVERALL LENGTH	5.20 m
OVERALL WIDTH	1.84 m
OVERALL BODY HEIGHT	1.50 m
TRACK WIDTH	1.84 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	5.33 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn
DESIGN LOT CODE:
DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:
PLOT DATE / TIME: 13/08/2025
PLOT BY: ThomHunter
CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m
CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD
DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 5
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - PC - GATE J2I - GATE 5 - LO

A3

RIGORE REGISTRATION No.: RES2501.78.207 PART: 1
ISSUE STATUS: CONCEPT DESIGN SHEET No.: SW4-010 ISSUE: 1

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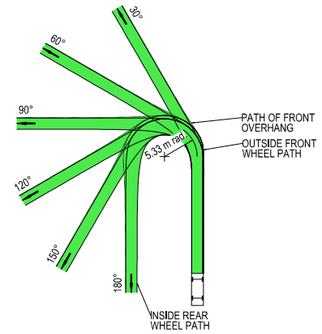
LEGEND

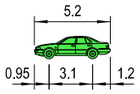
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN PASSENGER VEHICLE (5.2 m)
RADIUS 6.3 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PASSENGER VEHICLE (5.2 m)	
OVERALL LENGTH	5.20 m
OVERALL WIDTH	1.84 m
OVERALL BODY HEIGHT	1.50 m
TRACK WIDTH	1.84 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	5.33 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

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DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 5
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - PC - GATE J2I - GATE 5 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW4-011
ISSUE 1

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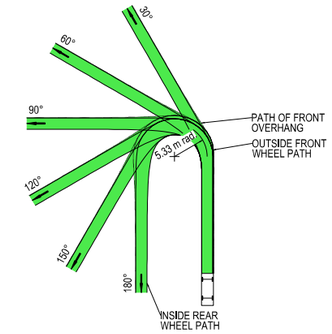
LEGEND

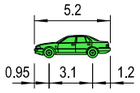
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN PASSENGER VEHICLE (5.2 m)
RADIUS 6.3 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PASSENGER VEHICLE (5.2 m)	
OVERALL LENGTH	5.20 m
OVERALL WIDTH	1.84 m
OVERALL BODY HEIGHT	1.50 m
TRACK WIDTH	1.84 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	5.33 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn
DESIGN LOT CODE:
DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:
PLOT DATE / TIME: 13/08/2025
PLOT BY: ThomHunter
CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m
CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 5
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - PC - GATE J2I - GATE 5 - RO

A3

RIGORE REGISTRATION No.: RES2501.78.207 PART: 1
ISSUE STATUS: CONCEPT DESIGN SHEET No.: SW4-012 ISSUE: 1

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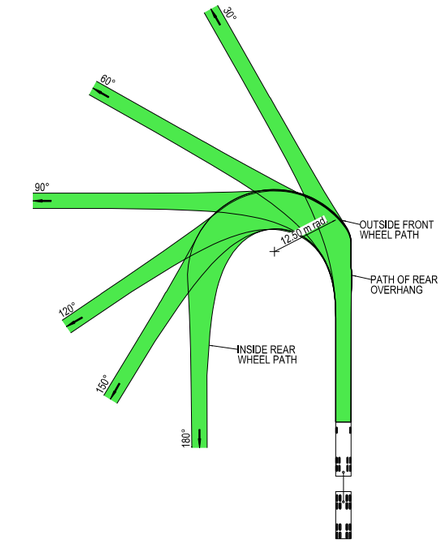
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
BRABINS ROAD AND LAWFORD STREET - GATE J2I - ACCESS TRACK
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J2I - SITE COMPOUND ACCESS - LI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW4-013
ISSUE 1

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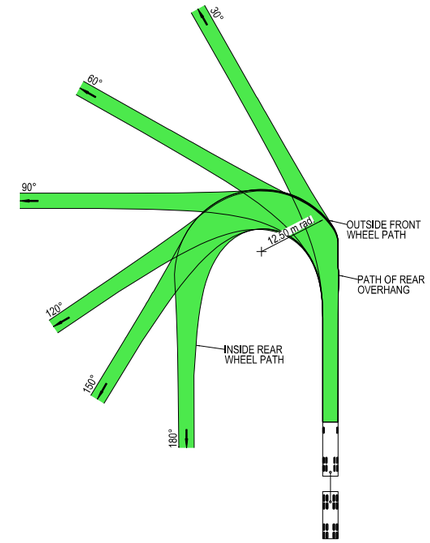
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
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3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
BRABINS ROAD AND LAWFORD STREET - GATE J2I - ACCESS TRACK
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J2I - SITE COMPOUND ACCESS - RO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS CONCEPT DESIGN — SHEET No. SW4-014 — ISSUE 1

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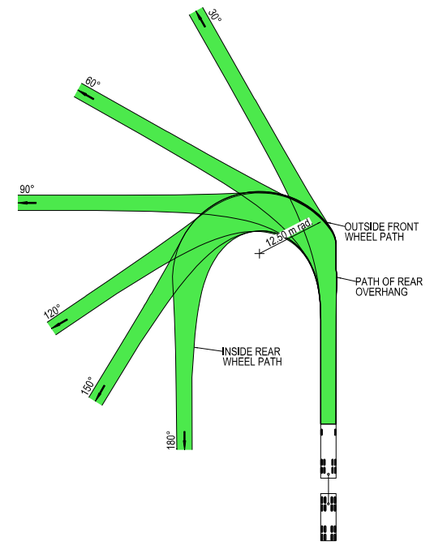
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 7
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J2I - GATE 7 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS CONCEPT DESIGN — SHEET No. SW4-015 — ISSUE 1

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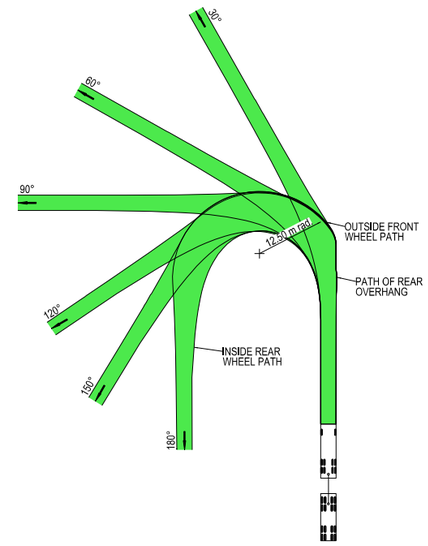
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 7
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J2I - GATE 7 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207 | PART 1
ISSUE STATUS CONCEPT DESIGN | SHEET No. SW4-016 | ISSUE 1

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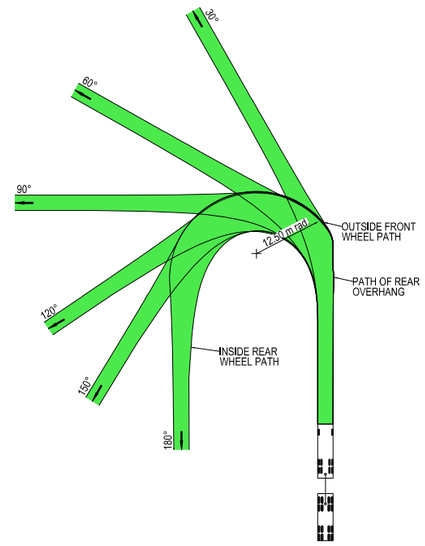
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

GDA 2020

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 7
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J2I - GATE 7 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW4-017
ISSUE 1

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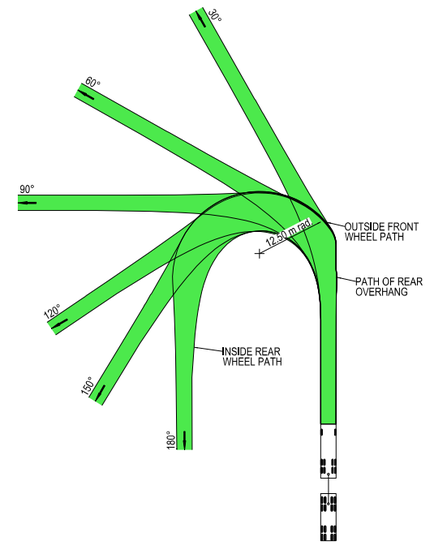
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025 — PLOT BY ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 7

A3

A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - GATE J2I - GATE 7 - RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS: CONCEPT DESIGN — SHEET No. SW4-018 — ISSUE 1

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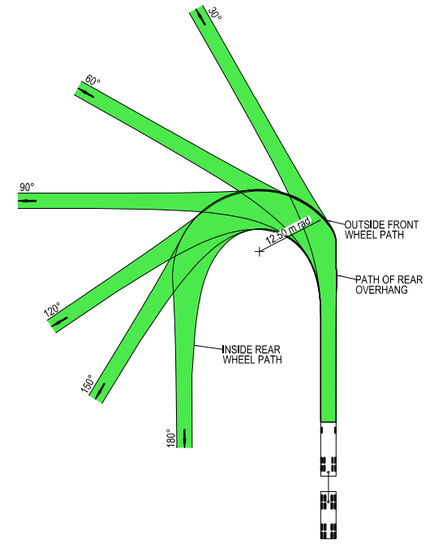
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 8
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J2I - GATE 8 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1
ISSUE STATUS CONCEPT DESIGN SHEET No. SW4-019 ISSUE 1

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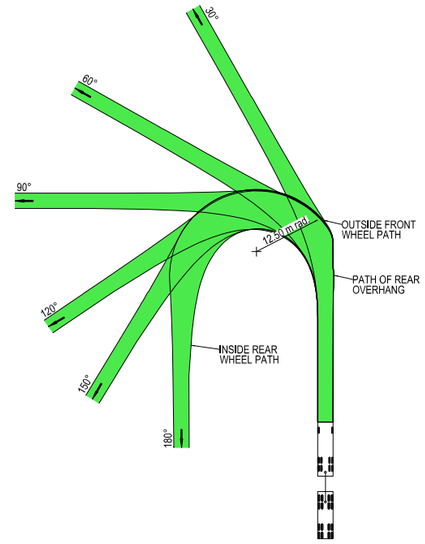
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 8
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J2I - GATE 8 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1
ISSUE STATUS CONCEPT DESIGN SHEET No. SW4-027 ISSUE 1

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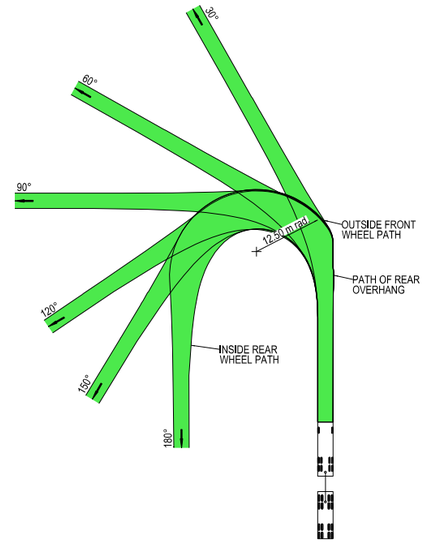
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 8
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J2I - GATE 8 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW4-021
ISSUE 1

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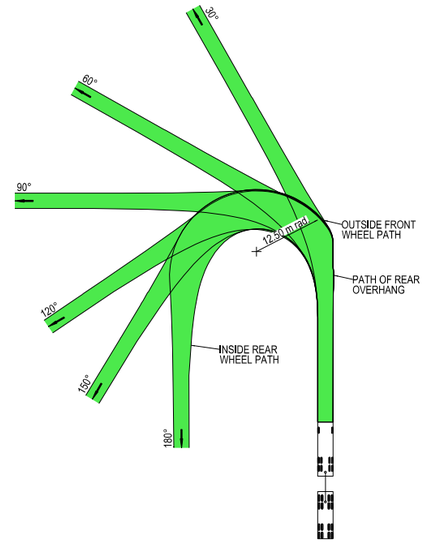
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
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TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 8

A3

A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - GATE J2I - GATE 8 - RO

RIGORE REGISTRATION No. RES2501.78.207 PART 1
ISSUE STATUS CONCEPT DESIGN SHEET No. SW4-029 ISSUE 1

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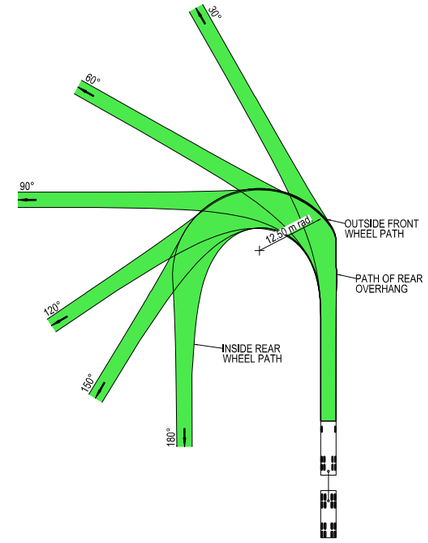
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL
0 5 10 15 20 25 30 35 40 45 50

DRAWING FILE LOCATION / NAME K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn				DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL
					SCALES ON A3 SIZE DRAWING 0 5 10 15 20 SCALE 1:500m CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

PLOT DATE / TIME 13/08/2025		PLOT BY ThomHunter
TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

CLIENT: MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 9

A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - GATE J2I - GATE 9 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207 | PART 1

ISSUE STATUS: CONCEPT DESIGN | SHEET No. SW4-023 | ISSUE 1

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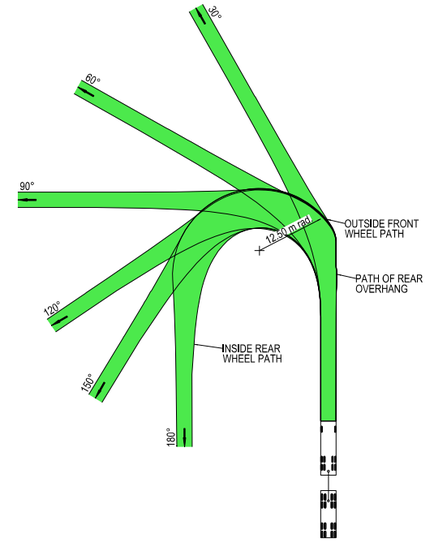
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
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OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME	DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn			13/08/2025	ThomHunter	MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 9

A3

A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - GATE J2I - GATE 9 - RI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS: CONCEPT DESIGN — SHEET No. SW4-024 — ISSUE 1

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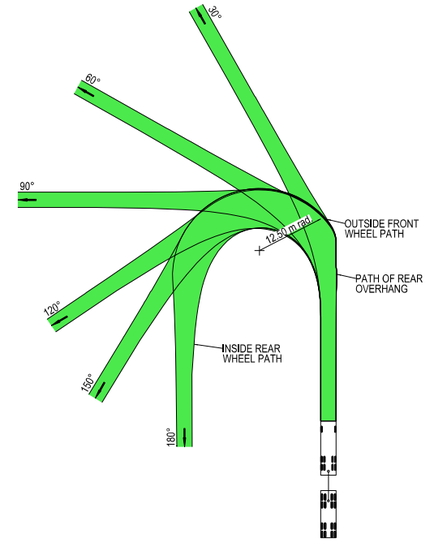
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
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TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME	DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn			13/08/2025	ThomHunter	MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 9

A3

A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - GATE J2I - GATE 9 - RO

RIGORE REGISTRATION No.	PART
RES2501.78.207	1
ISSUE STATUS: CONCEPT DESIGN	SHEET No.: SW4-025 / ISSUE: 1

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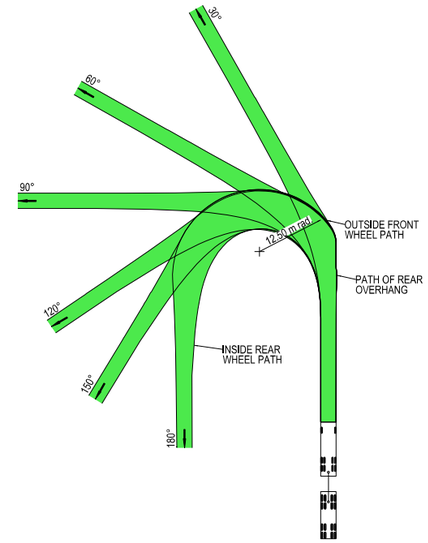
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
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LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn
DESIGN LOT CODE:
DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:
PLOT DATE / TIME: 13/08/2025
PLOT BY: ThomHunter
CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m
CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD
DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 11
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J2I - GATE 11 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207 | PART 1
ISSUE STATUS: CONCEPT DESIGN | SHEET No. SW4-026 | ISSUE 1

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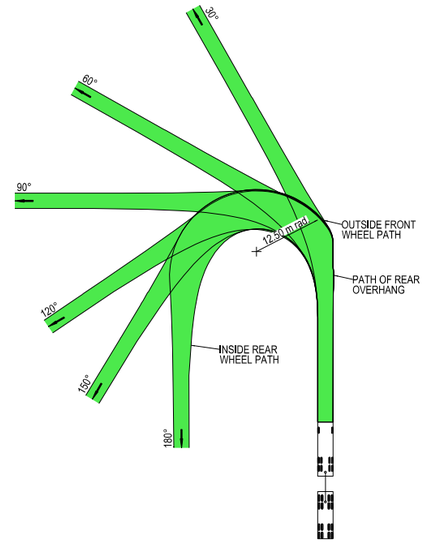
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

GDA 2020

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 12
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J2I - GATE 12 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW4-027
ISSUE 1

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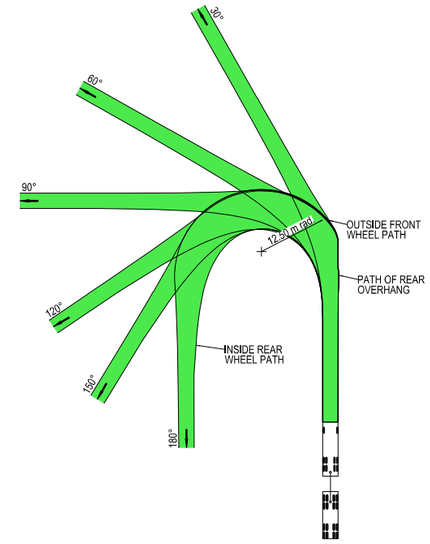
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 12
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J2I - GATE 12 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW4-028
ISSUE 1

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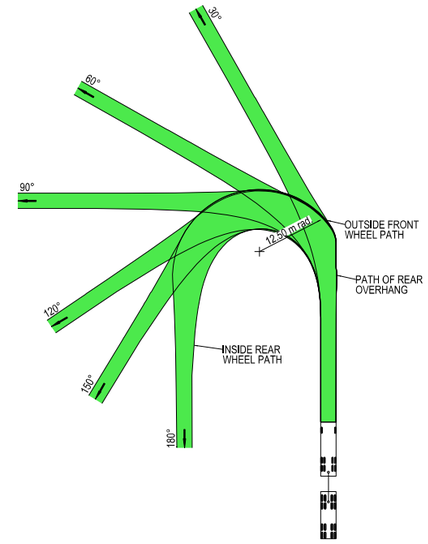
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

PLOT DATE / TIME: 13/08/2025 PLOT BY: ThomHunter

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

CLIENT
MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 13
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J2I - GATE 13 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS: CONCEPT DESIGN SHEET No. SW4-029 ISSUE 1

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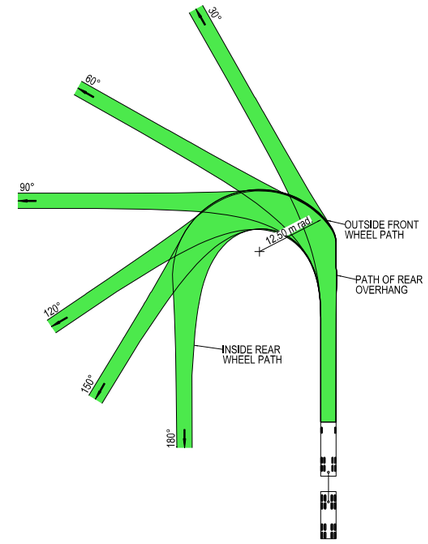
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 13/08/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 13

A3

A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - GATE J2I - GATE 13 - RI

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS: CONCEPT DESIGN SHEET No. SW4-030 ISSUE 1

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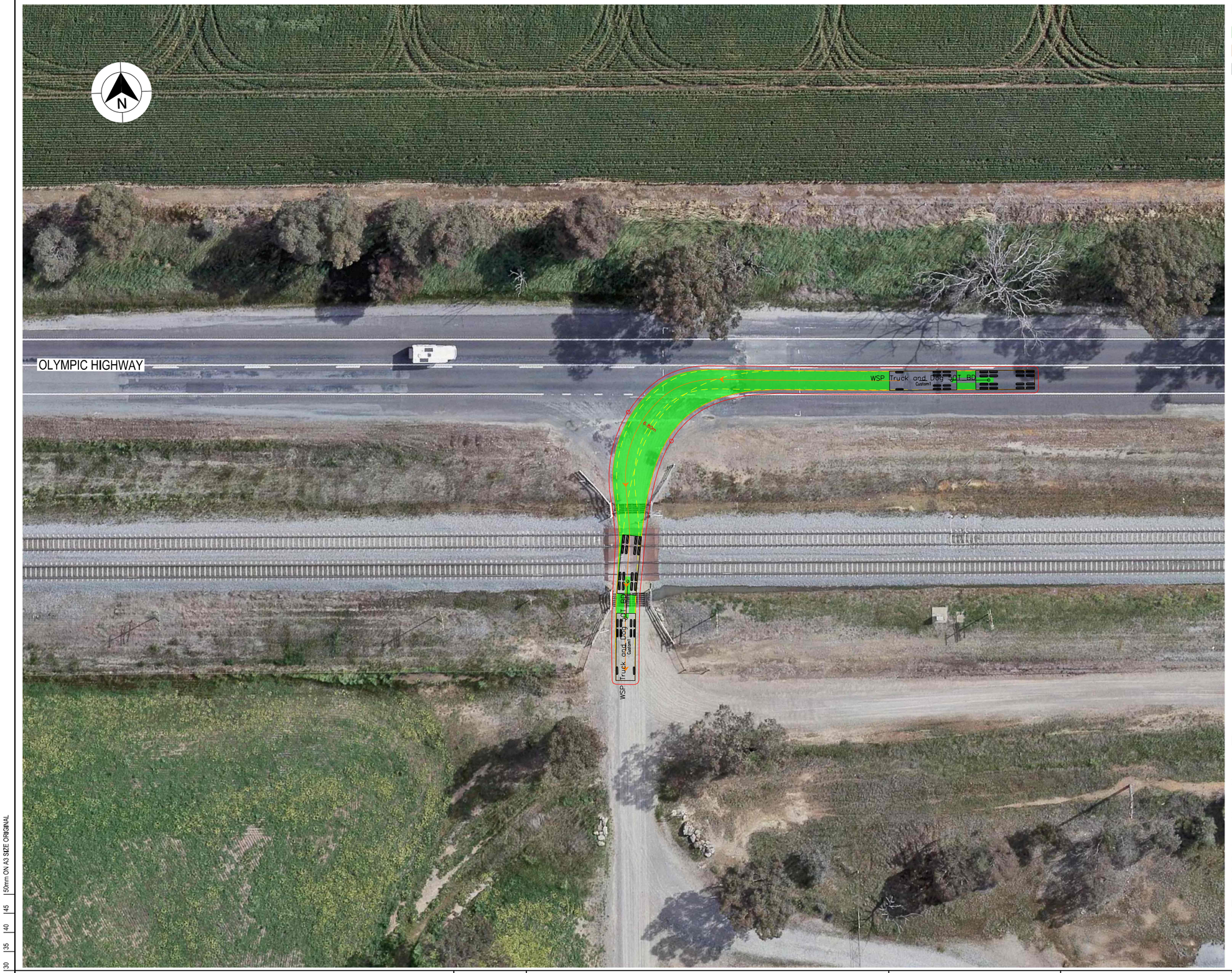


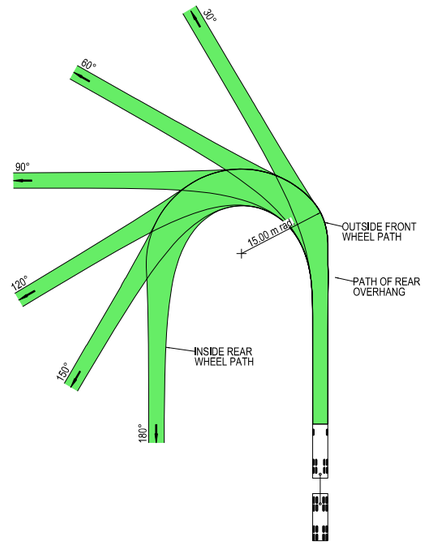
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 14
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J2I - GATE 14 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW4-031
ISSUE 1

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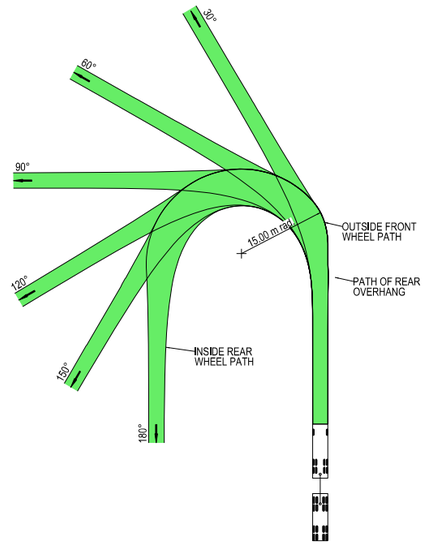
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 14
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J2I - GATE 14 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW4-032
ISSUE 1

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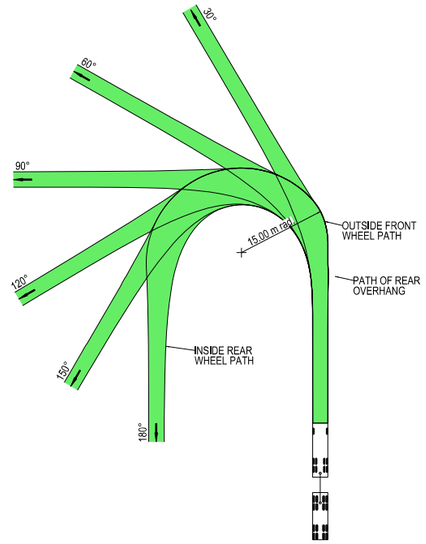
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 14
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J2I - GATE 14 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW4-033
ISSUE 1

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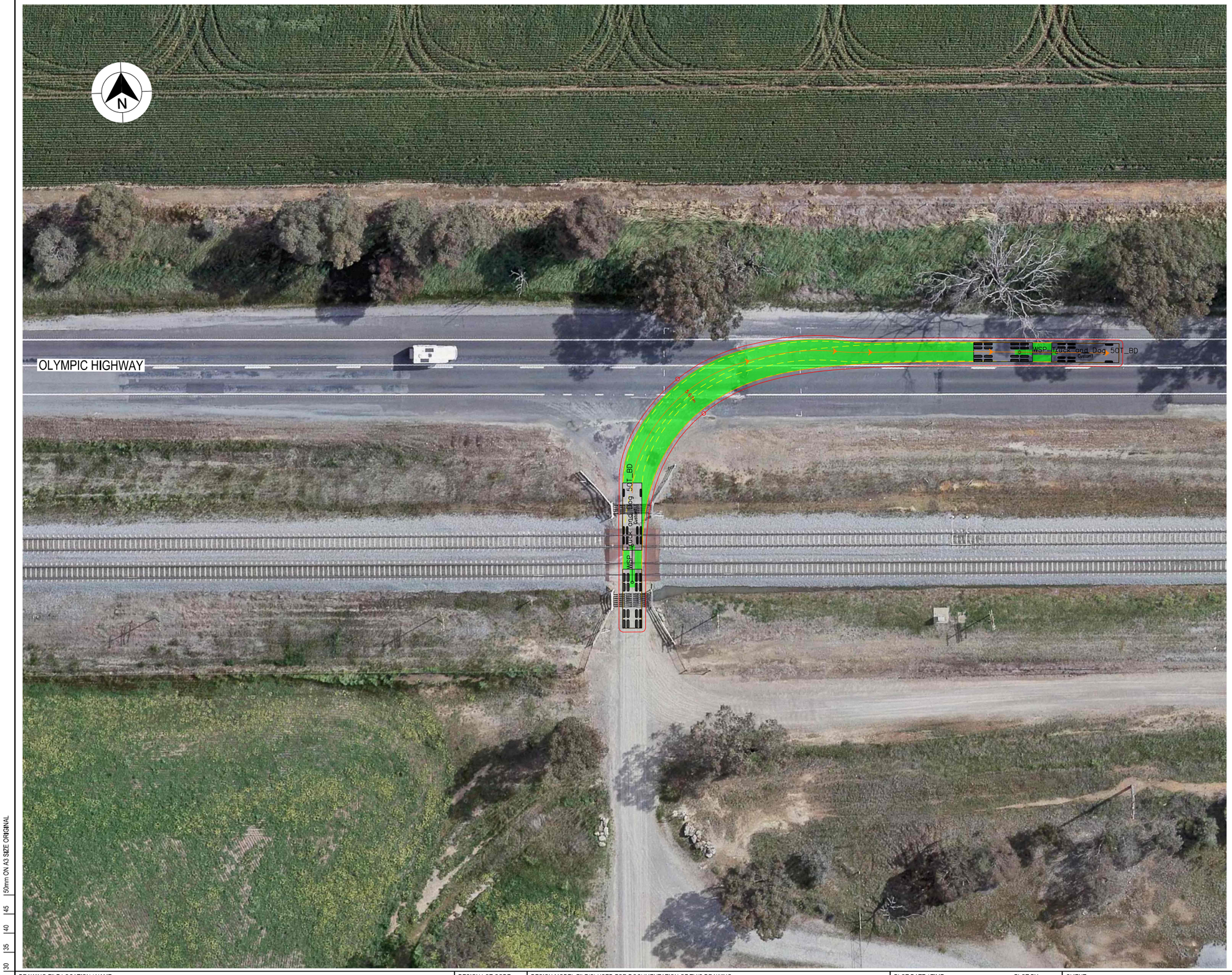


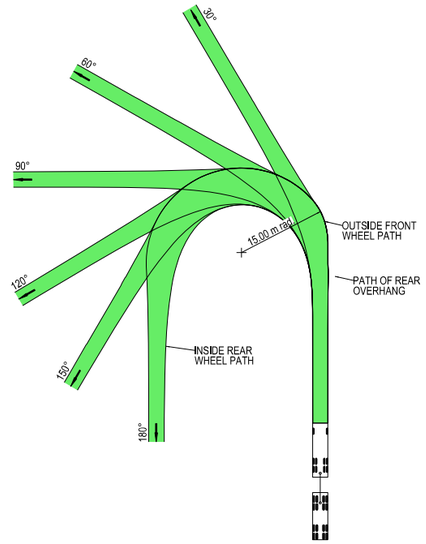
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		T.HUNTER	30/07/2025
DRG CHECK		J.COLES	30/07/2025
DESIGN		T.HUNTER	30/07/2025
DESIGN CHECK		J.COLES	30/07/2025
DESIGN MNGR		J.GORRIE	30/07/2025
PROJECT MNGR		J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 14
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE J2I - GATE 14 - RO

RIGORE REGISTRATION No. RES2501.78.207 PART 1
ISSUE STATUS CONCEPT DESIGN SHEET No. SW4-034 ISSUE 1

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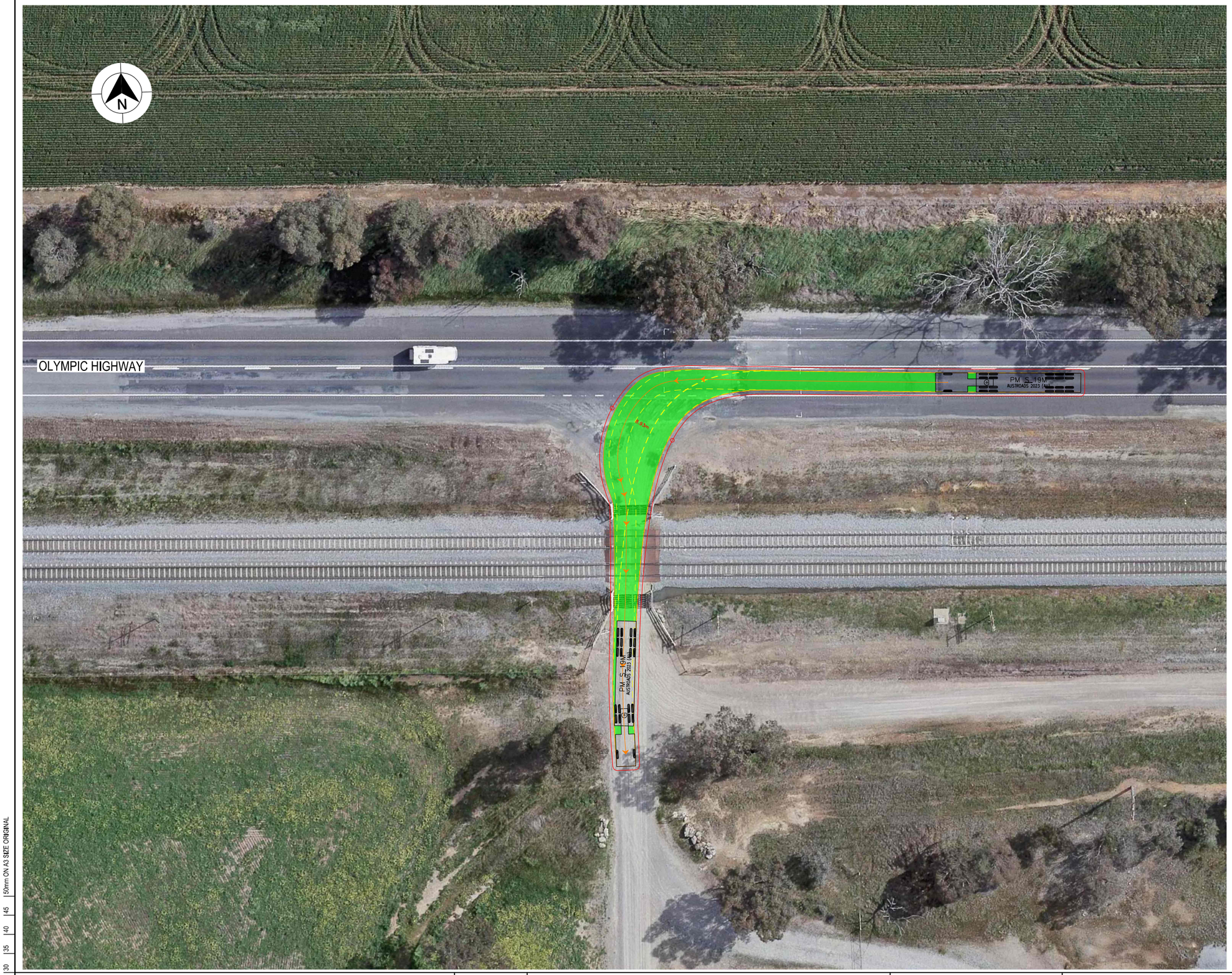
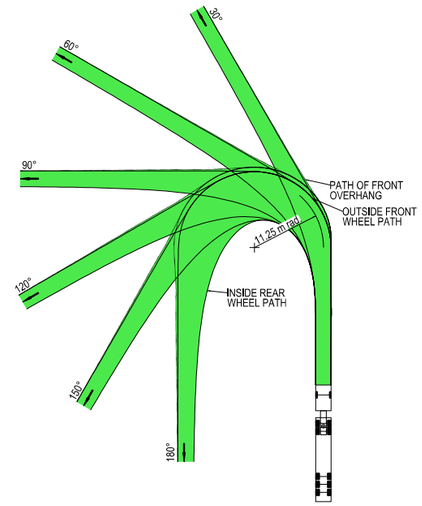


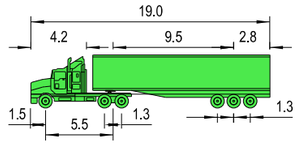
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h
0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 14

A3

A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GATE J2I - GATE 14 - LI

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW4-035
ISSUE 1

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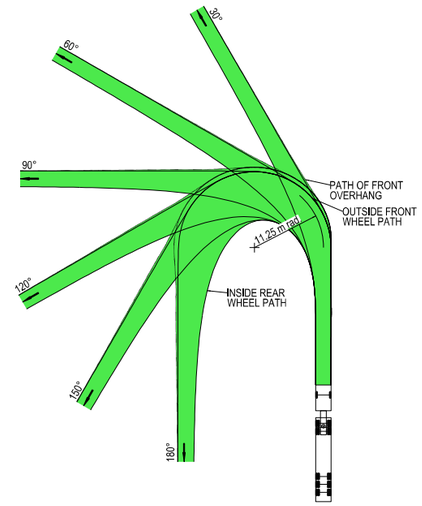
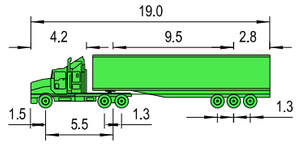
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h
0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME	DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn			13/08/2025	ThomHunter	MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 14
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GATE J2I - GATE 14 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS: CONCEPT DESIGN — SHEET No. SW4-036 — ISSUE 1

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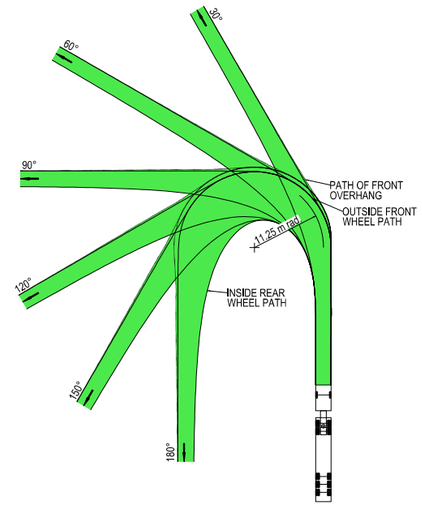
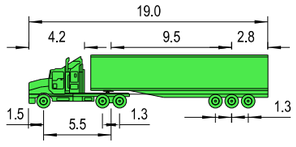
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h
0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

CLIENT: MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 14
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GATE J2I - GATE 14 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS: CONCEPT DESIGN
SHEET No. SW4-037
ISSUE 1

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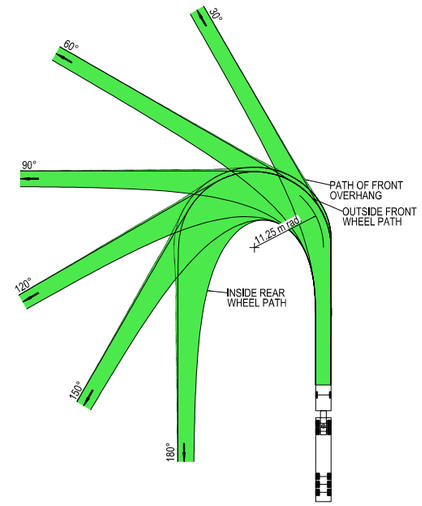
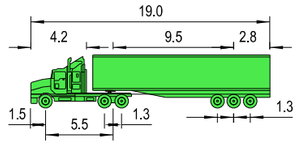
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h
0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 14
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GATE J2I - GATE 14 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW4-038
ISSUE 1

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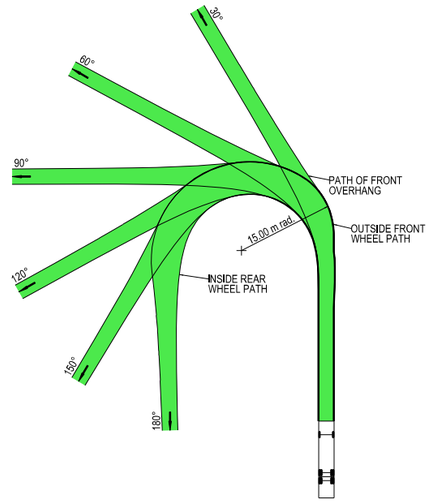
LEGEND

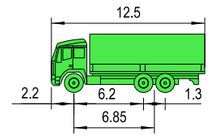
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

PLOT DATE / TIME: 13/08/2025
PLOT BY: ThomHunter

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

CLIENT
MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 14
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - GATE J2I - GATE 14 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS: CONCEPT DESIGN
SHEET No. SW4-039
ISSUE 1

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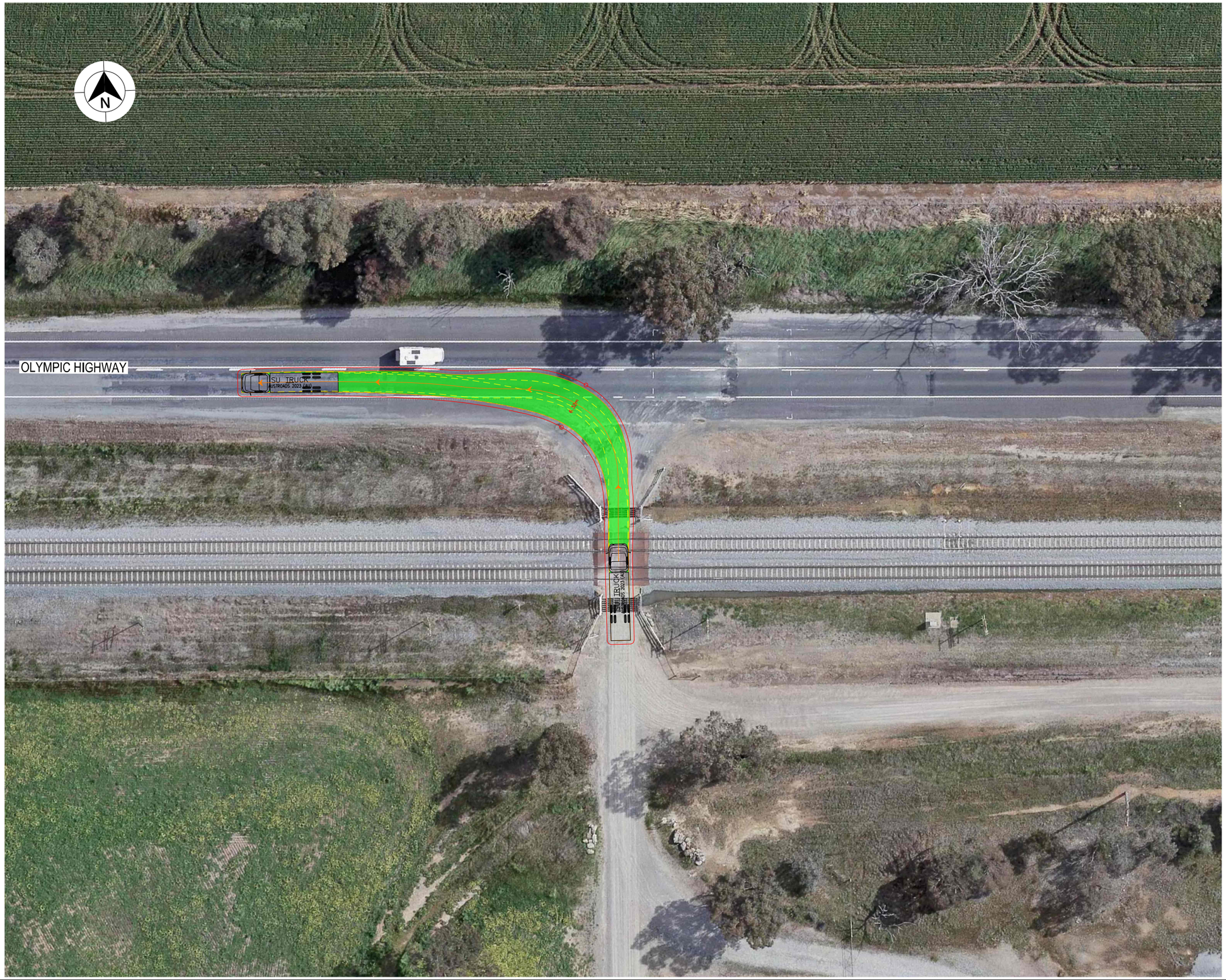


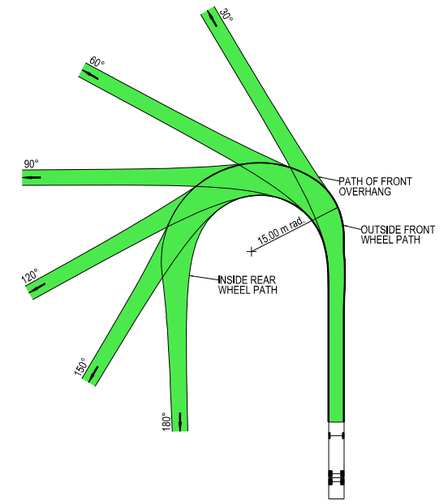
LEGEND

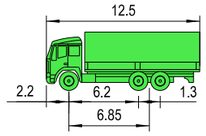
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 14
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - GATE J2I - GATE 14 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW4-040
ISSUE 1

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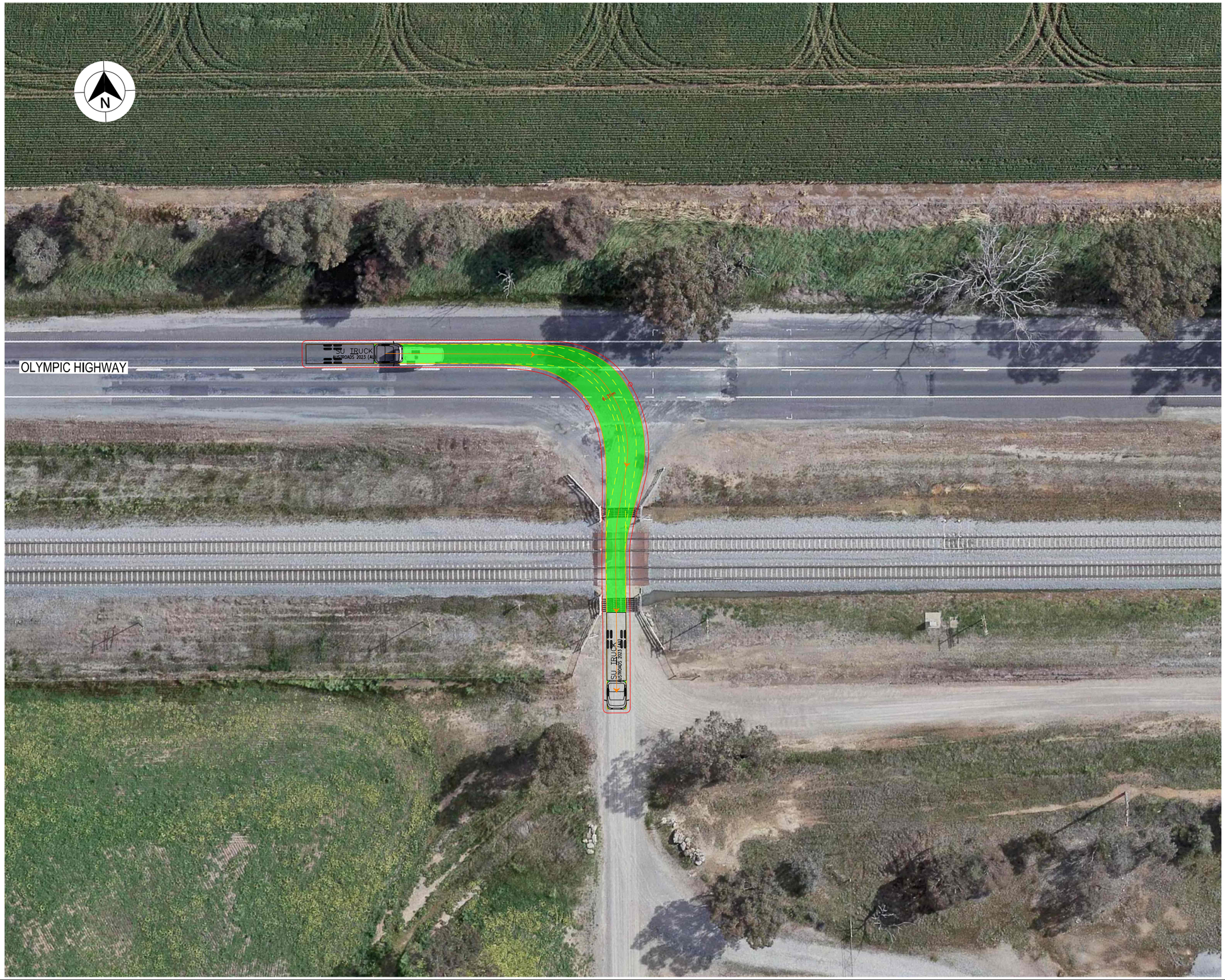


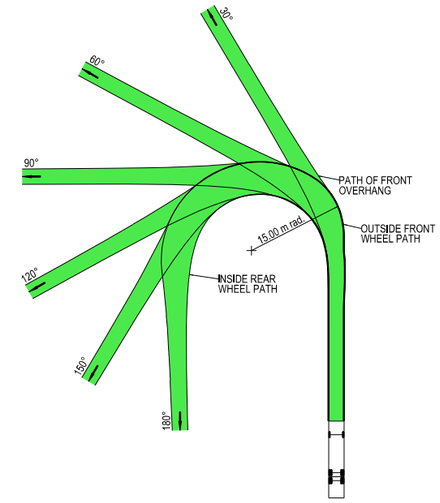
LEGEND

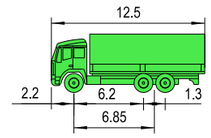
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route Sheet Arrangement Section 2.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 14
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - GATE J2I - GATE 14 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW4-041
ISSUE 1

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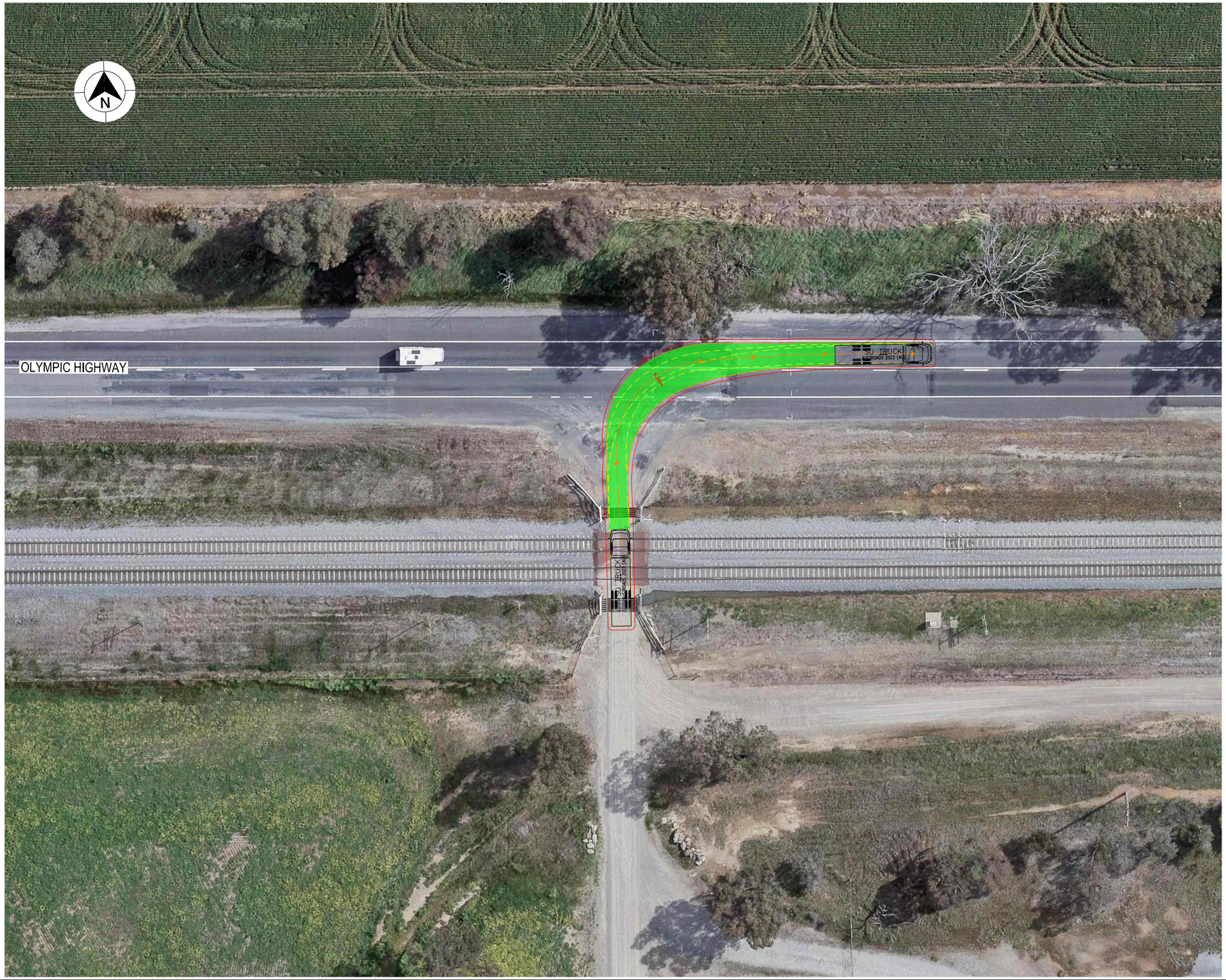


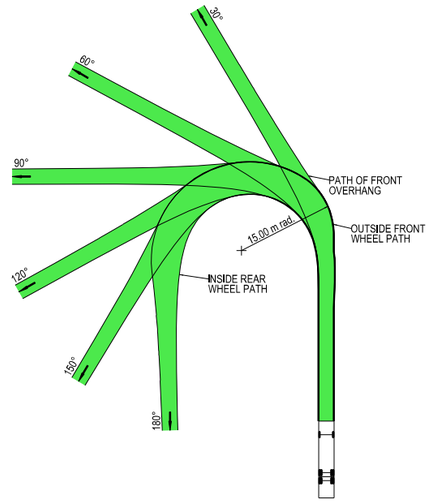
LEGEND

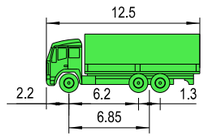
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 13/08/2025

PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
OLYMPIC HIGHWAY - GATE J2I - GATE 14
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - GATE J2I - GATE 14 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW4-042
ISSUE 1

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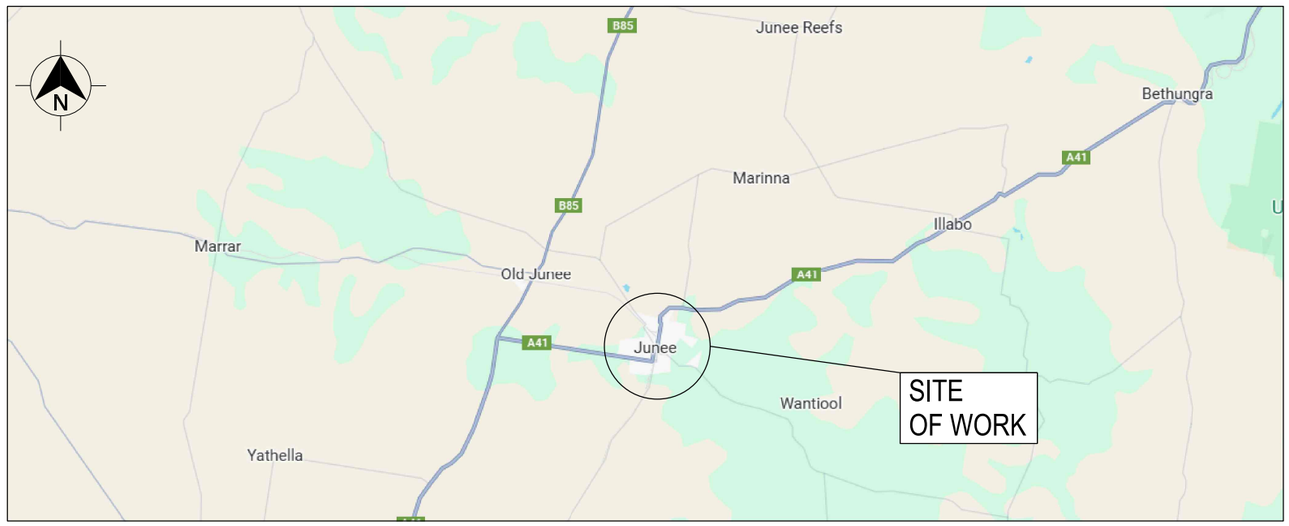
JUNEE SHIRE COUNCIL
CTTAMP MITIGATIONS
JUNEE PRECINCT
SWEPT PATH ANALYSIS
JUNEE GATES



LOCALITY PLAN

© GOOGLE MAPS

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DRAWING FILE LOCATION / NAME
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LINEAR REFERENCING START: N/A FINISH: N/A

PLOT DATE / TIME 20/06/2025 8:41:16 AM PLOT BY ThomHunter

CLIENT MARTINUS

PREPARED FOR MARTINUS PTY LTD

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS - JUNEE GATES

A3

RIGORE ENGINEERING SERVICES

PREPARED BY	DESIGNED	VERIFIED	PROJECT MANAGER	COUNCIL CLIENT REPRESENTATIVE
	SIGNED	SIGNED	SIGNED	SIGNED
	NAME T. HUNTER	NAME J. COLES	NAME J.GORRIE	NAME P.BILLINGHAM
	TITLE CADET ENGINEER	TITLE LEAD DESIGNER	TITLE PROJECT MANAGER	TITLE CLIENT REPRESENTATIVE
	DATE	DATE	DATE	DATE

RIGORE PROJECT No. RES 2501.78.207
CLIENT PROJECT No.
PMO REGISTRATION No. RES2501.78.207
STAGE 1
SHEET No. SW5-001
ISSUE 1

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GDA 2020

	CTTAMP MITIGATIONS - INDEX					
	ISSUE DATE					PASS/FAIL
	ISSUE NUMBER	1				
	DD	31				
	MM	7				
	YY	25				
SHEET NUMBER	**SHEET DESCRIPTION**	NDMENT				
SW5	SWEPT PATH ANALYSIS (30 SHEETS)					
SW5-001	COVER SHEET					
SW5-002	INDEX					
SW5-003	KEY PLAN					
SW5-004	SWEPT PATH - 12.5 SU - JUNEE - GATE 1 - THROUGH					PASS
SW5-005	SWEPT PATH - SEMI - 12.5 SU - GATE 1 - LI RO					PASS
SW5-006	SWEPT PATH - SEMI - JUNEE - GATE 1 - THROUGH					PASS
SW5-007	SWEPT PATH - SEMI - JUNEE - GATE 2 - THROUGH					PASS
SW5-008	SWEPT PATH - TD - JUNEE - GATE 3 - IN					PASS
SW5-009	SWEPT PATH - TD - JUNEE - GATE 3 - OUT					PASS
SW5-010	SWEPT PATH - SEMI - JUNEE - GATE 4 - THROUGH					PASS
SW5-011	SWEPT PATH - TD - JUNEE - GATE 5 - LI RO					PASS
SW5-012	SWEPT PATH - TD - JUNEE - GATE 5 - RI LO					PASS
SW5-013	SWEPT PATH - TD - JUNEE - GATE 6 - RI LO					PASS
SW5-014	SWEPT PATH - 12.5 SU - JUNEE - GATE 7 - LI					PASS
SW5-015	SWEPT PATH - 12.5 SU - JUNEE - GATE 7 - RO					PASS
SW5-016	SWEPT PATH - 12.5 SU - JUNEE - GATE 7 - IN					PASS
SW5-017	SWEPT PATH - 12.5 SU - JUNEE - GATE 7 - OUT					PASS
SW5-018	SWEPT PATH - TD - JUNEE - GATE 7 - LI					PASS
SW5-019	SWEPT PATH - TD - JUNEE - GATE 7 - RO					PASS
SW5-020	SWEPT PATH - TD - JUNEE - GATE 7 - IN					PASS
SW5-021	SWEPT PATH - TD - JUNEE - GATE 7 - OUT					CONDITIONAL PASS
SW5-022	SWEPT PATH - 12.5 SU - JUNEE - GATE 8 - THROUGH					PASS
SW5-023	SWEPT PATH - 12.5 SU - JUNEE - GATE 9 - THROUGH					PASS
SW5-024	SWEPT PATH - TD - JUNEE - GATE 10 - LI					PASS
SW5-025	SWEPT PATH - TD - JUNEE - GATE 10 - LO					PASS
SW5-026	SWEPT PATH - TD - JUNEE - GATE 10 - RO					PASS
SW5-027	SWEPT PATH - 12.5 SU - JUNEE - GATE 11 - LI					PASS
SW5-028	SWEPT PATH - 12.5 SU - JUNEE - GATE 11 - LO					PASS
SW5-029	SWEPT PATH - SEMI - JUNEE - GATE 12 - LO					PASS
SW5-030	SWEPT PATH - SEMI - JUNEE - GATE 12 - RI					PASS

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50mm ON A3 SIZE ORIGINAL

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 15/08/2025 9:14:02 AM

PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: NOT TO SCALE

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN	T.HUNTER		30/07/2025
DRG CHECK	J.COLES		30/07/2025
DESIGN	T.HUNTER		30/07/2025
DESIGN CHECK	J.COLES		30/07/2025
DESIGN MNGR	J.GORRIE		30/07/2025
PROJECT MNGR	J.GORRIE		30/07/2025

MARTINUS

JUNEE SHIRE COUNCIL
SHEET INDEX
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
INDEX

A3

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS: CONCEPT DESIGN

SHEET No. SW5-002

ISSUE 1

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LEGEND

GDA 2020

XXXX — DESIGN CONTROL CALLOUT

FULL PLAN SHEETS AT 1:45000

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 14/08/2025 9:14:02 AM

PLOT BY: ThomHunter

CLIENT: MARTINUS

JUNEE SHIRE COUNCIL
KEY PLAN
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
KEY PLAN

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: NOT TO SCALE

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		T.HUNTER	30/07/2025
DRG CHECK		J.COLES	30/07/2025
DESIGN		T.HUNTER	30/07/2025
DESIGN CHECK		J.COLES	30/07/2025
DESIGN MNGR		J.GORRIE	30/07/2025
PROJECT MNGR		J.GORRIE	30/07/2025

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)

HEIGHT DATUM: AHD

RIGORE REGISTRATION No.: RES2501.78.207

PART: 1

ISSUE STATUS

SHEET No.: SW5-003

ISSUE: 1

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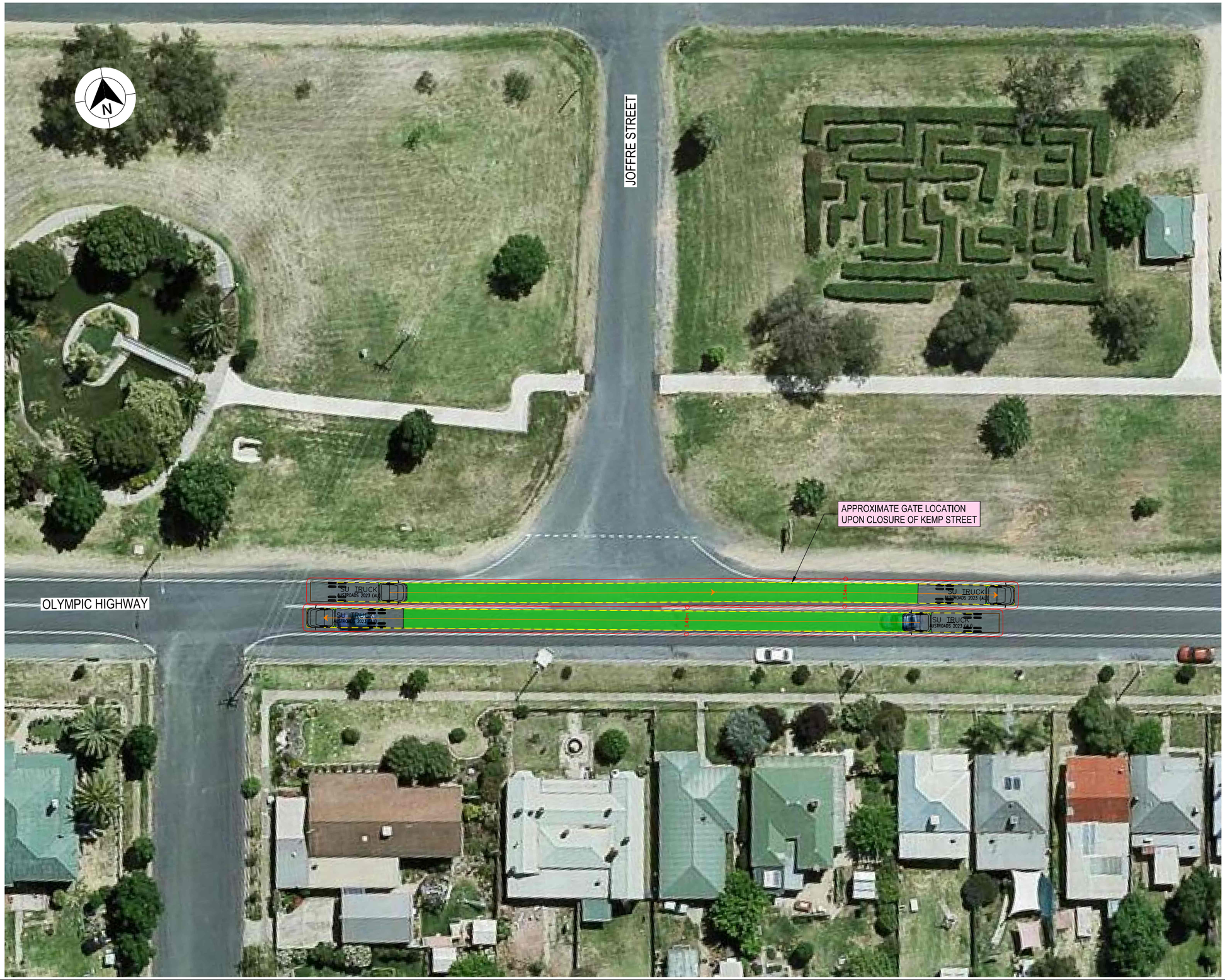


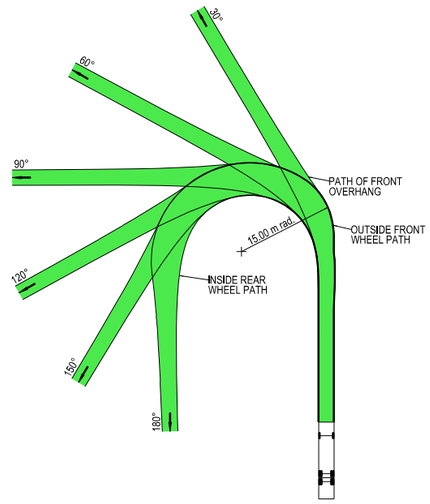
LEGEND

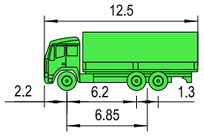
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 14/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
OLYMPIC HIGHWAY AND JOFFRE STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - 12.5 SU - JUNEE - GATE 1 - THROUGH

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS CONCEPT DESIGN — SHEET No. SW5-004 — ISSUE 1

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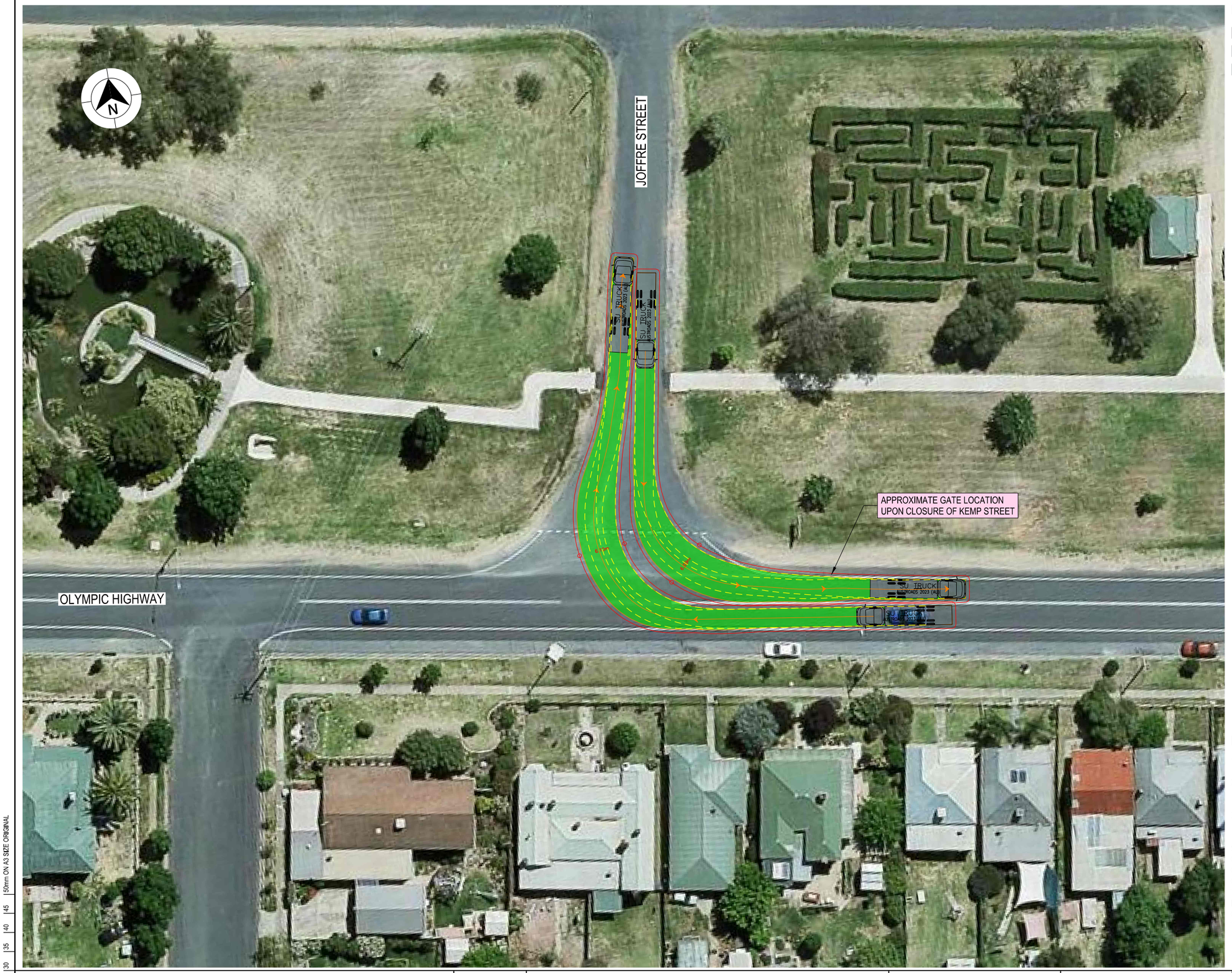


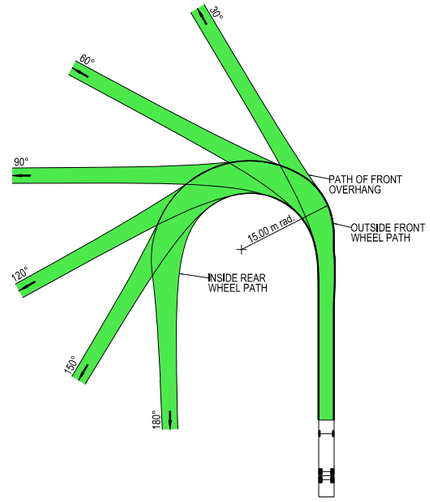
LEGEND

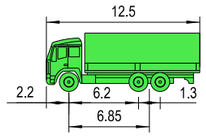
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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SINGLE UNIT SERVICE TRUCK (12.5 m)

OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 14/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
OLYMPIC HIGHWAY AND JOFFRE STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - 12.5 SU - GATE 1 - LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW5-005
ISSUE 1

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JOFFRE STREET

OLYMPIC HIGHWAY

APPROXIMATE GATE LOCATION
UPON CLOSURE OF KEMP STREET

PM_S_19M
AUSTROADS 2023 (AU)

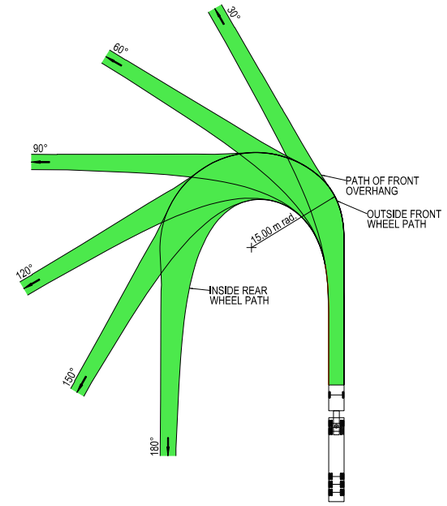
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME	DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route.dgn			14/08/2025	ThomHunter	MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
OLYMPIC HIGHWAY AND JOFFRE STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - JUNEE - GATE 1 - THROUGH

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS: CONCEPT DESIGN SHEET No. SW5-006 ISSUE 1

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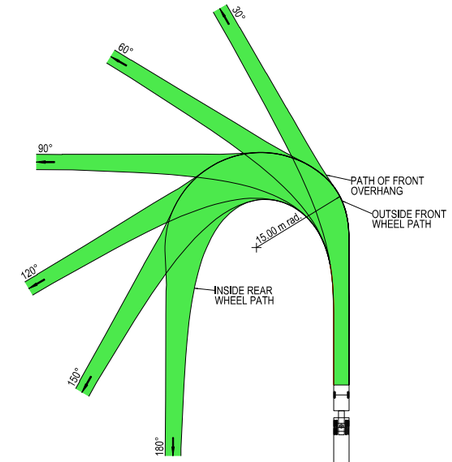
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 14/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
OLYMPIC HIGHWAY
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - JUNEE - GATE 2 - THROUGH

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS CONCEPT DESIGN — SHEET No. SW5-007 — ISSUE 1

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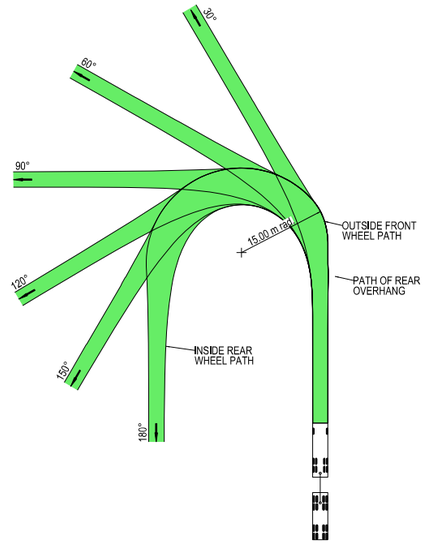
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 14/08/2025 — PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
EDGAR STREET AND HILL STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - JUNEE - GATE 3 - IN

A3

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS: CONCEPT DESIGN — SHEET No.: SW5-008 — ISSUE: 1

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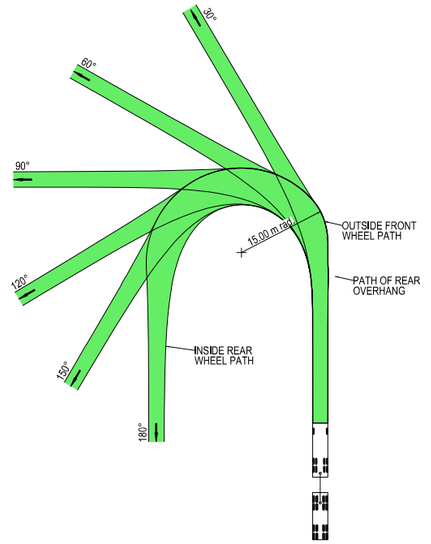
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 14/08/2025 — PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
EDGAR STREET AND HILL STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - JUNEE - GATE 3 - OUT

A3

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS: CONCEPT DESIGN — SHEET No.: SW5-009 — ISSUE: 1

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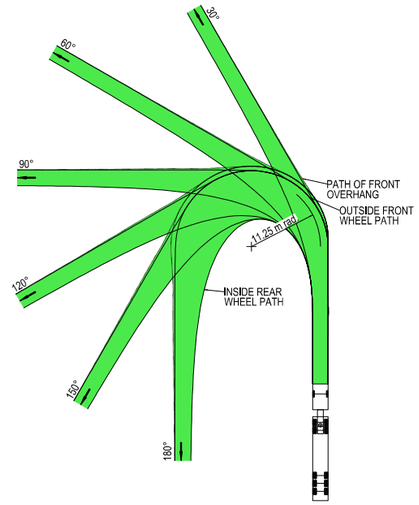
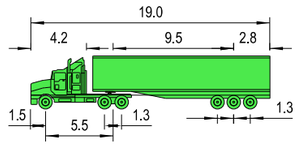
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h
0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 14/08/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
EDGAR STREET AND HILL STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - JUNEE - GATE 4 - THROUGH

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS CONCEPT DESIGN SHEET No. SW5-010 ISSUE 1

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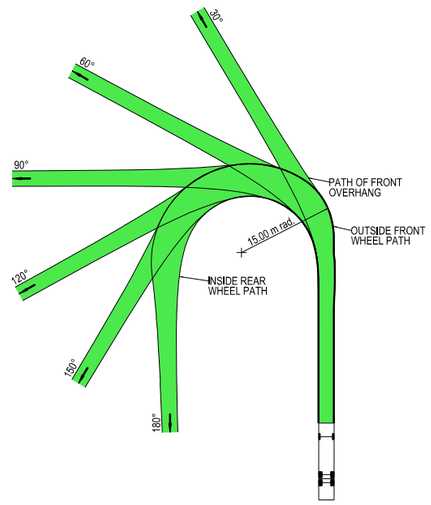
LEGEND

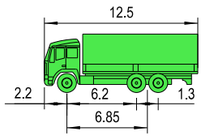
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL
0 5 10 15 20 25 30 35 40 45 50

DRAWING FILE LOCATION / NAME	DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route.dgn			14/08/2025	ThomHunter	MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
KEMP STREET AND DUCKER STREET

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - JUNEE - GATE 5 - LI RO

RIGORE REGISTRATION No. RES2501.78.207 | PART 1

ISSUE STATUS: CONCEPT DESIGN | SHEET No. SW5-011 | ISSUE 1

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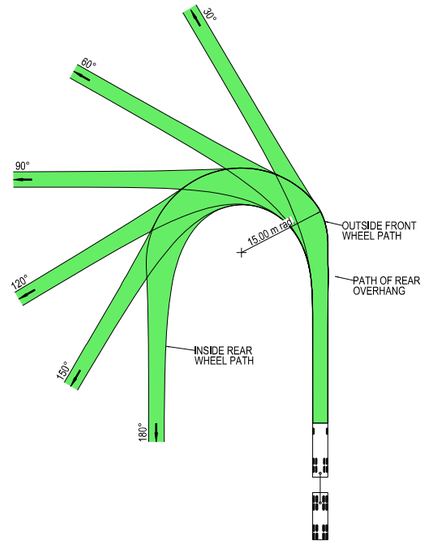
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 14/08/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
KEMP STREET AND DUCKER STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - JUNEE - GATE 5 - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS CONCEPT DESIGN SHEET No. SW5-012 ISSUE 1

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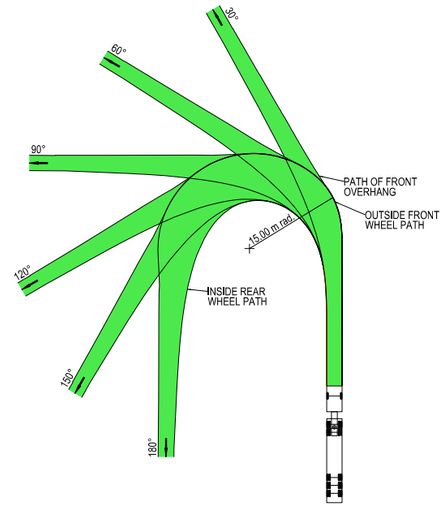
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 14/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
EDGAR STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - JUNEE - GATE 6 - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW5-013
ISSUE 1

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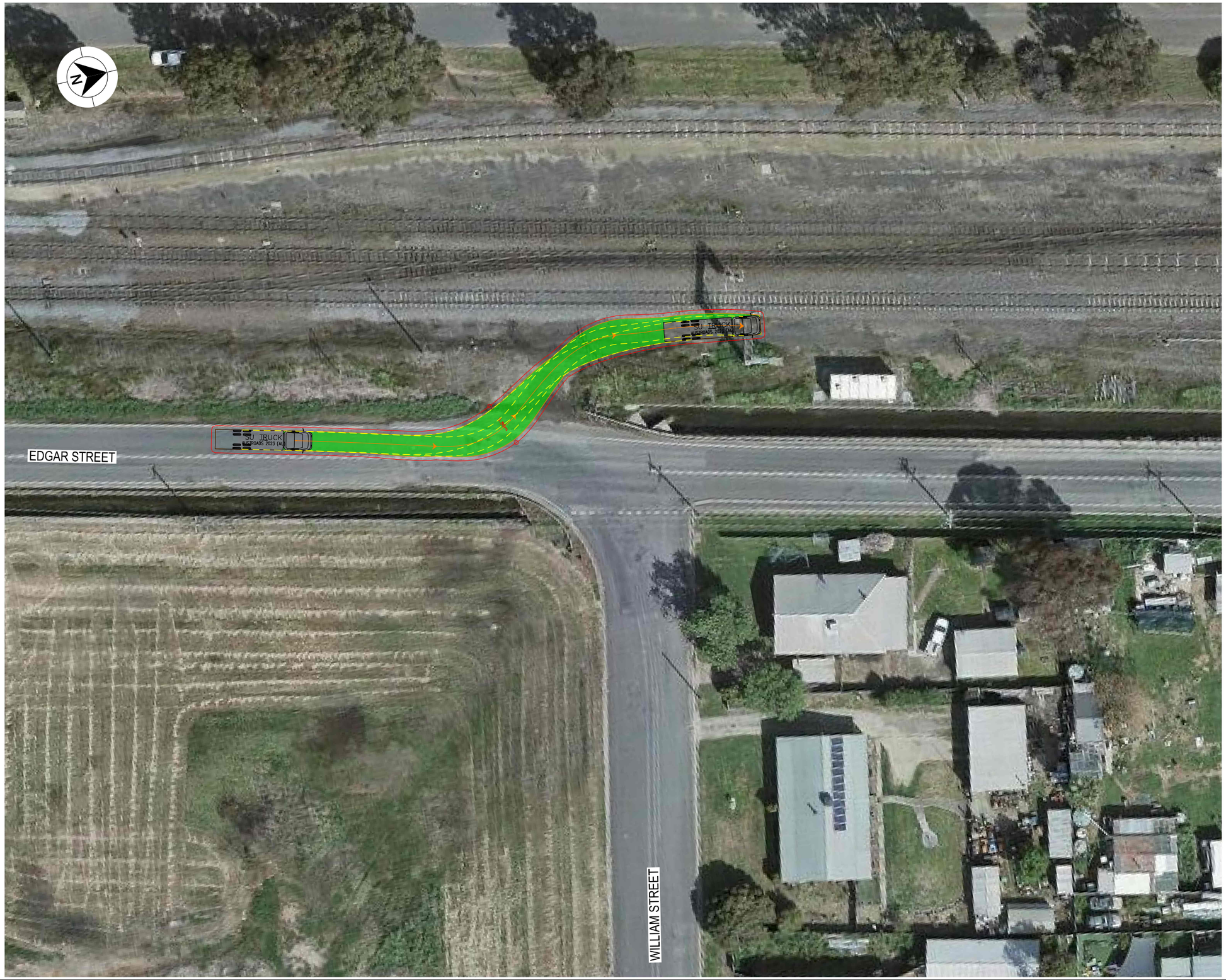


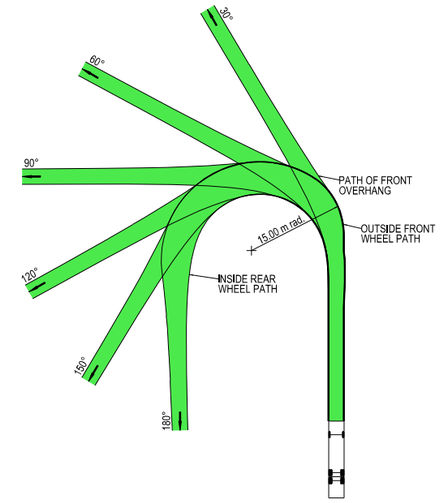
LEGEND

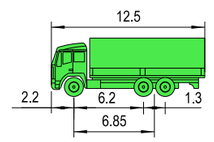
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 14/08/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
EDGAR STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - 12.5 SU - JUNEE - GATE 7 - LI

A3

RIGORE REGISTRATION No.: RES2501.78.207 PART: 1

ISSUE STATUS: CONCEPT DESIGN SHEET No.: SW5-014 ISSUE: 1

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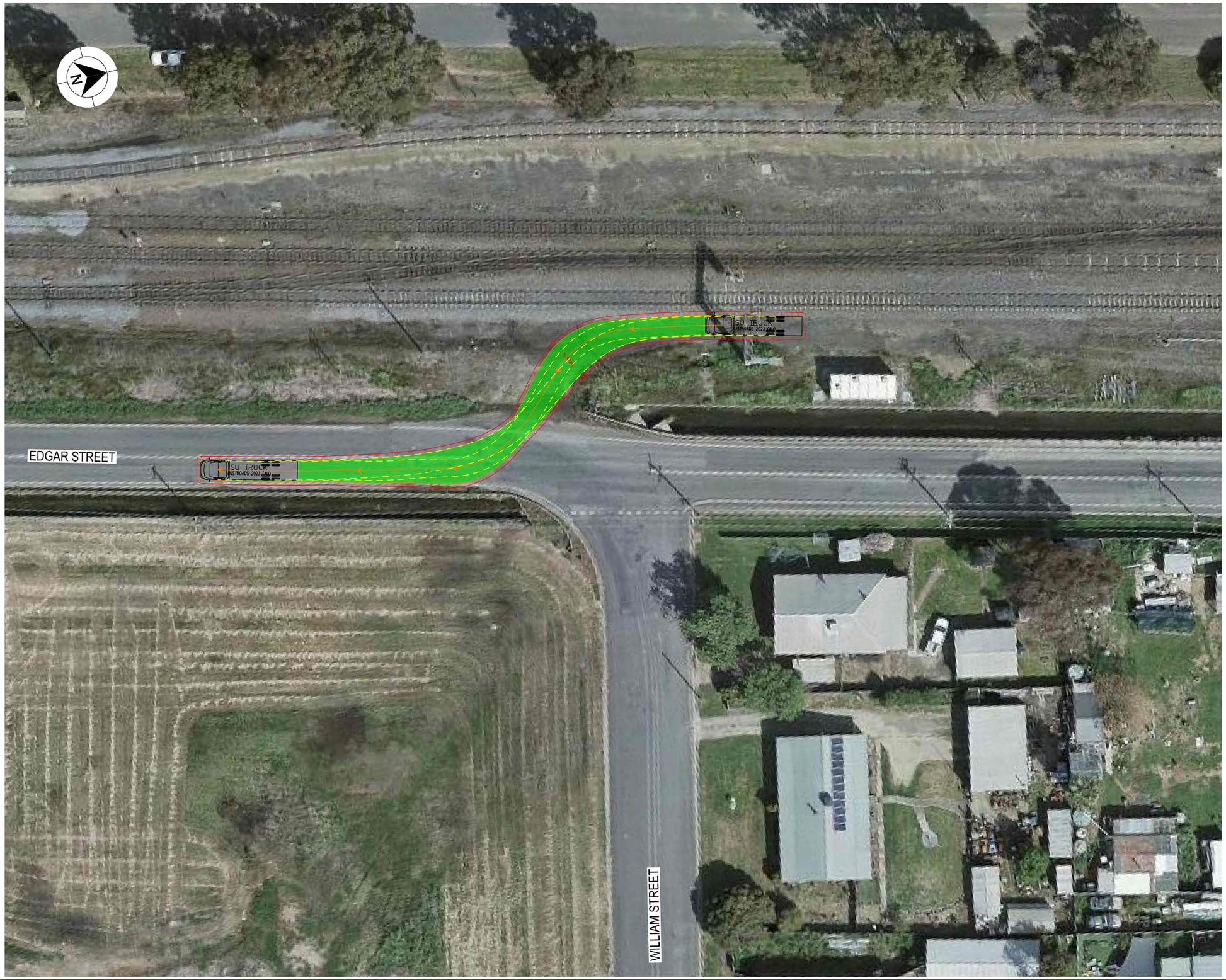


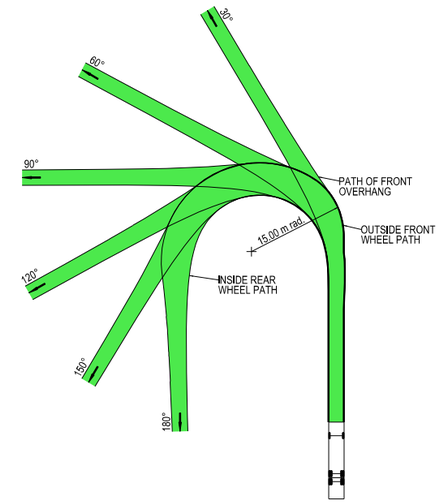
LEGEND

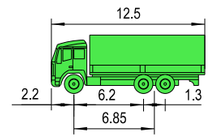
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 14/08/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
EDGAR STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - 12.5 SU - JUNEE - GATE 7 - RO

A3

RIGORE REGISTRATION No.: RES2501.78.207 PART: 1

ISSUE STATUS: CONCEPT DESIGN SHEET No.: SW5-015 ISSUE: 1

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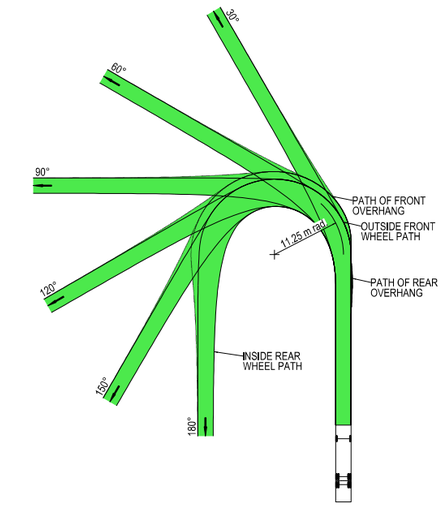
LEGEND

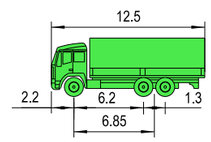
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME	DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
WILLIAM STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - 12.5 SU - JUNEE - GATE 7 - IN

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RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS CONCEPT DESIGN SHEET No. SW5-016 ISSUE 1

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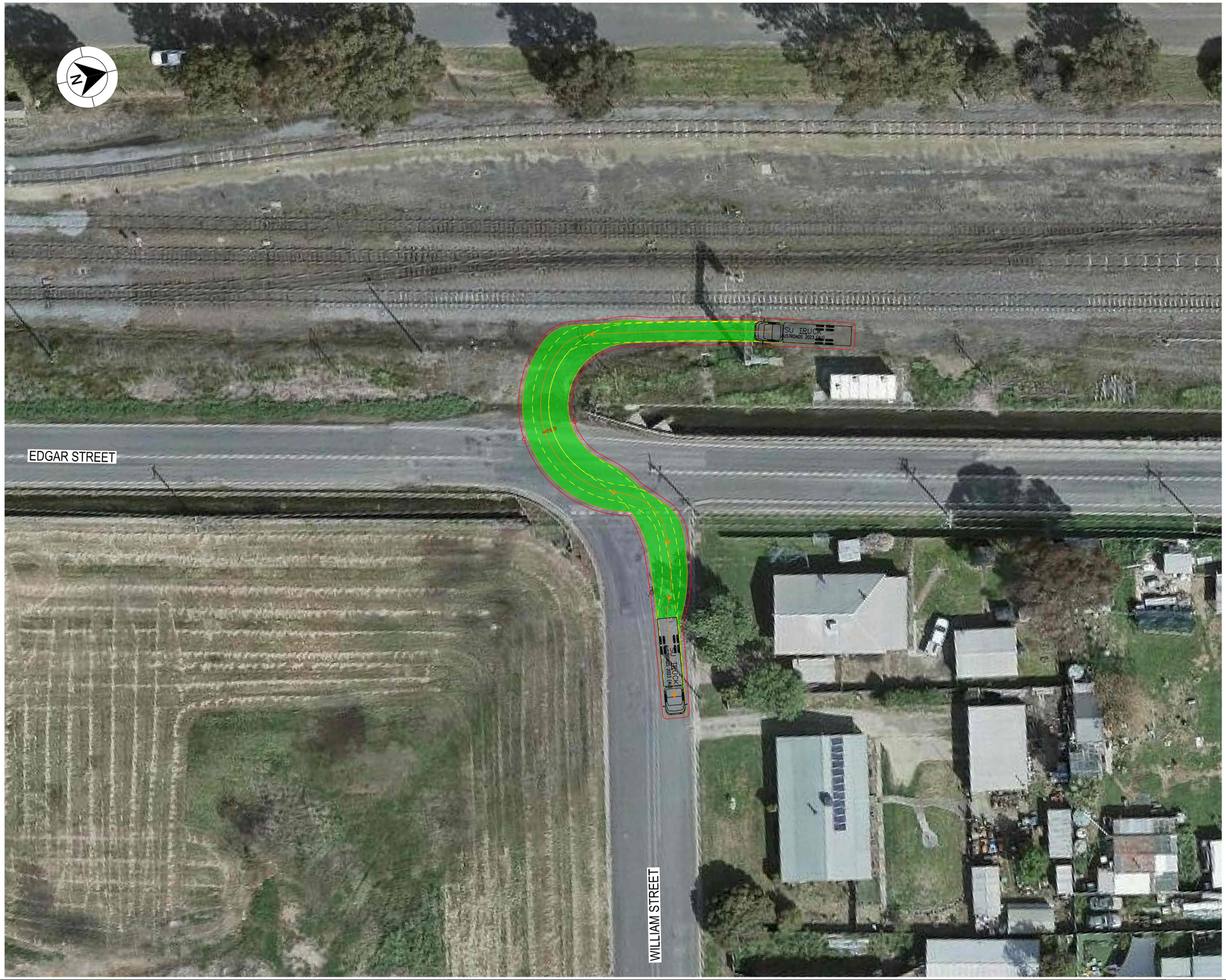


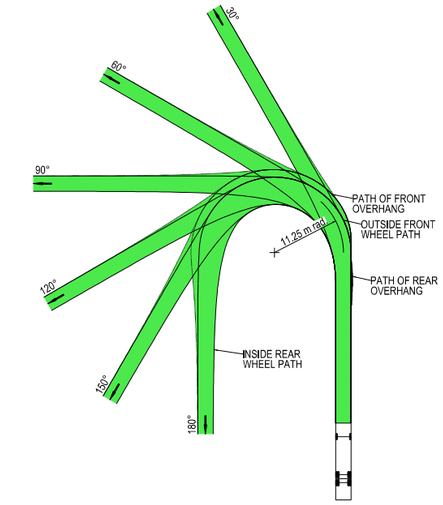
LEGEND

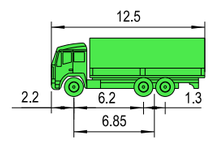
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME	DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
WILLIAM STREET

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 12.5 SU - JUNEE - GATE 7 - OUT

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS: CONCEPT DESIGN — SHEET No. SW5-017 — ISSUE 1

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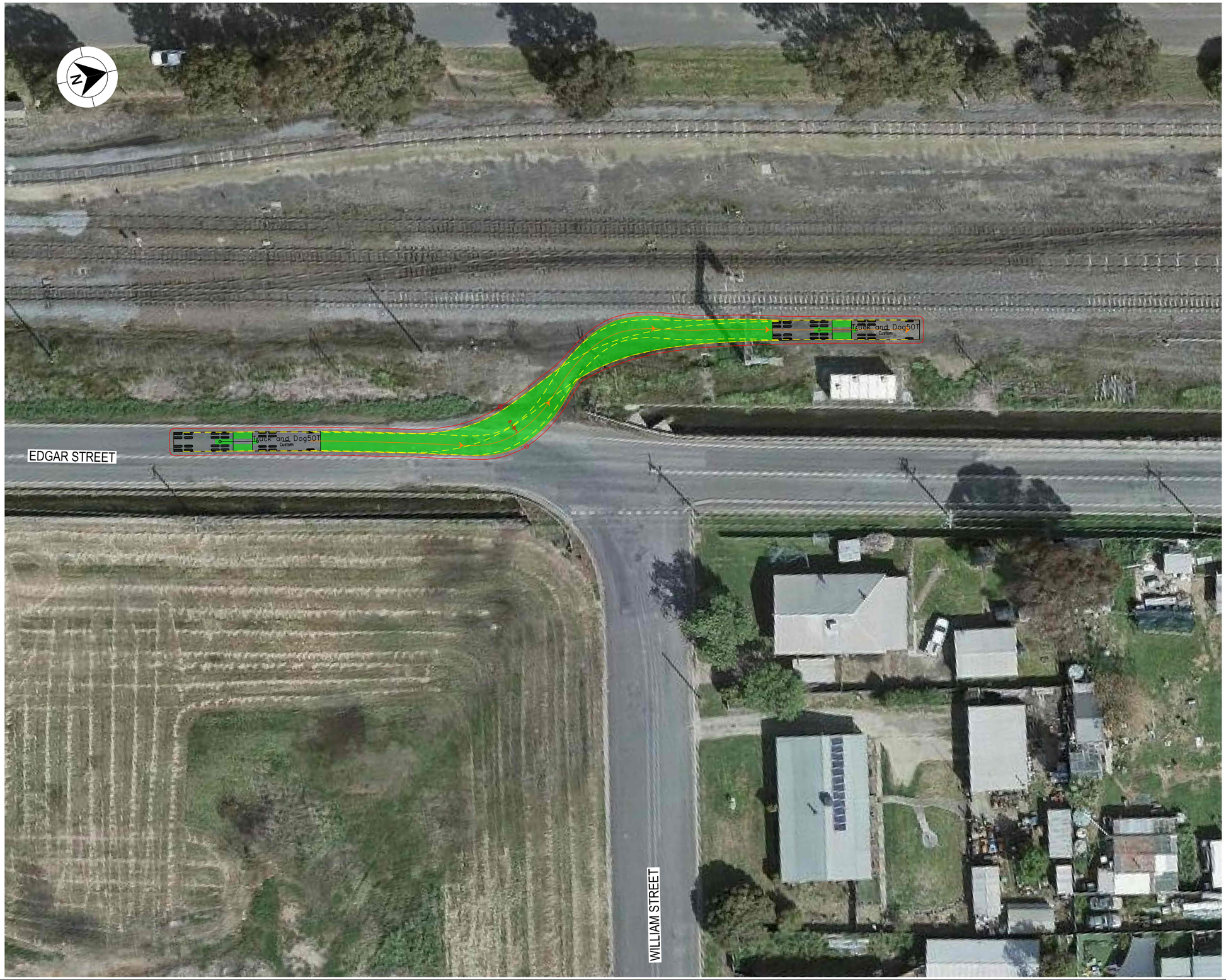


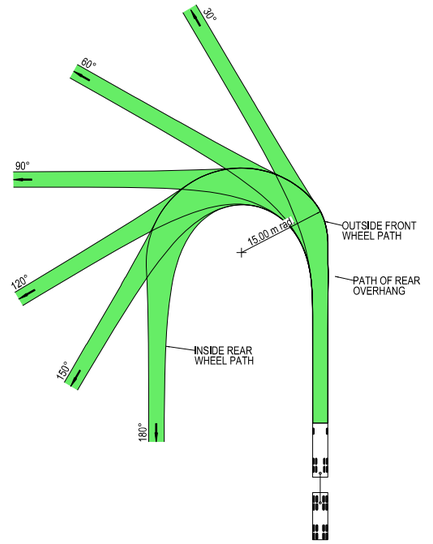
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME	DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route.dgn			14/08/2025	ThomHunter	MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
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JUNEE COUNCIL
EDGAR STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - JUNEE - GATE 7 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS: CONCEPT DESIGN SHEET No. SW5-018 ISSUE 1

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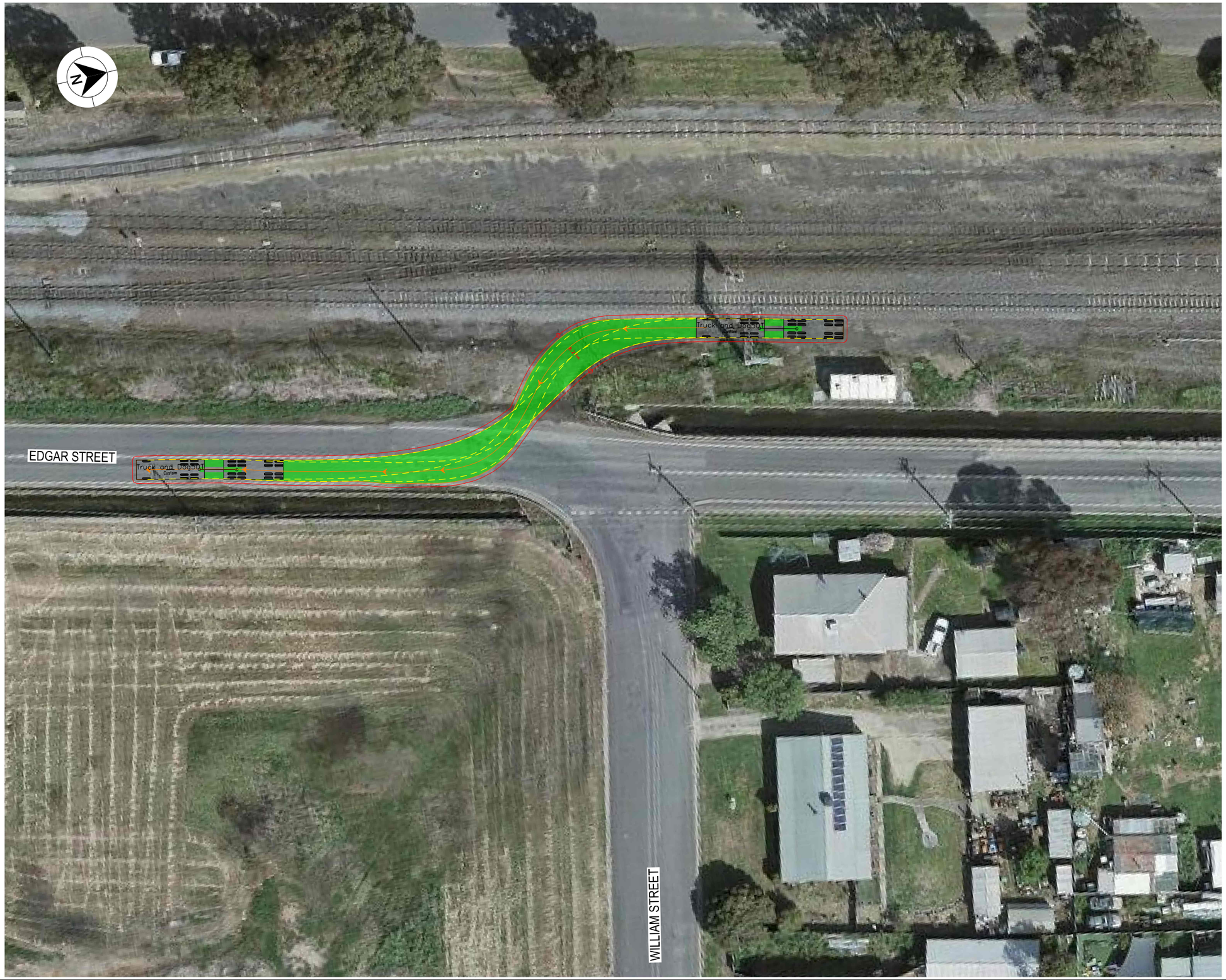


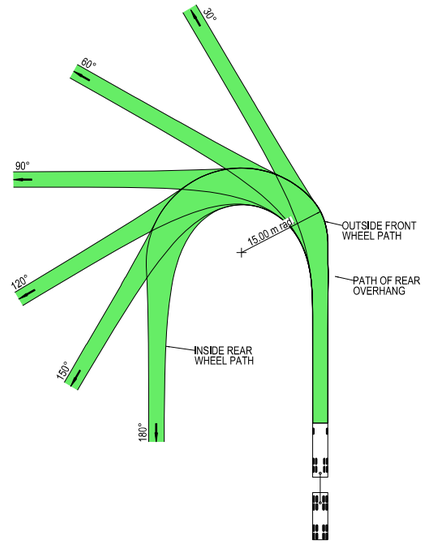
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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DRAWING FILE LOCATION / NAME	DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route.dgn			14/08/2025	ThomHunter	MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
EDGAR STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - JUNEE - GATE 7 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS: CONCEPT DESIGN SHEET No. SW5-019 ISSUE 1

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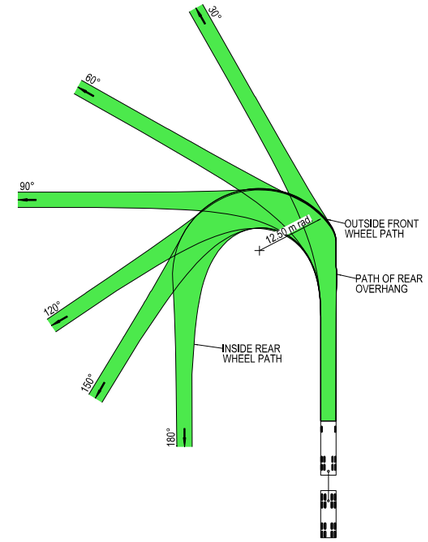
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 14/08/2025 — PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
WILLIAM STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - JUNEE - GATE 7 - IN

A3

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS: CONCEPT DESIGN — SHEET No.: SW5-020 — ISSUE: 1

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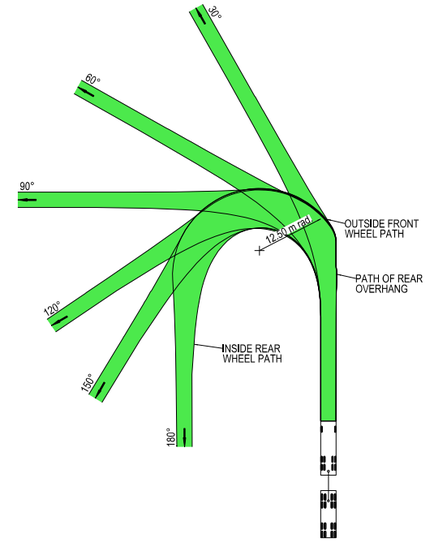
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 14/08/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
WILLIAM STREET

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - JUNEE - GATE 7 - OUT

RIGORE REGISTRATION No.: RES2501.78.207 PART: 1

ISSUE STATUS: CONCEPT DESIGN SHEET No.: SW5-021 ISSUE: 1

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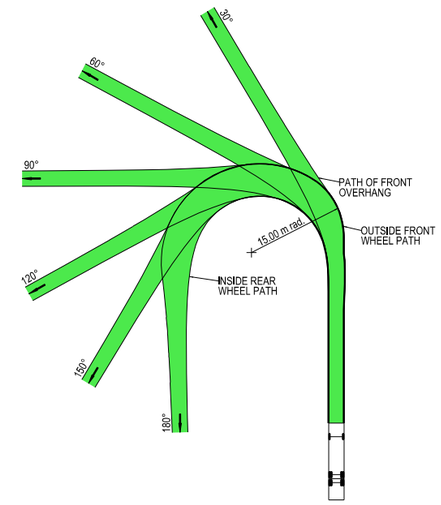
LEGEND

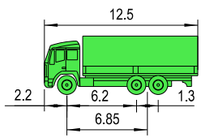
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 14/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
RAILWAY PARADE
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - 12.5 SU - JUNEE - GATE 8 - THROUGH

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS CONCEPT DESIGN — SHEET No. SW5-022 — ISSUE 1

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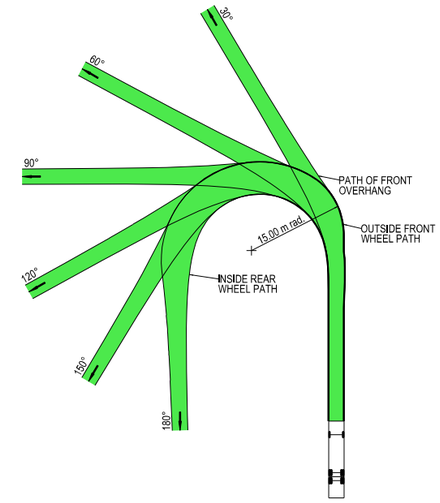
LEGEND

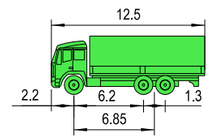
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 14/08/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
RAILWAY LANE KEMP STREET
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - 12.5 SU - JUNEE - GATE 9 - THROUGH

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS: CONCEPT DESIGN SHEET No. SW5-023 ISSUE 1

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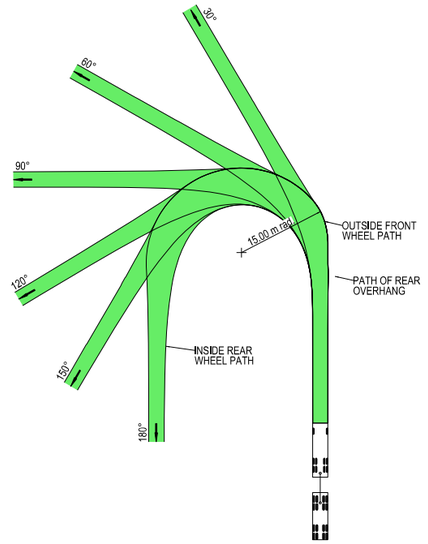
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 14/08/2025 — PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
OLYMPIC HIGHWAY
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - JUNEE - GATE 10 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS: CONCEPT DESIGN — SHEET No. SW5-024 — ISSUE 1

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PRETORIA AVENUE

OLYMPIC HIGHWAY

CONFLICT POINT

OBSERVATION ANGLE 92°

WSP Truck and Dog 3QT_BD

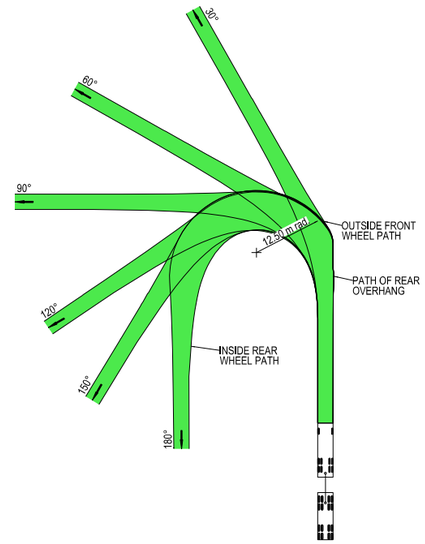
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 14/08/2025 — PLOT BY ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
OLYMPIC HIGHWAY
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - JUNEE - GATE 10 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS CONCEPT DESIGN — SHEET No. SW5-025 — ISSUE 1

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PRETORIA AVENUE

OLYMPIC HIGHWAY

Truck and Dog50T
Custom

Truck and Dog50T
Custom

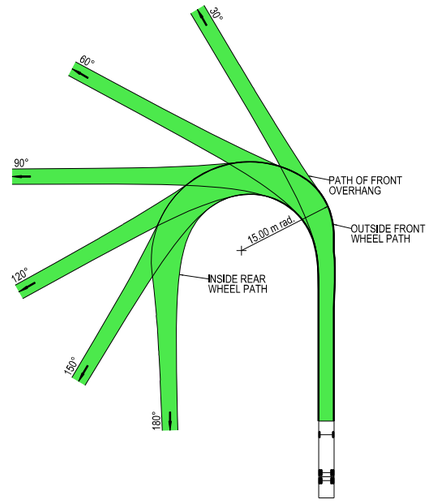
LEGEND

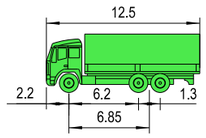
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL
0 5 10 15 20 25 30 35 40 45 50

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 15/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
OYLMPIC HIGHWAY
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - JUNEE - GATE 10 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1

ISSUE STATUS CONCEPT DESIGN
SHEET No. SW5-026
ISSUE 1

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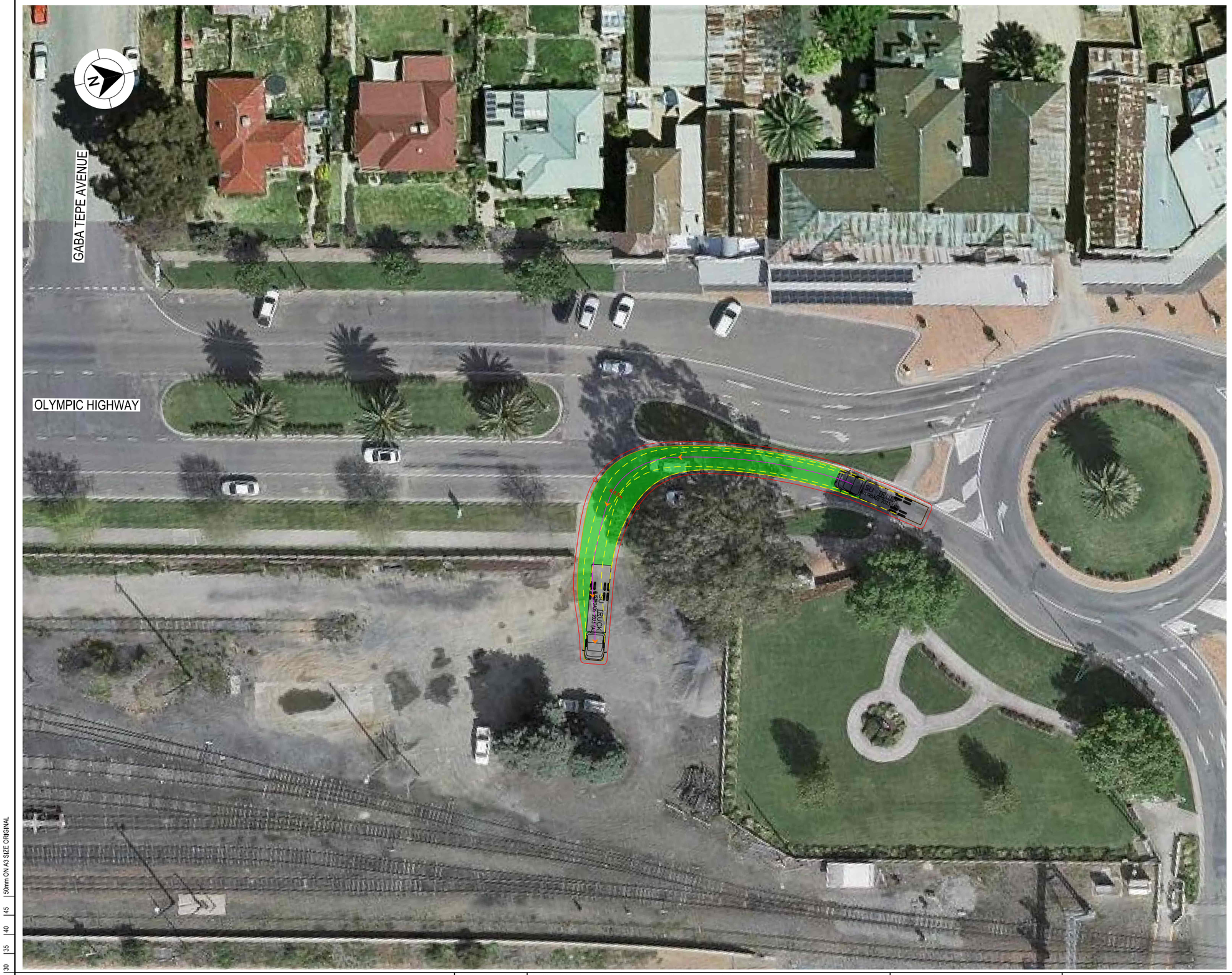


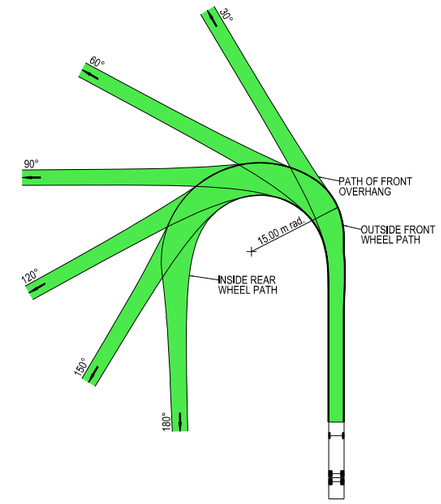
LEGEND

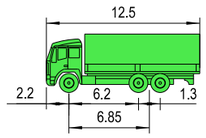
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL
0 5 10 15 20 25 30 35 40 45 50

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 15/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
OLYMPIC HIGHWAY
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - 12.5 SU - JUNEE - GATE 11 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1

ISSUE STATUS CONCEPT DESIGN
SHEET No. SW5-027
ISSUE 1

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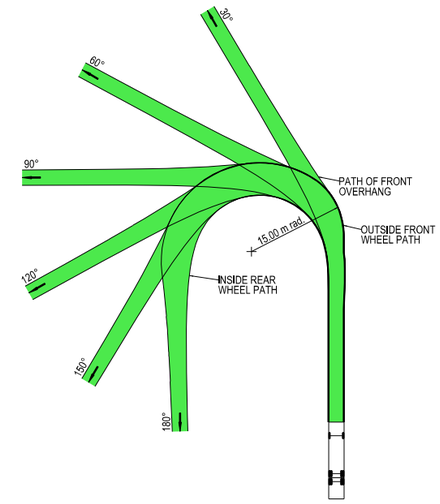
LEGEND

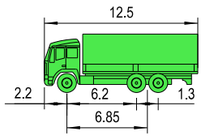
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL
0 5 10 15 20 25 30 35 40 45 50

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 15/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
OLYMPIC HIGHWAY
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - 12.5 SU - JUNEE - GATE 11 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1

ISSUE STATUS CONCEPT DESIGN
SHEET No. SW5-028
ISSUE 1

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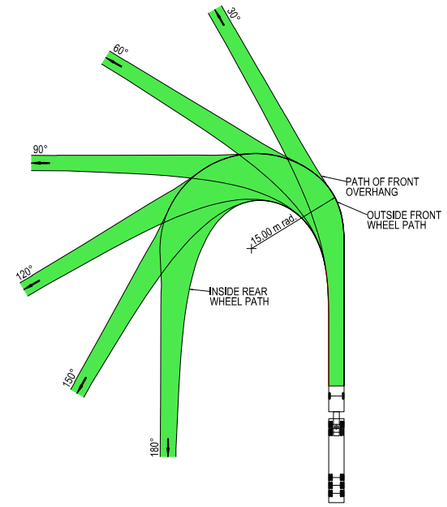
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 15/08/2025 — PLOT BY ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
REGENT STREET AND ILLABO ROAD
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - JUNEE - GATE 12 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS CONCEPT DESIGN — SHEET No. SW5-029 — ISSUE 1

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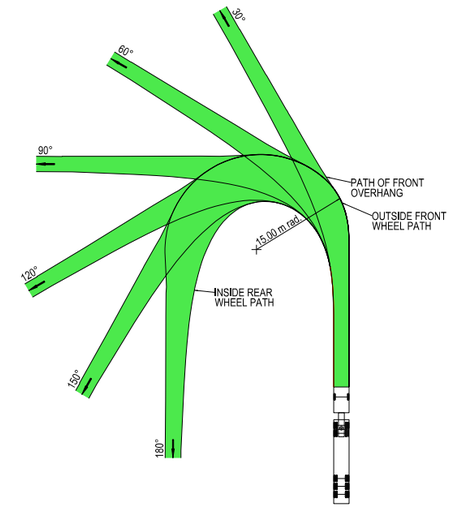
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 15/08/2025 — PLOT BY ThomHunter

CLIENT: MARTINUS

JUNEE COUNCIL
REGENT STREET AND ILLABO ROAD
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - JUNEE - GATE 12 - RI

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS CONCEPT DESIGN — SHEET No. SW5-030 — ISSUE 1

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WAGGA WAGGA CITY COUNCIL

CTTAMP MITIGATIONS STAGE B

JUNEE PRECINCT

SWEPT PATH ANALYSIS

JUNEE HEAVY VEHICLE ALTERNATIVE ROUTE

LOCALITY PLAN

© GOOGLE MAPS

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THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Heavy Vehicle Alernative Route.dgn	LINEAR REFERENCING START: N/A FINISH: N/A		PLOT DATE / TIME 15/08/2025 10:12:54 AM PLOT BY BryceDennett	CLIENT MARTINUS	A2I CTTAMP STAGE B JUNEE PRECINCT SWEPT PATH ANALYSIS A3
PREPARED BY RIGORE ENGINEERING SERVICES	DESIGNED SIGNED NAME T. HUNTER TITLE CADET ENGINEER DATE	VERIFIED SIGNED NAME J. COLES TITLE LEAD DESIGNER DATE	PROJECT MANAGER SIGNED NAME J.GORRIE TITLE PROJECT MANAGER DATE	COUNCIL CLIENT REPRESENTATIVE SIGNED NAME P.BILLINGHAM TITLE CLIENT REPRESENTATIVE DATE	PREPARED FOR MARTINUS PTY LTD	RIGORE PROJECT No. RES 2501.78.207 CLIENT PROJECT No. PMO REGISTRATION No. RES2501.78.207 STAGE 1 SHEET No. SW6-001 ISSUE 1

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GDA 2020

CTTAMP MITIGATIONS - INDEX

		ISSUE DATE				
	ISSUE NUMBER	1				PASS/FAIL
	DD	14				
	MM	7				
	YY	25				
SHEET NUMBER	**SHEET DESCRIPTION**	AMENDMENT				
SW6	SWEPT PATH ANALYSIS (8 SHEETS)					
SW6-001	COVER SHEET					
SW6-002	INDEX					
SW6-003	KEY PLAN					
SW6-004	SWEPT PATH - 26M - GOLDFIELDS WAY AND OLD JUNEE ROAD - RI LO					PASS
SW6-005	SWEPT PATH - 26M - GOLDFIELDS WAY AND OLYMPIC HIGHWAY - LI RO					PASS
SW6-006	SWEPT PATH - 26M - OLD JUNEE ROAD AND QUEEN STREET - LI RO					PASS
SW6-007	SWEPT PATH - 26M - OLYMPIC HIGHWAY AND QUEEN STREET - RI LO					PASS
SW6-008	SWEPT PATH - 26M - OLYMPIC HIGHWAY AND QUEEN STREET - RO					PASS

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Heavy Vehicle Alernative Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 15/08/2025 — PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		T.HUNTER	30/07/2025
DRG CHECK		J.COLES	30/07/2025
DESIGN		T.HUNTER	30/07/2025
DESIGN CHECK		J.COLES	30/07/2025
DESIGN MNGR		J.GORRIE	30/07/2025
PROJECT MNGR		J.GORRIE	30/07/2025

JUNEE COUNCIL
SHEET INDEX
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
INDEX

A3

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS: CONCEPT DESIGN — SHEET No.: SW6-002 — ISSUE: 1

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LEGEND

GDA 2020

XXXX — DESIGN CONTROL CALLOUT

FULL PLAN SHEETS AT 1:500

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Heavy Vehicle Alernative Route.dgn				DESIGN LOT CODE		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME 15/08/2025 10:12:54 AM		PLOT BY ThomHunter	CLIENT	JUNEE COUNCIL KEY PLAN
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE		A3
						NOT TO SCALE	RIGORE ENGINEERING SERVICES	DRAWN	T.HUNTER	30/07/2025	MARTINUS	A2I CTTAMP JUNEE PRECINCT SWEPT PATH ANALYSIS
								DRG CHECK	J.COLES	30/07/2025		
								DESIGN	T.HUNTER	30/07/2025		
								DESIGN CHECK	J.COLES	30/07/2025		RIGORE REGISTRATION No. RES2501.78.207 — PART 1
						CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)	HEIGHT DATUM AHD	DESIGN MNGR	J.GORRIE	30/07/2025		ISSUE STATUS CONCEPT DESIGN — SHEET No. SW6-003 — ISSUE 1
								PROJECT MNGR	J.GORRIE	30/07/2025		

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GDA 2020

DESIGN VEHICLE COMPLETED SWEPT PATH

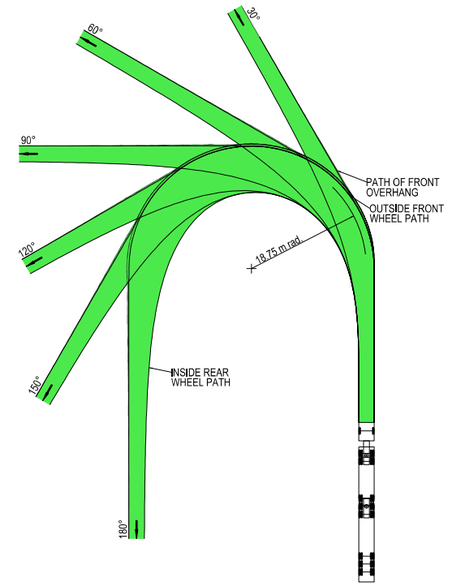
DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH

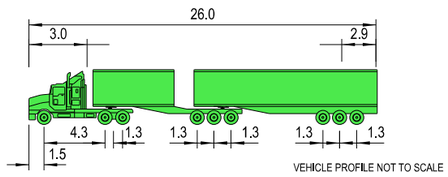
DESIGN VEHICLE FAILED SWEPT PATH

0.5m VEHICLE CLEARANCE

AUSTROADS
B - DOUBLE (26 m)
RADIUS 20 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

B - DOUBLE (26.0 m)	
OVERALL LENGTH	26.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	18.75 m
TURNING SPEED	15 - 20 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Heavy Vehicle Alernative Route.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 15/08/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
GOLDFIELDS WAY & OLD JUNEE ROAD

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 26M - GOLDFIELDS WAY AND OLD JUNEE ROAD - RI LO

RIGORE REGISTRATION No.: RES2501.78.207 PART: 1

ISSUE STATUS: CONCEPT DESIGN SHEET No.: SW6-004 ISSUE: 1

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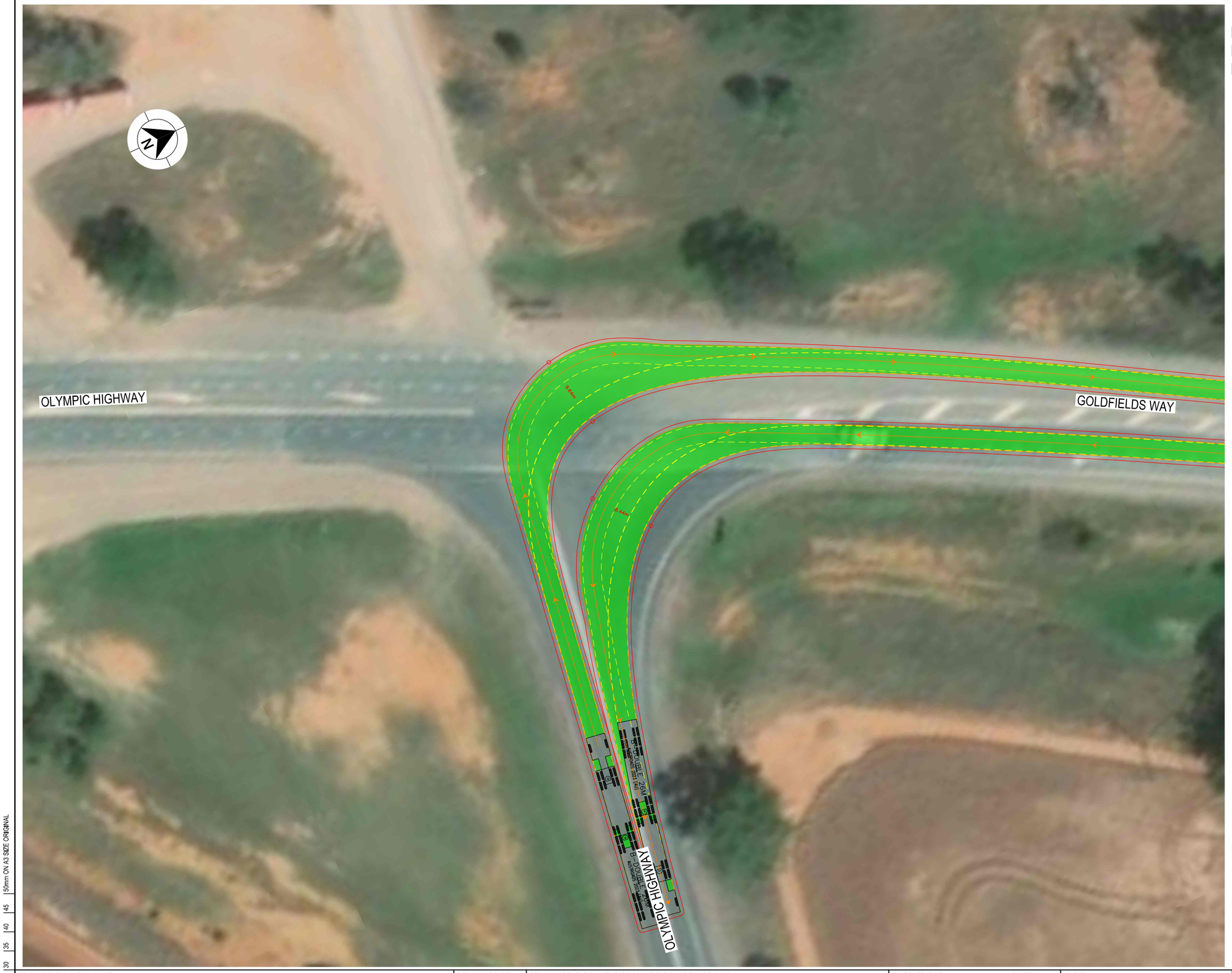
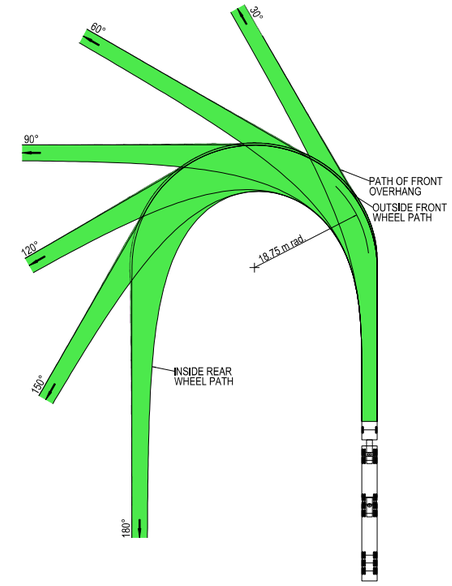


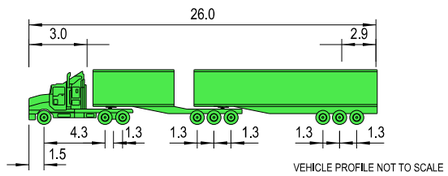
GDA 2020

DESIGN VEHICLE COMPLETED SWEPT PATH
DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
DESIGN VEHICLE FAILED SWEPT PATH
0.5m VEHICLE CLEARANCE

AUSTROADS
B - DOUBLE (26 m)
RADIUS 20 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

B - DOUBLE (26.0 m)	
OVERALL LENGTH	26.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	18.75 m
TURNING SPEED	15 - 20 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Heavy Vehicle Alernative Route.dgn
DESIGN LOT CODE:
DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:
PLOT DATE / TIME: 15/08/2025
PLOT BY: ThomHunter
CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m
CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD
DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
GOLDFIELDS WAY & OLYMPIC HIGHWAY
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - 26M - GOLDFIELDS WAY AND OLYMPIC HIGHWAY - LI RO

A3

RIGORE REGISTRATION No.: RES2501.78.207
PART: 1
ISSUE STATUS: CONCEPT DESIGN
SHEET No.: SW6-005
ISSUE: 1

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DESIGN VEHICLE COMPLETED SWEPT PATH

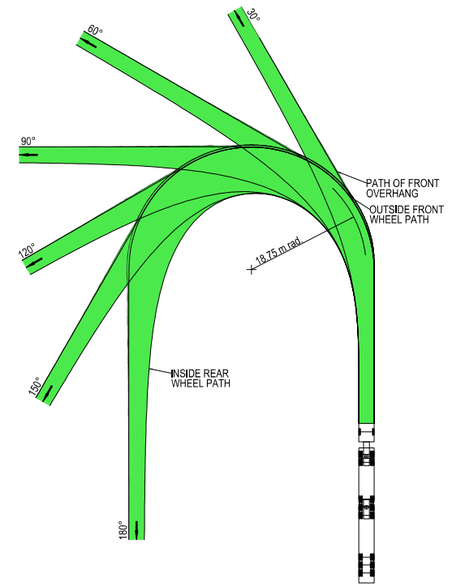
DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH

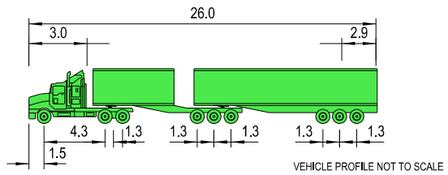
DESIGN VEHICLE FAILED SWEPT PATH

0.5m VEHICLE CLEARANCE

AUSTROADS
B - DOUBLE (26 m)
RADIUS 20 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

B - DOUBLE (26.0 m)	
OVERALL LENGTH	26.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	18.75 m
TURNING SPEED	15 - 20 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Junee Heavy Vehicle Alernative Route.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 15/08/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
OLD JUNEE ROAD & QUEEN STREET

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 26M - OLD JUNEE ROAD AND QUEEN STREET - LI RO

RIGORE REGISTRATION No.: RES2501.78.207 PART: 1

ISSUE STATUS: CONCEPT DESIGN SHEET No.: SW6-006 ISSUE: 1

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GDA 2020

DESIGN VEHICLE COMPLETED SWEPT PATH

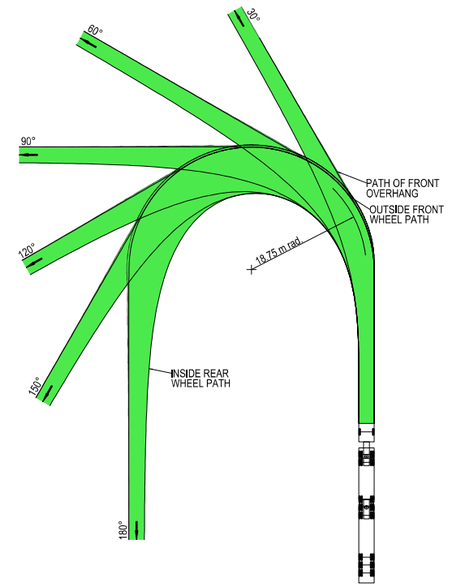
DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH

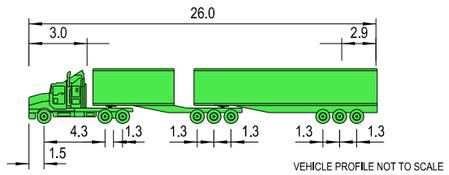
DESIGN VEHICLE FAILED SWEPT PATH

0.5m VEHICLE CLEARANCE

AUSTROADS
B - DOUBLE (26 m)
RADIUS 20 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 15/08/2025

PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		T.HUNTER	30/07/2025
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MARTINUS

JUNEE COUNCIL
OLYMPIC HIGHWAY & QUEEN STREET

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 26M - OLYMPIC HIGHWAY AND QUEEN STREET - RI LO

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS CONCEPT DESIGN

SHEET No. SW6-007

ISSUE 1

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GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
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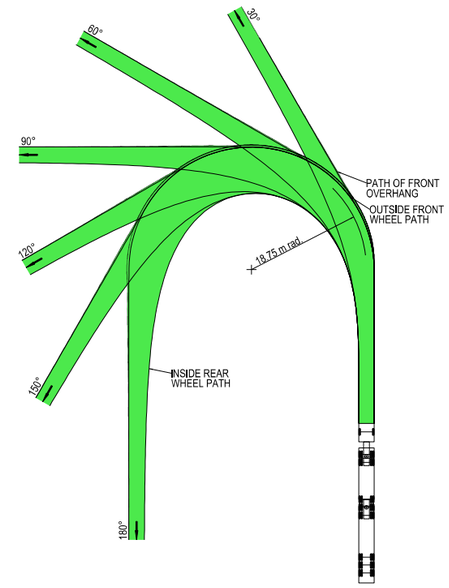
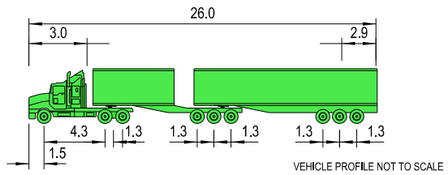
RADIUS 20 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 15/08/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
OLYMPIC HIGHWAY & QUEEN STREET

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 26M - OLYMPIC HIGHWAY AND QUEEN STREET - RO

RIGORE REGISTRATION No.: RES2501.78.207 PART: 1

ISSUE STATUS: CONCEPT DESIGN SHEET No.: SW6-008 ISSUE: 1

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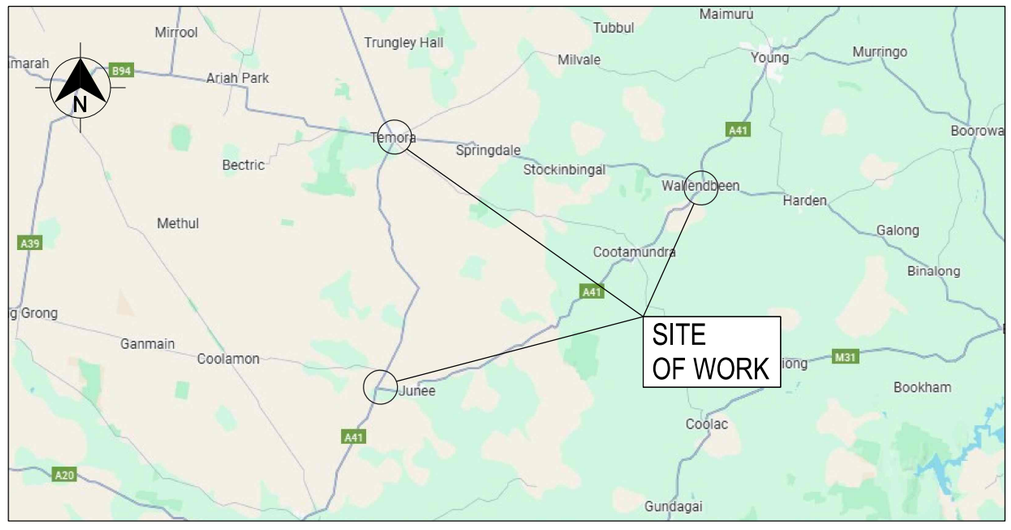
WAGGA WAGGA CITY COUNCIL

CTTAMP MITIGATIONS STAGE B

JUNEE / ILLABO PRECINCT

SWEPT PATH ANALYSIS

ILLABO CROSSING HEAVY VEHICLE ALTERNATIVE ROUTE



LOCALITY PLAN

© GOOGLE MAPS

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME K:\RIGORE ENGINEERING SERVICES\PMO\ACTIVE WORK SETS\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Illabo Heavy Vehicle Alternative Route.dgn	LINEAR REFERENCING START: N/A FINISH: N/A		PLOT DATE / TIME 15/08/2025 11:03:44 AM PLOT BY BryceDennett	CLIENT MARTINUS	A2I CTTAMP STAGE B JUNEE / ILLABO PRECINCT SWEPT PATH ANALYSIS — A3
PREPARED BY RIGORE ENGINEERING SERVICES	DESIGNED SIGNED NAME T. HUNTER TITLE CADET ENGINEER DATE	VERIFIED SIGNED NAME J. COLES TITLE LEAD DESIGNER DATE	PROJECT MANAGER SIGNED NAME J.GORRIE TITLE PROJECT MANAGER DATE	COUNCIL CLIENT REPRESENTATIVE SIGNED NAME P.BILLINGHAM TITLE CLIENT REPRESENTATIVE DATE	PREPARED FOR MARTINUS PTY LTD	RIGORE PROJECT No. RES 2501.78.207 — CLIENT PROJECT No. PMO REGISTRATION No. RES2501.78.207 — STAGE 1 SHEET No. SW7-001 — ISSUE 1

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GDA 2020

CTTAMP MITIGATIONS - INDEX							
		ISSUE DATE					PASS/FAIL
	ISSUE NUMBER	1					
	DD	14					
	MM	7					
	YY	25					
SHEET NUMBER	**SHEET DESCRIPTION**	AMENDMENT					
SW7	SWEPT PATH ANALYSIS (6 SHEETS)						
SW7-001	COVER SHEET						
SW7-002	INDEX						
SW7-003	KEY PLAN						
SW7-004	SWEPT PATH - 26M - BURLEY GRIFFIN WAY AND OLYMPIC HIGHWAY - RI LO						PASS
SW7-005	SWEPT PATH - 26M - GOLDFIELDS WAY AND OLYMPIC HIGHWAY - LI RO						PASS
SW7-006	SWEPT PATH - 26M - HOSKINS STREETAND VICTORIA STREET - LI RO						PASS

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\RIGORE ENGINEERING SERVICES\PMO\ACTIVE WORK SETS\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Illabo Heavy Vehicle Alternative Route.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 15/08/2025

PLOT BY: ThomHunter

CLIENT: MARTINUS

JUNEE COUNCIL
BURLEY GRIFFIN WAY & OLYMPIC HIGHWAY

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
INDEX

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		T.HUNTER	30/07/2025
DRG CHECK		J.COLES	30/07/2025
DESIGN		T.HUNTER	30/07/2025
DESIGN CHECK		J.COLES	30/07/2025
DESIGN MNGR		J.GORRIE	30/07/2025
PROJECT MNGR		J.GORRIE	30/07/2025

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ISSUE STATUS: CONCEPT DESIGN — SHEET No.: SW7-002 — ISSUE: 1

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LEGEND

XXXX — DESIGN CONTROL CALLOUT

FULL PLAN SHEETS AT 1:500

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Illabo Heavy Vehicle Alternative Route.dgn				DESIGN LOT CODE		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME 15/08/2025		PLOT BY ThomHunter
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING 0 200 400 600 800 SCALE 1:20000m	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE
								DRAWN	T.HUNTER	30/07/2025
								DRG CHECK	J.COLES	30/07/2025
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						CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)	HEIGHT DATUM AHD	PROJECT MNGR	J.GORRIE	30/07/2025

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CLIENT

MARTINUS

JUNEE COUNCIL
BURLEY GRIFFIN WAY & OLYMPIC HIGHWAY
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
KEY PLAN

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS: CONCEPT DESIGN — SHEET No. SW7-003 — ISSUE 1

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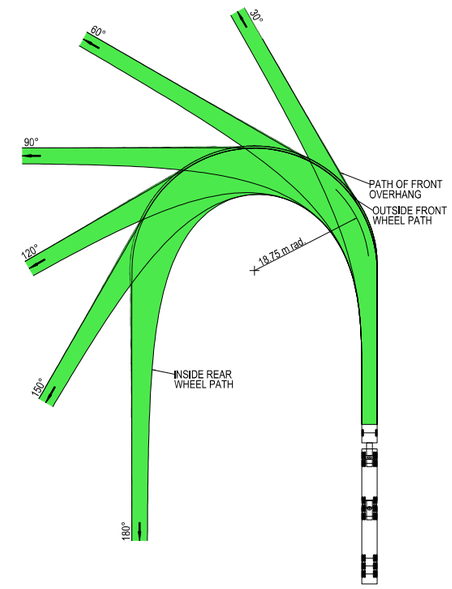
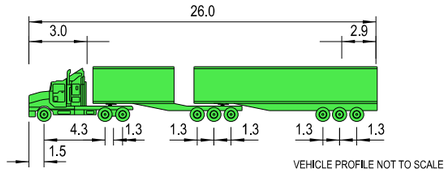
GDA 2020

DESIGN VEHICLE COMPLETED SWEPT PATH
DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
DESIGN VEHICLE FAILED SWEPT PATH
0.5m VEHICLE CLEARANCE

AUSTROADS
B - DOUBLE (26 m)
RADIUS 20 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

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DESIGN LOT CODE:
DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:
PLOT DATE / TIME: 15/08/2025
PLOT BY: ThomHunter
CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m
CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD
DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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JUNEE COUNCIL
BURLEY GRIFFIN WAY & OLYMPIC HIGHWAY
A3
A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - 26M - BURLEY GRIFFIN WAY AND OLYMPIC HIGHWAY - LO RI

RIGORE REGISTRATION No.: RES2501.78.207
PART: 1
ISSUE STATUS: CONCEPT DESIGN
SHEET No.: SW7-004
ISSUE: 1

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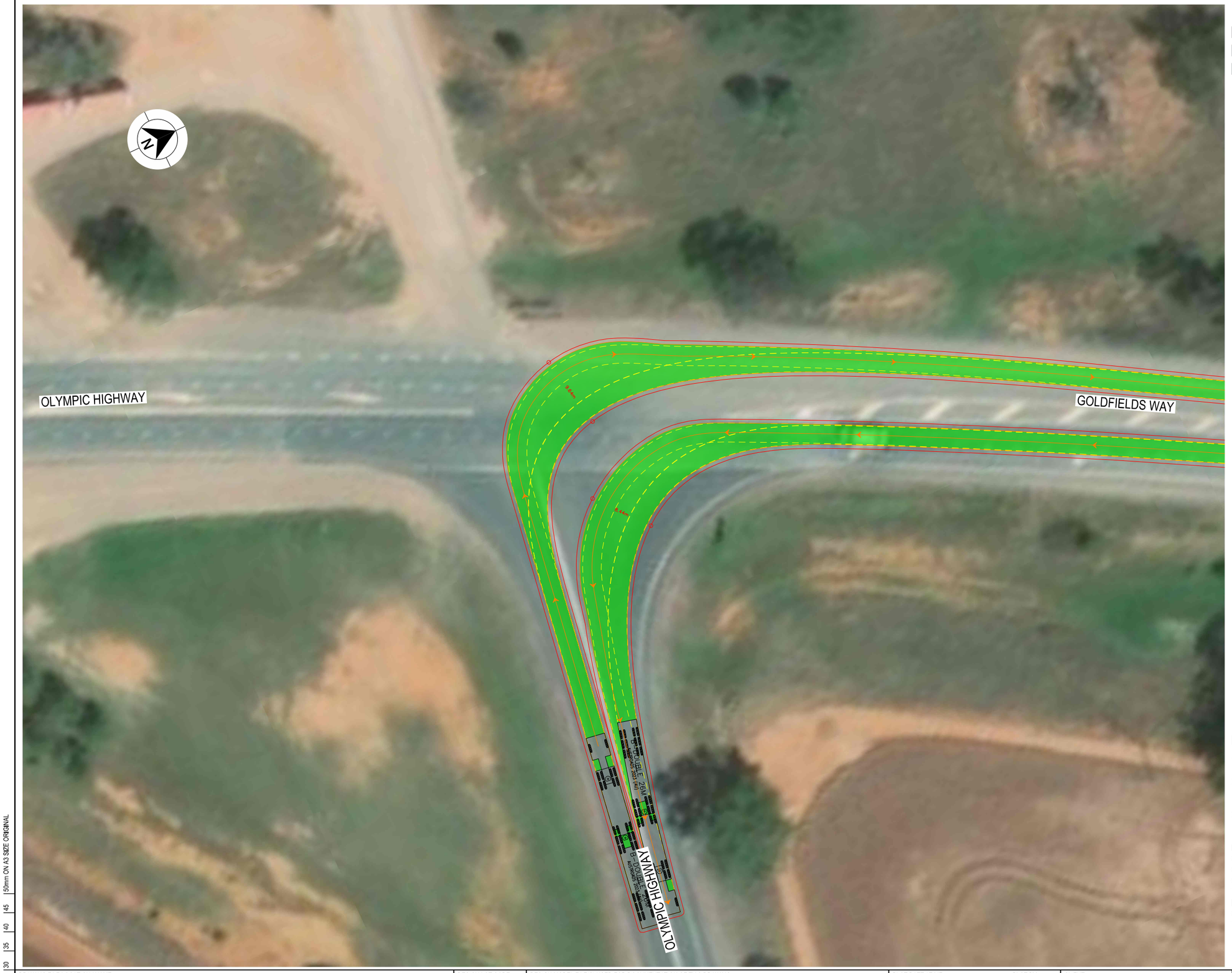

GDA 2020

DESIGN VEHICLE COMPLETED SWEPT PATH
DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
DESIGN VEHICLE FAILED SWEPT PATH
0.5m VEHICLE CLEARANCE

AUSTROADS
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RADIUS 20 m
TURNING SPEED 15 - 20 km/h

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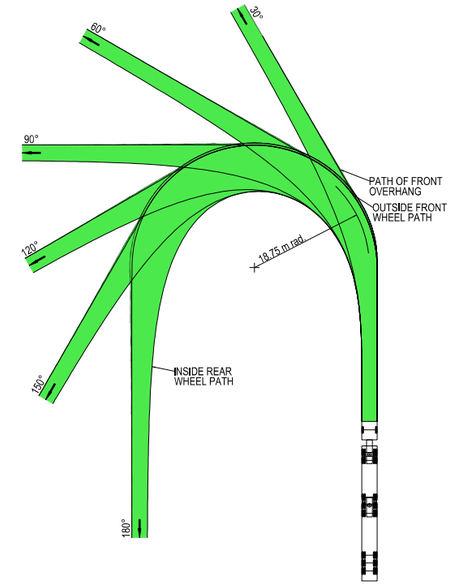
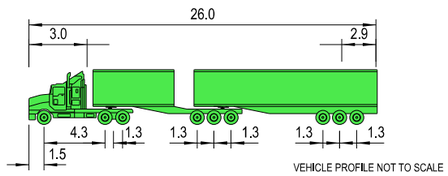
SCALE 1:1000m





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DESIGN LOT CODE

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PLOT BY: ThomHunter

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PROJECT MNGR	J.GORRIE	30/07/2025

JUNEE COUNCIL
GOLDFIELDS WAY & OLYMPIC HIGHWAY

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 26M - GOLDFIELDS WAY AND OLYMPIC HIGHWAY - LI RO

RIGORE REGISTRATION No.: RES2501.78.207
PART: 1
ISSUE STATUS: CONCEPT DESIGN
SHEET No.: SW7-005
ISSUE: 1

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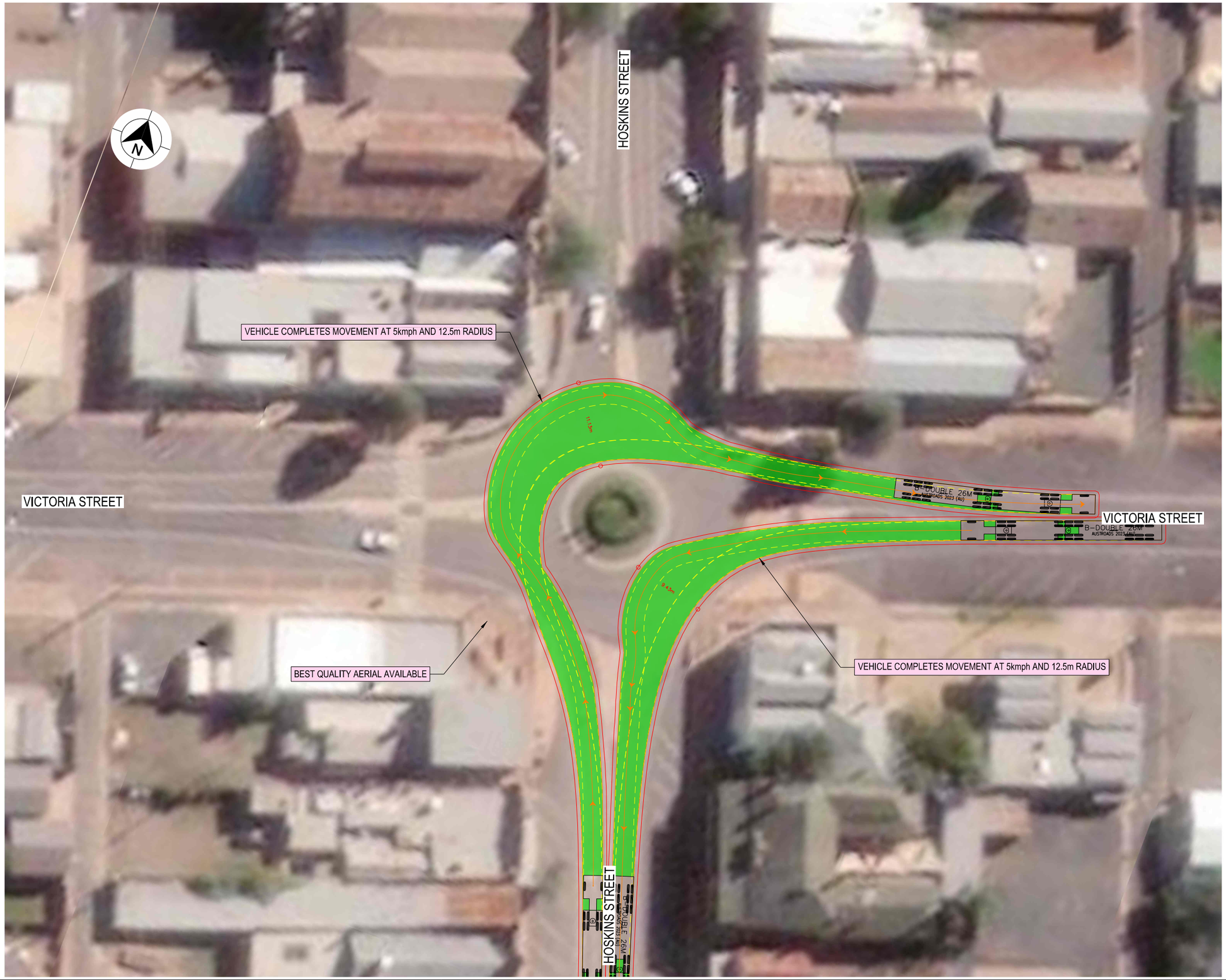

GDA 2020

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- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

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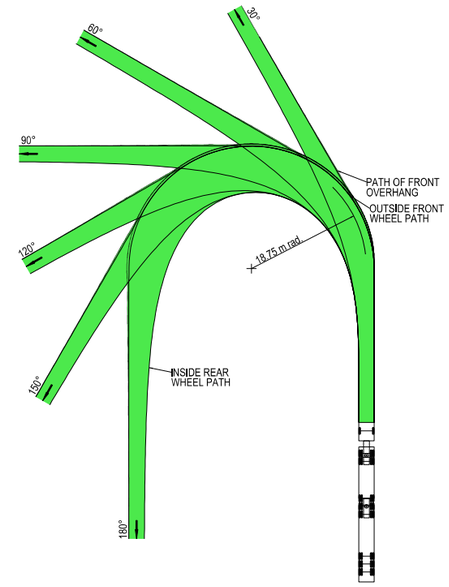

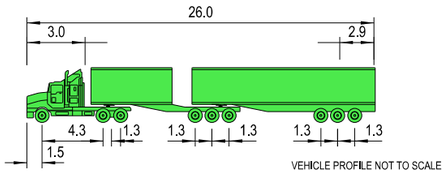

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2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

B - DOUBLE (26.0 m)

OVERALL LENGTH	26.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	18.75 m
TURNING SPEED	15 - 20 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\RIGORE ENGINEERING SERVICES\PMO\ACTIVE WORK SETS\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Illabo Heavy Vehicle Alternative Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 15/08/2025

PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

JUNEE COUNCIL
HOSKINS STREET & VICTORIA STREET

A3

A2I CTTAMP
JUNEE PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 26M - HOSKINS STREET AND VICTORIA STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS CONCEPT DESIGN

SHEET No. SW7-006

ISSUE 1

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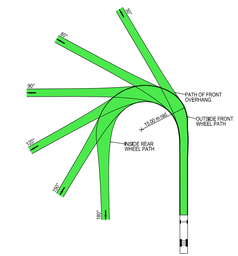
LEGEND

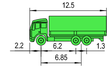
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME				DESIGN LOT CODE	
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT
	05/02/2025 10:54:00 AM	Thom Hunter	

SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE
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		DRG CHECK	X. X. XXXXXXXXX	XX/XX/XX
		DESIGN	X. X. XXXXXXXXX	XX/XX/XX
		DESIGN CHECK	X. X. XXXXXXXXX	XX/XX/XX
		DESIGN MNGR	X. X. XXXXXXXXX	XX/XX/XX
		PROJECT MNGR	X. X. XXXXXXXXX	XX/XX/XX

CO-ORDINATE SYSTEM	HEIGHT DATUM
MGA ZONE 55 (GDA2020)	AHD

MARTINUS

JUNEE SHIRE COUNCIL

A3

A21 CTTAMP STAGE B
JUNEE PRECINCT
SWEPT PATH ANALYSIS

RIGORE REGISTRATION No.	RES2501.78.207	PART
		1
ISSUE STATUS	SHEET No.	ISSUE
	A001	1

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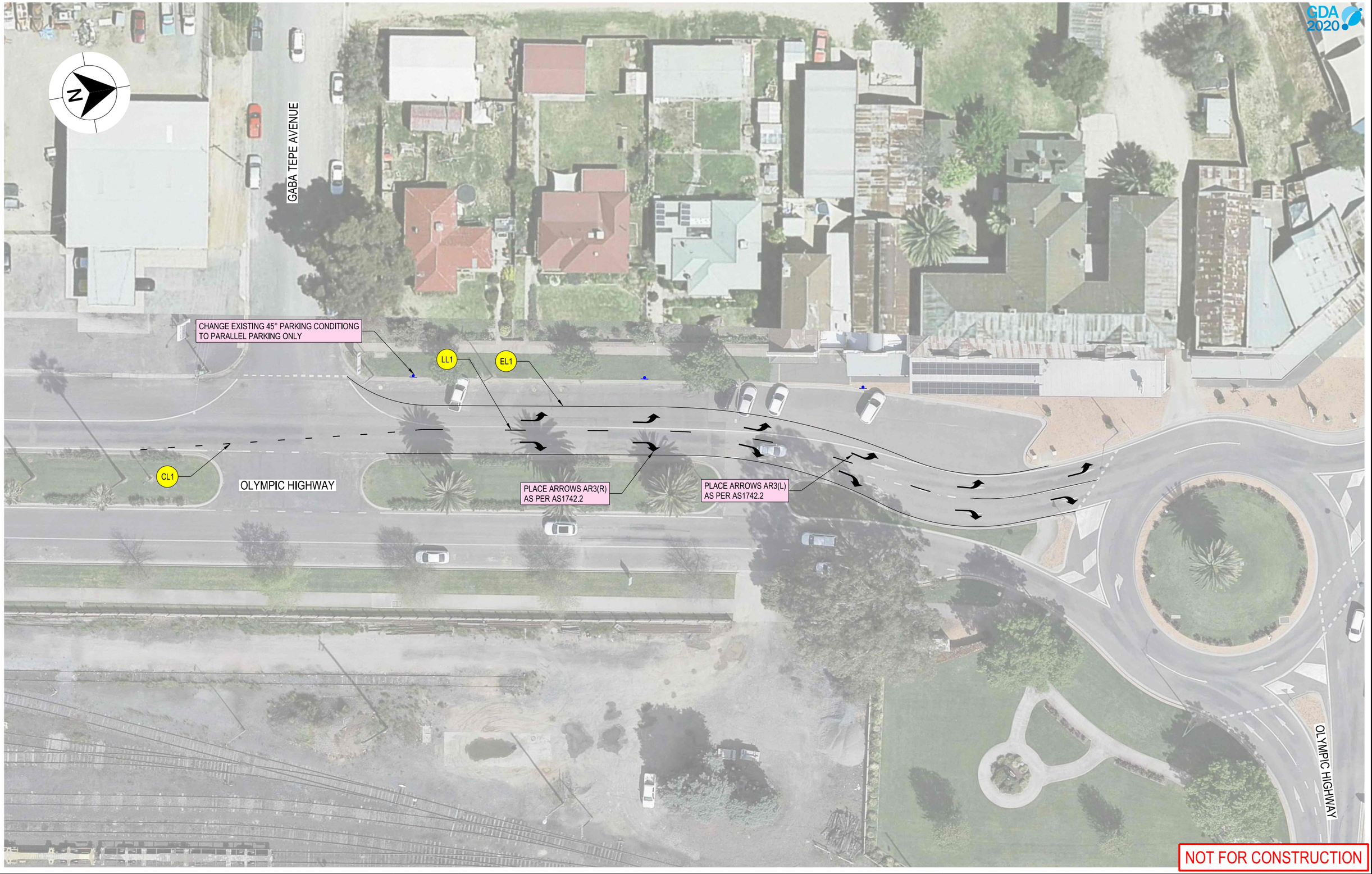
APPENDIX C

Detailed Mitigations



THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

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C:\Data\Worksets\CTTAMP Mitigations\dgn\04-Corridors\D-CORR- Junee roundabout.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME PLOT BY

CLIENT

JUNEE SHIRE COUNCIL
OLYMPIC HIGHWAY
A2I CTTAMP STAGE B
WAGGA WAGGA PRECINCT

INTERSECTION UPGRADE

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL
XXXXXX					

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 56 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
COMPANY NAME / LOGO
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN	J. COLES	05.02.25
DRG CHECK	X. X. XXXXXXXX	XX.XX.XX
DESIGN	X. X. XXXXXXXX	XX.XX.XX
DESIGN CHECK	X. X. XXXXXXXX	XX.XX.XX
DESIGN MNGR	X. X. XXXXXXXX	XX.XX.XX
PROJECT MNGR	X. X. XXXXXXXX	XX.XX.XX

MARTINUS

RMS REGISTRATION No. PART

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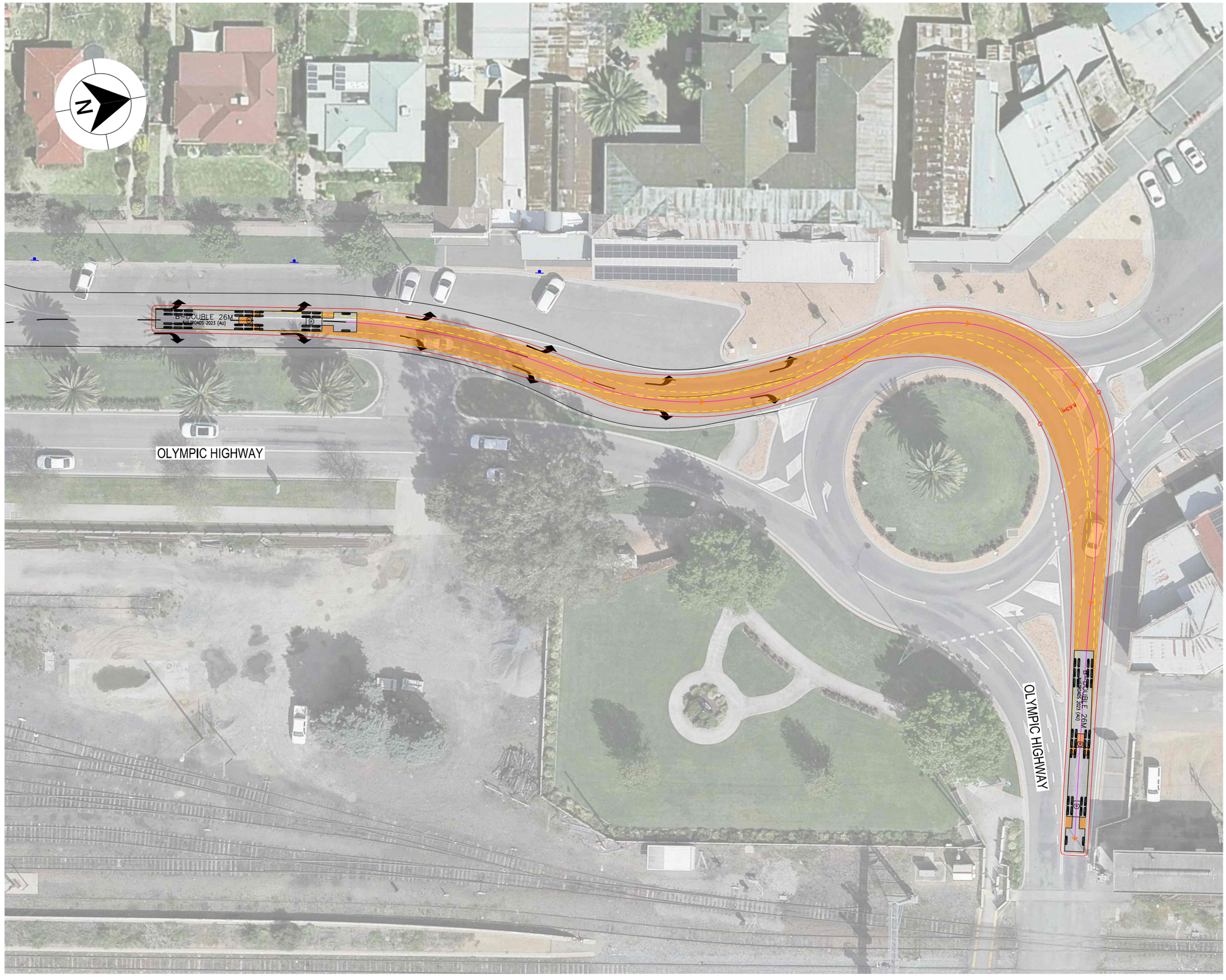


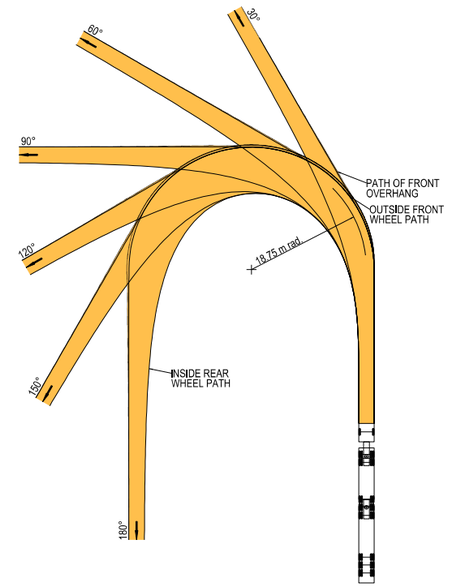
LEGEND

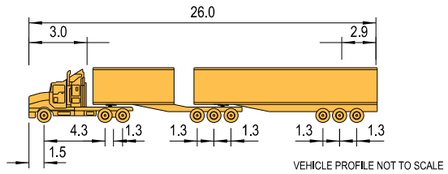
DESIGN VEHICLE SWEPT PATH

GDA 2020

AUSTROADS
B - DOUBLE (26 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

B - DOUBLE (26.0 m)	
OVERALL LENGTH	26.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\CTTAMP Mitigations\dgn\04-Corridors\D-CORR- Junee roundabout.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME PLOT BY

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL
XXXXXX					

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 56 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
COMPANY NAME / LOGO
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J. COLES	05.02.25
DRG CHECK	X. X. XXXXXXXX	XX.XX.XX
DESIGN	X. X. XXXXXXXX	XX.XX.XX
DESIGN CHECK	X. X. XXXXXXXX	XX.XX.XX
DESIGN MNGR	X. X. XXXXXXXX	XX.XX.XX
PROJECT MNGR	X. X. XXXXXXXX	XX.XX.XX

MARTINUS

JUNEE SHIRE COUNCIL
OLYMPIC HIGHWAY
A2I CTTAMP STAGE B
WAGGA WAGGA PRECINCT

A3

B-DOUBLE SWEPT PATH - CHECK VEHICLE

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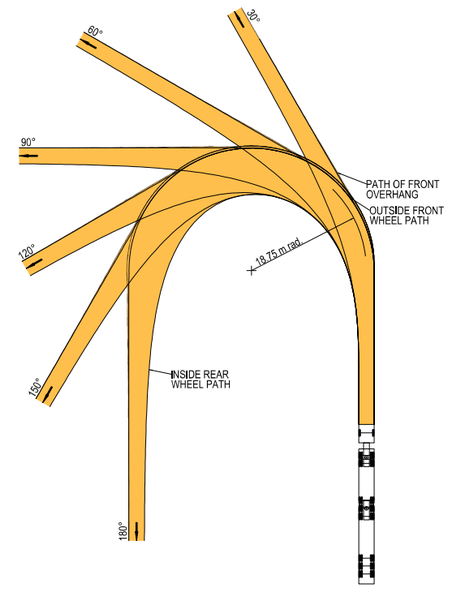
LEGEND

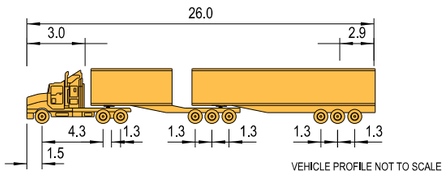
DESIGN VEHICLE SWEPT PATH

GDA 2020

AUSTROADS
B - DOUBLE (26 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

B - DOUBLE (26.0 m)	
OVERALL LENGTH	26.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
C:\Data\Worksets\CTTAMP Mitigations\dgn\04-Corridors\D-CORR- Junee roundabout.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME PLOT BY

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL
XXXXXX					

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM HEIGHT DATUM
MGA ZONE 56 (GDA2020) AHD

DRAWINGS / DESIGN PREPARED BY
COMPANY NAME / LOGO
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J. COLES	05.02.25
DRG CHECK	X. X. XXXXXXXX	XX.XX.XX
DESIGN	X. X. XXXXXXXX	XX.XX.XX
DESIGN CHECK	X. X. XXXXXXXX	XX.XX.XX
DESIGN MNGR	X. X. XXXXXXXX	XX.XX.XX
PROJECT MNGR	X. X. XXXXXXXX	XX.XX.XX

CLIENT
MARTINUS

JUNEE SHIRE COUNCIL
OLYMPIC HIGHWAY
A2I CTTAMP STAGE B
WAGGA WAGGA PRECINCT

B-DOUBLE SWEPT PATH - EXISTING CONDITION - CHECK VEHICLE

A3

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MARTINUS