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PRECINCT TRAFFIC MANAGEMENT SUB-PLAN – STAGE B – ALBURY LGA GENERAL

A2I | Albury to Illabo

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TABLE OF CONTENTS

LIST OF TABLES 5

LIST OF FIGURES 9

GLOSSARY 11

REFERENCED DOCUMENTS 13

1 INTRODUCTION 14
1.1 Inland Rail 14
1.2 Albury to Parkes (A2P) 15
1.3 Project Scope 15
1.4 Site Location 15
1.1 Background 16
1.2 Objectives 16
1.3 Scope of this Plan 16

2 LOCALITY AND EXISTING CONDITIONS 17
2.1 Overview 17
2.2 Murray River Bridge 17
2.2.1 Key Roads 18
2.2.2 Key Intersections 32
2.3 Albury Station and Surrounds 41
2.3.1 Key Roads 41
2.3.2 Key Intersections 52
2.4 Billy Hughes Bridge 64
2.4.1 Key Roads 64
2.4.2 Key Intersections 70
2.5 Table Top Yard Clearances 75
2.5.1 Key Roads 75
2.5.2 Key Intersections 81

3 PROPOSED ARRANGEMENTS 83
3.1 Murray River Bridge 83
3.1.1 Site Location 83
3.1.2 Works Required 83
3.1.3 Timing and Duration 83
3.1.4 Operating Conditions 83
3.1.5 Construction Traffic 84
3.1.6 Site Access 84
3.1.7 Construction Access Routes 92
3.1.8 Impact on Traffic Flow 93
3.1.9 Impact on Public Transport 94
3.1.10 Impact on Pedestrians and Cyclists 94
3.1.11 Access for Businesses and Residents 94
3.1.12 Changes to Kerbside Management 94
3.1.13 Works Requiring Traffic Control 95
3.1.14 Water Based Transport 95
3.2 Albury Station and Surrounds 95
3.2.1 Site Location 95
3.2.2 Works Required 96
3.2.3 Timing and Duration 96
3.2.4 Operating Conditions 96
3.2.5 Construction Traffic 97
3.2.6 Site Access 99
3.2.7 Construction Access Routes 122
3.2.8 Impact on Traffic Flow 124
3.2.9 Impact on Public Transport 125
3.2.10 Access for Businesses and Residents 125
3.2.11 Impact on Pedestrians and Cyclists 125
3.2.12 Changes to Kerbside Management 127

3.2.13 Works Requiring Traffic Control 129
3.3 Billy Hughes Bridge 130
3.3.1 Site Location 130
3.3.2 Works Required 130
3.3.3 Timing and Duration 130
3.3.4 Operating Conditions 130
3.3.5 Construction Traffic 131
3.3.6 Site Access 131
3.3.7 Construction Access Routes 141
3.3.8 Impact on Traffic Flow 142
3.3.9 Impact on Public Transport 143
3.3.10 Impact on Pedestrians and Cyclists 143
3.3.11 Access for Businesses and Residents 143
3.3.12 Changes to Kerbside Management 143
3.3.13 Works Requiring Term Traffic Control 143
3.4 Table Top Yard Clearances 144
3.4.1 Site Location 144
3.4.2 Works Required 144
3.4.3 Timing and Duration 144
3.4.4 Operating Conditions 144
3.4.5 Construction Traffic 145
3.4.6 Site Access 146
3.4.7 Construction Access Routes 155
3.4.8 Impact on Traffic Flow 155
3.4.9 Impact on Public Transport 156
3.4.10 Impact on Pedestrians and Cyclists 156
3.4.11 Access for Businesses and Residents 156
3.4.12 Changes to Kerbside Management 157
3.4.13 Works Requiring Traffic Control 157

4 ROAD SAFETY ASSESSMENT OF CONSTRUCTION VEHICLE ACCESS ROUTES 158
4.1 Background 158
4.2 Crash History 158
4.2.1 Background 158
4.2.2 Crash analysis 160
4.3 Swept path analysis 164
4.3.1 Overview 164
4.4 Risk Assessment 164

5 OPERATIONAL REQUIREMENTS 180
5.1 Temporary Road Safety Barriers and End Treatments 180
5.2 Temporary Signage 180
5.3 Temporary Pavement Markings 180
5.4 Variable Message Signs 180
5.5 Works to be Constructed Under Traffic Control 180
5.6 Crime Prevention Through Environmental Design 180

6 COMMUNICATION AND COORDINATION 182
6.1 Traffic Communications 182
6.2 Traffic Management Construction Liaison Group 182

APPENDICES 183

APPENDIX A 184
List of Expected Traffic Guidance Schemes 184

APPENDIX B 186
Swept Path Analysis 186

LIST OF TABLES

Table 1: Glossary 11
Table 2: Key Roads – Murray River Bridge Enhancement Site 18
Table 3: Traffic and lane configurations – Hume Highway 18
Table 4: Pedestrian and cyclist facilities – Hume Highway 19
Table 5: Public transport facilities – Hume Highway 19
Table 6: Parking Facilities – Hume Highway 20
Table 7: Traffic and lane configurations – Atkins Street 20
Table 8: Pedestrian and cyclist facilities – Atkins Street 21
Table 9: Public transport facilities – Atkins Street 21
Table 10: Parking Facilities – Atkins Street 21
Table 11: Traffic and lane configurations – East Street 22
Table 12: Pedestrian and cyclist facilities – East Street 22
Table 13: Public transport facilities – East Street 23
Table 14: Parking Facilities – East Street 23
Table 15: Traffic and lane configurations – Macauley Street 23
Table 16: Pedestrian and cyclist facilities – Macauley Street 24
Table 17: Public transport facilities – Macauley Street 24
Table 18: Parking Facilities – Macauley Street 25
Table 19: Traffic and lane configurations – Panmure Street 25
Table 20: Pedestrian and cyclist facilities – Panmure Street 25
Table 21: Public transport facilities – Panmure Street 26
Table 22: Parking Facilities – Panmure Street 26
Table 23: Traffic and lane configurations – Abercorn Street 26
Table 24: Pedestrian and cyclist facilities – Abercorn Street 27
Table 25: Public transport facilities – Abercorn Street 27
Table 26: Parking Facilities – Abercorn Street 28
Table 27: Traffic and lane configurations – Kiewa Street 28
Table 28: Pedestrian and cyclist facilities – Kiewa Street 29
Table 29: Public transport facilities – Kiewa Street 29
Table 30: Parking Facilities – Kiewa Street 29
Table 31: Traffic and lane configurations – Townsend Street 29
Table 32: Pedestrian and cyclist facilities – Townsend Street 30
Table 33: Public transport facilities – Townsend Street 30
Table 34: Parking Facilities – Townsend Street 31
Table 35: Traffic and lane configurations – Olive Street 31
Table 36: Pedestrian and cyclist facilities – Olive Street 32
Table 37: Public transport facilities – Olive Street 32
Table 38: Parking Facilities – Olive Street 32
Table 39: Key intersections – Murray River Bridge Enhancement Site 32
Table 40: Key intersection – Atkins Street / East Street 34
Table 41: Atkins Street / East Street – traffic volumes 34
Table 42: Level of service criteria 34
Table 43: Intersection delay and LOS analysis - Atkins Street / East Street 35
Table 44: Key intersection – Atkins Street / Macauley Street 35
Table 45: Atkins Street / Macauley Street – traffic volumes 35
Table 46: Key intersection – Panmure Street / Olive Street 36
Table 47: Panmure Street / Olive Street – traffic volumes 36
Table 48: Key intersection – Atkins Street / Kiewa Street 37
Table 49: Atkins Street / Kiewa Street – traffic volumes 37
Table 50: Level of service criteria 38
Table 51: Intersection delay and LOS analysis - Atkins Street / Kiewa Street 39
Table 52: Key intersection – Abercorn Street / Townsend Street 39
Table 53: Abercorn Street / Townsend Street – traffic volumes 39
Table 54: Key Roads – Albury Station and Surrounds Enhancement Site 41
Table 55: Traffic and lane configurations – Hume Highway 42
Table 56: Pedestrian and cyclist facilities – Hume Highway 42
Table 57: Public transport facilities – Hume Highway 43
Table 58: Parking Facilities – Hume Highway 43

Table 59: Traffic and lane configurations – Young Street 43
Table 60: Pedestrian and cyclist facilities – Young Street 44
Table 61: Public transport facilities – Young Street 44
Table 62: Parking Facilities – Young Street 45
Table 63: Traffic and lane configurations – Borella Road 45
Table 64: Pedestrian and cyclist facilities – Borella Road 46
Table 65: Public transport facilities – Borella Road 46
Table 66: Parking Facilities – Borella Road 46
Table 67: Traffic and lane configurations – Smollet Street 46
Table 68: Pedestrian and cyclist facilities – Smollet Street 47
Table 69: Public transport facilities – Smollet Street 47
Table 70: Parking Facilities – Smollet Street 48
Table 71: Traffic and lane configurations – Schubach Street 48
Table 72: Pedestrian and cyclist facilities – Schubach Street 49
Table 73: Public transport facilities – Schubach Street 49
Table 74: Parking Facilities – Schubach Street 49
Table 75: Traffic and lane configurations – Kenilworth Street 50
Table 76: Pedestrian and cyclist facilities – Kenilworth Street 50
Table 77: Public transport facilities – Kenilworth Street 51
Table 78: Parking Facilities – Kenilworth Street 51
Table 79: Key intersections – Albury Station and Surrounds Enhancement Site 52
Table 80: Level of service criteria 53
Table 81: Key intersection – Young Street / Smollett Street / Railway Place 53
Table 82: Young Street / Smollett Street / Railway Place – traffic volumes 53
Table 83: Intersection delay and LOS analysis - Young Street / Smollett Street / Railway Place 54
Table 84: Key intersection – Young Street / Dean Street 54
Table 85: Young Street / Dean Street – traffic volumes 55
Table 86: Intersection delay and LOS analysis - Young Street / Dean Street 55
Table 87: Key intersection – Young Street / Wilson Street 56
Table 88: Young Street / Wilson Street – traffic volumes 56
Table 89: Intersection delay and LOS analysis - Young Street / Wilson Street 57
Table 90: Key intersection – Young Street / Guinea Street / Riverina Highway 57
Table 91: Young Street / Guinea Street / Riverina Highway – traffic volumes 57
Table 92: Intersection delay and LOS analysis - Young Street / Guinea Street / Riverina Highway 58
Table 93: Key intersection – Riverina Highway / Hume Highway northbound off ramp 58
Table 94: Riverina Highway / Hume Highway northbound off ramp – traffic volumes 59
Table 95: Intersection delay and LOS analysis - Riverina Highway / Hume Highway northbound off ramp 60
Table 96: Key intersection – Riverina Highway / Hume Highway southbound off ramp 60
Table 97: Riverina Highway / Hume Highway southbound off ramp – traffic volumes 60
Table 98: Intersection delay and LOS analysis - Riverina Highway / Hume Highway southbound off ramp 61
Table 99: Key intersection – Riverina Highway / Schubach Street / Short Street 61
Table 100: Riverina Highway / Schubach Street / Short Street – traffic volumes 61
Table 101: Intersection delay and LOS analysis - Riverina Highway / Schubach Street / Short Street 62
Table 102: Key intersection – Schubach Street / Kenilworth Street 63
Table 103: Schubach Street / Kenilworth Street – traffic volumes 63
Table 104: Key Roads – Billy Hughes Bridge Enhancement Site 64
Table 105: Traffic and lane configurations – Hume Highway 65
Table 106: Pedestrian and cyclist facilities – Hume Highway 65
Table 107: Public transport facilities – Hume Highway 66
Table 108: Parking Facilities – Hume Highway 66
Table 109: Traffic and lane configurations – Wagga Wagga Road 66
Table 110: Pedestrian and cyclist facilities – Wagga Wagga Road 67
Table 111: Public transport facilities – Wagga Wagga Road 67
Table 112: Parking Facilities – Wagga Wagga Road 68
Table 113: Traffic and lane configurations – R W Henry Drive 68
Table 114: Pedestrian and cyclist facilities – R W Henry Drive 68
Table 115: Public transport facilities – R W Henry Drive 69
Table 116: Parking Facilities – R W Henry Drive 69
Table 117: Key intersections – Billy Hughes Bridge Enhancement Site 70
Table 118: Level of service criteria 70
Table 119: Key intersection – Wagga Road / Hume Highway Northbound Ramps 71

Table 120: Wagga Road / Hume Highway Northbound Ramps – traffic volumes 71
Table 121: Intersection delay and LOS analysis - Wagga Road / Hume Highway Northbound Ramps 72
Table 122: Key intersection – Wagga Road / Hume Highway Southbound Ramps 72
Table 123: Wagga Road / Hume Highway Southbound Ramps – traffic volumes 72
Table 124: Intersection delay and LOS analysis - Wagga Road / Hume Highway Southbound Ramps 73
Table 125: Key intersection – Wagga Road / R W Henry Drive 73
Table 126: Wagga Road / R W Henry Drive – traffic volumes 74
Table 127: Key Roads – Table Top Yard Clearances Enhancement Site 75
Table 128: Traffic and lane configurations – Hume Highway 76
Table 129: Pedestrian and cyclist facilities – Hume Highway 76
Table 130: Public transport facilities – Hume Highway 77
Table 131: Parking Facilities – Hume Highway 77
Table 132: Traffic and lane configurations – Tynan Road 77
Table 133: Pedestrian and cyclist facilities – Tynan Road 78
Table 134: Public transport facilities – Tynan Road 78
Table 135: Parking Facilities – Tynan Road 79
Table 136: Traffic and lane configurations – Perryman Lane 79
Table 137: Pedestrian and cyclist facilities – Perryman Lane 80
Table 138: Public transport facilities – Perryman Lane 80
Table 139: Parking Facilities – Perryman Lane 80
Table 140: Key intersections – Table Top Yard Clearances Enhancement Site 81
Table 141: Key intersection – Tynan Road / Hume Highway 81
Table 142: Tynan Road / Hume Highway – traffic volumes 82
Table 143: Site Access Construction Movememtns 84
Table 144: Site access details – Murray River Bridge Enhancment Site 85
Table 145: Sight distance assessment – Gate M1 87
Table 146: Site Access Assessment Criteria – Gate M1 87
Table 147: Gate M1 – Providing for truck movements where sight distance is greater than 2D (Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites)* 89
Table 148: Sight distance assessment – Gate M2 90
Table 149: Site Access Assessment Criteria – Gate M2 91
Table 150: Gate M2 – Providing for truck movements where sight distance is greater than 2D (Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites)* 92
Table 151: Construction vehicle access routes – Murray River Bridge enhancement site 92
Table 152: Link LOS adapted from the *Guide to Traffic Generating Development (2002) Table 4.4* 93
Table 153: Link LOS Assessment – Murray River Bridge 94
Table 154: traffic control requirements – Murray River Bridge 95
Table 155: Site Access Construction Vehicles Movements 97
Table 156: Site access details – Albury Station and Surrounds EnhancEment Site 99
Table 157: Sight distance assessment – Gate A1 102
Table 158: Site Access Assessment Criteria – Gate A1 103
Table 159: Gate A1 – Providing for truck movements where sight distance is greater than 2D (Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites)* 104
Table 160: Sight distance assessment – Gate A2 106
Table 161: Site Access Assessment Criteria – Gate A2 107
Table 162: Gate A2 – Providing for truck movements where sight distance is greater than 2D (Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites)* 108
Table 163: Sight distance assessment – Gate A3 109
Table 164: Site Access Assessment Criteria – Gate A3 110
Table 165: Gate A3 – Providing for truck movements where sight distance is less than 2D (Table 5-6 of TfNSW's *Technical Manual – Traffic control at work sites)* 112
Table 166: Sight distance assessment – Gate A4 113
Table 167: Site Access Assessment Criteria – Gate A4 114
Table 168: Gate A4 – Providing for truck movements where sight distance is greater than 2D (Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites)* 115
Table 169: Sight distance assessment – Gate A5 116
Table 170: Site Access Assessment Criteria – Gate A5 117
Table 171: Gate A5 – Providing for truck movements where sight distance is less than 2D (Table 5-6 of TfNSW's *Technical Manual – Traffic control at work sites)* 118
Table 172: Sight distance assessment – Gate A6 119
Table 173: Site Access Assessment Criteria – Gate A6 120

Table 174: Gate A6 – Providing for truck movements where sight distance is greater than 2D (Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites)* 121
Table 175: Construction vehicle access routes – Albury Station and Surrounds enhancement site 122
Table 176: Link LOS adapted from the *Guide to Traffic Generating Development (2002) Table 4.4* 124
Table 177: Link LOS Assessment – Albury Station and Surrounds 124
Table 178: traffic control requirements – Albury Station and Surrounds 129
Table 179: Site Access Construction Vehicle Movements 131
Table 180: Site access details – Billy Hughes Bridge Enhancement Site 132
Table 181: Sight distance assessment – Gate BH1 134
Table 182: Site Access Assessment Criteria – Gate BH1 135
Table 183: Gate BH1 – Providing for truck movements where sight distance is less than 2D (Table 5-6 of TfNSW's *Technical Manual – Traffic control at work sites)* 136
Table 184: Sight distance assessment – Gate BH2 137
Table 185: Site Access Assessment Criteria – Gate BH2 138
Table 186: Gate BH2 – Providing for truck movements where sight distance is greater than 2D (Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites)* 140
Table 187: Construction vehicle access routes – Billy Hughes Bridge enhancement site 141
Table 188: Link LOS adapted from the *Guide to Traffic Generating Development (2002) Table 4.4* 142
Table 189: Link LOS Assessment – Billy Hughes Bridge 142
Table 190: Traffic control requirements – Billy Hughes Bridge 143
Table 191: Site Access Construction Vehicle Movements 145
Table 192: Table Top Yard Clearance site access 146
Table 193: Sight distance assessment – Gate TT1 148
Table 194: Site Access Assessment Criteria – Gate TT1 148
Table 195: Gate TT1 – Providing for truck movements where sight distance is greater than 2D (Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites)* 150
Table 196: Sight distance assessment – Gate TT2 151
Table 197: Site Access Assessment Criteria – Gate TT2 152
Table 198: Gate TT2 – Providing for truck movements where sight distance is greater than 2D (Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites)* 154
Table 199: Construction vehicle access routes – Table Top Yard Clearances enhancement site 155
Table 200: Link LOS adapted from the *Guide to Traffic Generating Development (2002) Table 4.4* 156
Table 201: Link LOS Assessment – Table Top Yard Clearances 156
Table 202: traffic control requirements – Table Top Yard Clearance Yard Clearances 157
Table 203: Crash History Data Thresholds 159
Table 204: Risk assessment scoring matrix 165
Table 205: Risk Assessment 166
Table 206: CPTED Screening Assessment 181

LIST OF FIGURES

Figure 1: Rail Alignment....14
Figure 2: Albury to Parkes Area Split....15
Figure 3: State, Regional and Local Roads Murray River Bridge....17
Figure 4: Hume Highway (source: *Google Maps)*....19
Figure 5: Atkins Street (source: *Google maps)*....20
Figure 6: East Street (source: *Google maps)*....22
Figure 7: Macauley Street (source: *Google maps)*....24
Figure 8: Panmure Street (source: *Google maps)*....25
Figure 9: Abercorn Street (source: *Google maps)*....27
Figure 10: Kiewa Street (source: *Google maps)*....28
Figure 11: Townsend Street (source: *Google maps)*....30
Figure 12: Olive Street (source: *Google maps)*....31
Figure 13: Key intersections location....33
Figure 14: State, Regional and Local Roads Albury Station and Surrounds....41
Figure 15: Hume Highway (source: *Google Maps)*....42
Figure 16: Young Street (source: *Google Maps)*....44
Figure 17: Borella Road (source: *Google Maps)*....45
Figure 18: Smollet Street (source: *Google maps)*....47
Figure 19: Schubach Street (source: *Google maps)*....48
Figure 20: Kenilworth Street (source: *Google maps)*....50
Figure 21: Key intersections location....52
Figure 22: State, Regional and Local Roads Billy Hughes Bridge....64
Figure 23: Hume Highway (source: *Google Maps)*....65
Figure 24: Wagga Wagga Road (source: *Google Maps)*....67
Figure 25: R W Henry Drive (source: *Google Maps)*....68
Figure 26: Key intersections location....70
Figure 27: State, Regional and Local Roads Table Top Yard Clearances....75
Figure 28: Hume Highway (source: *Google Maps)*....76
Figure 29: Tynan Road (source: *Google maps)*....78
Figure 30: Perryman Lane (source: *Google maps)*....79
Figure 31: Key intersection location....81
Figure 32: Murray River Bridge Enchancement Site....83
Figure 33: Site access locations – Murray River Bridge enhancement site....85
Figure 34: Gate M1 – Existing access off south extent of Townsend Street....86
Figure 35: Site Access Details – Gate M1....86
Figure 36: View approaching Gate M1 (~100m from access point)....88
Figure 37: View Leaving Gate M1....88
Figure 38: Gate M2 – Existing access off south extent of Olive Street....89
Figure 39: Site Access Details – Gate M2....90
Figure 40: View approaching Gate M2 (~100m from access point)....91
Figure 41: View Leaving Gate M2....91
Figure 42: Construction Vehicle Access Routes – Murray River Bridge....93
Figure 43: Albury Station and Surrounds Enhancement Site....96
Figure 44: Site Access Gates....99
Figure 45: Gate A1 – Existing access via Swift Street.....101
Figure 46: Site Access Details – Gate A1....102
Figure 47: Southbound view approaching Gate A1 (~120m from access point)....103
Figure 48: Northbound view approaching Gate A1 (~120m from access point)....104
Figure 49: Gate A2 – Access via the existing pedestrian bridge abutment off Kenilworth St....105
Figure 50: Site Access Details – Gate A2....106
Figure 51: Northbound view approaching Gate A2 (~100m from access point)....107
Figure 52: Gate A3 – Access via Railway Place (Albury Station)....108
Figure 53: Site Access Details – Gate A3....109
Figure 54: Eastbound view approaching Gate A3 (~70m from access point)....111
Figure 55: Northbound view approaching Gate A3 (~120m from access point)....111
Figure 56: Gate A4 – Existing access off Hume Highway on-ramp (East Street)....112
Figure 57: Site Access Details – Gate A4....113
Figure 58: Northbound view approaching Gate A4 (~220m from access point)....114

Figure 59: Gate A5 – Existing access via Wilson Street 115
Figure 60: Site Access Details – Gate A5 116
Figure 61: Eastbound view approaching Gate A5 (~120m from access point) 117
Figure 62: Gate A6 – Existing access off Hume Highway off-ramp (Riverina Highway) 118
Figure 63: Site Access Details – Gate A6 119
Figure 64: Northbound view approaching Gate A6 (~220m from access point) 120
Figure 65: Construction vehicle access routes – Albury Station and Surrounds 123
Figure 66: Pedestrian and Cyclist access routes – Albury Pedestrian Bridge 125
Figure 67: Pedestrian and Cyclist access routes – Albury Pedestrian Bridge 126
Figure 68: Parking restriction on young street (near Gate A1) 127
Figure 69: Parking restriction on young street (near Gate A1) 127
Figure 70: Parking restriction on Kenilworth street (near Gate A2) 128
Figure 71: Parking restriction on Railway Place (near Gate A3) 128
Figure 72: Billy Hughes Bridge Enhancement Site 130
Figure 73: Site access locations – Billy Hughes Bridge Enhancement Site 132
Figure 74: Gate BH1 – Existing access off R W Henry Drive 133
Figure 75: Site Access Details – Gate BH1 133
Figure 76: Southbound view approaching Gate BH1 (~140m from access point) 135
Figure 77: Northbound view approaching Gate BH1 (~160m from access point) 135
Figure 78: Gate BH2 – Existing access off Wagga Road 136
Figure 79: Site Access Details – Gate BH2 137
Figure 80: Westbound (Wagga Rd) view approaching Gate BH2 (~120m from access point) 138
Figure 81: Westbound (Hume Hwy) view approaching Gate BH2 (~120m from access point) 139
Figure 82: Northbound view approaching Gate Bh2 (~120m from access point) 139
Figure 83: Construction vehicle access routes – Billy Hughes Bridge 141
Figure 84: Table Top Yard Clearances Enchancement Site 144
Figure 85: Site access locations – Billy Hughes Bridge Enhancement Site 146
Figure 86: Gate TT1 –Perryman Lane 147
Figure 87: Site Access Details – Gate TT1 147
Figure 88: Southbound view approaching Gate TT1 (~200m from access point) 149
Figure 89: Northbound view approaching Gate TT1 (~200m from access point) 149
Figure 90: Gate TT2 – Tynan Road 150
Figure 91: Site Access Details – Gate TT2 151
Figure 92: Westbound view approaching Gate TT2 (~95m from access point) 153
Figure 93: Northbound view approaching Gate TT2 (~160m from access point) 153
Figure 94: Construction vehicle access routes – Table Top Yard Clearances 155
Figure 95: Crash locations along Abercorn Street between its western extent and Olive Street 160
Figure 96: Crash locations along Atkins Street between its western extent and East Street 161
Figure 97: Crash locations along Young Street (Riverina Highway) between Hume Street and Borella Road 161
Figure 98: Crash locations along Borella Road (Riverina Highway) between Young Street and Short Street 162
Figure 99: Crash locations along Schubach Street between Borella Road and Kenilworth Street 163
Figure 100: Crash locations along Tynan Road between Hume Highway and Perryman Lane 164

GLOSSARY

TABLE 1: GLOSSARY

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
PIR	Preferred Infrastructure Report
PTMP	Precinct Traffic Management Plan (this Plan)

TERM	DEFINITION
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 b. 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 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)
- All relevant TfNSW Supplements and Technical Directions.
- All relevant TfNSW Austroads Supplements.

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.

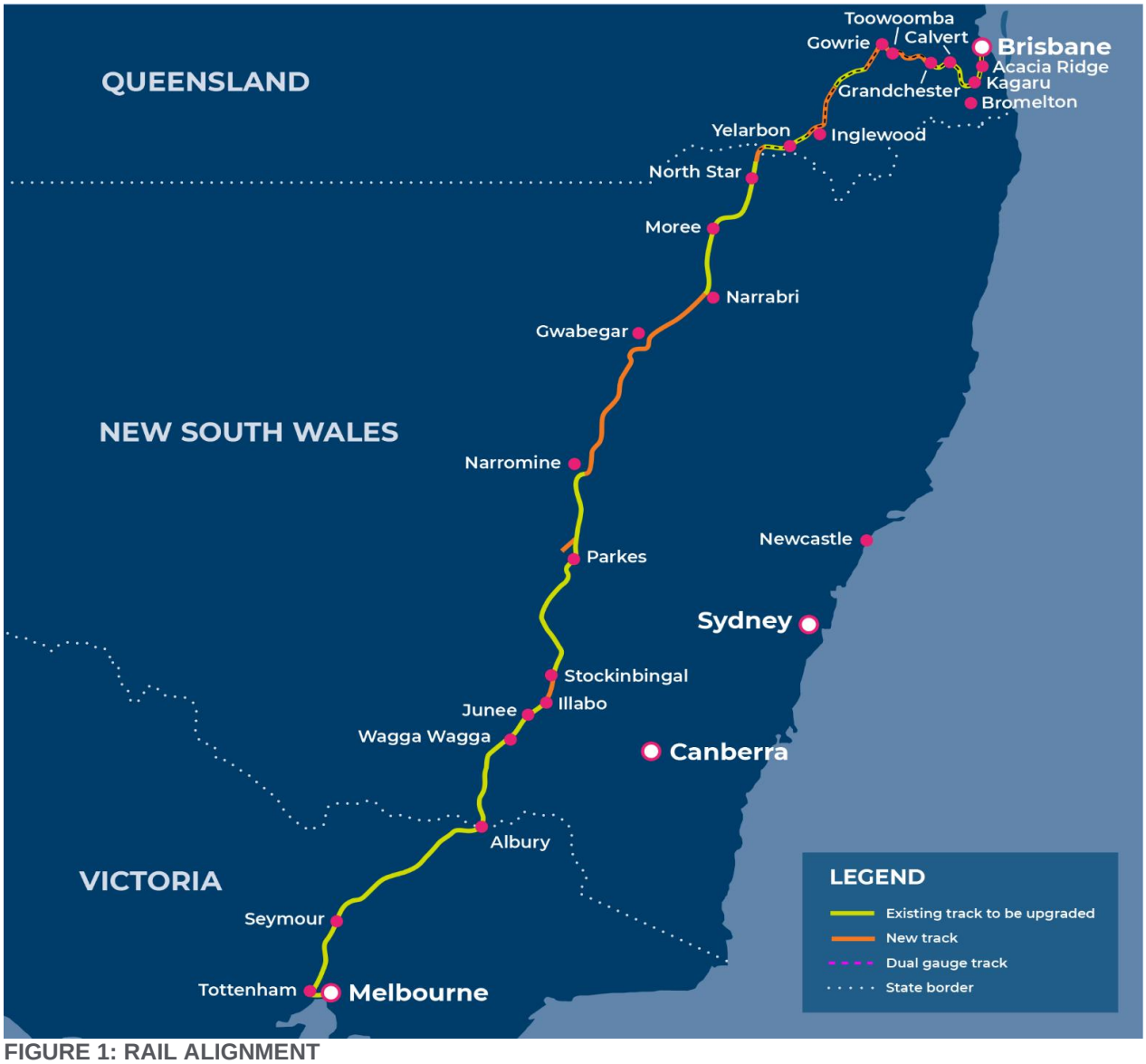


FIGURE 1: RAIL ALIGNMENT

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.

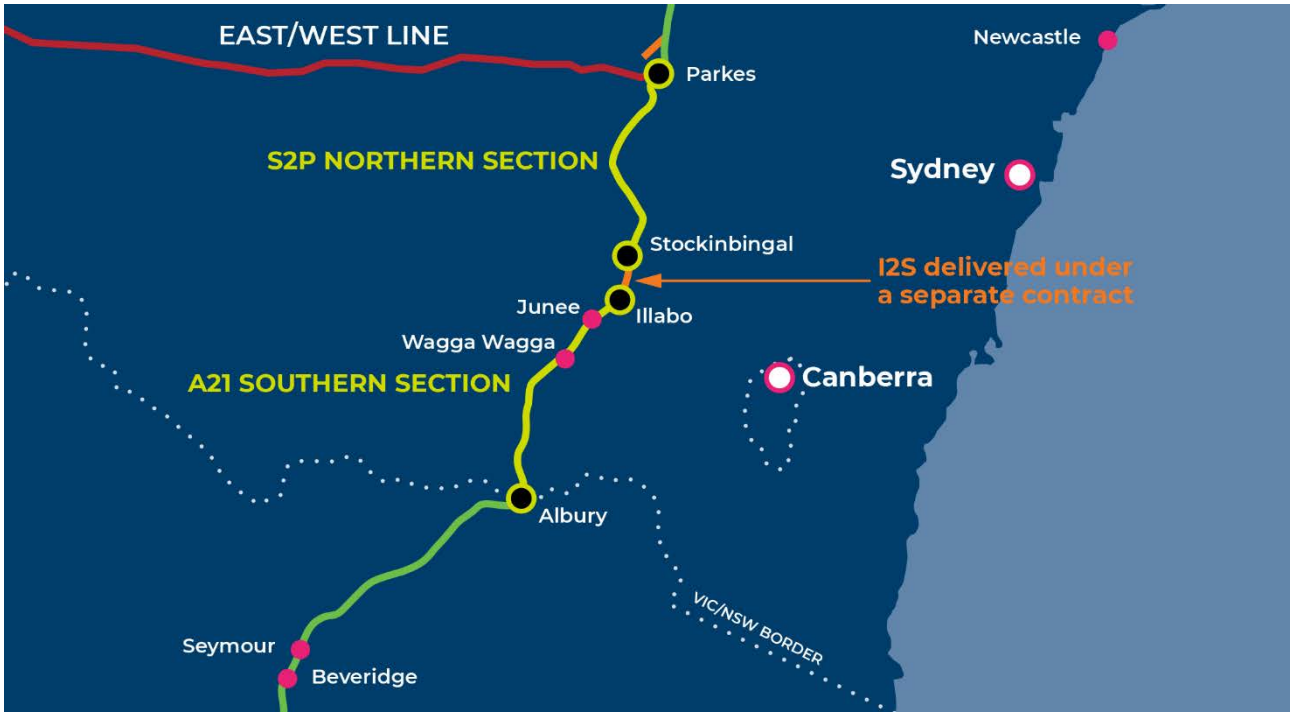


FIGURE 2: ALBURY TO PARKES AREA SPLIT

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 the works within the Albury City 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

1.1 Scope of this Plan

The scope of works within the Albury Precinct includes the following enhancement sites:

- **Murray River Bridge**
- **Albury Station and Surrounds**
  - Albury Station Pedestrian Bridge
  - Albury Yard Clearances
  - Riverina Highway Bridge
- **Billy Hughes Bridge**
- **Table Top Yard Clearances**

2 LOCALITY AND EXISTING CONDITIONS

2.1 Overview

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

- Murray River Bridge
- Albury Station and Surrounds
  - Albury Station Pedestrian Bridge
  - Albury Yard Clearances
  - Riverina Highway Bridge
- Billy Hughes Bridge
- Table Top Yard Clearances

2.2 Murray River Bridge

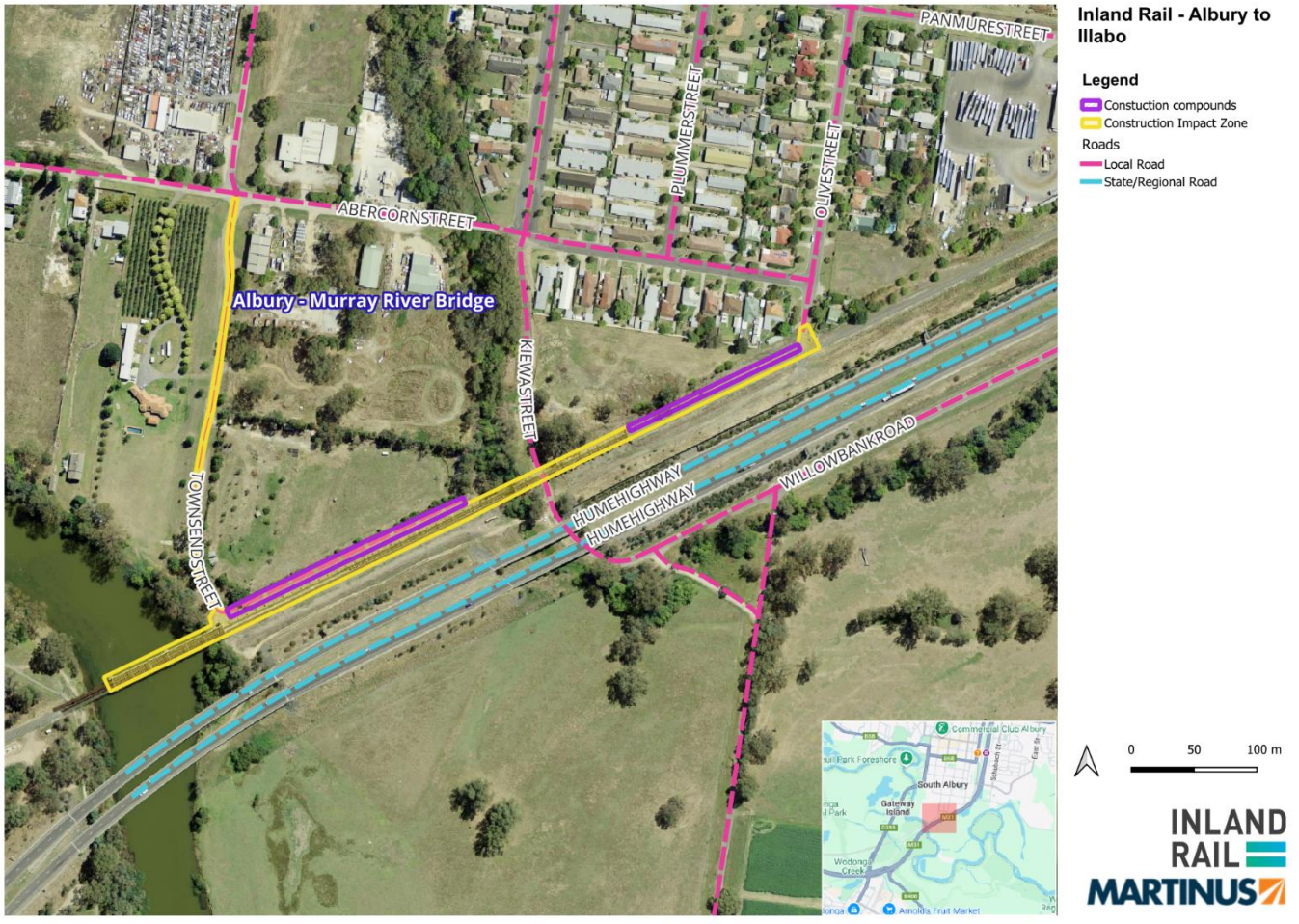


FIGURE 3: STATE, REGIONAL AND LOCAL ROADS MURRAY RIVER BRIDGE

2.2.1 Key Roads

Overview

The following table provides an overview of key roads proximate the Murray River Bridge enhancement site proposed to support construction activities.

TABLE 2: KEY ROADS – MURRAY RIVER BRIDGE ENHANCEMENT SITE

Road	Road name	Road Hierarchy
1	Hume Highway	Classified State Road
2	Atkins Street	Local road
3	East Street	Local road
4	Macauley Street	Local road
5	Panmure Street	Local road
6	Abercorn Street	Local road
7	Kiewa Street	Local road
8	Townsend Street	Local road
9	Olive Street	Local road

Hume Highway

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Hume Highway, proximate the Murray River Bridge enhancement site.

TABLE 3: TRAFFIC AND LANE CONFIGURATIONS – HUME HIGHWAY

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Hume Highway	Classified State Road	Two-way, four lane, divided carriageway	~3.5m wide lanes	110km/hr	43,468 (2018)[1] HV% not available.

1 Hume Highway, Station ID 95040 120m East of Olive Street, South Albury 2640. This is the most recent data publicly available for an urban location on the Hume Highway in Albury

FIGURE 4: HUME HIGHWAY (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Hume Highway, proximate the Murray River Bridge enhancement site.

TABLE 4: PEDESTRIAN AND CYCLIST FACILITIES – HUME 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 Hume Highway are detailed in Table 5 below.

TABLE 5: PUBLIC TRANSPORT FACILITIES – HUME HIGHWAY

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Hume Highway proximate to the Murray River Bridge enhancement site	Northbound	AW (Dyson Group) – Albury to Wodonga via Hume Highway	Four (4) service hourly
	Southbound		

Parking Facilities

Details of parking facilities along the Hume Highway, proximate the Murray River Bridge enhancement sites is detailed in Table 6 below.

TABLE 6: PARKING FACILITIES – HUME HIGHWAY

Location	Parking	Time of day restriction
Hume Highway	No parking on Hume Highway proximate the Murray River Bridge enhancement site	N/A

Atkins Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Atkins Street, proximate the Murray River Bridge enhancement site.

TABLE 7: TRAFFIC AND LANE CONFIGURATIONS – ATKINS STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Atkins Street	Local road	Two-lane, two-way	~3.6m wide lanes	60km/hr	3,297, 14% HV (2021)[1]

1 10-hour (5am to 10am and 2pm to 7pm) traffic survey volumes, Table 4.4 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 5: ATKINS STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Atkins Street, proximate the Murray River Bridge enhancement site.

TABLE 8: PEDESTRIAN AND CYCLIST FACILITIES – ATKINS STREET

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 Atkins Street are detailed in Table 9 below.

TABLE 9: PUBLIC TRANSPORT FACILITIES – ATKINS STREET

Bus stop ID	Direction	Services	Service frequency
Atkins Street after Olive Street (2640510)	Eastbound	902 – Albury to South Albury	Seven (7) services per day
Atkins Street at Macauley Street (2640266)			
Atkins Street before Olive Street (264078)	Westbound		
Atkins Street at Macauley Street (264077)			

Parking Facilities

Details of parking facilities along Atkins Street, proximate the Murray River Bridge enhancement sites is detailed in Table 10 below.

TABLE 10: PARKING FACILITIES – ATKINS STREET

Location	Parking	Time of day restriction
Atkins Street	Parallel to kerb parking on both sides of Atkins Street	No restrictions

East Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of East Street, proximate the Murray River Bridge enhancement site.

TABLE 11: TRAFFIC AND LANE CONFIGURATIONS – EAST STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
East Street	Local road	Two-lane, two-way with turning lanes	~3.6m wide lanes	60km/hr	10,991, 5% HV (2021)[1]

1 10-hour (5am to 10am and 2pm to 7pm) traffic survey volumes, Table 4.4 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 6: EAST STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along East Street, proximate the Murray River Bridge enhancement site.

TABLE 12: PEDESTRIAN AND CYCLIST FACILITIES – EAST STREET

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 East Street are detailed in Table 13 below.

TABLE 13: PUBLIC TRANSPORT FACILITIES – EAST STREET

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on East Street proximate to the Murray River Bridge enhancement site	Westbound	903 - Albury to East Albury	Eight (8) services per day
	Eastbound		

Parking Facilities

Details of parking facilities along East Street, proximate the Murray River Bridge enhancement sites is detailed in Table 14 below.

TABLE 14: PARKING FACILITIES – EAST STREET

Location	Parking	Time of day restriction
East Street	No parking on East Street proximate the Murray River Bridge enhancement site	N/A

Macauley Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Macauley Street, proximate the Murray River Bridge enhancement site.

TABLE 15: TRAFFIC AND LANE CONFIGURATIONS – MACAULEY STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Macauley Street	Local road	Two-lane, two-way	~11.8m sealed width	50km/hr	330, 14% HV (2021)[1]

1 No data available, volumes estimated as 10% of Atkins Street 10-hour with equivalent HV%, Table 4.4 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 7: MACAULEY STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Macauley Street, proximate the Murray River Bridge enhancement site.

TABLE 16: PEDESTRIAN AND CYCLIST FACILITIES – MACAULEY STREET

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 Macauley Street are detailed in Table 17 below.

TABLE 17: PUBLIC TRANSPORT FACILITIES – MACAULEY STREET

Bus stop ID	Direction	Services	Service frequency
Macauley St after Bridge St (264076)	Southbound	902 – Albury to South Albury	Seven (7) services per day
Macauley St after Hovell St (264075)			

Parking Facilities

Details of parking facilities along Macauley Street, proximate the Murray River Bridge enhancement sites is detailed in Table 18 below.

TABLE 18: PARKING FACILITIES – MACAULEY STREET

Location	Parking	Time of day restriction
Macauley Street	Parallel to kerb parking on both sides of Macauley Street	No restrictions

Panmure Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Panmure Street, proximate the Murray River Bridge enhancement site.

TABLE 19: TRAFFIC AND LANE CONFIGURATIONS – PANMURE STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Panmure Street	Local road	Two-lane, two-way	~6.6m sealed width	50km/hr	330, 14% HV (2021)[1]

1 No data available, volumes estimated as 10% of Atkins Street 10-hour with equivalent HV%, Table 4.4 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

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

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Panmure Street, proximate the Murray River Bridge enhancement site.

TABLE 20: PEDESTRIAN AND CYCLIST FACILITIES – PANMURE STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	No
If yes, what is the width of the footpath(s)?	-

Provisions	Comment
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 Panmure Street are detailed in Table 21 below.

TABLE 21: PUBLIC TRANSPORT FACILITIES – PANMURE STREET

Bus stop ID	Direction	Services	Service frequency
There are no bus stops located on Panmure Street proximate to the Murray River Bridge enhancement site	Westbound	902 – Albury to South Albury	Seven (7) services per day
	Eastbound		

Parking Facilities

Details of parking facilities along Panmure Street, proximate the Murray River Bridge enhancement sites is detailed in Table 22 below.

TABLE 22: PARKING FACILITIES – PANMURE STREET

Location	Parking	Time of day restriction
Panmure Street	No formal parking	No restrictions

Abercorn Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Abercorn Street, proximate the Murray River Bridge enhancement site.

TABLE 23: TRAFFIC AND LANE CONFIGURATIONS – ABERCORN STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Abercorn Street	Local road	Two-lane, two-way	~6m sealed width (~4m wide single-lane bridge on immediately west of intersection with Kiewa St)	50km/hr	330, 14% HV (2021)[1]

1 No data available, volumes estimated as 10% of Atkins Street 10-hour with equivalent HV%, Table 4.4 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

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

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Abercorn Street, proximate the Murray River Bridge enhancement site.

TABLE 24: PEDESTRIAN AND CYCLIST FACILITIES – ABERCORN STREET

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 Abercorn Street are detailed in Table 25 below.

TABLE 25: PUBLIC TRANSPORT FACILITIES – ABERCORN STREET

Bus stop ID	Direction	Services	Service frequency
Abercorn St opp Plummer St (264080)	Westbound	902 – Albury to South Albury	Seven (7) services per day
	Eastbound		

Parking Facilities

Details of parking facilities along Abercorn Street, proximate the Murray River Bridge enhancement sites is detailed in Table 26 below.

TABLE 26: PARKING FACILITIES – ABERCORN STREET

Location	Parking	Time of day restriction
Abercorn Street	Parallel to kerb parking on both sides of Abercorn Street	No restrictions

Kiewa Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Kiewa Street, proximate the Murray River Bridge enhancement site.

TABLE 27: TRAFFIC AND LANE CONFIGURATIONS – KIEWA STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Kiewa Street	Local road	Two-lane, two-way	~12.6m wide carriageway	50km/hr	989, 14% HV (2021)[1]

1 No data available, volumes estimated as 30% of Atkins Street 10-hour with equivalent HV%, Table 4.4 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

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

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Kiewa Street, proximate the Murray River Bridge enhancement site.

TABLE 28: PEDESTRIAN AND CYCLIST FACILITIES – KIEWA STREET

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 Kiewa Street are detailed in Table 29 below.

TABLE 29: PUBLIC TRANSPORT FACILITIES – KIEWA STREET

Bus stop ID	Direction	Services	Service frequency
Kiewa St at Panmure St (264081)	Northbound	902 – Albury to South Albury	Seven (7) services per day
Kiewa St before Ebden St (264082)			
Kiewa St after Ebden St (2640624)	Southbound		

Parking Facilities

Details of parking facilities along Kiewa Street, proximate the Murray River Bridge enhancement sites is detailed in Table 30 below.

TABLE 30: PARKING FACILITIES – KIEWA STREET

Location	Parking	Time of day restriction
Kiewa Street	Parallel to kerb parking on both sides of Kiewa Street	No restrictions

Townsend Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Townsend Street, proximate the Murray River Bridge enhancement site.

TABLE 31: TRAFFIC AND LANE CONFIGURATIONS – TOWNSEND STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Townsend Street	Local road	One-lane, two-way	~4.0m sealed width (from Abercorn south for ~150m then gravel track for remaining ~150m to Gate M1).	50km/hr	330, 14% HV (2021)[1]

1 No data available, volumes estimated as 10% of Atkins Street 10-hour with equivalent HV%, Table 4.4 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 11: TOWNSEND STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Townsend Street, proximate the Murray River Bridge enhancement site.

TABLE 32: PEDESTRIAN AND CYCLIST FACILITIES – TOWNSEND STREET

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 Townsend Street are detailed in Table 33 below.

TABLE 33: PUBLIC TRANSPORT FACILITIES – TOWNSEND STREET

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Townsend Street proximate to the Murray River Bridge enhancement site	Westbound	902 – Albury to South Albury	Seven (7) services per day
	Eastbound		

Parking Facilities

Details of parking facilities along Townsend Street, proximate the Murray River Bridge enhancement sites is detailed in Table 34 below.

TABLE 34: PARKING FACILITIES – TOWNSEND STREET

Location	Parking	Time of day restriction
Townsend Street	No formal parking	No restrictions

Olive Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Olive Street, proximate the Murray River Bridge enhancement site.

TABLE 35: TRAFFIC AND LANE CONFIGURATIONS – OLIVE STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Olive Street	Local road	Two-lane, two-way	~10.4m sealed width	50km/hr	989, 14% HV (2021)[1]

1 No data available, volumes estimated as 30% of Atkins Street 10-hour with equivalent HV%, Table 4.4 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

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

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Olive Street, proximate the Murray River Bridge enhancement site.

TABLE 36: PEDESTRIAN AND CYCLIST FACILITIES – OLIVE STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Yes, western side only
If yes, what is the width of the footpath(s)?	~1.5m
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 Olive Street are detailed in Table 37 below.

TABLE 37: PUBLIC TRANSPORT FACILITIES – OLIVE STREET

Bus stop ID	Direction	Services	Service frequency
Olive St opp Abercorn St (264079)	Southbound	902 – Albury to South Albury	Seven (7) services per day
Olive St after Panmure St (2640481)	Northbound		

Parking Facilities

Details of parking facilities along Olive Street, proximate the Murray River Bridge enhancement sites is detailed in Table 38 below.

TABLE 38: PARKING FACILITIES – OLIVE STREET

Location	Parking	Time of day restriction
Olive Street	Parallel to kerb parking on both sides of Olive Street	No restrictions

2.2.2 Key Intersections

Overview

The following table provides an overview of key intersections proximate the Murray River Bridge enhancement site proposed to support construction activities.

TABLE 39: KEY INTERSECTIONS – MURRAY RIVER BRIDGE ENHANCEMENT SITE

Intersection number	Intersection	Control
1	Atkins Street / East Street	Priority-controlled (roundabout)
2	Atkins Street / Macauley Street	Priority-controlled (staggered T-junction)
3	Panmure Street / Olive Street	Priority-controlled (X-junction)
4	Atkins Street / Kiewa Street	Priority-controlled (roundabout)
5	Abercorn Street / Townsend Street	Priority-controlled (X-junction)

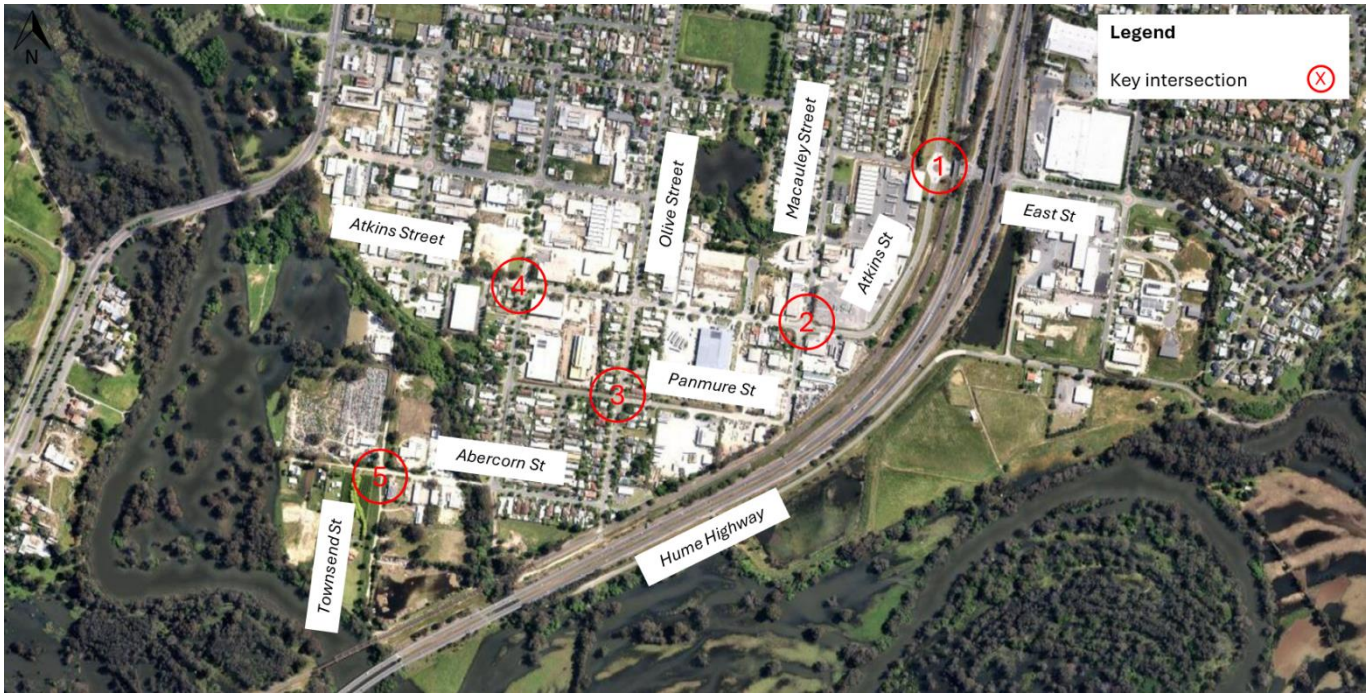


FIGURE 13: KEY INTERSECTIONS LOCATION

Atkins Street / East Street

The following table provide an overview of the operations of the Atkins Street / East Street intersection.

TABLE 40: KEY INTERSECTION – ATKINS STREET / EAST STREET

Intersection	Control
Atkins Street / East Street	Priority-controlled (roundabout)

Background Traffic Volumes

Background traffic volumes at the Atkins Street / East 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 4:30pm – 5:30pm. Recorded traffic volumes during the peak period are presented in Table 41.

TABLE 41: ATKINS STREET / EAST STREET – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (8:15am – 9:15am)	PM peak volume (4:30pm – 5:30pm)	Daily Volumes
Atkins Street (north)			
Left (onto East Street)	387	894	5,570
Through (onto Atkins Street)	18	10	192
U-turn (onto Atkins Street)	1	2	22
East Street (east)			
Left (onto Atkins Street)	258	148	2,096
Right (onto Atkins Street)	831	484	5,269
U-turn (onto East Street)	1	8	33
Atkins Street (south)			
Through (onto Atkins Street)	20	17	152
Right (onto East Street)	168	273	2,066
U-turn (onto Atkins 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 shown below.

TABLE 42: LEVEL OF SERVICE CRITERIA

Level of service	Average delay per vehicle (secs/veh)
A	<14
B	15 to 28
C	29 to 42

Level of service	Average delay per vehicle (secs/veh)
D	53 to 56
E	57 to 70

The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM & PM peaks).

TABLE 43: INTERSECTION DELAY AND LOS ANALYSIS - ATKINS STREET / EAST STREET

Intersection	2024 Base (AM Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS
Atkins Street / East Street	15.5	B	11.3	A

Atkins Street / Macauley Street

The following table provide an overview of the operations of the Atkins Street / Macauley Street intersection.

TABLE 44: KEY INTERSECTION – ATKINS STREET / MACAULEY STREET

Intersection	Control
Atkins Street / Macauley Street	Priority-controlled (staggered T-junction)

Background Traffic Volumes

Background traffic volumes at the Atkins Street / Macauley 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 3:45pm – 4:45pm. Recorded traffic volumes during the peak period are presented in Table 45.

TABLE 45: ATKINS STREET / MACAULEY STREET – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (8:15am – 9:15am)	PM peak volume (3:45pm – 4:45pm)	Daily Volumes
Macauley Street (north)			
Left (onto Atkins Street)	53	84	606
Through (onto Macauley Street)	4	3	40
Right (onto Atkins Street)	10	10	83
U-turn (onto Macauley Street)	0	0	2
Atkins Street (east)			
Left (onto Macauley Street)	25	14	179
Through (onto Atkins Street)	181	133	1,630
Right (onto Macauley Street)	71	38	460
U-turn (onto Atkins Street)	0	1	1
Macauley Street (south)			

Intersection approach	AM Peak volume (8:15am – 9:15am)	PM peak volume (3:45pm – 4:45pm)	Daily Volumes
Left (onto Atkins Street)	2	3	29
Through (onto Macauley Street)	4	3	36
Right (onto Atkins Street)	27	20	196
U-turn (onto Macauley Street)	1	0	2
Atkins Street (west)			
Left (onto Macauley Street)	10	18	110
Through (onto Atkins Street)	104	179	1,387
Right (onto Macauley Street)	3	3	43
U-turn (onto Atkins Street)	0	0	1

Background Intersection Performance

No data is available for the Atkins Street / Macauley Street intersection.

Panmure Street / Olive Street

The following table provide an overview of the operations of the Panmure Street / Olive Street intersection.

TABLE 46: KEY INTERSECTION – PANMURE STREET / OLIVE STREET

Intersection	Control
Panmure Street / Olive Street	Priority-controlled (X-junction)

Background Traffic Volumes

Background traffic volumes at the Panmure Street / Olive 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 7:45am – 8:45am and between 12:00pm – 1:00pm. Recorded traffic volumes during the peak period are presented in Table 47.

TABLE 47: PANMURE STREET / OLIVE STREET – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (7:45am – 8:45am)	PM peak volume (12:00pm – 1:00pm)	Daily Volumes
Olive Street (north)			
Left (onto Panmure Street)	6	4	28
Through (onto Olive Street)	8	22	134
Right (onto Panmure Street)	5	4	45
U-turn (onto Olive Street)	0	0	6
Panmure Street (east)			
Left (onto Olive Street)	4	2	15

Intersection approach	AM Peak volume (7:45am – 8:45am)	PM peak volume (12:00pm – 1:00pm)	Daily Volumes
Through (onto Panmure Street)	0	3	19
Right (onto Olive Street)	3	6	38
U-turn (onto Panmure Street)	0	0	0
Olive Street (south)			
Left (onto Panmure Street)	0	0	2
Through (onto Olive Street)	24	21	146
Right (onto Panmure Street)	1	3	7
U-turn (onto Olive Street)	0	0	0
Panmure Street (west)			
Left (onto Olive Street)	6	4	62
Through (onto Panmure Street)	2	2	19
Right (onto Olive Street)	0	0	3
U-turn (onto Panmure Street)	0	0	0

Background Intersection Performance

No data is available for the Panmure Street / Olive Street intersection.

Atkins Street / Kiewa Street

The following table provide an overview of the operations of the Atkins Street / Kiewa Street intersection.

TABLE 48: KEY INTERSECTION – ATKINS STREET / KIEWA STREET

Intersection	Control
Atkins Street / Kiewa Street	Priority-controlled (roundabout)

Background Traffic Volumes

Background traffic volumes at the Atkins Street / Kiewa 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 10:15am – 11:15am and between 12:30pm – 1:30pm. Recorded traffic volumes during the peak period are presented in Table 49.

TABLE 49: ATKINS STREET / KIEWA STREET – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (10:15am – 11:15am)	PM peak volume (12:30pm – 1:30pm)	Daily Volumes
Kiewa Street (north)			
Left (onto Atkins Street)	50	48	418
Through (onto Kiewa Street)	40	29	298

Intersection approach	AM Peak volume (10:15am – 11:15am)	PM peak volume (12:30pm – 1:30pm)	Daily Volumes
Right (onto Atkins Street)	5	9	61
U-turn (onto Kiewa Street)	0	0	15
Atkins Street (east)			
Left (onto Kiewa Street)	21	12	127
Through (onto Atkins Street)	45	49	590
Right (onto Kiewa Street)	28	41	393
U-turn (onto Atkins Street)	1	0	10
Kiewa Street (south)			
Left (onto Atkins Street)	7	8	69
Through (onto Kiewa Street)	39	46	332
Right (onto Atkins Street)	9	7	91
U-turn (onto Kiewa Street)	0	0	0
Atkins Street (west)			
Left (onto Kiewa Street)	3	4	47
Through (onto Atkins Street)	33	40	412
Right (onto Kiewa Street)	7	12	75
U-turn (onto Atkins Street)	0	0	5

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 shown below.

TABLE 50: 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

The results of the WSP assessment are presented below for the “2024 Base” scenarios (AM & PM peaks).

TABLE 51: INTERSECTION DELAY AND LOS ANALYSIS - ATKINS STREET / KIEWA STREET

Intersection	2024 Base (AM Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS
Atkins Street / Kiewa Street	9.9	A	9.2	A

Abercorn Street / Townsend Street

The following table provide an overview of the operations of the Abercorn Street / Townsend Street intersection.

TABLE 52: KEY INTERSECTION – ABERCORN STREET / TOWNSEND STREET

Intersection	Control
Abercorn Street / Townsend Street	Priority-controlled (X-junction)

Background Traffic Volumes

Background traffic volumes at the Abercorn Street / Townsend 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 10:45am – 11:45am and between 12:00pm – 1:00pm. Recorded traffic volumes during the peak period are presented in Table 53.

TABLE 53: ABERCORN STREET / TOWNSEND STREET – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (10:45am – 11:45am)	PM peak volume (12:00pm – 1:00pm)	Daily Volumes
Townsend Street (north)			
Left (onto Abercorn Street)	10	12	68
Through (onto Townsend Street)	0	0	0
Right (onto Abercorn Street)	1	0	3
U-turn (onto Townsend Street)	0	0	0
Abercorn Street (east)			
Left (onto Townsend Street)	0	0	2
Through (onto Abercorn Street)	5	1	15
Right (onto Townsend Street)	17	10	74
U-turn (onto Abercorn Street)	1	0	11
Townsend Street (south)			
Left (onto Abercorn Street)	0	0	0
Through (onto Townsend Street)	0	0	0
Right (onto Abercorn Street)	0	0	2
U-turn (onto Townsend Street)	0	0	0

Intersection approach	AM Peak volume (10:45am – 11:45am)	PM peak volume (12:00pm – 1:00pm)	Daily Volumes
Abercorn Street (west)			
Left (onto Townsend Street)	1	0	3
Through (onto Abercorn Street)	4	1	11
Right (onto Townsend Street)	0	0	0
U-turn (onto Abercorn Street)	0	0	0

Background Intersection Performance

No data is available for the Abercorn Street / Townsend Street intersection.

2.3 Albury Station and Surrounds

FIGURE 14: STATE, REGIONAL AND LOCAL ROADS ALBURY STATION AND SURROUNDS

2.3.1 Key Roads

Overview

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

TABLE 54: KEY ROADS – ALBURY STATION AND SURROUNDS ENHANCEMENT SITE

Road	Road name	Road Hierarchy
1	Hume Highway	Classified State Road
2	Young Street	Classified State Road between Borella Road and Hume Street (Riverina Highway) Regional Road (unclassified) between Borella Road and North Street
3	Borella Road	Classified State Road (Riverina Highway)
4	Smollet Street	Local road (Railway Place)
5	Schubach Street	Local road
6	Kenilworth Street	Local road

Hume Highway

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Hume Highway, proximate the Albury Station and Surrounds enhancement site.

TABLE 55: TRAFFIC AND LANE CONFIGURATIONS – HUME HIGHWAY

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Hume Highway	Classified State Road	Two-way, four lane, divided carriageway	~3.5m wide lanes	110km/hr	43,468 (2018)[1] HV% not available.

1 Hume Highway, Station ID 95040 120m East of Olive Street, South Albury 2640. This is the most recent data publicly available for an urban location on the Hume Highway in Albury

FIGURE 15: HUME HIGHWAY (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Hume Highway, proximate the Albury Station and Surrounds enhancement site.

TABLE 56: PEDESTRIAN AND CYCLIST FACILITIES – HUME 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

Provisions	Comment
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

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

TABLE 57: PUBLIC TRANSPORT FACILITIES – HUME HIGHWAY

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Hume Highway proximate to the Albury Station and Surrounds enhancement site	Northbound	AW (Dyson Group) – Albury to Wodonga via Hume Highway	Four (4) service hourly
	Southbound		

Parking Facilities

Details of parking facilities along the Hume Highway, proximate the Albury Station and Surrounds enhancement sites are detailed in Table 58 below.

TABLE 58: PARKING FACILITIES – HUME HIGHWAY

Location	Parking	Time of day restriction
Hume Highway	No parking on Hume Highway proximate the Albury Station and Surrounds enhancement site	N/A

Young Street

Traffic and Lane Configurations

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

TABLE 59: TRAFFIC AND LANE CONFIGURATIONS – YOUNG STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Young Street	Classified State Road between Borella Road and Hume Street (Riverina Highway) Regional Road (unclassified) between Borella Road and North Street	Two-way, four lanes,	~3.4m wide lanes	60km/hr	7,496 3% HV (2021)[1]

1 10-hour (5am to 10am and 2pm to 7pm) traffic survey volumes, Table 4.6 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

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

Pedestrian and Cyclist Facilities

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

TABLE 60: PEDESTRIAN AND CYCLIST FACILITIES – YOUNG STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Yes, both sides
If yes, what is the width of the footpath(s)?	~1.8m
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 Young Street are detailed in Table 61 below.

TABLE 61: PUBLIC TRANSPORT FACILITIES – YOUNG STREET

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Young Street proximate to the Albury Station and Surrounds enhancement site	Northbound	902, 903	Fifteen (15) services per day (between Atkins Street and Smollet Street)
	Southbound		

Parking Facilities

Details of parking facilities along the Young Street, proximate the Albury Station and Surrounds enhancement sites are detailed in Table 62 below.

TABLE 62: PARKING FACILITIES – YOUNG STREET

Location	Parking	Time of day restriction
Young Street	Parallel to kerb parking on both sides of Young Street	Various restrictions.

Borella Road

Traffic and Lane Configurations

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

TABLE 63: TRAFFIC AND LANE CONFIGURATIONS – BORELLA ROAD

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Borella Road	Classified State Road (Riverina Highway)	Two-way, four lanes,	~3.4m wide lanes	60km/hr	13,894 3% HV (2021)[1]

1 10-hour (5am to 10am and 2pm to 7pm) traffic survey volumes, Table 4.6 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 17: BORELLA ROAD (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

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

TABLE 64: PEDESTRIAN AND CYCLIST FACILITIES – BORELLA ROAD

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Yes, both sides
If yes, what is the width of the footpath(s)?	~1.8m
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 Borella Road are detailed in Table 65 below.

TABLE 65: PUBLIC TRANSPORT FACILITIES – BORELLA ROAD

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Borella Road proximate to the Albury Station and Surrounds enhancement site	Westbound	903, 909	Eight (8) services per day
	Eastbound		

Parking Facilities

Details of parking facilities along the Borella Road, proximate the Albury Station and Surrounds enhancement sites are detailed in Table 66 below.

TABLE 66: PARKING FACILITIES – BORELLA ROAD

Location	Parking	Time of day restriction
Borella Road	No parking on Borella Road proximate the Albury Station and Surrounds enhancement site	N/A

Smollet Street (Railway Place)

Traffic and Lane Configurations

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

TABLE 67: TRAFFIC AND LANE CONFIGURATIONS – SMOLLET STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Smollet Street	Local road	Two-lane, two-way	~3.5m wide lanes	50km/hr	472, 3% HV (2021)[1]

1 10-hour (5am to 10am and 2pm to 7pm) traffic survey volumes, Table 4.6 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 18: SMOLLET STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

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

TABLE 68: PEDESTRIAN AND CYCLIST FACILITIES – SMOLLET STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Yes, both sides
If yes, what is the width of the footpath(s)?	~2.0m
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 Smollet Street are detailed in Table 69 below.

TABLE 69: PUBLIC TRANSPORT FACILITIES – SMOLLET STREET

Bus stop ID	Direction	Services	Service frequency
Albury Station, Railway Pl (2640641)	Westbound / Eastbound	902, 903, 906, 909, and 908	Five (5) services hourly

Parking Facilities

Details of parking facilities along Smollet Street, proximate the Albury Station and Surrounds enhancement sites are detailed in Table 70 below.

TABLE 70: PARKING FACILITIES – SMOLLET STREET

Location	Parking	Time of day restriction
Smollet Street	Parallel to kerb parking on both sides of Smollet Street	No restrictions

Schubach Street

Traffic and Lane Configurations

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

TABLE 71: TRAFFIC AND LANE CONFIGURATIONS – SCHUBACH STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Schubach Street	Local road	Two-lane, two-way	~11.8m sealed width	50km/hr	3,297, 14% HV (2021)[1]

1 No data available, volumes estimated as Atkins Street 10-hour with equivalent HV%, Table 4.4 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

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

Pedestrian and Cyclist Facilities

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

TABLE 72: PEDESTRIAN AND CYCLIST FACILITIES – SCHUBACH STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Yes, majority of the western side
If yes, what is the width of the footpath(s)?	~1.5m
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 Schubach Street are detailed in Table 73 below.

TABLE 73: PUBLIC TRANSPORT FACILITIES – SCHUBACH STREET

Bus stop ID	Direction	Services	Service frequency
Schubach St at Bimbadeen Ave (264063)	Southbound	903	Eight (8) service daily
Schubach St at Weidner Cres (2640496)			
Schubach St opp Kenilworth St (264045)			
Schubach St at Rau St (264044)			
Schubach St at Chambers Ave (264043)			
Schubach St after Borella Rd (2640238)			

Parking Facilities

Details of parking facilities along Schubach Street, proximate the Albury Station and Surrounds enhancement sites are detailed in Table 74 below.

TABLE 74: PARKING FACILITIES – SCHUBACH STREET

Location	Parking	Time of day restriction
Schubach Street	Parallel to kerb parking on both sides of Schubach Street	No restrictions

Kenilworth Street

Traffic and Lane Configurations

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

TABLE 75: TRAFFIC AND LANE CONFIGURATIONS – KENILWORTH STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Kenilworth Street	Local road	Two-lane, two-way	~11.8m sealed width	50km/hr	50 (no data available)[1]

1 No data available, estimated traffic volume based on road type and surrounding lane use, Table 4.4 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 20: KENILWORTH STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

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

TABLE 76: PEDESTRIAN AND CYCLIST FACILITIES – KENILWORTH STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Both sides
If yes, what is the width of the footpath(s)?	~1.5m
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 Kenilworth Street are detailed in Table 77 below.

TABLE 77: PUBLIC TRANSPORT FACILITIES – KENILWORTH STREET

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Kenilworth Street proximate to the Albury Station and Surrounds enhancement site	Southbound	903	Eight (8) service daily

Parking Facilities

Details of parking facilities along Kenilworth Street, proximate the Albury Station and Surrounds enhancement sites are detailed in Table 78 below.

TABLE 78: PARKING FACILITIES – KENILWORTH STREET

Location	Parking	Time of day restriction
Kenilworth Street	Parallel to kerb parking on both sides of Kenilworth Street	No restrictions

2.3.2 Key Intersections

Overview

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

TABLE 79: KEY INTERSECTIONS – ALBURY STATION AND SURROUNDS ENHANCEMENT SITE

Intersection number	Intersection	Control
1	Young Street / Smollett Street / Railway Place	Signalised (X-Junction)
2	Young Street / Dean Street	Signalised (T-Junction)
3	Young Street / Wilson Street	Signalised (X-Junction)
4	Young Street / Guinea Street / Riverina Highway	Signalised (X-Junction)
5	Riverina Highway / Hume Highway northbound off ramp	Signalised (X-Junction)
6	Riverina Highway / Hume Highway southbound off ramp	Signalised (X-Junction)
7	Riverina Highway / Schubach Street / Short Street	Priority-controlled (roundabout)
8	Schubach Street / Kenilworth Street	Priority-controlled (T-Junction)

FIGURE 21: KEY INTERSECTIONS LOCATION

Background Intersection Performance

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

TABLE 80: 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

Young Street / Smollett Street / Railway Place

The following table provide an overview of the operations of the Young Street / Smollett Street / Railway Place intersection.

TABLE 81: KEY INTERSECTION – YOUNG STREET / SMOLLETT STREET / RAILWAY PLACE

Intersection	Control
Young Street / Smollett Street / Railway Place	Signalised (X-Junction)

Background Traffic Volumes

Background traffic volumes at the Young Street / Smollett Street / Railway Place 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 82.

TABLE 82: YOUNG STREET / SMOLLETT STREET / RAILWAY PLACE – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (8:15am – 9:15am)	PM peak volume (3:00pm – 4:00pm)	Daily Volumes
Young Street (north)			
Left (onto Railway Place)	19	30	283
Through (onto Young Street)	196	298	2,807
Right (onto Smollet Street)	295	202	2,212
U-turn (onto Young Street)	2	0	7
Railway Place **(east)**			
Left (onto Young Street)	0	9	67
Through (onto Smollet Street)	15	32	203
Right (onto Young Street)	15	26	220
U-turn (onto Railway Place)	0	0	0

Intersection approach	AM Peak volume (8:15am – 9:15am)	PM peak volume (3:00pm – 4:00pm)	Daily Volumes
Young Street (south)			
Left (onto Smollet Street)	150	80	931
Through (onto Young Street)	341	398	3,389
Right (onto Railway Place)	3	4	47
U-turn (onto Young Street)	0	0	1
Smollet Street (west)			
Left (onto Young Street)	134	264	2,084
Through (onto Railway Place)	18	16	190
Right (onto Young Street)	62	118	872
U-turn (onto Smollet 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 80.The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM & PM peaks).

TABLE 83: INTERSECTION DELAY AND LOS ANALYSIS - YOUNG STREET / SMOLLETT STREET / RAILWAY PLACE

Intersection	2024 Base (AM Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS
Young Street / Smollett Street / Railway Place	15.6	B	15.6	B

Young Street / Dean Street

The following table provide an overview of the operations of the Young Street / Dean Street intersection.

TABLE 84: KEY INTERSECTION – YOUNG STREET / DEAN STREET

Intersection	Control
Young Street / Dean Street	Signalised (T-Junction with access)

Background Traffic Volumes

Background traffic volumes at the Young Street / Dean 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 11:00am – 12:00pm and between 3:15pm – 4:15pm. Recorded traffic volumes during the peak period are presented in Table 85.

TABLE 85: YOUNG STREET / DEAN STREET – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (11:00am – 12:00pm)	PM peak volume (3:15pm – 4:15pm)	Daily Volumes
Young Street (north)			
Left (into access)	0	0	0
Through (onto Young Street)	366	374	3,911
Right (onto Dean Street)	144	148	1,504
U-turn (onto Young Street)	0	0	1
Access (east)			
Left (onto Young Street)	0	0	0
Through (onto Dean Street)	0	0	4
Right (onto Young Street)	0	0	0
U-turn (into access)	0	0	0
Young Street (south)			
Left (onto Dean Street)	85	95	953
Through (onto Young Street)	432	546	4,592
Right (into access)	0	0	0
U-turn (onto Young Street)	0	0	0
Dean Street (west)			
Left (onto Young Street)	151	175	1,473
Through (into access)	0	0	0
Right (onto Young Street)	105	132	1,247
U-turn (onto Dean 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 80.The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM & PM peaks).

TABLE 86: INTERSECTION DELAY AND LOS ANALYSIS - YOUNG STREET / DEAN STREET

Intersection	2024 Base (AM Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS
Young Street / Dean Street	11.3	A	14.6	B

Young Street / Wilson Street

The following table provide an overview of the operations of the Young Street / Wilson Street intersection.

TABLE 87: KEY INTERSECTION – YOUNG STREET / WILSON STREET

Intersection	Control
Young Street / Wilson Street	Signalised (X-Junction)

Background Traffic Volumes

Background traffic volumes at the Young Street / Wilson 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 11:00am – 12:00pm and between 4:30pm – 5:30pm. Recorded traffic volumes during the peak period are presented in Table 88.

TABLE 88: YOUNG STREET / WILSON STREET – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (11:00am – 12:00pm)	PM peak volume (4:30pm – 5:30pm)	Daily Volumes
Young Street (north)			
Left (onto Wilson Street)	9	20	196
Through (onto Young Street)	595	605	6,735
Right (onto Wilson Street)	102	95	1,022
U-turn (onto Young Street)	3	4	37
Wilson Street (east)			
Left (onto Young Street)	35	24	200
Through (onto Wilson Street)	13	22	126
Right (onto Young Street)	28	58	420
U-turn (onto Wilson Street)	0	1	1
Young Street (south)			
Left (onto Wilson Street)	52	29	379
Through (onto Young Street)	580	804	6,331
Right (onto Wilson Street)	36	55	349
U-turn (onto Young Street)	0	0	2
Wilson Street (west)			
Left (onto Young Street)	135	206	1,409
Through (onto Wilson Street)	19	13	131
Right (onto Young Street)	26	23	247

Intersection approach	AM Peak volume (11:00am – 12:00pm)	PM peak volume (4:30pm – 5:30pm)	Daily Volumes
U-turn (onto Wilson Street)	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 80.The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM & PM peaks).

TABLE 89: INTERSECTION DELAY AND LOS ANALYSIS - YOUNG STREET / WILSON STREET

Intersection	2024 Base (AM Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS
Young Street / Wilson Street	30.3	C	154.3	F

Young Street / Guinea Street / Riverina Highway

The following table provide an overview of the operations of the Young Street / Guinea Street / Riverina Highway intersection.

TABLE 90: KEY INTERSECTION – YOUNG STREET / GUINEA STREET / RIVERINA HIGHWAY

Intersection	Control
Young Street / Guinea Street / Riverina Highway	Signalised (X-Junction)

Background Traffic Volumes

Background traffic volumes at the Young Street / Guinea Street / Riverina Highway 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 3:30pm – 4:30pm. Recorded traffic volumes during the peak period are presented in Table 91.

TABLE 91: YOUNG STREET / GUINEA STREET / RIVERINA HIGHWAY – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (8:15am – 9:15am)	PM peak volume (3:30pm – 4:30pm)	Daily Volumes
Young Street (north)			
Left (onto Riverina Highway)	176	190	1,345
Through (onto Young Street)	404	335	3,198
Right (onto Guinea Street)	74	71	450
U-turn (onto Young Street)	0	0	0
Riverina Highway (east)			
Left (onto Young Street)	556	464	4,620
Through (onto Guinea Street)	611	536	4,697
Right (onto Young Street)	177	143	1,364

Intersection approach	AM Peak volume (8:15am – 9:15am)	PM peak volume (3:30pm – 4:30pm)	Daily Volumes
U-turn (onto Riverina Highway)	0	0	0
Young Street (south)			
Left (onto Guinea Street)	25	56	530
Through (onto Young Street)	221	362	3,283
Right (onto Riverina Highway)	212	495	4,284
U-turn (onto Young Street)	0	0	7
Guinea Street (west)			
Left (onto Young Street)	46	54	417
Through (onto Riverina Highway)	407	478	4,216
Right (onto Young Street)	10	19	154
U-turn (onto Guinea Street)	0	0	2

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 80.The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM & PM peaks).

TABLE 92: INTERSECTION DELAY AND LOS ANALYSIS - YOUNG STREET / GUINEA STREET / RIVERINA HIGHWAY

Intersection	2024 Base (AM Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS
Young Street / Guinea Street / Riverina Highway	35.3	C	96.2	F

Riverina Highway / Hume Highway northbound off ramp

The following table provide an overview of the operations of the Riverina Highway / Hume Highway northbound off ramp intersection.

TABLE 93: KEY INTERSECTION – RIVERINA HIGHWAY / HUME HIGHWAY NORTHBOUND OFF RAMP

Intersection	Control
Riverina Highway / Hume Highway northbound off ramp	Signalised (X-Junction)

Background Traffic Volumes

Background traffic volumes at the Riverina Highway / Hume Highway northbound off ramp 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 3:30pm – 4:30pm. Recorded traffic volumes during the peak period are presented in Table 94.

TABLE 94: RIVERINA HIGHWAY / HUME HIGHWAY NORTHBOUND OFF RAMP – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (8:15am – 9:15am)	PM peak volume (3:30pm – 4:30pm)	Daily Volumes
Northbound On-ramp (north)			
Left (onto Riverina Highway)	0	0	0
Through (onto Northbound Off-ramp)	0	0	0
Right (onto Riverina Highway)	0	0	0
U-turn (onto Northbound On-ramp)	0	0	0
Riverina Highway (east)			
Left (onto Northbound Off-ramp)	0	0	0
Through (onto Riverina Highway)	1,042	887	8,511
Right (onto Northbound On-ramp)	50	54	571
U-turn (onto Riverina Highway)	0	0	0
Northbound Off-ramp (south)			
Left (onto Riverina Highway)	308	273	2,360
Through (onto Northbound On-ramp)	0	0	0
Right (onto Riverina Highway)	238	235	2,727
U-turn (onto Northbound Off-ramp)	0	0	0
Riverina Highway (west)			
Left (onto Northbound On-ramp)	164	257	2,251
Through (onto Riverina Highway)	597	903	7,521
Right (onto Northbound Off-ramp)	0	0	0
U-turn (onto Riverina 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 80.The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM & PM peaks).

TABLE 95: INTERSECTION DELAY AND LOS ANALYSIS - RIVERINA HIGHWAY / HUME HIGHWAY NORTHBOUND OFF RAMP

Intersection	2024 Base (AM Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS
Riverina Highway / Hume Highway northbound off ramp	34.2	C	29.9	C

Riverina Highway / Hume Highway southbound off ramp

The following table provide an overview of the operations of the Riverina Highway / Hume Highway southbound off ramp intersection.

TABLE 96: KEY INTERSECTION – RIVERINA HIGHWAY / HUME HIGHWAY SOUTHBOUND OFF RAMP

Intersection	Control
Riverina Highway / Hume Highway southbound off ramp	Signalised (X-Junction)

Background Traffic Volumes

Background traffic volumes at the Riverina Highway / Hume Highway southbound off ramp 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 3:30pm – 4:30pm. Recorded traffic volumes during the peak period are presented in Table 97.

TABLE 97: RIVERINA HIGHWAY / HUME HIGHWAY SOUTHBOUND OFF RAMP – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (8:15am – 9:15am)	PM peak volume (3:30pm – 4:30pm)	Daily Volumes
Southbound Off-ramp (north)			
Left (onto Riverina Highway)	58	100	794
Through (onto Southbound On-ramp)	1	0	5
Right (onto Riverina Highway)	443	335	3,058
U-turn (onto Southbound Off-ramp)	0	0	0
Riverina Highway **(east)**			
Left (onto Southbound On-ramp)	238	382	2,792
Through (onto Riverina Highway)	641	598	6,019
Right (onto Southbound Off-ramp)	0	0	0
U-turn (onto Riverina Highway)	0	0	0
Southbound On-ramp (south)			
Left (onto Riverina Highway)	0	0	0
Through (onto Southbound Off-ramp)	0	0	0

Intersection approach	AM Peak volume (8:15am – 9:15am)	PM peak volume (3:30pm – 4:30pm)	Daily Volumes
Right (onto Riverina Highway)	0	0	0
U-turn (onto Southbound On-ramp)	0	0	0
Riverina Highway (west)			
Left (onto Southbound Off-ramp)	0	0	0
Through (onto Riverina Highway)	567	850	7,725
Right (onto Southbound On-ramp)	262	587	2,426
U-turn (onto Riverina 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 80.The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM & PM peaks).

TABLE 98: INTERSECTION DELAY AND LOS ANALYSIS - RIVERINA HIGHWAY / HUME HIGHWAY SOUTHBOUND OFF RAMP

Intersection	2024 Base (AM Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS
Riverina Highway / Hume Highway southbound off ramp	30.1	C	29.1	C

Riverina Highway / Schubach Street / Short Street

The following table provide an overview of the operations of the Riverina Highway / Schubach Street / Short Street intersection.

TABLE 99: KEY INTERSECTION – RIVERINA HIGHWAY / SCHUBACH STREET / SHORT STREET

Intersection	Control
Riverina Highway / Schubach Street / Short Street	Priority-controlled (roundabout)

Background Traffic Volumes

Background traffic volumes at the Riverina Highway / Schubach Street / Short 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 8:00am – 9:00am and between 3:30pm – 4:30pm. Recorded traffic volumes during the peak period are presented in Table 100.

TABLE 100: RIVERINA HIGHWAY / SCHUBACH STREET / SHORT STREET – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (8:00am – 9:00am)	PM peak volume (3:30pm – 4:30pm)	Daily Volumes
Short Street (north)			
Left (onto Riverina Highway)	0	5	14

Intersection approach	AM Peak volume (8:00am – 9:00am)	PM peak volume (3:30pm – 4:30pm)	Daily Volumes
Through (onto Schubach Street)	25	52	310
Right (onto Riverina Highway)	66	98	683
U-turn (onto Short Street)	0	0	0
Riverina Highway (east)			
Left (onto Schubach Street)	32	40	294
Through (onto Riverina Highway Street)	752	790	7,713
Right (onto Short Street)	3	7	24
U-turn (onto Riverina Highway)	0	0	15
Schubach Street (south)			
Left (onto Riverina Highway)	106	75	879
Through (onto Short Street)	42	28	252
Right (onto Riverina Highway)	25	33	312
U-turn (onto Schubach Street)	0	2	3
Riverina Highway (west)			
Left (onto Short Street)	40	58	418
Through (onto Riverina Highway)	499	794	7,272
Right (onto Schubach Street)	50	93	814
U-turn (onto Riverina Highway)	4	9	68

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 80.The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM & PM peaks).

TABLE 101: INTERSECTION DELAY AND LOS ANALYSIS - RIVERINA HIGHWAY / SCHUBACH STREET / SHORT STREET

Intersection	2024 Base (AM Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS
Riverina Highway / Schubach Street / Short Street	14.5	A	17.4	B

Schubach Street / Kenilworth Street

The following table provide an overview of the operations of the Schubach Street / Kenilworth Street intersection.

TABLE 102: KEY INTERSECTION – SCHUBACH STREET / KENILWORTH STREET

Intersection	Control
Schubach Street / Kenilworth Street	Priority-controlled (T-Junction)

Background Traffic Volumes

Background traffic volumes at the Schubach Street / Kenilworth 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 8:00am – 9:00am and between 3:45pm – 4:45pm. Recorded traffic volumes during the peak period are presented in Table 103.

TABLE 103: SCHUBACH STREET / KENILWORTH STREET – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (8:00am – 9:00am)	PM peak volume (3:45pm – 4:45pm)	Daily Volumes
Schubach Street (north)			
Through (onto Schubach Street)	168	149	1,147
Right (onto Kenilworth Street)	2	5	31
U-turn (onto Schubach Street)	0	0	4
Schubach Street (south)			
Left (onto Kenilworth Street)	6	14	67
Through (onto Schubach Street)	96	146	1,103
U-turn (onto Schubach Street)	0	0	2
Kenilworth Street (west)0			
Left (onto Schubach Street)	9	4	48
Right (onto Schubach Street)	20	11	69
U-turn (onto Kenilworth Street)	0	0	1

Background Intersection Performance

No data is available for the Schubach Street and Kenilworth Street intersection.

2.4 Billy Hughes Bridge

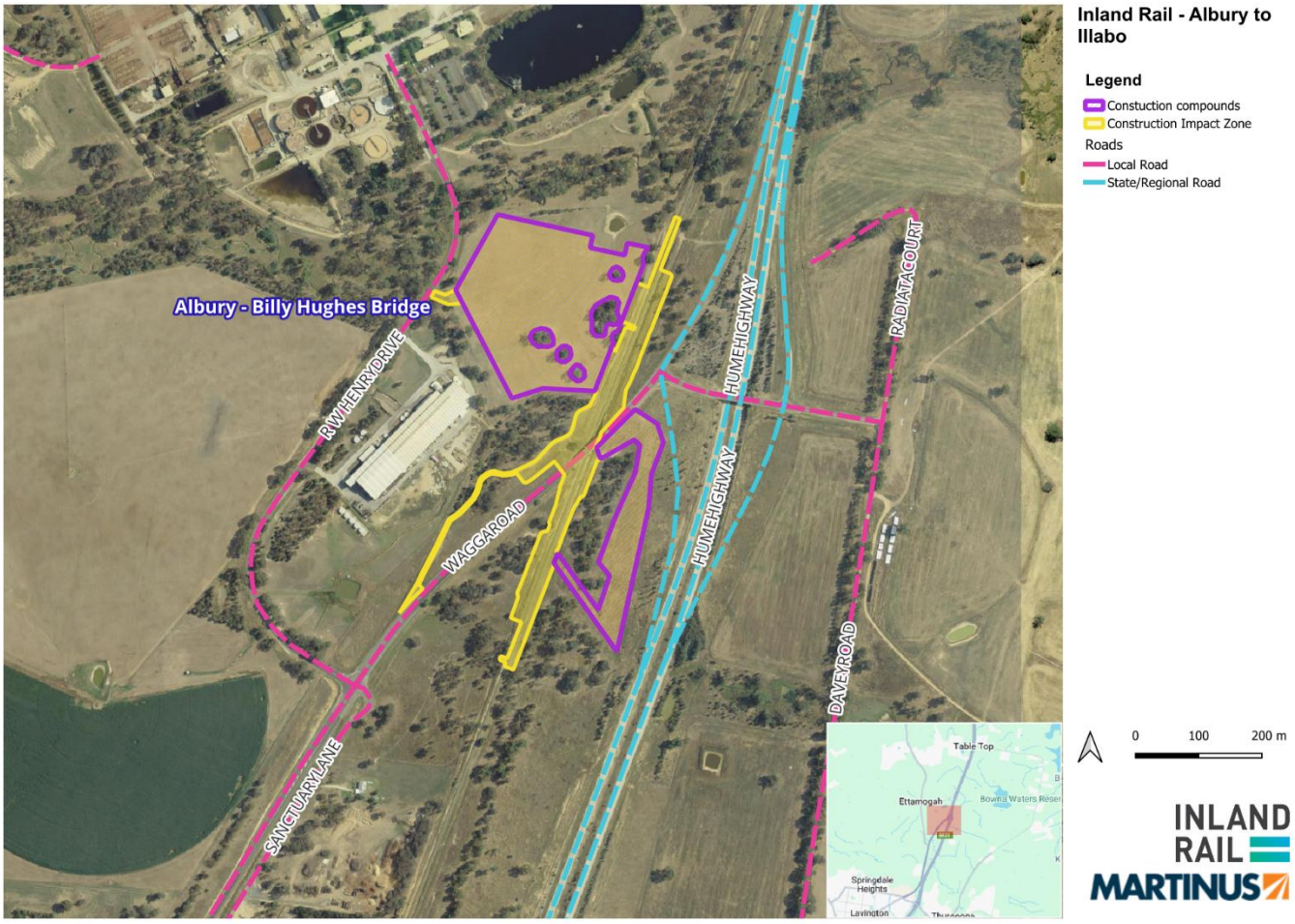


FIGURE 22: STATE, REGIONAL AND LOCAL ROADS BILLY HUGHES BRIDGE

2.4.1 Key Roads

Overview

The following table provides an overview of key roads proximate the Billy Hughes Bridge enhancement site proposed to support construction activities.

TABLE 104: KEY ROADS – BILLY HUGHES BRIDGE ENHANCEMENT SITE

Road	Road name	Road Hierarchy
1	Hume Highway	Classified State Road
2	Wagga Wagga Road	Regional Road
3	R W Henry Drive	Local road

Hume Highway

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Hume Highway, proximate the Billy Hughes Bridge enhancement site.

TABLE 105: TRAFFIC AND LANE CONFIGURATIONS – HUME HIGHWAY

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Hume Highway	Classified State Road	Two-way, four lane, divided carriageway	~3.5m wide lanes	110km/hr	9834, 41 HV% (2021)[1]

1 Hume Highway, Station M31 Hume Highway (ALBSTC) and HUME (T0591) Data, 200m north of Ford Lane

FIGURE 23: HUME HIGHWAY (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Hume Highway, proximate the Billy Hughes Bridge enhancement site.

TABLE 106: PEDESTRIAN AND CYCLIST FACILITIES – HUME 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

Provisions	Comment
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Hume Highway are detailed in Table 107 below.

TABLE 107: PUBLIC TRANSPORT FACILITIES – HUME HIGHWAY

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Hume Highway proximate to the Billy Hughes Bridge enhancement site	Northbound	AW (Dyson Group) – Albury to Wodonga via Hume Highway	Four (4) service hourly
	Southbound		

Parking Facilities

Details of parking facilities along the Hume Highway, proximate the Billy Hughes Bridge enhancement sites is detailed in Table 108 below.

TABLE 108: PARKING FACILITIES – HUME HIGHWAY

Location	Parking	Time of day restriction
Hume Highway	No parking on Hume Highway proximate the Billy Hughes Bridge enhancement site	N/A

Wagga Wagga Road

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Wagga Wagga Road, proximate the Billy Hughes Bridge enhancement site.

TABLE 109: TRAFFIC AND LANE CONFIGURATIONS – WAGGA WAGGA ROAD

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Wagga Wagga Road	State-controlled road	Two-way, two lanes,	~3.5m wide lanes	80km/hr	915 24% HV (2023)[1]

1 12 hour (6:00am to 6:00pm Matrix Traffic and Trasport Data survey 8th June 2023.

FIGURE 24: WAGGA WAGGA ROAD (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Wagga Wagga Road, proximate the Billy Hughes Bridge enhancement site.

TABLE 110: PEDESTRIAN AND CYCLIST FACILITIES – WAGGA WAGGA 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 Wagga Wagga Road are detailed in Table 111 below.

TABLE 111: PUBLIC TRANSPORT FACILITIES – WAGGA WAGGA ROAD

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Wagga Wagga Road proximate to the Billy Hughes Bridge enhancement site.			

Parking Facilities

Details of parking facilities along the Wagga Wagga Road, proximate the Billy Hughes Bridge enhancement sites is detailed in Table 112 below.

TABLE 112: PARKING FACILITIES – WAGGA WAGGA ROAD

Location	Parking	Time of day restriction
Wagga Wagga Road	No parking on Wagga Wagga Road proximate the Billy Hughes Bridge enhancement site	N/A

R W Henry Drive

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of R W Henry Drive, proximate the Billy Hughes Bridge enhancement site.

TABLE 113: TRAFFIC AND LANE CONFIGURATIONS – R W HENRY DRIVE

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
R W Henry Drive	Local road	Two-way, two lanes	~3.9m wide lanes	80km/hr	539 (2006)[1] (no HV % available)

1 No data available, volumes estimated as 10% of Wagga Road – 110m South of Waldner Court, Table 4.6 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 25: R W HENRY DRIVE (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along R W Henry Drive, proximate the Billy Hughes Bridge enhancement site.

TABLE 114: PEDESTRIAN AND CYCLIST FACILITIES – R W HENRY DRIVE

Provisions	Comment
Are footpaths provided on one or both sides of the road?	No

Provisions	Comment
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 R W Henry Drive are detailed in Table 115 below.

TABLE 115: PUBLIC TRANSPORT FACILITIES – R W HENRY DRIVE

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on R W Henry Drive proximate to the Billy Hughes Bridge enhancement site.			

Parking Facilities

Details of parking facilities along the R W Henry Drive, proximate the Billy Hughes Bridge enhancement sites is detailed in Table 116 below.

TABLE 116: PARKING FACILITIES – R W HENRY DRIVE

Location	Parking	Time of day restriction
R W Henry Drive	No parking on R W Henry Drive proximate the Billy Hughes Bridge enhancement site	N/A

2.4.2 Key Intersections

Overview

The following table provides an overview of key intersections proximate the Billy Hughes Bridge enhancement site proposed to support construction activities.

TABLE 117: KEY INTERSECTIONS – BILLY HUGHES BRIDGE ENHANCEMENT SITE

Intersection number	Intersection	Control
1	Wagga Road / Hume Highway Northbound Ramps	Priority-controlled (roundabout)
2	Wagga Road / Hume Highway Southbound Ramps	Priority-controlled (roundabout)
3	Wagga Road / R W Henry Drive	Priority-controlled (X-Junction)

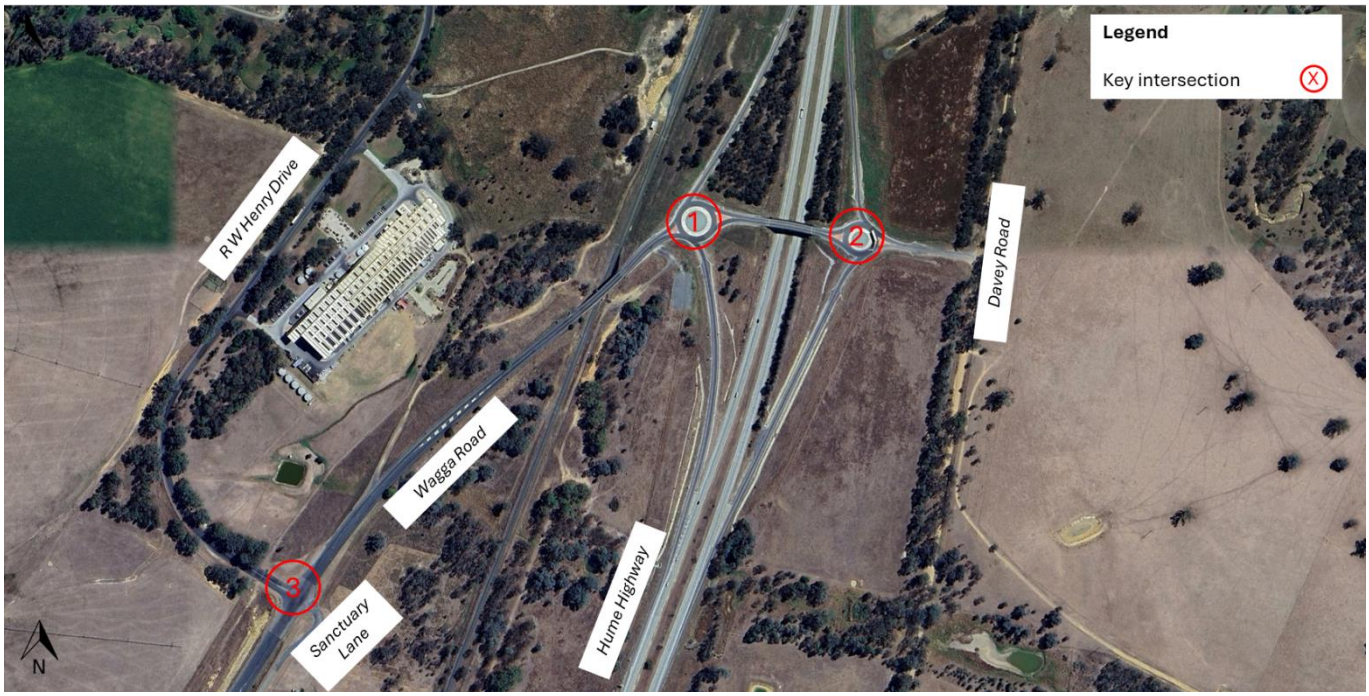


FIGURE 26: KEY INTERSECTIONS LOCATION

Background Intersection Performance

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

TABLE 118: 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

Wagga Road / Hume Highway Northbound Ramps

The following table provide an overview of the operations of the Wagga Road / Hume Highway Northbound Ramps intersection.

TABLE 119: KEY INTERSECTION – WAGGA ROAD / HUME HIGHWAY NORTHBOUND RAMPS

Intersection	Control
Wagga Road / Hume Highway Northbound Ramps	Priority-controlled (roundabout)

Background Traffic Volumes

Background traffic volumes at the Wagga Road / Hume Highway Northbound Ramps 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 3:30pm – 4:30pm. Recorded traffic volumes during the peak period are presented in Table 120.

TABLE 120: WAGGA ROAD / HUME HIGHWAY NORTHBOUND RAMPS – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (8:15am – 9:15am)	PM peak volume (3:30pm – 4:30pm)	Daily Volumes
Northbound On-ramp (north)			
Left (onto Wagga Road)	0	0	0
Through (onto Northbound Off-ramp)	0	0	0
Right (onto Wagga Road)	0	0	0
U-turn (onto Northbound On-ramp)	0	0	0
Wagga Road (east)			
Left (onto Northbound Off-ramp)	0	0	0
Through (onto Wagga Road)	46	44	306
Right (onto Northbound On-ramp)	3	11	29
U-turn (onto Wagga Road)	0	0	3
Northbound Off-ramp (south)			
Left (onto Wagga Road)	13	11	127
Through (onto Northbound On-ramp)	0	0	6
Right (onto Wagga Road)	7	6	31
U-turn (onto Northbound Off-ramp)	0	0	0
Wagga Road (west)			
Left (onto Northbound On-ramp)	28	40	336
Through (onto Wagga Road)	12	21	138
Right (onto Northbound Off-ramp)	0	0	0

Intersection approach	AM Peak volume (8:15am – 9:15am)	PM peak volume (3:30pm – 4:30pm)	Daily Volumes
U-turn (onto Wagga Road)	0	0	4

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 118 .The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM & PM peaks).

TABLE 121: INTERSECTION DELAY AND LOS ANALYSIS - WAGGA ROAD / HUME HIGHWAY NORTHBOUND RAMPS

Intersection	2024 Base (AM Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS
Wagga Road / Hume Highway Northbound Ramps	9.5	A	10.2	A

Wagga Road / Hume Highway Southbound Ramps

The following table provide an overview of the operations of the Wagga Road / Hume Highway Southbound Ramps intersection.

TABLE 122: KEY INTERSECTION – WAGGA ROAD / HUME HIGHWAY SOUTHBOUND RAMPS

Intersection	Control
Wagga Road / Hume Highway Southbound Ramps	Priority-controlled (roundabout)

Background Traffic Volumes

Background traffic volumes at the Wagga Road / Hume Highway Southbound Ramps 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 123.

TABLE 123: WAGGA ROAD / HUME HIGHWAY SOUTHBOUND RAMPS – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (8:15am – 9:15am)	PM peak volume (3:15pm – 4:15pm)	Daily Volumes
Southbound Off-ramp (north)			
Left (onto Davey Road)	11	2	31
Through (onto Southbound On-ramp)	0	0	4
Right (onto Wagga Road)	40	40	282
U-turn (onto Southbound Off-ramp)	0	0	0
Davey Road (east)			
Left (onto Southbound On-ramp)	3	13	22
Through (onto Wagga Road)	9	15	56

Intersection approach	AM Peak volume (8:15am – 9:15am)	PM peak volume (3:15pm – 4:15pm)	Daily Volumes
Right (onto Southbound Off-ramp)	0	0	0
U-turn (onto Davey Road)	0	0	0
Southbound On-ramp (south)			
Left (onto Wagga Road)	0	0	0
Through (onto Southbound Off-ramp)	0	0	0
Right (onto Davey Road)	0	0	0
U-turn (onto Southbound On-ramp)	0	0	0
Wagga Road (west)			
Left (onto Southbound Off-ramp)	0	0	0
Through (onto Davey Road)	10	5	46
Right (onto Southbound On-ramp)	9	21	119
U-turn (onto Wagga Road)	0	0	3

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 118 .The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM & PM peaks).

TABLE 124: INTERSECTION DELAY AND LOS ANALYSIS - WAGGA ROAD / HUME HIGHWAY SOUTHBOUND RAMPS

Intersection	2024 Base (AM Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS
Wagga Road / Hume Highway Southbound Ramps	9.8	A	9.6	A

Wagga Road / R W Henry Drive

The following table provide an overview of the operations of the Wagga Road / R W Henry Drive intersection.

TABLE 125: KEY INTERSECTION – WAGGA ROAD / R W HENRY DRIVE

Intersection	Control
Wagga Road / R W Henry Drive	Priority-controlled (X-Junction)

Background Traffic Volumes

Background traffic volumes at the Wagga Road / R W Henry Drive 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 126 belowTable 103.

TABLE 126: WAGGA ROAD / R W HENRY DRIVE – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (8:15am – 9:15am)	PM peak volume (3:00pm – 4:00pm)	Daily Volumes
Wagga Road (north)			
Left (onto Sanctuary Lane)	0	2	10
Through (onto Wagg Road)	48	47	348
Right (onto R W Henry Drive)	11	3	68
U-turn (onto Wagga Road)	0	0	2
Sanctuary Lane (east)			
Left (onto Wagga Road)	1	0	3
Through (onto R W Henry Drive)	0	0	1
Right (onto Wagga Road)	0	1	8
U-turn (onto Sanctuary Lane)	0	0	1
Wagga Road (south)			
Left (onto R W Henry Drive)	9	1	51
Through (onto Wagga Road)	39	39	396
Right (onto Sanctuary Lane)	1	0	4
U-turn (onto Wagga Road)	0	1	5
R W Henry Drive (west)			
Left (onto Wagga Road)	4	20	76
Through (onto Sanctuary Lane)	0	0	0
Right (onto Wagga Road)	2	16	73
U-turn (onto R W Henry Drive)	0	0	0

Background Intersection Performance

No data is available for the Wagga Road / R W Henry Drive intersection.

2.5 Table Top Yard Clearances

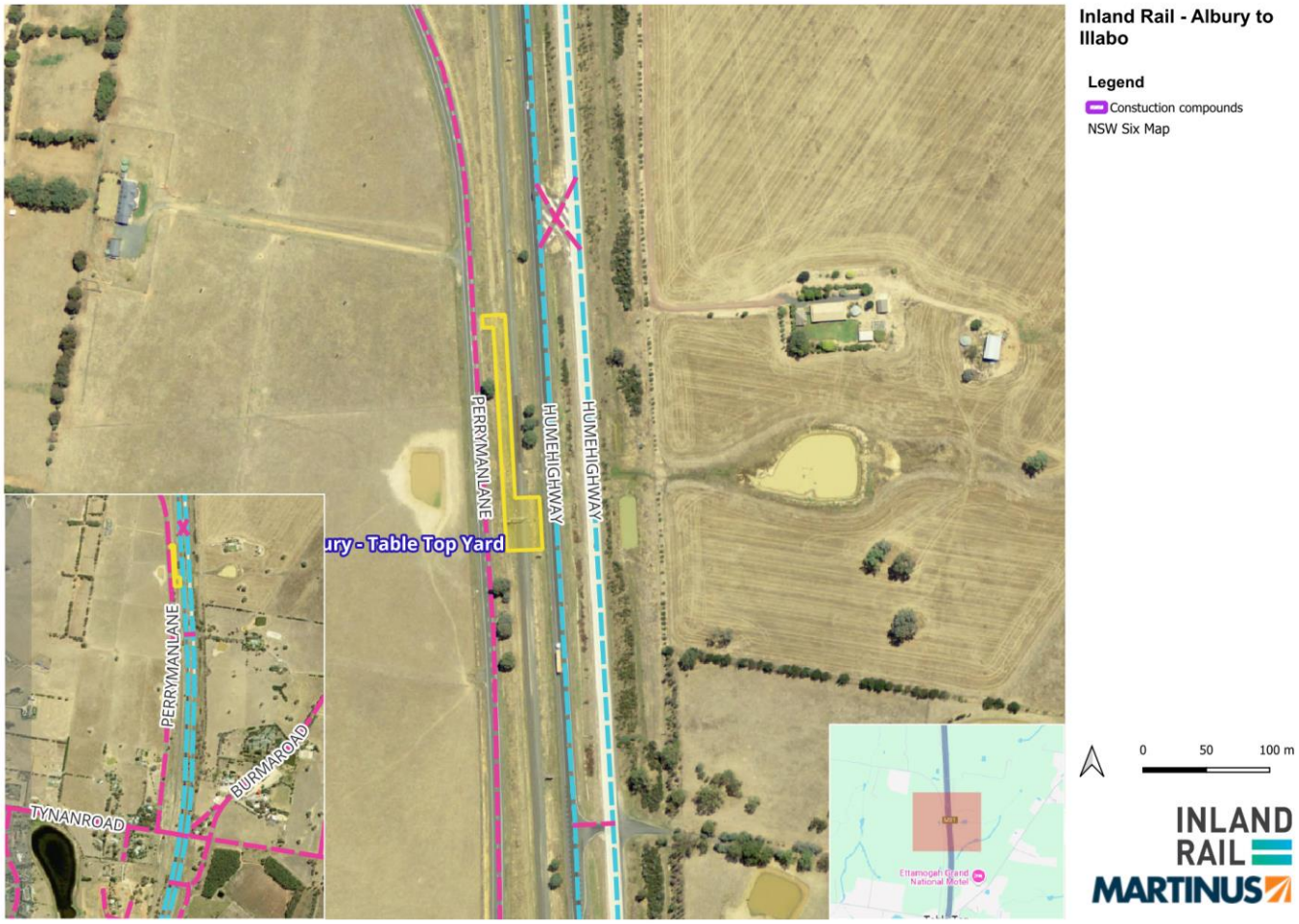


FIGURE 27: STATE, REGIONAL AND LOCAL ROADS TABLE TOP YARD CLEARANCES

2.5.1 Key Roads

Overview

The following table provides an overview of key roads proximate the Table Top Yard Clearances enhancement site proposed to support construction activities.

TABLE 127: KEY ROADS – TABLE TOP YARD CLEARANCES ENHANCEMENT SITE

Road	Road name	Road Hierarchy
1	Hume Highway	State-controlled road
2	Tynan Road	Local road
3	Perryman Lane	Local road

Hume Highway

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Hume Highway, proximate the Table Top Yard Clearances enhancement site.

TABLE 128: TRAFFIC AND LANE CONFIGURATIONS – HUME HIGHWAY

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Hume Highway	State-controlled road	Two-way, four lane, divided carriageway	~3.5m wide lanes	110km/hr	9834, 41 HV% (2021)[1]

1 Hume Highway, Station M31 Hume Highway (ALBSTC) and HUME (T0591) Data, 200m north of Ford Lane

FIGURE 28: HUME HIGHWAY (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Hume Highway, proximate the Table Top Yard Clearances enhancement site.

TABLE 129: PEDESTRIAN AND CYCLIST FACILITIES – HUME 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 Hume Highway are detailed in Table 130 below.

TABLE 130: PUBLIC TRANSPORT FACILITIES – HUME HIGHWAY

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Hume Highway proximate to the Table Top Yard Clearances enhancement site	Northbound	AW (Dyson Group) – Albury to Wodonga via Hume Highway	Four (4) service hourly
	Southbound		

Parking Facilities

Details of parking facilities along the Hume Highway, proximate the Table Top Yard Clearances enhancement sites is detailed in Table 131 below.

TABLE 131: PARKING FACILITIES – HUME HIGHWAY

Location	Parking	Time of day restriction
Hume Highway	No parking on Hume Highway proximate the Table Top Yard Clearances enhancement site	N/A

Tynan Road

Traffic and Lane Configurations

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

TABLE 132: TRAFFIC AND LANE CONFIGURATIONS – TYNAN ROAD

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Tynan Road	Local road	Two-lane, two-way	~3.2m wide lanes	80km/hr	655, (2013)[1] (no HV% available)

1 Tynan Road – between Gerogery Road and Perryman Lane, Table Top, Table 4.12 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 29: TYNAN ROAD (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

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

TABLE 133: PEDESTRIAN AND CYCLIST FACILITIES – TYNAN 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 Tynan Road are detailed in Table 134 below.

TABLE 134: PUBLIC TRANSPORT FACILITIES – TYNAN ROAD

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Tynan Road proximate to the Table Top Yard Clearances enhancement site	Westbound	S857	One (1) service daily

Parking Facilities

Details of parking facilities along Tynan Road, proximate the Table Top Yard Clearances enhancement sites is detailed in Table 135 below.

TABLE 135: PARKING FACILITIES – TYNAN ROAD

Location	Parking	Time of day restriction
Tynan Road	No parking on Tynan proximate the Table Top Yard Clearances enhancement site	N/A

Perryman Lane

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Perryman Lane, proximate the Table Top Yard Clearances enhancement site.

TABLE 136: TRAFFIC AND LANE CONFIGURATIONS – PERRYMAN LANE

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Perryman Lane	Local road	Two-lane, two-way	~3.3m wide lanes	100km/hr	576, 32 HV% (2018)[1]

1 No data available, volumes estimated as 5% of Hume Highway with equivalent HV proportion, Table 4.12 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 30: PERRYMAN LANE (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Perryman Lane, proximate the Table Top Yard Clearances enhancement site.

TABLE 137: PEDESTRIAN AND CYCLIST FACILITIES – PERRYMAN LANE

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 Perryman Lane are detailed in Table 138 below.

TABLE 138: PUBLIC TRANSPORT FACILITIES – PERRYMAN LANE

Bus stop ID	Direction	Services	Service frequency
184 Perryman Lane	Westbound	S857	One (1) service daily

Parking Facilities

Details of parking facilities along Perryman Lane, proximate the Table Top Yard Clearances enhancement sites is detailed in Table 139 below.

TABLE 139: PARKING FACILITIES – PERRYMAN LANE

Location	Parking	Time of day restriction
Perryman Lane	No parking on Perryman Lane proximate the Table Top Yard Clearances enhancement site	N/A

2.5.2 Key Intersections

Overview

The following table provides an overview of key intersections proximate the Table Top Yard Clearances enhancement site proposed to support construction activities.

TABLE 140: KEY INTERSECTIONS – TABLE TOP YARD CLEARANCES ENHANCEMENT SITE

Intersection number	Intersection	Control
1	Tynan Road / Hume Highway	Priority-controlled (Dual Carriageway Median Crossover Junction)

FIGURE 31: KEY INTERSECTION LOCATION

Tynan Road / Hume Highway

The following table provides an overview of the operations of the Tynan Road / Hume Highway intersection.

TABLE 141: KEY INTERSECTION – TYNAN ROAD / HUME HIGHWAY

Intersection	Control
Tynan Road / Hume Highway	Priority-controlled (Dual Carriageway Median Crossover Junction)

Background Traffic Volumes

Background traffic volumes at the Tynan Road / Hume Highway 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 were determined to be between 11:00am – 12:00pm and between 4:15pm – 5:15pm. Recorded traffic volumes during the peak period are presented in Table 142 below.

TABLE 142: TYNAN ROAD / HUME HIGHWAY – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (11:00am – 12:00pm)	PM peak volume (4:15pm – 5:15pm)	Daily Volumes
Hume Highway (north)			
Through (onto Hume Highway)	502	596	5,244
Right (onto Tynan Road)	7	11	71
U-turn (onto Hume Hwy)	0	0	0
Hume Highway (south)			
Left (onto Tynan Road)	40	111	639
Through (onto Hume Highway)	432	444	4,761
U-turn (onto Hume Highway)	0	0	0
Tynan Road (west)			
Left (onto Hume Highway)	6	2	83
Right (onto Hume Highway)	33	63	714
U-turn (onto Tynan Road)	0	0	0

Background Intersection Performance

No data is available for the Tynan Road / Hume Highway intersection.

3 PROPOSED ARRANGEMENTS

3.1 Murray River Bridge

3.1.1 Site Location

The location and layout of the Murray River Bridge enhancement site is shown below in Figure 32.

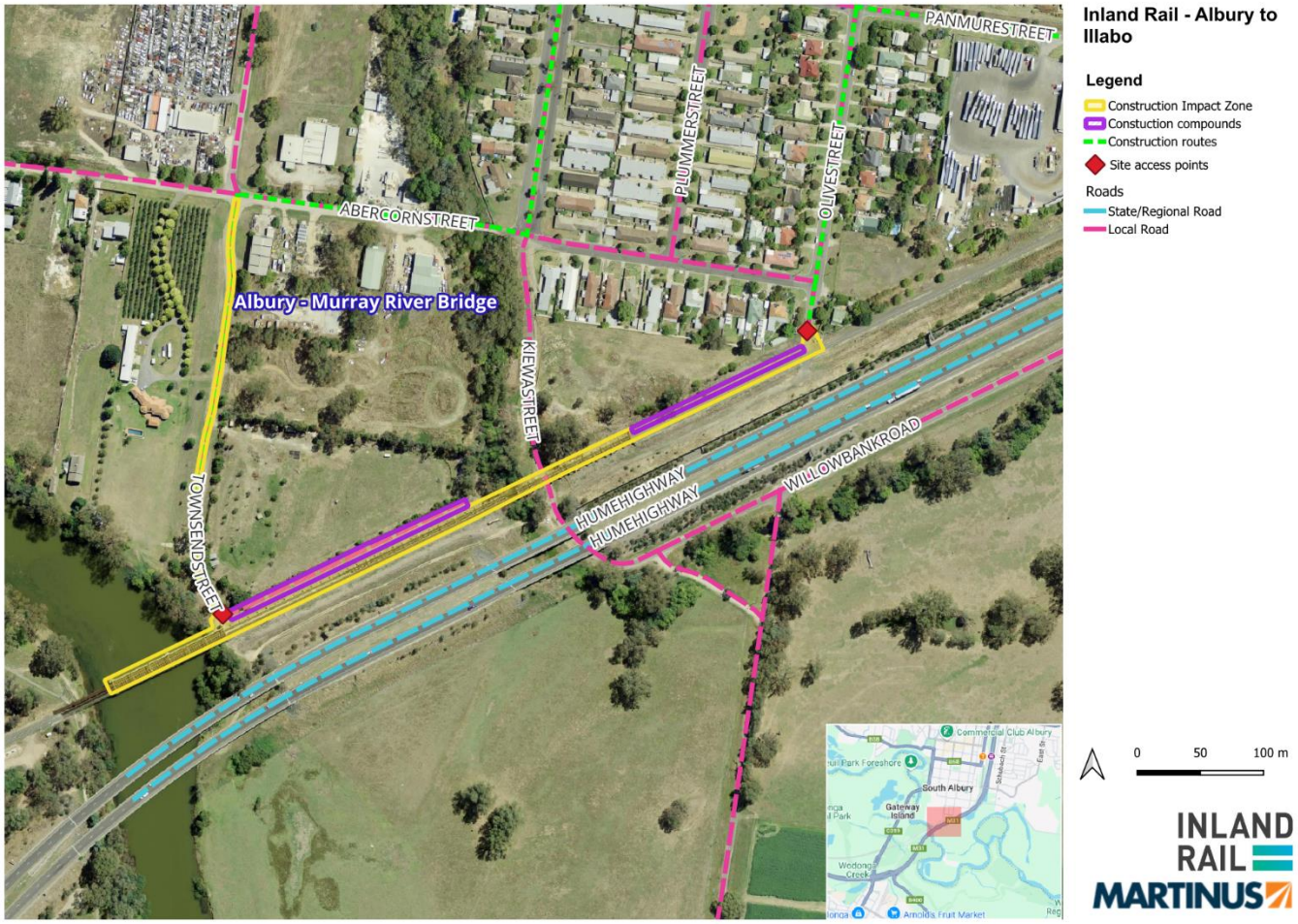


FIGURE 32: MURRAY RIVER BRIDGE ENCHANCEMENT SITE

3.1.2 Works Required

The scope of works at Murray River Bridge enhancement site will comprise the following:

- Establishment of site compound and mobilisation
- Bridge modification works

3.1.3 Timing and Duration

The works at the Murray River Bridge enhancement site are planned to commence in February 2026 and continue until July 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 Murray River Bridge enhancement site resulting from the works.

Temporary speed limit reductions and/or traffic control (intermittent, short-term, long term) may be implemented 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 Murray River Bridge works required to access the worksite has been broken down as follows:

TABLE 143: SITE ACCESS CONSTRUCTION MOVEMEMTNS

Site access	Vehicle type	Scope	Vehicle movements (one-way) per shift	Vehicle movements (one-way) per peak hour
Gate M1	Light vehicles	Site access	≤ twenty (20) per shift (during peak periods)	≤ ten (10) per peak hour (during peak periods)
	8.8m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ two (2) per week	-
Gate M2	Light vehicles	Site access	≤ twenty (20) per shift (during peak periods)	During wet weather only if M1 and gravel section of Townsend Street is inaccessible.
	8.8m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ two (2) per week	
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	19.0m semi-trailer	Delivery of large plant, equipment and materials (e.g. steel elements)	≤ two (2) per week	-

Based on the current methodology and program, it is expected that peak construction traffic volumes will occur in March 2026. For the works, a 12.5m single-unit truck is expected to be the predominant type of heavy vehicle accessing the worksite throughout the duration of the work. On occasion, an 8.8m single unit truck and 19.0m semi-trailer 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.

3.1.6 Site Access

Overview

Access to the worksite will be via two (2) existing access points to the rail corridor located on Townsend Street and Olive Street. The location of the site access gates is shown below in Figure 33.

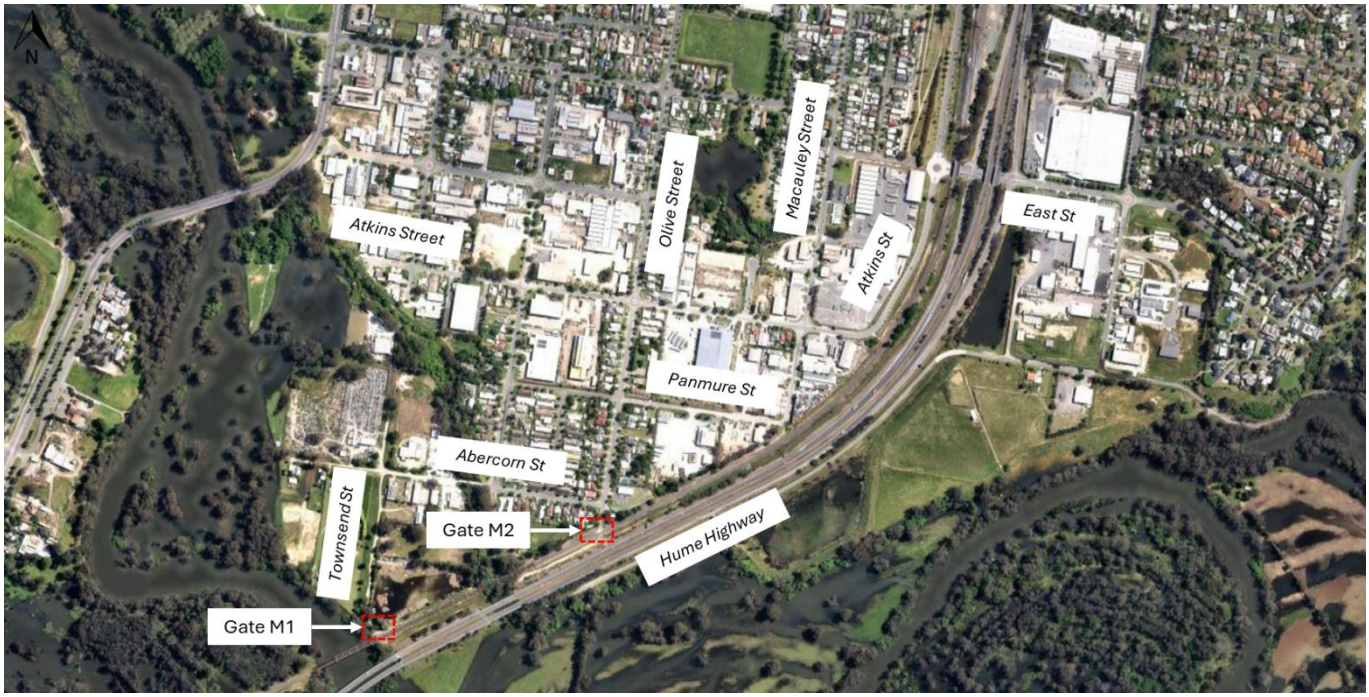


FIGURE 33: SITE ACCESS LOCATIONS – MURRAY RIVER BRIDGE ENHANCEMENT SITE

A summary of permitted movements and methods of control at site access locations is provided below in Table 144, with further details provided in subsequent sections of this report.

TABLE 144: SITE ACCESS DETAILS – MURRAY RIVER BRIDGE ENHANCMENT SITE

Access	Site Entry/Exit	Largest Permitted Vehicle	Permitted Movements	Control
Gate M1 – Existing access off south extent of Townsend Street	Entry and exit	Up to 8.8m service vehicle	Straight in, straight out	Give-way
Gate M2 – Existing access off south extent of Olive Street	Entry and exit	Up to 19.0m semi-trailer	Straight in, straight out	Give-way

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 M1 – Existing access off south extent of Townsend Street

Located at the south extent of Townsend Street, Gate M1 is an existing access that will provide access to the Murray River Bridge enhancement site.

FIGURE 34: GATE M1 – EXISTING ACCESS OFF SOUTH EXTENT OF TOWNSEND STREET

Details of permitted movements and methods of control at Gate M1 is summarised in Table 144.

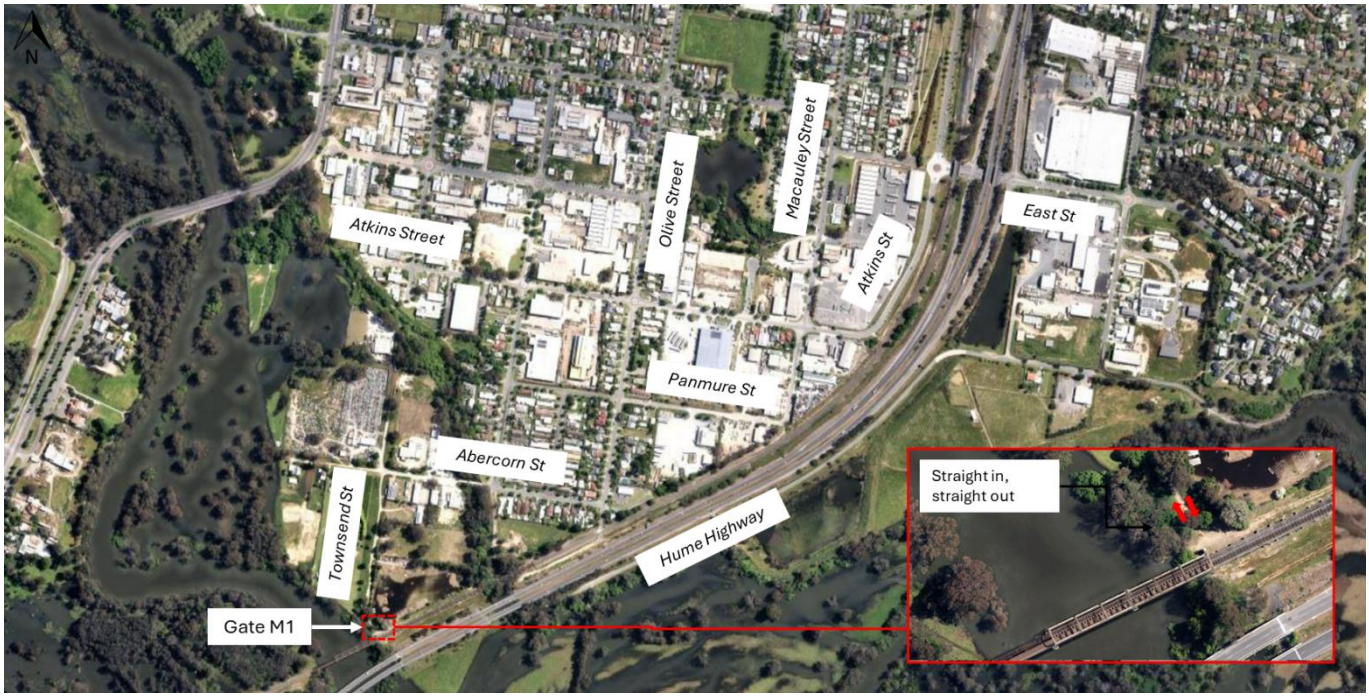


FIGURE 35: SITE ACCESS DETAILS – GATE M1

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 145: SIGHT DISTANCE ASSESSMENT – GATE M1

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	N/A			
South of access	50km/hr[2]	73m[1]	Yes	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 at Gate M1 achieves the minimum stopping sight distance requirements. Note that safe intersection sight distance and minimum gate site distance are not applicable considering the straight-in and straight-out nature of the gate movements. Furthermore, the operating speed at the southern extent of Townsend Street will be very low. Some vegetation clearing will be required to establish the gate location and to provide intervisibility.

Acceleration and Deceleration Lanes

Acceleration and deceleration requirements are not applicable considering the existing gravel road environment, straight-in and straight-out nature of the Gate movements and the very low traffic volume of Townsend Street at the gate location.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate M1, 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 146: SITE ACCESS ASSESSMENT CRITERIA – GATE M1

Site Access Assessment	
Location:	South extent of Townsend Street
AADT:	330
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 36: VIEW APPROACHING GATE M1 (~100M FROM ACCESS POINT)

FIGURE 37: VIEW LEAVING GATE M1

As available sight distance approaching Gate M1 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 147 below.

TABLE 147: GATE M1 – 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 M1 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 M2 – Existing access off south extent of Olive Street

Located at the south extent of Olive Street, Gate M2 is an existing access that will provide access to the Murray River Bridge enhancement site.

FIGURE 38: GATE M2 – EXISTING ACCESS OFF SOUTH EXTENT OF OLIVE STREET

Details of permitted movements and methods of control at Gate M2 is summarised in Table 144.

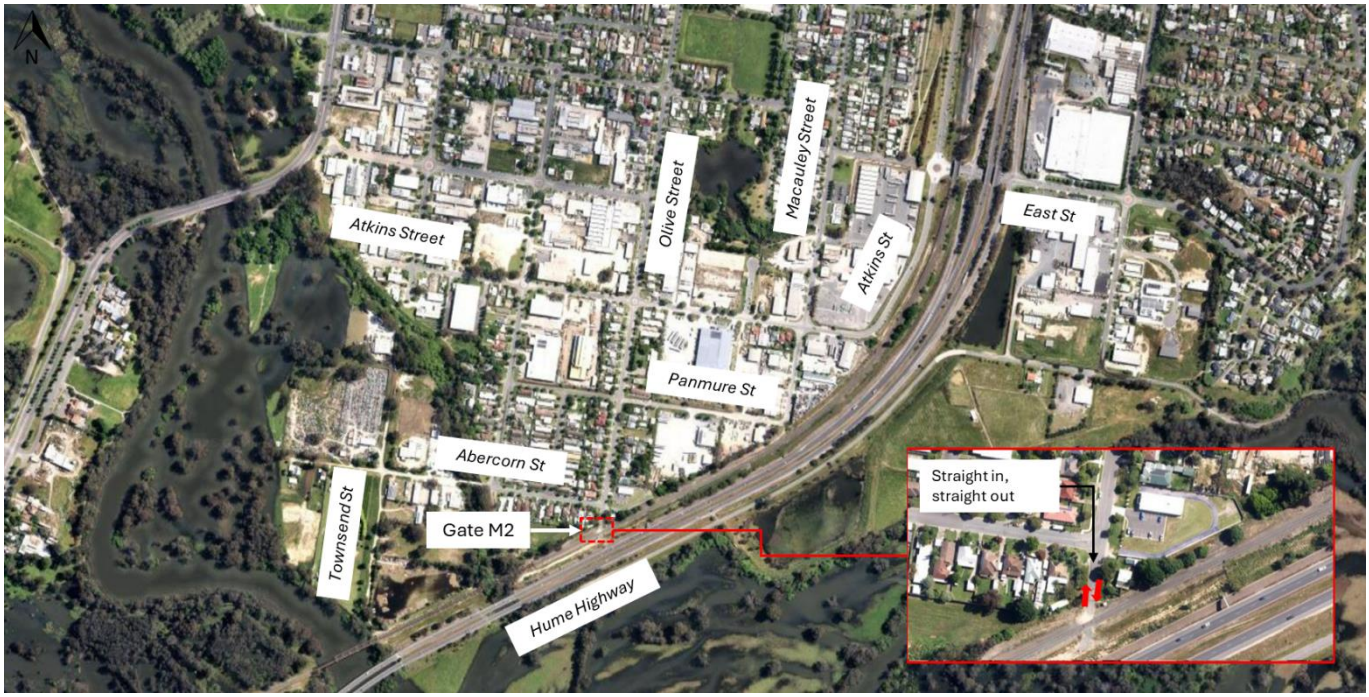


FIGURE 39: SITE ACCESS DETAILS – GATE M2

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 M2

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	N/A			
South of access	50km/hr[2]	73m[1]	Yes	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 at Gate M2 achieves the minimum stopping sight distance requirements. Note that safe intersection sight distance and minimum gate site distance are not applicable considering the straight-in and straight-out nature of the gate movements. Furthermore, the operating speed of the southern extent of Olive Street will be very low.

Acceleration and Deceleration Lanes

Acceleration and deceleration requirements are not applicable considering the existing gravel road environment, straight-in and straight-out nature of the Gate movements and the very low traffic volume of Townsend Street at the gate location.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate M2, 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 M2

Site Access Assessment	
Location:	South extent of Olive Street
AADT:	989
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 40: VIEW APPROACHING GATE M2 (~100M FROM ACCESS POINT)

FIGURE 41: VIEW LEAVING GATE M2

As available sight distance approaching Gate M2 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 M2 – 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 M2 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.

3.1.7 Construction Access Routes

Construction heavy vehicles will access the worksite via the routes detailed in Table 151 below.

TABLE 151: CONSTRUCTION VEHICLE ACCESS ROUTES – MURRAY RIVER BRIDGE ENHANCEMENT SITE

Site Access	Direction	Access Route	Largest suitable vehicle type
Gate M1	Inbound	Hume Highway, East Street, Atkins Street, Kiewa Street, Abercorn Street, Townsend Street.	Up to 8.8m service vehicle
	Outbound	Townsend Street, Abercorn Street, Kiewa Street, Atkins Street, East Street, Hume Highway.	
Gate M2	Inbound	Hume Highway, East Street, Atkins Street, Macauley Street, Panmure Street, Olive Street.	Up to 19.0m semi-trailer
	Outbound	Olive Street, Panmure Street, Macauley Street, Atkins Street, East Street, Hume Highway.	

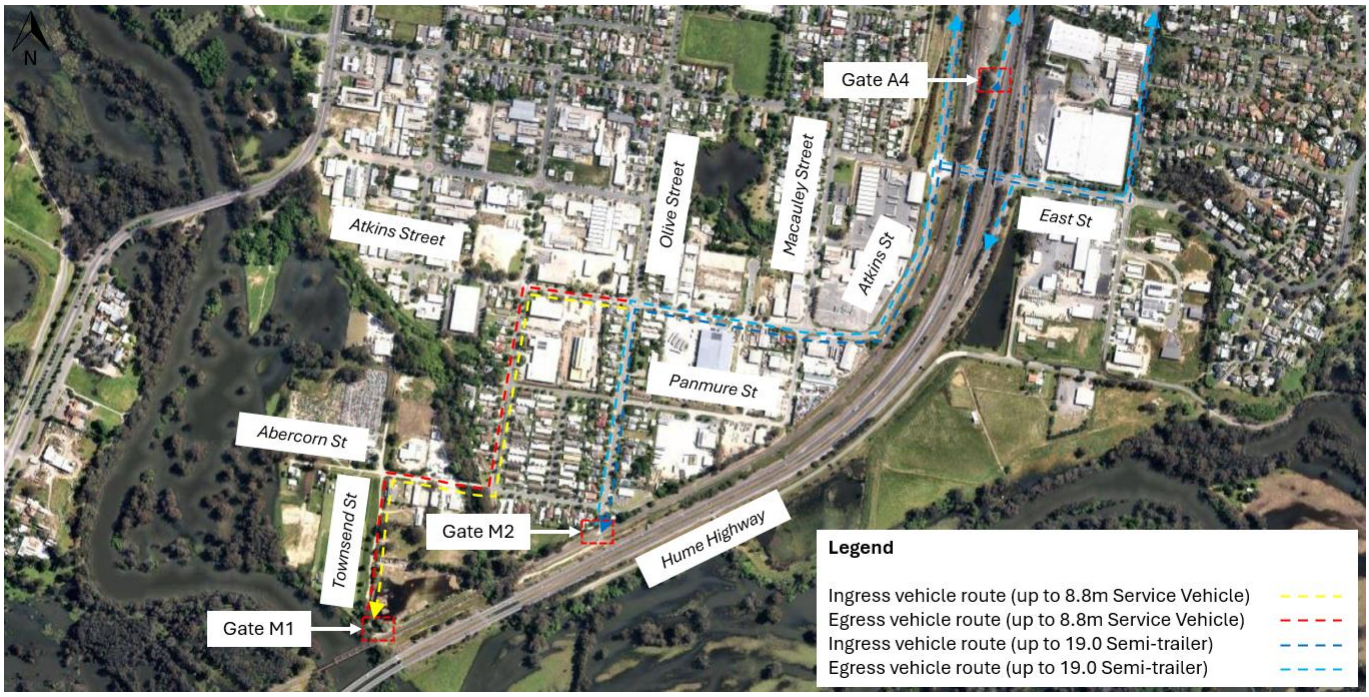


FIGURE 42: CONSTRUCTION VEHICLE ACCESS ROUTES – MURRAY RIVER BRIDGE

3.1.8 Impact on Traffic Flow

Overview

To evaluate the impact of the works on the road network, an assessment of road (mid-block) performance has been undertaken in relation to the Level of Service (LOS) for the key road links with and without traffic generated by the 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 152: 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 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 Murray River Bridge enhancement site is shown in Table 153 below. Peak hour volumes for East Street, Atkins Street, Hume Highway, Macauley Street, Panmure Street, Abercorn Street, Kiewa Street, Townsend Street, and Olive Street have been extracted from Table 5.40 of *Technical Paper 1: Traffic and Transport*.

TABLE 153: LINK LOS ASSESSMENT – MURRAY RIVER BRIDGE

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
East Street[1]	2	1,231	B	12	1,243	1.0%	B
Atkins Street[1]	1	310	A		322	3.9%	A
Hume Highway[2]	2	620	A		632	1.9%	A
Macauley Street[3]	1	31	A		43	38.7%	A
Panmure Street[3]	1	31	A		43	38.7%	A
Abercorn Street[3]	1	31	A		43	38.7%	A
Kiewa Street	1	93	A		105	12.9%	A
Townsend Street[3]	1	31	A		43	38.7%	A
Olive Street[4]	1	93	A		105	12.9%	A

Note 1: Traffic survey volumes 8th June 2023

Note 2: Hume Highway – 120m East of Olive Street, South Albury 2640

Note 3: No data available, volumes estimated as 10% of Atkins Street 10 hour

Note 4: No data available, volumes estimated as 30% of Atkins Street 10 hour

The link LOS assessment for the Murray River Bridge enhancement site shows that with construction traffic all road links are expected to operate with no change in LOS from the “without construction traffic scenario”. As a result, no significant impact on road operation or performance is expected to result from the traffic generated by the works. As such, mitigations are not considered warranted as a result of the works.

3.1.9 Impact on Public Transport

There is not expected to be any impact upon public transport access or operations is expected during this stage of work.

3.1.10 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.

3.1.11 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.

3.1.12 Changes to Kerbside Management

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

3.1.13 Works Requiring Traffic Control

While the 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 i.e. detours) may be implemented to manage some site entry and exit movements for construction heavy vehicles.

TABLE 154: TRAFFIC CONTROL REQUIREMENTS – MURRAY RIVER BRIDGE

Location	Activity	Traffic control	Duration	Timing	Expected impacts
Gate M2 – Existing access off south extent of Olive Street	Site access manoeuvres for (if required)	Hold and release / intermittent stop	1 day	Subject to the times permitted under the appropriate approval issued by the relevant authority	Minor delays to traffic travelling along

3.1.14 Water Based Transport

Restrictions on navigation of the Murray River beneath and in the vicinity of the Murray River bridge site, as a result of the construction, will be planned prior to commencing construction and handled in accordance with the Marine Safety Act 1998 (NSW), and Marine Safety Regulation 2016 (NSW) including preparation of a marine traffic management sub-plan. Transport for NSW, as the authority under the Marine Safety Act 1998 (NSW), will be notified of the proposed works and will be consulted in regard to navigational marks, signage and marine notices at least six weeks prior to the commencement of work at the Murray River bridge site.

A Maritime Traffic Management Plan (MTMP) will be prepared in accordance with CoA C8(m) and UMM TT8. The MTMP will include:

- A navigational impact assessment prepared in accordance with the relevant TfNSW processes; and
- Measures, processes and responsibilities to minimise the potential for impacts on navigable waters during construction.

The plan will be developed in consultation with relevant stakeholders, including local councils and Transport for NSW.

3.2 Albury Station and Surrounds

Due to their proximity Albury Station Pedestrian Bridge, Albury Yard Clearances and Riverina Highway Bridge were considered collectively (referred to as Albury Station and Surrounds):

- Albury Station Pedestrian Bridge
- Albury Yard Clearances
- Riverina Highway Bridge

3.2.1 Site Location

The location and layout of the Albury Station and Surrounds enhancement site is shown below in Figure 43.

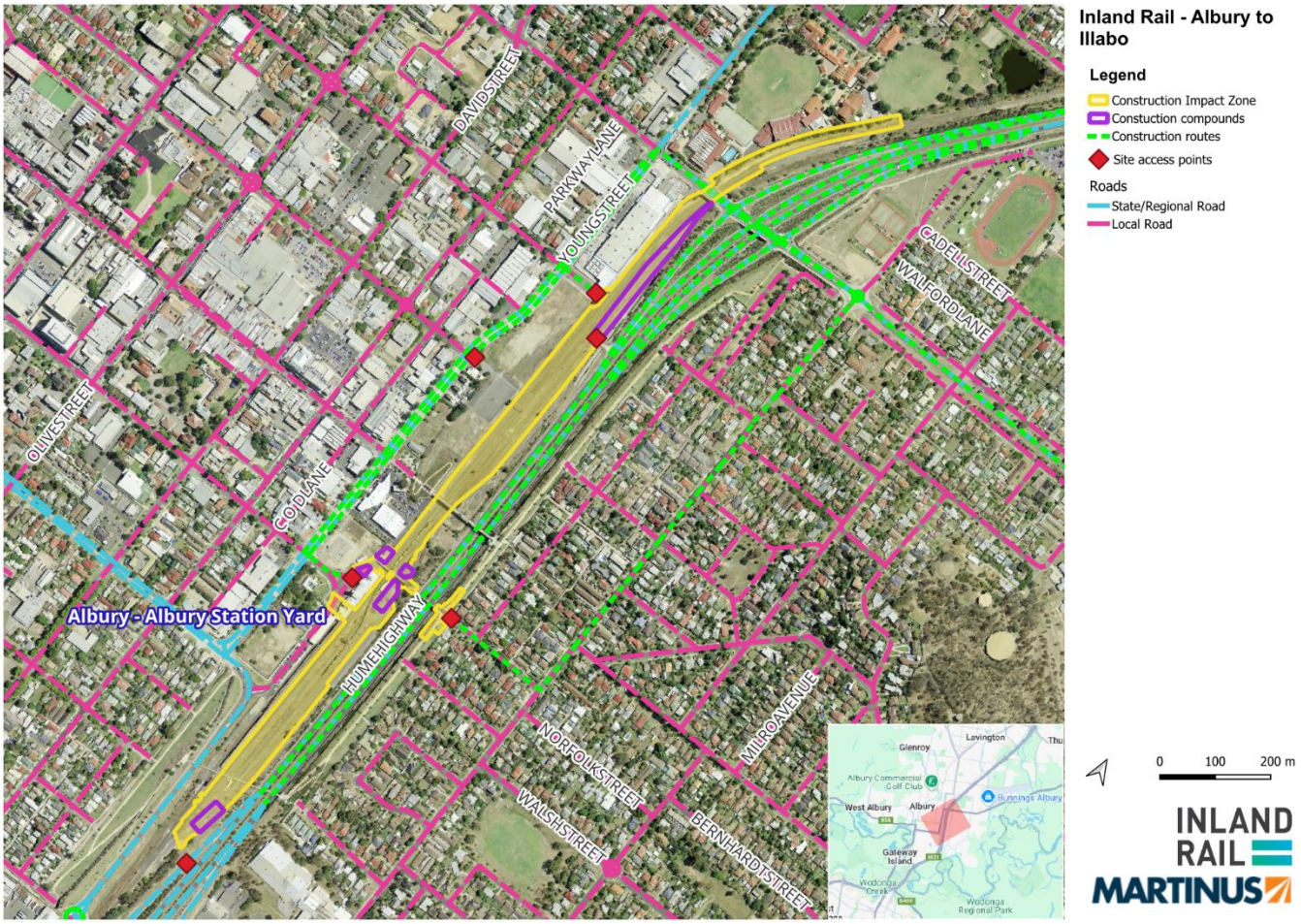


FIGURE 43: ALBURY STATION AND SURROUNDS ENHANCEMENT SITE

3.2.2 Works Required

The scope of works at Albury Station and Surrounds enhancement site will comprise the following:

- Establishment of site compound and mobilisation
- Bridge demolition works (existing Albury Pedestrian Bridge)
- Drainage works (including pump station)
- Bridge works (piling, headstocks, landings)
- Track reconstruction and slewing
- Deflection walls (east and west)
- Main line earthworks (including track lowering)
- 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

There will be no long-term changes to the existing conditions on the roads in the vicinity of the Albury Station and Surrounds enhancement site resulting from the works.

Temporary speed limit reductions and/or traffic control (intermittent, short-term, long term) may be implemented 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 generated by the Albury Station and Surrounds works required to access the worksite has been broken down as follows:

TABLE 155: SITE ACCESS CONSTRUCTION VEHICLES MOVEMENTS

Site access	Vehicle type	Scope	Vehicle movements (one-way) per shift	Vehicle movements (one-way) per peak hour
Gate A1 – Existing access via Swift Street.	Light vehicles	Access to establish site office and site access	≤ twenty (20) per shift (during peak periods)	≤ ten (10) per peak hour (during peak periods)
	12.5m single-unit truck	Access to site office and delivery of materials, smaller plant, equipment and removal of waste	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
Gate A2 – Access via the existing pedestrian bridge abutment off Kenilworth Street.	Light vehicles	Site access	≤ ten (10) per shift (during peak periods)	≤ five (5) per peak hour (during peak periods)
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ twenty (20) per shift (during peak periods)	≤ five (5) per peak hour (during peak periods)
	19.0m semi-trailer	Delivery of large plant, materials and equipment (e.g. steel elements)	≤ two (2) per week	-
Gate A3 – Access via Railway Place (Albury Station)	Light vehicles	Site access	≤ ten (10) per shift (during peak periods)	≤ five (5) per peak hour (during peak periods)
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste.	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	19.0m truck and dog	Delivery of material and removal of waste.	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	19.0m semi-trailer	Delivery of large plant, materials and equipment (e.g. steel elements)	≤ ten (10) per week	-
Gate A4 – Existing access off Hume Highway on-ramp (East Street)	Light vehicles	Site access	≤ twenty (20) per shift (during peak periods)	≤ ten (10) per peak hour (during peak periods)
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ ten (10) per shift (during peak periods)	≤ five (5) per peak hour (during peak periods)

Site access	Vehicle type	Scope	Vehicle movements (one-way) per shift	Vehicle movements (one-way) per peak hour
	19.0m truck and dog	Delivery of material and removal of waste	≤ ten (10) per shift (during peak periods)	≤ five (5) per peak hour (during peak periods)
	19.0m semi-trailer	Delivery of large plant and materials (e.g. steel elements)	≤ ten (10) per week (during peak periods)	-
Gate A5 – Existing access via Wilson Street.	Light vehicles	Site access	≤ ten (10) per shift (during peak periods)	≤ five (5) per peak hour (during peak periods)
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ ten (10) per shift (during peak periods)	≤ ten (2) per peak hour (during peak periods)
	19.0m truck and dog	Delivery of material and removal of waste	≤ sixty (60) per shift (during peak periods)	≤ ten (8) per peak hour (during peak periods)
	19.0m semi-trailer	Delivery of large plant and materials (e.g. steel elements)	≤ ten (10) per week (during peak periods)	-
Gate A6 – Existing access off Hume Highway off-ramp (Riverina Highway)	Light vehicles	Site access	≤ twenty (20) per shift (during peak periods)	≤ ten (10) per peak hour (during peak periods)
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ ten (10) per shift (during peak periods)	≤ five (5) per peak hour (during peak periods)
	19.0m truck and dog	Delivery of material and removal of waste	≤ ten (10) per shift (during peak periods)	≤ five (5) per peak hour (during peak periods)
	19.0m semi-trailer	Delivery of large plant and materials (e.g. steel elements)	≤ ten (10) per week (during peak periods)	-

Based on the current methodology and program, it is expected that peak construction traffic volumes will occur during March 2026, September 2026 and March 2027.

The peak volume of additional traffic movements generated by the 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 activities required under a possession. The construction traffic has been indicated below to demonstrate the peak periods.

For the works, a 12.5m single-unit truck and 19.0m truck and dogs are expected to be the predominant type of heavy vehicles accessing the worksite throughout the duration of the work. During some stages of construction, a 19.0m semi-trailer will be used more frequently, however, these movements will most likely occur outside of peak hour periods.

A swept path analysis has been undertaken, demonstrating the ability for construction vehicles to manoeuvre into and out of the nominated site access points.

3.2.6 Site Access

Overview

Access to the worksites will be via both existing access points and a gated road closure. The location of the site access gates is shown above in Figure 44.

FIGURE 44: SITE ACCESS GATES

A summary of permitted movements and methods of control at site access locations is provided below in Table 156, with further details provided in subsequent sections of this report.

TABLE 156: SITE ACCESS DETAILS – ALBURY STATION AND SURROUNDS ENHANCEMENT SITE

Access	Site Entry/Exit	Largest Permitted Vehicle	Permitted Movements	Control
Gate A1 – Existing access via Swift Street.	Entry and exit	Up to 12.5m single-unit truck	Right-in, left-out	Give-way
		Up to 8.8m service vehicle	Left-in, left-out	

Access	Site Entry/Exit	Largest Permitted Vehicle	Permitted Movements	Control
Gate A2 – Access via the existing pedestrian bridge abutment off Kenilworth Street.	Entry and exit	Up to 12.5m single-unit truck	Straight in, straight out	Give-way (traffic control for road closure and pedestrian/cyclist detour closure)
		Up to 19.0m semi-trailer		Traffic control for site access including Kenilworth Street movements
Gate A3 – Access via Railway Place (Albury Station)	Entry and exit	Up to 19.0m semi-trailer	Straight in, straight out	Give-way (traffic control for leg roundabout closure and pedestrian/cyclist management)
Gate A4 – Existing access off Hume Highway on-ramp (East Street)	Entry	Up to 19.0m semi-trailer	Left-in	Give-way
Gate A5 – Existing access via Wilson Street.	Entry and exit	Up to 19.0m semi-trailer	Right-in, left-out	Give-way
Gate A6 – Existing access off Hume Highway off-ramp (Borella Road / Riverina Highway)	Exit	Up to 19.0m semi-trailer	Left out	Give-way

Gate A1 – Existing access via Swift Street.

Located on the eastern extremity of Swift Street, Gate A1 will provide access to the Albury Station and Surrounds primary site office and broader enhancement site.

FIGURE 45: GATE A1 – EXISTING ACCESS VIA SWIFT STREET.

Details of permitted movements and methods of control at Gate A1 are summarised in Table 156.

FIGURE 46: SITE ACCESS DETAILS – GATE A1

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 A1

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	Refer below	97m	Yes
South of access	60km/hr[2]	92m[1]	Yes	151m	Yes	97m	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).

Temporary restriction of kerbside parking north of the access on the east side of Young Street is required to achieve sight distances north of the access.

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 (left turn in only as a channelised right turn lane is already present), due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Young 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 Young Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Young 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 Gate A1, an assessment has been undertaken to determine 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 A1

Site Access Assessment	
Location:	Existing access via Swift Street
AADT:	7,496
Speed limit:	60km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	60m (2D = 120m)
Available sight distance	Greater than 2D (temporary parking restriction required)

FIGURE 47: SOUTHBOUND VIEW APPROACHING GATE A1 (~120M FROM ACCESS POINT)

FIGURE 48: NORTHBOUND VIEW APPROACHING GATE A1 (~120M FROM ACCESS POINT)

As the available sight distance approaching Gate A1 is greater than 2D (120m) southbound with temporary minor parking restrictions (refer to Section 3.2.12) and the northbound right turn movement is facilitated by an existing channelised turn lane, 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 A1 – 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 A1 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 3.2.13.

Gate A2 – Access via the existing pedestrian bridge abutment off Kenilworth Street

Located on Kenilworth Street, Gate A2 will provide access to the pedestrian bridge within the Albury Station and Surrounds enhancement site.

FIGURE 49: GATE A2 – ACCESS VIA THE EXISTING PEDESTRIAN BRIDGE ABUTMENT OFF KENILWORTH ST

Details of permitted movements and methods of control at Gate A2 are summarised in Table 156.

FIGURE 50: SITE ACCESS DETAILS – GATE A2

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 160: SIGHT DISTANCE ASSESSMENT – GATE A2

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[2]	73m[1]	Yes	N/A			
West of access	50km/hr[2]	73m[1]	Yes	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 at Gate A2 achieves the minimum stopping sight distance requirements. Note that safe intersection sight distance and minimum gate site distance are not applicable considering the straight-in and straight-out nature of the gate movements. Furthermore, the operating speed at the western extent of Kenilworth Street will be very low.

Acceleration and Deceleration Lanes

Acceleration and deceleration requirements are not applicable considering the existing straight-in and straight-out nature of the Gate movements and the very low traffic volume of Kenilworth Street at the gate location.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via Gate A2, an assessment has been undertaken to determine 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 161: SITE ACCESS ASSESSMENT CRITERIA – GATE A2

Site Access Assessment	
Location:	Access via the existing pedestrian bridge abutment off Kenilworth Street
AADT:	50
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 51: NORTHBOUND VIEW APPROACHING GATE A2 (~100M FROM ACCESS POINT)

As the available sight distance approaching Gate A2 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 162 below.

TABLE 162: GATE A2 – 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 A2 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, intermittent traffic control will be implemented to manage the access of semi-trailers delivering materials and floating machinery into and out of the site due to the swept path analysis demonstrating that this vehicle will track across opposing lanes at the Kenilworth Street and Schubach Street intersection. Furthermore, traffic control will be implemented to facilitate alternative movements at the access (i.e., reverse into and out of the site) – refer to Section 3.2.13.

Gate A3 – Access via Railway Place (Albury Station)

Located on Railway Place, Gate A3 is an access that will be provided to the Albury Station and Surrounds enhancement site upon closure of the northern leg of Railway Place and Smollett Street roundabout. NOTE: the raised pedestrian crossing will be retained during construction.

FIGURE 52: GATE A3 – ACCESS VIA RAILWAY PLACE (ALBURY STATION)

Details of permitted movements and methods of control at Gate A3 are summarised in Table 156.

FIGURE 53: SITE ACCESS DETAILS – GATE A3

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 163: SIGHT DISTANCE ASSESSMENT – GATE A3

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

Due to the location of the access on Smollett Street/Railway Place, sight distance is limited due to the proximity of the Young Street intersection to the west, where approximately 70m of sight distance is available. While the available sight

distance west of the access does not achieve the sight distance for the posted speed of 60km/hr, it is reasonably expected that vehicles manoeuvring from Young Street onto Smollett Street/Railway Place when approaching the existing roundabout 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, the sight distance available at Gate A3 is considered appropriate.

Acceleration and Deceleration Lanes

Acceleration and deceleration requirements are not applicable considering the existing roundabout configuration, straight-in and straight-out nature of the Gate movements and the low traffic volume expected at the gate location during construction.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via Gate A3, an assessment has been undertaken to determine 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 164: SITE ACCESS ASSESSMENT CRITERIA – GATE A3

Site Access Assessment	
Location:	Access via Railway Place (Albury Station)
AADT:	472
Speed limit:	60km/hr
Number of truck movements per shift:	More than 20
Dimension D:	60m (2D = 120m)
Available sight distance	Less than 2D (west), Greater than 2D (south)

FIGURE 54: EASTBOUND VIEW APPROACHING GATE A3 (~70M FROM ACCESS POINT)

FIGURE 55: NORTHBOUND VIEW APPROACHING GATE A3 (~120M FROM ACCESS POINT)

As available sight distance approaching Gate A3 is less than 2D (120m), 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 165 below.

TABLE 165: GATE A3 – 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 will be managed using traffic control and 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 A3. 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 works. In addition to this, traffic control will be implemented including warning signs and speed reduction to manage pedestrians and cyclist – refer to Section 3.3.13.

Gate A4 – Existing access off Hume Highway on-ramp (East Street)

Located on the Hume Highway on-ramp at the East Street interchange, Gate A4 is an existing access that will provide access to the Albury Station and Surrounds enhancement site.

FIGURE 56: GATE A4 – EXISTING ACCESS OFF HUME HIGHWAY ON-RAMP (EAST STREET)

Details of permitted movements and methods of control at Gate A4 is summarised in Table 156.

FIGURE 57: SITE ACCESS DETAILS – GATE A4

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 the access.

TABLE 166: SIGHT DISTANCE ASSESSMENT – GATE A4

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
South of access	110km/hr[2]	224m[1]	Yes	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

Acceleration requirements are not applicable considering the entry only nature of the Gate movements. To avoid impacting the acceleration of general traffic preparing to join the Hume Highway, deceleration of construction vehicles will be undertaken within the outer most lane, continuing through the merge into the shoulder before entering the gate. and the low traffic volume expected at the gate location during construction.

Access Controls Assessment

To ensure the safety of construction vehicles entering via Gate A4, an assessment has been undertaken to determine 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 167: SITE ACCESS ASSESSMENT CRITERIA – GATE A4

Site Access Assessment	
Location:	Existing access off Hume Highway on-ramp (East Street)
AADT:	766 (assumed 5% East Street)
Speed limit:	110km/hr (~60m north of the 60/110km/h transition)
Number of truck movements per shift:	Greater than 20
Dimension D:	110m (2D = 220m)
Available sight distance	Greater than 2D

FIGURE 58: NORTHBOUND VIEW APPROACHING GATE A4 (~220M FROM ACCESS POINT)

As the available sight distance approaching Gate A4 is greater than 2D (220m), 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 168 below.

TABLE 168: GATE A4 – 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

To facilitate the safe and efficient movement of construction vehicles into the access will be managed using traffic control and a VMP will be developed prior to the commencement of works and will detail vehicle movements for vehicles arriving to site via Gate A4. 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 works. In addition to this, traffic control will be implemented including warning signs to manage interaction with the Hume Highway – refer to Section 3.2.13.

Gate A5 – Existing access via Wilson Street

Located on Wilson Street, Gate A5 is an existing access that will be provided to the Albury Station and Surrounds enhancement site.

FIGURE 59: GATE A5 – EXISTING ACCESS VIA WILSON STREET

Details of permitted movements and methods of control at Gate A5 is summarised in Table 156.

FIGURE 60: SITE ACCESS DETAILS – GATE A5

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 169: SIGHT DISTANCE ASSESSMENT – GATE A5

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
West of access	60km/hr[2]	92m[1]	Refer below	151m	Refer below	97m	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 Wilson Street, sight distance is limited due to the proximity of the Young Street intersection to the west, where approximately 70m of sight distance is available. While the available sight distance west of the access does not achieve the sight distance for the posted speed of 60km/hr, it is reasonably expected that vehicles manoeuvring from Young Street onto Wilson Street when approaching the gate 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, the sight distance available at Gate A5 is considered appropriate.

Acceleration and Deceleration Lanes

Acceleration and deceleration requirements are not applicable considering the nature and configuration of road environment, Gate movements and the traffic volume of Wilson Street at the gate location.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via Gate A5, an assessment has been undertaken to determine 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 170: SITE ACCESS ASSESSMENT CRITERIA – GATE A5

Site Access Assessment	
Location:	Existing access via Wilson Street.
AADT:	375 (assumed 5% Young Street)
Speed limit:	60km/hr
Number of truck movements per shift:	Greater than 20
Dimension D:	60m (2D = 120m)
Available sight distance	Less than 2D (for turning vehicles from Young Street and vehicles using the service lane behind Amart/Harris Farm)

FIGURE 61: EASTBOUND VIEW APPROACHING GATE A5 (~120M FROM ACCESS POINT)

As available sight distance approaching Gate A5 is less than 2D (120m), 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 171 below.

TABLE 171: GATE A5 – 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 will be managed using traffic control and 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 A5. 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 works – refer to Section 3.2.13.

Gate A6 – Existing access off Hume Highway off-ramp (Riverina Highway)

Located on the Hume Highway off-ramp at the Riverina Highway (Borella Road) interchange, Gate A6 is an existing access that will provide access to the Albury Station and Surrounds enhancement site.

FIGURE 62: GATE A6 – EXISTING ACCESS OFF HUME HIGHWAY OFF-RAMP (RIVERINA HIGHWAY)

Details of permitted movements and methods of control at Gate A6 is summarised in Table 156.

FIGURE 63: SITE ACCESS DETAILS – GATE A6

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 out of the access.

TABLE 172: SIGHT DISTANCE ASSESSMENT – GATE A6

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
South of access	110km/hr[2]	224m[1]	Yes	324m	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

Deceleration requirements are not applicable considering the exit only nature of the Gate movements. The acceleration of construction vehicles will be undertaken within the Hume Highway off-ramp (Riverina Highway/Borella Road) to avoid interacting with Hume Highway through traffic and only interacting with general traffic that utilising the off-ramp and having already commenced declaration.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via Gate A6, an assessment has been undertaken to determine 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 173: SITE ACCESS ASSESSMENT CRITERIA – GATE A6

Site Access Assessment	
Location:	Gate A6 – Existing access off Hume Highway off-ramp (Riverina Highway)
AADT:	~5000 (assumed)
Speed limit:	110km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	110m (2D = 220m)
Available sight distance	Greater than 2D

FIGURE 64: NORTHBOUND VIEW APPROACHING GATE A6 (~220M FROM ACCESS POINT)

As the available sight distance approaching Gate A6 is greater than 2D (220m), 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 174 below.

TABLE 174: GATE A6 – 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

To facilitate the safe and efficient movement of construction vehicles out of the access will be managed using traffic control and a VMP will be developed prior to the commencement of works and will detail vehicle movements for vehicles departing from site via Gate A6. 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 works. In addition to this, traffic control will be implemented including warning signs to manage interaction with the Hume Highway – refer to Section 3.2.13.

3.2.7 Construction Access Routes

Construction heavy vehicles will access the worksite via the routes detailed in Table 175 below.

TABLE 175: CONSTRUCTION VEHICLE ACCESS ROUTES – ALBURY STATION AND SURROUNDS ENHANCEMENT SITE

Site Access	Direction	Access Route	Largest suitable vehicle type
Gate A1	Inbound	Young Street (Riverina Highway)	Up to 12.5m single-unit truck
	Outbound	Young Street (Riverina Highway)	Up to 12.5m single-unit truck
Gate A2	Inbound	Hume Highway, East Street, Schubach Street, Kenilworth Street	Up to 12.5m single-unit truck
		Borella Road (Riverina Highway), Schubach Street, Kenilworth Street	Up to 19.0m semi-trailer
	Outbound	Kenilworth Street, Schubach Street, Borella Road (Riverina Highway)	Up to 19.0m semi-trailer
		Kenilworth Street, Schubach Street, East Street, Hume Highway	Up to 19.0m semi-trailer
Gate A3	Inbound	Young Street (Riverina Highway), Smollet Street, Railway Place	Up to 19.0m semi-trailer
	Outbound	Railway Place, Smollet Street, Young Street (Riverina Highway)	Up to 19.0m semi-trailer
Gate A4	Inbound	Hume Highway	Up to 19.0m semi-trailer
Gate A5	Inbound	Young Street (Riverina Highway), Wilson Street	Up to 19.0m semi-trailer
	Outbound	Wilson Street, Young Street (Riverina Highway)	Up to 19.0m semi-trailer
Gate A6	Outbound	Hume Highway	Up to 19.0m semi-trailer

These access routes are depicted in Figure 65.

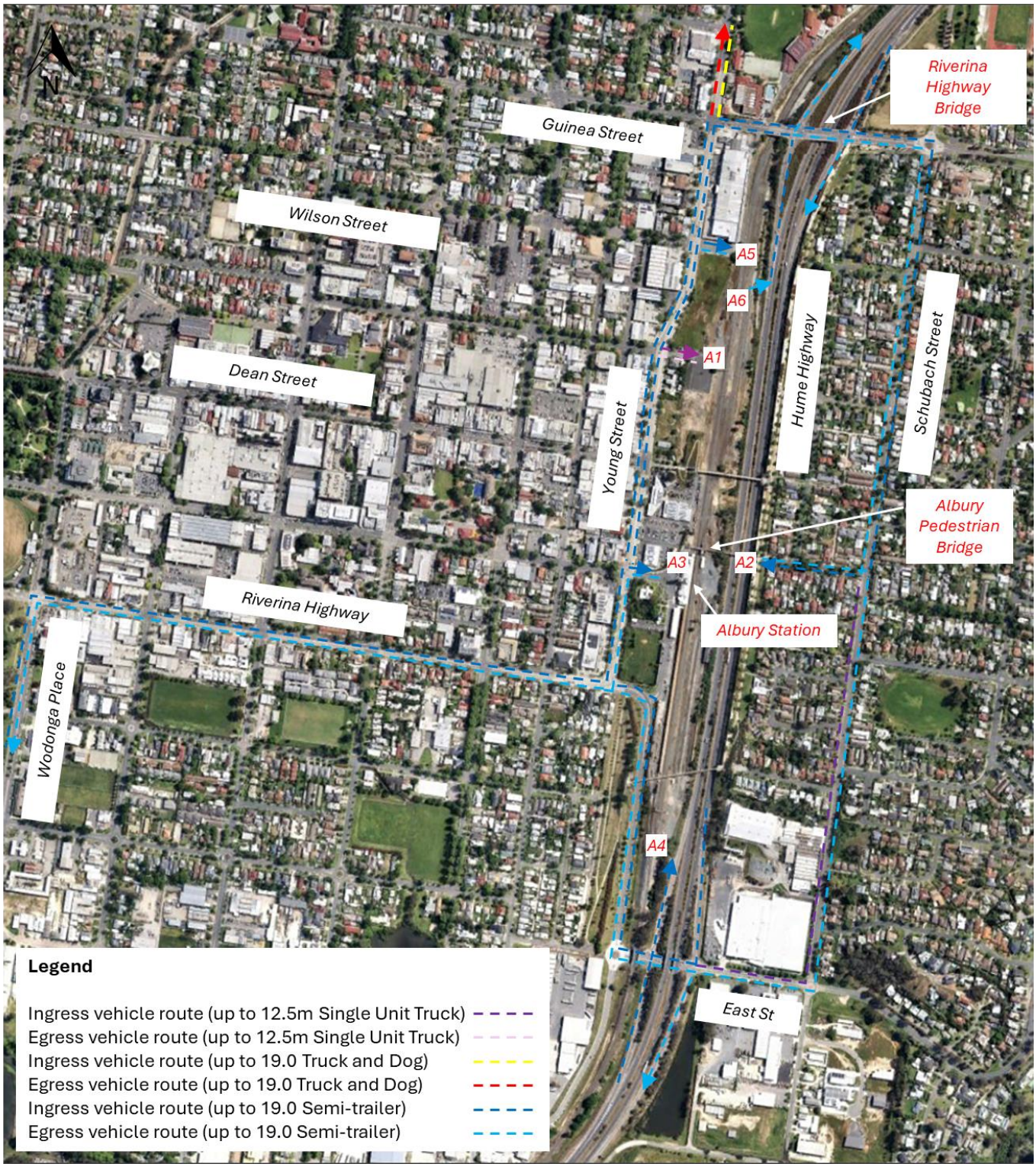


FIGURE 65: CONSTRUCTION VEHICLE ACCESS ROUTES – ALBURY STATION AND SURROUNDS

3.2.8 Impact on Traffic Flow

Overview

To evaluate the impact of the works on the road network, an assessment of road (mid-block) performance has been undertaken in relation to the Level of Service (LOS) for the key road links with and without traffic generated by the 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 176: 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 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 Albury Station and Surrounds enhancement site is shown in Table 177 below. Peak hour volumes for Young Street, Smollett Street (Railway Place), Borella Road, Hume Highway Off-ramps and Schubach Street have been extracted from Table 5.4 of *Technical Paper 1: Traffic and Transport*.

TABLE 177: LINK LOS ASSESSMENT – ALBURY STATION AND SURROUNDS

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
Young Street[1]	2	658	A	36	694	5.5%	A
Smollett St (Railway Place)[1]	1	41	A	9	50	22%	A
Borella Road[1]	2	1202	C	40	1242	3.3%	C
Hume Highway Off Ramps[1]	1	620	B	40	660	6.5%	B
Schubach Street	1	310	B	10	320	3.2%	B

Note 1: Traffic survey volumes 8th June 2023

The link LOS assessment for the Albury Station and Surrounds enhancement site shows that with construction traffic all road links are expected to operate with no change in LOS from the "without construction traffic scenario". As a result, no significant impact on road operation or performance is expected to result from the traffic generated by the works. As such, mitigations are not considered warranted as a result of the works.

3.2.9 Impact on Public Transport

There will be no change to or impact on public transport operations or access during the work at the Albury Station and Surrounds enhancement site.

3.2.10 Access for Businesses and Residents

There will be no change to or impact on access for businesses and/or residents during the work at the Albury Station and Surrounds enhancement site. Refer to Section 3.2.12 regarding parking impacts.

3.2.11 Impact on Pedestrians and Cyclists

There will be no change to or impact on access for pedestrians and cyclists apart from the closure of the Albury Pedestrian Bridge (red), pedestrians and cyclists will be detoured via the routes (yellow) shown below in Figure 66.

FIGURE 66: PEDESTRIAN AND CYCLIST ACCESS ROUTES – ALBURY PEDESTRIAN BRIDGE

Additional travel distance and travel time will vary greatly depending on the origin and destination of the pedestrian/cyclist. There is little impact to those approaching from the north. The current route between the Rau Street carpark to corner of Smollet Street and Young Street is about 8 mins (650m) which when detoured via Harold Mair Bridge will increase to 9 mins (650m, same distance).

The greatest impact will be to those approaching from the south. The current route between the Centenary Street carpark to corner of Smollet Street and Young Street is about 5 mins (400m) which when detoured via Schubach Street, Rau Street and Harold Mair Bridge will increase to 21 mins (1500m).

There is also an alternative route (yellow) shown below in Figure 67 for those approaching from the south. This alternate route via the unnamed pedestrian/cyclist bridge to the south between Amatex Street and Atkins Street, Atkins Street and Young Street is about 14 mins (1000m) which may be preferred.

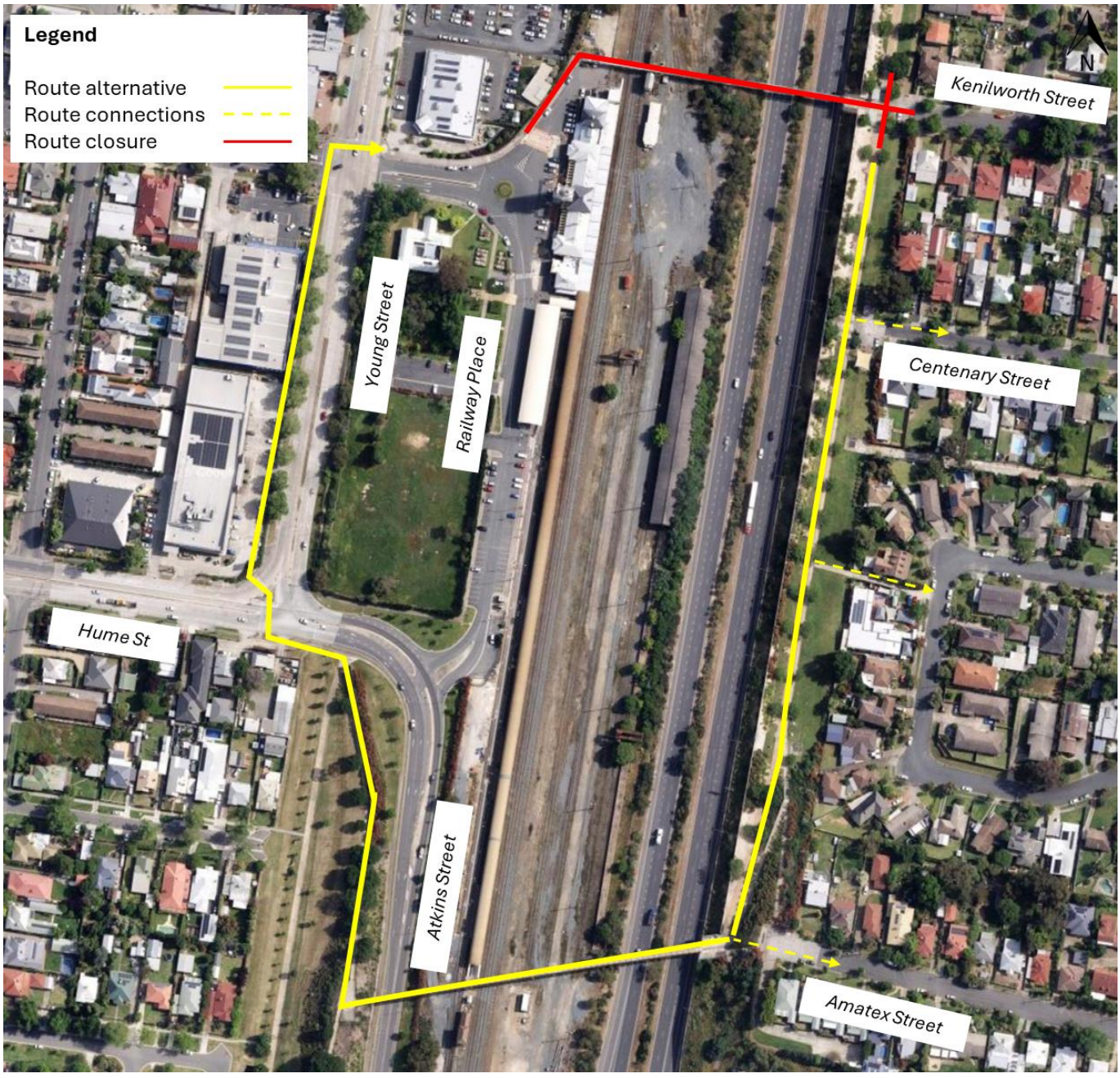


FIGURE 67: PEDESTRIAN AND CYCLIST ACCESS ROUTES – ALBURY PEDESTRIAN BRIDGE

3.2.12 Changes to Kerbside Management

With the exception of the parking impacts outlined below, no change to or impact on public transport operations or access during the work at the Albury Station and Surrounds enhancement site.

Parking Impacts

There will be parking changes required to facilitate the works at the Albury Station and Surrounds enhancement site:

- Kerbside parking (3-4 existing unrestricted parking spaces) on the eastern side of Young Street north of Gate A1 requires temporary restrictions to ensure adequate sight distance is achieved for the movements required. Based on aerial photography, the surrounding road network has adequate alternatives to ensure impacts are negligible.

FIGURE 68: PARKING RESTRICTION ON YOUNG STREET (NEAR GATE A1)

FIGURE 69: PARKING RESTRICTION ON YOUNG STREET (NEAR GATE A1)

- The parking lot (3-4 existing unrestricted parking spaces) at the western extent of Kenilworth Street within Gate A2 requires temporary closure to provide sufficient site access, storage and construction space for the required works. Based on aerial photography, the surrounding road network has adequate alternatives to ensure impacts are negligible.

FIGURE 70: PARKING RESTRICTION ON KENILWORTH STREET (NEAR GATE A2)

- The parking lot (16-17 existing staff parking spaces) at the northern extent of Railway Place within Gate A3 requires temporary closure to provide sufficient site access, storage and construction space for the required works. Alternate parking options are being explored to minimise impacts and will be finalised prior to construction commencement.

FIGURE 71: PARKING RESTRICTION ON RAILWAY PLACE (NEAR GATE A3)

3.2.13 Works Requiring Traffic Control

While the 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 i.e. detours) may be implemented to manage some site entry and exit movements for construction heavy vehicles.

TABLE 178: TRAFFIC CONTROL REQUIREMENTS – ALBURY STATION AND SURROUNDS

Location	Activity	Traffic control	Duration	Timing	Expected impacts
Gate A2 – Access via the existing pedestrian bridge abutment off Kenilworth Street.	Site access manoeuvres	Hold and release / intermittent stop	≤ one (1) per week	Subject to the times permitted under the appropriate approval issued by the relevant authority	Minor delays to traffic travelling along Schubach Street/Kenilworth Street
Gate A2 – Access via the existing pedestrian bridge abutment off Kenilworth Street. (and Schubach Street and Kenilworth Street intersection)	Site access manoeuvres (semi-trailer including material delivery float in machinery at start of works and float out at completion)	Hold and release / intermittent stop	≤ one (1) per week		Minor delays to traffic travelling along Schubach Street/Kenilworth Street
Gate A2 – Access via the existing pedestrian bridge abutment off Kenilworth Street.	Construction	Pedestrian and cyclist detour	19 months		Pedestrian and cyclist detours.
Gate A3 – Access via Railway Place (Albury Station)	Site access manoeuvres	Hold and release / intermittent stop	19 months		Minor delays to traffic travelling along Railway Place, pedestrian and cyclist detours.
Gate A4 – Existing access off Hume Highway on-ramp (East Street)	Site access manoeuvres	Advance warning including but not limited to VMS	19 months		Minor delays to traffic travelling along Hume Highway on-ramp (East Street)
Gate A5 – Existing access via Wilson Street.	Site access manoeuvres	Hold and release / intermittent stop	19 months		Minor delays to traffic travelling along Wilson Street
Gate A6 – Existing access off Hume Highway off-ramp (Borella Road / Riverina Highway)	Site access manoeuvres	Advance warning including but not limited to VMS	19 months		Minor delays to traffic travelling along Hume Highway off-ramp (Riverina Highway / Borella Road)

3.3 Billy Hughes Bridge

3.3.1 Site Location

The location and layout of the Billy Hughes Bridge enhancement site is shown below in Figure 72.

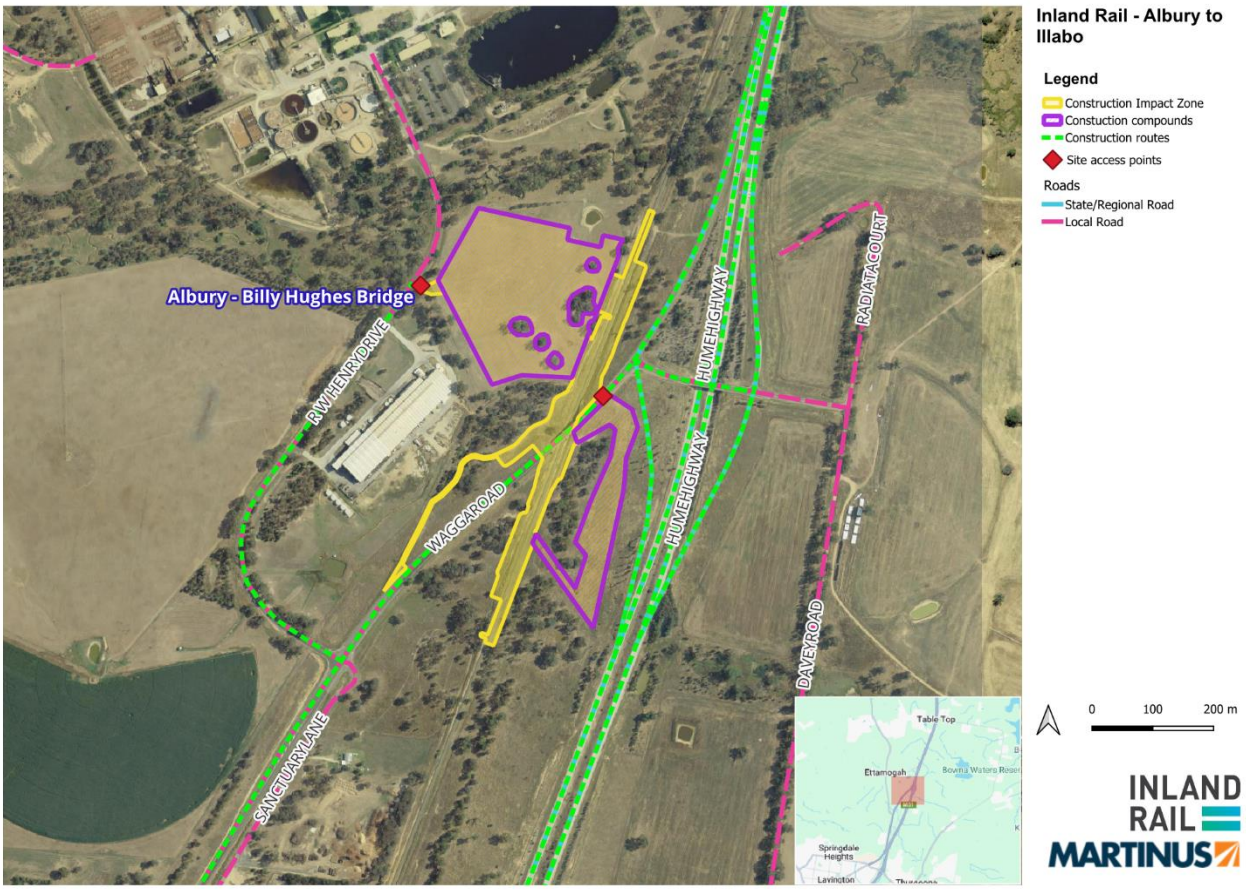


FIGURE 72: BILLY HUGHES BRIDGE ENHANCEMENT SITE

3.3.2 Works Required

The scope of works at the Billy Hughes Bridge enhancement site will comprise the following:

- Establishment of site compound and mobilisation
- Deflection walls (east and west)
- Main line earthworks
- Main line drainage works
- Soil nailing
- Finishing works and demobilisation

3.3.3 Timing and Duration

The works at the Billy Hughes Bridge enhancement site are planned to be undertaken between October 2025 and May 2027.

3.3.4 Operating Conditions

There will be no long-term changes to the existing conditions on the roads in the vicinity of the Billy Hughes Bridge enhancement site resulting from the works.

Temporary speed limit reductions and/or traffic control (intermittent, short-term, long term) may be implemented to facilitate the safe and efficient movement of construction heavy vehicles (refer to Section 3.3.13).

3.3.5 Construction Traffic

The peak volume of additional traffic generated by the Billy Hughes Bridge works required to access the worksite has been broken down as follows:

TABLE 179: SITE ACCESS CONSTRUCTION VEHICLE MOVEMENTS

Site access	Vehicle type	Scope	Vehicle movements (one-way) per shift	Vehicle movements (one-way) per peak hour
Gate BH1	Light vehicles	Site access	≤ twenty (20) per shift (during peak periods)	≤ ten (10) per peak hour (during peak periods)
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ four (4) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	19.0m truck and dog	Delivery of materials, plant, equipment and removal of waste	≤ one hundred and twenty (120) per shift (during peak periods)	≤ ten (10) per peak hour (during peak periods)
	19.0m semi-trailer	Delivery of large plant, equipment and materials (e.g. steel elements)	≤ two (2) per shift (during peak periods)	≤ one (1) per peak hour (during peak periods)
Gate BH2	Light vehicles	Site access	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ eight (8) per shift (during peak periods)	≤ four (4) per peak hour (during peak periods)
	19.0m truck and dog	Delivery of materials, plant, equipment and removal of waste	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	19.0m semi-trailer	Delivery of large plant, equipment and materials (e.g. steel elements)	≤ two (2) per shift (during peak periods)	≤ one (1) per peak hour (during peak periods)

Based on the current methodology and program, it is expected that peak construction traffic volumes will occur in March 2026, September 2026 and March 2027. 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. The projected peak construction traffic generating periods are likely to occur 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.

3.3.6 Site Access

Overview

Access to the worksite will be via two (2) existing access points to the rail corridor located on Wagga Road and R W Henry Drive. The location of the site access gates is shown below in Figure 73.

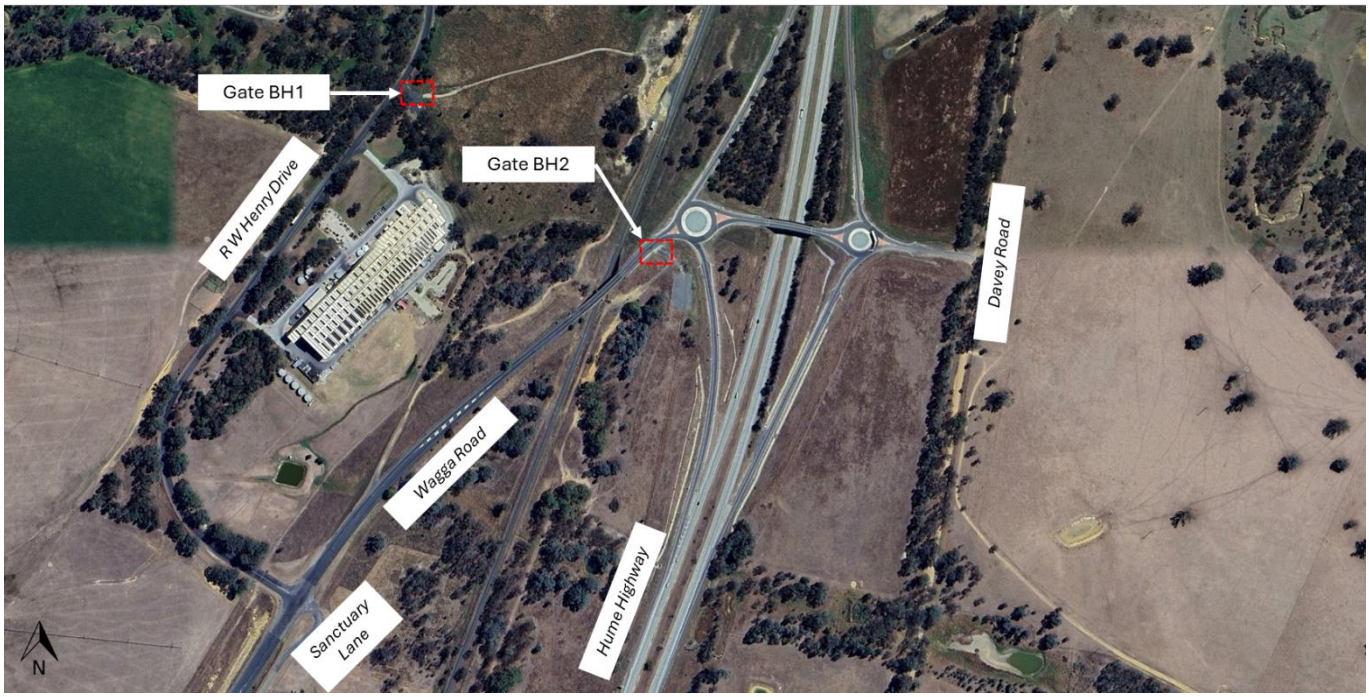


FIGURE 73: SITE ACCESS LOCATIONS – BILLY HUGHES BRIDGE ENHANCEMENT SITE

A summary of permitted movements and methods of control at site access locations is provided below in Table 180, with further details provided in subsequent sections of this report.

TABLE 180: SITE ACCESS DETAILS – BILLY HUGHES BRIDGE ENHANCEMENT SITE

Access	Site Entry/Exit	Largest Permitted Vehicle	Permitted Movements	Control
Gate BH1 – Existing access off R W Henry Drive	Entry and exit	Up to 19.0m semi-trailer	Right in, left out	Traffic Control (including speed reduction on R W Henry Drive, refer to 3.3.13)
Gate BH2 – Existing access off Wagga Road	Entry and exit	Up to 19.0m semi-trailer	All movements	Give-way

Gate BH1 – Existing access off R W Henry Drive

Located on R W Henry Drive, Gate BH1 is an existing access that will be provided to the Billy Hughes Bridge enhancement site.

FIGURE 74: GATE BH1 – EXISTING ACCESS OFF R W HENRY DRIVE

Details of permitted movements and methods of control at Gate BH1 is summarised in Table 180.

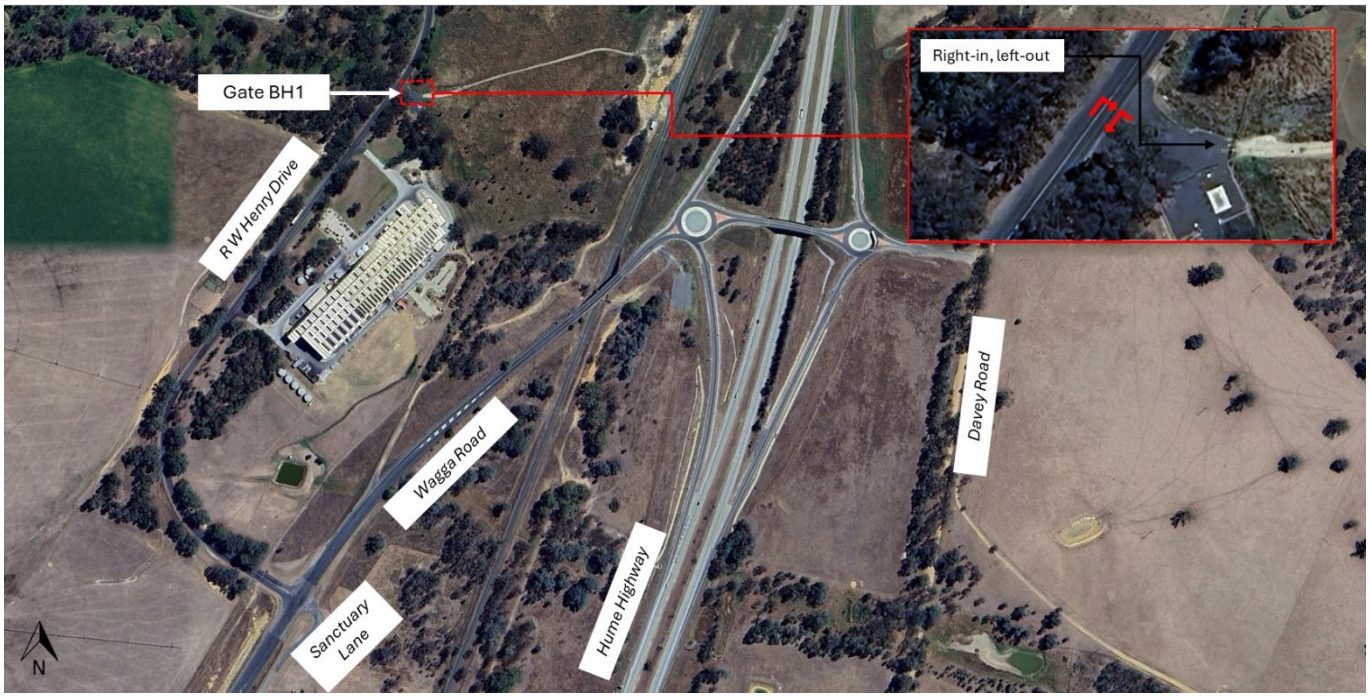


FIGURE 75: SITE ACCESS DETAILS – GATE BH1

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 181: SIGHT DISTANCE ASSESSMENT – GATE BH1

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
North of access	80km/hr[1,3]	139m[2]	Yes	214m	Refer below	125m	Yes
	60km/hr[1,3]	92m[2]	Yes	151m	Refer below	97m	Yes
South of access	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).

Due to the location of the access on R W Henry Drive, sight distance to the north is limited due to horizontal road alignment and roadside vegetation, where approximately 140m of sight distance is available. While available sight distance north of the access does not achieve safe intersection site distance for the posted speed of 80km/h, it is reasonably expected that vehicles travelling south through the horizontal curve (with an existing 65km/h curve warning sign) will do so at a speed below the posted speed limit. On this basis the adoption of stopping sight distance and minimum gap sight distance for an operating speed of 60km/h is consider appropriate.

With reference to the requirement for a reduced speed limit to be instated along R W Henry Drive 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 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 R W Henry Drive.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along R W Henry Drive 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 Gate BH1, an assessment has been undertaken to determine 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 182: SITE ACCESS ASSESSMENT CRITERIA – GATE BH1

Site Access Assessment	
Location:	Existing access off R W Henry Drive
AADT:	~1,000
Speed limit:	80km/hr
Number of truck movements per shift:	More than 20
Dimension D:	80m (2D = 160m)
Available sight distance	Less than 2D (north), Greater than 2D (south)

FIGURE 76: SOUTHBOUND VIEW APPROACHING GATE BH1 (~140M FROM ACCESS POINT)

FIGURE 77: NORTHBOUND VIEW APPROACHING GATE BH1 (~160M FROM ACCESS POINT)

As available sight distance approaching Gate BH1 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 Table 183 below.

TABLE 183: GATE BH1 – 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 will be managed using traffic control and 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 BH1. 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 works. In addition to this, traffic control will be implemented including warning signs and speed reduction – refer to Section 3.3.13.

Gate BH2 – Existing access off Wagga Road

Located on Wagga Road, Gate BH2 is an existing access that will be provided to the Albury Billy Hughes Bridge enhancement site.

FIGURE 78: GATE BH2 – EXISTING ACCESS OFF WAGGA ROAD

Details of permitted movements and methods of control at Gate BH2 is summarised in Table 180.

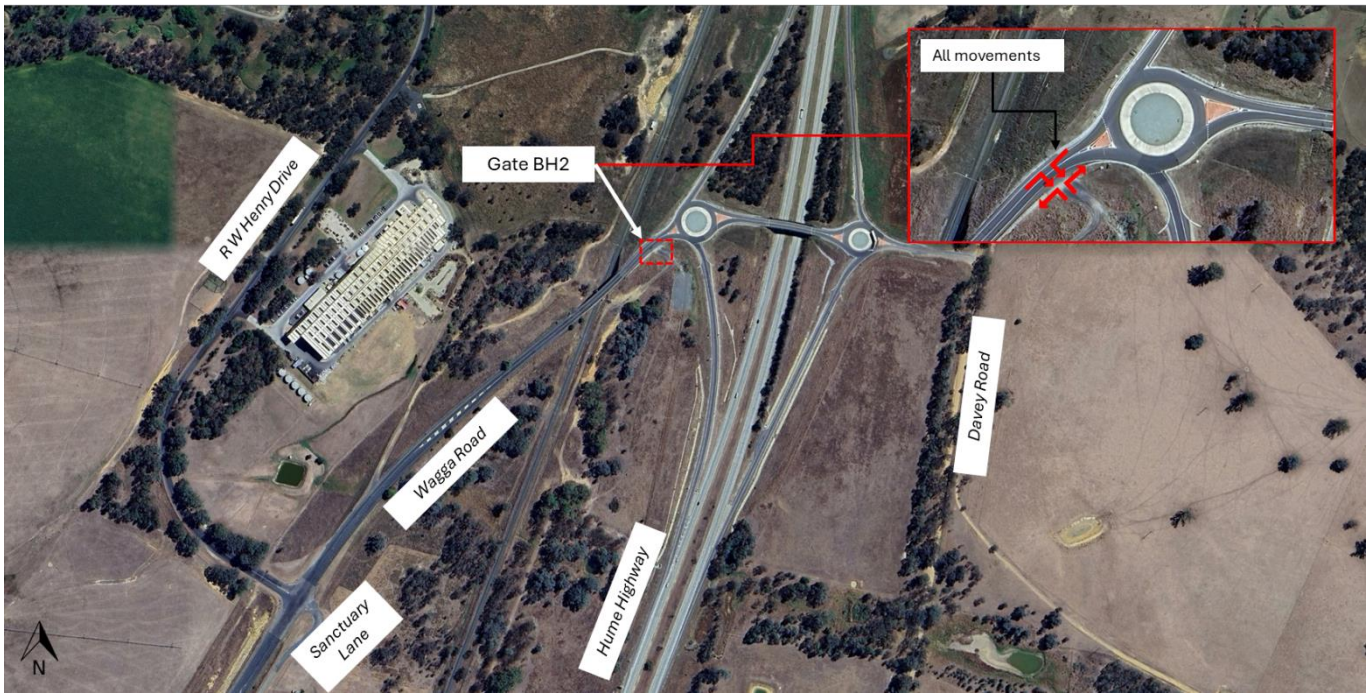


FIGURE 79: SITE ACCESS DETAILS – GATE BH2

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 184: SIGHT DISTANCE ASSESSMENT – GATE BH2

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	151m	Yes	97m	Yes
West of access	60km/hr[2]	92m[1]	Yes	151m	Yes	97m	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 Wagga 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 Wagga Road.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Wagga 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 Gate BH2, an assessment has been undertaken to determine 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 185: SITE ACCESS ASSESSMENT CRITERIA – GATE BH2

Site Access Assessment	
Location:	Existing access off Wagga Road
AADT:	915
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 80: WESTBOUND (WAGGA RD) VIEW APPROACHING GATE BH2 (~120M FROM ACCESS POINT)

FIGURE 81: WESTBOUND (HUME HWY) VIEW APPROACHING GATE BH2 (~120M FROM ACCESS POINT)

FIGURE 82: NORTHBOUND VIEW APPROACHING GATE BH2 (~120M FROM ACCESS POINT)

As the available sight distance approaching Gate BH2 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 186Table 168 below.

TABLE 186: GATE BH2 – 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 BH2 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 3.3.13.

3.3.7 Construction Access Routes

Construction heavy vehicles will access the worksite via the routes detailed in Table 187 below.

TABLE 187: CONSTRUCTION VEHICLE ACCESS ROUTES – BILLY HUGHES BRIDGE ENHANCEMENT SITE

Site Access	Direction	Access Route	Largest suitable vehicle type
Gate BH1	Inbound	Hume Highway, Wagga Road, R W Henry Drive	Up to 19.0m semi-trailer
		Wagga Road, R W Henry Drive	Up to 19.0m truck & dog
	Outbound	R W Henry Drive, Wagga Road, Hume Highway	Up to 19.0m semi-trailer
		R W Henry Drive, Wagga Road	Up to 19.0m truck & dog
Gate BH2	Inbound	Hume Highway, Wagga Road	Up to 19.0m truck & dog
		Wagga Road	Up to 19.0m truck & dog
	Outbound	Wagga Road, Hume Highway	Up to 19.0m truck & dog
		Wagga Road	Up to 19.0m truck & dog

These access routes are depicted in Figure 83.

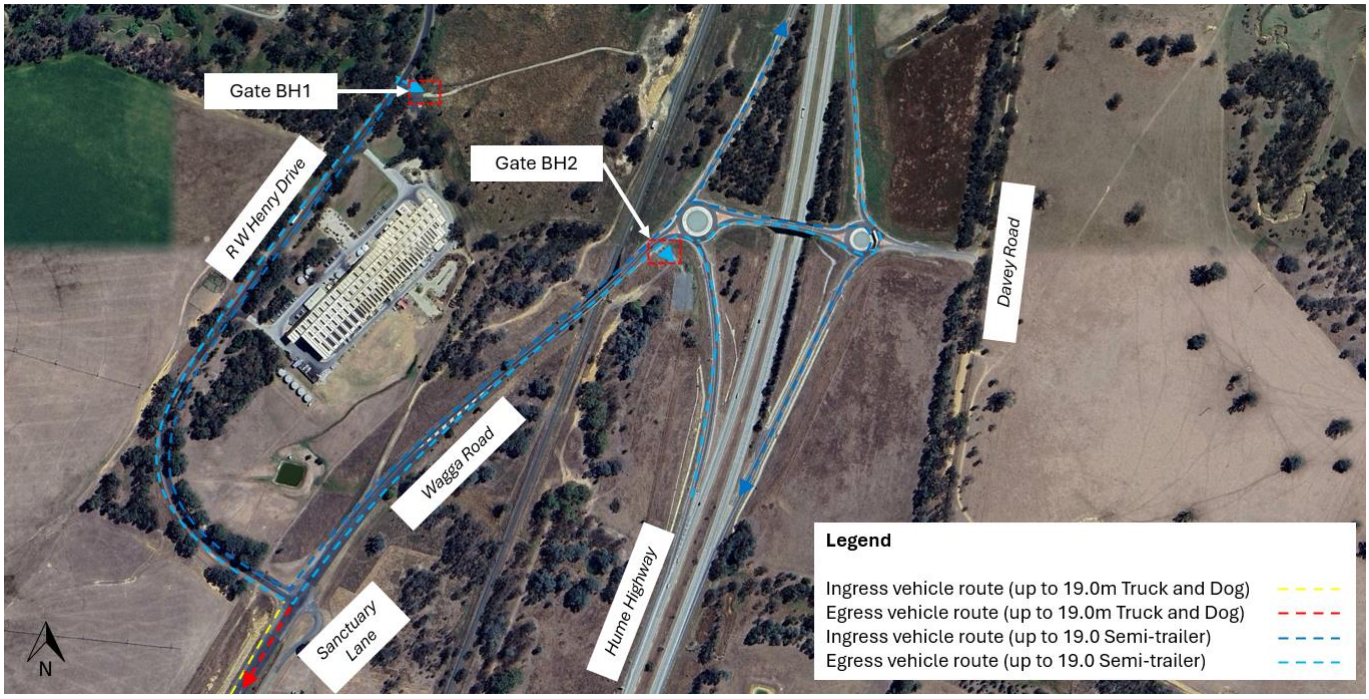


FIGURE 83: CONSTRUCTION VEHICLE ACCESS ROUTES – BILLY HUGHES BRIDGE

3.3.8 Impact on Traffic Flow

Overview

To evaluate the impact of the 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 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 188: 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 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 Billy Hughes Bridge enhancement site is shown in Table 189 below. Peak hour volumes for Wagga Road, Hume Highway and R W Henry Drive have been extracted from Table 5.7 of *Technical Paper 1: Traffic and Transport*.

TABLE 189: LINK LOS ASSESSMENT – BILLY HUGHES BRIDGE

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
Wagga Road[1]	1	385	B	32	417	8.3%	B
Hume Highway[2]	2	906	A		938	3.5%	A
R W Henry Drive[3]	1	39	A		71	82.1%	A

Note 1: No data available, volumes estimated as Wagga Road - 110m South of Waldner Court, Lavington

Note 2: No data available, volumes estimated as Hume Highway - 200m North of Ford Lane, Table Top

Note 3: No data available, volumes estimated as 10% of Wagga Road - 110m South of Waldner Court, Lavington

The link LOS assessment for the Billy Hughes Bridge enhancement site shows that with construction traffic all road links are expected to operate with no change in LOS from the "without construction traffic scenario". As a result, no significant impact on road operation or performance is expected to result from the traffic generated by the works. As such, mitigations are not considered warranted as a result of the works.

3.3.9 Impact on Public Transport

There will be no change to or impact on public transport operations or access during the work at the Billy Hughes Bridge enhancement site.

3.3.10 Impact on Pedestrians and Cyclists

There will be no change to or impact on pedestrian and cyclist facilities or access during the work at the Billy Hughes Bridge enhancement site.

3.3.11 Access for Businesses and Residents

There will be no change to or impact on access for businesses and/or residents during the work at the Billy Hughes Bridge enhancement site.

3.3.12 Changes to Kerbside Management

There will be no changes to kerbside allocations during the work at the Billy Hughes Bridge enhancement site.

3.3.13 Works Requiring Term Traffic Control

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

TABLE 190: TRAFFIC CONTROL REQUIREMENTS – BILLY HUGHES BRIDGE

Location	Activity	Traffic control	Duration	Timing	Expected impacts
Gate BH2 – Existing access off Wagga Road	Site access manoeuvres	Site access manoeuvres and speed reduction	19 months	Subject to the times permitted under the appropriate approval issued by the relevant authority	Minor delays to traffic travelling along R W Henry Drive

3.4 Table Top Yard Clearances

3.4.1 Site Location

The location of the Table Top Yard Clearances enhancement site is between Perryman Lane and the northbound carriageway of the Hume Highway about 1.2 km north of the intersection with Tynan Road shown below in Figure 84.

FIGURE 84: TABLE TOP YARD CLEARANCES ENCHANCEMENT SITE

3.4.2 Works Required

The scope of works for Table Top Yard Clearance comprises the following:

- Site establishment
- Investigation works (utilities and geo-tech)
- Railway gantry and signalling works
- Finishing works and demobilisation

3.4.3 Timing and Duration

The proposed arrangements are planned to be implemented from November 2025 until December 2025.

3.4.4 Operating Conditions

There will be no long-term changes to the existing conditions on the roads in the vicinity of the Table Top Yard Clearance enhancement site resulting from the works.

Temporary speed limit reductions and/or traffic control (intermittent, short-term, long term) may be implemented to facilitate the safe and efficient movement of construction heavy vehicles (refer to Section 3.4.13).

3.4.5 Construction Traffic

The peak volume of additional traffic generated by the Table Top Yard Clearance works required to access the worksite has been broken down as follows:

TABLE 191: SITE ACCESS CONSTRUCTION VEHICLE MOVEMENTS

Site access	Vehicle type	Scope	Vehicle movements (one-way) per shift	Vehicle movements (one-way) per peak hour
Gate TT1	Light vehicles	Site access	≤ six (6) per shift (during peak periods)	≤ three (3) per peak hour (during peak periods)
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ six (6) per shift (during peak periods)	≤ three (3) per peak hour (during peak periods)
Gate TT2	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ two (2) per shift (during peak periods)	-
	19.0m semi-trailer	Delivery of large plant, equipment and materials (e.g. steel elements)	≤ two (2) per shift (during peak periods)	-

Based on the current methodology and program, it is expected that peak construction traffic volumes will occur in early December 2025. For the works, a 12.5m single-unit truck is expected to be the predominant type of heavy vehicle accessing the worksite throughout the duration of the work. On occasion, a 12.5m single unit truck and 19.0m semi-trailer is required to access the site under intermittent traffic control via Tynan Road, 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 be via two (2) existing access points to the rail corridor located on Perryman Lane and Tynan Road. The location of the site access gates is shown below in Figure 85.

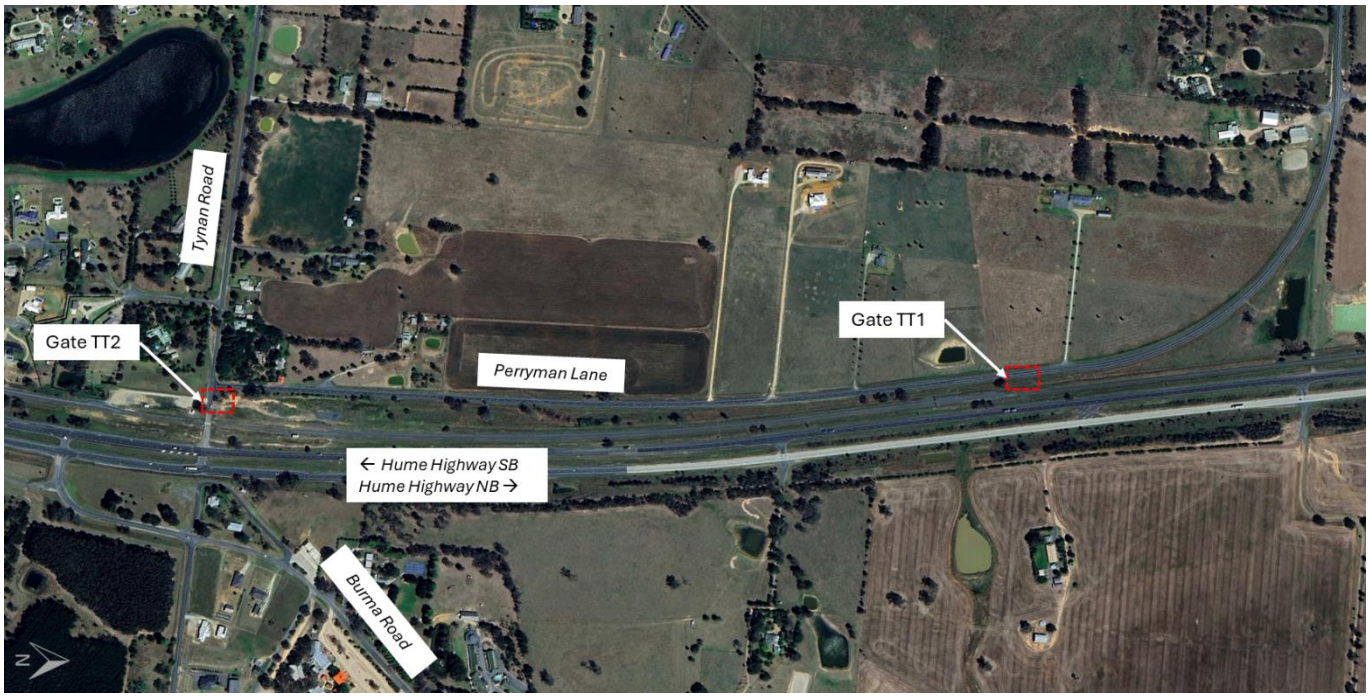


FIGURE 85: SITE ACCESS LOCATIONS – BILLY HUGHES BRIDGE ENHANCEMENT SITE

A summary of permitted movements and methods of control at site access locations is provided below in Table 192, with further details provided in subsequent sections of this report.

TABLE 192: TABLE TOP YARD CLEARANCE SITE ACCESS

Access	Site Entry/Exit	Vehicle type	Permitted Movements	Control
Gate TT1 – Perryman Lane about 1.2 km north of Tynan Road	Entry and exit	Up to 12.5m single unit truck	Right in, left out	Give-way
Gate TT2 – Existing access off Tynan Road	Entry and exit	Up to 8.8m service vehicle	Right in, left out	Give-way
		Up to 19.0m semi-trailer	Right in, left out	Traffic control

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 TT1 – Perryman Lane about 1.2 km north of Tynan Road

Located on Perryman Lane about 1.2 km north of Tynan Road, Gate TT1 is an existing access that will provide access to the Table Top Yard Clearances enhancement site.

FIGURE 86: GATE TT1 –PERRYMAN LANE

Details of permitted movements and methods of control at Gate TT1 is summarised in Table 192.

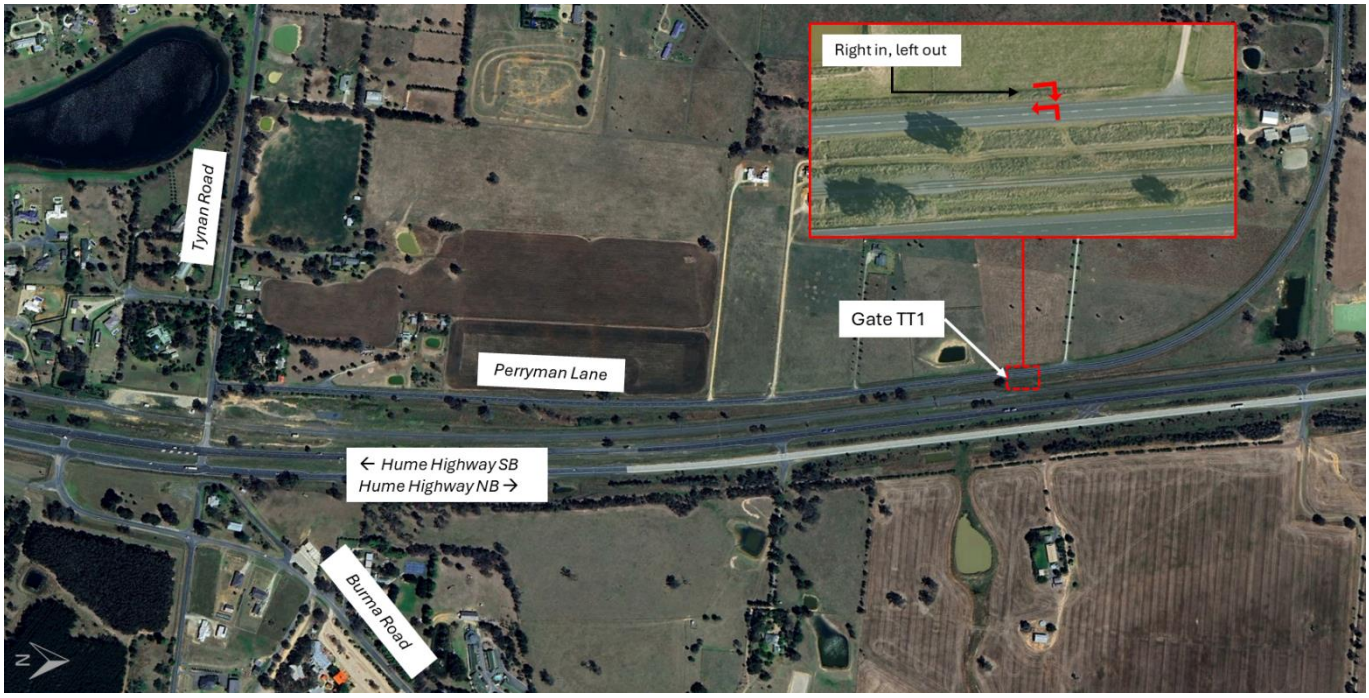


FIGURE 87: SITE ACCESS DETAILS – GATE TT1

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 193: SIGHT DISTANCE ASSESSMENT – GATE TT1

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 Tynan 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 Tynan Road.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Tynan 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 Gate TT1, an assessment has been undertaken to determine 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 194: SITE ACCESS ASSESSMENT CRITERIA – GATE TT1

Site Access Assessment	
Location:	Perryman Lane about 1.2 km north of Tynan Road
AADT:	576
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 88: SOUTHBOUND VIEW APPROACHING GATE TT1 (~200M FROM ACCESS POINT)

FIGURE 89: NORTHBOUND VIEW APPROACHING GATE TT1 (~200M FROM ACCESS POINT)

As available sight distance approaching Gate TT1 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 195 below.

Table 195: Gate TT1 – 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 TT1 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 3.4.13.

Gate TT2 – Existing access off Tynan Road

Located on Tynan Road, Gate TT2 is an existing access that will provide access to the Table Top Yard Clearances enhancement site.

FIGURE 90: GATE TT2 – TYNAN ROAD

Details of permitted movements and methods of control at Gate TT2 is summarised in Table 192.

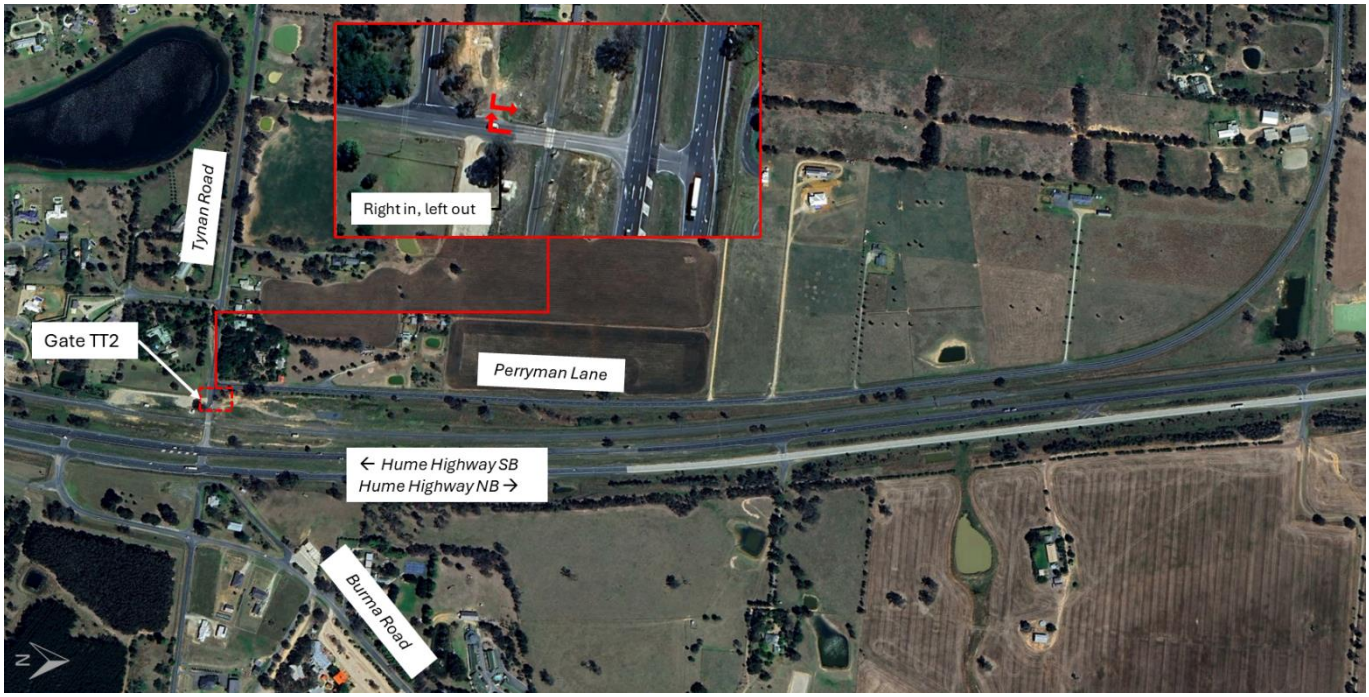


FIGURE 91: SITE ACCESS DETAILS – GATE TT2

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 196: SIGHT DISTANCE ASSESSMENT – GATE TT2

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[1,3]	139m[2]	Refer below	214m	Refer below	125m	Refer below
	60km/hr[1,3]	92m[2]	Refer below	151m	Refer below	97m	Refer below
West of access	80km/hr[1,3]	139m[2]	Yes	214m	Refer below	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).

Due to the location of the access on Tynan Road, sight distance is limited due to the proximity of the Hume Highway intersection to the east, where approximately 70m of sight distance is available to the northbound left turn lane and 85m to the median crossover. While the available sight distance east of the access does not achieve the minimum safe stopping distance or minimum gap sight distance for the posted speed of 80km/hr, it is reasonably expected that vehicles manoeuvring from the Hume Highway onto Tynan Road 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, the sight distance available between Gate TT2 and the Hume Highway intersection is considered appropriate.

Due to the location of the access on Tynan Road, sight distance is limited due to the proximity of the Perryman Lane intersection to the west, where approximately 30m of sight distance is available. While the available sight distance west of the access does not achieve the minimum safe stopping distance or minimum gap sight distance for the posted speed of 80km/hr, it is reasonably expected that vehicles manoeuvring from the Perryman Lane onto Tynan Road 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 20km/hr is considered appropriate (19m and 28m accordingly).

Considering the above, the sight distance available between Gate TT2 and the Hume Highway intersection is considered appropriate.

Due to the location of the access on Tynan Road, sight distance is limited due to a vertical crest in Tynan Road west of the access, where approximately 160m of sight distance is available (from Coola Ct). While available sight distance west of the access does not achieve safe intersection site distance for the posted speed 80km/h, it is reasonably expected that vehicles approaching the Hume Highway intersection will be reducing their travel speed below the posted speed limit. On this basis the adoption of safe intersection sight distance, stopping sight distance and minimum gap sight distance for an operating speed of 60km/h is consider 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 Tynan. 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 Tynan Road.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Tynan falls within the acceptable range of the minimum gap sight distance (MGSD).

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via Gate TT2, an assessment has been undertaken to determine 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 197: SITE ACCESS ASSESSMENT CRITERIA – GATE TT2

Site Access Assessment	
Location:	Existing access off Tynan Road
AADT:	655
Speed limit:	80km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	80m (2D = 160m)
Available sight distance	Greater than 2D

FIGURE 92: WESTBOUND VIEW APPROACHING GATE TT2 (~95M FROM ACCESS POINT)

FIGURE 93: NORTHBOUND VIEW APPROACHING GATE TT2 (~160M FROM ACCESS POINT)

As available sight distance approaching Gate TT2 is greater than 2D (160m), 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 198Table 195 below.

TABLE 198: GATE TT2 – 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 TT2 to facilitate the safe and efficient movement of construction vehicles into the access. Notwithstanding this, intermittent traffic control will be implemented to manage the access of semi-trailers floating machinery into and out of the site due to the swept path analysis demonstrating that this vehicle will track across opposing lanes. Furthermore, for may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.4.13.

3.4.7 Construction Access Routes

Construction heavy vehicles will access the worksite via the routes detailed in Table 199Table 187 below.

TABLE 199: CONSTRUCTION VEHICLE ACCESS ROUTES – TABLE TOP YARD CLEARANCES ENHANCEMENT SITE

Site Access	Direction	Access Route	Largest suitable vehicle type
Gate TT1	Inbound	Hume Highway, Tynan Road, Perryman Lane	Up to 12.5m single unit truck
	Outbound	Perryman Lane, Tynan Road, Hume Highway	Up to 12.5m single unit truck
Gate TT2	Inbound	Hume Highway, Tynan Road	Up to 19.0m semi-trailer
	Outbound	Tynan Road, Hume Highway	Up to 19.0m semi-trailer

These access routes are depicted in Figure 94.

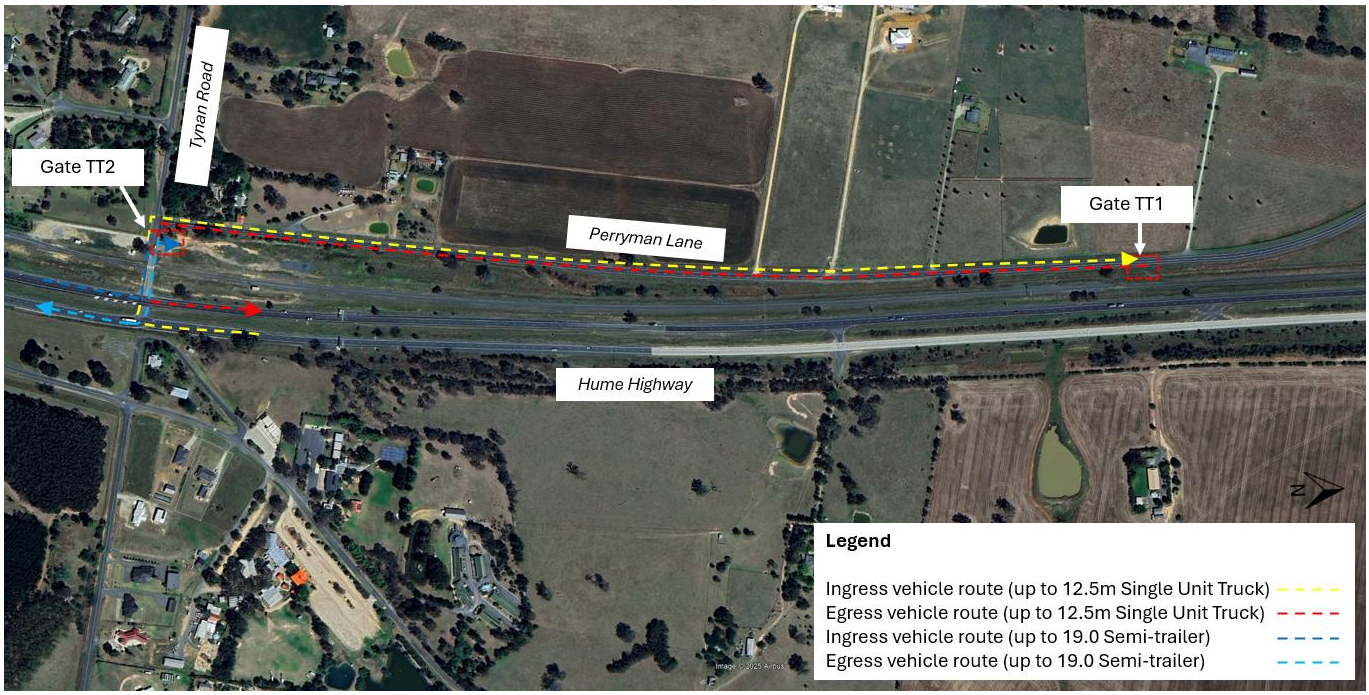


FIGURE 94: CONSTRUCTION VEHICLE ACCESS ROUTES – TABLE TOP YARD CLEARANCES

3.4.8 Impact on Traffic Flow

Overview

To evaluate the impact of the 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 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 200: 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 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 Table Top Yard Clearances enhancement site is shown in Table 201 below. Peak hour volumes for the Perryman Lane, Tynan Road, Hume Highway have been extracted from Table 5.8 of *Technical Paper 1: Traffic and Transport*.

TABLE 201: LINK LOS ASSESSMENT – TABLE TOP 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
Perryman Lane	1	32	A	6	38	18.8%	A
Tynan Road	1	41	A		47	14.6%	A
Hume Hwy	1	906	B		912	0.7%	B

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

3.4.9 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 Table Top Yard Clearance enhancement site.

3.4.10 Impact on Pedestrians and Cyclists

There will be no change to or impact to pedestrian and cyclist facilities or access at the Table Top Yard Clearance enhancement site.

3.4.11 Access for Businesses and Residents

There will be no change to or impact to access for businesses and/or residents at the Table Top Yard Clearance enhancement site.

3.4.12 Changes to Kerbside Management

There will be no changes to kerbside allocations during this stage of work at the Table Top Yard Clearance enhancement site.

3.4.13 Works Requiring Traffic Control

The 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 i.e. detours) may be implemented on Perryman Lane to manage some site entry and exit movements for construction heavy vehicles.

TABLE 202: TRAFFIC CONTROL REQUIREMENTS – TABLE TOP YARD CLEARANCE YARD CLEARANCES

Location	Activity	Traffic control	Duration	Timing	Expected impacts
Gate TT2 – Existing access off Tynan Road (and Tynan Road/Hume Highway intersection)	Site access manoeuvres (semi-trailer material delivery float in machinery at start of works and float out at completion)	Hold and release / intermittent stop	1 day	Subject to the times permitted under the appropriate approval issued by the relevant authority	Minor delays to traffic travelling along Tynan Road and Hume Highway.

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:

- Murray River Bridge enhancement site
  - Hume Highway around the East Street interchange (key road link and intersection) – 13 crashes
  - Kiewa Street (key road link) – four crashes
  - Kiewa Street (key road link) – one fatal crash occurring in 2018.
- Albury Station and Surrounds enhancement site
  - Hume Highway around the Borella Road (Riverina Highway) interchange (key road links and intersection) – 15 crashes around the interchange
  - Young Street/Borella Road intersection (key road links and intersection) – seven crashes around the interchange
  - No fatal crashes are noted in the vicinity of this enhancement site.
- Billy Hughes Bridge enhancement site
  - It was noted that an insufficient number of crashes were recorded to identify any significant observations
  - in the in the vicinity of this enhancement site.
- Table Top Yard Clearances
  - Tynan Road/Hume Highway intersection (key road links and intersection) – two non-casualty crashes
  - No fatal crashes are noted in in the vicinity of this enhancement site.

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 203: 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

Abercorn Street between its western extent and Olive Street

The figure below shows the location of crashes along the section of the Abercorn Street between its western extent and Olive Street, recorded between the period from 2019 to 2023.

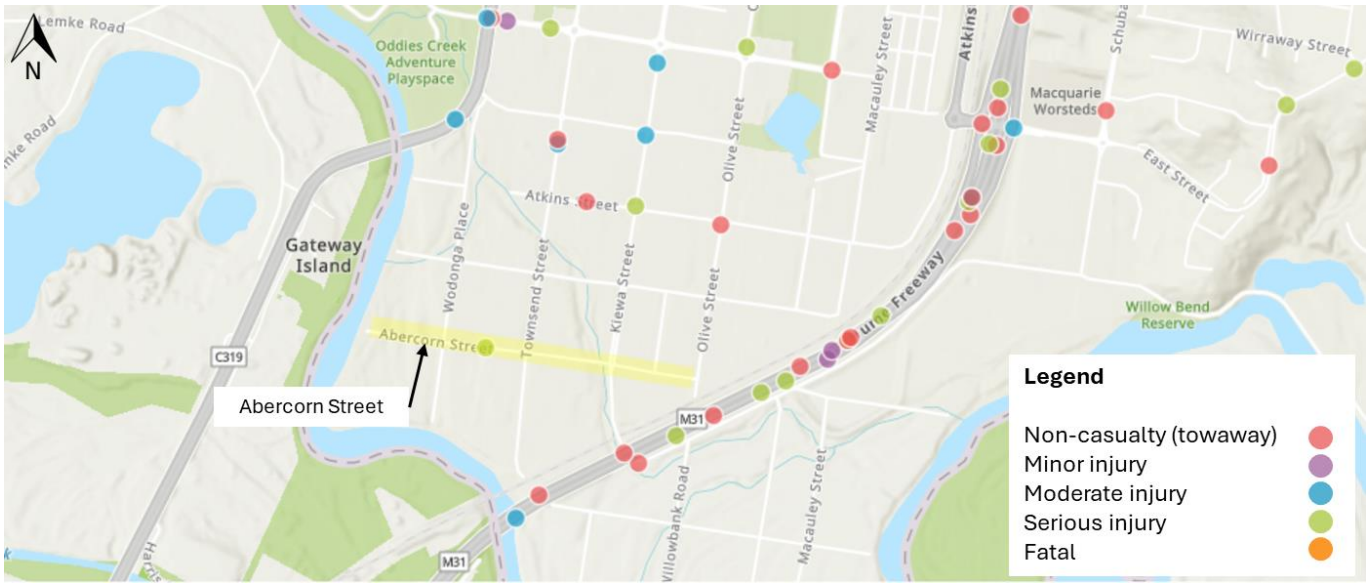


FIGURE 95: CRASH LOCATIONS ALONG ABERCORN STREET BETWEEN ITS WESTERN EXTENT AND OLIVE STREET

From the available crash data, one (1) crash was recorded along or proximate to Abercorn Street between its western extent and Olive Street:

- One (1) crash Abercorn Street between Wodonga Place and Townsend Street
  - One (1) serious injury.

With respect to the identified thresholds, the occurrence of one (1) crash on Abercorn Street between its western extent and Olive Street is not considered to present any trends or patterns warranting further investigation.

Atkins Street between its western extent and East Street

The figure below shows the location of crashes along the section of the Atkins Street between its western extent and East Street, recorded between the period from 2019 to 2023.

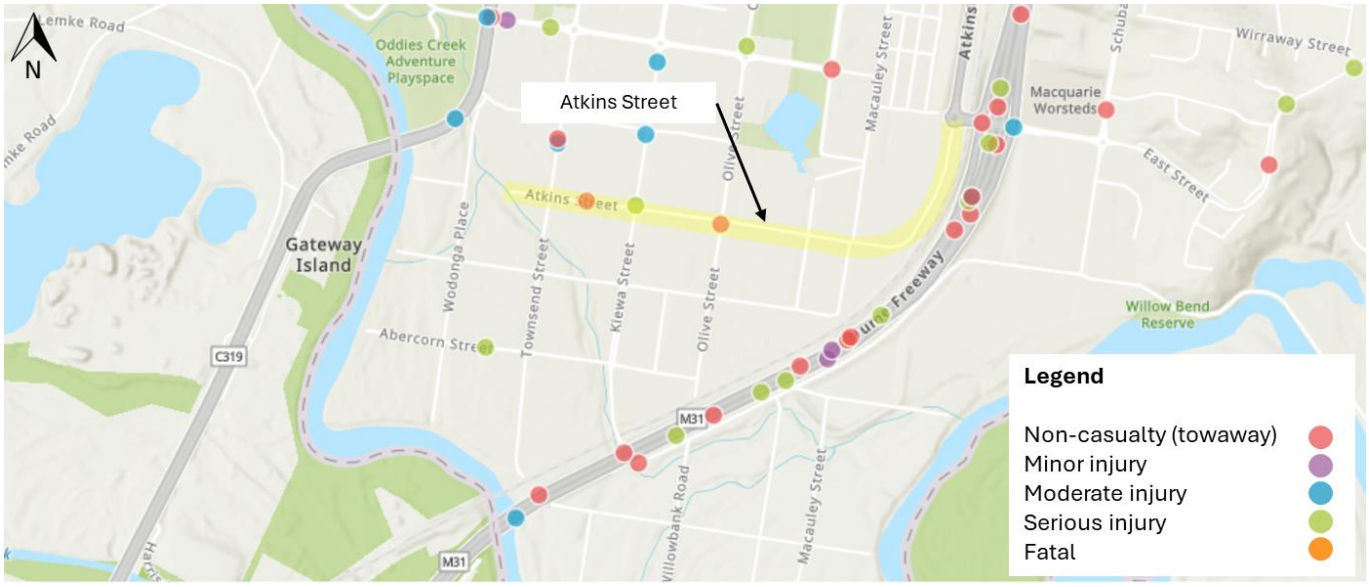


FIGURE 96: CRASH LOCATIONS ALONG ATKINS STREET BETWEEN ITS WESTERN EXTENT AND EAST STREET

From the available crash data, three (3) crash was recorded along or proximate to Atkins Street between its western extent and East Street:

- One (1) crash Atkins Street between Townsend Street and Kiewa Street
  - One (1) non-casualty (towaway).
- One (1) crash proximate the Atkins Street and Kiewa Street intersection
  - One (1) serious injury.
- One (1) crash proximate the Atkins Street and Olive Street intersection
  - One (1) non-casualty (towaway).

With respect to the identified thresholds, the occurrence of three (3) crashes on Atkins Street between its western extent and East Street is not considered to present any trends or patterns warranting further investigation.

Young Street (Riverina Highway) between Hume Street and Borella Road

The figure below shows the location of crashes along the section of the Young Street (Riverina Highway) between Hume Street and Borella Road, recorded between the period from 2019 to 2023.

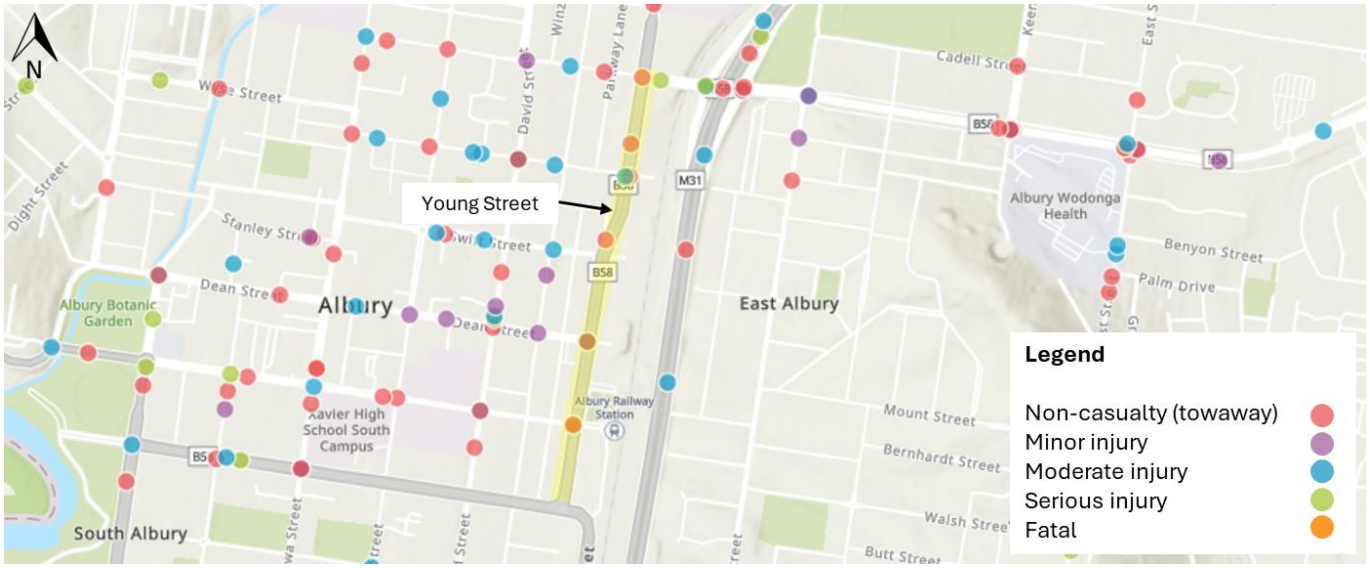


FIGURE 97: CRASH LOCATIONS ALONG YOUNG STREET (RIVERINA HIGHWAY) BETWEEN HUME STREET AND BORELLA ROAD

From the available crash data, thirteen (13) crashes were recorded along or proximate to Young Street (Riverina Highway) between Hume Street and Borella Road:

- Three (3) crashes proximate the Young Street and Smollett Street intersection
  - One (1) non-casualty (towaway).
  - One (1) serious injury
  - One (1) fatal injury
- Five (5) crashes proximate the Young Street and Dean Street intersection
  - One (1) serious injury.
  - Two (2) moderate injuries
  - Two (2) non-casualties (towaways)
- One (1) crash between Swift Street and Gehrig Lane
  - One (1) non-casualty (towaway).
- Two (2) crashes proximate the Young Street and Wilson Street intersection
  - One (2) moderate injury
  - One (1) non-casualty (towaway)
- One (1) crash between Wilson Street and Borella Road
  - One (1) non-casualty (towaway).
- Two (2) crashes proximate the Young Street and Borella Road intersection
  - Two (2) non-casualties (towaways)

With respect to the identified thresholds, the occurrence of thirteen (13) crashes on Young Street (Riverina Highway) between Hume Street and Borella Road is not considered to present any trends or patterns warranting further investigation.

Borella Road (Riverina Highway) between Young Street and Short Street

The figure below shows the location of crashes along the section of the Borella Road (Riverina Highway) between Young Street and Short Street, recorded between the period from 2019 to 2023.

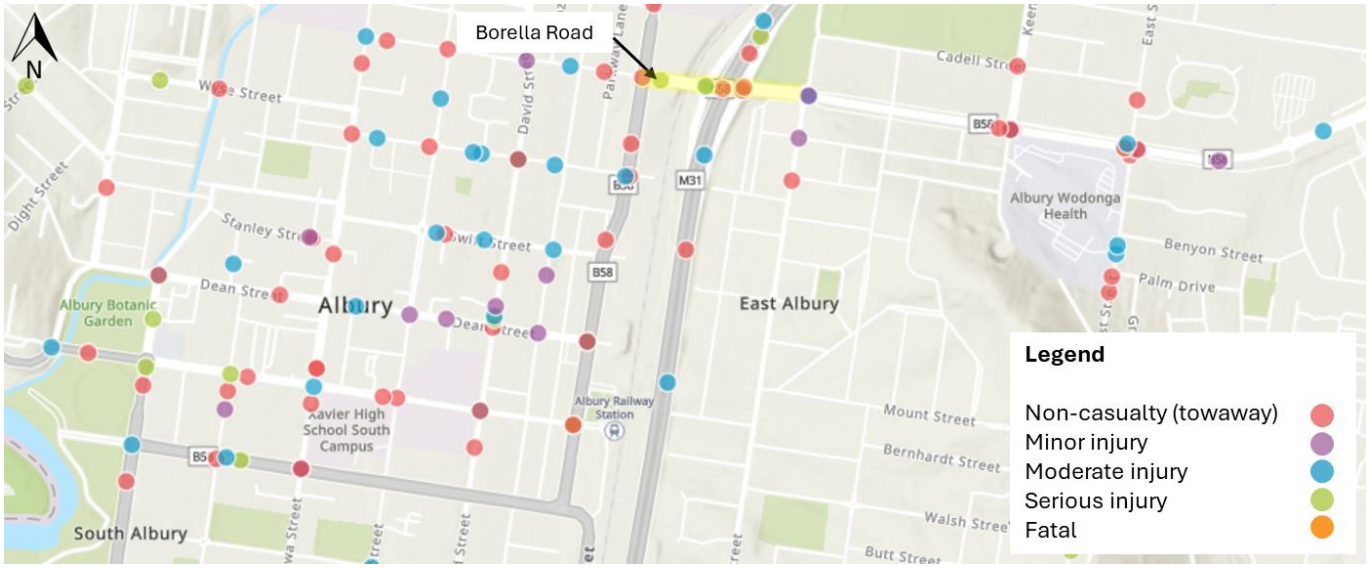


FIGURE 98: CRASH LOCATIONS ALONG BORELLA ROAD (RIVERINA HIGHWAY) BETWEEN YOUNG STREET AND SHORT STREET

From the available crash data, thirteen (13) crashes were recorded along or proximate to Borella Road (Riverina Highway) between Young Street and Short Street:

- Two (2) crashes proximate the Borella Road and Young Street intersection
  - Two (2) non-casualties (towaways)
- One (1) crash between Young Street and Hume Highway NB on/off ramps
  - One (1) serious injury
- Two (2) crashes proximate the Hume Highway NB on/off ramps
  - One (1) moderate injury
  - One (1) serious injury
- One (1) crash between the Hume Highway NB on/off ramps and Hume Highway SB on/off ramps
  - One (1) non-casualty (towaway).
- Five (5) crashes proximate the Hume Highway SB on/off ramps
  - One (1) serious injury.
  - Two (2) moderate injuries
  - Two (2) non-casualties (towaways)
- Two (2) crashes proximate the Borella Road and Short Street intersection
  - One (1) minor/other injury
  - One (1) moderate injury

With respect to the identified thresholds, the occurrence of thirteen (13) crashes on Borella Road (Riverina Highway) between Young Street and Short Street is not considered to present any trends or patterns warranting further investigation.

Schubach Street between Borella Road and Kenilworth Street

The figure below shows the location of crashes along the section of the Schubach Street between Borella Road and Kenilworth Street, recorded between the period from 2019 to 2023.

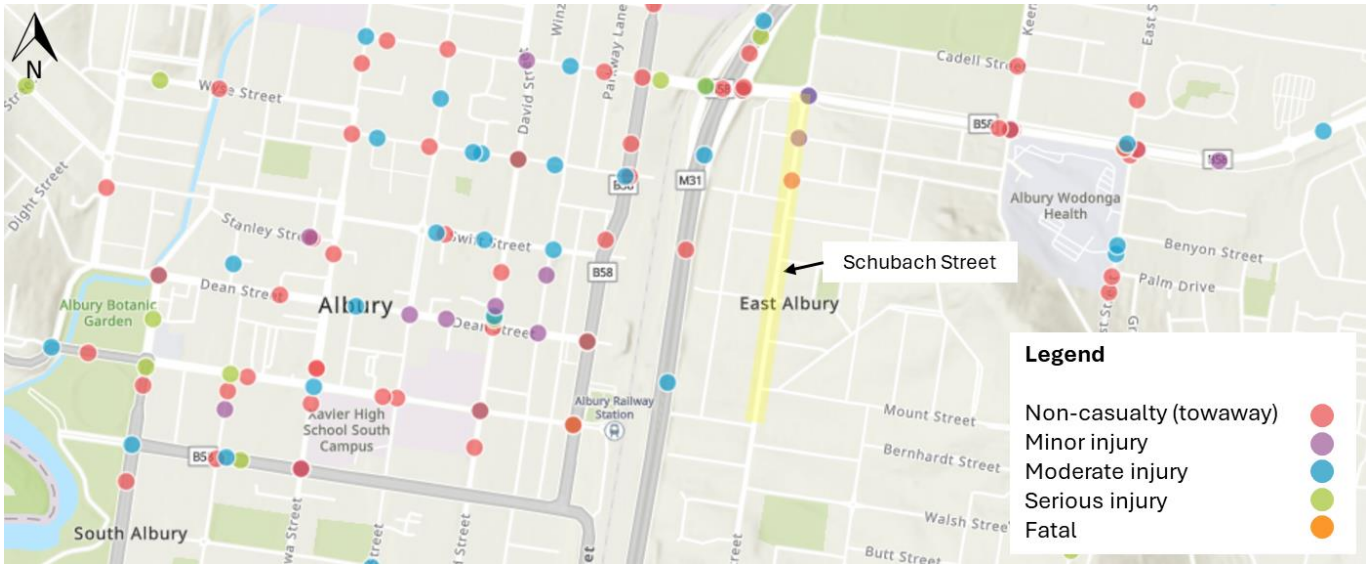


FIGURE 99: CRASH LOCATIONS ALONG SCHUBACH STREET BETWEEN BORELLA ROAD AND KENILWORTH STREET

From the available crash data, thirteen (13) crashes were recorded along or proximate to Schubach Street between Borella Road and Kenilworth Street:

- Two (2) crashes proximate the Borella Road and Short Street intersection
  - One (1) minor/other injury
  - One (1) moderate injury
- One (1) crash between along Schubach Street between Chambers Ave and Wilson Street
  - One (1) non-casualty (towaway)
- One (1) crash proximate the Schubach Street and Smithwick Street intersection
  - One (1) minor/other injury

With respect to the identified thresholds, the occurrence of four (4) crashes on Schubach Street between Borella Road and Kenilworth Street is not considered to present any trends or patterns warranting further investigation.

Tynan Road between Hume Highway and Perryman Lane

The figure below shows the location of crashes along the section of the Tynan Road between Hume Highway and Perryman Lane, recorded between the period from 2019 to 2023.

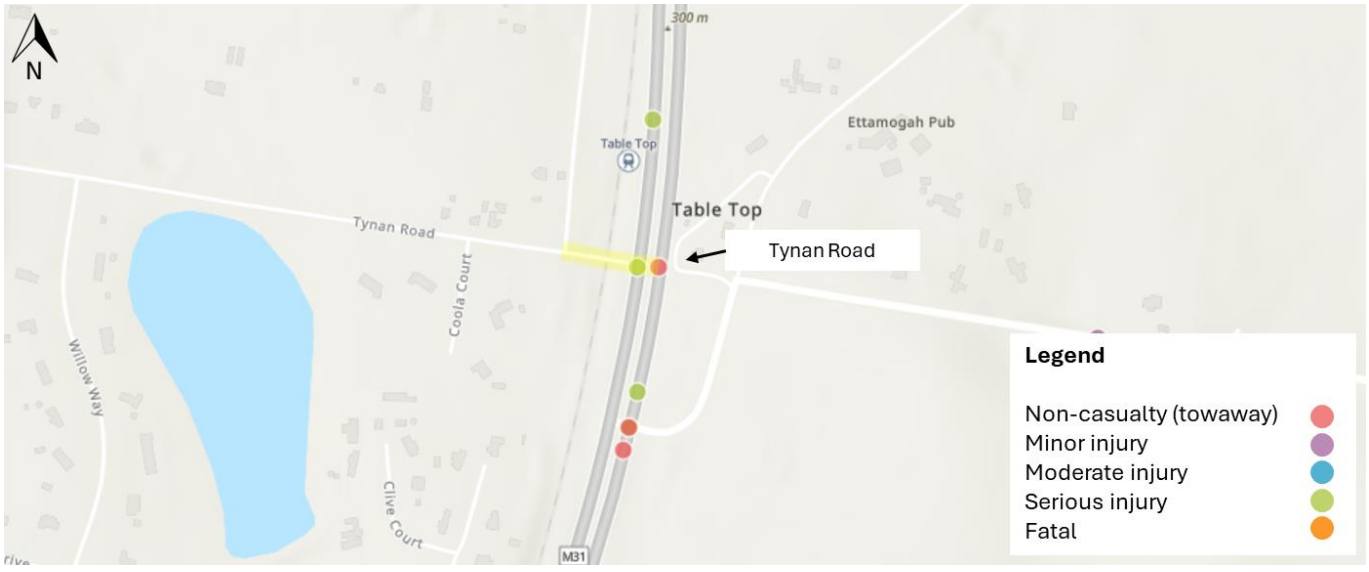


FIGURE 100: CRASH LOCATIONS ALONG TYNAN ROAD BETWEEN HUME HIGHWAY AND PERRYMAN LANE

From the available crash data, two (2) crashes were recorded along or proximate to Tynan Road between Hume Highway and Perryman Lane:

- Two (2) crashes proximate the Hume Highway and Tynan Road intersection
  - One (1) serious injury
  - One (1) non-casualty (towaway)

With respect to the identified thresholds, the occurrence of two (2) crashes on Tynan Road between Hume Highway and Perryman Lane 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 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 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 204, with the risk assessment detailed in Table 205.

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 204: 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 205: 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
Atkins Street (between East Street and Kiewa 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**	-.	-	-	-	Atkins 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: • Atkins Street	1	3	**L**	1	3	**L**	-	-	-	-	The link level of service (LOS) assessment for the Murray River Bridge enhancement site detailed within Section 5.1.2.1 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 Atkins 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 Atkins 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
East Street (between the Atkins Street and Schubach 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**	-.	-	-	-	East 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: • East Street	1	3	**L**	1	3	**L**	-	-	-	-	The link level of service (LOS) assessment for the Murray River Bridge enhancement site detailed within Section 5.1.2.1 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 East 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 East 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
Olive Street (between Gate M2 and Atkins 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**	-.	-	-	-	Olive Street generally features 10.2m wide sealed carriageway.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Olive Street (between Gate M2 and Atkins Street)	1	3	**L**	1	3	**L**	-	-	-	-	The link level of service (LOS) assessment for the Murray River Bridge enhancement site detailed within Section 5.1.2.1 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 Olive 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 Olive 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
Abercorn Street (between Kiewa Street and Townsend Street)												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	**M**	2	4	**M**	-.	-	-	-	Abercorn Street features 6m wide sealed carriageway (~4m wide bridge west of Kiewa St)
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Abercorn Street (between Kiewa Street and Townsend Street)	1	3	**L**	1	3	**L**	-	-	-	-	The link level of service (LOS) assessment for the Murray River Bridge enhancement site detailed within Section 5.1.2.1 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 Abercorn 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 Abercorn 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
Kiewa Street (between Abercorn Street and Atkins 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**	-.	-	-	-	Kiewa Street generally features 12.6m wide sealed carriageway.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Kiewa Street (between Abercorn Street and Atkins Street)	1	3	**L**	1	3	**L**	-	-	-	-	The link level of service (LOS) assessment for the Murray River Bridge enhancement site detailed within Section 5.1.2.1 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 Kiewa 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 Kiewa 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
Young Street (between Atkins Street and Borella 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**	-.	-	-	-	Young 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: • Young Street (between Atkins Street and Borella Road)	1	3	**L**	1	3	**L**	-	-	-	-	The link level of service (LOS) assessment for the Albury Station and Surrounds enhancement site detailed within Section 5.1.2.2 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 Kenilworth 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 Young Street.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	1	3	**L**	1	3	**L**	-	-	-	-	The parking impacts at this location will have negligible change to 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**	-	-	-	-	The parking impacts at this location will have negligible change to 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
Borella Road (between Young Street and Schubach 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**	-.	-	-	-	Borella 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: • Borella Road (between Young Street and Schubach Street)	2	3	**M**	2	3	**M**	-	-	-	-	The link level of service (LOS) assessment for the Albury Station and Surrounds enhancement site detailed within Section 5.1.2.2 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 Kenilworth 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 Borella Road.
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
Smollet Street (between Young Street and Railway Place)												
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**	-.	-	-	-	Smollet 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: • Smollet Street (between Young Street and Railway Place)	1	3	**L**	1	3	**L**	-	-	-	-	The link level of service (LOS) assessment for the Albury Station and Surrounds enhancement site detailed within Section 5.1.2.2 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 Kenilworth 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 Smollet Street.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	1	3	**L**	1	3	**L**	-	-	-	-	The parking impacts at this location will have negligible change to 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**	-	-	-	-	The parking impacts at this location will have negligible change to 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
Schubach Street (between Borella Road and East 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**	-.	-	-	-	Schubach 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: • Schubach Street (between Borella Road and East Street)	1	3	**L**	1	3	**L**	-	-	-	-	The link level of service (LOS) assessment for the Albury Station and Surrounds enhancement site detailed within Section 5.1.2.2 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 Kenilworth 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 Schubach 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
Kenilworth 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**	-	-	-	-	Kenilworth Street generally features 11.8m sealed width.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Kenilworth Street	1	3	**L**	1	3	**L**	-	-	-	-	The link level of service (LOS) assessment for the Albury Station and Surrounds enhancement site detailed within Section 5.1.2.2 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 Kenilworth 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 Kenilworth Street.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	1	3	**L**	1	3	**L**	-	-	-	-	The parking impacts at this location will have negligible change to 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**	-	-	-	-	The parking impacts at this location will have negligible change to 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
Wagga 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**	-	-	-	-	Wagga 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: • Wagga Road	1	3	**L**	1	3	**L**	-	-	-	-	The link level of service (LOS) assessment for the Billy Hughes Bridge enhancement site detailed within Section 5.1.2.3 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 Perryman Lane.
3	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 Wagga Road.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	1	4	**M**	1	4	**M**	-	-	-	-	There is no formal roadside parking in this area.
5	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**	-	-	-	-	There is no formal roadside parking in this area.
6	Cyclists impacted by wind turbulence of passing vehicles.	2	4	**M**	2	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	2	4	**M**	2	4	**M**	-	-	-	-	Generally, there is more than adequate sight distance to safely overtake a cyclist when permitted.
R W Henry Drive												

		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
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	-	-	-	-	R W Henry Drive generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • R W Henry Drive	1	3	L	1	3	L	-	-	-	-	The link level of service (LOS) assessment for the Billy Hughes Bridge enhancement site detailed within Section 5.1.2.3 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 Perryman Lane.
3	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 R W Henry Drive.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	1	4	M	1	4	M	-	-	-	-	There is no formal roadside parking in this area.
5	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	-	-	-	-	There is no formal roadside parking in this area.
6	Cyclists impacted by wind turbulence of passing vehicles.	2	4	M	2	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	2	4	M	2	4	M	-	-	-	-	Generally, there is more than adequate sight distance to safely overtake a cyclist when permitted.
Tynan Road (between Hume Highway and Perryman Lane)												

		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
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	-	-	-	-	Tynan 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: • Tynan Road (between Hume Highway and Perryman Lane)	1	3	L	1	3	L	-	-	-	-	The link level of service (LOS) assessment for the Table Top enhancement site detailed within Section 5.1.2.4 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 Perryman Lane.
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 Tynan Road.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	1	3	L	1	3	L	-	-	-	-	There is no formal roadside parking in this area.
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 is no formal roadside parking in this area.
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
Perryman Lane (Tynan Road and Gate TT1)												
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**	-.	-	-	-	Perryman Lane generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Perryman Lane (Tynan Road and Gate TT1)	1	3	**L**	1	3	**L**	-	-	-	-	The link level of service (LOS) assessment for the Table Top enhancement site detailed within Section 5.1.2.4 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 Perryman Lane.
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 Perryman Lane.
6	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	1	4	**M**	1	4	**M**	-	-	-	-	There is no formal roadside parking in this area.
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**	-	-	-	-	There is no formal roadside parking in this area.
9	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.
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

There are no alterations to pavement markings required for this work.

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 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 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 Albury precinct is included in Table 206.

TABLE 206: 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 Albury Station Pedestrian 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 providing on-going connectivity are 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 COMMUNICATION 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

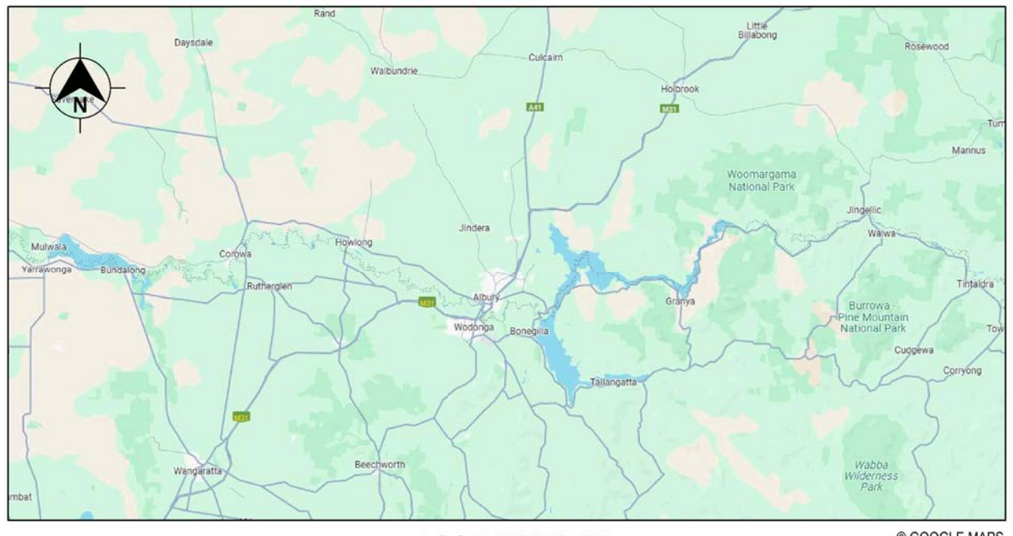
TGS #	Title	Comment
MR-A2I-AU-TGS-001	Gate M2 – site access (if required)	Obtaining the relevant approval for the TGS will occur outside the PTMP process.
MR-A2I-AU-TGS-002	Gate A2 – site access manoeuvres (semi-trailer), also includes Kenilworth Street and Schubach Street intersection.	
MR-A2I-AU-TGS-003	Gate A2 – carpark and pedestrian bridge closure, pedestrian and cyclist detour	
MR-A2I-AU-TGS-004	Gate A3 – road closure, pedestrian and cyclist management	
MR-A2I-AU-TGS-005	Gate A4 – site access manoeuvres	
MR-A2I-AU-TGS-006	Gate A5 – site access manoeuvres	
MR-A2I-AU-TGS-007	Gate A6 – site access manoeuvres	
MR-A2I-AU-TGS-008	Gate BH2 – speed reduction	
MR-A2I-AU-TGS-009	Gate TT2 – site access manoeuvres (semi-trailer), also includes Hume Highway and Tynan Road intersection.	

APPENDIX B

Swept Path Analysis

ALBURY CITY COUNCIL
CTTAMP MITIGATIONS
ALBURY PRECINCT

SWEPT PATH ANALYSIS
MURRAY RIVER BRIDGE ROUTE



LOCALITY PLAN

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DRAWING FILE LOCATION / NAME
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LINEAR REFERENCING START: N/A FINISH: N/A

PLOT DATE / TIME 21/07/2025 11:33:59 AM PLOT BY JacksonColes

CLIENT MARTINUS

PREPARED FOR MARTINUS PTY LTD

PREPARED BY RIGORE ENGINEERING SERVICES

DESIGNED	VERIFIED	PROJECT MANAGER	COUNCIL CLIENT REPRESENTATIVE
SIGNED	SIGNED	SIGNED	SIGNED
NAME T. HUNTER	NAME J. GORRIE	NAME X.XXXXXX	NAME X.XXXXXXXXX
TITLE CADET ENGINEER	TITLE DIRECTOR	TITLE PROJECT MANAGER	TITLE CLIENT REPRESENTATIVE
DATE	DATE	DATE	DATE

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
A3

RIGORE PROJECT No. RES 2501.78.207
CLIENT PROJECT No.
PMO REGISTRATION No. RES2501.78.207
STAGE 1
SHEET No. SW-0001
ISSUE 1

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GDA 2020

CTTAMP MITIGATIONS- INDEX								
		ISSUE DATE						PASS/FAIL
	ISSUE NUMBER	1						
	DD	22						
	MM	7						
	YY	25						
SHEET NUMBER	**SHEET DESCRIPTION**	AMENDMENT						
SW	SWEPT PATH ANALYSIS (43 SHEETS)							
SW-0001	COVER SHEET							
SW-0002	INDEX							
SW-0003	KEY PLAN							
SW-0004	SWEPT PATH - TD - ATKINS STREET AND EAST STREET - EAST LEG							CONDITIONAL PASS
SW-0005	SWEPT PATH - SEMI - ATKINS STREET AND EAST STREET - EAST LEG							CONDITIONAL PASS
SW-0006	SWEPT PATH - TD - ATKINS STREET AND EAST STREET - SOUTH LEG							CONDITIONAL PASS
SW-0007	SWEPT PATH - SEMI - ATKINS STREET AND EAST STREET - SOUTH LEG							CONDITIONAL PASS
SW-0008	SWEPT PATH - TD - ATKINS STREET AND EAST STREET - THROUGH							CONDITIONAL PASS
SW-0009	SWEPT PATH - SEMI - ATKINS STREET AND EAST STREET - THROUGH							CONDITIONAL PASS
SW-0010	SWEPT PATH - TD - BURROWS ROAD AND CENTAUR ROAD - THROUGH							PASS
SW-0011	SWEPT PATH - SEMI - BURROWS ROAD AND CENTAUR ROAD - THROUGH							PASS
SW-0012	SWEPT PATH - TD - CENTAUR ROAD AND URANA ROAD - LI RO							PASS
SW-0013	SWEPT PATH - SEMI - CENTAUR ROAD AND URANA ROAD - LI RO							PASS
SW-0014	SWEPT PATH - TD - EAST STREET AND HUME HIGHWAY - LI RI							PASS
SW-0015	SWEPT PATH - SEMI - EAST STREET AND HUME HIGHWAY - LI RI							PASS
SW-0016	SWEPT PATH - TD - EAST STREET AND HUME HIGHWAY - LO RO							PASS
SW-0017	SWEPT PATH - SEMI - EAST STREET AND HUME HIGHWAY - LO RO							PASS
SW-0018	SWEPT PATH - TD - EAST STREET AND HUME HIGHWAY - LI RI 1							PASS
SW-0019	SWEPT PATH - SEMI - EAST STREET AND HUME HIGHWAY - LI RI 1							PASS
SW-0020	SWEPT PATH - TD - EAST STREET AND HUME HIGHWAY - LO RO 1							PASS
SW-0021	SWEPT PATH - SEMI - EAST STREET AND HUME HIGHWAY - LO RO 1							PASS
SW-0022	SWEPT PATH - TD - EAST STREET AND SHUBACH STREET - NORTH LEG							PASS
SW-0023	SWEPT PATH - SEMI - EAST STREET AND SHUBACH STREET - NORTH LEG							CONDITIONAL PASS
SW-0024	SWEPT PATH - TD - MATE STREET AND NORTH STREET - LI RO							PASS
SW-0025	SWEPT PATH - SEMI - MATE STREET AND NORTH STREET - LI RO							PASS
SW-0026	SWEPT PATH - TD - MATE STREET AND URANA ROAD - LI RO							PASS
SW-0027	SWEPT PATH - SEMI - MATE STREET AND URANA ROAD - LI RO							CONDITIONAL PASS
SW-0028	SWEPT PATH - TD - NORTH STREET AND YOUNG STREET - LI RO							PASS
SW-0029	SWEPT PATH - SEMI - NORTH STREET AND YOUNG STREET - LI RO							CONDITIONAL PASS
SW-0030	SWEPT PATH - TD - RAU STREET AND SHUBACH STREET - THROUGH							PASS
SW-0031	SWEPT PATH - SEMI - RAU STREET AND SHUBACH STREET - THROUGH							PASS
SW-0032	SWEPT PATH - SV - ABERCORN STREET AND KIEWA STREET - RI LO							PASS
SW-0033	SWEPT PATH - SV - ABERCORN STREET AND TOWNSEND STREET - LI RO							PASS
SW-0034	SWEPT PATH - SV - ATKINS STREET AND KIEWA STREET - LI RO							PASS
SW-0035	SWEPT PATH - SV - ATKINS STREET AND OLIVE STREET - THROUGH							PASS
SW-0036	SWEPT PATH - TD - OLIVE STREET AND ATKINS STREET - LI RO							PASS
SW-0037	SWEPT PATH - SEMI - OLIVE STREET AND ATKINS STREET - LI RO							CONDITIONAL PASS
SW-0038	SWEPT PATH - LV - TOWNSEND STREET GATE M1 - IN							PASS
SW-0039	SWEPT PATH - LV - TOWNSEND STREET GATE M1 - OUT							PASS
SW-0040	SWEPT PATH - 8.8 SU - TOWNSEND STREET GATE M1 - IN							PASS
SW-0041	SWEPT PATH - 8.8 SU - TOWNSEND STREET GATE M1 - OUT							PASS
SW-0042	SWEPT PATH - SEMI - OLIVE STREET GATE M2 - IN							PASS
SW-0043	SWEPT PATH - SEMI - OLIVE STREET GATE M2 - OUT							PASS

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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

ALBURY CITY COUNCIL
SHEET INDEX
A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
INDEX

A3

RIGORE REGISTRATION No. RES2501.78.207 | PART 1

ISSUE STATUS | SHEET No. SW-0002 | ISSUE 1

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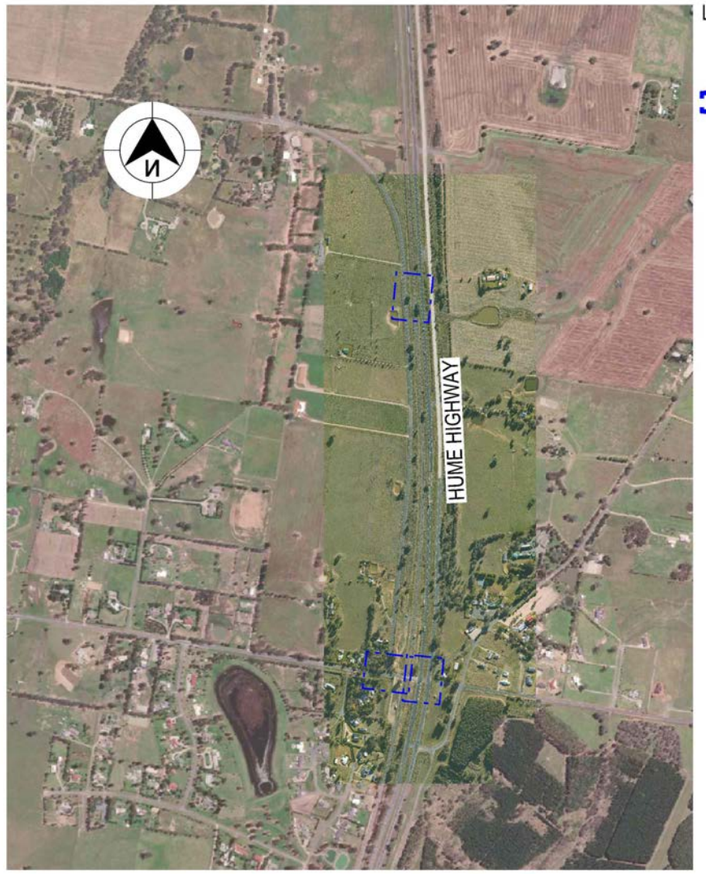

LEGEND

XXXX — DESIGN CONTROL CALLOUT

FULL PLAN SHEETS AT 1:500

GDA 2020

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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 - Murray River Bridge Route.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
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					CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

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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

CLIENT: MARTINUS

ALBURY CITY COUNCIL — A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
KEY PLAN

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0003 — ISSUE 1

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ATKINS STREET

EAST STREET

ATKINS STREET

N

LEGEND

GDA 2020

DESIGN VEHICLE COMPLETED SWEPT PATH

DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH

DESIGN VEHICLE FAILED SWEPT PATH

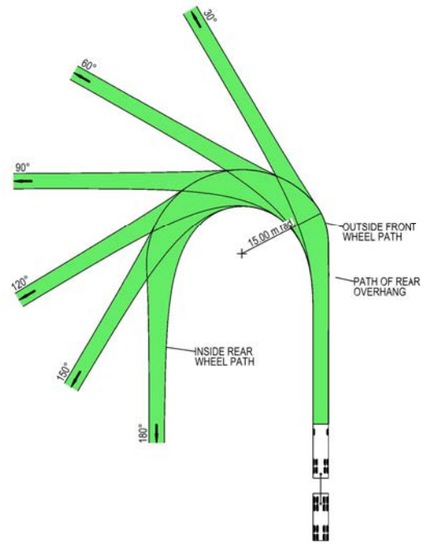
0.5m VEHICLE CLEARANCE

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
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 10/06/2025

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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TITLE		
DRAWN	T.HUNTER	07/07/2025
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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

MARTINUS

ALBURY CITY COUNCIL
ATKINS STREET AND EAST STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - ATKINS STREET AND EAST STREET - EAST LEG

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS

SHEET No. SW-0004

ISSUE 1

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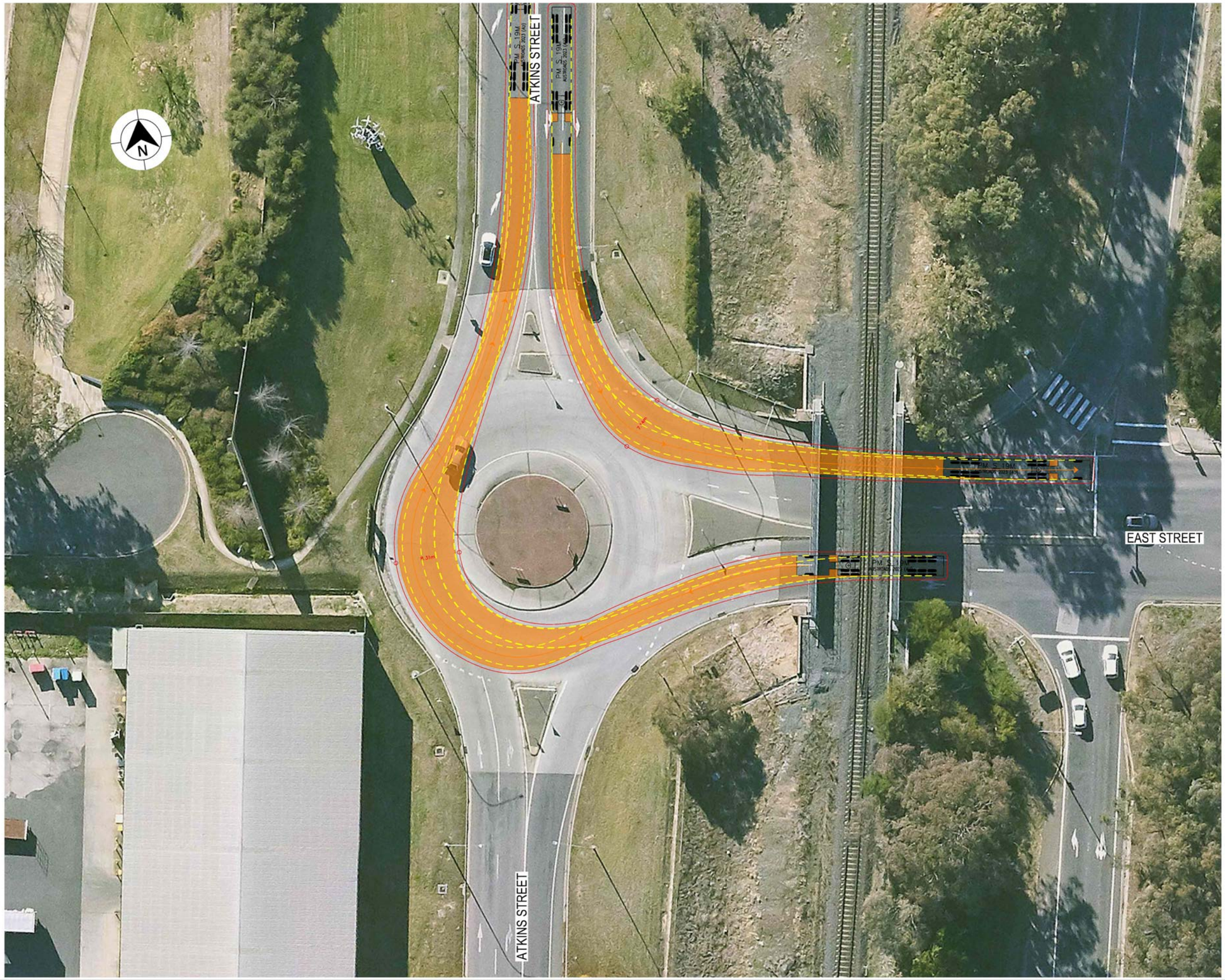


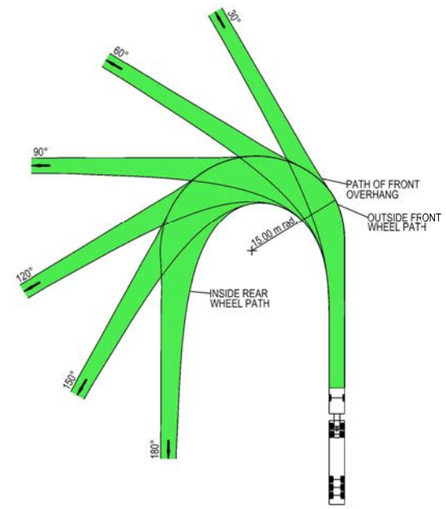
LEGEND

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

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TURNING SPEED	5 - 15 km/h

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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: 10/06/2025 — 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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TITLE		
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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

ALBURY CITY COUNCIL
ATKINS STREET AND EAST STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - ATKINS STREET AND EAST STREET - EAST LEG

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ATKINS STREET

EAST STREET

ATKINS STREET

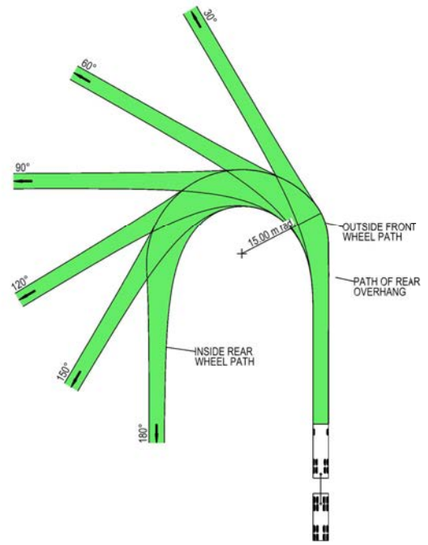
LEGEND

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)	
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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

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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: 10/06/2025
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
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DESIGN CHECK	X. X. XXXXXXXXX	XX.XX.XX	
DESIGN MNGR	X. X. XXXXXXXXX	XX.XX.XX	
PROJECT MNGR	X. X. XXXXXXXXX	XX.XX.XX	

ALBURY CITY COUNCIL
ATKINS STREET AND EAST STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - ATKINS STREET AND EAST STREET - SOUTH LEG

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW-0006
ISSUE 1

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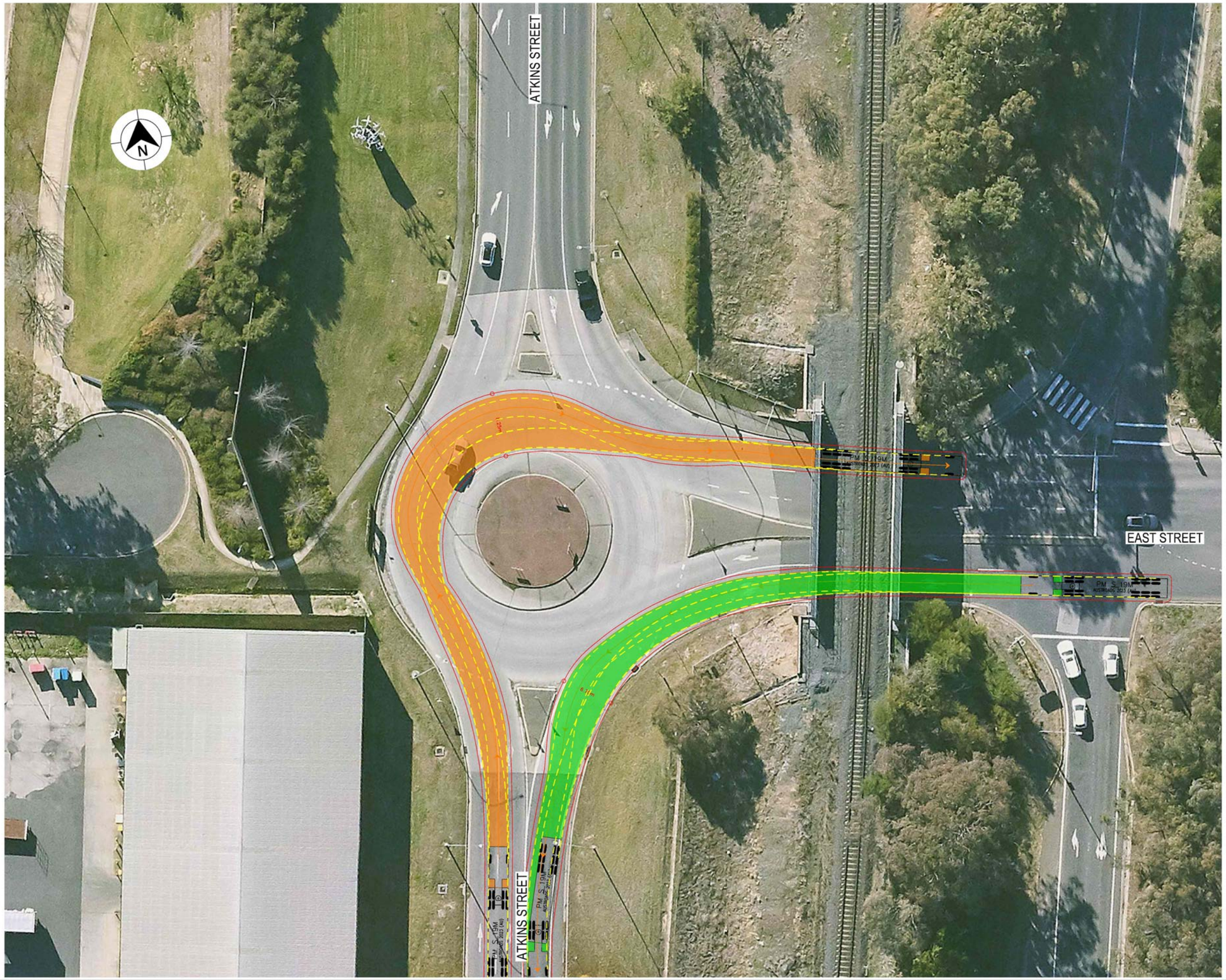
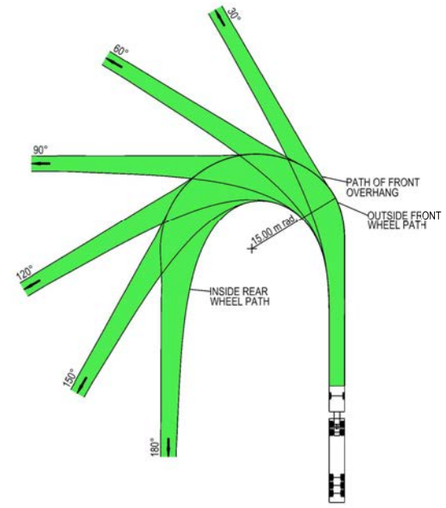


LEGEND

- 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



VEHICLE PROFILE NOT TO SCALE

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CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 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 10/06/2025
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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
ATKINS STREET AND EAST STREET
A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - ATKINS STREET AND EAST STREET - SOUTH LEG

RIGORE REGISTRATION No. RES2501.78.207
PART 1
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SHEET No. SW-0007
ISSUE 1

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ATKINS STREET

EAST STREET

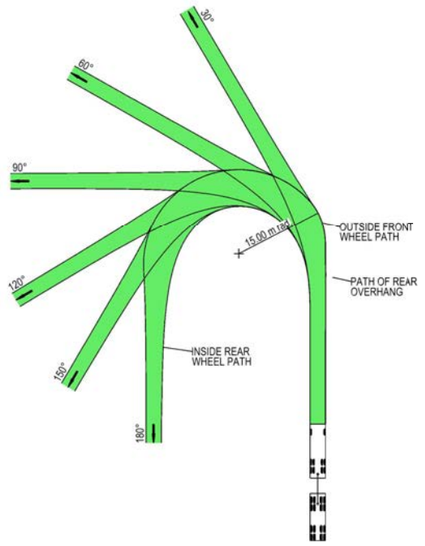
N

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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CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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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: 10/06/2025 — 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
PLOT DATE / TIME	DRAWN	T.HUNTER	07/07/2025
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	DESIGN MNGR	X. X. XXXXXXXXX	XX.XX.XX
	PROJECT MNGR	X. X. XXXXXXXXX	XX.XX.XX

ALBURY CITY COUNCIL
ATKINS STREET AND EAST STREET — A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - ATKINS STREET AND EAST STREET - THROUGH

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

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ATKINS STREET

EAST STREET

ATKINS STREET

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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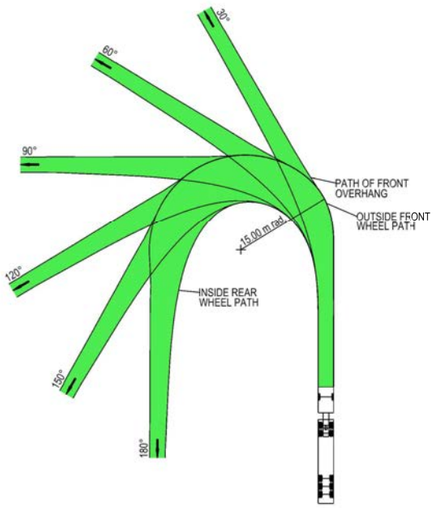
AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
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PRIME MOVER & SEMI-TRAILER (19.0 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 10/06/2025
PLOT BY ThomHunter

CLIENT

ALBURY CITY COUNCIL
ATKINS STREET AND EAST STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - ATKINS STREET AND EAST STREET - THROUGH

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
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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

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW-0009
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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DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
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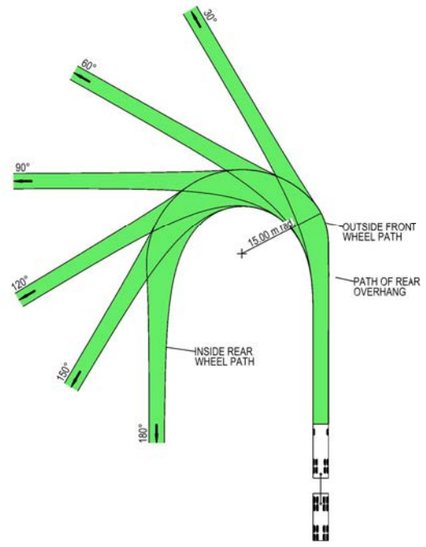
0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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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
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Murray River Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 10/06/2025 — 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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
BURROWS ROAD AND CENTAUR ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - BURROWS ROAD AND CENTAUR ROAD - THROUGH

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0010 — ISSUE 1

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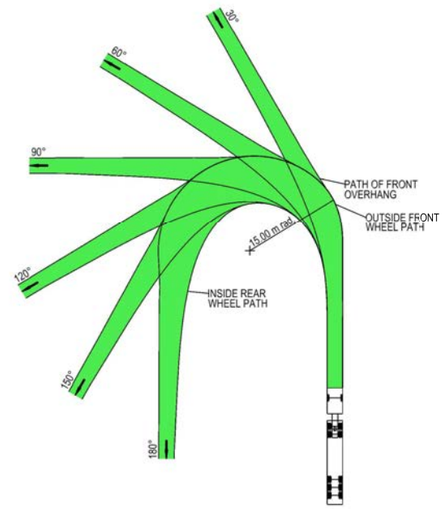
LEGEND

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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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 - Murray River Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 10/06/2025 — 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
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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

ALBURY CITY COUNCIL
BURROWS ROAD AND CENTAUR ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - BURROWS ROAD AND CENTAUR ROAD - THROUGH

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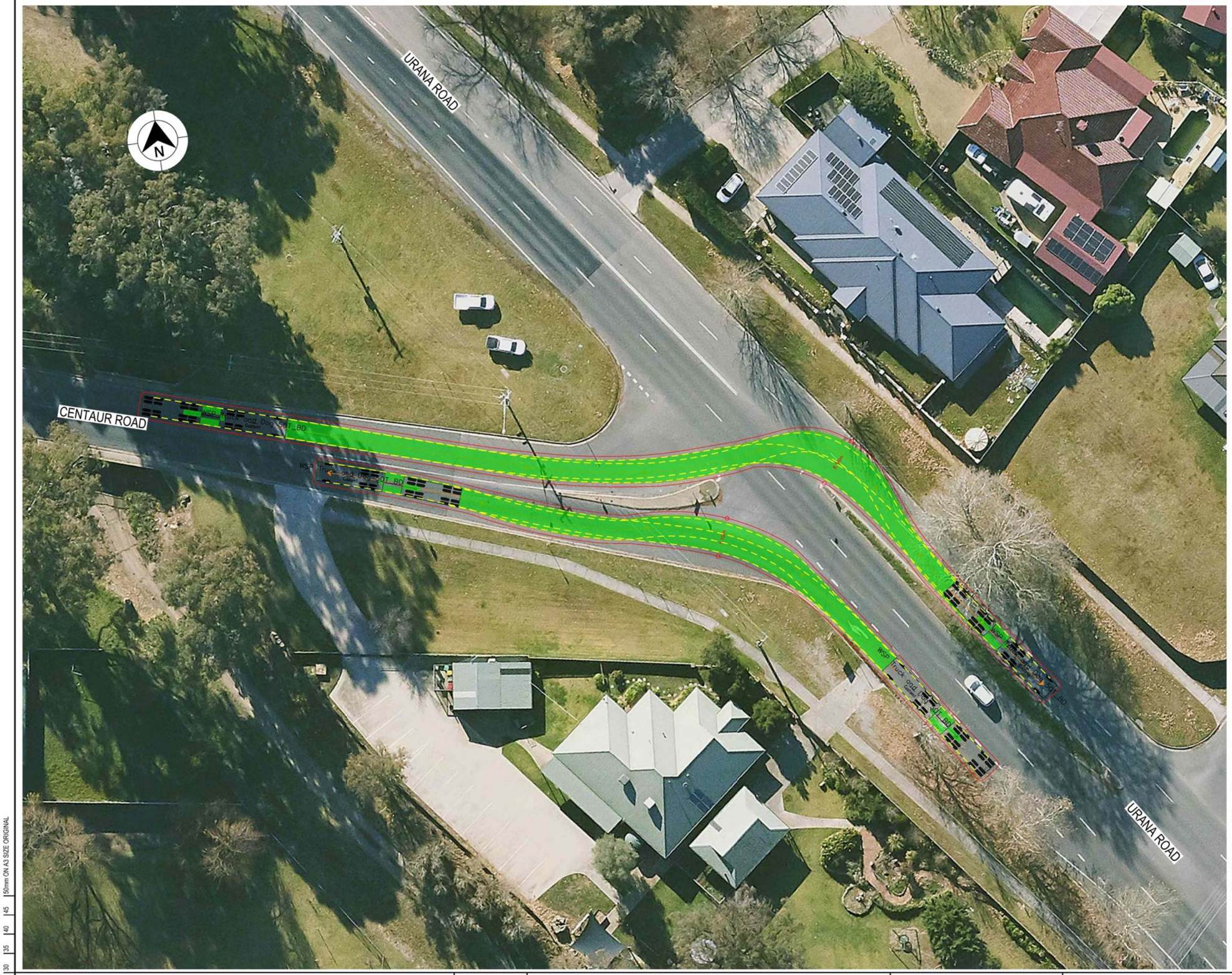

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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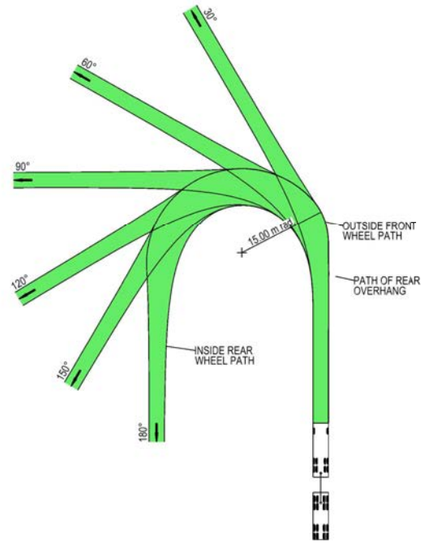
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



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PLOT DATE / TIME: 10/06/2025 PLOT BY: ThomHunter

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CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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DRAWN	T.HUNTER	07/07/2025
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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

ALBURY CITY COUNCIL
CENTAUR ROAD AND URANA ROAD
A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - CENTAUR ROAD AND URANA ROAD - LI RO

A3

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ISSUE STATUS: SHEET No.: SW-0012 ISSUE: 1

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LEGEND

GDA 2020

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AUSTROADS
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RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

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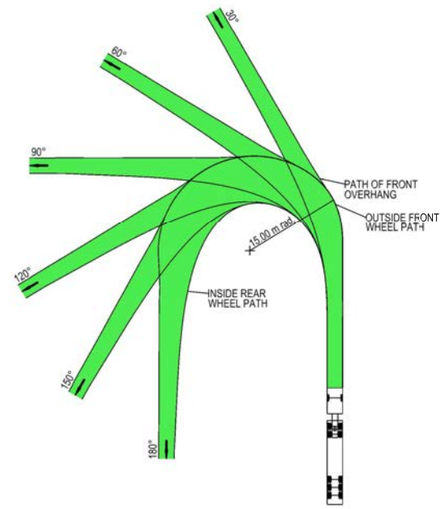
SCALE 1:1000m



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PLOT DATE / TIME 10/06/2025 — 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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
CENTAUR ROAD AND URANA ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - CENTAUR ROAD AND URANA ROAD - LI RO

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HUME HIGHWAY

EAST STREET

EAST STREET

HUME HIGHWAY

LEGEND

GDA 2020

DESIGN VEHICLE COMPLETED SWEPT PATH

DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH

DESIGN VEHICLE FAILED SWEPT PATH

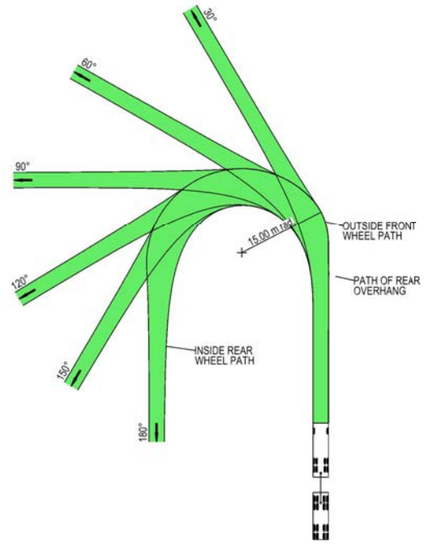
0.5m VEHICLE CLEARANCE

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

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TRUCK AND 4 AXLE DOG (19.0 m)	
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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 - Murray River Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 10/06/2025

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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
EAST STREET AND HUME HWY

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - EAST STREET AND HUME HIGHWAY - LI RI

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS

SHEET No. SW-0014

ISSUE 1

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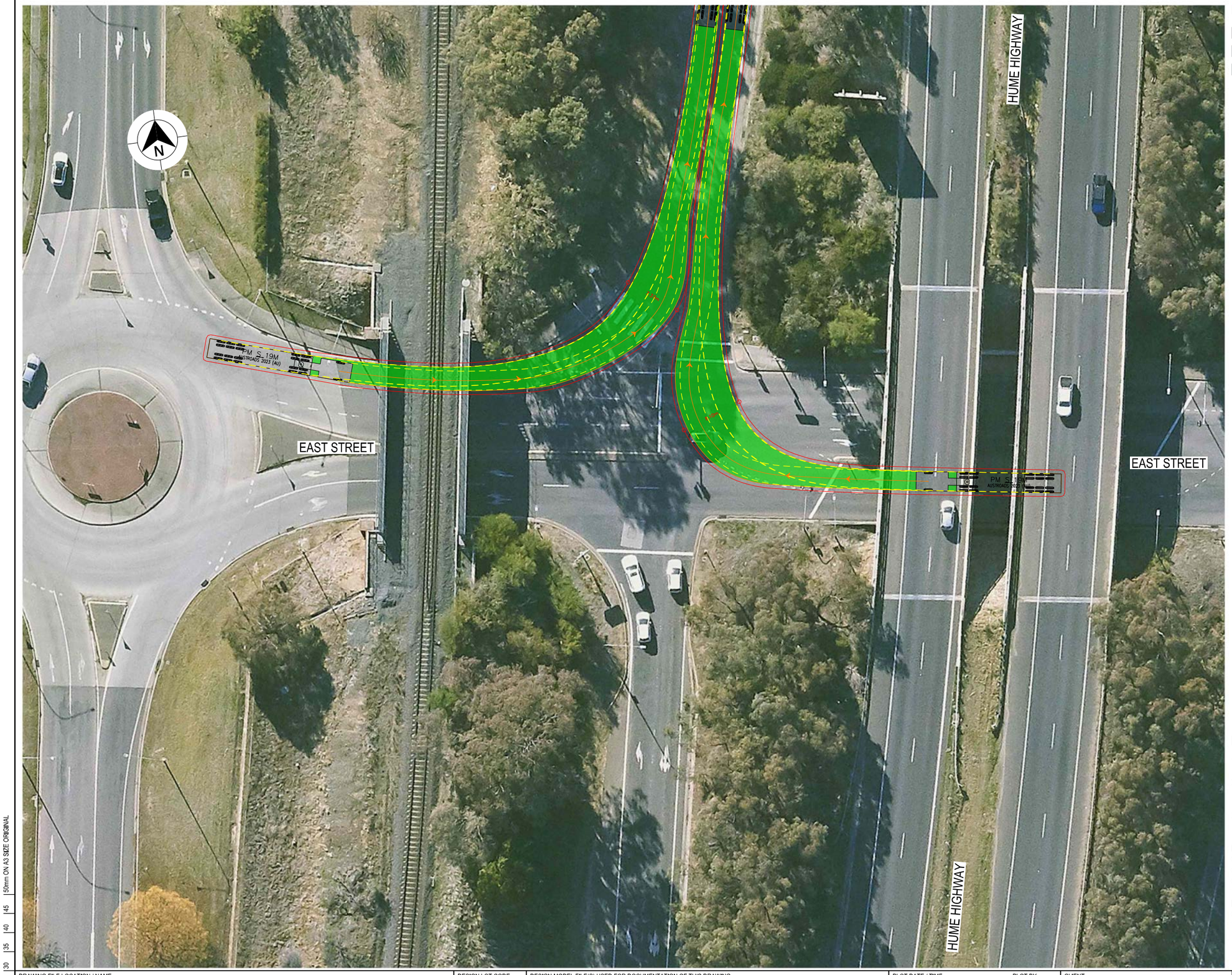

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

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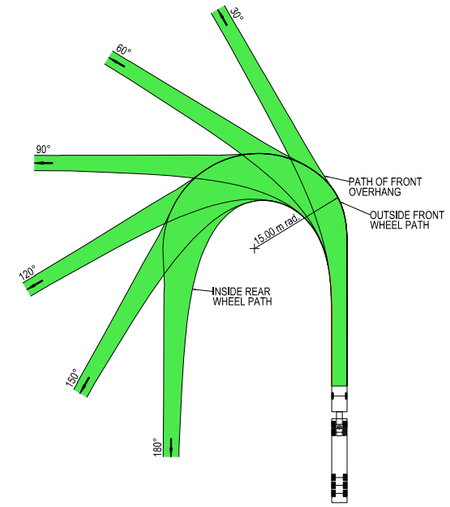
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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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: 25/08/2025
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

ALBURY COUNCIL
EAST STREET AND HUME HWY
A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - EAST STREET AND HUME HIGHWAY - LI RI 1

A3

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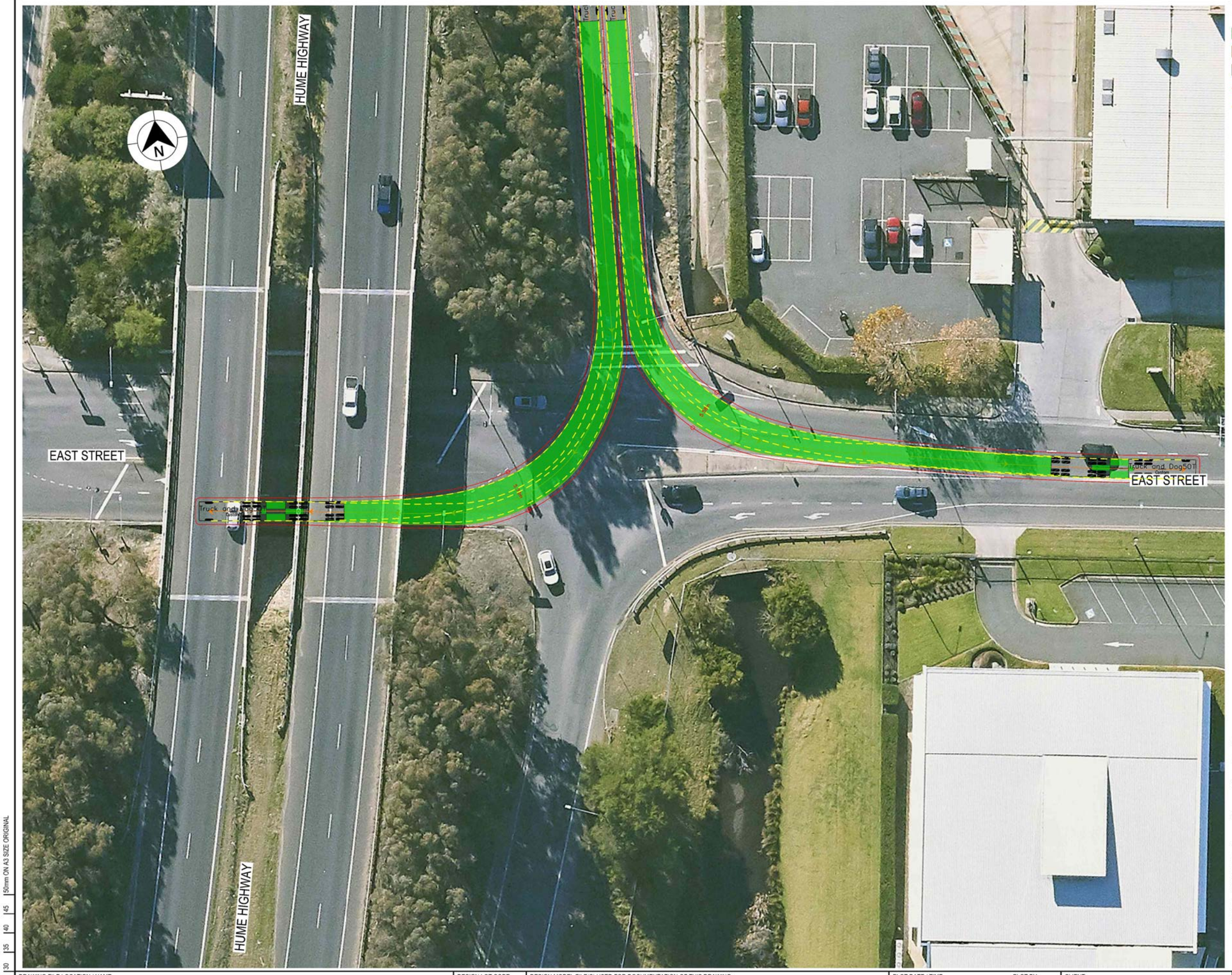

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

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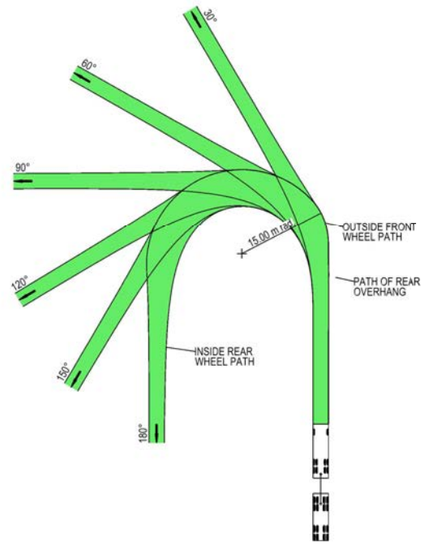

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PLOT DATE / TIME: 10/06/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

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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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DRG CHECK	X. X. XXXXXXXXX	XX.XX.XX
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ALBURY CITY COUNCIL
EAST STREET AND HUME HWY

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

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ISSUE STATUS: SHEET No.: SW-0016 ISSUE: 1

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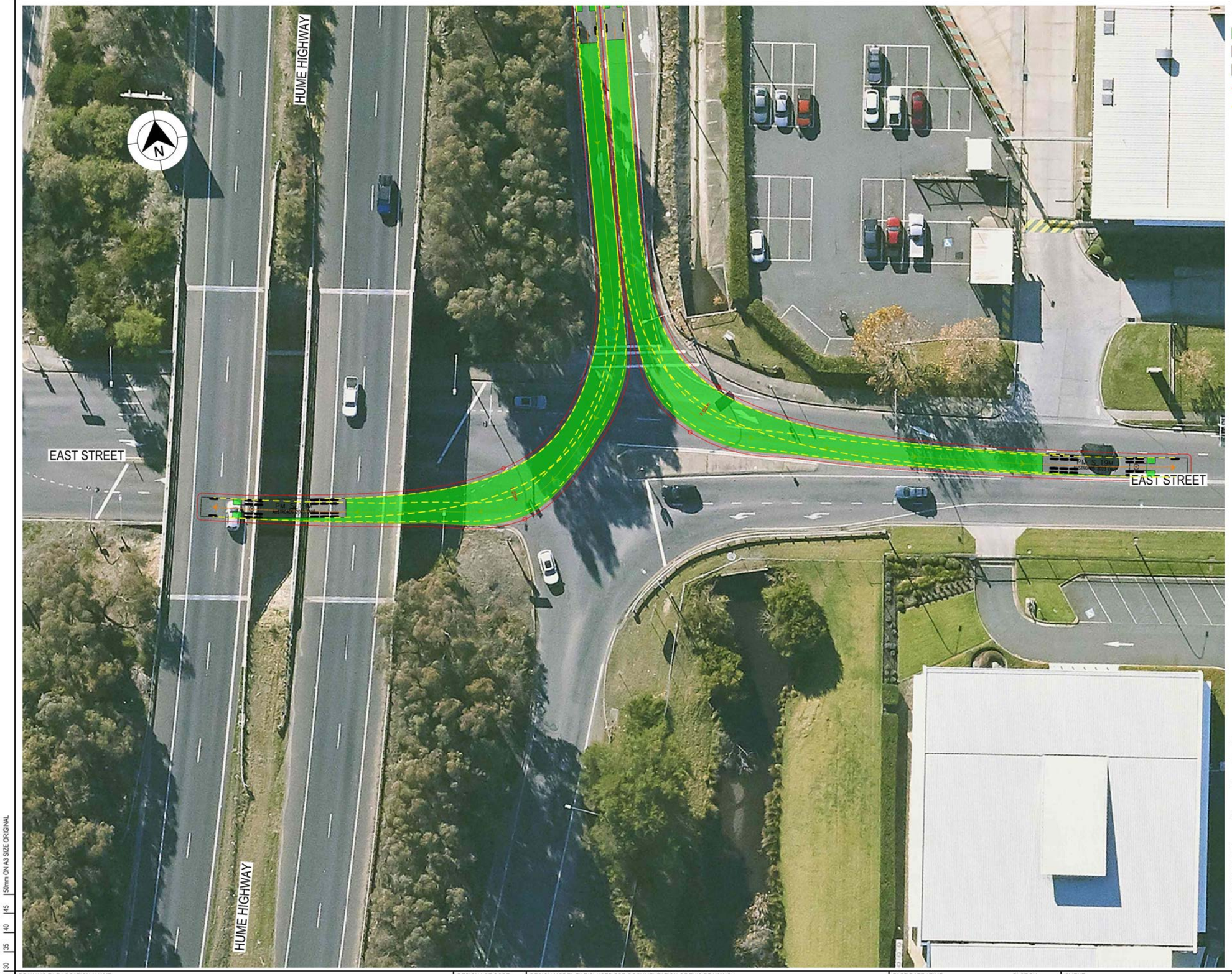

LEGEND

GDA 2020

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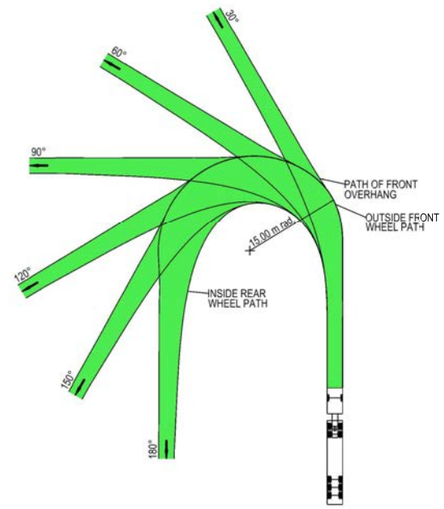

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PLOT DATE / TIME 10/06/2025
PLOT BY ThomHunter

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		07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
EAST STREET AND HUME HWY

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - EAST STREET AND HUME HIGHWAY - LO RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW-0017
ISSUE 1

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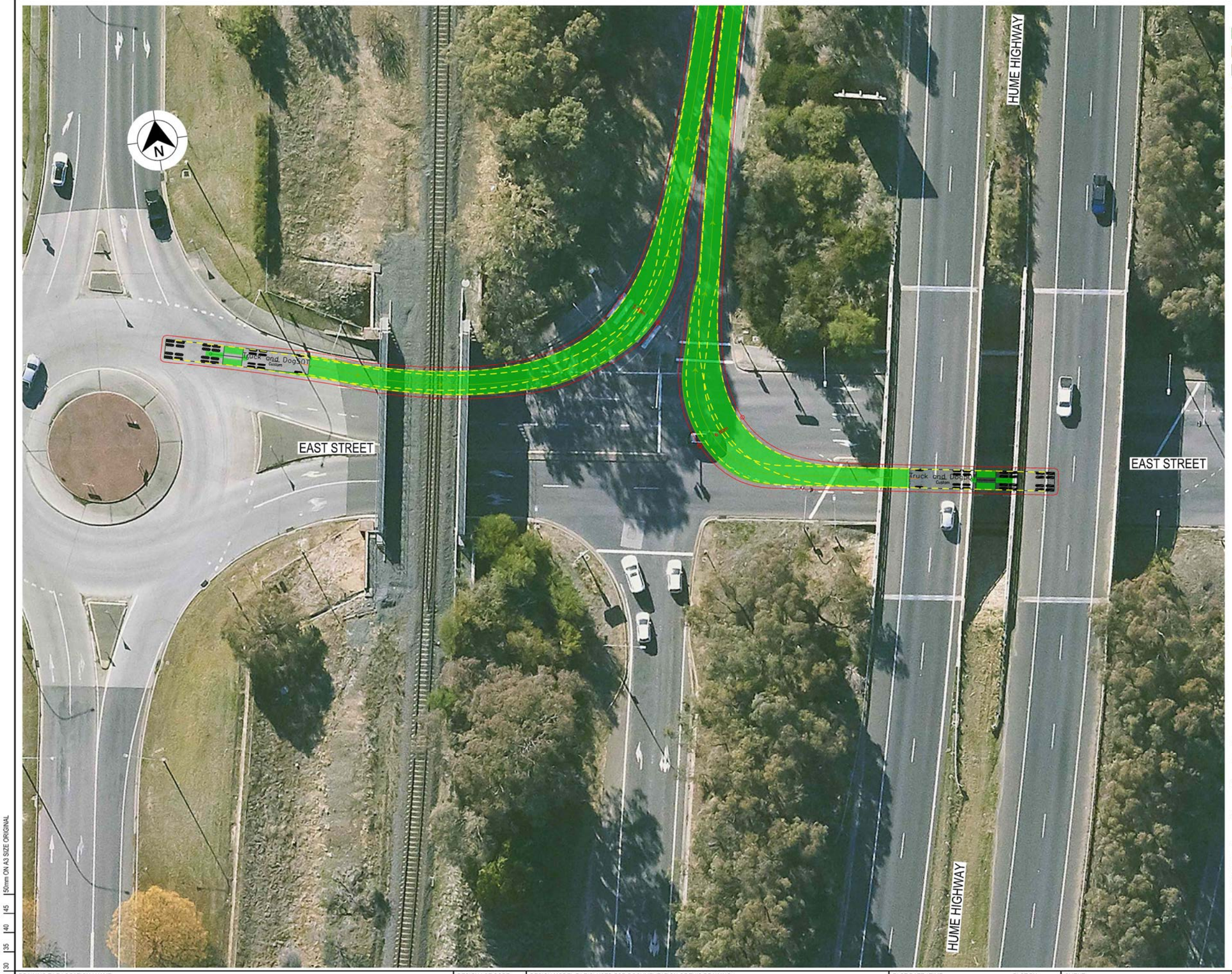


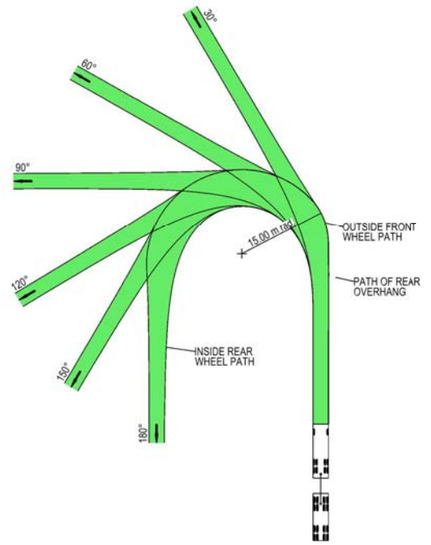
LEGEND

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
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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 10/06/2025
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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
EAST STREET AND HUME HWY

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - EAST STREET AND HUME HIGHWAY - LI RI 1

RIGORE REGISTRATION No. RES2501.78.207
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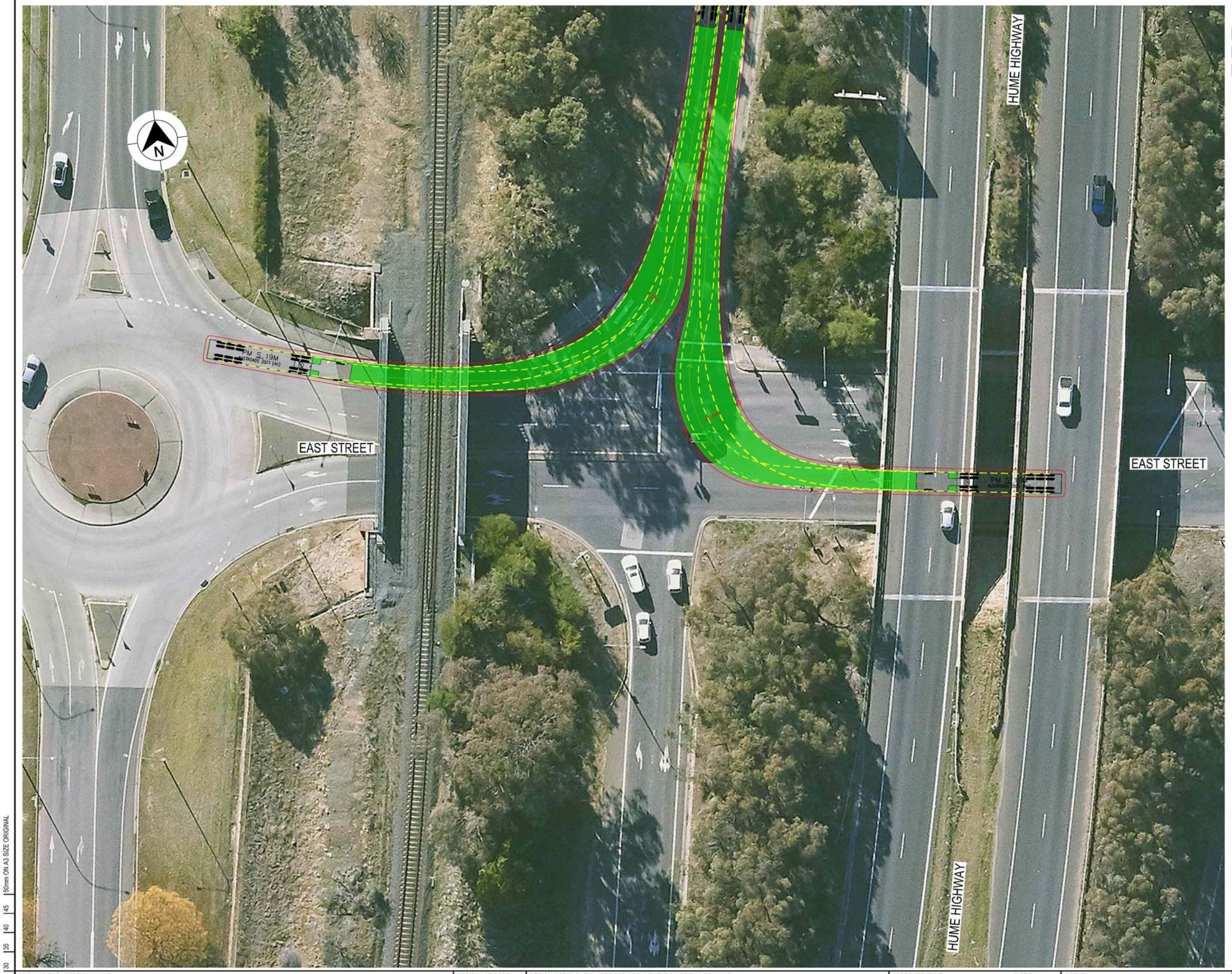


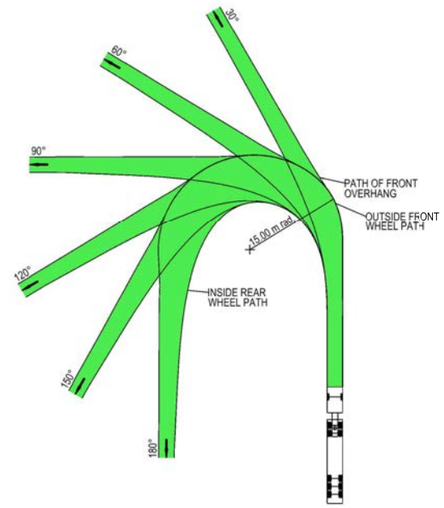
LEGEND

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

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50mm ON A3 SIZE ORIGINAL
0 5 10 15 20 25 30 35 40 45

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 10/06/2025
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	07/07/2025
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

ALBURY CITY COUNCIL
EAST STREET AND HUME HWY

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - EAST STREET AND HUME HIGHWAY - LI RI 1

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PART: 1
ISSUE STATUS
SHEET No.: SW-0019
ISSUE: 1

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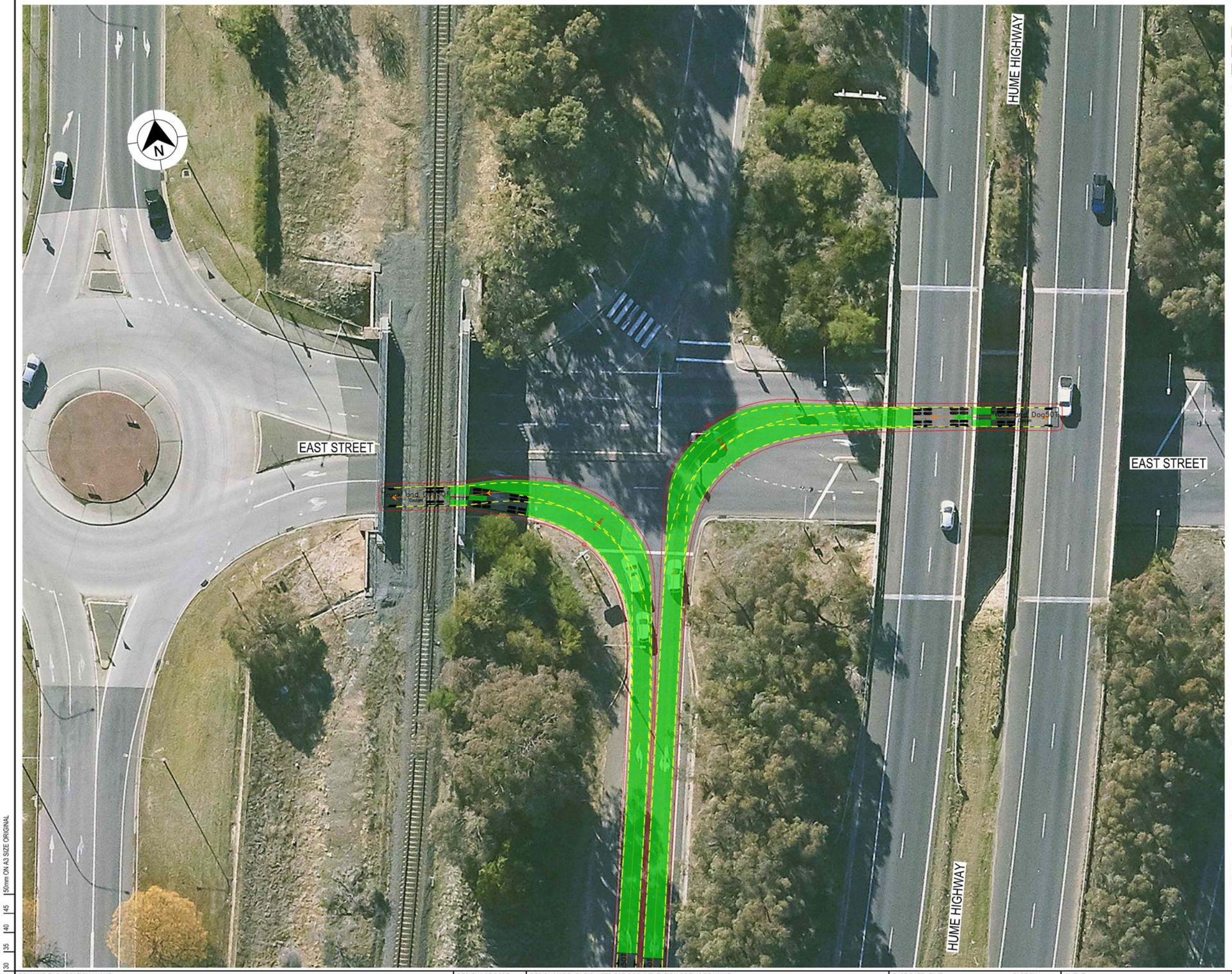


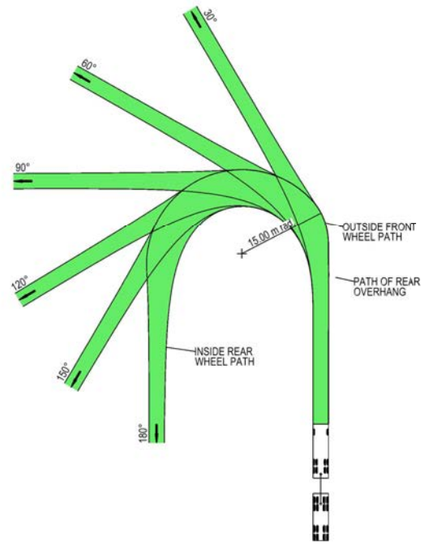
LEGEND

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

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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

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 - Murray River Bridge Route.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: 10/06/2025 PLOT BY: ThomHunter

TITLE	NAME	DATE
DRAWN	T.HUNTER	07/07/2025
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

CLIENT: MARTINUS

ALBURY CITY COUNCIL
EAST STREET AND HUME HWY
A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - EAST STREET AND HUME HIGHWAY - LO RO 1

A3

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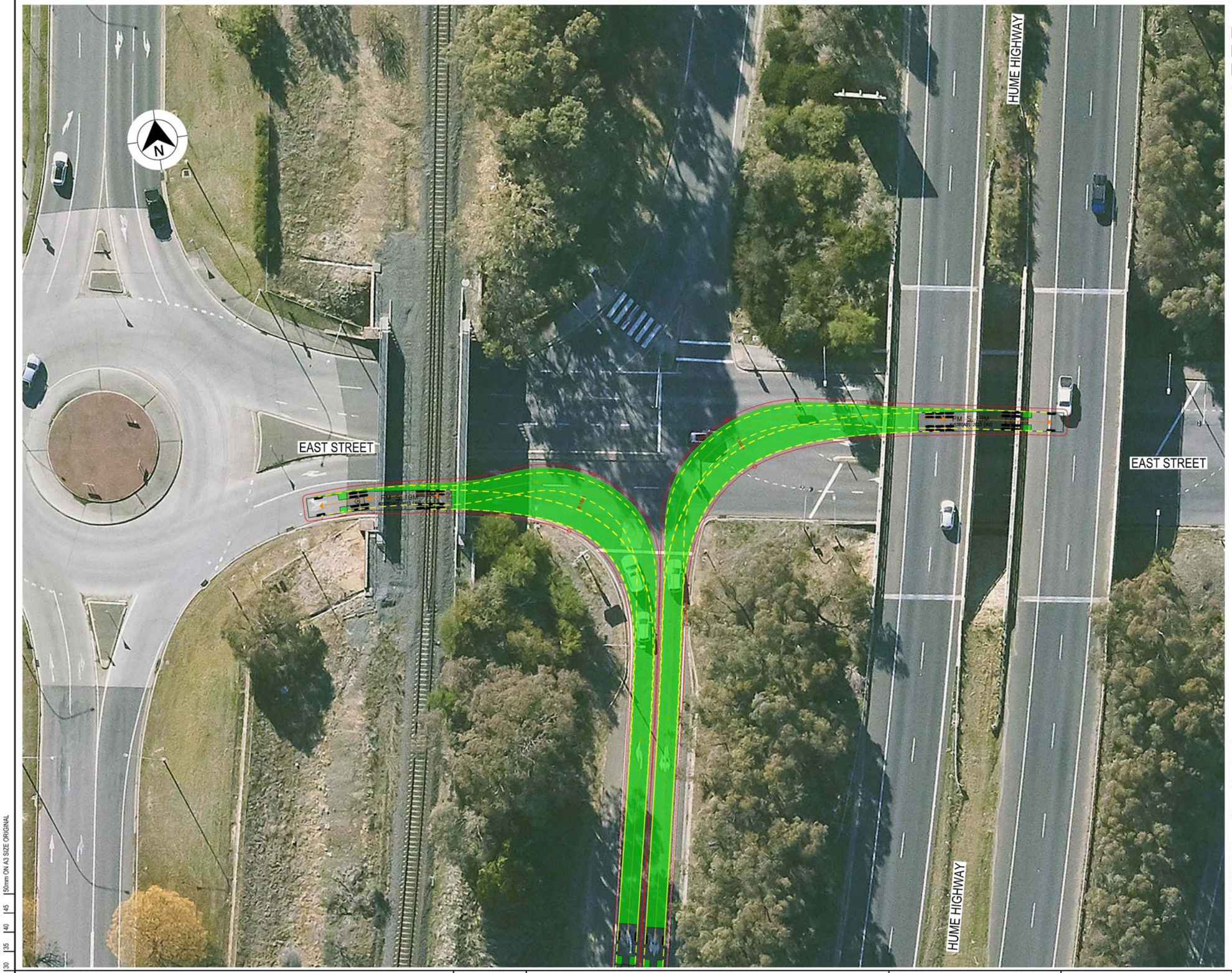


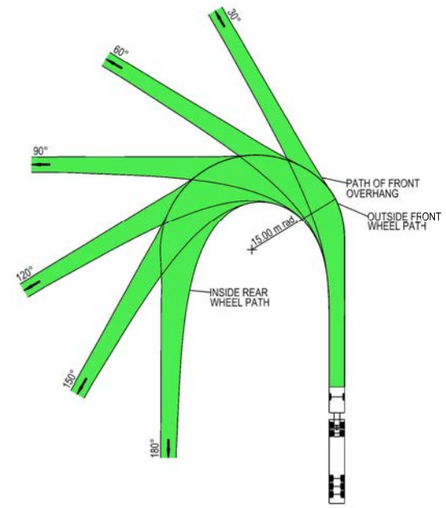
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- 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
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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
150mm 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 - Murray River Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 10/06/2025 — 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	07/07/2025
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

ALBURY CITY COUNCIL
EAST STREET AND HUME HWY

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - EAST STREET AND HUME HIGHWAY - LO RO 1

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS — SHEET No.: SW-0021 — ISSUE: 1

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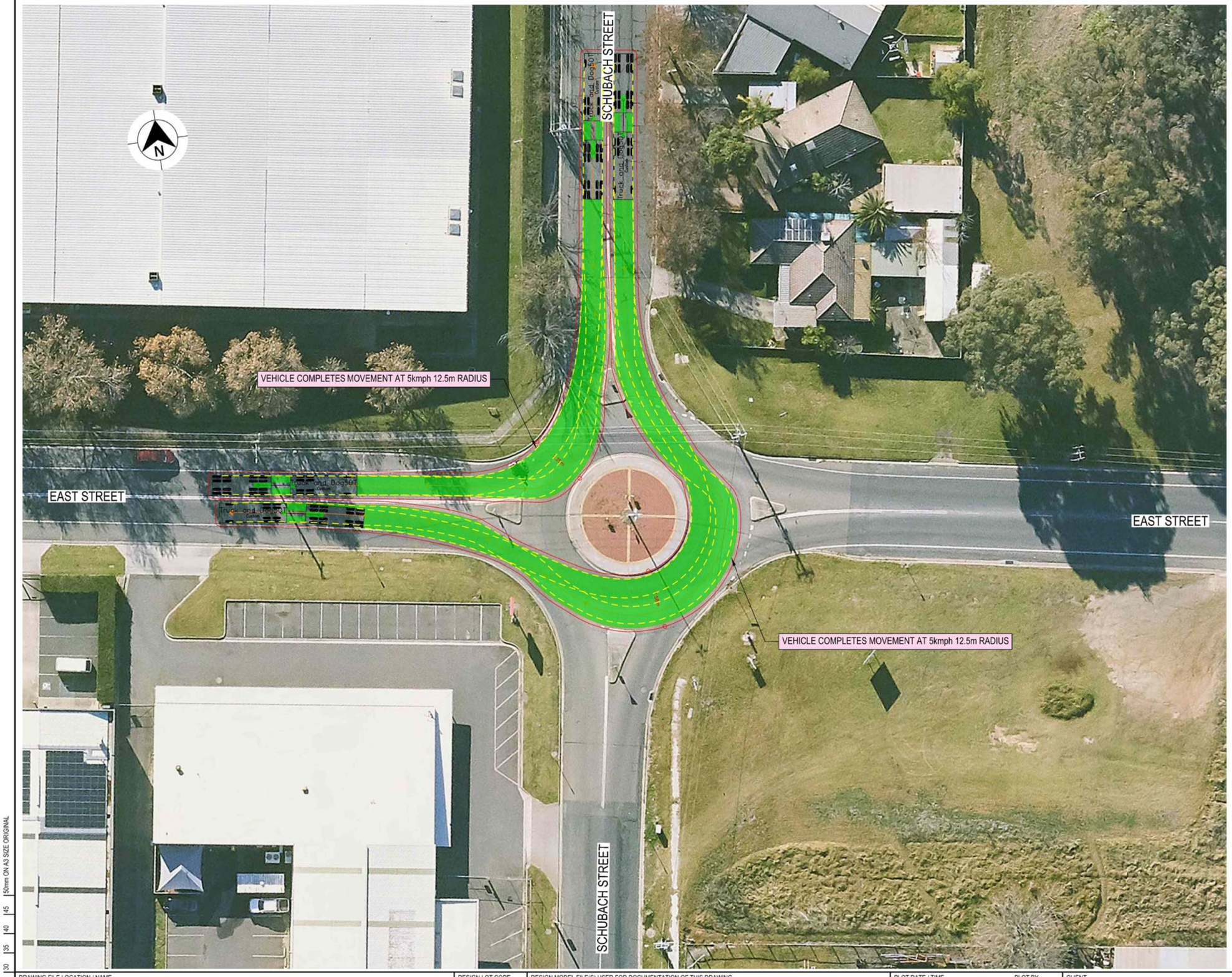


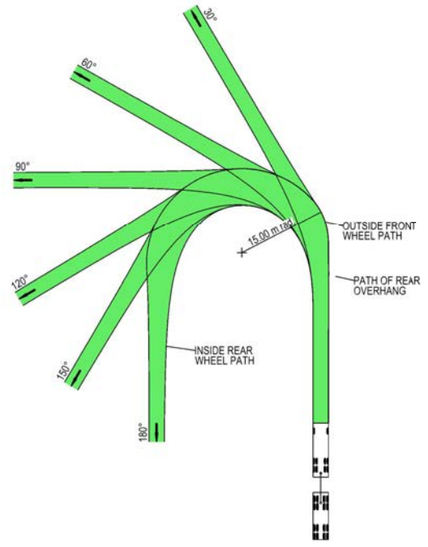
LEGEND

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

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 - Murray River Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 10/06/2025 — 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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
EAST STREET AND SHUBACH STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - EAST STREET AND SCHUBACH STREET - NORTH LEG

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0022 — ISSUE 1

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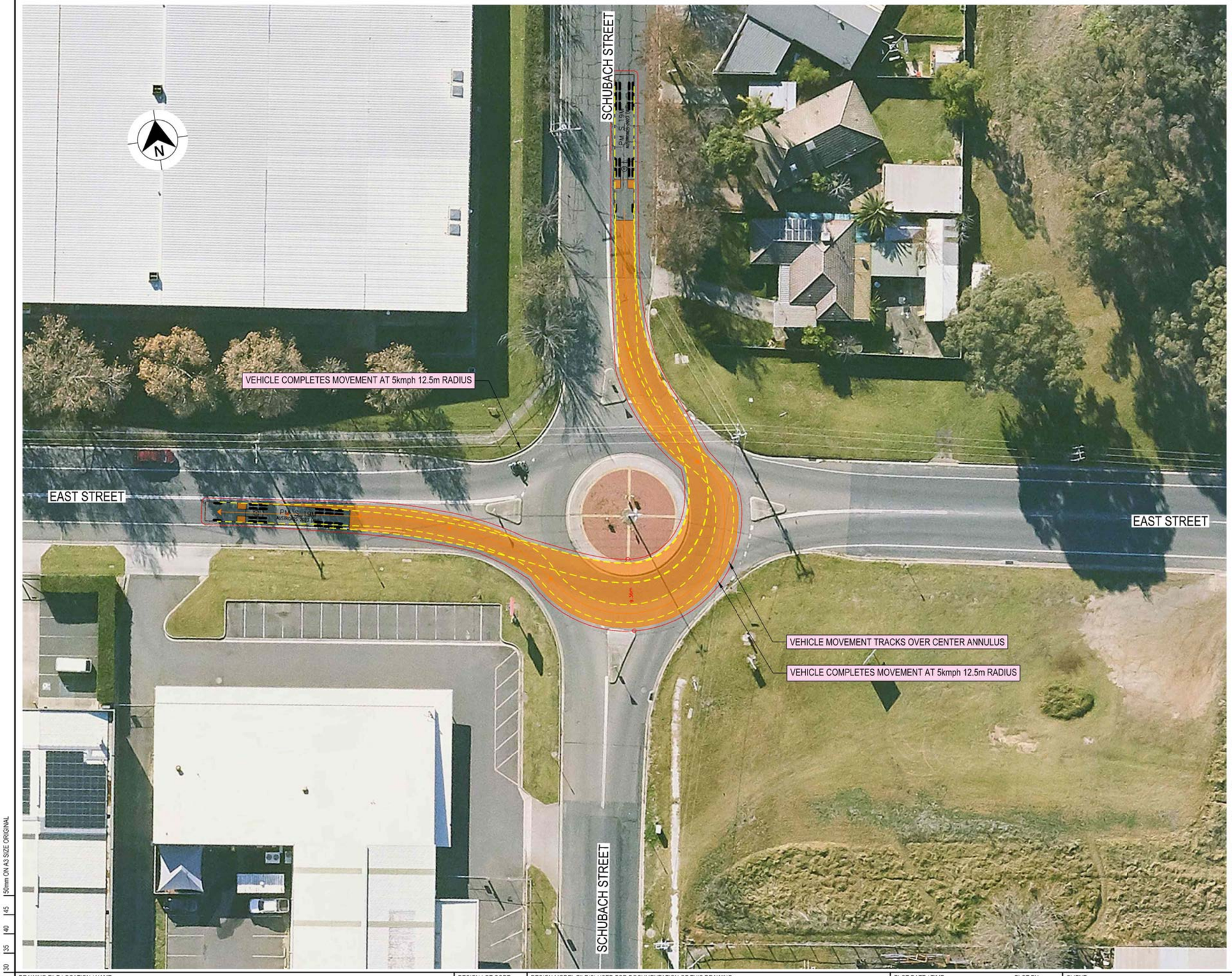


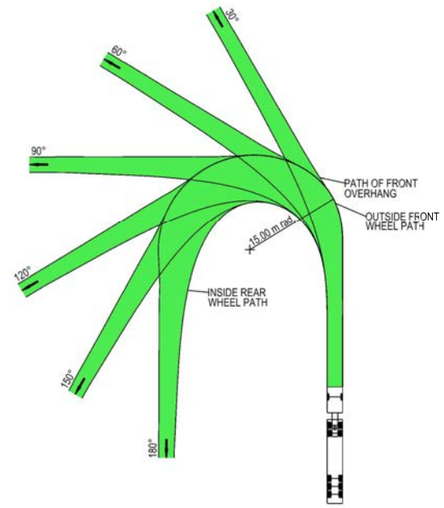
LEGEND

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

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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\PM\O\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Murray River Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 10/06/2025 — 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		07/07/2025
DRG CHECK	X. X. XXXXXXXXX		XX.XX.XX
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DESIGN CHECK	X. X. XXXXXXXXX		XX.XX.XX
DESIGN MNGR	X. X. XXXXXXXXX		XX.XX.XX
PROJECT MNGR	X. X. XXXXXXXXX		XX.XX.XX

MARTINUS

ALBURY CITY COUNCIL
EAST STREET AND SHUBACH STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - EAST STREET AND SHUBACH STREET - NORTH LEG

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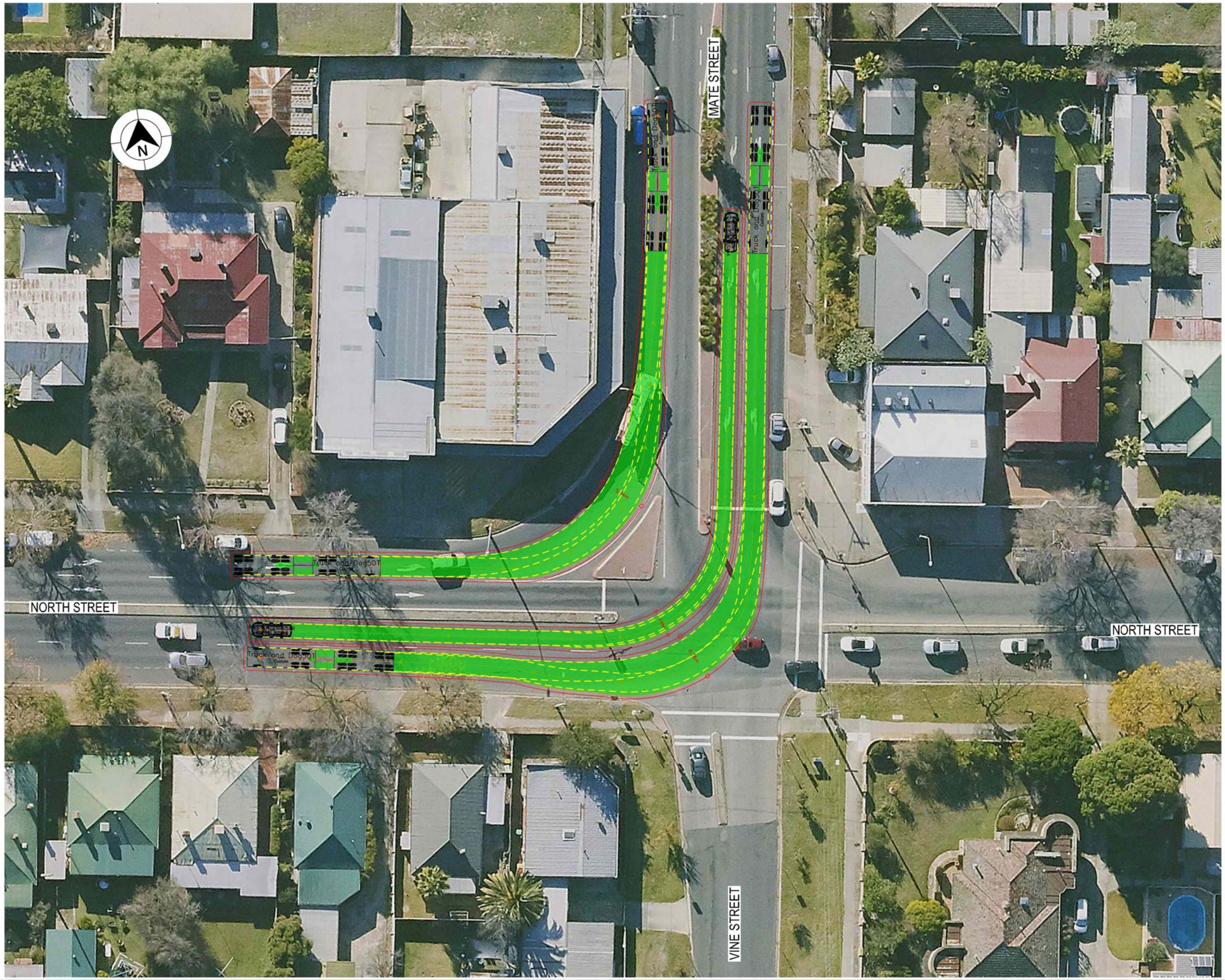

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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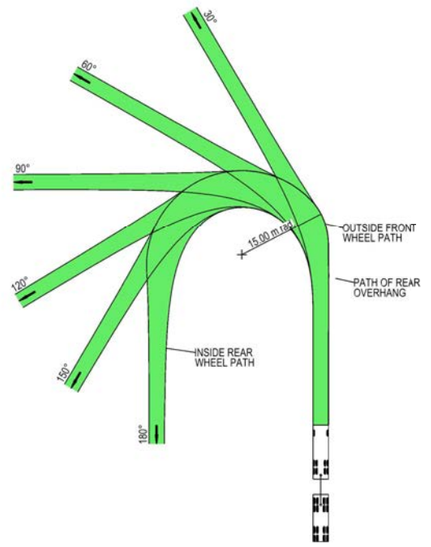
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

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

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TRUCK AND 4 AXLE DOG (19.0 m)	
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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 10/06/2025 — 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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
MATE STREET AND NORTH STREET — A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - MATE STREET AND NORTH STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0024 — ISSUE 1

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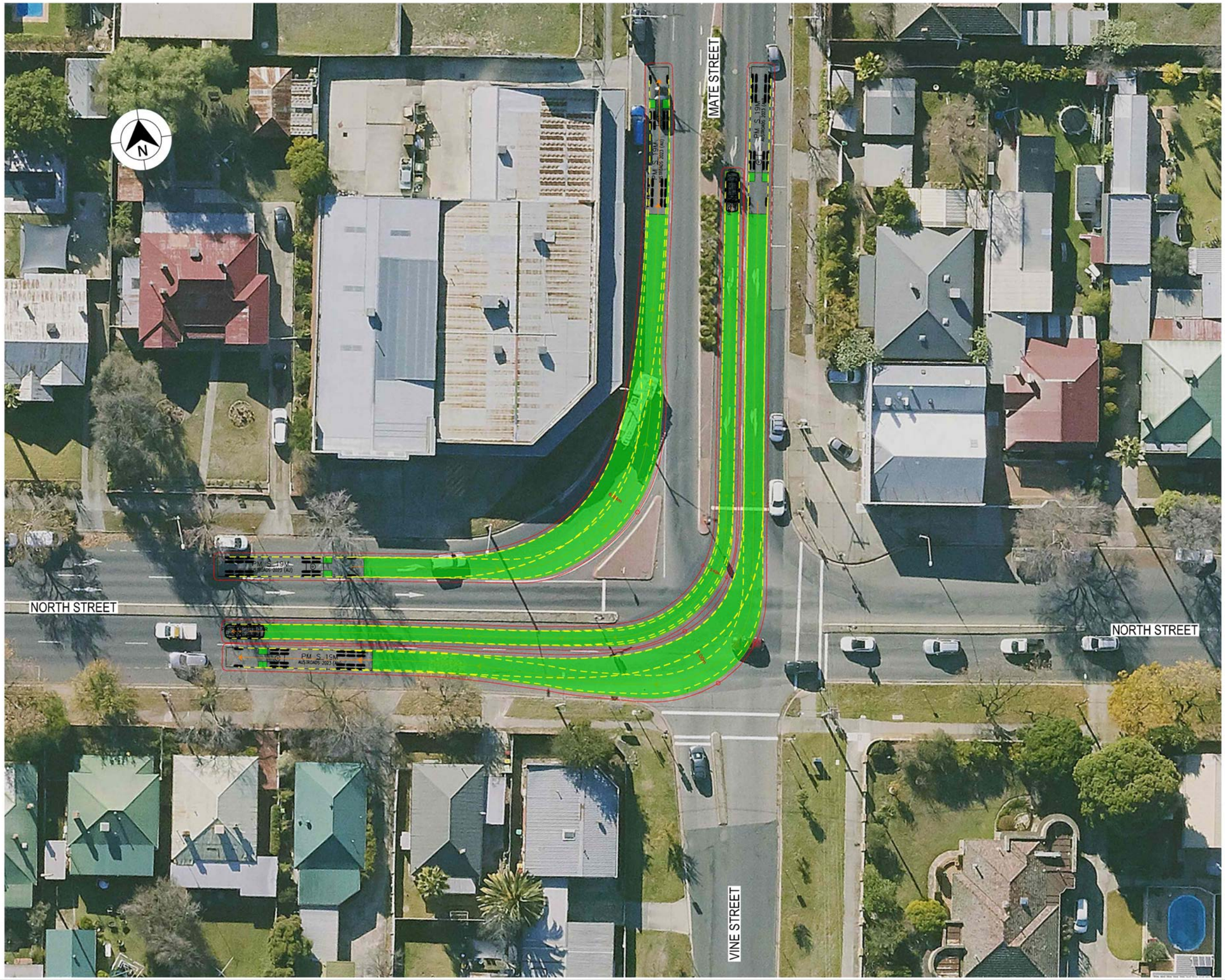


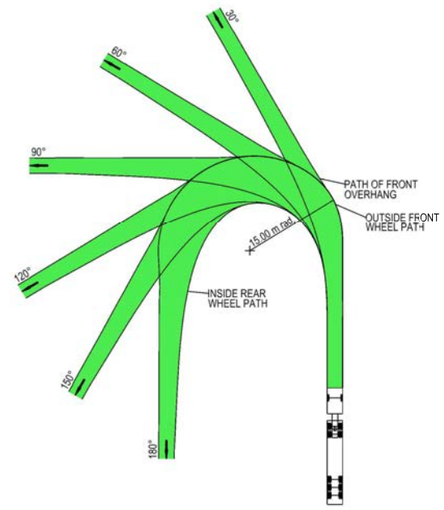
LEGEND

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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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 10/06/2025 — 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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
MATE STREET AND NORTH STREET — A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - MATE STREET AND NORTH STREET - LI RO

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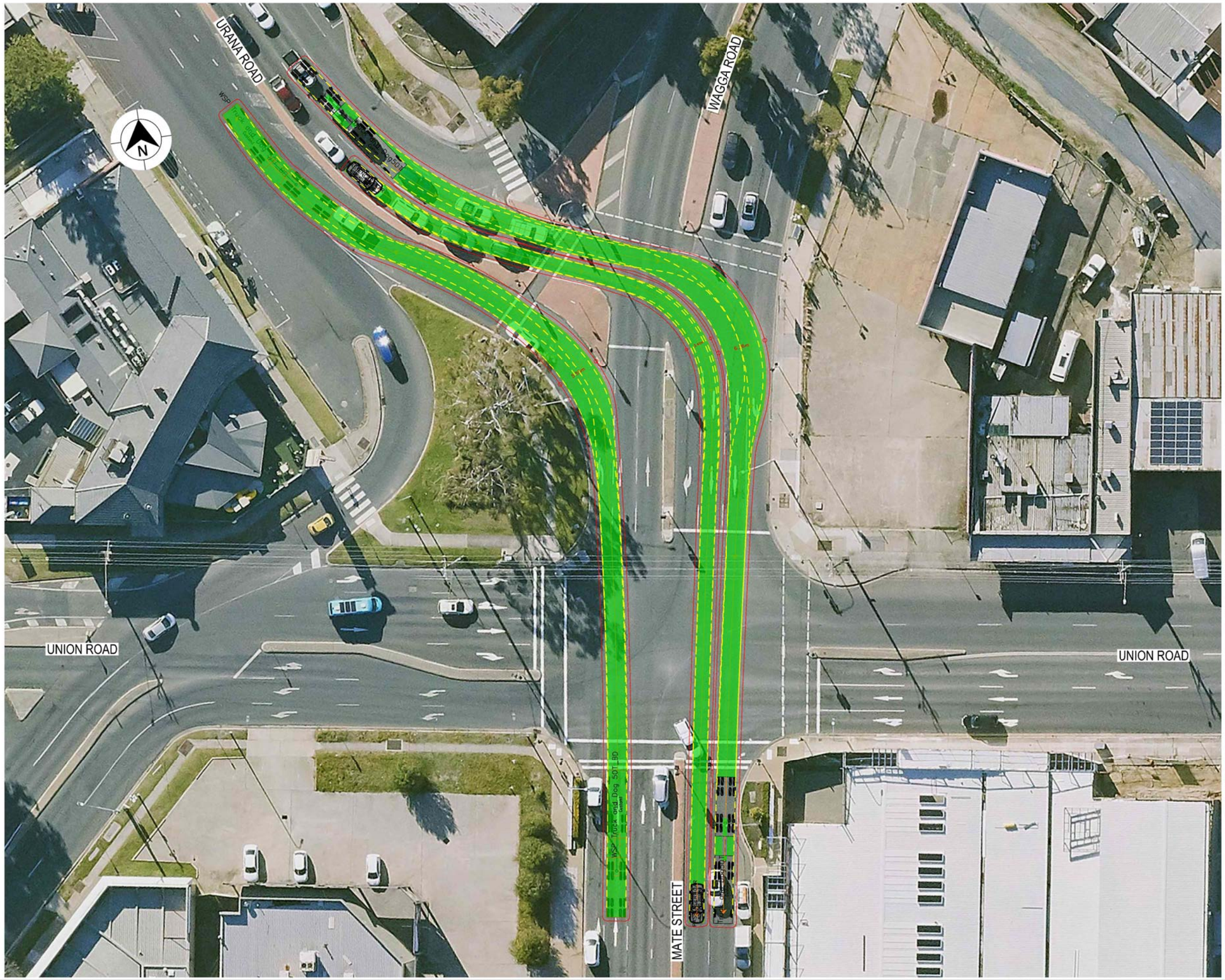


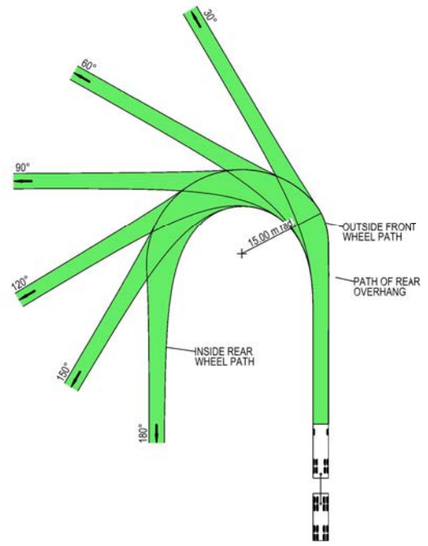
LEGEND

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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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 10/06/2025
PLOT BY ThomHunter

CLIENT

ALBURY CITY COUNCIL
MATE STREET AND URANA ROAD
A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - MATE STREET AND URANA ROAD - 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 ı DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	07/07/2025
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

MARTINUS

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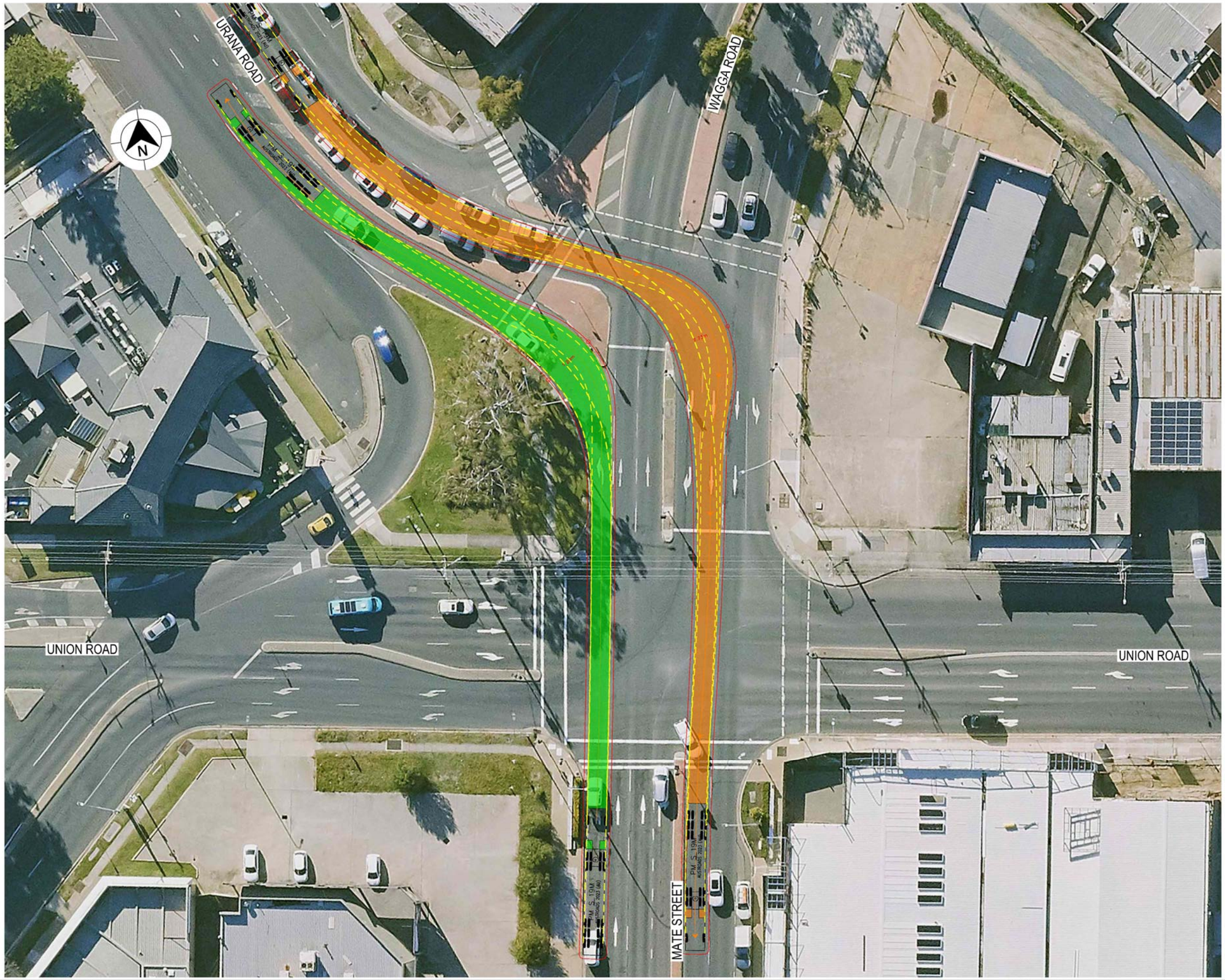


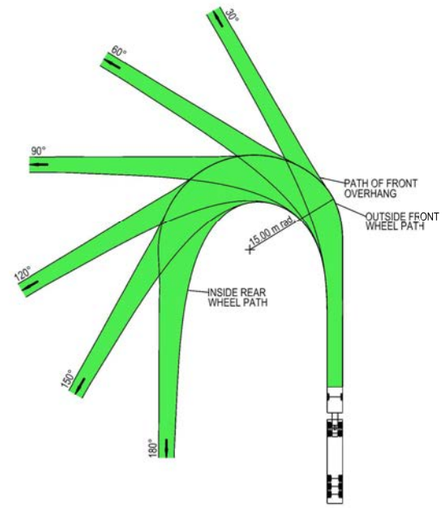
LEGEND

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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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

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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 10/06/2025 — PLOT BY ThomHunter

CLIENT

ALBURY CITY COUNCIL
MATE STREET AND URANA ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - MATE STREET AND URANA ROAD - 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
TITLE		
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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

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

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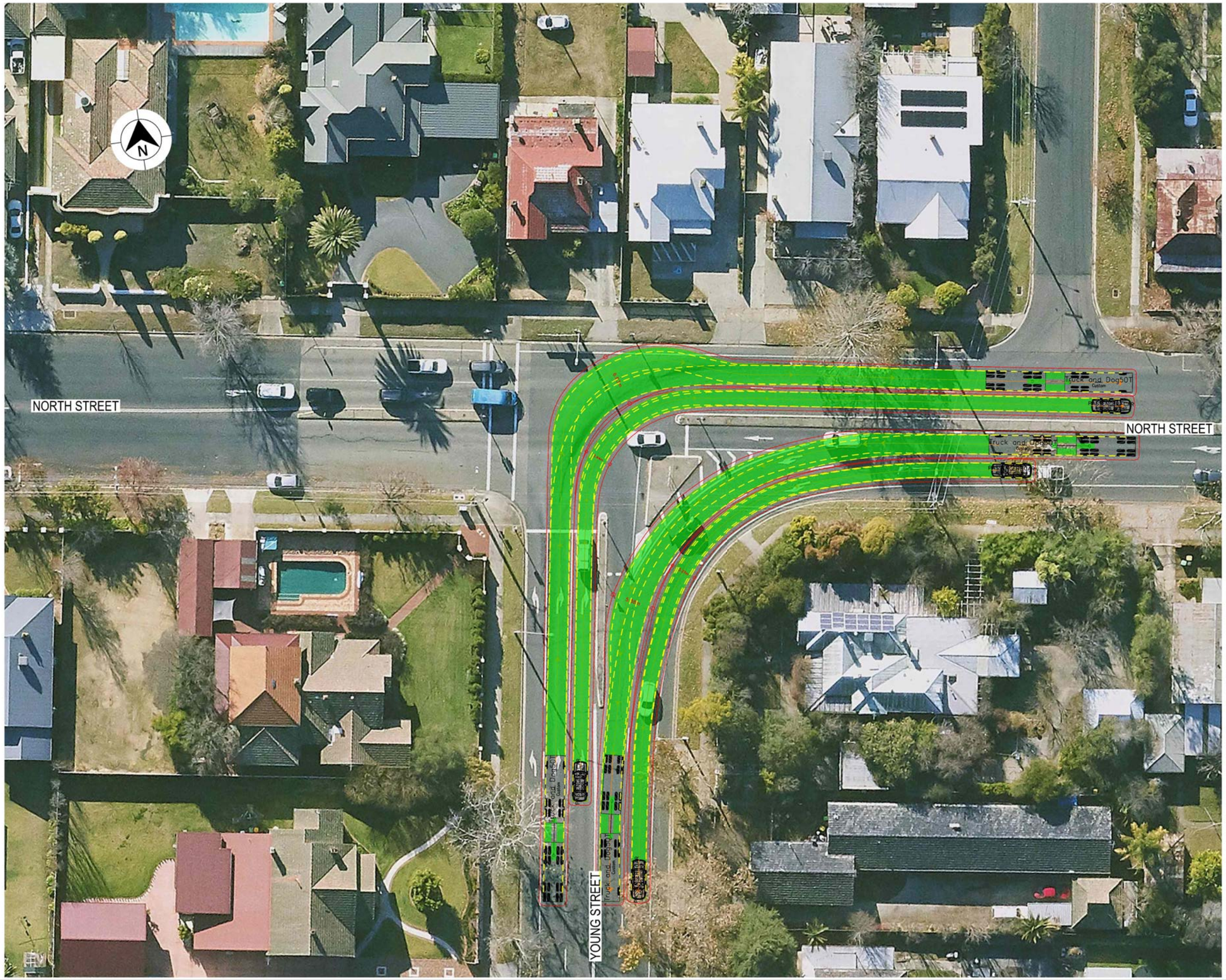


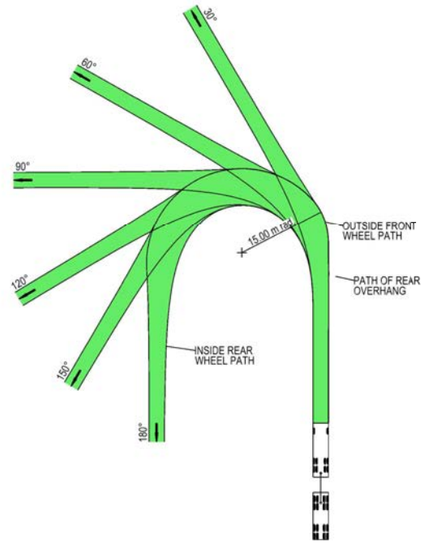
LEGEND

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

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 10/06/2025 — PLOT BY ThomHunter

CLIENT

ALBURY CITY COUNCIL
NORTH STREET AND YOUNG STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - NORTH STREET AND YOUNG 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
TITLE		
DRAWN	T.HUNTER	07/07/2025
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

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0028 — ISSUE 1

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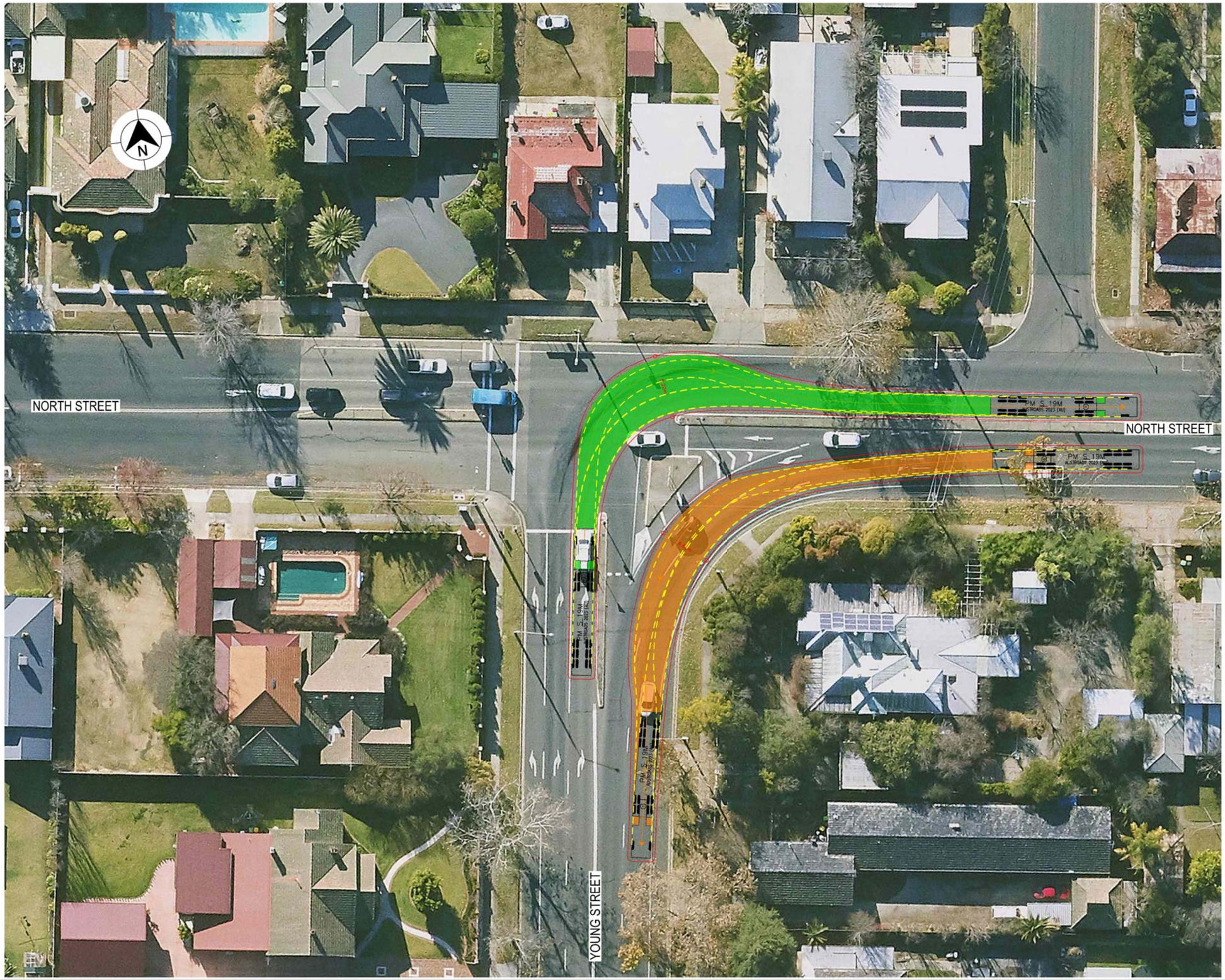


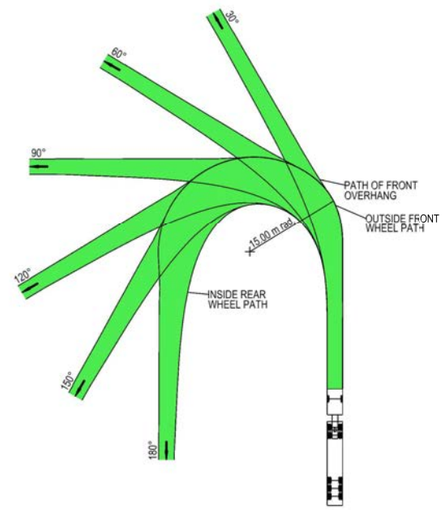
LEGEND

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

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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 10/06/2025 — 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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
NORTH STREET AND YOUNG STREET
A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - NORTH STREET AND YOUNG STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0029 — ISSUE 1

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SHUBACH STREET

RAU STREET

RAU STREET

SHUBACH STREET

LEGEND

DESIGN VEHICLE COMPLETED SWEPT PATH

DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH

DESIGN VEHICLE FAILED SWEPT PATH

0.5m VEHICLE CLEARANCE

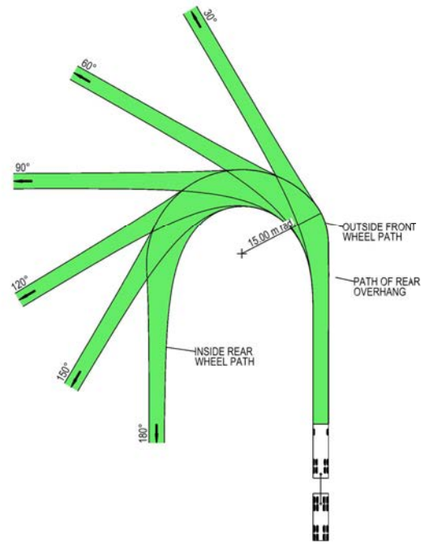
DESIGN VEHICLE WHEEL PATH

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.
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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
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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 10/06/2025

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		07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
BURROWS ROAD AND CENTAUR ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - RAU STREET AND SHUBACH STREET - THROUGH

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS

SHEET No. SW-0030

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SHUBACH STREET

RAU STREET

RAU STREET

SHUBACH STREET

N

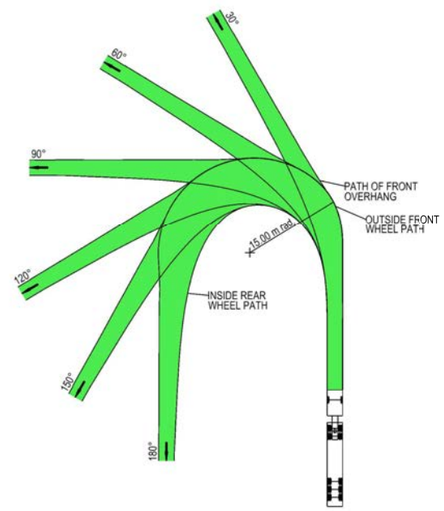
LEGEND

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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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 - Murray River Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 10/06/2025 — 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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
BURROWS ROAD AND CENTAUR ROAD
A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - RAU STREET AND SHUBACH STREET - THROUGH

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0031 — ISSUE 1

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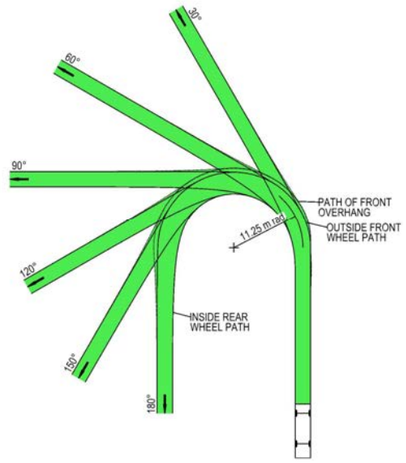
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SERVICE VEHICLE (8.8 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

SERVICE VEHICLE (8.8 m)	
OVERALL LENGTH	8.80 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	3.40 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 - Murray River Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 10/06/2025 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	07/07/2025
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

ALBURY CITY COUNCIL
ABERCORN STREET AND KIEWA STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SV - ABERCORN STREET AND KIEWA STREET - RI LO

RIGORE REGISTRATION No.: RES2501.78.207 PART: 1

ISSUE STATUS SHEET No.: SW-0032 ISSUE: 1

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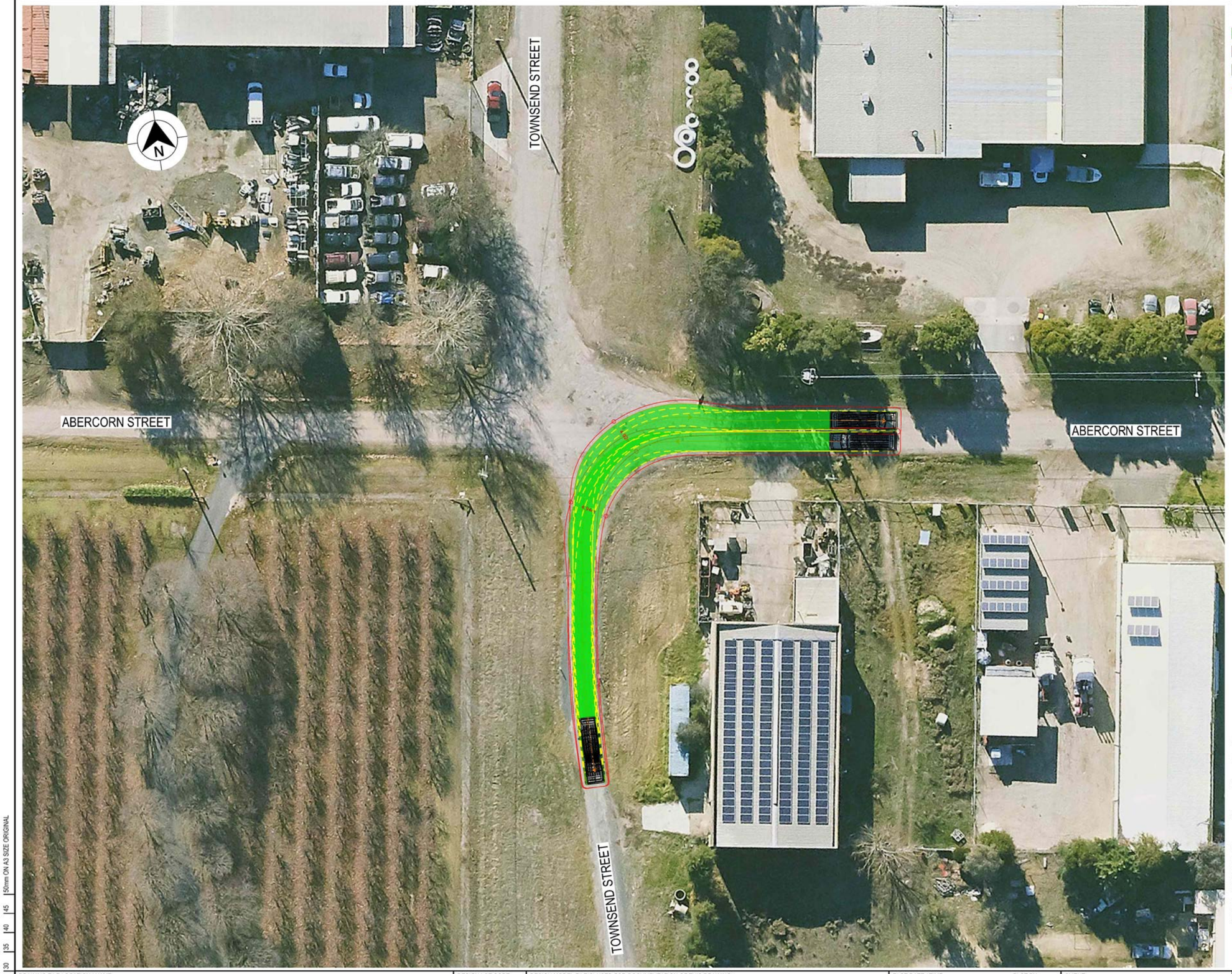


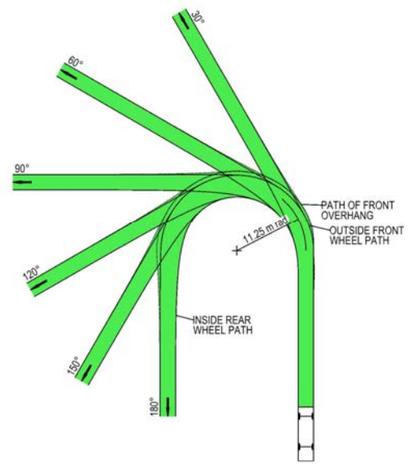
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SERVICE VEHICLE (8.8 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

SERVICE VEHICLE (8.8 m)	
OVERALL LENGTH	8.80 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	3.40 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 - Murray River Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 10/06/2025
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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
ABERCORN STREET AND TOWNSEND STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SV - ABERCORN STREET AND TOWNSEND STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW-0033
ISSUE 1

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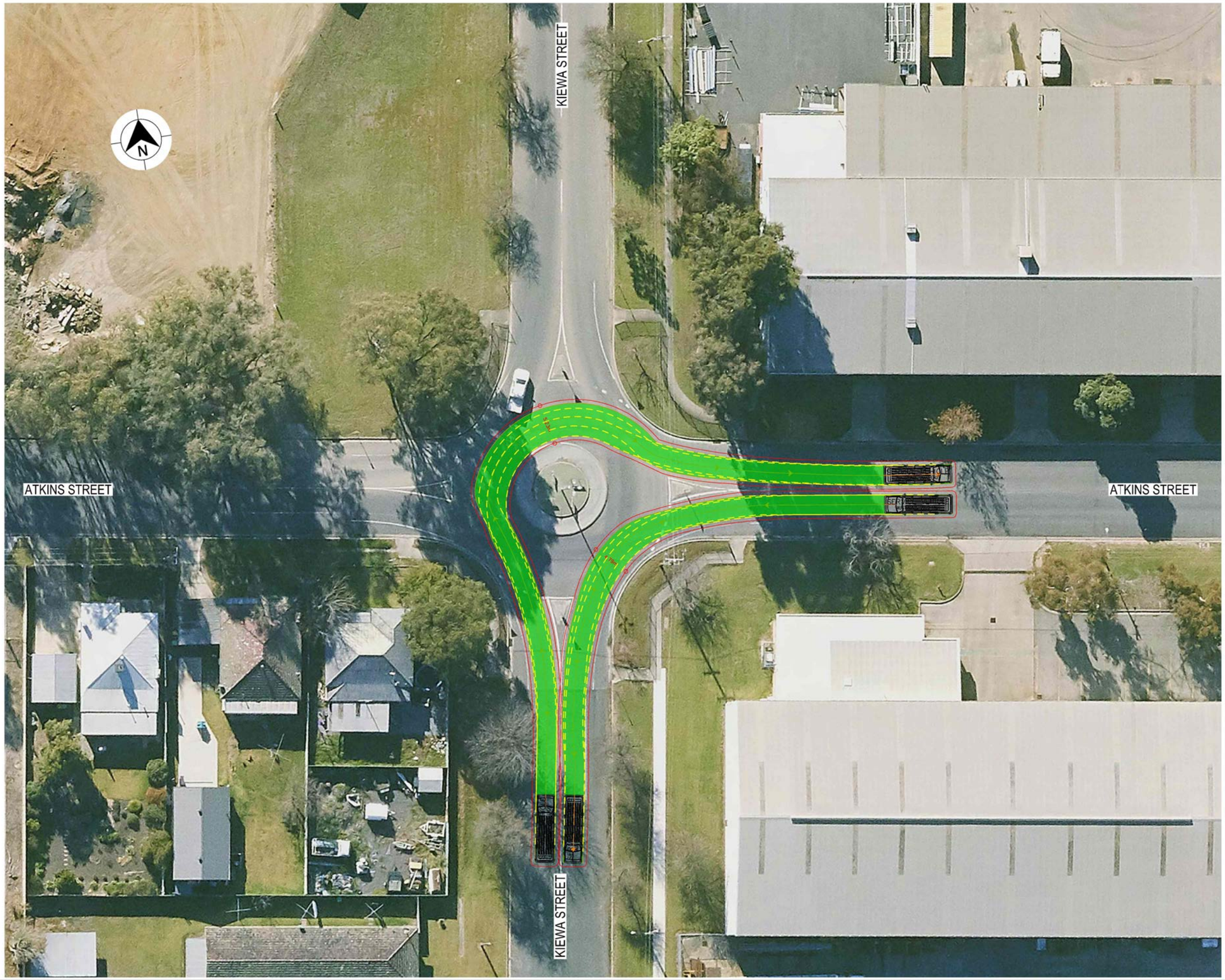


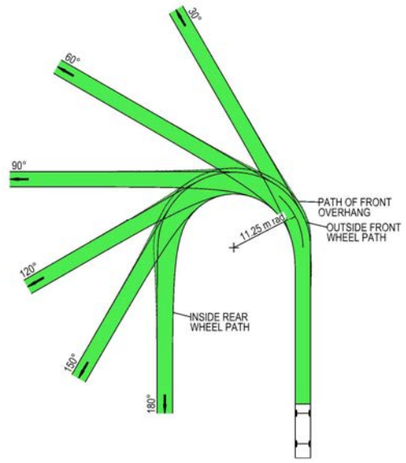
LEGEND

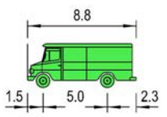
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SERVICE VEHICLE (8.8 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

SERVICE VEHICLE (8.8 m)	
OVERALL LENGTH	8.80 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	3.40 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 - Murray River Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 10/06/2025
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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
ATKINS STREET AND KIEWA STREET
A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SV - ATKINS STREET AND KIEWA STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW-0034
ISSUE 1

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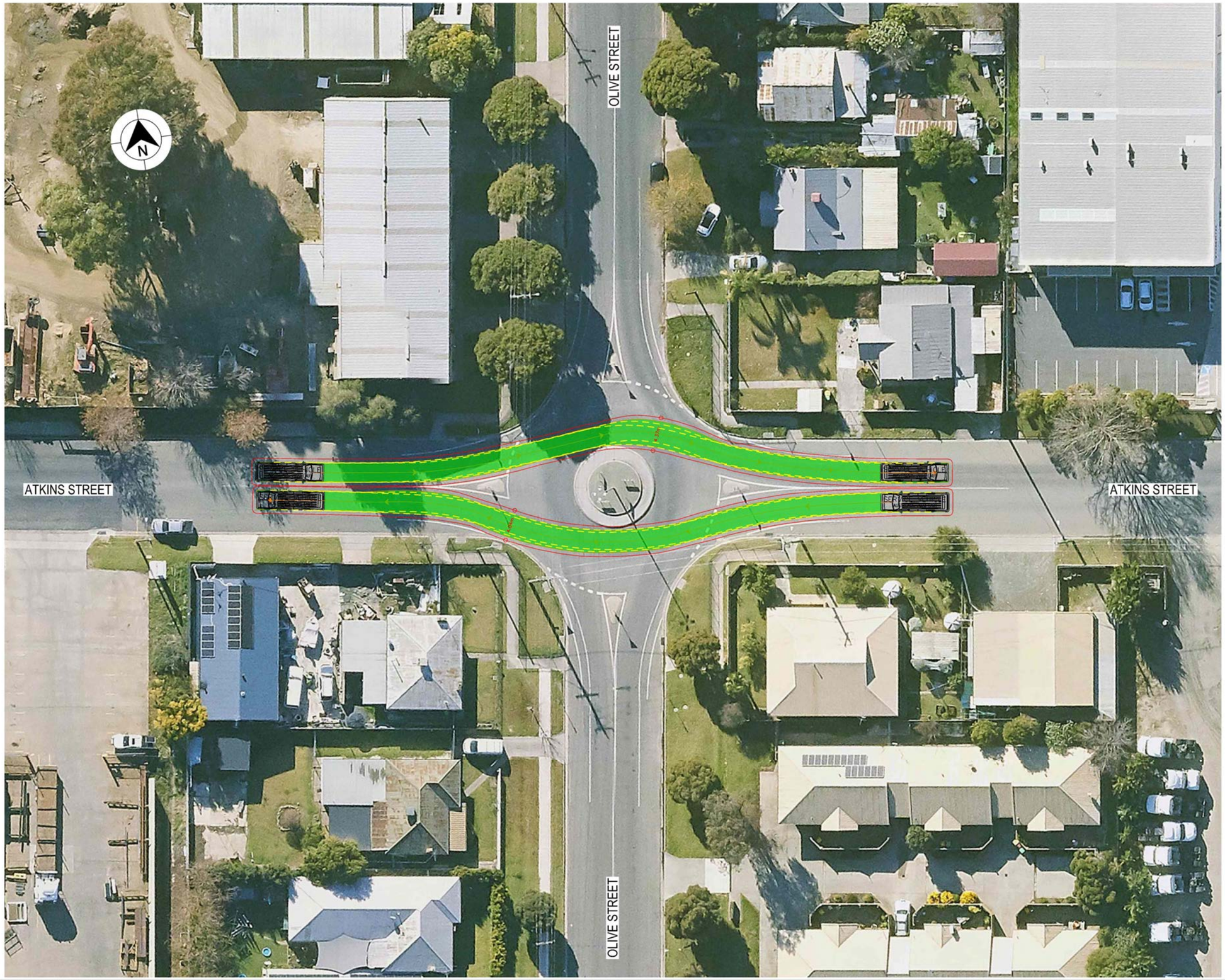


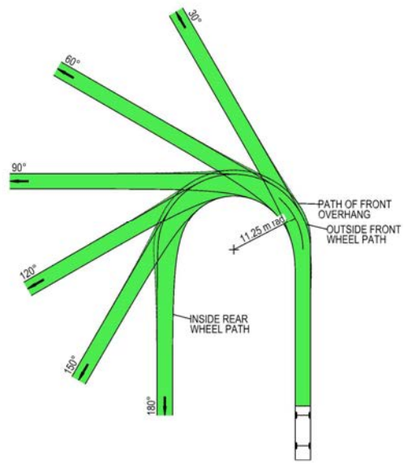
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SERVICE VEHICLE (8.8 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

SERVICE VEHICLE (8.8 m)	
OVERALL LENGTH	8.80 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	3.40 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 - Murray River Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 21/07/2025
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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
ATKINS STREET AND OLIVE STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SV - ATKINS STREET AND OLIVE STREET - THROUGH

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW-0035
ISSUE 1

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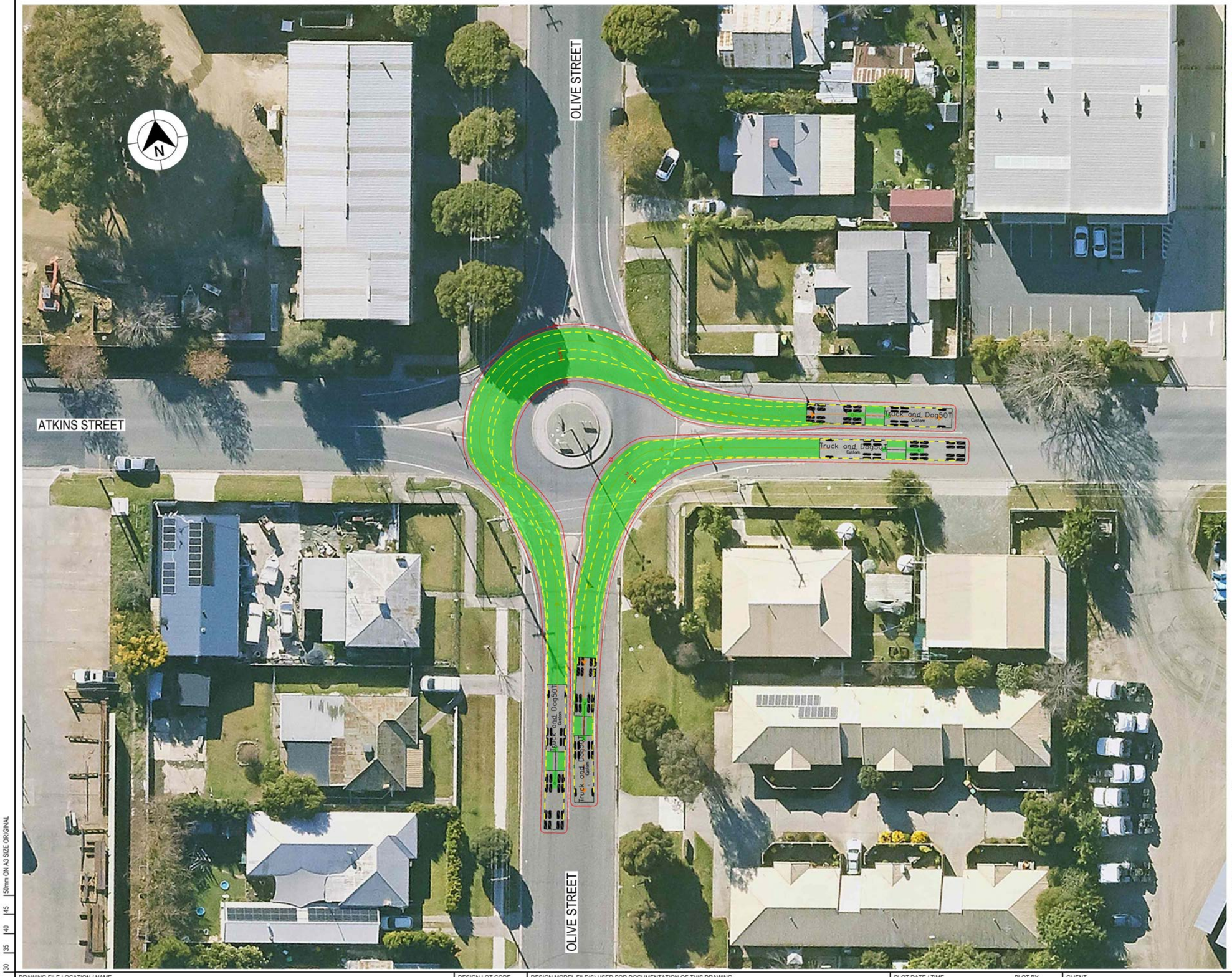


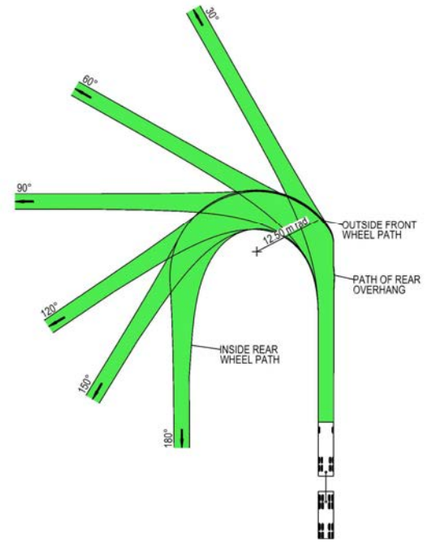
LEGEND

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 - Murray River Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 10/06/2025 — PLOT BY ThomHunter

CLIENT

ALBURY CITY COUNCIL
OLIVE STREET AND PANMURE STREET
A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - OLIVE STREET AND ATKINS 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

TITLE	NAME	DATE
DRAWN	T.HUNTER	07/07/2025
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

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0036 — ISSUE 1

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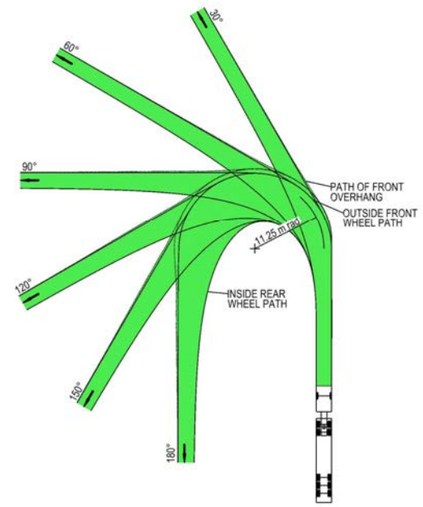
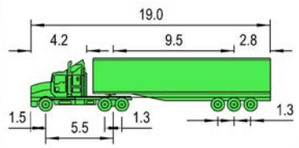
LEGEND

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

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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 - Murray River Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 22/07/2025 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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
OLIVE STREET AND PANMURE STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - OLIVE STREET AND ATKINS STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW-0037 ISSUE 1

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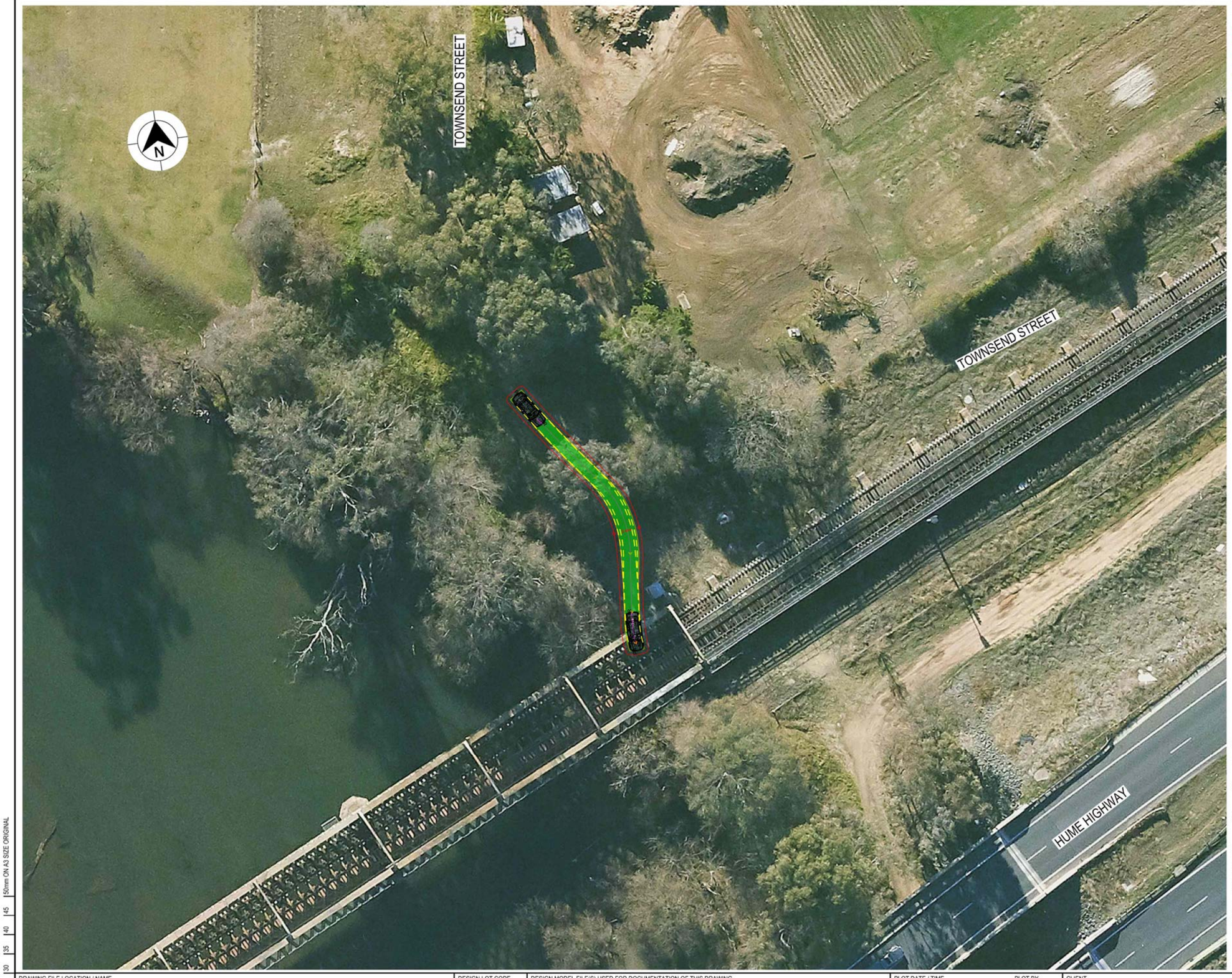


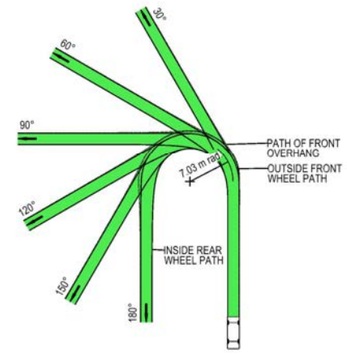
LEGEND

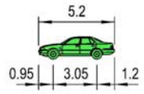
GDA 2020

- 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 8 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

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	7.03 m
TURNING SPEED	15 - 20 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 - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 21/07/2025
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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
TOWNSEND STREET - ACCESS GATE M1

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - LV - GATE M1 - TOWNSEND STREET - IN

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW-0038
ISSUE 1

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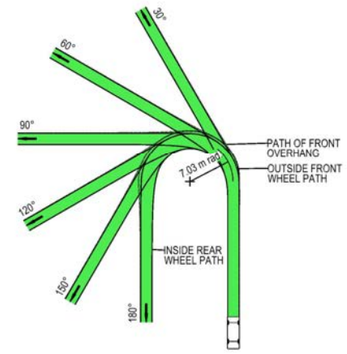
LEGEND

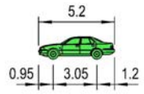
GDA 2020

- 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 8 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

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	7.03 m
TURNING SPEED	15 - 20 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 - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 21/07/2025 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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
TOWNSEND STREET - ACCESS GATE M1

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - LV - GATE M1 - TOWNSEND STREET - OUT

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW-0039 ISSUE 1

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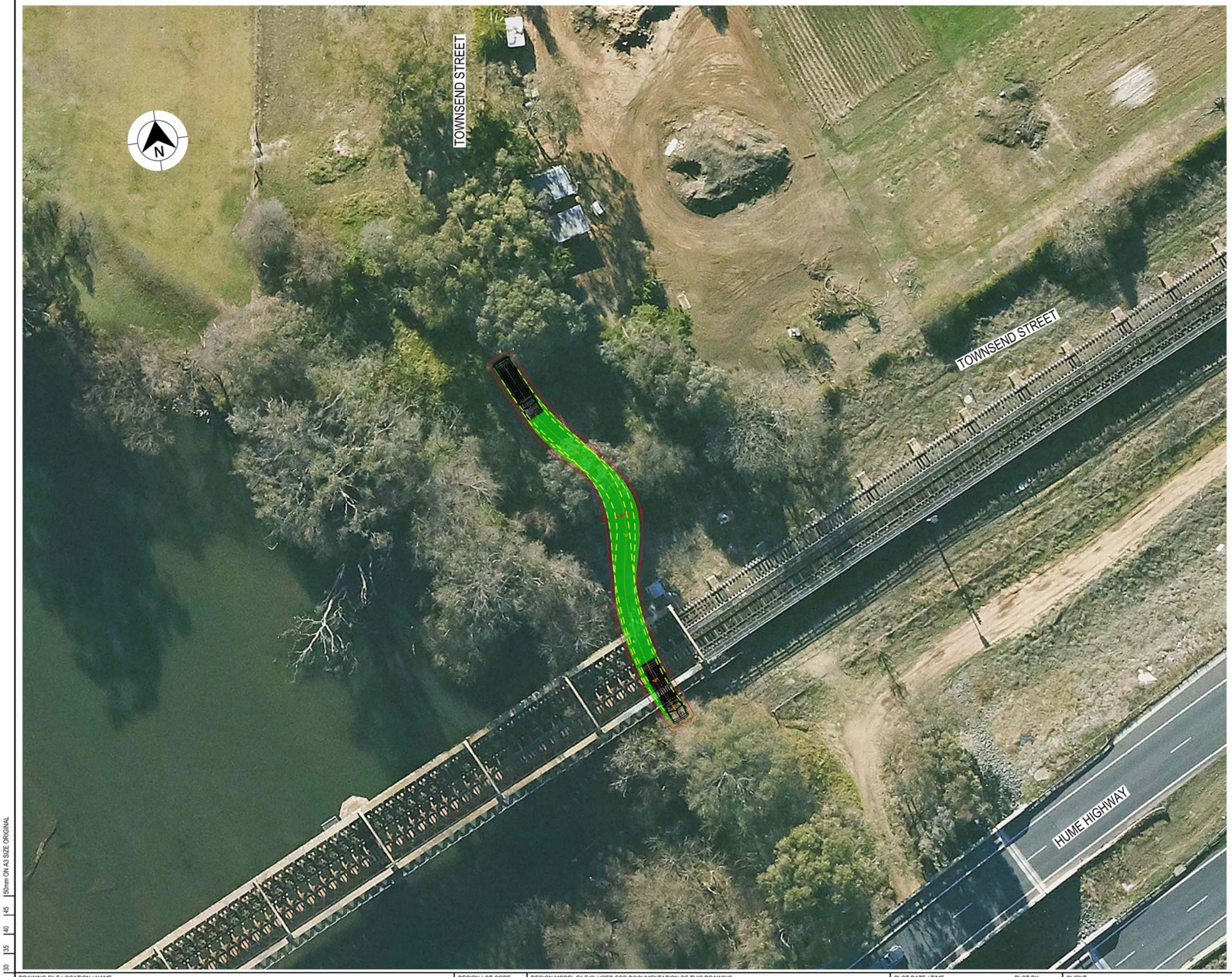


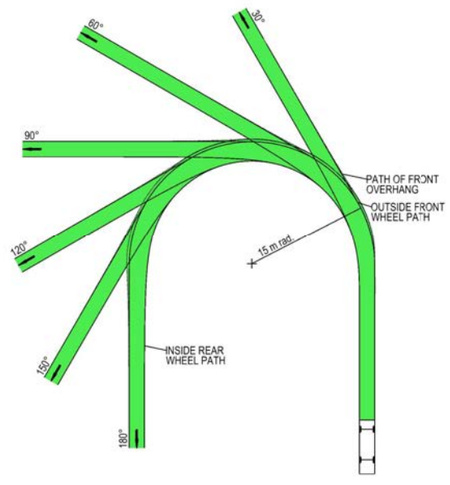
LEGEND

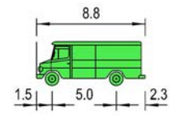
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SERVICE VEHICLE (8.8 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

SERVICE VEHICLE (8.8 m)	
OVERALL LENGTH	8.80 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	3.40 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 - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 19/08/2025
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

ALBURY COUNCIL
TOWNSEND STREET - ACCESS GATE M1

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 8.8 SU - GATE M1 - TOWNSEND STREET - IN

RIGORE REGISTRATION No.: RES2501.78.207
PART: 1
ISSUE STATUS: CONCEPT DESIGN
SHEET No.: SW-0040
ISSUE: 1

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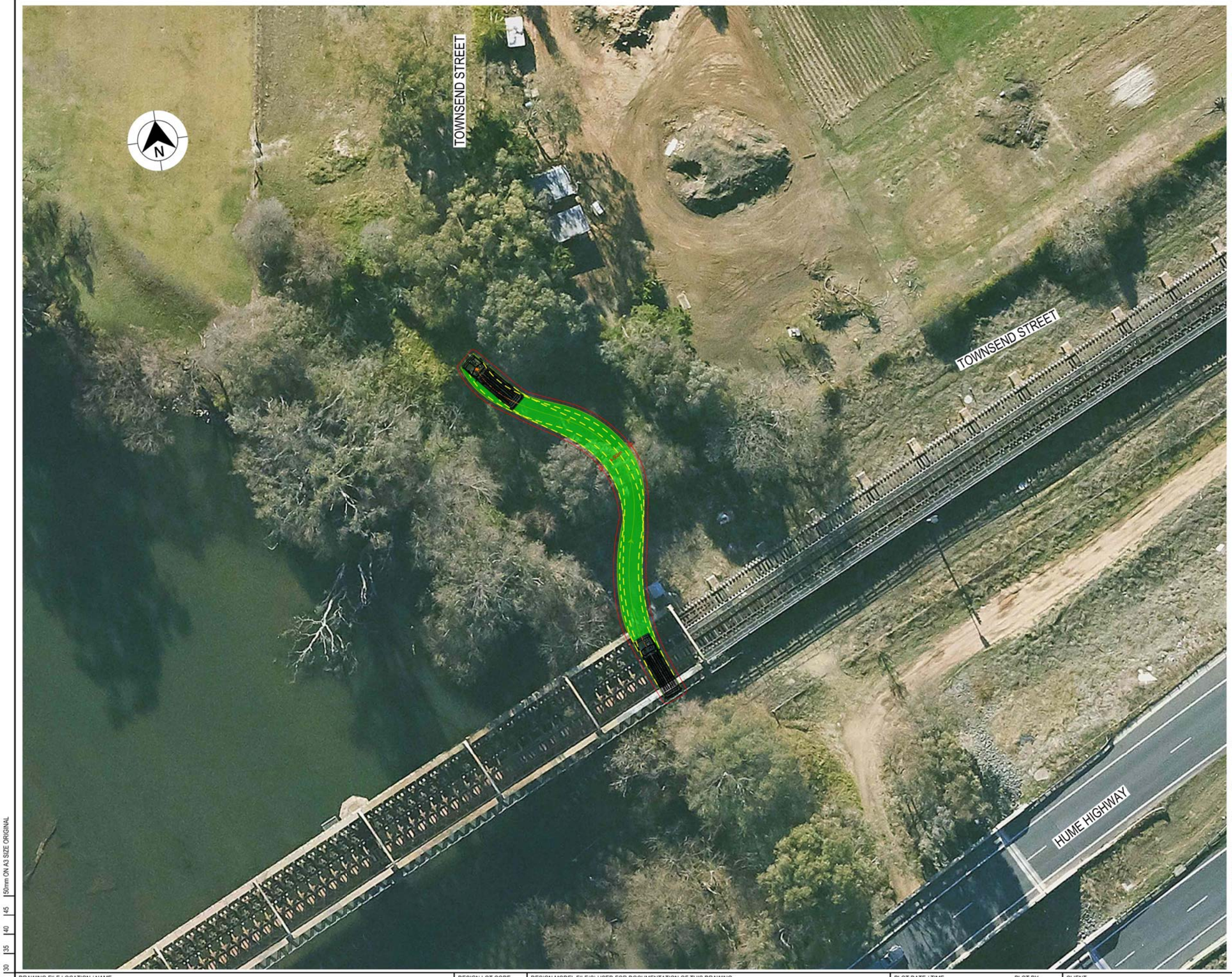


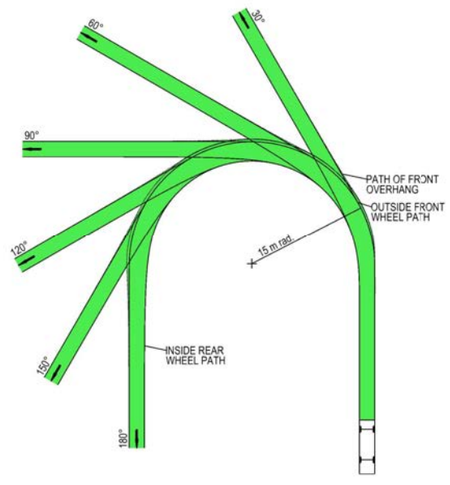
LEGEND

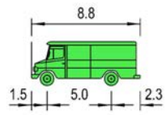
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SERVICE VEHICLE (8.8 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

SERVICE VEHICLE (8.8 m)	
OVERALL LENGTH	8.80 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	3.40 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 - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 19/08/2025
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

ALBURY COUNCIL
TOWNSEND STREET - ACCESS GATE M1

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - 8.8 SU - GATE M1 - TOWNSEND STREET - OUT

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW-0041
ISSUE 1

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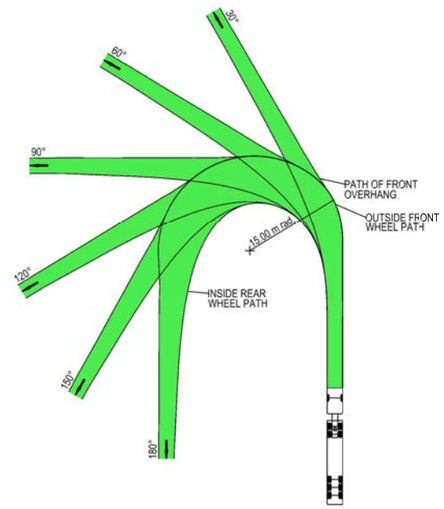
LEGEND

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 - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 21/07/2025 — 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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
OLIVE STREET - ACCESS GATE M2

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - GATE M2 - OLIVE STREET - IN

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0042 — ISSUE 1

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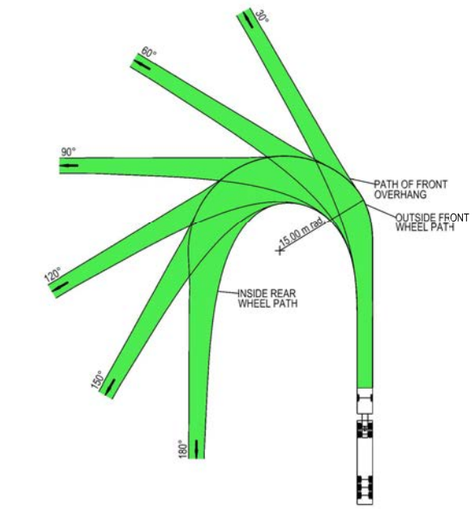
LEGEND

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 - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 21/07/2025 — 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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
OLIVE STREET - ACCESS GATE M2

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - GATE M2 - OLIVE STREET - OUT

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0043 — ISSUE 1

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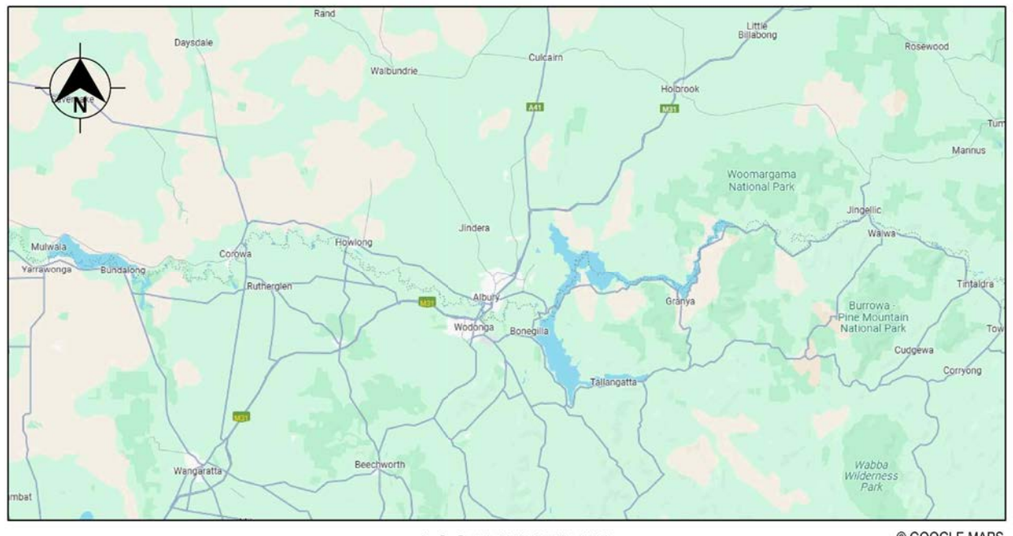
ALBURY CITY COUNCIL
CTTAMP MITIGATIONS
ALBURY PRECINCT
SWEPT PATH ANALYSIS
ALBURY STATION AND SURROUNDS ROUTE



LOCALITY PLAN

© GOOGLE MAPS

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 - Albury Station and Surrounds Route.dgn	LINEAR REFERENCING START: N/A FINISH: N/A		PLOT DATE / TIME 21/07/2025 1:32:37 PM	PLOT BY JacksonColes	CLIENT MARTINUS
PREPARED BY RIGORE ENGINEERING SERVICES	DESIGNED SIGNED NAME T. HUNTER TITLE CADET ENGINEER DATE	VERIFIED SIGNED NAME J. GORRIE TITLE DIRECTOR DATE	PROJECT MANAGER SIGNED NAME X.XXXXXX TITLE PROJECT MANAGER DATE	COUNCIL CLIENT REPRESENTATIVE SIGNED NAME X.XXXXXXXXX TITLE CLIENT REPRESENTATIVE DATE	PREPARED FOR MARTINUS PTY LTD

A2I CTTAMP ALBURY PRECINCT SWEPT PATH ANALYSIS		A3
RIGORE PROJECT No. RES 2501.78.207	CLIENT PROJECT No.	
PMO REGISTRATION No. RES2501.78.207		STAGE 1
	SHEET No. SW-0001	ISSUE 1

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GDA 2020

CTTAMP MITIGATIONS - INDEX

	ISSUE DATE						PASS/FAIL
	ISSUE NUMBER	1					
	DD	22					
	MM	7					
	YY	25					
SHEET NUMBER	**SHEET DESCRIPTION**	AMENDMENT					
SW	SWEPT PATH ANALYSIS (62 SHEETS)						
SW-0001	COVER SHEET						
SW-0002	KEY PLAN						
SW-0003	INDEX						
SW-0004	SWEPT PATH - TD - ATKINS STREET AND EAST STREET - EAST LEG						CONDITIONAL PASS
SW-0005	SWEPT PATH - SEMI - ATKINS STREET AND EAST STREET - EAST LEG						CONDITIONAL PASS
SW-0006	SWEPT PATH - TD - ATKINS STREET AND EAST STREET - SOUTH LEG						CONDITIONAL PASS
SW-0007	SWEPT PATH - SEMI - ATKINS STREET AND EAST STREET - SOUTH LEG						CONDITIONAL PASS
SW-0008	SWEPT PATH - TD - ATKINS STREET AND EAST STREET - THROUGH						PASS
SW-0009	SWEPT PATH - SEMI - ATKINS STREET AND EAST STREET - THROUGH						PASS
SW-0010	SWEPT PATH - TD - ATKINS STREET AND RIVERINA HIGHWAY - RI LO						PASS
SW-0011	SWEPT PATH - SEMI - ATKINS STREET AND RIVERINA HIGHWAY - RI LO						PASS
SW-0012	SWEPT PATH - TD - BURROWS ROAD AND CENTAUR ROAD - THROUGH						PASS
SW-0013	SWEPT PATH - SEMI - BURROWS ROAD AND CENTAUR ROAD - THROUGH						PASS
SW-0014	SWEPT PATH - TD - CENTAUR ROAD AND URANA ROAD - LI RO						PASS
SW-0015	SWEPT PATH - SEMI - CENTAUR ROAD AND URANA ROAD - LI RO						PASS
SW-0016	SWEPT PATH - TD - EAST STREET AND HUME HIGHWAY - LI RI						PASS
SW-0017	SWEPT PATH - SEMI - EAST STREET AND HUME HIGHWAY - LI RI						PASS
SW-0018	SWEPT PATH - TD - EAST STREET AND HUME HIGHWAY - LO RO						PASS
SW-0019	SWEPT PATH - SEMI - EAST STREET AND HUME HIGHWAY - LO RO						PASS
SW-0020	SWEPT PATH - TD - EAST STREET AND HUME HIGHWAY - LI RI 1						PASS
SW-0021	SWEPT PATH - SEMI - EAST STREET AND HUME HIGHWAY - LI RI 1						PASS
SW-0022	SWEPT PATH - TD - EAST STREET AND HUME HIGHWAY - LO RO 1						PASS
SW-0023	SWEPT PATH - SEMI - EAST STREET AND HUME HIGHWAY - LO RO 1						PASS
SW-0024	SWEPT PATH - TD - EAST STREET AND SHUBACH STREET - NORTH LEG						PASS
SW-0025	SWEPT PATH - SEMI - EAST STREET AND SHUBACH STREET - NORTH LEG						CONDITIONAL PASS
SW-0026	SWEPT PATH - TD - GUINEA STREET AND YOUNG STREET - LI RO						CONDITIONAL PASS
SW-0027	SWEPT PATH - SEMI - GUINEA STREET AND YOUNG STREET - LI RO						CONDITIONAL PASS
SW-0028	SWEPT PATH - TD - GUINEA STREET AND YOUNG STREET - RI LO						CONDITIONAL PASS
SW-0029	SWEPT PATH - SEMI - GUINEA STREET AND YOUNG STREET - RI LO						CONDITIONAL PASS
SW-0030	SWEPT PATH - TD - HUME HIGHWAY AND RIVERINA HIGHWAY - LI RI						PASS
SW-0031	SWEPT PATH - SEMI - HUME HIGHWAY AND RIVERINA HIGHWAY - LI RI						PASS
SW-0032	SWEPT PATH - TD - HUME HIGHWAY AND RIVERINA HIGHWAY - LO RO						PASS
SW-0033	SWEPT PATH - SEMI - HUME HIGHWAY AND RIVERINA HIGHWAY - LO RO						PASS
SW-0034	SWEPT PATH - TD - HUME HIGHWAY AND RIVERINA HIGHWAY - LI RI 1						PASS
SW-0035	SWEPT PATH - SEMI - HUME HIGHWAY AND RIVERINA HIGHWAY - LI RI 1						PASS
SW-0036	SWEPT PATH - TD - HUME HIGHWAY AND RIVERINA HIGHWAY - LO RO 1						PASS
SW-0037	SWEPT PATH - SEMI - HUME HIGHWAY AND RIVERINA HIGHWAY - LO RO 1						PASS
SW-0038	SWEPT PATH - TD - MATE STREET AND NORTH STREET - LI RO						PASS
SW-0039	SWEPT PATH - SEMI - MATE STREET AND NORTH STREET - LI RO						PASS
SW-0040	SWEPT PATH - TD - MATE STREET AND URANA ROAD - LI RO						PASS
SW-0041	SWEPT PATH - SEMI - MATE STREET AND URANA ROAD - LI RO						CONDITIONAL PASS
SW-0042	SWEPT PATH - TD - NORTH STREET AND YOUNG STREET - LI RO						PASS
SW-0043	SWEPT PATH - SEMI - NORTH STREET AND YOUNG STREET - LI RO						CONDITIONAL PASS
SW-0044	SWEPT PATH - TD - RAU STREET AND SHUBACH STREET - THROUGH						PASS
SW-0045	SWEPT PATH - SEMI - RAU STREET AND SHUBACH STREET - THROUGH						PASS
SW-0046	SWEPT PATH - TD - RIVERINA HIGHWAY AND SHUBACH STREET - WEST LEG						CONDITIONAL PASS
SW-0047	SWEPT PATH - SEMI - RIVERINA HIGHWAY AND SHUBACH STREET - WEST LEG						CONDITIONAL PASS
SW-0048	SWEPT PATH - TD - RIVERINA HIGHWAY AND WODONGA PLACE - LI RO						PASS
SW-0049	SWEPT PATH - SEMI - RIVERINA HIGHWAY AND WODONGA PLACE - LI RO						PASS
SW-0050	SWEPT PATH - 8.8 SU - SWIFT STREET GATE A1 - LI						PASS
SW-0051	SWEPT PATH - 8.8 SU - SWIFT STREET GATE A1 - LI RO						PASS
SW-0052	SWEPT PATH - 12.5 SU - SWIFT STREET GATE A1 - LI RO						PASS
SW-0053	SWEPT PATH - SU - SHUBACH STREET GATE A2 - LI RO						PASS
SW-0054	SWEPT PATH - SEMI - SHUBACH STREET GATE A2 - LI RO						CONDITIONAL PASS

CTTAMP MITIGATIONS - INDEX

	ISSUE DATE						PASS/FAIL
	ISSUE NUMBER	1					
	DD	22					
	MM	7					
	YY	25					
SHEET NUMBER	**SHEET DESCRIPTION**	AMENDMENT					
SW-0055	SWEPT PATH - SU - SHUBACH STREET GATE A2 - RI LO						PASS
SW-0056	SWEPT PATH - SEMI - SHUBACH STREET GATE A2 - RI LO						CONDITIONAL PASS
SW-0057	SWEPT PATH - SEMI - KELIWORTH STREET GATE A2 - TURN AROUND						PASS
SW-0058	SWEPT PATH - SEMI - YOUNG STREET GATE A3 - IN OUT						PASS
SW-0059	SWEPT PATH - SEMI - HUME HIGHWAY GATE A4 - IN						PASS
SW-0060	SWEPT PATH - SEMI - YOUNG STREET GATE A5 - LO						PASS
SW-0061	SWEPT PATH - SEMI - YOUNG STREET GATE A5 - RI						PASS
SW-0062	SWEPT PATH - SEMI - HUME HIGHWAY GATE A6 - OUT						PASS

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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: 22/07/2025 1:32:37 PM

PLOT BY: JacksonColes

CLIENT: MARTINUS

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

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DRAWN	T.HUNTER	07/07/2025
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

ALBURY CITY COUNCIL
SHEET INDEX
A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
INDEX

A3

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS

SHEET No. SW-0002

ISSUE 1

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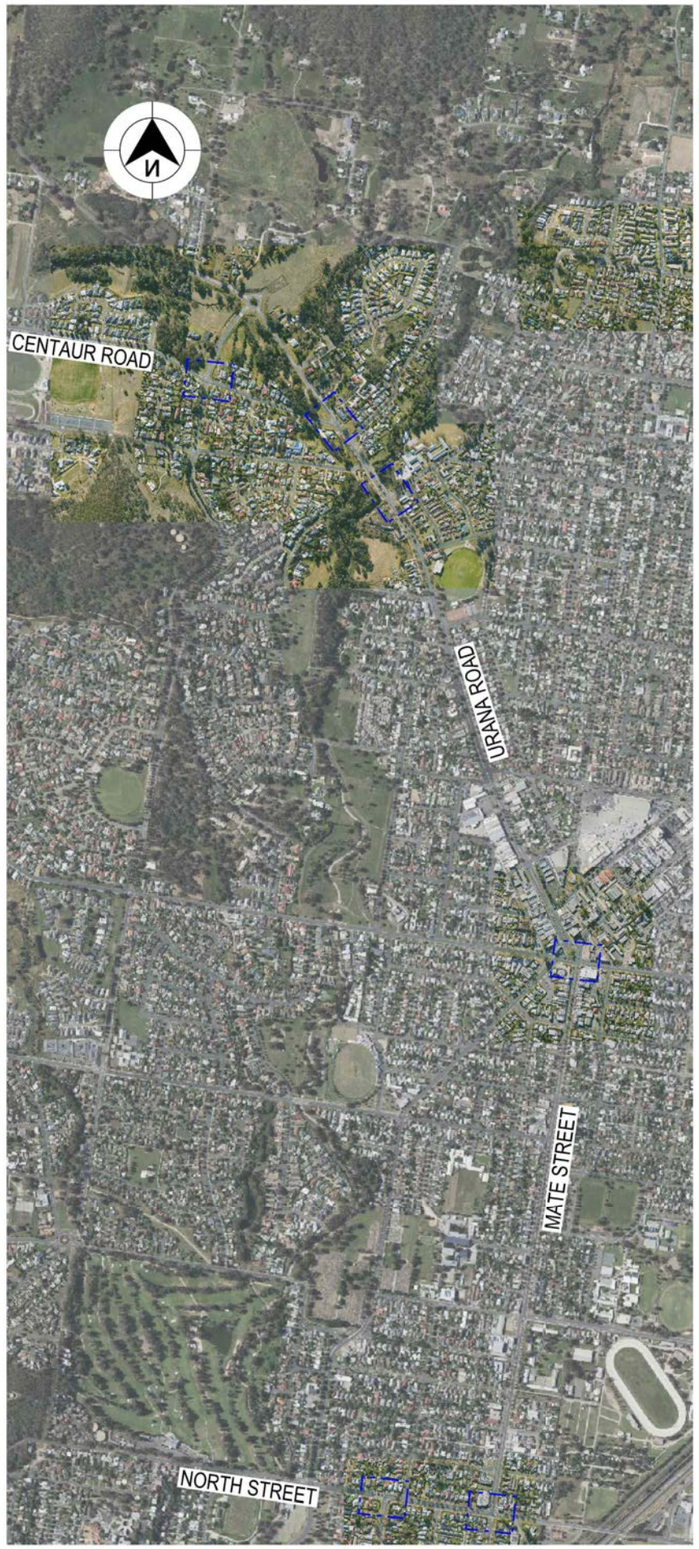

LEGEND

GDA 2020

XXXX — DESIGN CONTROL CALLOUT

FULL PLAN SHEETS AT 1:500

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DESIGN LOT CODE

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PLOT BY: JacksonColes

CLIENT: MARTINUS

ALBURY CITY COUNCIL

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
KEY PLAN

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS

SHEET No. SW-0003

ISSUE 1

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

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CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)

HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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TITLE		
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DESIGN	X. X. XXXXXXXXX	XX.XX.XX
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DESIGN MNGR	X. X. XXXXXXXXX	XX.XX.XX
PROJECT MNGR	X. X. XXXXXXXXX	XX.XX.XX

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ATKINS STREET

EAST STREET

ATKINS STREET

N

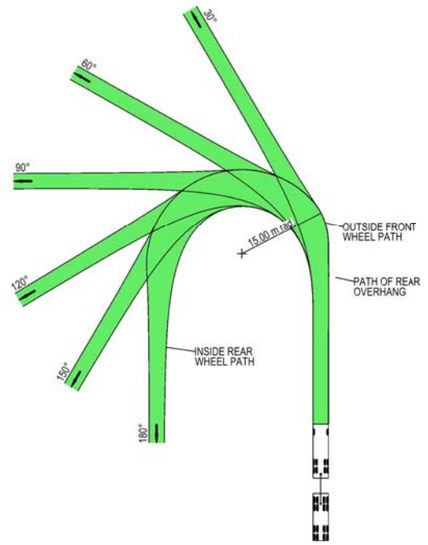
LEGEND

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

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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 22/07/2025 — 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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TITLE		
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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

ALBURY CITY COUNCIL
ATKINS STREET AND EAST STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - ATKINS STREET AND EAST STREET - EAST LEG

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS — SHEET No.: SW-0004 — ISSUE: 1

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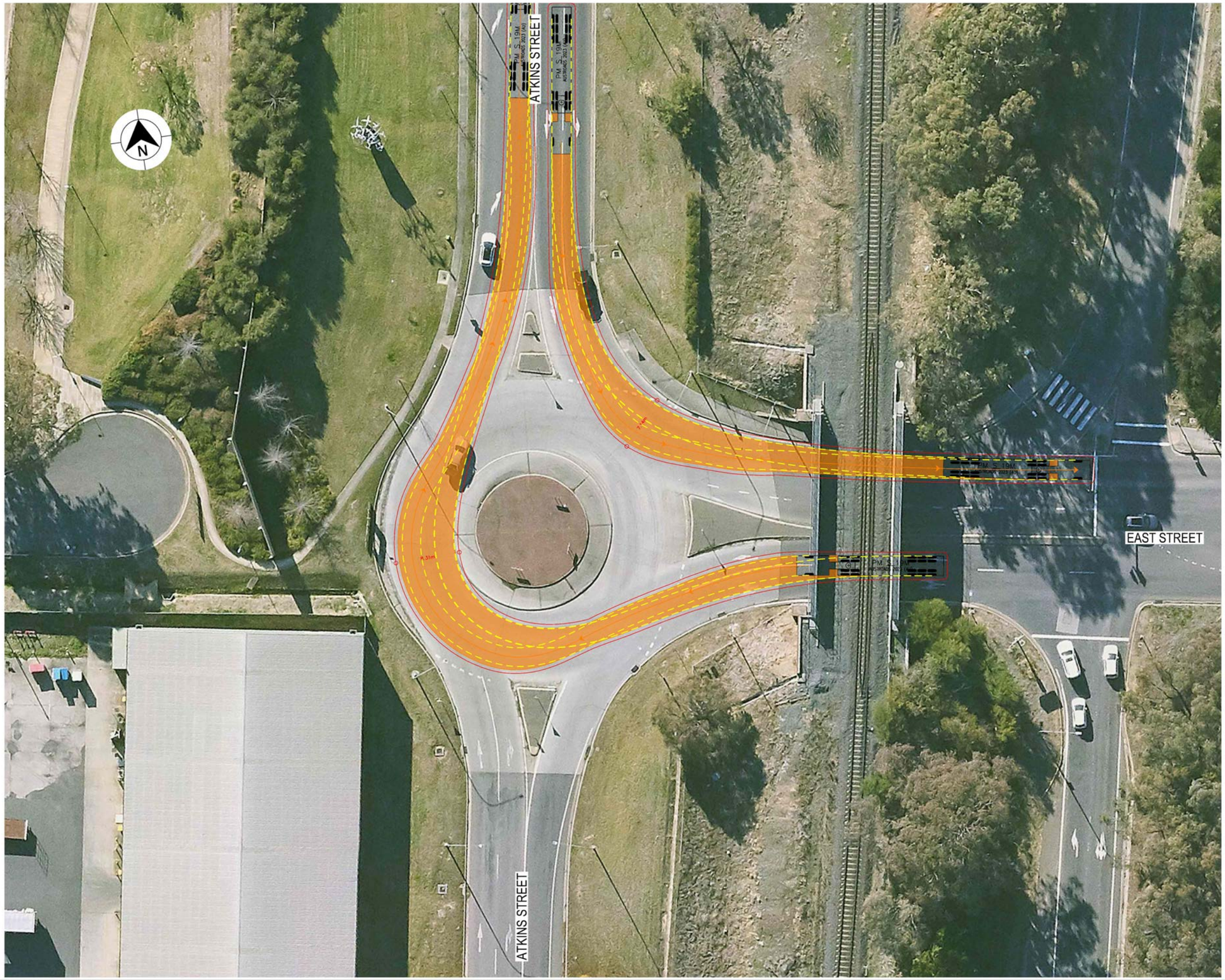


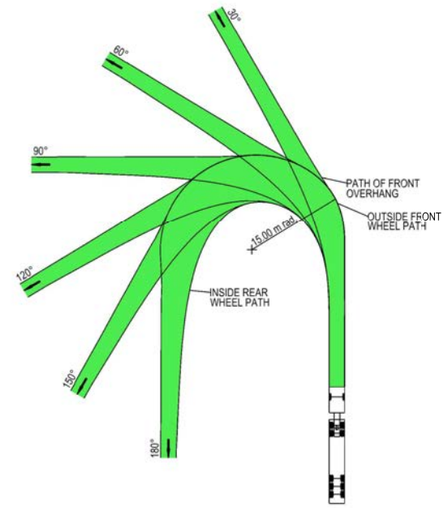
LEGEND

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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PLOT DATE / TIME: 05/06/2025 — 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

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TITLE		
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DESIGN MNGR	X. X. XXXXXXXXX	XX.XX.XX
PROJECT MNGR	X. X. XXXXXXXXX	XX.XX.XX

ALBURY CITY COUNCIL
ATKINS STREET AND EAST STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - ATKINS STREET AND EAST STREET - EAST LEG

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS — SHEET No.: SW-0005 — ISSUE: 1

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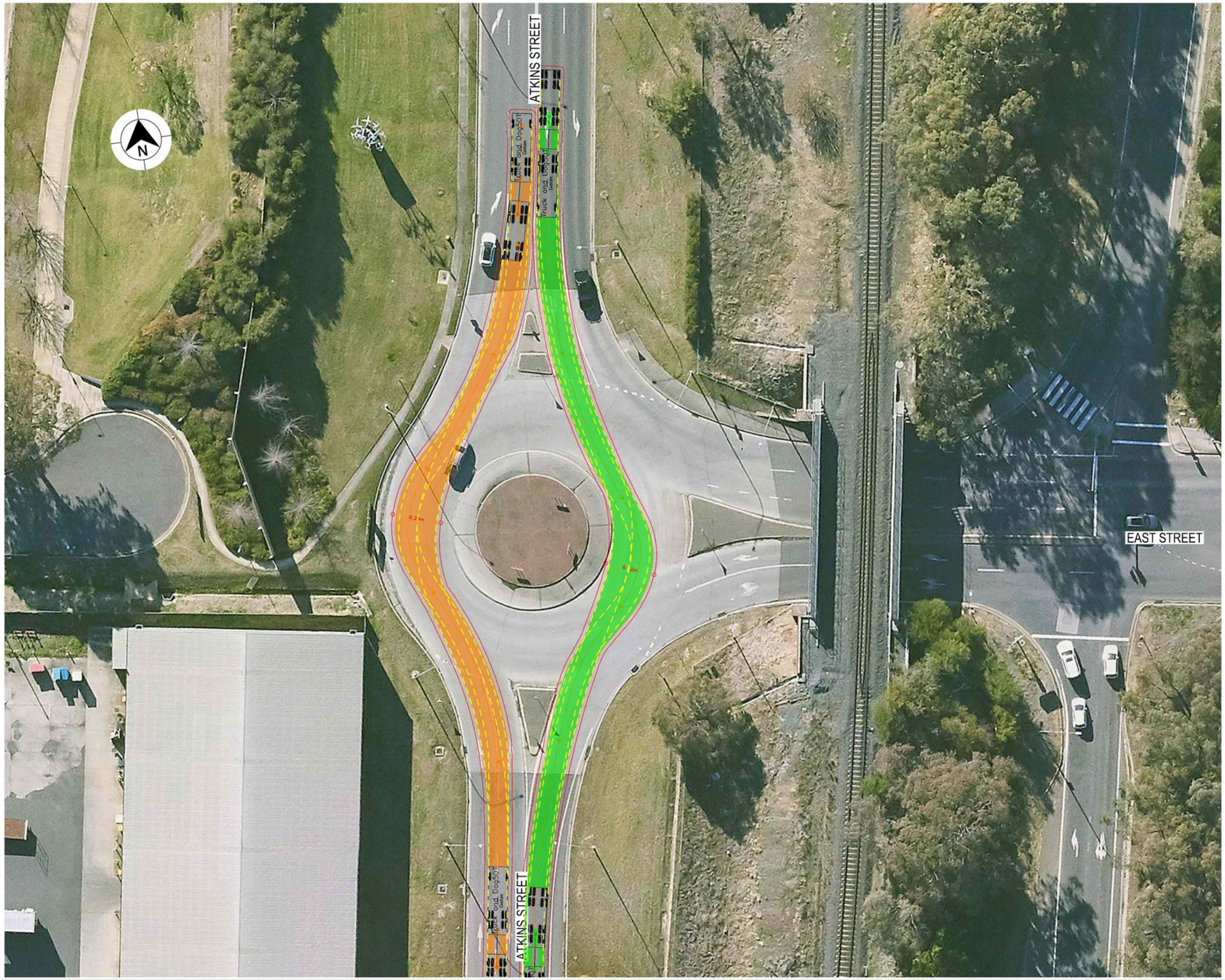


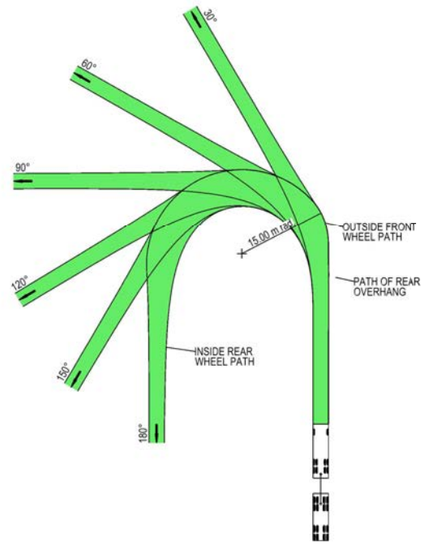
LEGEND

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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PLOT DATE / TIME: 05/06/2025 — 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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	DESIGN CHECK	X. X. XXXXXXXXX	XX.XX.XX
	DESIGN MNGR	X. X. XXXXXXXXX	XX.XX.XX
	PROJECT MNGR	X. X. XXXXXXXXX	XX.XX.XX

ALBURY CITY COUNCIL
ATKINS STREET AND EAST STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - ATKINS STREET AND EAST STREET - THROUGH

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ISSUE STATUS — SHEET No.: SW-0006 — ISSUE: 1

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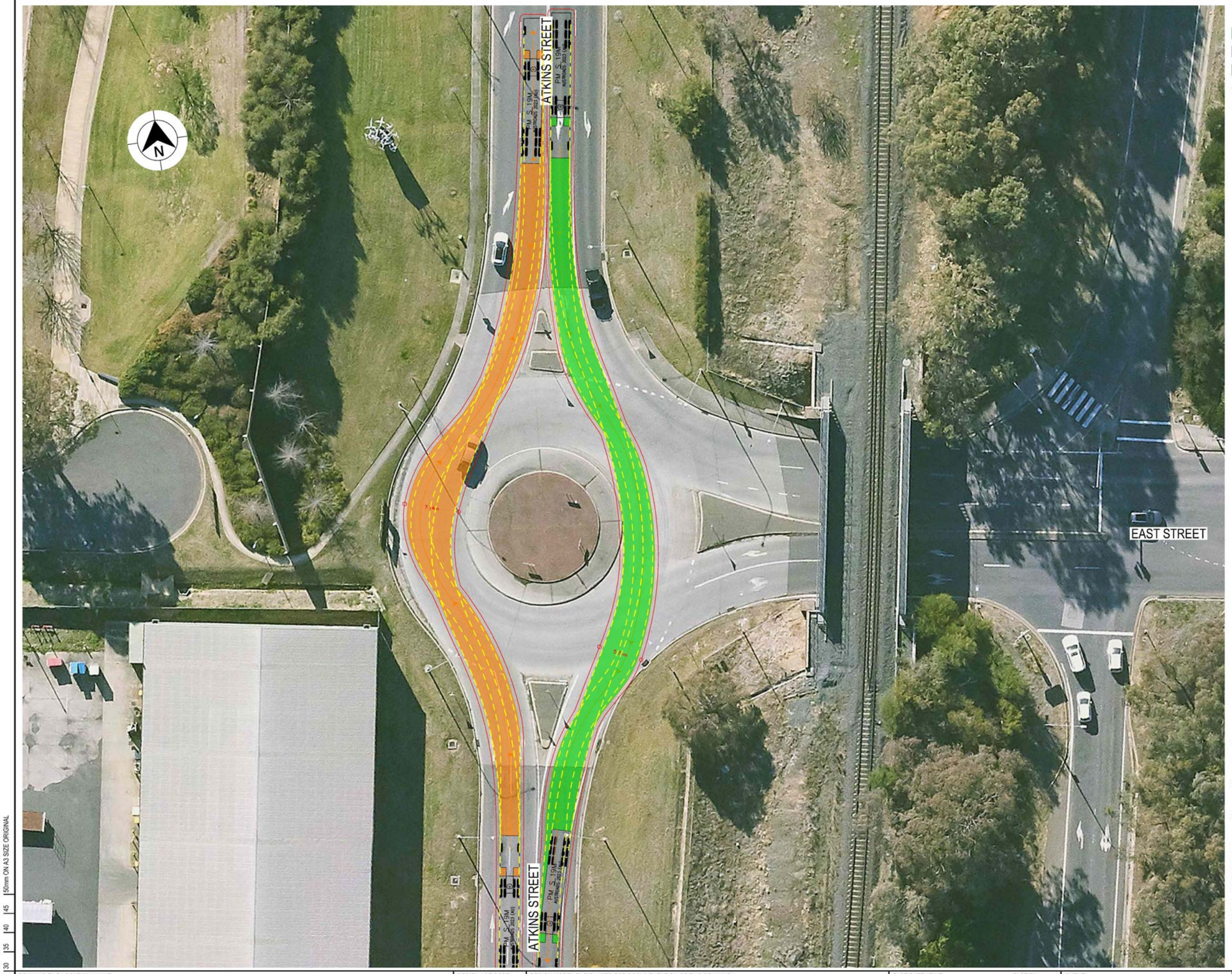


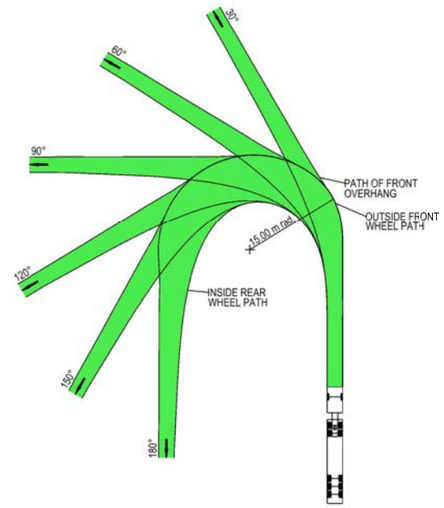
LEGEND

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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DRAWING FILE LOCATION / NAME
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 05/06/2025
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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TITLE		
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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

MARTINUS

ALBURY CITY COUNCIL
ATKINS STREET AND EAST STREET
A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - ATKINS STREET AND EAST STREET - THROUGH

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW-0007
ISSUE 1

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ATKINS STREET

RIVERINA HIGHWAY

RIVERINA HIGHWAY

Truck and Dog50T

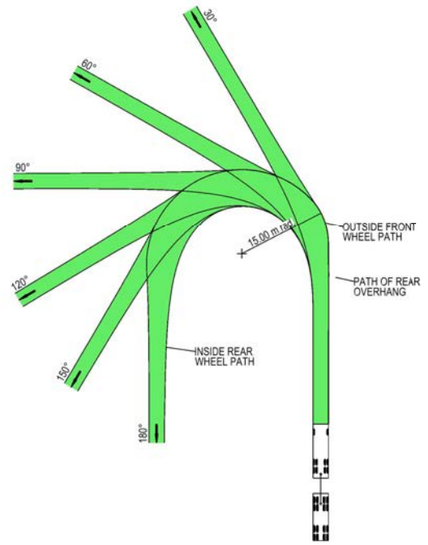
LEGEND

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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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 05/06/2025
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		07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
ATKINS STREET AND RIVERINA HIGHWAY

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - ATKINS STREET AND RIVERINA HIGHWAY - LI RO

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ISSUE 1

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ATKINS STREET

RIVERINA HIGHWAY

PM_S_19M
AUSTROADS 2023 (AU)

N

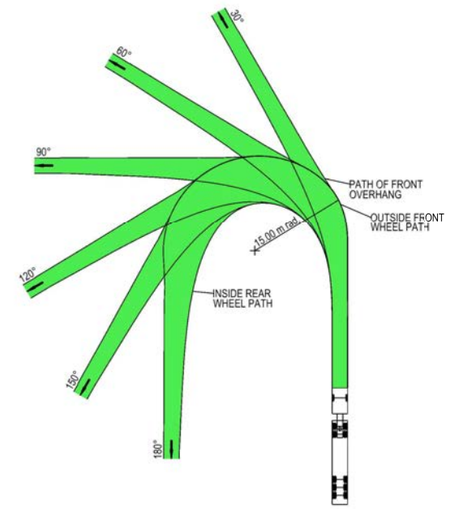
LEGEND

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

50mm ON A3 SIZE ORIGINAL

0 5 10 15 20 25 30 35 40 45 50

DRAWING FILE LOCATION / NAME
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ATKINS STREET AND RIVERINA HIGHWAY

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SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

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DESIGN CHECK	X. X. XXXXXXXXX	XX.XX.XX
DESIGN MNGR	X. X. XXXXXXXXX	XX.XX.XX
PROJECT MNGR	X. X. XXXXXXXXX	XX.XX.XX

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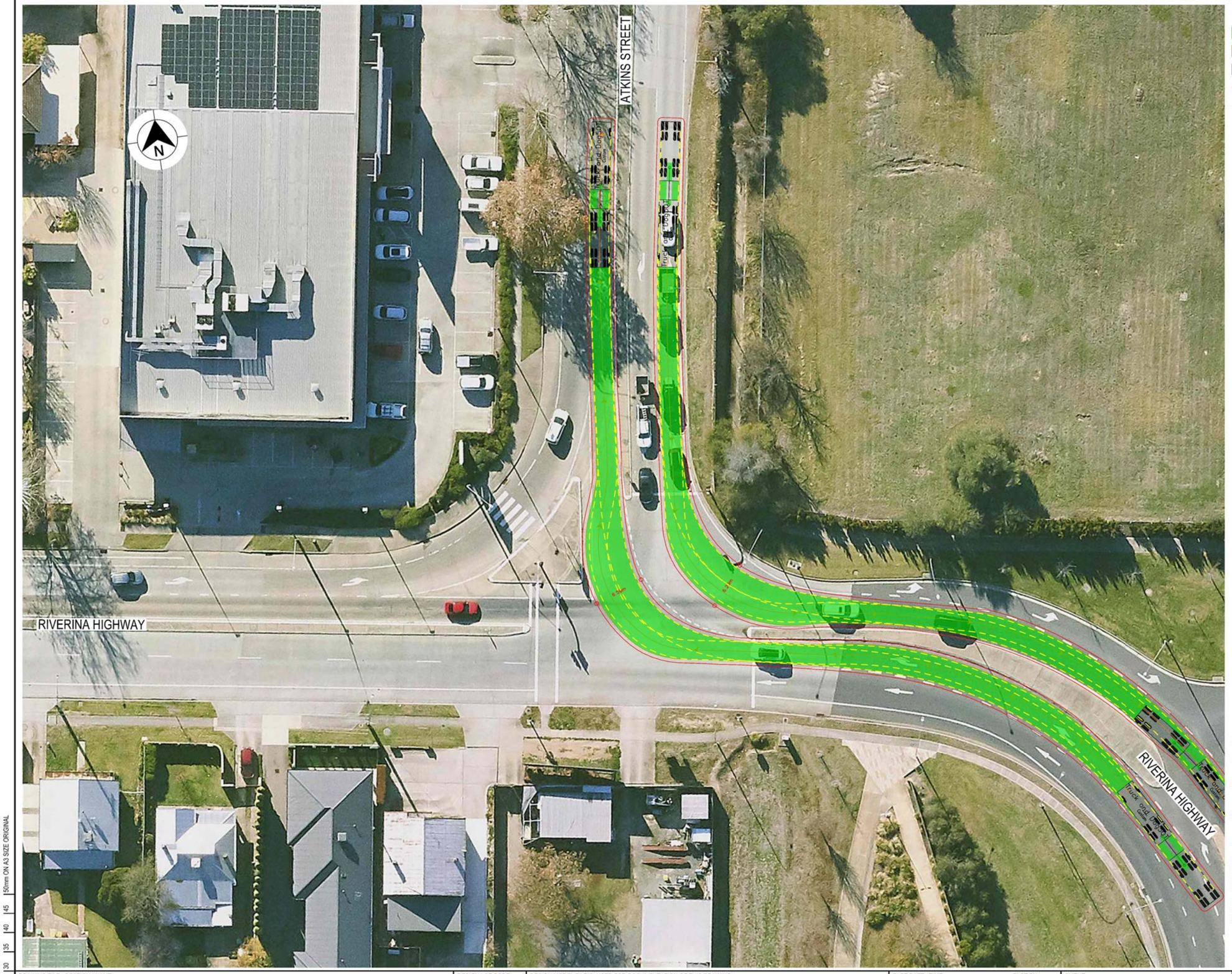


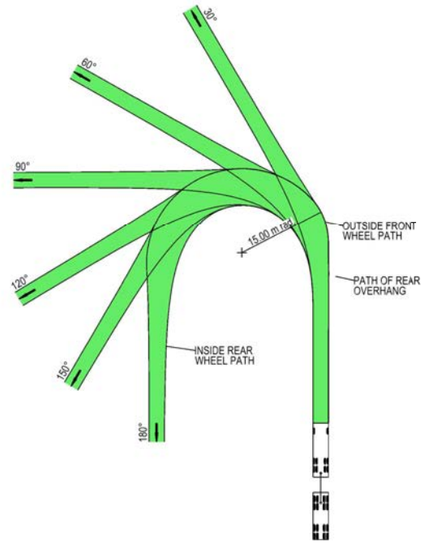
LEGEND

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

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CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

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DESIGN CHECK	X. X. XXXXXXXXX	XX.XX.XX
DESIGN MNGR	X. X. XXXXXXXXX	XX.XX.XX
PROJECT MNGR	X. X. XXXXXXXXX	XX.XX.XX

MARTINUS

ALBURY CITY COUNCIL
ATKINS STREET AND RIVERINA HIGHWAY
A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - ATKINS STREET AND RIVERINA HIGHWAY - RI LO

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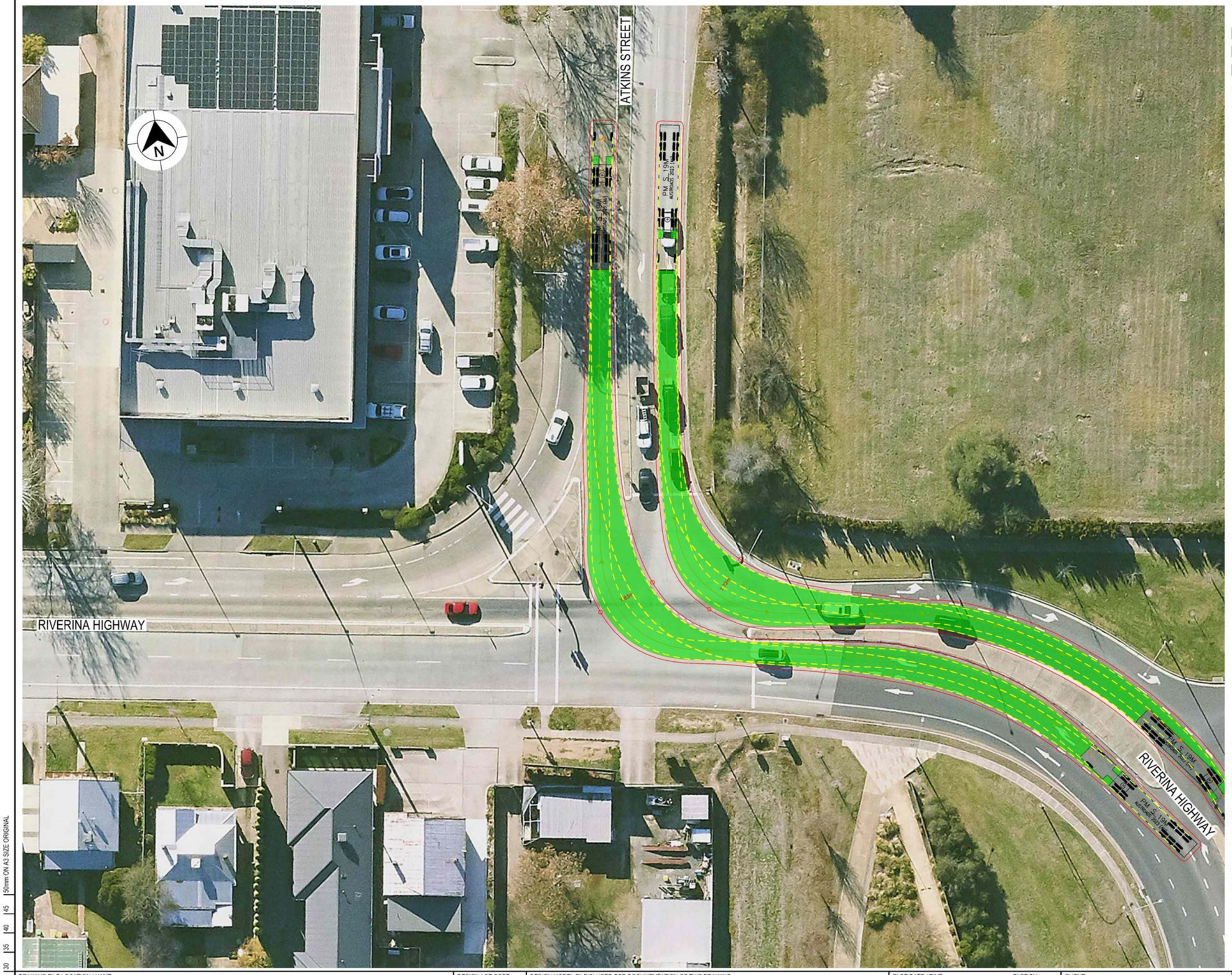

LEGEND

GDA 2020

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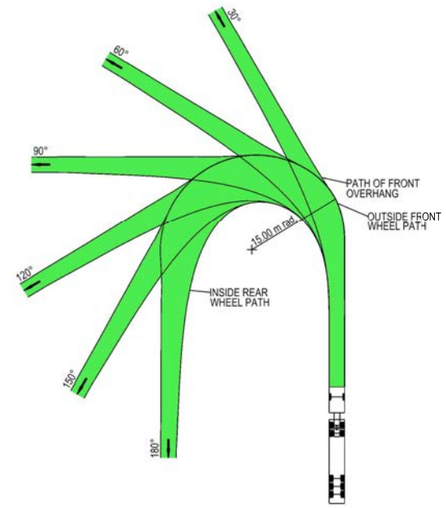
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



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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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SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

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DESIGN CHECK	X. X. XXXXXXXXX	XX.XX.XX
DESIGN MNGR	X. X. XXXXXXXXX	XX.XX.XX
PROJECT MNGR	X. X. XXXXXXXXX	XX.XX.XX

MARTINUS

ALBURY CITY COUNCIL
ATKINS STREET AND RIVERINA HIGHWAY
A3

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ALBURY PRECINCT
SWEPT PATH ANALYSIS
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BURROWS ROAD

CENTAUR ROAD

CENTAUR ROAD

BURROWS ROAD

LEGEND

GDA 2020

DESIGN VEHICLE COMPLETED SWEPT PATH

DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH

DESIGN VEHICLE FAILED SWEPT PATH

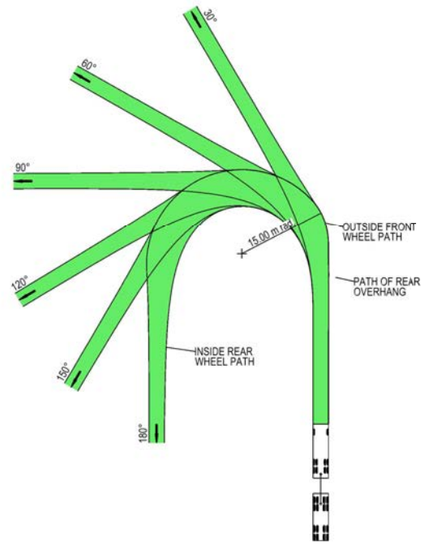
0.5m VEHICLE CLEARANCE

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

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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
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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

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TITLE		
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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

ALBURY CITY COUNCIL
BURROWS ROAD AND CENTAUR ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - BURROWS ROAD AND CENTAUR ROAD - THROUGH

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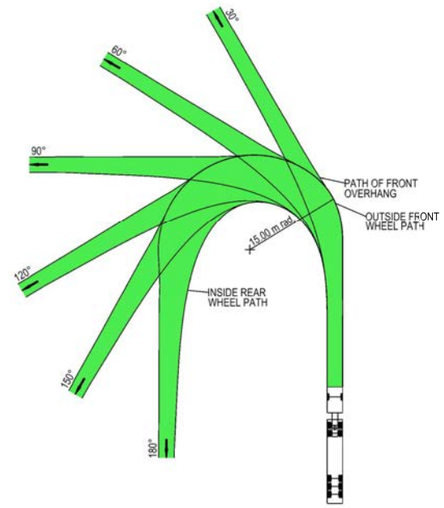
LEGEND

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
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PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
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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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PLOT DATE / TIME 05/06/2025 — 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		07/07/2025
DRG CHECK	X. X. XXXXXXXXX		XX.XX.XX
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DESIGN MNGR	X. X. XXXXXXXXX		XX.XX.XX
PROJECT MNGR	X. X. XXXXXXXXX		XX.XX.XX

MARTINUS

ALBURY CITY COUNCIL
BURROWS ROAD AND CENTAUR ROAD
A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - BURROWS ROAD AND CENTAUR ROAD - THROUGH

A3

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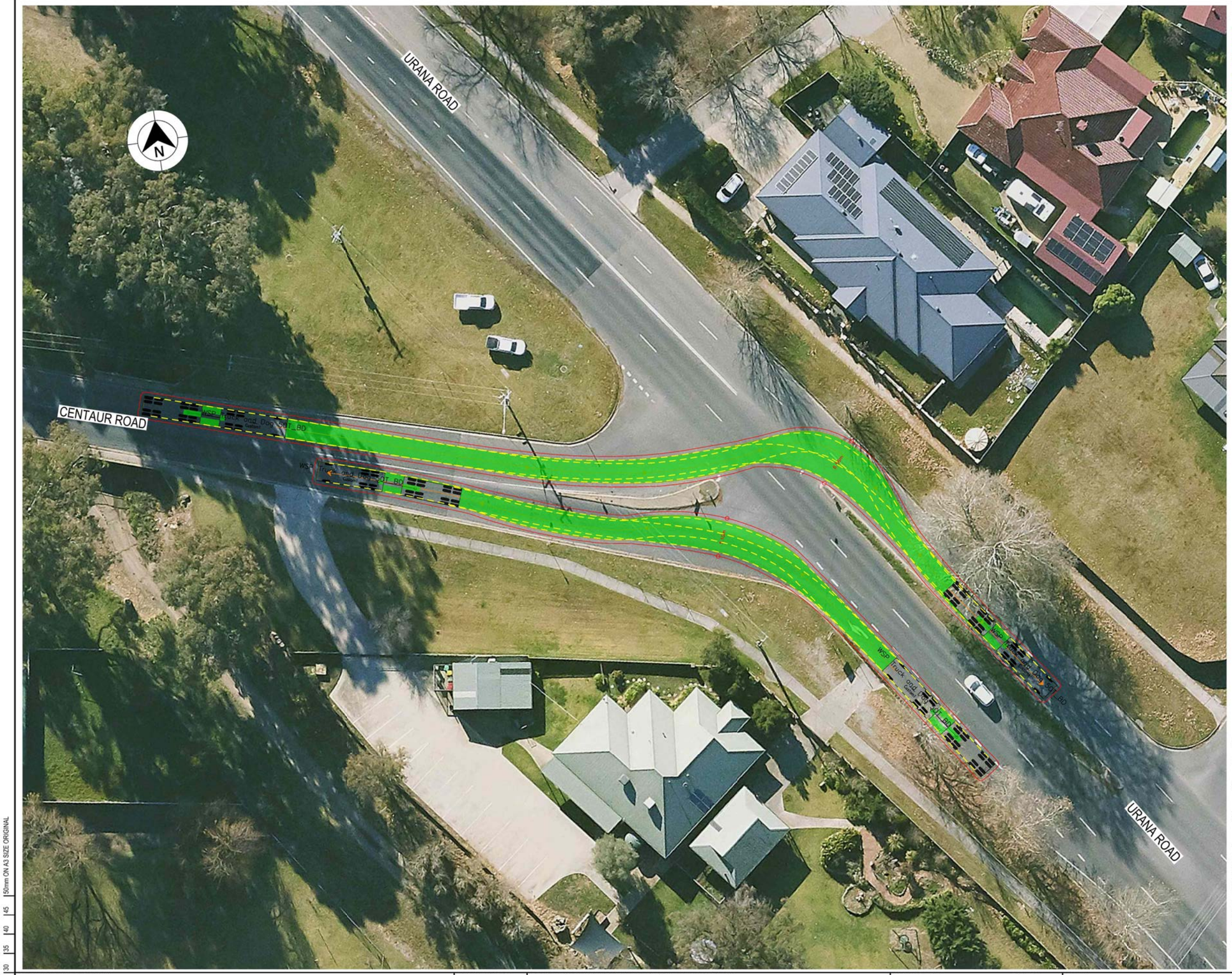

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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RADIUS 15 m
TURNING SPEED 5 - 15 km/h

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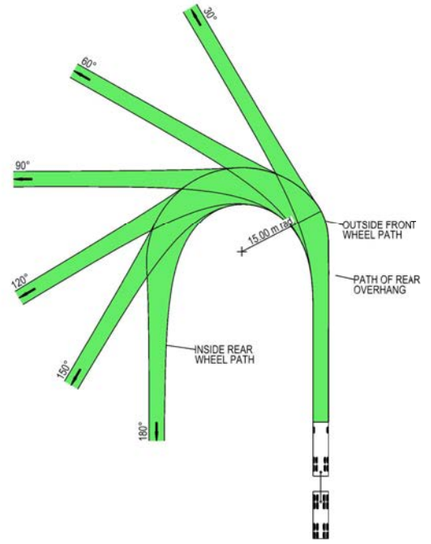

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MARTINUS

ALBURY CITY COUNCIL
CENTAUR ROAD AND URANA ROAD
A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - CENTAUR ROAD AND URANA ROAD - LI RO

A3

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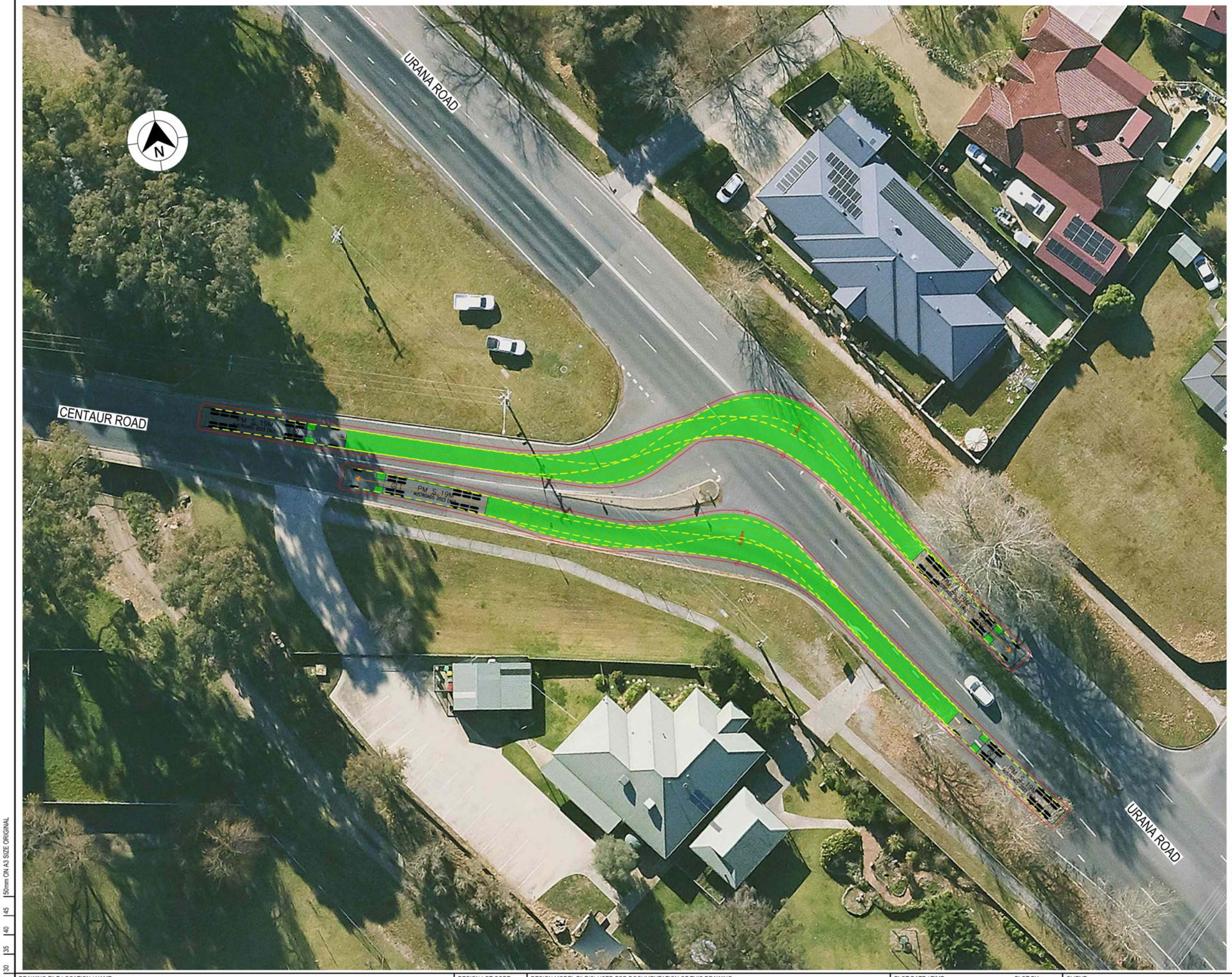

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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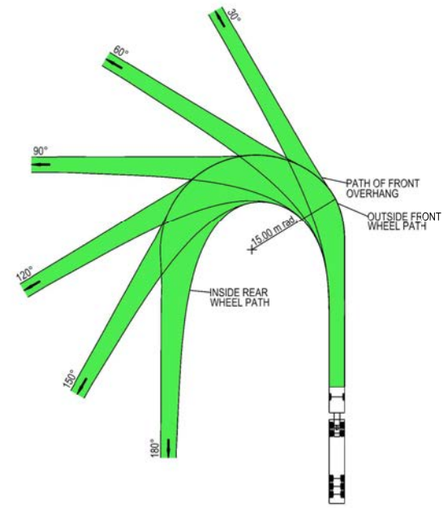

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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 05/06/2025 — 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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
CENTAUR ROAD AND URANA ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - CENTAUR ROAD AND URANA ROAD - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0015 — ISSUE 1

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HUME HIGHWAY

EAST STREET

EAST STREET

HUME HIGHWAY

LEGEND

GDA 2020

DESIGN VEHICLE COMPLETED SWEPT PATH

DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH

DESIGN VEHICLE FAILED SWEPT PATH

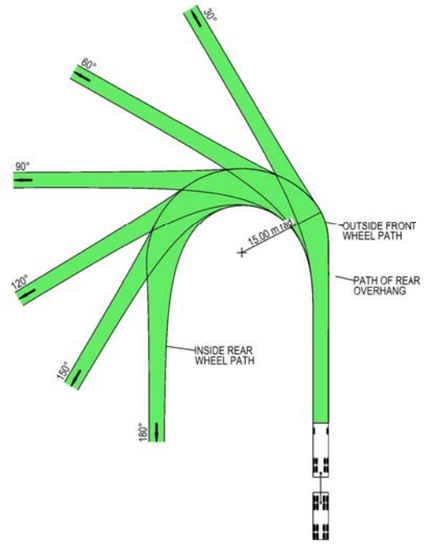
0.5m VEHICLE CLEARANCE

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

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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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
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DRAWN	T.HUNTER	07/07/2025
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DESIGN CHECK	X. X. XXXXXXXXX	XX.XX.XX
DESIGN MNGR	X. X. XXXXXXXXX	XX.XX.XX
PROJECT MNGR	X. X. XXXXXXXXX	XX.XX.XX

MARTINUS

ALBURY CITY COUNCIL
EAST STREET AND HUME HWY
A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - EAST STREET AND HUME HIGHWAY - LI RI

A3

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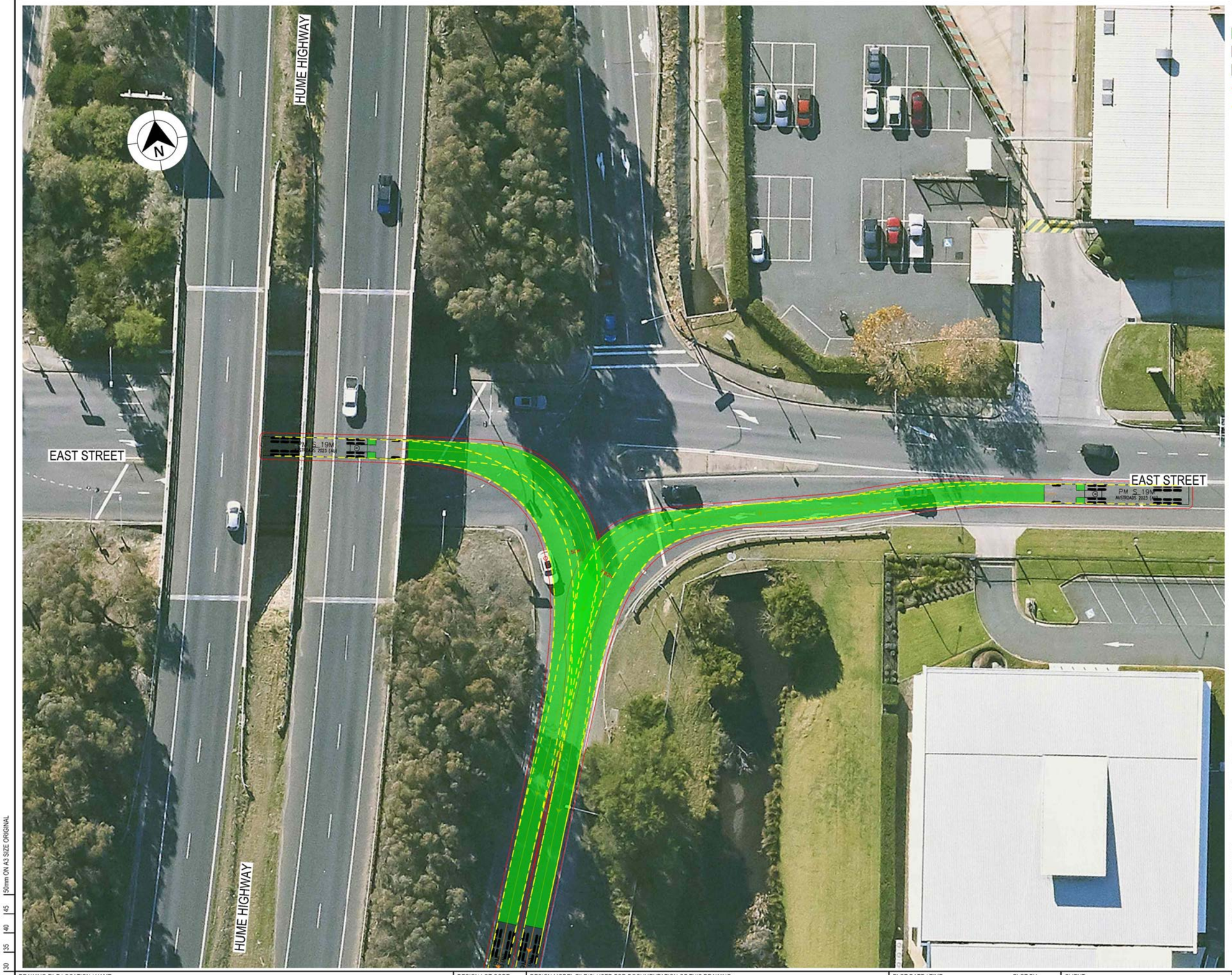


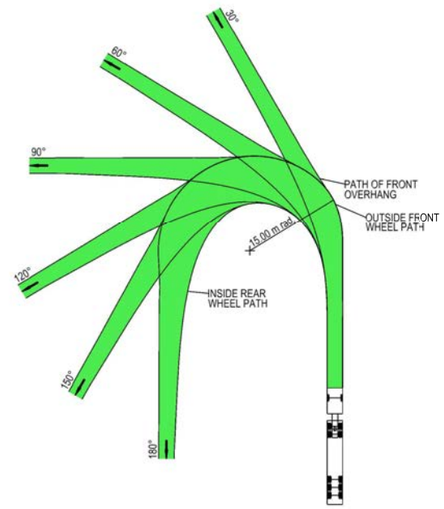
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- 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

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CURB TO CURB TURNING RADIUS	15.00 m
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NOT FOR CONSTRUCTION

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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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
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DESIGN CHECK	X. X. XXXXXXXXX	XX.XX.XX
DESIGN MNGR	X. X. XXXXXXXXX	XX.XX.XX
PROJECT MNGR	X. X. XXXXXXXXX	XX.XX.XX

MARTINUS

ALBURY CITY COUNCIL
EAST STREET AND HUME HWY

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - EAST STREET AND HUME HIGHWAY - LI RI

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PART 1
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SHEET No. SW-0017
ISSUE 1

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HUME HIGHWAY

EAST STREET

EAST STREET

HUME HIGHWAY

Truck and Dog501

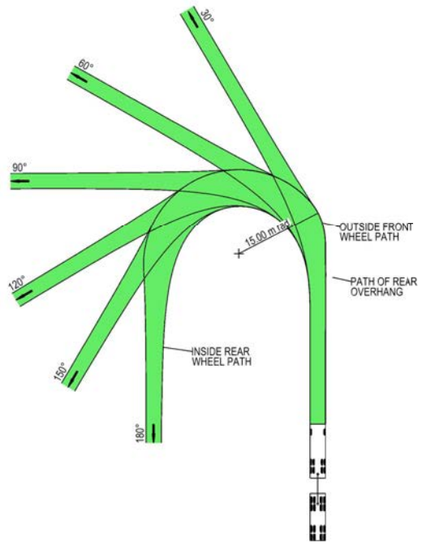
Truck and Dog501

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

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TRUCK AND 4 AXLE DOG (19.0 m)	
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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

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PLOT DATE / TIME 05/06/2025
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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TITLE		
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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

MARTINUS

ALBURY CITY COUNCIL
EAST STREET AND HUME HWY

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - EAST STREET AND HUME HIGHWAY - LO RO

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PART 1
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SHEET No. SW-0018
ISSUE 1

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HUME HIGHWAY

EAST STREET

EAST STREET

HUME HIGHWAY

LEGEND

GDA 2020

DESIGN VEHICLE COMPLETED SWEPT PATH

DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH

DESIGN VEHICLE FAILED SWEPT PATH

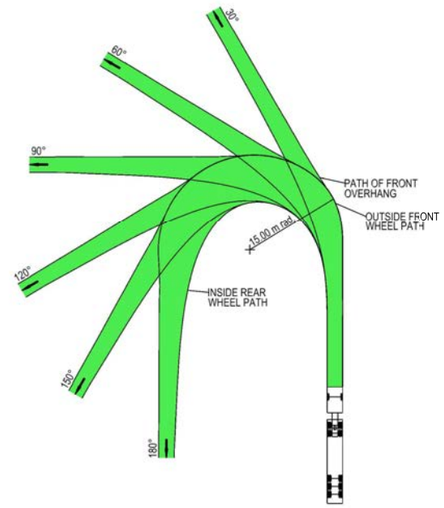
0.5m VEHICLE CLEARANCE

DESIGN VEHICLE WHEEL PATH

STORED PASSENGER VEHICLE

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
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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 - Albury Station and Surrounds Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 05/06/2025

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 ı DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
EAST STREET AND HUME HWY

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - EAST STREET AND HUME HIGHWAY - LO RO

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ISSUE STATUS SHEET No. SW-0019 ISSUE 1

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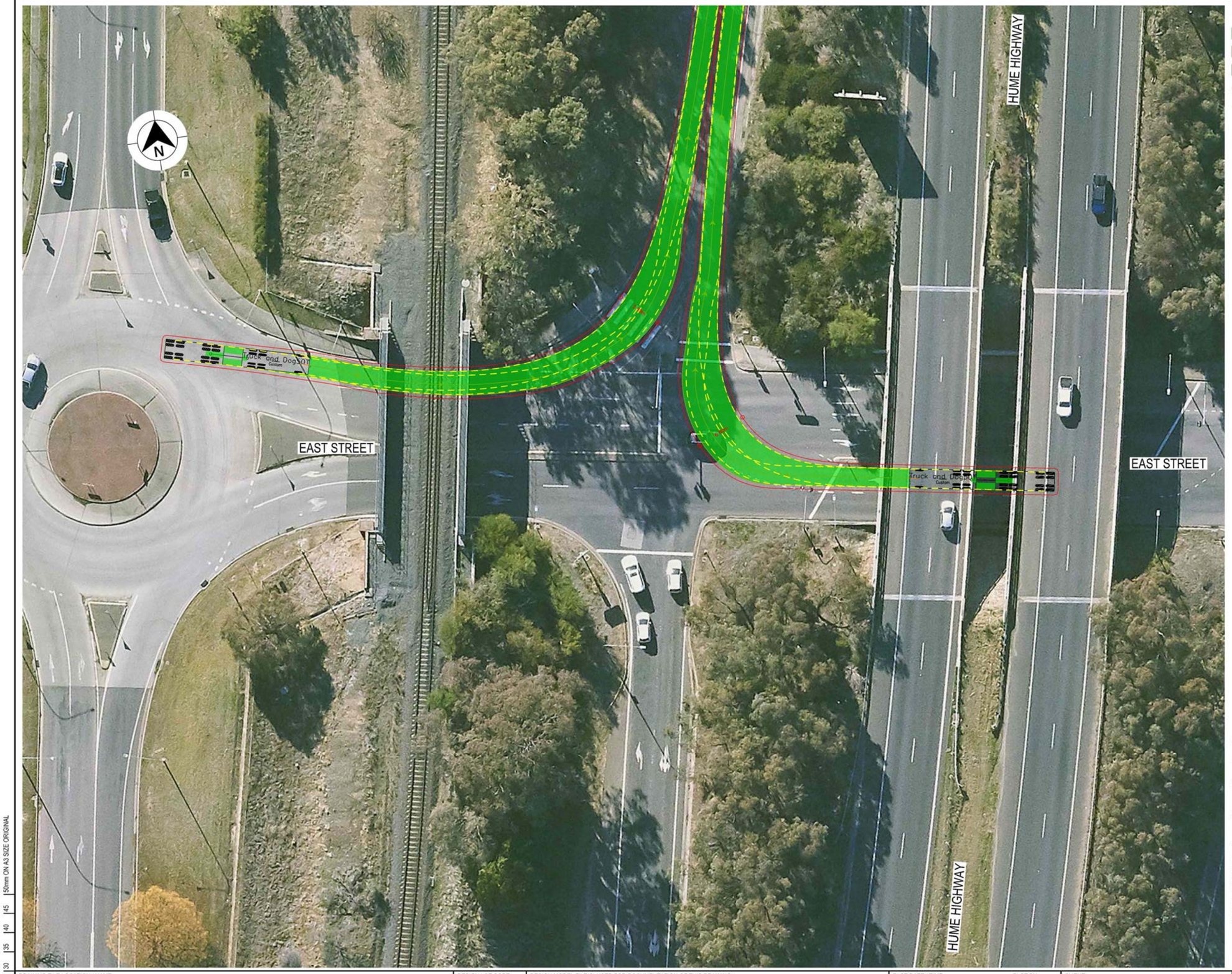


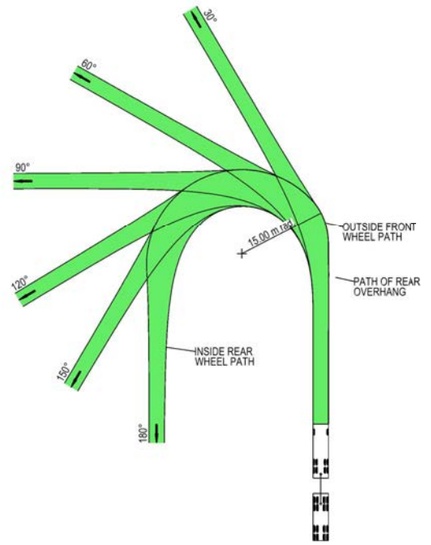
LEGEND

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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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
0 5 10 15 20 25 30 35 40 45

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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PLOT DATE / TIME: 05/06/2025
PLOT BY: ThomHunter

CLIENT: MARTINUS

ALBURY CITY COUNCIL
EAST STREET AND HUME HWY
A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - EAST STREET AND HUME HIGHWAY - LI RI 1

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
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DRG CHECK	X. X. XXXXXXXXX	XX.XX.XX
DESIGN	X. X. XXXXXXXXX	XX.XX.XX
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DESIGN MNGR	X. X. XXXXXXXXX	XX.XX.XX
PROJECT MNGR	X. X. XXXXXXXXX	XX.XX.XX

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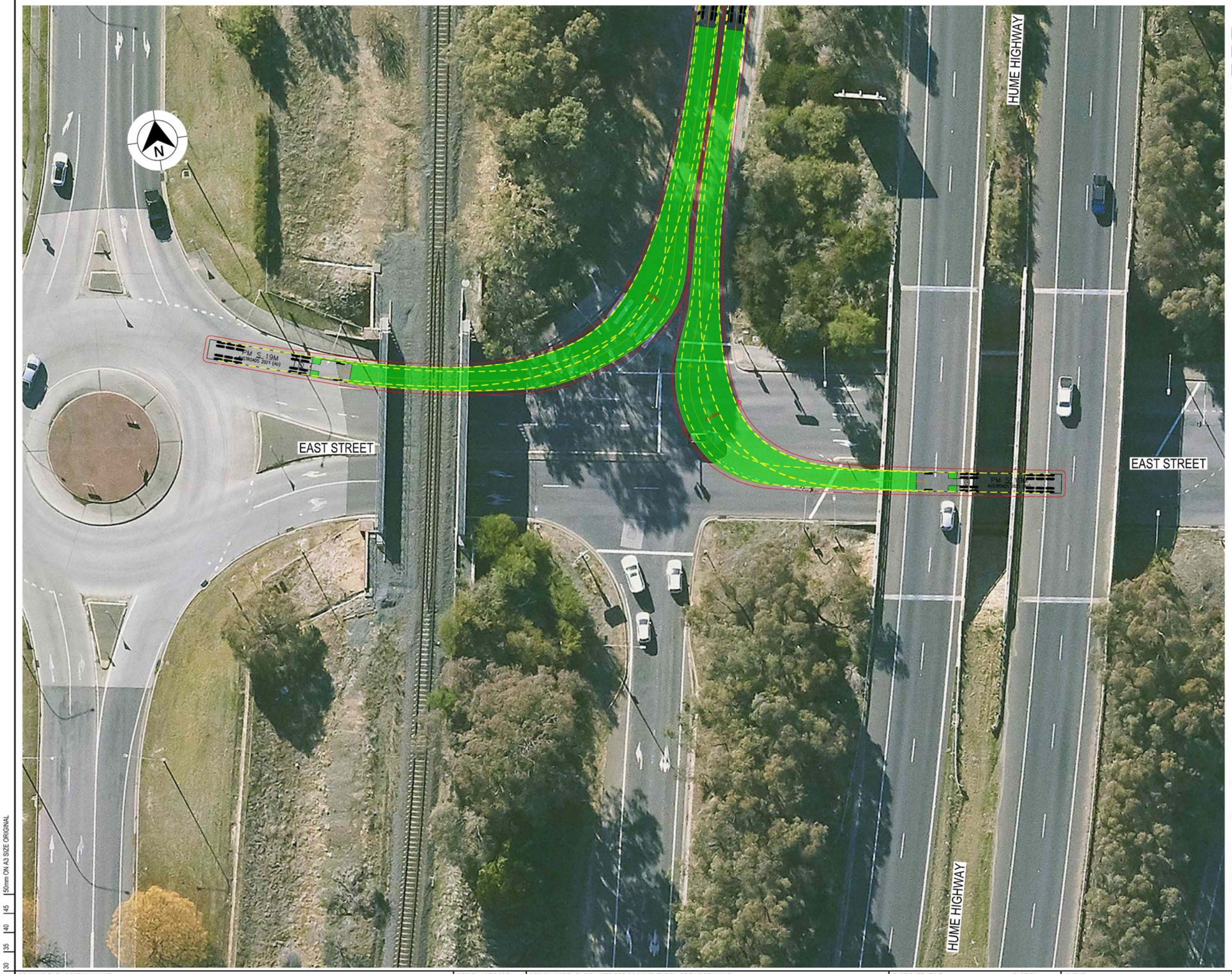

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

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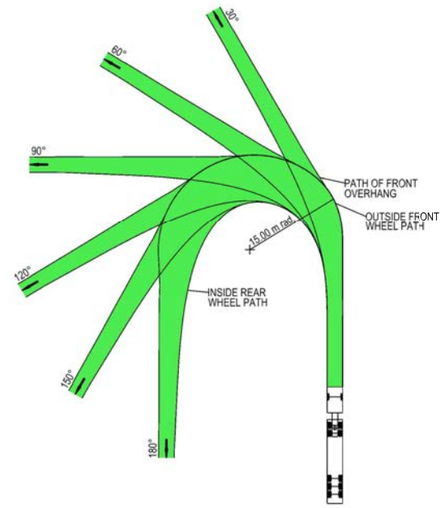
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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PROJECT MNGR	X. X. XXXXXXXXX	XX.XX.XX

ALBURY CITY COUNCIL
EAST STREET AND HUME HWY

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - EAST STREET AND HUME HIGHWAY - LI RI 1

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PART: 1
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SHEET No.: SW-0021
ISSUE: 1

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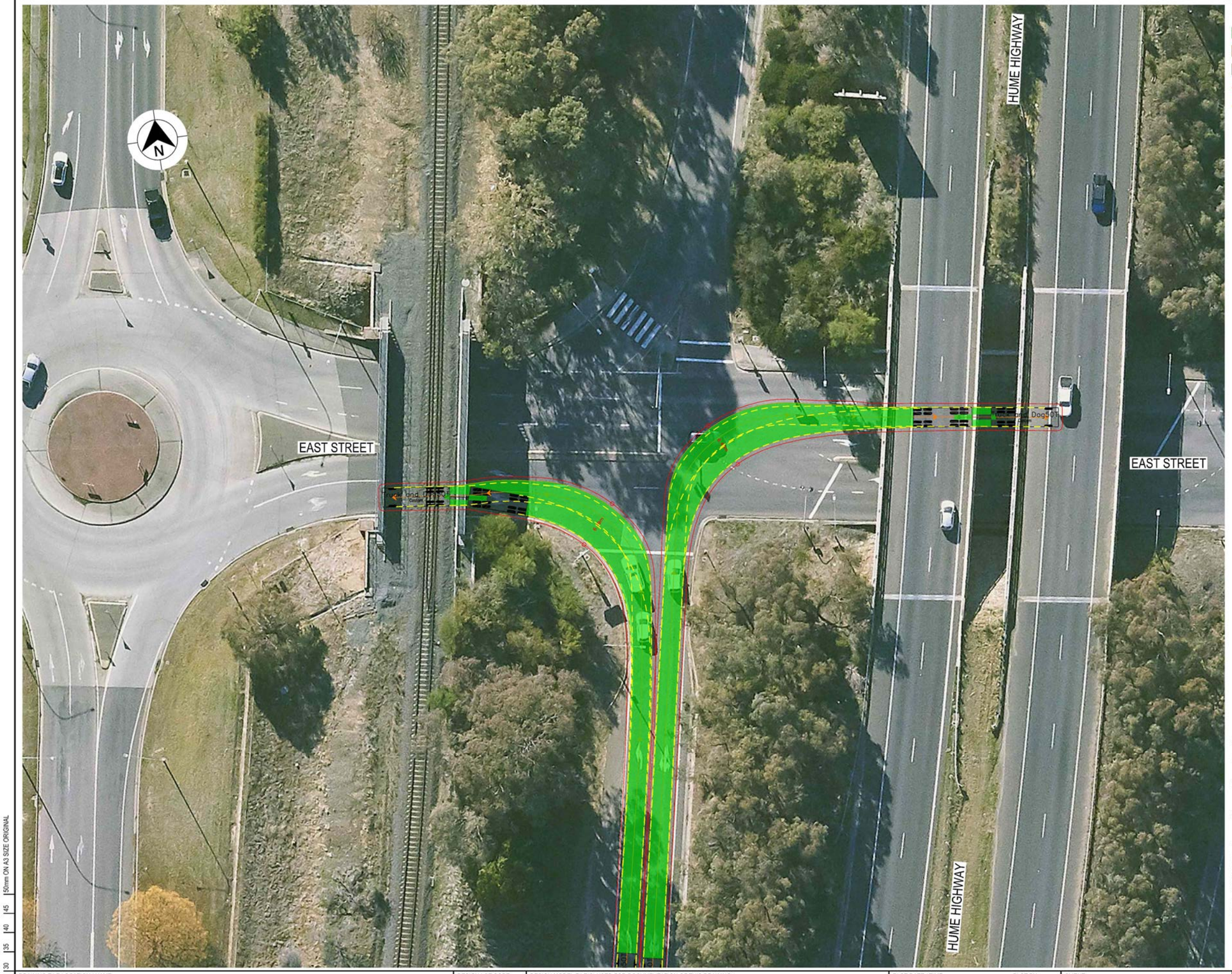

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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RADIUS 15 m
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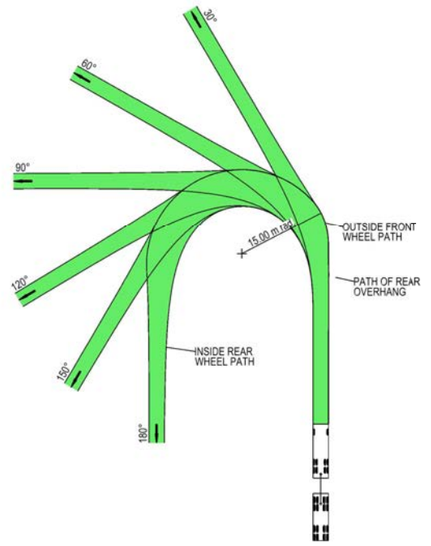

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PLOT DATE / TIME: 05/06/2025 — PLOT BY: ThomHunter

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		07/07/2025
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

ALBURY CITY COUNCIL
EAST STREET AND HUME HWY
A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - EAST STREET AND HUME HIGHWAY - LO RO 1

A3

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS — SHEET No.: SW-0022 — ISSUE: 1

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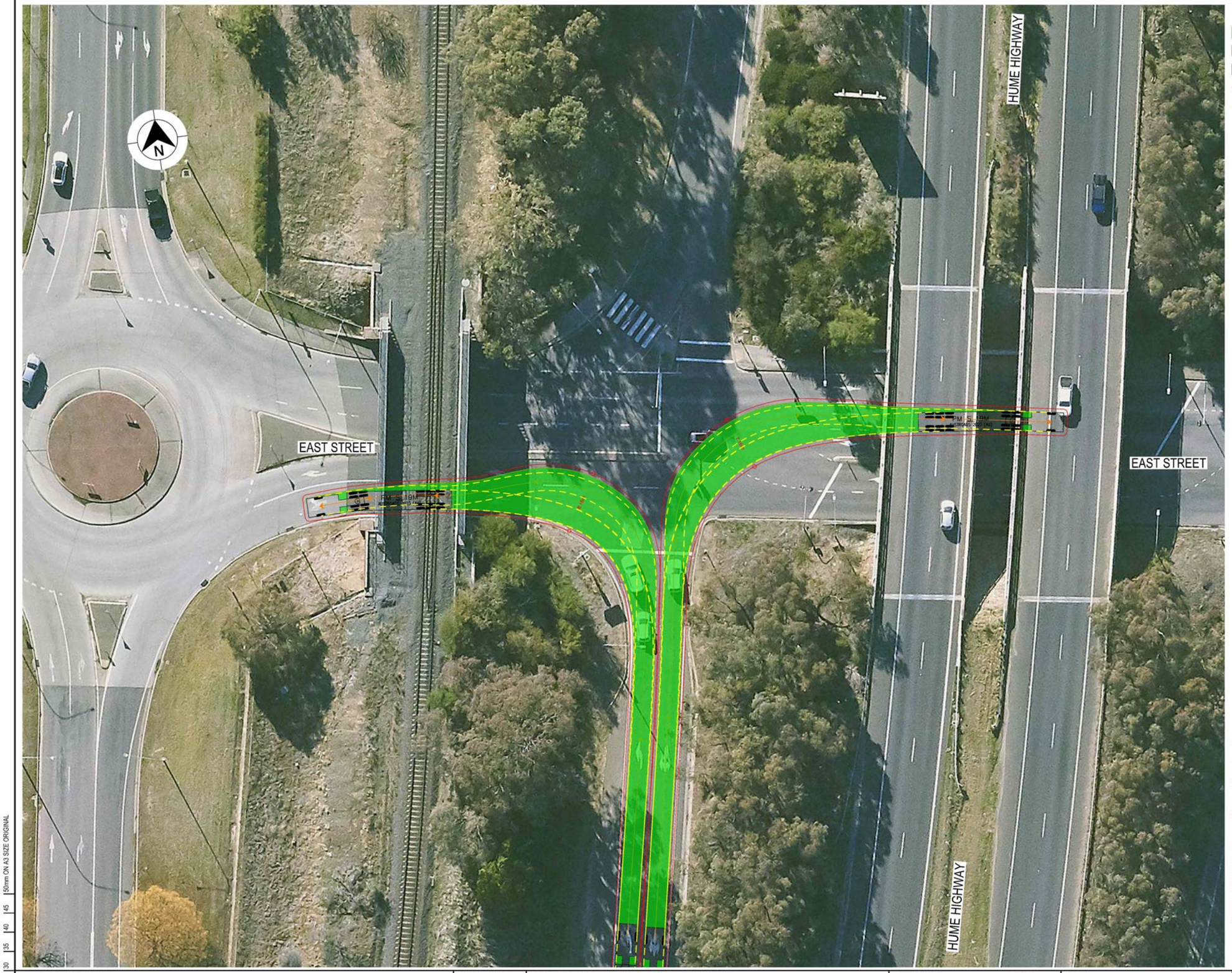


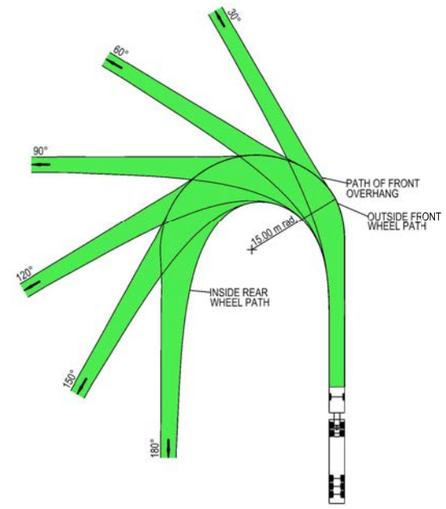
LEGEND

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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150mm 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 - Albury Station and Surrounds Route.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 05/06/2025 — PLOT BY: ThomHunter

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	07/07/2025
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

CLIENT: MARTINUS

ALBURY CITY COUNCIL
EAST STREET AND HUME HWY

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - EAST STREET AND HUME HIGHWAY - LO RO 1

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

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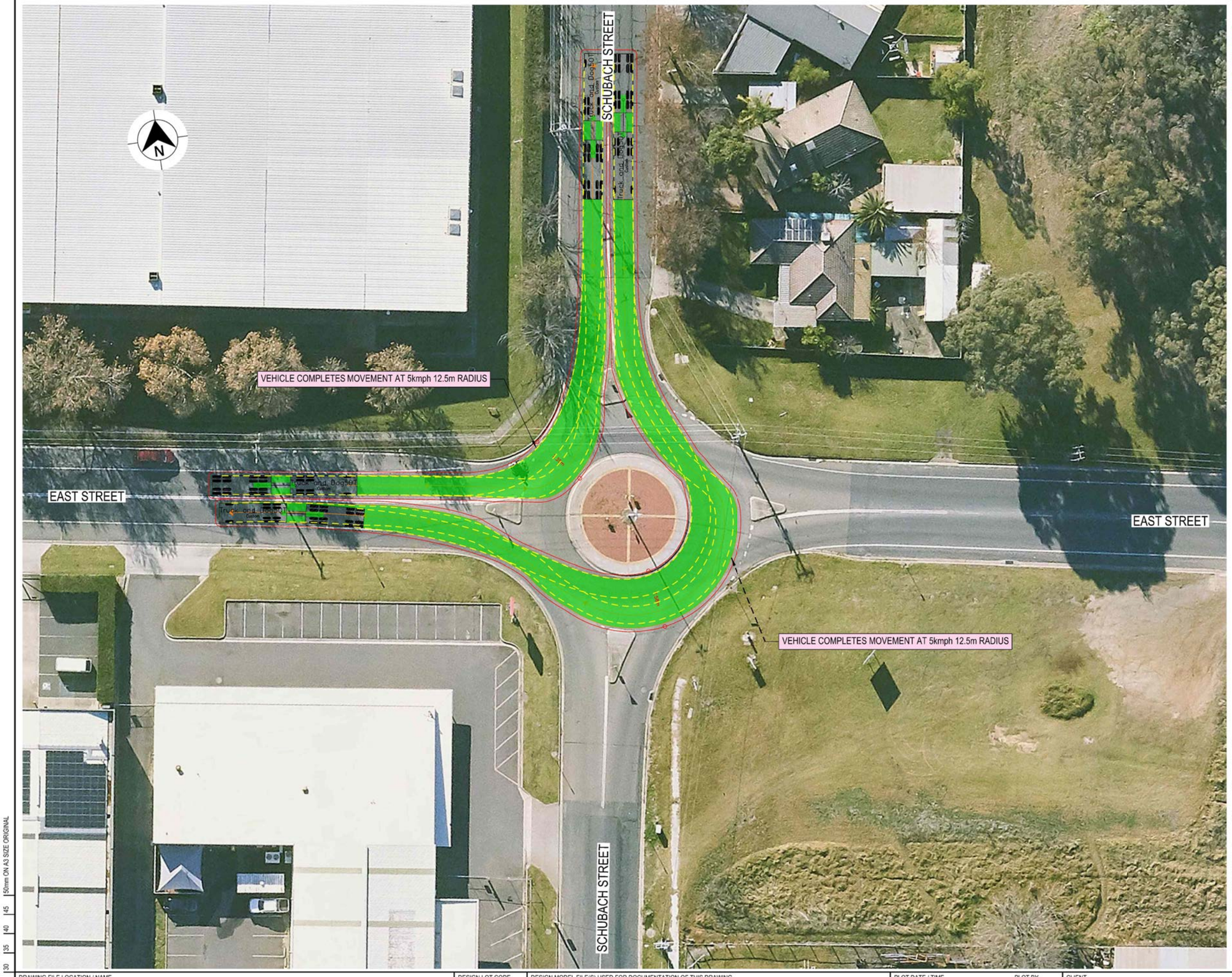


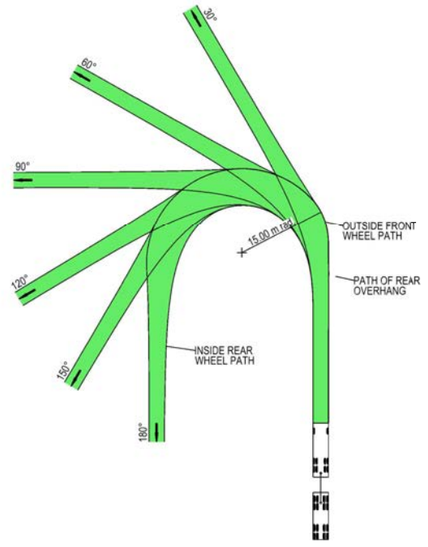
LEGEND

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
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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

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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 05/06/2025 — 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		07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
EAST STREET AND SHUBACH STREET
A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - EAST STREET AND SCHUBACH STREET - NORTH LEG

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SCHUBACH STREET

EAST STREET

EAST STREET

SCHUBACH STREET

VEHICLE MOVEMENT TRACKS OVER CENTER ANNULUS

VEHICLE COMPLETES MOVEMENT AT 5kmph 12.5m RADIUS

LEGEND

GDA 2020

DESIGN VEHICLE COMPLETED SWEPT PATH

DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH

DESIGN VEHICLE FAILED SWEPT PATH

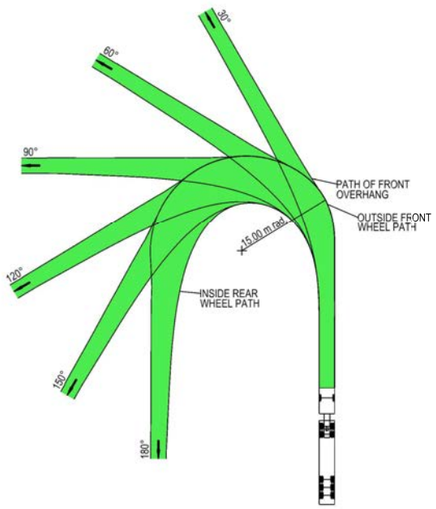
0.5m VEHICLE CLEARANCE

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

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PRIME MOVER & SEMI-TRAILER (19.0 m)	
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CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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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 22/07/2025

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		07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
EAST STREET AND SHUBACH STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - EAST STREET AND SCHUBACH STREET - NORTH LEG

RIGORE REGISTRATION No. RES2501.78.207

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ISSUE 1

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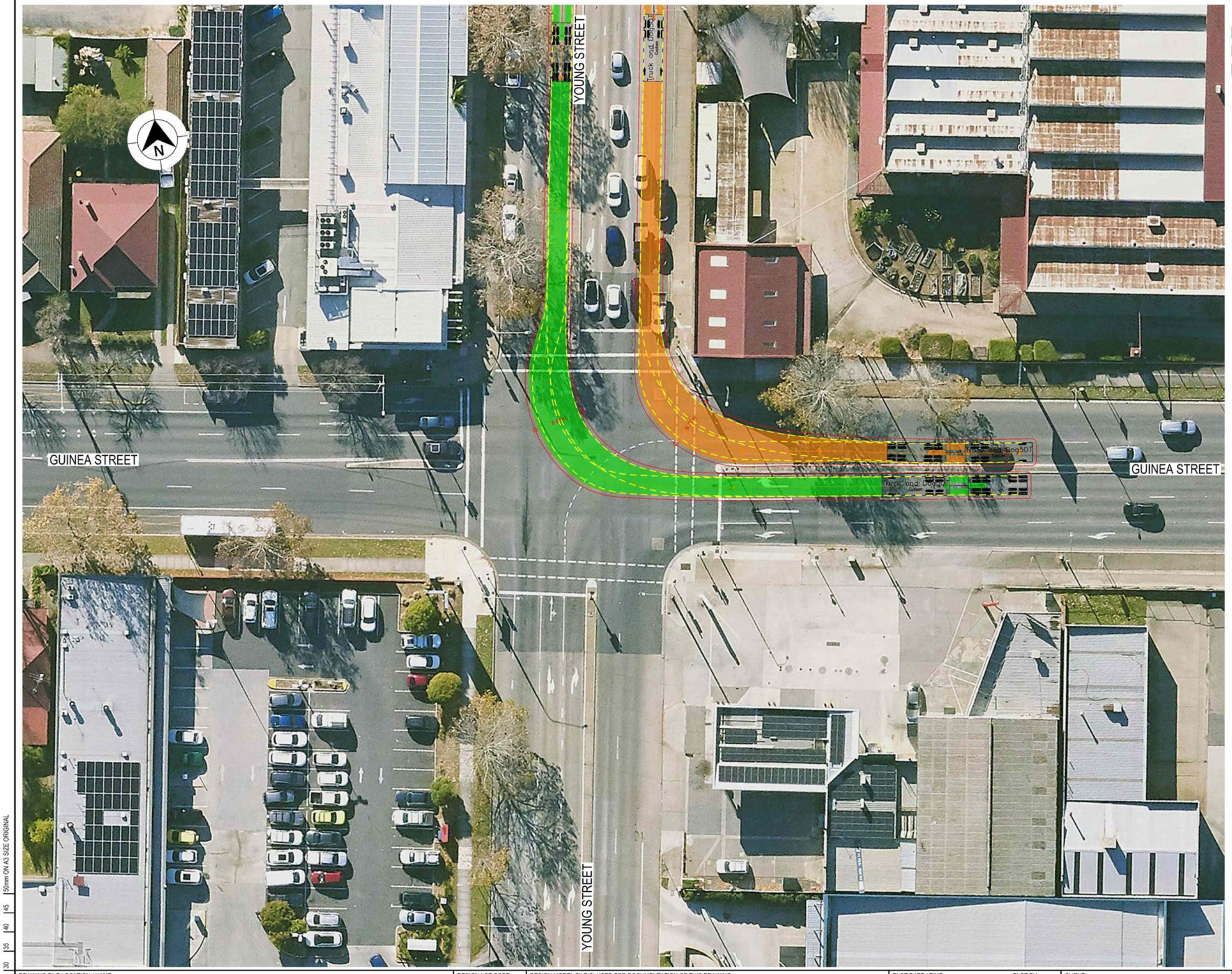

LEGEND

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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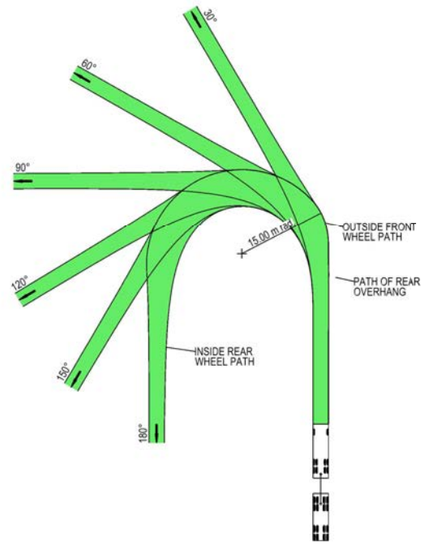
- STORED PASSENGER VEHICLE

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

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TRUCK AND 4 AXLE DOG (19.0 m)	
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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 05/06/2025
PLOT BY ThomHunter

CLIENT

ALBURY CITY COUNCIL
GUINEA STREET AND YOUNG STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GUINEA STREET AND YOUNG 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

TITLE	NAME	DATE
DRAWN	T.HUNTER	07/07/2025
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

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RIGORE REGISTRATION No. RES2501.78.207
PART 1
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ISSUE 1

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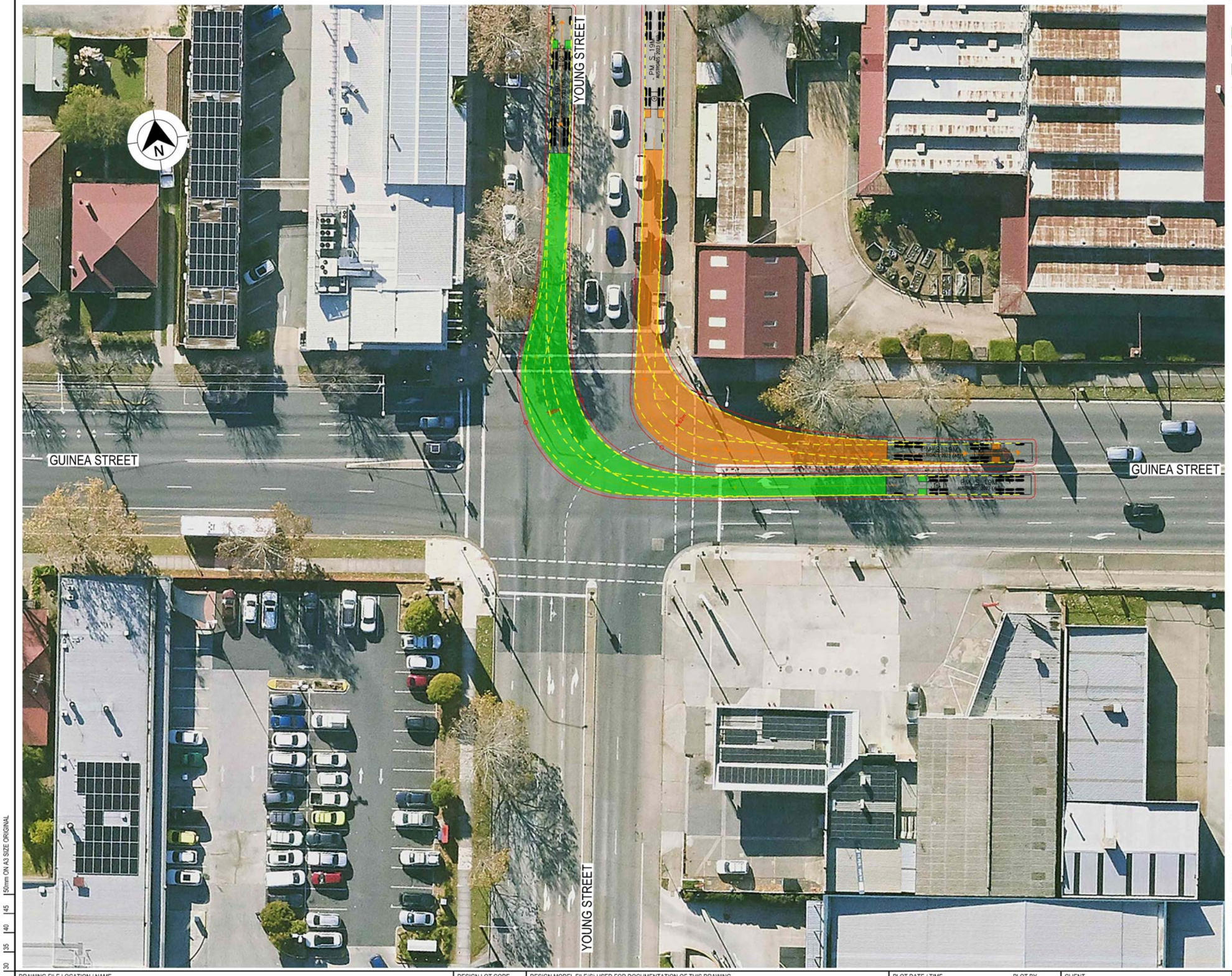

LEGEND

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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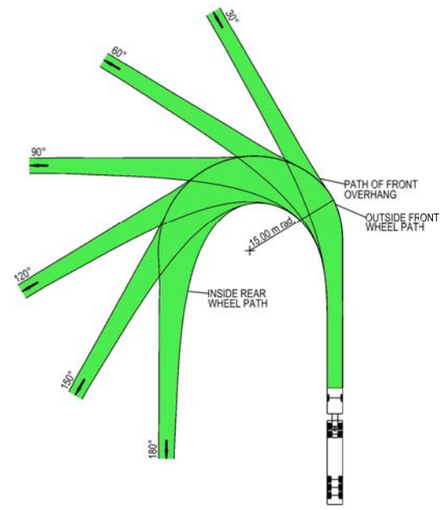
AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 05/06/2025
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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
GUINEA STREET AND YOUNG STREET
A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GUINEA STREET AND YOUNG STREET - LI RO

A3

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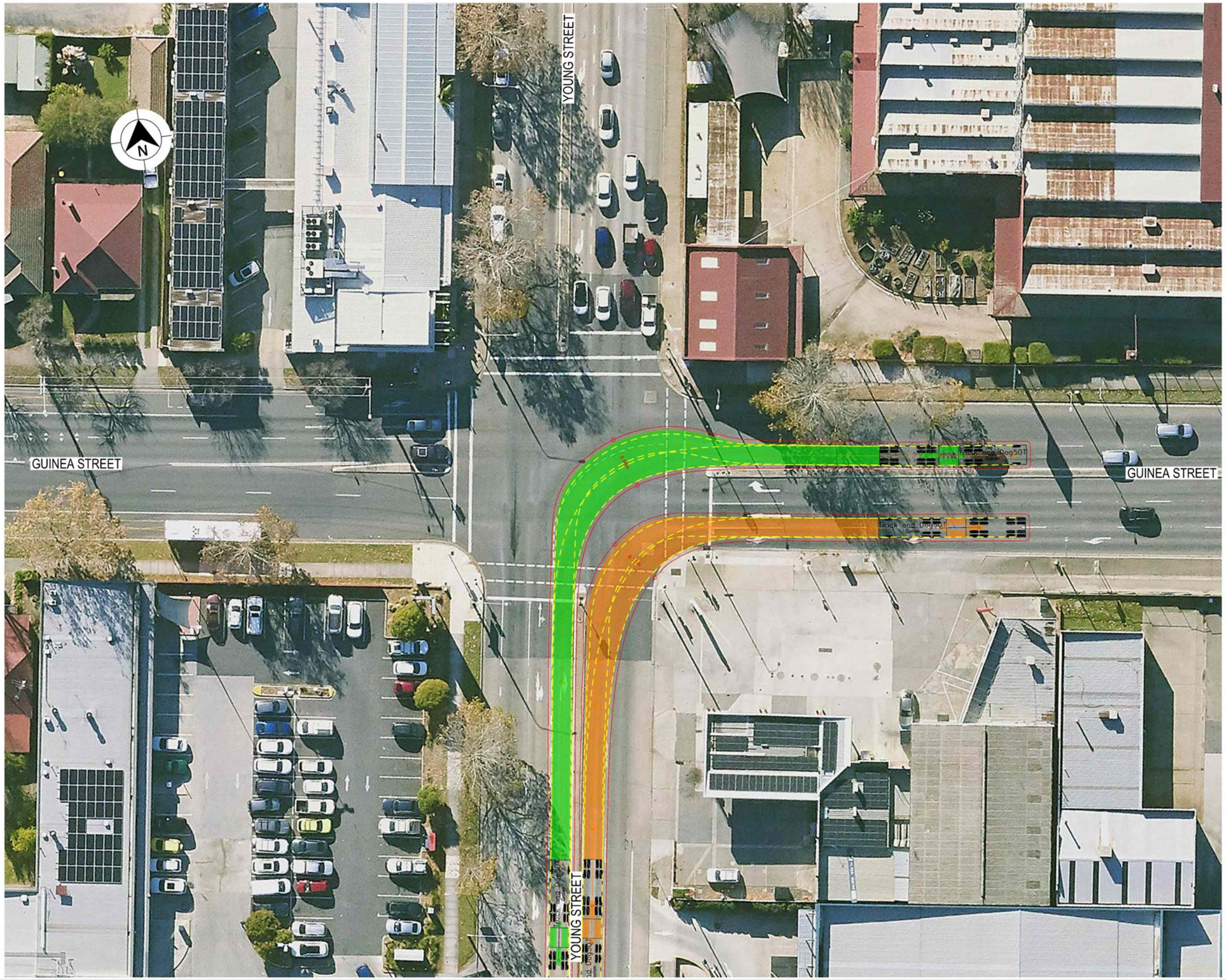

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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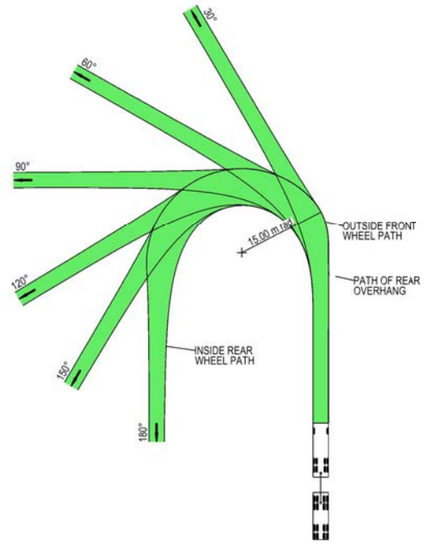
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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PLOT DATE / TIME 05/06/2025 — 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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TITLE	NAME	DATE
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MARTINUS

ALBURY CITY COUNCIL
GUINEA STREET AND YOUNG STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

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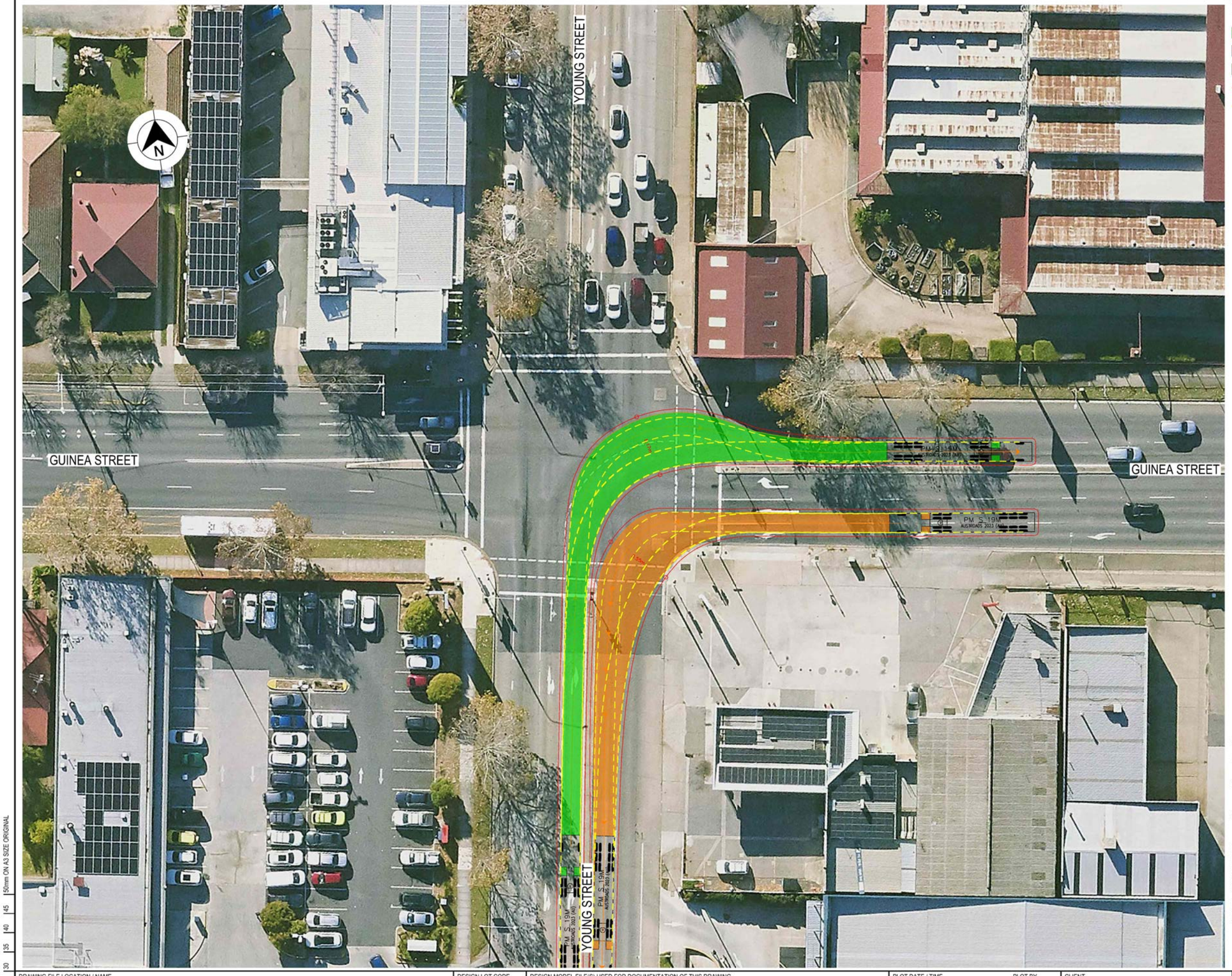

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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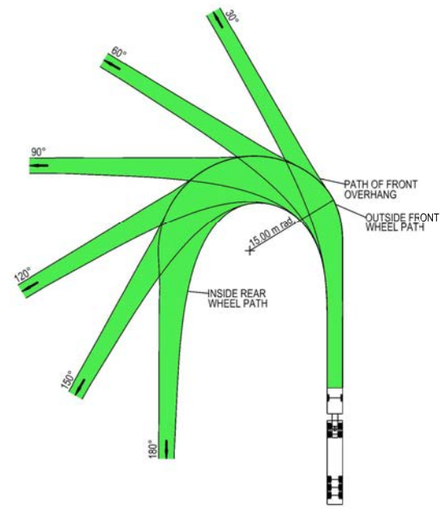

VEHICLE PROFILE NOT TO SCALE

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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 05/06/2025
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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
GUINEA STREET AND YOUNG STREET
A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GUINEA STREET AND YOUNG STREET - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW-0029
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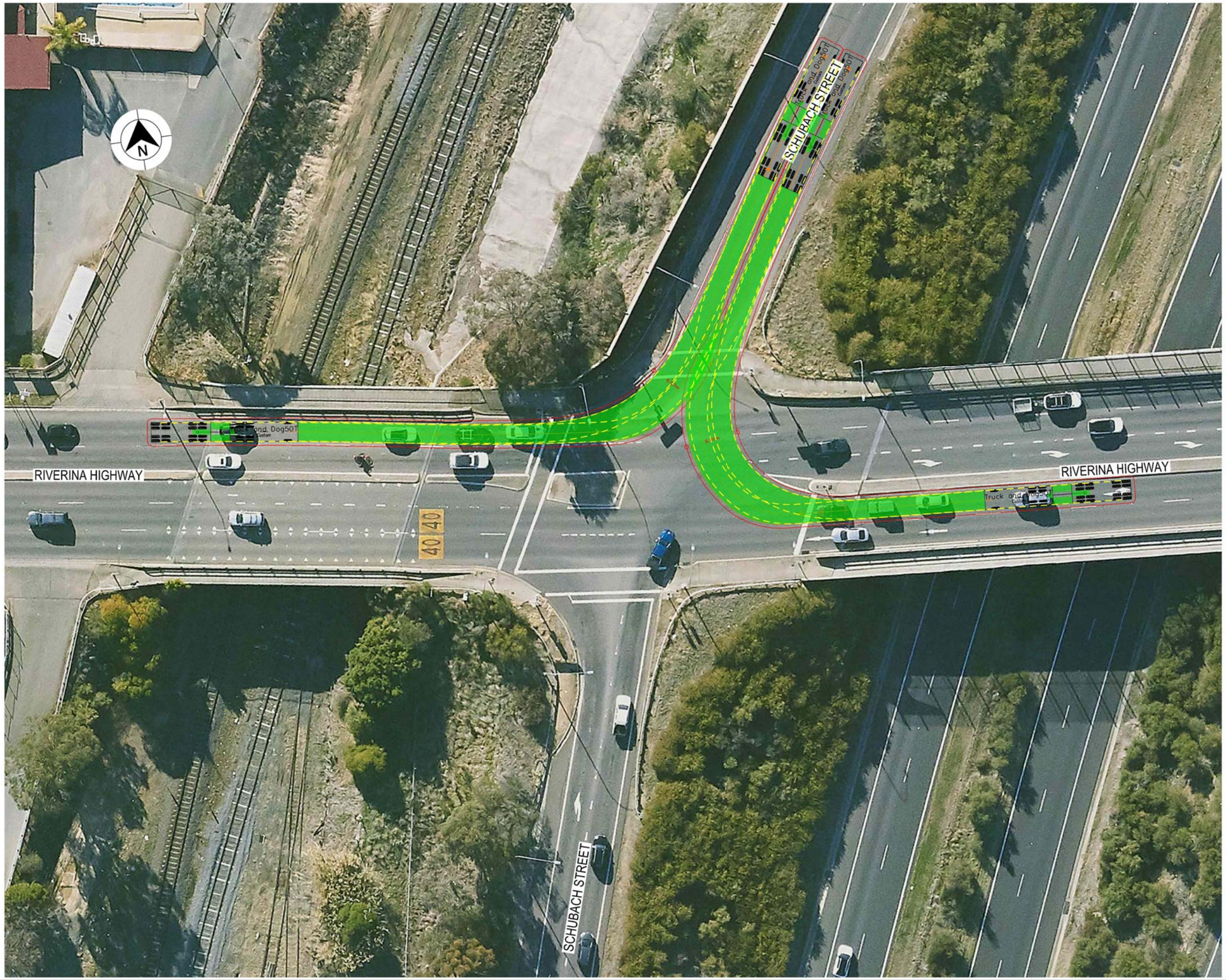


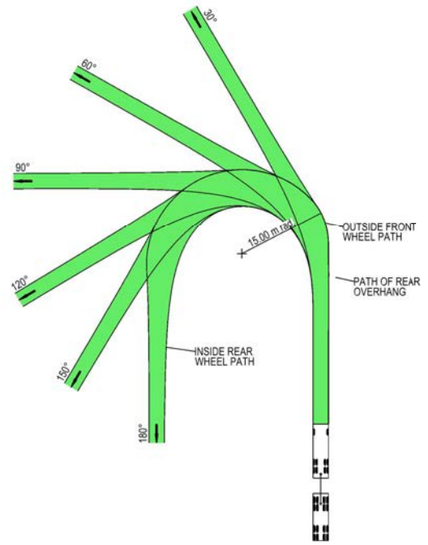
LEGEND

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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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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	TITLE	NAME	DATE
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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	

MARTINUS

ALBURY CITY COUNCIL
HUME HIGHWAY AND RIVERINA HIGHWAY

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SWEPT PATH ANALYSIS
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RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0030 — ISSUE 1

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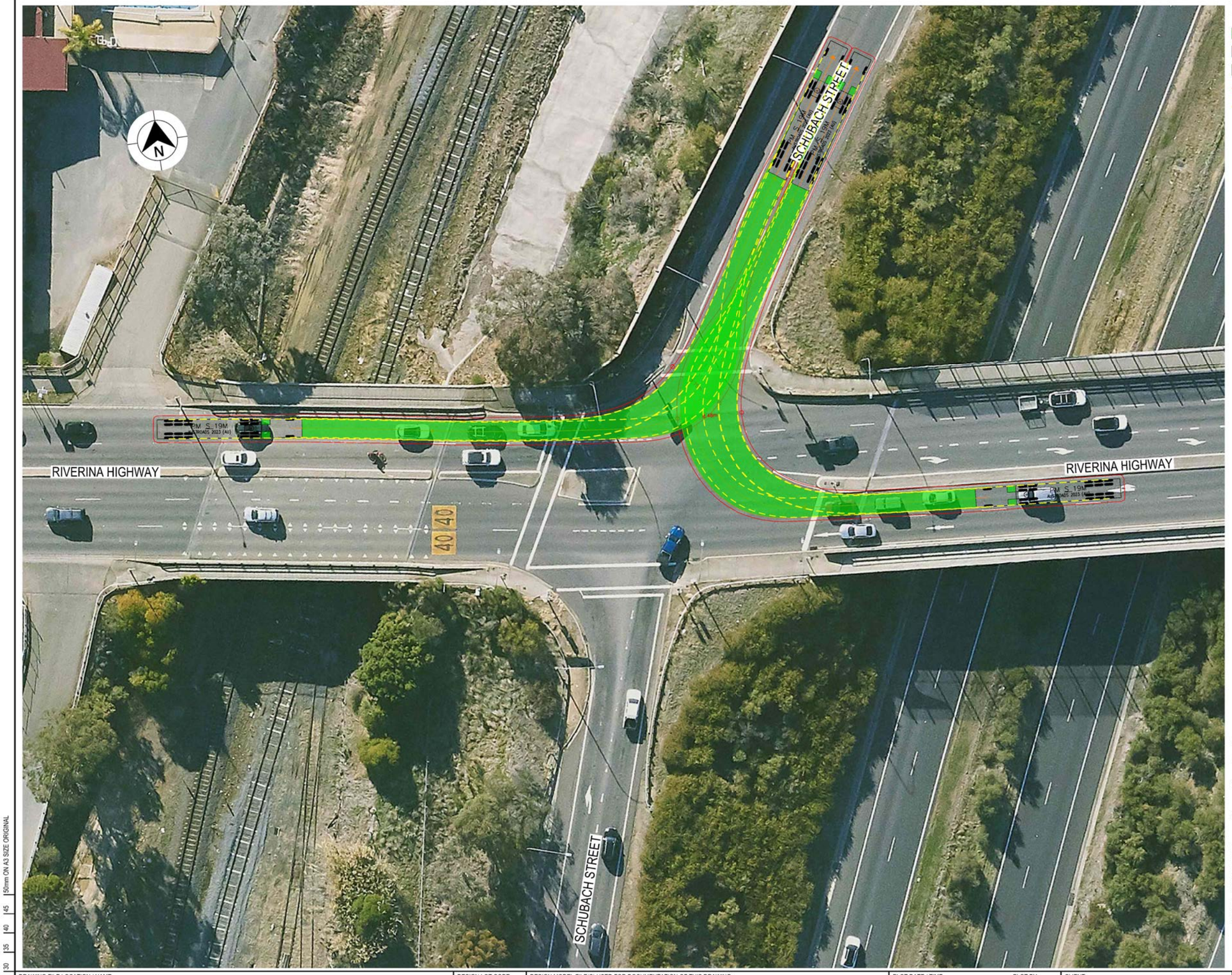


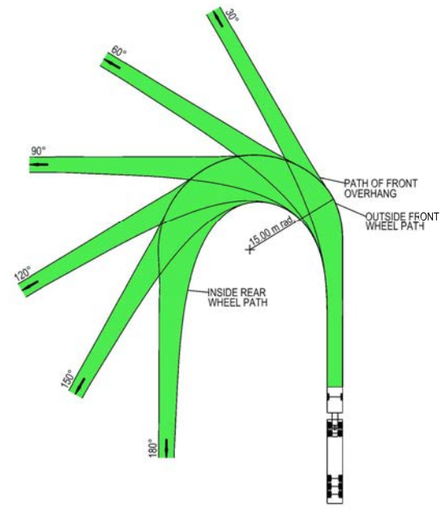
LEGEND

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

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PLOT DATE / TIME 05/06/2025 — PLOT BY ThomHunter

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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

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DRAWN	T.HUNTER	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
HUME HIGHWAY AND RIVERINA HIGHWAY

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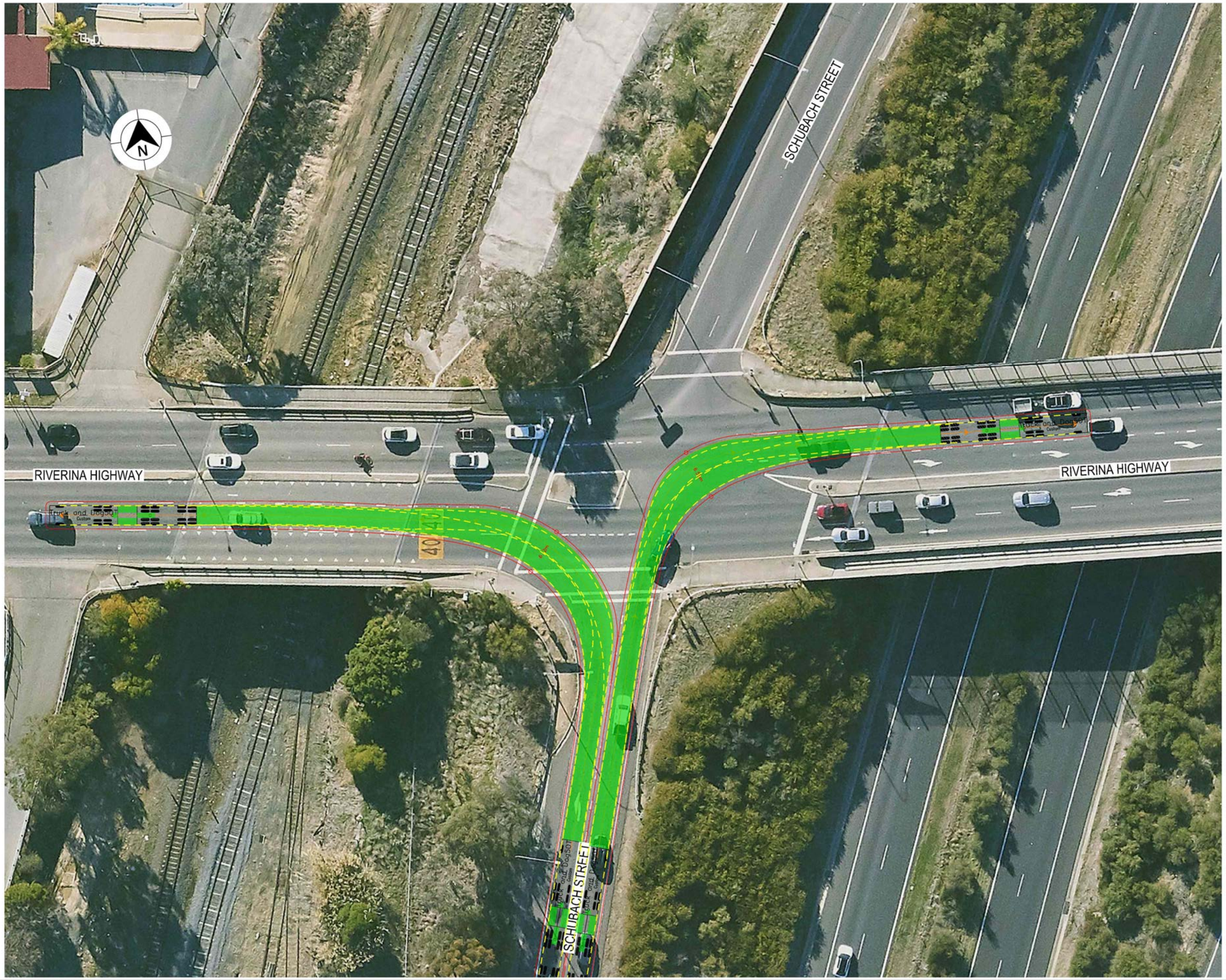


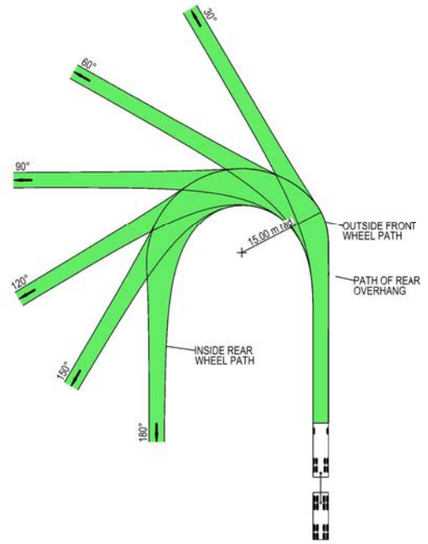
LEGEND

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)	
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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 05/06/2025 — 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

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TITLE		
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DESIGN CHECK	X. X. XXXXXXXXX	XX.XX.XX
DESIGN MNGR	X. X. XXXXXXXXX	XX.XX.XX
PROJECT MNGR	X. X. XXXXXXXXX	XX.XX.XX

MARTINUS

ALBURY CITY COUNCIL
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ALBURY PRECINCT
SWEPT PATH ANALYSIS
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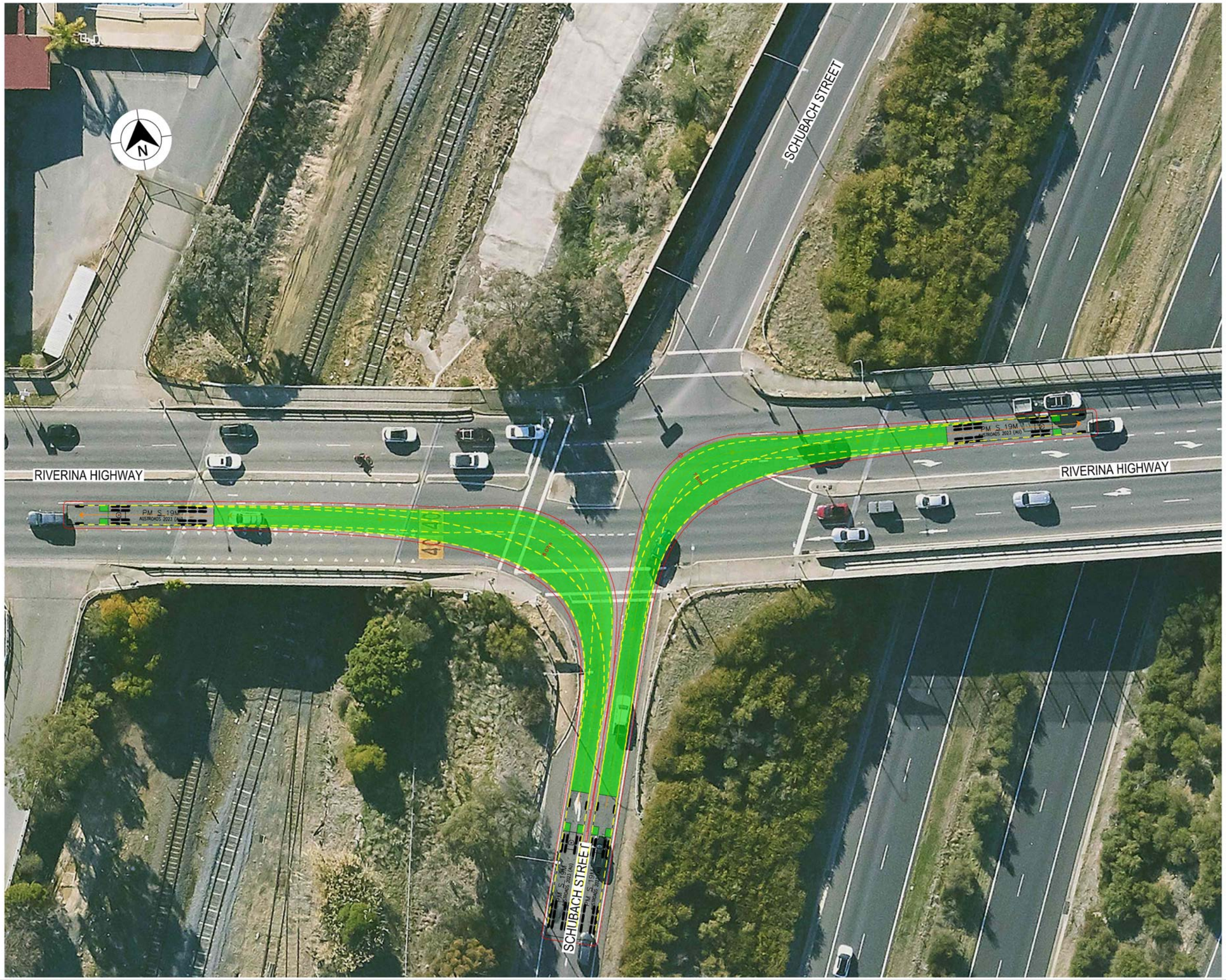


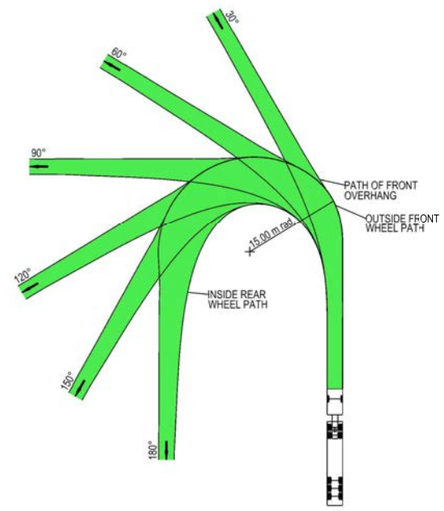
LEGEND

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

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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 05/06/2025 — 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	07/07/2025
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

ALBURY CITY COUNCIL
HUME HIGHWAY AND RIVERINA HIGHWAY

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A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - HUME HIGHWAY AND RIVERINA HIGHWAY - LO RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

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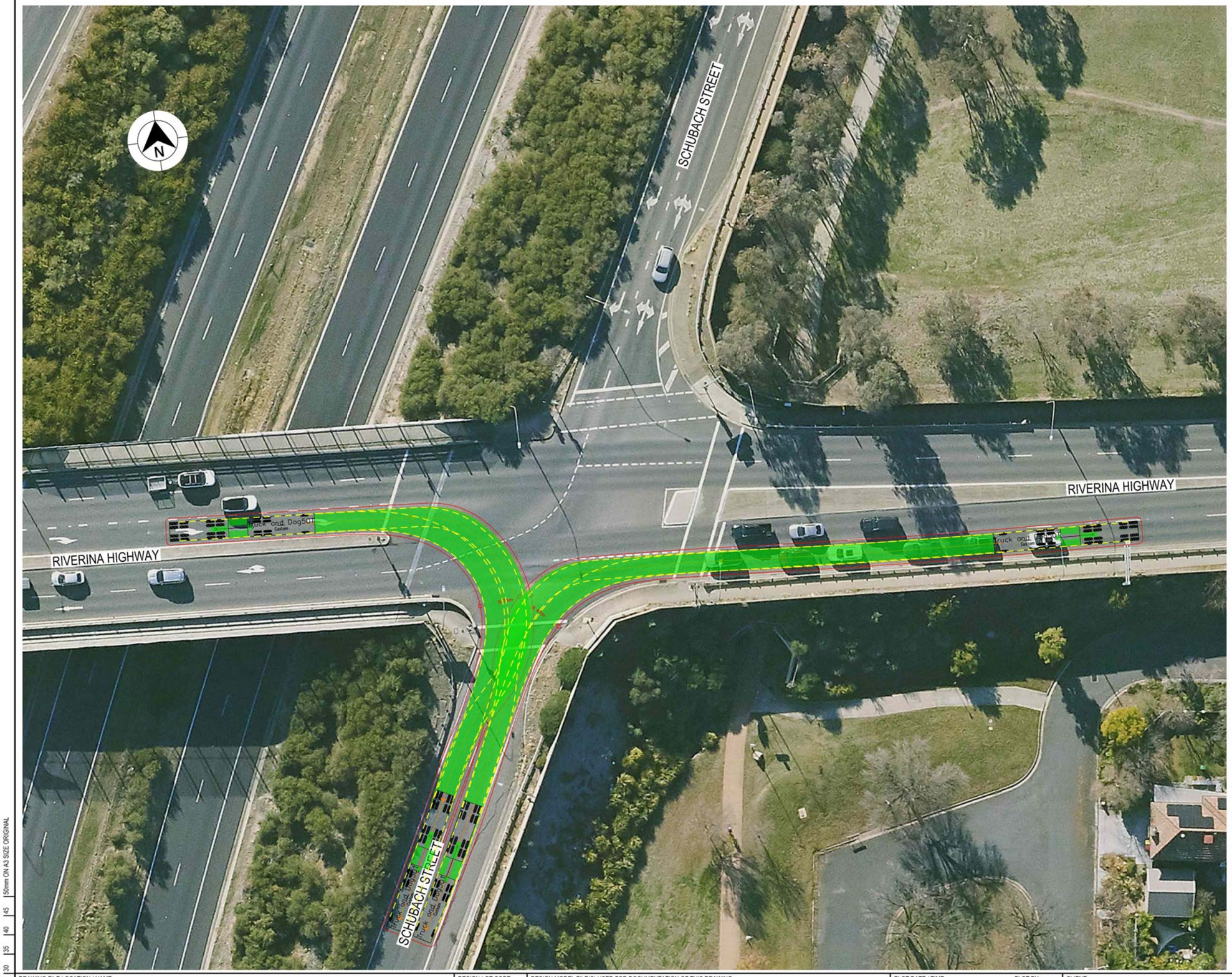

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
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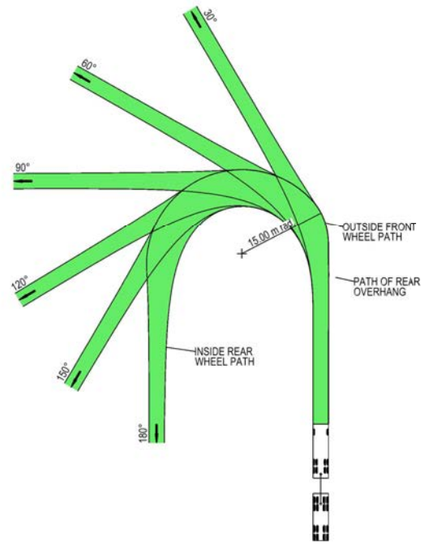
- STORED PASSENGER VEHICLE

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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CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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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 - Albury Station and Surrounds Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 05/06/2025 — PLOT BY: ThomHunter

CLIENT: MARTINUS

ALBURY CITY COUNCIL
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A3

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SWEPT PATH - TD - HUME HIGHWAY AND RIVERINA HIGHWAY - LI RI 1

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	07/07/2025
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

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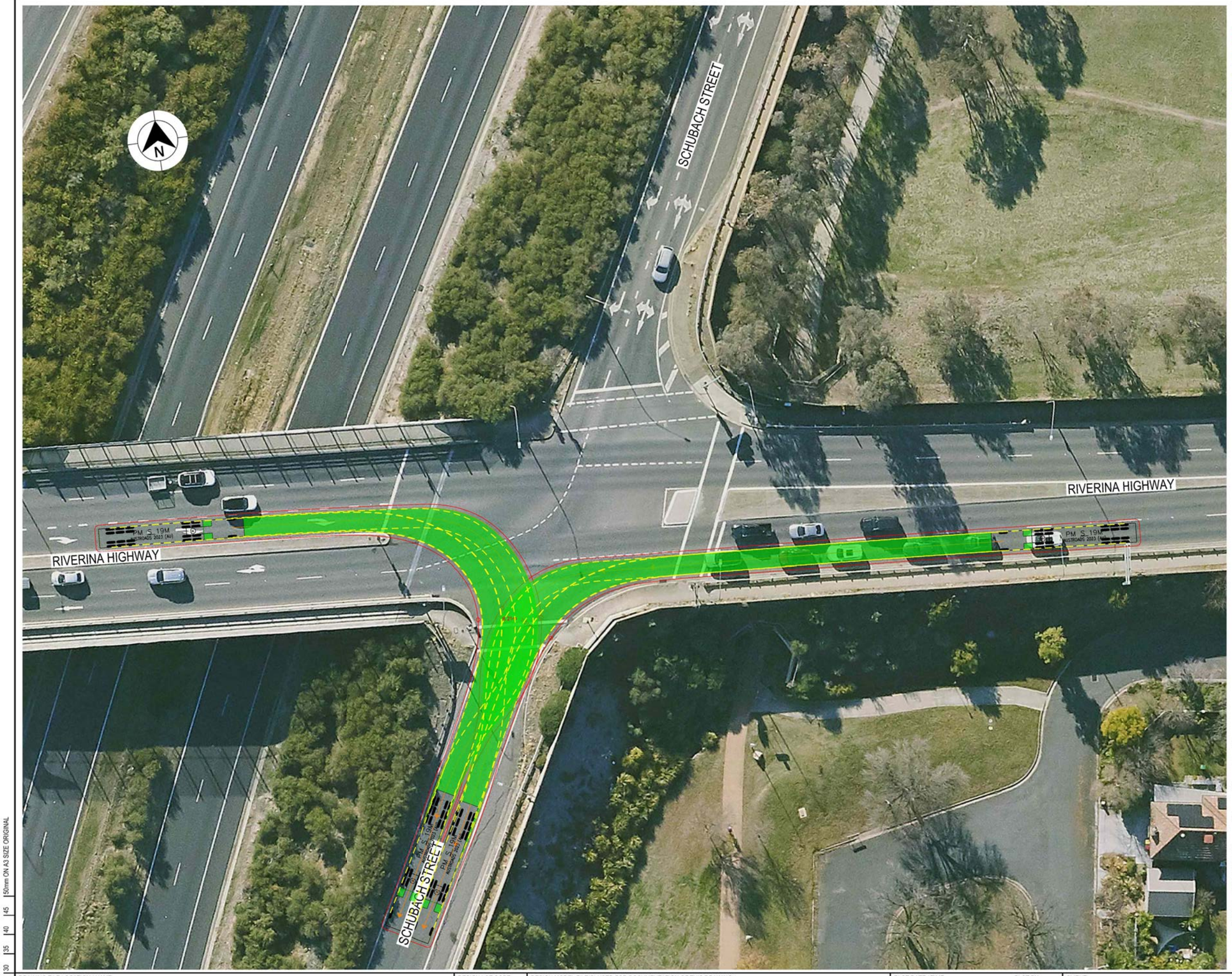

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
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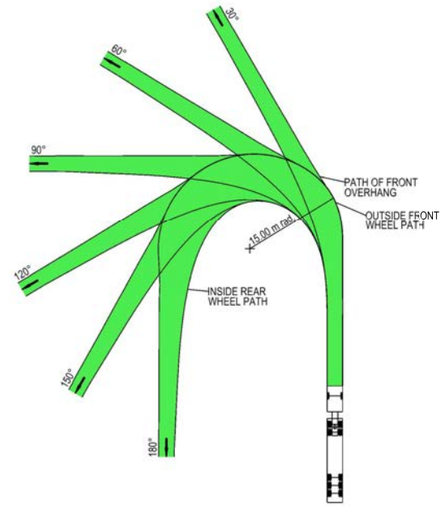
AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
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DESIGN MNGR	X. X. XXXXXXXXX	XX.XX.XX
PROJECT MNGR	X. X. XXXXXXXXX	XX.XX.XX

MARTINUS

ALBURY CITY COUNCIL
HUME HIGHWAY AND RIVERINA HIGHWAY
A3

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ALBURY PRECINCT
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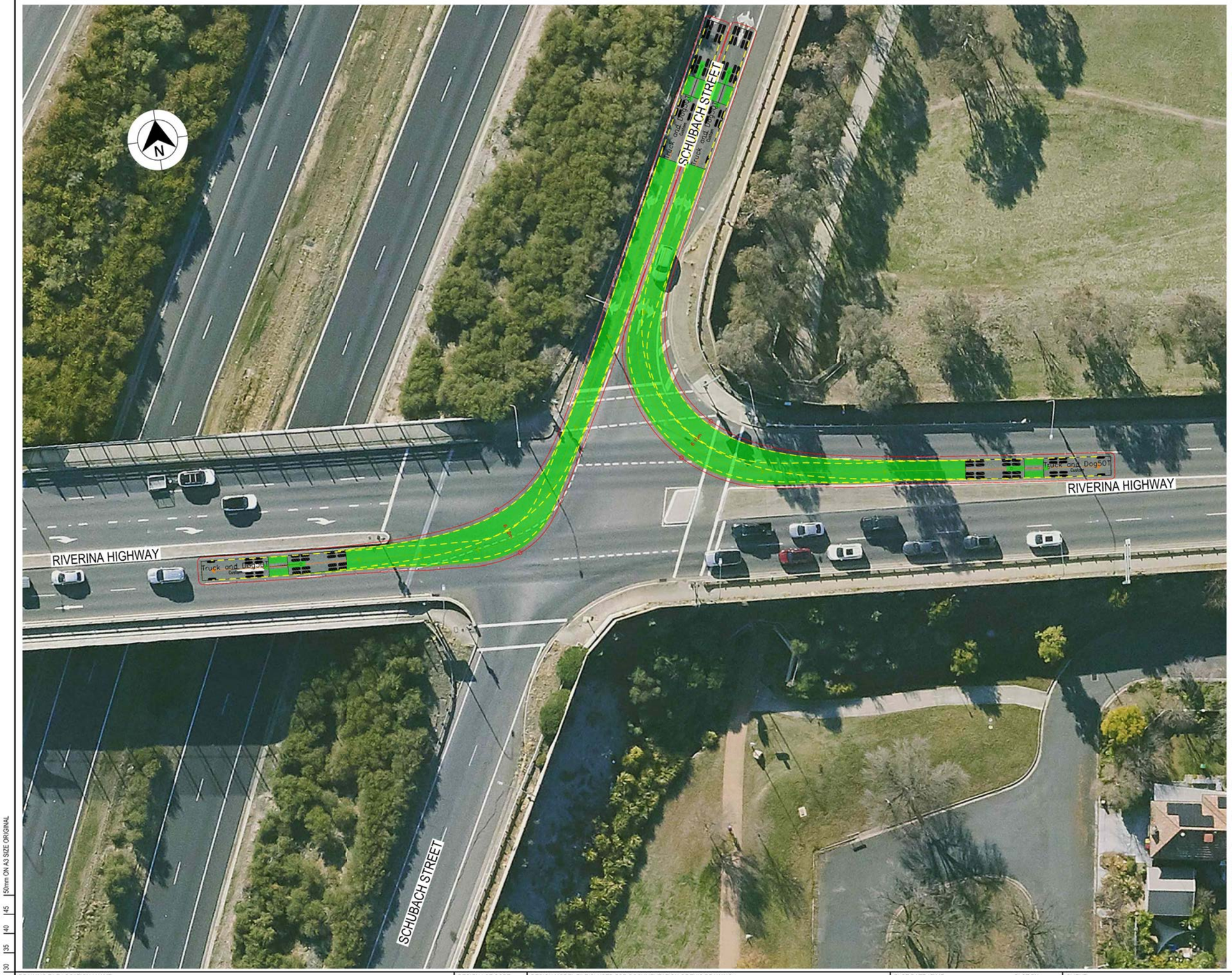

LEGEND

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
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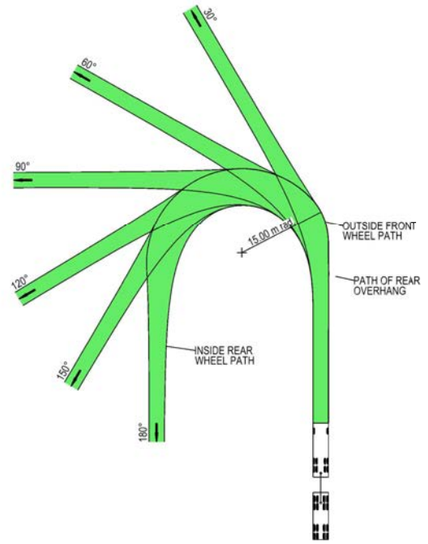
0 10
SCALE 1:1000m



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 05/06/2025
PLOT BY ThomHunter

CLIENT

ALBURY CITY COUNCIL
HUME HIGHWAY AND RIVERINA HIGHWAY
A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - HUME HIGHWAY AND RIVERINA HIGHWAY - LO RO 1

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	07/07/2025
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

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW-0036
ISSUE 1

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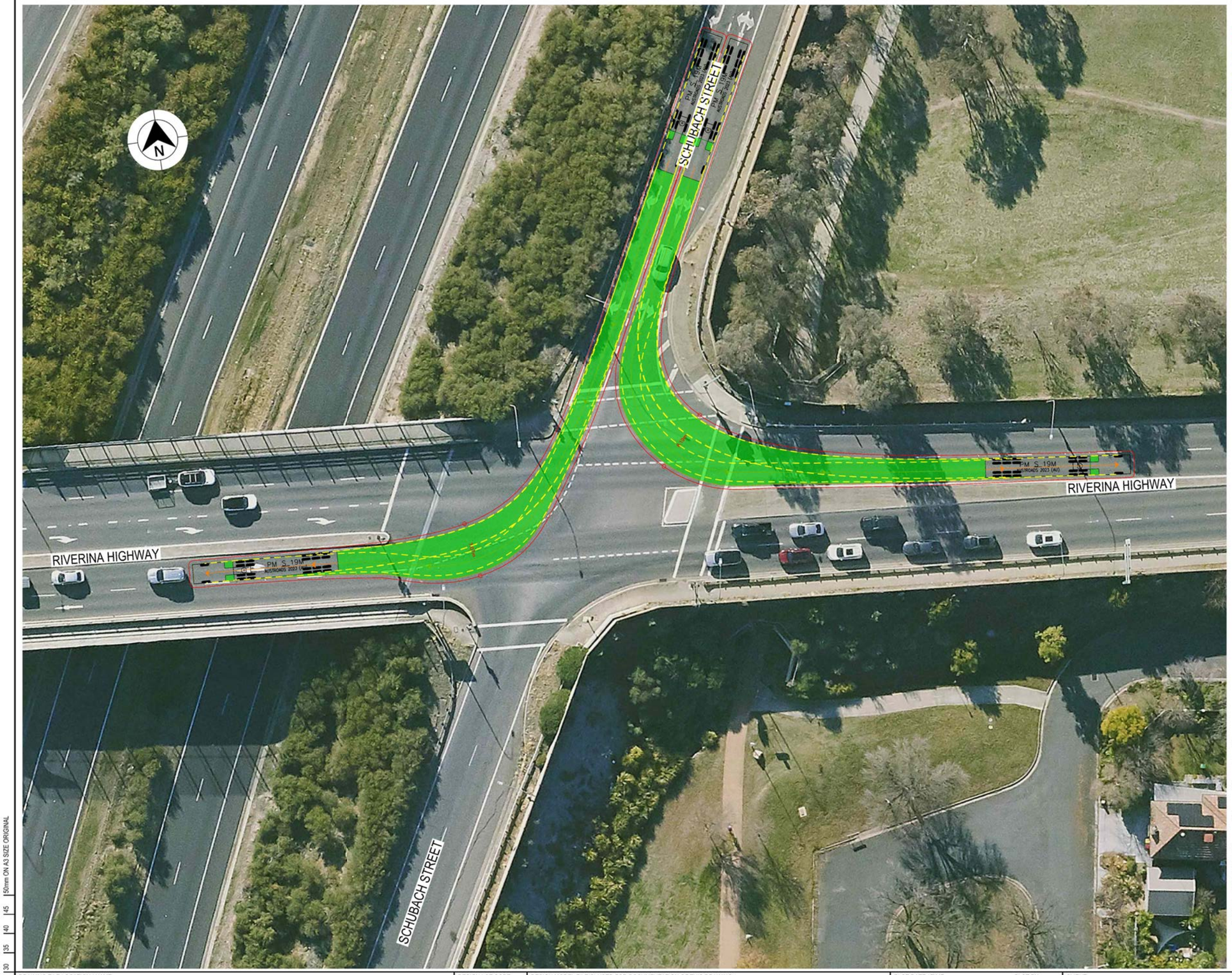


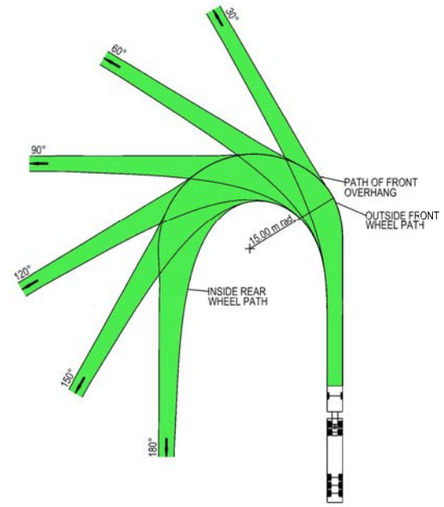
LEGEND

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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DESIGN LOT CODE

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PLOT DATE / TIME 05/06/2025
PLOT BY ThomHunter

CLIENT

ALBURY CITY COUNCIL
HUME HIGHWAY AND RIVERINA HIGHWAY
A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - HUME HIGHWAY AND RIVERINA HIGHWAY - LO RO 1

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	07/07/2025
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

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW-0037
ISSUE 1

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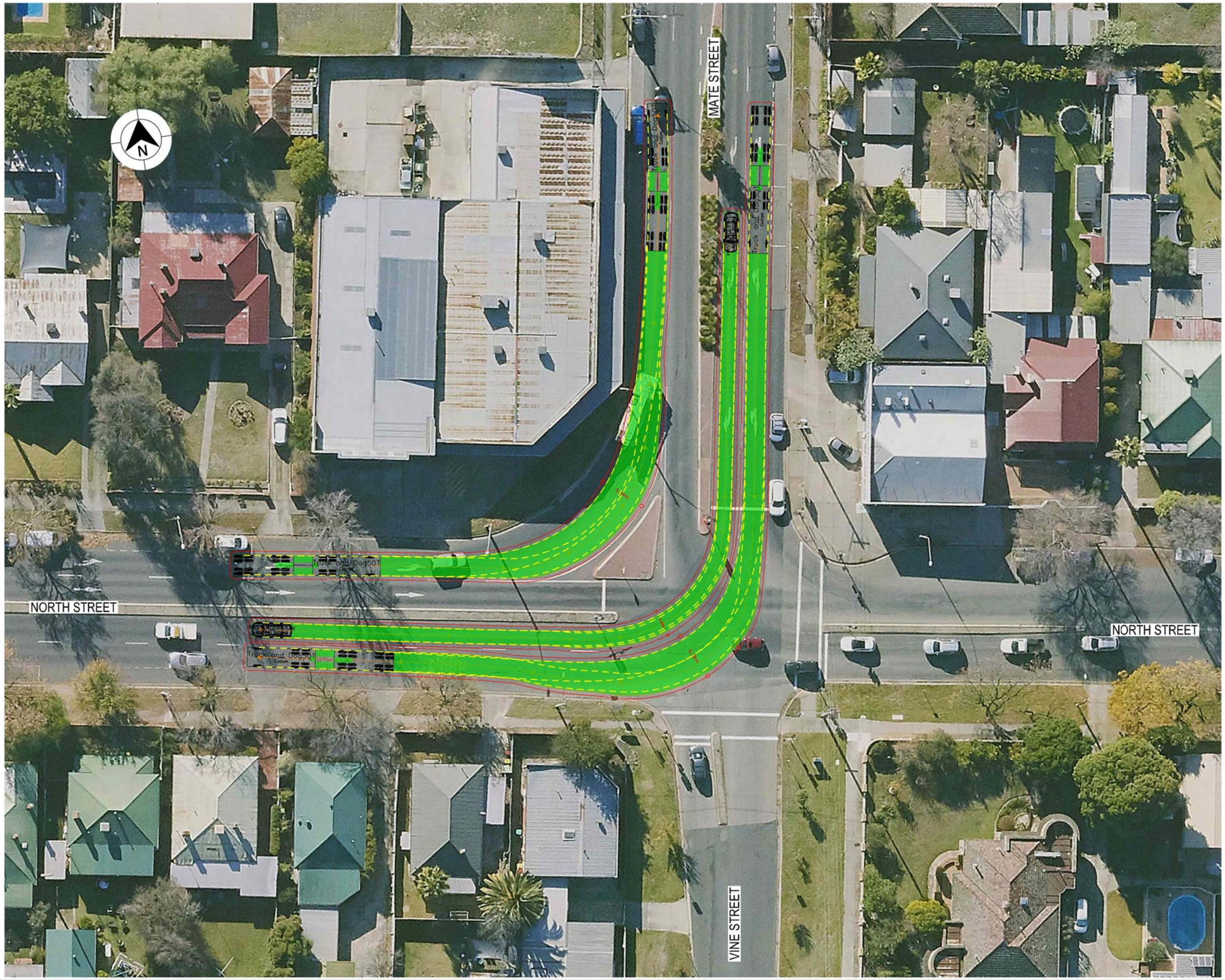
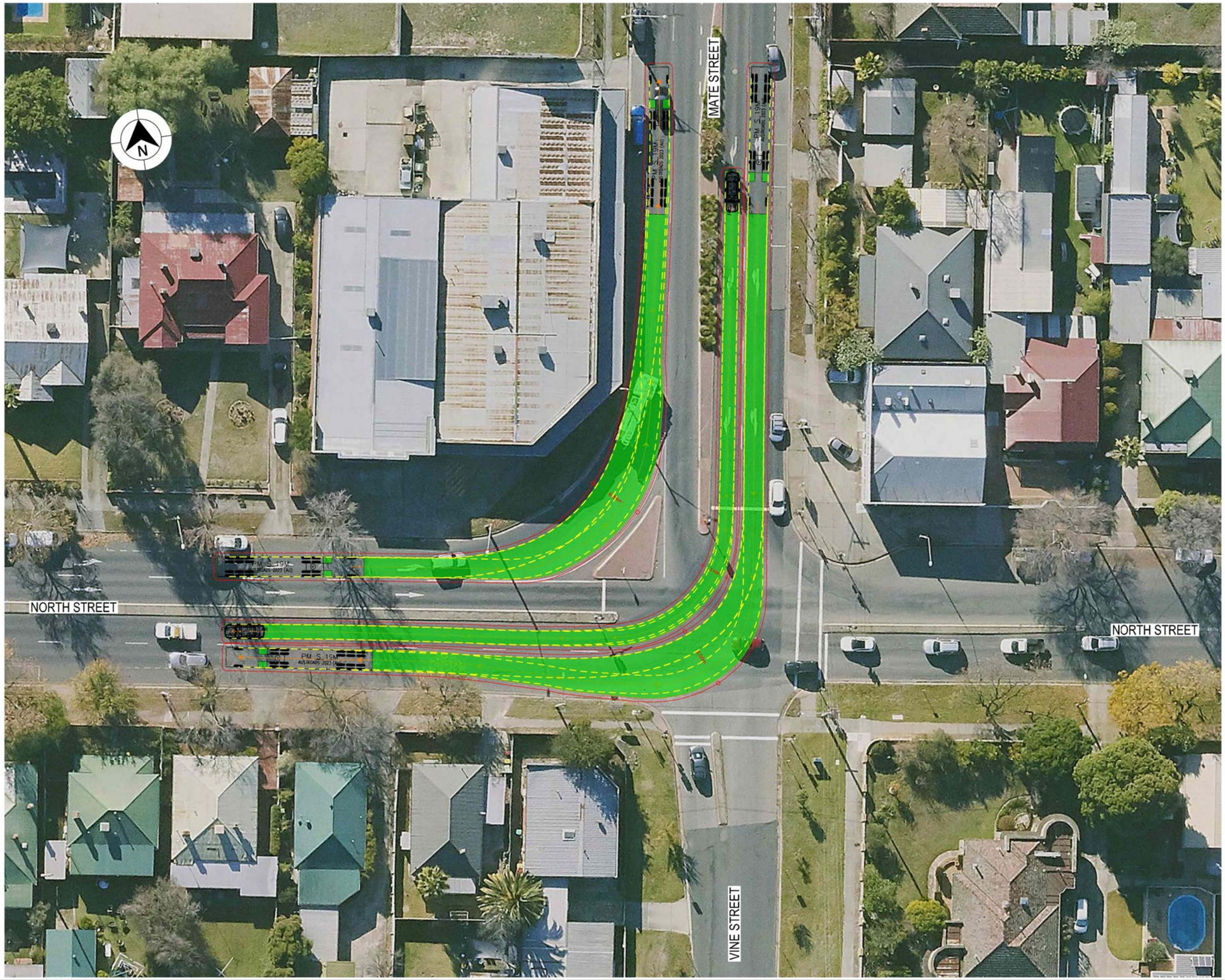

MATE STREET
NORTH STREET
NORTH STREET
VINE STREET
Truck and Dog SDT
Truck and Dog SDT
Truck and Dog SDT



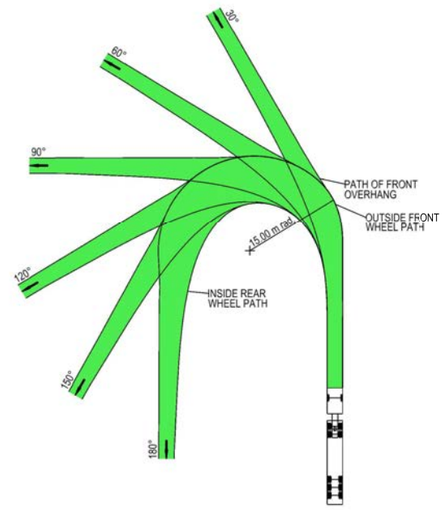
LEGEND

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
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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
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Albury Station and Surrounds Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 05/06/2025 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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
MATE STREET AND NORTH STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - MATE STREET AND NORTH STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS

SHEET No. SW-0039 ISSUE 1

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URANA ROAD

WAGGA ROAD

UNION ROAD

UNION ROAD

MATE STREET

WSP Truck and Dog 50l 90

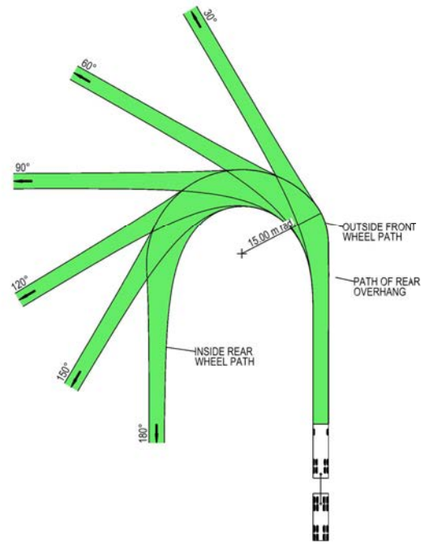
LEGEND

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

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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 05/06/2025 — 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 ı DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
MATE STREET AND URANA ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - MATE STREET AND URANA ROAD - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0040 — ISSUE 1

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URANA ROAD

WAGGA ROAD

UNION ROAD

UNION ROAD

MATE STREET

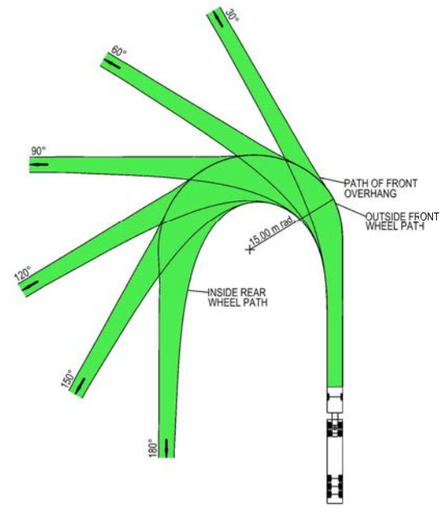
LEGEND

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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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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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: 05/06/2025
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 ı DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	07/07/2025
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

ALBURY CITY COUNCIL
MATE STREET AND URANA ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - MATE STREET AND URANA ROAD - LI RO

RIGORE REGISTRATION No.: RES2501.78.207
PART: 1
ISSUE STATUS:
SHEET No.: SW-0041
ISSUE: 1

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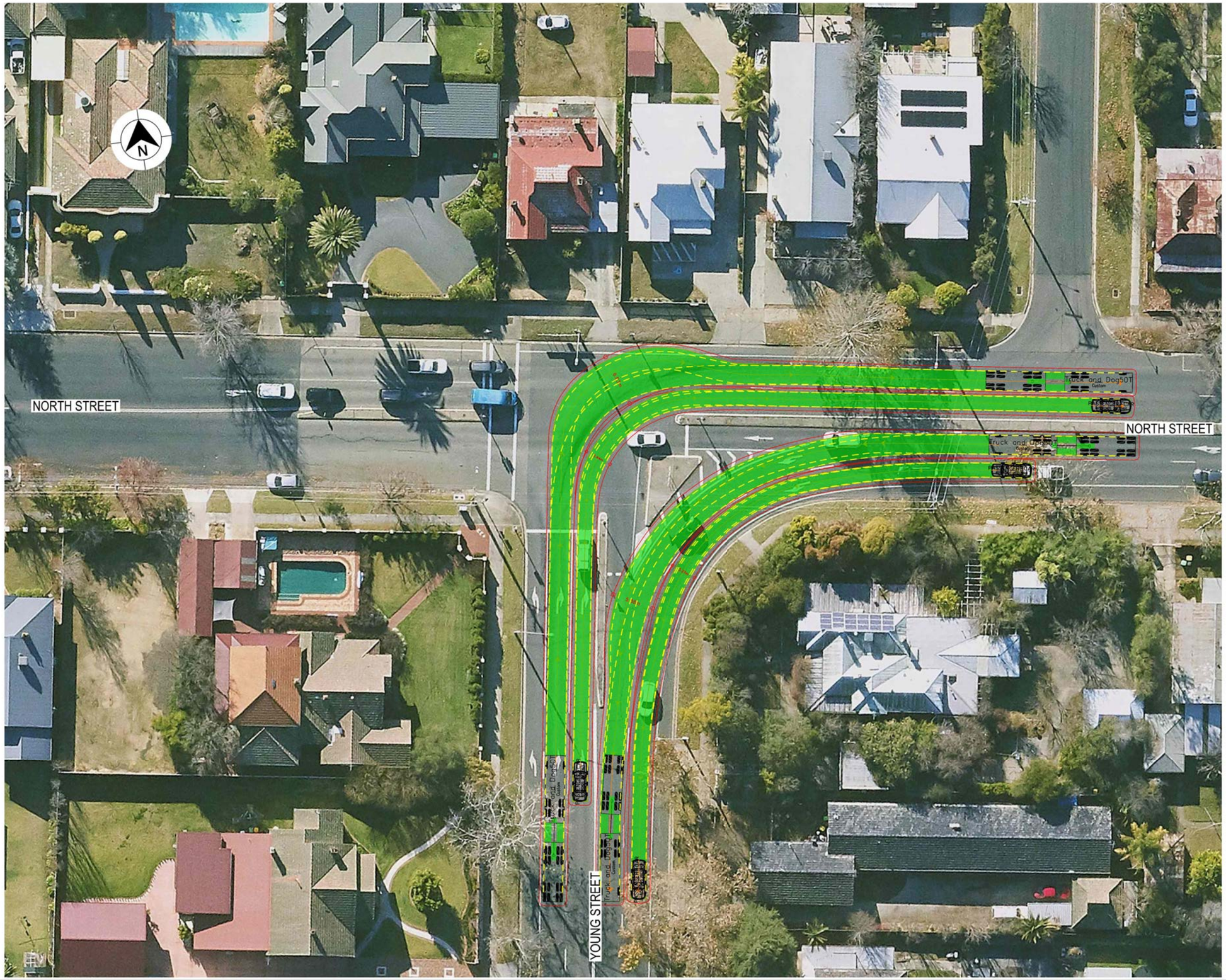

LEGEND

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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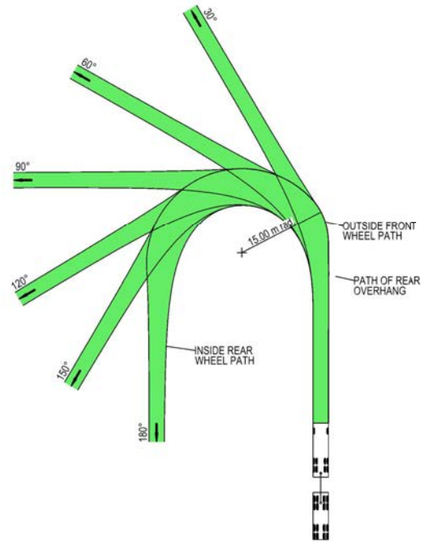
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 05/06/2025
PLOT BY: ThomHunter

CLIENT: MARTINUS

ALBURY CITY COUNCIL
NORTH STREET AND YOUNG STREET
A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - NORTH STREET AND YOUNG 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
TITLE		
DRAWN	T.HUNTER	07/07/2025
DRG CHECK	X. X. XXXXXXXXX	XX.XX.XX
DESIGN	X. X. XXXXXXXXX	XX.XX.XX
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DESIGN MNGR	X. X. XXXXXXXXX	XX.XX.XX
PROJECT MNGR	X. X. XXXXXXXXX	XX.XX.XX

RIGORE REGISTRATION No.: RES2501.78.207
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SHEET No.: SW-0042
ISSUE: 1

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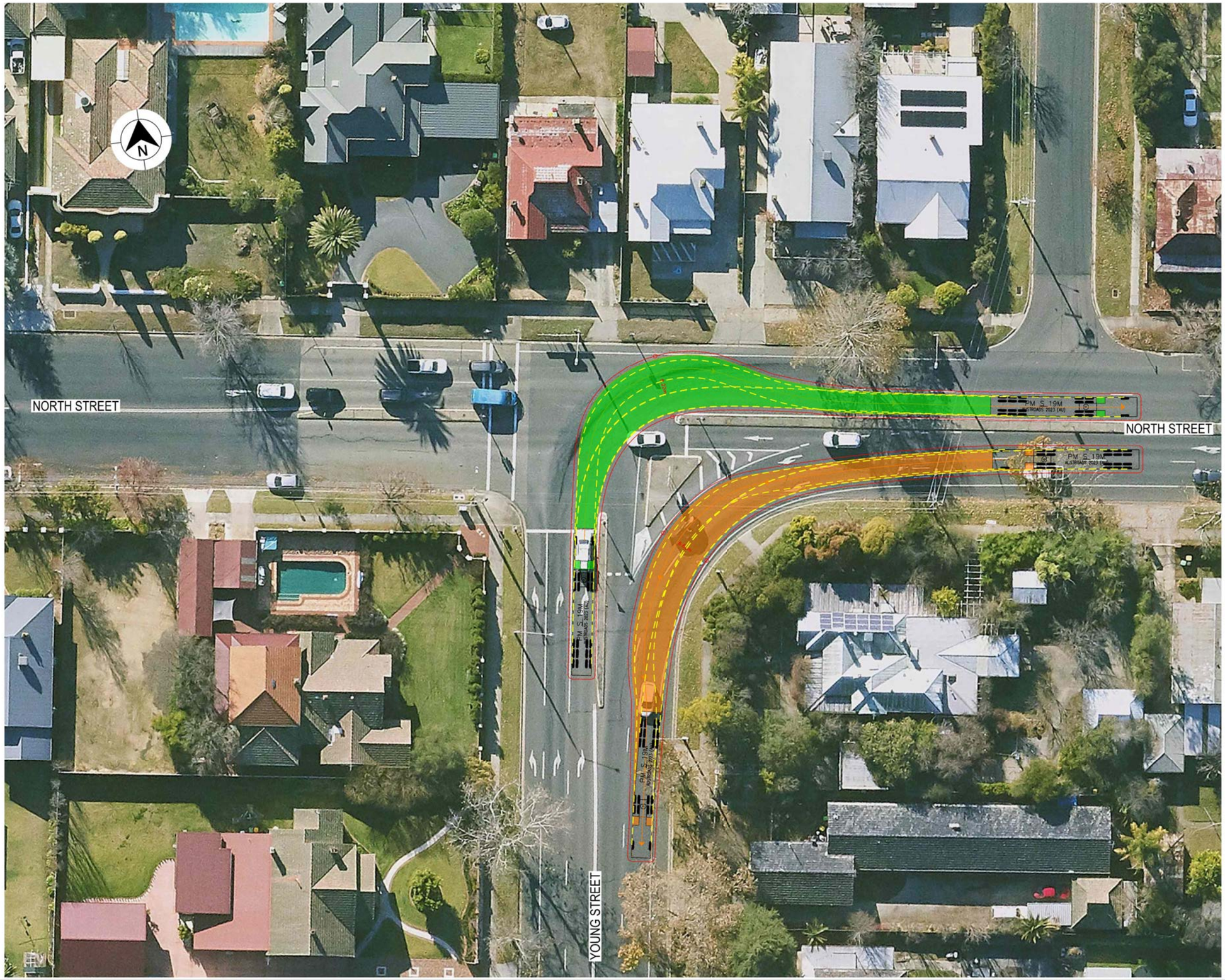


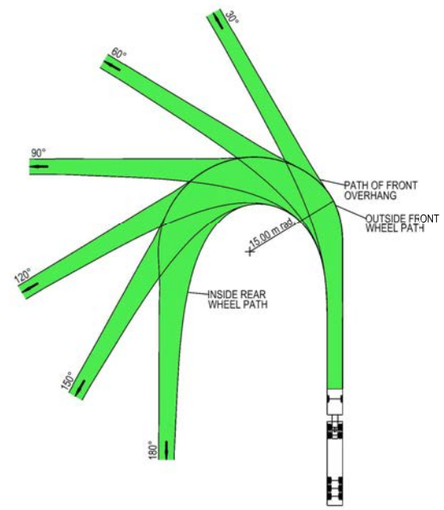
LEGEND

- 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

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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 05/06/2025 — 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
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DRAWN	T.HUNTER	07/07/2025
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

ALBURY CITY COUNCIL
NORTH STREET AND YOUNG STREET
A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - NORTH STREET AND YOUNG STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0043 — ISSUE 1

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SHUBACH STREET

RAU STREET

RAU STREET

SHUBACH STREET

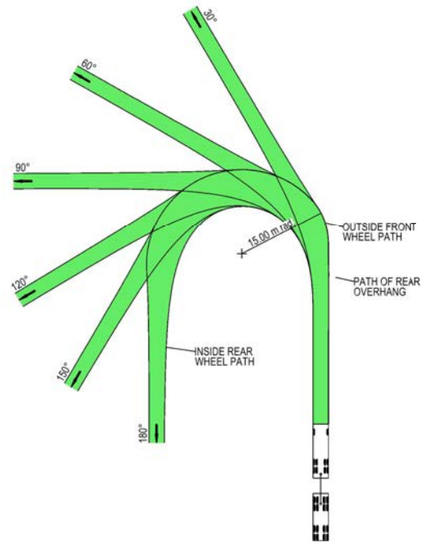
LEGEND

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 - Albury Station and Surrounds Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 05/06/2025
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		07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
RAU STREET AND SCHUBACH STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - RAU STREET AND SHUBACH STREET - THROUGH

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW-0044
ISSUE 1

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SHUBACH STREET

RAU STREET

RAU STREET

SHUBACH STREET

N

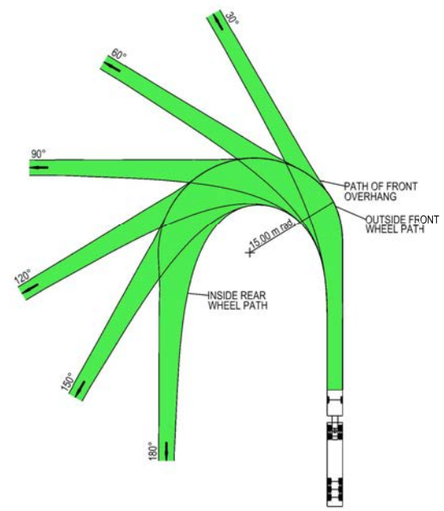
LEGEND

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 - Albury Station and Surrounds Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 05/06/2025
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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
RAU STREET AND SCHUBACH STREET
A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - RAU STREET AND SHUBACH STREET - THROUGH

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW-0045
ISSUE 1

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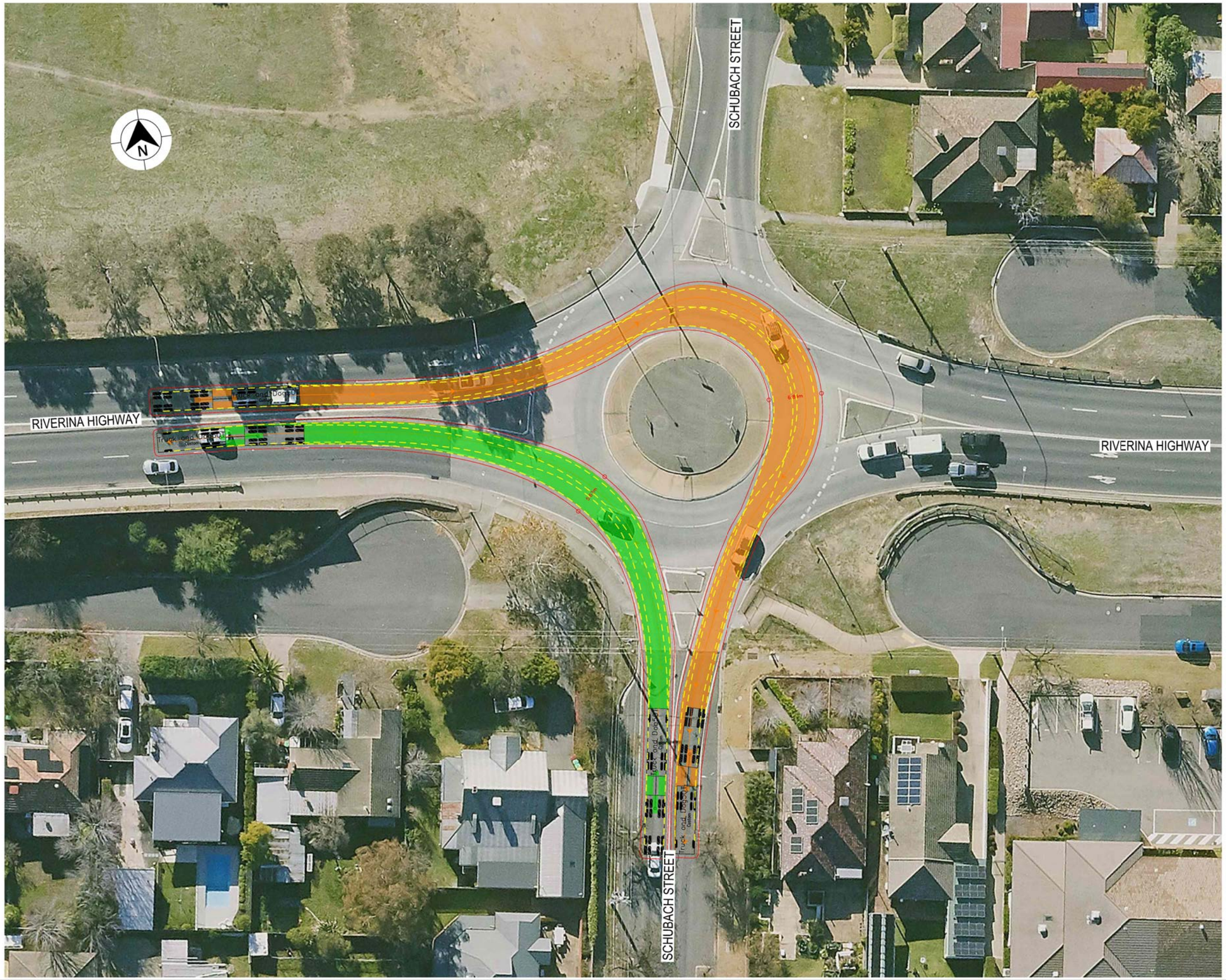
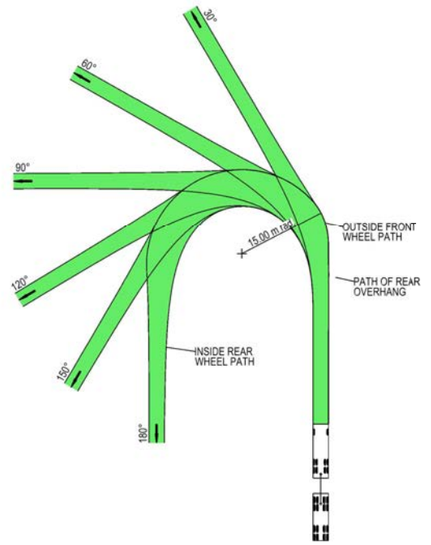


LEGEND

- 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 - Albury Station and Surrounds Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 22/07/2025 — 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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
RIVERINA HIGHWAY AND SHUBACH STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - RIVERINA HIGHWAY AND SHUBACH STREET - WEST LEG

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ISSUE STATUS — SHEET No. SW-0046 — ISSUE 1

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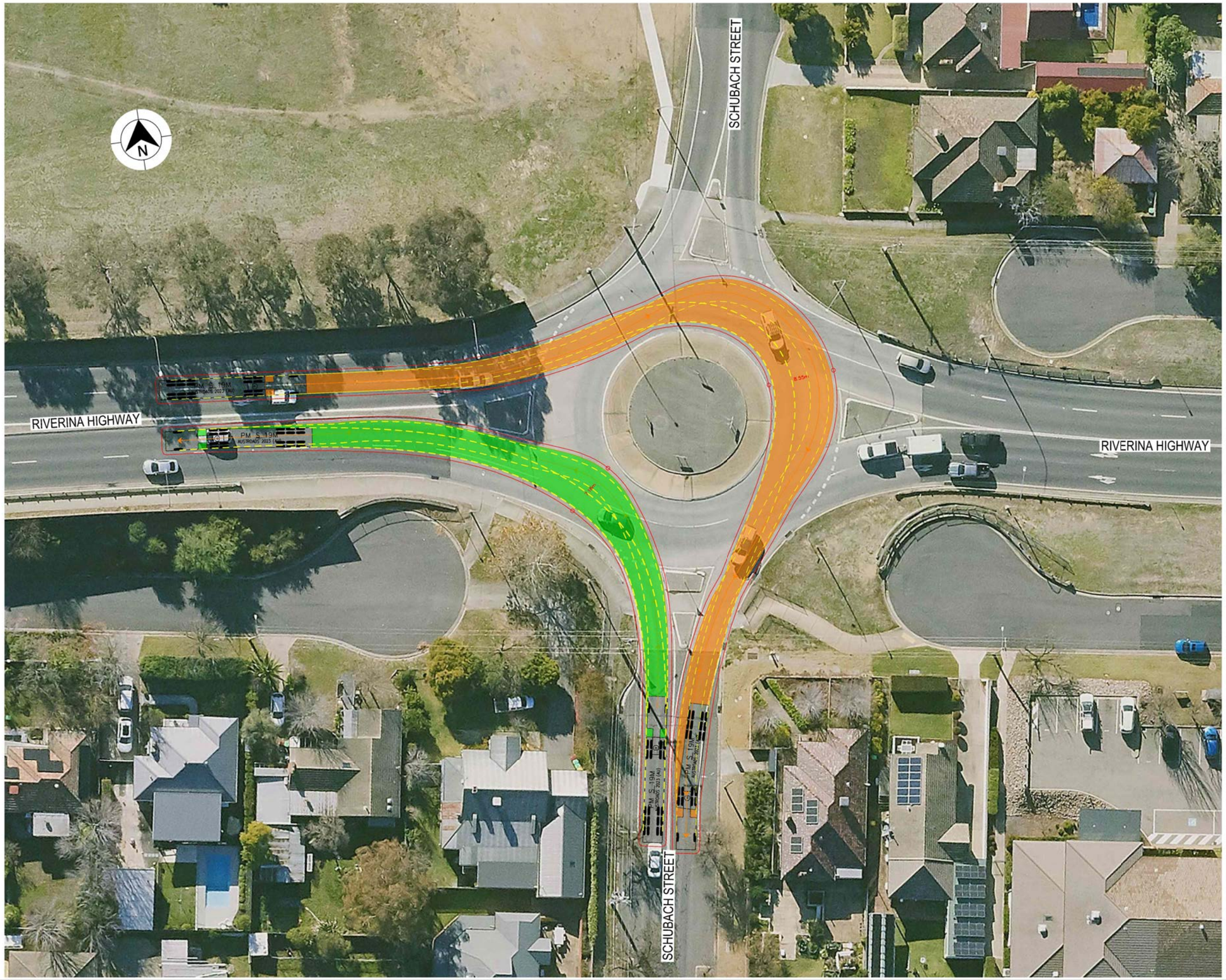


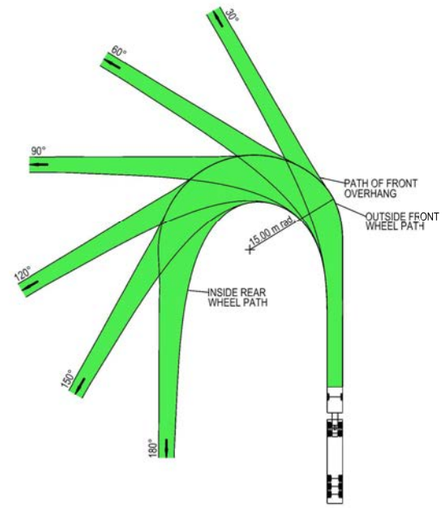
LEGEND

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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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 - Albury Station and Surrounds Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 22/07/2025 — 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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
RIVERINA HIGHWAY AND SHUBACH STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - RIVERINA HIGHWAY AND SHUBACH STREET - WEST LEG

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0047 — ISSUE 1

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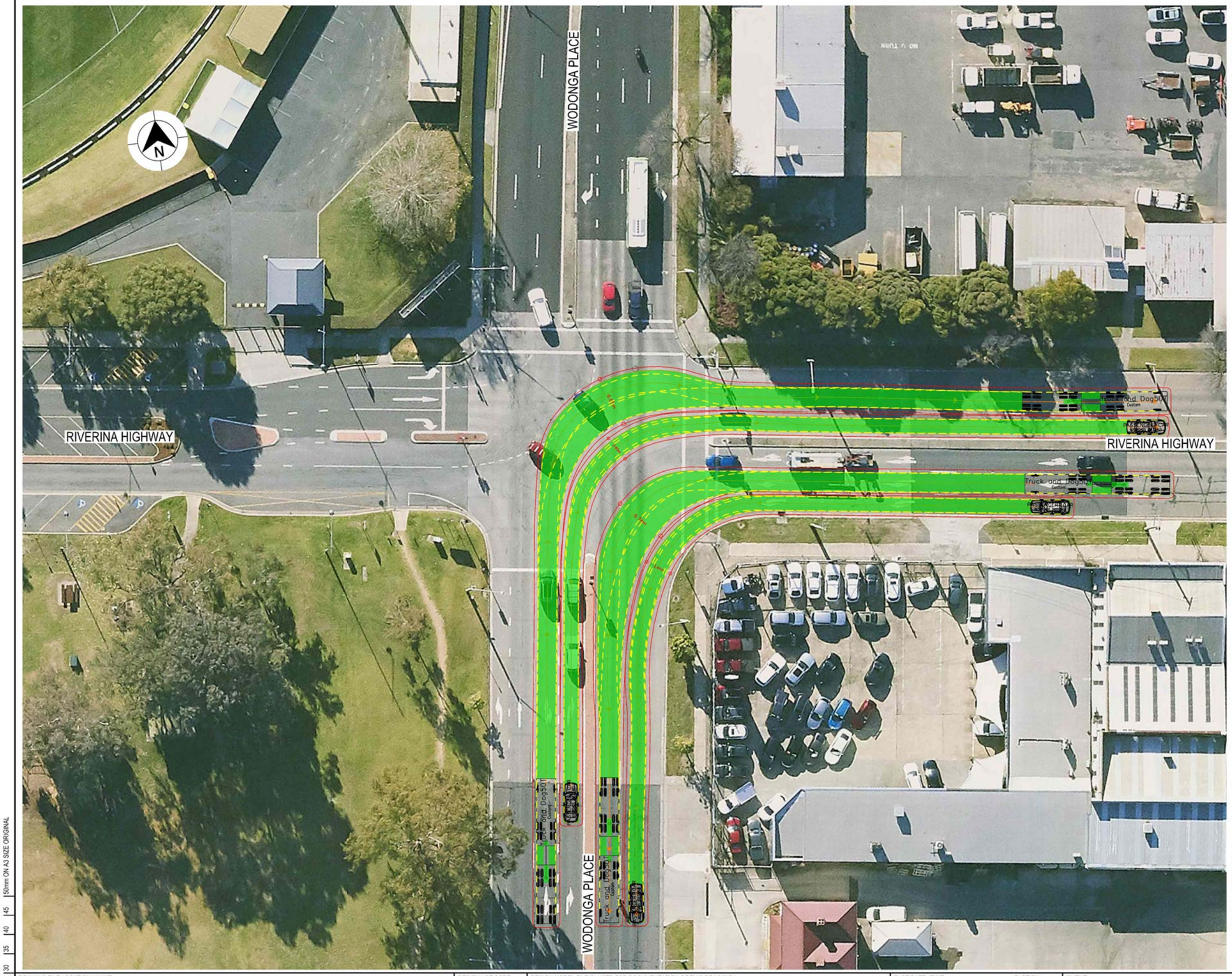


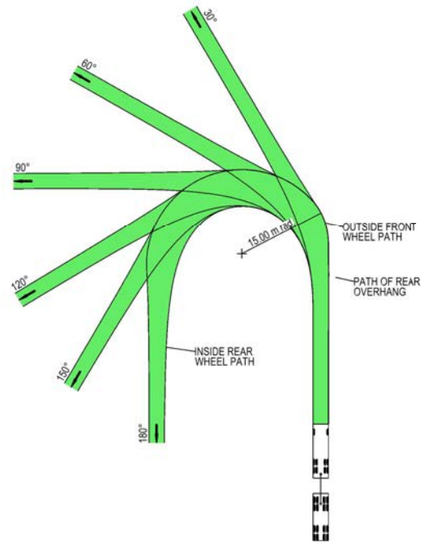
LEGEND

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
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Albury Station and Surrounds Route.dgn			05/06/2025	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	07/07/2025
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

ALBURY CITY COUNCIL
RIVERINA HIGHWAY AND WODONGA PLACE

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - RIVERINA HIGHWAY AND WODONGA PLACE - LI RO

RIGORE REGISTRATION No.	PART
RES2501.78.207	1
ISSUE STATUS: SHEET No. SW-0048	ISSUE 1

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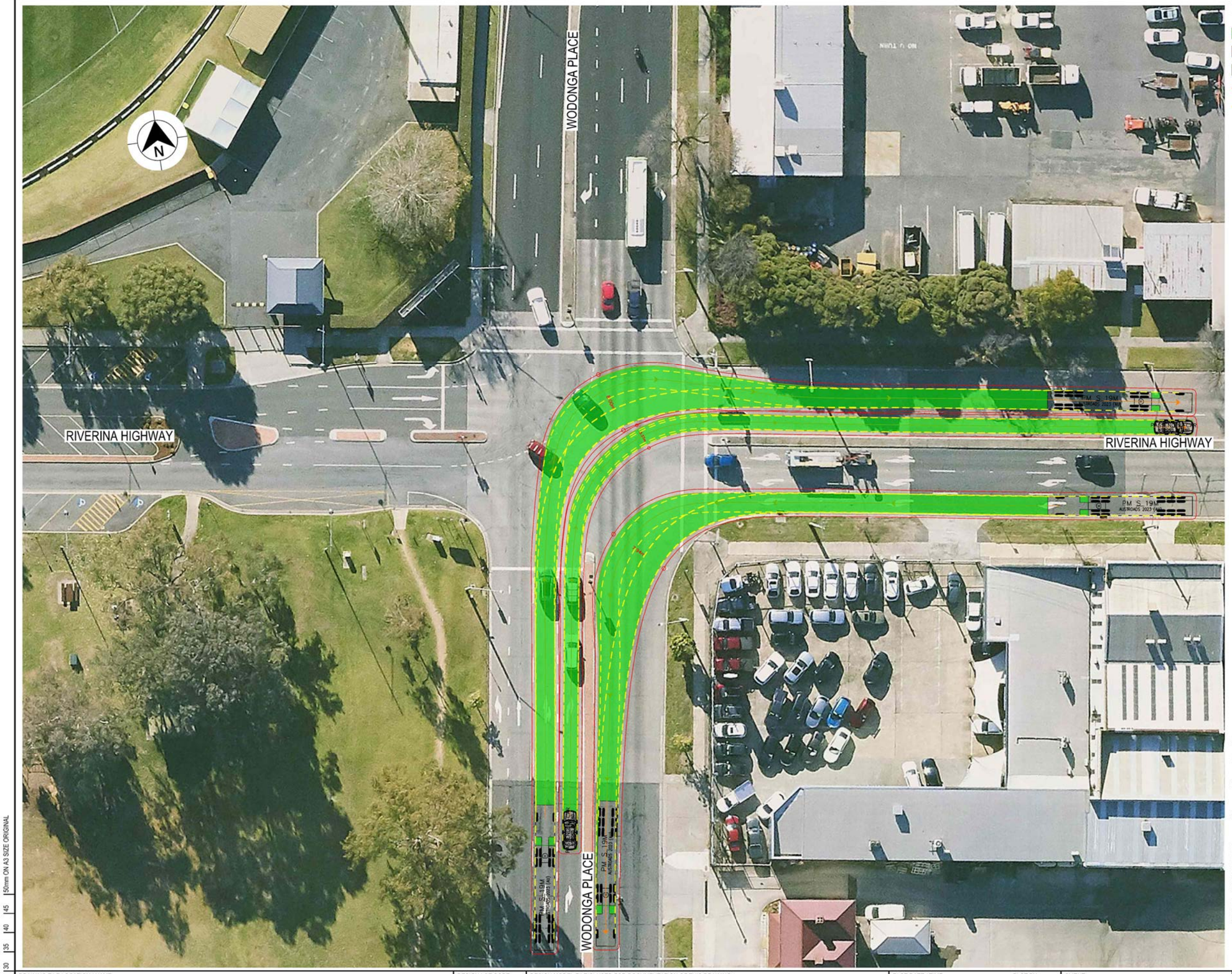


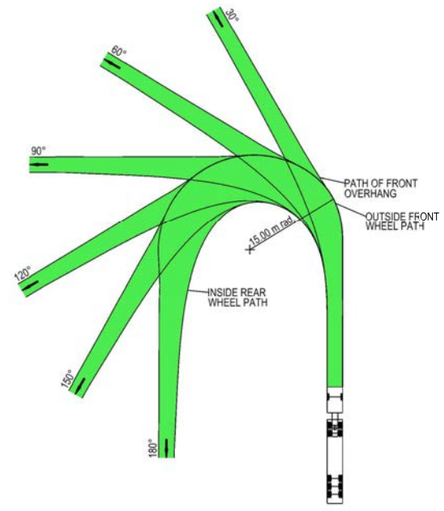
LEGEND

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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150mm 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 - Albury Station and Surrounds Route.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 05/06/2025 — PLOT BY: ThomHunter

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	07/07/2025
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

CLIENT: MARTINUS

ALBURY CITY COUNCIL
RIVERINA HIGHWAY AND WODONGA PLACE

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - RIVERINA HIGHWAY AND WODONGA PLACE - LI R0

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS — SHEET No.: SW-0049 — ISSUE: 1

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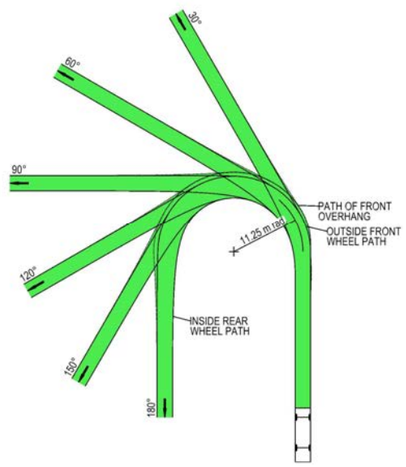
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SERVICE VEHICLE (8.8 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

SERVICE VEHICLE (8.8 m)	
OVERALL LENGTH	8.80 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	3.40 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 - Albury Gate access.dgn			21/07/2025	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	07/07/2025
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

ALBURY CITY COUNCIL
SWIFT STREET - ACCESS GATE A1

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 8.8 SU - GATE A1 - SWIFT STREET - LI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0050 — ISSUE 1

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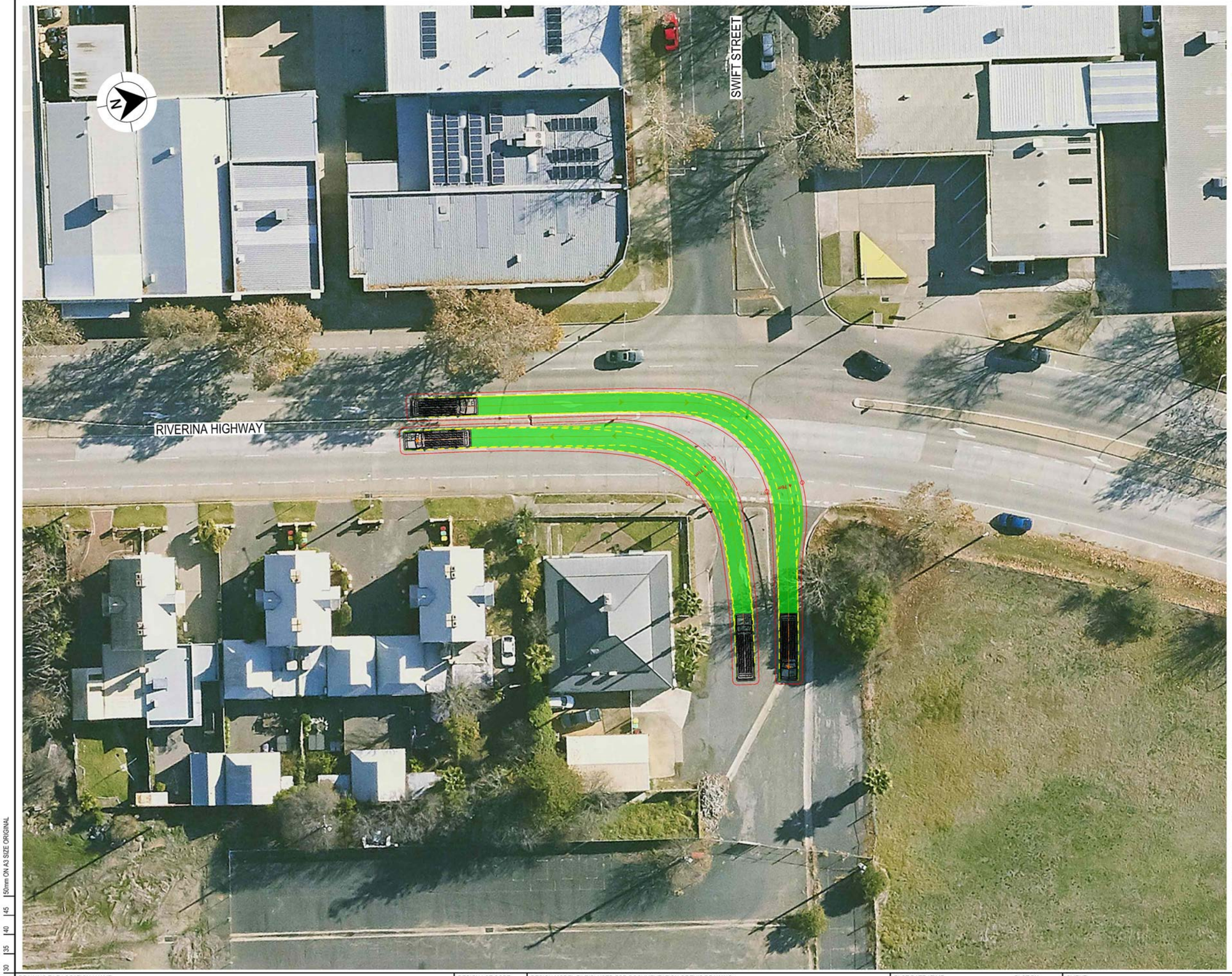


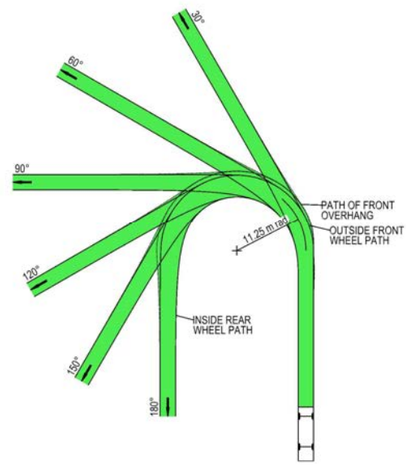
LEGEND

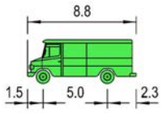
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SERVICE VEHICLE (8.8 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

SERVICE VEHICLE (8.8 m)	
OVERALL LENGTH	8.80 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	3.40 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 - Albury Gate access.dgn			21/07/2025	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	07/07/2025
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

ALBURY CITY COUNCIL
SWIFT STREET - ACCESS GATE A1

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 8.8 SU - GATE A1 - SWIFT STREET - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0051 — ISSUE 1

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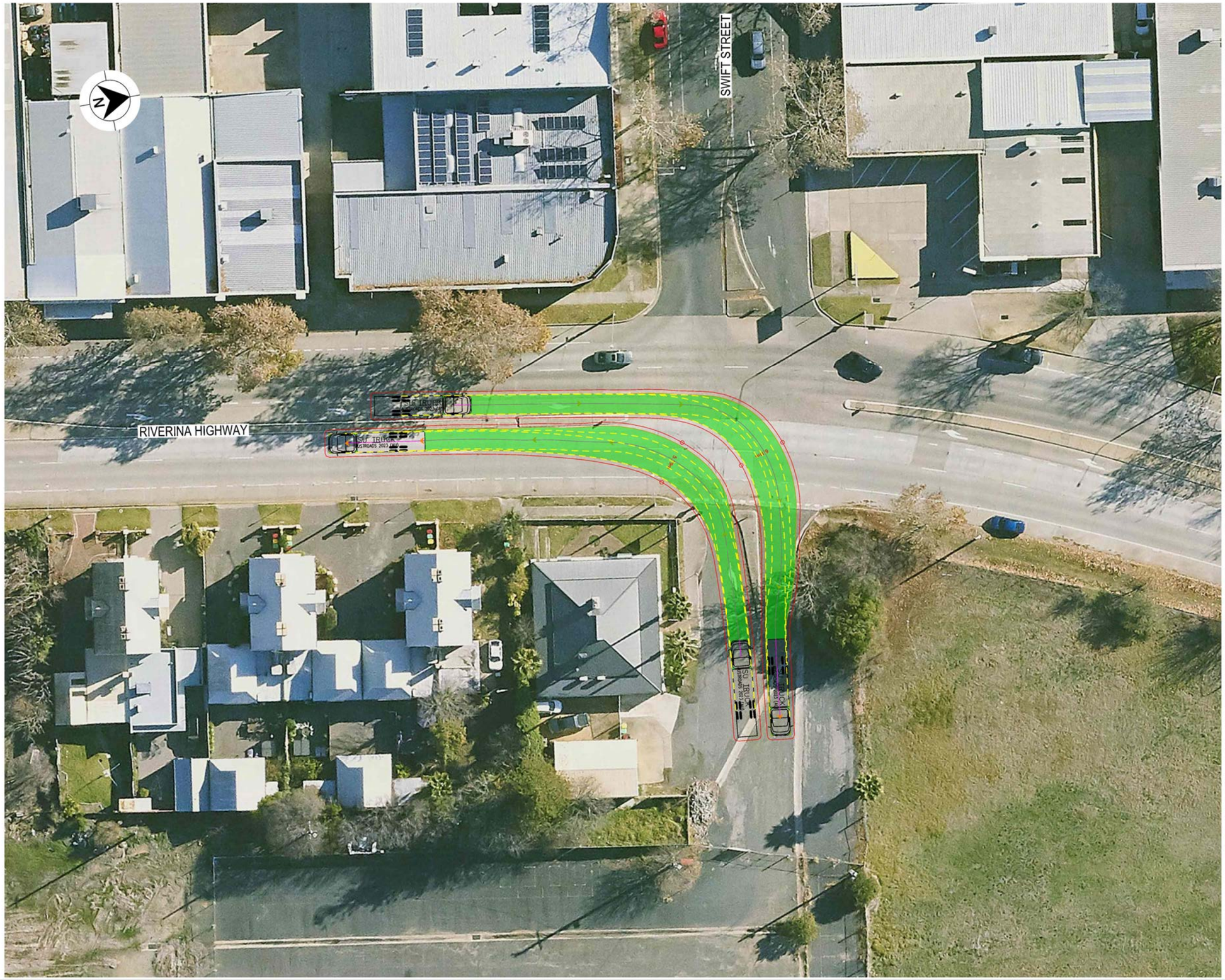


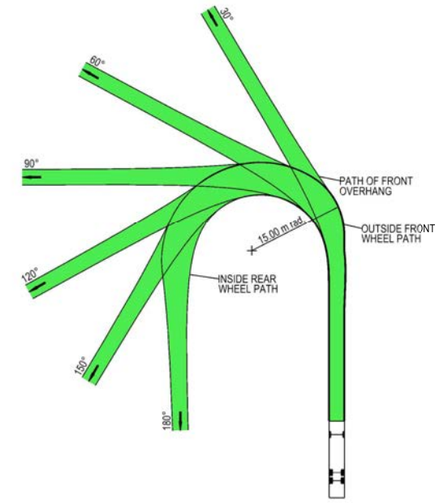
LEGEND

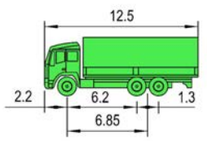
GDA 2020

- 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 - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 21/07/2025 — 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	07/07/2025
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

ALBURY CITY COUNCIL
SWIFT STREET - ACCESS GATE A1

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 12.5 SU - GATE A1 - SWIFT STREET - RI LO

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS — SHEET No.: SW-0052 — ISSUE: 1

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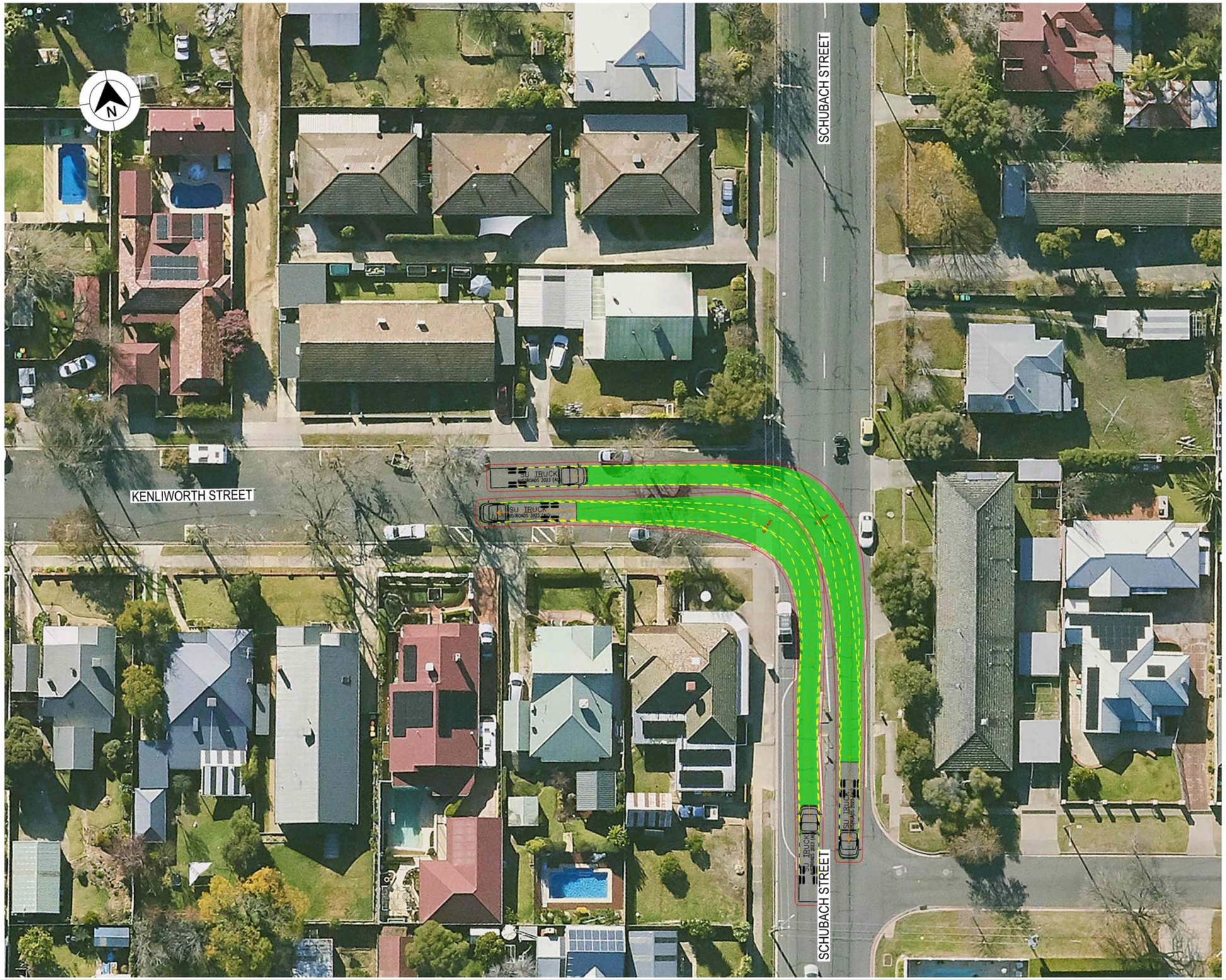


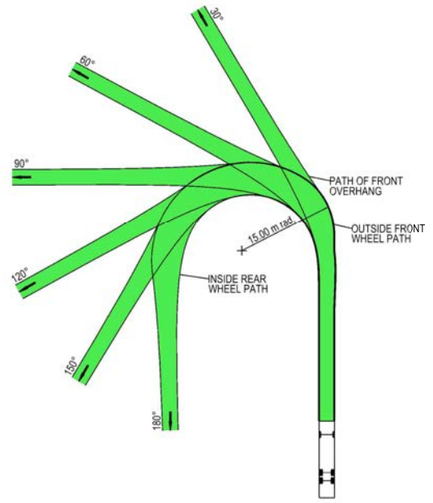
LEGEND

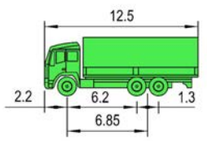
GDA 2020

- 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

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 21/07/2025 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	07/07/2025
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

ALBURY CITY COUNCIL
SHUBACH STREET - ACCESS GATE A2

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 12.5 SU - GATE A2 - SHUBACH STREET - LI RO

RIGORE REGISTRATION No.: RES2501.78.207 PART: 1

ISSUE STATUS | SHEET No.: SW-0053 | ISSUE: 1

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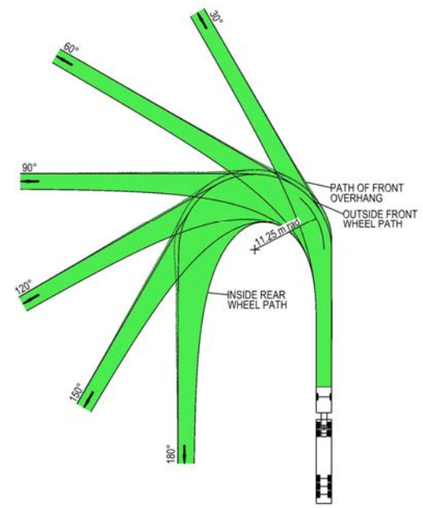
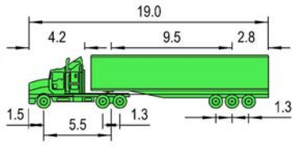
LEGEND

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 - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 21/07/2025
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		07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
SHUBACH STREET - ACCESS GATE A2
A3
A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GATE A2 - SHUBACH STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW-0054
ISSUE 1

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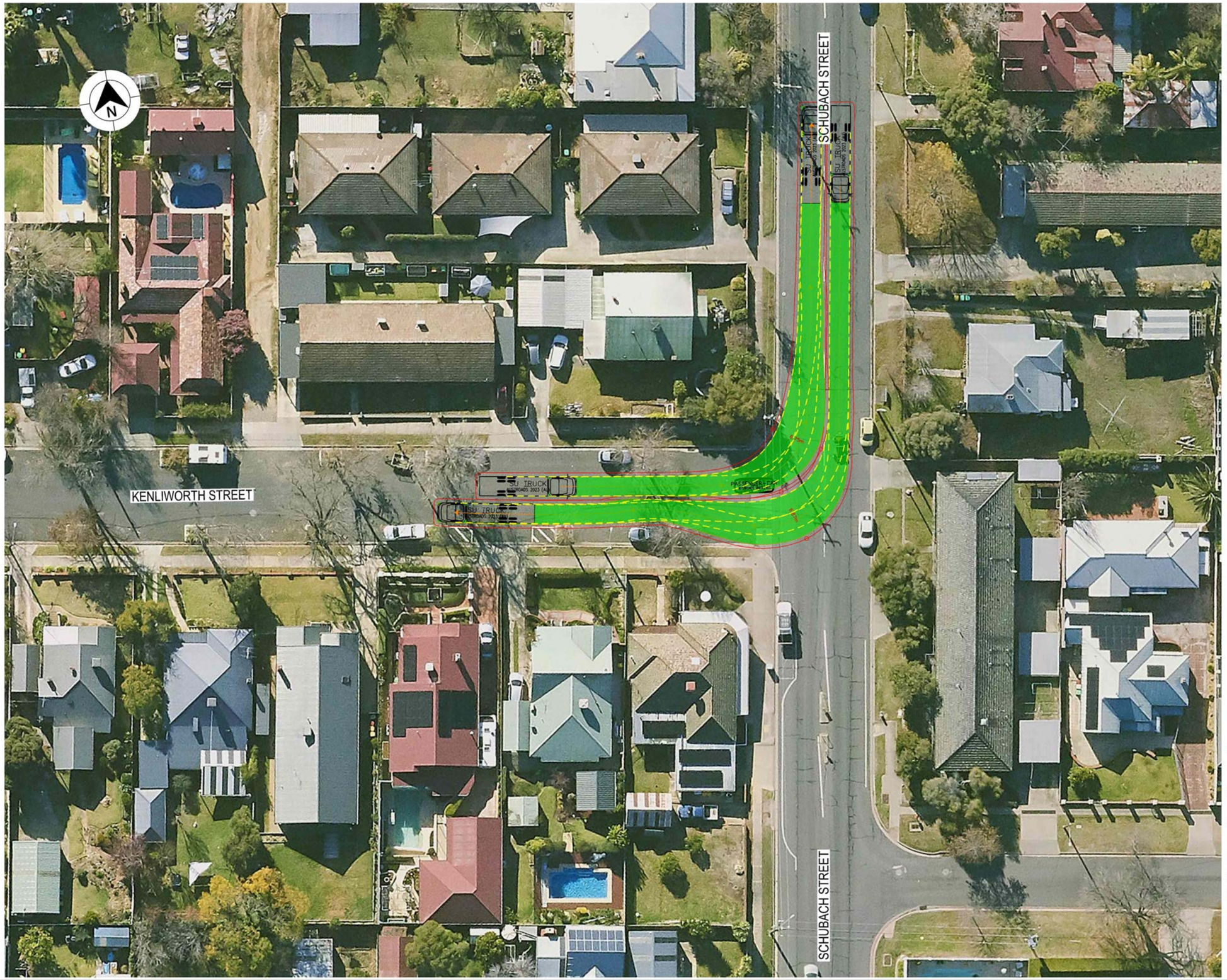


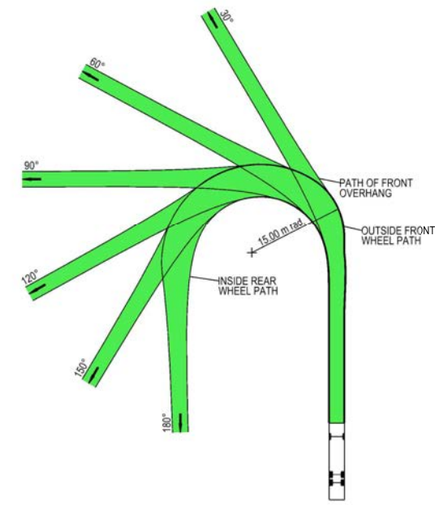
LEGEND

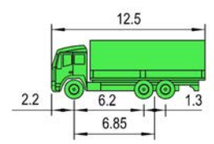
GDA 2020

- 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 - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 22/07/2025 — 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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
SHUBACH STREET - ACCESS GATE A2

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 12.5 SU - GATE A2 - SHUBACH STREET - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0055 — ISSUE 1

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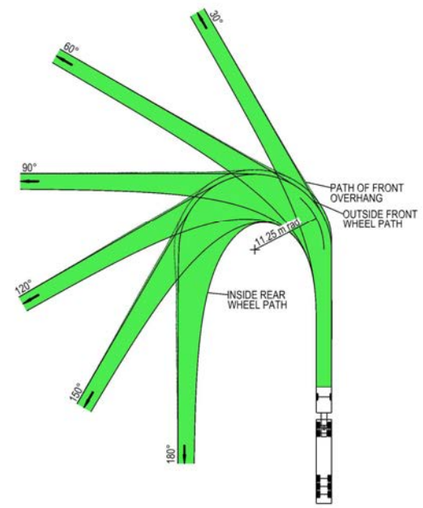
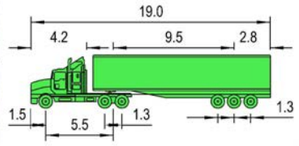
LEGEND

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
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 22/07/2025
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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
SHUBACH STREET - ACCESS GATE A2

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - GATE A2 - SHUBACH STREET - RI LO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW-0056
ISSUE 1

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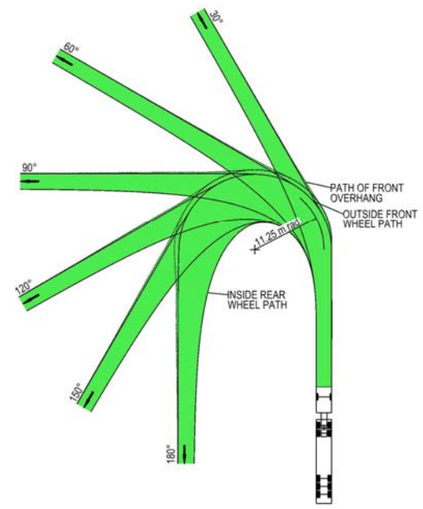
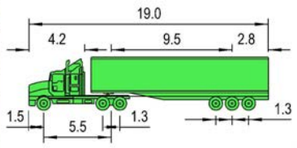
LEGEND

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 - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 22/07/2025 — 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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
SHUBACH STREET - ACCESS GATE A2

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - GATE A2 - KELIWORTH STREET - TURN AROUND

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. 000 — ISSUE 1

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RIVERINA HIGHWAY

SMOLLETT STREET

RAILWAY PLACE

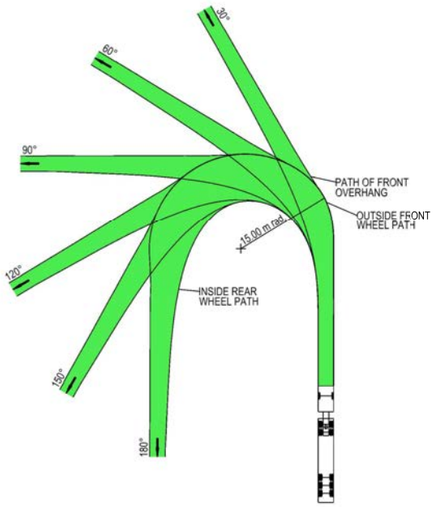
LEGEND

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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150mm ON A3 SIZE ORIGINAL

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DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 22/07/2025 — 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	07/07/2025
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

ALBURY CITY COUNCIL
RAILWAY PLACE - ACCESS GATE A3

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - GATE A3 - RAILWAY PLACE - IN OUT

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS — SHEET No.: SW-0057 — ISSUE: 1

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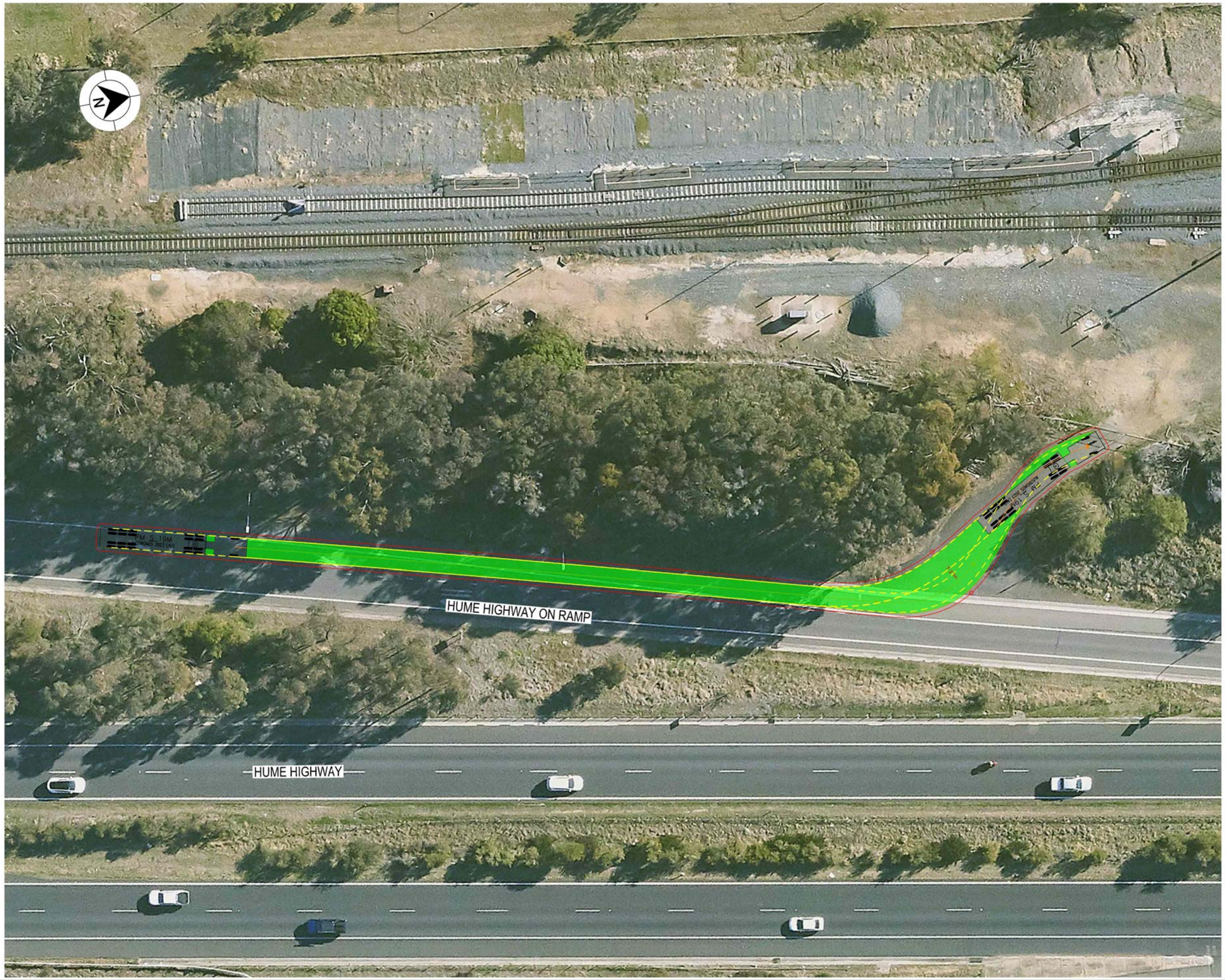


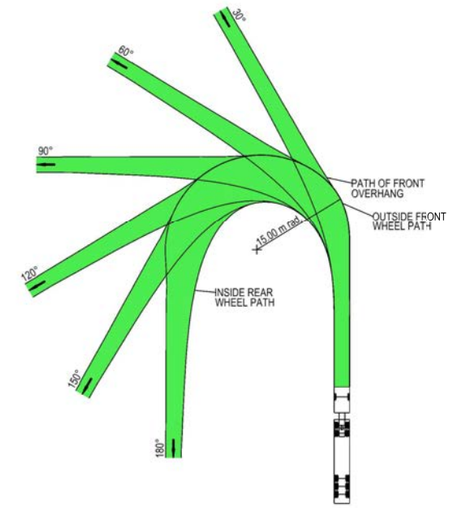
LEGEND

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 22/07/2025
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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
HUME HIGHWAY - ACCESS GATE A4

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - GATE A4 - HUME HIGHWAY - IN

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW-0058
ISSUE 1

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RIVERINA HIGHWAY

WILSON STREET

PM S_19M
AUSTROADS 2023 (AU)

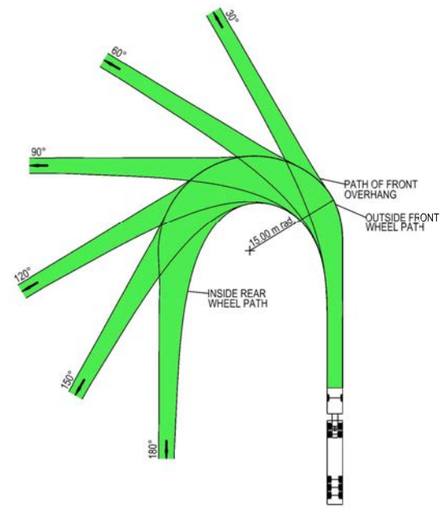
LEGEND

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
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 21/07/2025
PLOT BY ThomHunter

CLIENT

ALBURY CITY COUNCIL
WILSON STREET - ACCESS GATE A5

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GATE A5 - WILSON STREET - LO

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	07/07/2025
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

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW-0059
ISSUE 1

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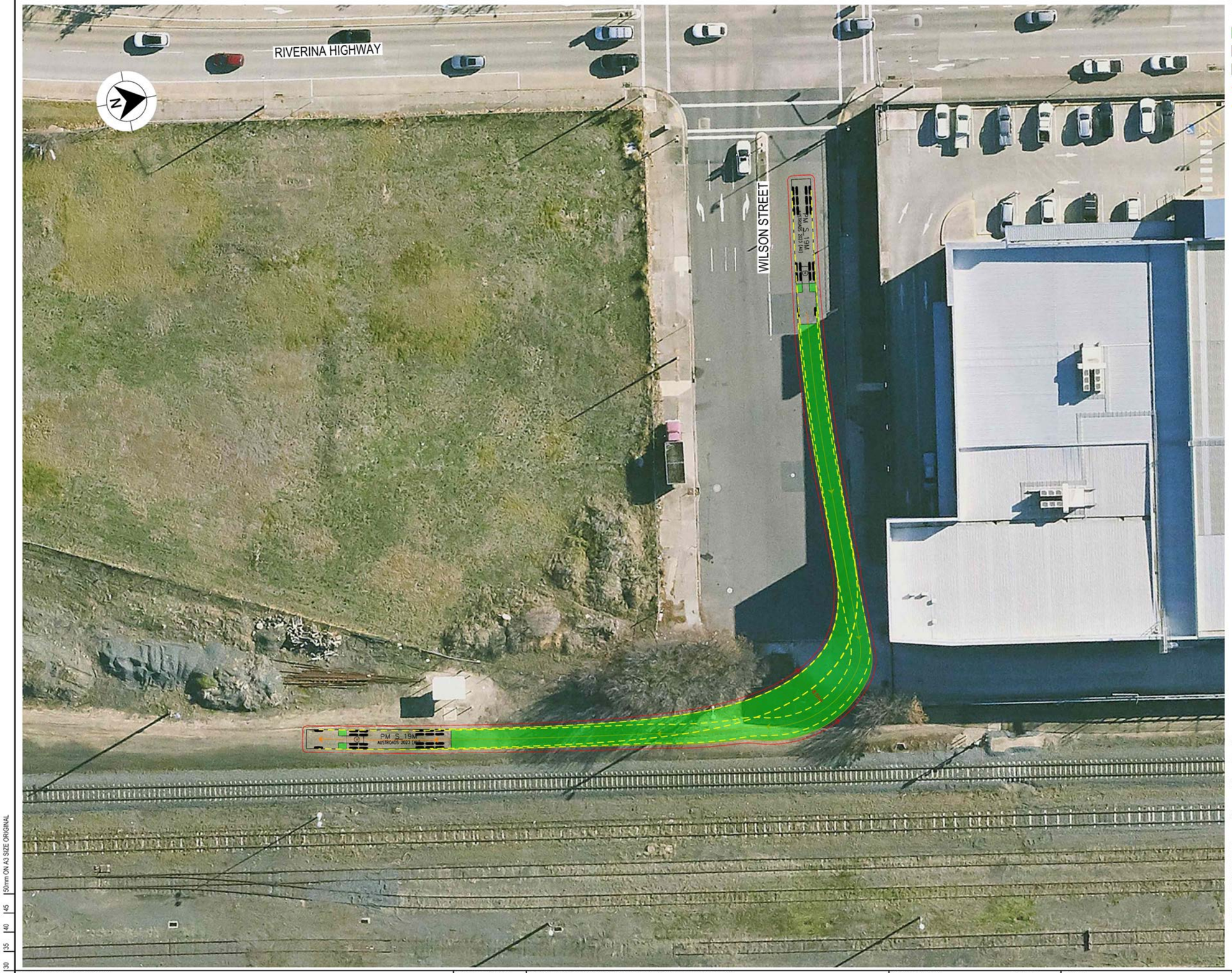


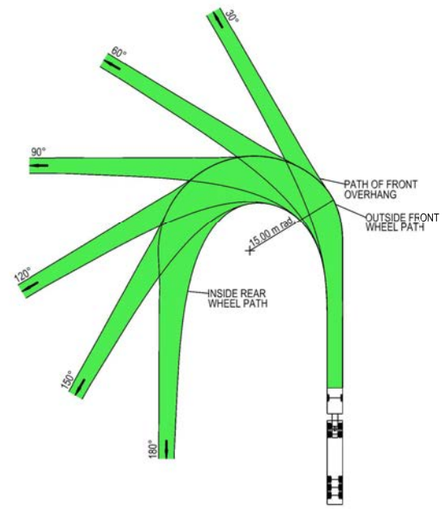
LEGEND

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
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 - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 21/07/2025
PLOT BY: ThomHunter

CLIENT: MARTINUS

ALBURY CITY COUNCIL
WILSON STREET - ACCESS GATE A5

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GATE A5 - WILSON STREET - RI

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	07/07/2025
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

RIGORE REGISTRATION No.: RES2501.78.207
PART: 1
ISSUE STATUS
SHEET No.: SW-0060
ISSUE: 1

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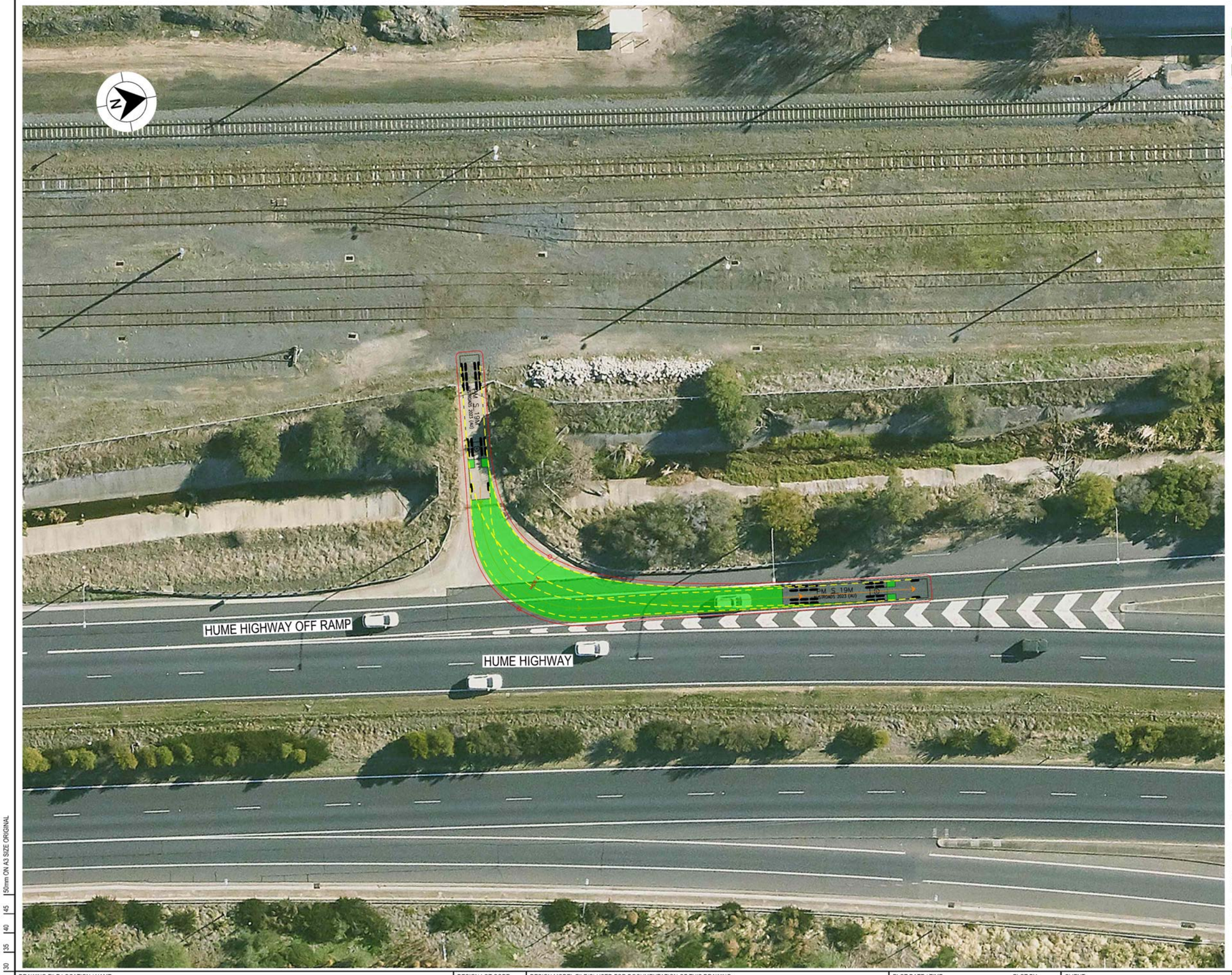


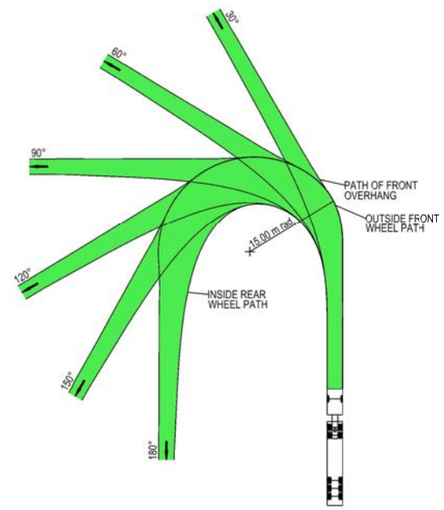
LEGEND

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
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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

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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 - Albury Gate access.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 21/07/2025 — PLOT BY: ThomHunter

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	07/07/2025
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

CLIENT: MARTINUS

ALBURY CITY COUNCIL
HUME HIGHWAY - ACCESS GATE A4

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - GATE A6 - HUME HIGHWAY - OUT

A3

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS — SHEET No.: SW-0061 — ISSUE: 1

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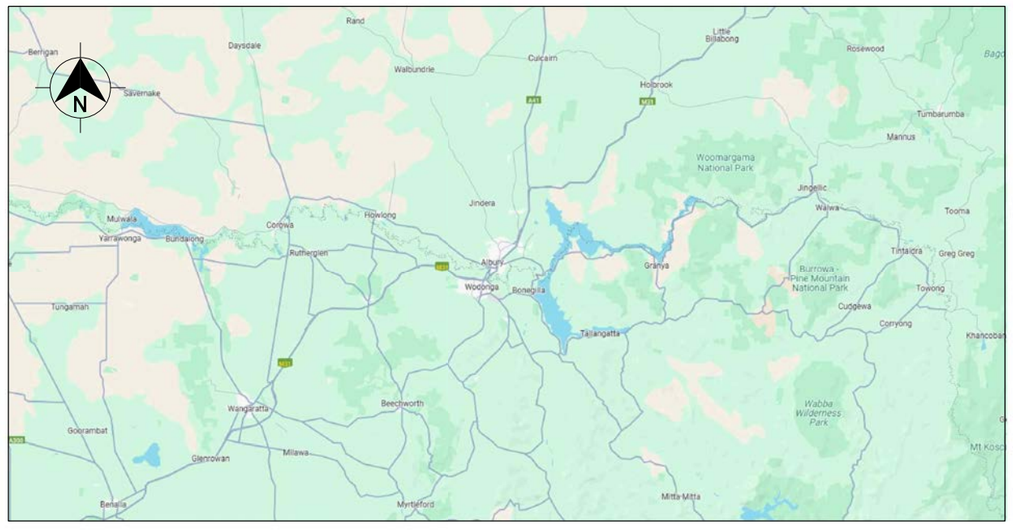
ALBURY CITY COUNCIL
CTTAMP MITIGATIONS
ALBURY PRECINCT
SWEPT PATH ANALYSIS
BILLY HUGHES BRIDGE ROUTE



LOCALITY PLAN

© GOOGLE MAPS

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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 - Billy Hughes Bridge Route.dgn

LINEAR REFERENCING START: N/A FINISH: N/A

PLOT DATE / TIME 22/07/2025 3:00:21 PM PLOT BY JacksonColes

CLIENT MARTINUS

PREPARED FOR MARTINUS PTY LTD

A2I CTTAMP
ALBURY 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. GORRIE	NAME X XXXXXX	NAME X XXXXXXXXX
	TITLE CADET ENGINEER	TITLE DIRECTOR	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. SW-0001
ISSUE 1

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GDA 2020

CTTAMP MITIGATIONS - INDEX

	ISSUE DATE						PASS/FAIL
	ISSUE NUMBER	1					
	DD	5					
	MM	6					
	YY	25					
SHEET NUMBER	**SHEET DESCRIPTION**	**AMENDMENT**					
SW	SWEPT PATH ANALYSIS (40 SHEETS)						
SW-0001	COVER SHEET						
SW-0002	KEY PLAN						
SW-0003	INDEX						
SW-0004	SWEPT PATH - TD - BURROWS ROAD AND CENTAUR ROAD - THROUGH						PASS
SW-0005	SWEPT PATH - SEMI - BURROWS ROAD AND CENTAUR ROAD - THROUGH						PASS
SW-0006	SWEPT PATH - TD - CENTAUR ROAD AND URANA ROAD - LI RO						PASS
SW-0007	SWEPT PATH - SEMI - CENTAUR ROAD AND URANA ROAD - LI RO						PASS
SW-0008	SWEPT PATH - TD - HAGUE STREET AND KAITLERS ROAD - THROUGH						CONDITIONAL PASS
SW-0009	SWEPT PATH - SEMI - HAGUE STREET AND KAITLERS ROAD - THROUGH						CONDITIONAL PASS
SW-0010	SWEPT PATH - TD - HAGUE STREET AND URANA ROAD - LI RO						PASS
SW-0011	SWEPT PATH - SEMI - HAGUE STREET AND URANA ROAD - LI RO						CONDITIONAL PASS
SW-0012	SWEPT PATH - TD - HUME HIGHWAY AND WAGGA ROAD - LI LO						PASS
SW-0013	SWEPT PATH - SEMI - HUME HIGHWAY AND WAGGA ROAD - LI LO						PASS
SW-0014	SWEPT PATH - TD - HUME HIGHWAY AND WAGGA ROAD - RI						PASS
SW-0015	SWEPT PATH - SEMI - HUME HIGHWAY AND WAGGA ROAD - RI						PASS
SW-0016	SWEPT PATH - TD - HUME HIGHWAY AND WAGGA ROAD - RO						PASS
SW-0017	SWEPT PATH - SEMI - HUME HIGHWAY AND WAGGA ROAD - RO						PASS
SW-0018	SWEPT PATH - TD - HUME HIGHWAY AND WAGGA ROAD - THROUGH						PASS
SW-0019	SWEPT PATH - SEMI - HUME HIGHWAY AND WAGGA ROAD - THROUGH						PASS
SW-0020	SWEPT PATH - TD - KAITLERS ROAD AND PRUNE STREET - THROUGH						PASS
SW-0021	SWEPT PATH - SEMI - KAITLERS ROAD AND PRUNE STREET - THROUGH						PASS
SW-0022	SWEPT PATH - TD - KAITLERS ROAD AND WAGGA ROAD - LI RO						PASS
SW-0023	SWEPT PATH - SEMI - KAITLERS ROAD AND WAGGA ROAD - LI RO						PASS
SW-0024	SWEPT PATH - TD - WAGGA ROAD AND R W HENRY DRIVE - LI RO						PASS
SW-0025	SWEPT PATH - TD - WAGGA ROAD AND R W HENRY DRIVE - RI LO						PASS
SW-0026	SWEPT PATH - SEMI - WAGGA ROAD AND R W HENRY DRIVE - RI LO						PASS
SW-0027	SWEPT PATH - SEMI - R W HENRY DRIVE GATE BH1 - LO						PASS
SW-0028	SWEPT PATH - SEMI - R W HENRY DRIVE GATE BH1 - RI						PASS
SW-0029	SWEPT PATH - TD - WAGGA ROAD GATE BH2 - LI						PASS
SW-0030	SWEPT PATH - SEMI - WAGGA ROAD GATE BH2 - LI						PASS
SW-0031	SWEPT PATH - 12.5 SU - WAGGA ROAD GATE BH2 - LI						PASS
SW-0032	SWEPT PATH - TD - WAGGA ROAD GATE BH2 - LO						PASS
SW-0033	SWEPT PATH - SEMI - WAGGA ROAD GATE BH2 - LO						PASS
SW-0034	SWEPT PATH - 12.5 SU - WAGGA ROAD GATE BH2 - LO						PASS
SW-0035	SWEPT PATH - TD - WAGGA ROAD GATE BH2 - RI						PASS
SW-0036	SWEPT PATH - SEMI - WAGGA ROAD GATE BH2 - RI						PASS
SW-0037	SWEPT PATH - 12.5 SU - WAGGA ROAD GATE BH2 - RI						PASS
SW-0038	SWEPT PATH - TD - WAGGA ROAD GATE BH2 - RO						PASS
SW-0039	SWEPT PATH - SEMI - WAGGA ROAD GATE BH2 - RO						PASS
SW-0040	SWEPT PATH - 12.5 SU - WAGGA ROAD GATE BH2 - RO						PASS

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 - Billy Hughes Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 05/06/2025 3:00:21 PM

PLOT BY: JacksonColes

CLIENT: MARTINUS

ALBURY CITY COUNCIL
SHEET INDEX
A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
INDEX

A3

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	07/07/2025
	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

RIGORE REGISTRATION No.: RES2501.78.207

PART: 1

ISSUE STATUS

SHEET No.: SW-0002

ISSUE: 1

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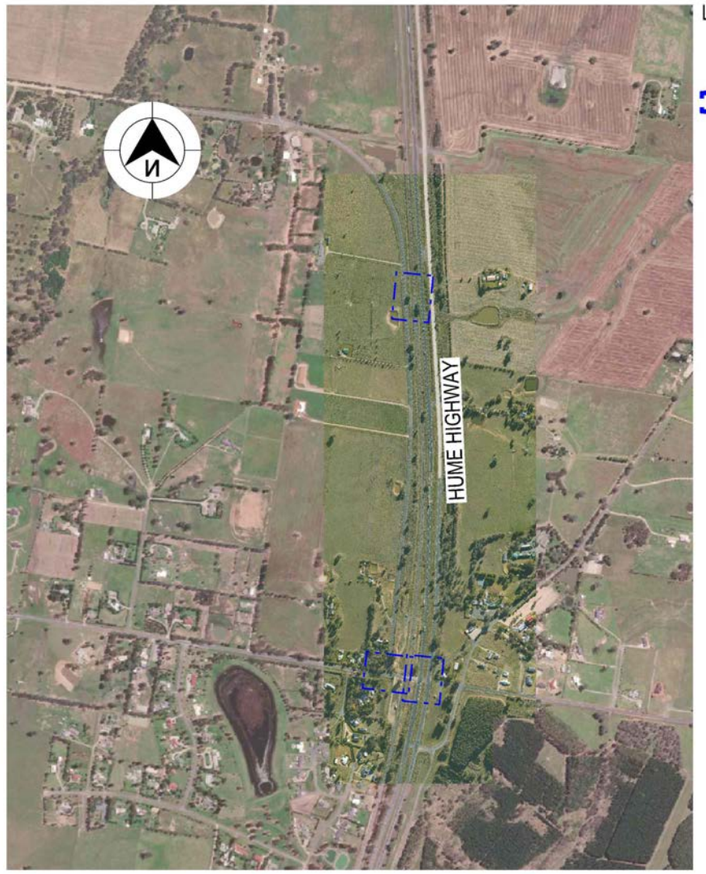

LEGEND

XXXX — DESIGN CONTROL CALLOUT

FULL PLAN SHEETS AT 1:500

GDA 2020

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 - Billy Hughes Bridge Route.dgn				DESIGN LOT CODE		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME 05/06/2025 3:00:21 PM	PLOT BY JacksonColes		CLIENT
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING 0 350 700 1150 1400 SCALE 1:35000m 0 200 400 600 800 SCALE 1:20000m CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD	DRAWINGS / DESIGN PREPARED BY RIGORE ENGINEERING SERVICES	TITLE	NAME	DATE	MARTINUS
								DRAWN	T.HUNTER	07/07/2025	
								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	

ALBURY CITY COUNCIL — A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
KEY PLAN

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. 000 — ISSUE 1

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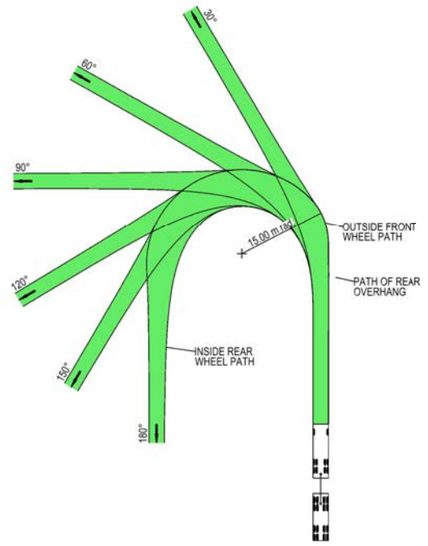
LEGEND

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 05/06/2025
PLOT BY ThomHunter

CLIENT

ALBURY CITY COUNCIL
BURROWS ROAD AND CENTAUR ROAD
A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - BURROWS ROAD AND CENTAUR ROAD - THROUGH

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	07/07/2025
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

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW-0004
ISSUE 1

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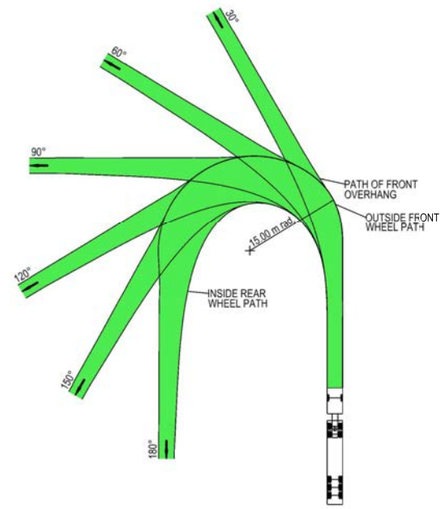
LEGEND

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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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 - Billy Hughes Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 05/06/2025 — 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		
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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

ALBURY CITY COUNCIL
BURROWS ROAD AND CENTAUR ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - BURROWS ROAD AND CENTAUR ROAD - THROUGH

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS — SHEET No.: SW-0005 — ISSUE: 1

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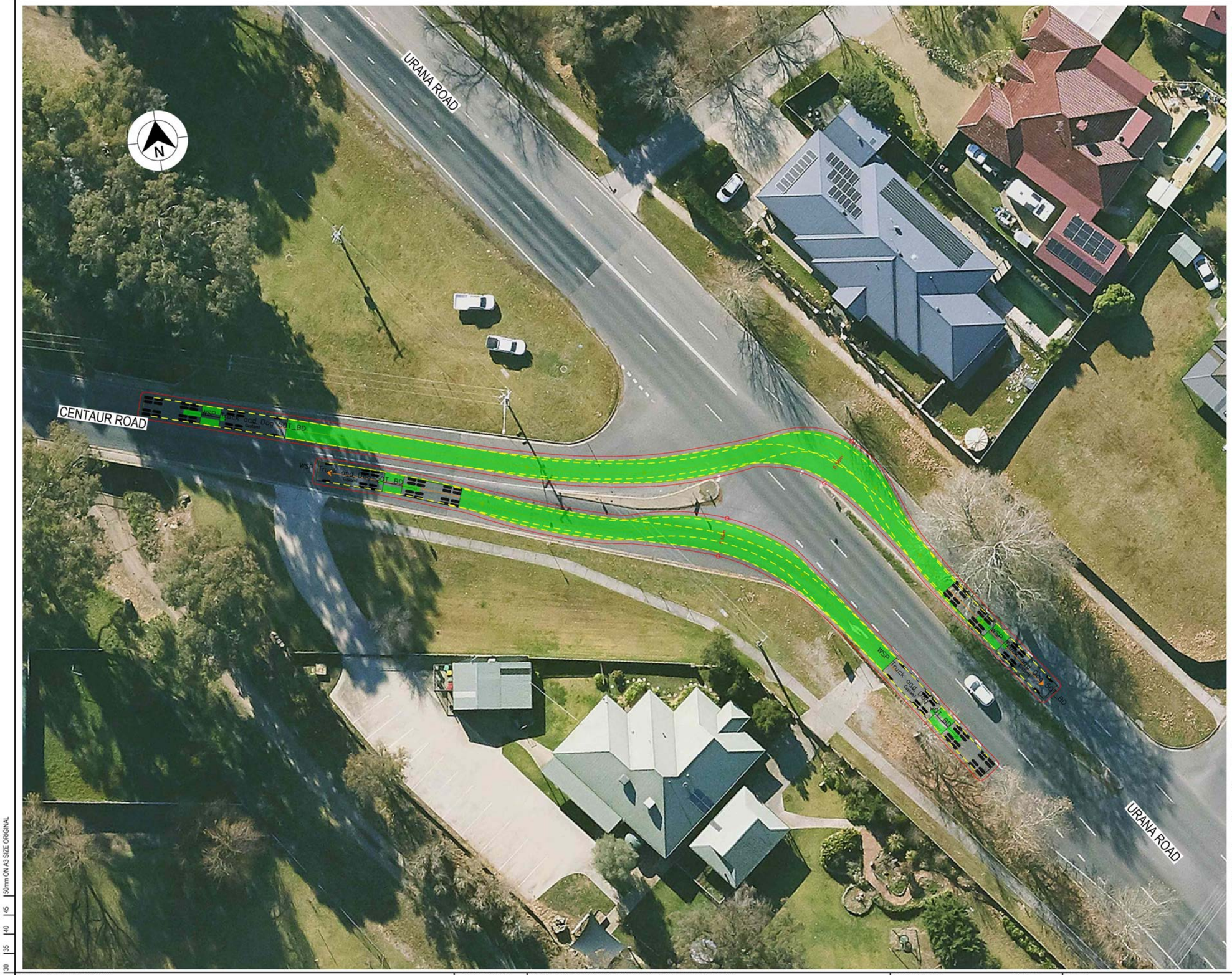


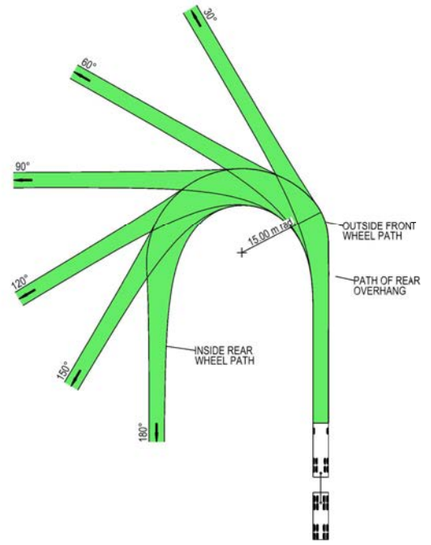
LEGEND

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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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 - Bily Hughes Bridge Route.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 05/06/2025 — PLOT BY: ThomHunter

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	07/07/2025
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

CLIENT: MARTINUS

ALBURY CITY COUNCIL
CENTAUR ROAD AND URANA ROAD
A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - CENTAUR ROAD AND URANA ROAD - LI RO

A3

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS — SHEET No.: SW-0006 — ISSUE: 1

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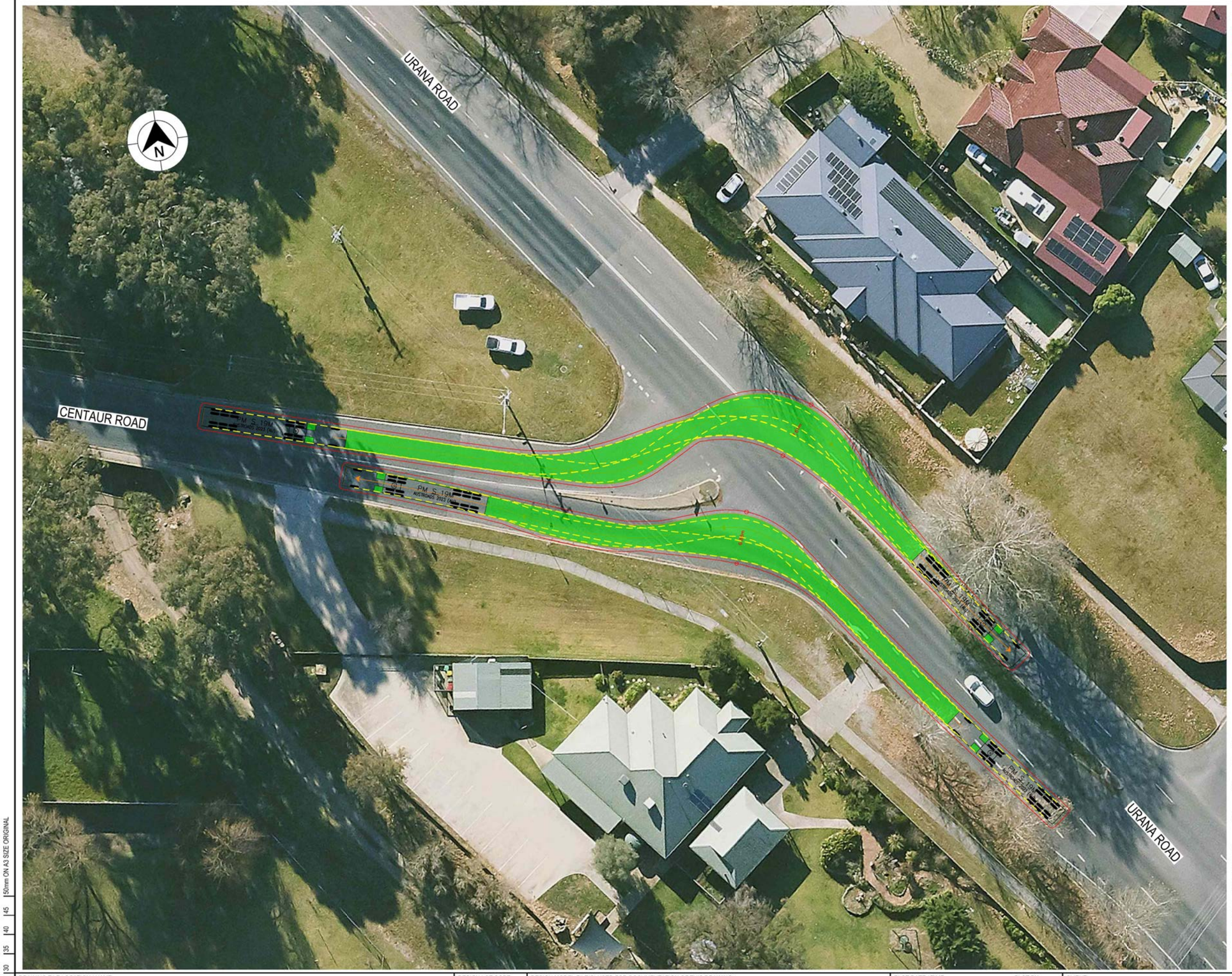


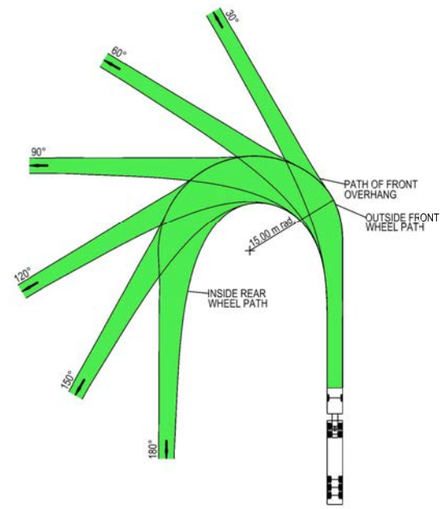
LEGEND

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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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
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Bily Hughes Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 05/06/2025 — 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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
CENTAUR ROAD AND URANA ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - CENTAUR ROAD AND URANA ROAD - LI RO

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ISSUE STATUS — SHEET No. SW-0007 — ISSUE 1

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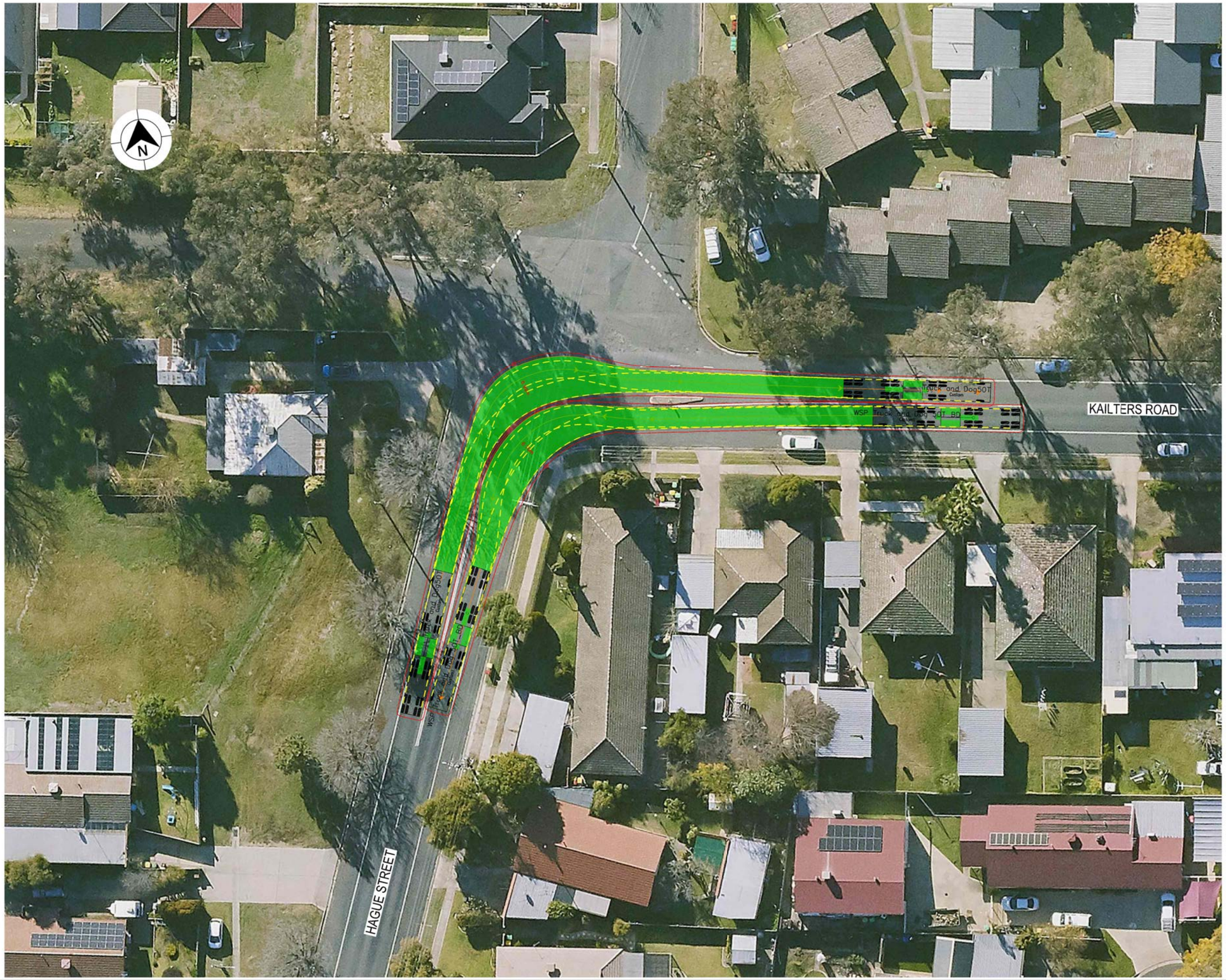


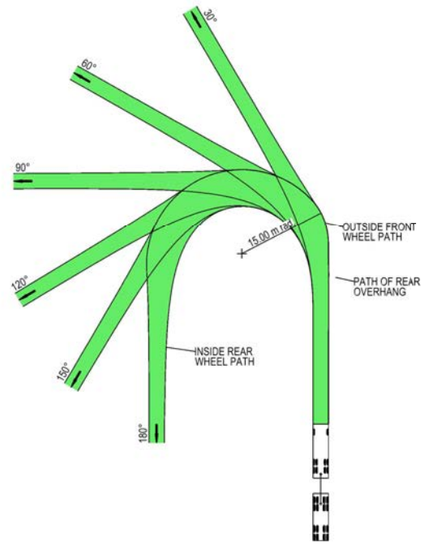
LEGEND

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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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 - Bily Hughes Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 05/06/2025 — PLOT BY: ThomHunter

CLIENT: MARTINUS

ALBURY CITY COUNCIL
HAGUE STREET AND KAITLERS ROAD
A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - HAGUE STREET AND KAITLERS ROAD - THROUGH

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	07/07/2025
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

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS — SHEET No.: SW-0008 — ISSUE: 1

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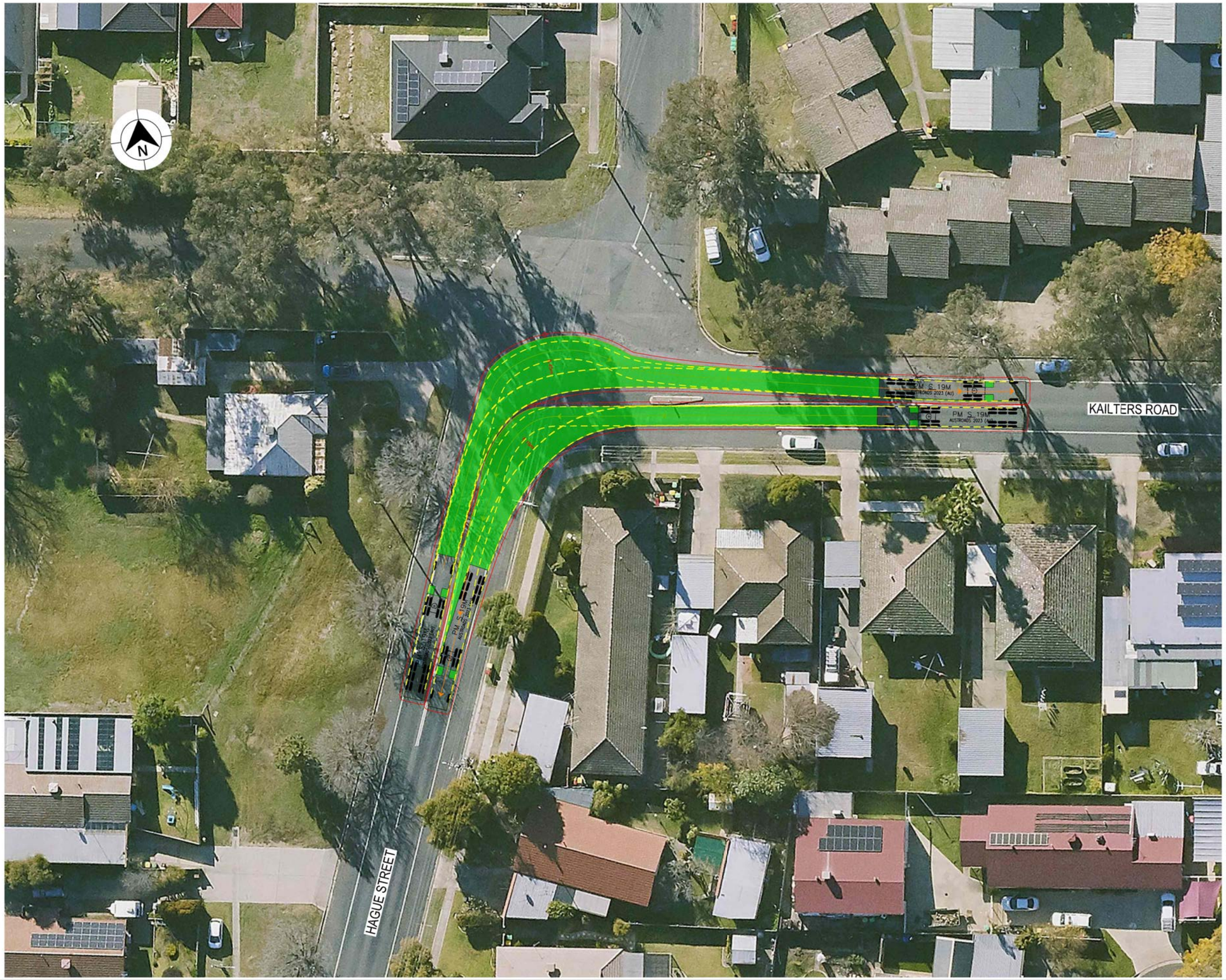


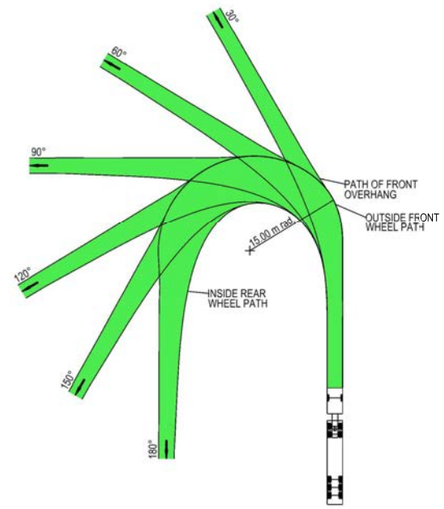
LEGEND

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
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 19/08/2025 — 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

ALBURY COUNCIL
HAGUE STREET AND KAITLERS ROAD — A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - HAGUE STREET AND KAITLERS ROAD - THROUGH

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS CONCEPT DESIGN — SHEET No. SW-0009 — ISSUE 1

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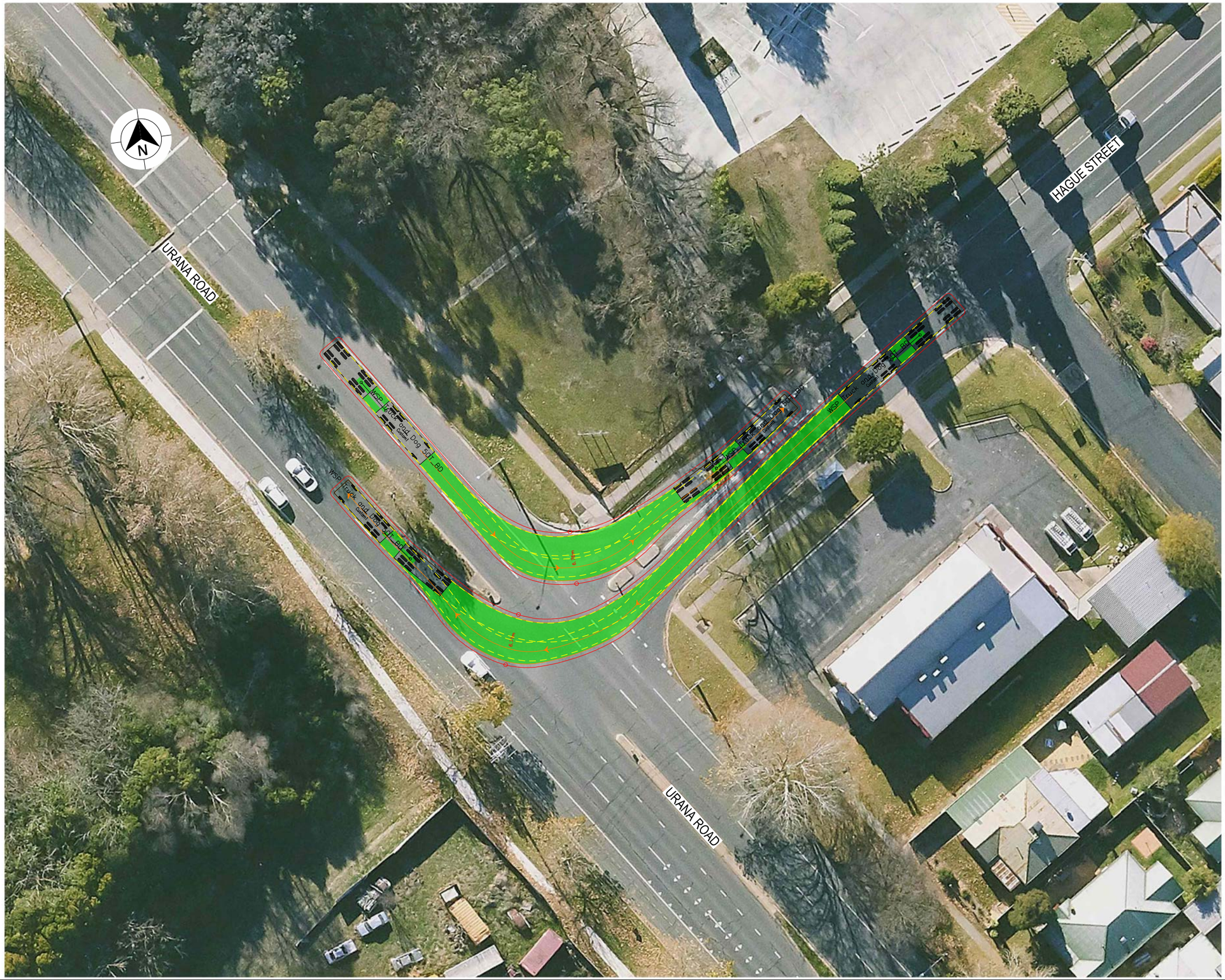


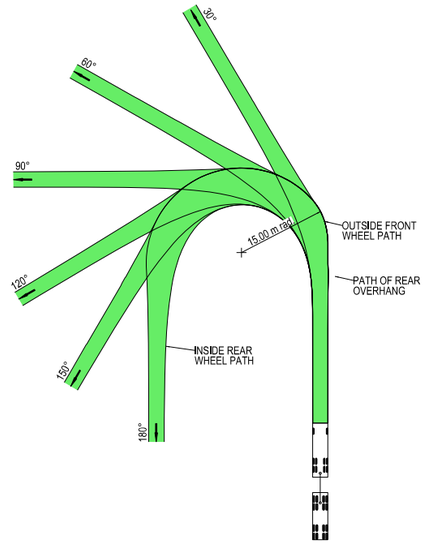
LEGEND

- 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
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 - Billy Hughes Bridge Route.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 25/08/2025 — 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
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ALBURY COUNCIL
HAGUE STREET AND URANA ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - HAGUE STREET AND URANA ROAD - LI RO

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ISSUE STATUS: CONCEPT DESIGN — SHEET No.: SW-0010 — ISSUE: 1

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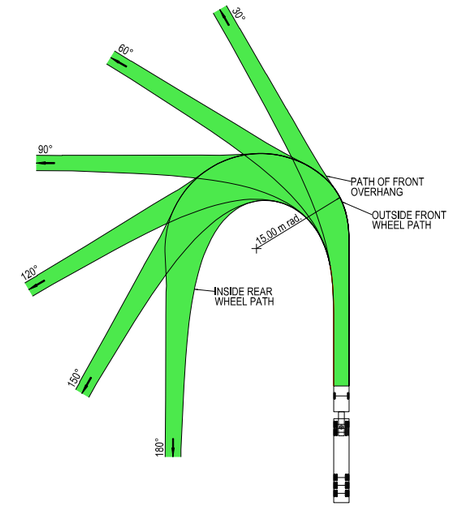
LEGEND

- 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



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

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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 - Billy Hughes Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 25/08/2025 — 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

ALBURY COUNCIL
HAGUE STREET AND URANA ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - HAGUE STREET AND URANA ROAD - LI RO

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS: CONCEPT DESIGN — SHEET No.: SW-0011 — ISSUE: 1

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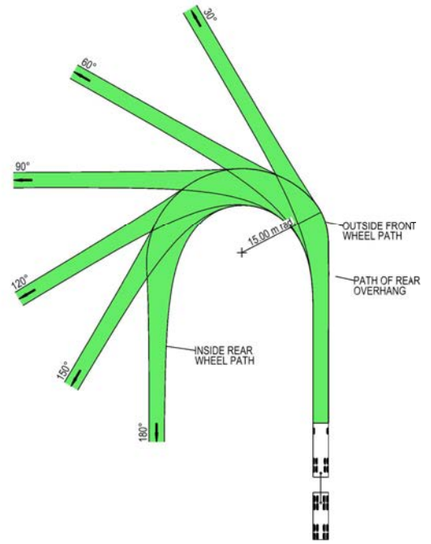
LEGEND

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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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 - Billy Hughes Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 05/06/2025
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		07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
HUME HIGHWAY AND WAGGA ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - HUME HIGHWAY AND WAGGA ROAD - LI LO

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ISSUE STATUS
SHEET No. SW-0012
ISSUE 1

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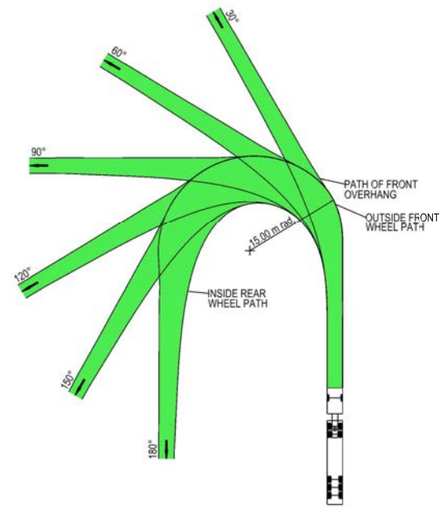
LEGEND

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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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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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 - Billy Hughes Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 05/06/2025
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		07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
HUME HIGHWAY AND WAGGA ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - HUME HIGHWAY AND WAGGA ROAD - LI LO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW-0013
ISSUE 1

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DAVEY ROAD

WAGGA ROAD

Truck and Dog50T

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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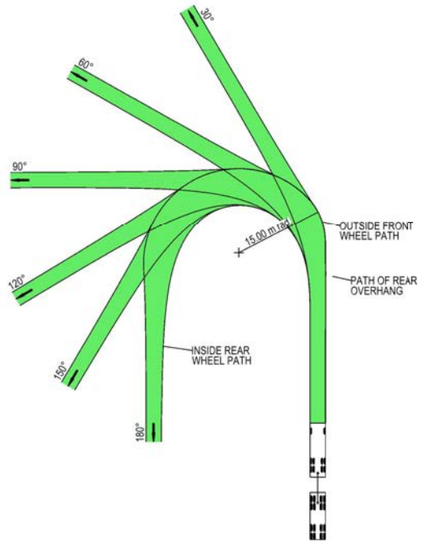
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
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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 - Bily Hughes Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 05/06/2025
PLOT BY ThomHunter

CLIENT

ALBURY CITY COUNCIL
HUME HIGHWAY AND WAGGA ROAD
A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - HUME HIGHWAY AND WAGGA ROAD - 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

TITLE	NAME	DATE
DRAWN	T.HUNTER	07/07/2025
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

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SHEET No. SW-0014
ISSUE 1

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DAVEY ROAD

WAGGA ROAD

N

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
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AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
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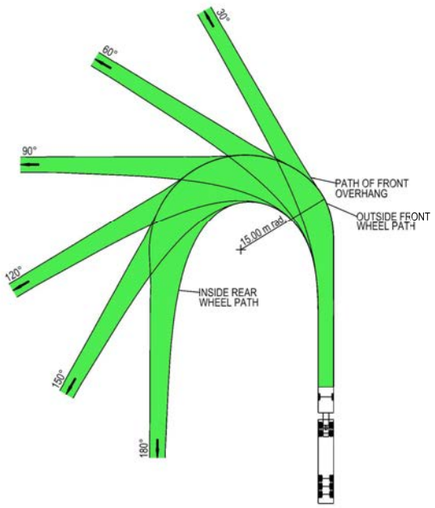
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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PRIME MOVER & SEMI-TRAILER (19.0 m)	
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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 - Bily Hughes Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 05/06/2025 — 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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
HUME HIGHWAY AND WAGGA ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - HUME HIGHWAY AND WAGGA ROAD - RI

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DAVEY ROAD

WAGGA ROAD

N

LEGEND

GDA 2020

DESIGN VEHICLE COMPLETED SWEPT PATH

DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH

DESIGN VEHICLE FAILED SWEPT PATH

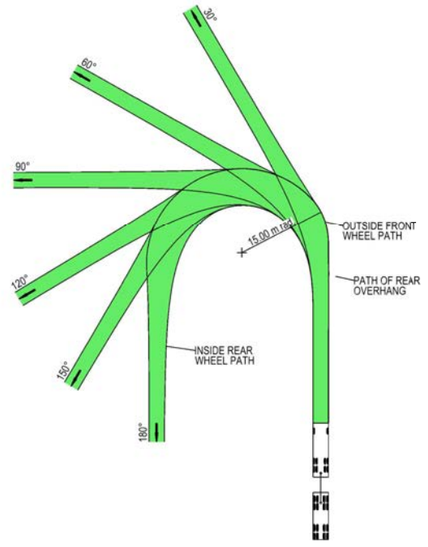
0.5m VEHICLE CLEARANCE

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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DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Bily Hughes Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 05/06/2025
PLOT BY ThomHunter

CLIENT

ALBURY CITY COUNCIL
HUME HIGHWAY AND WAGGA ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - HUME HIGHWAY AND WAGGA ROAD - 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
TITLE		
DRAWN	T.HUNTER	07/07/2025
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

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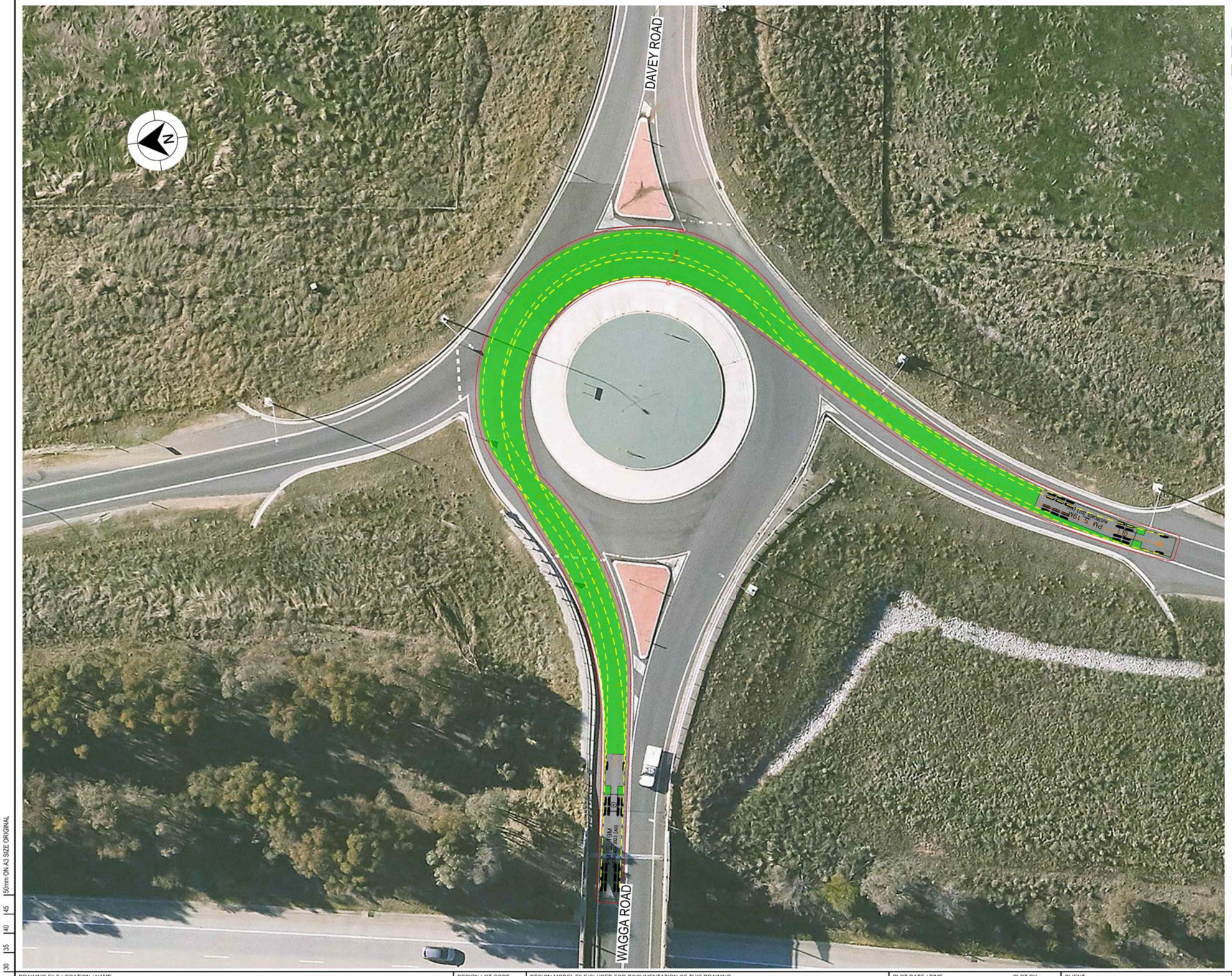

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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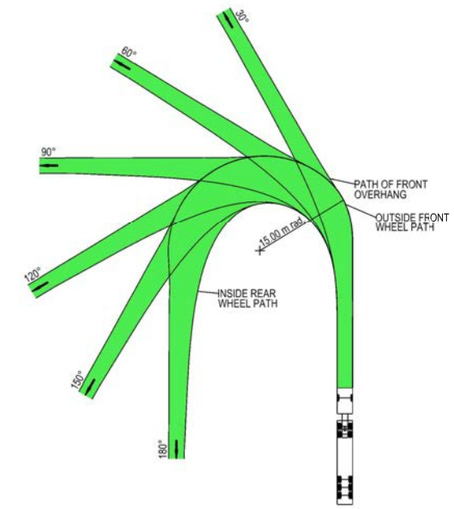
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

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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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 - Bily Hughes Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 05/06/2025
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 ı DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
HUME HIGHWAY AND WAGGA ROAD
A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - HUME HIGHWAY AND WAGGA ROAD - RO

A3

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PART 1
ISSUE STATUS
SHEET No. SW-0017
ISSUE 1

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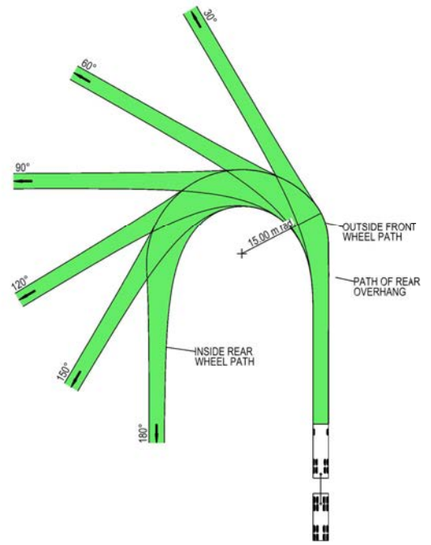
LEGEND

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)	
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CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 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 05/06/2025
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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
HUME HIGHWAY AND WAGGA ROAD
A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - HUME HIGHWAY AND WAGGA ROAD - THROUGH

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PART 1
ISSUE STATUS
SHEET No. SW-0018
ISSUE 1

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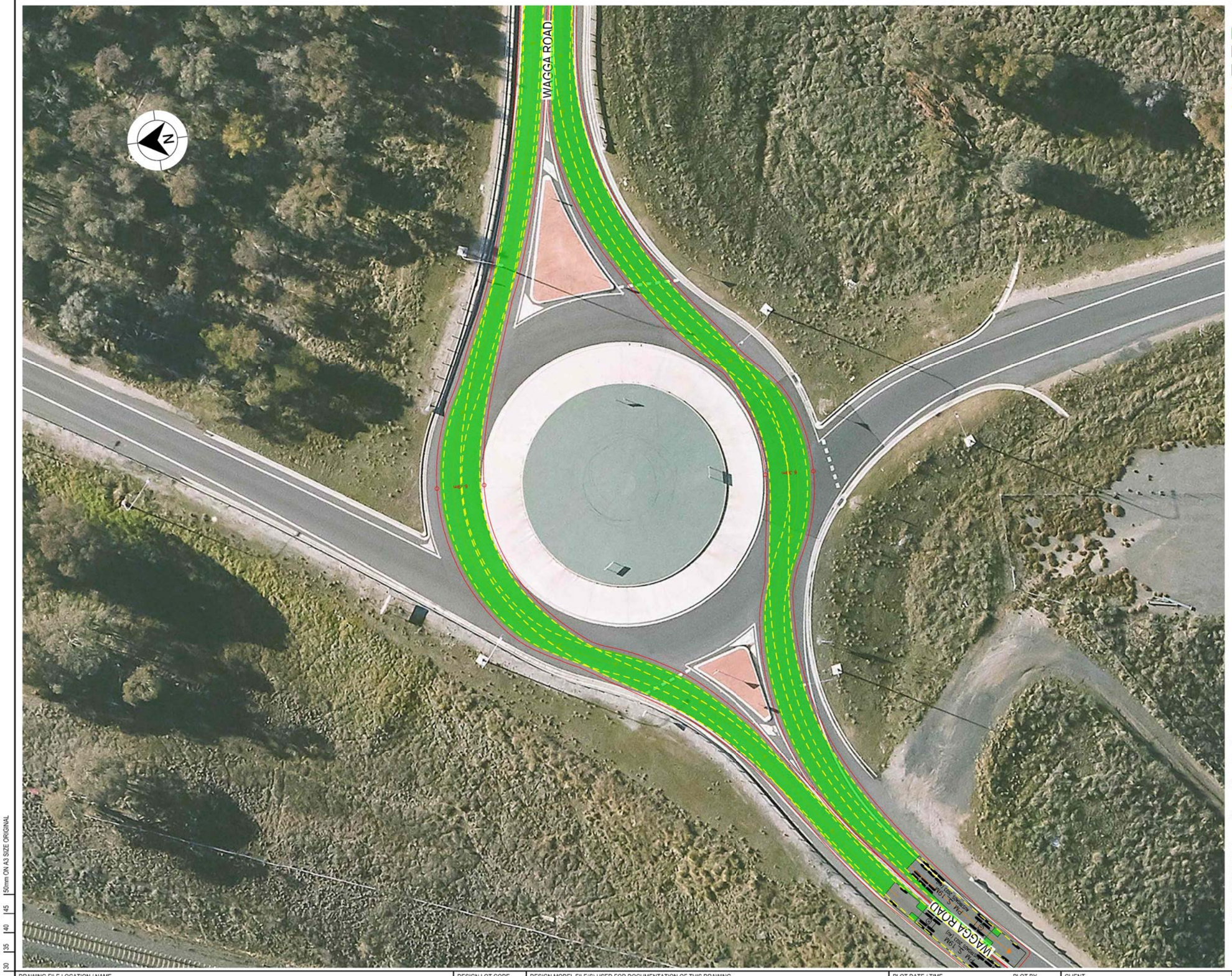

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

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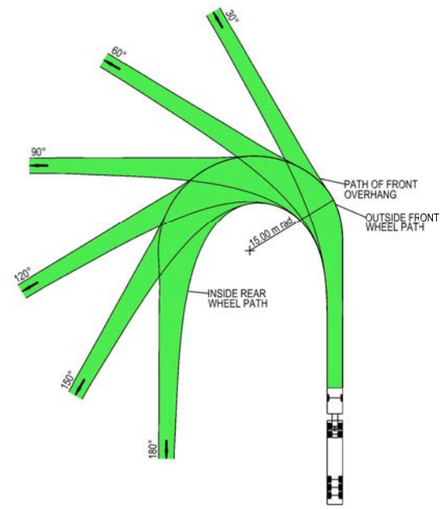
SCALE 1:1000m



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DESIGN LOT CODE

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PLOT BY ThomHunter

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SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

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TITLE		
DRAWN	T.HUNTER	07/07/2025
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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

MARTINUS

ALBURY CITY COUNCIL
HUME HIGHWAY AND WAGGA ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - HUME HIGHWAY AND WAGGA ROAD - THROUGH

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ISSUE STATUS
SHEET No. SW-0019
ISSUE 1

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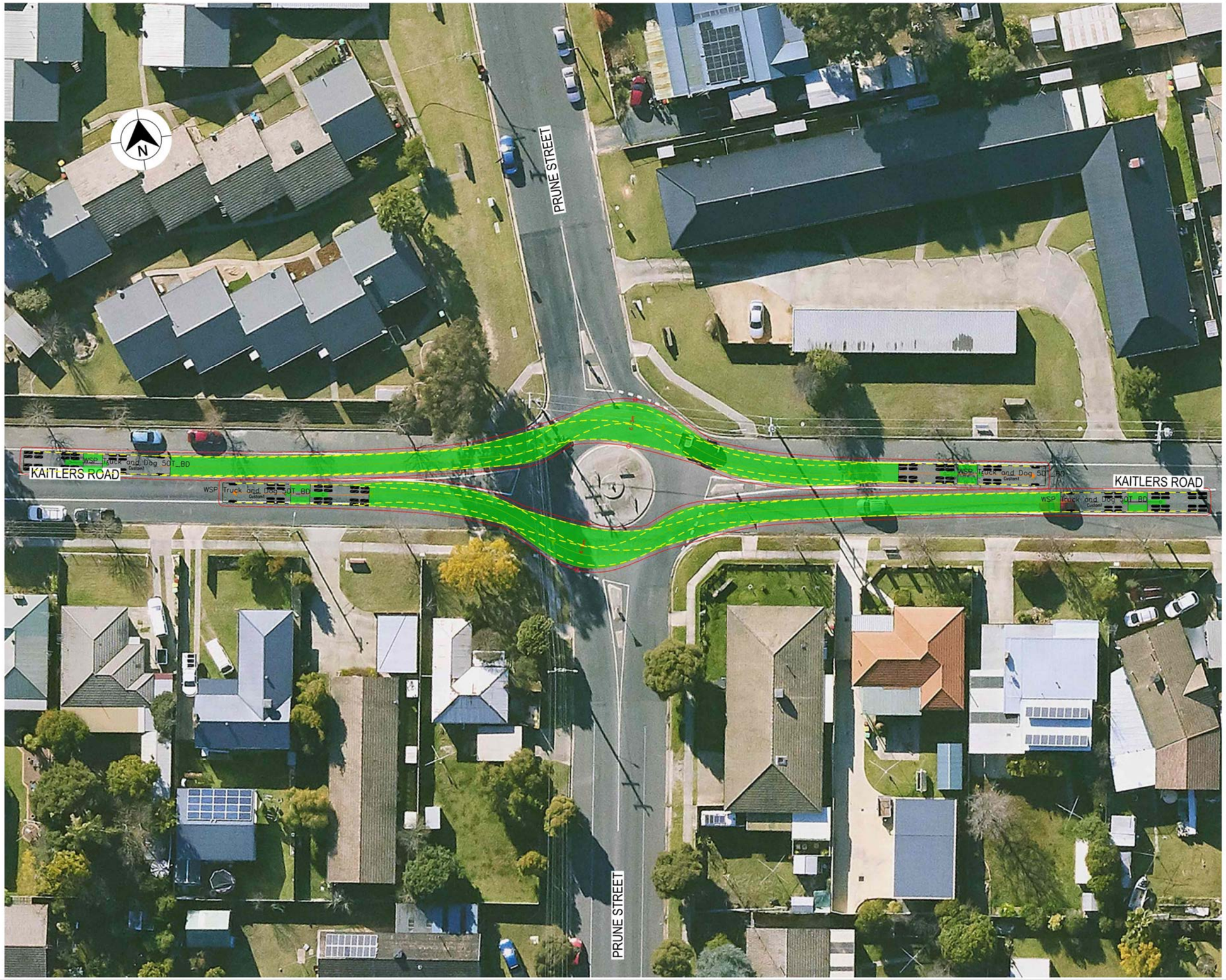

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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RADIUS 15 m
TURNING SPEED 5 - 15 km/h

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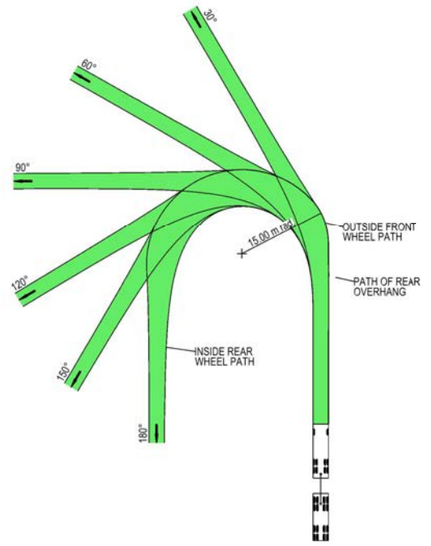
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

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PLOT DATE / TIME 05/06/2025 — 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	07/07/2025
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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

MARTINUS

ALBURY CITY COUNCIL
KAITLERS ROAD AND PRUNE STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - KAITLERS ROAD AND PRUNE STREET - THROUGH

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ISSUE STATUS — SHEET No. SW-0020 — ISSUE 1

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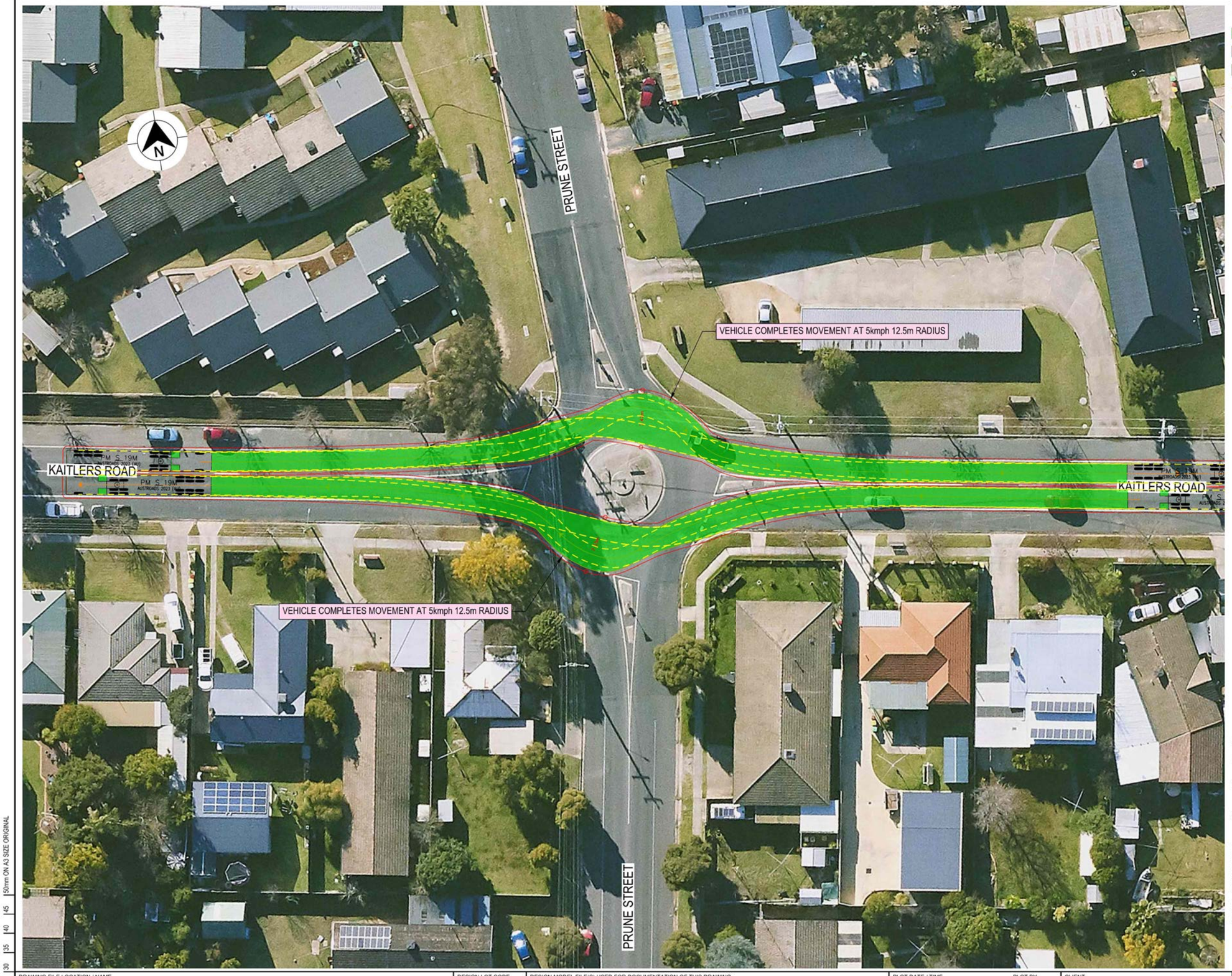

LEGEND

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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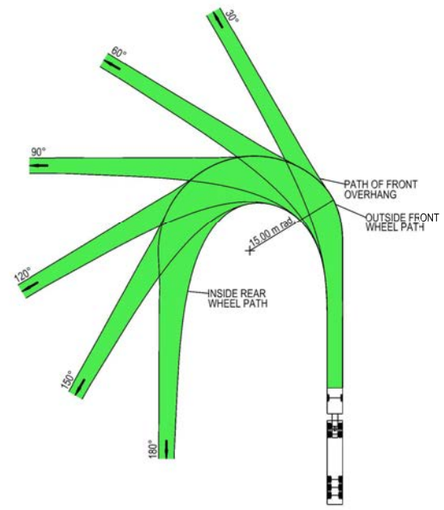
AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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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 - Bily Hughes Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 05/06/2025 — 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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
KAITLERS ROAD AND PRUNE STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - KAITLERS ROAD AND PRUNE STREET - THROUGH

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ISSUE STATUS — SHEET No. SW-0021 — ISSUE 1

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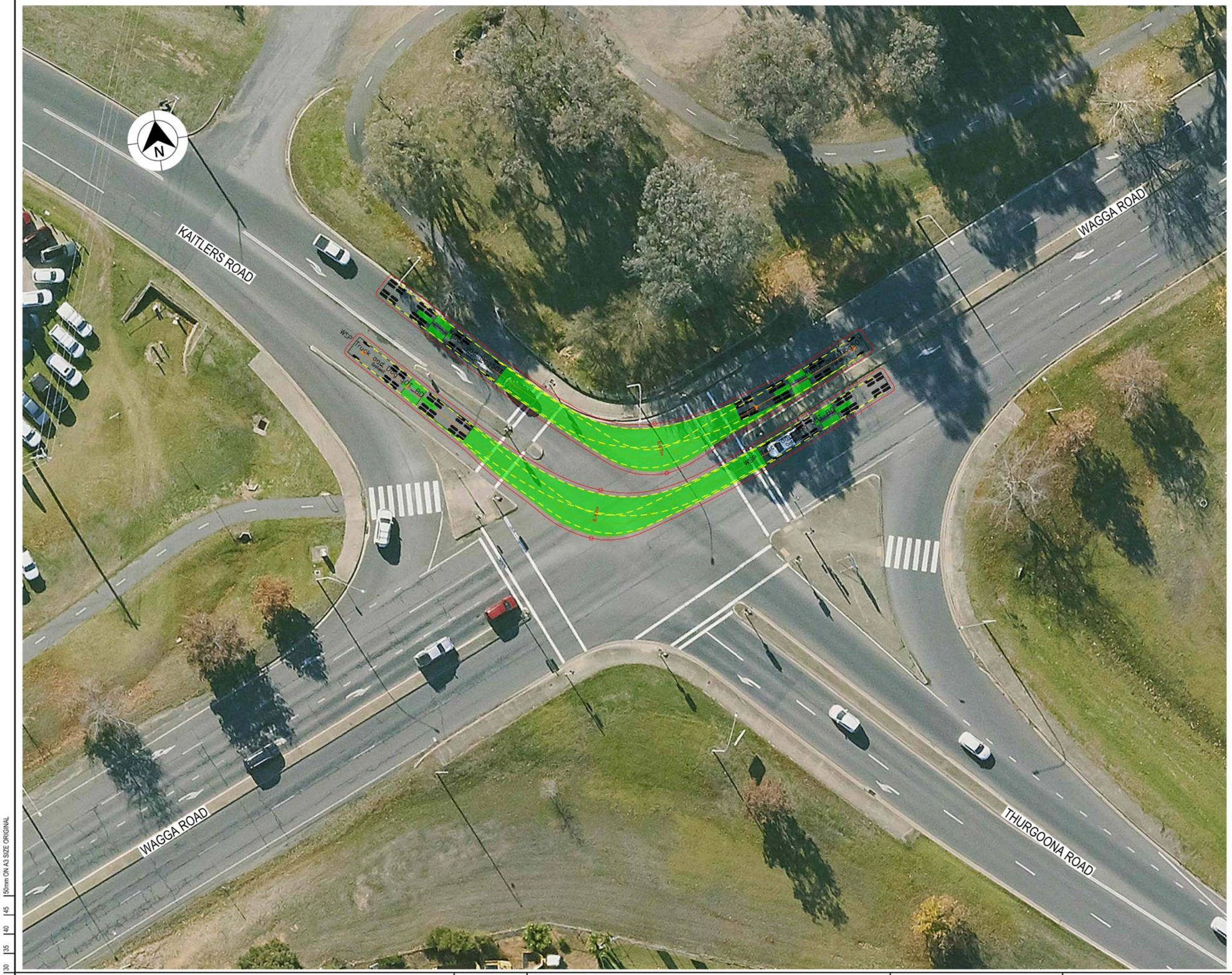

LEGEND

- 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)
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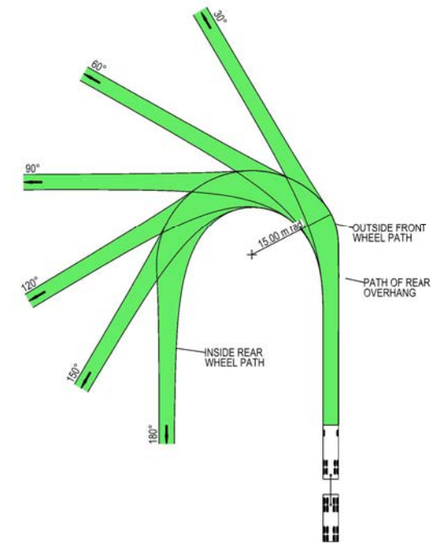

VEHICLE PROFILE NOT TO SCALE

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PLOT DATE / TIME: 05/06/2025 — PLOT BY: ThomHunter

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	07/07/2025
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

CLIENT: MARTINUS

ALBURY CITY COUNCIL
KAITLERS ROAD AND WAGGA ROAD — A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - KAITLERS ROAD AND WAGGA ROAD - LI RO

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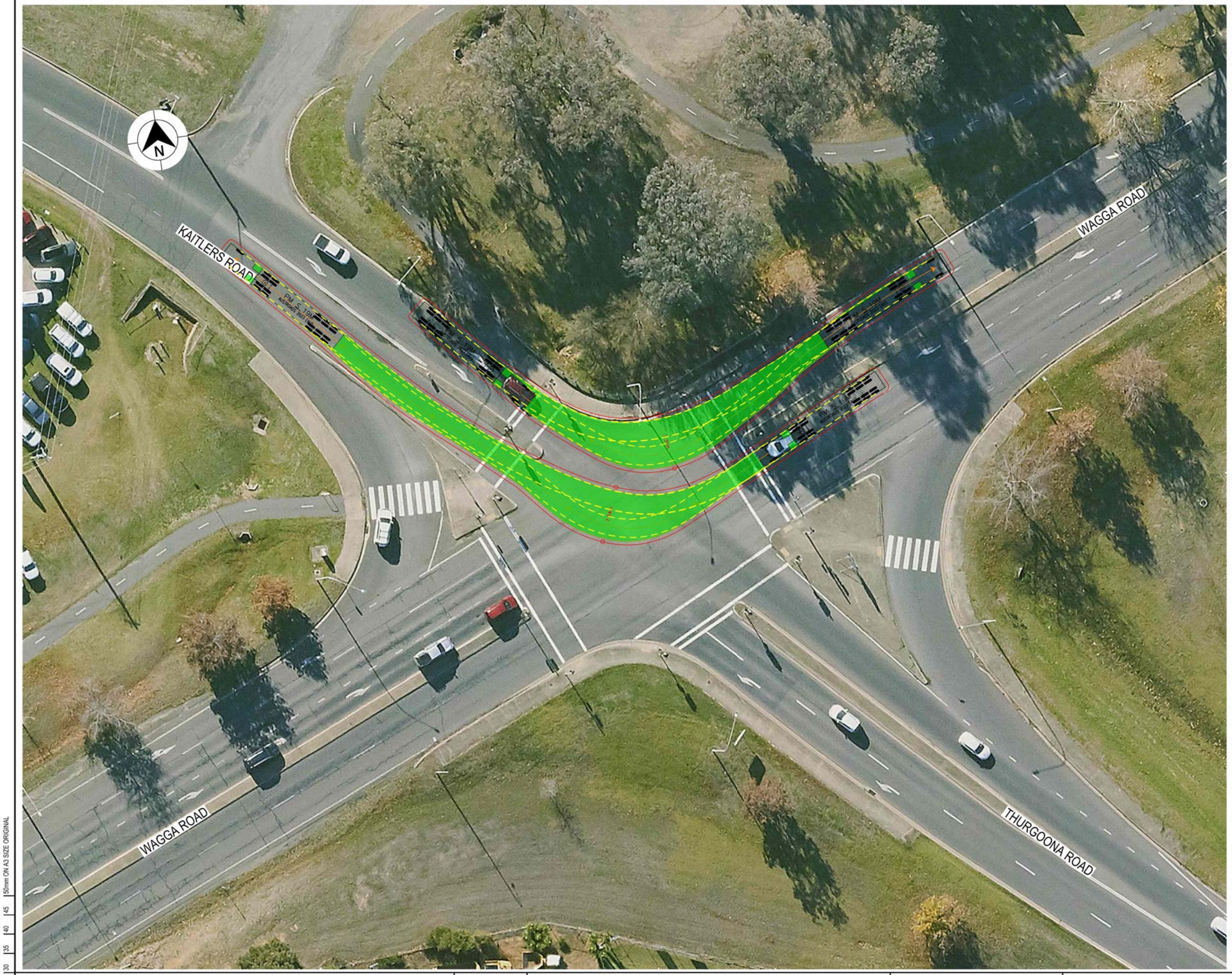

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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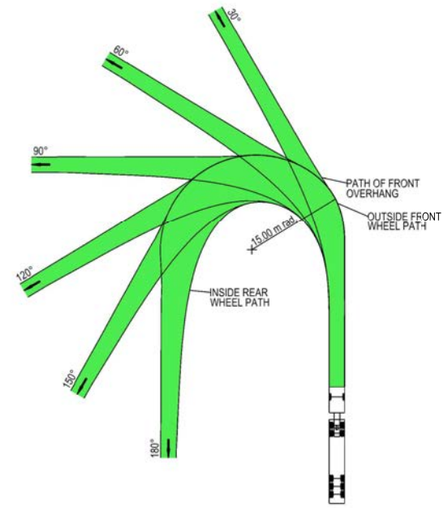

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SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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PROJECT MNGR	X. X. XXXXXXXXX	XX.XX.XX

ALBURY CITY COUNCIL
KAITLERS ROAD AND WAGGA ROAD

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - KAITLERS ROAD AND WAGGA ROAD - LI RO

A3

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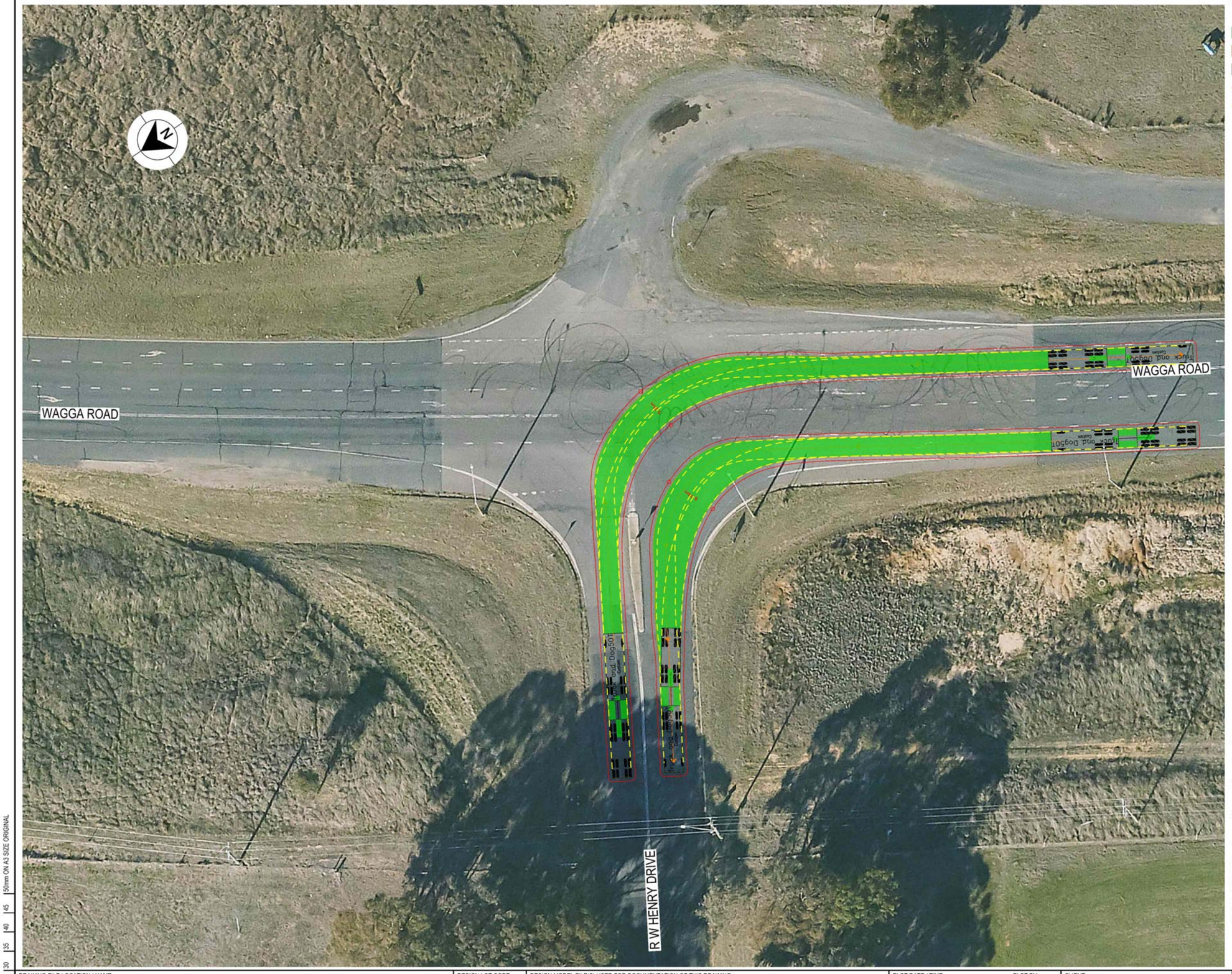


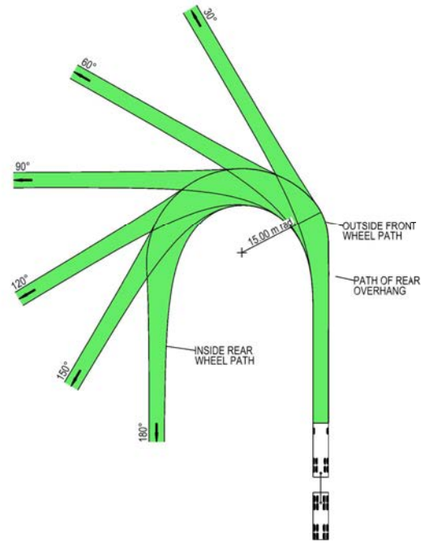
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- 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 - Billy Hughes Bridge Route.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 05/06/2025 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	07/07/2025
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

ALBURY CITY COUNCIL
R W HENRY DRIVE AND WAGGA ROAD
A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - WAGGA ROAD AND R W HENRY DRIVE - LI RO

RIGORE REGISTRATION No.: RES2501.78.207 PART: 1

ISSUE STATUS: SHEET No.: SW-0024 ISSUE: 1

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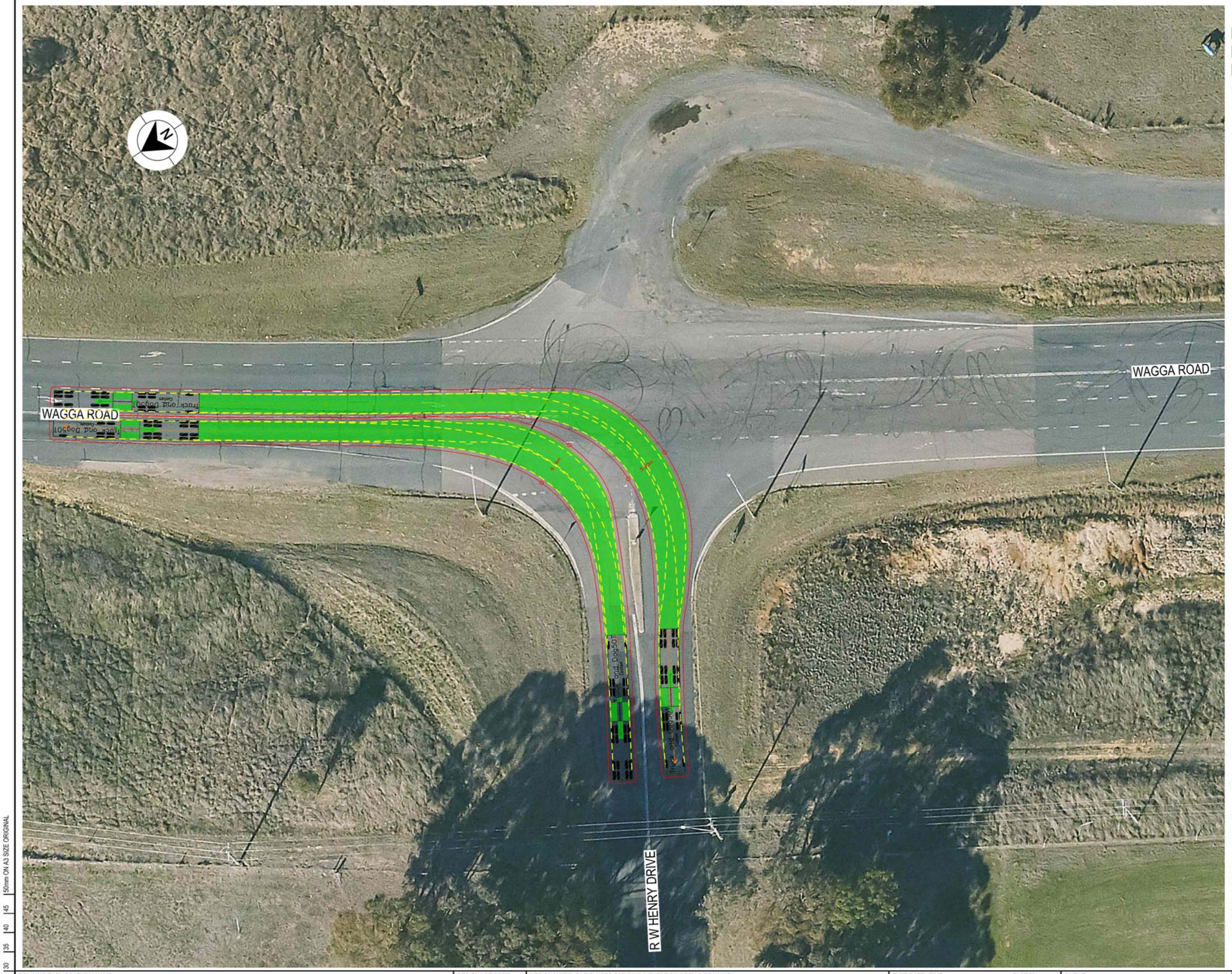


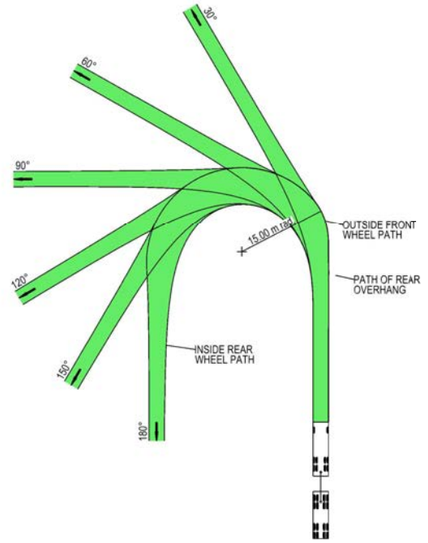
LEGEND

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 - Billy Hughes Bridge Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 05/06/2025 — 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	07/07/2025
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

ALBURY CITY COUNCIL
R W HENRY DRIVE AND WAGGA ROAD
A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - WAGGA ROAD AND R W HENRY DRIVE - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0025 — ISSUE 1

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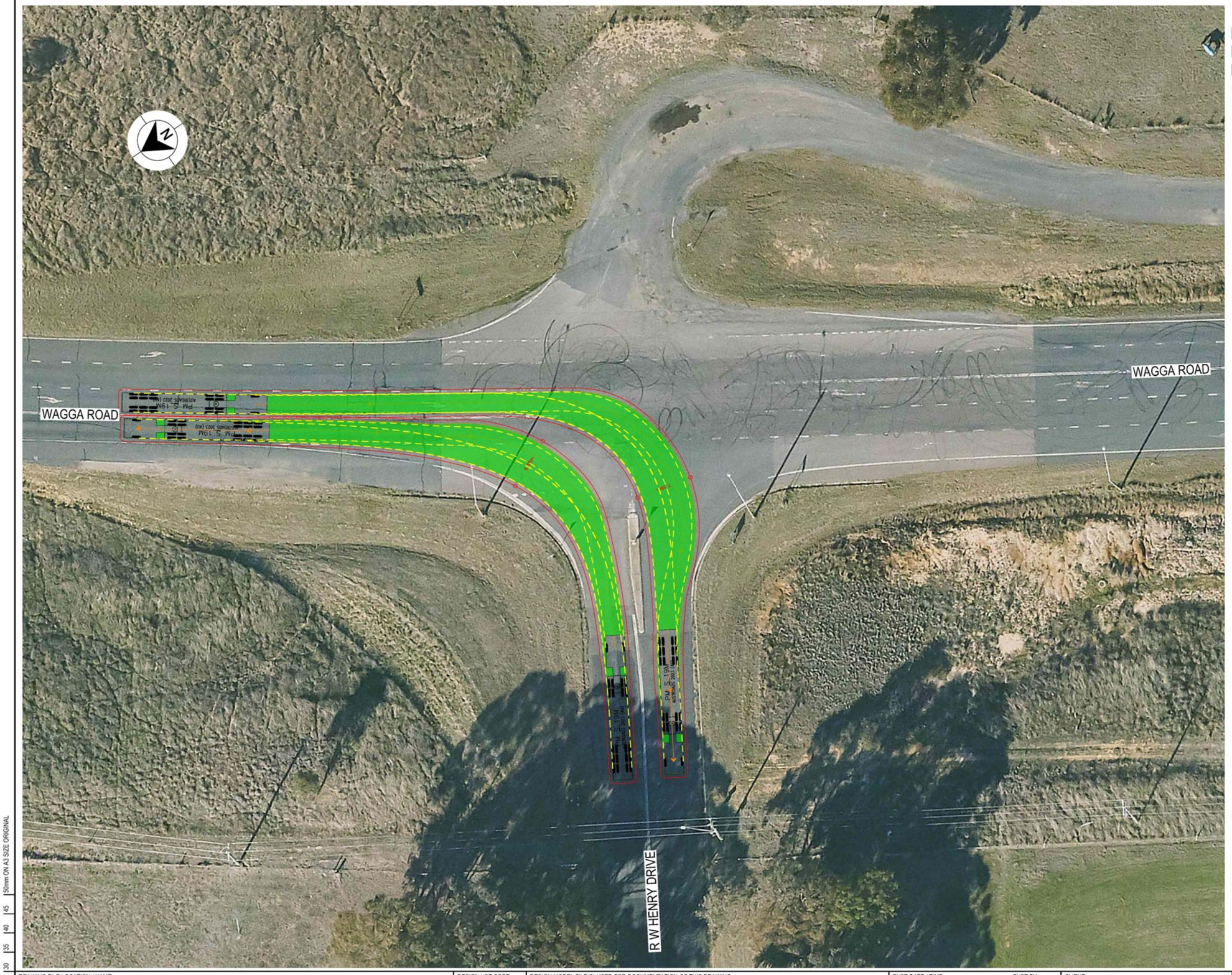


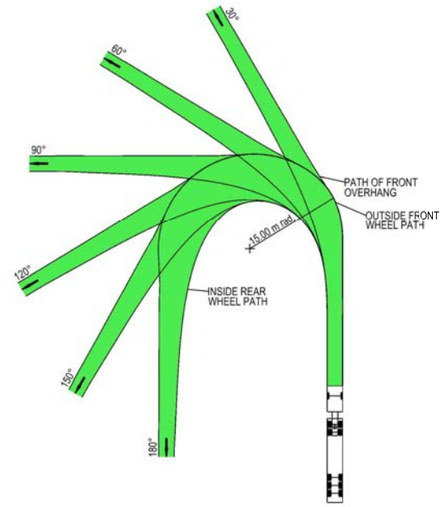
LEGEND

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: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Billy Hughes Bridge Route.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 05/06/2025 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	07/07/2025
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

ALBURY CITY COUNCIL
R W HENRY DRIVE AND WAGGA ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - WAGGA ROAD AND R W HENRY DRIVE - RI LO

RIGORE REGISTRATION No.: RES2501.78.207 PART: 1

ISSUE STATUS: SHEET No.: SW-0026 ISSUE: 1

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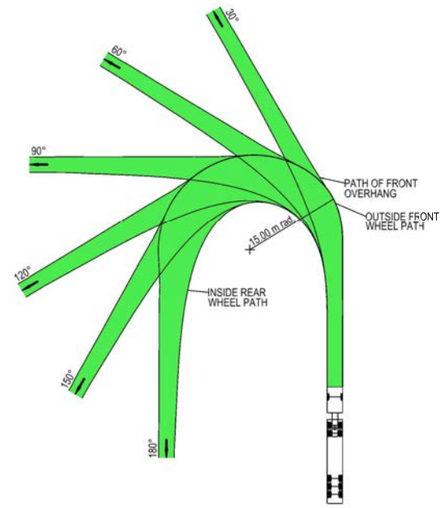
LEGEND

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
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 - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 21/07/2025 — 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	07/07/2025
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

ALBURY CITY COUNCIL
R W HENRY DRIVE - ACCESS GATE BH1

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - GATE BH1 - R W HENRY DRIVE - LO

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS — SHEET No.: SW-0026 — ISSUE: 1

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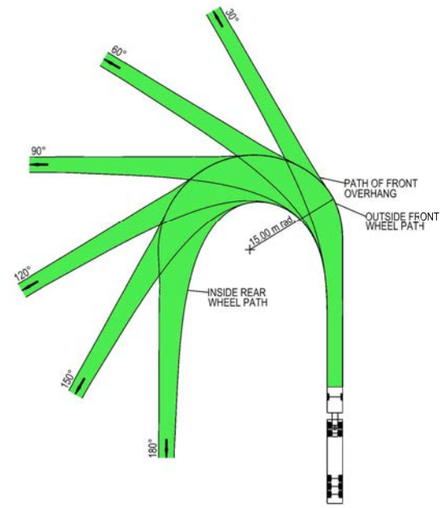
LEGEND

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
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 - Albury Gate access.dgn				DESIGN LOT CODE		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME: 21/07/2025	PLOT BY: ThomHunter
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m	DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES	CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)	HEIGHT DATUM: AHD

TITLE	NAME	DATE
DRAWN	T.HUNTER	07/07/2025
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

CLIENT: MARTINUS

ALBURY CITY COUNCIL
R W HENRY DRIVE - ACCESS GATE BH1

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GATE BH1 - R W HENRY DRIVE - RI

RIGORE REGISTRATION No.: RES2501.78.207
PART: 1
ISSUE STATUS:
SHEET No.: SW-0027
ISSUE: 1

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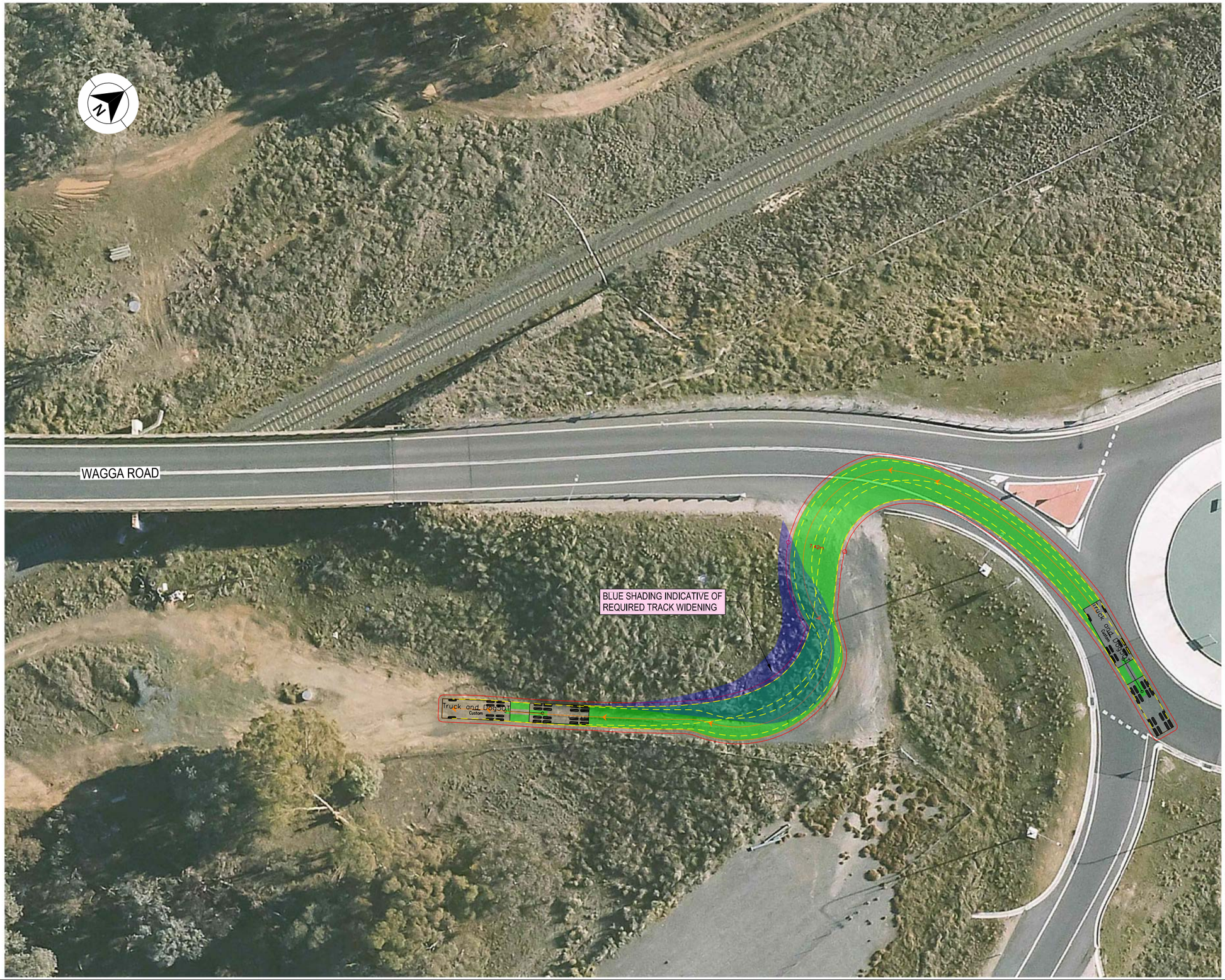


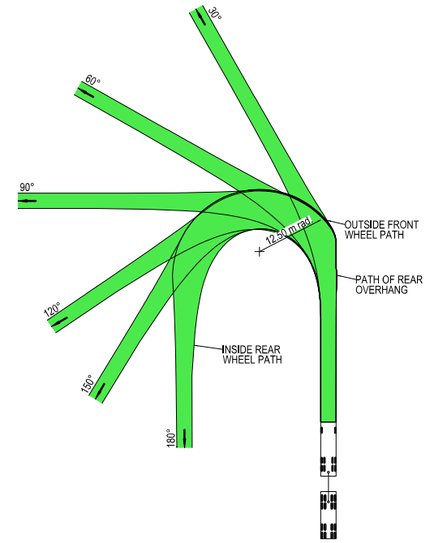
LEGEND

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 - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 20/08/2025 — 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

ALBURY COUNCIL
WAGGA ROAD - ACCESS GATE BH2

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - GATE BH2 - WAGGA ROAD - LI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS CONCEPT DESIGN — SHEET No. SW-0028 — ISSUE 1

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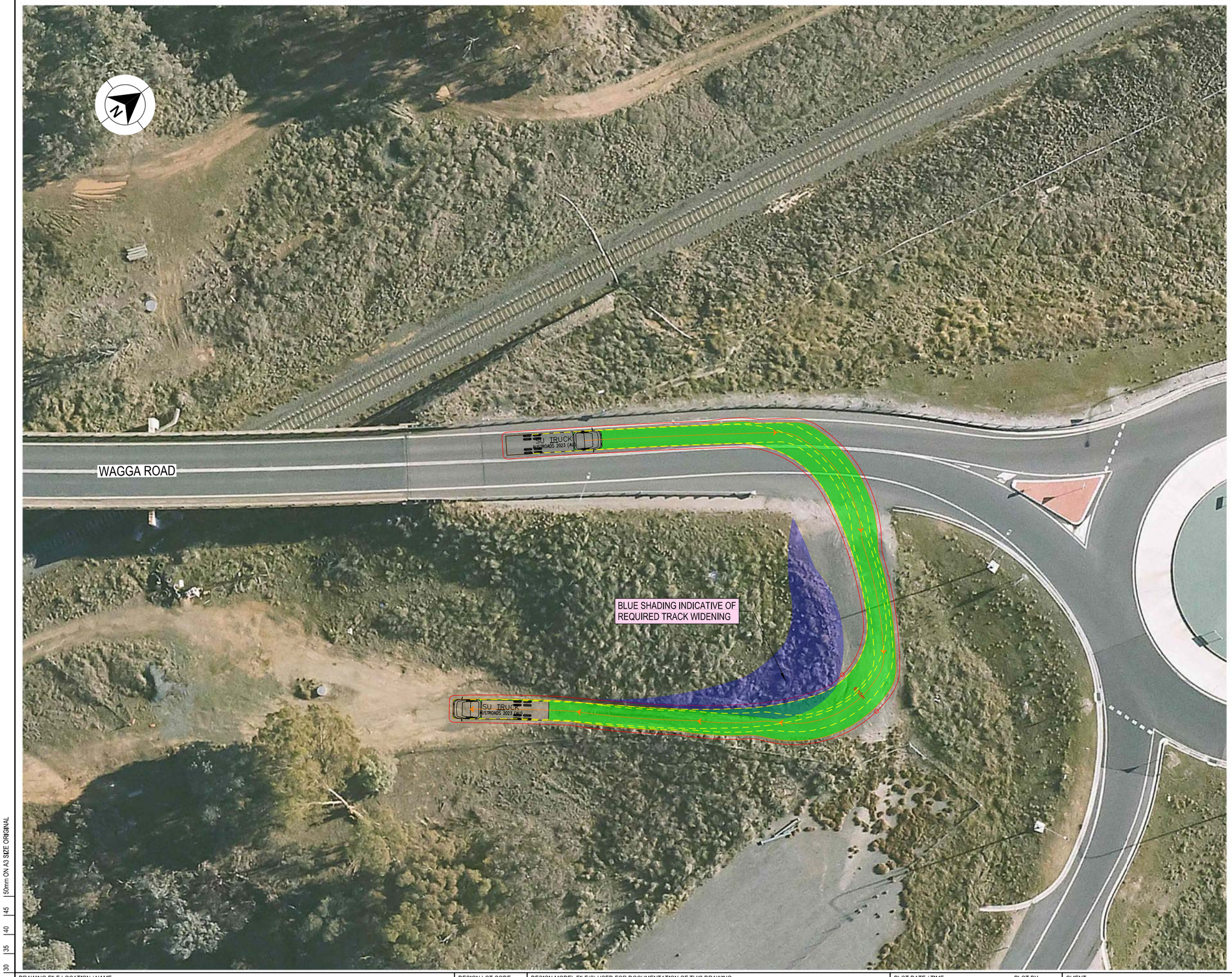


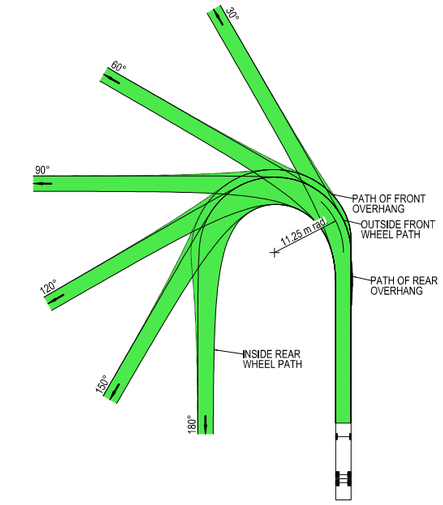
LEGEND

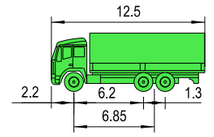
GDA 2020

- 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

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 - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 20/08/2025
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

ALBURY COUNCIL
WAGGA ROAD - ACCESS GATE BH2

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 12.5 SU - GATE BH2 - WAGGA ROAD - RI

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS: CONCEPT DESIGN
SHEET No. SW-0029
ISSUE 1

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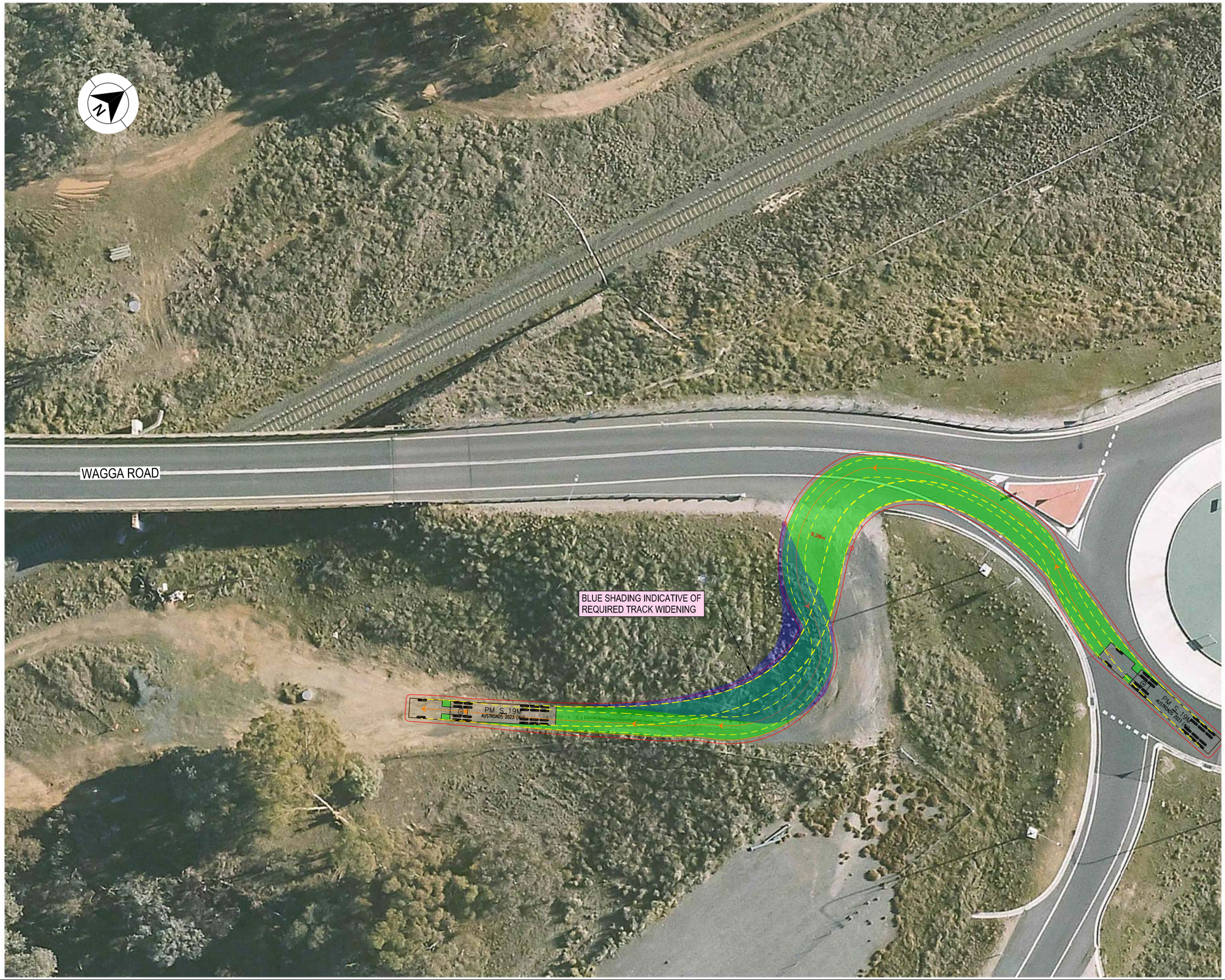
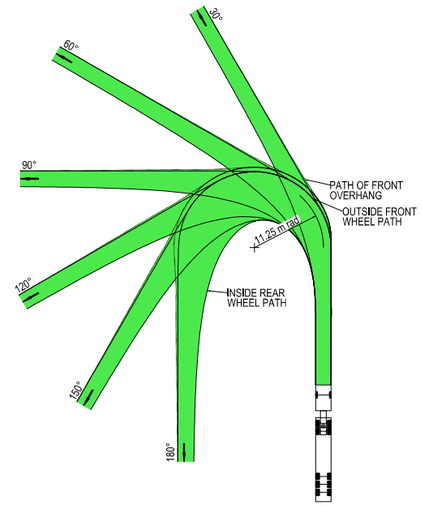


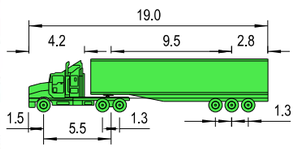
LEGEND

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 - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 20/08/2025 — 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

ALBURY COUNCIL
WAGGA ROAD - ACCESS GATE BH2

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - GATE BH2 - WAGGA ROAD - LI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS CONCEPT DESIGN — SHEET No. SW-0030 — ISSUE 1

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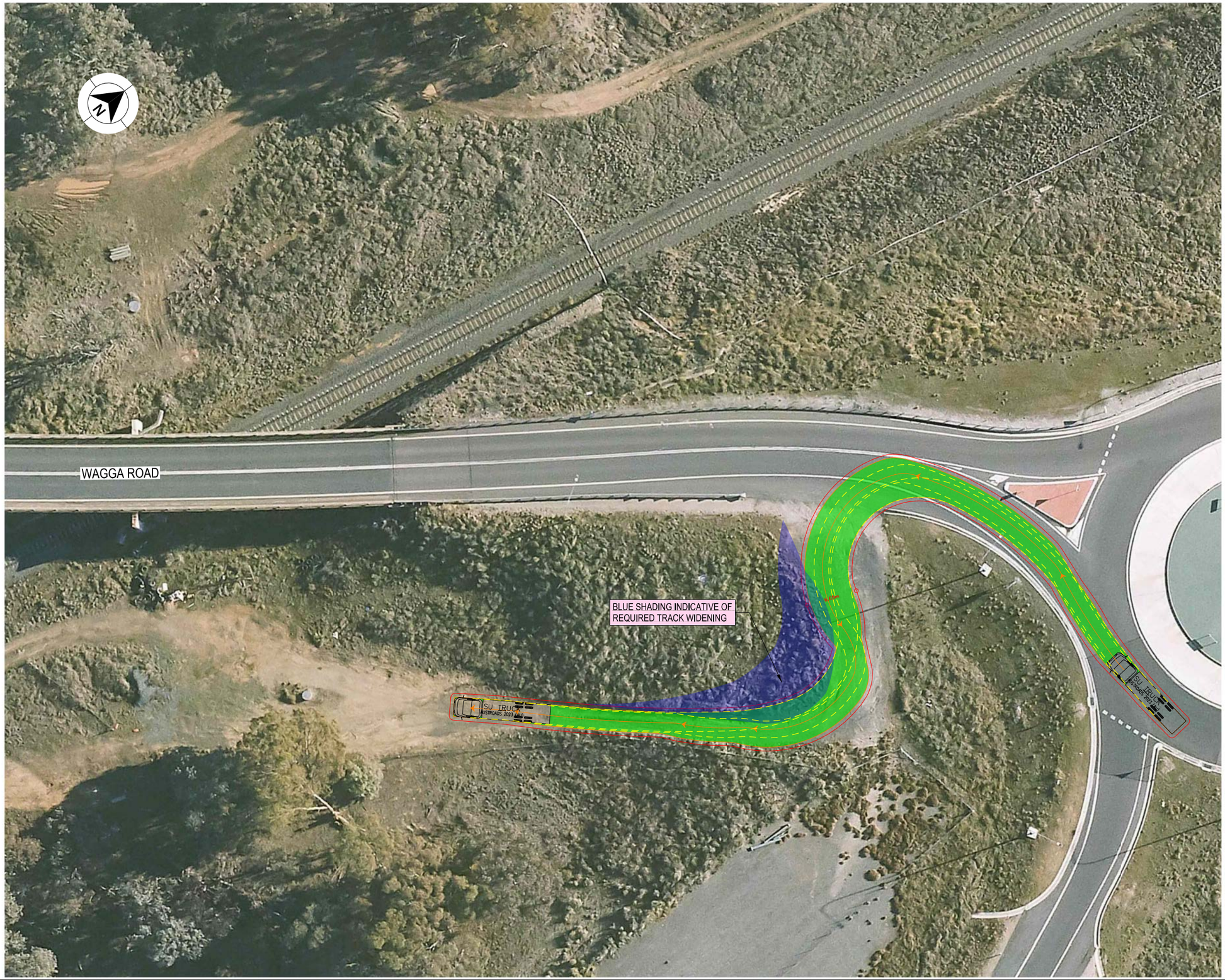


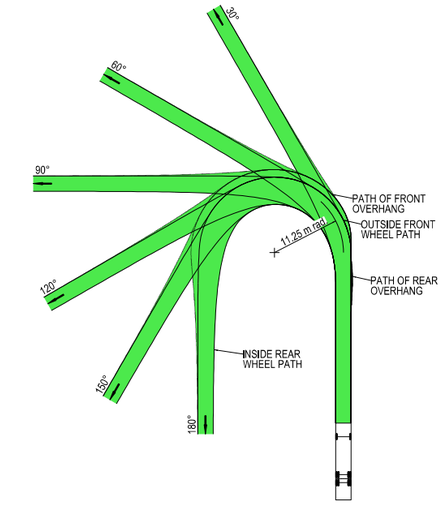
LEGEND

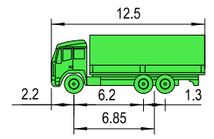
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

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

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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 - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 20/08/2025
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

ALBURY COUNCIL
WAGGA ROAD - ACCESS GATE BH2

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 12.5 SU - GATE BH2 - WAGGA ROAD - LI

RIGORE REGISTRATION No. RES2501.78.207
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ISSUE 1

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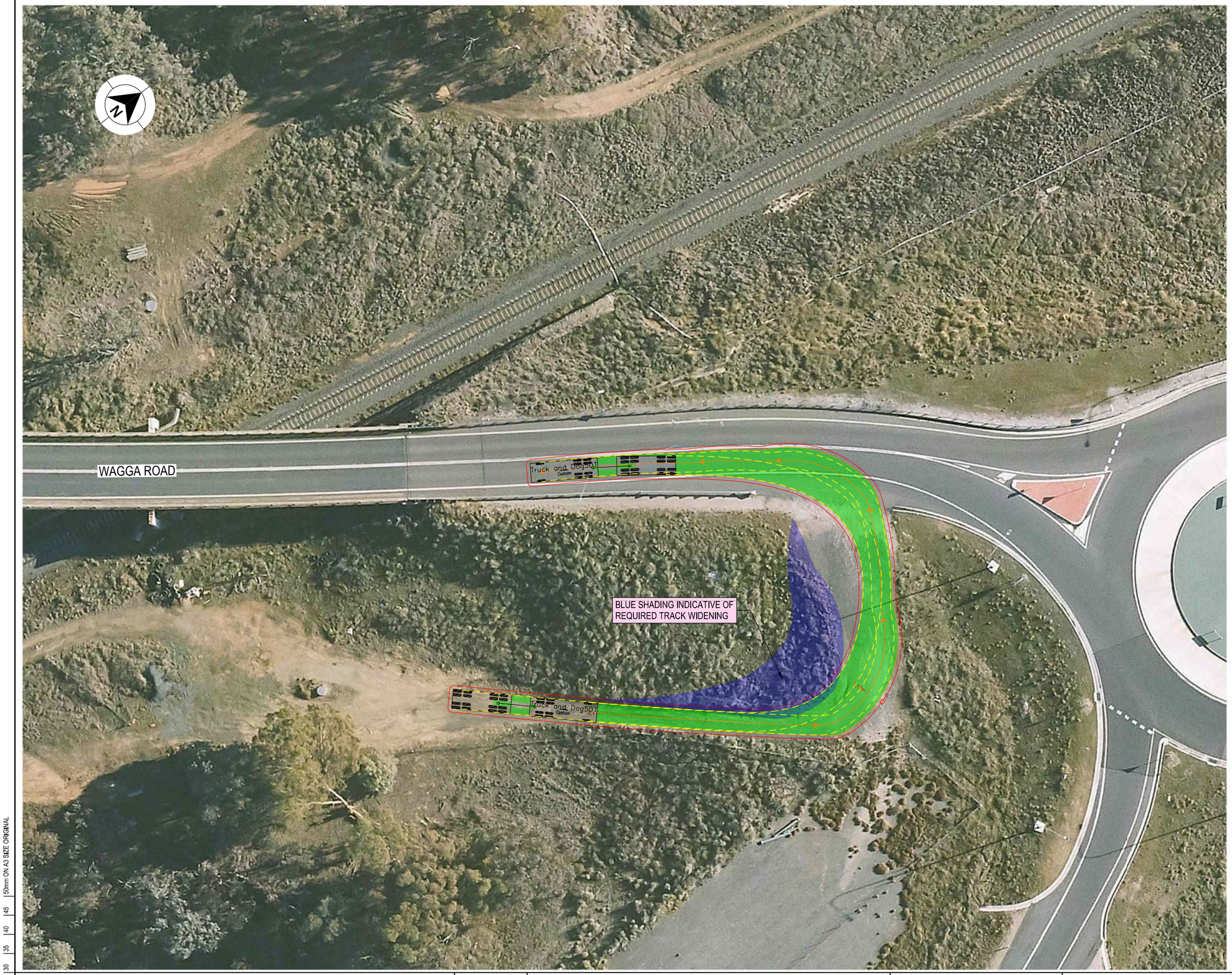


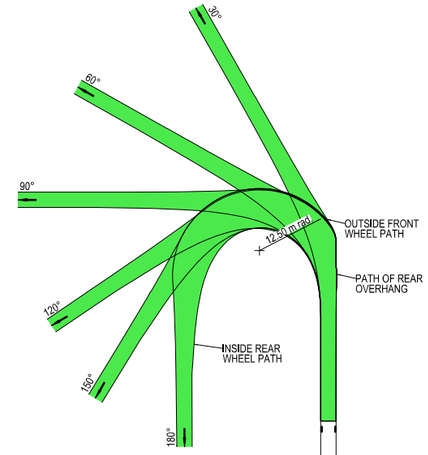
LEGEND

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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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 20/08/2025 — 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

ALBURY COUNCIL
WAGGA ROAD - ACCESS GATE BH2

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE BH2 - WAGGA ROAD - LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS CONCEPT DESIGN — SHEET No. SW-0032 — ISSUE 1

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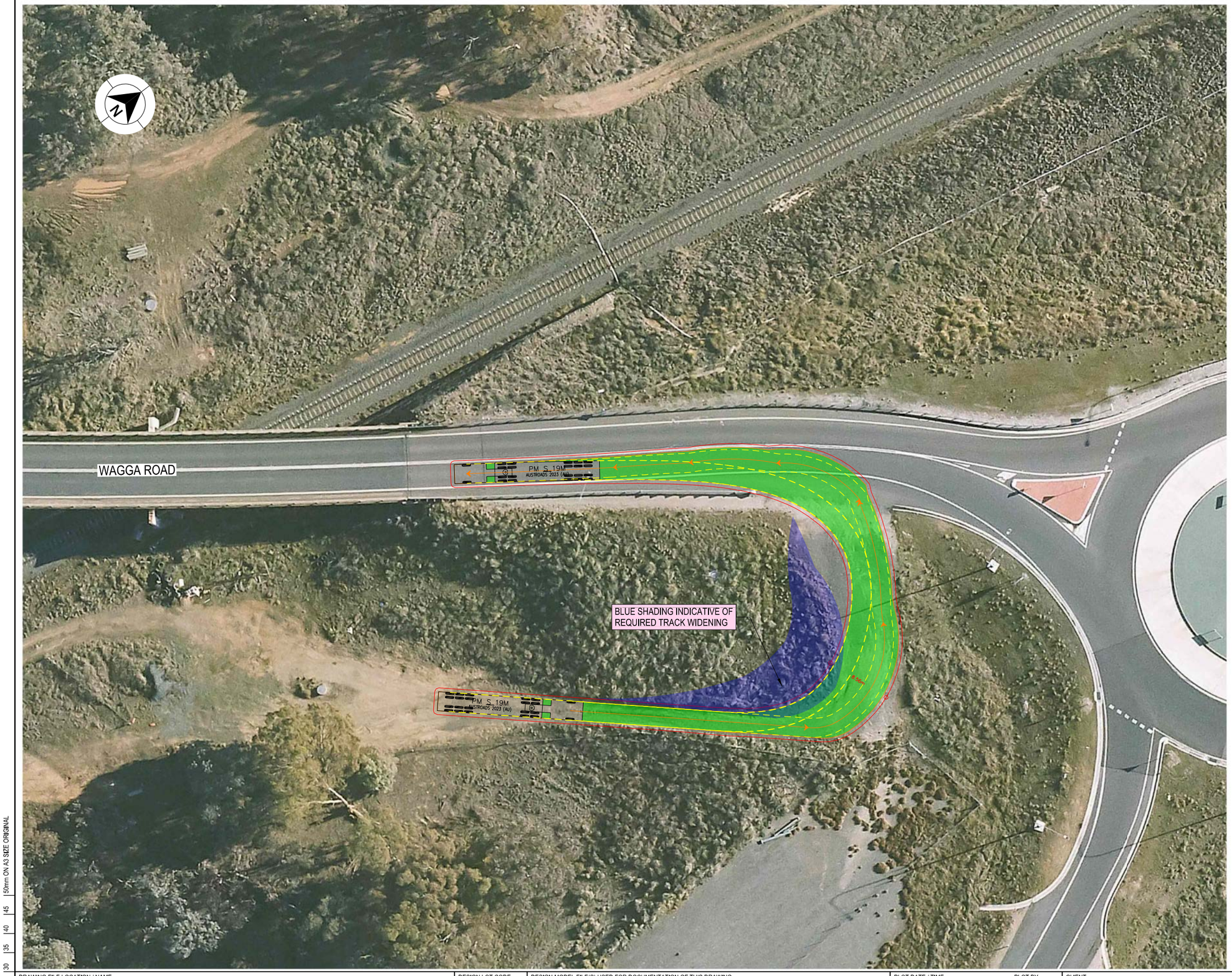
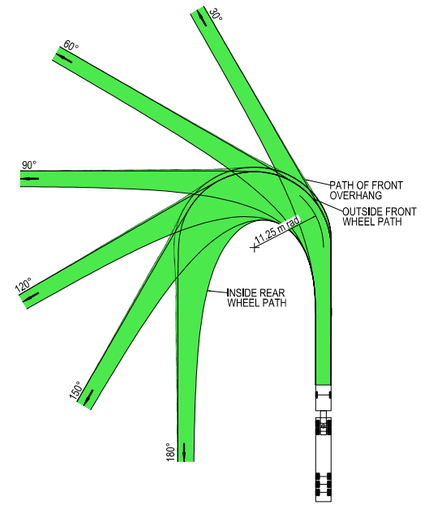
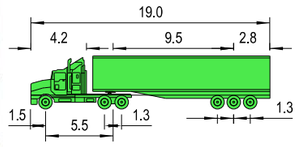


LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

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

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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: 20/08/2025
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

ALBURY COUNCIL
WAGGA ROAD - ACCESS GATE BH2
A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GATE BH2 - WAGGA ROAD - LO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS: CONCEPT DESIGN
SHEET No. SW-0033
ISSUE 1

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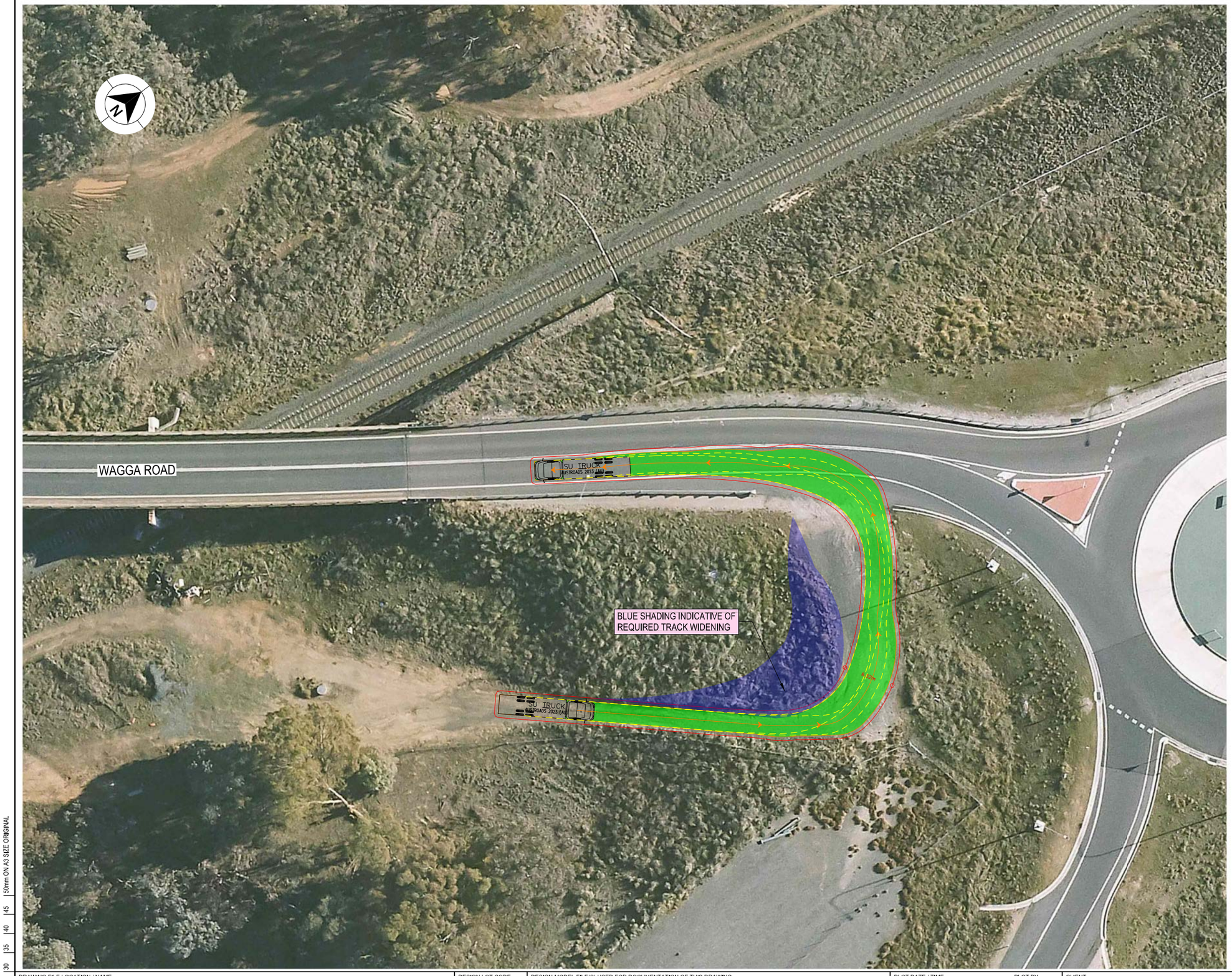


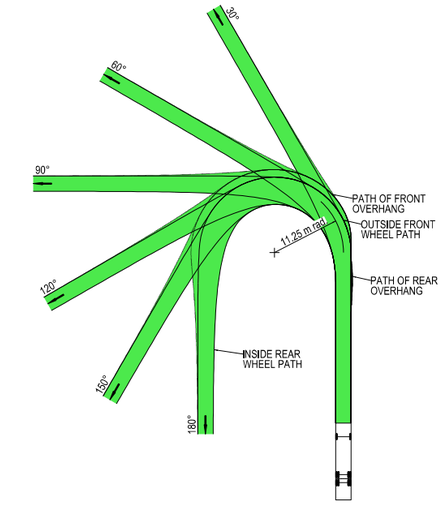
LEGEND

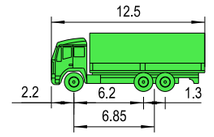
GDA 2020

- 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
K:\RIGORE ENGINEERING SERVICES\PMO\ACTIVE WORK SETS\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 20/08/2025 — 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
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DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

MARTINUS

ALBURY COUNCIL
WAGGA ROAD - ACCESS GATE BH2

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - 12.5 SU - GATE BH2 - WAGGA ROAD - LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS: CONCEPT DESIGN — SHEET No. SW-0034 — ISSUE 1

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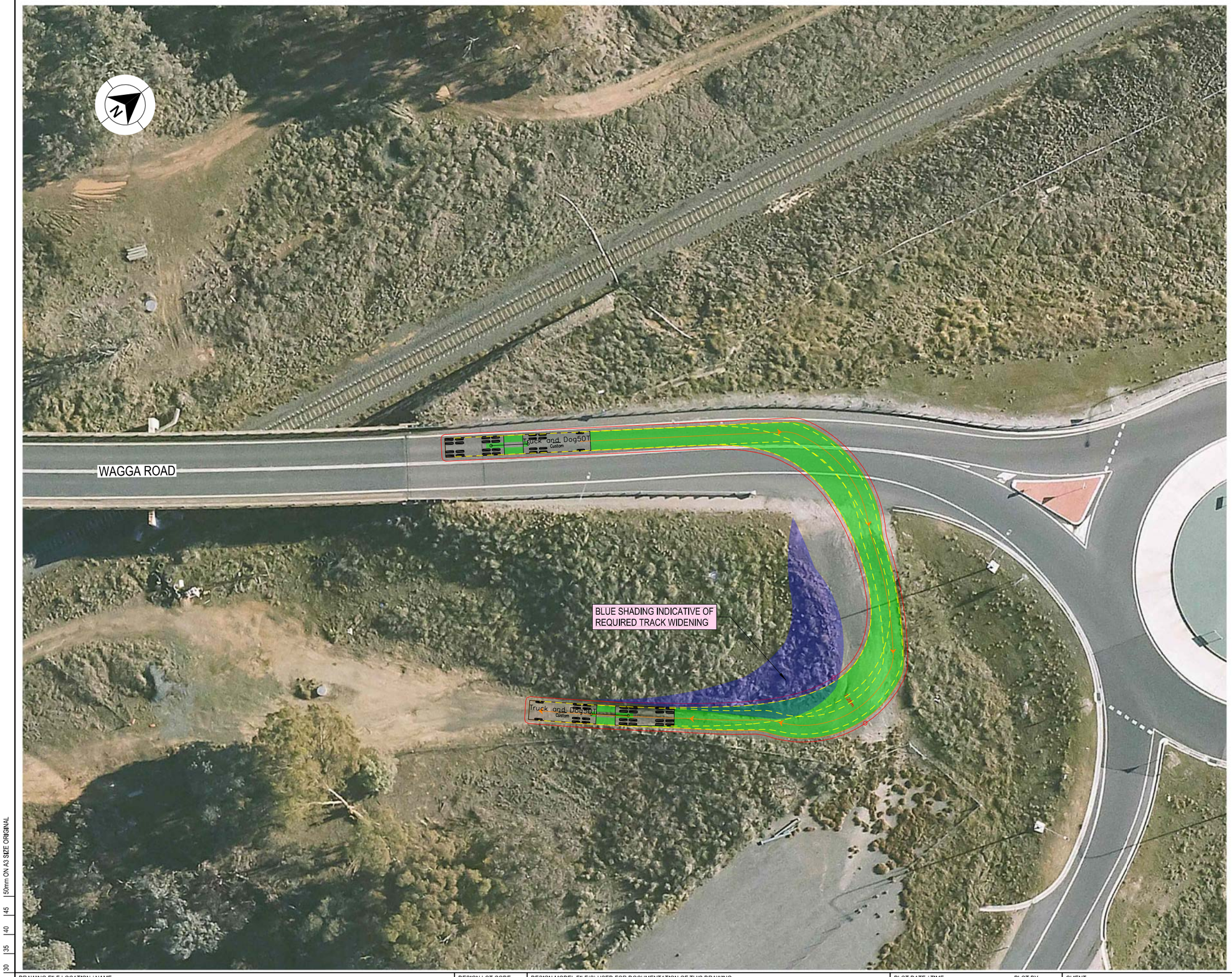


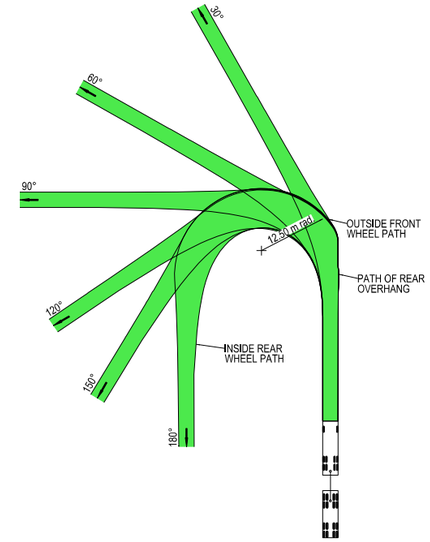
LEGEND

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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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 - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 20/08/2025 — 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

ALBURY COUNCIL
WAGGA ROAD - ACCESS GATE BH2

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE BH2 - WAGGA ROAD - RI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS CONCEPT DESIGN — SHEET No. SW-0035 — ISSUE 1

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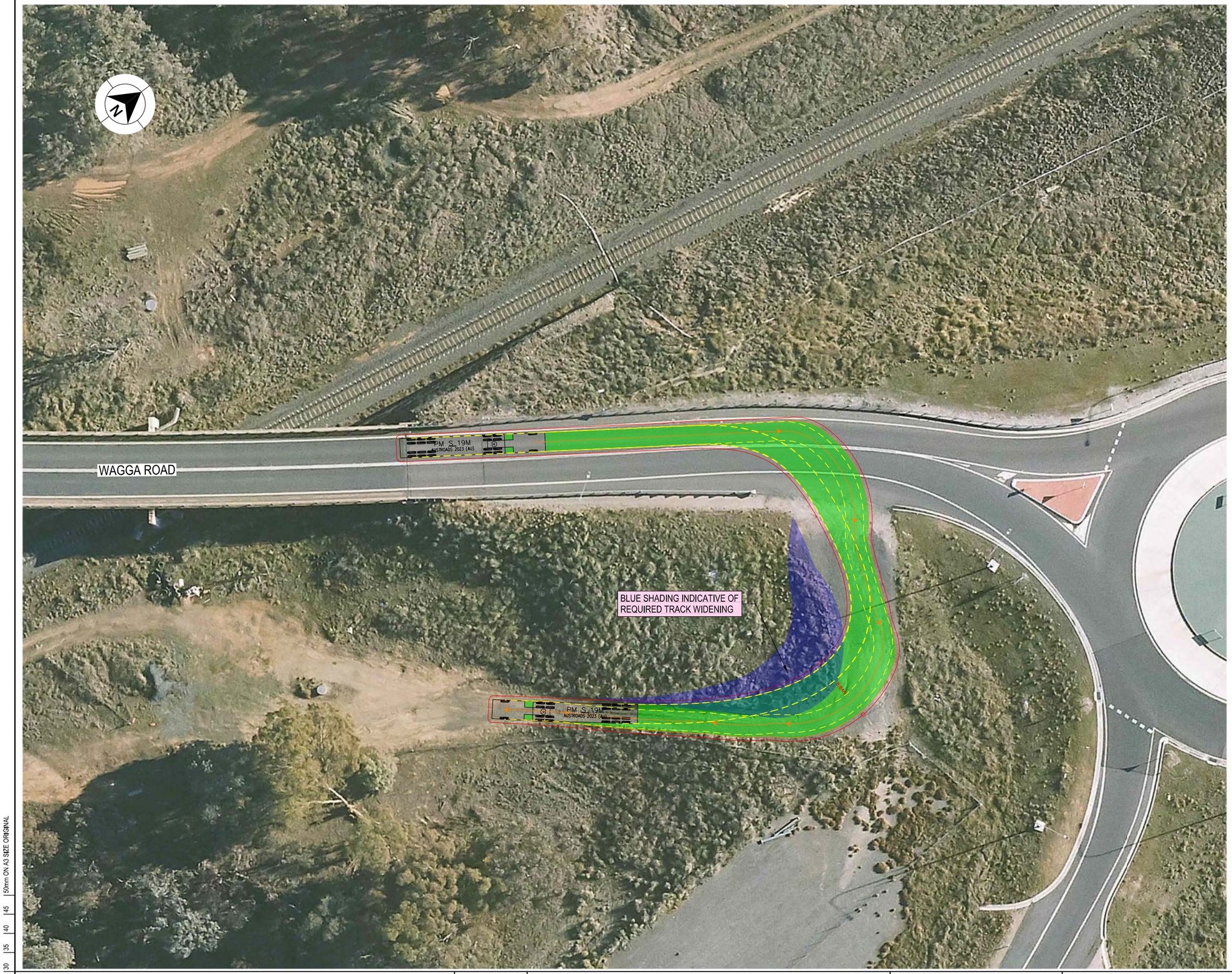
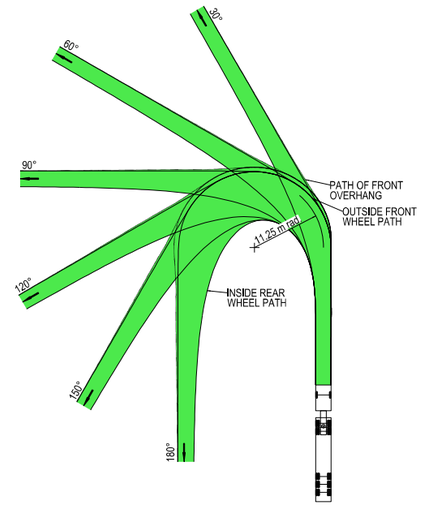


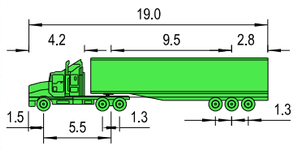
LEGEND

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 - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 20/08/2025 — 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

ALBURY COUNCIL
WAGGA ROAD - ACCESS GATE BH2
A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GATE BH2 - WAGGA ROAD - RI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS CONCEPT DESIGN — SHEET No. SW-0036 — ISSUE 1

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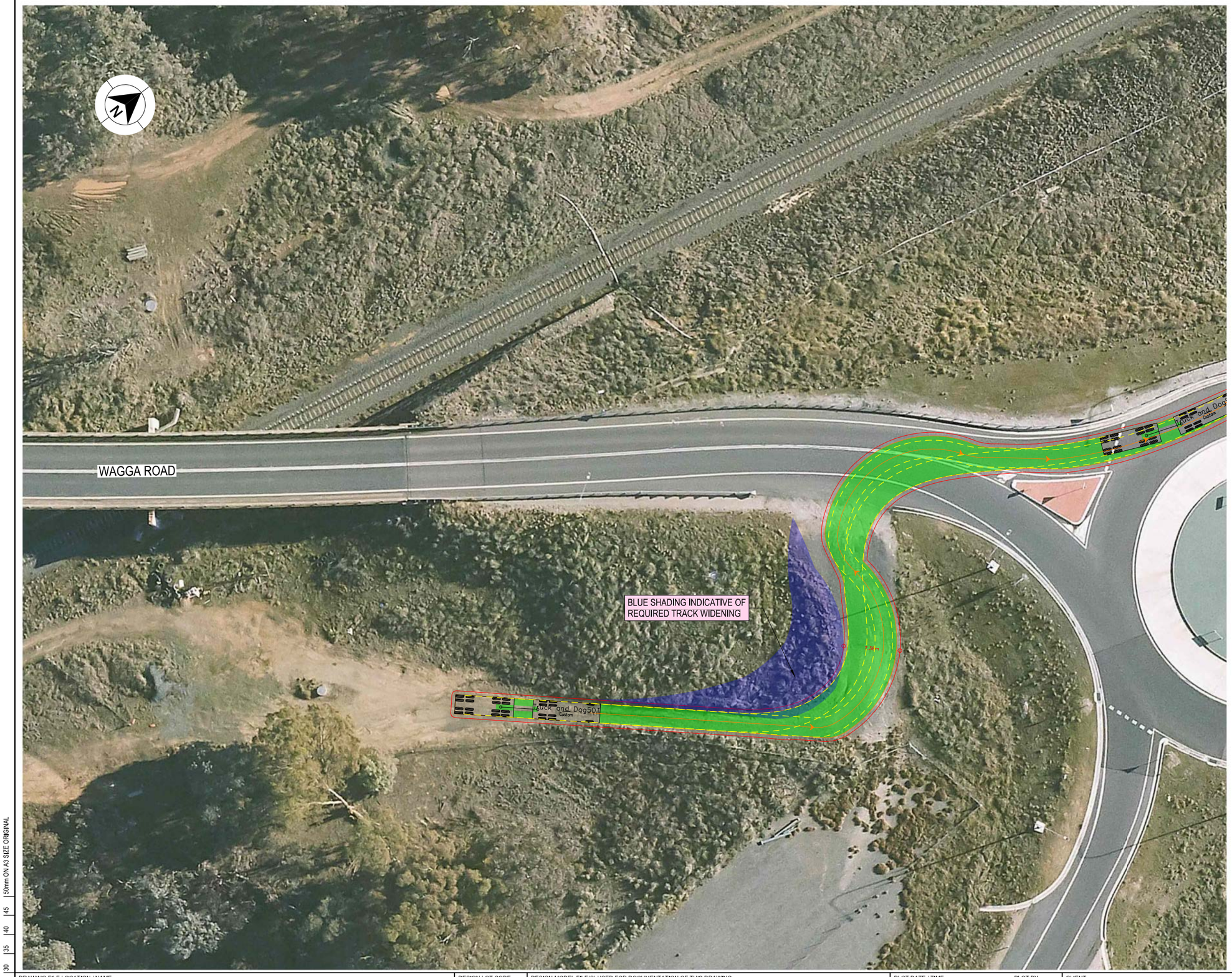


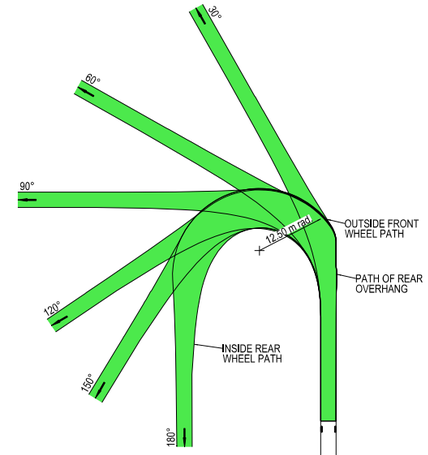
LEGEND

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 - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 19/08/2025
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

ALBURY COUNCIL
WAGGA ROAD - ACCESS GATE BH2

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE BH2 - WAGGA ROAD - RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW-0037
ISSUE 1

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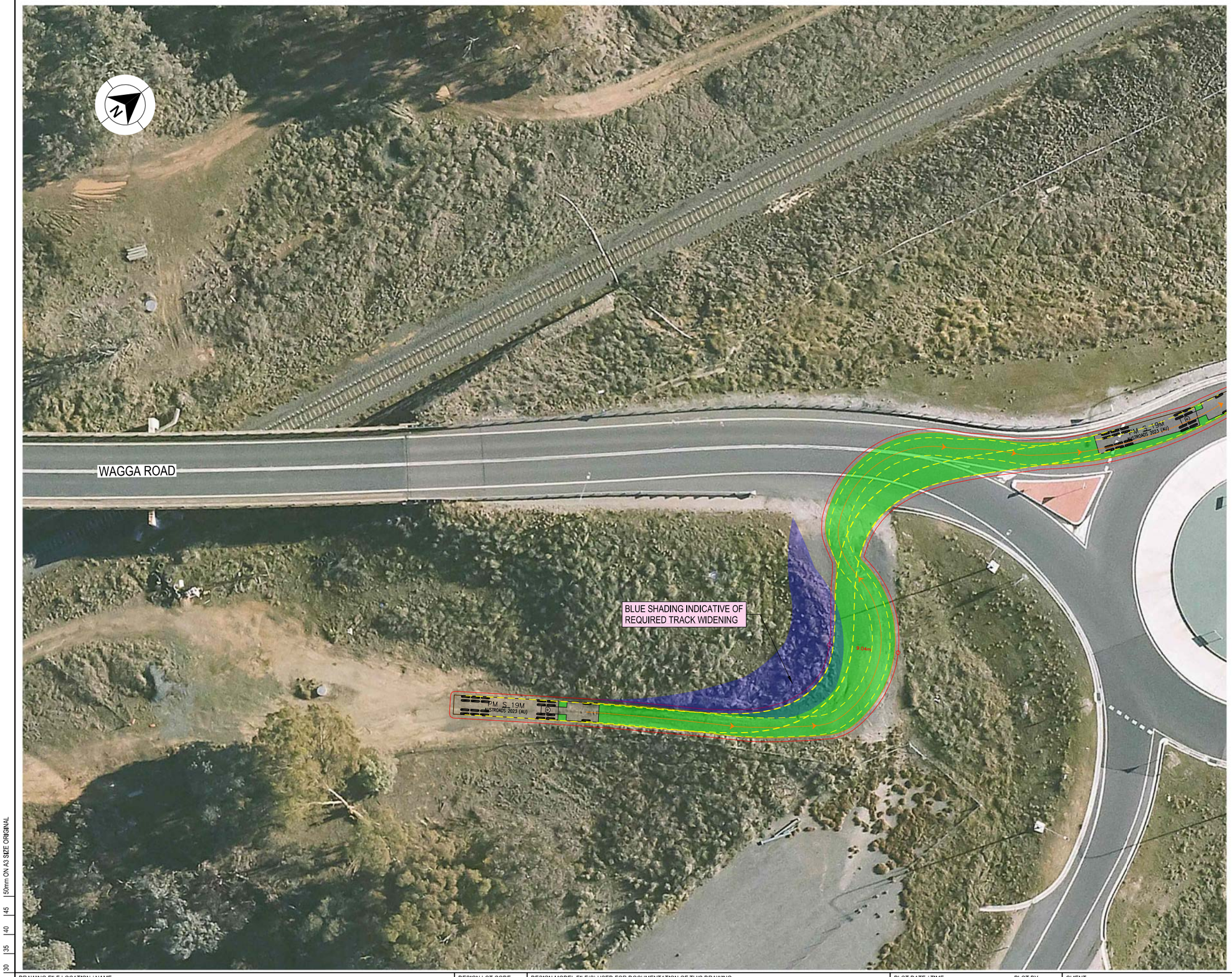
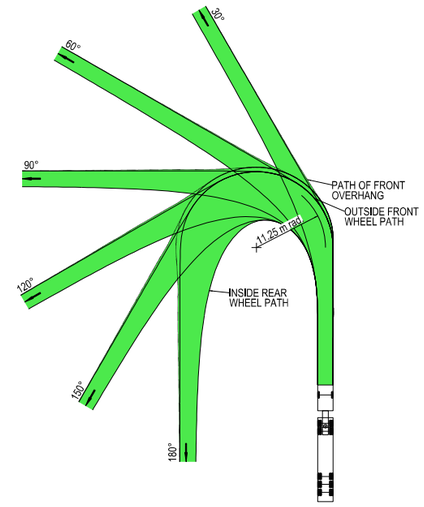


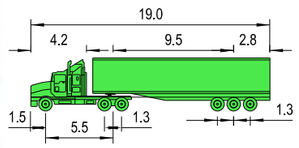
LEGEND

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 - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 20/08/2025
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

ALBURY COUNCIL
WAGGA ROAD - ACCESS GATE BH2
A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GATE BH2 - WAGGA ROAD - RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS CONCEPT DESIGN
SHEET No. SW-0038
ISSUE 1

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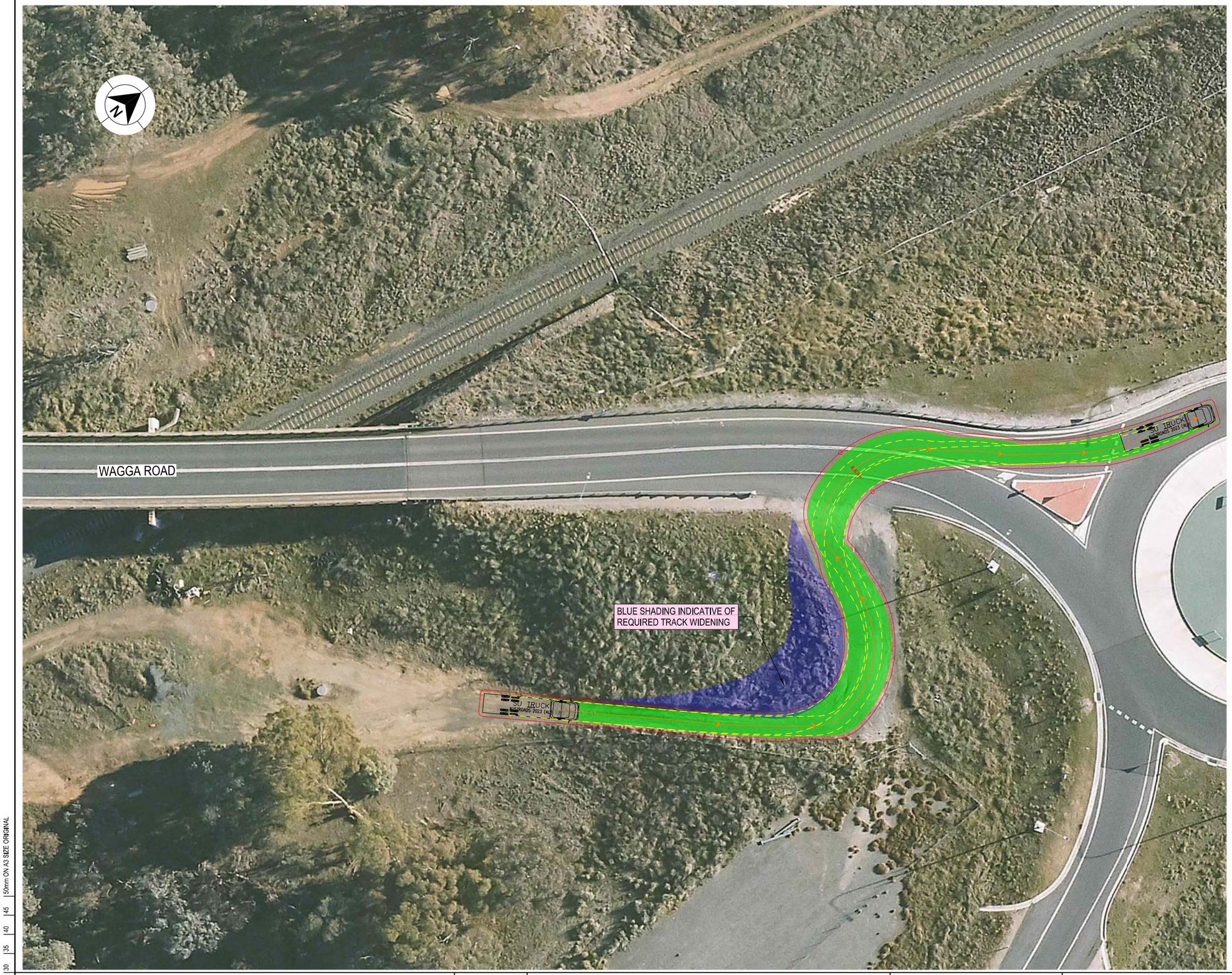


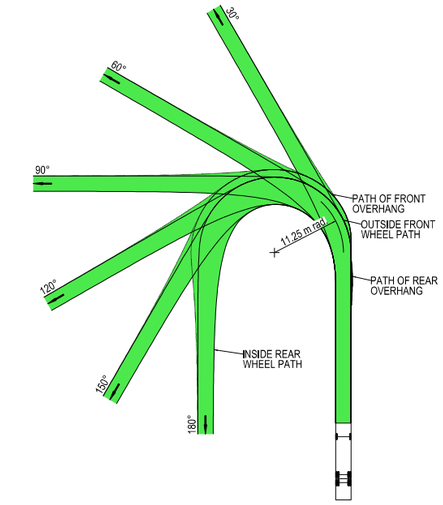
LEGEND

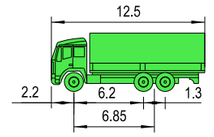
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

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
K:\RIGORE ENGINEERING SERVICES\PMO\ACTIVE WORK SETS\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 20/08/2025
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

ALBURY COUNCIL
WAGGA ROAD - ACCESS GATE BH2

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - 12.5 SU - GATE BH2 - WAGGA ROAD - RO

RIGORE REGISTRATION No.: RES2501.78.207
PART: 1
ISSUE STATUS: CONCEPT DESIGN
SHEET No.: SW-0039
ISSUE: 1

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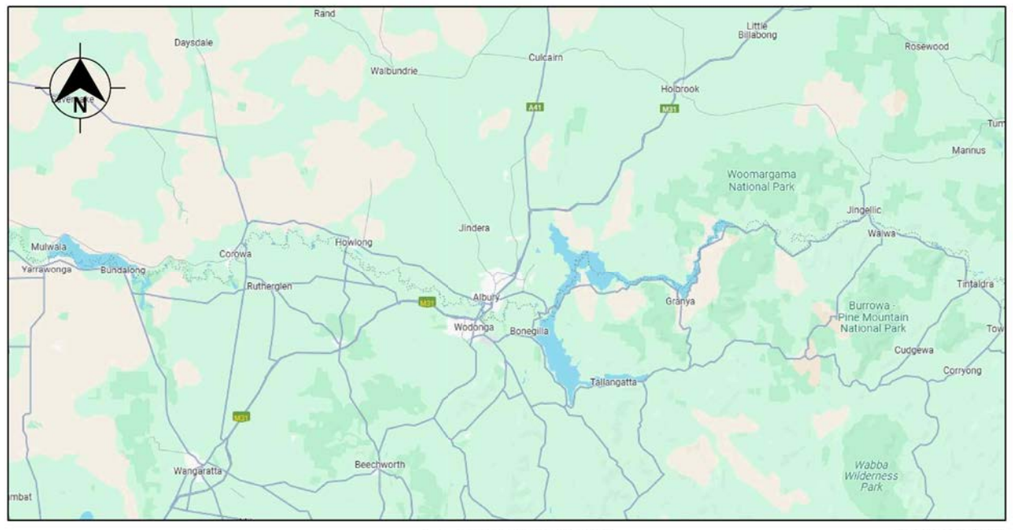
ALBURY CITY COUNCIL
CTTAMP MITIGATIONS
ALBURY PRECINCT
SWEPT PATH ANALYSIS
TABLE TOP CLEARANCES ROUTE



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 - Table Top Yard Clearances Route.dgn	LINEAR REFERENCING START: N/A FINISH: N/A		PLOT DATE / TIME 21/07/2025 3:25:02 PM	PLOT BY JacksonColes	CLIENT MARTINUS
PREPARED BY RIGORE ENGINEERING SERVICES	DESIGNED SIGNED NAME T. HUNTER TITLE CADET ENGINEER DATE	VERIFIED SIGNED NAME J. GORRIE TITLE DIRECTOR DATE	PROJECT MANAGER SIGNED NAME X.XXXXXX TITLE PROJECT MANAGER DATE	COUNCIL CLIENT REPRESENTATIVE SIGNED NAME X.XXXXXXXXX TITLE CLIENT REPRESENTATIVE DATE	PREPARED FOR MARTINUS PTY LTD

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

A3

RIGORE PROJECT No. RES 2501.78.207	CLIENT PROJECT No.	
PMO REGISTRATION No. RES2501.78.207		STAGE 1
	SHEET No. SW-0001	ISSUE 1

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GDA 2020

		ISSUE DATE				PASS/FAIL
	ISSUE NUMBER	1				
	DD	22				
	MM	7				
	YY	25				
SHEET NUMBER	**SHEET DESCRIPTION**	AMENDMENT				
SW	SWEPT PATH ANALYSIS (28 SHEETS)					
SW-0001	COVER SHEET					
SW-0002	KEY PLAN					
SW-0003	INDEX					
SW-0004	SWEPT PATH - TD - BURROWS ROAD AND CENTAUR ROAD - THROUGH					PASS
SW-0005	SWEPT PATH - SEMI - BURROWS ROAD AND CENTAUR ROAD - THROUGH					PASS
SW-0006	SWEPT PATH - TD - CENTAUR ROAD AND URANA ROAD - LI RO					PASS
SW-0007	SWEPT PATH - SEMI - CENTAUR ROAD AND URANA ROAD - LI RO					PASS
SW-0008	SWEPT PATH - TD - HAGUE STREET AND KAITLERS ROAD - THROUGH					PASS
SW-0009	SWEPT PATH - SEMI - HAGUE STREET AND KAITLERS ROAD - THROUGH					PASS
SW-0010	SWEPT PATH - TD - HAGUE STREET AND URANA ROAD - LI RO					PASS
SW-0011	SWEPT PATH - SEMI - HAGUE STREET AND URANA ROAD - LI RO					CONDITIONAL PASS
SW-0012	SWEPT PATH - TD - KAITLERS ROAD AND PRUNE STREET - THROUGH					PASS
SW-0013	SWEPT PATH - SEMI - KAITLERS ROAD AND PRUNE STREET - THROUGH					PASS
SW-0014	SWEPT PATH - 12.5 SU - PERRYMAN LANE AND TYNAN ROAD - RI LO					PASS
SW-0015	SWEPT PATH - TD - THURGOONA DRIVE AND HUME HIGHWAY - LI					PASS
SW-0016	SWEPT PATH - SEMI - THURGOONA DRIVE AND HUME HIGHWAY - LI					PASS
SW-0017	SWEPT PATH - TD - THURGOONA DRIVE AND HUME HIGHWAY - THROUGH					PASS
SW-0018	SWEPT PATH - SEMI - THURGOONA DRIVE AND HUME HIGHWAY - THROUGH					PASS
SW-0019	SWEPT PATH - TD - THURGOONA DRIVE AND TRAVELSTOP WAY - THROUGH					PASS
SW-0020	SWEPT PATH - SEMI - THURGOONA DRIVE AND TRAVELSTOP WAY - THROUGH					PASS
SW-0021	SWEPT PATH - SEMI - TYNAN ROAD AND HUME HIGHWAY - LI RO					CONDITIONAL PASS
SW-0022	SWEPT PATH - 12.5 SU - TYNAN ROAD AND HUME HIGHWAY - LI RO					PASS
SW-0023	SWEPT PATH - 12.5 SU - TYNAN ROAD AND HUME HIGHWAY - RI LO					PASS
SW-0024	SWEPT PATH - 12.5 SU - PERRYMAN LANE GATE TT1 - LO					PASS
SW-0025	SWEPT PATH - 12.5 SU - PERRYMAN LANE GATE TT1 - RI					PASS
SW-0026	SWEPT PATH - 8.8 SU - TYNAN ROAD GATE TT2 - LO					PASS
SW-0027	SWEPT PATH - SEMI - TYNAN ROAD GATE TT2 - LO					CONDITIONAL PASS
SW-0028	SWEPT PATH - SEMI - TYNAN ROAD GATE TT2 - RI					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 - Table Top Yard Clearances Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 22/07/2025 3:25:02 PM

PLOT BY: JacksonColes

CLIENT: MARTINUS

ALBURY CITY COUNCIL
SHEET INDEX
A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
INDEX

A3

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		07/07/2025
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

RIGORE REGISTRATION No.: RES2501.78.207

PART: 1

ISSUE STATUS

SHEET No.: SW-0002

ISSUE: 1

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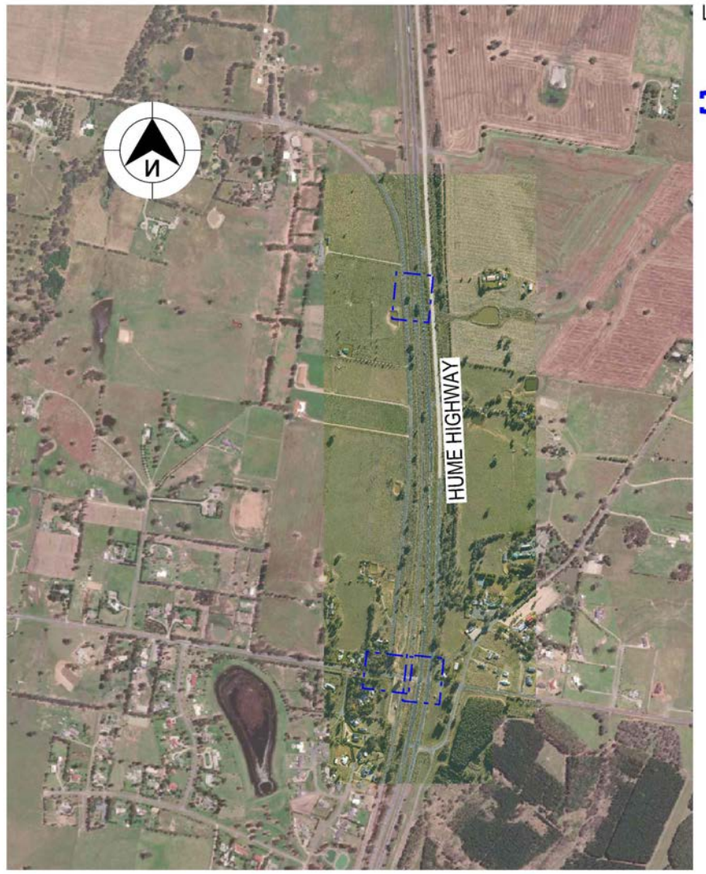

LEGEND

XXXX — DESIGN CONTROL CALLOUT

FULL PLAN SHEETS AT 1:500

GDA 2020

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 - Table Top Yard Clearances Route.dgn					DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME 22/07/2025 3:25:02 PM	PLOT BY JacksonColes		CLIENT
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING 0 350 700 1150 1400 SCALE 1:35000m 0 200 400 600 800 SCALE 1:20000m CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD	DRAWINGS / DESIGN PREPARED BY RIGORE ENGINEERING SERVICES	TITLE	NAME	DATE	MARTINUS
								DRAWN	T.HUNTER	07/07/2025	
								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	

ALBURY CITY COUNCIL — A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
KEY PLAN

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0003 — ISSUE 1

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BURROWS ROAD

CENTAUR ROAD

CENTAUR ROAD

BURROWS ROAD

LEGEND

GDA 2020

DESIGN VEHICLE COMPLETED SWEPT PATH

DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH

DESIGN VEHICLE FAILED SWEPT PATH

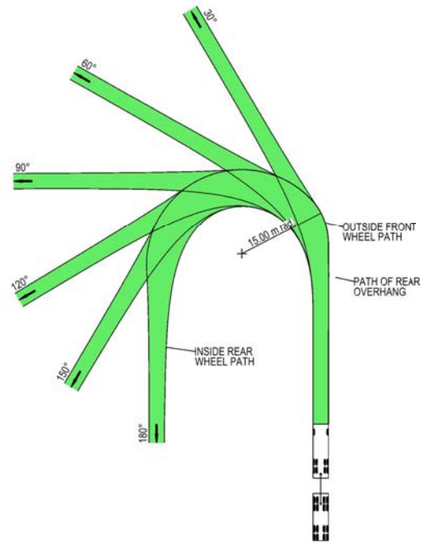
0.5m VEHICLE CLEARANCE

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
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 21/07/2025 — 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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
BURROWS ROAD AND CENTAUR ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - BURROWS ROAD AND CENTAUR ROAD - THROUGH

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0004 — ISSUE 1

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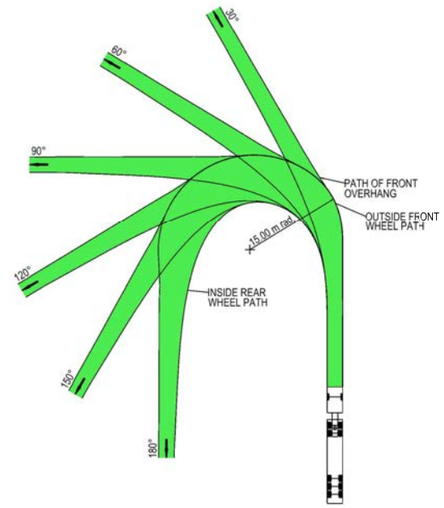
LEGEND

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
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 - Table Top Yard Clearances Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 21/07/2025 — 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		07/07/2025
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

ALBURY CITY COUNCIL
BURROWS ROAD AND CENTAUR ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - BURROWS ROAD AND CENTAUR ROAD - THROUGH

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS — SHEET No.: SW-0005 — ISSUE: 1

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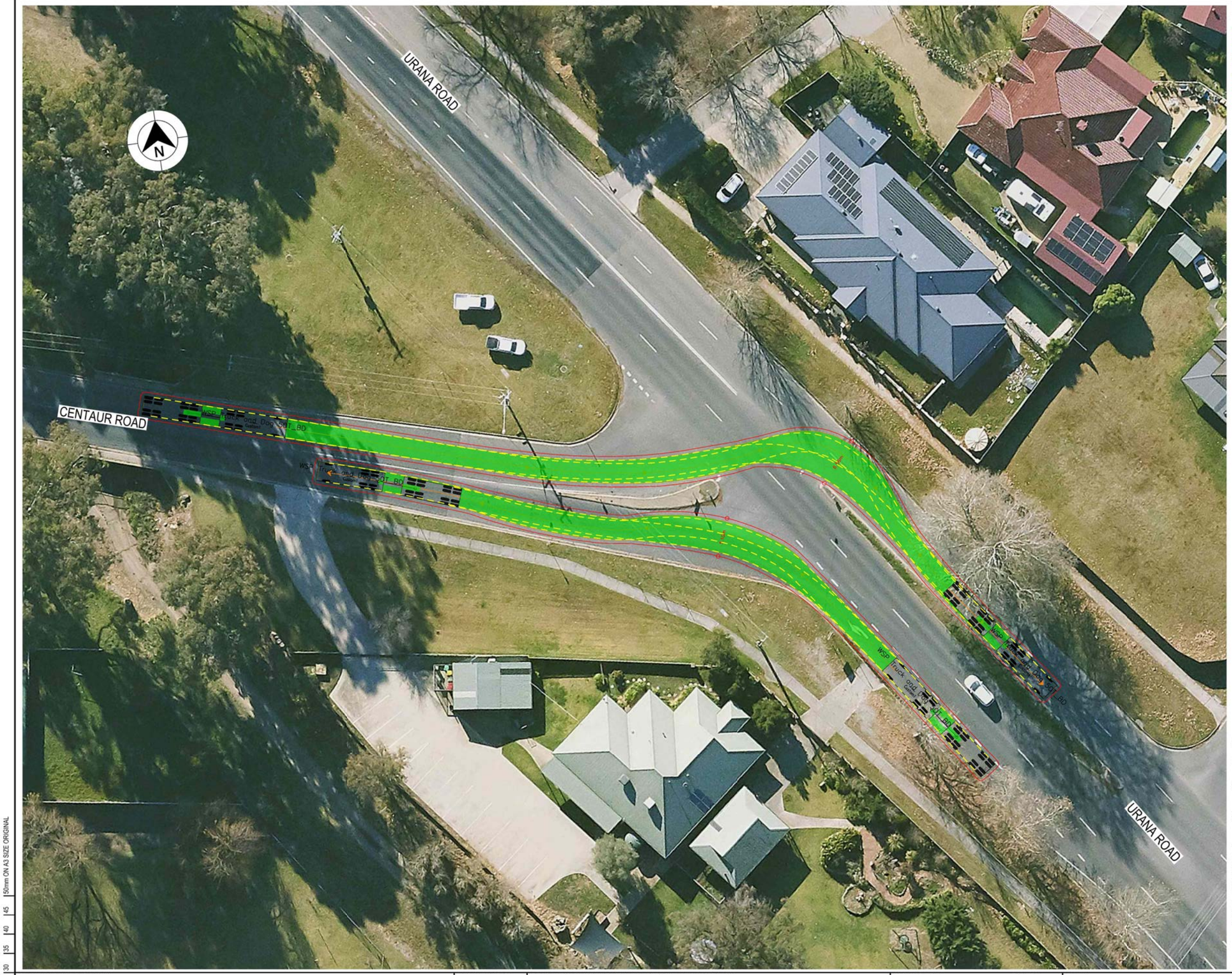
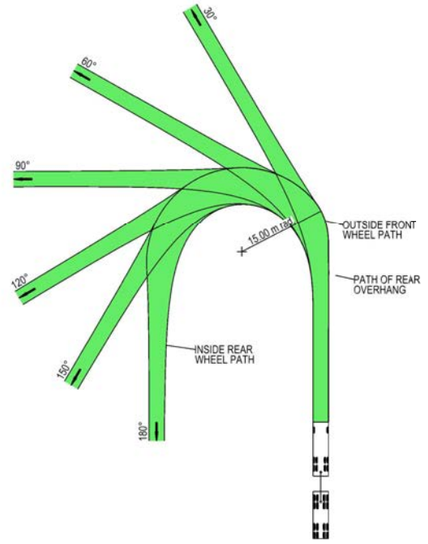


LEGEND

- 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
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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: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Table Top Yard Clearances Route.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 21/07/2025 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	07/07/2025
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

ALBURY CITY COUNCIL
CENTAUR ROAD AND URANA ROAD
A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - CENTAUR ROAD AND URANA ROAD - LI RO

A3

RIGORE REGISTRATION No.: RES2501.78.207 PART: 1

ISSUE STATUS: SHEET No.: SW-0006 ISSUE: 1

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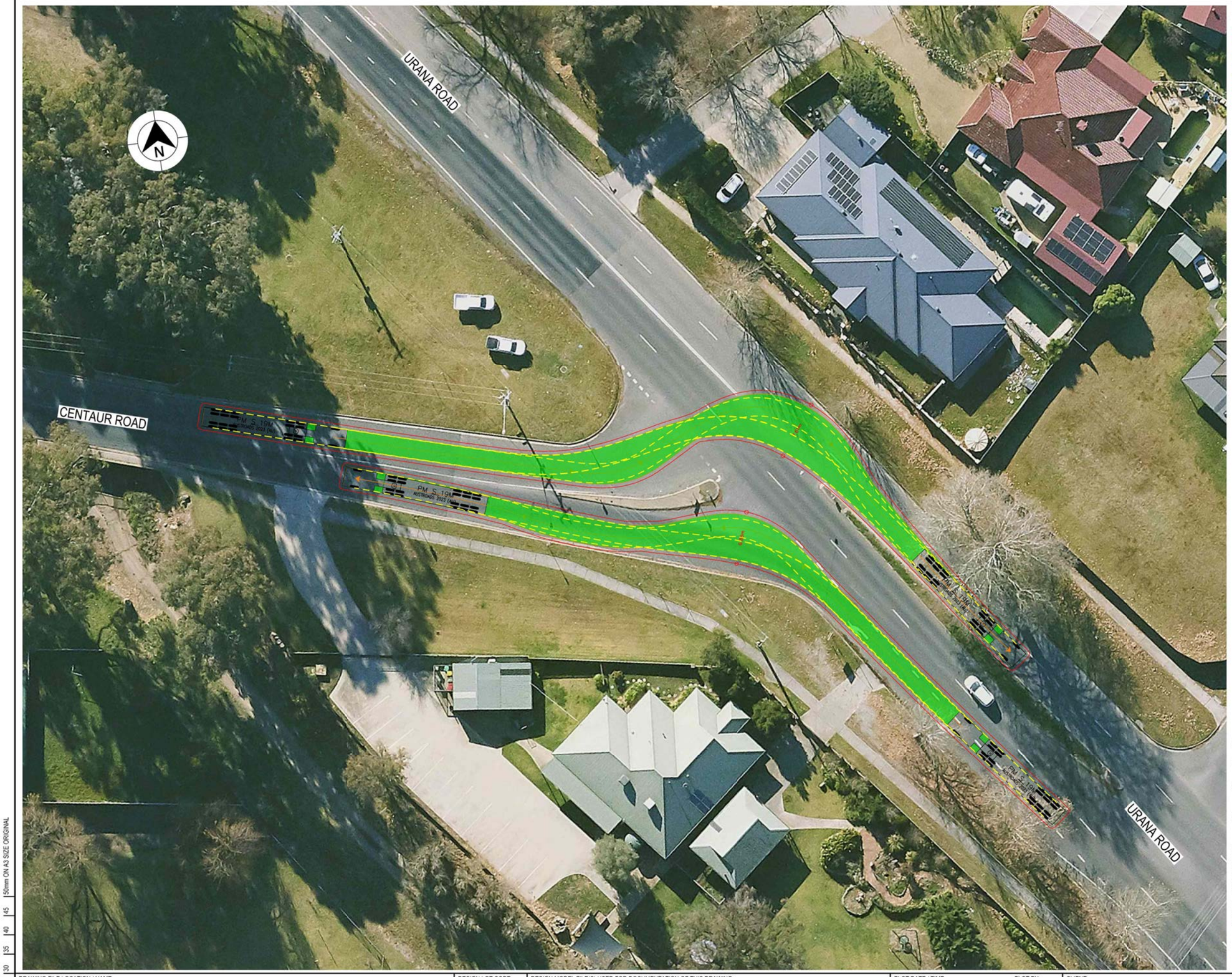


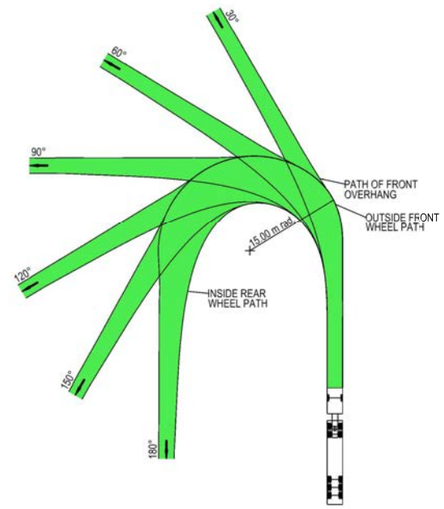
LEGEND

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
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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

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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 21/07/2025 — 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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
CENTAUR ROAD AND URANA ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - CENTAUR ROAD AND URANA ROAD - LI RO

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ISSUE STATUS — SHEET No. SW-0007 — ISSUE 1

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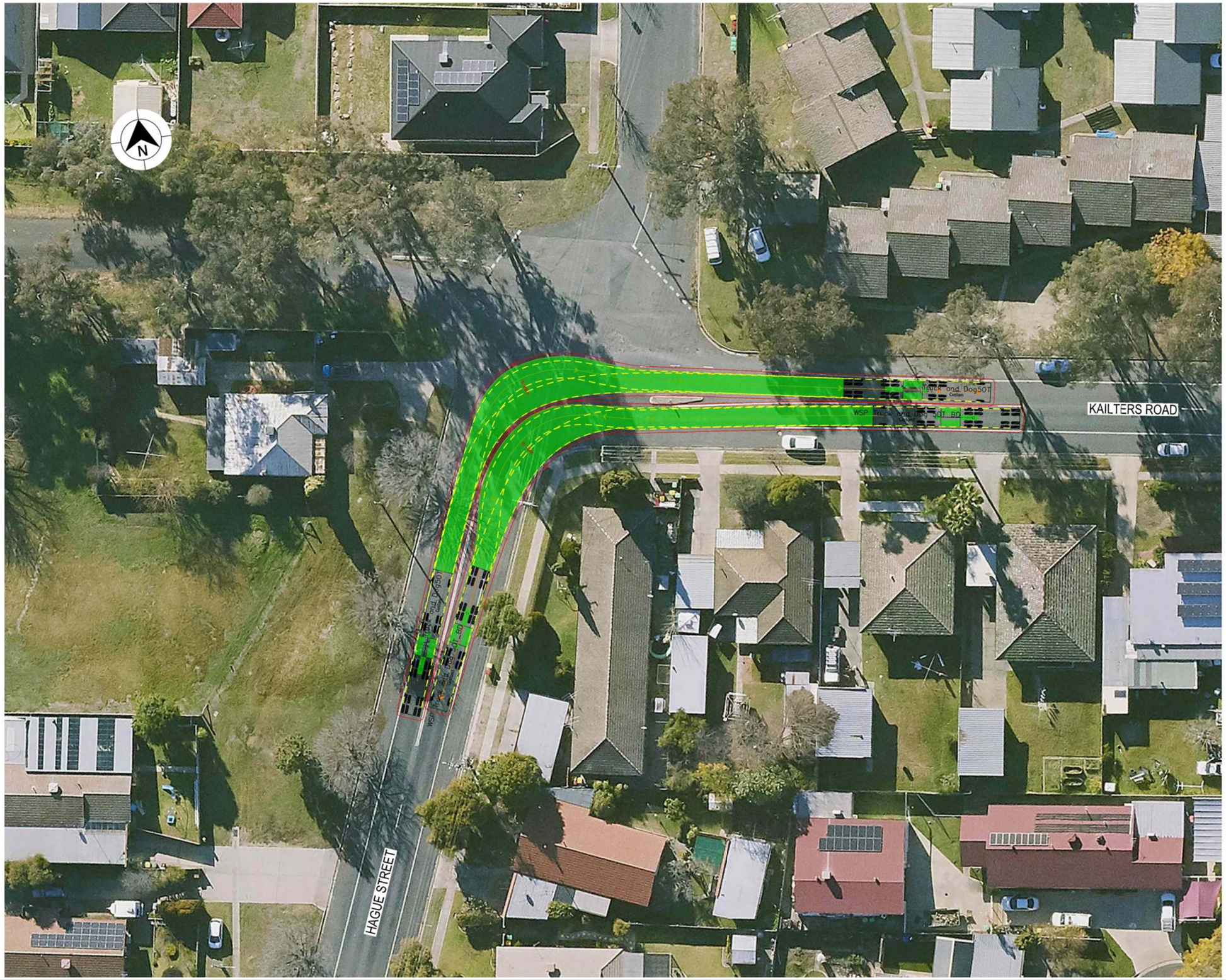


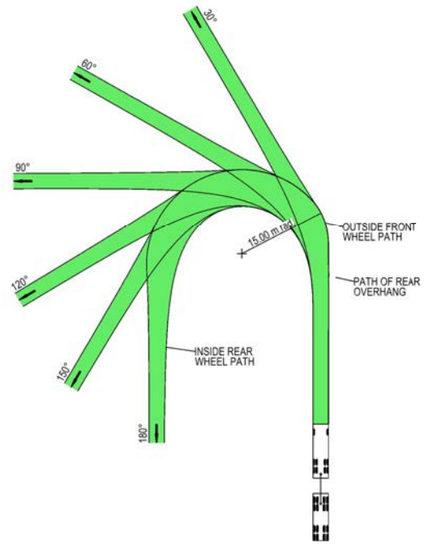
LEGEND

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)	
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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: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Table Top Yard Clearances Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 21/07/2025 — PLOT BY: ThomHunter

CLIENT: MARTINUS

ALBURY CITY COUNCIL
HAGUE STREET AND KAITLERS ROAD
A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - HAGUE STREET AND KAITLERS ROAD - THROUGH

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	07/07/2025	
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	

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS — SHEET No.: SW-0008 — ISSUE: 1

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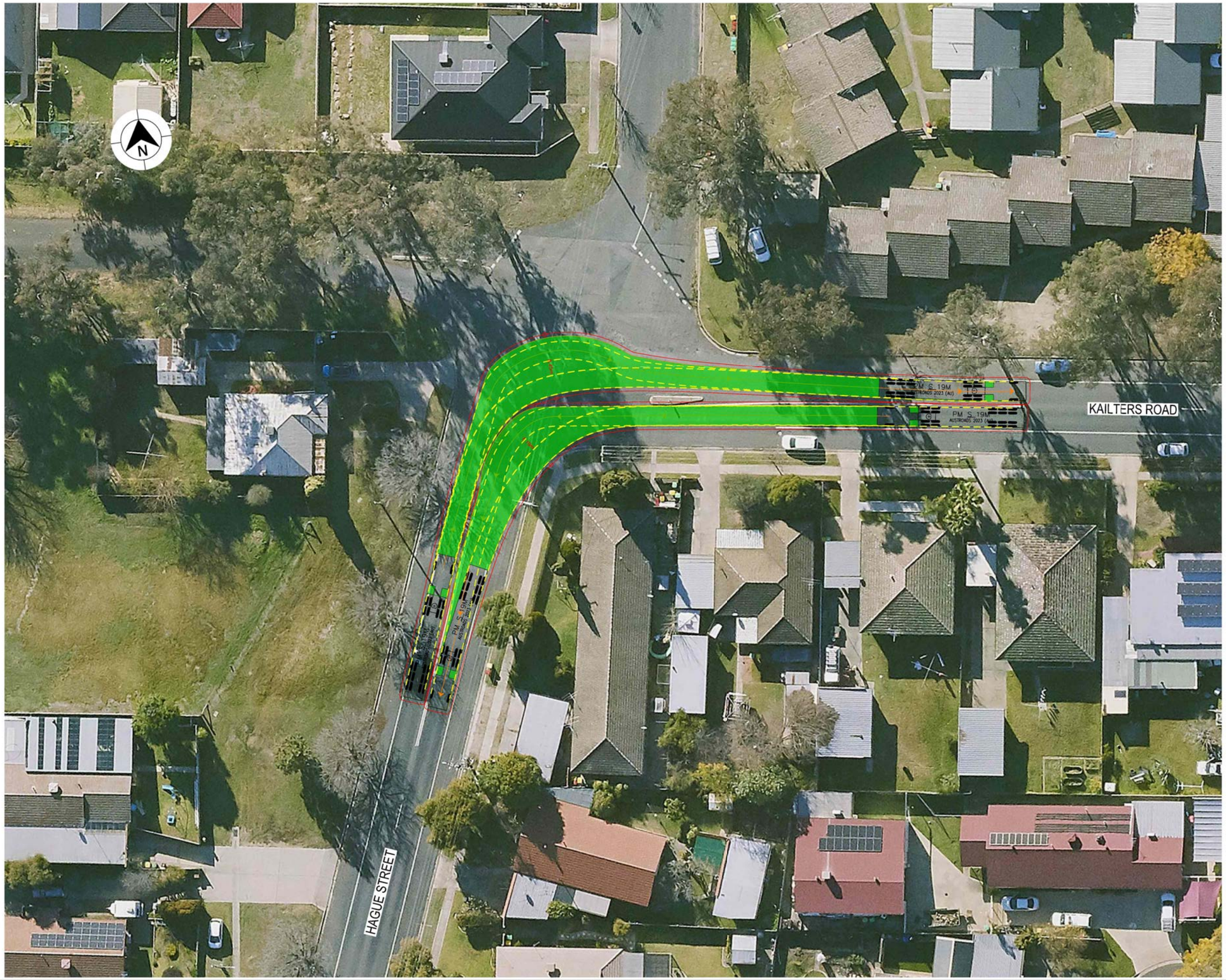


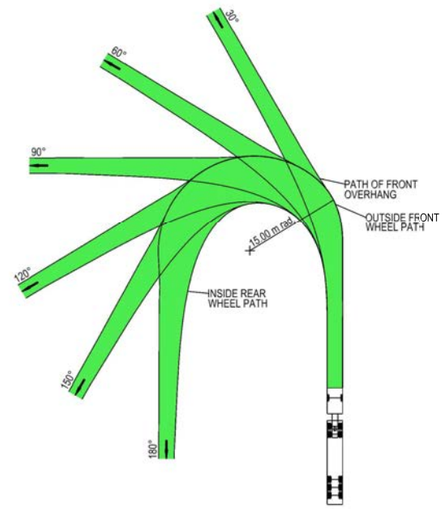
LEGEND

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

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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 19/08/2025 — 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

ALBURY COUNCIL
HAGUE STREET AND KAITLERS ROAD — A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - HAGUE STREET AND KAITLERS ROAD - THROUGH

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS CONCEPT DESIGN — SHEET No. SW-0009 — ISSUE 1

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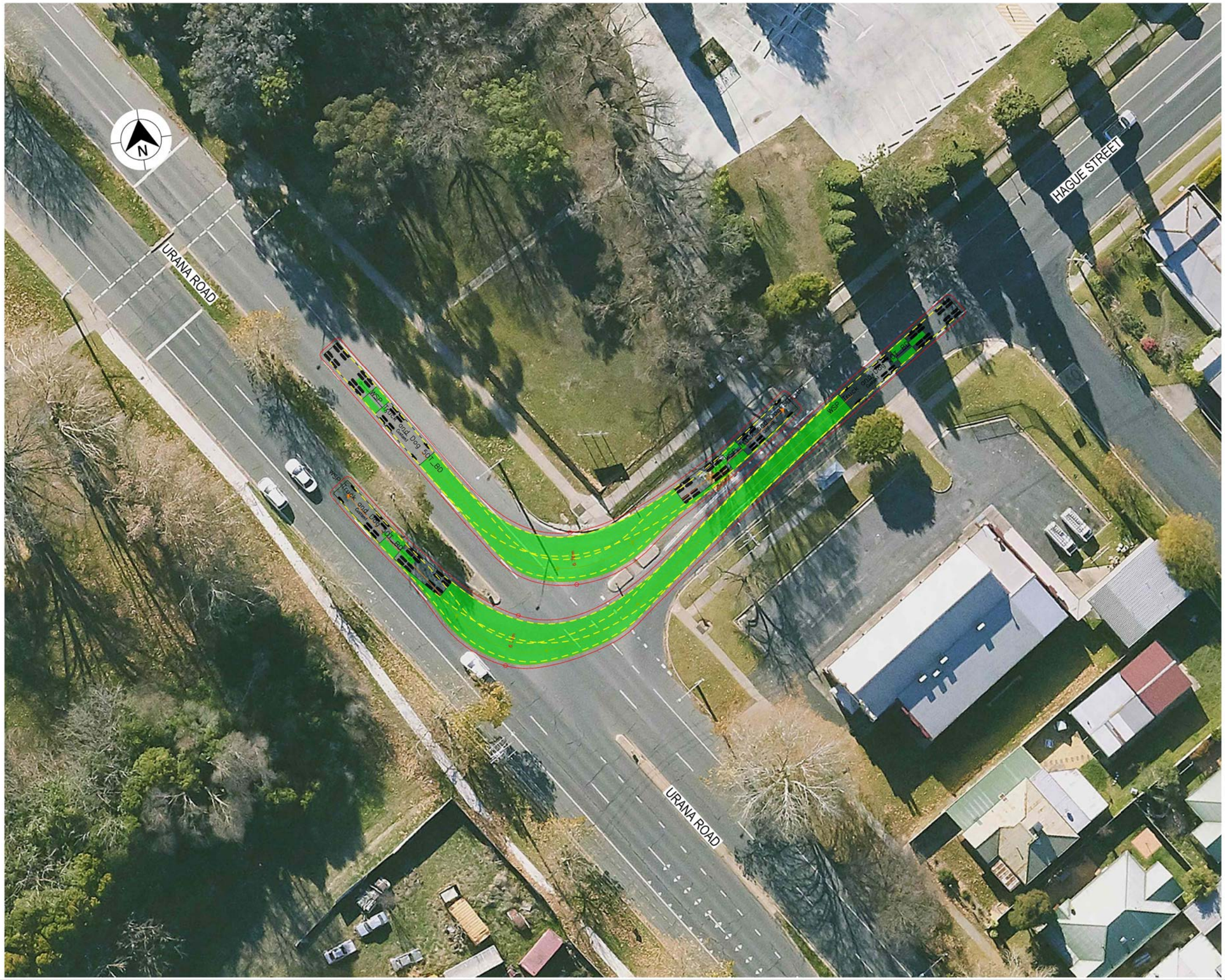

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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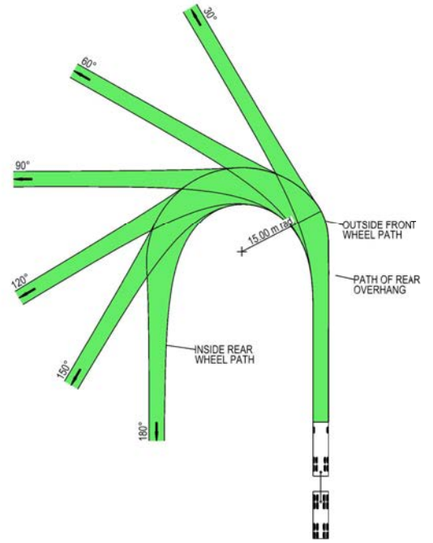
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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TRUCK AND 4 AXLE DOG (19.0 m)	
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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 21/07/2025
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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
HAGUE STREET AND URANA ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - HAGUE STREET AND URANA ROAD - LI RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW-0010
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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AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

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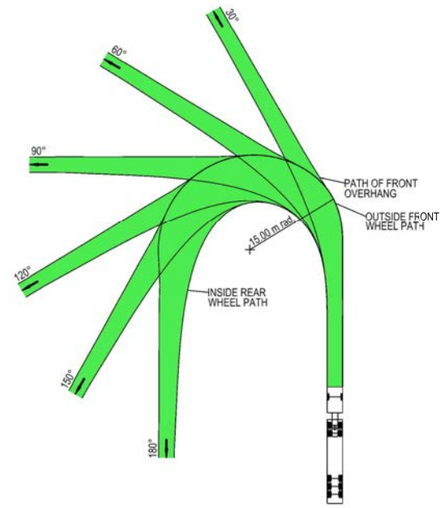
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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OVERALL LENGTH	19.00 m
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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 - Table Top Yard Clearances Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 21/07/2025 — 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	07/07/2025	
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	

MARTINUS

ALBURY CITY COUNCIL
HAGUE STREET AND URANA ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - HAGUE STREET AND URANA ROAD - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0011 — ISSUE 1

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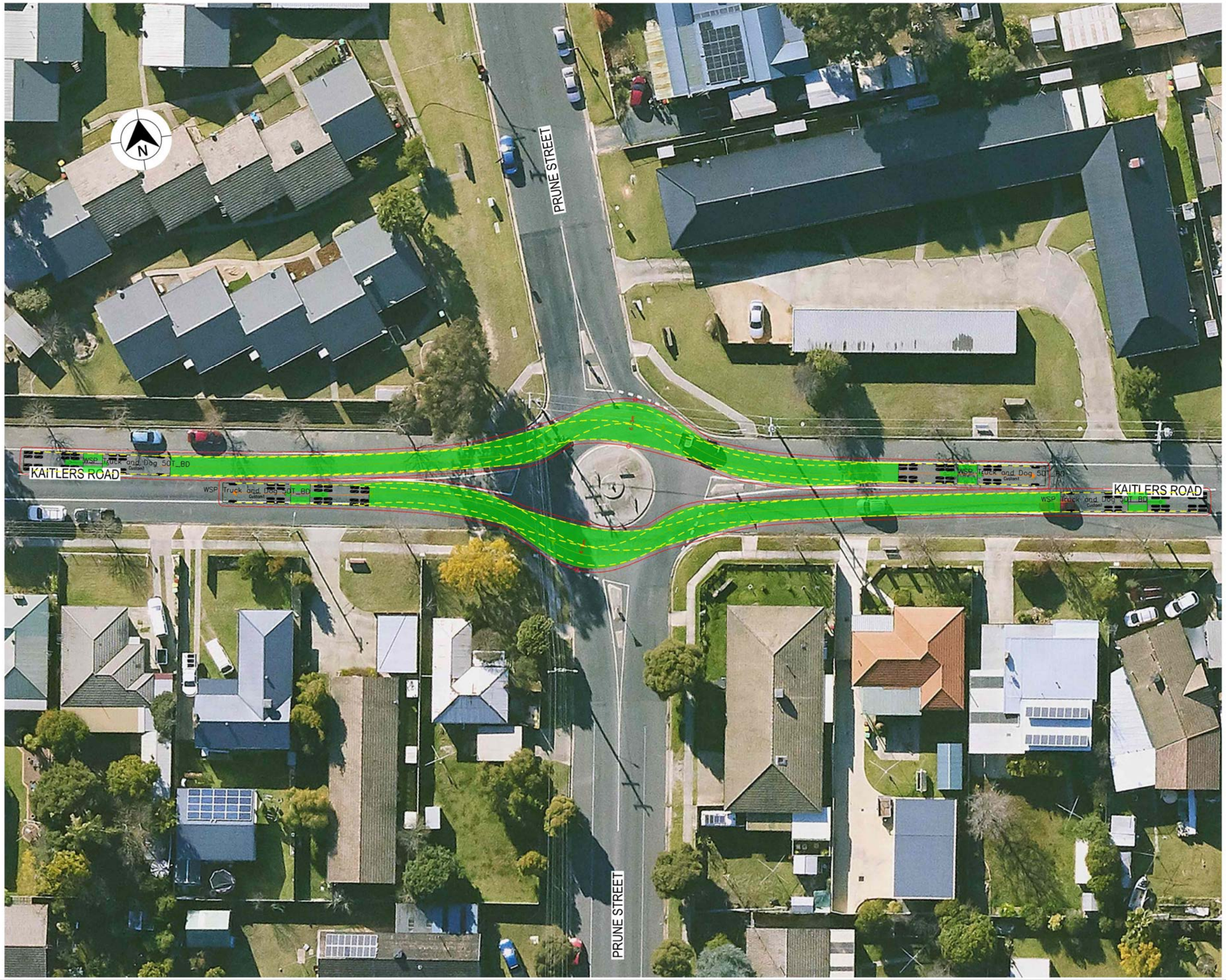


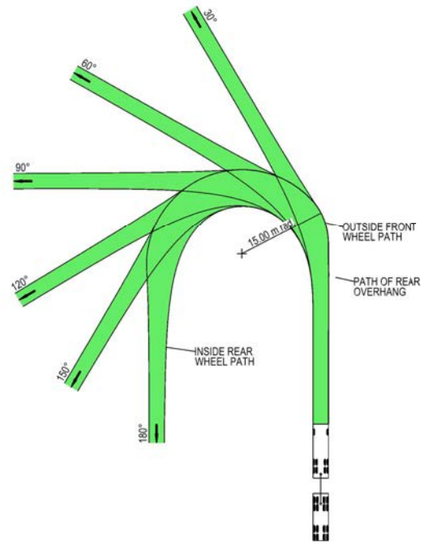
LEGEND

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
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 21/07/2025 — 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	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

MARTINUS

ALBURY CITY COUNCIL
KAITLERS ROAD AND PRUNE STREET

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - KAITLERS ROAD AND PRUNE STREET - THROUGH

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0012 — ISSUE 1

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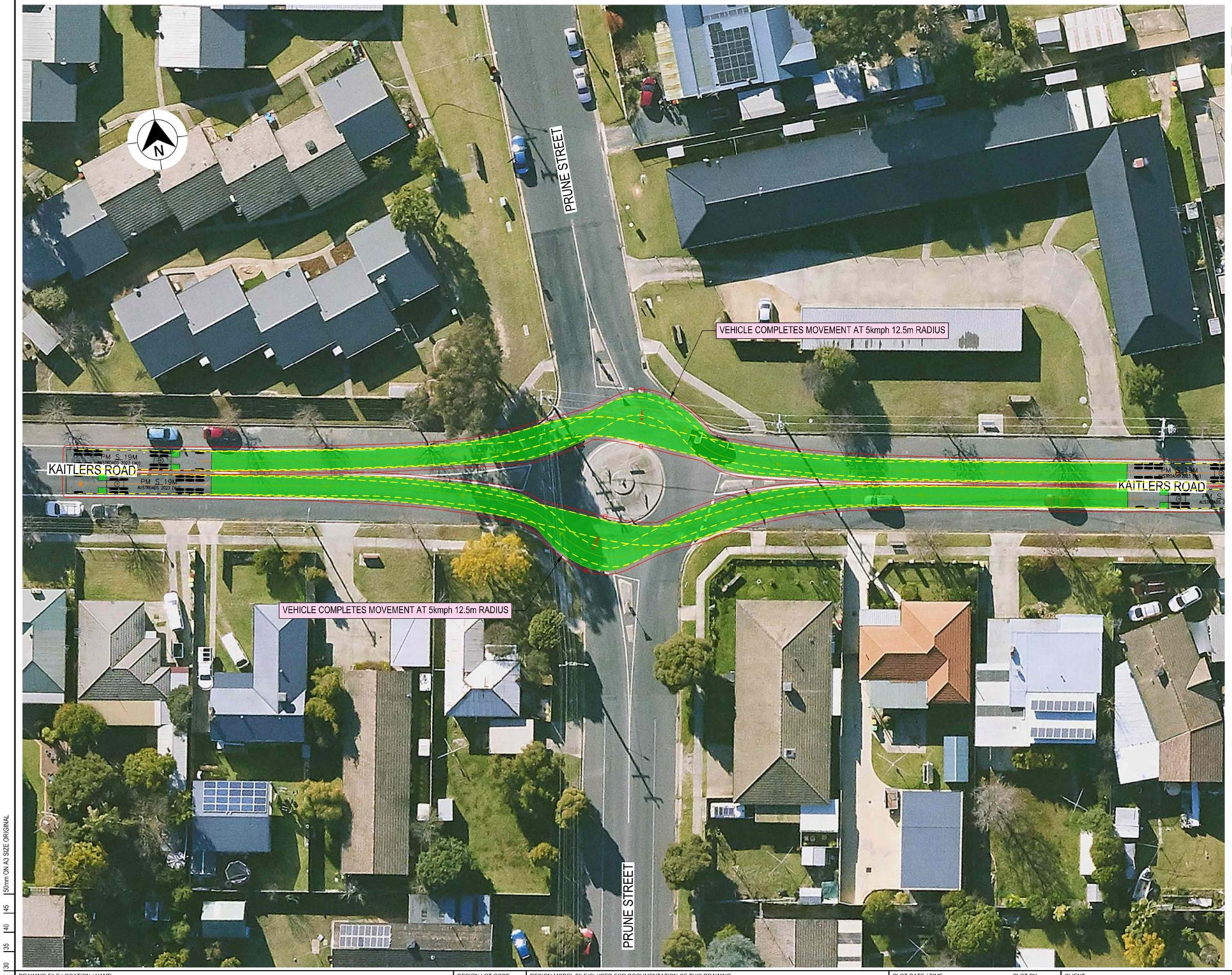


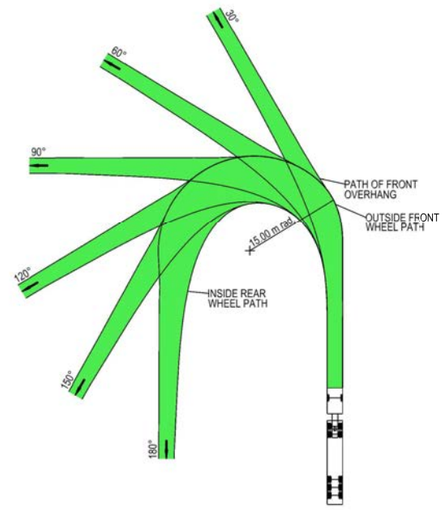
LEGEND

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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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 21/07/2025
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 MNGR	X. X. XXXXXXXXX	XX.XX.XX
PROJECT MNGR	X. X. XXXXXXXXX	XX.XX.XX

MARTINUS

ALBURY CITY COUNCIL
KAITLERS ROAD AND PRUNE STREET
A3
A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - KAITLERS ROAD AND PRUNE STREET - THROUGH

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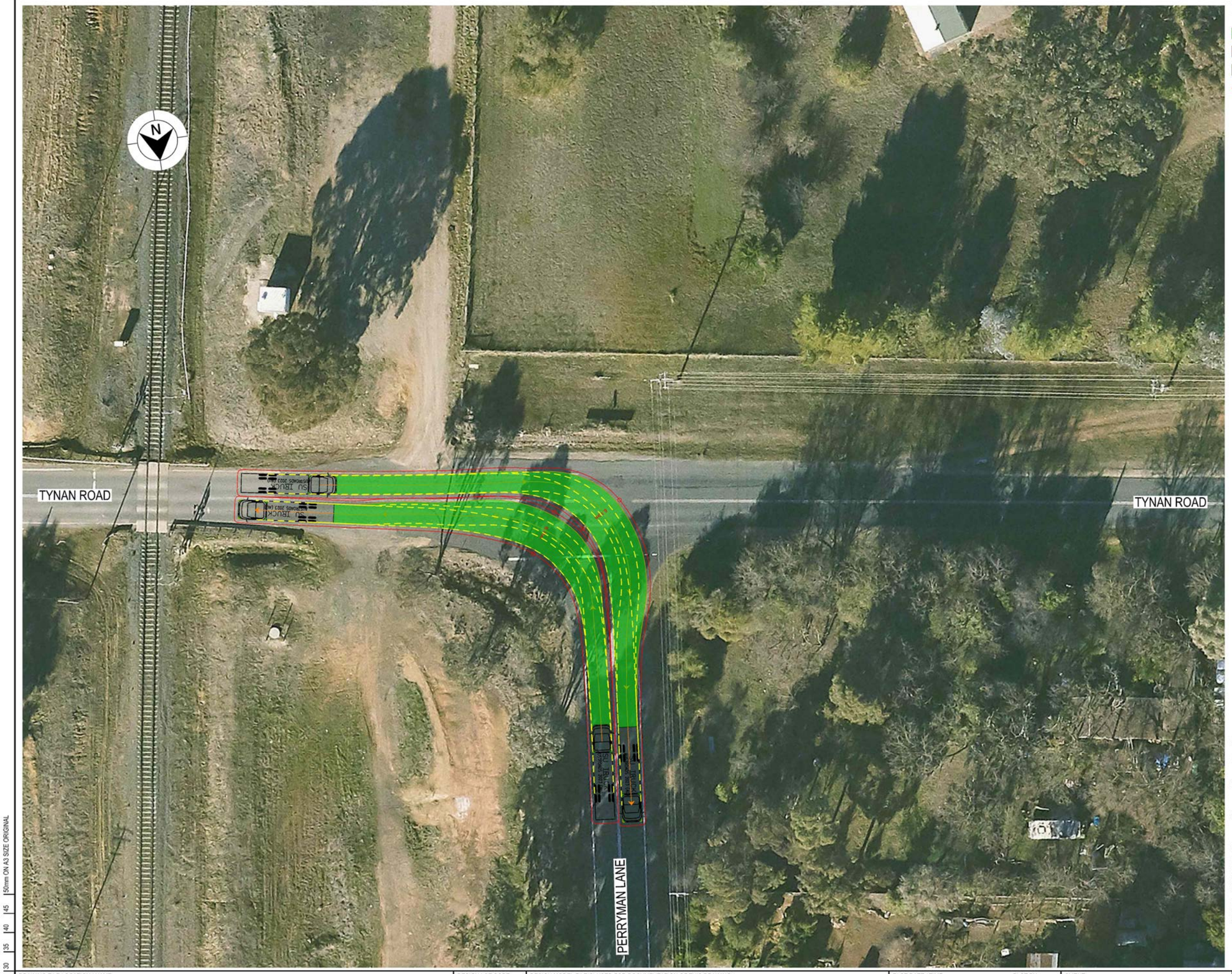


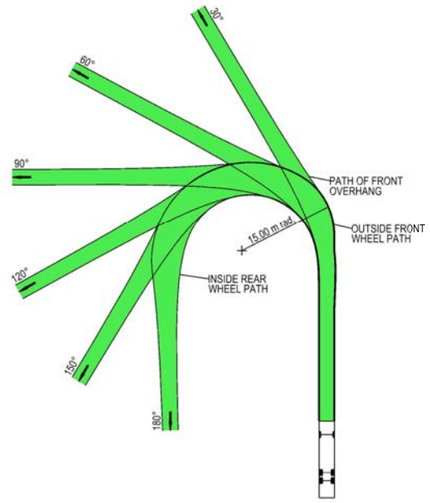
LEGEND

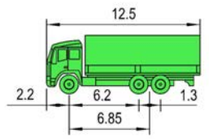
GDA 2020

- 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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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 - Table Top Yard Clearances Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 21/07/2025 — 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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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

MARTINUS

ALBURY CITY COUNCIL
PERRYMAN LANE AND TYNAN ROAD

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 12.5 SU - PERRYMAN LANE AND TYNAN ROAD - RI LO

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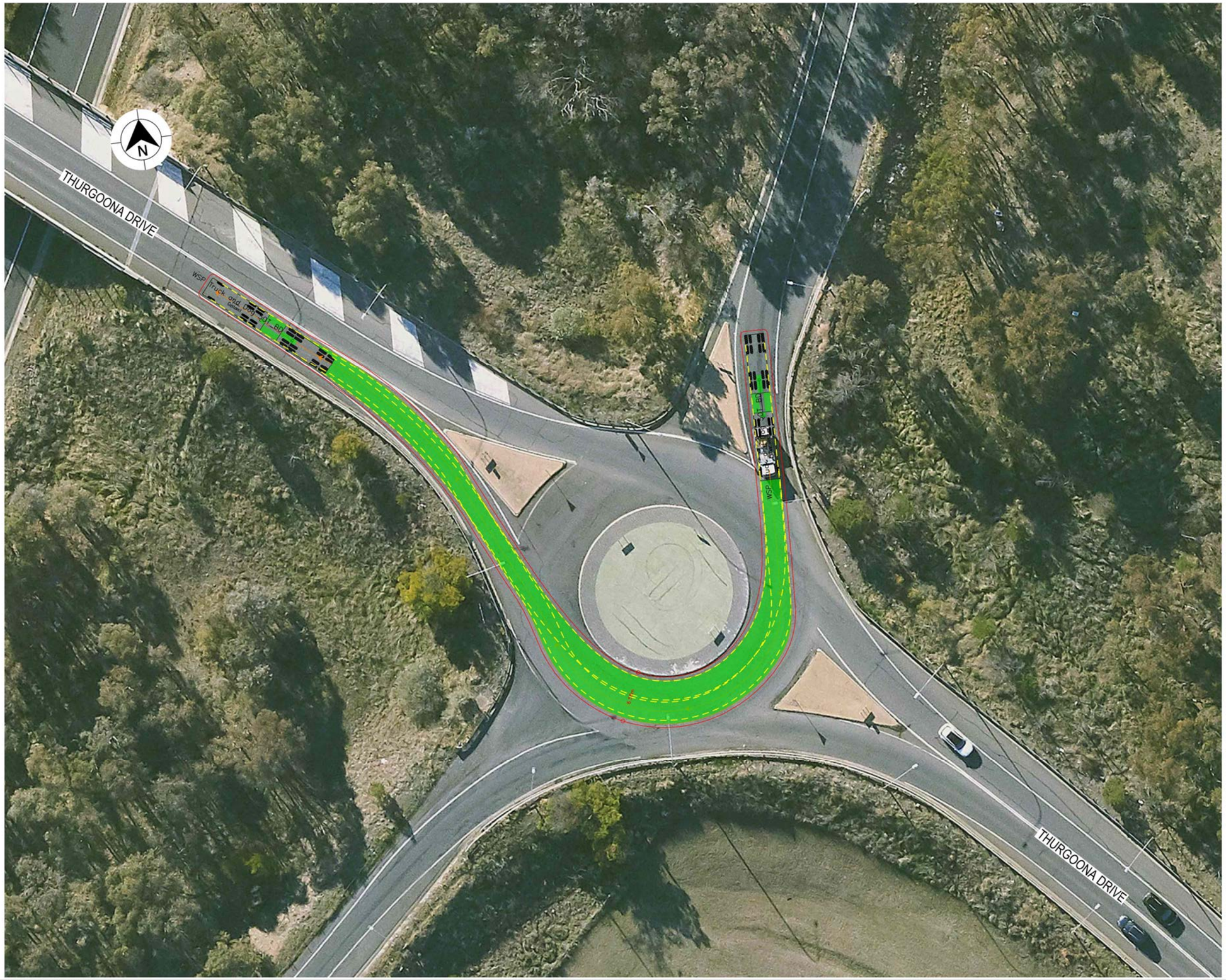


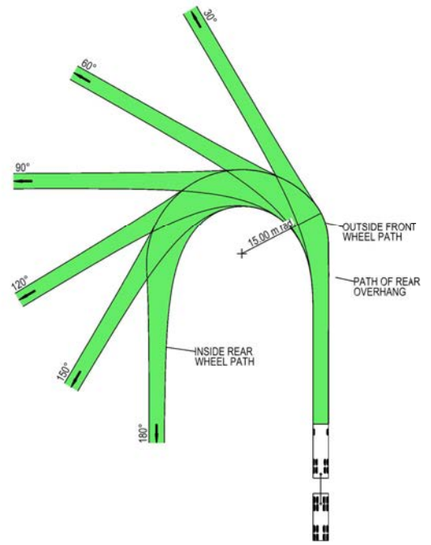
LEGEND

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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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 - Table Top Yard Clearances Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 21/07/2025 — 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	07/07/2025
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

ALBURY CITY COUNCIL
THURGOONA DRIVE AND HUME HIGHWAY

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - THURGOONA DRIVE AND HUME HIGHWAY - LI

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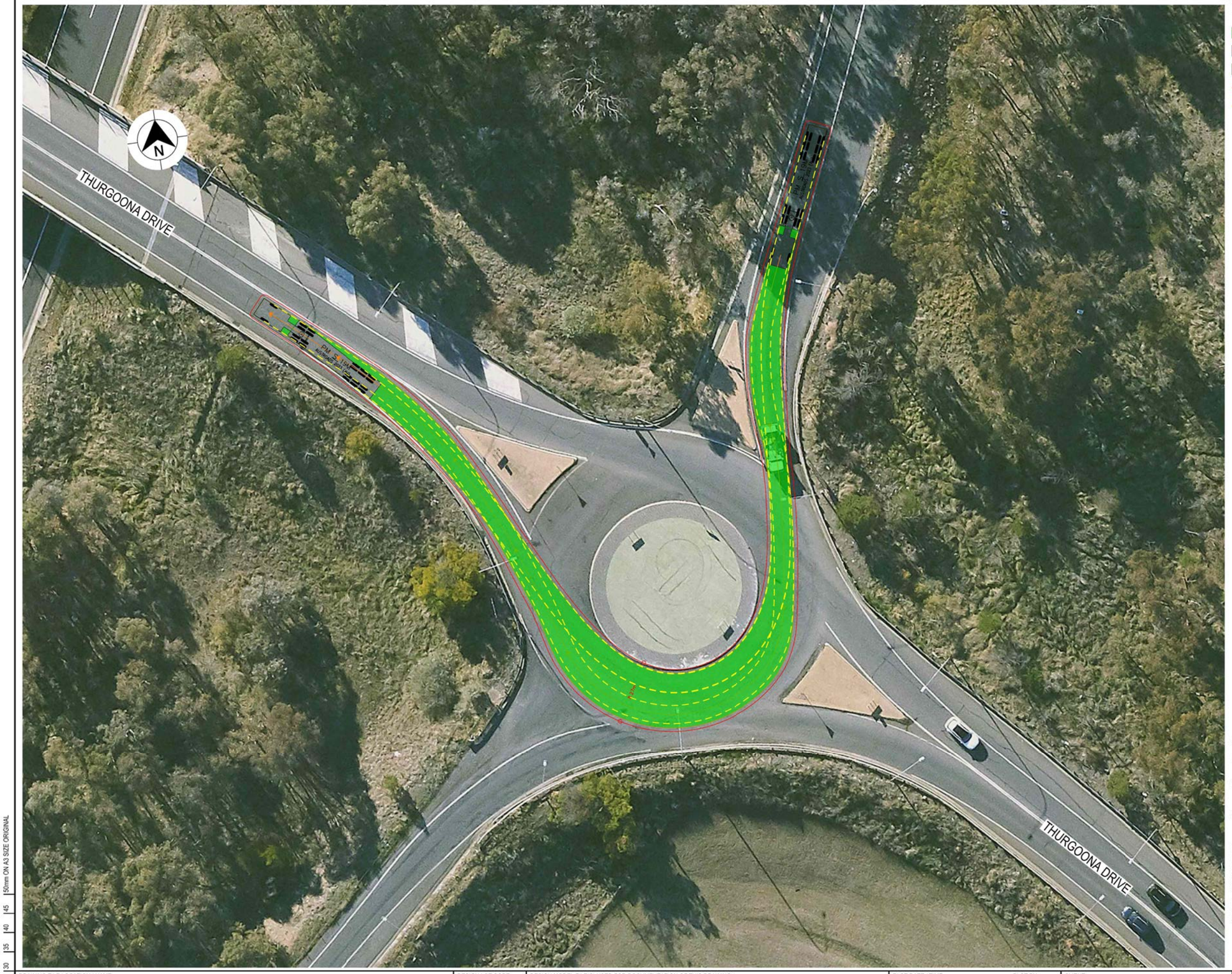


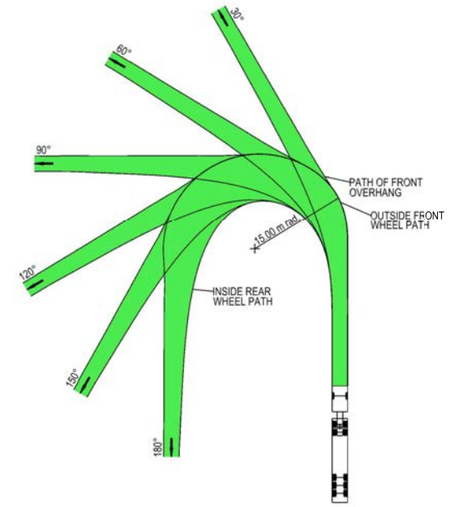
LEGEND

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

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PLOT DATE / TIME 21/07/2025
PLOT BY ThomHunter

CLIENT

ALBURY CITY COUNCIL
THURGOONA DRIVE AND HUME HIGHWAY
A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - THURGOONA DRIVE AND HUME HIGHWAY - 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

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DESIGN MNGR	X. X. XXXXXXXXX	XX.XX.XX
PROJECT MNGR	X. X. XXXXXXXXX	XX.XX.XX

MARTINUS

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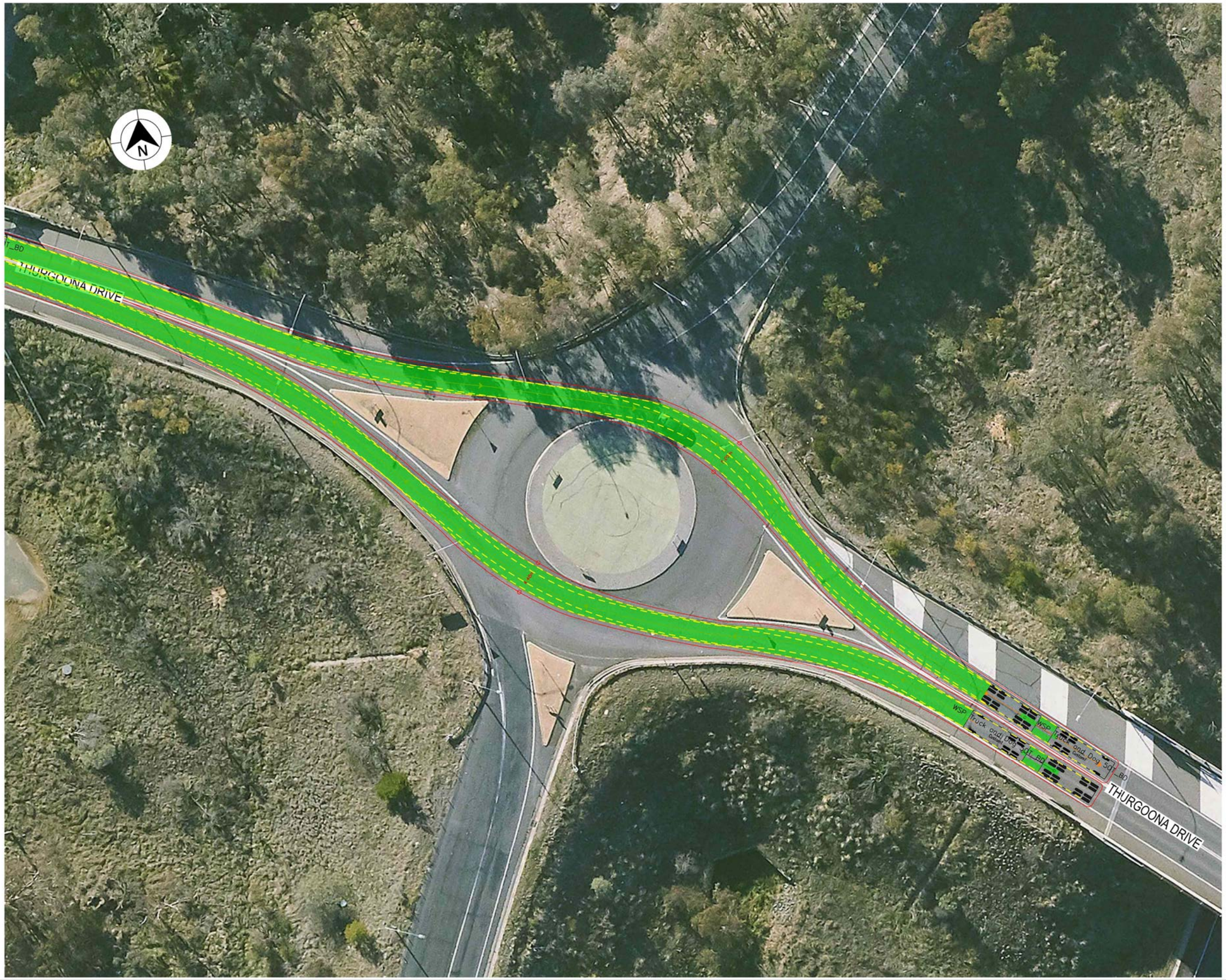


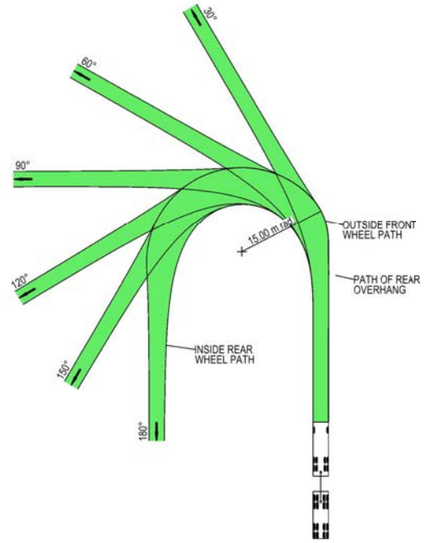
LEGEND

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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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

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PLOT DATE / TIME: 21/07/2025 — PLOT BY: ThomHunter

CLIENT: MARTINUS

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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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PROJECT MNGR	X. X. XXXXXXXXX	XX.XX.XX

ALBURY CITY COUNCIL
THURGOONA DRIVE AND HUME HIGHWAY

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - THURGOONA DRIVE AND HUME HIGHWAY - THROUGH

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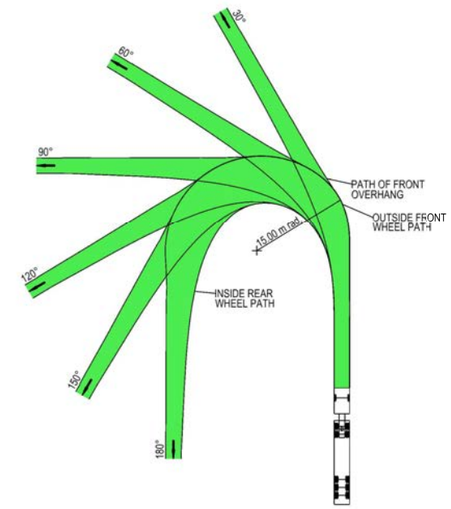
LEGEND

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 - Table Top Yard Clearances Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 21/07/2025
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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
THURGOONA DRIVE AND HUME HIGHWAY

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - THURGOONA DRIVE AND HUME HIGHWAY - THROUGH

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW-0018
ISSUE 1

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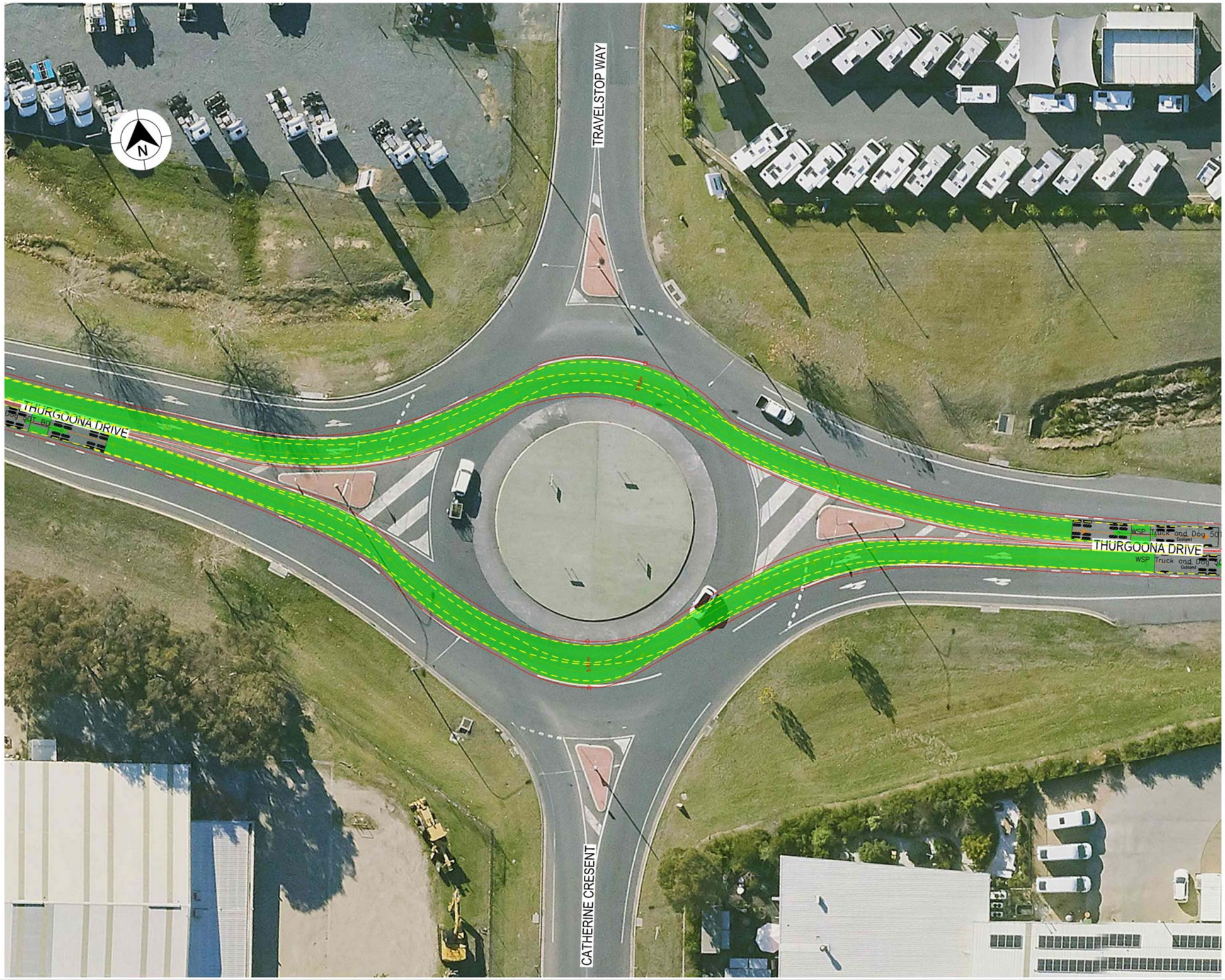

LEGEND

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

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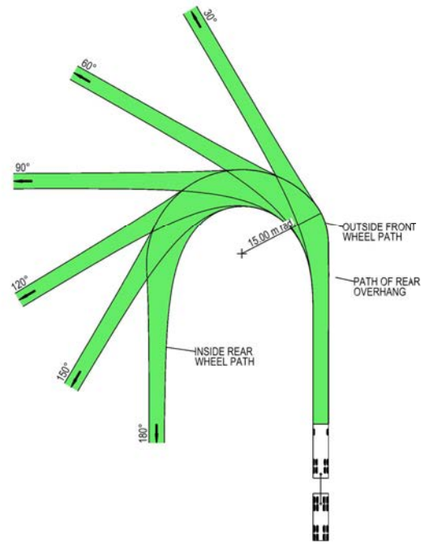
SCALE 1:1000m



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 - Table Top Yard Clearances Route.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 21/07/2025 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	07/07/2025
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

ALBURY CITY COUNCIL
THURGOONA DRIVE AND TRAVELSTOP WAY

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - THURGOONA DRIVE AND TRAVELSTOP WAY - THROUGH

RIGORE REGISTRATION No.: RES2501.78.207 PART: 1

ISSUE STATUS: SHEET No.: SW-0019 ISSUE: 1

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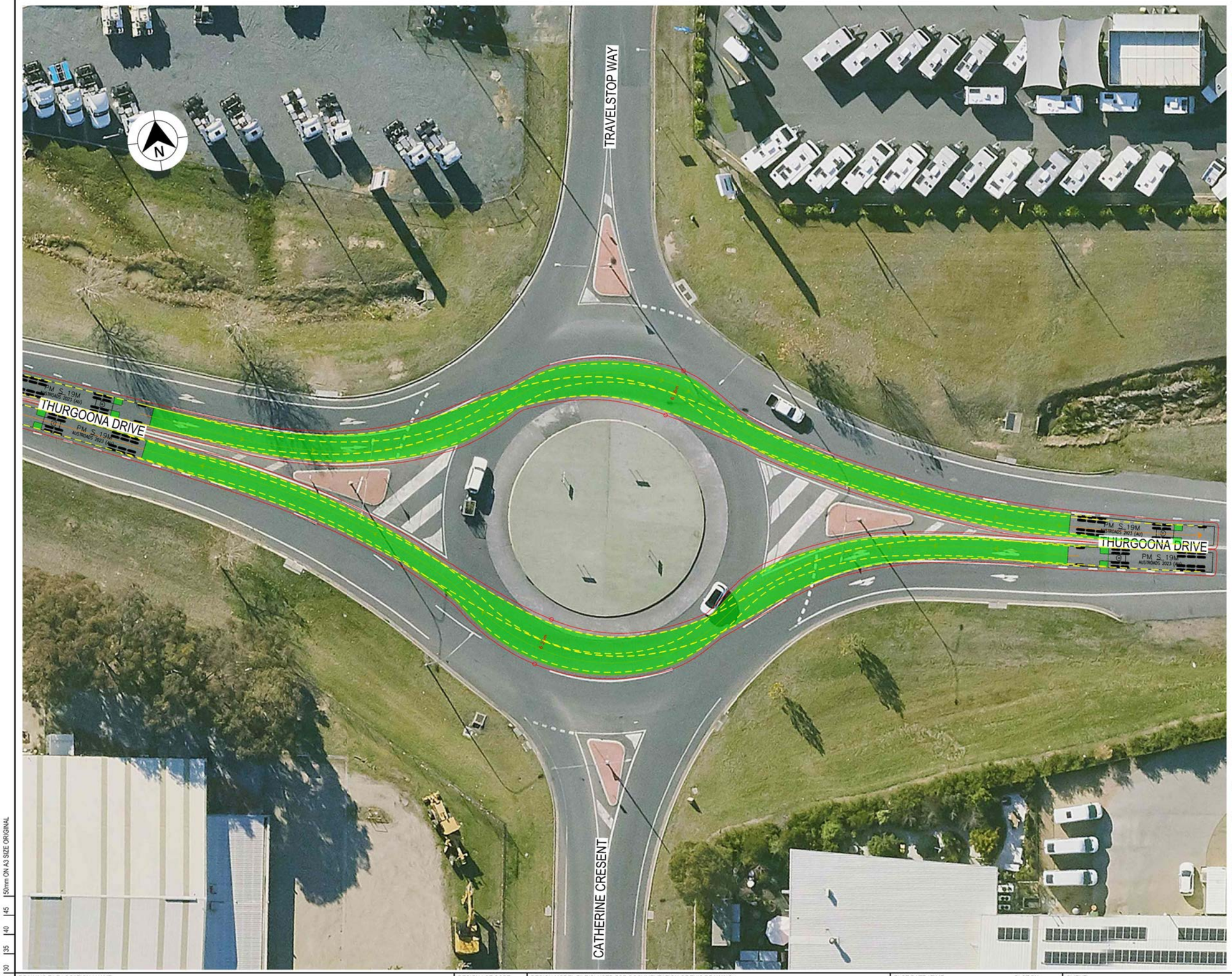


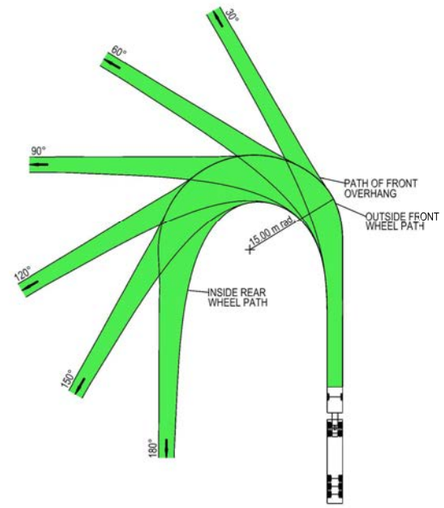
LEGEND

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 - Table Top Yard Clearances Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 21/07/2025
PLOT BY ThomHunter

CLIENT

ALBURY CITY COUNCIL
THURGOONA DRIVE AND TRAVELSTOP WAY

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - THURGOONA DRIVE AND TRAVELSTOP WAY - THROUGH

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	07/07/2025
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

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW-0020
ISSUE 1

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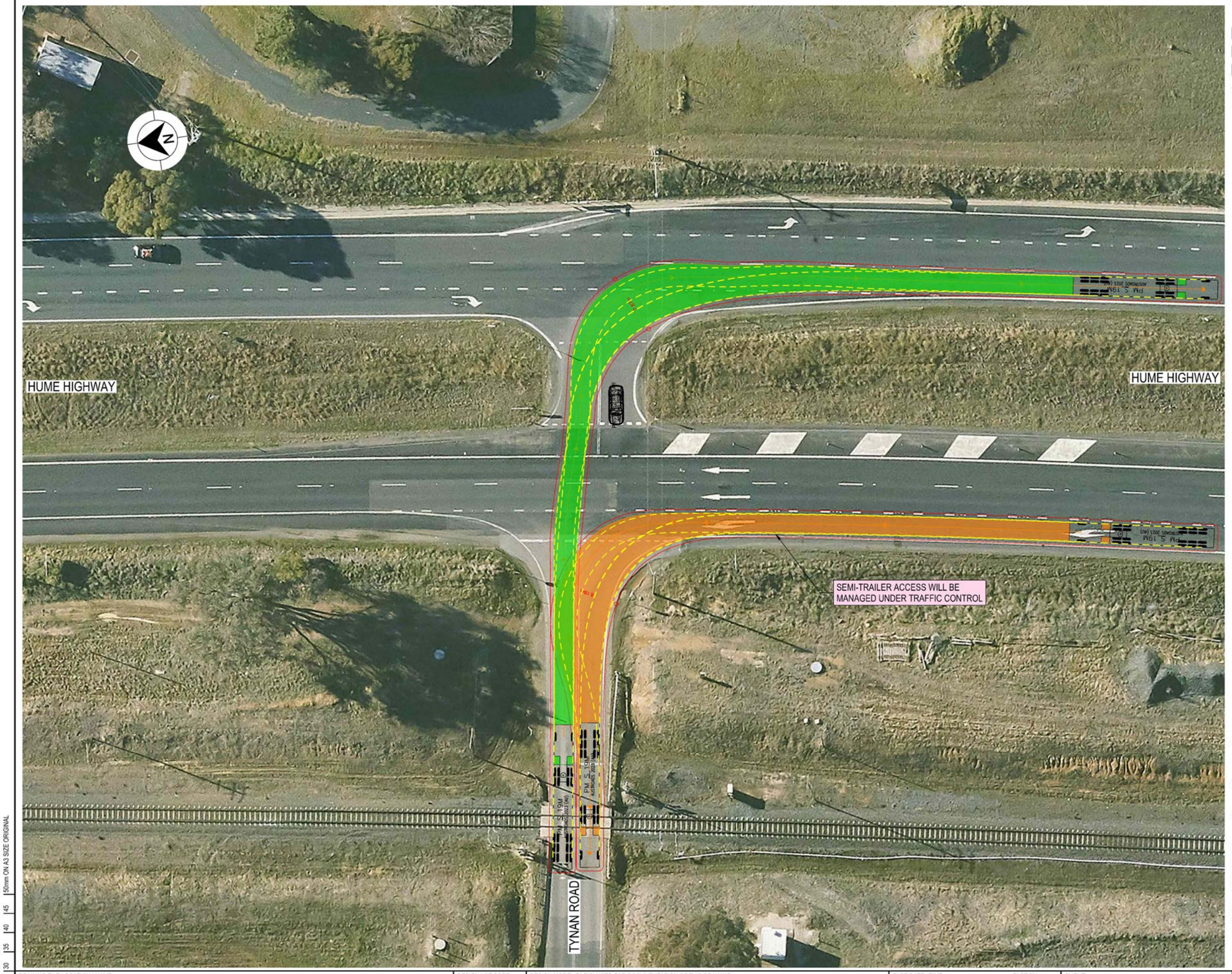


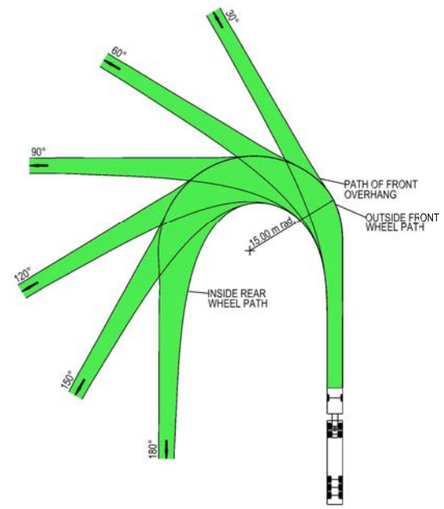
LEGEND

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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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 - Table Top Yard Clearances Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 22/07/2025
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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
TYNAN ROAD AND HUME HIGHWAY
A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - TYNAN ROAD AND HUME HIGHWAY - LI RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW-0021
ISSUE 1

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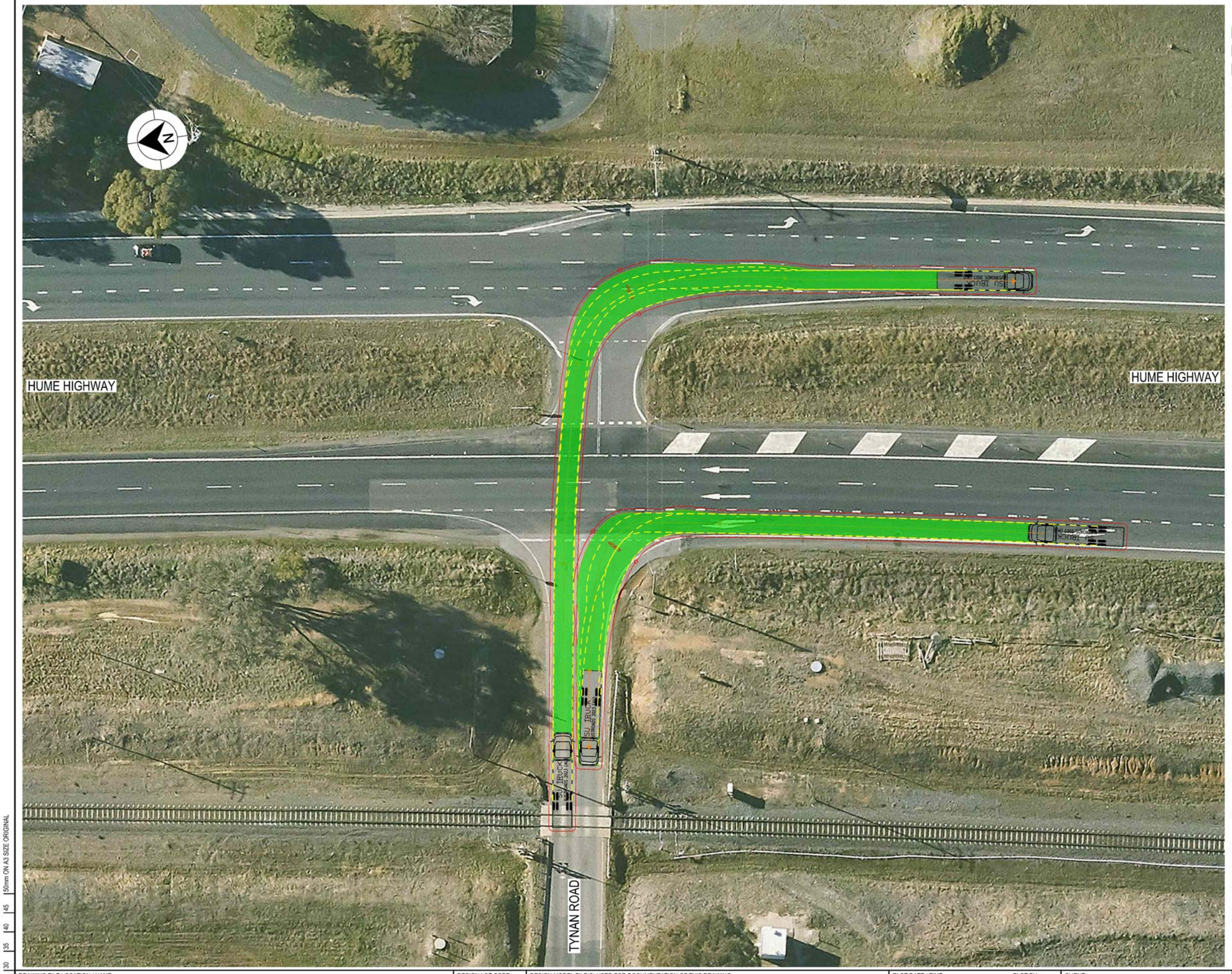


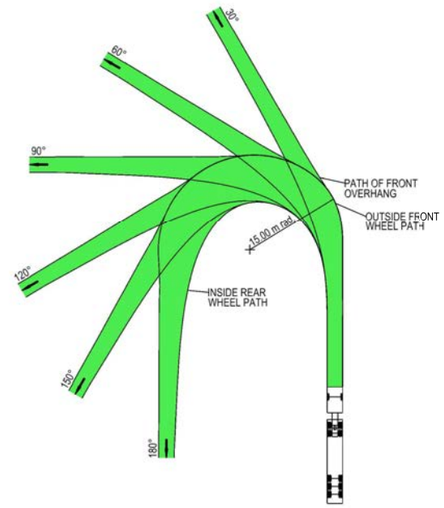
LEGEND

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 - Table Top Yard Clearances Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 21/07/2025 — 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	07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
TYNAN ROAD AND HUME HIGHWAY

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 12.5 SU - TYNAN ROAD AND HUME HIGHWAY - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0022 — ISSUE 1

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HUME HIGHWAY

HUME HIGHWAY

TYNAN ROAD

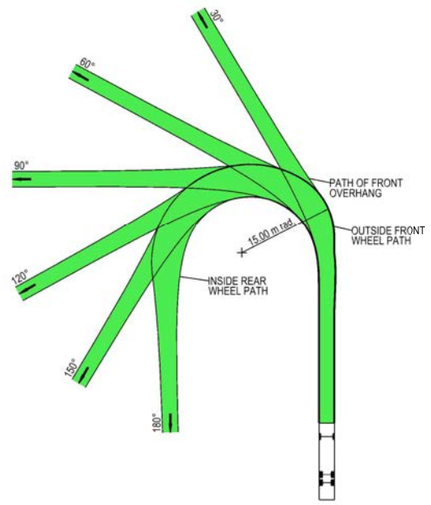
LEGEND

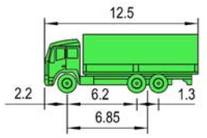
GDA 2020

- 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

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Table Top Yard Clearances Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 21/07/2025 — 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		07/07/2025
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

MARTINUS

ALBURY CITY COUNCIL
TYNAN ROAD AND HUME HIGHWAY

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 12.5 SU - TYNAN ROAD AND HUME HIGHWAY - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0023 — ISSUE 1

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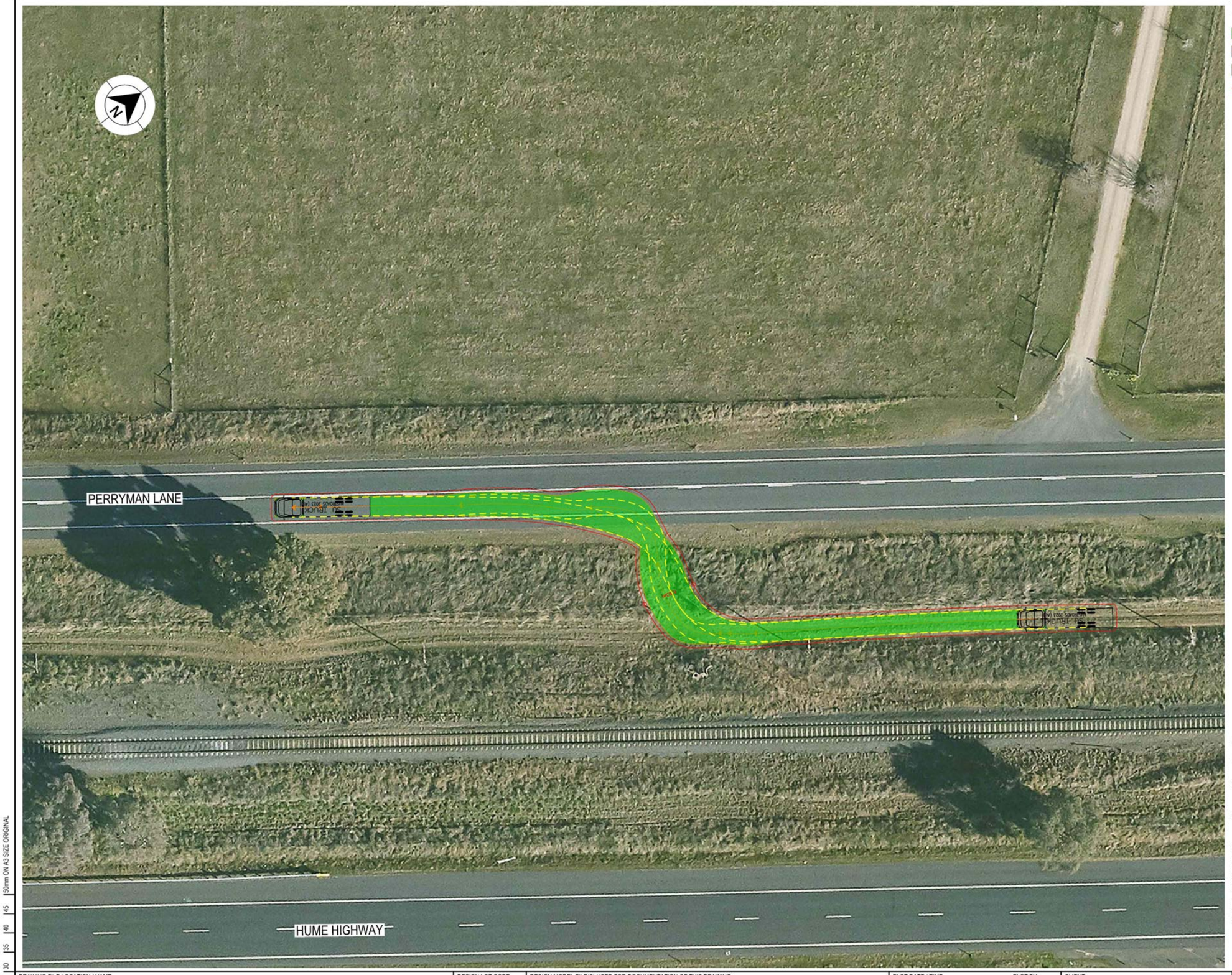


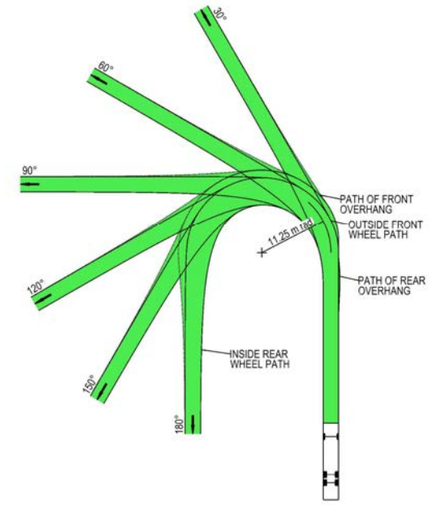
LEGEND

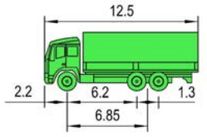
GDA 2020

- 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

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 - Albury Gate access.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 22/07/2025
PLOT BY ThomHunter

CLIENT

ALBURY CITY COUNCIL
PERRYMAN LANE - ACCESS GATE TT1

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	07/07/2025
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

MARTINUS

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - 12.5 SU - GATE TT1 - PERRYMAN LANE - LO

RIGORE REGISTRATION No. RES2501.78.207
PART 1

ISSUE STATUS
SHEET No. SW-0024
ISSUE 1

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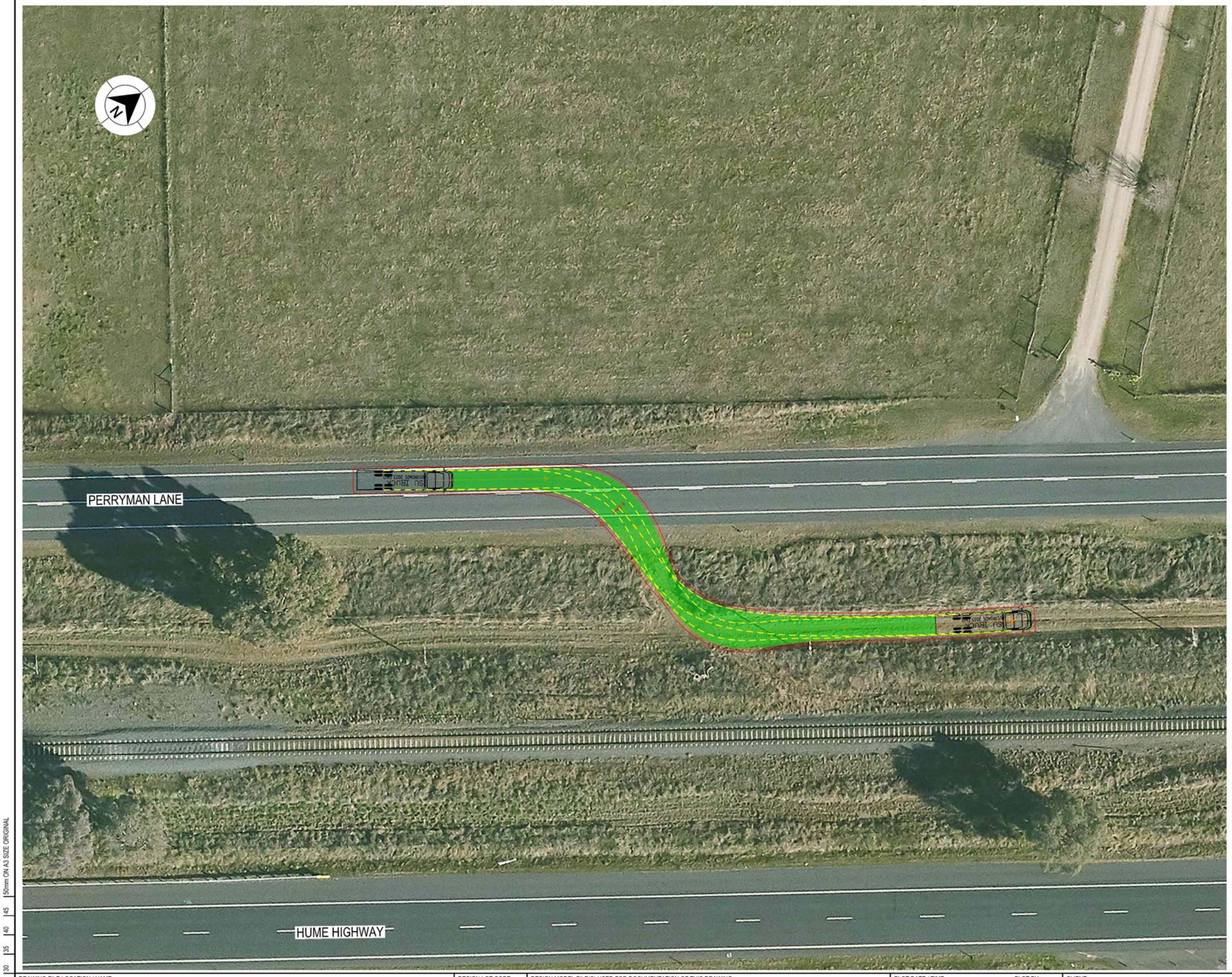


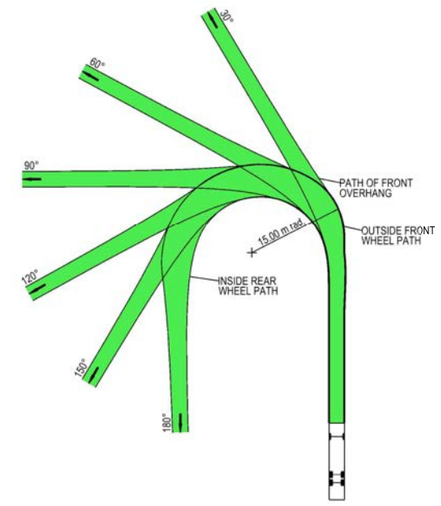
LEGEND

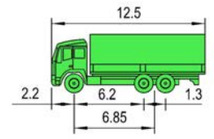
GDA 2020

- 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 - Albury Gate access.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 22/07/2025 — 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	07/07/2025
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

ALBURY CITY COUNCIL
PERRYMAN LANE - ACCESS GATE TT1

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 12.5 SU - GATE TT1 - PERRYMAN LANE - RI

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS — SHEET No.: SW-0025 — ISSUE: 1

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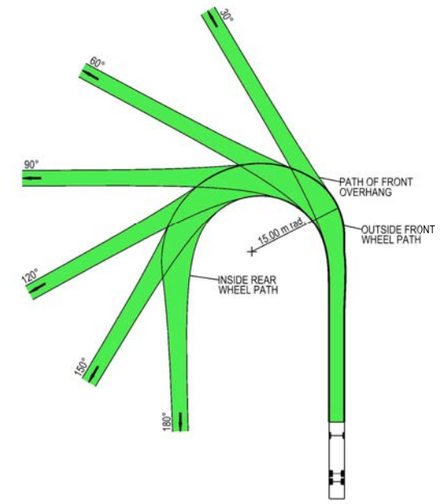
LEGEND

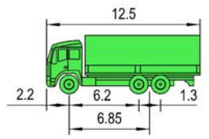
GDA 2020

- 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 21/07/2025 — PLOT BY ThomHunter

CLIENT

ALBURY CITY COUNCIL
PERRYMAN LANE - ACCESS GATE TT1

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	07/07/2025
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

MARTINUS

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - 8.8 SU - GATE TT2 - TYNAN ROAD - LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW-0026 — ISSUE 1

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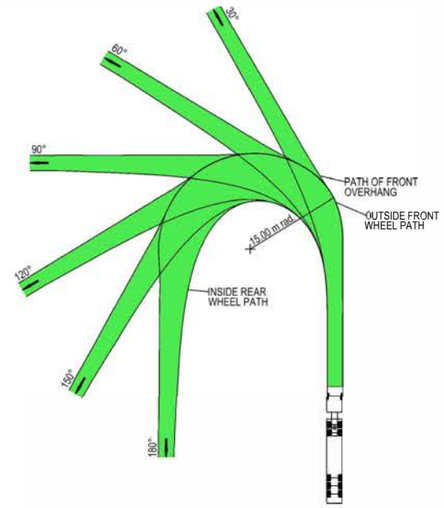
LEGEND

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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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 - Albury Gate access.dgn				DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME: 19/08/2025	PLOT BY: ThomHunter	CLIENT: MARTINUS	ALBURY COUNCIL PERRYMAN LANE - ACCESS GATE TT1 — 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	DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES	TITLE / NAME / DATE	A2I CTTAMP ALBURY PRECINCT SWEPT PATH ANALYSIS SWEPT PATH - SEMI - GATE TT2 - TYNAN ROAD - LO
						CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD		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.: SW-0027 — ISSUE: 1

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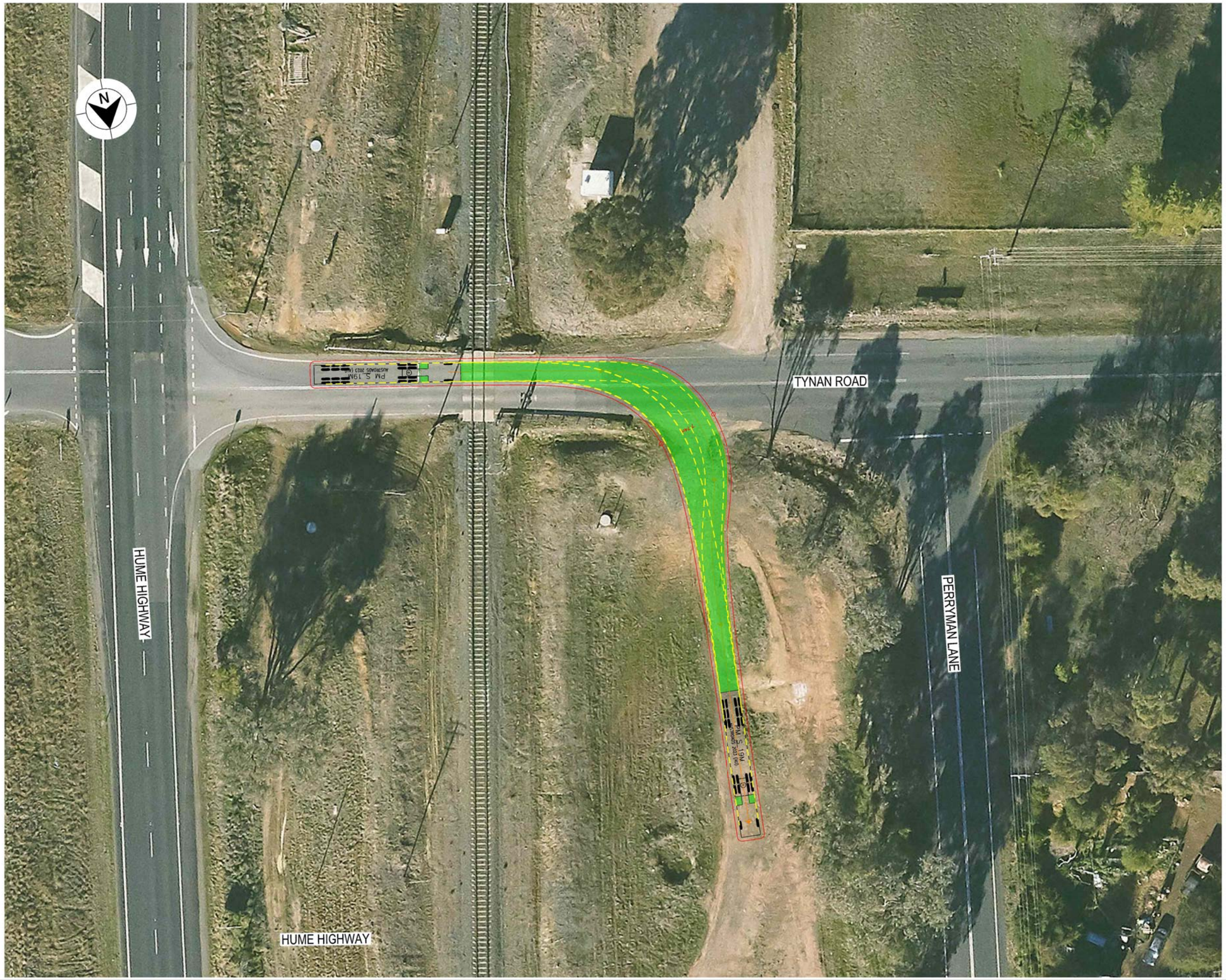


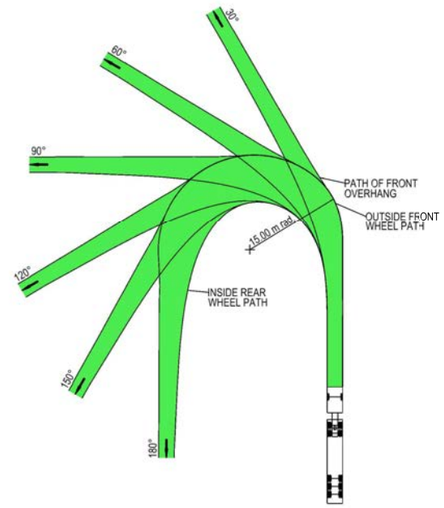
LEGEND

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

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PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
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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 19/08/2025
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

ALBURY COUNCIL
PERRYMAN LANE - ACCESS GATE TT1

A3

A2I CTTAMP
ALBURY PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - GATE TT2 - TYNAN ROAD - RI

RIGORE REGISTRATION No. RES2501.78.207
PART 1
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SHEET No. SW-0028
ISSUE 1

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MARTINUS